

SECTION **LAN**
LAN SYSTEM

A
B
C

CONTENTS

D
E

CAN FUNDAMENTAL

PRECAUTION	EXCEPT FOR MEXICO	F
5	EXCEPT FOR MEXICO : Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"	21
PRECAUTIONS	EXCEPT FOR MEXICO : Precaution for Battery Service	21
5	EXCEPT FOR MEXICO : Precautions for Removing Battery Terminal	21
Precautions for Trouble Diagnosis	EXCEPT FOR MEXICO : Precautions for Trouble Diagnosis	22
Precautions for Harness Repair	EXCEPT FOR MEXICO : Precautions for Harness Repair	22
5	FOR MEXICO	22
SYSTEM DESCRIPTION	FOR MEXICO : Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"	22
6	FOR MEXICO : Precaution for Battery Service	23
CAN COMMUNICATION SYSTEM	FOR MEXICO : Precautions for Removing Battery Terminal	23
6	FOR MEXICO : Precautions for Trouble Diagnosis	23
System Description	FOR MEXICO : Precautions for Harness Repair	23
System Diagram	BASIC INSPECTION	25
CAN Communication Control Circuit	DIAGNOSIS AND REPAIR WORKFLOW	25
7	Interview Sheet	25
DIAG ON CAN	SYSTEM DESCRIPTION	26
8	CAN COMMUNICATION SYSTEM	26
Description	CAN System Specification Chart	26
System Diagram	CAN Communication Signal Chart	26
8	DTC/CIRCUIT DIAGNOSIS	30
TROUBLE DIAGNOSIS	CAN COMMUNICATION SYSTEM	30
9	Component Parts Location	30
Condition of Error Detection	Wiring Diagram - CAN SYSTEM -	31
Symptom When Error Occurs in CAN Communication System	MALFUNCTION AREA CHART	37
CAN Diagnosis with CONSULT		
Self-Diagnosis		
CAN Diagnostic Support Monitor		
How to Use CAN Communication Signal Chart		
14		
BASIC INSPECTION		
15		
DIAGNOSIS AND REPAIR WORKFLOW		
15		
Trouble Diagnosis Flow Chart		
15		
CAN		
HOW TO USE THIS MANUAL		
20		
HOW TO USE THIS SECTION		
20		
Caution		
20		
Abbreviation List		
20		
PRECAUTION		
21		
PRECAUTIONS		
21		

F
G
H
I
J
K
L

LAN

N
O
P

Main Line	37	C/ROOF BRANCH LINE CIRCUIT	57
Branch Line	37	Diagnosis Procedure	57
Short Circuit	37	DLC BRANCH LINE CIRCUIT	58
MAIN LINE BETWEEN DLC AND ABS CIR- CUIT	38	Diagnosis Procedure	58
Diagnosis Procedure	38	HVAC BRANCH LINE CIRCUIT	59
ECM BRANCH LINE CIRCUIT	39	Diagnosis Procedure	59
Diagnosis Procedure	39	M&A BRANCH LINE CIRCUIT	60
A-BAG BRANCH LINE CIRCUIT	40	Diagnosis Procedure	60
Diagnosis Procedure	40	STRG BRANCH LINE CIRCUIT	61
AV BRANCH LINE CIRCUIT	41	Diagnosis Procedure	61
Diagnosis Procedure	41	ABS BRANCH LINE CIRCUIT	62
BCM BRANCH LINE CIRCUIT	42	Diagnosis Procedure	62
Diagnosis Procedure	42	IPDM-E BRANCH LINE CIRCUIT	63
C/ROOF BRANCH LINE CIRCUIT	43	Diagnosis Procedure	63
Diagnosis Procedure	43	CAN COMMUNICATION CIRCUIT	64
DLC BRANCH LINE CIRCUIT	44	Diagnosis Procedure	64
Diagnosis Procedure	44	CAN SYSTEM (TYPE 2)	
HVAC BRANCH LINE CIRCUIT	45	DTC/CIRCUIT DIAGNOSIS	66
Diagnosis Procedure	45	MAIN LINE BETWEEN DLC AND ABS CIR- CUIT	66
M&A BRANCH LINE CIRCUIT	46	Diagnosis Procedure	66
Diagnosis Procedure	46	ECM BRANCH LINE CIRCUIT	67
STRG BRANCH LINE CIRCUIT	47	Diagnosis Procedure	67
Diagnosis Procedure	47	A-BAG BRANCH LINE CIRCUIT	68
TCM BRANCH LINE CIRCUIT	48	Diagnosis Procedure	68
Diagnosis Procedure	48	AV BRANCH LINE CIRCUIT	69
ABS BRANCH LINE CIRCUIT	49	Diagnosis Procedure	69
Diagnosis Procedure	49	BCM BRANCH LINE CIRCUIT	70
IPDM-E BRANCH LINE CIRCUIT	50	Diagnosis Procedure	70
Diagnosis Procedure	50	C/ROOF BRANCH LINE CIRCUIT	71
CAN COMMUNICATION CIRCUIT	51	Diagnosis Procedure	71
Diagnosis Procedure	51	DLC BRANCH LINE CIRCUIT	72
CAN SYSTEM (TYPE 1)		Diagnosis Procedure	72
DTC/CIRCUIT DIAGNOSIS	53	HVAC BRANCH LINE CIRCUIT	73
MAIN LINE BETWEEN DLC AND ABS CIR- CUIT	53	Diagnosis Procedure	73
Diagnosis Procedure	53	M&A BRANCH LINE CIRCUIT	74
ECM BRANCH LINE CIRCUIT	54	Diagnosis Procedure	74
Diagnosis Procedure	54	STRG BRANCH LINE CIRCUIT	75
A-BAG BRANCH LINE CIRCUIT	55	Diagnosis Procedure	75
Diagnosis Procedure	55	ABS BRANCH LINE CIRCUIT	76
BCM BRANCH LINE CIRCUIT	56	Diagnosis Procedure	76
Diagnosis Procedure	56	IPDM-E BRANCH LINE CIRCUIT	77
		Diagnosis Procedure	77

CAN COMMUNICATION CIRCUIT	78	Diagnosis Procedure	98	
Diagnosis Procedure	78			
CAN SYSTEM (TYPE 3)				
DTC/CIRCUIT DIAGNOSIS	80			
MAIN LINE BETWEEN DLC AND ABS CIRCUIT	80			
Diagnosis Procedure	80			
ECM BRANCH LINE CIRCUIT	81			
Diagnosis Procedure	81			
A-BAG BRANCH LINE CIRCUIT	82			
Diagnosis Procedure	82			
BCM BRANCH LINE CIRCUIT	83			
Diagnosis Procedure	83			
C/ROOF BRANCH LINE CIRCUIT	84			
Diagnosis Procedure	84			
DLC BRANCH LINE CIRCUIT	85			
Diagnosis Procedure	85			
HVAC BRANCH LINE CIRCUIT	86			
Diagnosis Procedure	86			
M&A BRANCH LINE CIRCUIT	87			
Diagnosis Procedure	87			
STRG BRANCH LINE CIRCUIT	88			
Diagnosis Procedure	88			
TCM BRANCH LINE CIRCUIT	89			
Diagnosis Procedure	89			
ABS BRANCH LINE CIRCUIT	90			
Diagnosis Procedure	90			
IPDM-E BRANCH LINE CIRCUIT	91			
Diagnosis Procedure	91			
CAN COMMUNICATION CIRCUIT	92			
Diagnosis Procedure	92			
CAN SYSTEM (TYPE 4)				
DTC/CIRCUIT DIAGNOSIS	94			
MAIN LINE BETWEEN DLC AND ABS CIRCUIT	94			
Diagnosis Procedure	94			
ECM BRANCH LINE CIRCUIT	95			
Diagnosis Procedure	95			
A-BAG BRANCH LINE CIRCUIT	96			
Diagnosis Procedure	96			
AV BRANCH LINE CIRCUIT	97			
Diagnosis Procedure	97			
BCM BRANCH LINE CIRCUIT	98			
		Diagnosis Procedure	98	
		C/ROOF BRANCH LINE CIRCUIT	99	
		Diagnosis Procedure	99	
		DLC BRANCH LINE CIRCUIT	100	
		Diagnosis Procedure	100	
		HVAC BRANCH LINE CIRCUIT	101	
		Diagnosis Procedure	101	
		M&A BRANCH LINE CIRCUIT	102	
		Diagnosis Procedure	102	
		STRG BRANCH LINE CIRCUIT	103	
		Diagnosis Procedure	103	
		TCM BRANCH LINE CIRCUIT	104	
		Diagnosis Procedure	104	
		ABS BRANCH LINE CIRCUIT	105	
		Diagnosis Procedure	105	
		IPDM-E BRANCH LINE CIRCUIT	106	
		Diagnosis Procedure	106	
		CAN COMMUNICATION CIRCUIT	107	
		Diagnosis Procedure	107	
		CAN SYSTEM (TYPE 21)		
		DTC/CIRCUIT DIAGNOSIS	109	
		MAIN LINE BETWEEN DLC AND ABS CIRCUIT	109	
		Diagnosis Procedure	109	
		ECM BRANCH LINE CIRCUIT	110	
		Diagnosis Procedure	110	
		A-BAG BRANCH LINE CIRCUIT	111	
		Diagnosis Procedure	111	
		BCM BRANCH LINE CIRCUIT	112	
		Diagnosis Procedure	112	
		DLC BRANCH LINE CIRCUIT	113	
		Diagnosis Procedure	113	
		HVAC BRANCH LINE CIRCUIT	114	
		Diagnosis Procedure	114	
		M&A BRANCH LINE CIRCUIT	115	
		Diagnosis Procedure	115	
		STRG BRANCH LINE CIRCUIT	116	
		Diagnosis Procedure	116	
		ABS BRANCH LINE CIRCUIT	117	
		Diagnosis Procedure	117	
		IPDM-E BRANCH LINE CIRCUIT	118	
		Diagnosis Procedure	118	
		CAN COMMUNICATION CIRCUIT	119	

A
B
C
D
E
F
G
H
I
J
K
L

LAN

N
O
P

Diagnosis Procedure	119
CAN SYSTEM (TYPE 22)	
DTC/CIRCUIT DIAGNOSIS	121
MAIN LINE BETWEEN DLC AND ABS CIR- CUIT	121
Diagnosis Procedure	121
ECM BRANCH LINE CIRCUIT	122
Diagnosis Procedure	122
A-BAG BRANCH LINE CIRCUIT	123
Diagnosis Procedure	123
AV BRANCH LINE CIRCUIT	124
Diagnosis Procedure	124
BCM BRANCH LINE CIRCUIT	125
Diagnosis Procedure	125
DLC BRANCH LINE CIRCUIT	126
Diagnosis Procedure	126
HVAC BRANCH LINE CIRCUIT	127
Diagnosis Procedure	127
M&A BRANCH LINE CIRCUIT	128
Diagnosis Procedure	128
STRG BRANCH LINE CIRCUIT	129
Diagnosis Procedure	129
ABS BRANCH LINE CIRCUIT	130
Diagnosis Procedure	130
IPDM-E BRANCH LINE CIRCUIT	131
Diagnosis Procedure	131
CAN COMMUNICATION CIRCUIT	132
Diagnosis Procedure	132
CAN SYSTEM (TYPE 23)	
DTC/CIRCUIT DIAGNOSIS	134
MAIN LINE BETWEEN DLC AND ABS CIR- CUIT	134
Diagnosis Procedure	134
ECM BRANCH LINE CIRCUIT	135
Diagnosis Procedure	135
A-BAG BRANCH LINE CIRCUIT	136
Diagnosis Procedure	136
BCM BRANCH LINE CIRCUIT	137
Diagnosis Procedure	137
DLC BRANCH LINE CIRCUIT	138
Diagnosis Procedure	138
HVAC BRANCH LINE CIRCUIT	139

Diagnosis Procedure	139
M&A BRANCH LINE CIRCUIT	140
Diagnosis Procedure	140
STRG BRANCH LINE CIRCUIT	141
Diagnosis Procedure	141
TCM BRANCH LINE CIRCUIT	142
Diagnosis Procedure	142
ABS BRANCH LINE CIRCUIT	143
Diagnosis Procedure	143
IPDM-E BRANCH LINE CIRCUIT	144
Diagnosis Procedure	144
CAN COMMUNICATION CIRCUIT	145
Diagnosis Procedure	145
CAN SYSTEM (TYPE 24)	
DTC/CIRCUIT DIAGNOSIS	147
MAIN LINE BETWEEN DLC AND ABS CIR- CUIT	147
Diagnosis Procedure	147
ECM BRANCH LINE CIRCUIT	148
Diagnosis Procedure	148
A-BAG BRANCH LINE CIRCUIT	149
Diagnosis Procedure	149
AV BRANCH LINE CIRCUIT	150
Diagnosis Procedure	150
BCM BRANCH LINE CIRCUIT	151
Diagnosis Procedure	151
DLC BRANCH LINE CIRCUIT	152
Diagnosis Procedure	152
HVAC BRANCH LINE CIRCUIT	153
Diagnosis Procedure	153
M&A BRANCH LINE CIRCUIT	154
Diagnosis Procedure	154
STRG BRANCH LINE CIRCUIT	155
Diagnosis Procedure	155
TCM BRANCH LINE CIRCUIT	156
Diagnosis Procedure	156
ABS BRANCH LINE CIRCUIT	157
Diagnosis Procedure	157
IPDM-E BRANCH LINE CIRCUIT	158
Diagnosis Procedure	158
CAN COMMUNICATION CIRCUIT	159
Diagnosis Procedure	159

PRECAUTION

PRECAUTIONS

Precautions for Trouble Diagnosis

INFOID:000000010838819

CAUTION:

- Never apply 7.0 V or more to the measurement terminal.
- Use a tester with open terminal voltage of 7.0 V or less.
- Turn the ignition switch OFF and disconnect the battery cable from the negative terminal when checking the harness.

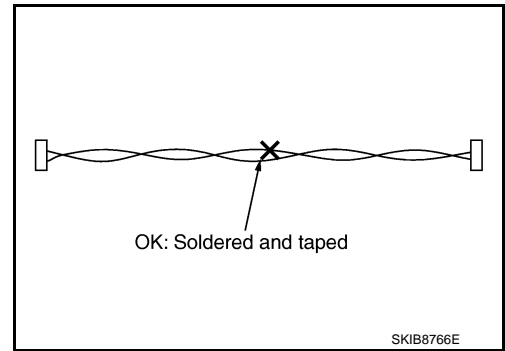
Precautions for Harness Repair

INFOID:000000010838820

- Solder the repaired area and wrap tape around the soldered area.

NOTE:

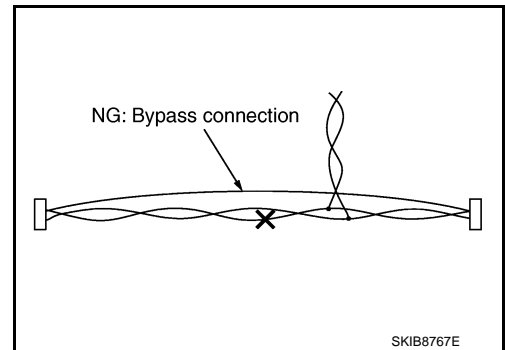
A fray of twisted lines must be within 110 mm (4.33 in).



- Bypass connection is never allowed at the repaired area.

NOTE:

Bypass connection may cause CAN communication error. The spliced wire becomes separated and the characteristics of twisted line are lost.



- Replace the applicable harness as an assembly if error is detected on the shield lines of CAN communication line.

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F
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H
I
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SYSTEM DESCRIPTION

CAN COMMUNICATION SYSTEM

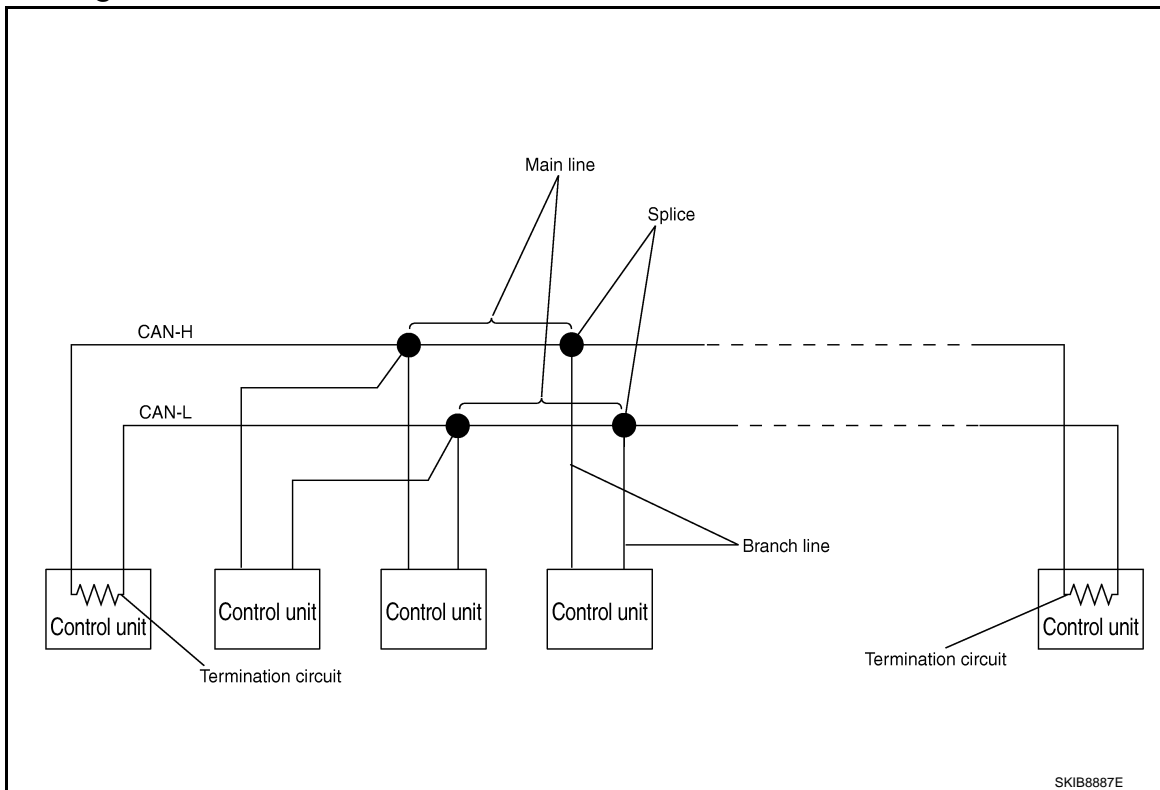
System Description

INFOID:000000010838821

- CAN communication is a multiplex communication system. This enables the system to transmit and receive large quantities of data at high speed by connecting control units with two communication lines (CAN-H and CAN-L).
- Control units on the CAN network transmit signals using the CAN communication control circuit. They receive only necessary signals from other control units to operate various functions.
- CAN communication lines adopt twisted-pair line style (two lines twisted) for noise immunity.

System Diagram

INFOID:000000010838822



Each control unit passes an electric current to the termination circuits when transmitting CAN communication signal. The termination circuits produce an electrical potential difference between CAN-H and CAN-L. CAN communication system transmits and receives CAN communication signals by the potential difference.

Component	Description
Main line	CAN communication line between splices
Branch line	CAN communication line between splice and a control unit
Splice	A point connecting a branch line with a main line
Termination circuit	Refer to LAN-7, "CAN Communication Control Circuit" .

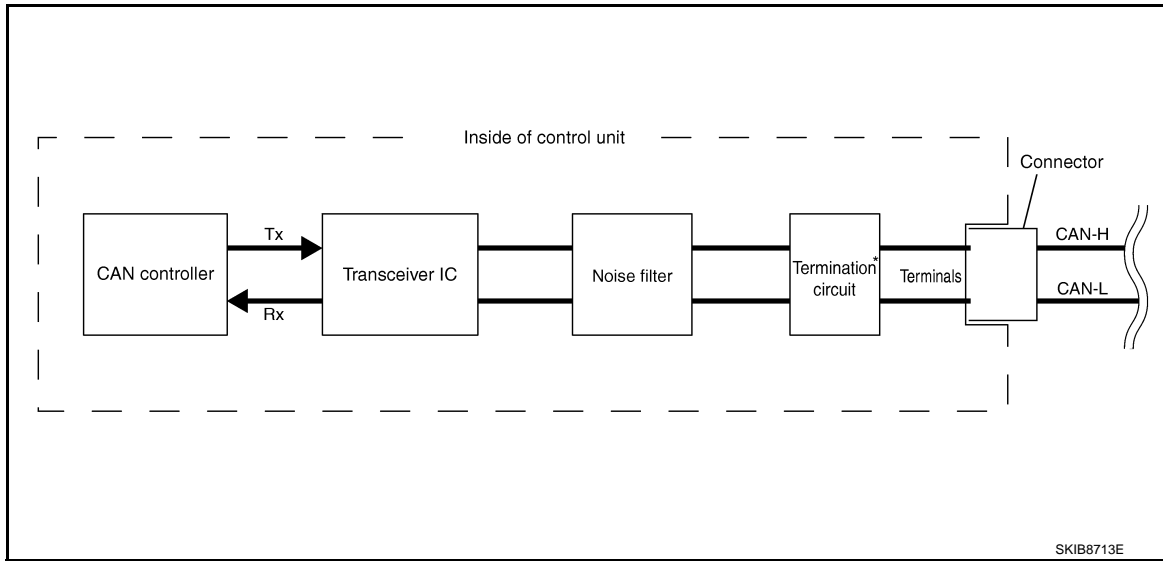
CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

CAN Communication Control Circuit

INFOID:000000010838823



Component	System description
CAN controller	It controls CAN communication signal transmission and reception, error detection, etc.
Transceiver IC	It converts digital signal into CAN communication signal, and CAN communication signal into digital signal.
Noise filter	It eliminates noise of CAN communication signal.
Termination circuit* (Resistance of approx. 120 Ω)	It produces potential difference.

*: These are the only control units wired with both ends of CAN communication system.

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DIAG ON CAN

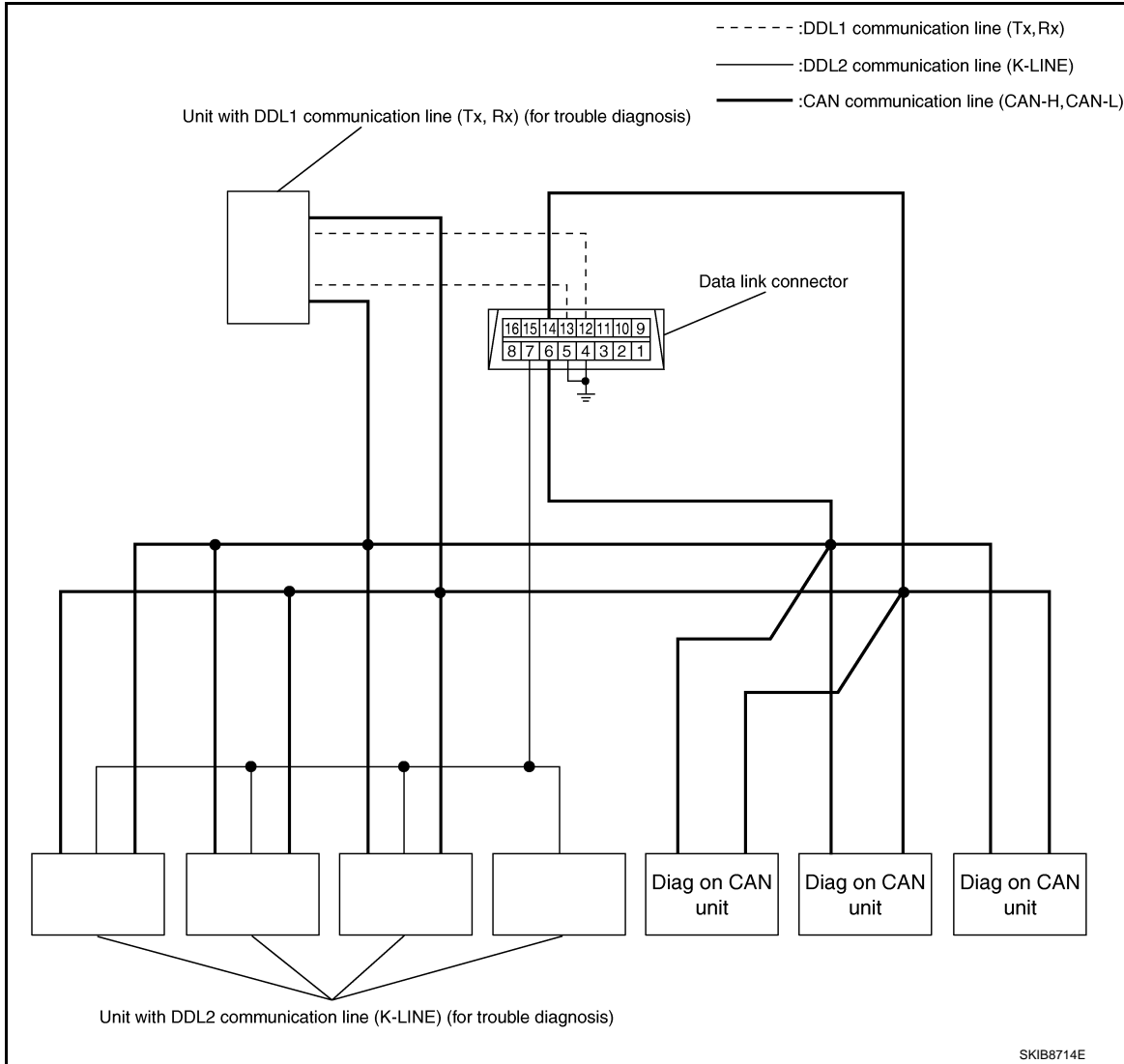
Description

INFOID:000000010838824

“Diag on CAN” is a diagnosis using CAN communication instead of previous DDL1 and DDL2 communication lines, between control units and diagnosis unit.

System Diagram

INFOID:000000010838825



SKIB8714E

Name	Harness	Description
DDL1	Tx Rx	It is used for trouble diagnosis. (CAN-H and CAN-L are used for controlling)
DDL2	K-LINE	It is used for trouble diagnosis. (CAN-H and CAN-L are used for controlling)
Diag on CAN	CAN-H CAN-L	It is used for trouble diagnosis and control.

TROUBLE DIAGNOSIS

Condition of Error Detection

INFOID:000000010838826

DTC (e.g. U1000 and U1001) of CAN communication is indicated on SELF-DIAG RESULTS on CONSULT if a CAN communication signal is not transmitted or received between units for 2 seconds or more.

CAN COMMUNICATION SYSTEM ERROR

- CAN communication line open (CAN-H, CAN-L, or both).
- CAN communication line short (ground, between CAN communication lines, other harnesses).
- Error of CAN communication control circuit of the unit connected to CAN communication line.

WHEN DTC OF CAN COMMUNICATION IS INDICATED EVEN THOUGH CAN COMMUNICATION SYSTEM IS NORMAL

- Removal/installation of parts: Error may be detected when removing and installing CAN communication unit and related parts while turning the ignition switch ON. (A DTC except for CAN communication may be detected.)
- Fuse blown out (removed): CAN communication of the unit may cease.
- Voltage drop: Error may be detected if voltage drops due to discharged battery when turning the ignition switch ON (Depending on the control unit which carries out CAN communication).
- Error may be detected if the power supply circuit of the control unit, which carries out CAN communication, malfunctions (Depending on the control unit which carries out CAN communication).
- Error may be detected if reprogramming is not completed normally.

CAUTION:

CAN communication system is normal if DTC of CAN communication is indicated on SELF-DIAG RESULTS of CONSULT under the above conditions. Erase the memory of the self-diagnosis of each unit.

Symptom When Error Occurs in CAN Communication System

INFOID:000000010838827

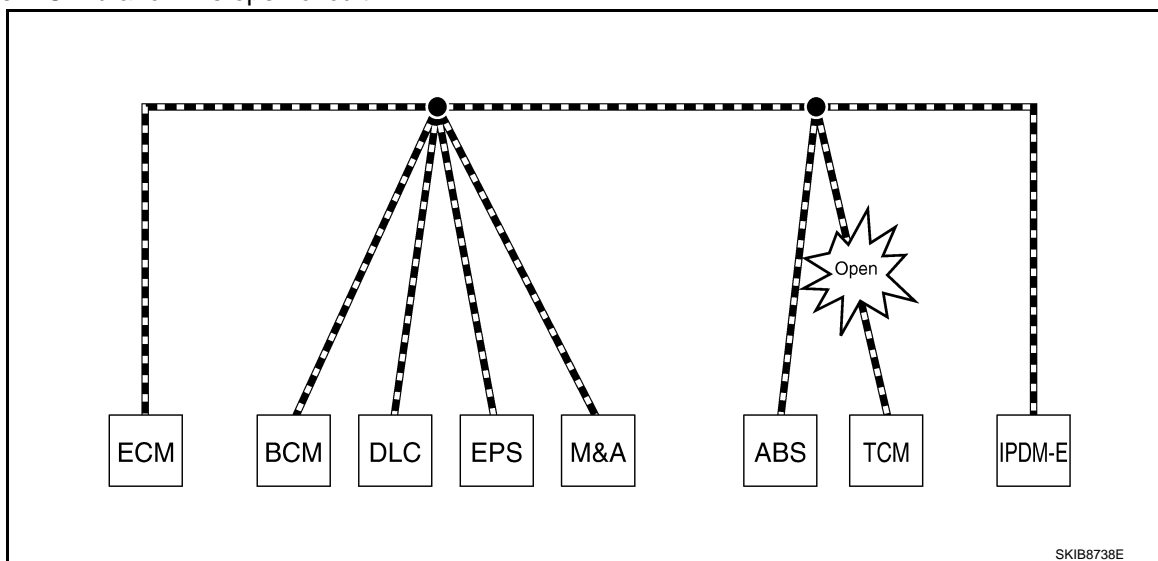
In CAN communication system, multiple units mutually transmit and receive signals. Each unit cannot transmit and receive signals if any error occurs on CAN communication line. Under this condition, multiple control units related to the root cause malfunction or go into fail-safe mode.

ERROR EXAMPLE

NOTE:

- Each vehicle differs in symptom of each unit under fail-safe mode and CAN communication line wiring.
- Refer to [LAN-20, "Abbreviation List"](#) for the unit abbreviation.

Example: TCM branch line open circuit



Unit name	Symptom
ECM	Engine torque limiting is affected, and shift harshness increases.
BCM	Reverse warning chime does not sound.

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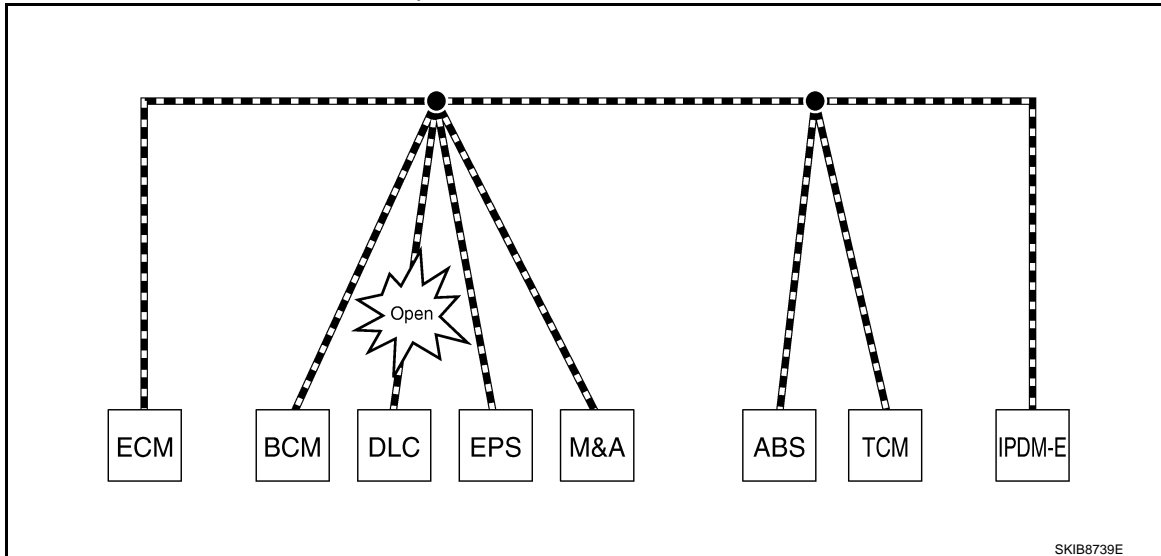
TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

Unit name	Symptom
EPS control unit	Normal operation.
Combination meter	<ul style="list-style-type: none"> Shift position indicator and OD OFF indicator turn OFF. Warning lamps turn ON.
ABS actuator and electric unit (control unit)	Normal operation.
TCM	No impact on operation.
IPDM E/R	Normal operation.

Example: Data link connector branch line open circuit



Unit name	Symptom
ECM	Normal operation.
BCM	
EPS control unit	
Combination meter	
ABS actuator and electric unit (control unit)	
TCM	
IPDM E/R	

NOTE:

- When data link connector branch line is open, transmission and reception of CAN communication signals are not affected. Therefore, no symptoms occur. However, be sure to repair malfunctioning circuit.
- The model (all units on CAN communication system are Diag on CAN) cannot perform CAN diagnosis with CONSULT if the following error occurs. The error is judged by the symptom.

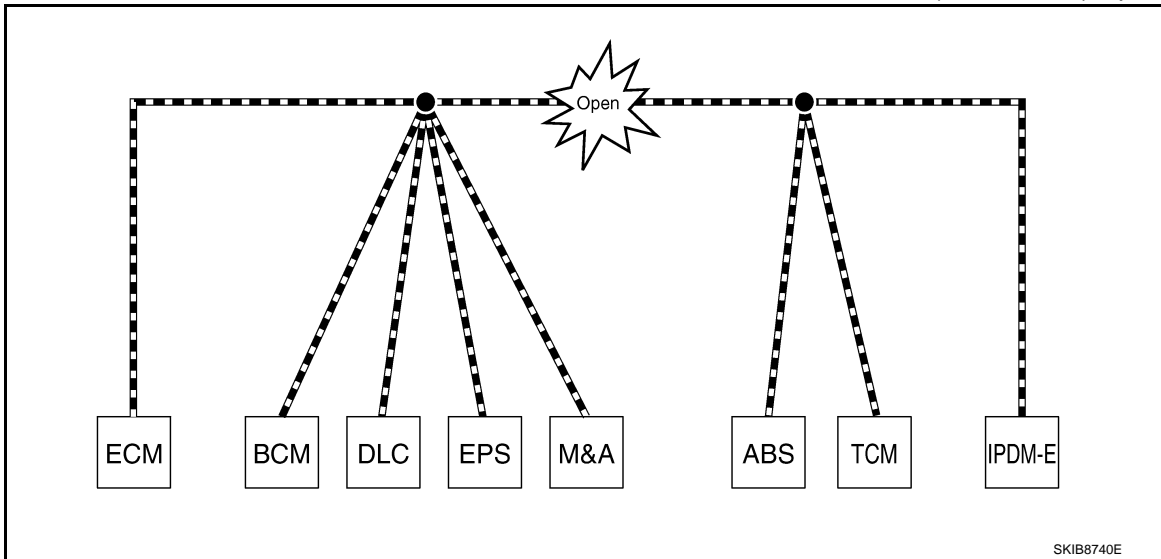
Error	Difference of symptom
Data link connector branch line open circuit	Normal operation.
CAN-H, CAN-L harness short-circuit	Most of the units which are connected to the CAN communication system enter fail-safe mode or are deactivated.

TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

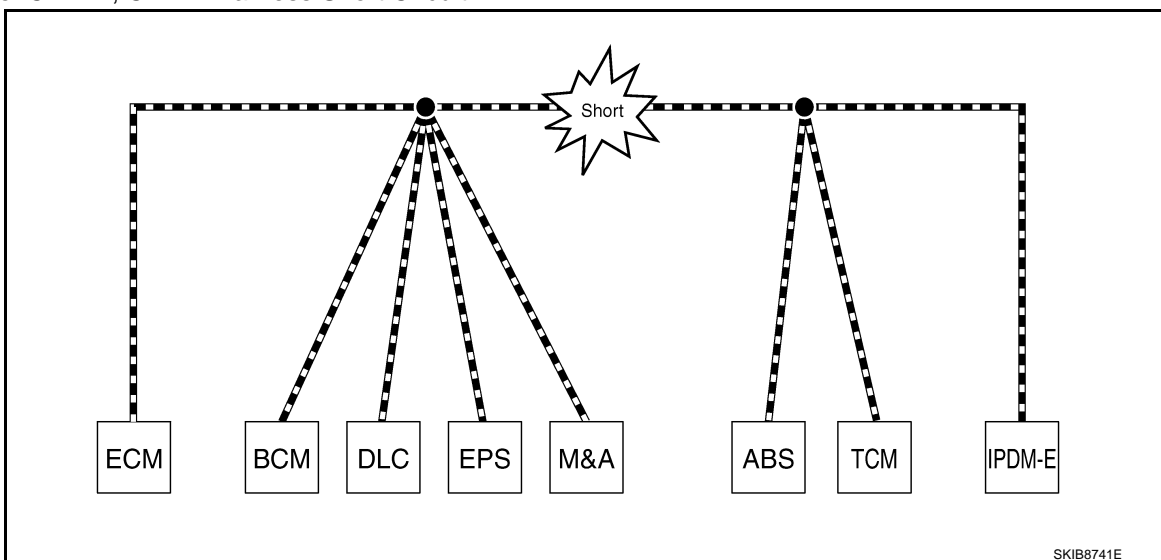
[CAN FUNDAMENTAL]

Example: Main Line Between Data Link Connector and ABS Actuator and Electric Unit (Control Unit) Open Circuit



Unit name	Symptom
ECM	Engine torque limiting is affected, and shift harshness increases.
BCM	<ul style="list-style-type: none"> • Reverse warning chime does not sound. • The front wiper moves under continuous operation mode even though the front wiper switch being in the intermittent position.
EPS control unit	The steering effort increases.
Combination meter	<ul style="list-style-type: none"> • The shift position indicator and OD OFF indicator turn OFF. • The speedometer is inoperative. • The odo/trip meter stops.
ABS actuator and electric unit (control unit)	Normal operation.
TCM	No impact on operation.
IPDM E/R	When the ignition switch is ON, <ul style="list-style-type: none"> • The headlamps (Lo) turn ON. • The cooling fan continues to rotate.

Example: CAN-H, CAN-L Harness Short Circuit



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TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

Unit name	Symptom
ECM	<ul style="list-style-type: none"> • Engine torque limiting is affected, and shift harshness increases. • Engine speed drops.
BCM	<ul style="list-style-type: none"> • Reverse warning chime does not sound. • The front wiper moves under continuous operation mode even though the front wiper switch being in the intermittent position. • The room lamp does not turn ON. • The engine does not start (if an error or malfunction occurs while turning the ignition switch OFF.) • The steering lock does not release (if an error or malfunction occurs while turning the ignition switch OFF.)
EPS control unit	The steering effort increases.
Combination meter	<ul style="list-style-type: none"> • The tachometer and the speedometer do not move. • Warning lamps turn ON. • Indicator lamps do not turn ON.
ABS actuator and electric unit (control unit)	Normal operation.
TCM	No impact on operation.
IPDM E/R	When the ignition switch is ON, <ul style="list-style-type: none"> • The headlamps (Lo) turn ON. • The cooling fan continues to rotate.

CAN Diagnosis with CONSULT

INFOID:0000000110838828

CAN diagnosis on CONSULT extracts the root cause by receiving the following information.

- Response to the system call
- Control unit diagnosis information
- Self-diagnosis
- CAN diagnostic support monitor

Self-Diagnosis

INFOID:0000000110838829

If communication signals cannot be transmitted or received among units communicating via CAN communication line, CAN communication-related DTC is displayed on the CONSULT "Self Diagnostic Result" screen.

NOTE:

The following table shows examples of CAN communication-related DTC. For other DTC, refer to the applicable sections.

DTC	Self-diagnosis item (CONSULT indication)	DTC detection condition		Inspection/Action
U1000	CAN COMM CIRCUIT	ECM	When ECM is not transmitting or receiving CAN communication signal of OBD (emission-related diagnosis) for 2 seconds or more.	Start the inspection. Refer to the applicable section of the indicated control unit.
		Except for ECM	When a control unit (except for ECM) is not transmitting or receiving CAN communication signal for 2 seconds or more.	
U1001	CAN COMM CIRCUIT	When ECM is not transmitting or receiving CAN communication signal other than OBD (emission-related diagnosis) for 2 seconds or more.		
U1002	SYSTEM COMM	When a control unit is not transmitting or receiving CAN communication signal for 2 seconds or less.		
U1010	CONTROL UNIT(CAN)	When an error is detected during the initial diagnosis for CAN controller of each control unit.		

CAN Diagnostic Support Monitor

INFOID:0000000110838830

MONITOR ITEM (CONSULT)

TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

Example: CAN DIAG SUPPORT MNTR indication

Without PAST			With PAST		
BCM			ENGINE		
MONITOR ITEM	PRESENT	PAST	MONITOR ITEM	PRESENT	PAST
INITIAL DIAG	OK	-	TRANSMIT DIAG	OK	OK
TRANSMIT DIAG	OK	-	VDC/TCS/ABS	OK	5
ECM	OK	-	METER/M&A	Not diagnosed	-
METER/M&A	OK	-	BCM/SEC	OK	OK
TCM	OK	-	ICC	Not diagnosed	-
IPDM E/R	OK	-	HVAC	Not diagnosed	-
I-KEY	OK	-	TCM	OK	OK
			EPS	OK	OK
			IPDM E/R	OK	5
			e4WD	Not diagnosed	-
			AWD/4WD	Not diagnosed	-

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Without PAST

Item	PRESENT	Description
Initial diagnosis	OK	Normal at present
	NG	Control unit error (Except for some control units)
Transmission diagnosis	OK	Normal at present
	UNKWN	Unable to transmit signals for 2 seconds or more. Diagnosis not performed
Control unit name (Reception diagnosis)	OK	Normal at present
	UNKWN	Unable to receive signals for 2 seconds or more. Diagnosis not performed
	UNKWN	No control unit for receiving signals. (No applicable optional parts)

With PAST

Item	PRESENT	PAST	Description
Transmission diagnosis	OK	OK	Normal at present and in the past
		1 – 39	Normal at present, but unable to transmit signals for 2 seconds or more in the past. (The number indicates the number of ignition switch cycles from OFF to ON.)
	UNKWN	0	Unable to transmit signals for 2 seconds or more at present.
Control unit name (Reception diagnosis)	OK	OK	Normal at present and in the past
		1 – 39	Normal at present, but unable to receive signals for 2 seconds or more in the past. (The number indicates the number of ignition switch cycles from OFF to ON.)
	UNKWN	0	Unable to receive signals for 2 seconds or more at present.
	Not diagnosed	-	Diagnosis not performed. No control unit for receiving signals. (No applicable optional parts)

MONITOR ITEM (ON-BOARD DIAGNOSIS)

NOTE:

For some models, CAN communication diagnosis result is received from the vehicle monitor.

TROUBLE DIAGNOSIS

[CAN FUNDAMENTAL]

< SYSTEM DESCRIPTION >

Example: Vehicle Display

Item	Result indicated	Error counter	Description
CAN_COMM (Initial diagnosis)	OK	0	Normal at present
	NG	1 – 50	Control unit error (The number indicates how many times diagnosis has been run.)
CAN_CIRC_1 (Transmission diagnosis)	OK	0	Normal at present
	UNKWN	1 – 50	Unable to transmit for 2 seconds or more at present. (The number indicates how many times diagnosis has been run.)
CAN_CIRC_2 – 9 (Reception diagnosis of each unit)	OK	0	Normal at present
	UNKWN	1 – 50	Unable to transmit for 2 seconds or more at present. (The number indicates how many times diagnosis has been run.)
			Diagnosis not performed.
			No control unit for receiving signals. (No applicable optional parts)

How to Use CAN Communication Signal Chart

INFOID:000000010838831

The CAN communication signal chart lists the signals needed for trouble diagnosis. It is useful for detecting the root cause by finding a signal related to the symptom, and by checking transmission and reception unit.

Example: Tachometer does not move even though the engine rotates.

T: Transmit R: Receive

Signal name/Connecting unit	ECM	BCM	M&A	STRG	ABS	IPDM-E
A/C compressor feedback signal	T		R			
A/C compressor request signal	T					R
Accelerator pedal position signal	T				R	
Cooling fan motor operation signal	T					R
Engine coolant temperature signal	T		R			
Engine speed signal	T		R		R	
Fuel consumption monitor signal	T		R			
Malfunction indicator lamp signal	T		R			
A/C switch signal	R	T				
Ignition switch signal		T				R
Sleep/wake up signal		T	R			R

↓

It indicates that an error occurs between ECM and M&A (Shaded area).

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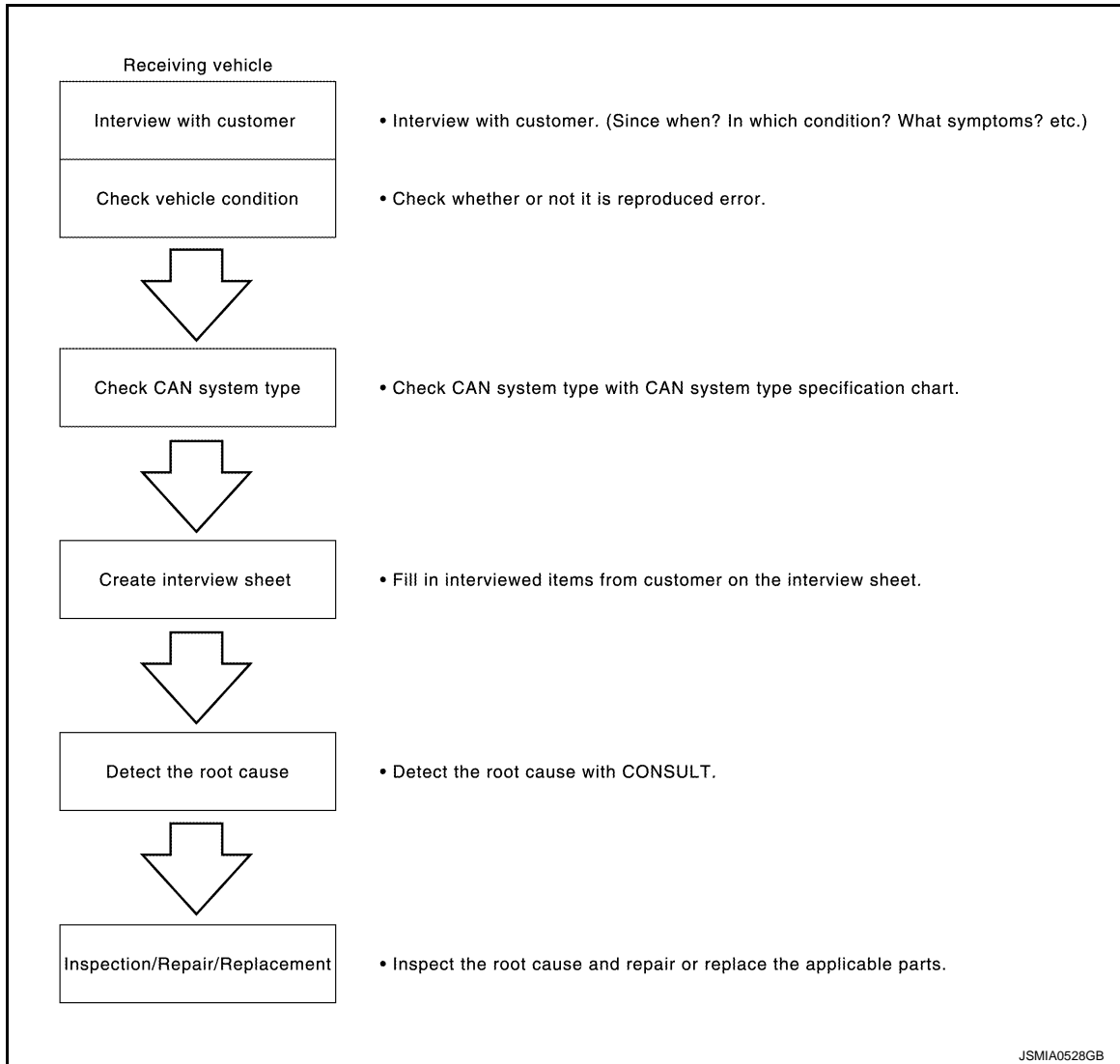
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Trouble Diagnosis Flow Chart

INFOID:0000000010838832

DESCRIPTION



DETAIL OF TROUBLE DIAGNOSIS FLOW CHART

1. INTERVIEW WITH CUSTOMER

Interview with the customer is important to detect the root cause of CAN communication system errors and to understand vehicle condition and symptoms for proper trouble diagnosis.

Points in interview

- What: Parts name, system name
- When: Date, Frequency
- Where: Road condition, Place
- In what condition: Driving condition/environment
- Result: Symptom

Notes for checking error symptoms:

- Check normal units as well as error symptoms.
- Example: Circuit between ECM and the combination meter is judged normal if the customer indicates tachometer functions normally.

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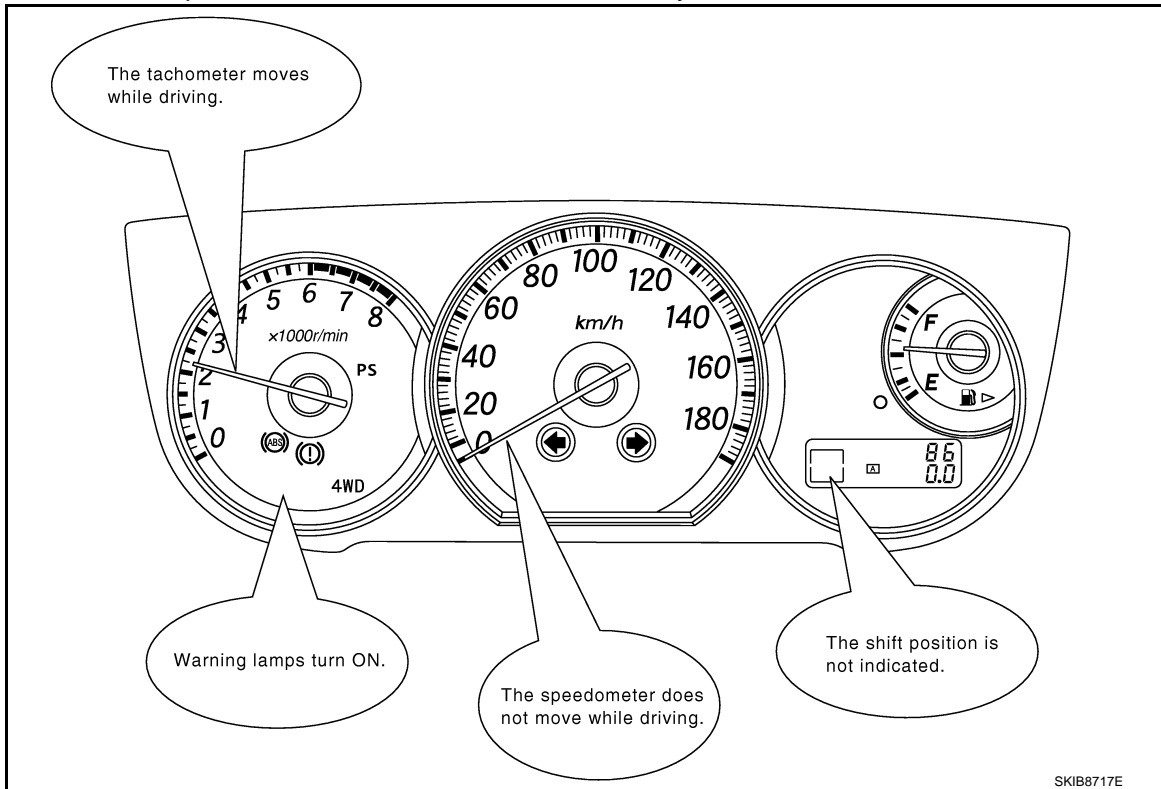
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DIAGNOSIS AND REPAIR WORKFLOW

[CAN FUNDAMENTAL]

< BASIC INSPECTION >

- When a CAN communication system error is present, multiple control units may malfunction or go into fail-safe mode.
- Indication of the combination meter is important to detect the root cause because it is the most obvious to the customer, and it performs CAN communication with many units.



>> GO TO 2.

2. INSPECTION OF VEHICLE CONDITION

Check whether the symptom is reproduced or not.

NOTE:

Do not turn the ignition switch OFF or disconnect the 12V battery cable while reproducing the error. The error may temporarily correct itself, making it difficult to determine the root cause.

>> GO TO 3.

3. CHECK OF CAN SYSTEM TYPE (HOW TO USE CAN SYSTEM TYPE SPECIFICATION CHART)

Determine CAN system type based on vehicle equipment.

NOTE:

- This chart is used if CONSULT does not automatically recognize CAN system type.
- There are two styles for CAN system type specification charts. Depending on the number of available system types, either style A or style B may be used.
- CAN System Type Specification Chart (Style A)

NOTE:

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

CAN system type is easily checked with the vehicle equipment identification information shown in the chart.

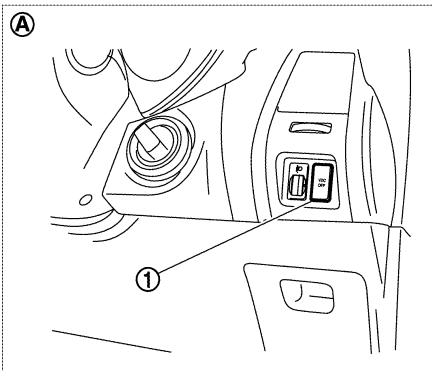
Example:
Vehicle is equipped as follows: Wagon, AWD, VQ35DE, CVT, VDC, and Intelligent Key system. (○ shows an example of CAN system type.)

CAN System Specification Chart
Determine CAN system type from the following specification chart.

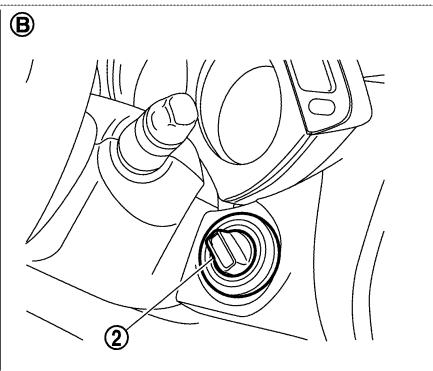
Body type	Wagon					
Axle	2WD			AWD		
Engine	QR25DE			VQ35DE		
Transmission	A/T			CVT		
Brake control	ABS			VDC		
Intelligent Key system		×		×		×
CAN system type	1	2	3	4	5	6
CAN communication control unit						
ECM	×	×	×	×	×	×
AWD control unit					×	×
Air bag diagnosis sensor unit	×	×	×	×	×	×
BCM	×	×	×	×	×	×
Intelligent Key unit		×		×		×
Steering angle sensor					×	×
EPS control unit	×	×	×	×	×	×
Combination meter	×	×	×	×	×	×
ABS actuator and electric unit (control unit)	×	×	×	×	×	×
TCM	×	×	×	×	×	×
IPDM E/R	×	×	×	×	×	×

× : Applicable

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION
NOTE:
Check CAN system type from the vehicle shape and equipment.



1. VDC OFF switch
A. With VDC



2. Ignition knob
B. With Intelligent Key system

For the above case, CAN system type is "6".

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• CAN System Type Specification Chart (Style B)

NOTE:

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

CAN system type is easily checked with the vehicle equipment identification information shown in the chart.

Example:
 Vehicle is equipped as follows: Sedan, 2WD, MR20DE, CVT, ABS, Active AFS, Intelligent Key system, Navigation system and Automatic drive positioner. (○ shows an example of CAN system type.)

CAN System Specification Chart
 Refer to the specification as shown in the chart.

Body type	Sedan		
Axle	2WD	MR20DE	AWD
Engine	HR15DE	MR20DE	HR15DE
Transmission	A/T	CVT	A/T
Brake control	ABS		
Specification chart	XX.XX... SPECIFICATION CHART A.	XX.XX... SPECIFICATION CHART B.	XX.XX... SPECIFICATION CHART C.

×: Applicable

} Check the vehicle equipment with the vehicle identification number plate.
 } Check the vehicle equipment.
 } Select the applicable vehicle equipment. Refer to the specification chart.

SPECIFICATION CHART B
 Determine CAN system type from the following specification chart.

Body type	Sedan											
Axle	2WD											
Engine	MR20DE											
Transmission	CVT											
Brake control	ABS											
Active AFS		×			×	×		×	×	×		
Intelligent Key system			×		×		×	×	×	×		
Navigation system				×		×		×		×		
Automatic drive positioner							×		×	×		
CAN system type	9	10	11	12	13	14	15	16	17	18	19	20
CAN communication control unit												
ECM	×	×	×	×	×	×	×	×	×	×	×	×
AFS control unit		×			×	×			×	×		×
BCM	×	×	×	×	×	×	×	×	×	×	×	×
IPDM E/R	×	×	×	×	×	×	×	×	×	×	×	×

×: Applicable

} Check the vehicle equipment.
 ← The number indicates the CAN system type of the vehicle.

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION
NOTE:
 Check CAN system type from the vehicle shape and equipment.

In the above example,

- Checking Xenon bulb and bending lamp lead to judge whether or not Active AFS is equipped.
- Checking the ignition knob leads to judge whether or not Intelligent Key system is equipped.
- Checking display and multifunction switch lead to judge whether or not Navigation system is equipped.
- Checking seat memory switch leads to judge whether or not Automatic drive positioner is equipped.

1. Bending lamp
4. Display
A. With active AFS
D. With automatic drive positioner

2. Xenon bulb
5. Multifunction switch
B. With Intelligent Key system

3. Ignition knob
6. Seat memory switch
C. With navigation system

For the above case, CAN system type is "20".

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>> GO TO 4.

4. CREATE INTERVIEW SHEET

Fill out the symptom described by the customer, vehicle condition, and CAN system type on the interview sheet.

NOTE:

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

Interview Sheet (Example)

CAN Communication System Diagnosis Interview Sheet	
Date received:	3, Feb. 2006
Type: DBA-KG11	VIN No.: KG11-005040
Model: BDRARGZG11EDA-E-J-	
First registration: 10, Jan. 2001	Mileage: 62,140
CAN system type: Type 19	
Symptom (Results from interview with customer)	
<ul style="list-style-type: none">• Headlamps suddenly turn ON while driving the vehicle.• The engine does not restart after stopping the vehicle and turning the ignition switch OFF.• The cooling fan continues rotating while turning the ignition switch ON.	
Condition at inspection	
Error Symptom: <u>Present</u> / Past	
<p>The engine does not start. While turning the ignition switch ON,</p> <ul style="list-style-type: none">• The headlamps (Lo) turn ON, and the cooling fan continues rotating.• The interior lamp does not turn ON.	

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>> GO TO 5.

5. DETECT THE ROOT CAUSE

CAN diagnosis function of CONSULT detects a root cause.

>> GO TO 6.

6. REPAIR OR REPLACE MALFUNCTIONING PART

Repair or replace malfunctioning parts identified by CAN diagnosis function of CONSULT.

Main line>> Refer to [LAN-37, "Main Line"](#).
Branch line>> Refer to [LAN-37, "Branch Line"](#).
Short circuit>> Refer to [LAN-37, "Short Circuit"](#).

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HOW TO USE THIS SECTION

< HOW TO USE THIS MANUAL >

[CAN]

HOW TO USE THIS MANUAL

HOW TO USE THIS SECTION

Caution

INFOID:0000000010838834

- This section describes information peculiar to a vehicle and inspection procedures.
- For trouble diagnosis procedure, refer to [LAN-15, "Trouble Diagnosis Flow Chart"](#).

Abbreviation List

INFOID:0000000010838835

Unit name abbreviations in CONSULT CAN diagnosis and in this section are as per the following list.

Abbreviation	Unit name
A-BAG	Air bag diagnosis sensor unit
ABS	ABS actuator and electric unit (control unit)
AV	AV control unit
BCM	BCM
C/ROOF	Soft top control unit
DLC	Data link connector
ECM	ECM
HVAC	A/C auto amp.
IPDM-E	IPDM E/R
M&A	Combination meter
STRG	Steering angle sensor
TCM	TCM

PRECAUTION

PRECAUTIONS
EXCEPT FOR MEXICO

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

INFOID:000000010838836

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.

EXCEPT FOR MEXICO : Precaution for Battery Service

INFOID:000000010838837

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.

EXCEPT FOR MEXICO : Precautions for Removing Battery Terminal

INFOID:000000011300427

- When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.

NOTE:

ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

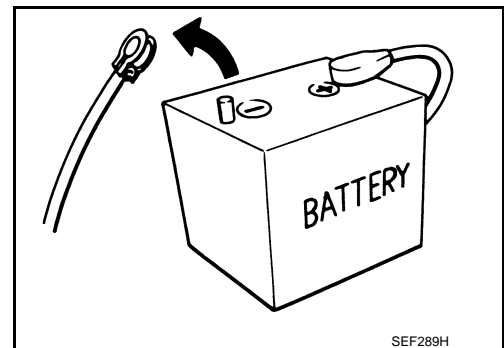
- For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.

NOTE:

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

- After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.

NOTE:



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PRECAUTIONS

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< PRECAUTION >

The removal of 12V battery may cause a DTC detection error.

EXCEPT FOR MEXICO : Precautions for Trouble Diagnosis

INFOID:0000000110838838

CAUTION:

- Never apply 7.0 V or more to the measurement terminal.
- Use a tester with open terminal voltage of 7.0 V or less.
- Turn the ignition switch OFF and disconnect the battery cable from the negative terminal when checking the harness.

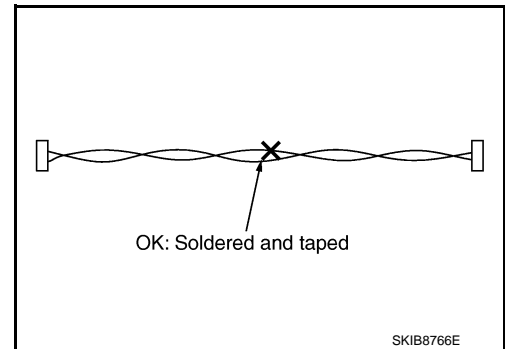
EXCEPT FOR MEXICO : Precautions for Harness Repair

INFOID:0000000110838839

- Solder the repaired area and wrap tape around the soldered area.

NOTE:

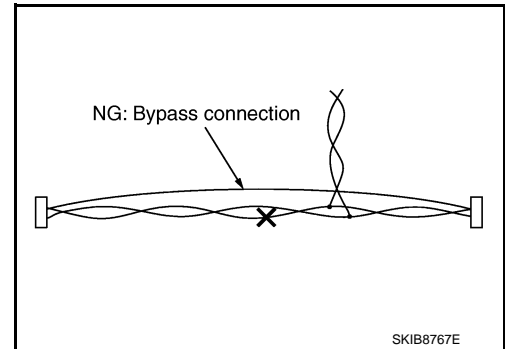
A fray of twisted lines must be within 110 mm (4.33 in).



- Bypass connection is never allowed at the repaired area.

NOTE:

Bypass connection may cause CAN communication error. The spliced wire becomes separated and the characteristics of twisted line are lost.



- Replace the applicable harness as an assembly if error is detected on the shield lines of CAN communication line.

FOR MEXICO

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

INFOID:0000000110838840

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

PRECAUTIONS

[CAN]

< PRECAUTION >

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:0000000110838841

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 : Precautions for Removing Battery Terminal

INFOID:000000011300429

- When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.

NOTE:

ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

- For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.

NOTE:

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

- After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.

NOTE:

The removal of 12V battery may cause a DTC detection error.

FOR MEXICO : Precautions for Trouble Diagnosis

INFOID:0000000110838842

CAUTION:

- Never apply 7.0 V or more to the measurement terminal.
- Use a tester with open terminal voltage of 7.0 V or less.
- Turn the ignition switch OFF and disconnect the battery cable from the negative terminal when checking the harness.

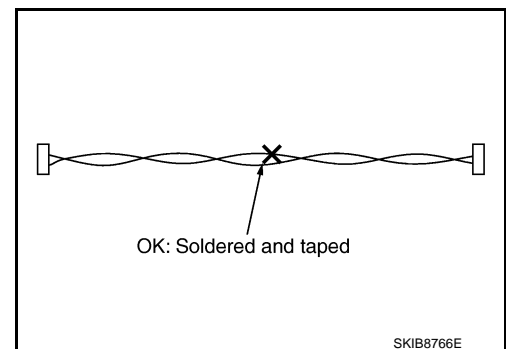
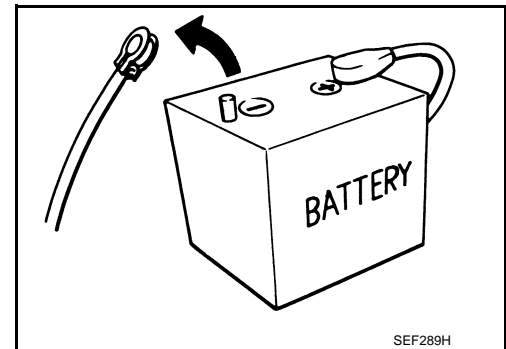
FOR MEXICO : Precautions for Harness Repair

INFOID:0000000110838843

- Solder the repaired area and wrap tape around the soldered area.

NOTE:

A fray of twisted lines must be within 110 mm (4.33 in).



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PRECAUTIONS

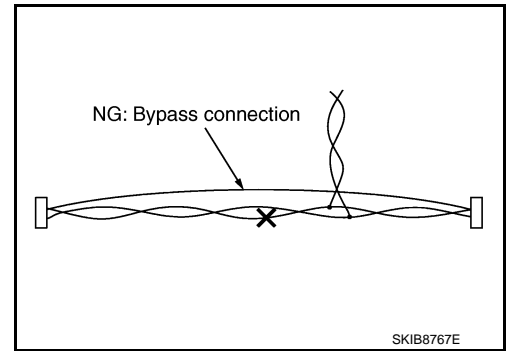
[CAN]

< PRECAUTION >

- Bypass connection is never allowed at the repaired area.

NOTE:

Bypass connection may cause CAN communication error. The spliced wire becomes separated and the characteristics of twisted line are lost.



- Replace the applicable harness as an assembly if error is detected on the shield lines of CAN communication line.

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN]

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Interview Sheet

INFOID:0000000010838844

CAN Communication System Diagnosis Interview Sheet

Date received:

Type:

VIN No.:

Model:

First registration:

Mileage:

CAN system type:

Symptom (Results from interview with customer)

Condition at inspection

Error symptom : Present / Past

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CAN COMMUNICATION SYSTEM

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SYSTEM DESCRIPTION

CAN COMMUNICATION SYSTEM

CAN System Specification Chart

INFOID:000000010838845

Determine CAN system type from the following specification chart.

NOTE:

Refer to [LAN-15. "Trouble Diagnosis Flow Chart"](#) for how to use CAN system specification chart.

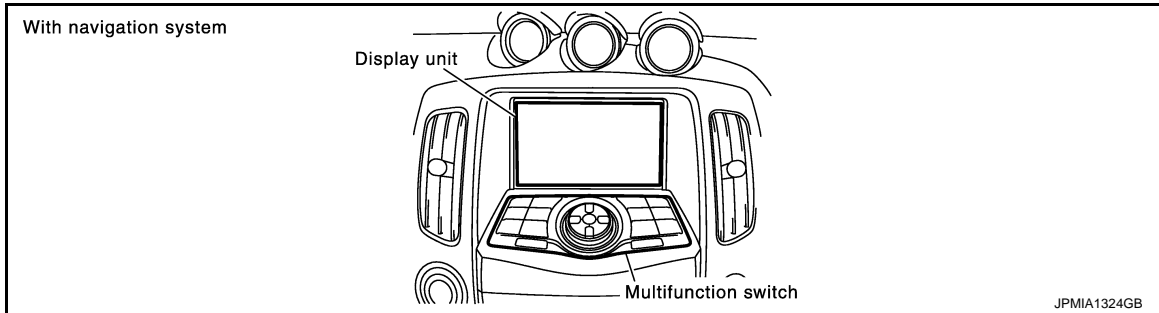
Body type	Coupe				Roadster			
Axle	2WD							
Engine	VQ37VHR							
Transmission	M/T		A/T		M/T		A/T	
Brake control	VDC							
Navigation system		×		×		×		×
CAN system type	21	22	23	24	1	2	3	4

×: Applicable

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION

NOTE:

Check CAN system type from the vehicle shape and equipment.



CAN Communication Signal Chart

INFOID:000000010838846

Refer to [LAN-14. "How to Use CAN Communication Signal Chart"](#) for how to use CAN communication signal chart.

NOTE:

Refer to [LAN-20. "Abbreviation List"](#) for the abbreviations of the connecting units.

T: Transmit R: Receive

Signal name/Connecting unit	ECM	AV	BCM	C/ROOF ^{*1}	HVAC	M&A	STRG	TCM	ABS	IPDM-E
A/C compressor request signal	T									R
Accelerator pedal position signal	T							R	R	
ASCD OD cancel request signal	T							R		
ASCD operation signal	T							R		
ASCD status signal	T					R				
Closed throttle position signal	T							R		
Cooling fan speed request signal	T									R
Engine and A/T integrated control signal	T							R		
	R							T		
Engine coolant temperature signal	T				R	R				

CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	AV	BCM	C/ROOF*1	HVAC	M&A	STRG	TCM	ABS	IPDM-E	A
Engine speed signal	T					R		R	R		B
Engine status signal	T	R	R			R					C
Fuel consumption monitor signal	T	R				R					D
Fuel filler cap warning display signal	T					R					E
Malfunctioning indicator lamp signal	T					R					F
Oil temperature signal	T					R					G
Power generation command value signal	T									R	H
Shift position signal	T					R					I
						R		T			J
Wide open throttle position signal	T							R			K
A/C switch operation signal		T			R						L
A/C switch/indicator signal		T				R					M
		R				T					N
Rear window defogger switch signal*2		T	R								O
System setting signal		T	R								P
		R	T								Q
Buzzer output signal			T			R					R
Daytime running light request signal			T							R	S
Door switch signal			T			R				R	T
Front wiper request signal			T							R	U
High beam request signal			T			R				R	V
Horn reminder signal			T							R	W
Ignition switch ON signal			T	R						R	X
			R							T	Y
Ignition switch signal			T	R							Z
Interlock/PNP switch signal			T							R	AA
			R							T	AB
Key warning lamp signal			T			R					AC
Low beam request signal			T							R	AD
Low tire pressure warning lamp signal			T			R					AE
Meter display signal			T			R					AF
Oil pressure switch signal			T			R					AG
			R							T	AH
Position light request signal			T			R				R	AI
Rear fog lamp status signal			T			R					AJ
Rear window defogger control signal			T							R	AK
	R	R*2								T	AL
Shipping mode status signal			T			R					AM
Sleep wake up signal			T	R		R				R	AN
Starter control relay signal			T							R	AO
Starter relay status signal			R							T	AP
			T			R				R	AQ

CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	AV	BCM	C/ROOF ^{*1}	HVAC	M&A	STRG	TCM	ABS	IPDM-E
Stop lamp switch signal			T					R		
Theft warning horn request signal			T							R
TPMS malfunction warning lamp signal			T			R				
Turn indicator signal			T			R				
Roof status signal		R		T		R				
Tonneau board status signal				T		R				
A/C display signal		R			T					
A/C evaporator temperature signal	R				T					
A/C ON signal	R				T					
Blower fan ON signal	R				T					
Target A/C evaporator temperature signal	R				T					
Distance to empty signal		R				T				
Fuel filler cap warning reset signal	R					T				
Fuel level sensor signal	R					T				
Manual mode shift down signal						T		R		
Manual mode shift up signal						T		R		
Manual mode signal						T		R		
Non-manual mode signal						T		R		
Odometer signal			R			T				
Paddle shifter shift down signal						T		R		
Paddle shifter shift up signal						T		R		
Parking brake switch signal			R			T				
Seat belt buckle switch signal			R			T				
Sleep-ready signal			R			T				
			R							T
Vehicle speed signal	R	R	R	R	R	T		R		R
			R			R			T	
Wake up signal			R			T				
Steering angle sensor signal		R					T		R	
A/T CHECK indicator lamp signal						R		T		
A/T self-diagnosis signal	R							T		
Current gear position signal								T	R	
Current gear position signal								T	R	
Input speed signal	R							T		
Manual mode indicator signal						R		T		
N range signal			R					T		
Output shaft revolution signal	R							T		
P range signal			R					T		
Shift position signal						R		T	R	
ABS operation signal								R	T	
ABS warning lamp signal						R			T	
Brake warning lamp signal						R			T	

CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	AV	BCM	C/ROOF*1	HVAC	M&A	STRG	TCM	ABS	IPDM-E
VDC OFF indicator lamp signal						R			T	
VDC warning lamp signal						R			T	
A/C compressor feedback signal	R				R					T
Detention switch signal			R							T
Front wiper stop position signal			R							T
High beam status signal	R									T
Hood switch signal			R							T
Low beam status signal	R									T
Push-button ignition switch status signal			R							T
A/T shift schedule change demand signal								R	T	
TCS gear keep request signal								R	T	

*1: Roadster models only

*2: For models with navigation

NOTE:

CAN data of the air bag diagnosis sensor unit is not used by usual service work, thus it is omitted.

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CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

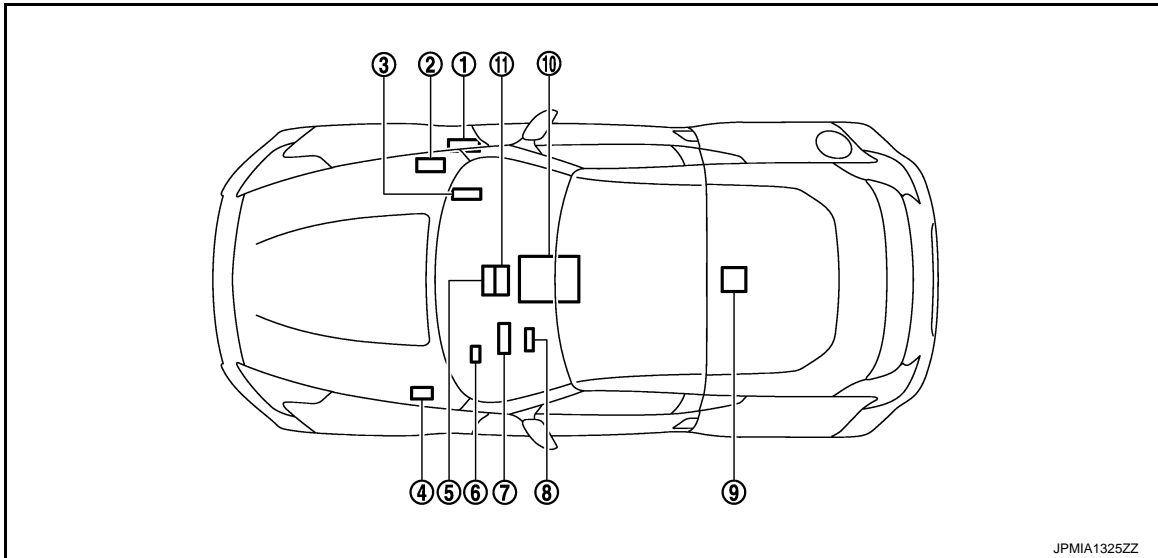
DTC/CIRCUIT DIAGNOSIS

CAN COMMUNICATION SYSTEM

Component Parts Location

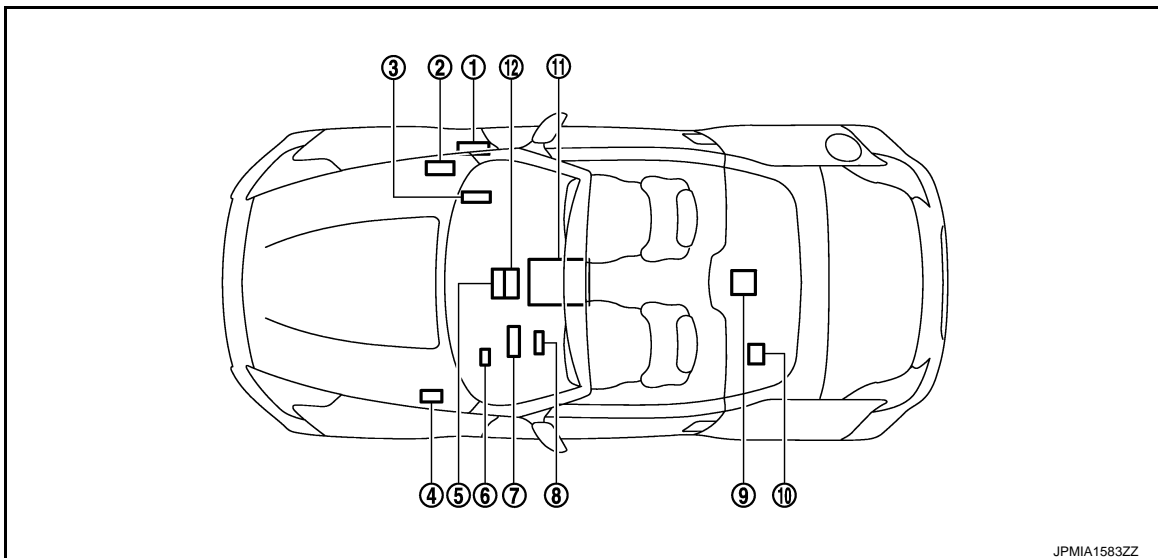
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COUPE MODELS



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|--|------------------------------|---------------------------------------|
| 1. BCM M122 | 2. IPDM E/R E6 | 3. ECM M107 |
| 4. ABS actuator and electric unit (control unit) E41 | 5. AV control unit M86 | 6. Data link connector M24 |
| 7. Combination meter M53 | 8. Steering angle sensor M37 | 9. Air bag diagnosis sensor unit M147 |
| 10. A/T assembly F51 | 11. A/C auto amp. M66 | |

ROADSTER MODELS



- | | | |
|--|------------------------------|---------------------------------------|
| 1. BCM M122 | 2. IPDM E/R E6 | 3. ECM M107 |
| 4. ABS actuator and electric unit (control unit) E41 | 5. AV control unit M86 | 6. Data link connector M24 |
| 7. Combination meter M53 | 8. Steering angle sensor M37 | 9. Air bag diagnosis sensor unit M147 |
| 10. Soft top control unit B303 | 11. A/T assembly F51 | 12. A/C auto amp. M66 |

CAN COMMUNICATION SYSTEM

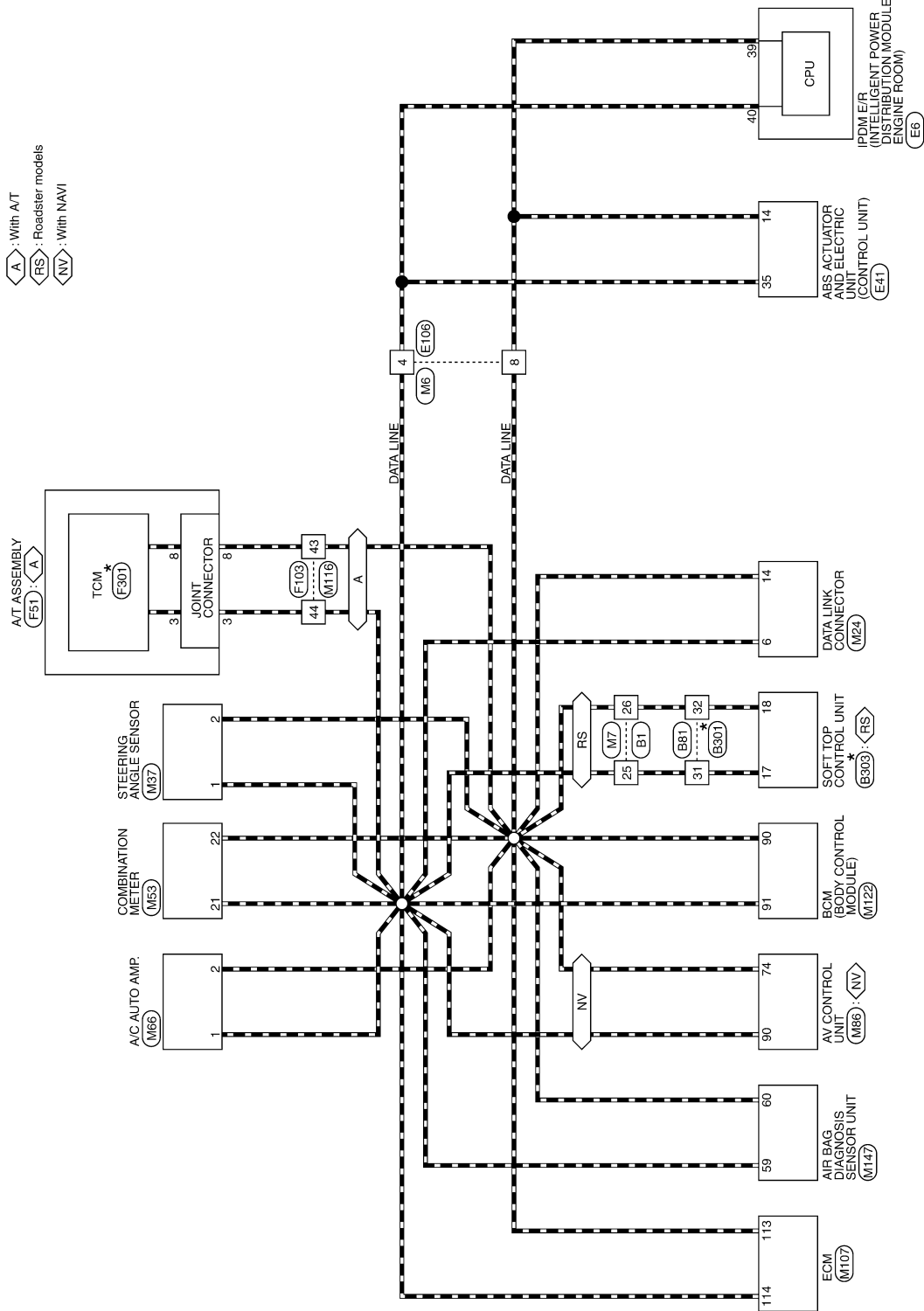
[CAN]

< DTC/CIRCUIT DIAGNOSIS >

Wiring Diagram - CAN SYSTEM -

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CAN SYSTEM



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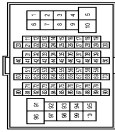
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< DTC/CIRCUIT DIAGNOSIS >

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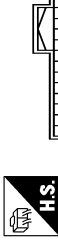
Connector No.	B1
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-C516-TM4



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

42	GR		
43	BR		
44	R		
45	BG		
46	SB		- [Roaster models]
46	SHIELD		- [Coupe models]
47	V		
48	SHIELD		
51	W		
52	R		
57	SHIELD		
58	B		
60	V		
61	SB		
62	SHIELD		
63	BR		
64	Y		
66	SHIELD		
66	P		
67	L		
68	SHIELD		
69	R		
70	G		
71	V		
72	P		
73	BR		
74	GR		
75	BG		
80	Y		
81	R		
82	B		
83	GR		
84	G		- [Coupe models]
84	L		- [Roaster models]
85	LG		
86	V		
87	BR		
88	GR		
93	Y		
94	G		- [Roaster models]
94	L		- [Coupe models]
95	GR		- [Coupe models]
95	LG		- [Roaster models]
96	L		
97	Y		
98	W		- [Coupe models]
98	Y/B		- [Roaster models]
99	LG		
100	B		

Connector No.	B81
Connector Name	WIRE TO WIRE
Connector Type	TH40FW-NH



Terminal No.	Color	Wire	Signal Name [Specification]
4	W		
5	BR		
6	B		
8	Y		
9	BG		
14	GR		
15	SB		
16	V		
17	G		
24	LG		
25	V		
31	L		
32	P		
34	BG		
35	R		

Connector No.	B301
Connector Name	WIRE TO WIRE
Connector Type	TH40MW-NH



Terminal No.	Color	Wire	Signal Name [Specification]
4	LG		
5	L		
6	B		
8	O		

9	Y		
14	BR		
15	BR		
16	W		
17	DG		
24	V		
25	LG		
31	BG		
32	P		
34	O		
35	SB		

Connector No.	B303
Connector Name	SOFT TOP CONTROL UNIT
Connector Type	TH40FB-NH



Terminal No.	Color	Wire	Signal Name [Specification]
1	BR		SENSOR POWER SUPPLY / ROOF STRIKER SENSOR LH
3	DG		ROOF STRIKER SENSOR RH
4	W		ROOF STRIKER SENSOR LH
8	Y		REVERSE SIGNAL
9	SB		POWER CONDITION (POWER WINDOW)
10	O		TRUNK LID OPEN SIGNAL
11	O		ROOF STATUS SIGNAL (INDICATOR)
12	SB		ROOF STATUS SIGNAL (AUDIO)
14	L		ROOF OPEN / CLOSE SWITCH (CLOSE)
15	LG		ROOF OPEN / CLOSE SWITCH (OPEN)
16	V		TRUNK ROOM LAMP SWITCH
17	BG		CAN-H
18	P		CAN-L
19	LG		LOCAL COMMUNICATION (POWER WINDOW)
20	V		LOCAL COMMUNICATION (BCM)
21	BR		SENSOR POWER SUPPLY / ROOF STRIKER SENSOR RH
29	DG		GROUND
35	P		ROOF OPEN / CLOSE SWITCH (GND)

CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

CAN SYSTEM

Connector No.	E6
IFM E6R INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM	
Connector Name	
Connector Type	TE89FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
38	P	-
40	L	-
41	BW	-
42	L	-
43	SB	-
44	W	-
45	G	-
46	V	-

Connector No.	E41
ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)	
Connector Name	
Connector Type	BAA42FB-APZ4-LH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	GROUND
2	G	URMR
3	R	LEVR
4	B	GROUND
5	Y	DS FL
6	BG	DP RL
7	BR	DP RR
8	B	DP FR
10	W	DS FR
14	P	CAN-L
25	Y	BUS-L
26	LG	DP FL

27	GR	DS RL
28	G	LZ
29	P	DS RR
30	SB	BLS
31	R	VDC OFF SW
35	L	CAN-H
45	B	BUS-H

Connector No.	E106
Connector Name	WIRE TO WIRE
Connector Type	TE80FW-CSI6-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
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	-
21	BR	- [Coupe models]
31	G	- [Roadster models]
32	Y	-
36	V	-
37	Y	-
38	R	-
39	B	-
40	W	-
41	LG	-
42	SB	-
43	G	-
44	GR	- [Except for roadster models with M/T]

44	R	- [Roadster models with M/T]
45	BG	-
46	W	-
47	P	-
58	SHIELD	-
59	L	-
70	P	-
80	W	-
81	P	-
82	G	-
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	-

Connector No.	F51
Connector Name	A/T ASSEMBLY
Connector Type	RK19FG-DGY



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

10	B	GROUND
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Connector No.	F103
Connector Name	WIRE TO WIRE
Connector Type	TK36FW-NS10



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	-
39	W	-
42	G	-
43	P	-
44	L	-
45	Y	-
46	V	-

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CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

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CAN SYSTEM

Connector No.	F301
Connector Name	TCM
Connector Type	SP10FG



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

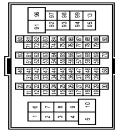
Connector No.	IM6
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-C516-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	
3	L	
4	L	
7	B	
8	P	
9	B	
11	GR	
12	R	
13	L	
14	G	

15	P	
16	W	
17	GR	
20	GR	
21	R	
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]
44	R	- [With M/T]
45	O	
46	C	
47	BR	
56	SHIELD	
59	L	
70	R	
80	LG	
81	GR	
82	V	
83	V	
84	L	
85	BR	
86	Y	
87	G	
89	P	
91	W	
92	P	
93	P	
94	Y	
96	P	
97	GR	
98	O	
99	W	
100	R	

Connector No.	IM7
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-C516-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	BR	
2	O	
3	LG	
4	O	
6	V	
7	LG	
8	SB	
9	GR	
11	Y	
12	V	
13	BR	
14	V	
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	G	- [Roadster models]
46	SHIELD	- [Coupe 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	b	
71	V	
72	P	
73	BR	
74	GR	
75	O	
80	Y	
81	W	
82	BR	
83	GR	
84	L	
85	LG	
86	V	
87	BR	
88	SB	
93	Y	
94	L	- [Roadster models]
94	SB	- [Coupe models]
95	GR	- [Roadster models]
95	W	- [Coupe models]
96	L	
97	LG	- [Coupe models]
97	Y	- [Roadster models]
98	BG	- [Coupe models]
98	Y/B	- [Roadster models]
99	W	
100	B	

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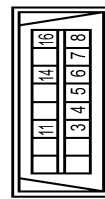
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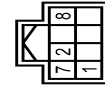
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Connector No.	M24
Connector Name	DATA LINK CONNECTOR
Connector Type	BD18FW



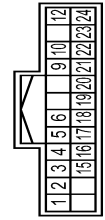
Terminal No.	Color	Wire	Signal Name [Specification]
3	LG	Y	- [Coupe models]
4	B	Y	- [Roadster models]
5	B	-	-
6	B	-	-
7	Y	-	-
8	G	-	-
11	LG	-	- [Roadster models]
14	P	-	- [Coupe models]
16	Y	-	-

Connector No.	M37
Connector Name	STEERING ANGLE SENSOR
Connector Type	TH08FW-NH



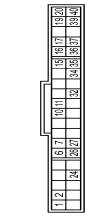
Terminal No.	Color	Wire	Signal Name [Specification]
1	L	-	CAN-H
2	P	-	CAN-L
7	B	-	GROUND
8	G	-	IGN

Connector No.	M53
Connector Name	COMBINATION METER
Connector Type	TH24FW-NH



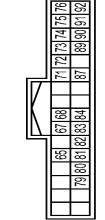
Terminal No.	Color	Wire	Signal Name [Specification]
1	V	O	BATTERY POWER SUPPLY
2	O	-	IGNITION SIGNAL
3	L	V	VEHICLE SPEED SIGNAL (2-PULSE)
4	Y	V	VEHICLE SPEED SIGNAL (8-PULSE) [For Mexico]
5	B	B	VEHICLE SPEED SIGNAL (4-PULSE) [Based on Mexico]
6	R	-	ILLUMINATION CONTROL SIGNAL
9	BR	-	ROOF STATUS SIGNAL
10	L	-	COMMUNICATION SIGNAL (METER-TRIPLE METER)
12	G	-	S-MODE SWITCH SIGNAL
15	L	-	ACC 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.	M65
Connector Name	A/C AUTO AMP.
Connector Type	SAB40FW



Terminal No.	Color	Wire	Signal Name [Specification]
1	L	-	CAN-H
2	P	-	CAN-L
6	L	-	TX (AMP. CONT)
7	P	-	RX (CONT. AMP)
10	BR	-	LAN SIGNAL
11	Y	-	EACH DOOR MOTOR POWER SUPPLY
15	O	-	SUNLOAD SENSOR SIGNAL
16	R	-	INTAKE SENSOR SIGNAL
17	L	-	ACC POWER SUPPLY
19	B	-	GROUND
20	G	-	IGNITION POWER SUPPLY
24	O	-	ECV SIGNAL
26	R	-	REAR WINDOW DEFOGGER FEEDBACK SIGNAL
27	L	-	REAR WINDOW DEFOGGER ON SIGNAL
32	P	-	BLOWER MOTOR CONTROL SIGNAL
34	G	-	A/C AUTO AMP. CONNECTION RECOGNITION SIGNAL
35	V	-	AMBIENT SENSOR SIGNAL
36	LG	-	IN-VEHICLE SENSOR SIGNAL
37	GR	-	SENSOR GROUND
39	B	-	GROUND
40	Y	-	BATTERY POWER SUPPLY

Connector No.	M85
Connector Name	AV CONTROL UNIT
Connector Type	TH32FW-NH



Terminal No.	Color	Wire	Signal Name [Specification]
65	O	-	PARKING BRAKE SIGNAL
67	L	-	COMPOSITE IMAGE GND
69	C	-	COMPOSITE IMAGE SIGNAL
71	SHIELD	-	MICROPHONE GND
72	R	-	MICROPHONE VCC
73	G	-	COMM. (CONT-DISP)
74	P	-	CAN-L
75	LG	-	AV COMM (L)
76	LG	-	AV COMM (L)
79	R	-	IGNITION SIGNAL
80	G	-	ILL+
81	O	-	REVERSE SIGNAL
82	Y	-	VEHICLE SPEED SIGNAL (8-PULSE)
83	B	-	SHIELD
84	Y	-	-
87	G	-	MICROPHONE SIGNAL
89	R	-	COMM. (DISP-CONT)
90	L	-	CAN-H
91	Y	-	AV COMM (H)
92	Y	-	AV COMM (H)

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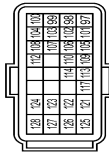
CAN COMMUNICATION SYSTEM

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CAN SYSTEM

Connector No.	M107
Connector Name	ECM
Connector Type	RL24FGY-RZB-RLHZ



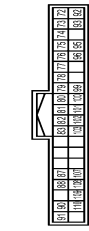
Terminal No.	Wire	Signal Name [Specification]
97	R	ACCELERATOR PEDAL POSITION SENSOR1
98	P	ACCELERATOR PEDAL POSITION SENSOR2
99	L	SENSOR POWER SUPPLY
100	W	SENSOR GROUND
101	SB	ASCD STEERING SWITCH
102	GR	EVAP CONTROL SYSTEM PRESSURE SENSOR
103	G	SENSOR POWER SUPPLY
104	GR	SENSOR GROUND
105	L	REFRIGERANT PRESSURE SENSOR
106	W	FUEL TANK TEMPERATURE SENSOR
107	BR	SENSOR POWER SUPPLY
108	Y	SENSOR GROUND
109	G	PNP SIGNAL
110	R	ENGINE SPEED OUTPUT SIGNAL
112	SB	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
124	B	ECM GROUND
125	R	POWER SUPPLY FOR ECM
126	BR	ASCD BRAKE SWITCH
127	B	ECM GROUND
128	B	ECM GROUND

Connector No.	M116
Connector Name	WIRE TO WIPE
Connector Type	TK36MW-NS10



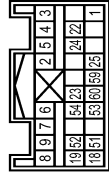
Terminal No.	Wire	Signal Name [Specification]
2	W	-
3	BG	- [Course models]
4	O	- [Passenger models]
5	B	-
6	B	-
7	L	-
8	Y	-
9	Y	-
10	R	-
19	O	-
20	G	-
28	B	-
29	LG	-
30	LG	-
31	O	-
38	G	-
42	G	-
43	P	-
44	L	-
45	BR	-
46	V	-

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



Terminal No.	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	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 (R/B) CONT
83	GR	KYLS ENT RECEIVER (FRONT) COMM
87	BR	COMBI SW INPUT 5
88	V	COMBI SW INPUT 3
90	P	CANL
91	L	CANH
92	LG	KEY SLOT ILL
93	V	ON IND
95	O	ACC RELAY CONT
96	Y	A/T SHIFT SELECTOR POWER SUPPLY
99	R	SHIFT P/CLUTCH PEDAL 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) PWR SUPPLY
107	LG	COMBI SW INPUT 1
108	R	COMBI SW INPUT 4
109	Y	COMBI SW INPUT 2
110	P	HAZARD SW

Connector No.	M147
Connector Name	AIR BAG DIAGNOSIS SENSOR UNIT
Connector Type	NR28FY-EX



Terminal No.	Wire	Signal Name [Specification]
1	LG	IGN
2	B	GND
3	Y	DR 1 (+)
4	Y	DR 1 (-) DR 2 (-)
5	Y	DR 2 (+)
6	Y	AS 1 (+)
7	Y	AS 1 (-)
8	Y	AS 2 (+)
9	Y	AS 2 (-)
18	R	ECZS (+)
19	L	ECZS (-)
22	SHIELD	GND
23	R	AIRBAG W/L
24	P	SEAT BELT
25	R	CUTOFF TELLTALE
51	W	SATELLITE RH2 (+)
52	B	SATELLITE RH2 (-)
53	Y	SATELLITE LH2 (+)
54	BR	SATELLITE LH2 (-)
59	L	CANH
60	P	CANL

MALFUNCTION AREA CHART

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MALFUNCTION AREA CHART

Main Line

INFOID:000000010838849

Malfunction area	Reference
Main line between data link connector and ABS actuator and electric unit (control unit)	LAN-38. "Diagnosis Procedure"

Branch Line

INFOID:000000010838850

Malfunction area	Reference
ECM branch line circuit	LAN-39. "Diagnosis Procedure"
Air bag diagnosis sensor unit branch line circuit	LAN-40. "Diagnosis Procedure"
AV control unit branch line circuit	LAN-41. "Diagnosis Procedure"
BCM branch line circuit	LAN-42. "Diagnosis Procedure"
Soft top control unit branch line circuit	LAN-43. "Diagnosis Procedure"
Data link connector branch line circuit	LAN-44. "Diagnosis Procedure"
A/C auto amp. branch line circuit	LAN-45. "Diagnosis Procedure"
Combination meter branch line circuit	LAN-46. "Diagnosis Procedure"
Steering angle sensor branch line circuit	LAN-47. "Diagnosis Procedure"
TCM branch line circuit	LAN-48. "Diagnosis Procedure"
ABS actuator and electric unit (control unit) branch line circuit	LAN-49. "Diagnosis Procedure"
IPDM E/R branch line circuit	LAN-50. "Diagnosis Procedure"

Short Circuit

INFOID:000000010838851

Malfunction area	Reference
CAN communication circuit	LAN-51. "Diagnosis Procedure"

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LAN

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000010838852

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M6 and E106.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M6	4	Existed
	14		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M6.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the continuity between the harness connector and the ABS actuator and electric unit (control unit) harness connector.

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	4	E41	35	Existed
	8		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the ABS actuator and electric unit (control unit).

NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010838853

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ECM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
2. Check the resistance between the ECM harness connector terminals.

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M107	114	113	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ECM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-173, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to [EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#).

YES (Past error)>>Error was detected in the ECM branch line.

NO >> Repair the power supply and the ground circuit.

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A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010838854

WARNING:

- Before servicing, turn ignition switch OFF, disconnect battery negative terminal, and wait 3 minutes or more. (To discharge backup capacitor.)
- Never use unspecified tester or other measuring device.

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the main harness.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to the following.

- Coupe models: [SRC-100. "Work Flow"](#).
- Roadster models: [SRC-266. "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

NO >> Replace parts whose air bag system has a malfunction.

AV BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010838855

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the AV control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
2. Check the resistance between the AV control unit harness connector terminals.

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M86	90	74	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the AV control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AV control unit. Refer to [AV-181, "AV CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to [AV-211, "Exploded View"](#).
YES (Past error)>>Error was detected in the AV control unit branch line.
NO >> Repair the power supply and the ground circuit.

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BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010838856

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the BCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of BCM.
2. Check the resistance between the BCM harness connector terminals.

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the BCM branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-53. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-106. "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

C/ROOF BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

C/ROOF BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010838857

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Soft top control unit
 - Harness connector B301
 - Harness connector B81
 - Harness connector B1
 - Harness connector M7

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of soft top control unit.
2. Check the resistance between the soft top control unit harness connector terminals.

Soft top control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B303	17	18	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the soft top control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the soft top control unit. Refer to [RF-150. "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the soft top control unit. Refer to [RF-247. "Exploded View"](#).

YES (Past error)>>Error was detected in the soft top control unit branch line.

NO >> Repair the power supply and the ground circuit.

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DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010838858

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the data link connector branch line circuit.
NO >> Repair the data link connector branch line.

HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010838859

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the A/C auto amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of A/C auto amp.
2. Check the resistance between the A/C auto amp. harness connector terminals.

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M66	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the A/C auto amp. branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Without 7 inch display: [HAC-47, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- With 7 inch display: [HAC-138, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Without 7 inch display: [HAC-86, "Exploded View"](#)
 - With 7 inch display: [HAC-176, "Exploded View"](#)

- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010838860

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the combination meter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of combination meter.
2. Check the resistance between the combination meter harness connector terminals.

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M53	21	22	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the combination meter branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-45, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-103, "Exploded View"](#).
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010838861

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the steering angle sensor for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of steering angle sensor.
2. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the steering angle sensor branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-90, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-116, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010838862

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F103
 - Harness connector M116

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of A/T assembly.
2. Check the resistance between the A/T assembly harness connector terminals.

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F51	3 8	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the joint connector. Refer to [TM-328, "Removal and Installation"](#).
2. Check the continuity between the A/T assembly harness connector side and the TCM harness connector side of the joint connector.

A/T assembly harness connector side	TCM harness connector side	Continuity
Terminal No.	Terminal No.	
3	3	Existed
8	8	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Replace the joint connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-269, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the control valve & TCM. Refer to [TM-328, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010838863

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ABS actuator and electric unit (control unit) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the resistance between the ABS actuator and electric unit (control unit) harness connector terminals.

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-75, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-113, "Exploded View"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

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IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010838864

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the IPDM E/R for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-37, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000010838865

1.CONNECTOR INSPECTION

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect all the unit connectors on CAN communication system.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M24	6 14	Not existed

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Check the harness and repair the root cause.

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector and the ground.

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Check the harness and repair the root cause.

4.CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.

ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

3. Check the resistance between the IPDM E/R terminals.

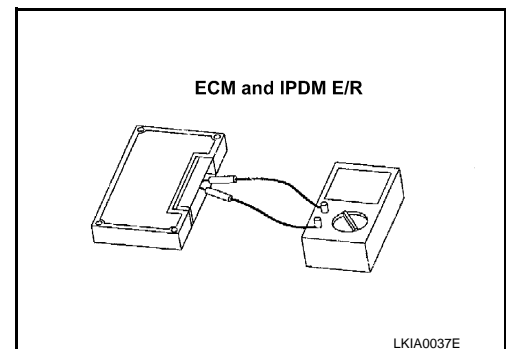
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 5.
NO >> Replace the ECM and/or the IPDM E/R.

5.CHECK SYMPTOM

Connect all the connectors. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

Inspection result

Reproduced>>GO TO 6.

Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

6.CHECK UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each unit.

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication system.

NOTE:

ECM and IPDM E/R have a termination circuit. Check other units first.

4. Connect the battery cable to the negative terminal. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.

NOTE:

Although unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.

Non-reproduced>>Replace the unit whose connector was disconnected.

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000011372667

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M6 and E106.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M6	4	Existed
	14		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M6.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the continuity between the harness connector and the ABS actuator and electric unit (control unit) harness connector.

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	4	E41	35	Existed
	8		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the ABS actuator and electric unit (control unit).

NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372668

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ECM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
2. Check the resistance between the ECM harness connector terminals.

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M107	114	113	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ECM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-173, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to [EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#).

YES (Past error)>>Error was detected in the ECM branch line.

NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372669

WARNING:

- Before servicing, turn ignition switch OFF, disconnect battery negative terminal, and wait 3 minutes or more. (To discharge backup capacitor.)
- Never use unspecified tester or other measuring device.

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Replace the main harness.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to the following.

- Coupe models: [SRC-100. "Work Flow"](#).
- Roadster models: [SRC-266. "Work Flow"](#).

Is the inspection result normal?

- YES >> Replace the main harness.
NO >> Replace parts whose air bag system has a malfunction.

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BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372671

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the BCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of BCM.
2. Check the resistance between the BCM harness connector terminals.

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the BCM branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-53. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-106. "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

C/ROOF BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

C/ROOF BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372672

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Soft top control unit
 - Harness connector B301
 - Harness connector B81
 - Harness connector B1
 - Harness connector M7

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of soft top control unit.
2. Check the resistance between the soft top control unit harness connector terminals.

Soft top control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B303	17	18	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the soft top control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the soft top control unit. Refer to [RF-150. "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the soft top control unit. Refer to [RF-247. "Exploded View"](#).

YES (Past error)>>Error was detected in the soft top control unit branch line.

NO >> Repair the power supply and the ground circuit.

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DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372673

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the data link connector branch line circuit.
NO >> Repair the data link connector branch line.

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372674

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the A/C auto amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of A/C auto amp.
2. Check the resistance between the A/C auto amp. harness connector terminals.

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M66	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the A/C auto amp. branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Without 7 inch display: [HAC-47, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- With 7 inch display: [HAC-138, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Without 7 inch display: [HAC-86, "Exploded View"](#)
 - With 7 inch display: [HAC-176, "Exploded View"](#)

- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
 NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372675

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the combination meter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of combination meter.
2. Check the resistance between the combination meter harness connector terminals.

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M53	21	22	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the combination meter branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-45, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-103, "Exploded View"](#).
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372676

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the steering angle sensor for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of steering angle sensor.
2. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the steering angle sensor branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-90, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-116, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372678

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ABS actuator and electric unit (control unit) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the resistance between the ABS actuator and electric unit (control unit) harness connector terminals.

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-75. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-113. "Exploded View"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372679

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the IPDM E/R for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-37, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011372680

1. CONNECTOR INSPECTION

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect all the unit connectors on CAN communication system.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M24	6	14	Not existed

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Check the harness and repair the root cause.

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector and the ground.

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Check the harness and repair the root cause.

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.

ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

3. Check the resistance between the IPDM E/R terminals.

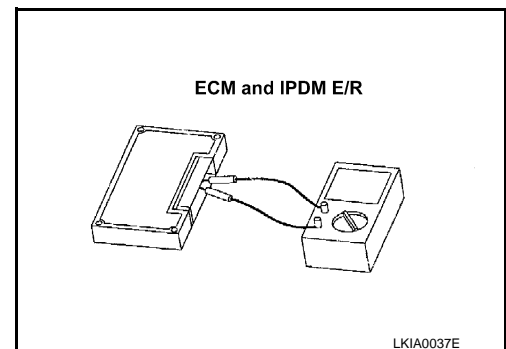
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 5.
NO >> Replace the ECM and/or the IPDM E/R.

5. CHECK SYMPTOM

Connect all the connectors. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

Inspection result

Reproduced>>GO TO 6.

Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

6.CHECK UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each unit.

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication system.

NOTE:

ECM and IPDM E/R have a termination circuit. Check other units first.

4. Connect the battery cable to the negative terminal. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.

NOTE:

Although unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.

Non-reproduced>>Replace the unit whose connector was disconnected.

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MAIN LINE BETWEEN DLC AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000011372681

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M6 and E106.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M6	4	Existed
	14		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M6.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the continuity between the harness connector and the ABS actuator and electric unit (control unit) harness connector.

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	4	E41	35	Existed
	8		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the ABS actuator and electric unit (control unit).

NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372682

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ECM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
2. Check the resistance between the ECM harness connector terminals.

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M107	114	113	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ECM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-173, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to [EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#).

YES (Past error)>>Error was detected in the ECM branch line.

NO >> Repair the power supply and the ground circuit.

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A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372683

WARNING:

- Before servicing, turn ignition switch OFF, disconnect battery negative terminal, and wait 3 minutes or more. (To discharge backup capacitor.)
- Never use unspecified tester or other measuring device.

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Replace the main harness.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to the following.

- Coupe models: [SRC-100. "Work Flow"](#).
- Roadster models: [SRC-266. "Work Flow"](#).

Is the inspection result normal?

- YES >> Replace the main harness.
NO >> Replace parts whose air bag system has a malfunction.

AV BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372684

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the AV control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
2. Check the resistance between the AV control unit harness connector terminals.

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M86	90	74	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the AV control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AV control unit. Refer to [AV-181, "AV CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to [AV-211, "Exploded View"](#).
YES (Past error)>>Error was detected in the AV control unit branch line.
NO >> Repair the power supply and the ground circuit.

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BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372685

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the BCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of BCM.
2. Check the resistance between the BCM harness connector terminals.

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the BCM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-53. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-106. "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

C/ROOF BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

C/ROOF BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372686

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Soft top control unit
 - Harness connector B301
 - Harness connector B81
 - Harness connector B1
 - Harness connector M7

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of soft top control unit.
2. Check the resistance between the soft top control unit harness connector terminals.

Soft top control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B303	17	18	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the soft top control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the soft top control unit. Refer to [RF-150. "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the soft top control unit. Refer to [RF-247. "Exploded View"](#).

YES (Past error)>>Error was detected in the soft top control unit branch line.

NO >> Repair the power supply and the ground circuit.

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DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372687

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the data link connector branch line circuit.
NO >> Repair the data link connector branch line.

HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372688

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the A/C auto amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of A/C auto amp.
2. Check the resistance between the A/C auto amp. harness connector terminals.

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M66	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the A/C auto amp. branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Without 7 inch display: [HAC-47, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- With 7 inch display: [HAC-138, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Without 7 inch display: [HAC-86, "Exploded View"](#)
 - With 7 inch display: [HAC-176, "Exploded View"](#)

- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372689

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the combination meter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of combination meter.
2. Check the resistance between the combination meter harness connector terminals.

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M53	21	22	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the combination meter branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-45, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-103, "Exploded View"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372690

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the steering angle sensor for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of steering angle sensor.
2. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the steering angle sensor branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-90, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-116, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372692

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ABS actuator and electric unit (control unit) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the resistance between the ABS actuator and electric unit (control unit) harness connector terminals.

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-75. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-113. "Exploded View"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372693

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the IPDM E/R for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-37, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011372694

1. CONNECTOR INSPECTION

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect all the unit connectors on CAN communication system.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M24	6	14	Not existed

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Check the harness and repair the root cause.

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector and the ground.

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Check the harness and repair the root cause.

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.

ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

3. Check the resistance between the IPDM E/R terminals.

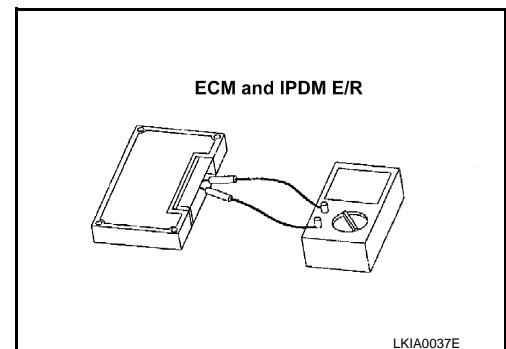
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 5.
NO >> Replace the ECM and/or the IPDM E/R.

5. CHECK SYMPTOM

Connect all the connectors. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

Inspection result

Reproduced>>GO TO 6.

Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

6.CHECK UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each unit.

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication system.

NOTE:

ECM and IPDM E/R have a termination circuit. Check other units first.

4. Connect the battery cable to the negative terminal. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.

NOTE:

Although unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.

Non-reproduced>>Replace the unit whose connector was disconnected.

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MAIN LINE BETWEEN DLC AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000011372695

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M6 and E106.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M6	4	Existed
	14		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M6.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the continuity between the harness connector and the ABS actuator and electric unit (control unit) harness connector.

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	4	E41	35	Existed
	8		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the ABS actuator and electric unit (control unit).

NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372696

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ECM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
2. Check the resistance between the ECM harness connector terminals.

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M107	114	113	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ECM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-173, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to [EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#).

YES (Past error)>>Error was detected in the ECM branch line.

NO >> Repair the power supply and the ground circuit.

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A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372697

WARNING:

- Before servicing, turn ignition switch OFF, disconnect battery negative terminal, and wait 3 minutes or more. (To discharge backup capacitor.)
- Never use unspecified tester or other measuring device.

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Replace the main harness.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to the following.

- Coupe models: [SRC-100. "Work Flow"](#).
- Roadster models: [SRC-266. "Work Flow"](#).

Is the inspection result normal?

- YES >> Replace the main harness.
NO >> Replace parts whose air bag system has a malfunction.

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372699

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the BCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of BCM.
2. Check the resistance between the BCM harness connector terminals.

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the BCM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-53, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-106, "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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C/ROOF BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

C/ROOF BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372700

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Soft top control unit
 - Harness connector B301
 - Harness connector B81
 - Harness connector B1
 - Harness connector M7

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of soft top control unit.
2. Check the resistance between the soft top control unit harness connector terminals.

Soft top control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B303	17	18	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the soft top control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the soft top control unit. Refer to [RF-150. "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the soft top control unit. Refer to [RF-247. "Exploded View"](#).

YES (Past error)>>Error was detected in the soft top control unit branch line.

NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372701

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the data link connector branch line circuit.
NO >> Repair the data link connector branch line.

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HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372702

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the A/C auto amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of A/C auto amp.
2. Check the resistance between the A/C auto amp. harness connector terminals.

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M66	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the A/C auto amp. branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Without 7 inch display: [HAC-47, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- With 7 inch display: [HAC-138, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Without 7 inch display: [HAC-86, "Exploded View"](#)
 - With 7 inch display: [HAC-176, "Exploded View"](#)
- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
 NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372703

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the combination meter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of combination meter.
2. Check the resistance between the combination meter harness connector terminals.

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M53	21	22	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the combination meter branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-45, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-103, "Exploded View"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

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STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372704

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the steering angle sensor for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of steering angle sensor.
2. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the steering angle sensor branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-90, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-116, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372705

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F103
 - Harness connector M116

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of A/T assembly.
2. Check the resistance between the A/T assembly harness connector terminals.

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F51	3 8	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the joint connector. Refer to [TM-328, "Removal and Installation"](#).
2. Check the continuity between the A/T assembly harness connector side and the TCM harness connector side of the joint connector.

A/T assembly harness connector side	TCM harness connector side	Continuity
Terminal No.	Terminal No.	
3	3	Existed
8	8	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Replace the joint connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-269, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the control valve & TCM. Refer to [TM-328, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

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ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372706

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ABS actuator and electric unit (control unit) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the resistance between the ABS actuator and electric unit (control unit) harness connector terminals.

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-75. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-113. "Exploded View"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372707

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the IPDM E/R for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-37, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011372708

1. CONNECTOR INSPECTION

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect all the unit connectors on CAN communication system.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M24	6 14	Not existed

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Check the harness and repair the root cause.

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector and the ground.

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Check the harness and repair the root cause.

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.

ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

3. Check the resistance between the IPDM E/R terminals.

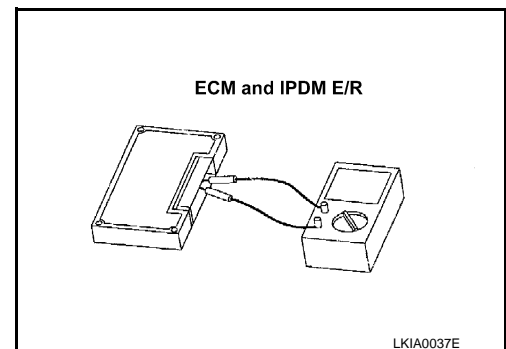
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 5.
NO >> Replace the ECM and/or the IPDM E/R.

5. CHECK SYMPTOM

Connect all the connectors. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

Inspection result

Reproduced>>GO TO 6.

Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

6.CHECK UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each unit.

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication system.

NOTE:

ECM and IPDM E/R have a termination circuit. Check other units first.

4. Connect the battery cable to the negative terminal. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.

NOTE:

Although unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.

Non-reproduced>>Replace the unit whose connector was disconnected.

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MAIN LINE BETWEEN DLC AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000011372709

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M6 and E106.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M6	4	Existed
	14		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M6.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the continuity between the harness connector and the ABS actuator and electric unit (control unit) harness connector.

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	4	E41	35	Existed
	8		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the ABS actuator and electric unit (control unit).

NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372710

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ECM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
2. Check the resistance between the ECM harness connector terminals.

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M107	114	113	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ECM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-173, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to [EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#).

YES (Past error)>>Error was detected in the ECM branch line.

NO >> Repair the power supply and the ground circuit.

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A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372711

WARNING:

- Before servicing, turn ignition switch OFF, disconnect battery negative terminal, and wait 3 minutes or more. (To discharge backup capacitor.)
- Never use unspecified tester or other measuring device.

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the main harness.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to the following.

- Coupe models: [SRC-100. "Work Flow"](#).
- Roadster models: [SRC-266. "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

NO >> Replace parts whose air bag system has a malfunction.

AV BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372712

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the AV control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
2. Check the resistance between the AV control unit harness connector terminals.

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M86	90	74	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the AV control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AV control unit. Refer to [AV-181, "AV CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to [AV-211, "Exploded View"](#).
YES (Past error)>>Error was detected in the AV control unit branch line.
NO >> Repair the power supply and the ground circuit.

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BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372713

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the BCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of BCM.
2. Check the resistance between the BCM harness connector terminals.

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the BCM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-53, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-106, "Exploded View"](#).
 YES (Past error)>>Error was detected in the BCM branch line.
 NO >> Repair the power supply and the ground circuit.

C/ROOF BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

C/ROOF BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372714

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Soft top control unit
 - Harness connector B301
 - Harness connector B81
 - Harness connector B1
 - Harness connector M7

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of soft top control unit.
2. Check the resistance between the soft top control unit harness connector terminals.

Soft top control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B303	17	18	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the soft top control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the soft top control unit. Refer to [RF-150. "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the soft top control unit. Refer to [RF-247. "Exploded View"](#).

YES (Past error)>>Error was detected in the soft top control unit branch line.

NO >> Repair the power supply and the ground circuit.

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DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372715

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the data link connector branch line circuit.
NO >> Repair the data link connector branch line.

HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372716

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the A/C auto amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of A/C auto amp.
2. Check the resistance between the A/C auto amp. harness connector terminals.

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M66	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the A/C auto amp. branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Without 7 inch display: [HAC-47, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- With 7 inch display: [HAC-138, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Without 7 inch display: [HAC-86, "Exploded View"](#)
 - With 7 inch display: [HAC-176, "Exploded View"](#)

- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372717

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the combination meter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of combination meter.
2. Check the resistance between the combination meter harness connector terminals.

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M53	21	22	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the combination meter branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-45, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-103, "Exploded View"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372718

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the steering angle sensor for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of steering angle sensor.
2. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the steering angle sensor branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-90, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-116, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372719

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F103
 - Harness connector M116

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of A/T assembly.
2. Check the resistance between the A/T assembly harness connector terminals.

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F51	3 8	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the joint connector. Refer to [TM-328, "Removal and Installation"](#).
2. Check the continuity between the A/T assembly harness connector side and the TCM harness connector side of the joint connector.

A/T assembly harness connector side	TCM harness connector side	Continuity
Terminal No.	Terminal No.	
3	3	Existed
8	8	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace the joint connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-269, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the control valve & TCM. Refer to [TM-328, "Removal and Installation"](#).

YES (Past error)>>Error was detected in the TCM branch line.

NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372720

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ABS actuator and electric unit (control unit) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the resistance between the ABS actuator and electric unit (control unit) harness connector terminals.

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-75, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-113, "Exploded View"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

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IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372721

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the IPDM E/R for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-37, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011372722

1. CONNECTOR INSPECTION

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect all the unit connectors on CAN communication system.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M24	6 14	Not existed

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Check the harness and repair the root cause.

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector and the ground.

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Check the harness and repair the root cause.

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.

ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

3. Check the resistance between the IPDM E/R terminals.

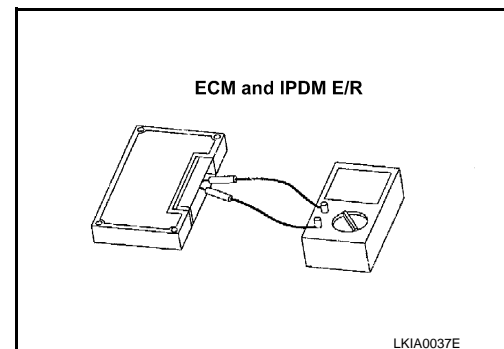
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 5.
NO >> Replace the ECM and/or the IPDM E/R.

5. CHECK SYMPTOM

Connect all the connectors. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

Inspection result

Reproduced>>GO TO 6.

Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

6.CHECK UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each unit.

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication system.

NOTE:

ECM and IPDM E/R have a termination circuit. Check other units first.

4. Connect the battery cable to the negative terminal. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.

NOTE:

Although unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.

Non-reproduced>>Replace the unit whose connector was disconnected.

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 21)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000011372724

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M6 and E106.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M6	4	Existed
	14		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M6.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the continuity between the harness connector and the ABS actuator and electric unit (control unit) harness connector.

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	4	E41	35	Existed
	8		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the ABS actuator and electric unit (control unit).

NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

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ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 21)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372725

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ECM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
2. Check the resistance between the ECM harness connector terminals.

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M107	114	113	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ECM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-173, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to [EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#).
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 21)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372726

WARNING:

- Before servicing, turn ignition switch OFF, disconnect battery negative terminal, and wait 3 minutes or more. (To discharge backup capacitor.)
- Never use unspecified tester or other measuring device.

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Replace the main harness.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to the following.

- Coupe models: [SRC-100. "Work Flow"](#).
- Roadster models: [SRC-266. "Work Flow"](#).

Is the inspection result normal?

- YES >> Replace the main harness.
NO >> Replace parts whose air bag system has a malfunction.

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BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372728

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the BCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of BCM.
2. Check the resistance between the BCM harness connector terminals.

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the BCM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-53. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-106. "Exploded View"](#).
 YES (Past error)>>Error was detected in the BCM branch line.
 NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 21)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372730

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the data link connector branch line circuit.
NO >> Repair the data link connector branch line.

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HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372731

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the A/C auto amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of A/C auto amp.
2. Check the resistance between the A/C auto amp. harness connector terminals.

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M66	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the A/C auto amp. branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Without 7 inch display: [HAC-47, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- With 7 inch display: [HAC-138, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Without 7 inch display: [HAC-86, "Exploded View"](#)
 - With 7 inch display: [HAC-176, "Exploded View"](#)
- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
 NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372732

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the combination meter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of combination meter.
2. Check the resistance between the combination meter harness connector terminals.

Combination meter harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M53	21 22	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the combination meter branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-45, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-103, "Exploded View"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

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STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 21)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372733

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the steering angle sensor for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of steering angle sensor.
2. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the steering angle sensor branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-90, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-116, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 21)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372735

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ABS actuator and electric unit (control unit) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the resistance between the ABS actuator and electric unit (control unit) harness connector terminals.

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-75, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-113, "Exploded View"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

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IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 21)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372736

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the IPDM E/R for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-37, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 21)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011372737

1. CONNECTOR INSPECTION

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect all the unit connectors on CAN communication system.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M24	6 14	Not existed

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Check the harness and repair the root cause.

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector and the ground.

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Check the harness and repair the root cause.

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.

ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

3. Check the resistance between the IPDM E/R terminals.

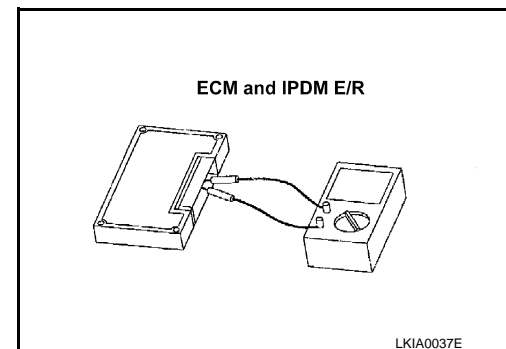
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 5.
NO >> Replace the ECM and/or the IPDM E/R.

5. CHECK SYMPTOM

Connect all the connectors. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 21)]

Inspection result

Reproduced>>GO TO 6.

Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

6.CHECK UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each unit.

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication system.

NOTE:

ECM and IPDM E/R have a termination circuit. Check other units first.

4. Connect the battery cable to the negative terminal. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.

NOTE:

Although unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.

Non-reproduced>>Replace the unit whose connector was disconnected.

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 22)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000011372738

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M6 and E106.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M6	4	Existed
	14		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M6.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the continuity between the harness connector and the ABS actuator and electric unit (control unit) harness connector.

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	4	E41	35	Existed
	8		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the ABS actuator and electric unit (control unit).

NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

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ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 22)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372739

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ECM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
2. Check the resistance between the ECM harness connector terminals.

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M107	114	113	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ECM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-173, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to [EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#).

YES (Past error)>>Error was detected in the ECM branch line.

NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372740

WARNING:

- Before servicing, turn ignition switch OFF, disconnect battery negative terminal, and wait 3 minutes or more. (To discharge backup capacitor.)
- Never use unspecified tester or other measuring device.

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Replace the main harness.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to the following.

- Coupe models: [SRC-100. "Work Flow"](#).
- Roadster models: [SRC-266. "Work Flow"](#).

Is the inspection result normal?

- YES >> Replace the main harness.
 NO >> Replace parts whose air bag system has a malfunction.

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AV BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 22)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372741

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the AV control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
2. Check the resistance between the AV control unit harness connector terminals.

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M86	90	74	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the AV control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AV control unit. Refer to [AV-181, "AV CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to [AV-211, "Exploded View"](#).
YES (Past error)>>Error was detected in the AV control unit branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 22)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372742

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the BCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of BCM.
2. Check the resistance between the BCM harness connector terminals.

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the BCM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-53, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-106, "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 22)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372744

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the data link connector branch line circuit.
NO >> Repair the data link connector branch line.

HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 22)]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372745

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the A/C auto amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of A/C auto amp.
2. Check the resistance between the A/C auto amp. harness connector terminals.

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M66	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the A/C auto amp. branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Without 7 inch display: [HAC-47, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- With 7 inch display: [HAC-138, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Without 7 inch display: [HAC-86, "Exploded View"](#)
 - With 7 inch display: [HAC-176, "Exploded View"](#)

- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372746

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the combination meter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of combination meter.
2. Check the resistance between the combination meter harness connector terminals.

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M53	21	22	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the combination meter branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-45, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-103, "Exploded View"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 22)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372747

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the steering angle sensor for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of steering angle sensor.
2. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the steering angle sensor branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-90. "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-116. "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372749

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ABS actuator and electric unit (control unit) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the resistance between the ABS actuator and electric unit (control unit) harness connector terminals.

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-75. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-113. "Exploded View"](#).
 YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
 NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 22)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372750

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the IPDM E/R for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-37, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 22)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011372751

1. CONNECTOR INSPECTION

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect all the unit connectors on CAN communication system.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M24	6	14	Not existed

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Check the harness and repair the root cause.

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector and the ground.

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Check the harness and repair the root cause.

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.

ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

3. Check the resistance between the IPDM E/R terminals.

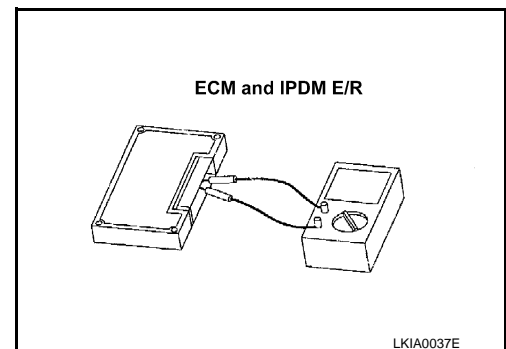
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 5.
NO >> Replace the ECM and/or the IPDM E/R.

5. CHECK SYMPTOM

Connect all the connectors. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 22)]

Inspection result

Reproduced>>GO TO 6.

Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

6.CHECK UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each unit.

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication system.

NOTE:

ECM and IPDM E/R have a termination circuit. Check other units first.

4. Connect the battery cable to the negative terminal. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.

NOTE:

Although unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.

Non-reproduced>>Replace the unit whose connector was disconnected.

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MAIN LINE BETWEEN DLC AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 23)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000011372752

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M6 and E106.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M6	4	Existed
	14		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M6.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the continuity between the harness connector and the ABS actuator and electric unit (control unit) harness connector.

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	4	E41	35	Existed
	8		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the ABS actuator and electric unit (control unit).

NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 23)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372753

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ECM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
2. Check the resistance between the ECM harness connector terminals.

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M107	114	113	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ECM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-173, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to [EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#).

YES (Past error)>>Error was detected in the ECM branch line.

NO >> Repair the power supply and the ground circuit.

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A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372754

WARNING:

- Before servicing, turn ignition switch OFF, disconnect battery negative terminal, and wait 3 minutes or more. (To discharge backup capacitor.)
- Never use unspecified tester or other measuring device.

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Replace the main harness.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to the following.

- Coupe models: [SRC-100. "Work Flow"](#).
- Roadster models: [SRC-266. "Work Flow"](#).

Is the inspection result normal?

- YES >> Replace the main harness.
NO >> Replace parts whose air bag system has a malfunction.

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 23)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372756

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the BCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of BCM.
2. Check the resistance between the BCM harness connector terminals.

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the BCM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-53, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-106, "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 23)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372758

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the data link connector branch line circuit.
NO >> Repair the data link connector branch line.

HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 23)]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372759

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the A/C auto amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of A/C auto amp.
2. Check the resistance between the A/C auto amp. harness connector terminals.

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M66	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the A/C auto amp. branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Without 7 inch display: [HAC-47, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- With 7 inch display: [HAC-138, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Without 7 inch display: [HAC-86, "Exploded View"](#)
 - With 7 inch display: [HAC-176, "Exploded View"](#)

- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372760

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the combination meter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of combination meter.
2. Check the resistance between the combination meter harness connector terminals.

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M53	21	22	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the combination meter branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-45, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-103, "Exploded View"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 23)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372761

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the steering angle sensor for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of steering angle sensor.
2. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the steering angle sensor branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-90. "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-116. "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 23)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372762

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F103
 - Harness connector M116

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of A/T assembly.
2. Check the resistance between the A/T assembly harness connector terminals.

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F51	3 8	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the joint connector. Refer to [TM-328, "Removal and Installation"](#).
2. Check the continuity between the A/T assembly harness connector side and the TCM harness connector side of the joint connector.

A/T assembly harness connector side	TCM harness connector side	Continuity
Terminal No.	Terminal No.	
3	3	Existed
8	8	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace the joint connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-269, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the control valve & TCM. Refer to [TM-328, "Removal and Installation"](#).

YES (Past error)>>Error was detected in the TCM branch line.

NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 23)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372763

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ABS actuator and electric unit (control unit) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the resistance between the ABS actuator and electric unit (control unit) harness connector terminals.

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-75, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-113, "Exploded View"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

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IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 23)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372764

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the IPDM E/R for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-37, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 23)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011372765

1. CONNECTOR INSPECTION

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect all the unit connectors on CAN communication system.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M24	6 14	Not existed

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Check the harness and repair the root cause.

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector and the ground.

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Check the harness and repair the root cause.

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.

ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

3. Check the resistance between the IPDM E/R terminals.

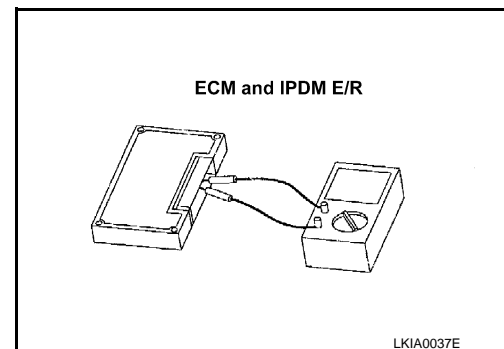
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 5.
NO >> Replace the ECM and/or the IPDM E/R.

5. CHECK SYMPTOM

Connect all the connectors. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 23)]

Inspection result

Reproduced>>GO TO 6.

Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

6.CHECK UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each unit.

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication system.

NOTE:

ECM and IPDM E/R have a termination circuit. Check other units first.

4. Connect the battery cable to the negative terminal. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.

NOTE:

Although unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.

Non-reproduced>>Replace the unit whose connector was disconnected.

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 24)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000011372766

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M6 and E106.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M6	4	Existed
	14		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M6.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the continuity between the harness connector and the ABS actuator and electric unit (control unit) harness connector.

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	4	E41	35	Existed
	8		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the ABS actuator and electric unit (control unit).

NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372767

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ECM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
2. Check the resistance between the ECM harness connector terminals.

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M107	114	113	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the ECM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-173, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to [EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#).

YES (Past error)>>Error was detected in the ECM branch line.

NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 24)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372768

WARNING:

- Before servicing, turn ignition switch OFF, disconnect battery negative terminal, and wait 3 minutes or more. (To discharge backup capacitor.)
- Never use unspecified tester or other measuring device.

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Replace the main harness.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to the following.

- Coupe models: [SRC-100. "Work Flow"](#).
- Roadster models: [SRC-266. "Work Flow"](#).

Is the inspection result normal?

- YES >> Replace the main harness.
NO >> Replace parts whose air bag system has a malfunction.

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AV BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 24)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372769

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the AV control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
2. Check the resistance between the AV control unit harness connector terminals.

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M86	90	74	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the AV control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AV control unit. Refer to [AV-181, "AV CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to [AV-211, "Exploded View"](#).
YES (Past error)>>Error was detected in the AV control unit branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 24)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372770

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the BCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of BCM.
2. Check the resistance between the BCM harness connector terminals.

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the BCM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-53, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-106, "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 24)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372772

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the data link connector branch line circuit.
NO >> Repair the data link connector branch line.

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372773

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the A/C auto amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of A/C auto amp.
2. Check the resistance between the A/C auto amp. harness connector terminals.

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M66	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the A/C auto amp. branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Without 7 inch display: [HAC-47, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- With 7 inch display: [HAC-138, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Without 7 inch display: [HAC-86, "Exploded View"](#)
 - With 7 inch display: [HAC-176, "Exploded View"](#)

- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
 NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372774

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the combination meter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of combination meter.
2. Check the resistance between the combination meter harness connector terminals.

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M53	21	22	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the combination meter branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-45, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-103, "Exploded View"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 24)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372775

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the steering angle sensor for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of steering angle sensor.
2. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the steering angle sensor branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-90, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-116, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 24)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011372776

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F103
 - Harness connector M116

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of A/T assembly.
2. Check the resistance between the A/T assembly harness connector terminals.

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F51	3 8	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the joint connector. Refer to [TM-328, "Removal and Installation"](#).
2. Check the continuity between the A/T assembly harness connector side and the TCM harness connector side of the joint connector.

A/T assembly harness connector side	TCM harness connector side	Continuity
Terminal No.	Terminal No.	
3	3	Existed
8	8	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace the joint connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-269, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the control valve & TCM. Refer to [TM-328, "Removal and Installation"](#).

YES (Past error)>>Error was detected in the TCM branch line.

NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 24)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372777

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ABS actuator and electric unit (control unit) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the resistance between the ABS actuator and electric unit (control unit) harness connector terminals.

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-75, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-113, "Exploded View"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

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IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 24)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011372778

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the IPDM E/R for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-37, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 24)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011372779

1. CONNECTOR INSPECTION

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect all the unit connectors on CAN communication system.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M24	6 14	Not existed

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Check the harness and repair the root cause.

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector and the ground.

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Check the harness and repair the root cause.

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.

ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

3. Check the resistance between the IPDM E/R terminals.

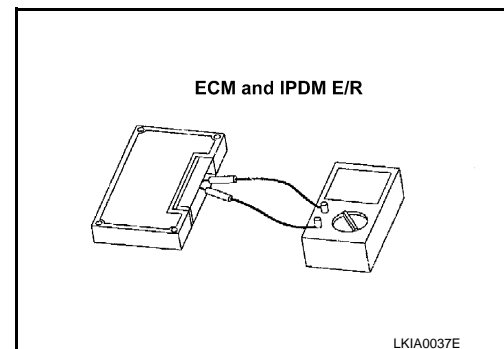
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 5.
NO >> Replace the ECM and/or the IPDM E/R.

5. CHECK SYMPTOM

Connect all the connectors. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 24)]

Inspection result

Reproduced>>GO TO 6.

Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

6.CHECK UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each unit.

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication system.

NOTE:

ECM and IPDM E/R have a termination circuit. Check other units first.

4. Connect the battery cable to the negative terminal. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.

NOTE:

Although unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.

Non-reproduced>>Replace the unit whose connector was disconnected.