SECTION LAN

LAN SYSTEM

CONTENTS

PRECAUTION

PRECAUTIONS

Precautions for Trouble Diagnosis

INFOID:0000000000994470

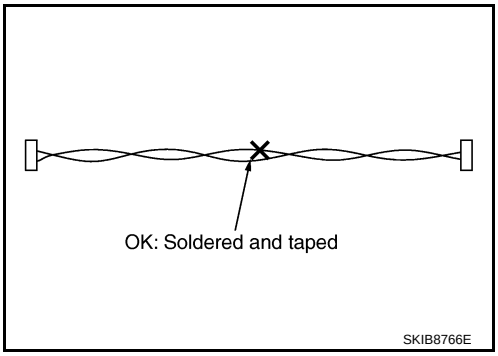
CAUTION:

- **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.**

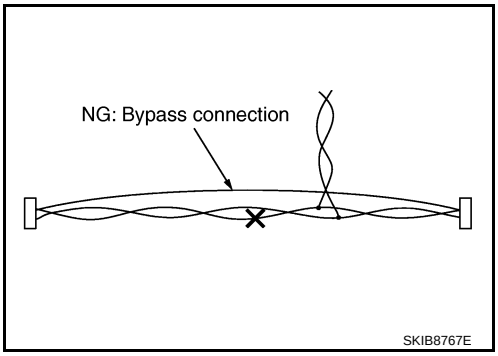
Precautions for Harness Repair

INFOID:0000000000994471

- 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.

FUNCTION DIAGNOSIS

CAN COMMUNICATION SYSTEM

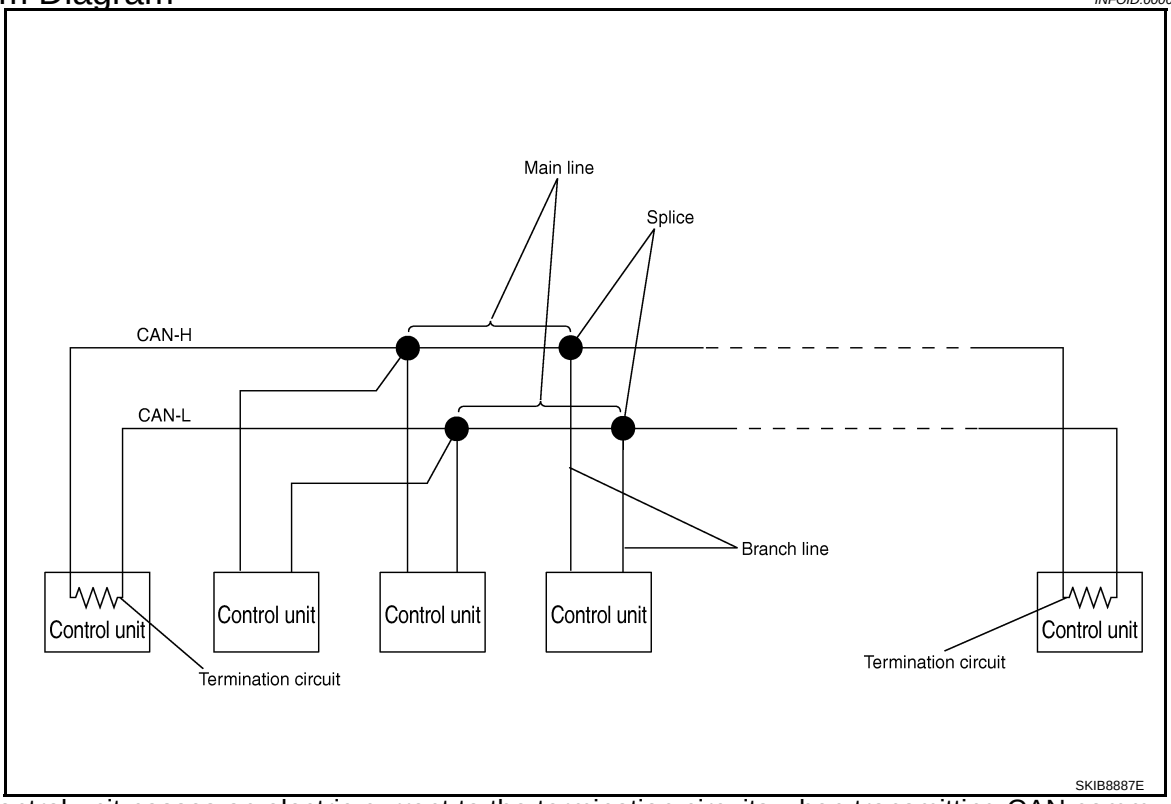
System Description

INFOID:0000000000994472

- 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:0000000000994473

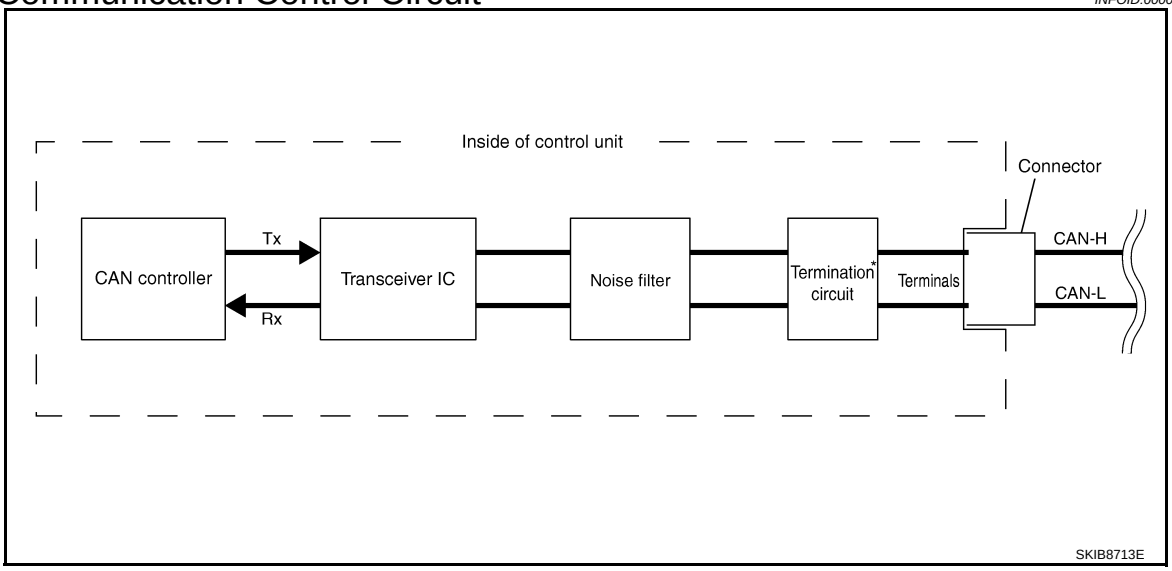


Each control unit passes an electric current to the termination circuits when transmitting CAN communication signal. The termination circuits produce an electrical potential difference between CAN-H and CAN-L. CAN communication system transmits and receives CAN communication signals by the potential 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-8, "CAN Communication Control Circuit".

CAN Communication Control Circuit

INFOID:0000000000994474



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.

DIAG ON CAN

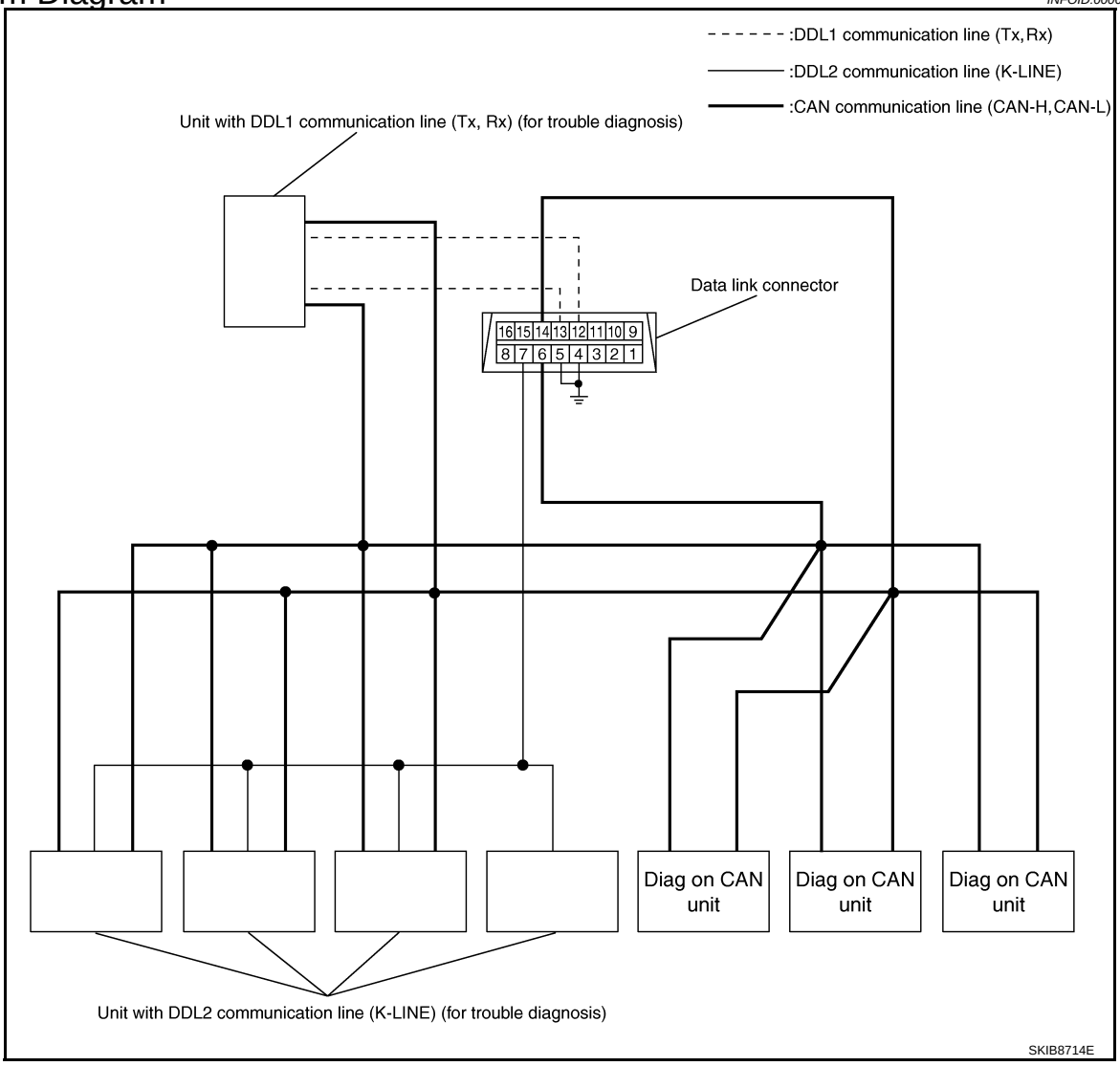
Description

INFOID:0000000000994475

"Diag on CAN" is a diagnosis using CAN communication instead of previous DDL1 and DDL2 communication line, between control unit and diagnosis unit.

System Diagram

INFOID:0000000000994476



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:0000000000994477

"U1000" or "U1001" is indicated on SELF-DIAG RESULTS on CONSULT-III if 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 INDICATED "U1000" OR "U1001" 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.

NOTE:
CAN communication system is normal if "U1000" or "U1001" is indicated on SELF-DIAG RESULTS of CONSULT-III under the above conditions. Erase the memory of the self-diagnosis of each unit.

Symptom When Error Occurs in CAN Communication System

INFOID:0000000000994478

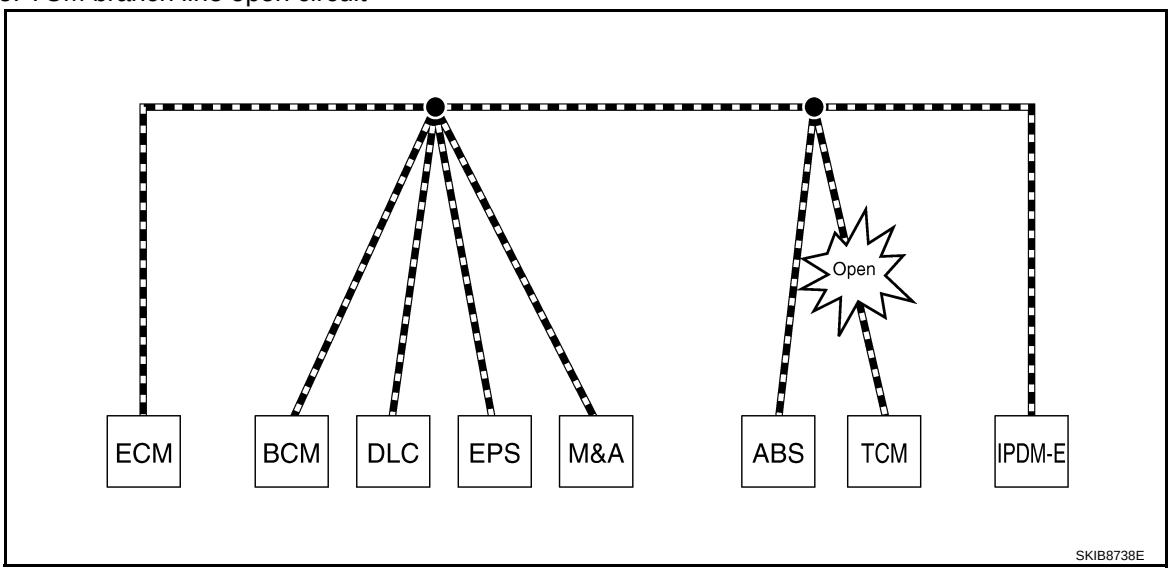
In CAN communication system, multiple units mutually transmit and receive signals. Each unit cannot transmit and receive signals if any error occurs on CAN communication line. Under this condition, multiple control units related to the root cause malfunction or go into fail-safe mode.

ERROR EXAMPLE

NOTE:

- Each vehicle differs in symptom of each unit under fail-safe mode and CAN communication line wiring.
- Refer to LAN-21, "Abbreviation List" for the unit abbreviation.

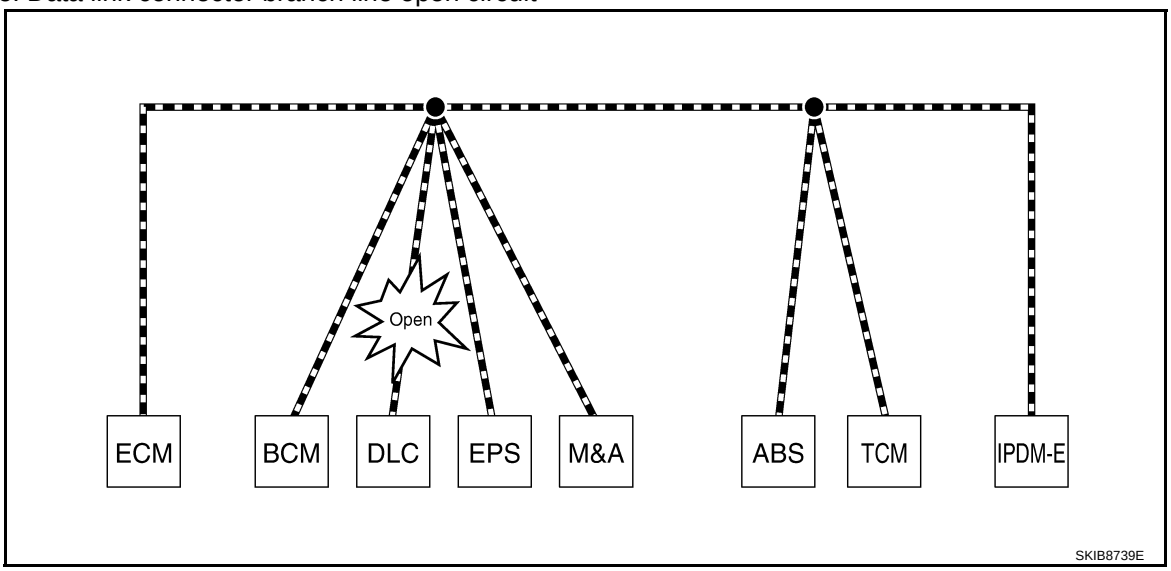
Example: TCM branch line open circuit



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

Unit name	Symptom
EPS control unit	Normal operation.
Combination meter	• 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

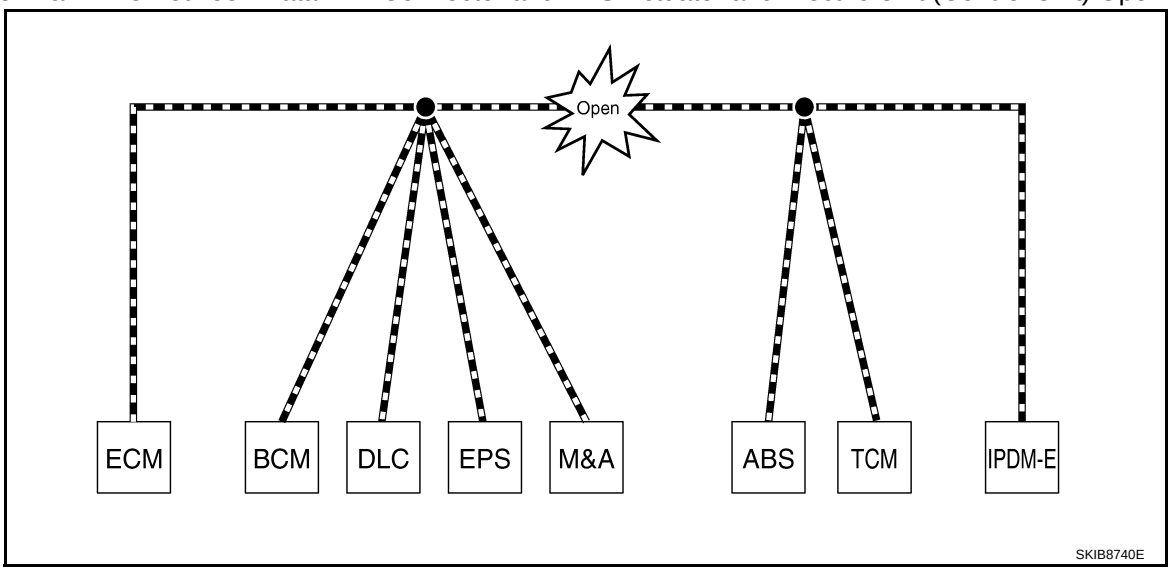


Unit name	Symptom
ECM	Normal operation.
BCM	
EPS control unit	
Combination meter	
ABS actuator and electric unit (control unit)	
TCM	
IPDM E/R	

NOTE:
- When data link connector branch line is open, transmission and reception of CAN communication signals is 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-III if the following error occurs. The error is judged by the symptom.

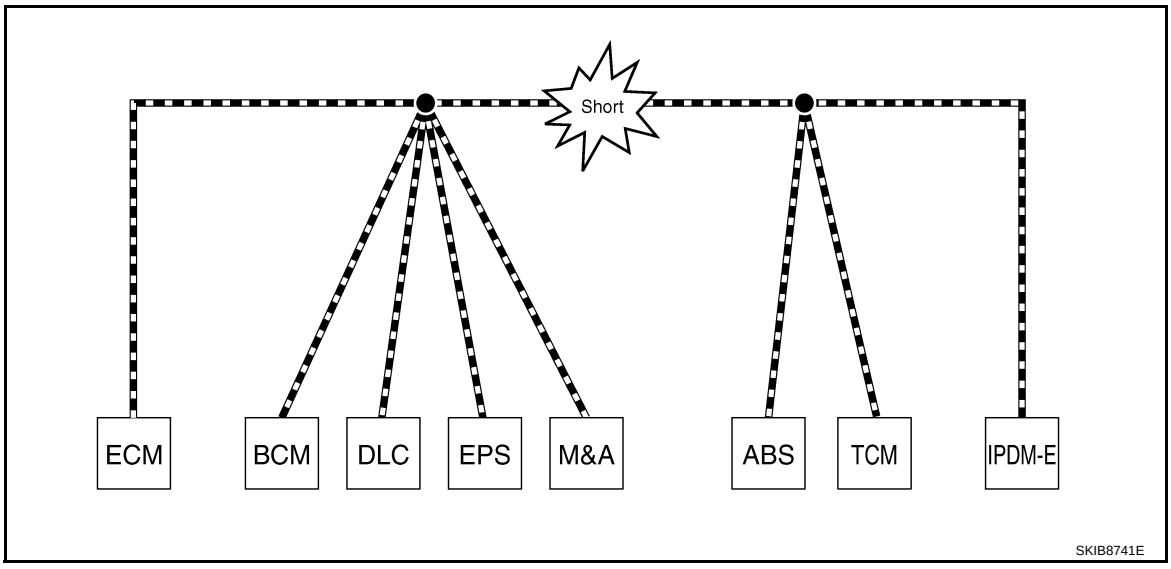
Error	Difference of symptom
Data link connector branch line open circuit	Normal operation.
CAN-H, CAN-L harness short-circuit	Most the units which are connected to the CAN communication system enter fail-safe mode or are deactivated.

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	• 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	• 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, • The headlamps (Lo) turn ON. • The cooling fan continues to rotate.

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



Unit name	Symptom
ECM	• Engine torque limiting is affected, and shift harshness increases. • Engine speed drops.
BCM	• 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 is OFF.) • The steering lock does not release (if an error or malfunction occurs while turning the ignition switch is OFF.)
EPS control unit	The steering effort increases.
Combination meter	• 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, • The headlamps (Lo) turn ON. • The cooling fan continues to rotate.

CAN Diagnosis with CONSULT-III

INFOID:0000000000994479

CAN diagnosis on CONSULT-III 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:0000000000994480

DTC	Self-diagnosis item (CONSULT-III indication)	DTC detection condition	Inspection/Action
U1000	CAN COMM CIRCUIT	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.
		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.	Replace the control unit indicating “U1010”.

CAN Diagnostic Support Monitor

INFOID:0000000000994481

MONITOR ITEM (CONSULT-III)

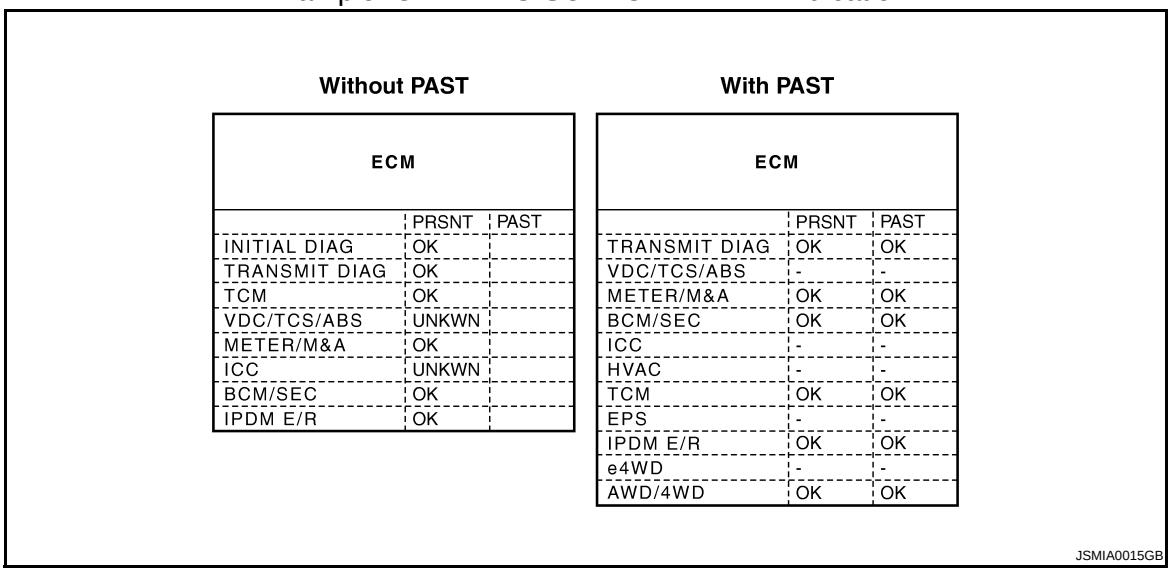
Example: CAN DIAG SUPPORT MNTR indication

Without PAST

ECM		
	PRSNT	PAST
INITIAL DIAG	OK	
TRANSMIT DIAG	OK	
TCM	OK	
VDC/TCS/ABS	UNKWN	
METER/M&A	OK	
ICC	UNKWN	
BCM/SEC	OK	
IPDM E/R	OK	

With PAST

ECM		
	PRSNT	PAST
TRANSMIT DIAG	OK	OK
VDC/TCS/ABS	-	-
METER/M&A	OK	OK
BCM/SEC	OK	OK
ICC	-	-
HVAC	-	-
TCM	OK	OK
EPS	-	-
IPDM E/R	OK	OK
e4WD	-	-
AWD/4WD	OK	OK



Without PAST

Item	PRSNT	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
		No control unit for receiving signals. (No applicable optional parts)

With PAST

Item	PRSNT	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
	–	–	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.

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:0000000000994482

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.

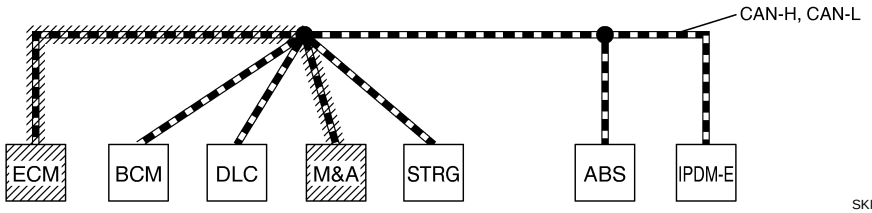
Example: Tachometer does not move even though the engine rotates.

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

No communication between ECM and M&A.

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

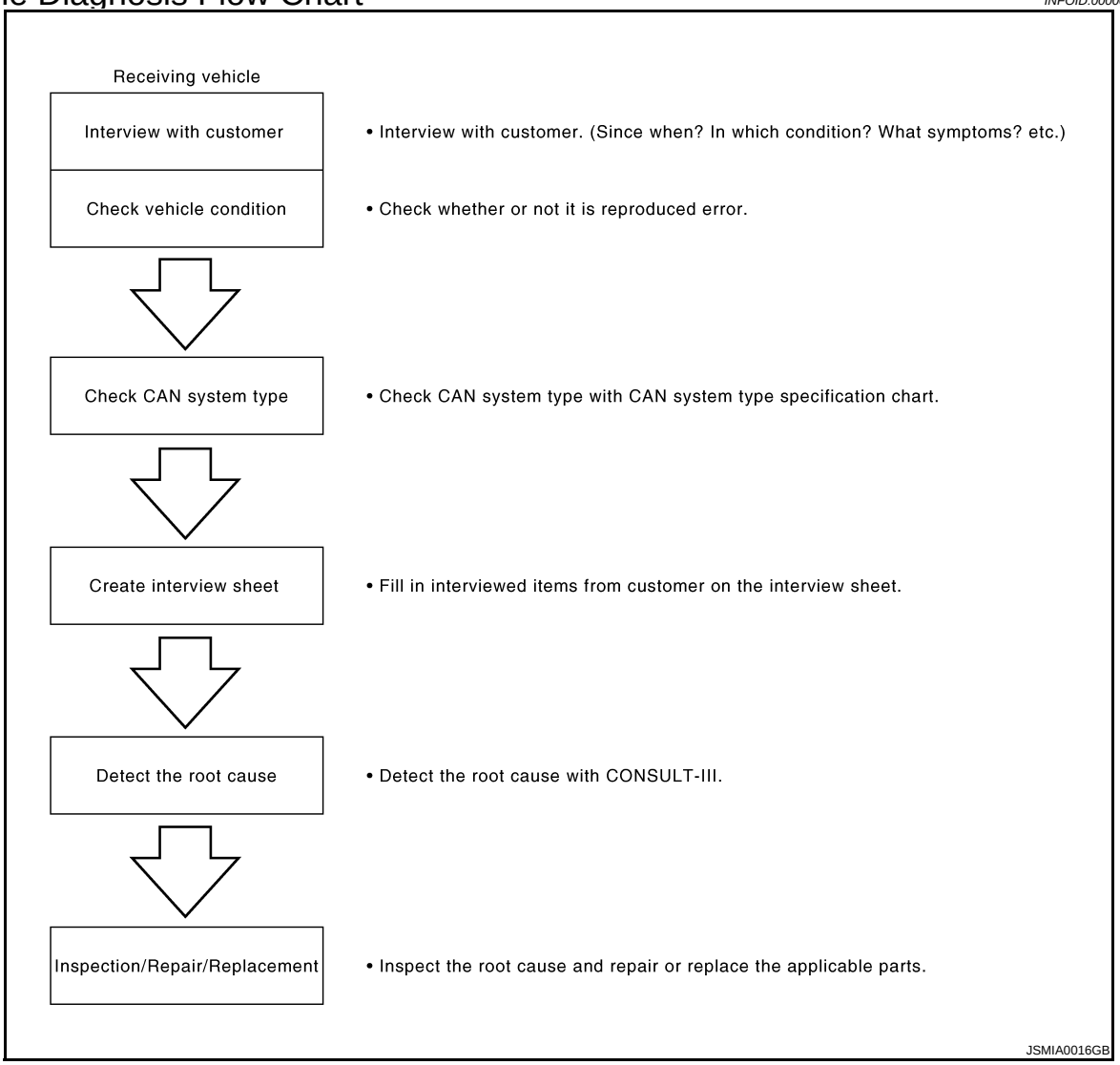


BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Trouble Diagnosis Flow Chart

INFOID:0000000000994483



Trouble Diagnosis Procedure

INFOID:0000000000994484

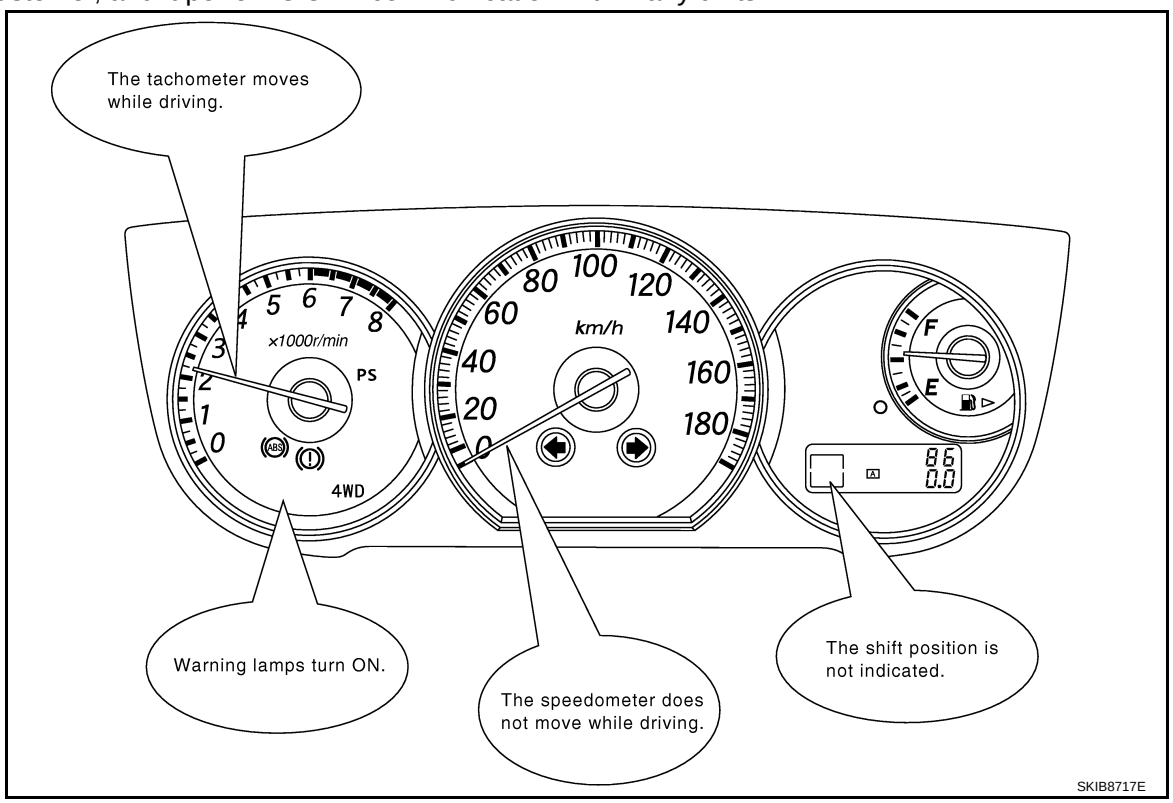
INTERVIEW WITH CUSTOMER

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

NOTE:
- 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.
- 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 from the customer, and it performs CAN communication with many units.



INSPECTION OF VEHICLE CONDITION

Check whether the symptom is reproduced or not.

NOTE:

Never turn the ignition switch OFF or disconnect the battery cable while the reproducing the error. The error may temporarily correct itself, making it difficult to determine the root cause.

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-III 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:

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.)

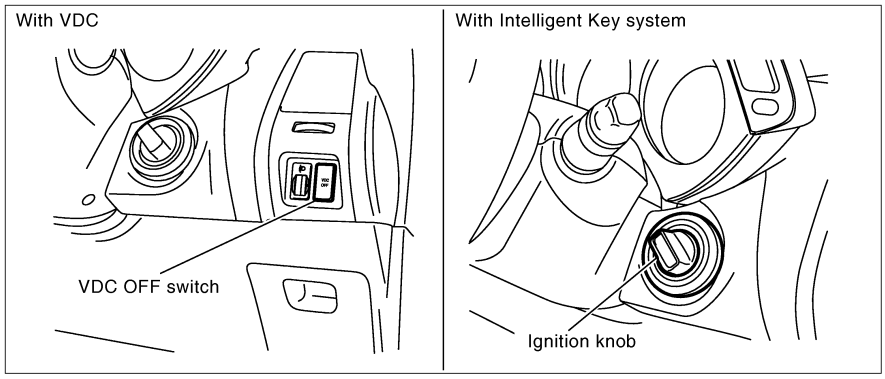
CAN System Specification Chart
Determine CAN system type from the following specification chart.

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 signal chart	XX-XX. “TYPE 1/TYPE 2”		XX-XX. “TYPE 3/TYPE 4”		XX-XX. “TYPE 5/TYPE 6”	

Check the vehicle equipment with the vehicle identification number plate.
Check the vehicle equipment.
The number indicates the CAN system type of the vehicle.

×: Applicable

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



In the above example,
- Checking VDC OFF switch leads to judge whether or not VDC is equipped.
- Checking the ignition knob leads to judge whether or not Intelligent Key system is equipped.

For the above case, CAN system type is “6”.

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CAN System Type Specification Chart (Style B)
NOTE:

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. (oval 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		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"

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

×: Applicable

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 signal chart	XX.XX "TYPE 9/TYPE 10/TYPE 11/TYPE 12/TYPE 13/TYPE 14/TYPE 15/TYPE 16/TYPE 17/TYPE 18/TYPE 19/TYPE 20"											

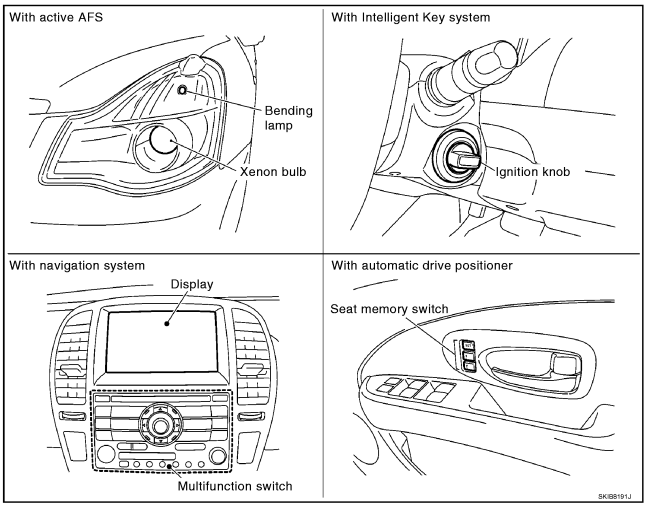
Check the vehicle equipment.
The number indicates the CAN system type of the vehicle.

×: Applicable

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.

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

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CREATE INTERVIEW SHEET

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

Interview Sheet (Example)

CAN Communication System Diagnosis Interview Sheet

Date received:	3, Feb. 2006		
Type:	DBA-KG11	VIN No.:	KG11-005040
Model:	BDRARGZ397EDA-E-J-		
First registration:	10, Jan. 2001	Mileage:	62,140
CAN system type:	Type 19		

Symptom (Results from interview with customer)

- 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: (Present) / Past

The engine does not start.
While turning the ignition switch ON,
- The headlamps (Lo) turn ON, and the cooling fan continues rotating.
- The interior lamp does not turn ON.

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DETECT THE ROOT CAUSE

CAN diagnosis function of CONSULT-III detects the root cause.

HOW TO USE THIS MANUAL

HOW TO USE THIS SECTION

Caution

INFOID:0000000000994485

- This section describes information peculiar to a vehicle and inspection procedures.
- For trouble diagnosis procedure, refer to LAN-16, "Trouble Diagnosis Procedure".

Abbreviation List

INFOID:0000000000994486

Unit name abbreviations in CONSULT-III 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
DLC	Data link connector
ECM	ECM
IPDM-E	IPDM E/R
M&A	Combination meter
STRG	Steering angle sensor
TCM	TCM

PRECAUTION

PRECAUTIONS

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

INFOID:0000000000994487

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 SRC and SB section of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRC section.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.**

Precautions for Trouble Diagnosis

INFOID:0000000000994488

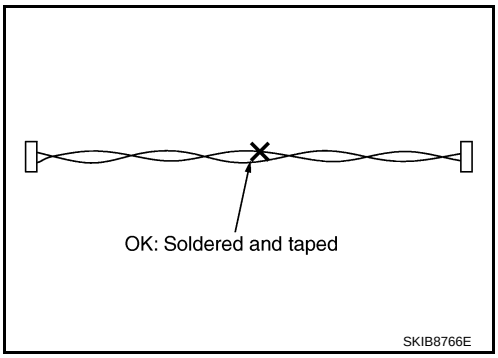
CAUTION:

- **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.**

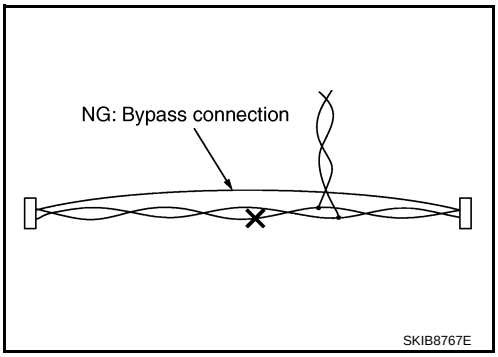
Precautions for Harness Repair

INFOID:0000000000994489

- 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.

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Interview Sheet

INFOID:0000000000994490

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

SKIB8898E

FUNCTION DIAGNOSIS

CAN COMMUNICATION SYSTEM

CAN System Specification Chart

INFOID:0000000000994491

Determine CAN system type from the following specification chart.

NOTE:

Refer to LAN-16, "Trouble Diagnosis Procedure" for how to use CAN system specification chart.

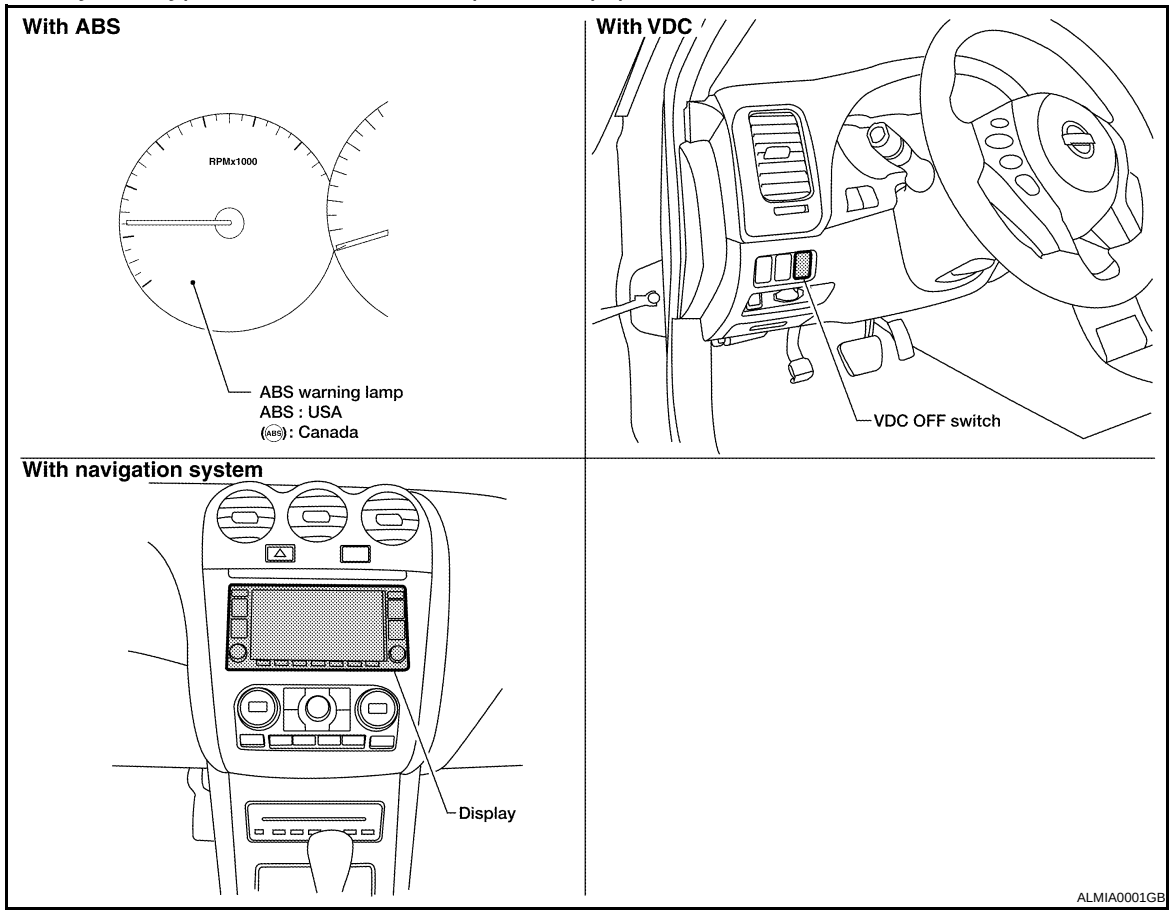
Body type	Sedan													
Axle	2WD													
Engine	QR25DE						VQ35DE							
Transmission	M/T		CVT				M/T				CVT			
Brake control	-	ABS	-		ABS		TCS		VDC		TCS		VDC	
Navigation system				×		×		×		×		×		×
CAN system type	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Start CAN Diagnosis (CONSULT-III)	1	2	3	4	5	6	7	8	9	10	11	12	13	14

×: Applicable

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION

NOTE:

Check CAN system type from the vehicle shape and equipment.



CAN Communication Signal Chart

INFOID:0000000000994492

Refer to LAN-15, "How to Use CAN Communication Signal Chart" for how to use CAN communication signal chart.

NOTE:

Refer to LAN-21, "Abbreviation List" for the abbreviations of the connecting units.

T: Transmit R: Receive

Signal name/Connecting unit	ECM	BCM	TCM	AV	M&A	STRG*2	ABS	IPDM-E
A/C compressor request signal	T							R
Accelerator pedal position signal	T		R				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 coolant temperature signal	T		R		R			
Engine speed signal	T		R		R		R	
Engine status signal	T	R		R				
Fuel consumption monitor signal	T			R	R			
Malfunctioning indicator lamp signal	T				R			
Power generation command value signal	T							R
Wide open throttle position signal	T		R					
A/C switch signal	R	T						
ACC signal		T						
AT device (detent switch) signal		T						R
		R						T
Blower fan motor switch signal	R	T						
Buzzer output signal		T			R			
Day time running light request signal		T						R
Door switch signal		T		R	R			R
Front fog light request signal		T			R			R
Front wiper request signal		T						R
High beam request signal		T			R			R
Horn reminder signal		T						R
Ignition switch ON signal		T						R
Interlock/PNP switch signal		T						R
		R						T
Key warning signal		T			R			
Low beam request signal		T						R
Meter display signal		T			R			
Oil pressure switch signal		T			R			
		R						T
Position light request signal		T			R			R
Rear window defogger switch signal		T						R
Sleep wake up signal		T			R			R
Starter control relay signal		T						R
System setting signal		T		R				
		R		T				
Theft warning horn request signal		T						R
Tire pressure data signal		T			R			

Signal name/Connecting unit	ECM	BCM	TCM	AV	M&A	STRG*2	ABS	IPDM-E
Trunk switch signal		T		R				
Turn indicator signal		T			R			
Current gear position signal			T				R	
CVT CHECK indicator lamp signal			T		R			
CVT position indicator signal			T		R		R	
CVT self-diagnosis signal	R		T					
Input shaft revolution signal	R		T				R*2	
Manual mode indicator signal			T		R		R*2	
N range signal		R	T					
Output shaft revolution signal	R		T				R*2	
P range signal		R	T				R	
Distance to empty signal				R	T			
Fuel level low warning signal				R	T			
Fuel level sensor signal	R				T			
Manual mode shift down signal			R		T			
Manual mode shift up signal			R		T			
Manual mode signal			R		T			
Market information signal				R	T			
Not manual mode signal			R		T			
Parking brake switch signal		R			T		R*2	
Seat belt buckle switch signal		R			T			
Vehicle speed signal	R	R	R	R	T			
					R		T	R
Steering angle sensor signal*2						T	R	
A/T shift schedule change demand signal*1			R				T	
ABS operation signal			R				T	
ABS warning lamp signal					R		T	
Brake warning lamp signal					R		T	
SLIP indicator lamp signal*3					R		T	
VDC OFF indicator lamp signal*2					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
Rear window defogger control signal	R							T
Starter relay status signal		R						T
Steering lock relay signal		R						T
		T						R
Steering lock unit status signal		R						T
		T						R

*1: QR25DE models

*2: Models with VDC

*3: Models with VDC/TCS

NOTE:

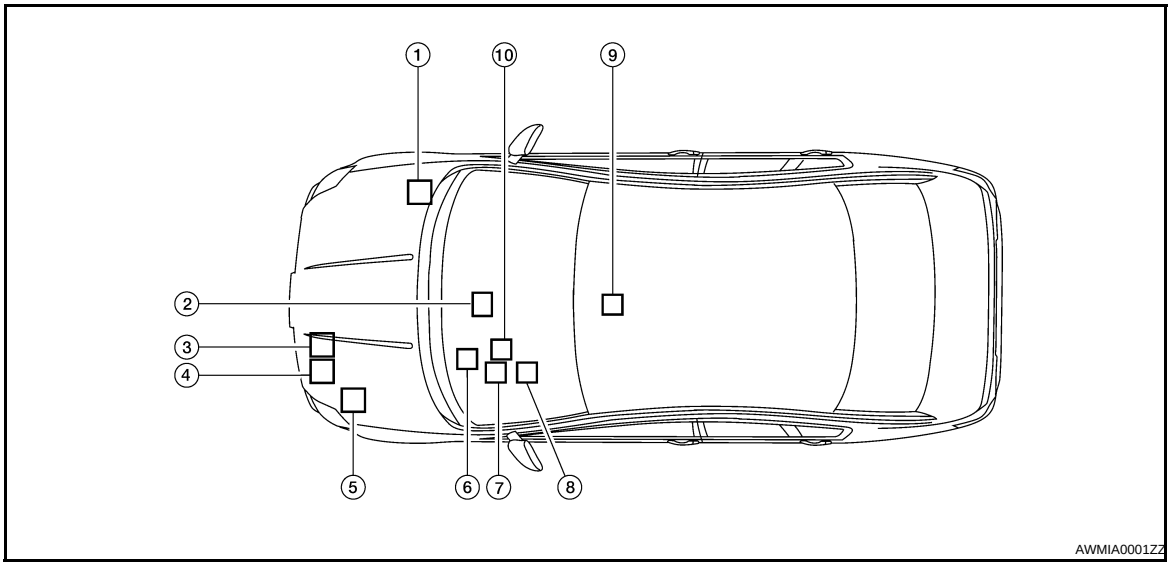
CAN data of the air bag diagnosis sensor unit is not used by usual service work, thus it is omitted.

COMPONENT DIAGNOSIS

CAN COMMUNICATION SYSTEM

Component Parts Location

INFOID:0000000000994493



1. ABS actuator and electric unit (control unit) E26
2. AV control unit M46
3. TCM F16
4. ECM E10
5. IPDM E/R E17
6. BCM M19
7. Combination meter M24
8. Steering angle sensor M53
9. Air bag diagnosis sensor unit M35
10. Data link connector M22

Wiring Diagram — CAN SYSTEM —

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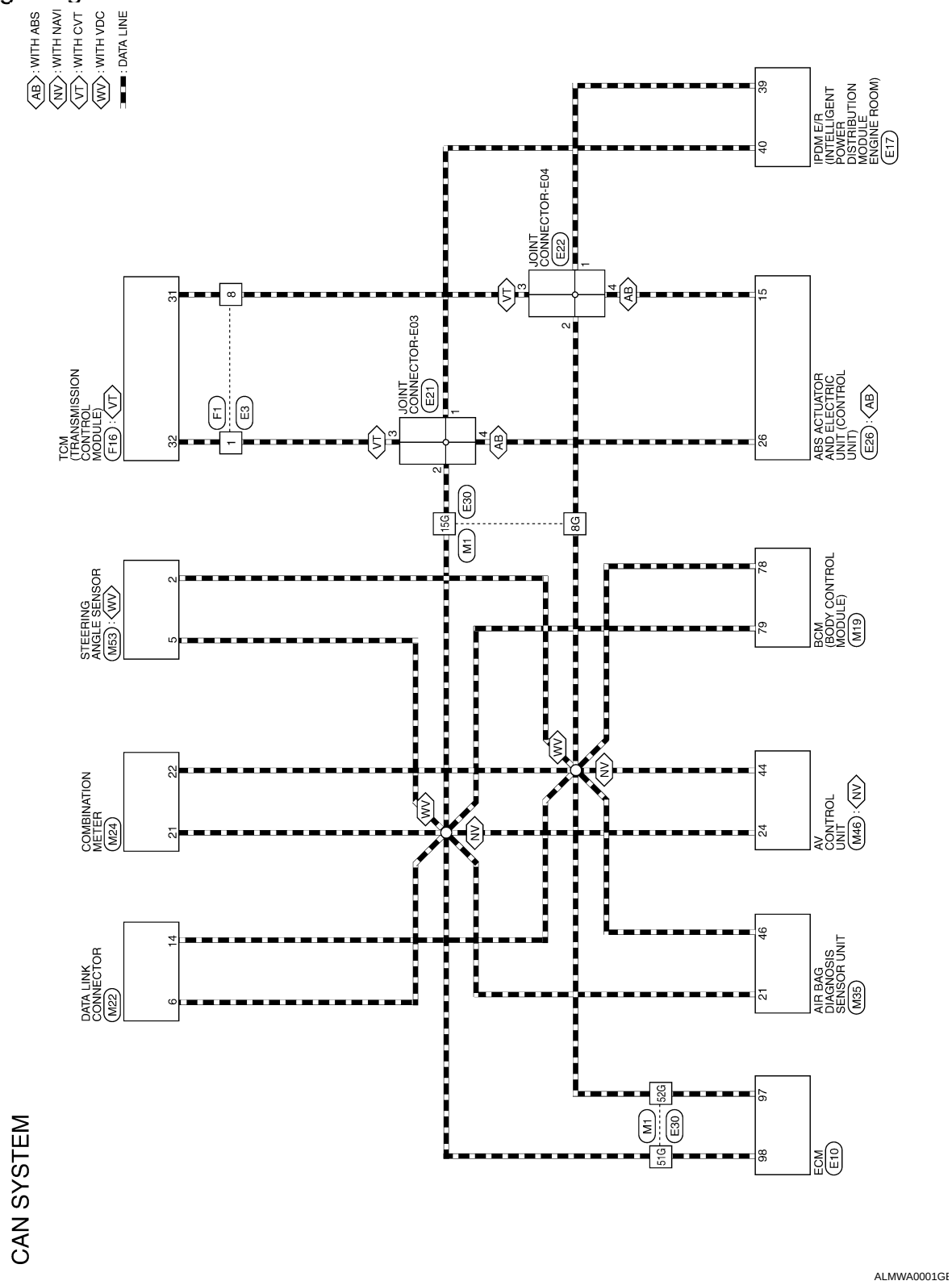

CAN SYSTEM CONNECTORS

Connector No.	M1
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

Terminal No.	Color of wire	Signal Name
8G	P	–
15G	L	–
51G	L	–
52G	P	–

Connector No.	M19
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	BLACK

H.S.

Terminal No.	Color of wire	Signal Name
78	P	CAN-L
79	L	CAN-H

Connector No.	M22
Connector Name	DATA LINK CONNECTOR
Connector Color	WHITE

H.S.

Terminal No.	Color of wire	Signal Name
6	L	CAN-H
14	P	CAN-L

Connector No.	M24
Connector Name	COMBINATION METER
Connector Color	WHITE

H.S.

Terminal No.	Color of wire	Signal Name
21	L	CAN-H
22	P	CAN-L

Connector No.	M35
Connector Name	AIR BAG DIAGNOSIS SENSOR UNIT
Connector Color	YELLOW

H.S.

Terminal No.	Color of wire	Signal Name
21	L	CAN-H
46	P	CAN-L

Connector No.	M46
Connector Name	AV CONTROL UNIT
Connector Color	WHITE

H.S.

Terminal No.	Color of wire	Signal Name
24	L	CAN-H
44	P	CAN-L

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Connector No.	M53
Connector Name	STEERING ANGLE SENSOR
Connector Color	WHITE

H.S.

1	2	3	4
5	6	7	8

Terminal No.	Color of wire	Signal Name
2	P	CAN-L
5	L	CAN-H

Connector No.	E3
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

1	2	3		4	5	6	7
8	9	10	11	12	13	14	15	16

Terminal No.	Color of wire	Signal Name
1	L	–
8	P	–

Connector No.	E10
Connector Name	ECM
Connector Color	BLACK

H.S.

81	85	89	93	97	101	105	109
82	86	90	94	98	102	106	110
83	87	91	95	99	103	107	111
84	88	92	96	100	104	108	112

Terminal No.	Color of wire	Signal Name
97	P	CAN-L
98	L	CAN-H

Connector No.	E17
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE

H.S.

42	41	40	39
46	45	44	43

Terminal No.	Color of wire	Signal Name
39	P	CAN-L
40	L	CAN-H

Connector No.	E21
Connector Name	JOINT CONNECTOR-E03
Connector Color	WHITE

H.S.

4	3	2	1

Terminal No.	Color of wire	Signal Name
1	L	–
2	L	–
3	L	–
4	L	–

Connector No.	E22
Connector Name	JOINT CONNECTOR-E04
Connector Color	WHITE

H.S.

4	3	2	1

Terminal No.	Color of wire	Signal Name
1	P	–
2	P	–
3	P	–
4	P	–

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Connector No.	F1
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

Terminal No.	Color of wire	Signal Name
1	L	–
8	P	–

Connector No.	E30
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

Terminal No.	Color of wire	Signal Name
8G	P	–
15G	L	–
51G	L	–
52G	P	–

Connector No.	E26
Connector Name	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
Connector Color	BLACK

H.S.

Terminal No.	Color of wire	Signal Name
15	P	CAN-L
26	L	CAN-H

Connector No.	F16
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Color	BLACK

H.S.

Terminal No.	Color of wire	Signal Name
31	P	CAN-L
32	L	CAN-H

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MALFUNCTION AREA CHART

Main Line

INFOID:0000000000994495

Malfunction Area	Reference
Main line between data link connector and ABS actuator and electric unit (control unit)	LAN-35, "Diagnosis Procedure"
Main line between data link connector and TCM	LAN-36, "Diagnosis Procedure"

Branch Line

INFOID:0000000000994496

Malfunction Area	Reference
ECM branch line circuit	LAN-37, "Diagnosis Procedure"
Air bag diagnosis sensor unit branch line circuit	LAN-38, "Diagnosis Procedure"
AV control unit branch line circuit	LAN-39, "Diagnosis Procedure"
BCM branch line circuit	LAN-40, "Diagnosis Procedure"
Data link connector branch line circuit	LAN-41, "Diagnosis Procedure"
Combination meter branch line circuit	LAN-42, "Diagnosis Procedure"
Steering angle sensor branch line circuit	LAN-43, "Diagnosis Procedure"
ABS actuator and electric unit (control unit) branch line circuit	LAN-44, "Diagnosis Procedure"
TCM branch line circuit	LAN-45, "Diagnosis Procedure"
IPDM E/R branch line circuit	LAN-46, "Diagnosis Procedure"

Short Circuit

INFOID:0000000000994497

Malfunction Area	Reference
CAN communication circuit	LAN-47, "Diagnosis Procedure"

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000000994498

INSPECTION PROCEDURE

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 M1
- Harness connector E30

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 M1 and E30.
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.	
M22	6	M1	15G	Existed
	14		8G	Existed

Is the inspection result normal?

YES >> GO TO 3..
NO >> Repair the main line between the data link connector and the harness connector M1.

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.	
E30	15G	E26	26	Existed
	8G		15	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 E30 and the ABS actuator and electric unit (control unit).

MAIN LINE BETWEEN DLC AND TCM CIRCUIT

Diagnosis Procedure

INFOID:0000000000994499

INSPECTION PROCEDURE

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 M1
- Harness connector E30

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 M1 and E30.
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.	
M22	6	M1	15G	Existed
	14		8G	Existed

Is the inspection result normal?

YES >> GO TO 3..
NO >> Repair the main line between the data link connector and the harness connector M1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors F1 and E3.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E30	15G	E3	1	Existed
	8G		8	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 TCM.
NO >> Repair the main line between the harness connector E30 and E3.

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994500

INSPECTION PROCEDURE

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).

- ECM connector
- Harness connector E30
- Harness connector M1

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.		
E10	98	97	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 ECM. Refer to the following.

- QR engine models for California: EC-652, "Diagnosis Procedure"
- QR engine models expect for California: EC-1160, "Diagnosis Procedure"
- VQ engine models: EC-150, "Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>•Replace the ECM. Refer to the following.
- QR engine models for California: EC-535, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- QR engine models except for California: EC-1050, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- VQ engine models: EC-27, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : 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:0000000000994501

1.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "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

Diagnosis Procedure

INFOID:0000000000994502

INSPECTION PROCEDURE

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.		
M46	24	44	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-186, "AV CONTROL UNIT : Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to .
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

Diagnosis Procedure

INFOID:0000000000994503

INSPECTION PROCEDURE

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.		
M19	79	78	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-33, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-76, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994504

INSPECTION PROCEDURE

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.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Check the 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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994505

INSPECTION PROCEDURE

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.		
M24	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-22, "COMBINATION METER : Diagnosis Procedure" .

Is it normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-64, "Removal and Installation" .
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

Diagnosis Procedure

INFOID:0000000000994506

INSPECTION PROCEDURE

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.		
M53	5	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-196, "Wiring Diagram" .

Is it normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-223, "Removal and Installation" .
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

Diagnosis Procedure

INFOID:0000000000994507

INSPECTION PROCEDURE

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.		
E26	26	15	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 the following.

- Models with ABS: BRC-41, "Wiring Diagram"
- Models with TCS: BRC-104, "Wiring Diagram"
- Models with VDC: BRC-196, "Wiring Diagram"

Is the inspection result normal?

YES (Present error)>>•Replace the ABS actuator and electric unit (control unit). Refer to the following.
- Models with ABS: BRC-61, "Exploded View"
- Models with TCS: BRC-126, "Exploded View"
- Models with VDC: BRC-220, "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.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994508

INSPECTION PROCEDURE

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).

- TCM connector
- Harness connector F1
- Harness connector E3

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 TCM.
2. Check the resistance between the TCM harness connector terminals.

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F16	32	31	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- QR25DE models: TM-339, "Wiring Diagram — CVT CONTROL SYSTEM —"
- VQ35DE models: TM-186, "Wiring Diagram — CVT CONTROL SYSTEM —"

Is the inspection result normal?

YES (Present error)>>•Replace the TCM. Refer to the following.
- QR25DE models: TM-382, "Exploded View"
- VQ35DE models: TM-228, "Exploded View"

YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994509

INSPECTION PROCEDURE

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).

- IPDM E/R connector
- Harness connector E30 (M/T models without ABS)
- Harness connector M1 (M/T models without ABS)

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.		
E17	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-18, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the IPDM E/R. Refer to PCS-36, "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

Diagnosis Procedure

INFOID:0000000000994510

INSPECTION PROCEDURE

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.		
M22	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.

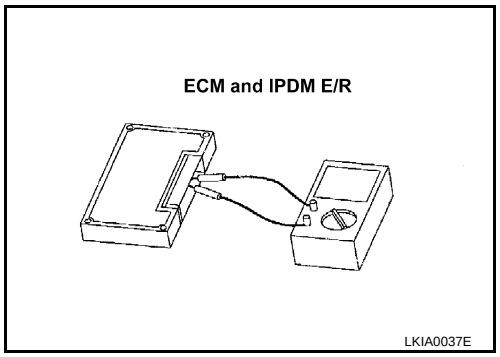
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

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.		
98	97	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.

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.

COMPONENT DIAGNOSIS

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994511

INSPECTION PROCEDURE

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).

- ECM connector
- Harness connector E30
- Harness connector M1

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.		
E10	98	97	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 ECM. Refer to the following.

- QR engine models for California: EC-652, "Diagnosis Procedure"
- QR engine models expect for California: EC-1160, "Diagnosis Procedure"
- VQ engine models: EC-150, "Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>•Replace the ECM. Refer to the following.
- QR engine models for California: EC-535, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- QR engine models except for California: EC-1050, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- VQ engine models: EC-27, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : 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:0000000000994512

1.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "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

Diagnosis Procedure

INFOID:0000000000994513

INSPECTION PROCEDURE

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.		
M19	79	78	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-33, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-76, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994514

INSPECTION PROCEDURE

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.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Check the 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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994515

INSPECTION PROCEDURE

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.		
M24	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-22, "COMBINATION METER : Diagnosis Procedure" .

Is it normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-64, "Removal and Installation" .
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994516

INSPECTION PROCEDURE

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).

- IPDM E/R connector
- Harness connector E30 (M/T models without ABS)
- Harness connector M1 (M/T models without ABS)

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.		
E17	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-18, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the IPDM E/R. Refer to PCS-36, "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

Diagnosis Procedure

INFOID:0000000000994517

INSPECTION PROCEDURE

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.		
M22	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.

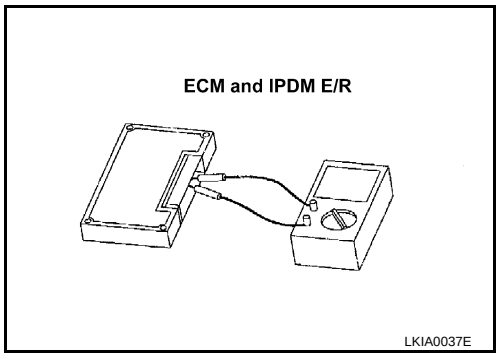
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

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.		
98	97	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.

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.

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000000994518

INSPECTION PROCEDURE

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 M1
- Harness connector E30

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 M1 and E30.
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.	
M22	6	M1	15G	Existed
	14		8G	Existed

Is the inspection result normal?

YES >> GO TO 3..
NO >> Repair the main line between the data link connector and the harness connector M1.

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.	
E30	15G	E26	26	Existed
	8G		15	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 E30 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994519

INSPECTION PROCEDURE

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).

- ECM connector
- Harness connector E30
- Harness connector M1

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.		
E10	98	97	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 ECM. Refer to the following.

- QR engine models for California: EC-652, "Diagnosis Procedure"
- QR engine models expect for California: EC-1160, "Diagnosis Procedure"
- VQ engine models: EC-150, "Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>•Replace the ECM. Refer to the following.
- QR engine models for California: EC-535, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- QR engine models except for California: EC-1050, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- VQ engine models: EC-27, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : 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:0000000000994520

1.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "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

Diagnosis Procedure

INFOID:0000000000994521

INSPECTION PROCEDURE

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.		
M19	79	78	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-33, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-76, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994522

INSPECTION PROCEDURE

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.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Check the 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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994523

INSPECTION PROCEDURE

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.		
M24	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-22, "COMBINATION METER : Diagnosis Procedure" .

Is it normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-64, "Removal and Installation" .
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994524

INSPECTION PROCEDURE

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.		
E26	26	15	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 the following.

- Models with ABS: BRC-41, "Wiring Diagram"
- Models with TCS: BRC-104, "Wiring Diagram"
- Models with VDC: BRC-196, "Wiring Diagram"

Is the inspection result normal?

YES (Present error)>>•Replace the ABS actuator and electric unit (control unit). Refer to the following.
- Models with ABS: BRC-61, "Exploded View"
- Models with TCS: BRC-126, "Exploded View"
- Models with VDC: BRC-220, "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

Diagnosis Procedure

INFOID:0000000000994525

INSPECTION PROCEDURE

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).

- IPDM E/R connector
- Harness connector E30 (M/T models without ABS)
- Harness connector M1 (M/T models without ABS)

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.		
E17	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-18, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the IPDM E/R. Refer to PCS-36, "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

Diagnosis Procedure

INFOID:0000000000994526

INSPECTION PROCEDURE

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.		
M22	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.

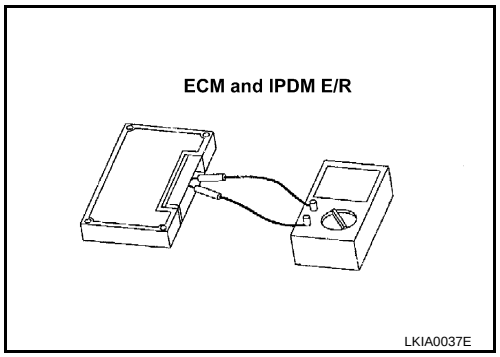
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

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.		
98	97	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.

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.

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN DLC AND TCM CIRCUIT

Diagnosis Procedure

INFOID:0000000000994527

INSPECTION PROCEDURE

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 M1
- Harness connector E30

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 M1 and E30.
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.	
M22	6	M1	15G	Existed
	14		8G	Existed

Is the inspection result normal?

YES >> GO TO 3..
NO >> Repair the main line between the data link connector and the harness connector M1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors F1 and E3.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E30	15G	E3	1	Existed
	8G		8	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 TCM.
NO >> Repair the main line between the harness connector E30 and E3.

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994528

INSPECTION PROCEDURE

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).

- ECM connector
- Harness connector E30
- Harness connector M1

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.		
E10	98	97	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 ECM. Refer to the following.

- QR engine models for California: EC-652, "Diagnosis Procedure"
- QR engine models expect for California: EC-1160, "Diagnosis Procedure"
- VQ engine models: EC-150, "Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>•Replace the ECM. Refer to the following.
- QR engine models for California: EC-535, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- QR engine models except for California: EC-1050, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- VQ engine models: EC-27, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : 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:0000000000994529

1.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "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

Diagnosis Procedure

INFOID:0000000000994530

INSPECTION PROCEDURE

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.		
M19	79	78	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-33, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-76, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994531

INSPECTION PROCEDURE

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.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Check the 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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994532

INSPECTION PROCEDURE

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.		
M24	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-22, "COMBINATION METER : Diagnosis Procedure" .

Is it normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-64, "Removal and Installation" .
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994533

INSPECTION PROCEDURE

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).

- TCM connector
- Harness connector F1
- Harness connector E3

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 TCM.
2. Check the resistance between the TCM harness connector terminals.

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F16	32	31	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- QR25DE models: TM-339, "Wiring Diagram — CVT CONTROL SYSTEM —"
- VQ35DE models: TM-186, "Wiring Diagram — CVT CONTROL SYSTEM —"

Is the inspection result normal?

YES (Present error)>>•Replace the TCM. Refer to the following.
- QR25DE models: TM-382, "Exploded View"
- VQ35DE models: TM-228, "Exploded View"

YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994534

INSPECTION PROCEDURE

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).

- IPDM E/R connector
- Harness connector E30 (M/T models without ABS)
- Harness connector M1 (M/T models without ABS)

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.		
E17	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-18, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the IPDM E/R. Refer to PCS-36, "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

Diagnosis Procedure

INFOID:0000000000994535

INSPECTION PROCEDURE

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.		
M22	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.

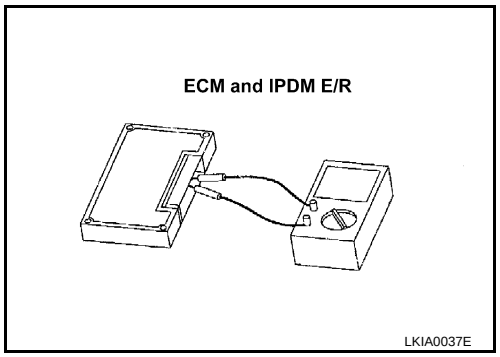
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

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.		
98	97	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.

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.

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN DLC AND TCM CIRCUIT

Diagnosis Procedure

INFOID:0000000000994536

INSPECTION PROCEDURE

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 M1
- Harness connector E30

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 M1 and E30.
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.	
M22	6	M1	15G	Existed
	14		8G	Existed

Is the inspection result normal?

YES >> GO TO 3..
NO >> Repair the main line between the data link connector and the harness connector M1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors F1 and E3.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E30	15G	E3	1	Existed
	8G		8	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 TCM.
NO >> Repair the main line between the harness connector E30 and E3.

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994537

INSPECTION PROCEDURE

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).

- ECM connector
- Harness connector E30
- Harness connector M1

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.		
E10	98	97	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 ECM. Refer to the following.

- QR engine models for California: EC-652, "Diagnosis Procedure"
- QR engine models expect for California: EC-1160, "Diagnosis Procedure"
- VQ engine models: EC-150, "Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>•Replace the ECM. Refer to the following.
- QR engine models for California: EC-535, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- QR engine models except for California: EC-1050, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- VQ engine models: EC-27, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : 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:0000000000994538

1.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "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

Diagnosis Procedure

INFOID:0000000000994539

INSPECTION PROCEDURE

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.		
M46	24	44	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-186, "AV CONTROL UNIT : Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to .
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

Diagnosis Procedure

INFOID:0000000000994540

INSPECTION PROCEDURE

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.		
M19	79	78	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-33, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-76, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994541

INSPECTION PROCEDURE

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.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Check the 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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994542

INSPECTION PROCEDURE

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.		
M24	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-22, "COMBINATION METER : Diagnosis Procedure" .

Is it normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-64, "Removal and Installation" .
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994543

INSPECTION PROCEDURE

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).

- TCM connector
- Harness connector F1
- Harness connector E3

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 TCM.
2. Check the resistance between the TCM harness connector terminals.

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F16	32	31	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- QR25DE models: TM-339, "Wiring Diagram — CVT CONTROL SYSTEM —"
- VQ35DE models: TM-186, "Wiring Diagram — CVT CONTROL SYSTEM —"

Is the inspection result normal?

YES (Present error)>>•Replace the TCM. Refer to the following.
- QR25DE models: TM-382, "Exploded View"
- VQ35DE models: TM-228, "Exploded View"

YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994544

INSPECTION PROCEDURE

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).

- IPDM E/R connector
- Harness connector E30 (M/T models without ABS)
- Harness connector M1 (M/T models without ABS)

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.		
E17	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-18, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the IPDM E/R. Refer to PCS-36, "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

Diagnosis Procedure

INFOID:0000000000994545

INSPECTION PROCEDURE

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.		
M22	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.

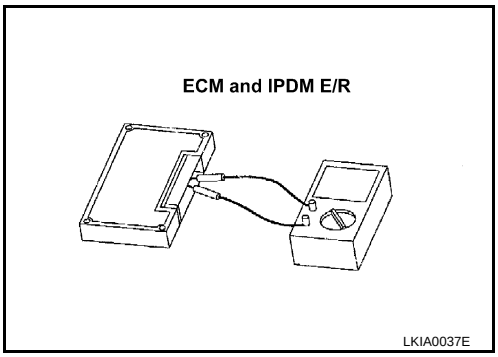
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

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.		
98	97	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.

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.

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000000994546

INSPECTION PROCEDURE

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 M1
- Harness connector E30

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 M1 and E30.
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.	
M22	6	M1	15G	Existed
	14		8G	Existed

Is the inspection result normal?

YES >> GO TO 3..
NO >> Repair the main line between the data link connector and the harness connector M1.

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.	
E30	15G	E26	26	Existed
	8G		15	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 E30 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994547

INSPECTION PROCEDURE

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).

- ECM connector
- Harness connector E30
- Harness connector M1

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.		
E10	98	97	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 ECM. Refer to the following.

- QR engine models for California: EC-652, "Diagnosis Procedure"
- QR engine models expect for California: EC-1160, "Diagnosis Procedure"
- VQ engine models: EC-150, "Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>•Replace the ECM. Refer to the following.
- QR engine models for California: EC-535, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- QR engine models except for California: EC-1050, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- VQ engine models: EC-27, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : 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:0000000000994548

1.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "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

Diagnosis Procedure

INFOID:0000000000994549

INSPECTION PROCEDURE

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.		
M19	79	78	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-33, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-76, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994550

INSPECTION PROCEDURE

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.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Check the 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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994551

INSPECTION PROCEDURE

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.		
M24	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-22, "COMBINATION METER : Diagnosis Procedure" .

Is it normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-64, "Removal and Installation" .
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994552

INSPECTION PROCEDURE

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.		
E26	26	15	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 the following.

- Models with ABS: BRC-41, "Wiring Diagram"
- Models with TCS: BRC-104, "Wiring Diagram"
- Models with VDC: BRC-196, "Wiring Diagram"

Is the inspection result normal?

YES (Present error)>>•Replace the ABS actuator and electric unit (control unit). Refer to the following.
- Models with ABS: BRC-61, "Exploded View"
- Models with TCS: BRC-126, "Exploded View"
- Models with VDC: BRC-220, "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.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994553

INSPECTION PROCEDURE

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).

- TCM connector
- Harness connector F1
- Harness connector E3

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 TCM.
2. Check the resistance between the TCM harness connector terminals.

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F16	32	31	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- QR25DE models: TM-339, "Wiring Diagram — CVT CONTROL SYSTEM —"
- VQ35DE models: TM-186, "Wiring Diagram — CVT CONTROL SYSTEM —"

Is the inspection result normal?

YES (Present error)>>•Replace the TCM. Refer to the following.
- QR25DE models: TM-382, "Exploded View"
- VQ35DE models: TM-228, "Exploded View"

YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994554

INSPECTION PROCEDURE

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).

- IPDM E/R connector
- Harness connector E30 (M/T models without ABS)
- Harness connector M1 (M/T models without ABS)

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.		
E17	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-18, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the IPDM E/R. Refer to PCS-36, "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

Diagnosis Procedure

INFOID:0000000000994555

INSPECTION PROCEDURE

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.		
M22	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.

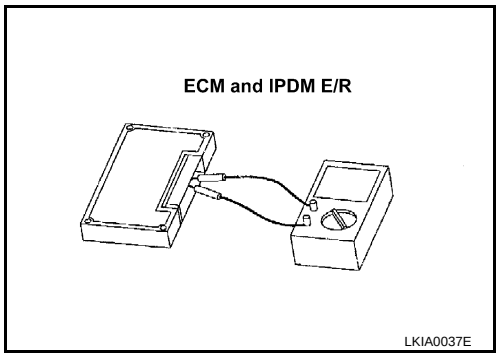
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

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.		
98	97	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.

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.

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000000994556

INSPECTION PROCEDURE

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 M1
- Harness connector E30

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 M1 and E30.
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.	
M22	6	M1	15G	Existed
	14		8G	Existed

Is the inspection result normal?

YES >> GO TO 3..
NO >> Repair the main line between the data link connector and the harness connector M1.

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.	
E30	15G	E26	26	Existed
	8G		15	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 E30 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994557

INSPECTION PROCEDURE

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).

- ECM connector
- Harness connector E30
- Harness connector M1

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.		
E10	98	97	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 ECM. Refer to the following.

- QR engine models for California: EC-652, "Diagnosis Procedure"
- QR engine models expect for California: EC-1160, "Diagnosis Procedure"
- VQ engine models: EC-150, "Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>•Replace the ECM. Refer to the following.
- QR engine models for California: EC-535, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- QR engine models except for California: EC-1050, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- VQ engine models: EC-27, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : 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:0000000000994558

1.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "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

Diagnosis Procedure

INFOID:0000000000994559

INSPECTION PROCEDURE

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.		
M46	24	44	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-186, "AV CONTROL UNIT : Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to .
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

Diagnosis Procedure

INFOID:0000000000994560

INSPECTION PROCEDURE

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.		
M19	79	78	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-33, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-76, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994561

INSPECTION PROCEDURE

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.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Check the 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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994562

INSPECTION PROCEDURE

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.		
M24	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-22, "COMBINATION METER : Diagnosis Procedure" .

Is it normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-64, "Removal and Installation" .
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994563

INSPECTION PROCEDURE

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.		
E26	26	15	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 the following.

- Models with ABS: BRC-41, "Wiring Diagram"
- Models with TCS: BRC-104, "Wiring Diagram"
- Models with VDC: BRC-196, "Wiring Diagram"

Is the inspection result normal?

YES (Present error)>>•Replace the ABS actuator and electric unit (control unit). Refer to the following.
- Models with ABS: BRC-61, "Exploded View"
- Models with TCS: BRC-126, "Exploded View"
- Models with VDC: BRC-220, "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.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994564

INSPECTION PROCEDURE

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).

- TCM connector
- Harness connector F1
- Harness connector E3

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 TCM.
2. Check the resistance between the TCM harness connector terminals.

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F16	32	31	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.
• QR25DE models: TM-339, "Wiring Diagram — CVT CONTROL SYSTEM —"
• VQ35DE models: TM-186, "Wiring Diagram — CVT CONTROL SYSTEM —"

Is the inspection result normal?

YES (Present error)>>•Replace the TCM. Refer to the following.
- QR25DE models: TM-382, "Exploded View"
- VQ35DE models: TM-228, "Exploded View"

YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994565

INSPECTION PROCEDURE

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).

- IPDM E/R connector
- Harness connector E30 (M/T models without ABS)
- Harness connector M1 (M/T models without ABS)

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.		
E17	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-18, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the IPDM E/R. Refer to PCS-36, "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

Diagnosis Procedure

INFOID:0000000000994566

INSPECTION PROCEDURE

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.		
M22	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.

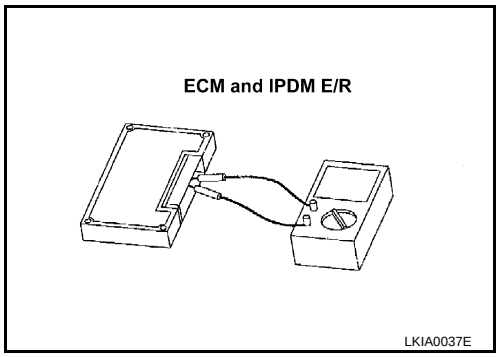
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

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.		
98	97	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.

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.

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000000994567

INSPECTION PROCEDURE

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 M1
- Harness connector E30

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 M1 and E30.
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.	
M22	6	M1	15G	Existed
	14		8G	Existed

Is the inspection result normal?

YES >> GO TO 3..
NO >> Repair the main line between the data link connector and the harness connector M1.

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.	
E30	15G	E26	26	Existed
	8G		15	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 E30 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994568

INSPECTION PROCEDURE

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).

- ECM connector
- Harness connector E30
- Harness connector M1

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.		
E10	98	97	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 ECM. Refer to the following.

- QR engine models for California: EC-652, "Diagnosis Procedure"
- QR engine models expect for California: EC-1160, "Diagnosis Procedure"
- VQ engine models: EC-150, "Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>•Replace the ECM. Refer to the following.
- QR engine models for California: EC-535, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- QR engine models except for California: EC-1050, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- VQ engine models: EC-27, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : 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:0000000000994569

1.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "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

Diagnosis Procedure

INFOID:0000000000994570

INSPECTION PROCEDURE

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.		
M19	79	78	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-33, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-76, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994571

INSPECTION PROCEDURE

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.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Check the 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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994572

INSPECTION PROCEDURE

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.		
M24	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-22, "COMBINATION METER : Diagnosis Procedure" .

Is it normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-64, "Removal and Installation" .
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994573

INSPECTION PROCEDURE

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.		
E26	26	15	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 the following.

- Models with ABS: BRC-41, "Wiring Diagram"
- Models with TCS: BRC-104, "Wiring Diagram"
- Models with VDC: BRC-196, "Wiring Diagram"

Is the inspection result normal?

YES (Present error)>>•Replace the ABS actuator and electric unit (control unit). Refer to the following.
- Models with ABS: BRC-61, "Exploded View"
- Models with TCS: BRC-126, "Exploded View"
- Models with VDC: BRC-220, "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

Diagnosis Procedure

INFOID:0000000000994574

INSPECTION PROCEDURE

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).

- IPDM E/R connector
- Harness connector E30 (M/T models without ABS)
- Harness connector M1 (M/T models without ABS)

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.		
E17	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-18, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the IPDM E/R. Refer to PCS-36, "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

Diagnosis Procedure

INFOID:0000000000994575

INSPECTION PROCEDURE

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.		
M22	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.

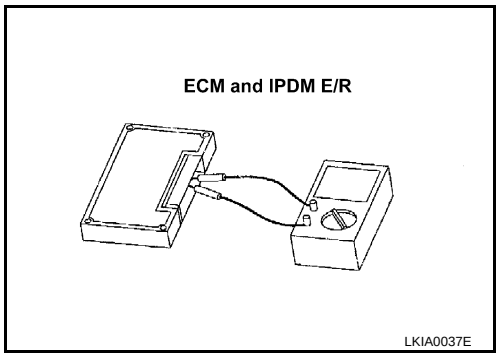
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

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.		
98	97	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.

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.

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000000994576

INSPECTION PROCEDURE

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 M1
- Harness connector E30

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 M1 and E30.
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.	
M22	6	M1	15G	Existed
	14		8G	Existed

Is the inspection result normal?

YES >> GO TO 3..
NO >> Repair the main line between the data link connector and the harness connector M1.

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.	
E30	15G	E26	26	Existed
	8G		15	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 E30 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994577

INSPECTION PROCEDURE

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).

- ECM connector
- Harness connector E30
- Harness connector M1

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.		
E10	98	97	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 ECM. Refer to the following.

- QR engine models for California: EC-652, "Diagnosis Procedure"
- QR engine models expect for California: EC-1160, "Diagnosis Procedure"
- VQ engine models: EC-150, "Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>•Replace the ECM. Refer to the following.
- QR engine models for California: EC-535, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- QR engine models except for California: EC-1050, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- VQ engine models: EC-27, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : 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:0000000000994578

1.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "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

Diagnosis Procedure

INFOID:0000000000994579

INSPECTION PROCEDURE

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.		
M46	24	44	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-186, "AV CONTROL UNIT : Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to .
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

Diagnosis Procedure

INFOID:0000000000994580

INSPECTION PROCEDURE

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.		
M19	79	78	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-33, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-76, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994581

INSPECTION PROCEDURE

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.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Check the 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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994582

INSPECTION PROCEDURE

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.		
M24	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-22, "COMBINATION METER : Diagnosis Procedure" .

Is it normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-64, "Removal and Installation" .
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994583

INSPECTION PROCEDURE

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.		
E26	26	15	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 the following.

- Models with ABS: BRC-41, "Wiring Diagram"
- Models with TCS: BRC-104, "Wiring Diagram"
- Models with VDC: BRC-196, "Wiring Diagram"

Is the inspection result normal?

YES (Present error)>>•Replace the ABS actuator and electric unit (control unit). Refer to the following.
- Models with ABS: BRC-61, "Exploded View"
- Models with TCS: BRC-126, "Exploded View"
- Models with VDC: BRC-220, "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

Diagnosis Procedure

INFOID:0000000000994584

INSPECTION PROCEDURE

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).

- IPDM E/R connector
- Harness connector E30 (M/T models without ABS)
- Harness connector M1 (M/T models without ABS)

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.		
E17	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-18, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the IPDM E/R. Refer to PCS-36, "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

Diagnosis Procedure

INFOID:0000000000994585

INSPECTION PROCEDURE

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.		
M22	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.		
M22	6		Not existed
	14		Not existed

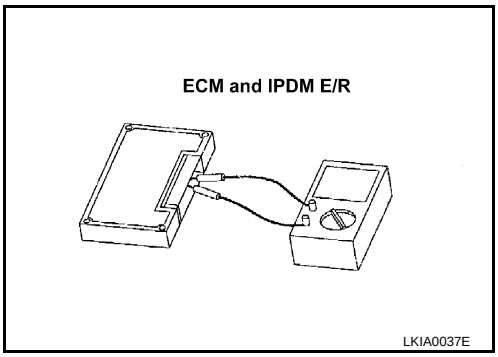
Is the inspection result normal?

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.		
98	97	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.

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.

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000000994586

INSPECTION PROCEDURE

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 M1
- Harness connector E30

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 M1 and E30.
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.	
M22	6	M1	15G	Existed
	14		8G	Existed

Is the inspection result normal?

YES >> GO TO 3..
NO >> Repair the main line between the data link connector and the harness connector M1.

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.	
E30	15G	E26	26	Existed
	8G		15	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 E30 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994587

INSPECTION PROCEDURE

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).

- ECM connector
- Harness connector E30
- Harness connector M1

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.		
E10	98	97	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 ECM. Refer to the following.

- QR engine models for California: EC-652, "Diagnosis Procedure"
- QR engine models expect for California: EC-1160, "Diagnosis Procedure"
- VQ engine models: EC-150, "Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>•Replace the ECM. Refer to the following.
- QR engine models for California: EC-535, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- QR engine models except for California: EC-1050, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- VQ engine models: EC-27, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : 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:0000000000994588

1.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "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

Diagnosis Procedure

INFOID:0000000000994589

INSPECTION PROCEDURE

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.		
M19	79	78	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-33, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-76, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994590

INSPECTION PROCEDURE

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.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Check the 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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994591

INSPECTION PROCEDURE

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.		
M24	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-22, "COMBINATION METER : Diagnosis Procedure" .

Is it normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-64, "Removal and Installation" .
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

Diagnosis Procedure

INFOID:0000000000994592

INSPECTION PROCEDURE

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.		
M53	5	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-196, "Wiring Diagram" .

Is it normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-223, "Removal and Installation" .
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

Diagnosis Procedure

INFOID:0000000000994593

INSPECTION PROCEDURE

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.		
E26	26	15	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 the following.

- Models with ABS: BRC-41, "Wiring Diagram"
- Models with TCS: BRC-104, "Wiring Diagram"
- Models with VDC: BRC-196, "Wiring Diagram"

Is the inspection result normal?

YES (Present error)>>•Replace the ABS actuator and electric unit (control unit). Refer to the following.
- Models with ABS: BRC-61, "Exploded View"
- Models with TCS: BRC-126, "Exploded View"
- Models with VDC: BRC-220, "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

Diagnosis Procedure

INFOID:0000000000994594

INSPECTION PROCEDURE

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).

- IPDM E/R connector
- Harness connector E30 (M/T models without ABS)
- Harness connector M1 (M/T models without ABS)

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.		
E17	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-18, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the IPDM E/R. Refer to PCS-36, "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

Diagnosis Procedure

INFOID:0000000000994595

INSPECTION PROCEDURE

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.		
M22	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.

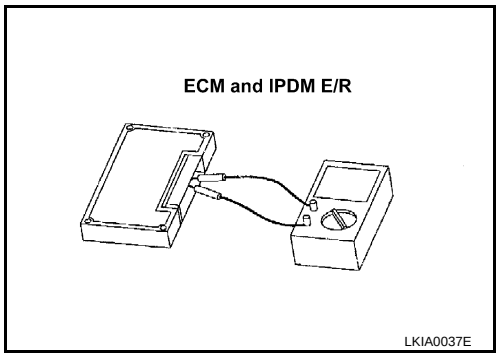
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

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.		
98	97	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.

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.

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000000994596

INSPECTION PROCEDURE

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 M1
- Harness connector E30

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 M1 and E30.
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.	
M22	6	M1	15G	Existed
	14		8G	Existed

Is the inspection result normal?

YES >> GO TO 3..
NO >> Repair the main line between the data link connector and the harness connector M1.

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.	
E30	15G	E26	26	Existed
	8G		15	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 E30 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994597

INSPECTION PROCEDURE

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).

- ECM connector
- Harness connector E30
- Harness connector M1

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.		
E10	98	97	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 ECM. Refer to the following.

- QR engine models for California: EC-652, "Diagnosis Procedure"
- QR engine models expect for California: EC-1160, "Diagnosis Procedure"
- VQ engine models: EC-150, "Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>•Replace the ECM. Refer to the following.
- QR engine models for California: EC-535, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- QR engine models except for California: EC-1050, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- VQ engine models: EC-27, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : 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:0000000000994598

1.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "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

Diagnosis Procedure

INFOID:0000000000994599

INSPECTION PROCEDURE

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.		
M46	24	44	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-186, "AV CONTROL UNIT : Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to .
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

Diagnosis Procedure

INFOID:0000000000994600

INSPECTION PROCEDURE

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.		
M19	79	78	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-33, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-76, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994601

INSPECTION PROCEDURE

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.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Check the 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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994602

INSPECTION PROCEDURE

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.		
M24	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-22, "COMBINATION METER : Diagnosis Procedure" .

Is it normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-64, "Removal and Installation" .
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

Diagnosis Procedure

INFOID:0000000000994603

INSPECTION PROCEDURE

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.		
M53	5	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-196, "Wiring Diagram" .

Is it normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-223, "Removal and Installation" .
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

Diagnosis Procedure

INFOID:0000000000994604

INSPECTION PROCEDURE

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.		
E26	26	15	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 the following.

- Models with ABS: BRC-41, "Wiring Diagram"
- Models with TCS: BRC-104, "Wiring Diagram"
- Models with VDC: BRC-196, "Wiring Diagram"

Is the inspection result normal?

YES (Present error)>>•Replace the ABS actuator and electric unit (control unit). Refer to the following.
- Models with ABS: BRC-61, "Exploded View"
- Models with TCS: BRC-126, "Exploded View"
- Models with VDC: BRC-220, "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

Diagnosis Procedure

INFOID:0000000000994605

INSPECTION PROCEDURE

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).

- IPDM E/R connector
- Harness connector E30 (M/T models without ABS)
- Harness connector M1 (M/T models without ABS)

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.		
E17	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-18, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the IPDM E/R. Refer to PCS-36, "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

Diagnosis Procedure

INFOID:0000000000994606

INSPECTION PROCEDURE

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.		
M22	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.

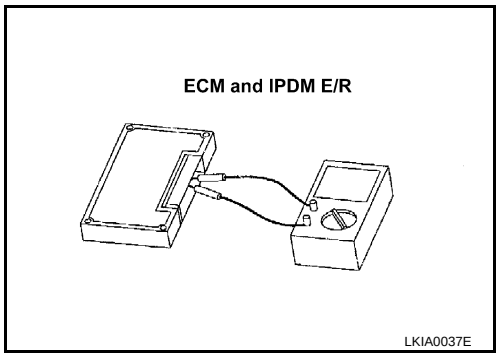
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

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.		
98	97	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.

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.

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000000994607

INSPECTION PROCEDURE

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 M1
- Harness connector E30

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 M1 and E30.
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.	
M22	6	M1	15G	Existed
	14		8G	Existed

Is the inspection result normal?

YES >> GO TO 3..
NO >> Repair the main line between the data link connector and the harness connector M1.

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.	
E30	15G	E26	26	Existed
	8G		15	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 E30 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994608

INSPECTION PROCEDURE

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).

- ECM connector
- Harness connector E30
- Harness connector M1

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.		
E10	98	97	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 ECM. Refer to the following.

- QR engine models for California: EC-652, "Diagnosis Procedure"
- QR engine models expect for California: EC-1160, "Diagnosis Procedure"
- VQ engine models: EC-150, "Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>•Replace the ECM. Refer to the following.
- QR engine models for California: EC-535, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- QR engine models except for California: EC-1050, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- VQ engine models: EC-27, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : 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:0000000000994609

1.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "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

Diagnosis Procedure

INFOID:0000000000994610

INSPECTION PROCEDURE

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.		
M19	79	78	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-33, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-76, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994611

INSPECTION PROCEDURE

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.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Check the 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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994612

INSPECTION PROCEDURE

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.		
M24	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-22, "COMBINATION METER : Diagnosis Procedure" .

Is it normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-64, "Removal and Installation" .
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994613

INSPECTION PROCEDURE

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.		
E26	26	15	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 the following.

- Models with ABS: BRC-41, "Wiring Diagram"
- Models with TCS: BRC-104, "Wiring Diagram"
- Models with VDC: BRC-196, "Wiring Diagram"

Is the inspection result normal?

YES (Present error)>>•Replace the ABS actuator and electric unit (control unit). Refer to the following.
- Models with ABS: BRC-61, "Exploded View"
- Models with TCS: BRC-126, "Exploded View"
- Models with VDC: BRC-220, "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.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994614

INSPECTION PROCEDURE

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).

- TCM connector
- Harness connector F1
- Harness connector E3

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 TCM.
2. Check the resistance between the TCM harness connector terminals.

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F16	32	31	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- QR25DE models: TM-339, "Wiring Diagram — CVT CONTROL SYSTEM —"
- VQ35DE models: TM-186, "Wiring Diagram — CVT CONTROL SYSTEM —"

Is the inspection result normal?

YES (Present error)>>•Replace the TCM. Refer to the following.
- QR25DE models: TM-382, "Exploded View"
- VQ35DE models: TM-228, "Exploded View"

YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994615

INSPECTION PROCEDURE

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).

- IPDM E/R connector
- Harness connector E30 (M/T models without ABS)
- Harness connector M1 (M/T models without ABS)

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.		
E17	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-18, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the IPDM E/R. Refer to PCS-36, "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

Diagnosis Procedure

INFOID:0000000000994616

INSPECTION PROCEDURE

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.		
M22	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.

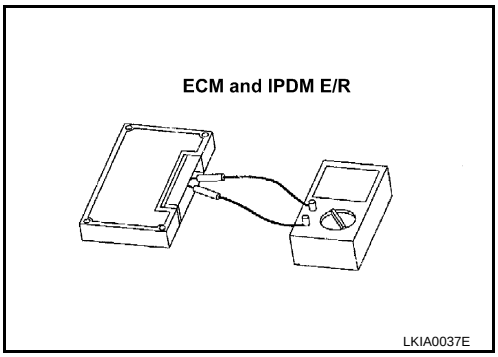
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

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.		
98	97	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.

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.

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000000994617

INSPECTION PROCEDURE

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 M1
- Harness connector E30

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 M1 and E30.
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.	
M22	6	M1	15G	Existed
	14		8G	Existed

Is the inspection result normal?

YES >> GO TO 3..
NO >> Repair the main line between the data link connector and the harness connector M1.

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.	
E30	15G	E26	26	Existed
	8G		15	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 E30 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994618

INSPECTION PROCEDURE

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).

- ECM connector
- Harness connector E30
- Harness connector M1

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.		
E10	98	97	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 ECM. Refer to the following.

- QR engine models for California: EC-652, "Diagnosis Procedure"
- QR engine models expect for California: EC-1160, "Diagnosis Procedure"
- VQ engine models: EC-150, "Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>•Replace the ECM. Refer to the following.
- QR engine models for California: EC-535, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- QR engine models except for California: EC-1050, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- VQ engine models: EC-27, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : 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:0000000000994619

1.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "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

Diagnosis Procedure

INFOID:0000000000994620

INSPECTION PROCEDURE

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.		
M46	24	44	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-186, "AV CONTROL UNIT : Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to .
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

Diagnosis Procedure

INFOID:0000000000994621

INSPECTION PROCEDURE

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.		
M19	79	78	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-33, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-76, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994622

INSPECTION PROCEDURE

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.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Check the 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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994623

INSPECTION PROCEDURE

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.		
M24	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-22, "COMBINATION METER : Diagnosis Procedure" .

Is it normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-64, "Removal and Installation" .
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994624

INSPECTION PROCEDURE

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.		
E26	26	15	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 the following.

- Models with ABS: BRC-41, "Wiring Diagram"
- Models with TCS: BRC-104, "Wiring Diagram"
- Models with VDC: BRC-196, "Wiring Diagram"

Is the inspection result normal?

YES (Present error)>>•Replace the ABS actuator and electric unit (control unit). Refer to the following.
- Models with ABS: BRC-61, "Exploded View"
- Models with TCS: BRC-126, "Exploded View"
- Models with VDC: BRC-220, "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.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994625

INSPECTION PROCEDURE

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).

- TCM connector
- Harness connector F1
- Harness connector E3

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 TCM.
2. Check the resistance between the TCM harness connector terminals.

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F16	32	31	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- QR25DE models: TM-339, "Wiring Diagram — CVT CONTROL SYSTEM —"
- VQ35DE models: TM-186, "Wiring Diagram — CVT CONTROL SYSTEM —"

Is the inspection result normal?

YES (Present error)>>•Replace the TCM. Refer to the following.
- QR25DE models: TM-382, "Exploded View"
- VQ35DE models: TM-228, "Exploded View"

YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994626

INSPECTION PROCEDURE

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).

- IPDM E/R connector
- Harness connector E30 (M/T models without ABS)
- Harness connector M1 (M/T models without ABS)

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.		
E17	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-18, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the IPDM E/R. Refer to PCS-36, "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

Diagnosis Procedure

INFOID:0000000000994627

INSPECTION PROCEDURE

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.		
M22	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.

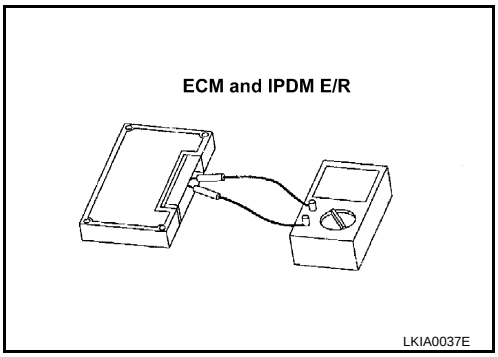
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

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.		
98	97	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.

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.

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000000994628

INSPECTION PROCEDURE

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 M1
- Harness connector E30

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 M1 and E30.
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.	
M22	6	M1	15G	Existed
	14		8G	Existed

Is the inspection result normal?

YES >> GO TO 3..
NO >> Repair the main line between the data link connector and the harness connector M1.

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.	
E30	15G	E26	26	Existed
	8G		15	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 E30 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994629

INSPECTION PROCEDURE

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).

- ECM connector
- Harness connector E30
- Harness connector M1

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.		
E10	98	97	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 ECM. Refer to the following.

- QR engine models for California: EC-652, "Diagnosis Procedure"
- QR engine models expect for California: EC-1160, "Diagnosis Procedure"
- VQ engine models: EC-150, "Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>•Replace the ECM. Refer to the following.
- QR engine models for California: EC-535, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- QR engine models except for California: EC-1050, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- VQ engine models: EC-27, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : 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:0000000000994630

1.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "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

Diagnosis Procedure

INFOID:0000000000994631

INSPECTION PROCEDURE

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.		
M19	79	78	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-33, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-76, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994632

INSPECTION PROCEDURE

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.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Check the 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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994633

INSPECTION PROCEDURE

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.		
M24	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-22, "COMBINATION METER : Diagnosis Procedure" .

Is it normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-64, "Removal and Installation" .
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

Diagnosis Procedure

INFOID:0000000000994634

INSPECTION PROCEDURE

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.		
M53	5	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-196, "Wiring Diagram" .

Is it normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-223, "Removal and Installation" .
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

Diagnosis Procedure

INFOID:0000000000994635

INSPECTION PROCEDURE

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.		
E26	26	15	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 the following.

- Models with ABS: BRC-41, "Wiring Diagram"
- Models with TCS: BRC-104, "Wiring Diagram"
- Models with VDC: BRC-196, "Wiring Diagram"

Is the inspection result normal?

YES (Present error)>>•Replace the ABS actuator and electric unit (control unit). Refer to the following.
- Models with ABS: BRC-61, "Exploded View"
- Models with TCS: BRC-126, "Exploded View"
- Models with VDC: BRC-220, "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.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994636

INSPECTION PROCEDURE

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).

- TCM connector
- Harness connector F1
- Harness connector E3

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 TCM.
2. Check the resistance between the TCM harness connector terminals.

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F16	32	31	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- QR25DE models: TM-339, "Wiring Diagram — CVT CONTROL SYSTEM —"
- VQ35DE models: TM-186, "Wiring Diagram — CVT CONTROL SYSTEM —"

Is the inspection result normal?

YES (Present error)>>•Replace the TCM. Refer to the following.
- QR25DE models: TM-382, "Exploded View"
- VQ35DE models: TM-228, "Exploded View"

YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994637

INSPECTION PROCEDURE

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).

- IPDM E/R connector
- Harness connector E30 (M/T models without ABS)
- Harness connector M1 (M/T models without ABS)

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.		
E17	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-18, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the IPDM E/R. Refer to PCS-36, "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

Diagnosis Procedure

INFOID:0000000000994638

INSPECTION PROCEDURE

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.		
M22	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.		
M22	6		Not existed
	14		Not existed

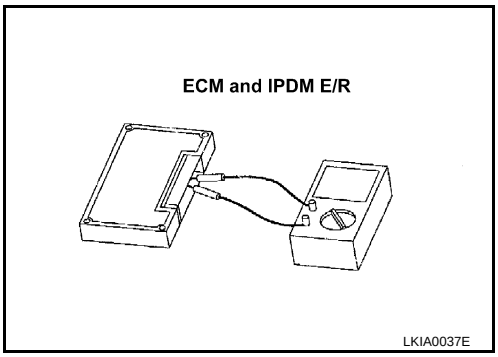
Is the inspection result normal?

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.		
98	97	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.

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.

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000000994639

INSPECTION PROCEDURE

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 M1
- Harness connector E30

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 M1 and E30.
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.	
M22	6	M1	15G	Existed
	14		8G	Existed

Is the inspection result normal?

YES >> GO TO 3..
NO >> Repair the main line between the data link connector and the harness connector M1.

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.	
E30	15G	E26	26	Existed
	8G		15	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 E30 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994640

INSPECTION PROCEDURE

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).

- ECM connector
- Harness connector E30
- Harness connector M1

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.		
E10	98	97	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 ECM. Refer to the following.

- QR engine models for California: EC-652, "Diagnosis Procedure"
- QR engine models expect for California: EC-1160, "Diagnosis Procedure"
- VQ engine models: EC-150, "Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>•Replace the ECM. Refer to the following.
- QR engine models for California: EC-535, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- QR engine models except for California: EC-1050, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"
- VQ engine models: EC-27, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : 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:0000000000994641

1.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "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

Diagnosis Procedure

INFOID:0000000000994642

INSPECTION PROCEDURE

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.		
M46	24	44	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-186, "AV CONTROL UNIT : Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to .
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

Diagnosis Procedure

INFOID:0000000000994643

INSPECTION PROCEDURE

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.		
M19	79	78	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-33, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-76, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994644

INSPECTION PROCEDURE

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.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Check the 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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994645

INSPECTION PROCEDURE

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.		
M24	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-22, "COMBINATION METER : Diagnosis Procedure" .

Is it normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-64, "Removal and Installation" .
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

Diagnosis Procedure

INFOID:0000000000994646

INSPECTION PROCEDURE

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.		
M53	5	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-196, "Wiring Diagram" .

Is it normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-223, "Removal and Installation" .
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

Diagnosis Procedure

INFOID:0000000000994647

INSPECTION PROCEDURE

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.		
E26	26	15	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 the following.

- Models with ABS: BRC-41, "Wiring Diagram"
- Models with TCS: BRC-104, "Wiring Diagram"
- Models with VDC: BRC-196, "Wiring Diagram"

Is the inspection result normal?

YES (Present error)>>•Replace the ABS actuator and electric unit (control unit). Refer to the following.
- Models with ABS: BRC-61, "Exploded View"
- Models with TCS: BRC-126, "Exploded View"
- Models with VDC: BRC-220, "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.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994648

INSPECTION PROCEDURE

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).

- TCM connector
- Harness connector F1
- Harness connector E3

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 TCM.
2. Check the resistance between the TCM harness connector terminals.

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F16	32	31	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- QR25DE models: TM-339, "Wiring Diagram — CVT CONTROL SYSTEM —"
- VQ35DE models: TM-186, "Wiring Diagram — CVT CONTROL SYSTEM —"

Is the inspection result normal?

YES (Present error)>>•Replace the TCM. Refer to the following.
- QR25DE models: TM-382, "Exploded View"
- VQ35DE models: TM-228, "Exploded View"

YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000000994649

INSPECTION PROCEDURE

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).

- IPDM E/R connector
- Harness connector E30 (M/T models without ABS)
- Harness connector M1 (M/T models without ABS)

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.		
E17	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-18, "Diagnosis Procedure" .

Is the inspection result normal?

YES (Present error)>>Replace the IPDM E/R. Refer to PCS-36, "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

Diagnosis Procedure

INFOID:0000000000994650

INSPECTION PROCEDURE

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.		
M22	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.

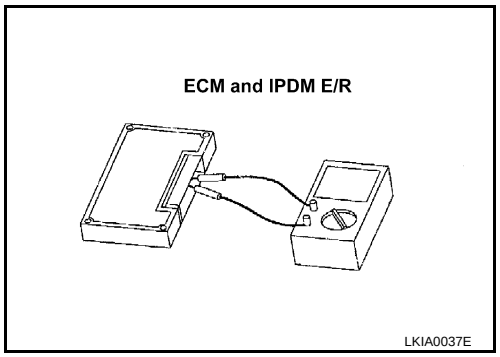
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

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.		
98	97	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.

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.