

MAIN LINE BETWEEN M&A AND ADP CIR- CUIT	48	ITS COMMUNICATION CIRCUIT	70
Diagnosis Procedure	48	Diagnosis Procedure	70
MAIN LINE BETWEEN ADP AND ABS CIR- CUIT	49	CAN SYSTEM (TYPE 1)	
Diagnosis Procedure	49	DTC/CIRCUIT DIAGNOSIS	72
ECM BRANCH LINE CIRCUIT	51	MAIN LINE BETWEEN AV AND DLC CIR- CUIT	72
Diagnosis Procedure	51	Diagnosis Procedure	72
A-BAG BRANCH LINE CIRCUIT	52	MAIN LINE BETWEEN DLC AND M&A CIR- CUIT	73
Diagnosis Procedure	52	Diagnosis Procedure	73
AFS BRANCH LINE CIRCUIT	53	MAIN LINE BETWEEN M&A AND ABS CIR- CUIT	74
Diagnosis Procedure	53	Diagnosis Procedure	74
AV BRANCH LINE CIRCUIT	54	ECM BRANCH LINE CIRCUIT	75
Diagnosis Procedure	54	Diagnosis Procedure	75
LANE BRANCH LINE CIRCUIT	55	A-BAG BRANCH LINE CIRCUIT	76
Diagnosis Procedure	55	Diagnosis Procedure	76
4WD BRANCH LINE CIRCUIT	56	AV BRANCH LINE CIRCUIT	77
Diagnosis Procedure	56	Diagnosis Procedure	77
BCM BRANCH LINE CIRCUIT	57	BCM BRANCH LINE CIRCUIT	78
Diagnosis Procedure	57	Diagnosis Procedure	78
DLC BRANCH LINE CIRCUIT	58	DLC BRANCH LINE CIRCUIT	79
Diagnosis Procedure	58	Diagnosis Procedure	79
TCM BRANCH LINE CIRCUIT	59	TCM BRANCH LINE CIRCUIT	80
Diagnosis Procedure	59	Diagnosis Procedure	80
M&A BRANCH LINE CIRCUIT	60	M&A BRANCH LINE CIRCUIT	81
Diagnosis Procedure	60	Diagnosis Procedure	81
STRG BRANCH LINE CIRCUIT	61	STRG BRANCH LINE CIRCUIT	82
Diagnosis Procedure	61	Diagnosis Procedure	82
ADP BRANCH LINE CIRCUIT	62	ABS BRANCH LINE CIRCUIT	83
Diagnosis Procedure	62	Diagnosis Procedure	83
ABS BRANCH LINE CIRCUIT	63	IPDM-E BRANCH LINE CIRCUIT	84
Diagnosis Procedure	63	Diagnosis Procedure	84
ICC BRANCH LINE CIRCUIT	64	CAN COMMUNICATION CIRCUIT	85
Diagnosis Procedure	64	Diagnosis Procedure	85
IPDM-E BRANCH LINE CIRCUIT	65	CAN SYSTEM (TYPE 2)	
Diagnosis Procedure	65	DTC/CIRCUIT DIAGNOSIS	87
APA BRANCH LINE CIRCUIT	66	MAIN LINE BETWEEN AV AND DLC CIR- CUIT	87
Diagnosis Procedure	66	Diagnosis Procedure	87
BCU BRANCH LINE CIRCUIT	67	MAIN LINE BETWEEN DLC AND M&A CIR- CUIT	88
Diagnosis Procedure	67	Diagnosis Procedure	88
CAN COMMUNICATION CIRCUIT	68		
Diagnosis Procedure	68		

MAIN LINE BETWEEN M&A AND ADP CIRCUIT	89	ECM BRANCH LINE CIRCUIT	109	
Diagnosis Procedure	89	Diagnosis Procedure	109	A
MAIN LINE BETWEEN ADP AND ABS CIRCUIT	90	A-BAG BRANCH LINE CIRCUIT	110	
Diagnosis Procedure	90	Diagnosis Procedure	110	B
ECM BRANCH LINE CIRCUIT	92	AV BRANCH LINE CIRCUIT	111	
Diagnosis Procedure	92	Diagnosis Procedure	111	C
A-BAG BRANCH LINE CIRCUIT	93	LANE BRANCH LINE CIRCUIT	112	
Diagnosis Procedure	93	Diagnosis Procedure	112	D
AFS BRANCH LINE CIRCUIT	94	BCM BRANCH LINE CIRCUIT	113	
Diagnosis Procedure	94	Diagnosis Procedure	113	E
AV BRANCH LINE CIRCUIT	95	DLC BRANCH LINE CIRCUIT	114	
Diagnosis Procedure	95	Diagnosis Procedure	114	F
BCM BRANCH LINE CIRCUIT	96	TCM BRANCH LINE CIRCUIT	115	
Diagnosis Procedure	96	Diagnosis Procedure	115	G
DLC BRANCH LINE CIRCUIT	97	M&A BRANCH LINE CIRCUIT	116	
Diagnosis Procedure	97	Diagnosis Procedure	116	H
TCM BRANCH LINE CIRCUIT	98	STRG BRANCH LINE CIRCUIT	117	
Diagnosis Procedure	98	Diagnosis Procedure	117	I
M&A BRANCH LINE CIRCUIT	99	ABS BRANCH LINE CIRCUIT	118	
Diagnosis Procedure	99	Diagnosis Procedure	118	J
STRG BRANCH LINE CIRCUIT	100	ICC BRANCH LINE CIRCUIT	119	
Diagnosis Procedure	100	Diagnosis Procedure	119	K
ADP BRANCH LINE CIRCUIT	101	IPDM-E BRANCH LINE CIRCUIT	120	
Diagnosis Procedure	101	Diagnosis Procedure	120	L
ABS BRANCH LINE CIRCUIT	102	APA BRANCH LINE CIRCUIT	121	
Diagnosis Procedure	102	Diagnosis Procedure	121	LAN
IPDM-E BRANCH LINE CIRCUIT	103	BCU BRANCH LINE CIRCUIT	122	
Diagnosis Procedure	103	Diagnosis Procedure	122	
CAN COMMUNICATION CIRCUIT	104	CAN COMMUNICATION CIRCUIT	123	
Diagnosis Procedure	104	Diagnosis Procedure	123	
CAN SYSTEM (TYPE 3)		CAN SYSTEM (TYPE 4)		
DTC/CIRCUIT DIAGNOSIS	106	ITS COMMUNICATION CIRCUIT	125	
MAIN LINE BETWEEN AV AND DLC CIRCUIT	106	Diagnosis Procedure	125	N
Diagnosis Procedure	106	DTC/CIRCUIT DIAGNOSIS	127	
MAIN LINE BETWEEN DLC AND M&A CIRCUIT	107	MAIN LINE BETWEEN AV AND DLC CIRCUIT	127	
Diagnosis Procedure	107	Diagnosis Procedure	127	O
MAIN LINE BETWEEN M&A AND ABS CIRCUIT	108	MAIN LINE BETWEEN DLC AND M&A CIRCUIT	128	
Diagnosis Procedure	108	Diagnosis Procedure	128	P
		MAIN LINE BETWEEN M&A AND ADP CIRCUIT	129	
		Diagnosis Procedure	129	

MAIN LINE BETWEEN ADP AND ABS CIRCUIT	130	Diagnosis Procedure	130	MAIN LINE BETWEEN DLC AND M&A CIRCUIT	153	Diagnosis Procedure	153
ECM BRANCH LINE CIRCUIT	132	Diagnosis Procedure	132	MAIN LINE BETWEEN M&A AND ABS CIRCUIT	154	Diagnosis Procedure	154
A-BAG BRANCH LINE CIRCUIT	133	Diagnosis Procedure	133	ECM BRANCH LINE CIRCUIT	155	Diagnosis Procedure	155
AFS BRANCH LINE CIRCUIT	134	Diagnosis Procedure	134	A-BAG BRANCH LINE CIRCUIT	156	Diagnosis Procedure	156
AV BRANCH LINE CIRCUIT	135	Diagnosis Procedure	135	AV BRANCH LINE CIRCUIT	157	Diagnosis Procedure	157
LANE BRANCH LINE CIRCUIT	136	Diagnosis Procedure	136	4WD BRANCH LINE CIRCUIT	158	Diagnosis Procedure	158
BCM BRANCH LINE CIRCUIT	137	Diagnosis Procedure	137	BCM BRANCH LINE CIRCUIT	159	Diagnosis Procedure	159
DLC BRANCH LINE CIRCUIT	138	Diagnosis Procedure	138	DLC BRANCH LINE CIRCUIT	160	Diagnosis Procedure	160
TCM BRANCH LINE CIRCUIT	139	Diagnosis Procedure	139	TCM BRANCH LINE CIRCUIT	161	Diagnosis Procedure	161
M&A BRANCH LINE CIRCUIT	140	Diagnosis Procedure	140	M&A BRANCH LINE CIRCUIT	162	Diagnosis Procedure	162
STRG BRANCH LINE CIRCUIT	141	Diagnosis Procedure	141	STRG BRANCH LINE CIRCUIT	163	Diagnosis Procedure	163
ADP BRANCH LINE CIRCUIT	142	Diagnosis Procedure	142	ABS BRANCH LINE CIRCUIT	164	Diagnosis Procedure	164
ABS BRANCH LINE CIRCUIT	143	Diagnosis Procedure	143	IPDM-E BRANCH LINE CIRCUIT	165	Diagnosis Procedure	165
ICC BRANCH LINE CIRCUIT	144	Diagnosis Procedure	144	CAN COMMUNICATION CIRCUIT	166	Diagnosis Procedure	166
IPDM-E BRANCH LINE CIRCUIT	145	Diagnosis Procedure	145	CAN SYSTEM (TYPE 6)			
APA BRANCH LINE CIRCUIT	146	Diagnosis Procedure	146	DTC/CIRCUIT DIAGNOSIS	168		
BCU BRANCH LINE CIRCUIT	147	Diagnosis Procedure	147	MAIN LINE BETWEEN AV AND DLC CIRCUIT	168	Diagnosis Procedure	168
CAN COMMUNICATION CIRCUIT	148	Diagnosis Procedure	148	MAIN LINE BETWEEN DLC AND M&A CIRCUIT	169	Diagnosis Procedure	169
ITS COMMUNICATION CIRCUIT	150	Diagnosis Procedure	150	MAIN LINE BETWEEN M&A AND ADP CIRCUIT	170	Diagnosis Procedure	170
CAN SYSTEM (TYPE 5)				MAIN LINE BETWEEN ADP AND ABS CIRCUIT	171		
DTC/CIRCUIT DIAGNOSIS	152						
MAIN LINE BETWEEN AV AND DLC CIRCUIT	152						

Diagnosis Procedure	171	A-BAG BRANCH LINE CIRCUIT	192	
ECM BRANCH LINE CIRCUIT	173	Diagnosis Procedure	192	A
Diagnosis Procedure	173	AV BRANCH LINE CIRCUIT	193	
A-BAG BRANCH LINE CIRCUIT	174	Diagnosis Procedure	193	B
Diagnosis Procedure	174	LANE BRANCH LINE CIRCUIT	194	
AFS BRANCH LINE CIRCUIT	175	Diagnosis Procedure	194	C
Diagnosis Procedure	175	4WD BRANCH LINE CIRCUIT	195	
AV BRANCH LINE CIRCUIT	176	Diagnosis Procedure	195	D
Diagnosis Procedure	176	BCM BRANCH LINE CIRCUIT	196	
4WD BRANCH LINE CIRCUIT	177	Diagnosis Procedure	196	E
Diagnosis Procedure	177	DLC BRANCH LINE CIRCUIT	197	
BCM BRANCH LINE CIRCUIT	178	Diagnosis Procedure	197	F
Diagnosis Procedure	178	TCM BRANCH LINE CIRCUIT	198	
DLC BRANCH LINE CIRCUIT	179	Diagnosis Procedure	198	G
Diagnosis Procedure	179	M&A BRANCH LINE CIRCUIT	199	
TCM BRANCH LINE CIRCUIT	180	Diagnosis Procedure	199	H
Diagnosis Procedure	180	STRG BRANCH LINE CIRCUIT	200	
M&A BRANCH LINE CIRCUIT	181	Diagnosis Procedure	200	I
Diagnosis Procedure	181	ABS BRANCH LINE CIRCUIT	201	
STRG BRANCH LINE CIRCUIT	182	Diagnosis Procedure	201	J
Diagnosis Procedure	182	ICC BRANCH LINE CIRCUIT	202	
ADP BRANCH LINE CIRCUIT	183	Diagnosis Procedure	202	K
Diagnosis Procedure	183	IPDM-E BRANCH LINE CIRCUIT	203	
ABS BRANCH LINE CIRCUIT	184	Diagnosis Procedure	203	L
Diagnosis Procedure	184	APA BRANCH LINE CIRCUIT	204	
IPDM-E BRANCH LINE CIRCUIT	185	Diagnosis Procedure	204	
Diagnosis Procedure	185	BCU BRANCH LINE CIRCUIT	205	
CAN COMMUNICATION CIRCUIT	186	Diagnosis Procedure	205	
Diagnosis Procedure	186	CAN COMMUNICATION CIRCUIT	206	
CAN SYSTEM (TYPE 7)		Diagnosis Procedure	206	
DTC/CIRCUIT DIAGNOSIS	188	ITS COMMUNICATION CIRCUIT	208	LAN
MAIN LINE BETWEEN AV AND DLC CIR- CUIT	188	Diagnosis Procedure	208	
Diagnosis Procedure	188	CAN SYSTEM (TYPE 8)		N
MAIN LINE BETWEEN DLC AND M&A CIR- CUIT	189	DTC/CIRCUIT DIAGNOSIS	210	
Diagnosis Procedure	189	MAIN LINE BETWEEN AV AND DLC CIR- CUIT	210	O
MAIN LINE BETWEEN M&A AND ABS CIR- CUIT	190	Diagnosis Procedure	210	
Diagnosis Procedure	190	MAIN LINE BETWEEN DLC AND M&A CIR- CUIT	211	P
ECM BRANCH LINE CIRCUIT	191	Diagnosis Procedure	211	
Diagnosis Procedure	191	MAIN LINE BETWEEN M&A AND ADP CIR- CUIT	212	
		Diagnosis Procedure	212	

MAIN LINE BETWEEN ADP AND ABS CIR- CUI	213	M&A BRANCH LINE CIRCUIT	224
Diagnosis Procedure	213	Diagnosis Procedure	224
ECM BRANCH LINE CIRCUIT	215	STRG BRANCH LINE CIRCUIT	225
Diagnosis Procedure	215	Diagnosis Procedure	225
A-BAG BRANCH LINE CIRCUIT	216	ADP BRANCH LINE CIRCUIT	226
Diagnosis Procedure	216	Diagnosis Procedure	226
AFS BRANCH LINE CIRCUIT	217	ABS BRANCH LINE CIRCUIT	227
Diagnosis Procedure	217	Diagnosis Procedure	227
AV BRANCH LINE CIRCUIT	218	ICC BRANCH LINE CIRCUIT	228
Diagnosis Procedure	218	Diagnosis Procedure	228
LANE BRANCH LINE CIRCUIT	219	IPDM-E BRANCH LINE CIRCUIT	229
Diagnosis Procedure	219	Diagnosis Procedure	229
4WD BRANCH LINE CIRCUIT	220	APA BRANCH LINE CIRCUIT	230
Diagnosis Procedure	220	Diagnosis Procedure	230
BCM BRANCH LINE CIRCUIT	221	BCU BRANCH LINE CIRCUIT	231
Diagnosis Procedure	221	Diagnosis Procedure	231
DLC BRANCH LINE CIRCUIT	222	CAN COMMUNICATION CIRCUIT	232
Diagnosis Procedure	222	Diagnosis Procedure	232
TCM BRANCH LINE CIRCUIT	223	ITS COMMUNICATION CIRCUIT	234
Diagnosis Procedure	223	Diagnosis Procedure	234

PRECAUTION

PRECAUTIONS

Precautions for Trouble Diagnosis

INFOID:000000005170205

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.

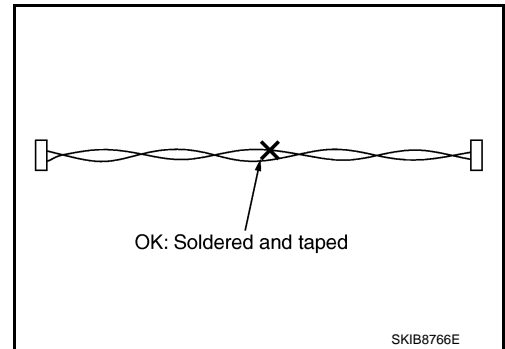
Precautions for Harness Repair

INFOID:000000005170206

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

NOTE:

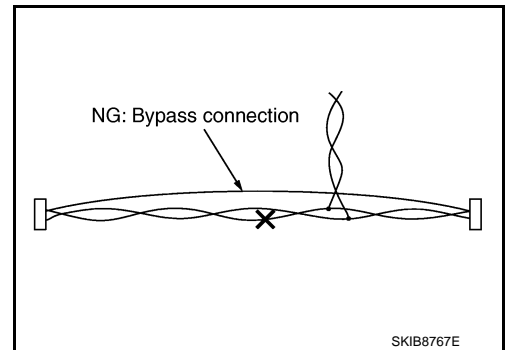
A fray of twisted lines must be within 110 mm (4.33 in).



- Bypass connection is never allowed at the repaired area.

NOTE:

Bypass connection may cause CAN communication and ITS 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 and ITS communication line.

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

LAN

SYSTEM DESCRIPTION

CAN COMMUNICATION SYSTEM

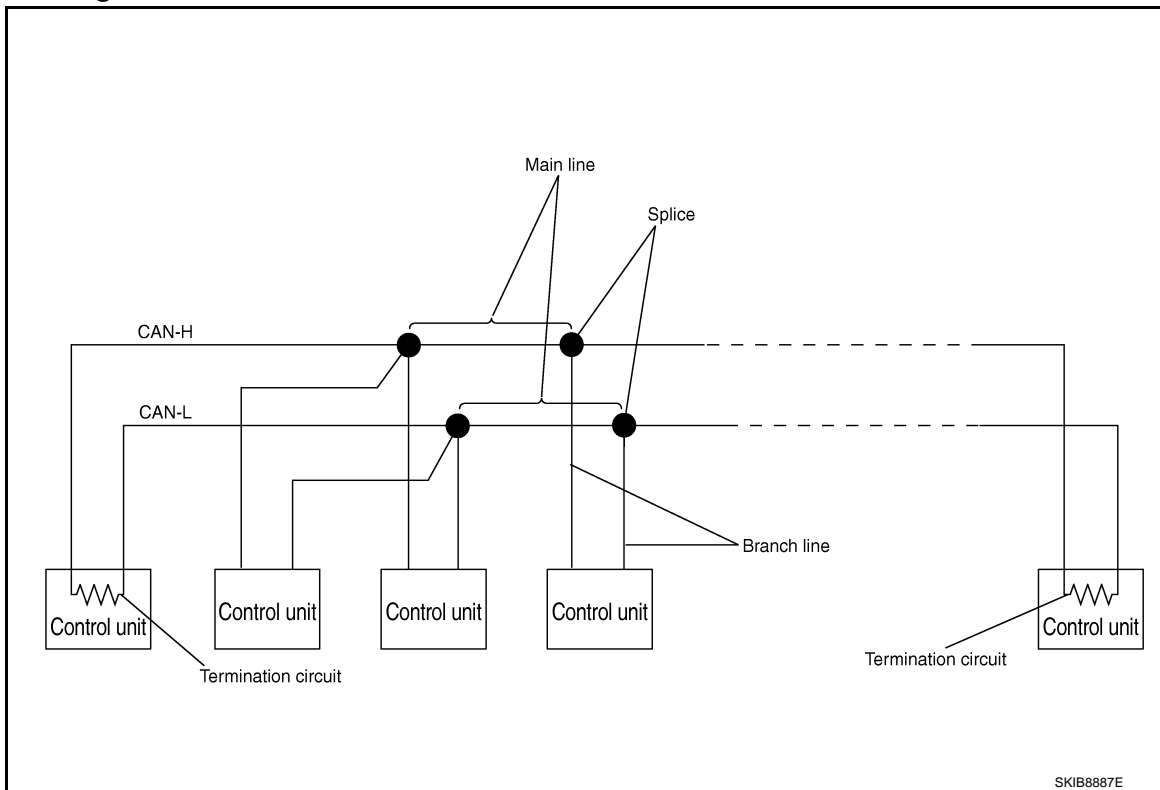
System Description

INFOID:000000005170207

- 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:000000005170208



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-9, "CAN Communication Control Circuit" .

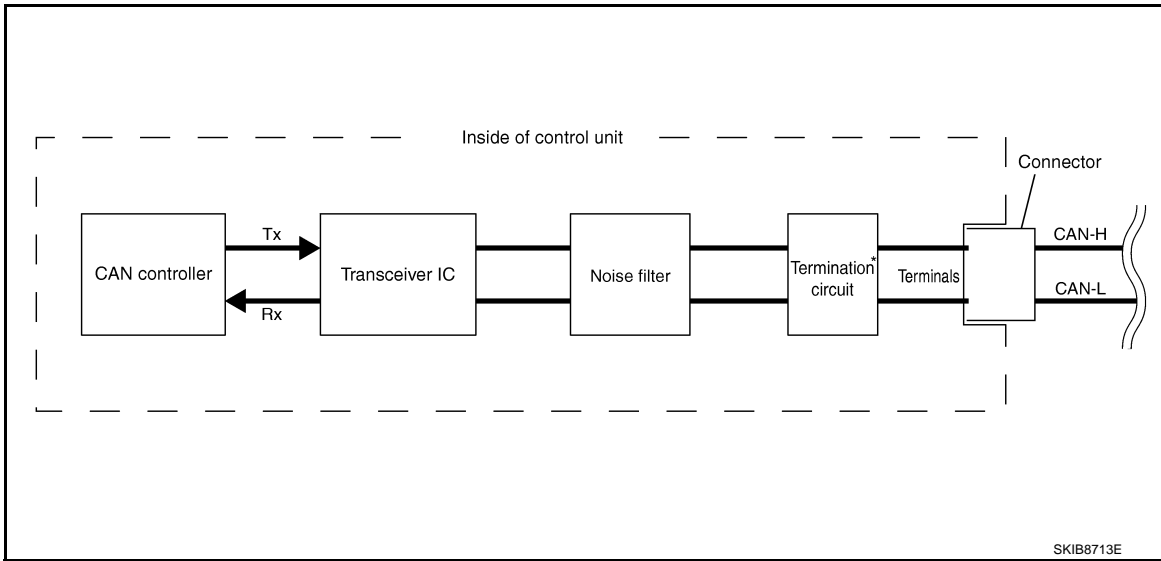
CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

CAN Communication Control Circuit

INFOID:000000005170209



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.

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

LAN

N
O
P

DIAG ON CAN

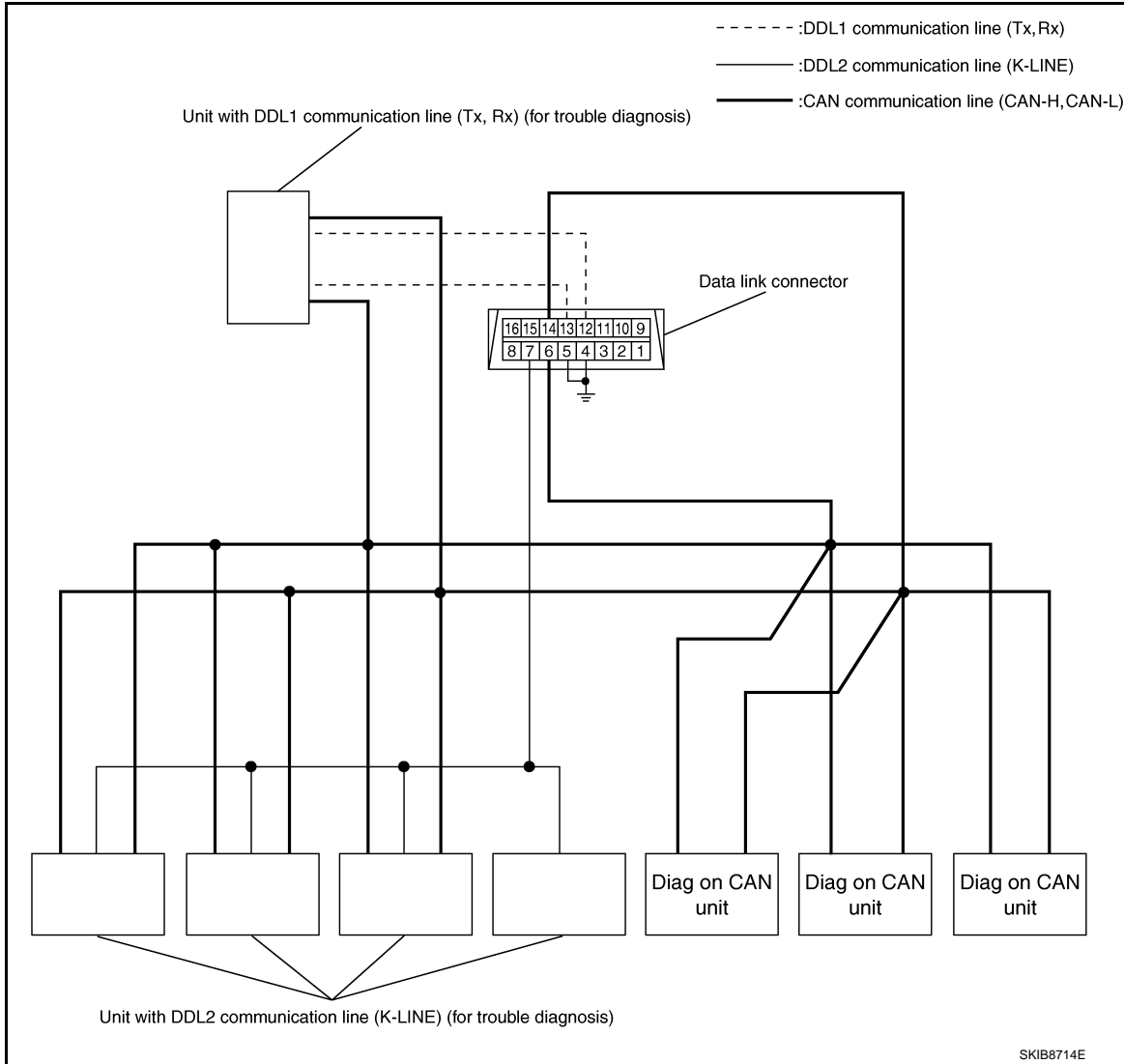
Description

INFOID:000000005170210

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

System Diagram

INFOID:000000005170211



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:00000000528867

DTC of CAN communication is indicated on SELF-DIAG RESULTS on CONSULT-III if a CAN communication signal is not transmitted or received between units for 2 seconds or more.

NOTE:

DTCs of CAN communication are as follows:

- U0101
- U0140
- U0164
- U1000
- U1001

CAN COMMUNICATION SYSTEM ERROR

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

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

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

CAUTION:

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

Symptom When Error Occurs in CAN Communication System

INFOID:00000000528868

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-23, "Abbreviation List"](#) for the unit abbreviation.

A

B

C

D

E

F

G

H

I

J

K

L

LAN

N

O

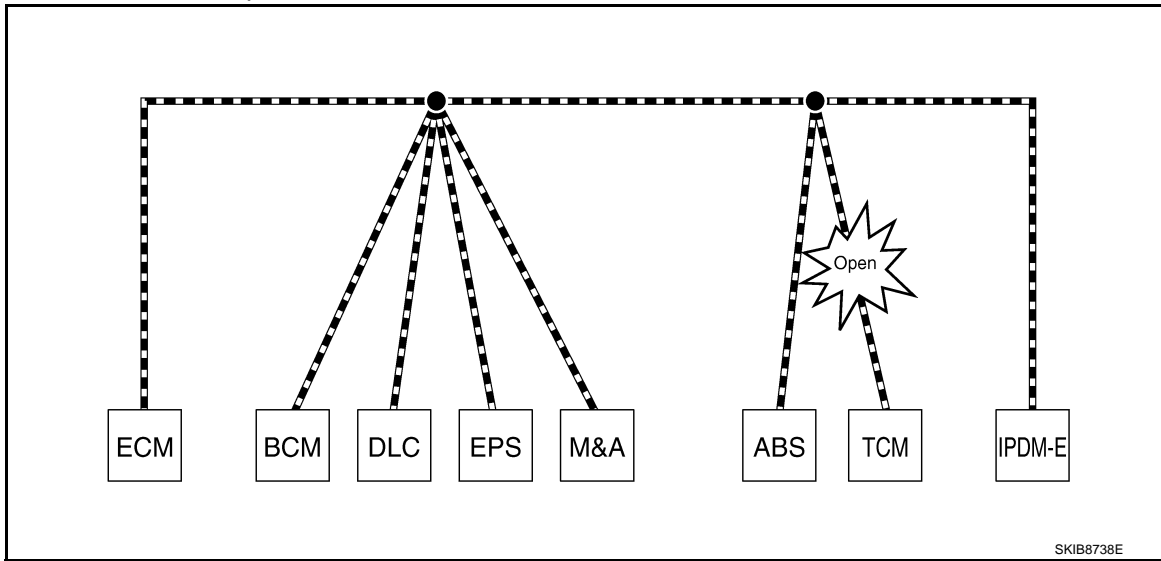
P

TROUBLE DIAGNOSIS

[CAN FUNDAMENTAL]

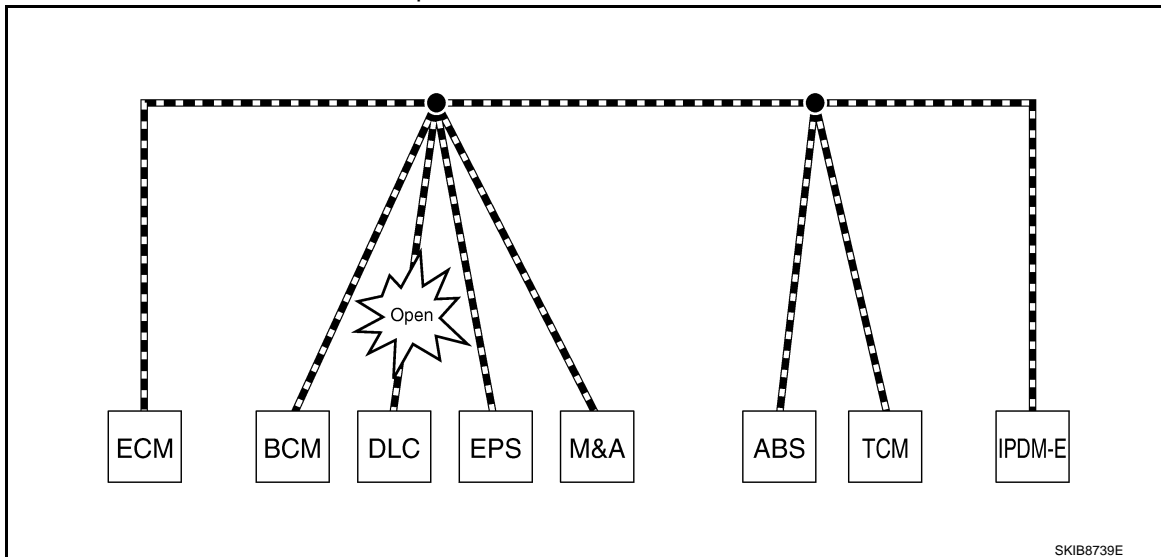
< SYSTEM DESCRIPTION >

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

Example: Data link connector branch line open circuit



TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

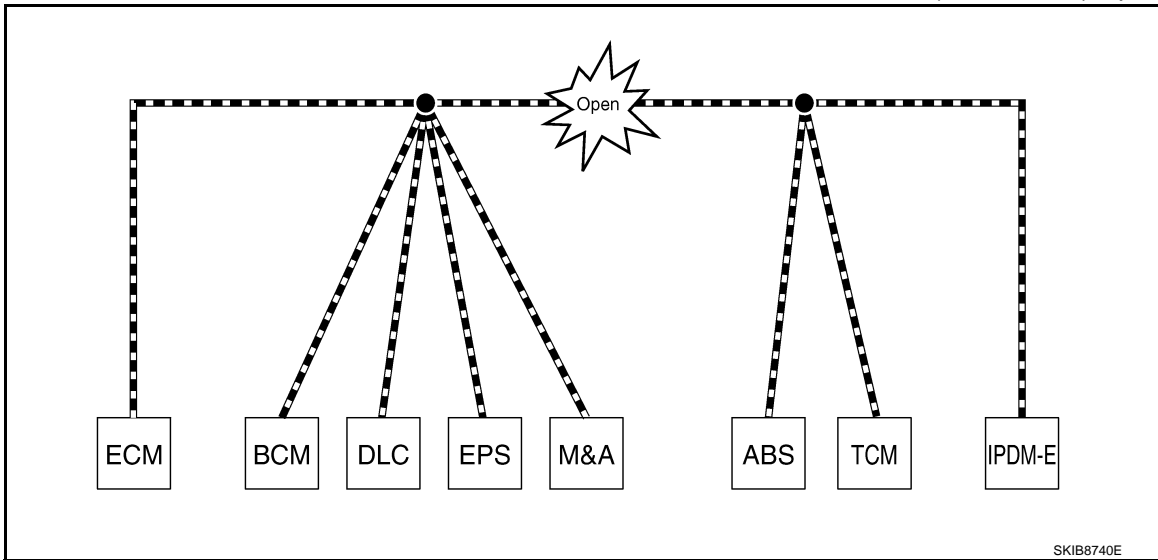
Unit name	Symptom
ECM	Normal operation.
BCM	
EPS control unit	
Combination meter	
ABS actuator and electric unit (control unit)	
TCM	
IPDM E/R	

NOTE:

- When data link connector branch line is open, transmission and reception of CAN communication signals are not affected. Therefore, no symptoms occur. However, be sure to repair malfunctioning circuit.
- The model (all units on CAN communication system are Diag on CAN) cannot perform CAN diagnosis with CONSULT-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 of 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	<ul style="list-style-type: none"> • Reverse warning chime does not sound. • The front wiper moves under continuous operation mode even though the front wiper switch being in the intermittent position.
EPS control unit	The steering effort increases.
Combination meter	<ul style="list-style-type: none"> • The shift position indicator and OD OFF indicator turn OFF. • The speedometer is inoperative. • The odo/trip meter stops.
ABS actuator and electric unit (control unit)	Normal operation.
TCM	No impact on operation.
IPDM E/R	When the ignition switch is ON, <ul style="list-style-type: none"> • The headlamps (Lo) turn ON. • The cooling fan continues to rotate.

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

LAN

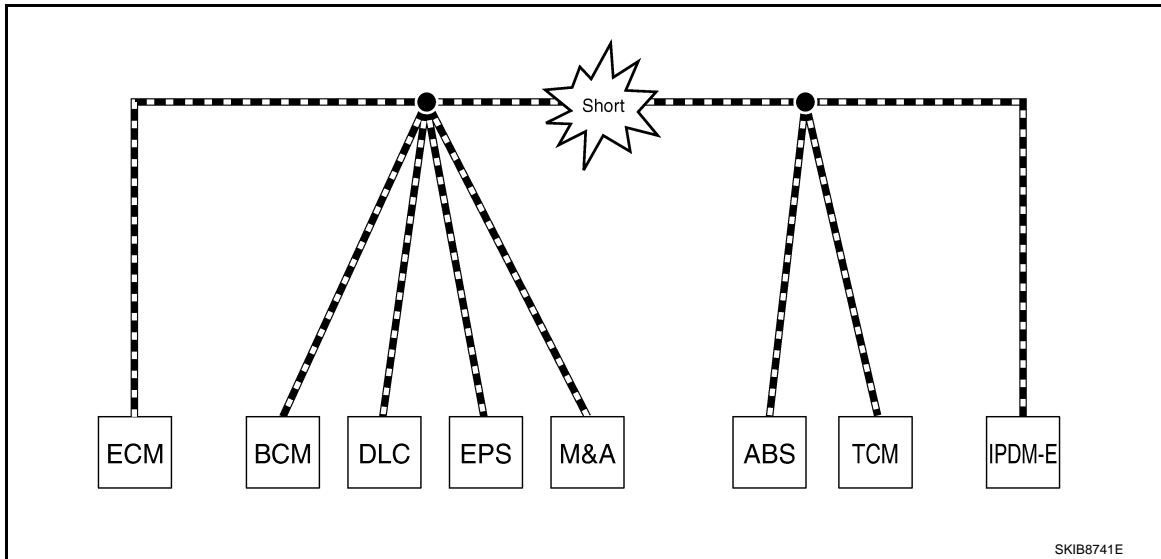
N
O
P

TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

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



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

CAN Diagnosis with CONSULT-III

INFOID:00000000528869

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

TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

Self-Diagnosis

INFOID:00000000528870

DTC	Self-diagnosis item (CONSULT-III indication)	DTC detection condition	Inspection/Action	
U0101	LOST COMM (TCM)	When ECM is not transmitting or receiving CAN communication signal of OBD (emission-related diagnosis) from TCM for 2 seconds or more.	Start the inspection. Refer to the applicable section of the indicated control unit.	
U0140	LOST COMM (BCM)	When ECM is not transmitting or receiving CAN communication signal of OBD (emission-related diagnosis) from BCM for 2 seconds or more.		
U0164	LOST COMM (HVAC)	When ECM is not transmitting or receiving CAN communication signal of OBD (emission-related diagnosis) from A/C auto amp. or unified meter and A/C amp. for 2 seconds or more.		
U1000	CAN COMM CIRCUIT	ECM		When ECM is not transmitting or receiving CAN communication signal of OBD (emission-related diagnosis) for 2 seconds or more.
		Except for ECM		When a control unit (except for ECM) is not transmitting or receiving CAN communication signal for 2 seconds or more.
U1001	CAN COMM CIRCUIT	When ECM is not transmitting or receiving CAN communication signal other than OBD (emission-related diagnosis) for 2 seconds or more.		
U1002	SYSTEM COMM	When a control unit is not transmitting or receiving CAN communication signal for 2 seconds or less.		
U1010	CONTROL UNIT(CAN)	When an error is detected during the initial diagnosis for CAN controller of each control unit.	Replace the control unit indicating "U1010" or "P0607".	
P0607	ECM			

CAN Diagnostic Support Monitor

INFOID:00000000528871

MONITOR ITEM (CONSULT-III)

Example: CAN DIAG SUPPORT MNTR indication

Without PAST				With PAST			
ECM				ECM			
	PRSENT	PAST		PRSENT	PAST		
INITIAL DIAG	OK		TRANSMIT DIAG	OK	OK		
TRANSMIT DIAG	OK		VDC/TCS/ABS	-	-		
TCM	OK		METER/M&A	OK	OK		
VDC/TCS/ABS	UNKWN		BCM/SEC	OK	OK		
METER/M&A	OK		ICC	-	-		
ICC	UNKWN		HVAC	-	-		
BCM/SEC	OK		TCM	OK	OK		
IPDM E/R	OK		EPS	-	-		
			IPDM E/R	OK	OK		
			e4WD	-	-		
			AWD/4WD	OK	OK		

JSMIA0015GB

Without PAST

Item	PRSENT	Description
Initial diagnosis	OK	Normal at present
	NG	Control unit error (Except for some control units)

TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

Item	PRSNT	Description
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)	

TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

How to Use CAN Communication Signal Chart

INFOID:00000000528872

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

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

T: Transmit R: Receive

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

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

SKIB8715E

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

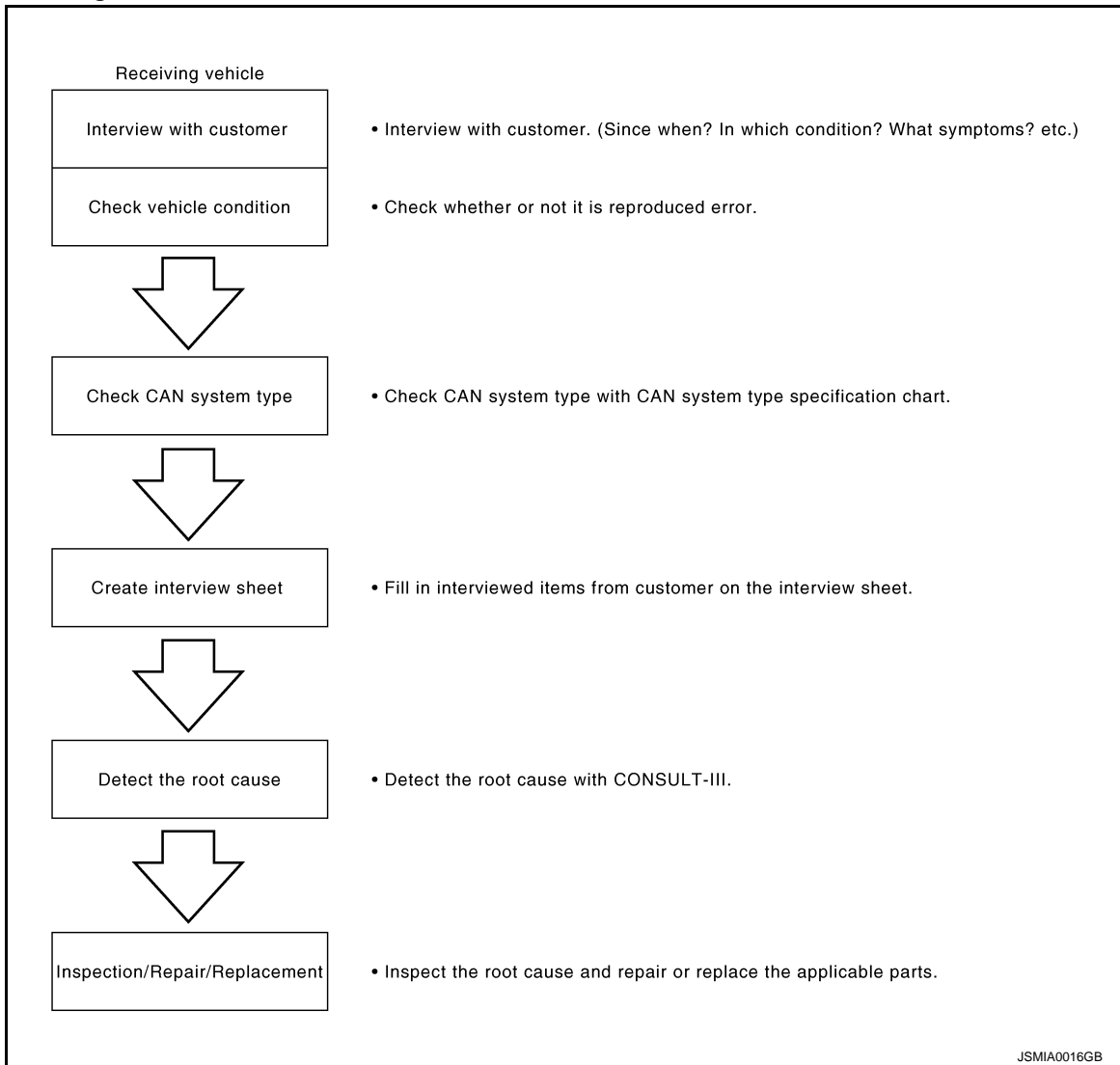
LAN

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Trouble Diagnosis Flow Chart

INFOID:000000005170218



Trouble Diagnosis Procedure

INFOID:000000005170219

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:

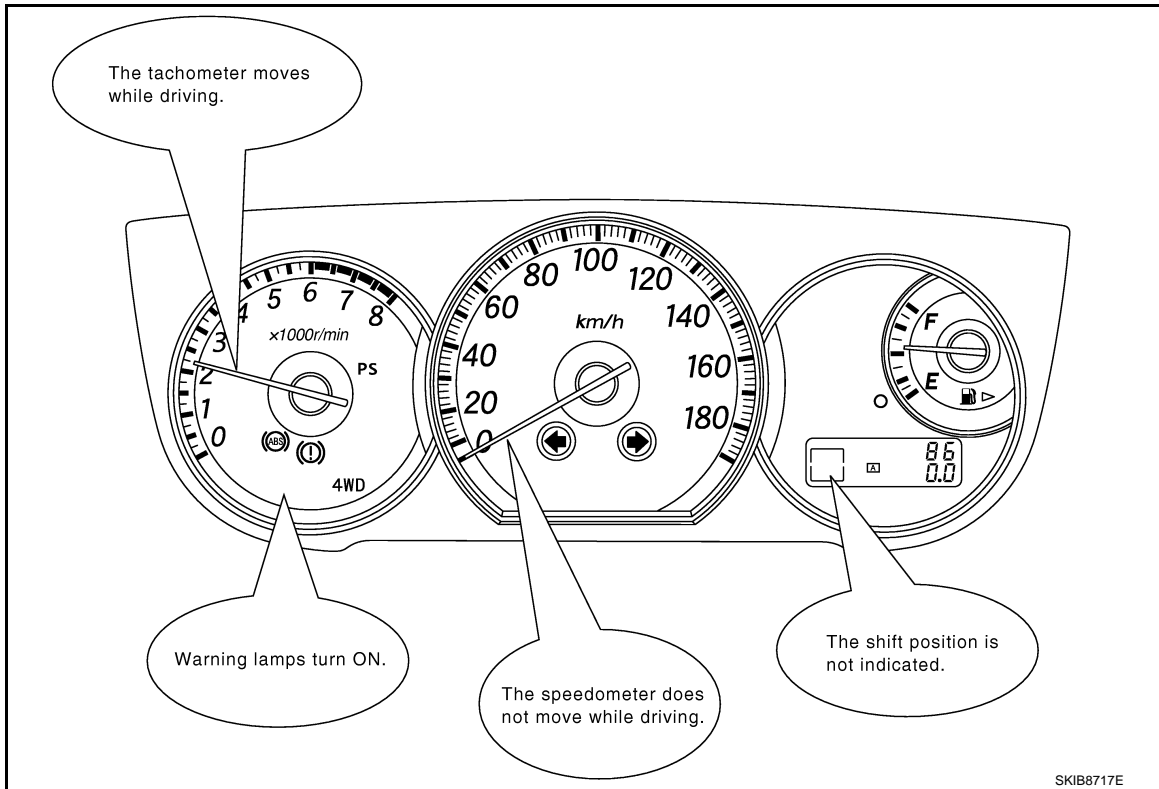
- Check normal units as well as error symptoms.
- Example: Circuit between ECM and the combination meter is judged normal if the customer indicates tachometer functions normally.
- When a CAN communication system error is present, multiple control units may malfunction or go into fail-safe mode.

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

- Indication of the combination meter is important to detect the root cause because it is the most obvious to the customer, and it performs CAN communication with many units.



INSPECTION OF VEHICLE CONDITION

Check whether the symptom is reproduced or not.

NOTE:

Do not turn the ignition switch OFF or disconnect the battery cable while 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:

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

LAN

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

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

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

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

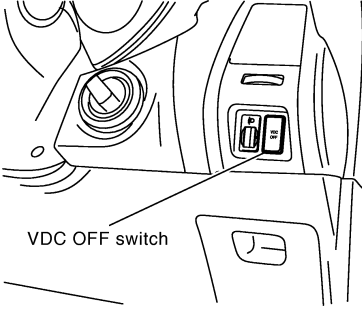
Body type	Wagon					
Axle	2WD			AWD		
Engine	QR25DE		VQ35DE			
Transmission	A/T		CVT			
Brake control	ABS			VDC		
Intelligent Key system		X		X		X
CAN system type	1	2	3	4	5	6
CAN communication signal chart	XX-XX. "TYPE 1/TYPE 2"		XX-XX. "TYPE 3/TYPE 4"		XX-XX. "TYPE 5/TYPE 6"	

X : Applicable

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

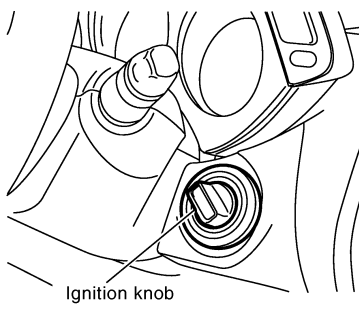
VEHICLE EQUIPMENT IDENTIFICATION INFORMATION
NOTE:
Check CAN system type from the vehicle shape and equipment.

With VDC



VDC OFF switch

With Intelligent Key system



Ignition knob

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".]

JSMIA0017GB

CAN System Type Specification Chart (Style B)

NOTE:

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

Interview Sheet (Example)

CAN Communication System Diagnosis Interview Sheet	
Date received:	3, Feb. 2006
Type: DBA-KG11	VIN No.: KG11-005040
Model: BDRARGZ397EDA-E-J-	
First registration: 10, Jan. 2001	Mileage: 62,140
CAN system type: Type 19	
Symptom (Results from interview with customer)	
<ul style="list-style-type: none">•Headlamps suddenly turn ON while driving the vehicle.•The engine does not restart after stopping the vehicle and turning the ignition switch OFF.•The cooling fan continues rotating while turning the ignition switch ON.	
Condition at inspection	
Error Symptom: Present / Past	
<p>The engine does not start. While turning the ignition switch ON,</p> <ul style="list-style-type: none">•The headlamps (Lo) turn ON, and the cooling fan continues rotating.•The interior lamp does not turn ON.	

JSMIA0019GB

DETECT THE ROOT CAUSE

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

HOW TO USE THIS SECTION

< HOW TO USE THIS MANUAL >

[CAN]

HOW TO USE THIS MANUAL

HOW TO USE THIS SECTION

Caution

INFOID:000000005170220

- This section describes information peculiar to a vehicle and inspection procedures.
- For trouble diagnosis procedure, refer to [LAN-18, "Trouble Diagnosis Procedure"](#).

Abbreviation List

INFOID:000000005170221

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

Abbreviation	Unit name
4WD	AWD control unit
A-BAG	Air bag diagnosis sensor unit
ABS	ABS actuator and electric unit (control unit)
ADP	Driver seat control unit
AFS	AFS control unit
APA	Accelerator pedal actuator
AV	AV control unit
BCM	BCM
BCU	Brake booster control unit
DLC	Data link connector
ECM	ECM
ICC	ICC sensor integrated unit
IPDM-E	IPDM E/R
LANE	Lane camera unit
M&A	Unified meter and A/C amp.
STRG	Steering angle sensor
TCM	TCM

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

LAN

N
O
P

PRECAUTION

PRECAUTIONS

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

INFOID:000000005170222

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" of this Service Manual.

WARNING:

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

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Precautions for Trouble Diagnosis

INFOID:000000005170223

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.

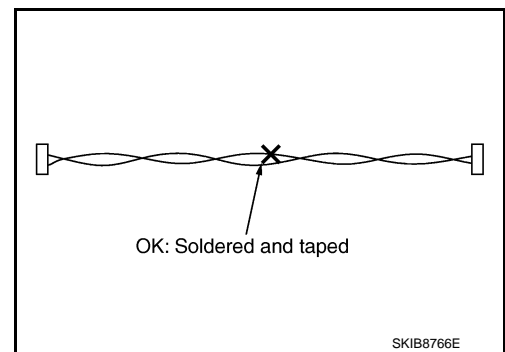
Precautions for Harness Repair

INFOID:000000005170224

- 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).



PRECAUTIONS

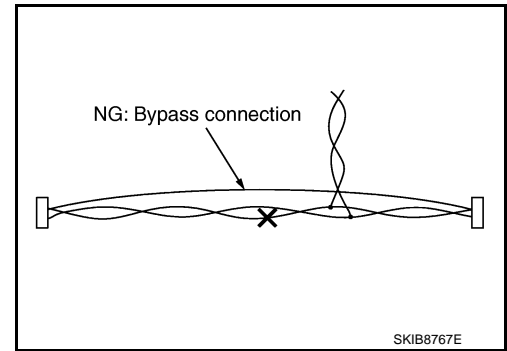
[CAN]

< PRECAUTION >

- Bypass connection is never allowed at the repaired area.

NOTE:

Bypass connection may cause CAN communication and ITS 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 and ITS communication line.

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

LAN

N
O
P

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Interview Sheet

INFOID:000000005170225

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

CAN COMMUNICATION SYSTEM

[CAN]

< SYSTEM DESCRIPTION >

SYSTEM DESCRIPTION

CAN COMMUNICATION SYSTEM

CAN System Specification Chart

INFOID:000000005170226

Determine CAN system type from the following specification chart.

NOTE:

Refer to [LAN-18. "Trouble Diagnosis Procedure"](#) for how to use CAN system specification chart.

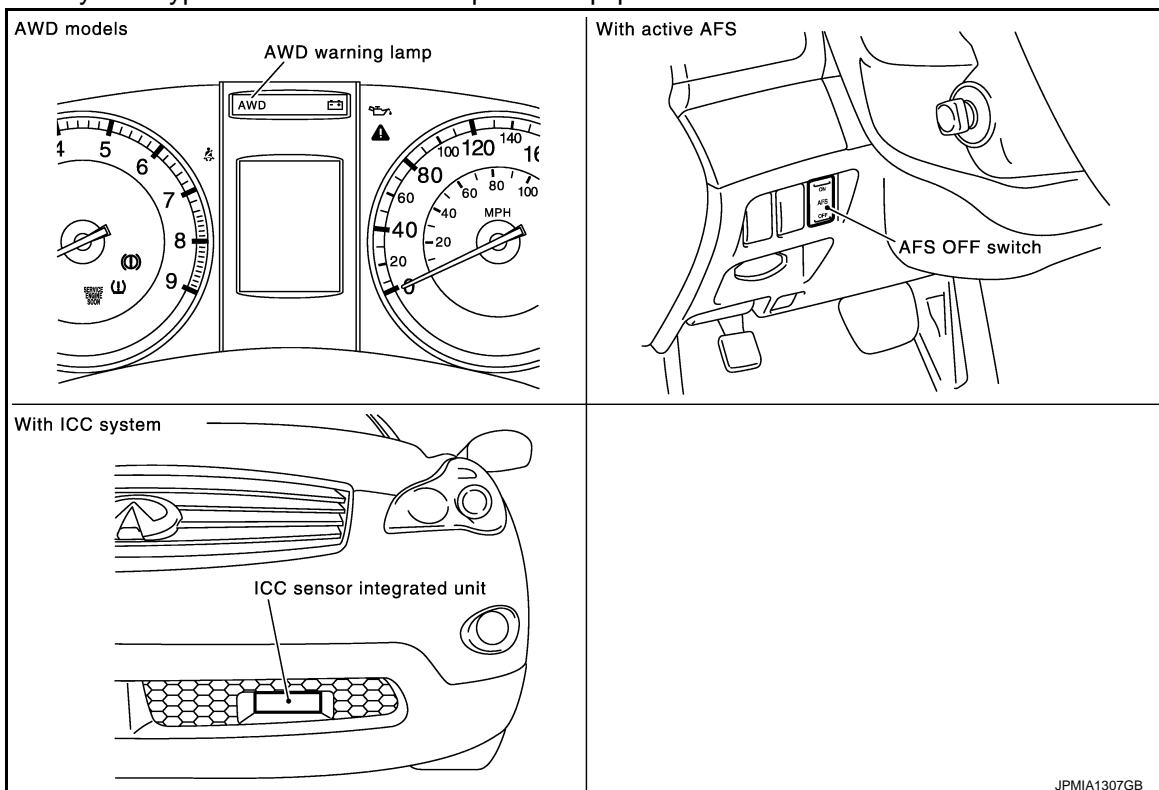
Body type	Wagon							
Axle	2WD				AWD			
Engine	VQ35HR							
Transmission	A/T							
Brake control	VDC							
Active AFS		x		x		x		x
ICC system			x	x			x	x
CAN system type	1	2	3	4	5	6	7	8

x: Applicable

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION

NOTE:

Check CAN system type from the vehicle shape and equipment.



CAN Communication Signal Chart

INFOID:000000005170227

Refer to [LAN-17. "How to Use CAN Communication Signal Chart"](#) for how to use CAN communication signal chart.

NOTE:

Refer to [LAN-23. "Abbreviation List"](#) for the abbreviations of the connecting units.

CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

T: Transmit R: Receive

Signal name/Connecting unit	ECM	AFS	AV	LANE	4WD	BCM	M&A	STRG	TCM	ADP	ABS	ICC	IPDM-E
A/C compressor request signal	T												R
Accelerator pedal position signal	T				R				R		R	R	
ASCD OD cancel request signal	T								R				
ASCD operation signal	T								R				
ASCD status signal	T						R						
Closed throttle position signal	T								R			R	
Cooling fan speed request signal	T												R
Engine and A/T integrated control signal	T								R				
	R								T				
Engine coolant temperature signal	T						R						
Engine speed signal	T	R			R		R		R		R	R	
Engine status signal	T		R			R							
Fuel consumption monitor signal	T		R				R						
ICC brake switch signal	T											R	
ICC prohibition signal	T											R	
ICC steering switch signal	T										R ^{*2}	R	
Malfunctioning indicator lamp signal	T						R						
Power generation command value signal	T												R
Snow mode switch signal	T										R	R	
Stop lamp switch signal	T											R	
						T			R				
					R						T		
Wide open throttle position signal	T								R				
AFS OFF indicator lamp signal		T					R						
A/C switch/indicator signal			T				R						
			R				T						
A/C switch operation signal			T				R						
Rear window defogger switch signal			T			R							
System selection signal			T									R	
System setting signal			T			R				R			
			R			T							
			R							T			
Voice recognition signal*1			T				R						
Detected lane condition signal				T							R		
Lane camera status signal				T							R		
Lane departure buzzer operation signal				T							R		
Lane departure warning lamp signal				T			R				R		
LDP ON indicator lamp signal				T			R				R		
LDW operation signal				T							R		
LDW switch signal (FCW switch signal)				T							R		
											T	R	
AWD signal					T						R		

CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	AFS	AV	LANE	4WD	BCM	M&A	STRG	TCM	ADP	ABS	ICC	IPDM-E
AWD warning lamp signal					T		R						
Buzzer output signal						T	R				R	T	
Door switch signal						T	R			R			R
Door unlock signal						T				R			
Front fog light request signal						T							R
Front wiper request signal						T					R	R	R
High beam request signal						T	R						R
Horn reminder signal						T							R
Ignition switch ON signal						T							R
Ignition switch signal						R				R			T
Interlock/PNP switch signal						T							R
Key ID signal						R							T
Key switch signal						T				R			
Key warning lamp signal						T	R						
Low beam request signal						T							R
Low tire pressure warning lamp signal						T	R						
Meter display signal						T	R					T	
Oil pressure switch signal						T	R						
Position light request signal						R							T
Position light request signal						T	R						R
Rear window defogger control signal						T							R
Rear window defogger control signal	R		R										T
Sleep wake up signal						T	R			R			R
Starter control relay signal						T							R
Starter relay status signal						T							R
Starter relay status signal						R							T
Starting mode signal						T				R			
Steering lock relay signal						T							R
Steering lock relay signal						R							T
Theft warning horn request signal						T							R
Turn indicator signal				R		T	R				R		
A/C evaporator temperature signal	R						T						
A/C switch signal	R						T						
Ambient temperature signal				R			T						
Blower fan motor switch signal	R						T						
Distance to empty signal			R				T						
Fuel level low warning signal			R				T						
Fuel level sensor signal	R						T						
Manual mode shift down signal							T		R				

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

LAN

CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	AFS	AV	LANE	4WD	BCM	M&A	STRG	TCM	ADP	ABS	ICC	IPDM-E
Manual mode shift up signal							T		R				
Manual mode signal							T		R				
Non-manual mode signal							T		R				
Odometer signal						R	T						
Parking brake switch signal					R	R	T				R	R	
Seat belt buckle switch signal						R	T						
Sleep-ready signal						R	T						
						R							T
Target A/C evaporator temperature signal	R						T						
Vehicle speed signal	R	R	R			R	T		R	R			R
	R			R	R	R	R				T	R	
Wake up signal						R	T						
Steering angle sensor signal		R	R					T			R	R	
A/T CHECK indicator lamp signal		R					R		T				
A/T self-diagnosis signal	R								T				
Current gear position signal									T		R ^{*2}	R	
Input speed signal	R								T		R ^{*2}	R	
Manual mode indicator signal							R		T				
N range signal						R			T				
Output shaft revolution signal	R								T		R ^{*2}	R	
P range signal						R			T	R			
R range signal									T	R			
Shift position signal		R					R		T		R	R	
A/T shift schedule change demand signal									R		T		
ABS malfunction signal											T	R	
ABS operation signal									R		T	R	
ABS warning lamp signal							R				T		
Brake warning lamp signal							R				T		
Front wiper status signal				R							T		
LDP buzzer request signal				R							T		
LDP condition signal				R							T		
LDP malfunction signal				R							T		
LDP meter indication request signal				R							T		
LDP operation signal				R							T		
Side G sensor signal									R		T		
SLIP indicator lamp signal							R				T		
TCS malfunction signal											T	R	
TCS operation signal											T	R	
VDC malfunction signal											T	R	
VDC OFF indicator lamp signal							R				T		
VDC OFF switch signal											T	R	
VDC operation signal											T	R	

CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	AFS	AV	LANE	4WD	BCM	M&A	STRG	TCM	ADP	ABS	ICC	IPDM-E
IBA OFF indicator lamp signal							R					T	
ICC operation signal	R										R	T	
ICC warning lamp signal							R					T	
LDP ON signal											R	T	
LDW ON signal				R								T	
Target approach warning signal											R	T	
A/C compressor feedback signal	R						R						T
Detention switch signal						R							T
Front wiper stop position signal						R							T
High beam status signal	R	R											T
Hood switch signal						R							T
Low beam status signal	R	R											T
Push-button ignition switch status signal						R							T
Steering lock unit status signal						R							T

*1: Models with navigation system

*2: Models with LDP

NOTE:

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

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

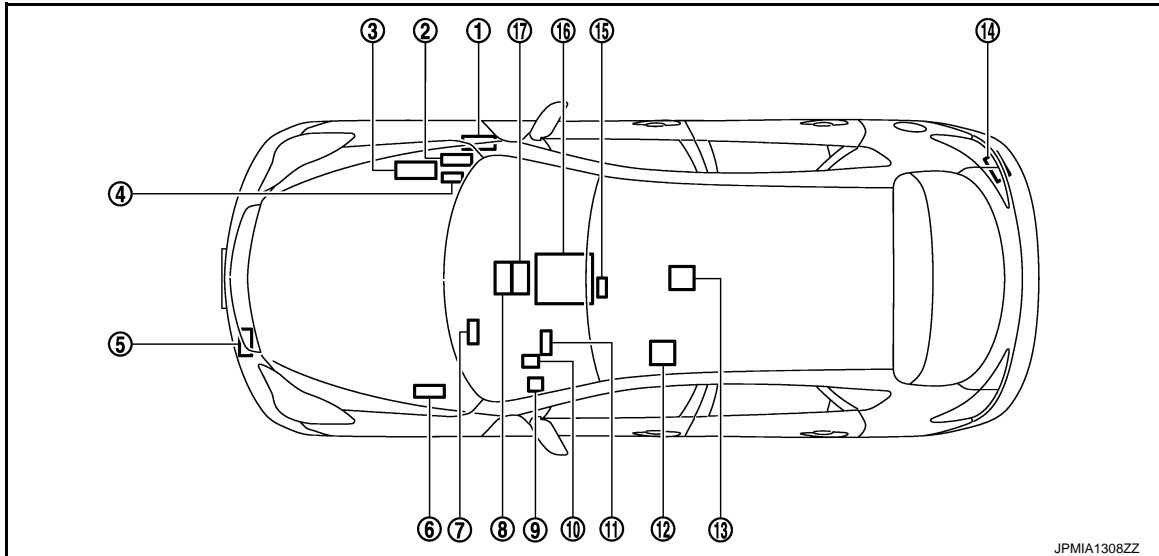
LAN

DTC/CIRCUIT DIAGNOSIS

CAN COMMUNICATION SYSTEM

Component Parts Location

INFOID:000000005170228



JPMIA1308ZZ

- | | | |
|--|-------------------------------------|--|
| 1. BCM M122 | 2. ECM M107 | 3. IPDM E/R E6 |
| 4. AWD control unit F108 | 5. ICC sensor integrated unit E67 | 6. ABS actuator and electric unit (control unit) E41 |
| 7. Accelerator pedal actuator E113 | 8. Unified meter and A/C amp. M67 | 9. AFS control unit M16 |
| 10. Data link connector M24 | 11. Steering angle sensor M37 | 12. Driver seat control unit B451 |
| 13. Air bag diagnosis sensor unit M147 | 14. Brake booster control unit B250 | 15. Lane camera unit R8 |
| 16. A/T assembly F51 | 17. AV control unit | |
- M204: Without navigation system
M210: With navigation system

CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

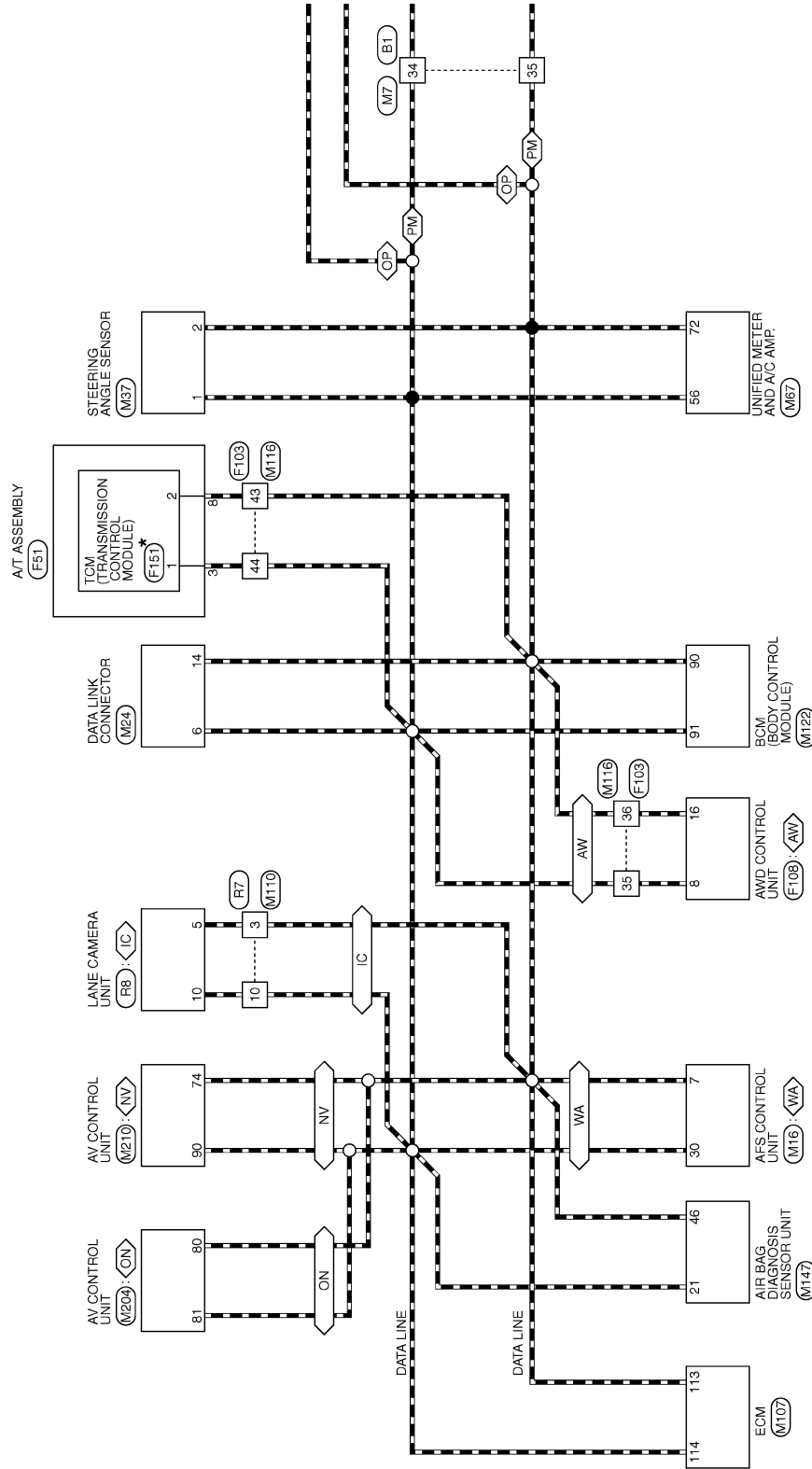
Wiring Diagram - CAN SYSTEM -

INFOID:000000005170229

CAN SYSTEM

- ◊WA◊ : With AFS
- ◊FM◊ : With automatic drive positioner
- ◊OP◊ : Without automatic drive positioner
- ◊IC◊ : With ICC

- ◊AW◊ : AWD models
- ◊NV◊ : With NAVI
- ◊ON◊ : Without NAVI



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

2009/07/16

JCMWA4827GB

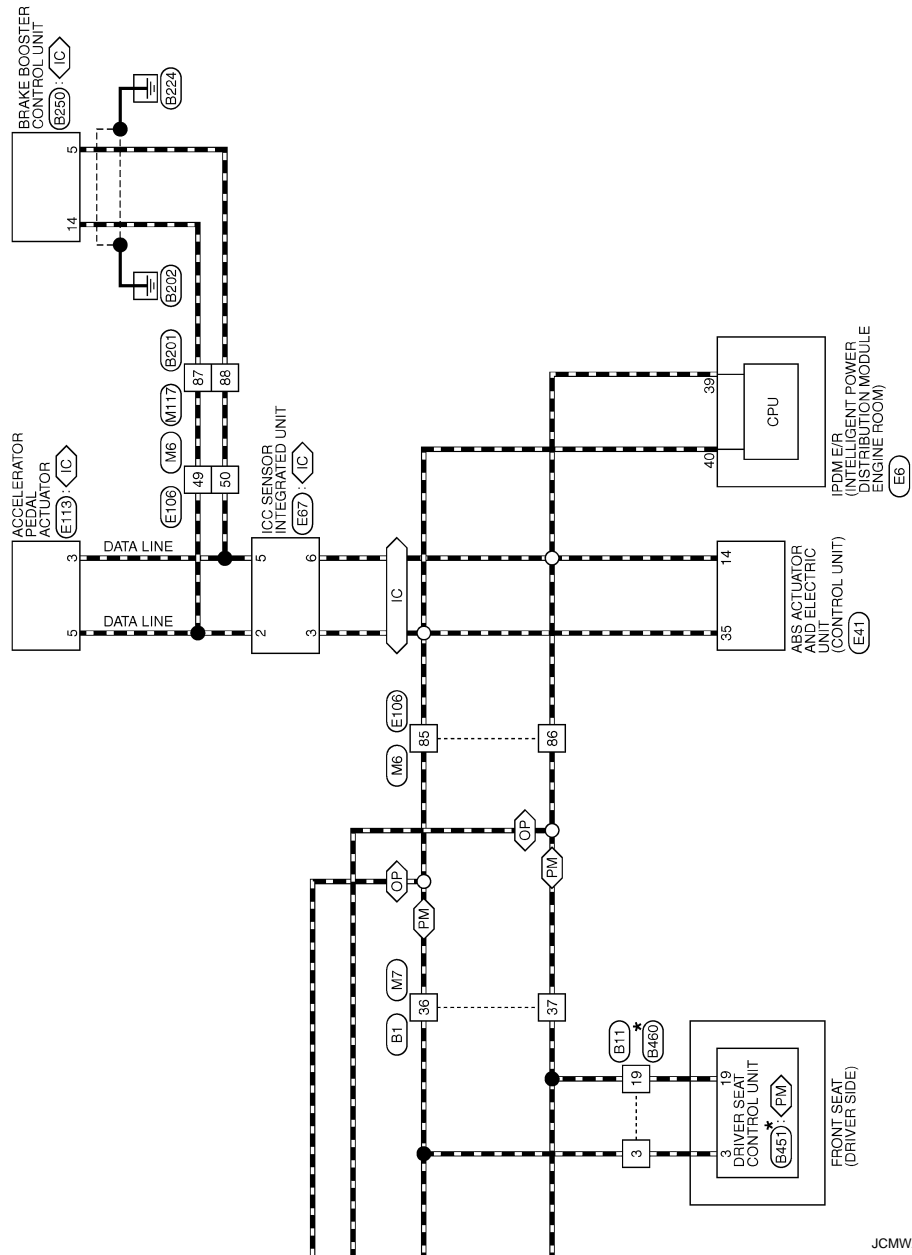
A
B
C
D
E
F
G
H
I
J
K
L
LAN
N
O
P

CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

◊PM◊ : With automatic drive positioner
 ◊OP◊ : Without automatic drive positioner
 ◊IC◊ : With ICC



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

JCMWA4828GB

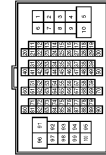
CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

CAN SYSTEM

Connector No.	B1
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
3	R	-
5	G	-
6	SB	-
7	V	-
8	B	-
12	L	-
13	P	-
14	GR	-
15	LG	-
17	W	-
18	L	-
19	P	-
20	BR	-
21	SHIELD	-
22	Y	-
24	P	-
27	B	-
28	R	-
29	W	-
30	SHIELD	-
31	SHIELD	-
32	W	-
33	SB	-
34	L	-
35	P	-
36	L	-
37	P	-
38	BR	-
39	Y	-
44	Y	-
45	GR	-
46	G	-
47	B	-
48	G	-
50	V	-
60	P	-
61	L	-
62	SHIELD	-

63	R	-
64	G	-
65	SHIELD	-
66	W	-
67	V	-
68	SB	-
69	SHIELD	-
70	W	-
73	SB	-
74	L	-
75	W	-
76	BR	-
77	R	-
78	P	-
79	GR	-
83	O	-
85	V	-
86	LG	-
87	Y	-
88	R	-
89	B	-
90	O	-
91	G	-
92	BR	-
93	G	-
94	SB	-
95	V	-
96	W	-
98	W	-
99	GR	-

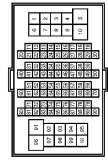
Connector No.	B11
Connector Name	WIRE TO WIRE
Connector Type	NS16FW-CS



Terminal No.	Color of Wire	Signal Name [Specification]
1	G	-
3	L	-
17	Y	-
19	P	-
21	V	-
32	B	-

33	R	-
40	BR	-
48	B	-
59	B	-
69	G	-
86	GR	-
87	Y	-

Connector No.	B201
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
1	W	-
2	R	-
3	GR	-
4	O	-
7	LG	-
10	W	-
15	SB	-
16	V	-
17	BR	-
26	BR	-
27	L	-
28	Y	-
29	Y	-
30	GR	-
51	R	-
52	V	-
55	G	-
56	R	-
57	W	-
58	B	-
59	SHIELD	-
60	LG	-
61	W	-
62	BR	-
63	P	-
64	L	-
65	G	-
66	P	-
67	L	-

68	SHIELD	-
69	V	-
70	Y	-
71	SB	-
72	W	-
73	BR	-
75	Y	-
80	V	-
81	SB	-
82	LG	-
83	P	-
84	R	-
85	L	-
86	O	-
87	L	-
88	P	-
91	V	-
92	R	-
94	G	-
95	SB	-
96	G	-
97	G	-
98	R	-
99	P	-
100	L	-

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

LAN

JCMWA4829GB

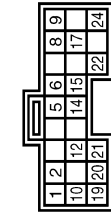
CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

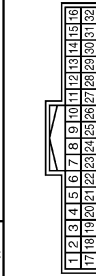
CAN SYSTEM

Connector No.	B250
Connector Name	BRAKE BOOSTER CONTROL UNIT
Connector Type	TK24FW



Terminal No.	Color of Wire	Signal Name [Specification]
1	W	BATTERY
2	W	BATTERY
5	P	ITS COMM-L
6	SB	RELEASE SW PWR
8	R	BRAKE PRESSURE SEN PWR
10	G	BOOSTER SOL PWR
12	R	BOOSTER SOL GND
14	L	ITS COMM-H
15	LG	RELEASE SW (NO)
17	L	BRAKE PRESSURE SEN SIGNAL
19	B	GND
20	B	GND
21	Y	CHIME SIGNAL
22	P	RELEASE SW (NO)
24	O	BRAKE PRESSURE SEN GND

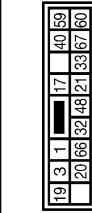
Connector No.	B451
Connector Name	DRIVER SEAT CONTROL UNIT
Connector Type	TH02FW



Terminal No.	Color of Wire	Signal Name [Specification]
1	L/W	RX
3	R/Y	CAN-H
9	W/G	PULSE (RECLINING)
10	P/B	PULSE (OR LIFTING)
11	BB	SLIDING SW (BACKWARD)
12	SB	RECLINING SW (BACKWARD)
13	L/G/R	FRONT LIFTING SW (DOWNWARD)

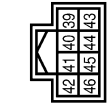
14	G/B	REAR LIFTING SW (DOWNWARD)
16	O	VCC
17	Y/R	TX
19	V	CAN-L
21	L/Y	P RANGE SW
24	R	PULSE (SLIDING)
25	Y/B	PULSE (OR LIFTING)
26	Y	RECLINING SW (FORWARD)
27	R/G	SLIDING SW (FORWARD)
28	W/B	FRONT LIFTING SW (UPWARD)
29	P/L	REAR LIFTING SW (UPWARD)
31	GR	SENSOR GND
32	B/W	GND (SIGNAL)

Connector No.	B460
Connector Name	WIRE TO WIRE
Connector Type	NS16MW-CS



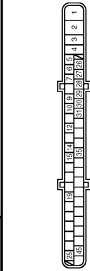
Terminal No.	Color of Wire	Signal Name [Specification]
1	L/W	-
3	R/Y	-
17	Y/R	-
19	V	-
21	L/Y	-
32	B/W	-
33	R	-
40	R/W	-
48	B	-
59	Y	-
60	Y/R	-
66	B	-
67	L	-

Connector No.	E6
Connector Name	ENGINE INTELLIGENT POWER DISTRIBUTION MODULE (ENGINE ROOM)
Connector Type	TH08FW-NH



Terminal No.	Color of Wire	Signal Name [Specification]
39	P	-
40	L	-
41	B/W	-
42	Y	-
43	SB	-
44	BR	-
45	G	-
46	R	-

Connector No.	E41
Connector Name	IBP ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
Connector Type	BAA42FB-AH24-LH



Terminal No.	Color of Wire	Signal Name [Specification]
1	B	GND
2	G	UBMR
3	R	UBVR
4	B	GND
5	Y	DS FL
6	O	DP RL
7	BR	DP RR
9	B	DP FR
10	W	DS FR
14	P	CAN-L
25	Y	BUS-L
26	LG	DP FL
27	GR	DS RL
28	G	OZ

29	LG	DS RR
30	SB	BLS
31	R	VDC OFF SW
35	L	CAN-H
45	B	BUS-H

Connector No.	E87
Connector Name	ICC SENSOR INTEGRATED UNIT
Connector Type	RS06FB-PR



Terminal No.	Color of Wire	Signal Name [Specification]
1	R	IGNITION
2	L	ITS COMM-H
3	L	CAN-H
4	B	GND
5	P	ITS COMM-L
6	P	CAN-L

CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

CAN SYSTEM

Connector No.	E106
Connector Name	WIRE TO WIRE
Connector Type	TH8DFW-CS16-TM4



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

49	L	-
50	P	-
51	L	-
52	L	-
53	P	-
54	O	-
56	BR	-
57	BR	-
59	W	-
60	LG	-
61	G	-
62	SB	-
63	W	-
64	B	-
65	G	-
66	R	-
67	SHIELD	-
68	Y	-
69	LG	-
70	W	-
71	R	-
72	Y	-
73	B	-
74	BR	- [With ICC] - [Without ICC]
74	L	- [With ICC] - [Without ICC]
75	G	- [With ICC] - [Without ICC]
76	W	- [With ICC] - [Without ICC]
76	Y	- [With ICC] - [Without ICC]
77	R	- [With ICC] - [Without ICC]
77	P	- [With ICC] - [Without ICC]
78	L	- [With ICC] - [Without ICC]
78	BR	- [With ICC] - [Without ICC]
79	L	- [With ICC] - [Without ICC]
80	SB	-
81	R	-
82	SB	-
83	O	-
84	G	-
85	L	-
86	P	-
87	V	-
89	GR	-
90	SHIELD	-
91	W	-
92	Y	-
93	V	-
94	LG	-
96	O	-
96	P	-
97	R	-

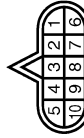
88	SHIELD	-
89	L	-
100	P	-

Connector No.	E113
Connector Name	ACCELERATOR PEDAL ACTUATOR
Connector Type	KD286FB



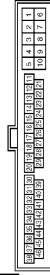
Terminal No.	Color of Wire	Signal Name [Specification]
1	R	IGNITION
2	O	BATTERY
3	P	ITS COMA-L
4	B/W	GND
5	L	ITS COMA-H

Connector No.	FE1
Connector Name	A/T ASSEMBLY
Connector Type	FR(DFG-DGY)



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

Connector No.	F103
Connector Name	WIRE TO WIRE
Connector Type	TK38FW-NS10



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

JCMWA4831GB

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

LAN

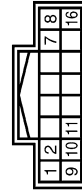
CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

CAN SYSTEM

Connector No.	F108
Connector Name	AWD CONTROL UNIT
Connector Type	TH10FW-1H



Terminal No.	Color of Wire	Signal Name [Specification]
1	BR	AWD SOL (+)
2	Y	AWD SOL (-)
3	G	IGN
4	L	CAN-H
5	O	AWD SOL BAT
6	B	GND
7	P	CAN-L
8	B	GND
9	O	CAN-L
10	B	GND
11	B	CAN-L
12	P	CAN-L
13	BR	GND
14	L	CAN-H
15	P	CAN-L
16	V	GND
17	SB	GND
18	O	GND

Connector No.	F151
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Type	SP10FBCY



Terminal No.	Color of Wire	Signal Name [Specification]
1	BR	CAN-H
2	L/Y	CAN-L
3	W/L	ATF SENS2-
4	R	VIGN
5	W/R	ATF SENS2+
6	L	K LINE
7	O	REV LAMP RLY
8	G	START RLY
9	W	STANDBY SUPPLY-1
10	GR	STANDBY SUPPLY-2

Connector No.	M6
Connector Name	WIRE TO WIRE
Connector Type	TH60MW-CS16-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
1	W	
2	R	
3	B	
4	SHIELD	
5	G	
6	Y	
7	BR	
8	BR	
9	BR	
10	R	
11	BR	
12	O	
13	L	
14	P	
15	R	
16	V	
17	SB	
18	V	
20	O	
21	L	
22	W	
23	P	
24	BR	
25	Y	
26	V	
27	G	
28	G	
31	L	
32	G	
33	B	
34	W	
35	R	
36	SHIELD	
37	V	
38	O	
39	BR	
41	W	
42	O	
43	O	
45	W	

Terminal No.	Color of Wire	Signal Name [Specification]
49	L	
50	P	
51	BR	
52	L	
53	P	
54	Y	
56	BR	
57	G	
59	W	
60	L	
61	G	
62	SB	
63	G	
64	B	
65	W	
66	R	
67	SHIELD	
68	Y	
69	GR	
70	LG	
71	LG	
72	Y	
73	SB	
74	BR	
74	L	
75	G	
76	W	
76	W	
78	GR	
79	R	
77	P	
78	L	
78	R	
79	Y	
79	W	
80	SB	
81	SB	
82	SB	
83	V	
84	G	
85	L	
86	P	
87	W	
89	GR	
90	SHIELD	
91	W	
92	Y	
93	BR	
94	P	
95	GR	
96	W	
97	L	
98	SHIELD	

99	V
100	SB

JCMWA4832GB

CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

CAN SYSTEM

Connector No.	M7
Connector Name	WIRE TO WIRE
Connector Type	TH8DMW-CST16-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
3	SB	- [With automatic drive positioner]
3	W	- [Without automatic drive positioner]
5	G	-
6	O	-
7	W	-
8	B	-
12	G	-
13	B	-
14	Y	-
15	G	-
17	W	-
18	W	-
19	L	-
20	BR	-
21	SHIELD	-
22	Y	-
24	V	-
27	B	-
28	W	-
29	R	-
30	SHIELD	-
31	L	-
32	P	-
33	SB	-
34	L	-
35	P	-
36	L	-
37	P	-
38	BR	-
39	Y	-
44	L	-
45	GR	-
46	B	-
47	G	-
48	V	-
50	R	-
60	P	-
61	L	-

Terminal No.	Color of Wire	Signal Name [Specification]
62	SHIELD	-
63	R	-
64	G	-
65	SHIELD	-
66	SB	-
67	V	-
68	LG	-
69	SHIELD	-
70	W	-
73	G	-
74	R	-
75	W	-
76	W	-
77	B	-
78	P	-
79	GR	-
83	O	-
85	LG	-
86	R	-
87	Y	-
88	W	-
89	BR	-
90	O	-
91	G	-
92	V	-
92	BR	-
92	V	-
92	V	-
92	V	-
96	G	-
96	Y	-
98	W	-
99	R	-

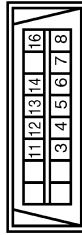
Connector No.	M16
Connector Name	AFS CONTROL UNIT
Connector Type	TH4DFW-NH



Terminal No.	Color of Wire	Signal Name [Specification]
1	W	IGN
2	LG	PSG-R
4	V	PSV-R
5	W	HSV-R
7	P	CAN-L

Terminal No.	Color of Wire	Signal Name [Specification]
8	B	HSC-R
9	GR	PS-R
11	R	SMR-1 (-)
12	B	SMR-2 (-)
13	G	SMR-2 (+)
17	W	SML-2 (+)
17	W	SML-2 (-)
19	SB	AMDS-R
24	V	PSV-L
25	B	GND
27	BR	PSG-L
28	O	HS-R
29	O	PS-L
30	L	GAM-H
32	G	SMR-1 (+)
34	W	SMR-1 (-)
35	R	SMR-2 (-)
38	B	SML-1 (-)
40	L	AMDS-L

Connector No.	M24
Connector Name	DATA LINK CONNECTOR
Connector Type	BD16FW



Terminal No.	Color of Wire	Signal Name [Specification]
3	G	-
4	B	-
5	B	-
6	L	-
7	V	-
8	G	-
11	R	-
14	P	-
16	Y	-

Connector No.	M37
Connector Name	STEERING ANGLE SENSOR
Connector Type	TH8DFW-NH



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

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

LAN

CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

CAN SYSTEM

Connector No.	M67
Connector Name	UNIFIED METER AND A/C AMP.
Connector Type	TH32FW-NH



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

Terminal No.	Color of Wire	Signal Name [Specification]
41	V	ACC POWER SUPPLY
42	Y	FUEL LEVEL SENSOR SIGNAL
43	R	INTAKE SENSOR SIGNAL
44	LG	IN-VEHICLE SENSOR SIGNAL
45	P	AMBIENT SENSOR SIGNAL
46	O	SUNLOAD SENSOR SIGNAL
47	G	GAS SENSOR SIGNAL
53	G	IGNITION POWER SUPPLY
54	Y	BATTERY POWER SUPPLY
55	B	GROUND
56	L	CAN-H
57	W	BRAKE FLUID LEVEL SWITCH SIGNAL
58	BR	FUEL LEVEL SENSOR GROUND
59	GR	INTAKE SENSOR GROUND
60	L	IN-VEHICLE SENSOR GROUND
61	BR	AMBIENT SENSOR GROUND
62	SB	SUNLOAD SENSOR GROUND
63	R	—
65	O	ECV SIGNAL
69	L	A/C LAN SIGNAL
70	R	EACH DOOR MOTOR POWER SUPPLY
71	B	GROUND
72	P	CAN-L

Connector No.	M107
Connector Name	ECM
Connector Type	RH24FGY-R28-R-LH-Z



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

Terminal No.	Color of Wire	Signal Name [Specification]
97	R	APSS1
98	Y	APSS2 [With ICC]
99	P	APSS3 [Without ICC]
99	G	AVCC-APSS [With ICC]
99	L	AVCC-APSS1 [Without ICC]
100	W	GND-A (APSS1)
101	SB	ASCDSW
102	LG	FTPRS
103	L	AVCC-APSS2 [With ICC]
103	G	AVCC-APSS2 [Without ICC]
104	BR	GND-A (APSS2)
104	GR	GND-A (APSS2)
105	L	PDPPRES
106	W	TF
107	BR	AVCC-FTPRS
108	Y	GND-A (ASD)
109	G	NEUT-H
110	R	TACHO
111	O	AVCC-PDPPRES
112	V	GND-A
113	P	VEHCAN-L1
114	L	VEHCAN-H1
116	W	GND-A (PDPPRES)
117	V	KLUNE
121	LG	GDGV
122	P	BRAKE
123	B	GND
124	B	GND
125	R	VER
126	BR	BRC-SW
127	B	GND
128	B	GND

Connector No.	M110
Connector Name	WIRE TO WIRE
Connector Type	TH16MW-NH



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

Connector No.	M110
Connector Name	WIRE TO WIRE
Connector Type	TH16MW-NH

Terminal No.	Color of Wire	Signal Name [Specification]
1	W	—
2	R	—

3	P	—
9	V	—
10	L	—
11	SB	—

Connector No.	M116
Connector Name	WIRE TO WIRE
Connector Type	TK38MW-NS10



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

Terminal No.	Color of Wire	Signal Name [Specification]
2	P	—
3	L	—
4	R	—
5	B	—
9	R	—
10	R	—
19	O	—
20	Y	—
28	B	—
29	LG	—
31	W	—
33	B	—
34	B	—
35	L	—
36	P	—
38	G	—
43	P	—
44	L	—
45	BR	—
46	O	—

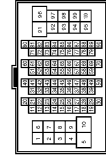
CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

CAN SYSTEM

Connector No.	M117
Connector Name	WIRE TO WIRE
Connector Type	TH30MW-C516-TM44



Terminal No.	Color of Wire	Signal Name [Specification]
1	L	-
2	G	-
3	GR	-
4	SB	-
7	W	-
10	W	-
15	SB	-
16	V	-
17	BR	-
26	BR	-
27	LG	-
28	Y	-
28	Y	-
30	R	-
51	R	-
52	L	-
55	W	-
56	B	-
57	R	-
58	G	-
58	SHIELD	-
60	V	-
61	LG	-
62	BR	-
63	L	-
64	LG	-
65	B	-
66	R	-
67	W	-
66	SHIELD	-
69	V	-
70	Y	-
71	SB	-
72	W	-
72	G	-
75	W	-
80	V	-
81	SB	-

82	V	-
83	P	-
84	P	-
85	L	-
86	O	-
87	L	-
88	P	-
88	P	-
91	V	-
92	G	-
94	G	-
95	W	-
96	G	-
97	Y	-
98	BR	-
99	V	-
99	P	- [With BOSE audio]
100	SB	- [Without BOSE audio]
100	SB	- [With BOSE audio]
100	L	- [Without BOSE audio]

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



Terminal No.	Color of Wire	Signal Name [Specification]
72	R	ROOM ANT2-
73	G	ROOM ANT2+
74	SB	PASSENGER DOOR ANT-
75	GR	PASSENGER DOOR ANT+
76	V	DRIVER DOOR ANT-
77	LG	DRIVER DOOR ANT+
78	Y	ROOM ANT1-
79	BR	ROOM ANT1+
80	GR	NATS ANT AMP
81	W	NATS ANT AMP
82	R	IGN RELAY (F/B) CONT
83	Y	KEYLESS ENTRY RECEIVER COMM
87	BR	COMBI SW INPUT 5
88	V	COMBI SW INPUT 3
88	BR	PUSH SW
80	P	CAN-H
91	L	CAN-L
92	LG	KEY SLOT/ILL

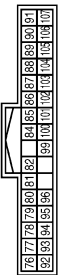
93	V	ON IND
94	Y	MIDDLE LAMP CONT
95	O	ACC RELAY CONT
96	GR	A/T SHIFT SELECTOR POWER SUPPLY
97	L	S/L CONDITION 1
98	P	S/L CONDITION 2
99	R	SHIFT P
100	G	PASSENGER DOOR REQUEST SW
101	SB	DRIVER DOOR REQUEST SW
102	O	BLOWER FAN MOTOR RELAY CONT
103	LG	KEYLESS ENTRY RECEIVER POWER SUPPLY
106	W	S/L UNIT POWER SUPPLY
107	LG	COMBI SW INPUT 1
108	R	COMBI SW INPUT 4
109	Y	COMBI SW INPUT 2
110	G	HAZARD SW
111	Y	S/L UNIT COMM

Connector No.	M147
Connector Name	AIR BAG DIAGNOSIS SENSOR UNIT
Connector Type	1K28FY-EX-SC



Terminal No.	Color of Wire	Signal Name [Specification]
1	R	IGN
2	B	GND
3	Y	DR1 (+)
4	Y	DR1 (-) DR2 (-)
5	Y	ASI (+)
6	Y	ASI (-)
11	SB	EGZS (+)
12	V	EGZS (-)
15	BR	AIR BAG W/L
16	SHIELD	GND
18	R	CUTOFF TELLTALE
21	L	CAN-H
24	G	SEAT BELT
45	Y	DR2 (+)
46	P	CAN-L
47	Y	AS2 (+)
48	Y	AS2 (-)
49	L	ODS INPUT

Connector No.	M204
Connector Name	AV CONTROL UNIT
Connector Type	TH22FY-NH



Terminal No.	Color of Wire	Signal Name [Specification]
76	P	AV COMM (L) [With base audio and hands-free phone]
76	B	AV COMM (L) [With base audio without hands-free phone]
76	Y	AV COMM (L) [With BOSE audio]
77	G	AV COMM (H) [Except for base audio and hands-free phone]
77	L	AV COMM (H) [With base audio and hands-free phone]
78	B	AV COMM (L)
79	G	AV COMM (H)
80	P	CAN-L
81	L	CAN-H
82	B	SW GND
86	SHIELD	SHIELD
87	L	TEL VOICE SIGNAL (+)
87	P	TEL VOICE SIGNAL (-)
88	R	VEHICLE SPEED SIGNAL (6-PULSE)
83	V	PARKING BRAKE SIGNAL
94	O	REVERSE SIGNAL
95	G	IGNITION SIGNAL
96	Y	DISK EJECT SIGNAL
102	B	AUX SOUND SIGNAL GND
103	W	AUX SOUND SIGNAL LH (+)
104	R	AUX SOUND SIGNAL RH (+)

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

LAN

CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

CAN SYSTEM

Connector No.	M210
Connector Name	AV CONTROL UNIT
Connector Type	TH22FW-NH



61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76
77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92

Terminal No.	Color of Wire	Signal Name [Specification]
65	V	PARKING BRAKE SIGNAL
67	G	COMPOSITE IMAGE SIGNAL GND
68	R	COMPOSITE IMAGE SIGNAL
71	SHIELD	MICROPHONE SHIELD
72	R	MICROPHONE VCC
73	R	COMM (CONT->DISP)
74	P	CAN-L
75	B	AV COMM (L)
76	Y	AV COMM (R)
79	R	ILLUMINATION
80	G	IGNITION SIGNAL
81	O	REVERSE SIGNAL
82	R	VEHICLE SPEED SIGNAL (6-PULSE)
83	SHIELD	SHIELD
87	G	MICROPHONE SIGNAL
88	SHIELD	SHIELD
89	G	COMM (DISP->CONT)
90	L	CAN-H
91	G	AV COMM (H)
92	G	AV COMM (H)



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

Terminal No.	Color of Wire	Signal Name [Specification]
1	Y	
2	R	

3	P	-
8	V	-
10	L	-
11	SB	-

Connector No.	R8
Connector Name	LANE CAMERA UNIT
Connector Type	TH12FW-NH



6	5	4	3	2	1
12	10	9			

Terminal No.	Color of Wire	Signal Name [Specification]
1	Y	IGNITION
3	R	BUZZER OUTPUT
4	SB	FCW/LDW ON IND
5	P	CAN-L
6	B	GND
8	V	FCW/LDW SW
10	L	CAN-H
12	B	GND

MALFUNCTION AREA CHART

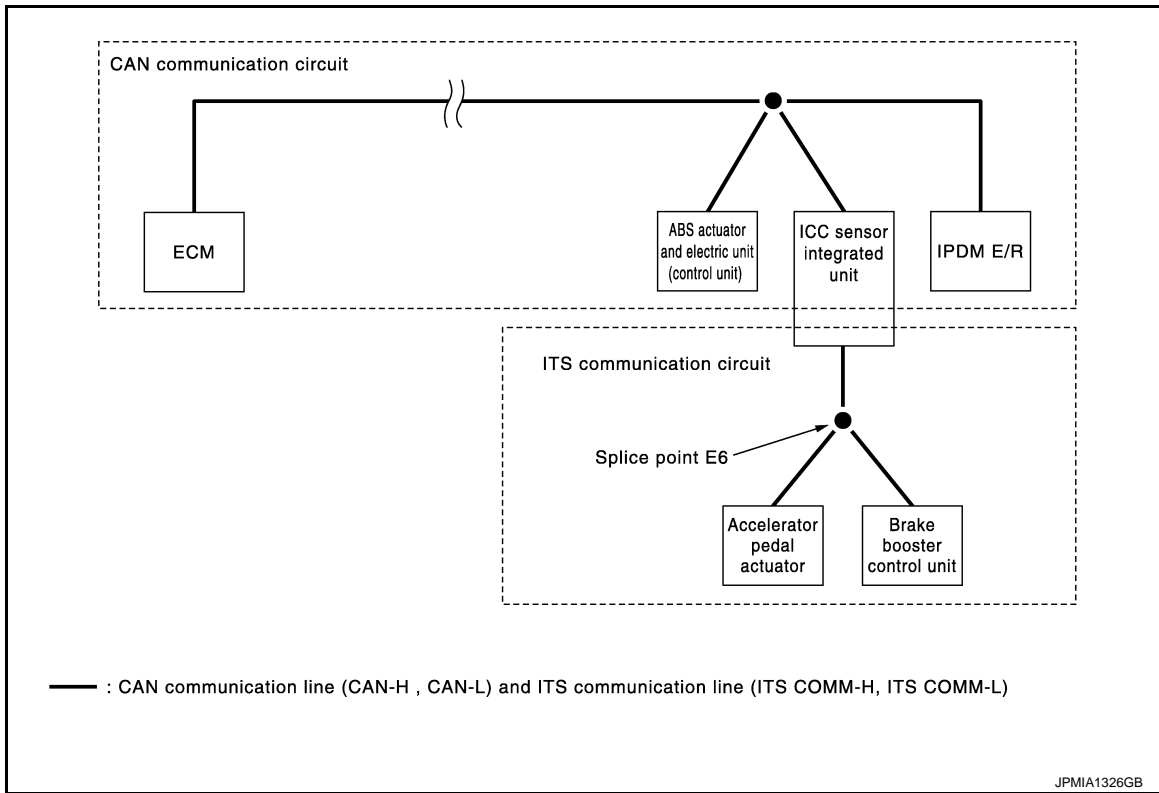
< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MALFUNCTION AREA CHART

System Diagram

INFOID:000000005170230



CAN Communication Circuit

INFOID:000000005170231

MAIN LINE

Malfunction area	Reference
Main line between AV control unit and data link connector	LAN-45. "Diagnosis Procedure"
Main line between data link connector and unified meter and A/C amp.	LAN-46. "Diagnosis Procedure"
Main line between unified meter and A/C amp. and ABS actuator and electric unit (control unit)	LAN-47. "Diagnosis Procedure"
Main line between unified meter and A/C amp. and driver seat control unit	LAN-48. "Diagnosis Procedure"
Main line between driver seat control unit and ABS actuator and electric unit (control unit)	LAN-49. "Diagnosis Procedure"

BRANCH LINE

Malfunction area	Reference
ECM branch line circuit	LAN-51. "Diagnosis Procedure"
Air bag diagnosis sensor unit branch line circuit	LAN-52. "Diagnosis Procedure"
AFS control unit branch line circuit	LAN-53. "Diagnosis Procedure"
AV control unit branch line circuit	LAN-54. "Diagnosis Procedure"
Lane camera unit branch line circuit	LAN-55. "Diagnosis Procedure"
AWD control unit branch line circuit	LAN-56. "Diagnosis Procedure"
BCM branch line circuit	LAN-57. "Diagnosis Procedure"

MALFUNCTION AREA CHART

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

Malfunction area	Reference
Data link connector branch line circuit	LAN-58. "Diagnosis Procedure"
TCM branch line circuit	LAN-59. "Diagnosis Procedure"
Unified meter and A/C amp. branch line circuit	LAN-60. "Diagnosis Procedure"
Steering angle sensor branch line circuit	LAN-61. "Diagnosis Procedure"
Driver seat control unit branch line circuit	LAN-62. "Diagnosis Procedure"
ABS actuator and electric unit (control unit) branch line circuit	LAN-63. "Diagnosis Procedure"
ICC sensor integrated unit branch line circuit	LAN-64. "Diagnosis Procedure"
IPDM E/R branch line circuit	LAN-65. "Diagnosis Procedure"

SHORT CIRCUIT

Malfunction area	Reference
CAN communication circuit	LAN-68. "Diagnosis Procedure"

ITS Communication Circuit

INFOID:000000005170232

BRANCH LINE

Malfunction area	Reference
Accelerator pedal actuator branch line circuit	LAN-66. "Diagnosis Procedure"
Brake booster control unit branch line circuit	LAN-67. "Diagnosis Procedure"

SHORT CIRCUIT OR OPEN CIRCUIT

Malfunction area	Reference
ITS communication circuit	LAN-70. "Diagnosis Procedure"

MAIN LINE BETWEEN AV AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005170233

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - AV control unit
4. Check the continuity between the AV control unit harness connector and the data link connector.
 - Models with navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M210	90	M24	6	Existed
	74		14	Existed

- Models without navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M204	81	M24	6	Existed
	80		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the AV control unit and the data link connector.

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

LAN

N
O
P

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

Diagnosis Procedure

INFOID:000000005170234

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - Unified meter and A/C amp.
4. Check the continuity between the data link connector and the unified meter and A/C amp. connector.

Data link connector		Unified meter and A/C amp. connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M67	56	Existed
	14		72	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 Unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

MAIN LINE BETWEEN M&A AND ABS CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

MAIN LINE BETWEEN M&A AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000005170235

1. CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Unified meter and A/C amp.
 - Harness connectors M6 and E106
2. Check the continuity between the unified meter and A/C amp. connector and the harness connector.

Unified meter and A/C amp. connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M6	85	Existed
	72		86	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M6.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the ABS actuator and electric unit (control unit).

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

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

MAIN LINE BETWEEN M&A AND ADP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN M&A AND ADP CIRCUIT

Diagnosis Procedure

INFOID:000000005170236

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 M7
 - Harness connector B1

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Unified meter and A/C amp.
 - Harness connectors M7 and B1
2. Check the continuity between the unified meter and A/C amp. and the harness connector.

Unified meter and A/C amp. connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	34	Existed
	72		35	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M7.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	34	36	Existed
	35	37	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 unified meter and A/C amp. and the driver seat control unit.

NO >> Repair the main line between the harness connector B1 and the driver seat control unit.

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000005170237

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 B1
 - Harness connector M7
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B1 and M7.
2. Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	36	34	Existed
	37	35	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the driver seat control unit and the harness connector B1.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	36	M6	85	Existed
	37		86	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connectors M7 and M6.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

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

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

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

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

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005170238

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-135. "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to [EC-16. "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
B
C
D
E
F
G
H
I
J
K
L

LAN

N
O
P

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005550541

WARNING:

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

1. CHECK CONNECTOR

Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the terminal and connector.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-5, "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

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

AFS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005170240

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 AFS 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 AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M16	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [EXL-64, "AFS CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AFS control unit. Refer to [EXL-213, "Exploded View"](#).
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

AV BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005170241

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.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	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 the following.

- Base audio without navigation: [AV-95. "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio without navigation: [AV-273. "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-483. "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio without navigation: [AV-130. "Exploded View"](#)
 - BOSE audio without navigation: [AV-321. "Exploded View"](#)
 - BOSE audio with navigation: [AV-525. "Exploded View"](#)

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

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

LANE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

LANE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005170242

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).
 - Lane camera unit
 - Harness connector R7
 - Harness connector M110

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 lane camera unit.
2. Check the resistance between the lane camera unit harness connector terminals.

Lane camera unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
R8	10	5	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the lane camera unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [CCS-472, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the lane camera unit. Refer to [CCS-505, "Exploded View"](#).

YES (Past error)>>Error was detected in the lane camera unit branch line.

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

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

LAN

N
O
P

4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005170243

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).
 - AWD control unit
 - Harness connector F103
 - Harness connector M116

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

AWD control unit harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F108	8 16	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the AWD control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-21, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AWD control unit. Refer to [DLN-46, "Exploded View"](#).

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

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

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005170244

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-41, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-84, "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005170245

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

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

Is the measurement value within the specification?

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

TCM BRANCH LINE CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005170248

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [TM-168, "Exploded View"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly connector and the TCM harness connector.

A/T assembly connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F151	1	Existed
8		2	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair the harness between the A/T assembly connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-88, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. Refer to [TM-168, "Exploded View"](#).
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005170246

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 unified meter and A/C amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [MWI-53, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [MWI-131, "Exploded View"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005170247

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-89, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-112, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

ADP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005170249

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).
 - Driver seat control unit
 - Harness connector B460
 - Harness connector B11

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 driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B451	3	19	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [ADP-58, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-216, "Exploded View"](#).

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

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

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005170250

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-109, "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.

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

LAN

ICC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

ICC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005170251

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 ICC sensor integrated 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 ICC sensor integrated unit.
2. Check the resistance between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E67	3	6	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ICC sensor integrated unit branch line (CAN communication line). Refer to [LAN-43, "System Diagram"](#).

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [CCS-148, "Wiring Diagram - INTELLIGENT CRUISE CONTROL \(FULL SPEED RANGE\) -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [CCS-180, "Exploded View"](#).
YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005170252

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-18, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-33, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

APA BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

APA BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005170253

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 accelerator pedal actuator 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 accelerator pedal actuator.
2. Check the resistance between the accelerator pedal actuator harness connector terminals.

Accelerator pedal actuator harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E113	5	3	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the accelerator pedal actuator branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the accelerator pedal actuator. Refer to [CCS-315, "ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the accelerator pedal actuator. Refer to [CCS-371, "Exploded View"](#).
YES (Past error)>>Error was detected in the accelerator pedal actuator branch line.
NO >> Repair the power supply and the ground circuit.

BCU BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

BCU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005170254

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).
 - Brake booster control unit
 - Harness connector B201
 - Harness connector M117
 - Harness connector M6
 - Harness connector E106

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 brake booster control unit.
2. Check the resistance between the brake booster control unit harness connector terminals.

Brake booster control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B250	14	5	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair or replace (if shield line is open) the brake booster control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the brake booster control unit. Refer to [CCS-140. "BRAKE BOOSTER CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the brake booster control unit. Refer to [CCS-181. "Exploded View"](#).

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

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

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

LAN

CAN COMMUNICATION CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005170255

1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

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

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

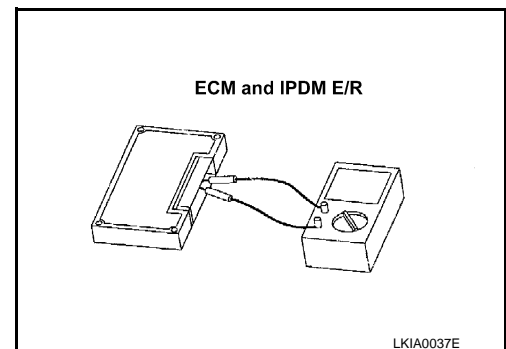
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5. CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

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.

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

LAN

N
O
P

ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

ITS COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005170256

1.CHECK CAN DIAGNOSIS

Check the CAN diagnosis results from CONSULT-III to see that the CAN communication circuit has no malfunction.

NOTE:

For identification of CAN communication circuit and ITS communication circuit, refer to [LAN-43, "System Diagram"](#).

Is the CAN communication circuit normal?

- YES >> GO TO 2.
- NO >> Check and repair CAN communication circuit.

2.CONNECTOR INSPECTION

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).
 - ICC sensor integrated unit
 - Accelerator pedal actuator
 - Brake booster control unit
 - Harness connector B201
 - Harness connector M117
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

- YES >> GO TO 3.
- NO >> Repair the terminal and connector.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - ICC sensor integrated unit
 - Brake booster control unit
2. Check the continuity between the ICC sensor integrated unit harness connector and the brake booster control unit harness connector.

ICC sensor integrated unit harness connector		Brake booster control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E67	2	B250	14	Existed
	5		5	Existed

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair the ICC sensor integrated unit branch line (ITS communication line). Refer to [LAN-43, "System Diagram"](#).

4.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

1. Disconnect the connector of accelerator pedal actuator.
2. Check the continuity between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Continuity
Connector No.	Terminal No.		
E67	2	5	Not existed

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Check the harness and repair or replace (if shield line is short) the root cause.

ITS COMMUNICATION CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

5. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the ICC sensor integrated unit harness connector and the ground.

ICC sensor integrated unit harness connector		Ground	Continuity
Connector No.	Terminal No.		
E67	2		Not existed
	5		Not existed

Is the inspection result normal?

YES >> GO TO 6.

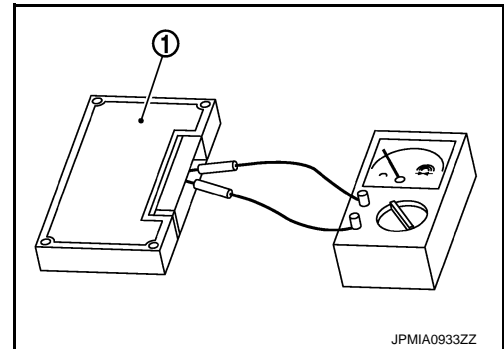
NO >> Check the harness and repair or replace (if shield line is short) the root cause.

6. CHECK TERMINATION CIRCUIT

- Remove the ICC sensor integrated unit and the brake booster control unit.
- Check the resistance between the ICC sensor integrated unit terminals.

1 : ICC sensor integrated unit and brake booster control unit

ICC sensor integrated unit		Resistance (Ω)
Terminal No.		
2	5	Approx. 108 – 132



- Check the resistance between the brake booster control unit terminals.

Brake booster control unit		Resistance (Ω)
Terminal No.		
14	5	Approx. 108 – 132

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace the ICC sensor integrated unit and/or the brake booster control unit.

7. CHECK SYMPTOM

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

Inspection result

Reproduced>>Replace the accelerator pedal actuator.

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

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

LAN

MAIN LINE BETWEEN AV AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005575508

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - AV control unit
4. Check the continuity between the AV control unit harness connector and the data link connector.
 - Models with navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M210	90	M24	6	Existed
	74		14	Existed

- Models without navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M204	81	M24	6	Existed
	80		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the AV control unit and the data link connector.

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

Diagnosis Procedure

INFOID:00000000575509

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - Unified meter and A/C amp.
4. Check the continuity between the data link connector and the unified meter and A/C amp. connector.

Data link connector		Unified meter and A/C amp. connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M67	56	Existed
	14		72	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 Unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

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

LAN

N
O
P

MAIN LINE BETWEEN M&A AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

MAIN LINE BETWEEN M&A AND ABS CIRCUIT

Diagnosis Procedure

INFOID:00000000575510

1. CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Unified meter and A/C amp.
 - Harness connectors M6 and E106
2. Check the continuity between the unified meter and A/C amp. connector and the harness connector.

Unified meter and A/C amp. connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M6	85	Existed
	72		86	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M6.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the ABS actuator and electric unit (control unit).

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

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575511

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-135. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to [EC-16. "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
B
C
D
E
F
G
H
I
J
K
L

LAN

N
O
P

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575512

WARNING:

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

1. CHECK CONNECTOR

Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the terminal and connector.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-5, "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:000000005575513

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.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	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 the following.

- Base audio without navigation: [AV-95, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio without navigation: [AV-273, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-483, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio without navigation: [AV-130, "Exploded View"](#)
 - BOSE audio without navigation: [AV-321, "Exploded View"](#)
 - BOSE audio with navigation: [AV-525, "Exploded View"](#)

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

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

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

LAN

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575515

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-41, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-84, "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575516

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

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

Is the measurement value within the specification?

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

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

LAN

N
O
P

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575517

1. CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [TM-168, "Exploded View"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly connector and the TCM harness connector.

A/T assembly connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F151	1	Existed
8		2	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the harness between the A/T assembly connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-88, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. Refer to [TM-168, "Exploded View"](#).

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

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

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575518

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 unified meter and A/C amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [MWI-53, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [MWI-131, "Exploded View"](#).
 YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
 NO >> Repair the power supply and the ground circuit.

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

LAN

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575519

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-89, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-112, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575520

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-109, "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.

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

LAN

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575521

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-18, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-33, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005575522

1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

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

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

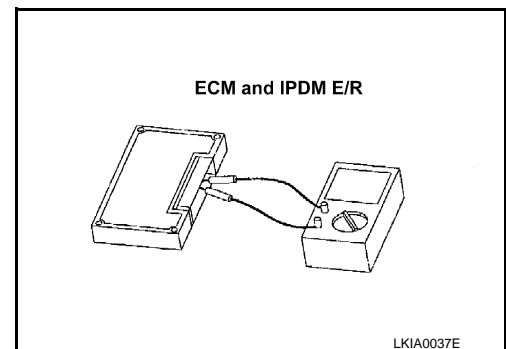
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5. CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

MAIN LINE BETWEEN AV AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000000575535

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - AV control unit
4. Check the continuity between the AV control unit harness connector and the data link connector.
 - Models with navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M210	90	M24	6	Existed
	74		14	Existed

- Models without navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M204	81	M24	6	Existed
	80		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the AV control unit and the data link connector.

LAN

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

Diagnosis Procedure

INFOID:00000000575536

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - Unified meter and A/C amp.
4. Check the continuity between the data link connector and the unified meter and A/C amp. connector.

Data link connector		Unified meter and A/C amp. connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M67	56	Existed
	14		72	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 Unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

MAIN LINE BETWEEN M&A AND ADP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

MAIN LINE BETWEEN M&A AND ADP CIRCUIT

Diagnosis Procedure

INFOID:00000000575537

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 M7
 - Harness connector B1

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Unified meter and A/C amp.
 - Harness connectors M7 and B1
2. Check the continuity between the unified meter and A/C amp. and the harness connector.

Unified meter and A/C amp. connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	34	Existed
	72		35	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M7.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	34	36	Existed
	35	37	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 unified meter and A/C amp. and the driver seat control unit.

NO >> Repair the main line between the harness connector B1 and the driver seat control unit.

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

LAN

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:00000000575538

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 B1
 - Harness connector M7
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B1 and M7.
2. Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	36	34	Existed
	37	35	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the driver seat control unit and the harness connector B1.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	36	M6	85	Existed
	37		86	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connectors M7 and M6.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

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

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

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

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

A

B

C

D

E

F

G

H

I

J

K

L

LAN

N

O

P

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575539

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-135, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to [EC-16, "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

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575540

WARNING:

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

1. CHECK CONNECTOR

Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the terminal and connector.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-5, "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

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

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

LAN

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575541

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 AFS 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 AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M16	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [EXL-64, "AFS CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AFS control unit. Refer to [EXL-213, "Exploded View"](#).
 YES (Past error)>>Error was detected in the AFS control unit branch line.
 NO >> Repair the power supply and the ground circuit.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575542

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.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	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 the following.

- Base audio without navigation: [AV-95, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio without navigation: [AV-273, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-483, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio without navigation: [AV-130, "Exploded View"](#)
 - BOSE audio without navigation: [AV-321, "Exploded View"](#)
 - BOSE audio with navigation: [AV-525, "Exploded View"](#)

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

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

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

LAN

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575543

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-41, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-84, "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575544

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

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

Is the measurement value within the specification?

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

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

LAN

N
O
P

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575545

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [TM-168, "Exploded View"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly connector and the TCM harness connector.

A/T assembly connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F151	1	Existed
8		2	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair the harness between the A/T assembly connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-88, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. Refer to [TM-168, "Exploded View"](#).
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575546

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 unified meter and A/C amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [MWI-53, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [MWI-131, "Exploded View"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575547

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-89, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-112, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575548

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).
 - Driver seat control unit
 - Harness connector B460
 - Harness connector B11

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 driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B451	3	19	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [ADP-58, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-216, "Exploded View"](#).
YES (Past error)>>Error was detected in the driver seat control unit branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575549

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-109, "Exploded View"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575550

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-18, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-33, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:00000000575551

1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

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

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

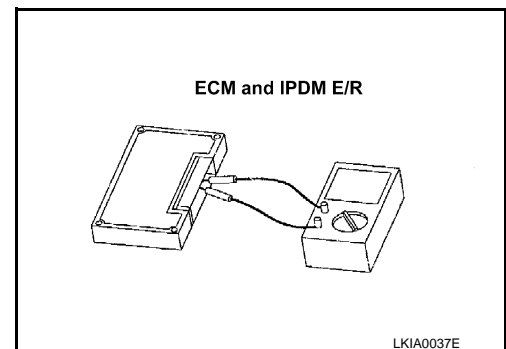
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5. CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

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

LAN

N
O
P

MAIN LINE BETWEEN AV AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005575558

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - AV control unit
4. Check the continuity between the AV control unit harness connector and the data link connector.
 - Models with navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M210	90	M24	6	Existed
	74		14	Existed

- Models without navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M204	81	M24	6	Existed
	80		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the AV control unit and the data link connector.

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

Diagnosis Procedure

INFOID:00000000575559

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - Unified meter and A/C amp.
4. Check the continuity between the data link connector and the unified meter and A/C amp. connector.

Data link connector		Unified meter and A/C amp. connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M67	56	Existed
	14		72	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 Unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

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

LAN

N
O
P

MAIN LINE BETWEEN M&A AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

MAIN LINE BETWEEN M&A AND ABS CIRCUIT

Diagnosis Procedure

INFOID:00000000575560

1. CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Unified meter and A/C amp.
 - Harness connectors M6 and E106
2. Check the continuity between the unified meter and A/C amp. connector and the harness connector.

Unified meter and A/C amp. connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M6	85	Existed
	72		86	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M6.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the ABS actuator and electric unit (control unit).

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

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575561

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-135. "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to [EC-16. "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
B
C
D
E
F
G
H
I
J
K
L

LAN

N
O
P

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575562

WARNING:

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

1.CHECK CONNECTOR

Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the terminal and connector.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-5, "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:000000005575563

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.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	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 the following.

- Base audio without navigation: [AV-95, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio without navigation: [AV-273, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-483, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio without navigation: [AV-130, "Exploded View"](#)
 - BOSE audio without navigation: [AV-321, "Exploded View"](#)
 - BOSE audio with navigation: [AV-525, "Exploded View"](#)

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

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

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

LAN

LANE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

LANE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575564

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).
 - Lane camera unit
 - Harness connector R7
 - Harness connector M110

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 lane camera unit.
2. Check the resistance between the lane camera unit harness connector terminals.

Lane camera unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
R8	10	5	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the lane camera unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [CCS-472, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the lane camera unit. Refer to [CCS-505, "Exploded View"](#).
YES (Past error)>>Error was detected in the lane camera unit branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575565

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-41, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-84, "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575566

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

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

Is the measurement value within the specification?

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

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575567

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [TM-168, "Exploded View"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly connector and the TCM harness connector.

A/T assembly connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F151	1	Existed
8		2	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair the harness between the A/T assembly connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-88, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. Refer to [TM-168, "Exploded View"](#).
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575568

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 unified meter and A/C amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [MWI-53, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [MWI-131, "Exploded View"](#).
 YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
 NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575569

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-89, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-112, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575571

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-109, "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.

ICC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575572

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 ICC sensor integrated 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 ICC sensor integrated unit.
2. Check the resistance between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E67	3	6	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the ICC sensor integrated unit branch line (CAN communication line). Refer to [LAN-43, "System Diagram"](#).

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [CCS-148, "Wiring Diagram - INTELLIGENT CRUISE CONTROL \(FULL SPEED RANGE\) -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [CCS-180, "Exploded View"](#).
 YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.
 NO >> Repair the power supply and the ground circuit.

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

LAN

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575573

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-18, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-33, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

APA BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

APA BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575574

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 accelerator pedal actuator 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 accelerator pedal actuator.
2. Check the resistance between the accelerator pedal actuator harness connector terminals.

Accelerator pedal actuator harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E113	5	3	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the accelerator pedal actuator branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the accelerator pedal actuator. Refer to [CCS-315, "ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the accelerator pedal actuator. Refer to [CCS-371, "Exploded View"](#).
YES (Past error)>>Error was detected in the accelerator pedal actuator branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

BCU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000057575

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).
 - Brake booster control unit
 - Harness connector B201
 - Harness connector M117
 - Harness connector M6
 - Harness connector E106

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 brake booster control unit.
2. Check the resistance between the brake booster control unit harness connector terminals.

Brake booster control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B250	14	5	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair or replace (if shield line is open) the brake booster control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the brake booster control unit. Refer to [CCS-140. "BRAKE BOOSTER CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the brake booster control unit. Refer to [CCS-181. "Exploded View"](#).

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

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

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005575576

1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

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

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

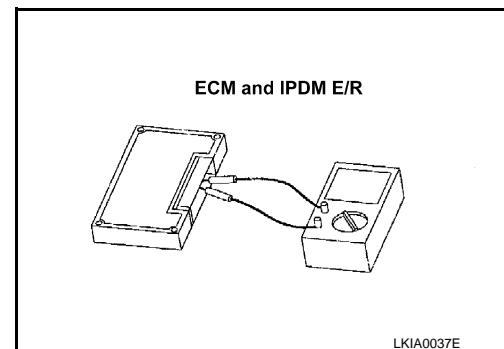
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5. CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

ITS COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005575579

1. CHECK CAN DIAGNOSIS

Check the CAN diagnosis results from CONSULT-III to see that the CAN communication circuit has no malfunction.

NOTE:

For identification of CAN communication circuit and ITS communication circuit, refer to [LAN-43, "System Diagram"](#).

Is the CAN communication circuit normal?

YES >> GO TO 2.

NO >> Check and repair CAN communication circuit.

2. CONNECTOR INSPECTION

- Turn the ignition switch OFF.
- Disconnect the battery cable from the negative terminal.
- Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - ICC sensor integrated unit
 - Accelerator pedal actuator
 - Brake booster control unit
 - Harness connector B201
 - Harness connector M117
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the terminal and connector.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

- Disconnect the following harness connectors.
 - ICC sensor integrated unit
 - Brake booster control unit
- Check the continuity between the ICC sensor integrated unit harness connector and the brake booster control unit harness connector.

ICC sensor integrated unit harness connector		Brake booster control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E67	2	B250	14	Existed
	5		5	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the ICC sensor integrated unit branch line (ITS communication line). Refer to [LAN-43, "System Diagram"](#).

4. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

- Disconnect the connector of accelerator pedal actuator.
- Check the continuity between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Continuity
Connector No.	Terminal No.		
E67	2	5	Not existed

Is the inspection result normal?

YES >> GO TO 5.

NO >> Check the harness and repair or replace (if shield line is short) the root cause.

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

LAN

ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

5. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the ICC sensor integrated unit harness connector and the ground.

ICC sensor integrated unit harness connector		Ground	Continuity
Connector No.	Terminal No.		
E67	2		Not existed
	5		Not existed

Is the inspection result normal?

YES >> GO TO 6.

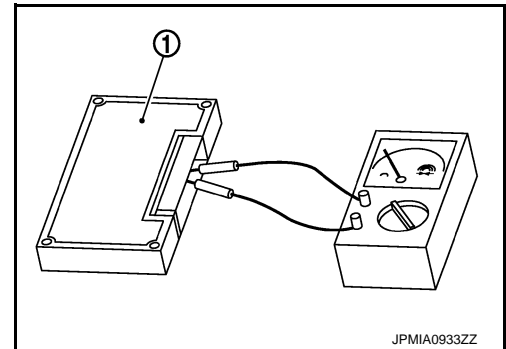
NO >> Check the harness and repair or replace (if shield line is short) the root cause.

6. CHECK TERMINATION CIRCUIT

1. Remove the ICC sensor integrated unit and the brake booster control unit.
2. Check the resistance between the ICC sensor integrated unit terminals.

1 : ICC sensor integrated unit and brake booster control unit

ICC sensor integrated unit		Resistance (Ω)
Terminal No.		
2	5	Approx. 108 – 132



3. Check the resistance between the brake booster control unit terminals.

Brake booster control unit		Resistance (Ω)
Terminal No.		
14	5	Approx. 108 – 132

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace the ICC sensor integrated unit and/or the brake booster control unit.

7. CHECK SYMPTOM

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

Inspection result

Reproduced>>Replace the accelerator pedal actuator.

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

MAIN LINE BETWEEN AV AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:00000000575580

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - AV control unit
4. Check the continuity between the AV control unit harness connector and the data link connector.
 - Models with navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M210	90	M24	6	Existed
	74		14	Existed

- Models without navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M204	81	M24	6	Existed
	80		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the AV control unit and the data link connector.

LAN

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

Diagnosis Procedure

INFOID:00000000575581

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - Unified meter and A/C amp.
4. Check the continuity between the data link connector and the unified meter and A/C amp. connector.

Data link connector		Unified meter and A/C amp. connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M67	56	Existed
	14		72	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 Unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

MAIN LINE BETWEEN M&A AND ADP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

MAIN LINE BETWEEN M&A AND ADP CIRCUIT

Diagnosis Procedure

INFOID:00000000575582

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 M7
 - Harness connector B1

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Unified meter and A/C amp.
 - Harness connectors M7 and B1
2. Check the continuity between the unified meter and A/C amp. and the harness connector.

Unified meter and A/C amp. connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	34	Existed
	72		35	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M7.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	34	36	Existed
	35	37	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 unified meter and A/C amp. and the driver seat control unit.

NO >> Repair the main line between the harness connector B1 and the driver seat control unit.

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

LAN

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:00000000575583

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 B1
 - Harness connector M7
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B1 and M7.
2. Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	36	34	Existed
	37	35	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the driver seat control unit and the harness connector B1.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	36	M6	85	Existed
	37		86	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connectors M7 and M6.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

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

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

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

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

A

B

C

D

E

F

G

H

I

J

K

L

LAN

N

O

P

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575584

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-135, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to [EC-16, "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

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575585

WARNING:

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

1. CHECK CONNECTOR

Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the terminal and connector.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-5, "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

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

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

LAN

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575586

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 AFS 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 AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M16	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [EXL-64, "AFS CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AFS control unit. Refer to [EXL-213, "Exploded View"](#).
 YES (Past error)>>Error was detected in the AFS control unit branch line.
 NO >> Repair the power supply and the ground circuit.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575587

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.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	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 the following.

- Base audio without navigation: [AV-95, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio without navigation: [AV-273, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-483, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio without navigation: [AV-130, "Exploded View"](#)
 - BOSE audio without navigation: [AV-321, "Exploded View"](#)
 - BOSE audio with navigation: [AV-525, "Exploded View"](#)

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

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

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

LAN

LANE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

LANE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575588

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).
 - Lane camera unit
 - Harness connector R7
 - Harness connector M110

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 lane camera unit.
2. Check the resistance between the lane camera unit harness connector terminals.

Lane camera unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
R8	10	5	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the lane camera unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [CCS-472, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the lane camera unit. Refer to [CCS-505, "Exploded View"](#).

YES (Past error)>>Error was detected in the lane camera unit branch line.

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

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575589

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-41, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-84, "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575590

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

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

Is the measurement value within the specification?

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

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575591

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [TM-168, "Exploded View"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly connector and the TCM harness connector.

A/T assembly connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F151	1	Existed
8		2	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair the harness between the A/T assembly connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-88, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. Refer to [TM-168, "Exploded View"](#).
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575592

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 unified meter and A/C amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [MWI-53, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [MWI-131, "Exploded View"](#).
 YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
 NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575593

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-89, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-112, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

ADP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575594

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).
 - Driver seat control unit
 - Harness connector B460
 - Harness connector B11

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 driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B451	3	19	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [ADP-58, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-216, "Exploded View"](#).

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

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

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575595

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-109, "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.

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

LAN

ICC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575596

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 ICC sensor integrated 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 ICC sensor integrated unit.
2. Check the resistance between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E67	3	6	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the ICC sensor integrated unit branch line (CAN communication line). Refer to [LAN-43, "System Diagram"](#).

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [CCS-148, "Wiring Diagram - INTELLIGENT CRUISE CONTROL \(FULL SPEED RANGE\) -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [CCS-180, "Exploded View"](#).
 YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.
 NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575597

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-18, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-33, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

APA BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575598

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 accelerator pedal actuator 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 accelerator pedal actuator.
2. Check the resistance between the accelerator pedal actuator harness connector terminals.

Accelerator pedal actuator harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E113	5	3	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the accelerator pedal actuator branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the accelerator pedal actuator. Refer to [CCS-315, "ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the accelerator pedal actuator. Refer to [CCS-371, "Exploded View"](#).
 YES (Past error)>>Error was detected in the accelerator pedal actuator branch line.
 NO >> Repair the power supply and the ground circuit.

BCU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575599

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).
 - Brake booster control unit
 - Harness connector B201
 - Harness connector M117
 - Harness connector M6
 - Harness connector E106

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 brake booster control unit.
2. Check the resistance between the brake booster control unit harness connector terminals.

Brake booster control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B250	14	5	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair or replace (if shield line is open) the brake booster control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the brake booster control unit. Refer to [CCS-140. "BRAKE BOOSTER CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the brake booster control unit. Refer to [CCS-181. "Exploded View"](#).
 YES (Past error)>>Error was detected in the brake booster control unit branch line.
 NO >> Repair the power supply and the ground circuit.

LAN

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005575600

1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

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

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

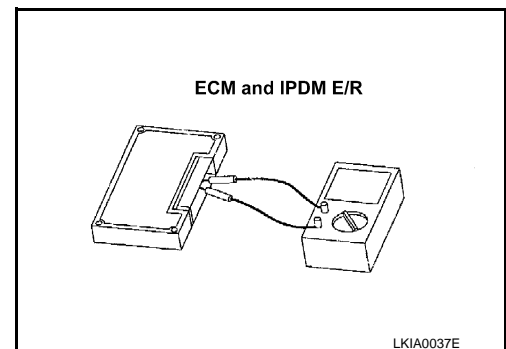
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5. CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

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

LAN

ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

ITS COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:00000000575601

1. CHECK CAN DIAGNOSIS

Check the CAN diagnosis results from CONSULT-III to see that the CAN communication circuit has no malfunction.

NOTE:

For identification of CAN communication circuit and ITS communication circuit, refer to [LAN-43, "System Diagram"](#).

Is the CAN communication circuit normal?

- YES >> GO TO 2.
- NO >> Check and repair CAN communication circuit.

2. CONNECTOR INSPECTION

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).
 - ICC sensor integrated unit
 - Accelerator pedal actuator
 - Brake booster control unit
 - Harness connector B201
 - Harness connector M117
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

- YES >> GO TO 3.
- NO >> Repair the terminal and connector.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - ICC sensor integrated unit
 - Brake booster control unit
2. Check the continuity between the ICC sensor integrated unit harness connector and the brake booster control unit harness connector.

ICC sensor integrated unit harness connector		Brake booster control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E67	2	B250	14	Existed
	5		5	Existed

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair the ICC sensor integrated unit branch line (ITS communication line). Refer to [LAN-43, "System Diagram"](#).

4. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

1. Disconnect the connector of accelerator pedal actuator.
2. Check the continuity between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Continuity
Connector No.	Terminal No.		
E67	2	5	Not existed

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Check the harness and repair or replace (if shield line is short) the root cause.

ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

5. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the ICC sensor integrated unit harness connector and the ground.

ICC sensor integrated unit harness connector		Ground	Continuity
Connector No.	Terminal No.		
E67	2		Not existed
	5		Not existed

Is the inspection result normal?

YES >> GO TO 6.

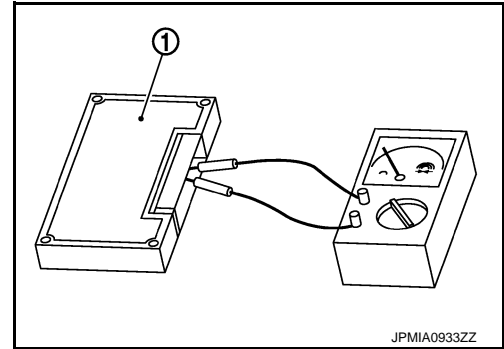
NO >> Check the harness and repair or replace (if shield line is short) the root cause.

6. CHECK TERMINATION CIRCUIT

- Remove the ICC sensor integrated unit and the brake booster control unit.
- Check the resistance between the ICC sensor integrated unit terminals.

1 : ICC sensor integrated unit and brake booster control unit

ICC sensor integrated unit		Resistance (Ω)
Terminal No.		
2	5	Approx. 108 – 132



- Check the resistance between the brake booster control unit terminals.

Brake booster control unit		Resistance (Ω)
Terminal No.		
14	5	Approx. 108 – 132

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace the ICC sensor integrated unit and/or the brake booster control unit.

7. CHECK SYMPTOM

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

Inspection result

Reproduced>>Replace the accelerator pedal actuator.

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

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

LAN

MAIN LINE BETWEEN AV AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005575605

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - AV control unit
4. Check the continuity between the AV control unit harness connector and the data link connector.
 - Models with navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M210	90	M24	6	Existed
	74		14	Existed

- Models without navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M204	81	M24	6	Existed
	80		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the AV control unit and the data link connector.

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

Diagnosis Procedure

INFOID:000000005575606

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - Unified meter and A/C amp.
4. Check the continuity between the data link connector and the unified meter and A/C amp. connector.

Data link connector		Unified meter and A/C amp. connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M67	56	Existed
	14		72	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 Unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

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

LAN

N
O
P

MAIN LINE BETWEEN M&A AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

MAIN LINE BETWEEN M&A AND ABS CIRCUIT

Diagnosis Procedure

INFOID:00000000575607

1. CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Unified meter and A/C amp.
 - Harness connectors M6 and E106
2. Check the continuity between the unified meter and A/C amp. connector and the harness connector.

Unified meter and A/C amp. connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M6	85	Existed
	72		86	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M6.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the ABS actuator and electric unit (control unit).

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

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575608

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-135. "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to [EC-16. "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
B
C
D
E
F
G
H
I
J
K
L

LAN

N
O
P

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575609

WARNING:

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

1. CHECK CONNECTOR

Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the terminal and connector.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-5, "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:000000005575610

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.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	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 the following.

- Base audio without navigation: [AV-95, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio without navigation: [AV-273, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-483, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio without navigation: [AV-130, "Exploded View"](#)
 - BOSE audio without navigation: [AV-321, "Exploded View"](#)
 - BOSE audio with navigation: [AV-525, "Exploded View"](#)

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

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

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

LAN

4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575611

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).
 - AWD control unit
 - Harness connector F103
 - Harness connector M116

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

AWD control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F108	8	16	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the AWD control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-21, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AWD control unit. Refer to [DLN-46, "Exploded View"](#).

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

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

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575612

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-41, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-84, "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575613

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

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

Is the measurement value within the specification?

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

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575614

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [TM-168, "Exploded View"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly connector and the TCM harness connector.

A/T assembly connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F151	1	Existed
8		2	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair the harness between the A/T assembly connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-88, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. Refer to [TM-168, "Exploded View"](#).
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575615

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 unified meter and A/C amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [MWI-53, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [MWI-131, "Exploded View"](#).
 YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
 NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575616

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-89, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-112, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575617

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-109, "Exploded View"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575618

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-18, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-33, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005575619

1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

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

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

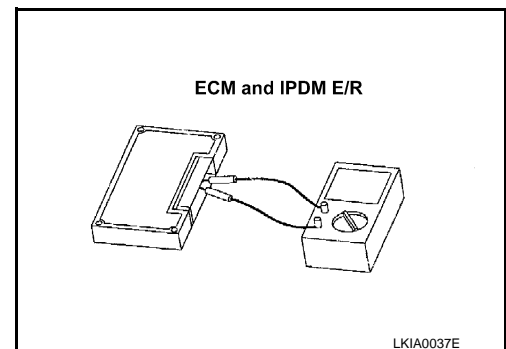
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5. CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

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.

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

LAN

N
O
P

MAIN LINE BETWEEN AV AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005575625

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - AV control unit
4. Check the continuity between the AV control unit harness connector and the data link connector.
 - Models with navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M210	90	M24	6	Existed
	74		14	Existed

- Models without navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M204	81	M24	6	Existed
	80		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the AV control unit and the data link connector.

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

Diagnosis Procedure

INFOID:000000005575626

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - Unified meter and A/C amp.
4. Check the continuity between the data link connector and the unified meter and A/C amp. connector.

Data link connector		Unified meter and A/C amp. connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M67	56	Existed
	14		72	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 Unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

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

LAN

N
O
P

MAIN LINE BETWEEN M&A AND ADP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

MAIN LINE BETWEEN M&A AND ADP CIRCUIT

Diagnosis Procedure

INFOID:00000000575627

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 M7
 - Harness connector B1

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Unified meter and A/C amp.
 - Harness connectors M7 and B1
2. Check the continuity between the unified meter and A/C amp. and the harness connector.

Unified meter and A/C amp. connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	34	Existed
	72		35	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M7.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	34	36	Existed
	35	37	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 unified meter and A/C amp. and the driver seat control unit.

NO >> Repair the main line between the harness connector B1 and the driver seat control unit.

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000005575628

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 B1
 - Harness connector M7
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B1 and M7.
2. Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	36	34	Existed
	37	35	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the driver seat control unit and the harness connector B1.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	36	M6	85	Existed
	37		86	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connectors M7 and M6.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

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

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

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

LAN

N
O
P

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

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

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575629

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-135. "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to [EC-16. "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
B
C
D
E
F
G
H
I
J
K
L

LAN

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575630

WARNING:

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

1. CHECK CONNECTOR

Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-5, "Work Flow"](#).

Is the inspection result normal?

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

AFS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575631

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 AFS 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 AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M16	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [EXL-64, "AFS CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AFS control unit. Refer to [EXL-213, "Exploded View"](#).
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575632

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.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	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 the following.

- Base audio without navigation: [AV-95. "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio without navigation: [AV-273. "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-483. "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio without navigation: [AV-130. "Exploded View"](#)
 - BOSE audio without navigation: [AV-321. "Exploded View"](#)
 - BOSE audio with navigation: [AV-525. "Exploded View"](#)

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

4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575633

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).
 - AWD control unit
 - Harness connector F103
 - Harness connector M116

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

AWD control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F108	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-21, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AWD control unit. Refer to [DLN-46, "Exploded View"](#).
YES (Past error)>>Error was detected in the AWD control unit branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575634

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-41, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-84, "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575635

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

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

Is the measurement value within the specification?

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

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

LAN

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575636

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [TM-168, "Exploded View"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly connector and the TCM harness connector.

A/T assembly connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F151	1	Existed
8		2	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair the harness between the A/T assembly connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-88, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. Refer to [TM-168, "Exploded View"](#).
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575637

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 unified meter and A/C amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [MWI-53, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [MWI-131, "Exploded View"](#).
 YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
 NO >> Repair the power supply and the ground circuit.

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

LAN

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575638

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-89, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-112, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575639

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).
 - Driver seat control unit
 - Harness connector B460
 - Harness connector B11

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 driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B451	3	19	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [ADP-58, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-216, "Exploded View"](#).
YES (Past error)>>Error was detected in the driver seat control unit branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575640

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-109, "Exploded View"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575641

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-18, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-33, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005575642

1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

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

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

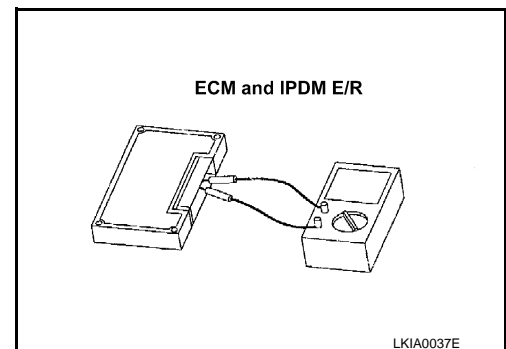
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5. CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

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.

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

LAN

N
O
P

MAIN LINE BETWEEN AV AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005575647

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - AV control unit
4. Check the continuity between the AV control unit harness connector and the data link connector.
 - Models with navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M210	90	M24	6	Existed
	74		14	Existed

- Models without navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M204	81	M24	6	Existed
	80		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the AV control unit and the data link connector.

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

Diagnosis Procedure

INFOID:00000000575648

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - Unified meter and A/C amp.
4. Check the continuity between the data link connector and the unified meter and A/C amp. connector.

Data link connector		Unified meter and A/C amp. connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M67	56	Existed
	14		72	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 Unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

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

LAN

N
O
P

MAIN LINE BETWEEN M&A AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

MAIN LINE BETWEEN M&A AND ABS CIRCUIT

Diagnosis Procedure

INFOID:00000000575649

1. CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Unified meter and A/C amp.
 - Harness connectors M6 and E106
2. Check the continuity between the unified meter and A/C amp. connector and the harness connector.

Unified meter and A/C amp. connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M6	85	Existed
	72		86	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M6.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the ABS actuator and electric unit (control unit).

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

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575650

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-135. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to [EC-16. "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
B
C
D
E
F
G
H
I
J
K
L

LAN

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575651

WARNING:

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

1.CHECK CONNECTOR

Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the terminal and connector.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-5, "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:000000005575652

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.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	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 the following.

- Base audio without navigation: [AV-95, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio without navigation: [AV-273, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-483, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio without navigation: [AV-130, "Exploded View"](#)
 - BOSE audio without navigation: [AV-321, "Exploded View"](#)
 - BOSE audio with navigation: [AV-525, "Exploded View"](#)

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

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

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

LAN

LANE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

LANE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575653

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).
 - Lane camera unit
 - Harness connector R7
 - Harness connector M110

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 lane camera unit.
2. Check the resistance between the lane camera unit harness connector terminals.

Lane camera unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
R8	10	5	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the lane camera unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [CCS-472, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the lane camera unit. Refer to [CCS-505, "Exploded View"](#).

YES (Past error)>>Error was detected in the lane camera unit branch line.

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

4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575654

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).
 - AWD control unit
 - Harness connector F103
 - Harness connector M116

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

AWD control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F108	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-21, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AWD control unit. Refer to [DLN-46, "Exploded View"](#).
YES (Past error)>>Error was detected in the AWD control unit branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575655

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-41, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-84, "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575656

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

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

Is the measurement value within the specification?

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

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

LAN

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575657

1. CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [TM-168, "Exploded View"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly connector and the TCM harness connector.

A/T assembly connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F151	1	Existed
8		2	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the harness between the A/T assembly connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-88, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. Refer to [TM-168, "Exploded View"](#).

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

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

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575658

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 unified meter and A/C amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [MWI-53, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [MWI-131, "Exploded View"](#).
 YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
 NO >> Repair the power supply and the ground circuit.

LAN

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575659

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-89, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-112, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575660

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-109, "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.

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

LAN

ICC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575661

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 ICC sensor integrated 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 ICC sensor integrated unit.
2. Check the resistance between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E67	3	6	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the ICC sensor integrated unit branch line (CAN communication line). Refer to [LAN-43, "System Diagram"](#).

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [CCS-148, "Wiring Diagram - INTELLIGENT CRUISE CONTROL \(FULL SPEED RANGE\) -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [CCS-180, "Exploded View"](#).
 YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.
 NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575662

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-18, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-33, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

APA BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

APA BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575663

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 accelerator pedal actuator 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 accelerator pedal actuator.
2. Check the resistance between the accelerator pedal actuator harness connector terminals.

Accelerator pedal actuator harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E113	5	3	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the accelerator pedal actuator branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the accelerator pedal actuator. Refer to [CCS-315, "ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the accelerator pedal actuator. Refer to [CCS-371, "Exploded View"](#).
YES (Past error)>>Error was detected in the accelerator pedal actuator branch line.
NO >> Repair the power supply and the ground circuit.

BCU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575664

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).
 - Brake booster control unit
 - Harness connector B201
 - Harness connector M117
 - Harness connector M6
 - Harness connector E106

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 brake booster control unit.
2. Check the resistance between the brake booster control unit harness connector terminals.

Brake booster control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B250	14	5	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair or replace (if shield line is open) the brake booster control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the brake booster control unit. Refer to [CCS-140. "BRAKE BOOSTER CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the brake booster control unit. Refer to [CCS-181. "Exploded View"](#).
 YES (Past error)>>Error was detected in the brake booster control unit branch line.
 NO >> Repair the power supply and the ground circuit.

LAN

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:00000000575665

1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

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

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

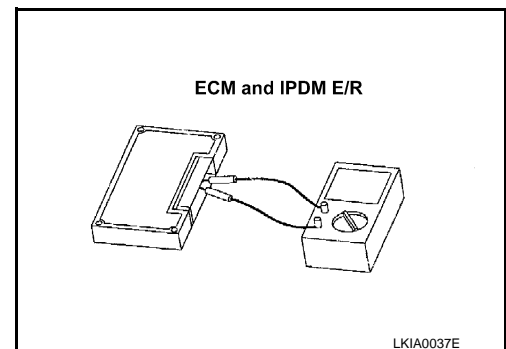
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5. CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

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.

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

LAN

N
O
P

ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

ITS COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:00000000575666

1. CHECK CAN DIAGNOSIS

Check the CAN diagnosis results from CONSULT-III to see that the CAN communication circuit has no malfunction.

NOTE:

For identification of CAN communication circuit and ITS communication circuit, refer to [LAN-43, "System Diagram"](#).

Is the CAN communication circuit normal?

- YES >> GO TO 2.
- NO >> Check and repair CAN communication circuit.

2. CONNECTOR INSPECTION

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).
 - ICC sensor integrated unit
 - Accelerator pedal actuator
 - Brake booster control unit
 - Harness connector B201
 - Harness connector M117
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

- YES >> GO TO 3.
- NO >> Repair the terminal and connector.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - ICC sensor integrated unit
 - Brake booster control unit
2. Check the continuity between the ICC sensor integrated unit harness connector and the brake booster control unit harness connector.

ICC sensor integrated unit harness connector		Brake booster control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E67	2	B250	14	Existed
	5		5	Existed

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair the ICC sensor integrated unit branch line (ITS communication line). Refer to [LAN-43, "System Diagram"](#).

4. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

1. Disconnect the connector of accelerator pedal actuator.
2. Check the continuity between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Continuity
Connector No.	Terminal No.		
E67	2	5	Not existed

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Check the harness and repair or replace (if shield line is short) the root cause.

ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

5. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the ICC sensor integrated unit harness connector and the ground.

ICC sensor integrated unit harness connector		Ground	Continuity
Connector No.	Terminal No.		
E67	2		Not existed
	5		Not existed

Is the inspection result normal?

YES >> GO TO 6.

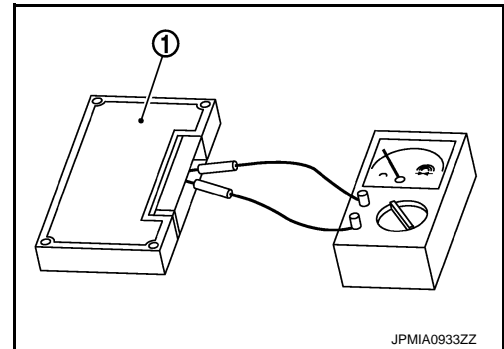
NO >> Check the harness and repair or replace (if shield line is short) the root cause.

6. CHECK TERMINATION CIRCUIT

- Remove the ICC sensor integrated unit and the brake booster control unit.
- Check the resistance between the ICC sensor integrated unit terminals.

1 : ICC sensor integrated unit and brake booster control unit

ICC sensor integrated unit		Resistance (Ω)
Terminal No.		
2	5	Approx. 108 – 132



- Check the resistance between the brake booster control unit terminals.

Brake booster control unit		Resistance (Ω)
Terminal No.		
14	5	Approx. 108 – 132

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace the ICC sensor integrated unit and/or the brake booster control unit.

7. CHECK SYMPTOM

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

Inspection result

Reproduced>>Replace the accelerator pedal actuator.

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

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

LAN

MAIN LINE BETWEEN AV AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005575667

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - AV control unit
4. Check the continuity between the AV control unit harness connector and the data link connector.
 - Models with navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M210	90	M24	6	Existed
	74		14	Existed

- Models without navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M204	81	M24	6	Existed
	80		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the AV control unit and the data link connector.

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

Diagnosis Procedure

INFOID:000000005575668

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
 - ECM
 - Unified meter and A/C amp.
4. Check the continuity between the data link connector and the unified meter and A/C amp. connector.

Data link connector		Unified meter and A/C amp. connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M67	56	Existed
	14		72	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 Unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

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

LAN

N
O
P

MAIN LINE BETWEEN M&A AND ADP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

MAIN LINE BETWEEN M&A AND ADP CIRCUIT

Diagnosis Procedure

INFOID:00000000575669

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 M7
 - Harness connector B1

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Unified meter and A/C amp.
 - Harness connectors M7 and B1
2. Check the continuity between the unified meter and A/C amp. and the harness connector.

Unified meter and A/C amp. connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	34	Existed
	72		35	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M7.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	34	36	Existed
	35	37	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 unified meter and A/C amp. and the driver seat control unit.

NO >> Repair the main line between the harness connector B1 and the driver seat control unit.

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:00000000575670

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 B1
 - Harness connector M7
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B1 and M7.
2. Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	36	34	Existed
	37	35	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the driver seat control unit and the harness connector B1.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	36	M6	85	Existed
	37		86	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connectors M7 and M6.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

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

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

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

LAN

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

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

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575671

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to [EC-135. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to [EC-16. "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
B
C
D
E
F
G
H
I
J
K
L

LAN

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575672

WARNING:

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

1.CHECK CONNECTOR

Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the terminal and connector.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-5, "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

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

AFS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575673

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 AFS 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 AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M16	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [EXL-64, "AFS CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AFS control unit. Refer to [EXL-213, "Exploded View"](#).
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575674

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.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	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 the following.

- Base audio without navigation: [AV-95. "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio without navigation: [AV-273. "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-483. "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio without navigation: [AV-130. "Exploded View"](#)
 - BOSE audio without navigation: [AV-321. "Exploded View"](#)
 - BOSE audio with navigation: [AV-525. "Exploded View"](#)

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

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

LANE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

LANE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575675

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).
 - Lane camera unit
 - Harness connector R7
 - Harness connector M110

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 lane camera unit.
2. Check the resistance between the lane camera unit harness connector terminals.

Lane camera unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
R8	10	5	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the lane camera unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [CCS-472, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the lane camera unit. Refer to [CCS-505, "Exploded View"](#).

YES (Past error)>>Error was detected in the lane camera unit branch line.

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

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

LAN

N
O
P

4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575676

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).
 - AWD control unit
 - Harness connector F103
 - Harness connector M116

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

AWD control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F108	8	16	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the AWD control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-21, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AWD control unit. Refer to [DLN-46, "Exploded View"](#).

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

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

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575677

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-41, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-84, "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575678

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

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

Is the measurement value within the specification?

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

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575679

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [TM-168, "Exploded View"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly connector and the TCM harness connector.

A/T assembly connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F151	1	Existed
8		2	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair the harness between the A/T assembly connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-88, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. Refer to [TM-168, "Exploded View"](#).
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575680

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 unified meter and A/C amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [MWI-53, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [MWI-131, "Exploded View"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575681

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-89, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-112, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

N
O
P

ADP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575682

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).
 - Driver seat control unit
 - Harness connector B460
 - Harness connector B11

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 driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B451	3	19	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [ADP-58, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-216, "Exploded View"](#).

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

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

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575683

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-109, "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.

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

LAN

ICC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575684

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 ICC sensor integrated 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 ICC sensor integrated unit.
2. Check the resistance between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E67	3	6	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the ICC sensor integrated unit branch line (CAN communication line). Refer to [LAN-43, "System Diagram"](#).

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [CCS-148, "Wiring Diagram - INTELLIGENT CRUISE CONTROL \(FULL SPEED RANGE\) -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [CCS-180, "Exploded View"](#).
 YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.
 NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005575685

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-18, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-33, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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

LAN

APA BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

APA BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575686

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 accelerator pedal actuator 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 accelerator pedal actuator.
2. Check the resistance between the accelerator pedal actuator harness connector terminals.

Accelerator pedal actuator harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E113	5	3	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the accelerator pedal actuator branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the accelerator pedal actuator. Refer to [CCS-315, "ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the accelerator pedal actuator. Refer to [CCS-371, "Exploded View"](#).
YES (Past error)>>Error was detected in the accelerator pedal actuator branch line.
NO >> Repair the power supply and the ground circuit.

BCU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000575687

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).
 - Brake booster control unit
 - Harness connector B201
 - Harness connector M117
 - Harness connector M6
 - Harness connector E106

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 brake booster control unit.
2. Check the resistance between the brake booster control unit harness connector terminals.

Brake booster control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B250	14	5	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair or replace (if shield line is open) the brake booster control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the brake booster control unit. Refer to [CCS-140. "BRAKE BOOSTER CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the brake booster control unit. Refer to [CCS-181. "Exploded View"](#).
 YES (Past error)>>Error was detected in the brake booster control unit branch line.
 NO >> Repair the power supply and the ground circuit.

LAN

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:00000000575688

1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

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

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

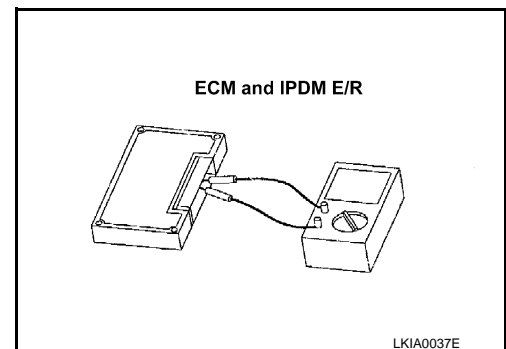
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5. CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

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.

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

LAN

N
O
P

ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

ITS COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:00000000575689

1. CHECK CAN DIAGNOSIS

Check the CAN diagnosis results from CONSULT-III to see that the CAN communication circuit has no malfunction.

NOTE:

For identification of CAN communication circuit and ITS communication circuit, refer to [LAN-43, "System Diagram"](#).

Is the CAN communication circuit normal?

- YES >> GO TO 2.
- NO >> Check and repair CAN communication circuit.

2. CONNECTOR INSPECTION

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).
 - ICC sensor integrated unit
 - Accelerator pedal actuator
 - Brake booster control unit
 - Harness connector B201
 - Harness connector M117
 - Harness connector M6
 - Harness connector E106

Is the inspection result normal?

- YES >> GO TO 3.
- NO >> Repair the terminal and connector.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - ICC sensor integrated unit
 - Brake booster control unit
2. Check the continuity between the ICC sensor integrated unit harness connector and the brake booster control unit harness connector.

ICC sensor integrated unit harness connector		Brake booster control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E67	2	B250	14	Existed
	5		5	Existed

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair the ICC sensor integrated unit branch line (ITS communication line). Refer to [LAN-43, "System Diagram"](#).

4. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

1. Disconnect the connector of accelerator pedal actuator.
2. Check the continuity between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Continuity
Connector No.	Terminal No.		
E67	2	5	Not existed

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Check the harness and repair or replace (if shield line is short) the root cause.

ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

5. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the ICC sensor integrated unit harness connector and the ground.

ICC sensor integrated unit harness connector		Ground	Continuity
Connector No.	Terminal No.		
E67	2		Not existed
	5		Not existed

Is the inspection result normal?

YES >> GO TO 6.

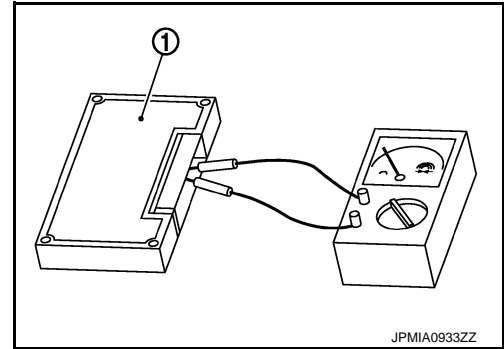
NO >> Check the harness and repair or replace (if shield line is short) the root cause.

6. CHECK TERMINATION CIRCUIT

- Remove the ICC sensor integrated unit and the brake booster control unit.
- Check the resistance between the ICC sensor integrated unit terminals.

1 : ICC sensor integrated unit and brake booster control unit

ICC sensor integrated unit		Resistance (Ω)
Terminal No.		
2	5	Approx. 108 – 132



- Check the resistance between the brake booster control unit terminals.

Brake booster control unit		Resistance (Ω)
Terminal No.		
14	5	Approx. 108 – 132

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace the ICC sensor integrated unit and/or the brake booster control unit.

7. CHECK SYMPTOM

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

Inspection result

Reproduced>>Replace the accelerator pedal actuator.

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

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

LAN