SECTION POWER SUPPLY, GROUND & CIRCUIT ELEMENTS

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BASIC INSPECTION

BATTERY

How to Handle Battery

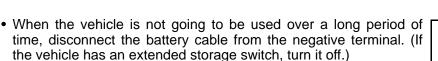
CAUTION:

- If it becomes necessary to start the engine with a booster battery and jumper cables, use a 12-volt booster battery.
- After connecting battery cables, ensure that they are tightly clamped to battery terminals for good contact.
- Never add distilled water through the hole used to check specific gravity.

METHODS OF PREVENTING OVER-DISCHARGE

The following precautions must be taken to prevent over-discharging a battery.

- The battery surface (particularly its top) should always be kept clean and dry.
- The terminal connections should be clean and tight.
- At every routine maintenance, check the electrolyte level. This also applies to batteries designated as "low maintenance" and "maintenance-free".



Work Flow

BATTERY DIAGNOSIS WITH EXP-800 NI OR GR8-1200 NI

- To diagnose and confirm the condition of the battery, use the following special service tools:
- EXP-800 NI Battery and electrical diagnostic analyzer
- GR8-1200 NI Multitasking battery and electrical diagnostic station

NOTE:

Refer to the applicable instruction manual for proper battery diagnosis procedures.

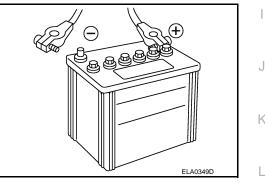
BATTERY DIAGNOSIS WITHOUT EXP-800 NI OR GR8-1200 NI

Check Electrolyte Level

WARNING:

Never allow battery fluid to come in contact with skin, eyes, fabrics, or painted surfaces. After touching a battery, never touch or rub your eyes until you have thoroughly washed your hands. If acid contacts eyes, skin or clothing, immediately flush with water for 15 minutes and seek medical attention. Failure to do this may cause personal injury or damage to clothing or the painted surfaces.

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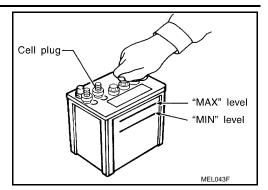
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BATTERY

< BASIC INSPECTION >

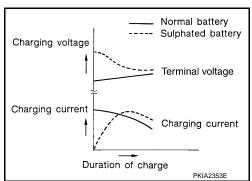
- Remove the cell plug using a suitable tool.
- Add distilled water up to the MAX level.

[POWER SUPPLY & GROUND CIRCUIT]



SULPHATION

- A battery will be completely discharged if it is left unattended for a long time and the specific gravity will become less than 1.100. This may result in sulphation on the cell plates.
- To determine if a battery has been "sulphated", note its voltage and current when charging it. As shown in the figure, less current and higher voltage are observed in the initial stage of charging sulphated batteries.
- A sulphated battery may sometimes be brought back into service by means of a long, slow charge, 12 hours or more, followed by a battery capacity test.



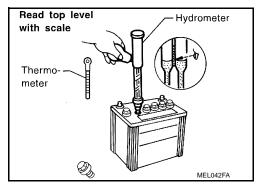
Specific Gravity Check

NOTE:

Check the charge condition of the battery.

Periodically check the specific gravity of the electrolyte. Keep a close check on charge condition to prevent over-discharge.

- 1. Read hydrometer and thermometer indications at eye level.
- 2. Use the chart below to correct your hydrometer reading according to electrolyte temperature.



Hydrometer Temperature Correction

Battery electrolyte temperature [°C (°F)]	Add to specific gravity reading
71 (160)	0.032
66 (150)	0.028
60 (140)	0.024
54 (130)	0.020
49 (120)	0.016
43 (110)	0.012
38 (100)	0.008
32 (90)	0.004
27 (80)	0
21 (70)	-0.004
16 (60)	-0.008
10 (50)	-0.012

BATTERY

< BASIC INSPECTION >

Battery electrolyte temperature [°C (°F)]	Add to specific gravity reading
4 (40)	-0.016
-1 (30)	-0.020
-7 (20)	-0.024
-12 (10)	-0.028
-18 (0)	-0.032

Corrected specific gravity	Approximate charge condition
1.260 - 1.280	Fully charged
1.230 - 1.250	3/4 charged
1.200 - 1.220	1/2 charged
1.170 - 1.190	1/4 charged
1.140 - 1.160	Almost discharged
1.110 - 1.130	Completely discharged

Charging The Battery

CAUTION:

- Never "quick charge" a fully discharged battery.
- Keep the battery away from open flame while it is being charged.
- When connecting the charger, connect the leads first, then turn on the charger. Never turn on the charger first, as this may cause a spark.
- If battery electrolyte temperature rises above 55 °C (131 °F), stop charging. Always charge battery at a temperature below 55 °C (131 °F).

Charging Rates (Standard Charge)

Approximate charge condi- tion	Charge current (A)	Charge time (h)
Fully charged		2
3/4 charged		2.5
1/2 charged	<i>r</i>	5
1/4 charged	5	7.5
Almost discharged		9
Completely discharged		10

Approximate charge condi- tion	Charge current (A)	Charge time (h)
Fully charged	—	—
3/4 charged	13	
1/2 charged		0.5
1/4 charged	26	0.5
Almost discharged		
Completely discharged	_	_

NOTE:

The ammeter reading on your battery charger will automatically decrease as the battery charges. This indicates that the voltage of the battery is increasing normally as the state of charge improves. The charging amps indicated above refer to initial charge rate.

• If, after charging, the specific gravity of any two cells varies more than 0.050, the battery should be replaced.

[POWER SUPPLY & GROUND CIRCUIT]



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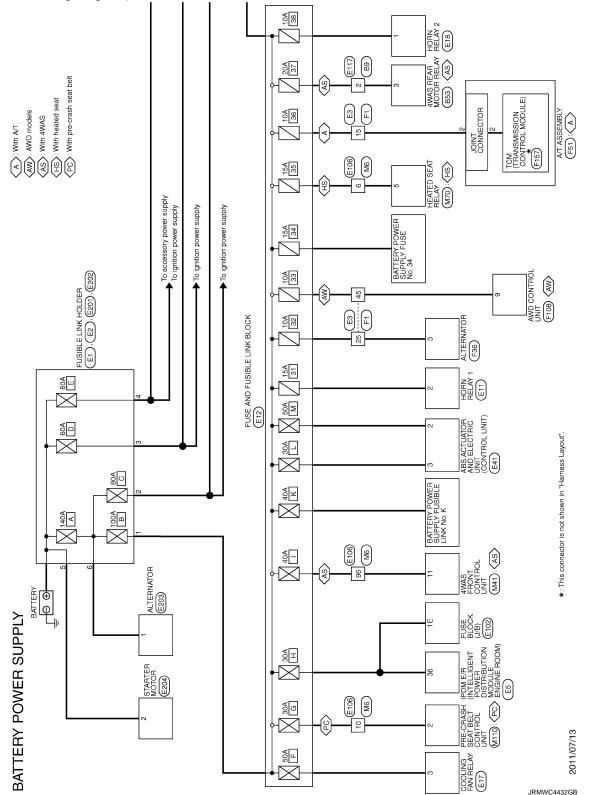
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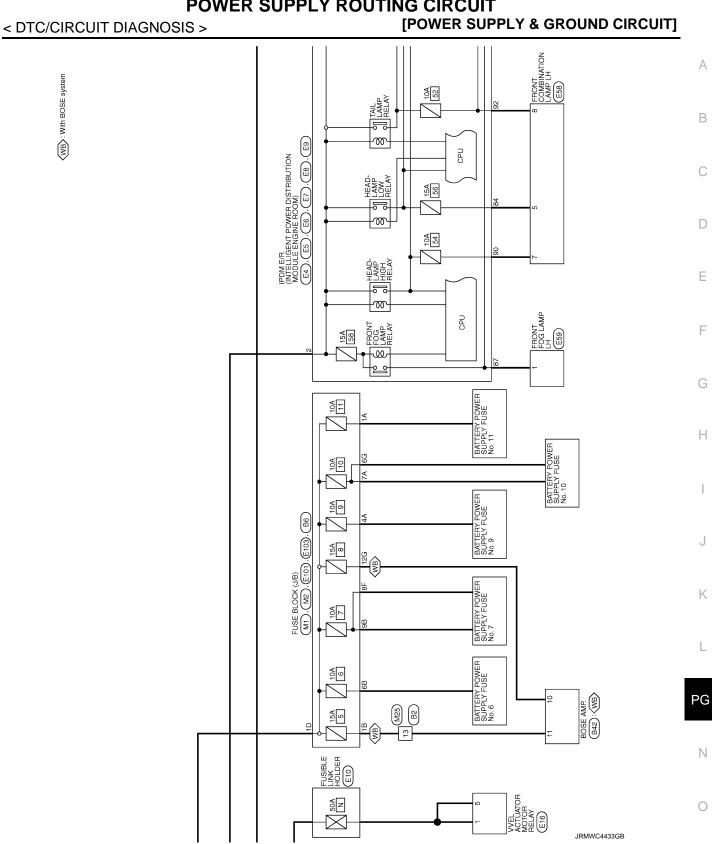
DTC/CIRCUIT DIAGNOSIS POWER SUPPLY ROUTING CIRCUIT

Wiring Diagram - BATTERY POWER SUPPLY -

INFOID:000000007468947

For connector terminal arrangements, harness layouts, and alphabets in a \bigcirc (option abbreviation; if not described in wiring diagram), refer to <u>GI-12, "Connector Information"</u>.





Revision: 2013 February

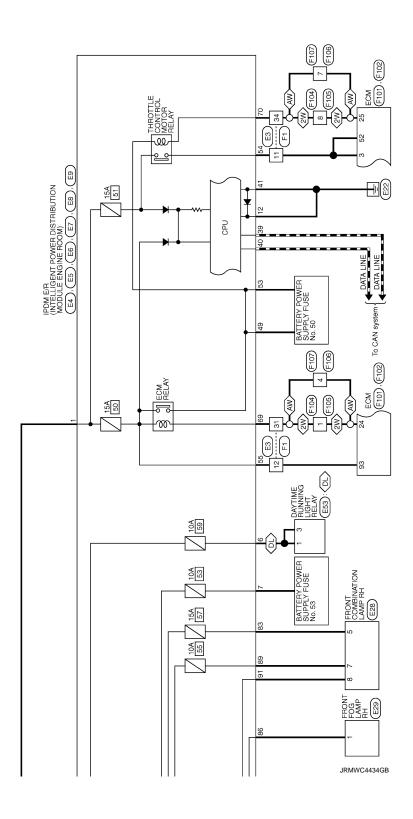
2012 G Coupe

 2WD models

 (MV): AWD models

 (MV): AWD models

 (MV): Wth daytime running light system



POWER SUPPLY 		[POV	VER SUPPLY & GROU	
Wiring Diagram - BATTERY POWER SUP	PLY F	USIBI	E LINK No. K -	INFOID:000000007468948
For connector terminal arrangements, harness layout described in wiring diagram), refer to <u>GI-12, "Connector</u> BATTERY POWER SUPPLY FUSIBLE LINK	or Inform	lphabet <u>ation"</u> .	ts in a 🔿 (option abbr	
			PM : With automatic drive positioner OP : Without automatic drive positioner SD : With side support	(
				Ε
				E
	Connector No.	Terminal No.	Connect to	F
•	M118	1	BCM (BODY CONTROL MODULE)	
	M52	39	AUTOMATIC DRIVE POSITIONER CONTROL U	
BREAKER (M60): (OP) (M62): (PM) (M7) (B1) (OP) (B1) (B502) (OP) (PM)	B504	33	DRIVER SEAT CONTROL UNIT	ŀ
	B505	33	LUMBAR SUPPORT SWITCH	
(B10) (B501)	(B509)*	33	SIDE SUPPORT UNIT	
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*: This connector is not shown in "Harness Layout".

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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

Wiring Diagram - BATTERY POWER SUPPLY FUSE No. 6 -

INFOID:000000007468949

For connector terminal arrangements, harness layouts, and alphabets in a \bigcirc (option abbreviation; if not described in wiring diagram), refer to <u>GI-12, "Connector Information"</u>.

BATTERY POWER SUPPLY FUSE No. 6

RA: With rain sensor

	10A (J/B) M2			
		Connector No.	Terminal No.	Connect to
+		(M22)	5	KEY SLOT
+		M24)	16	DATA LINK CONNECTOR
+		(M74)	4	CLOCK
+	66 (M6) (E106)	(E57)	1	INTELLIGENT KEY WARNING BUZZER
RA	7 (M106) (R1)	R3	10	AUTO ANTI-DAZZLING INSIDE MIRROR
Ţ	19 (M106) (R1)	R9	1	RAIN SENSOR

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POWER SUPPLY ROUTING CIRCUIT < DTC/CIRCUIT DIAGNOSIS > [POWER SUPPLY & GROUND CIRCUIT]

Wiring Diagram - BATTERY POWER SUPPLY FUSE No. 7 -

For connector terminal arrangements, harness layouts, and alphabets in a \bigcirc (option abbreviation; if not described in wiring diagram), refer to <u>GI-12, "Connector Information"</u>.

BATTERY POWER SUPPLY FUSE No. 7

			✓IC : With ICC ✓IC : Without IC	с
FUSE BLOCK (J/B) 98 8F				
	Connector No.	Terminal No.	Connect to	
	(E51)	3	ICC BRAKE HOLD RELAY	
	E110	1	STOP LAMP SWITCH	
	E110	3	STOP LAMP SWITCH	
	E119	1	STOP LAMP SWITCH	
	M123	116	BCM (BODY CONTROL MODULE)	

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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

Wiring Diagram - BATTERY POWER SUPPLY FUSE No. 9 -

INFOID:000000007468951

For connector terminal arrangements, harness layouts, and alphabets in a \bigcirc (option abbreviation; if not described in wiring diagram), refer to <u>GI-12, "Connector Information"</u>.

BATTERY POWER SUPPLY FUSE No. 9

M: With M/T

FUSE BLOCK (J/B) 4A			
	Connector No.	Terminal No.	Connect to
•	M22	1	KEY SLOT
	M50	8	PUSH-BUTTON IGNITION SWITCH
40 (M6) (E106)	E111	1	CLUTCH INTERLOCK SWITCH

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POWER SUPPLY ROUTING CIRCUIT < DTC/CIRCUIT DIAGNOSIS > [POWER SUPPLY & GROUND CIRCUIT] Wiring Diagram - BATTERY POWER SUPPLY FUSE No. 10 INFOID:0000007468952 For connector terminal arrangements, harness layouts, and alphabets in a (option abbreviation; if not described in wiring diagram), refer to GI-12, "Connector Information".

BATTERY POWER SUPPLY FUSE No. 10

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			PM: With automatic drive positioner
			OP: Without automatic drive positioner
10A FUSE BLOCK			
(J/B) (M1), B6			
7A 6G	-		
	Connector No.	Terminal No.	Connect to
	(B504)	40	DRIVER SEAT CONTROL UNIT
40 * (B10) (B501)		40	
	(M52)	34	AUTOMATIC DRIVE POSITIONER CONTROL UNIT
		04	
	(M119)	11	BCM (BODY CONTROL MODULE)
Ť			
PM 21	(D5)	5	SEAT MEMORY SWITCH
(M5) (D1)		-	
PM 16 40	(B504)	40	DRIVER SEAT CONTROL UNIT
M7 B1 B11 B502			
59 40	(B553)	40	PASSENGER SEAT CONTROL UNIT
M117 B201 B211 B551			

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

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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

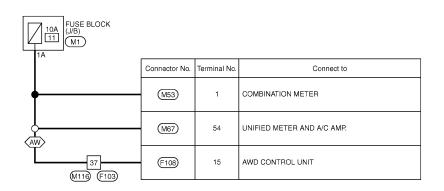
Wiring Diagram - BATTERY POWER SUPPLY FUSE No. 11 -

INFOID:000000007468953

For connector terminal arrangements, harness layouts, and alphabets in a \bigcirc (option abbreviation; if not described in wiring diagram), refer to <u>GI-12, "Connector Information"</u>.

BATTERY POWER SUPPLY FUSE No. 11

AW: AWD models



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POWER SUPP < DTC/CIRCUIT DIAGNOSIS >	PLY RC		G CIRCUIT [POWER SUPPLY & GROU	ND CIRCUIT]
Wiring Diagram - BATTERY POWER	SUPPL	Y FU	SE No. 34 -	INFOID:000000007468954
For connector terminal arrangements, harness I described in wiring diagram), refer to <u>GI-12, "Cor</u> BATTERY POWER SUPPLY FUSE No	nnector Ir	ind alph <u>iformati</u>	nabets in a 🔿 (option abb ion".	reviation; if not
15A 34 E 106			WB : With BOSE system NV : With NAVI ON : Without NAVI FM : With rear view monitor OM : Without rear view monitor RN : With rear view monitor without NAVI	(
	Connector No.	Terminal No.	Connect to	E
	M75	11	DISPLAY UNIT	
	- (M81)	19	AV CONTROL UNIT	F
	M201)	19	AV CONTROL UNIT	
	M208	19	AV CONTROL UNIT	(
WB [12] (M25) (B2)	B43	7	WOOFER AMP.	ŀ
(M2) (22 (0) (0) (0) (0) (0) (0) (0) (0) (0) (0)	B236	12	SATELLITE RADIO TUNER	
	B237)	1	TEL ADAPTER UNIT	
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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

Wiring Diagram - BATTERY POWER SUPPLY FUSE No. 50 -

INFOID:000000007468955

For connector terminal arrangements, harness layouts, and alphabets in a \bigcirc (option abbreviation; if not described in wiring diagram), refer to <u>GI-12, "Connector Information"</u>.

BATTERY POWER SUPPLY FUSE No. 50

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) E7			
	Connector No.	Terminal No.	Connect to
9 (E3) (F1)	F8	1	CONDENSER
	F11	3	IGNITION COIL No. 1 (WITH POWER TRANSISTOR)
•	F12	3	IGNITION COIL No. 2 (WITH POWER TRANSISTOR)
•	F13	3	IGNITION COIL No. 3 (WITH POWER TRANSISTOR)
•	F14	3	IGNITION COIL No. 4 (WITH POWER TRANSISTOR)
•	F15	3	IGNITION COIL No. 5 (WITH POWER TRANSISTOR)
•	F16	3	IGNITION COIL No. 6 (WITH POWER TRANSISTOR)
•	F28	2	INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 1)
•	F29	2	INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 2)
(F103) (M116) (M7) (B1)	B31	1	EVAP CANISTER VENT CONTROL VALVE
	E15	8	VVEL CONTROL MODULE
(E106) (M6)	M107	125	ECM
4 (M110) (F103)	F7	1	EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE
	F31	5	MASS AIR FLOW SENSOR (BANK 1)
10	(F42)	5	MASS AIR FLOW SENSOR (BANK 2)

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g Diagram - BATTERY POWE	R SUPPLY FU	SE N	IO. 53 - INFOID:000000	000746895
nnector terminal arrangements, harne ed in wiring diagram), refer to <u>GI-12, '</u> BATTERY POWER SUPPLY FUSE	Connector Informat	habets <u>ion"</u> .	s in a 🔿 (option abbreviation;	if no
PDM E/R INTELLIGENT POWER DISTRIBUTION MODULE ENGINE FOOM FOULL ENGINE FOOM 9F USE BLOCK (J/B) M2, (E103) 9 (M7)	A : With A/T M : With M/T WW : AWD mode AH : With A/T ar MH : With M/T a NV : With NAVI ON : Without NA	nd heated s ind heated s		
88 87 87 87 81	Connector No. T	erminal No.	Connect to	
↓ +		2	REAR COMBINATION LAMP LH	
	(B67)	2	REAR COMBINATION LAMP RH	
1 B64 B91	B92	1	LICENSE PLATE LAMP LH	
	B93	1	LICENSE PLATE LAMP RH	
•	(M19)	3	VDC OFF SWITCH	
•	(M2D)	3	TRUNK LID OPENER SWITCH	
•	(M35)	23	COMBINATION SWITCH (SPIRAL CABLE)	
•	(M72)	4	MULTIFUNCTION SWITCH	
•	M74	2	CLOCK	
	(OM) (M81)	9	AV CONTROL UNIT	
•	M102	1	GLOVE BOX LAMP	
	(M132)	2	CIGARETTE LIGHTER SOCKET	
	M137	7	A/T SHIFT SELECTOR	
	M139	5	SNOW MODE SWITCH	
	(M141)	3	HEATED SEAT SWITCH (DRIVER SIDE)	
	(M142)	3	HEATED SEAT SWITCH (PASSENGER SIDE)	
√ 50 →	M153	4	SONAR CANCEL SWITCH	

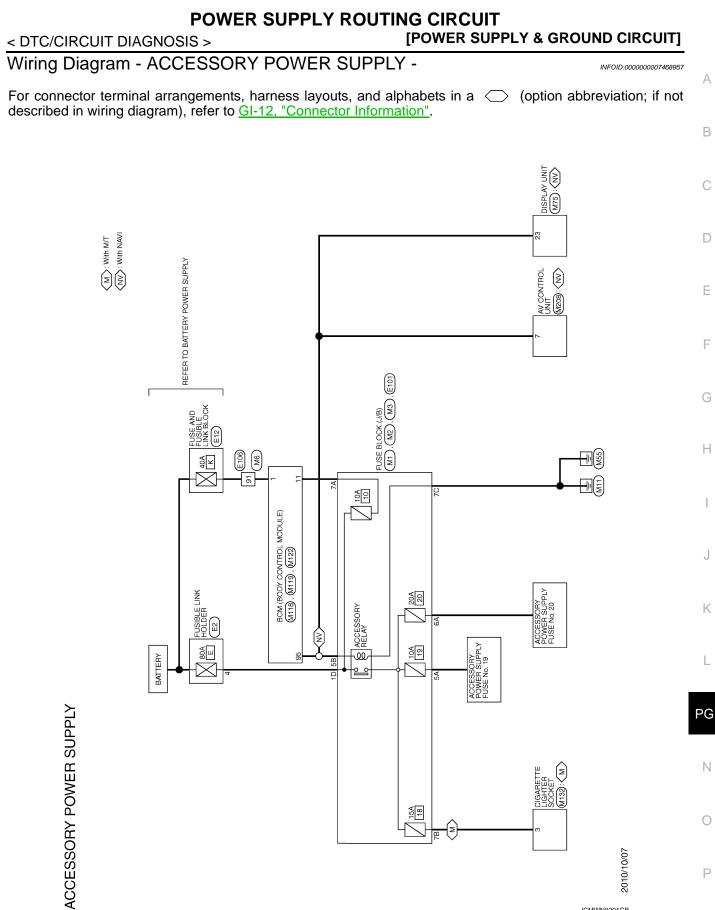
< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY	& GROUND CIRCUIT]

	Connector No.	Terminal No.	Connect to
B (M136) : (M174)	M175	3	HEATED SEAT SWITCH (DRIVER SIDE)
	(M176)	3	HEATED SEAT SWITCH (PASSENGER SIDE)
	(M201)	9	AV CONTROL UNIT
	(M210)	79	AV CONTROL UNIT
(M5):(D1)	D7	9	DOOR MIRROR REMOTE CONTROL SWITCH
PM 26	(D17)	9	DOOR MIRROR REMOTE CONTROL SWITCH
13 (M106) (R1) (R2) (R11 R15	6	MAP LAMP

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Revision: 2013 February

< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

Wiring Diagram - ACCESSORY POWER SUPPLY FUSE No. 19 -

INFOID:000000007468958

For connector terminal arrangements, harness layouts, and alphabets in a 🔿 (option abbreviation; if not described in wiring diagram), refer to GI-12, "Connector Information".

ACCESSORY POWER SUPPLY FUSE No. 19

FUSE BLOCK (J/B)

10A 19 (M1)

ON: Without NAVI
OP: Without automatic drive positioner
RM: With rear view monitor
OM: Without rear view monitor
RN: With rear view monitor without NAVI
SO: With sonar system

5A			
	Connector No.	Terminal No.	Connect to
	(M44)	13	SONAR CONTROL UNIT
•	(M67)	41	UNIFIED METER AND A/C AMP.
•	(M72)	3	MULTIFUNCTION SWITCH
	(M81)	7	AV CONTROL UNIT
	M153	5	SONAR CANCEL SWITCH
	(M201)	7	AV CONTROL UNIT
(M117): (B201)	B236	16	SATELLITE RADIO TUNER
CP>	(B237)	2	TEL ADAPTER UNIT
25 (M5) (D1)	D7	7	DOOR MIRROR REMOTE CONTROL SWITCH

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DTC/CIRCUIT DIAGNOSIS > Viring Diagram - ACCESSORY P	OWER SUPPI	Y FUSE No. 20 -	INFOID:000000007468959
or connector terminal arrangements, harr escribed in wiring diagram), refer to <u>GI-12</u> ACCESSORY POWER SUPPLY I	ness layouts, and a , "Connector Inform	alphabets in a \bigcirc (option	abbreviation; if not
	100E N0. 20		
		A : With A/T : With M/T	
6A			
	Connector No. Terminal No.	Connect to	
	M148 1	CONSOLE POWER SOCKET	_
	M149 1	FRONT POWER SOCKET	_
	M152 1	POWER SOCKET	

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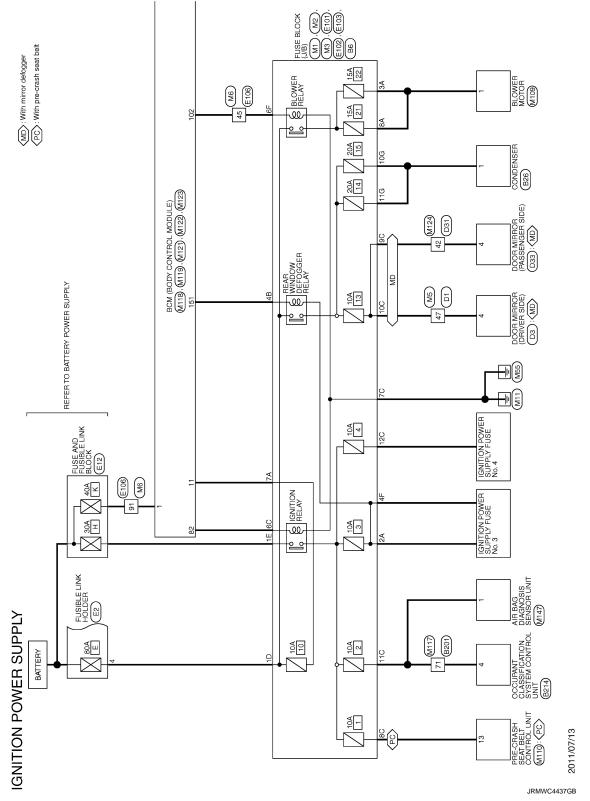
< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

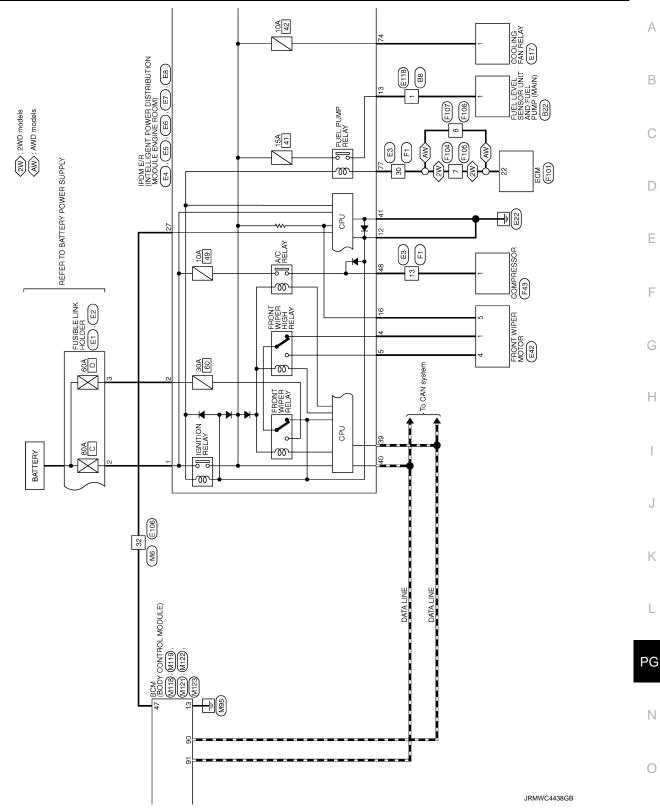
Wiring Diagram - IGNITION POWER SUPPLY -

INFOID:000000007468960

For connector terminal arrangements, harness layouts, and alphabets in a \bigcirc (option abbreviation; if not described in wiring diagram), refer to <u>GI-12, "Connector Information"</u>.

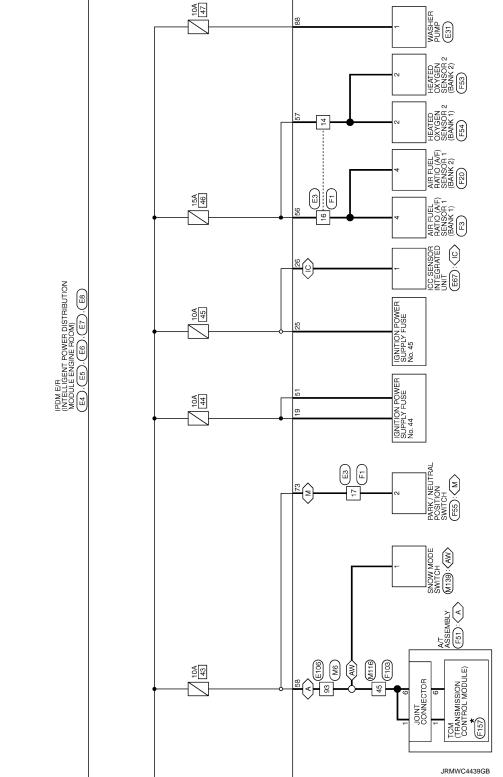


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POWER SUPPLY ROUTING CIRCUIT S > [POWER SUPPLY & GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS >





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

POWER SUPPLY ROUTING CIRCUIT < DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

Wiring Diagram - IGNITION POWER SUPPLY FUSE No. 3 -

For connector terminal arrangements, harness layouts, and alphabets in a \bigcirc (option abbreviation; if not described in wiring diagram), refer to GI-12, "Connector Information".

A: With A/T

M: With M/T

IC: With ICC

OI: Without ICC

(NV): With NAVI

ON: Without NAVI

WG: With UGDO

GW: Without UGDO

HS: With heated seat

IGNITION POWER SUPPLY FUSE No. 3

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С AS: With 4WAS AH: With A/T and heated seat MH: With M/T and heated seat PL: With plasmacluster D RM: With rear view monitor OM: Without rear view monitor RN: With rear view monitor without NAVI SO: With sonar system Е

	Connector No.	Terminal No.	Connect to
	E52	5	SHIFT LOCK RELAY
	E108	1	ASCD CLUTCH SWITCH
	E109	1	ASCD BRAKE SWITCH
Τ	E119	з	STOP LAMP SWITCH
	(E114)	1	ICC BRAKE SWITCH
	<u>M24</u>	8	DATA LINK CONNECTOR
(AS)	<u>(M42</u>)	15	4WAS FRONT CONTROL UNIT
<0>	<u>(M44</u>)	1	SONAR CONTROL UNIT
	(M67)	53	UNIFIED METER AND A/C AMP.
(HS)	M70	2	HEATED SEAT RELAY
	(M85)	104	AV CONTROL UNIT
	(M98)	1	IONIZER
(AH)	(1141)	5	HEATED SEAT SWITCH (DRIVER SIDE)
(AH)	M142	5	HEATED SEAT SWITCH (PASSENGER SIDE)
•	B237	з	TEL ADAPTER UNIT
			JRMWC4440GB

FUSE BLOCK (J/B)

M1, E103

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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY	& GROUND CIRCUIT]

	Connector No.	Terminal No.	Connect to
(MH) (M138): (M174)	M175	5	HEATED SEAT SWITCH (DRIVER SIDE)
6	M176	5	HEATED SEAT SWITCH (PASSENGER SIDE)
	M201)	95	AV CONTROL UNIT
	M210	80	AV CONTROL UNIT
87 (M6) (E106)	(E75)	1	EXHAUST GAS / OUTSIDE ODOR DETECTING SENSOR
(M100) (R1)	R3	6	AUTO ANTI-DAZZLING INSIDE MIRROR
- GW	(R6)	7	AUTO ANTI-DAZZLING INSIDE MIRROR
20 (M110) (F103)	(F44)	2	COMPRESSOR

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JRMWC4441GB

	_Y FUSE NO. 4 -	UPPL	WER S	iring Diagram - IGNITION POV
tion abbreviation; if not	and alphabets in a 🔿 (optio Information".	nector I	<u>12, "Con</u>	or connector terminal arrangements, ha scribed in wiring diagram), refer to <u>GI-1</u> IGNITION POWER SUPPLY FL
	A : With A/T M : With M/T	-		
				10A (J/B) HICK
	Connect to	Terminal No.	Connector No.	120
	COMBINATION METER	21	(M53)	•
	BACK-UP LAMP RELAY	1	(M69)	
	BACK-UP LAMP RELAY	3	(M69)	T L
	BACK-UP LAMP SWITCH	1	(F56)	(M119) (F103)

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< DTC/CIRCUIT DIAGNOSIS >

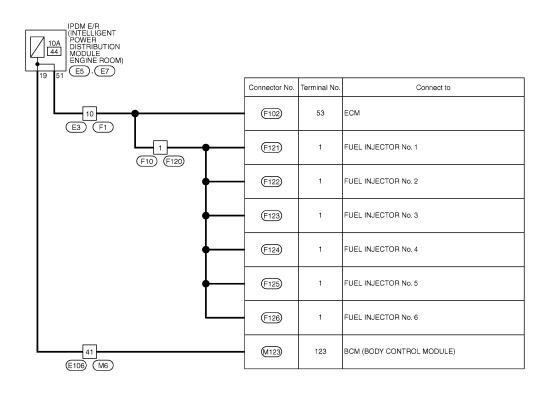
[POWER SUPPLY & GROUND CIRCUIT]

Wiring Diagram - IGNITION POWER SUPPLY FUSE No. 44 -

INFOID:000000007468963

For connector terminal arrangements, harness layouts, and alphabets in a \bigcirc (option abbreviation; if not described in wiring diagram), refer to <u>GI-12, "Connector Information"</u>.

IGNITION POWER SUPPLY FUSE No. 44



2009/11/05

JCMWM6108GB

POWER SUPPLY ROUTING CIRCUIT [POWER SUPPLY & GROUND CIRCUIT] < DTC/CIRCUIT DIAGNOSIS > Wiring Diagram - IGNITION POWER SUPPLY FUSE No. 45 -INFOID:000000007468964 For connector terminal arrangements, harness layouts, and alphabets in a 🔿 (option abbreviation; if not described in wiring diagram), refer to GI-12, "Connector Information". **IGNITION POWER SUPPLY FUSE No. 45** AW: AWD models AS: With 4WAS OS: Without 4WAS IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) 10A 45 25 (E5) Connector No. Terminal No. Connect to ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) (E41) 28 (M37) STEERING ANGLE SENSOR 46 8 (E106) (M6) (M143) 4 YAW RATE / SIDE G SENSOR (M108) 3 POWER STEERING CONTROL UNIT (AW) (B54) 4WAS MAIN CONTROL UNIT 27 M4 B5 (F108) 7 AWD CONTROL UNIT 38 (M116) (F103)

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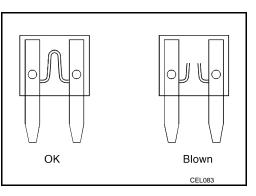
2009/11/05

< DTC/CIRCUIT DIAGNOSIS >

Fuse

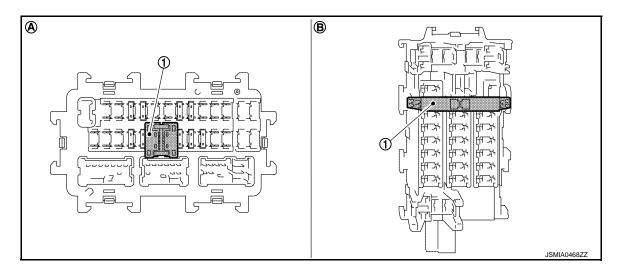
INFOID:000000007468965

- If fuse is blown, be sure to eliminate cause of malfunction before installing new fuse.
- Use fuse of specified rating. Never use fuse of more than specified rating.
- Do not partially install fuse; always insert it into fuse holder properly.
- Remove fuse for "ELECTRICAL PARTS (BAT)" if vehicle is not used for a long period of time.



EXTENDED STORAGE SWITCH (IF EQUIPPED)

The following switch may be mounted on the fuse block (Junction Box) for transportation and storage.

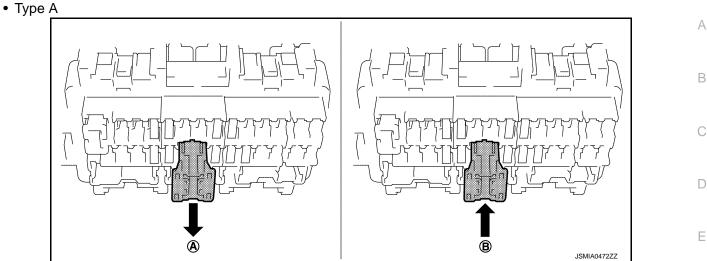


- 1. Extended storage switch
- A.
 Type A
 B.
 Type B
- Remove the extended storage switch when replacing the fuse of extended storage switch.
- Remove the extended storage switch if it causes the interference when the fuse or the other fuses is checked.

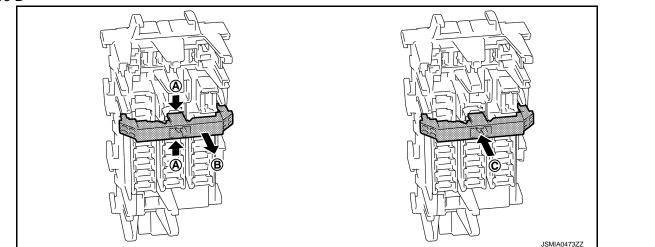
How To Extended Storage Switch ON/OFF CAUTION:

- Turn the ignition switch OFF when operating the extended storage switch.
- Under normal conditions, keep the extended storage switch in ON state. Never operate the extended storage switch except when necessary.

< DTC/CIRCUIT DIAGNOSIS >



- To turn the extended storage switch OFF, pull it up in (A) direction as shown in the figure.
- To turn the extended storage switch ON, press it in (B) direction as shown in the figure.
- Type B

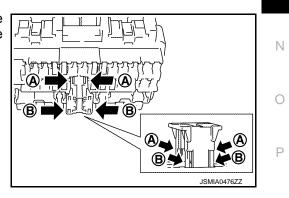


- To turn the extended storage switch OFF, hold (A) of the switch and pull up in (B) direction as shown in the figure.
- To turn the extended storage switch ON, press it in (C) direction as shown in the figure.

How To Remove Extended Storage Switch

Туре А

- 1. Turn the ignition switch OFF.
- 2. Turn the extended storage switch OFF.
- Press pawl (A) and tilt to disengage the extended storage switch. Press pawl (B) and tilt to remove the extended storage switch.



[POWER SUPPLY & GROUND CIRCUIT]

NOTE:

• Extended storage switch and fuse are removed together. Remove fuse from extended storage switch, if necessary.

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< DTC/CIRCUIT DIAGNOSIS >

• Extended storage switch is for transportation and storage. Reinstallation is not required after the removal.

Type B

- 1. Turn the ignition switch OFF.
- 2. Turn the extended storage switch OFF.
- 3. Hold (A) and pull up the extended storage switch hard in (B) direction.



- Extended storage switch and fuse may be removed together. Remove fuse from extended storage switch, if necessary.
- Extended storage switch is for transportation and storage. Reinstallation is not required after the removal.

Fusible Link

A melted fusible link can be detected either by visual inspection or by feeling with finger tip. If its condition is questionable, use circuit tester or test lamp.

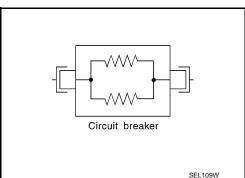
1 : Fusible link

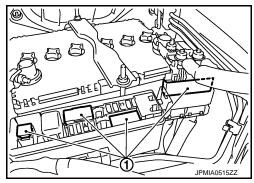
CAUTION:

- If fusible link should melt, it is possible that critical circuit (power supply or large current carrying circuit) is shorted. In such a case, carefully check and eliminate cause of malfunction.
- Never wrap outside of fusible link with vinyl tape. Important: Never let fusible link touch any other wiring harness, vinyl or rubber parts.

Circuit Breaker

The PTC thermistor generates heat in response to current flow. The temperature (and resistance) of the thermistor element varies with current flow. Excessive current flow will cause the element's temperature to rise. When the temperature reaches a specified level, the electrical resistance will rise sharply to control the circuit current. Reduced current flow will cause the element to cool. Resistance falls accordingly and normal circuit current flow is allowed to resume.





[POWER SUPPLY & GROUND CIRCUIT]

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< DTC/CIRCUIT DIAGNOSIS >

HARNESS LAYOUT

How To Read Harness Layout

Main symbols of connector (in Harness Layout) are indicated in the below.

Connector type	Water pr	oof type	Standa		
Connector type	Male	Female	Male	Female	
Connector symbol	O	5	Ø	Ø	
Ground terminal etc.	_		ø		

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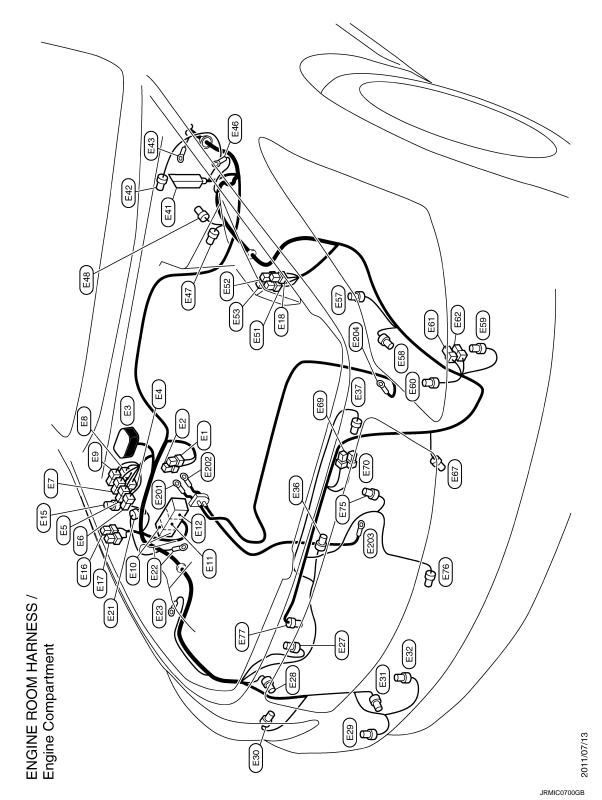
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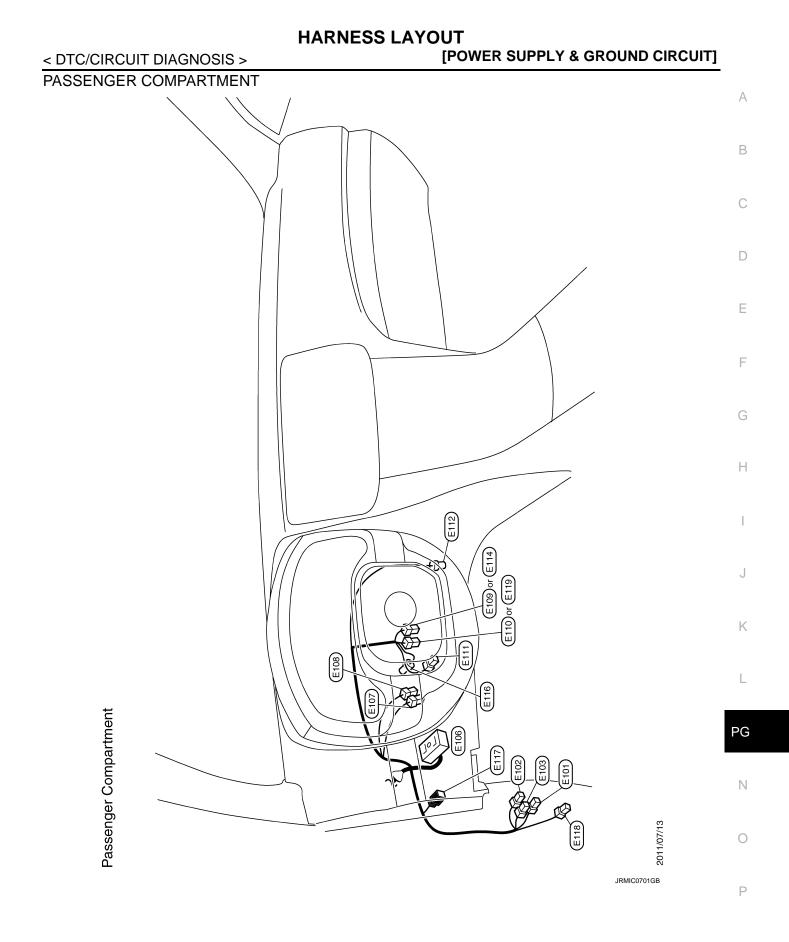
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Engine Room Harness

INFOID:000000007773710

ENGINE COMPARTMENT

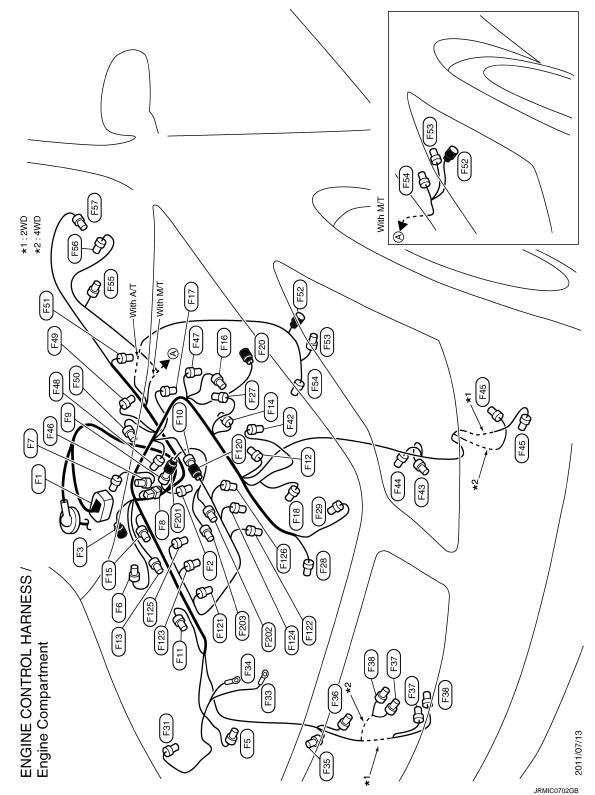




Engine Control Harness

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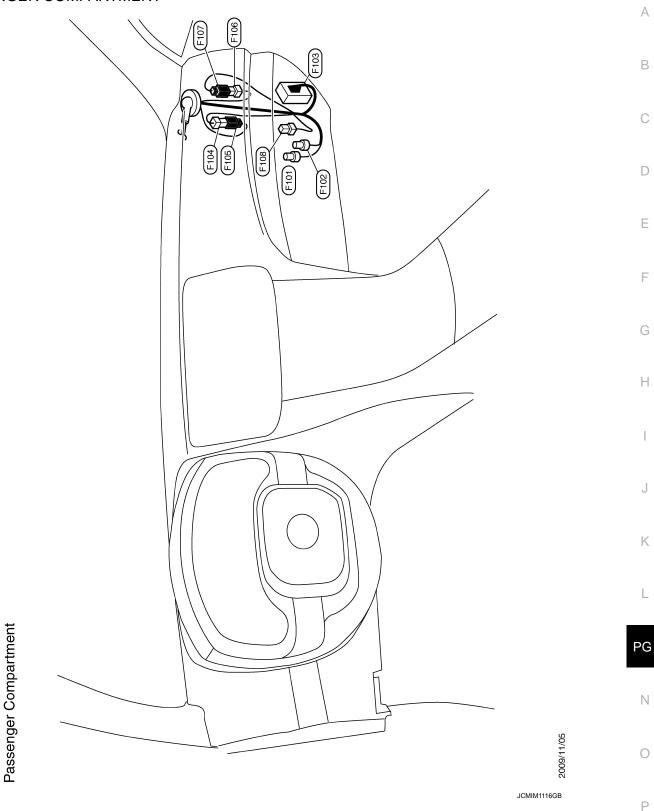
ENGINE COMPARTMENT



HARNESS LAYOUT

[POWER SUPPLY & GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS > PASSENGER COMPARTMENT

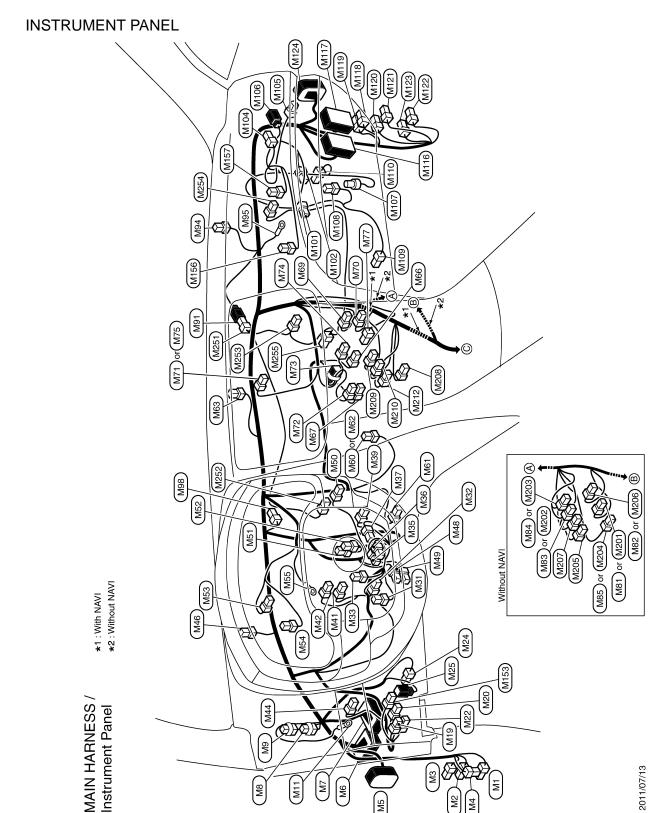


Revision: 2013 February

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Main Harness

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HARNESS LAYOUT

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[POWER SUPPLY & GROUND CIRCUIT]

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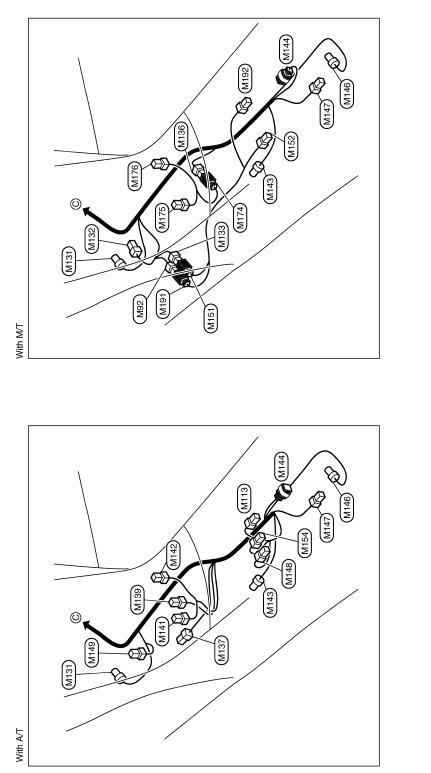
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FLOOR CONSOLE



Floor Console

2011/07/13

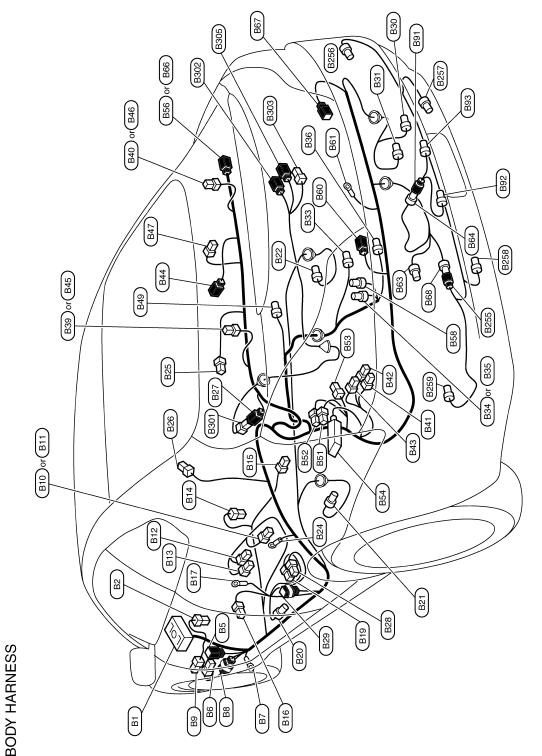
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[POWER SUPPLY & GROUND CIRCUIT]

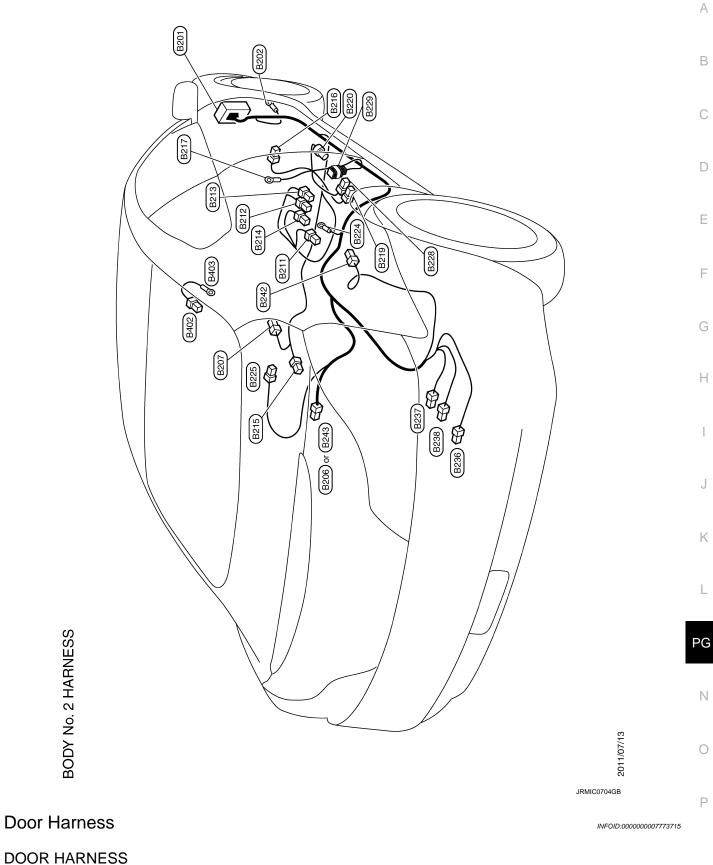
Body Harness

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BODY HARNESS

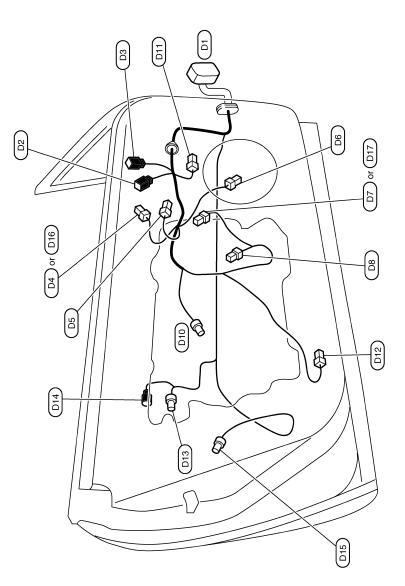


BODY No. 2 HARNESS



Revision: 2013 February

Driver Side Door



DOOR HARNESS (DRIVER SIDE DOOR)

2011/07/13

JRMIC0706GB

Passenger Side Door

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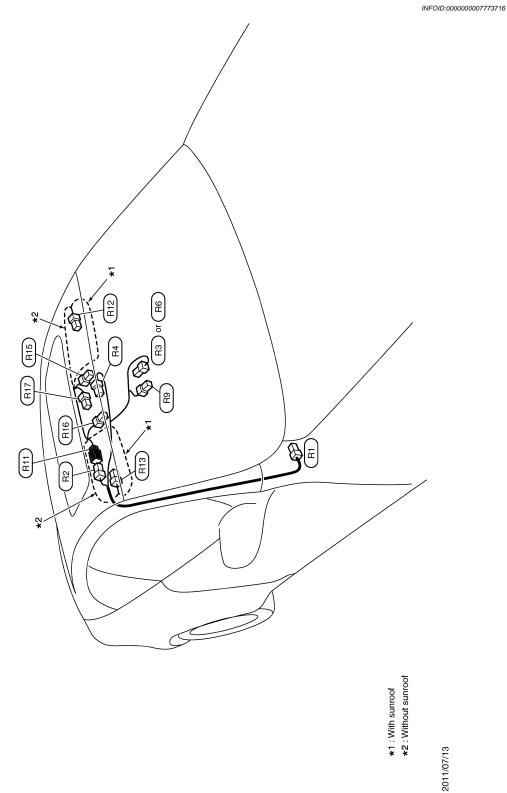
2011/07/13

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HARNESS LAYOUT

< DTC/CIRCUIT DIAGNOSIS >

Room Lamp Harness



ROOM LAMP HARNESS

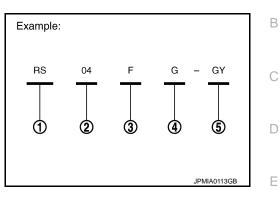
JRMIC0705GB

[POWER SUPPLY & GROUND CIRCUIT]

CONNECTOR INFORMATION

How to Read Connector Type

- 1 : Connector model
- 2 : Cavity
- 3 (M) : Male (M) and female (F) terminals
- 4 : Connector color
- 5 : Special type



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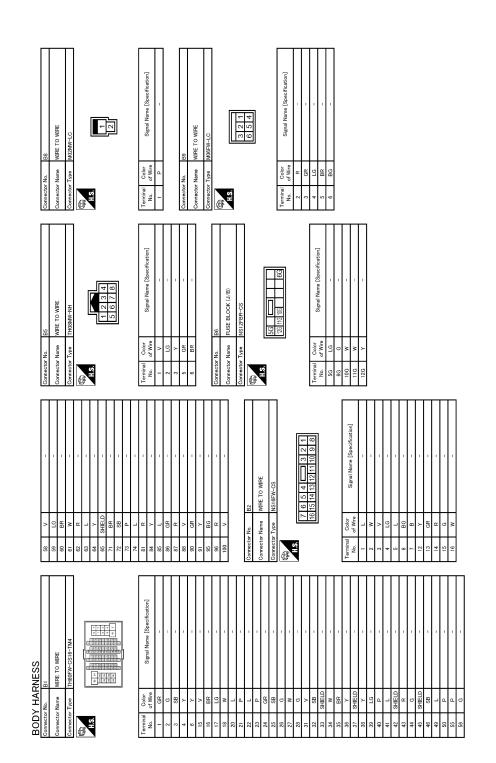
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B Body Harness

CONNECTOR INFORMATION

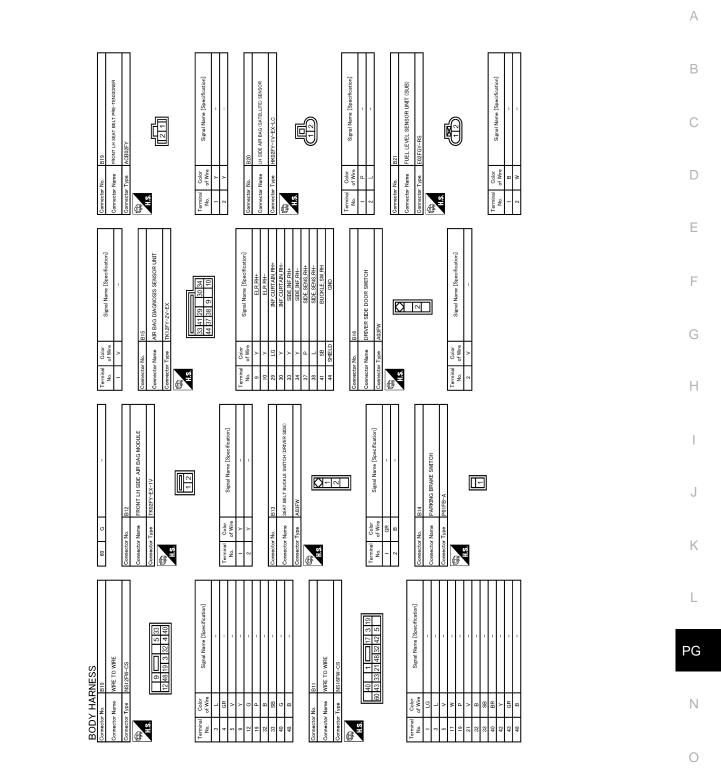
[POWER SUPPLY & GROUND CIRCUIT]

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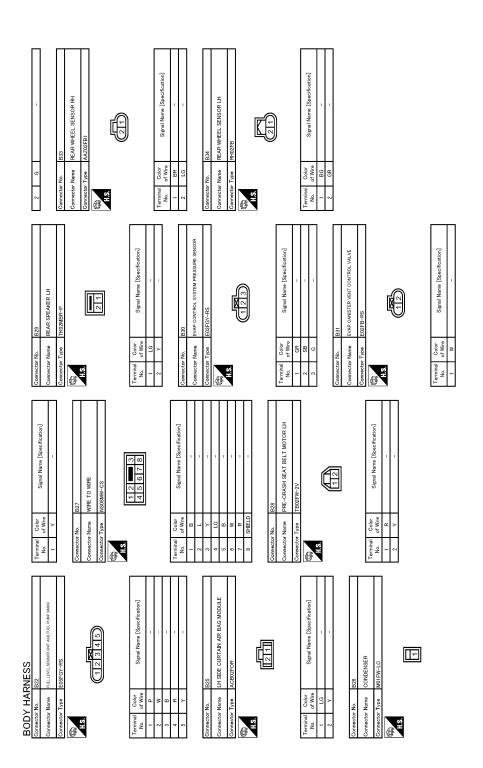


JRMWC4443GB

[POWER SUPPLY & GROUND CIRCUIT]

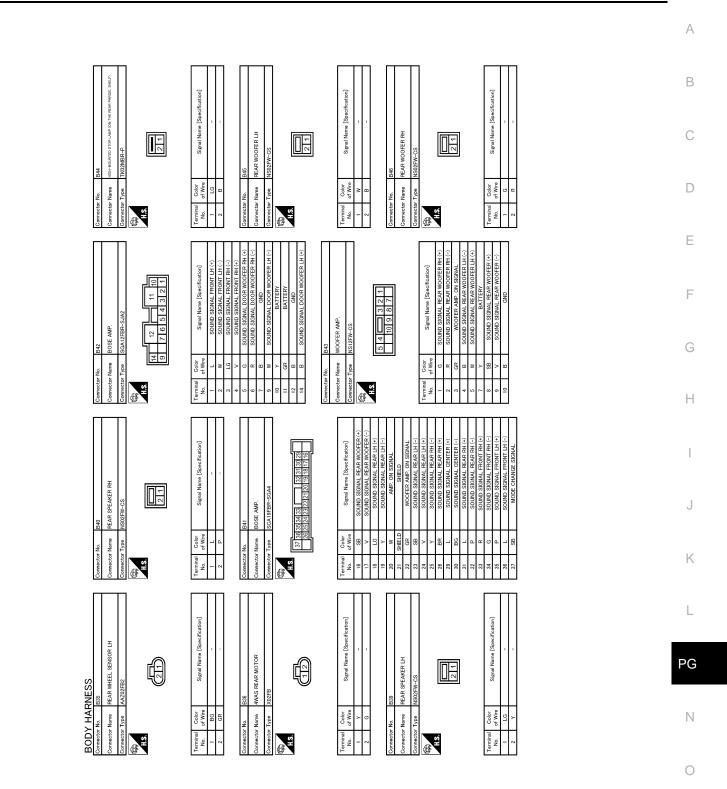


JRMWC4444GB

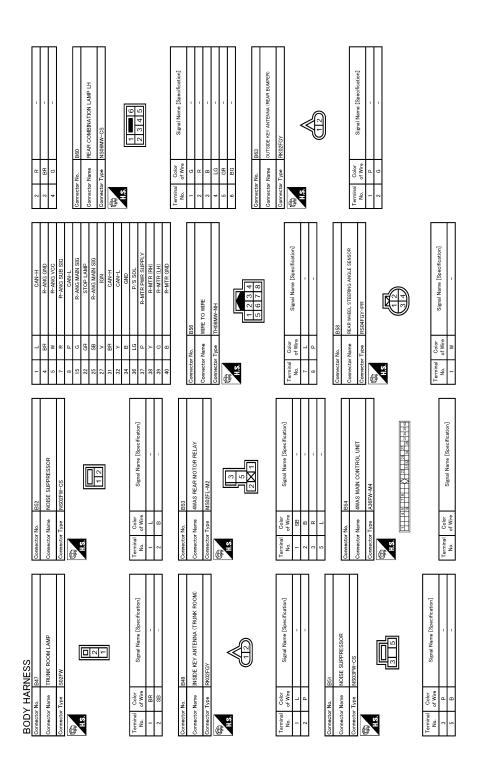


JRMWC4445GB

[POWER SUPPLY & GROUND CIRCUIT]



JRMWC4446GB



JRMWC4447GB

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Connector No. B92 Connector Name LUCENSE PLATE LAMP LH Connector Type RV05EBA	Terminal Color Signal Name (Specification) 1 - - 2 <	
1 1.0 - 2 R - 3 B - 4 V - 6 B0 - Connector Nume B68 - Connector Nume MPE TO WIPE - Connector Nume PR06FGV -		
BODY HARNESS Commeter No. BR4 Commeter Name WRE TO WRE Commeter Type RC2FGY	Terminal olive Color Signal Name (Specification) 1 R - - 2 R - - - Connector Name Brife - - - Connector Name Brife - - - - Connector Name Brife - - - - - Connector Name Brife - <td></td>	

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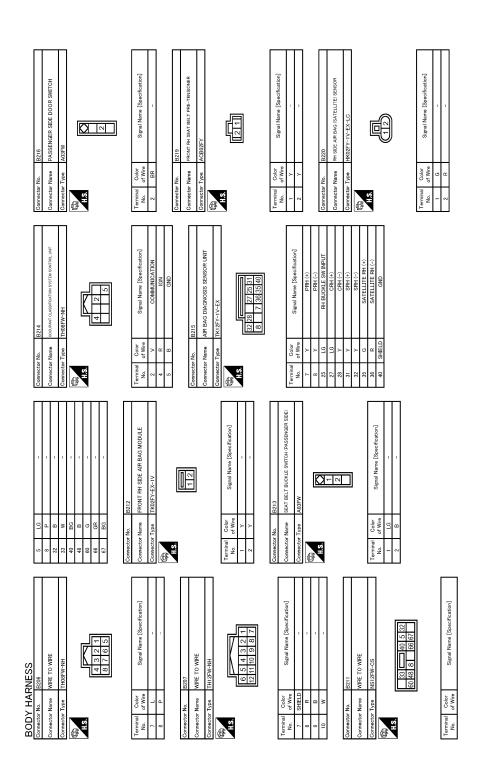
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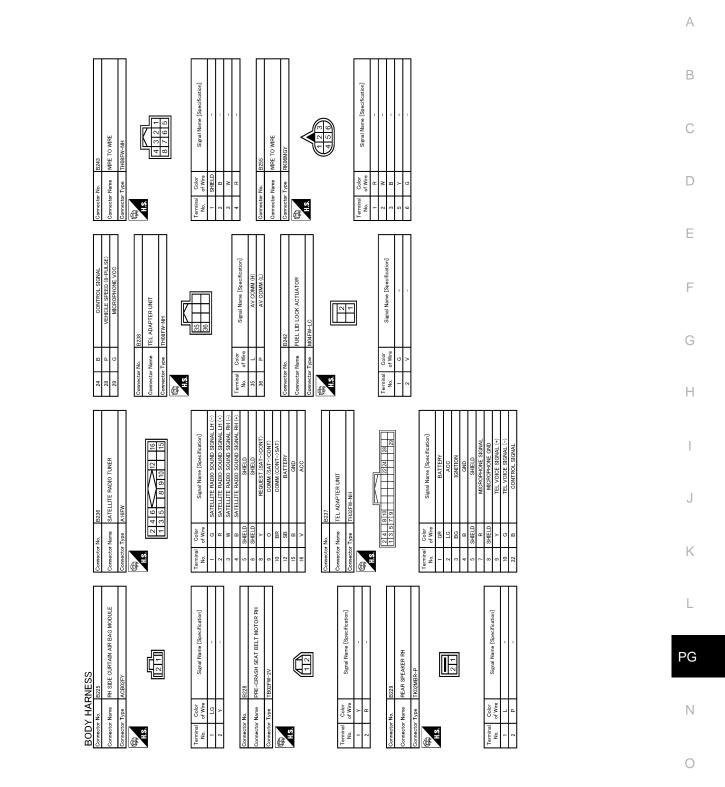
CONNECTOR INFORMATION

[POWER SUPPLY & GROUND CIRCUIT]

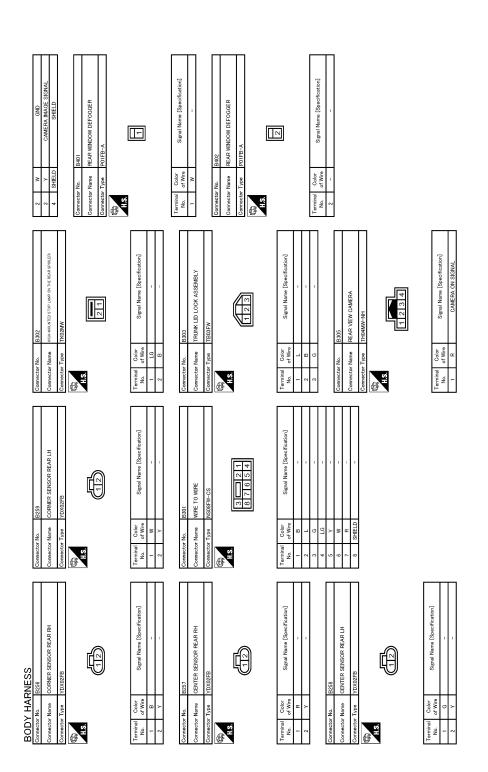


JRMWC4449GB

[POWER SUPPLY & GROUND CIRCUIT]



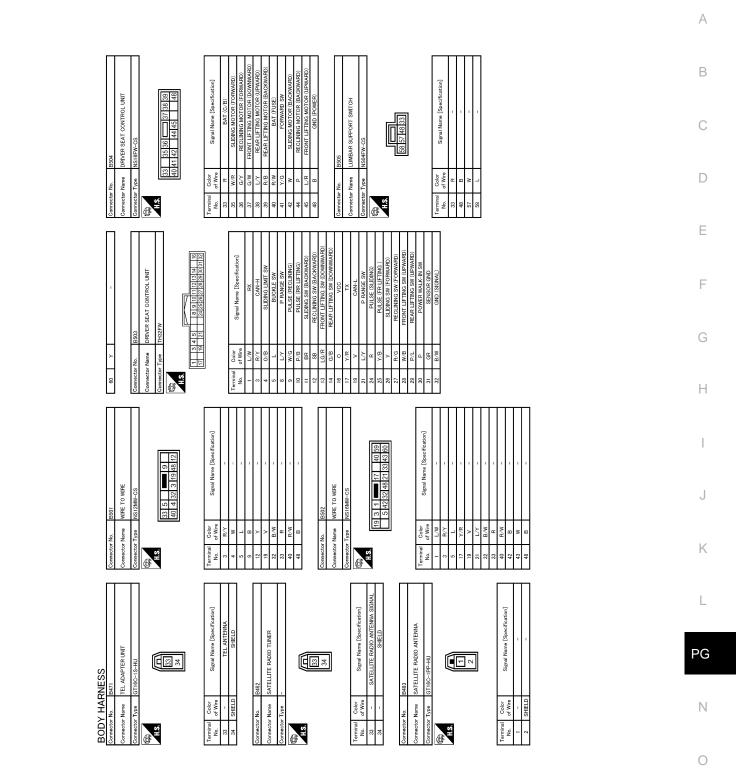
JRMWC4450GB



JRMWC4451GB

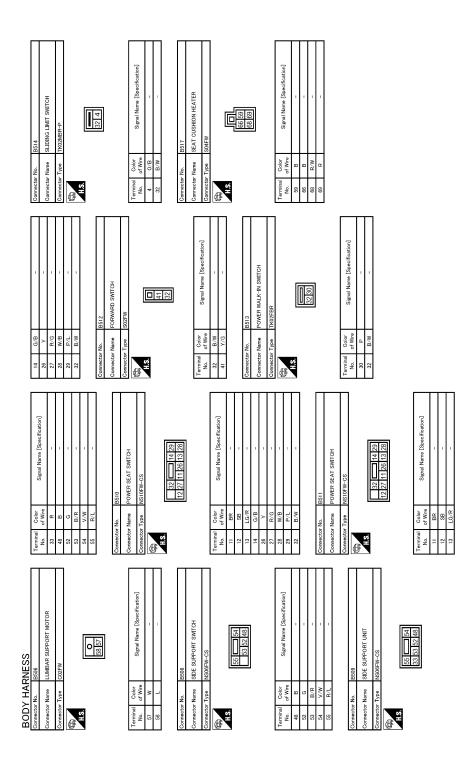


[POWER SUPPLY & GROUND CIRCUIT]



JRMWC4452GB

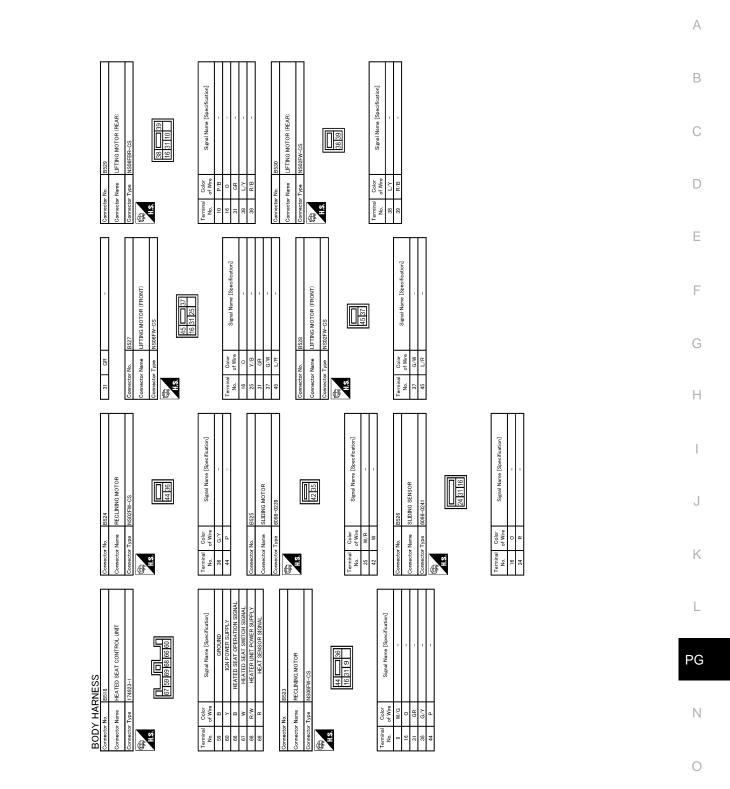
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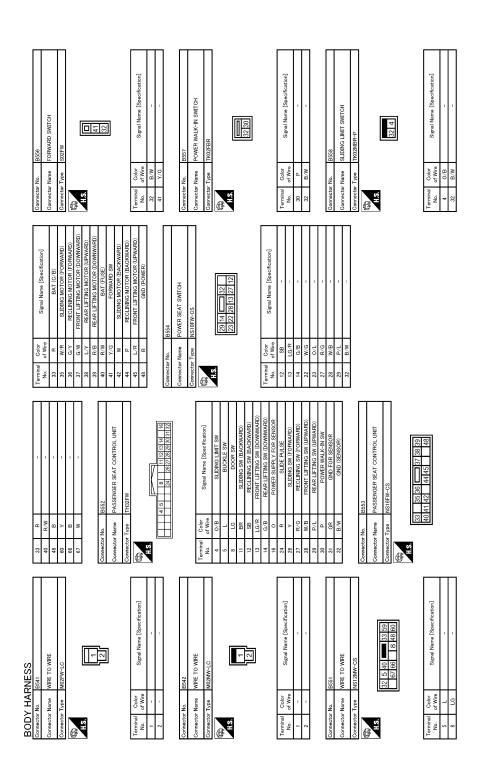
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< DTC/CIRCUIT DIAGNOSIS >	
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[POWER SUPPLY & GROUND CIRCUIT]

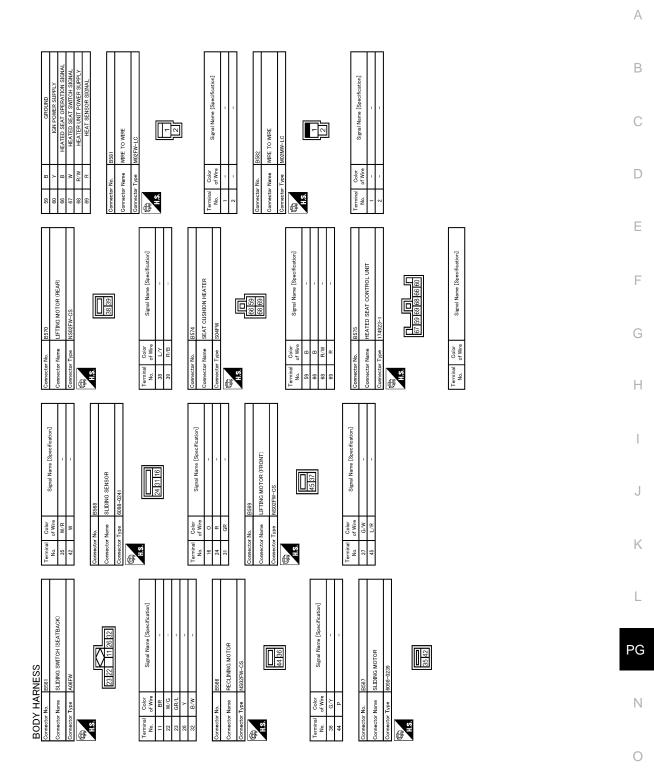


JRMWC4454GB



JRMWC4455GB

[POWER SUPPLY & GROUND CIRCUIT]



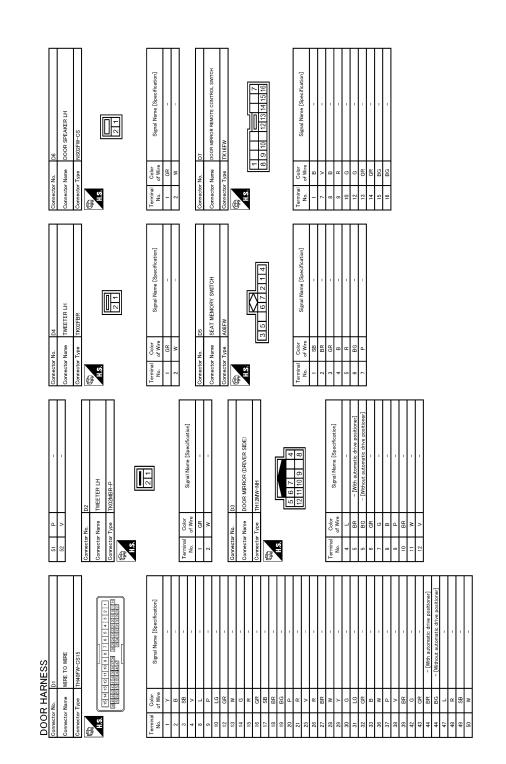
JRMWC4456GB

D Door Harness

CONNECTOR INFORMATION

[POWER SUPPLY & GROUND CIRCUIT]

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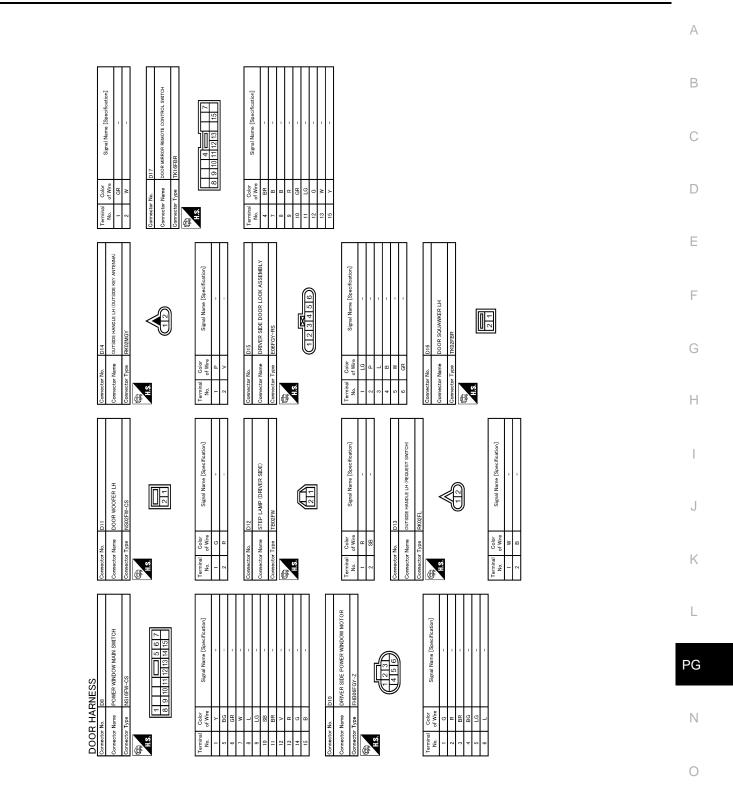


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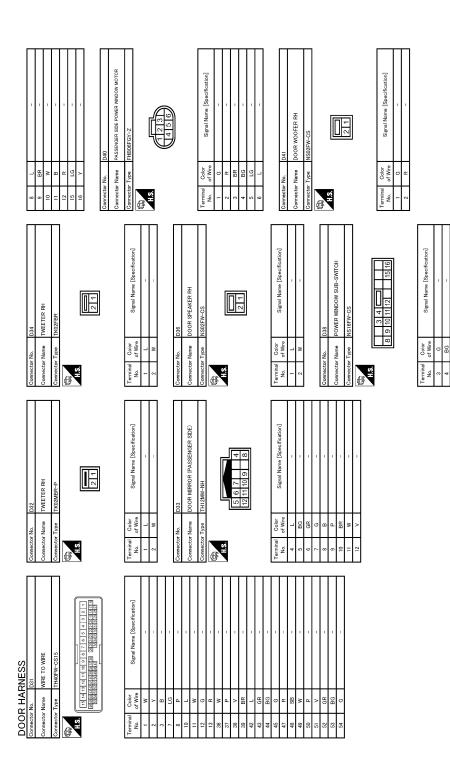
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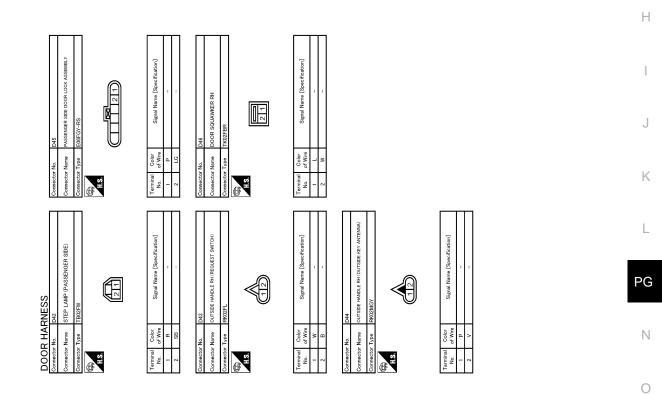
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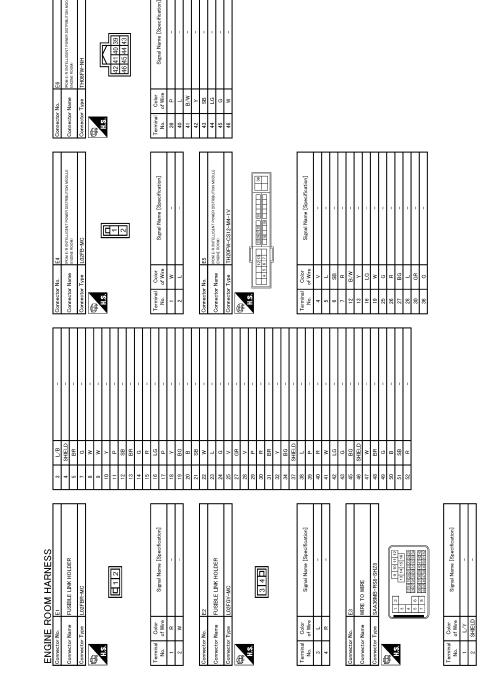
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E Engine Room Harness

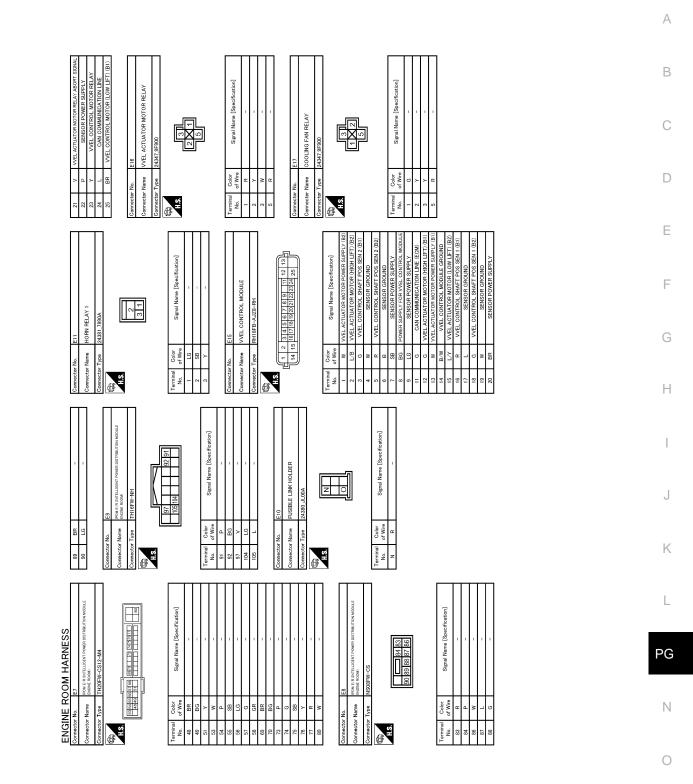


CONNECTOR INFORMATION [POWER SUPPLY & GROUND CIRCUIT]

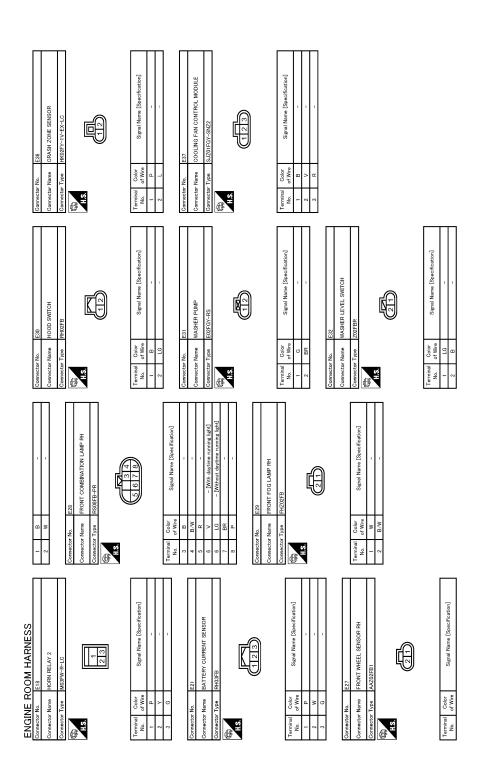
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JRMWC4461GB

[POWER SUPPLY & GROUND CIRCUIT]

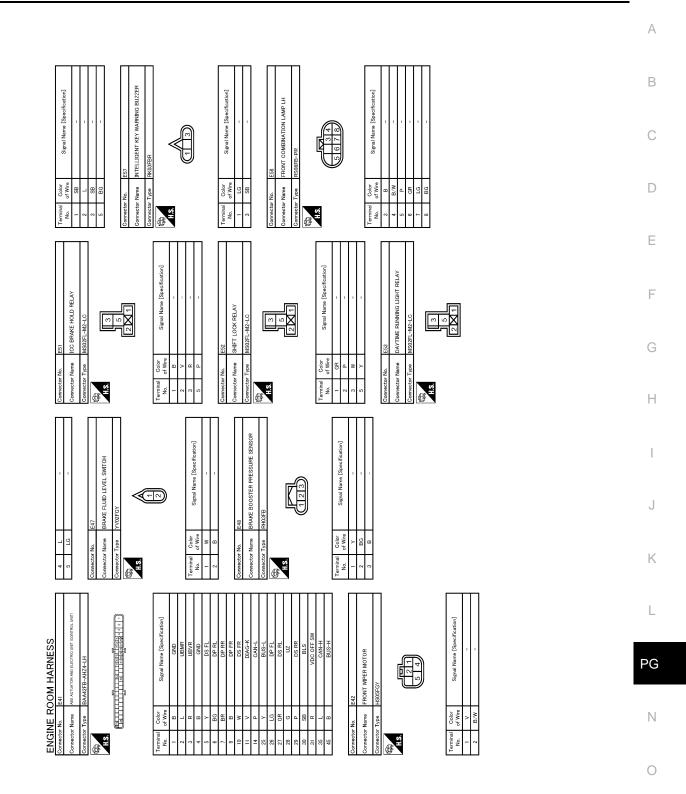


JRMWC4462GB

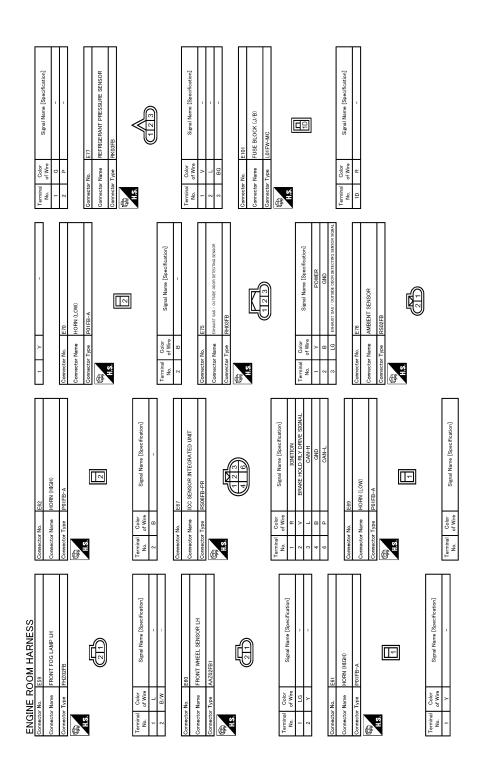


JRMWC4463GB

[POWER SUPPLY & GROUND CIRCUIT]

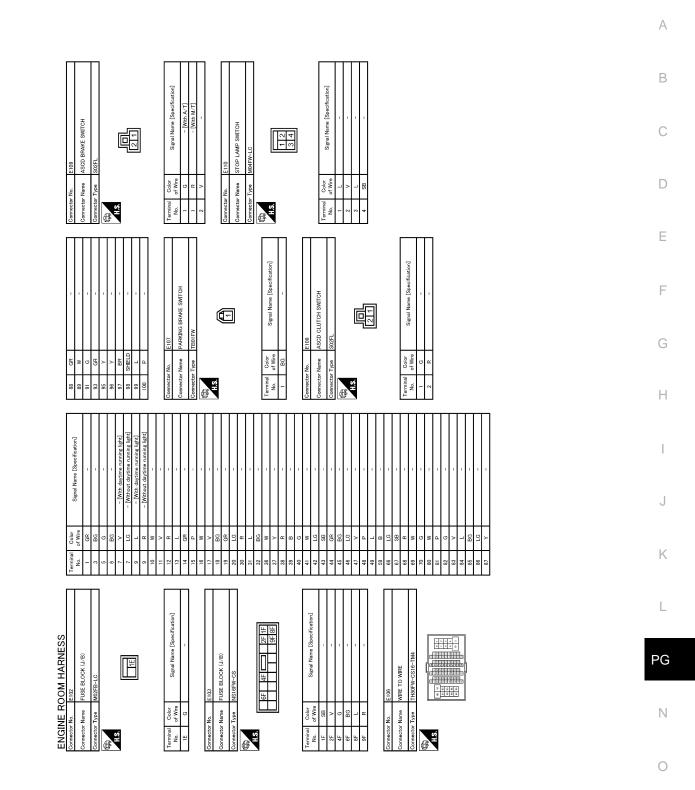


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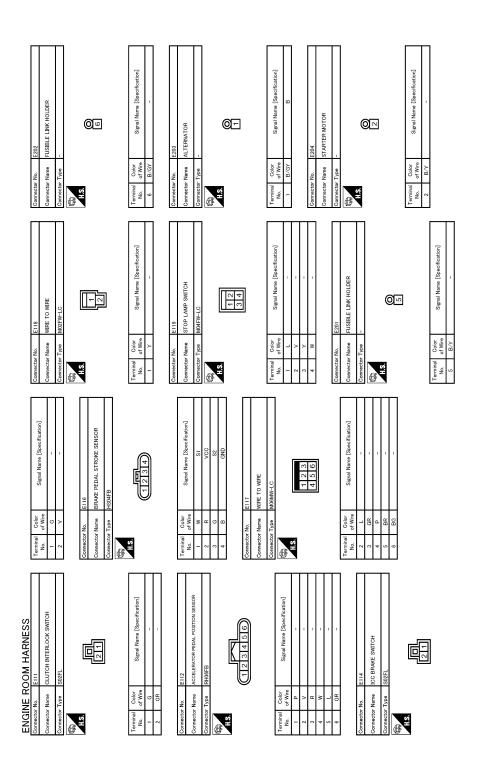


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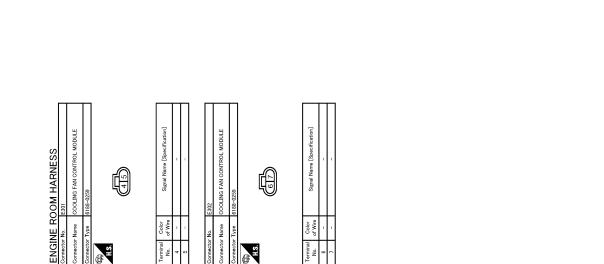
[POWER SUPPLY & GROUND CIRCUIT]



JRMWC4466GB



JRMWC4467GB



JRMWC4468GB

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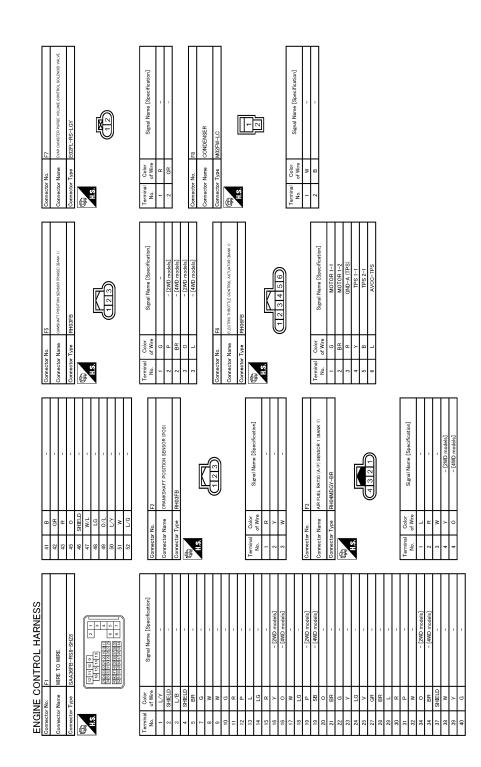
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[POWER SUPPLY & GROUND CIRCUIT]

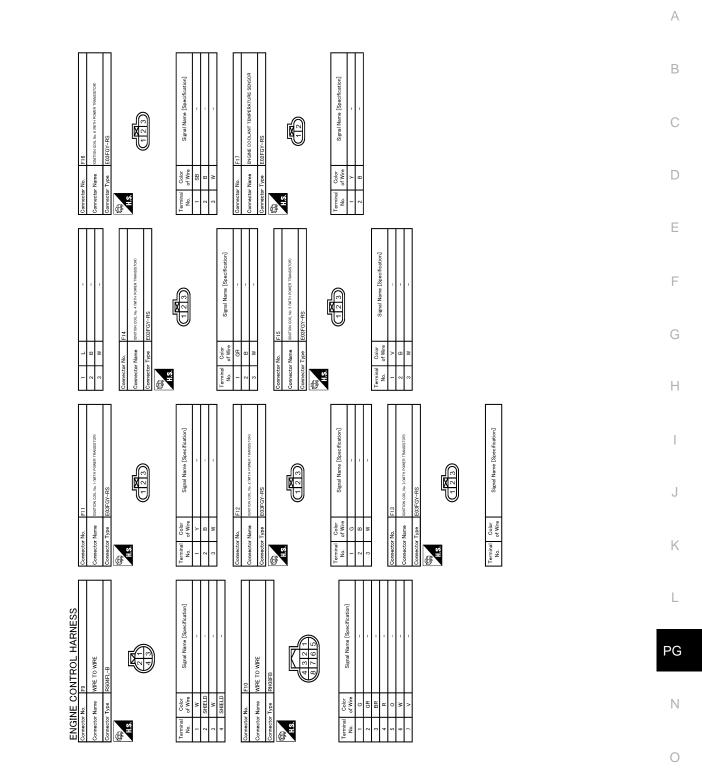
F Engine Control Harness

INFOID:000000007773721

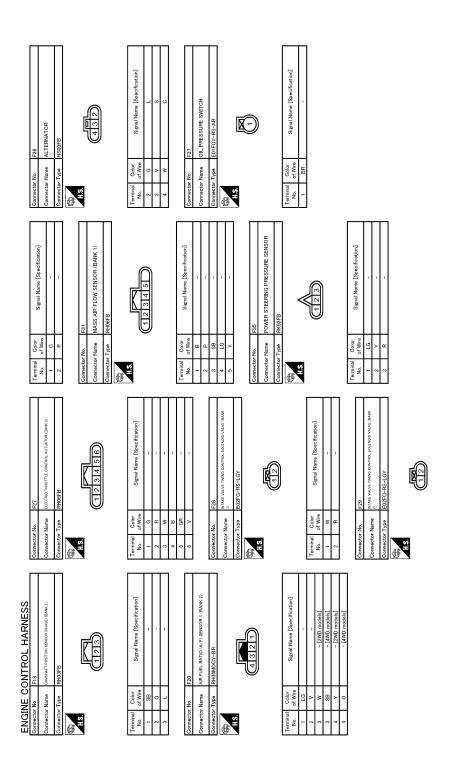


JRMWC4469GB

[POWER SUPPLY & GROUND CIRCUIT]

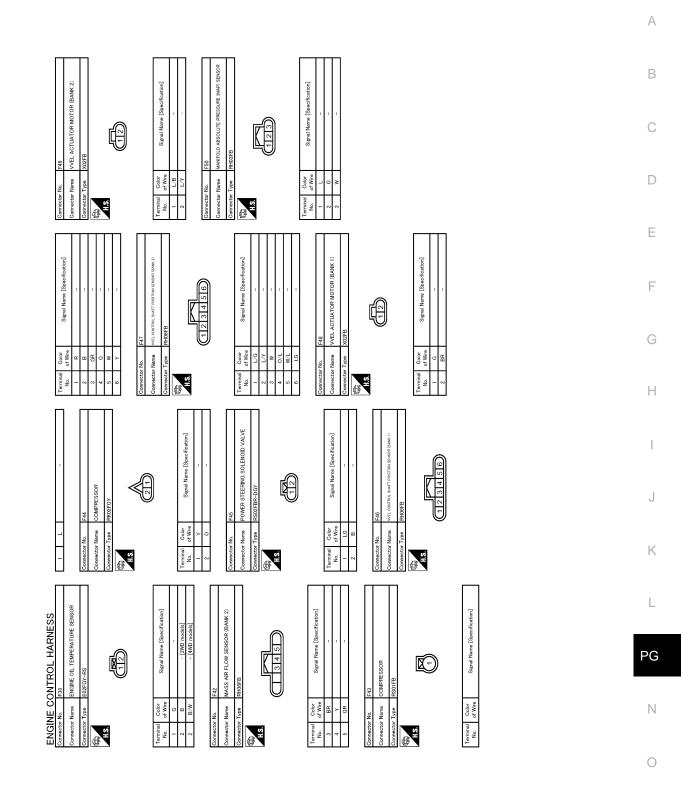


JRMWC4470GB

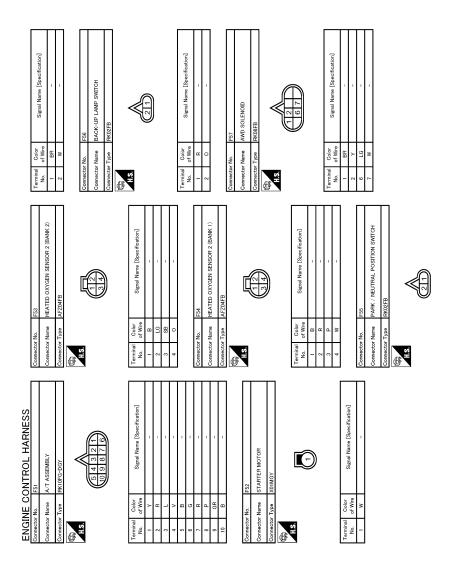


JRMWC4471GB

[POWER SUPPLY & GROUND CIRCUIT]



JRMWC4472GB



JRMWC4473GB

P F104 MPE TO WRE R 4 3 2 2 1 8 4 3 2 2 1	Signal Manne (Savarification) - (3W) models) - (3W) models) - (3W) models)	
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Connect Connect Connect	$\begin{array}{c c} & - & - & - & - & - & - & - & - & - & $	
SENSOR GROUND POWER SUPPLY FOR EXM EXNSOR GROUND SENSOR GROUND SENSOR GROUND SENSOR GROUND [AND models] SENSOR GROUND [AND models] F100 WHE TO WHE TRARFV4S10	Color Signal Name [Seecffication] of Wins G of Wins S	
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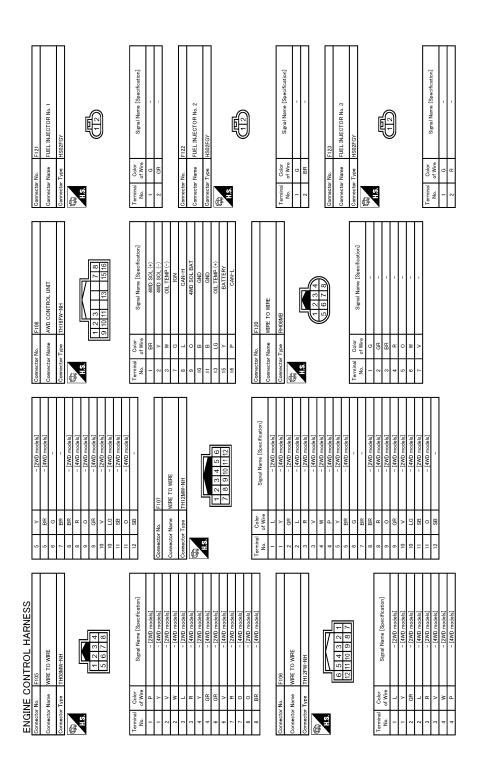
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< DTC/CIRCUIT DIAGNOSIS >

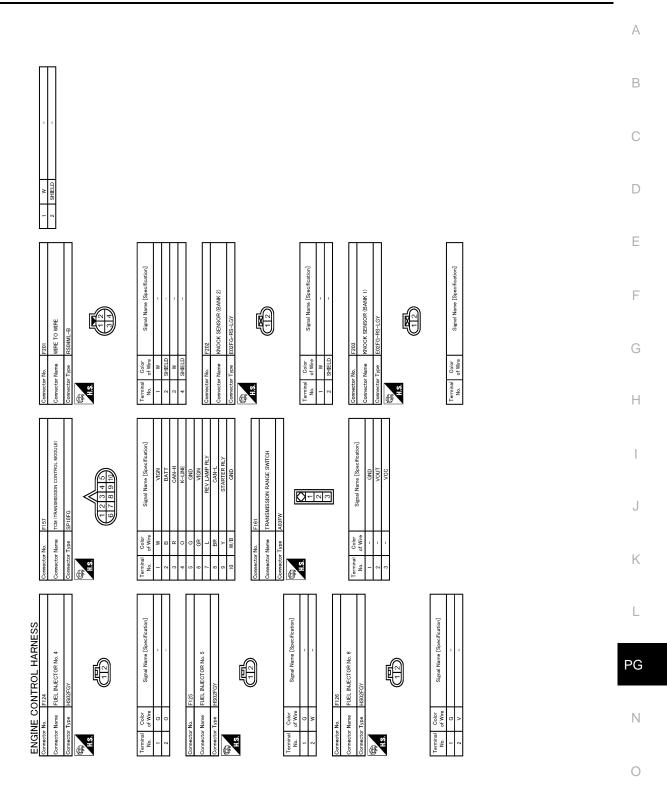
CONNECTOR INFORMATION

[POWER SUPPLY & GROUND CIRCUIT]



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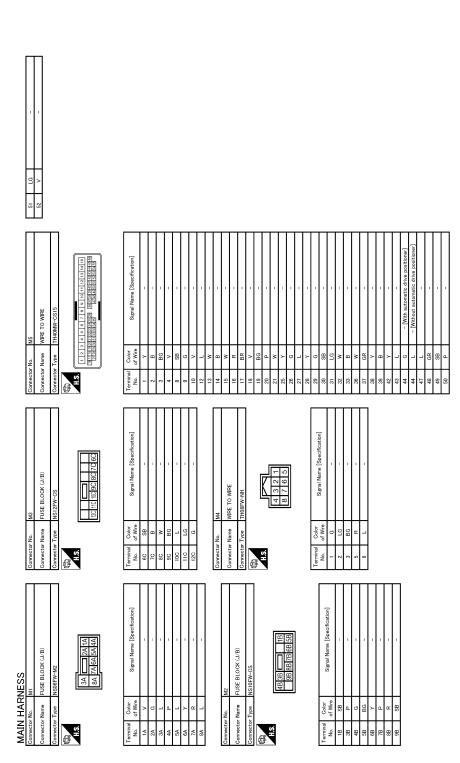
[POWER SUPPLY & GROUND CIRCUIT]



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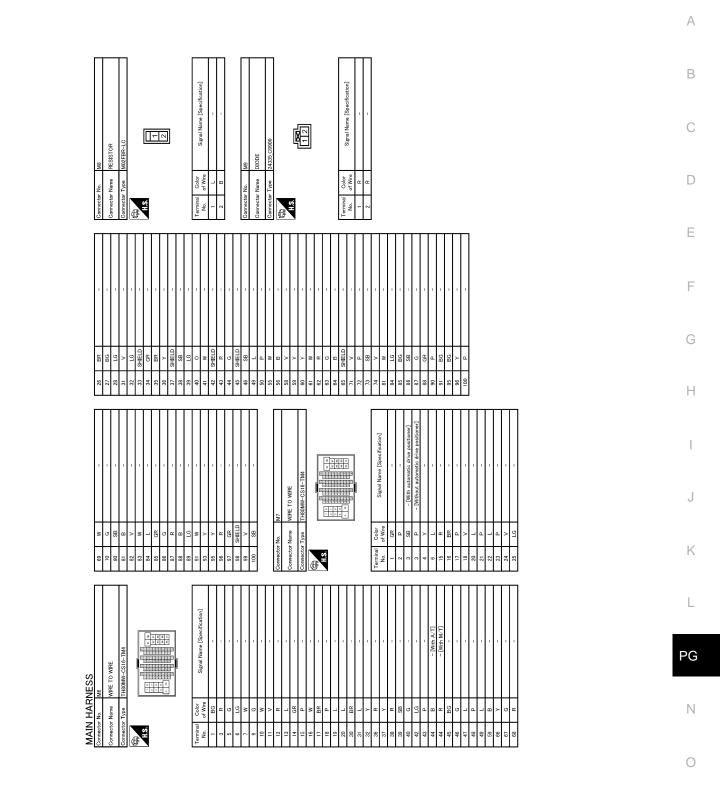
M Main Harness

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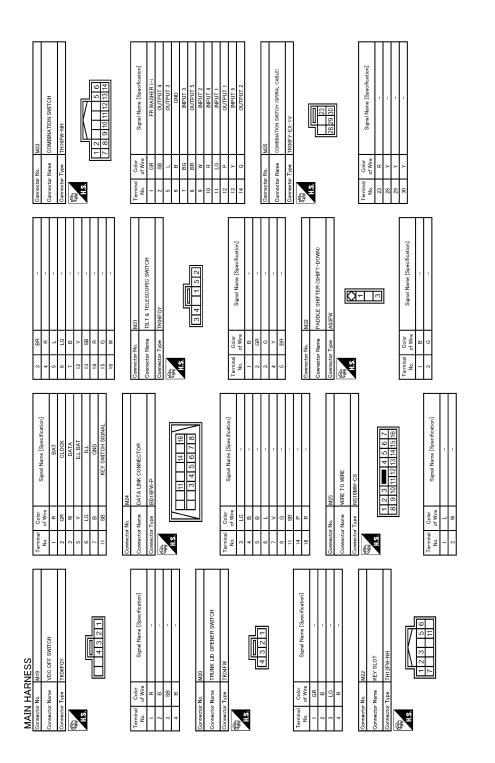


JRMWC4477GB

[POWER SUPPLY & GROUND CIRCUIT]

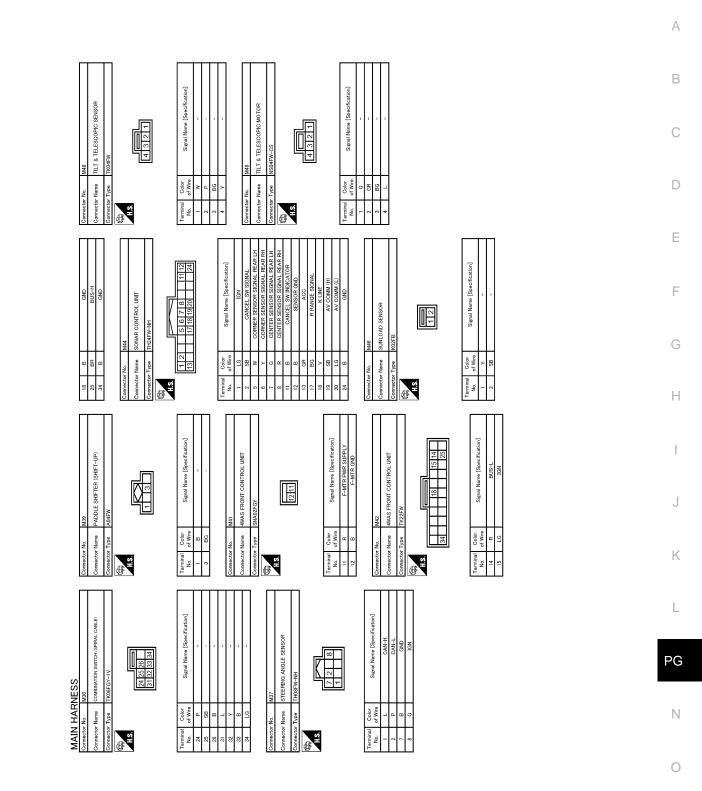


JRMWC4478GB



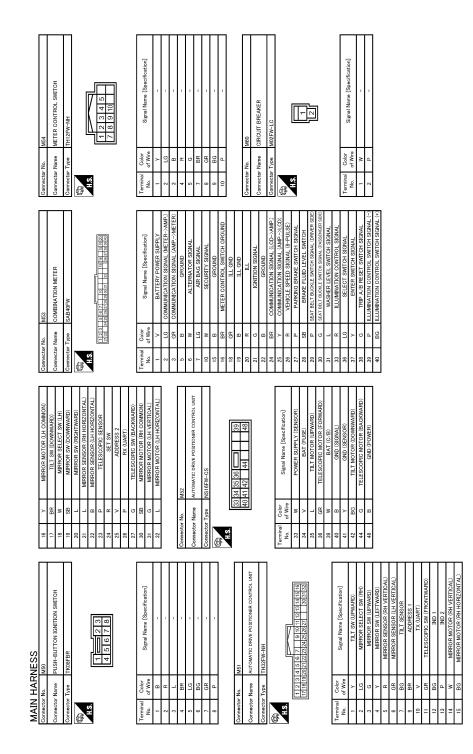
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[POWER SUPPLY & GROUND CIRCUIT]



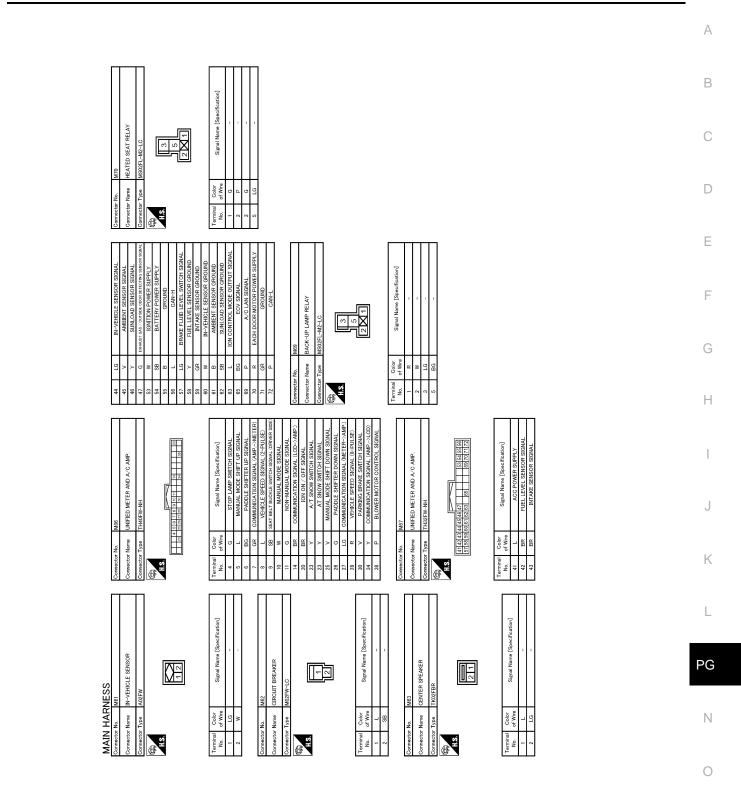
JRMWC4480GB



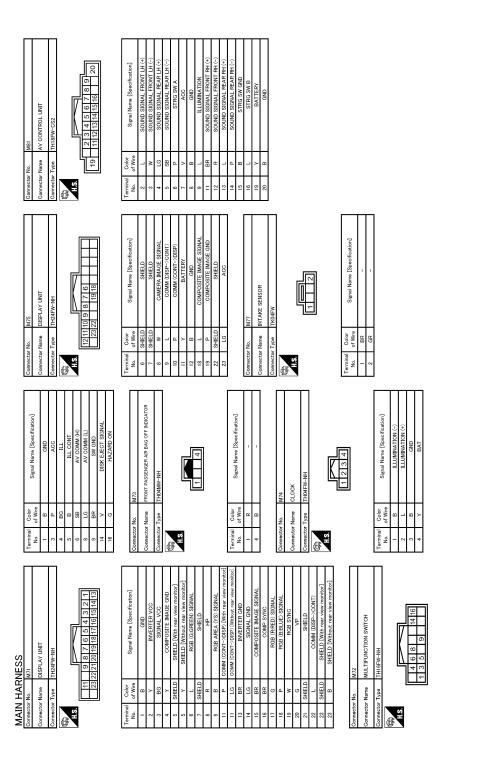


JRMWC4481GB

[POWER SUPPLY & GROUND CIRCUIT]

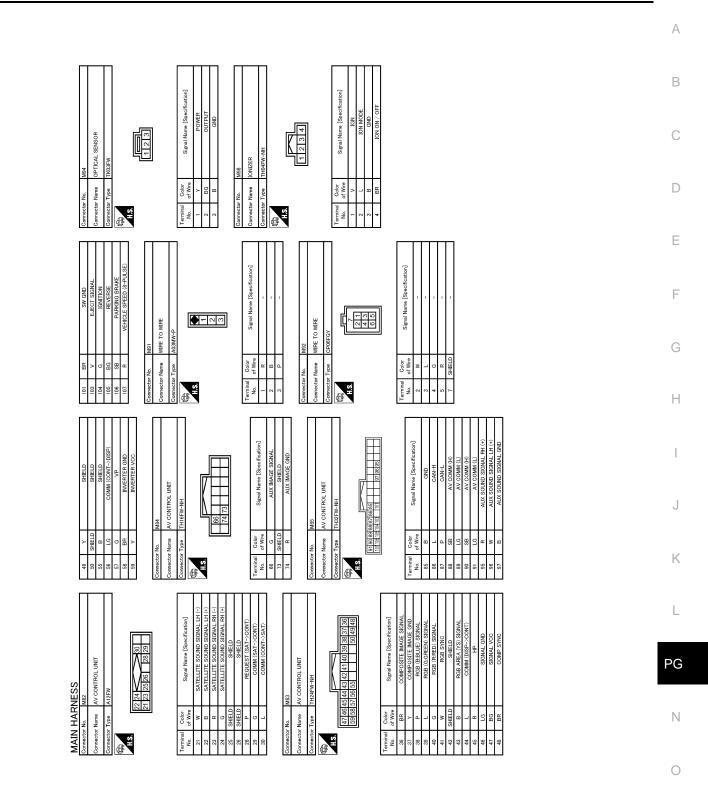


JRMWC4482GB

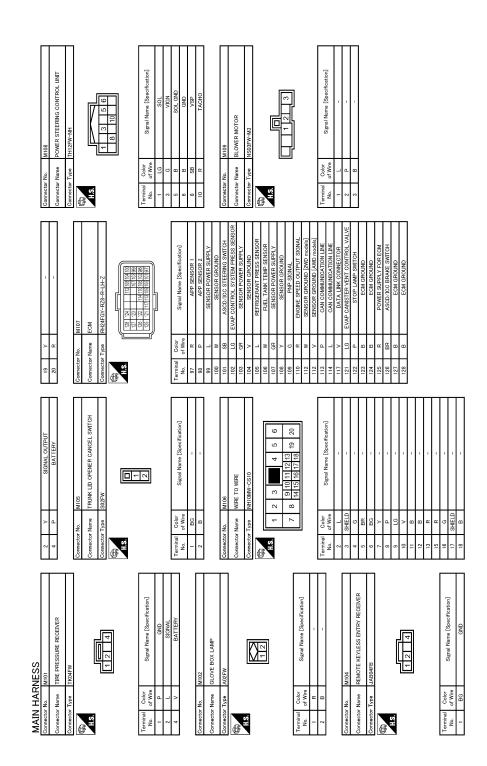


JRMWC4483GB

[POWER SUPPLY & GROUND CIRCUIT]



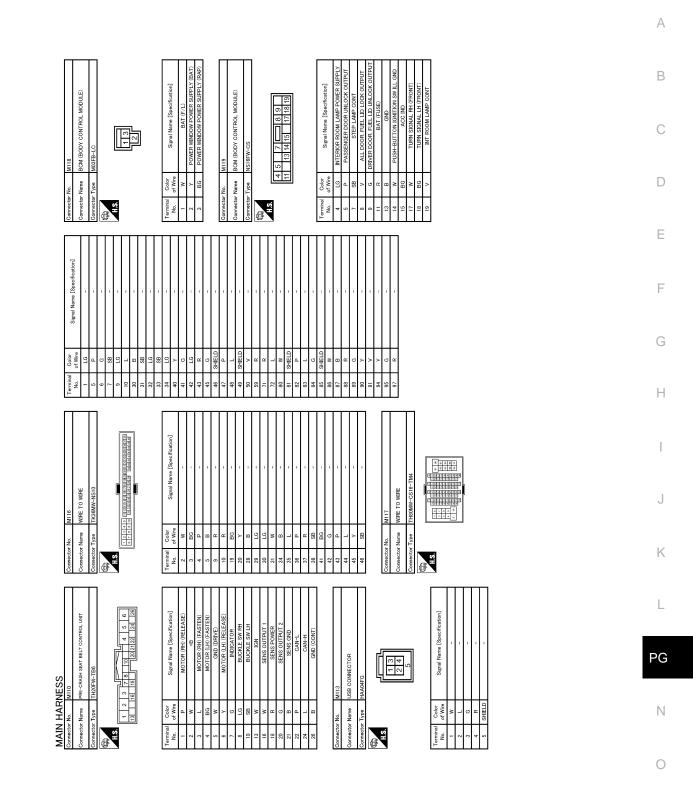
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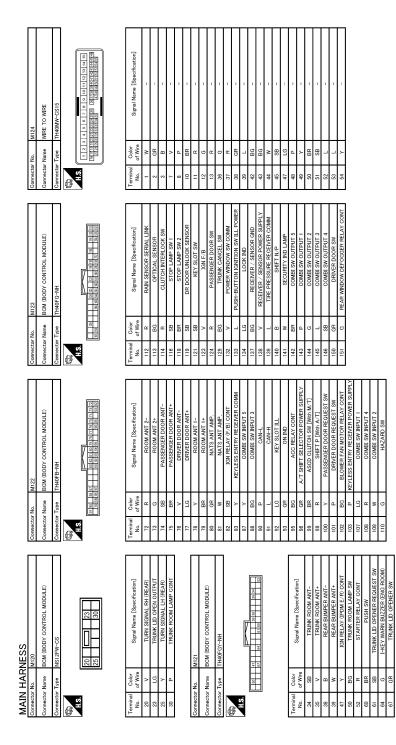
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< DTC/CIRCUIT DIAGNOSIS	>
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[POWER SUPPLY & GROUND CIRCUIT]



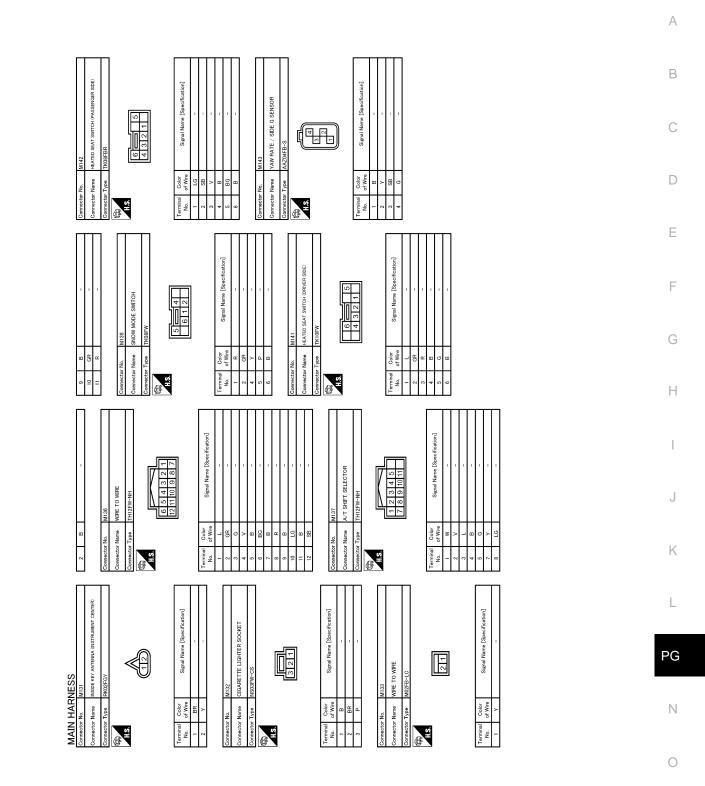
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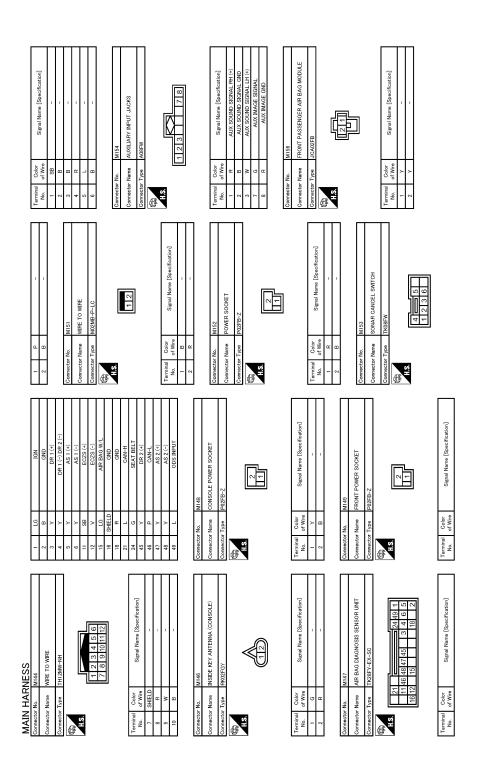
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[POWER SUPPLY & GROUND CIRCUIT]



JRMWC4488GB

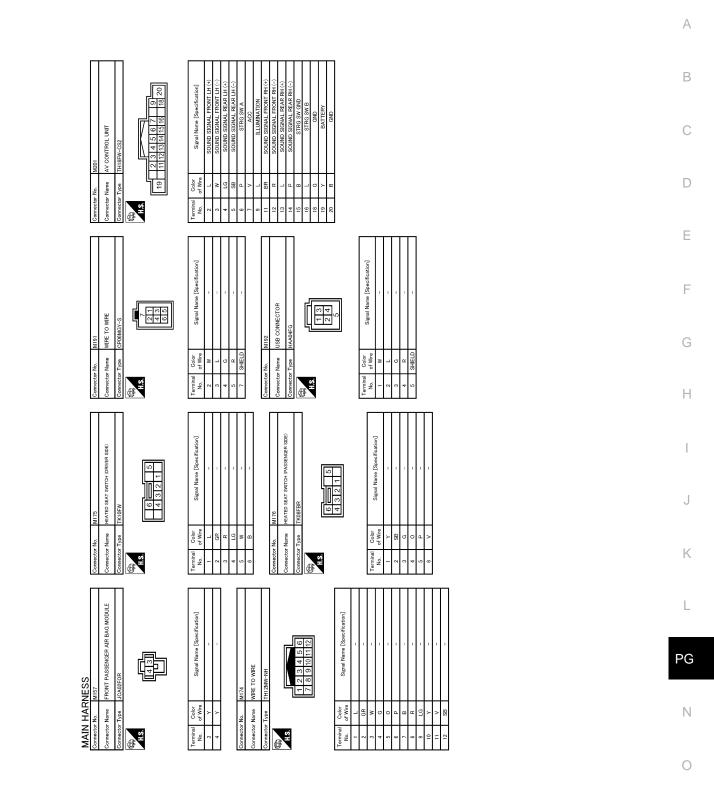


JRMWC4489GB

< DTC/CIRCUIT DIAGNOSIS >

CONNECTOR INFORMATION

[POWER SUPPLY & GROUND CIRCUIT]

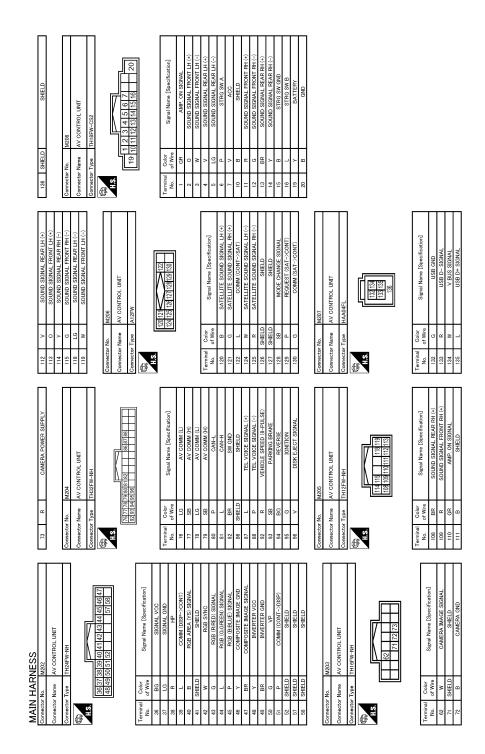


JRMWC4490GB

< DTC/CIRCUIT DIAGNOSIS >

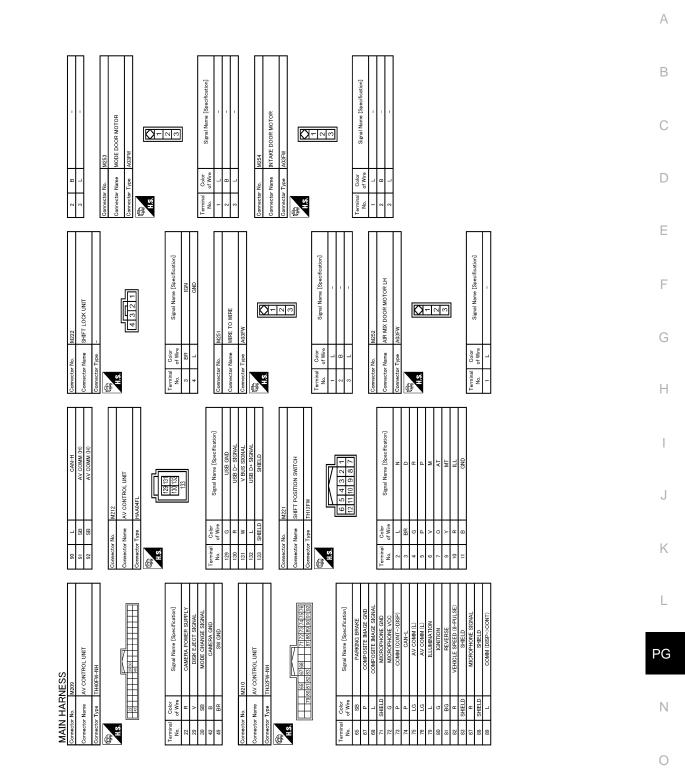
CONNECTOR INFORMATION

[POWER SUPPLY & GROUND CIRCUIT]

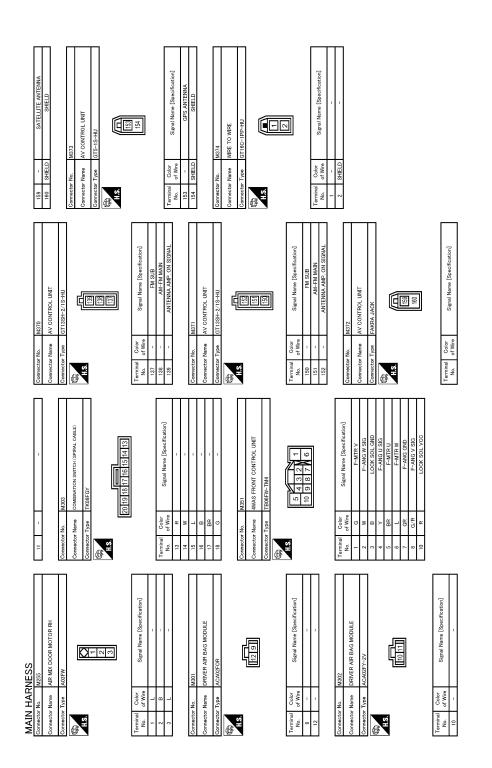


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[POWER SUPPLY & GROUND CIRCUIT]

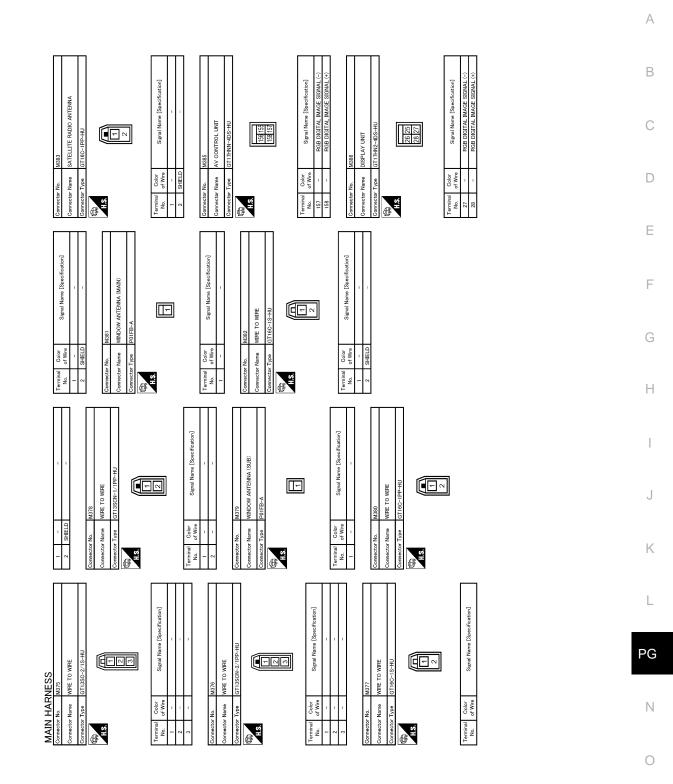


JRMWC4492GB



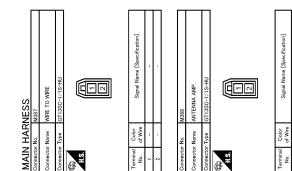
JRMWC4493GB

[POWER SUPPLY & GROUND CIRCUIT]



JRMWC4494GB

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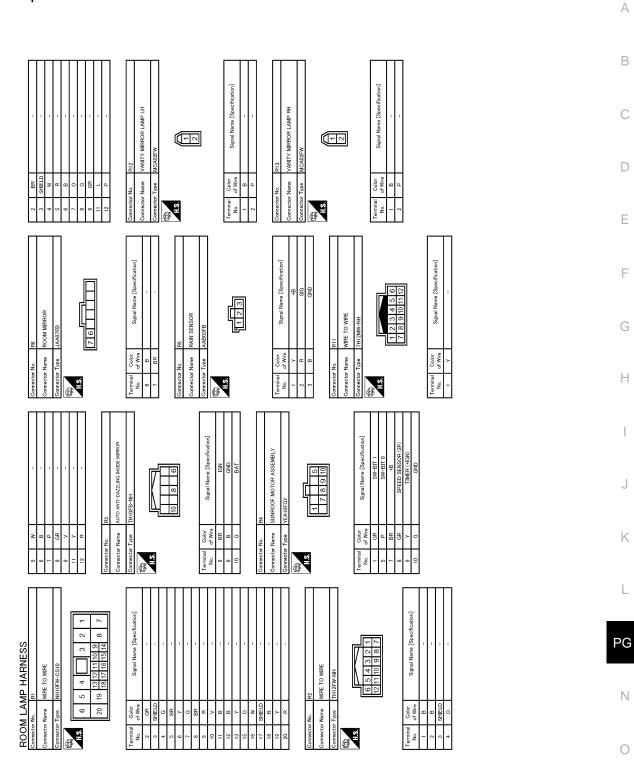


JRMWC4495GB

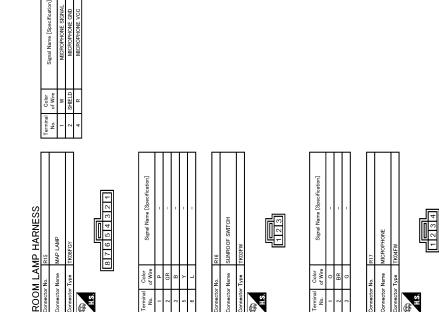
[POWER SUPPLY & GROUND CIRCUIT]

R Room Lamp Harness

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JRMWC4496GB



JRMWC4497GB

H.S.

Ferminal No.

H.S.

H.S.

< DTC/CIRCUIT DIAGNOSIS >

HARNESS CONNECTOR

Description

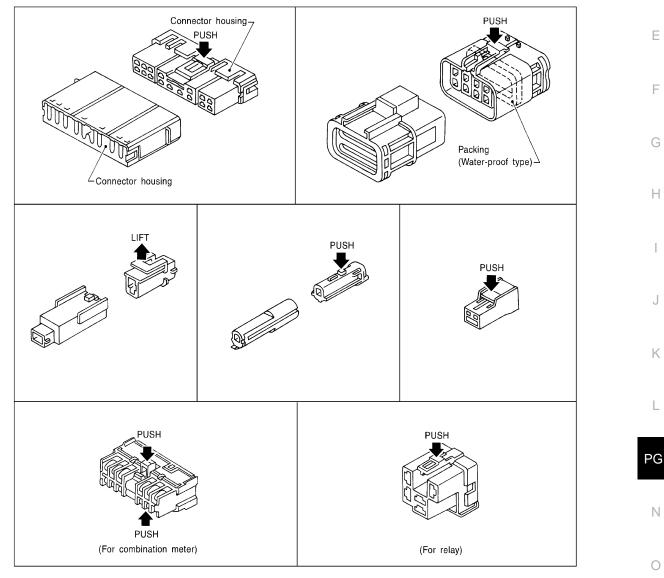
HARNESS CONNECTOR (TAB-LOCKING TYPE)

- The tab-locking type connectors help prevent accidental looseness or disconnection.
- The tab-locking type connectors are disconnected by pushing or lifting the locking tab(s). Refer to the figure below.

CAUTION:

Never pull the harness or wires when disconnecting the connector.

[Example]



SEL769DA

HARNESS CONNECTOR (SLIDE-LOCKING TYPE)

- A new style slide-locking type connector is used on certain systems and components, especially those related to OBD.
- The slide-locking type connectors help prevent incomplete locking and accidental looseness or disconnection.
- The slide-locking type connectors are disconnected by pushing or pulling the slider. Refer to the figure below.

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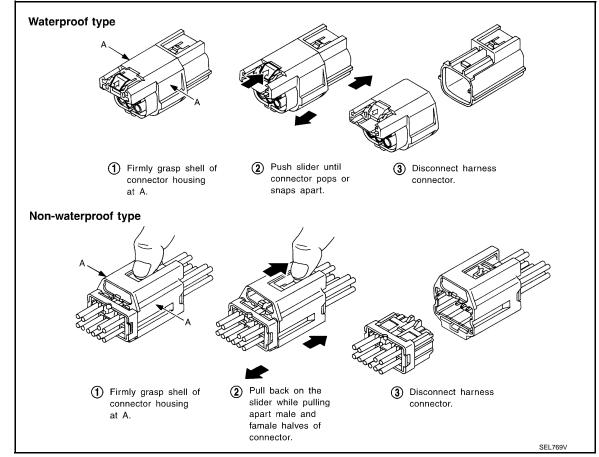
HARNESS CONNECTOR

< DTC/CIRCUIT DIAGNOSIS >

CAUTION:

- Never pull the harness or wires when disconnecting the connector.
- Be careful not to damage the connector support bracket when disconnecting the connector.





HARNESS CONNECTOR (LEVER LOCKING TYPE)

- Lever locking type harness connectors are used on certain control units and control modules such as ECM, ABS actuator and electric unit (control unit), etc.
- Lever locking type harness connectors are also used on super multiple junction (SMJ) connectors.
- Always confirm the lever is fully locked in place by moving the lever as far as it will go to ensure full connection.

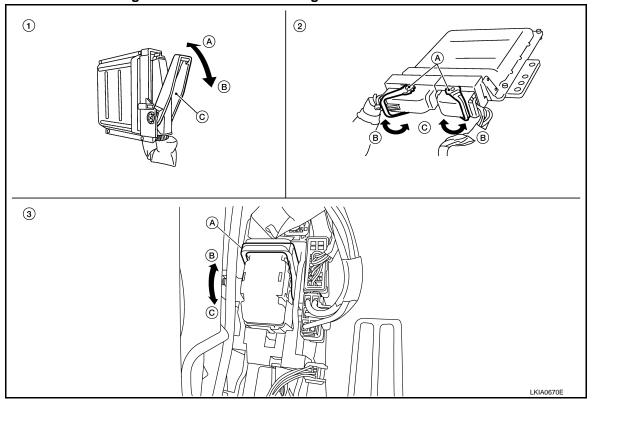
CAUTION:

HARNESS CONNECTOR

< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

Always confirm the lever is fully released (loosened) before attempting to disconnect or connect these connectors to avoid damage to the connector housing or terminals.



- 1. Control unit with single lever
 - A. Fasten
 - B. Loosen
 - C. Lever

- 2. Control unit with dual levers
 - A. Levers
 - B. Fasten C. Loosen
- 3. SMJ connector A. Lever
 - B. Fasten
 - C. Loosen

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< DTC/CIRCUIT DIAGNOSIS >

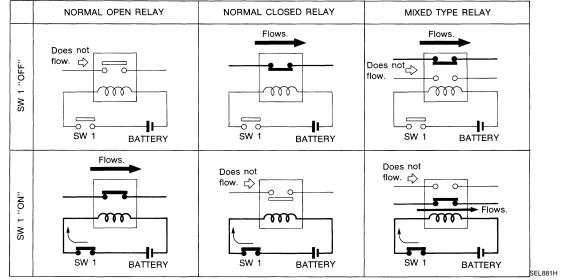
STANDARDIZED RELAY

[POWER SUPPLY & GROUND CIRCUIT]

Description

NORMAL OPEN, NORMAL CLOSED AND MIXED TYPE RELAYS

Relays can mainly be divided into three types: normal open, normal closed and mixed type relays.



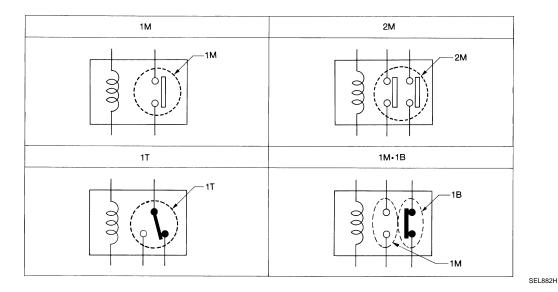
TYPE OF STANDARDIZED RELAYS

1M 1 Make

2M 2 Make

1T1 Transfer

1M-1B 1 Make 1 Break



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< DTC/CIRCUIT DIAGNOSIS >

STANDARDIZED RELAY

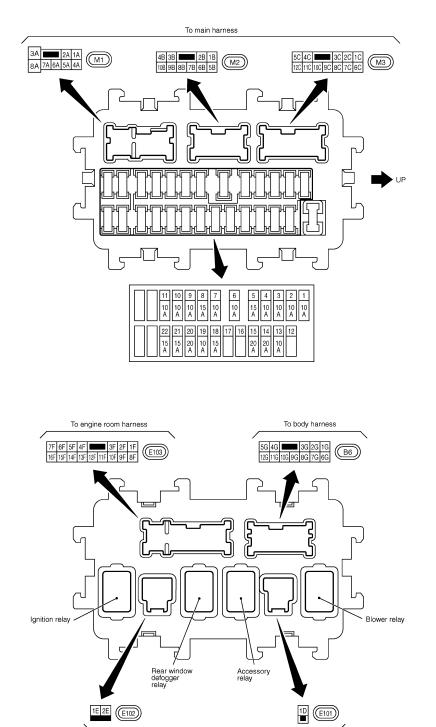
[POWER SUPPLY & GROUND CIRCUIT]

$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Туре	Outer view	Circuit	Connector symbol and connection	Case color	A
$\begin{bmatrix} 2M \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ $	1T			5	BLACK	B C D
1M + 1B 0 0 0 0 0 0 0 0 0 0	2М				BROWN	F
	1M•1B	6 3			GRAY	G H I
The arrangement of terminal numbers on the actual relays may differ from those shown above.					- BLVE	J K L PG N

FUSE BLOCK - JUNCTION BOX (J/B)

Fuse, Connector and Terminal Arrangement

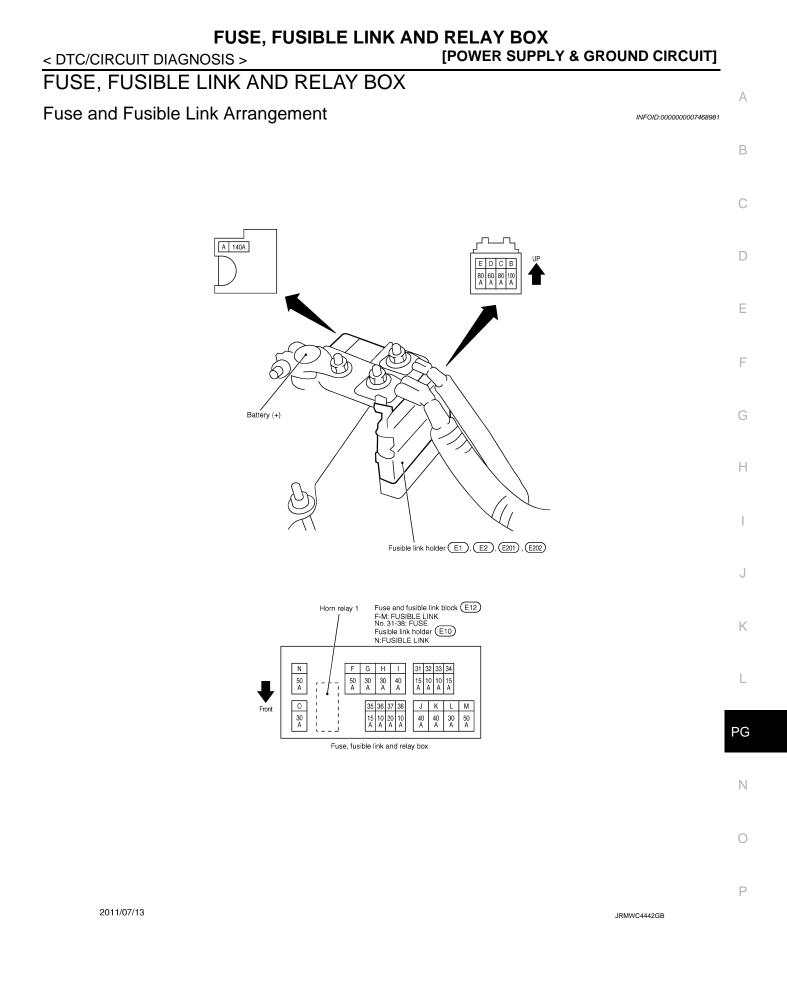
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2009/11/05

JCMWM6117GB

To engine room harness



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

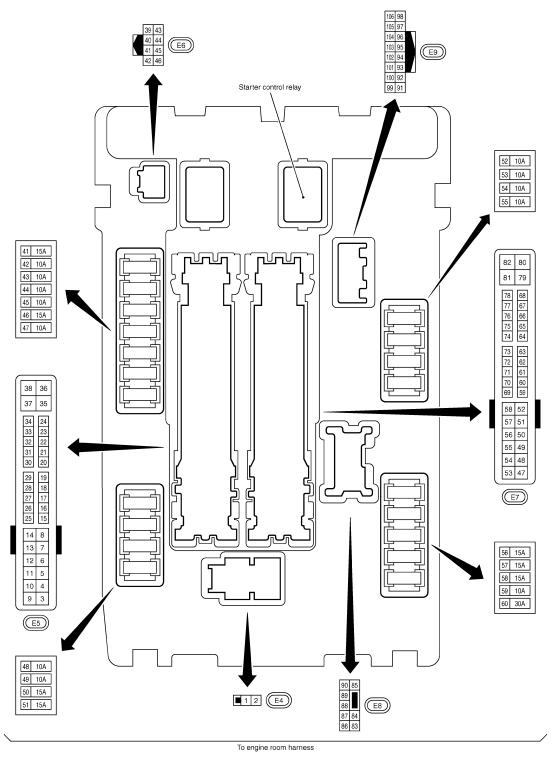
< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

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

Fuse, Connector and Terminal Arrangement

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< PRECAUTION > PRECAUTION PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" INFOID:000000007468983

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

WARNING:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see "SRS AIR BAG".
- Never use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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

WARNING:

Always observe the following items for preventing accidental activation.

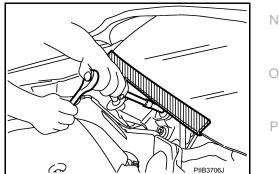
- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious iniury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Precaution for Battery Service

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

Precaution for Procedure without Cowl Top Cover

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



< PREPARATION > PREPARATION PREPARATION

Special Service Tools

INFOID:000000007732914

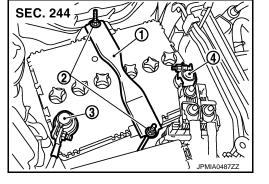
Tool number (Kent-Moore No.) Tool name		Description
— (—) Model GR8-1200 NI Multitasking battery and electrical di- agnostic station	AWIIA1239ZZ	Tests batteries, starting and charging sys- tems and charges batteries. For operating instructions, refer to diagnostic station instruction manual.
— (—) Model EXP-800 NI Battery and electrical diagnostic ana- lyzer	JSMIA0806ZZ	Tests batteries and charging systems. For operating instructions, refer to diagnostic analyzer instruction manual.

< REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION

BATTERY

Exploded View

- 1 : Battery fix frame
- 2 : Battery fix frame mounting nuts
- 3 : Battery terminal (-)
- 4 : Battery terminal (+)



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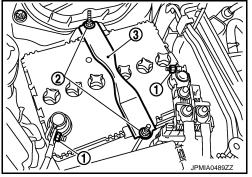
Removal and Installation

REMOVAL

- 1. Remove battery cover.
- 2. Remove the clips (A), and remove hoodledge cover (RH) (1).
- 3. Remove cowl top cover (RH). Refer to EXT-23, "Exploded View".
- 4. Remove cover of battery positive terminal.
- Loosen battery terminal nuts (1), and disconnect both battery cables from battery terminals. CAUTION:

When disconnecting, disconnect the battery cable from the negative terminal first.

- 6. Remove battery fix frame mounting nuts (2) and battery fix frame (3).
- 7. Remove battery.



INSTALLATION

Install in the reverse order of removal.

CAUTION:

When connecting, connect the battery cable to the positive terminal first.

Battery fix frame mounting nut Solution: 3.9 N·m (0.40 kg-m, 35 in-lb) Battery terminal nut Solution: 5.4 N·m (0.55 kg-m, 48 in-lb)

Revision: 2013 February



< REMOVAL AND INSTALLATION >

Reset electronic systems as necessary. Refer to <u>GI-55</u>, "ADDITIONAL SERVICE WHEN REMOVING BAT-TERY NEGATIVE TERMINAL : Required Procedure After Battery Disconnection".

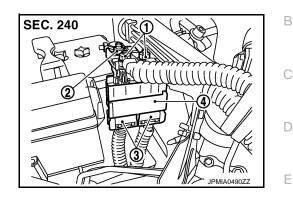
BATTERY TERMINAL WITH FUSIBLE LINK TAI | ATION > [POWER SUPPLY & GROUND CIRCUIT]

< REMOVAL AND INSTALLATION >

BATTERY TERMINAL WITH FUSIBLE LINK

Exploded View

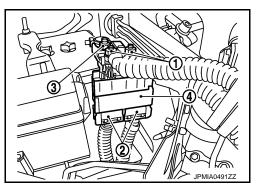
- 1 : Harness mounting nut
- 2 : Fusible link holder mounting nut
- 3 : Harness connector
- 4 : Battery terminal with fusible link



Removal and Installation

REMOVAL

- 1. Remove battery cover.
- 2. Disconnect the battery cable from the negative terminal.
- 3. Remove cover of battery positive terminal.
- 4. Remove harness mounting nuts (1) to disconnect harness connector (2).
- 5. Remove fusible link holder mounting nut (3) to remove battery terminal with fusible link (4).



INSTALLATION

Install in the reverse order of removal.

Harness mounting nut : 13.2 N·m (1.3 kg-m, 10 ft-lb) Fusible link holder mounting nut : 13.2 N·m (1.3 kg-m, 10 ft-lb) А

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< SERVICE DATA AND SPECIFICATIONS (SDS)

[POWER SUPPLY & GROUND CIRCUIT]

SERVICE DATA AND SPECIFICATIONS (SDS) SERVICE DATA AND SPECIFICATIONS (SDS)

Battery

INFOID:000000007468991

Туре		80D23L	
20 hour rate capacity	[V - Ah]	12 - 62	
Cold cranking current (For reference value)	[A]	582	