SECTION LAN

LAN SYSTEM

CONTENTS

CAN SYSTEM (TYPE 5)

CAN SYSTEM (TYPE 6)

CAN SYSTEM (TYPE 7)

CAN SYSTEM (TYPE 15)

PRECAUTION

PRECAUTIONS

Precautions for Trouble Diagnosis

INFOID:0000000004457867

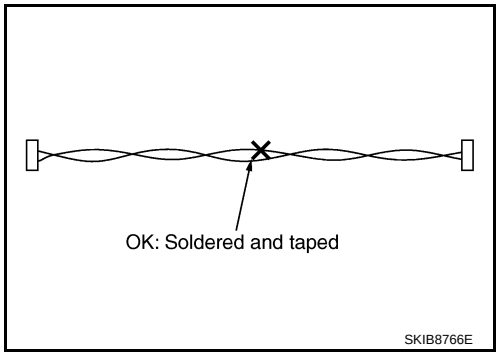
CAUTION:

- **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.**

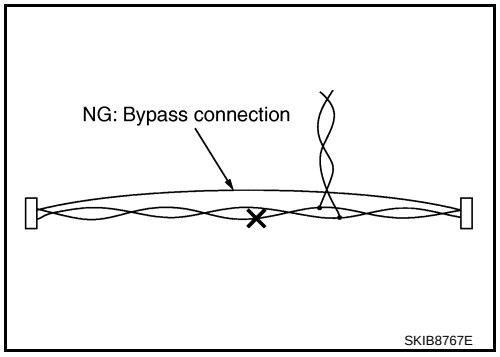
Precautions for Harness Repair

INFOID:0000000004457868

- Solder the repaired area and wrap tape around the soldered area.
  NOTE:
  A fray of twisted lines must be within 110 mm (4.33 in).



- Bypass connection is never allowed at the repaired area.
  NOTE:
  Bypass connection may cause CAN communication error. The spliced wire becomes separated and the characteristics of twisted line are lost.



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

SYSTEM DESCRIPTION

CAN COMMUNICATION SYSTEM

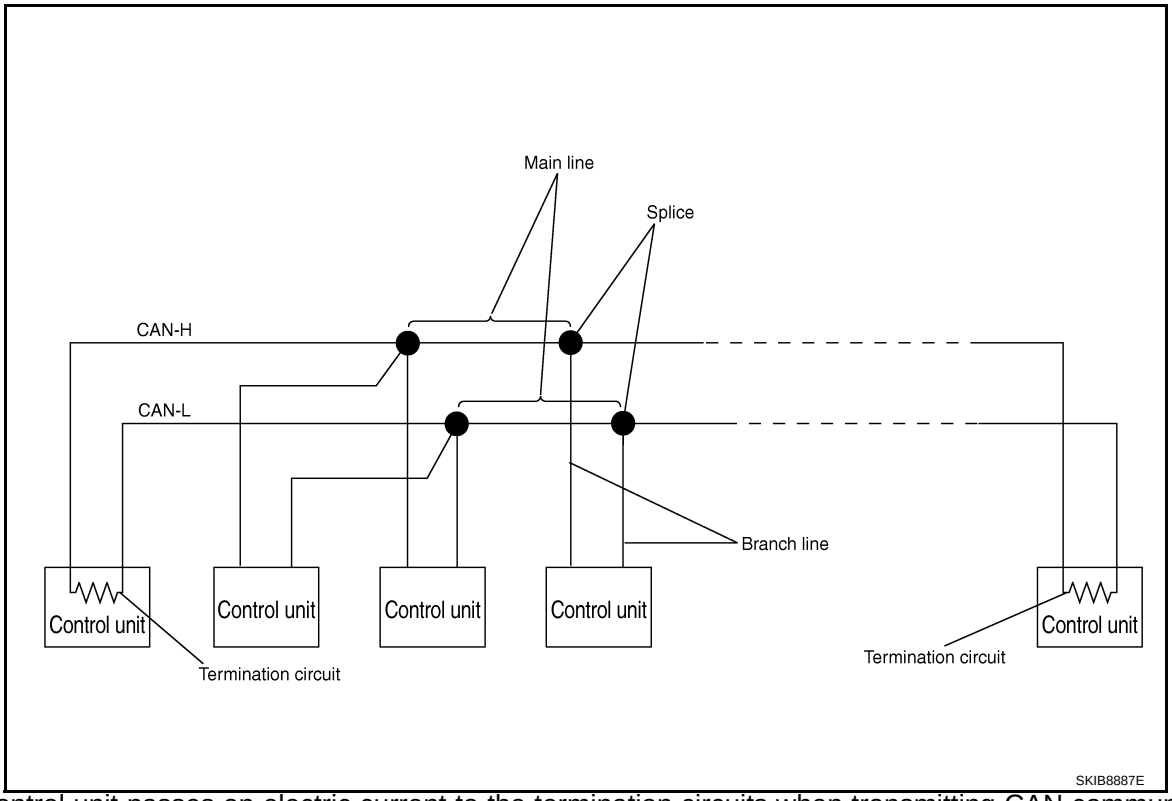
System Description

INFOID:0000000004457869

- 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:0000000004457870



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-11, "CAN Communication Control Circuit".

CAN Communication Control Circuit

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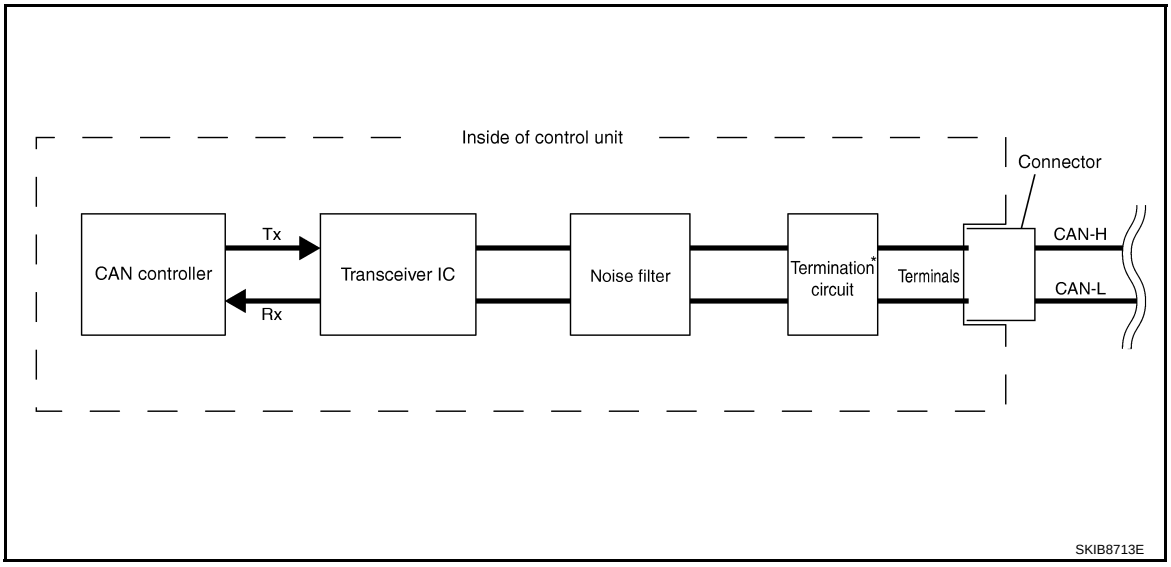

Component	System description
CAN controller	It controls CAN communication signal transmission and reception, error detection, etc.
Transceiver IC	It converts digital signal into CAN communication signal, and CAN communication signal into digital signal.
Noise filter	It eliminates noise of CAN communication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

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

DIAG ON CAN

Description

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"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

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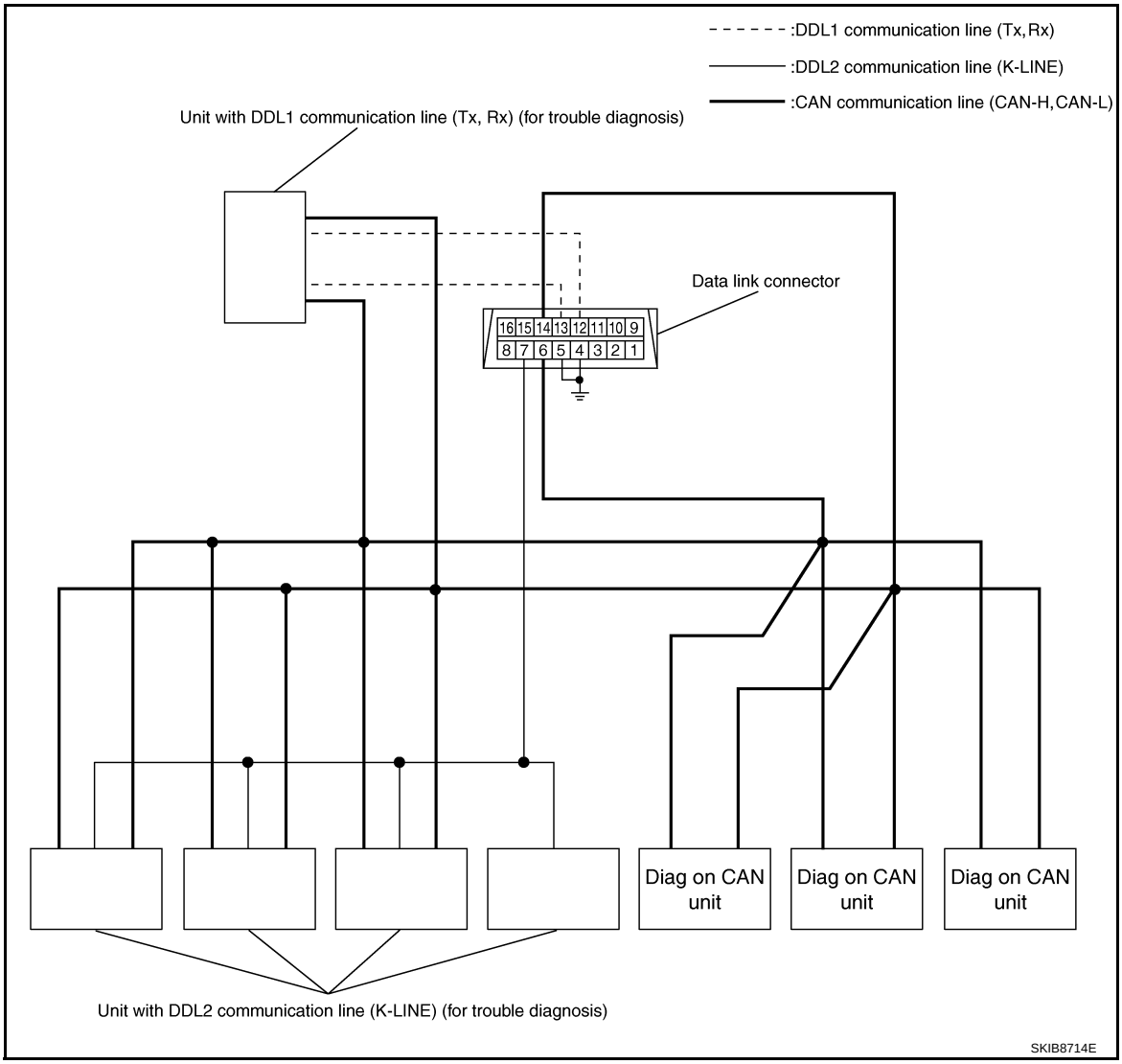


Name	Harness	Description
DDL1	Tx Rx	It is used for trouble diagnosis. (CAN-H and CAN-L are used for controlling)
DDL2	K-LINE	It is used for trouble diagnosis. (CAN-H and CAN-L are used for controlling)
Diag on CAN	CAN-H CAN-L	It is used for trouble diagnosis and control.

TROUBLE DIAGNOSIS

Condition of Error Detection

INFOID:0000000004457874

"U1000" or "U1001" is indicated on SELF-DIAG RESULTS on CONSULT-III if CAN communication signal is not transmitted or received between units for 2 seconds or more.

CAN COMMUNICATION SYSTEM ERROR

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

WHEN "U1000" OR "U1001" IS INDICATED EVEN THOUGH CAN COMMUNICATION SYSTEM IS NORMAL

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

NOTE:

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

Symptom When Error Occurs in CAN Communication System

INFOID:0000000004457875

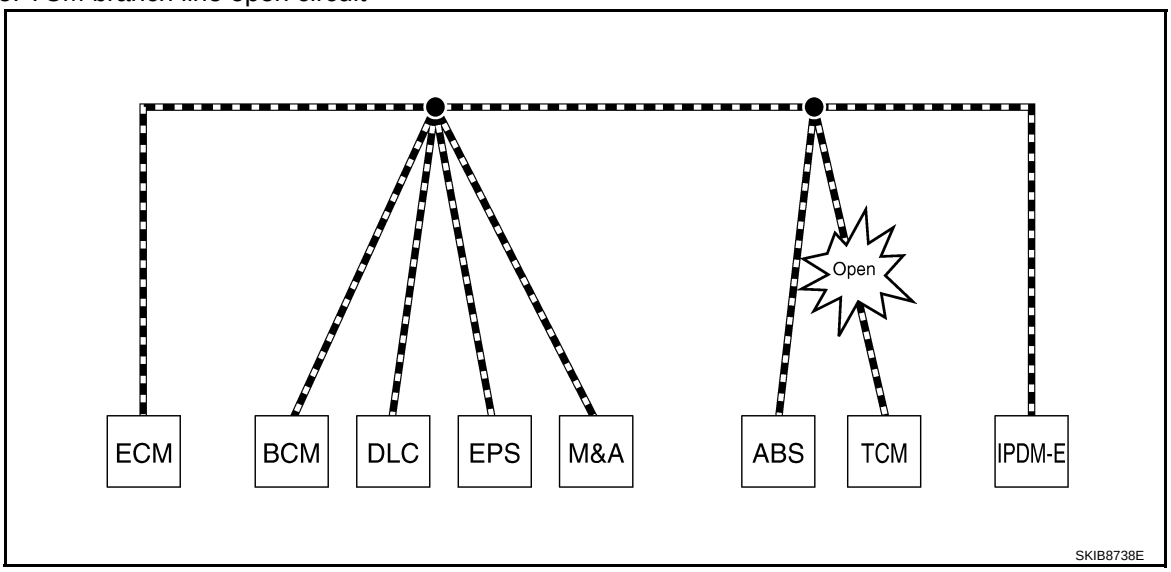
In CAN communication system, multiple units mutually transmit and receive signals. Each unit cannot transmit and receive signals if any error occurs on CAN communication line. Under this condition, multiple control units related to the root cause malfunction or go into fail-safe mode.

ERROR EXAMPLE

NOTE:

- Each vehicle differs in symptom of each unit under fail-safe mode and CAN communication line wiring.
- Refer to LAN-24, "Abbreviation List" for the unit abbreviation.

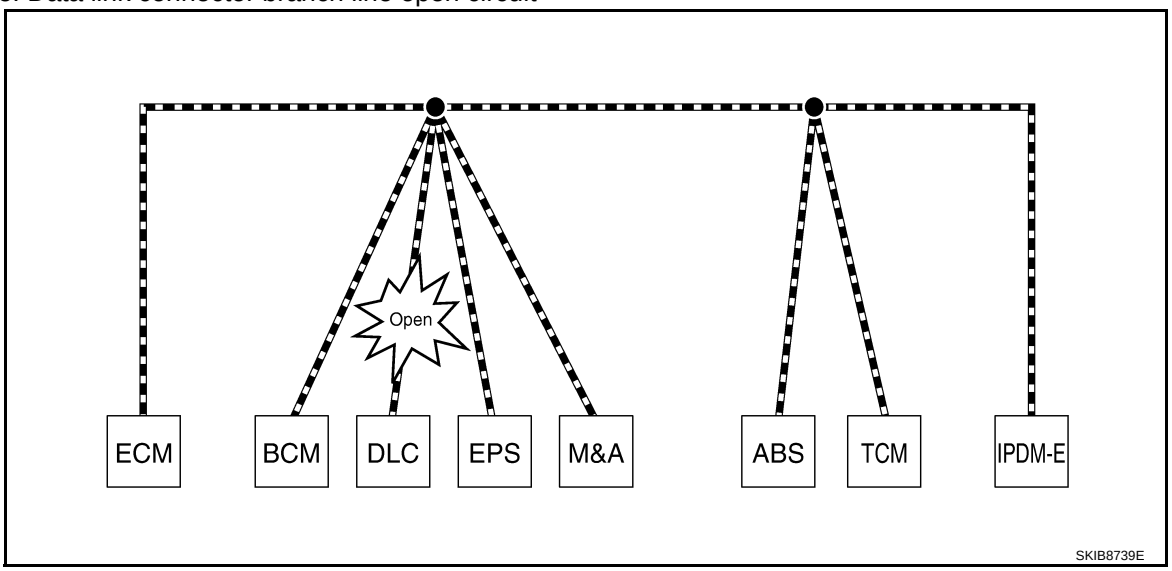
Example: TCM branch line open circuit



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

Unit name	Symptom
EPS control unit	Normal operation.
Combination meter	• Shift position indicator and OD OFF indicator turn OFF. • Warning lamps turn ON.
ABS actuator and electric unit (control unit)	Normal operation.
TCM	No impact on operation.
IPDM E/R	Normal operation.

Example: Data link connector branch line open circuit

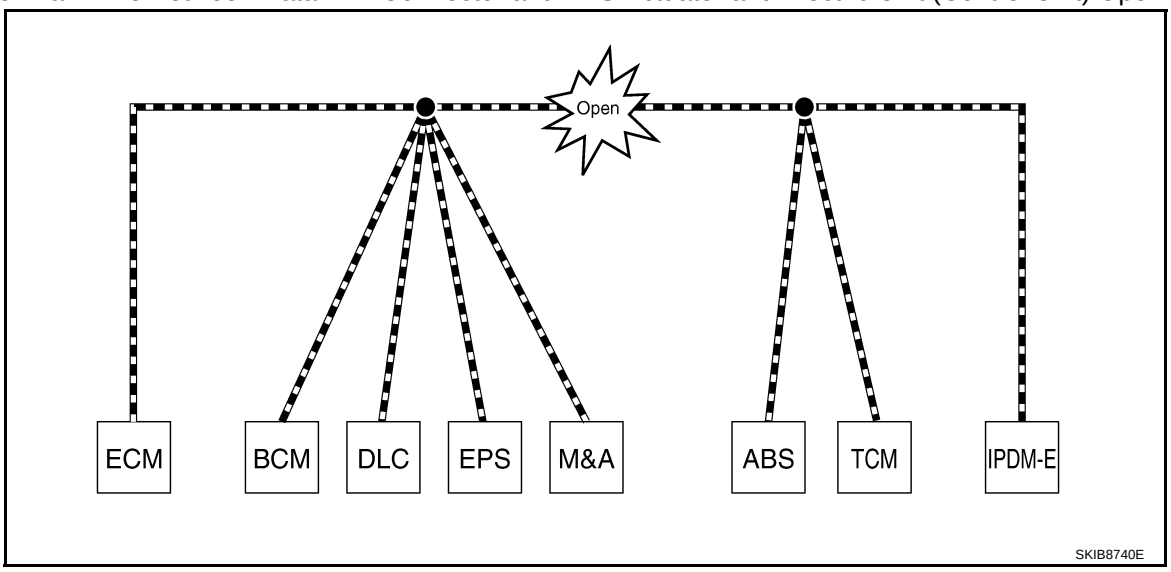


Unit name	Symptom
ECM	Normal operation.
BCM	
EPS control unit	
Combination meter	
ABS actuator and electric unit (control unit)	
TCM	
IPDM E/R	

NOTE:
- When data link connector branch line is open, transmission and reception of CAN communication signals 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.

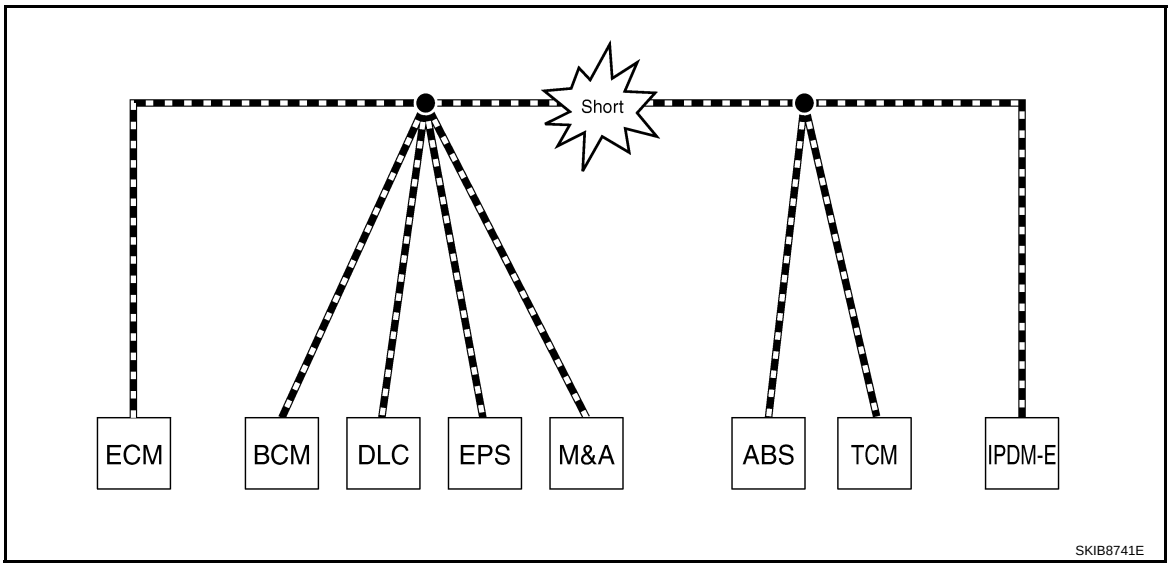
Error	Difference of symptom
Data link connector branch line open circuit	Normal operation.
CAN-H, CAN-L harness short-circuit	Most of the units which are connected to the CAN communication system enter fail-safe mode or are deactivated.

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	• Reverse warning chime does not sound. • The front wiper moves under continuous operation mode even though the front wiper switch being in the intermittent position.
EPS control unit	The steering effort increases.
Combination meter	• The shift position indicator and OD OFF indicator turn OFF. • The speedometer is inoperative. • The odo/trip meter stops.
ABS actuator and electric unit (control unit)	Normal operation.
TCM	No impact on operation.
IPDM E/R	When the ignition switch is ON, • The headlamps (Lo) turn ON. • The cooling fan continues to rotate.

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



Unit name	Symptom
ECM	• Engine torque limiting is affected, and shift harshness increases. • Engine speed drops.
BCM	• Reverse warning chime does not sound. • The front wiper moves under continuous operation mode even though the front wiper switch being in the intermittent position. • The room lamp does not turn ON. • The engine does not start (if an error or malfunction occurs while turning the ignition switch 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	• The tachometer and the speedometer do not move. • Warning lamps turn ON. • Indicator lamps do not turn ON.
ABS actuator and electric unit (control unit)	Normal operation.
TCM	No impact on operation.
IPDM E/R	When the ignition switch is ON, • The headlamps (Lo) turn ON. • The cooling fan continues to rotate.

CAN Diagnosis with CONSULT-III

INFOID:0000000004457876

CAN diagnosis on CONSULT-III extracts the root cause by receiving the following information.
- Response to the system call
- Control unit diagnosis information
- Self-diagnosis
- CAN diagnostic support monitor

Self-Diagnosis

INFOID:0000000004457877

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.
U0164	LOST COMM (HVAC)	When ECM is not transmitting or receiving CAN communication signal of OBD (emission-related diagnosis) from A/C auto amp. for 2 seconds or more.	
U1000	CAN COMM CIRCUIT	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 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:0000000004457878

MONITOR ITEM (CONSULT-III)

Example: CAN DIAG SUPPORT MNTR indication

Without PAST

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

With PAST

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

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Without PAST

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

With PAST

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

MONITOR ITEM (ON-BOARD DIAGNOSIS)

NOTE:

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

Example: Vehicle Display

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

How to Use CAN Communication Signal Chart

INFOID:0000000004457879

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

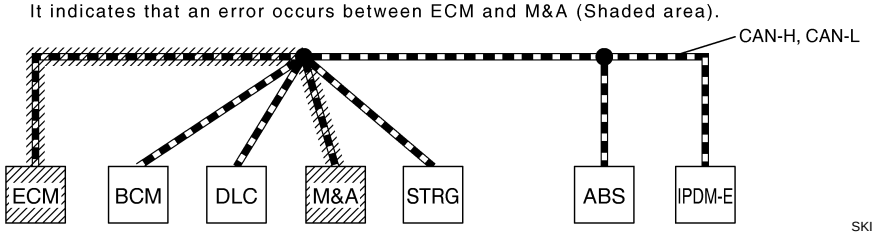
Example: Tachometer does not move even though the engine rotates.

T: Transmit R: Receive

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

No communication between ECM and M&A.

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



BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Trouble Diagnosis Flow Chart

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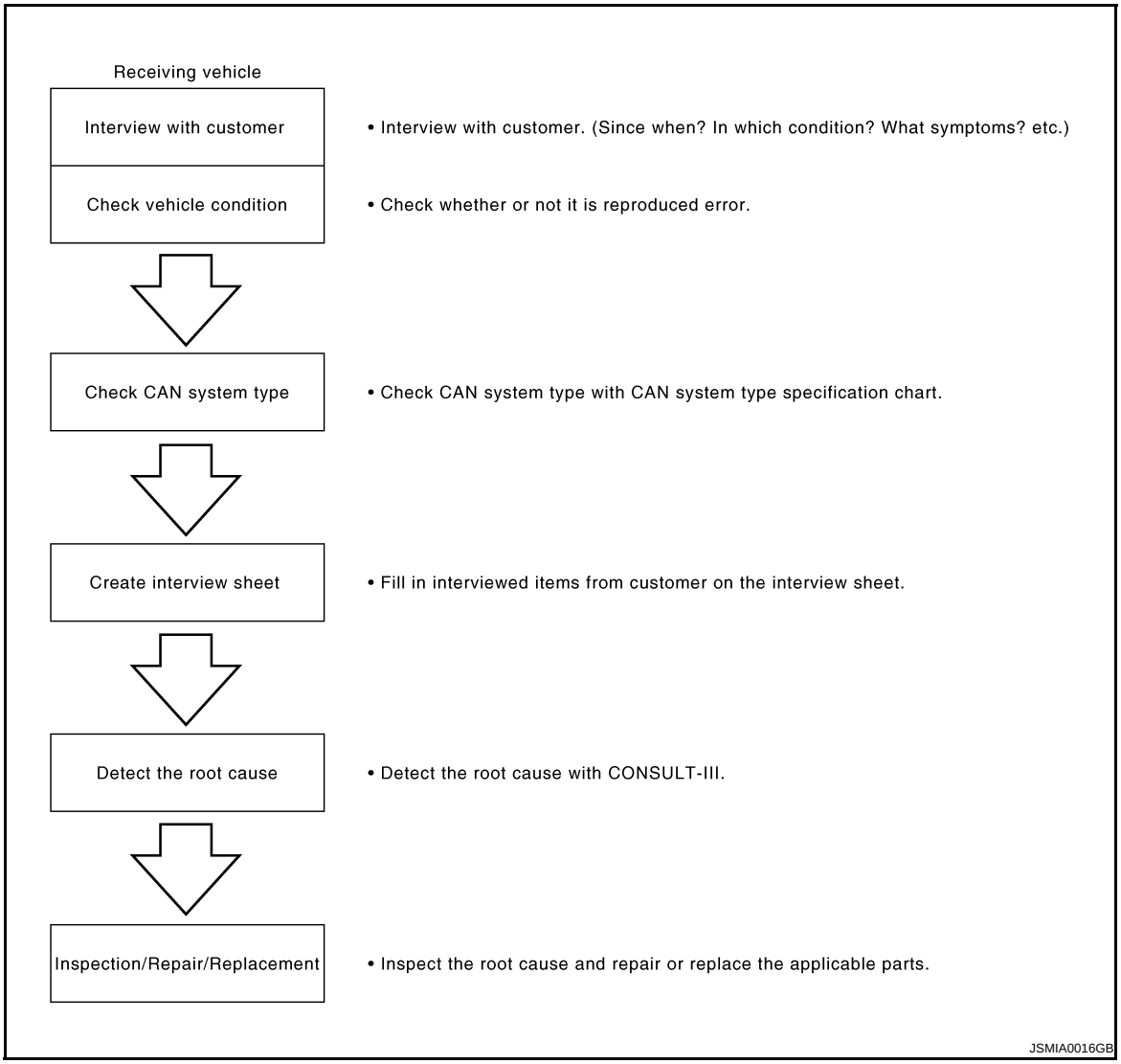

Trouble Diagnosis Procedure

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INTERVIEW WITH CUSTOMER

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

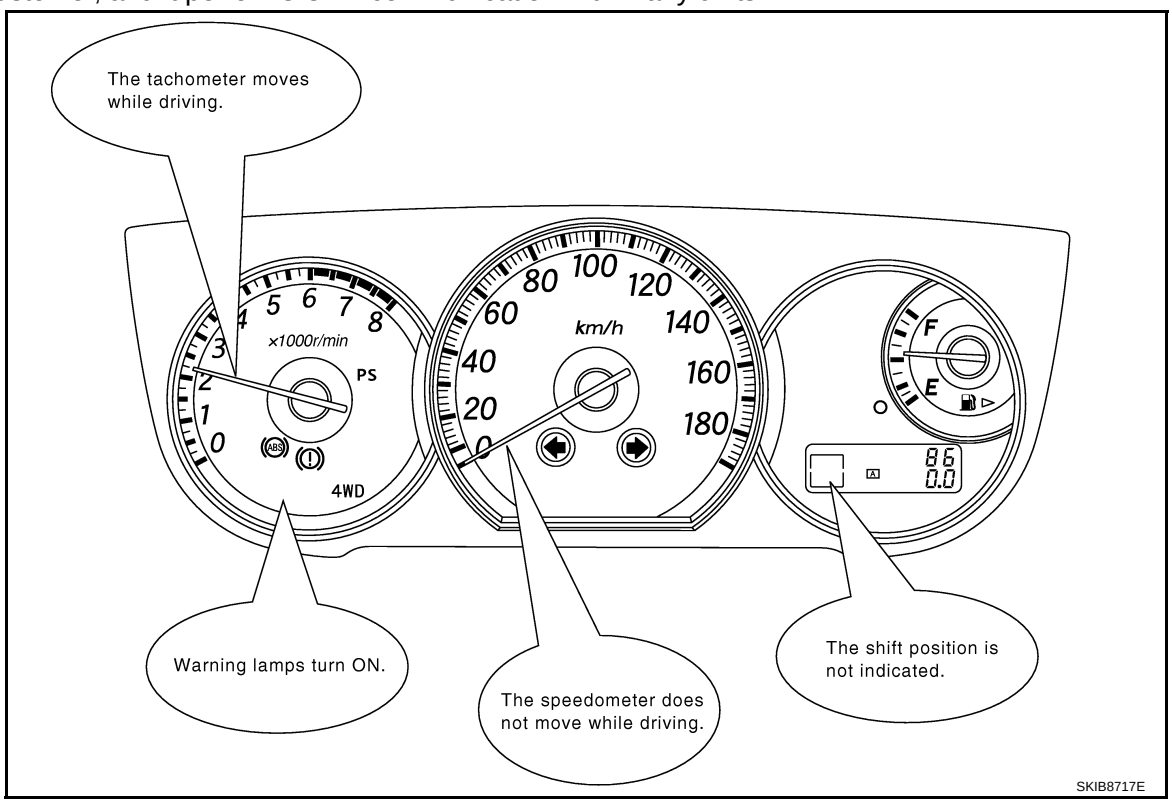
Points in interview

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

NOTE:

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

- Indication of the combination meter is important to detect the root cause because it is the most obvious 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:

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

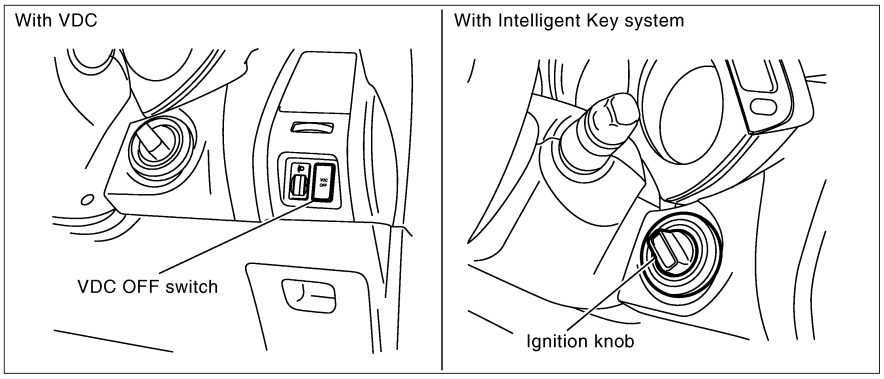
Example:
Vehicle is equipped as follows: Wagon, AWD, VQ35DE, CVT, VDC, and Intelligent Key system. (⬭ shows an example of CAN system type.)

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

Body type	Wagon						Check the vehicle equipment with the vehicle identification number plate.
Axle	2WD				AWD		
Engine	QR25DE		VQ35DE				
Transmission	A/T		CVT				
Brake control	ABS				VDC		Check the vehicle equipment.
Intelligent Key system		×		×		×	
CAN system type	1	2	3	4	5	6	The number indicates the CAN system type of the vehicle.
CAN communication signal chart	XX-XX. "TYPE 1/TYPE 2"		XX-XX. "TYPE 3/TYPE 4"		XX-XX. "TYPE 5/TYPE 6"		

×: Applicable

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



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

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

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CAN System Type Specification Chart (Style B)
NOTE:

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

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

CAN System Specification Chart

Refer to the specification as shown in the chart.

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

×: Applicable

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

SPECIFICATION CHART B

Determine CAN system type from the following specification chart.

Body type	Sedan										
Axle	2WD										
Engine	MR20DE										
Transmission	CVT										
Brake control	ABS										
Active AFS		×			×	×		×	×		×
Intelligent Key system			×		×		×	×	×	×	×
Navigation system				×		×	×		×		×
Automatic drive positioner								×		×	×	×
CAN system type	9	10	11	12	13	14	15	16	17	18	19	20
CAN communication signal chart	XX.XX "TYPE 9/TYPE 10/TYPE 11/TYPE 12/TYPE 13/TYPE 14/TYPE 15/TYPE 16/TYPE 17/TYPE 18/TYPE 19/TYPE 20"											

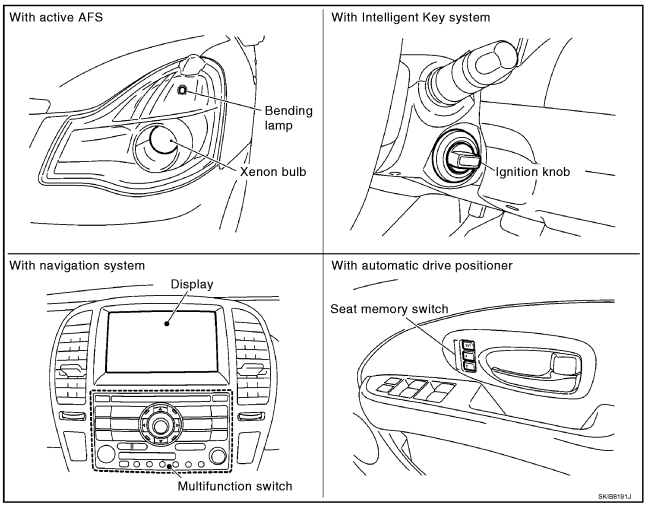
×: Applicable

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

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION

NOTE:

Check CAN system type from the vehicle shape and equipment.



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

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

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CREATE INTERVIEW SHEET

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

Interview Sheet (Example)

CAN Communication System Diagnosis Interview Sheet

Date received: 3, Feb. 2006

Type: DBA-KG11

VIN No.: KG11-005040

Model: BDRARGZ397EDA-E-J-

First registration: 10, Jan. 2001

Mileage: 62,140

CAN system type: Type 19

Symptom (Results from interview with customer)

- Headlamps suddenly turn ON while driving the vehicle.
- The engine does not restart after stopping the vehicle and turning the ignition switch OFF.
- The cooling fan continues rotating while turning the ignition switch ON.

Condition at inspection

Error Symptom: (Present) / Past

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

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DETECT THE ROOT CAUSE

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

HOW TO USE THIS MANUAL

HOW TO USE THIS SECTION

Caution

INFOID:0000000004457882

- This section describes information peculiar to a vehicle and inspection procedures.
- For trouble diagnosis procedure, refer to LAN-19, "Trouble Diagnosis Procedure".

Abbreviation List

INFOID:0000000004457883

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
AV	AV control unit
BCM	BCM
DLC	Data link connector
ECM	ECM
ICC	ICC sensor integrated unit
IPDM-E	IPDM E/R
M&A	Unified meter and A/C amp.
PSB	Pre-crash seat belt control unit
RAS	4WAS main control unit
STRG	Steering angle sensor
TCM	TCM

PRECAUTION

PRECAUTIONS

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

INFOID:0000000004457884

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:0000000004457885

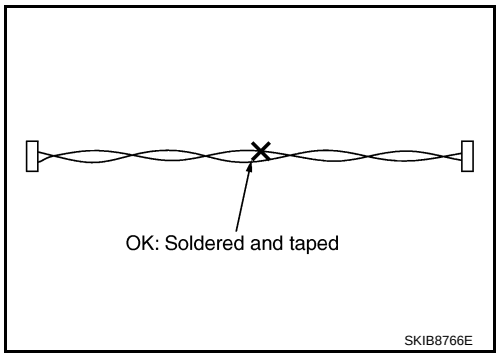
CAUTION:

- **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.**

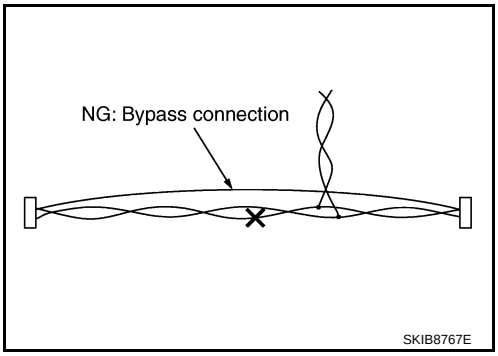
Precautions for Harness Repair

INFOID:0000000004457886

- Solder the repaired area and wrap tape around the soldered area.
  NOTE:
  A fray of twisted lines must be within 110 mm (4.33 in).



- Bypass connection is never allowed at the repaired area.
  NOTE:
  Bypass connection may cause CAN communication error. The spliced wire becomes separated and the characteristics of twisted line are lost.



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

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Interview Sheet

INFOID:0000000004457887

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

SYSTEM DESCRIPTION

CAN COMMUNICATION SYSTEM

CAN System Specification Chart

INFOID:0000000004457888

Determine CAN system type from the following specification chart.

NOTE:

Refer to LAN-19, "Trouble Diagnosis Procedure" for how to use CAN system specification chart.

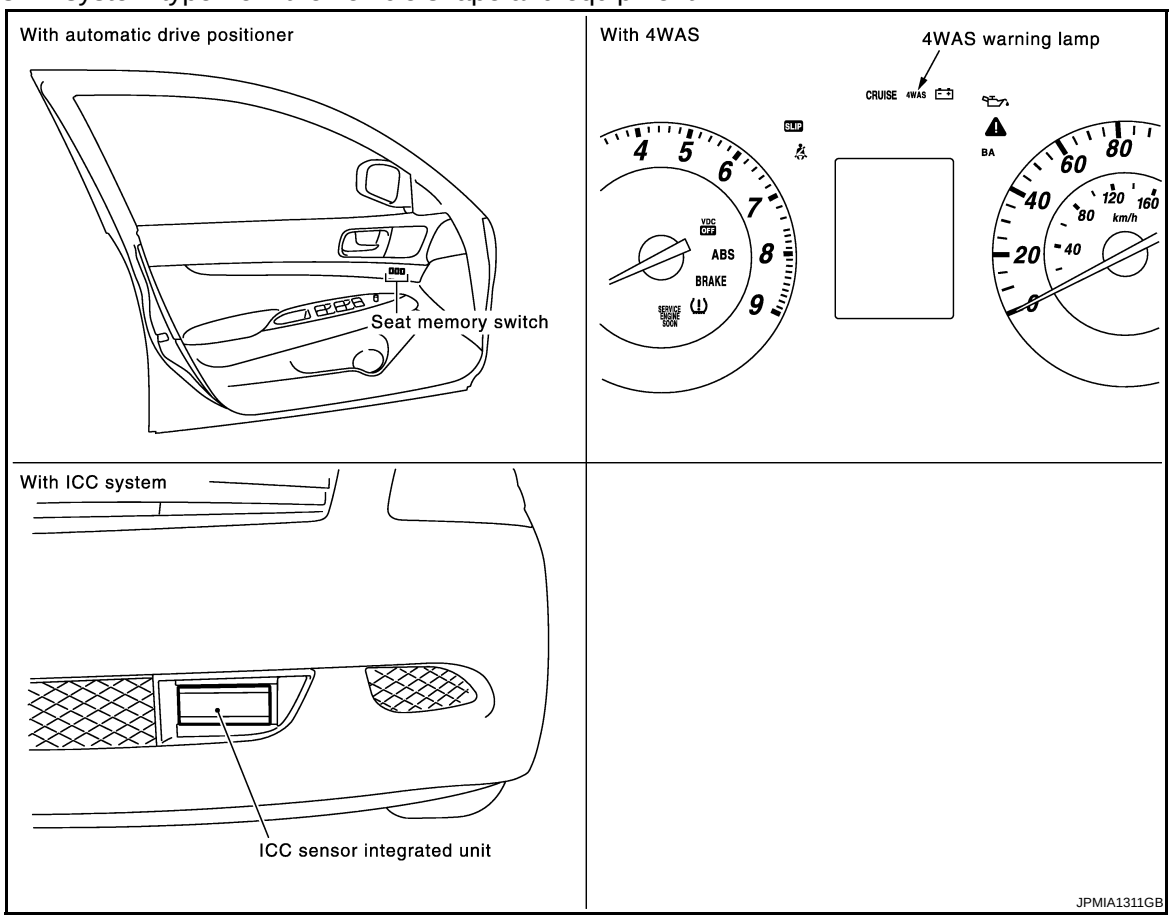
Body type	Sedan														
Axle	2WD												AWD		
Engine	VQ37VHR														
Transmission	M/T						A/T								
Brake control	VDC														
Automatic drive positioner		×		×	×	×		×		×	×	×		×	×
4WAS			×	×		×			×	×		×			
ICC system					×	×					×	×			×
CAN system type	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

×: Applicable

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION

NOTE:

Check CAN system type from the vehicle shape and equipment.



CAN Communication Signal Chart

INFOID:0000000004457889

Refer to LAN-18, "How to Use CAN Communication Signal Chart" for how to use CAN communication signal chart.

NOTE:
Refer to LAN-24, "Abbreviation List" for the abbreviations of the connecting units.

T: Transmit R: Receive

Signal name/Connecting unit	ECM	4WD	AV	BCM	PSB	TCM	AFS	M&A	STRG	ADP	RAS	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						
ASCD SET indicator 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	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	
Malfunctioning indicator lamp signal	T							R						
Park/neutral position switch signal*1	T												R	
Power generation command value signal	T													R
Snow mode switch signal	T											R	R	
	R							T						
Stop lamp switch signal	T												R	
		R										T	R	
				T		R								
Wide open throttle position signal	T					R								
AWD signal		T										R		
AWD warning 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 setting signal			T	R										
			R	T										
Voice recognition signal*2			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						R

Signal name/Connecting unit	ECM	4WD	AV	BCM	PSB	TCM	AFS	M&A	STRG	ADP	RAS	ABS	ICC	IPDM-E
Front wiper request signal				T									R	R
High beam request signal				T				R						R
Horn reminder signal				T										R
Ignition switch ON signal				T										R
				R										T
Ignition switch signal				T						R				
Interlock/PNP switch signal				T										R
				R										T
Key ID signal				T						R				
Key switch signal				T						R				
Key warning lamp signal				T				R						
Low beam request signal				T										R
Meter display signal				T				R						
								R					T	
Oil pressure switch signal				T				R						
				R										T
Position light request signal				T				R						R
Rear window defogger control signal				T										R
	R		R	R										T
Sleep wake up signal				T				R		R				R
Starter control relay signal				T										R
Starter relay status signal				R										T
				T										R
Starting mode signal				T						R				
Steering lock relay signal				R										T
				T										R
Theft warning horn request signal				T										R
Tire pressure signal				T				R						
Trunk switch signal				T				R						
Turn indicator signal				T				R						
A/T CHECK indicator lamp signal						T	R	R						
A/T self-diagnosis signal	R					T								
Current gear position signal						T						R	R	
Input speed signal	R					T							R	
Manual mode indicator signal						T		R					R	
N range signal				R		T							R	
Output shaft revolution signal	R					T							R	
P range signal				R		T						R	R	
R range signal						T							R	
Shift position signal					R*3	T	R	R		R		R	R	
AFS OFF indicator lamp signal							T	R						
A/C evaporator temperature signal	R							T						
A/C switch signal	R							T						

Signal name/Connecting unit	ECM	4WD	AV	BCM	PSB	TCM	AFS	M&A	STRG	ADP	RAS	ABS	ICC	IPDM-E
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						R		T						
Manual mode shift up signal						R		T						
Manual mode signal						R		T						
Not manual mode signal						R		T						
Odometer signal				R				T						
Paddle shifter shift down signal*4						R		T						
Paddle shifter shift up signal*4						R		T						
Parking brake switch signal		R		R				T						
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	R	R	T		R				R
		R		R				R			R	T	R	
Wake up signal				R				T						
Steering angle sensor signal							R		T		R	R		
4WAS signal											T	R		
4WAS warning lamp signal								R			T			
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 pressure control signal												T	R	
Brake warning lamp 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						R						T	R	
VDC OFF indicator lamp signal								R				T		
VDC OFF switch signal												T	R	
VDC operation signal												T	R	
Deceleration degree commandment value signal												R	T	
ICC operation signal	R												T	
ICC warning lamp signal								R					T	
A/C compressor feedback signal	R							R						T
Detention switch signal				R						R				T
Front wiper stop position signal				R										T

Signal name/Connecting unit	ECM	4WD	AV	BCM	PSB	TCM	AFS	M&A	STRG	ADP	RAS	ABS	ICC	IPDM-E
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: M/T models only

*2: Models with NAVI

*3: Receive reverse position signal only

*4: Models with paddle shifter

NOTE:

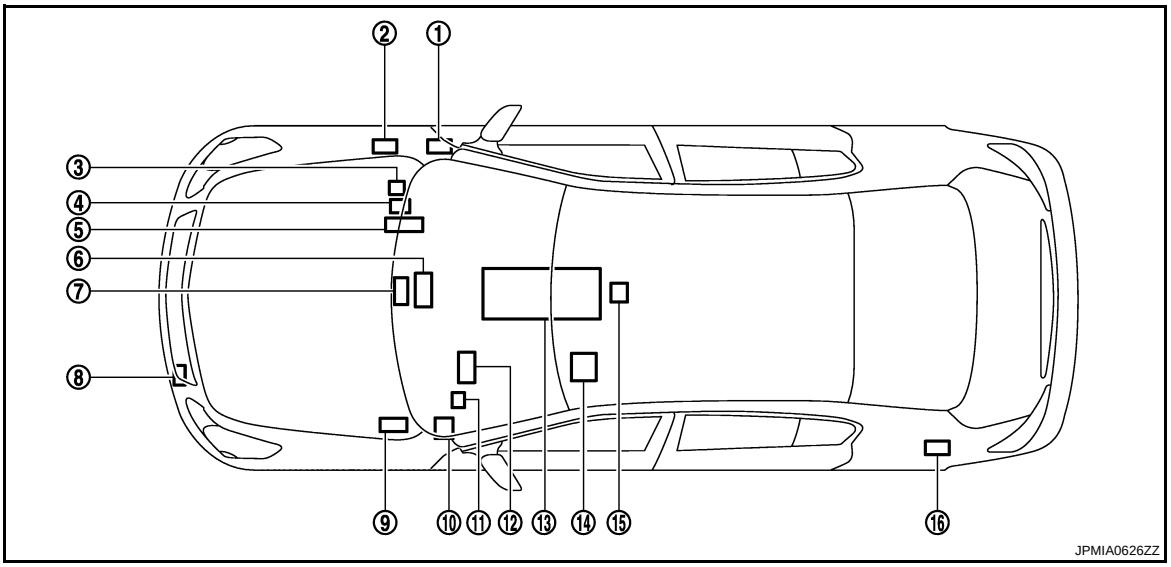
CAN data of the air bag diagnosis sensor unit is not used by usual service work, thus it is omitted.

DTC/CIRCUIT DIAGNOSIS

CAN COMMUNICATION SYSTEM

Component Parts Location

INFOID:0000000004457890



1. BCM M122
2. IPDM E/R E6
3. Pre-crash seat belt control unit M110
4. AWD control unit F108
5. ECM M107
6. AV control unit
   M85: Without NAVI
   M87: With NAVI
7. Unified meter and A/C amp. M67
8. ICC sensor integrated unit E67
9. ABS actuator and electric unit (control unit) E41
10. AFS control unit M16
11. Data link connector M24
12. Steering angle sensor M37
13. A/T assembly F51
14. Driver seat control unit B451
15. Air bag diagnosis sensor unit M147
16. 4WAS main control unit B54

Wiring Diagram - CAN SYSTEM -

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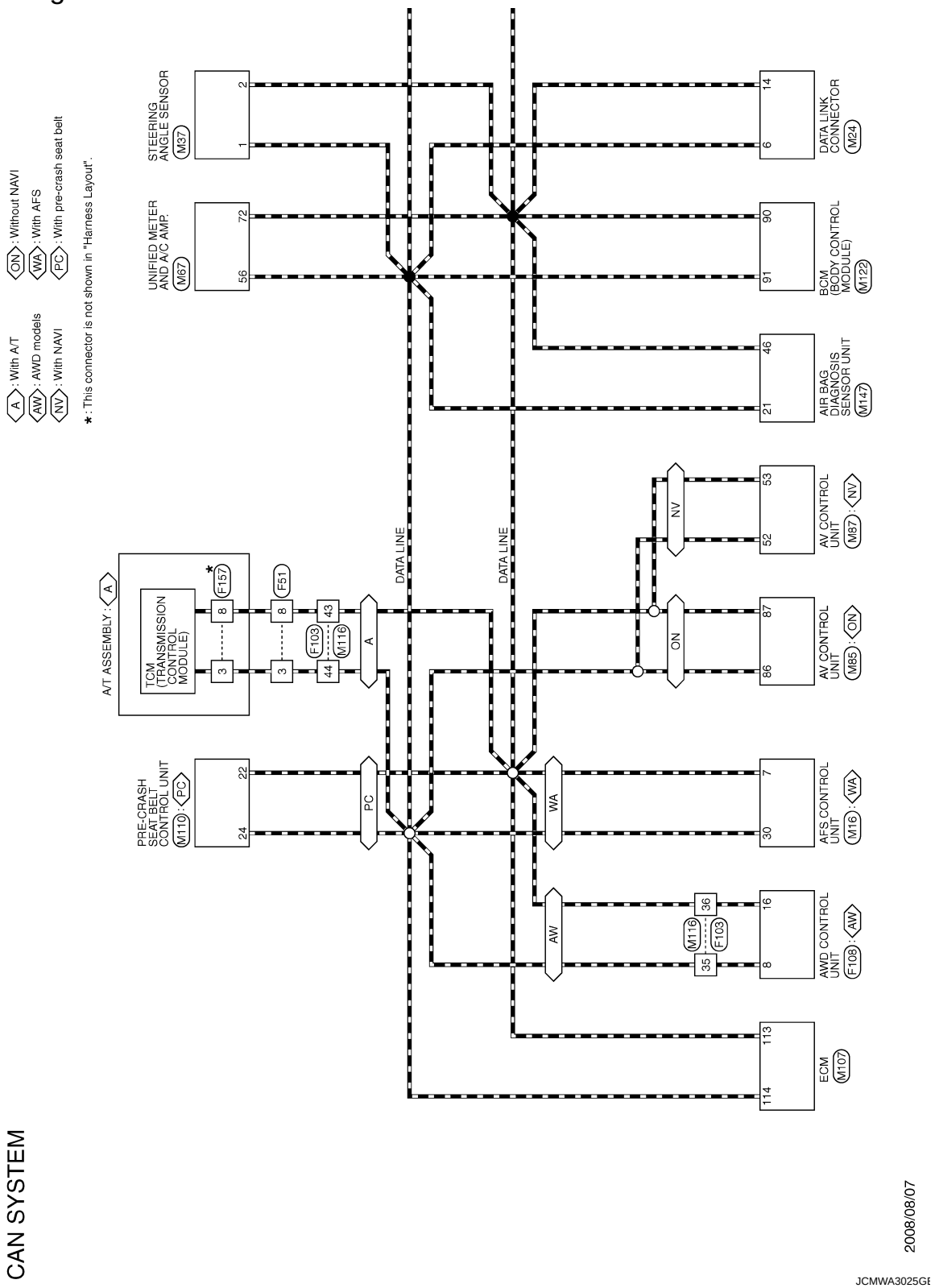
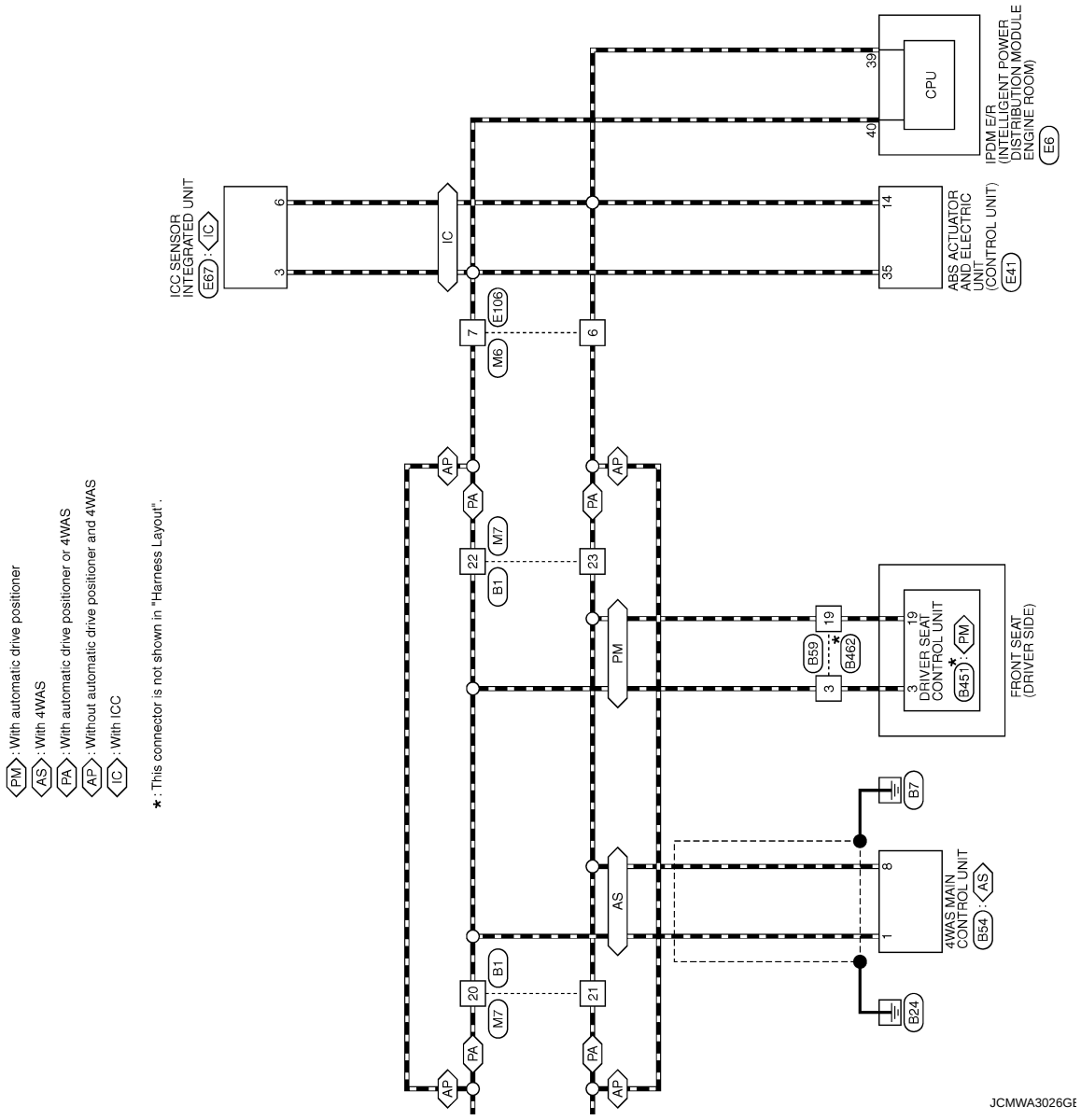



PM : With automatic drive positioner
AS : With 4WAS
PA : With automatic drive positioner or 4WAS
AP : Without automatic drive positioner and 4WAS
IC : With ICC
* : This connector is not shown in "Harness Layout".
ICC SENSOR INTEGRATED UNIT
E67 : IC
IC
6
3
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
E6
CPU
39
40
ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
E41
14
35
E106
M6
7
6
AP
PA
M7
B1
22
23
PM
B59
B462
19
3
DRIVER SEAT CONTROL UNIT
B451
FRONT SEAT (DRIVER SIDE)
B7
4WAS MAIN CONTROL UNIT
B54 : AS
8
1
AS
B24
20
21
JCMWA3026GE

CAN SYSTEM

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

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
20	L	–
21	P	–
22	L	–
23	P	–

Connector No.	B54
Connector Name	4WAS MAIN CONTROL UNIT
Connector Type	A36FW-M4

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
1	L	CAN-H
8	P	CAN-L

Connector No.	B59
Connector Name	WIRE TO WIRE
Connector Type	NS16FW-CS

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
3	L	–
19	P	–

Connector No.	B451
Connector Name	DRIVER SEAT CONTROL UNIT
Connector Type	TH32FW

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
3	R/Y	CAN-H
19	V	CAN-L

Connector No.	B462
Connector Name	WIRE TO WIRE
Connector Type	NS16MW-CS

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
3	R/Y	–
19	V	–

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

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
39	P	–
40	L	–

Connector No.	E41
Connector Name	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
Connector Type	BAA42FB-AHZ4-LH

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
14	P	CAN-L
35	L	CAN-H

Connector No.	E67
Connector Name	ICC SENSOR INTEGRATED UNIT
Connector Type	RS06FB-PR

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
3	L	CAN-H
6	P	CAN-L

JCMWA3027GB

CAN SYSTEM

Connector No.	E106
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
6	P	–
7	L	–

Connector No.	F51
Connector Name	A/T ASSEMBLY
Connector Type	RK10FG-DGY

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
3	L	–
8	P	–

Connector No.	F103
Connector Name	WIRE TO WIRE
Connector Type	TK36FW-NS10

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
35	L	–
36	P	–
43	P	–
44	L	–

Connector No.	F108
Connector Name	AWD CONTROL UNIT
Connector Type	TH16FW-NH

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
8	L	CAN-H
16	P	CAN-L

Connector No.	F157
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Type	SP10FG

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
3	R	CAN-H
8	BR	CAN-L

Connector No.	M6
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
6	P	–
7	L	–

Connector No.	M7
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
20	L	–
21	P	–
22	L	–
23	P	–

Connector No.	M16
Connector Name	AFS CONTROL UNIT
Connector Type	TH40FW-NH

H.S.

Terminal No.	Color of Wire	Signal Name [Specification]
7	P	CAN-L
30	L	CAN-H

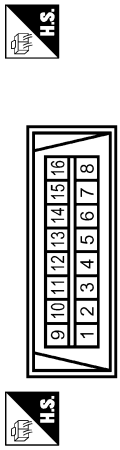
JCMWA3028GB

CAN SYSTEM

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

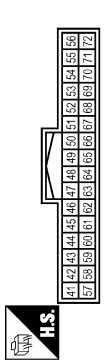
Terminal No.	Color of Wire	Signal Name [Specification]
6	L	–
14	P	–

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



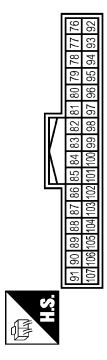
Terminal No.	Color of Wire	Signal Name [Specification]
1	L	CAN-H
2	P	CAN-L

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



Terminal No.	Color of Wire	Signal Name [Specification]
56	L	CAN-H
72	P	CAN-L

Connector No.	M85
Connector Name	AV CONTROL UNIT (WITHOUT NAVI)
Connector Type	TH32FW-NH



Terminal No.	Color of Wire	Signal Name [Specification]
86	L	CAN-H
87	P	CAN-L

Connector No.	M87
Connector Name	AV CONTROL UNIT (WITH NAVI)
Connector Type	TH40FW-NH

Terminal No.	Color of Wire	Signal Name [Specification]
52	L	CAN-H
53	P	CAN-L

Connector No.	M107
Connector Name	ECM
Connector Type	RH24FGY-RZ8-R-LH-Z

Terminal No.	Color of Wire	Signal Name [Specification]
113	P	VEHCAN-LI
114	L	VEHCAN-HI

Connector No.	M110
Connector Name	PRE-CRASH SEAT BELT CONTROL UNIT
Connector Type	TH20FW-TB6

Terminal No.	Color of Wire	Signal Name [Specification]
22	P	CAN-L
24	L	CAN-H

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

Terminal No.	Color of Wire	Signal Name [Specification]
35	L	–
36	P	–
43	P	–
44	L	–

JCMWA3029GB

CAN SYSTEM

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

H.S.

91	90	89	88	87	86	85	84	83	82	81	80	79	78	77	76	75	74	73	72
111	110	109	108	107	106	105	104	103	102	101	100	99	98	97	96	95	94	93	92

Terminal No.	Color of Wire	Signal Name [Specification]
90	P	CAN-L
91	L	CAN-H

Connector No.	M147
Connector Name	AIR BAG DIAGNOSIS SENSOR UNIT
Connector Type	TK28FY-EX-SC

H.S.

20	21	17													24	49	1
22	11	46	48	47	45	13	3	4	6	5							
16	12	19	15	14	51	23	50	18	52	2							

Terminal No.	Color of Wire	Signal Name [Specification]
21	L	CAN-H
46	P	CAN-L

JCMWA3030GE

MALFUNCTION AREA CHART

Main Line

INFOID:0000000004457892

Malfunction Area	Reference
Main line between AV control unit and data link connector	LAN-41, "Diagnosis Procedure"
Main line between data link connector and ABS actuator and electric unit (control unit)	LAN-42, "Diagnosis Procedure"
Main line between data link connector and driver seat control unit	LAN-43, "Diagnosis Procedure"
Main line between data link connector and 4WAS main control unit	LAN-44, "Diagnosis Procedure"
Main line between 4WAS main control unit and driver seat control unit	LAN-45, "Diagnosis Procedure"
Main line between driver seat control unit and ABS actuator and electric unit (control unit)	LAN-46, "Diagnosis Procedure"
Main line between 4WAS main control unit and ABS actuator and electric unit (control unit)	LAN-48, "Diagnosis Procedure"

Branch Line

INFOID:0000000004457893

Malfunction Area	Reference
ECM branch line circuit	LAN-50, "Diagnosis Procedure"
AWD control unit branch line circuit	LAN-51, "Diagnosis Procedure"
Air bag diagnosis sensor unit branch line circuit	LAN-52, "Diagnosis Procedure"
AV control unit branch line circuit	LAN-53, "Diagnosis Procedure"
BCM branch line circuit	LAN-54, "Diagnosis Procedure"
Pre-crash seat belt control unit branch line circuit	LAN-55, "Diagnosis Procedure"
TCM branch line circuit	LAN-56, "Diagnosis Procedure"
AFS control unit branch line circuit	LAN-57, "Diagnosis Procedure"
Data link connector branch line circuit	LAN-58, "Diagnosis Procedure"
Unified meter and A/C amp. branch line circuit	LAN-59, "Diagnosis Procedure"
Steering angle sensor branch line circuit	LAN-60, "Diagnosis Procedure"
4WAS main control unit 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

INFOID:0000000004457894

Malfunction Area	Reference
CAN communication circuit	LAN-66, "Diagnosis Procedure"

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000004457895

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.

- With NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M87	52	M24	6	Existed
	53		14	Existed

- Without NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M85	86	M24	6	Existed
	87		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 ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000004457896

1.CHECK CONNECTOR

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

- Harness connector M6
- Harness connector E106

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M6	7	Existed
	14		6	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector and the harness connector M6.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	7	E41	35	Existed
	6		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the data link connector and the ABS actuator and electric unit (control unit).
NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

MAIN LINE BETWEEN DLC AND ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000004457897

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 harness connectors M7 and B1.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M7	20	Existed
	14		21	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector 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	20	22	Existed
	21	23	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 driver seat control unit.
NO >> Repair the main line between the harness connector B1 and the driver seat control unit.

MAIN LINE BETWEEN DLC AND RAS CIRCUIT

Diagnosis Procedure

INFOID:0000000004457898

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 harness connectors M7 and B1.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M7	20	Existed
	14		21	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector 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	20	22	Existed
	21	23	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 4WAS main control unit.
NO >> Repair the main line between the harness connector B1 and the 4WAS main control unit.

MAIN LINE BETWEEN RAS AND ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000004674608

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the harness connectors M7 and B1.
4. Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	20	22	Existed
	21	23	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 4WAS main control unit and the driver seat control unit.
NO >> Repair the main line between the 4WAS main control unit and the driver seat control unit.

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000004457899

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	20	22	Existed
	21	23	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	22	M6	7	Existed
	23		6	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connector 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	7	E41	35	Existed
	6		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).

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

MAIN LINE BETWEEN RAS AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000004457900

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	20	22	Existed
	21	23	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the 4WAS main 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	22	M6	7	Existed
	23		6	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connector 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	7	E41	35	Existed
	6		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 4WAS main control unit and the ABS actuator and electric unit (control unit).

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

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457901

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-145, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457903

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 connector
- 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-27, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AWD control unit. Refer to DLN-53, "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-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457904

1.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:0000000004457905

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 NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M87	52	53	Approx. 54 – 66

- Models without NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M85	86	87	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-39, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-165, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-413, "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-114, "Exploded View"
- BOSE audio without navigation: AV-325, "Exploded View"
- BOSE audio with navigation: AV-575, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457906

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-39, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-82, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457902

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 pre-crash seat belt 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 pre-crash seat belt control unit.
2. Check the resistance between the pre-crash seat belt control unit harness connector terminals.

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M110	24	22	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the pre-crash seat belt control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to SBC-24, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to SBC-37, "Exploded View".
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457907

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 POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-228, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. Refer to TM-105, "Component Parts Location".
(Replace A/T assembly if control valve with TCM is not listed in the latest parts list.)
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457908

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-62, "AFS CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to EXL-199, "Exploded View".
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457909

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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457910

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-51, "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-128, "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

Diagnosis Procedure

INFOID:0000000004457911

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-83, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-107, "Exploded View".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

RAS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457913

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 4WAS main 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 4WAS main control unit.
2. Check the resistance between the 4WAS main control unit harness connector terminals.

4WAS main control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B54	1	8	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Replace the body harness.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the 4WAS main control unit. Refer to STC-135, "Diagnosis Procedure (4WAS Main Control Unit)".

Is the inspection result normal?

YES (Present error)>>Replace the 4WAS main control unit. Refer to STC-178, "Exploded View".
YES (Past error)>>Error was detected in the 4WAS main control unit branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457912

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 B462
- Harness connector B59

Is the 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-65, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-221, "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

Diagnosis Procedure

INFOID:0000000004457914

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-37, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-104, "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:0000000004457915

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.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to CCS-102, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ICC sensor integrated unit. Refer to CCS-131, "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

Diagnosis Procedure

INFOID:0000000004457916

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

Diagnosis Procedure

INFOID:0000000004457917

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.

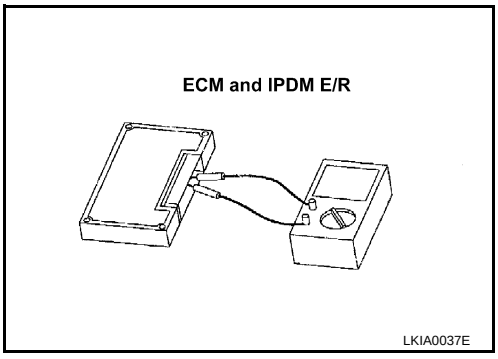
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

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.

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000004457918

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.

- With NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M87	52	M24	6	Existed
	53		14	Existed

- Without NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M85	86	M24	6	Existed
	87		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 ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000004457919

1.CHECK CONNECTOR

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

- Harness connector M6
- Harness connector E106

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M6	7	Existed
	14		6	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector and the harness connector M6.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	7	E41	35	Existed
	6		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the data link connector and the ABS actuator and electric unit (control unit).
NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457920

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-145, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457921

1.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:0000000004457922

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 NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M87	52	53	Approx. 54 – 66

- Models without NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M85	86	87	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-39, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-165, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-413, "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-114, "Exploded View"
- BOSE audio without navigation: AV-325, "Exploded View"
- BOSE audio with navigation: AV-575, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457923

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-39, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-82, "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

Diagnosis Procedure

INFOID:0000000004457924

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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457925

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-51, "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-128, "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

Diagnosis Procedure

INFOID:0000000004457926

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-83, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-107, "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

Diagnosis Procedure

INFOID:0000000004457927

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-37, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-104, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457928

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

Diagnosis Procedure

INFOID:0000000004457929

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.

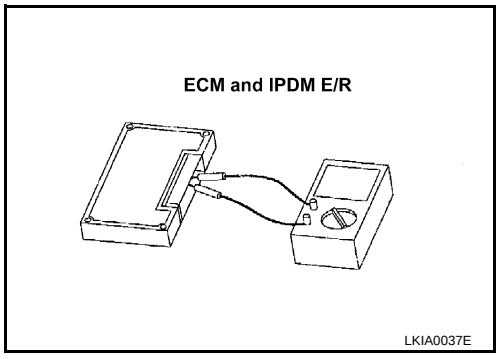
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

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.

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000004457944

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.

- With NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M87	52	M24	6	Existed
	53		14	Existed

- Without NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M85	86	M24	6	Existed
	87		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 ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000004457945

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 harness connectors M7 and B1.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M7	20	Existed
	14		21	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector 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	20	22	Existed
	21	23	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 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

Diagnosis Procedure

INFOID:0000000004457946

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	20	22	Existed
	21	23	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	22	M6	7	Existed
	23		6	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connector 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	7	E41	35	Existed
	6		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).

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

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457947

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-145, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457948

1.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:0000000004457949

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 NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M87	52	53	Approx. 54 – 66

- Models without NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M85	86	87	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-39, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-165, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-413, "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-114, "Exploded View"
- BOSE audio without navigation: AV-325, "Exploded View"
- BOSE audio with navigation: AV-575, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457950

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-39, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-82, "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

Diagnosis Procedure

INFOID:0000000004457951

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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457952

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-51, "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-128, "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

Diagnosis Procedure

INFOID:0000000004457953

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-83, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-107, "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

Diagnosis Procedure

INFOID:0000000004457954

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 B462
- Harness connector B59

Is the 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-65, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-221, "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

Diagnosis Procedure

INFOID:0000000004457955

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-37, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-104, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457956

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

Diagnosis Procedure

INFOID:0000000004457957

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.

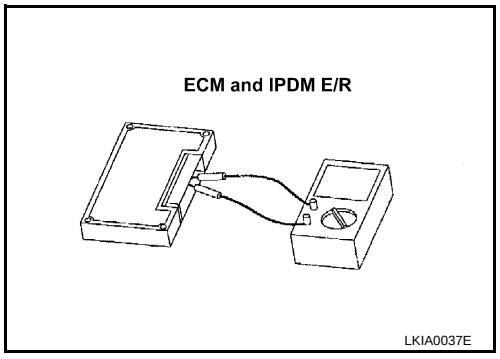
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

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.

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000004457930

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.

- With NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M87	52	M24	6	Existed
	53		14	Existed

- Without NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M85	86	M24	6	Existed
	87		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 RAS CIRCUIT

Diagnosis Procedure

INFOID:0000000004457931

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 harness connectors M7 and B1.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M7	20	Existed
	14		21	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector 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	20	22	Existed
	21	23	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 4WAS main control unit.
NO >> Repair the main line between the harness connector B1 and the 4WAS main control unit.

MAIN LINE BETWEEN RAS AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000004457932

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	20	22	Existed
	21	23	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the 4WAS main 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	22	M6	7	Existed
	23		6	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connector 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	7	E41	35	Existed
	6		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 4WAS main control unit and the ABS actuator and electric unit (control unit).

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

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457933

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-145, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457934

1.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:0000000004457935

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 NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M87	52	53	Approx. 54 – 66

- Models without NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M85	86	87	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-39, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-165, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-413, "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-114, "Exploded View"
- BOSE audio without navigation: AV-325, "Exploded View"
- BOSE audio with navigation: AV-575, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457936

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-39, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-82, "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

Diagnosis Procedure

INFOID:0000000004457937

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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457938

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-51, "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-128, "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

Diagnosis Procedure

INFOID:0000000004457939

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-83, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-107, "Exploded View".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

RAS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457940

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 4WAS main 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 4WAS main control unit.
2. Check the resistance between the 4WAS main control unit harness connector terminals.

4WAS main control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B54	1	8	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Replace the body harness.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the 4WAS main control unit. Refer to STC-135, "Diagnosis Procedure (4WAS Main Control Unit)".

Is the inspection result normal?

YES (Present error)>>Replace the 4WAS main control unit. Refer to STC-178, "Exploded View".
YES (Past error)>>Error was detected in the 4WAS main control unit branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457941

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-37, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-104, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457942

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

Diagnosis Procedure

INFOID:0000000004457943

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.

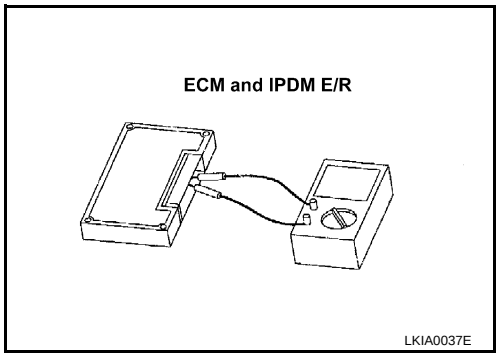
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

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.

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000004457958

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.

- With NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M87	52	M24	6	Existed
	53		14	Existed

- Without NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M85	86	M24	6	Existed
	87		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 RAS CIRCUIT

Diagnosis Procedure

INFOID:0000000004674644

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 harness connectors M7 and B1.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M7	20	Existed
	14		21	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector 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	20	22	Existed
	21	23	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 4WAS main control unit.
NO >> Repair the main line between the harness connector B1 and the 4WAS main control unit.

MAIN LINE BETWEEN RAS AND ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000004674636

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the harness connectors M7 and B1.
4. Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	20	22	Existed
	21	23	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 4WAS main control unit and the driver seat control unit.
NO >> Repair the main line between the 4WAS main control unit and the driver seat control unit.

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000004457960

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	20	22	Existed
	21	23	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	22	M6	7	Existed
	23		6	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connector 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	7	E41	35	Existed
	6		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).

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

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457961

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-145, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457962

1.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:0000000004457963

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 NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M87	52	53	Approx. 54 – 66

- Models without NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M85	86	87	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-39, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-165, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-413, "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-114, "Exploded View"
- BOSE audio without navigation: AV-325, "Exploded View"
- BOSE audio with navigation: AV-575, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457964

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-39, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-82, "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

Diagnosis Procedure

INFOID:0000000004457965

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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457966

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-51, "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-128, "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

Diagnosis Procedure

INFOID:0000000004457967

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-83, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-107, "Exploded View".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

RAS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457969

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 4WAS main 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 4WAS main control unit.
2. Check the resistance between the 4WAS main control unit harness connector terminals.

4WAS main control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B54	1	8	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Replace the body harness.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the 4WAS main control unit. Refer to STC-135, "Diagnosis Procedure (4WAS Main Control Unit)".

Is the inspection result normal?

YES (Present error)>>Replace the 4WAS main control unit. Refer to STC-178, "Exploded View".
YES (Past error)>>Error was detected in the 4WAS main control unit branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457968

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 B462
- Harness connector B59

Is the 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-65, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-221, "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

Diagnosis Procedure

INFOID:0000000004457970

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-37, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-104, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457971

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

Diagnosis Procedure

INFOID:0000000004457972

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.

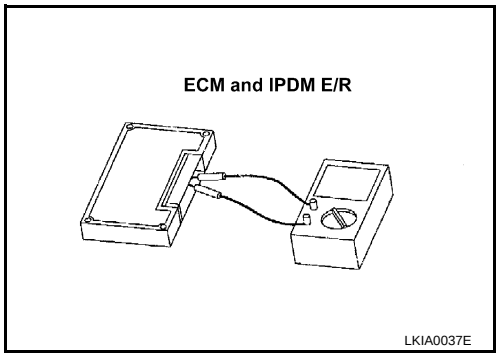
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

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.

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000004457973

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.

- With NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M87	52	M24	6	Existed
	53		14	Existed

- Without NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M85	86	M24	6	Existed
	87		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 ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000004457974

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 harness connectors M7 and B1.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M7	20	Existed
	14		21	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector 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	20	22	Existed
	21	23	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 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

Diagnosis Procedure

INFOID:0000000004457975

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	20	22	Existed
	21	23	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	22	M6	7	Existed
	23		6	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connector 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	7	E41	35	Existed
	6		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).

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

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457976

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-145, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457978

1.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:0000000004457979

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 NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M87	52	53	Approx. 54 – 66

- Models without NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M85	86	87	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-39, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-165, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-413, "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-114, "Exploded View"
- BOSE audio without navigation: AV-325, "Exploded View"
- BOSE audio with navigation: AV-575, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457980

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-39, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-82, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457977

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 pre-crash seat belt 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 pre-crash seat belt control unit.
2. Check the resistance between the pre-crash seat belt control unit harness connector terminals.

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M110	24	22	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the pre-crash seat belt control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to SBC-24, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to SBC-37, "Exploded View".
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457981

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-62, "AFS CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to EXL-199, "Exploded View".
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457982

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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457983

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-51, "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-128, "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

Diagnosis Procedure

INFOID:0000000004457984

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-83, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-107, "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

Diagnosis Procedure

INFOID:0000000004457985

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 B462
- Harness connector B59

Is the 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-65, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-221, "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

Diagnosis Procedure

INFOID:0000000004457986

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-37, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-104, "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:0000000004457987

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.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to CCS-102, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ICC sensor integrated unit. Refer to CCS-131, "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

Diagnosis Procedure

INFOID:0000000004457988

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

Diagnosis Procedure

INFOID:0000000004457989

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.

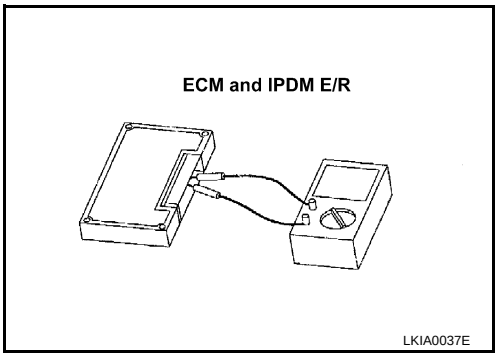
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

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.

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000004457990

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.

- With NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M87	52	M24	6	Existed
	53		14	Existed

- Without NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M85	86	M24	6	Existed
	87		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 RAS CIRCUIT

Diagnosis Procedure

INFOID:0000000004674643

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 harness connectors M7 and B1.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M7	20	Existed
	14		21	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector 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	20	22	Existed
	21	23	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 4WAS main control unit.
NO >> Repair the main line between the harness connector B1 and the 4WAS main control unit.

MAIN LINE BETWEEN RAS AND ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000004674637

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the harness connectors M7 and B1.
4. Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	20	22	Existed
	21	23	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 4WAS main control unit and the driver seat control unit.
NO >> Repair the main line between the 4WAS main control unit and the driver seat control unit.

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000004457992

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	20	22	Existed
	21	23	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	22	M6	7	Existed
	23		6	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connector 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	7	E41	35	Existed
	6		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).

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

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457993

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-145, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457995

1.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:0000000004457996

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 NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M87	52	53	Approx. 54 – 66

- Models without NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M85	86	87	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-39, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-165, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-413, "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-114, "Exploded View"
- BOSE audio without navigation: AV-325, "Exploded View"
- BOSE audio with navigation: AV-575, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457997

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-39, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-82, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457994

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 pre-crash seat belt 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 pre-crash seat belt control unit.
2. Check the resistance between the pre-crash seat belt control unit harness connector terminals.

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M110	24	22	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the pre-crash seat belt control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to SBC-24, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to SBC-37, "Exploded View".
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457998

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-62, "AFS CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to EXL-199, "Exploded View".
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004457999

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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458000

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-51, "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-128, "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

Diagnosis Procedure

INFOID:0000000004458001

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-83, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-107, "Exploded View".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

RAS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458003

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 4WAS main 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 4WAS main control unit.
2. Check the resistance between the 4WAS main control unit harness connector terminals.

4WAS main control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B54	1	8	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Replace the body harness.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the 4WAS main control unit. Refer to STC-135, "Diagnosis Procedure (4WAS Main Control Unit)".

Is the inspection result normal?

YES (Present error)>>Replace the 4WAS main control unit. Refer to STC-178, "Exploded View".
YES (Past error)>>Error was detected in the 4WAS main control unit branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458002

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 B462
- Harness connector B59

Is the 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-65, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-221, "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

Diagnosis Procedure

INFOID:0000000004458004

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-37, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-104, "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:0000000004458005

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.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to CCS-102, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ICC sensor integrated unit. Refer to CCS-131, "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

Diagnosis Procedure

INFOID:0000000004458006

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

Diagnosis Procedure

INFOID:0000000004458007

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.

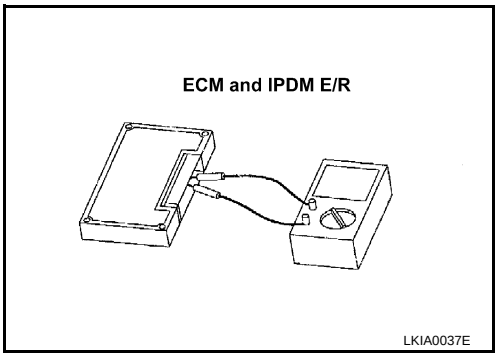
4.CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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.

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000004458008

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.

- With NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M87	52	M24	6	Existed
	53		14	Existed

- Without NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M85	86	M24	6	Existed
	87		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 ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000004458009

1.CHECK CONNECTOR

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

- Harness connector M6
- Harness connector E106

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M6	7	Existed
	14		6	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector and the harness connector M6.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	7	E41	35	Existed
	6		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the data link connector and the ABS actuator and electric unit (control unit).
NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458010

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-145, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458011

1.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:0000000004458012

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 NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M87	52	53	Approx. 54 – 66

- Models without NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M85	86	87	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-39, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-165, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-413, "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-114, "Exploded View"
- BOSE audio without navigation: AV-325, "Exploded View"
- BOSE audio with navigation: AV-575, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458013

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-39, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-82, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458014

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 POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-228, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. Refer to TM-105, "Component Parts Location".
(Replace A/T assembly if control valve with TCM is not listed in the latest parts list.)
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458015

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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458016

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-51, "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-128, "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

Diagnosis Procedure

INFOID:0000000004458017

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-83, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-107, "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

Diagnosis Procedure

INFOID:0000000004458018

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-37, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-104, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458019

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

Diagnosis Procedure

INFOID:0000000004458020

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.

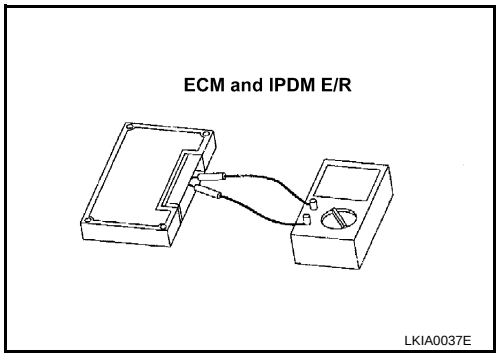
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

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.

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000004458036

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.

- With NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M87	52	M24	6	Existed
	53		14	Existed

- Without NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M85	86	M24	6	Existed
	87		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 ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000004458037

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 harness connectors M7 and B1.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M7	20	Existed
	14		21	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector 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	20	22	Existed
	21	23	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 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

Diagnosis Procedure

INFOID:0000000004458038

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	20	22	Existed
	21	23	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	22	M6	7	Existed
	23		6	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connector 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	7	E41	35	Existed
	6		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).

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

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458039

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-145, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458040

1.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:0000000004458041

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 NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M87	52	53	Approx. 54 – 66

- Models without NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M85	86	87	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-39, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-165, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-413, "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-114, "Exploded View"
- BOSE audio without navigation: AV-325, "Exploded View"
- BOSE audio with navigation: AV-575, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458042

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-39, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-82, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458043

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 POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-228, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. Refer to TM-105, "Component Parts Location".
(Replace A/T assembly if control valve with TCM is not listed in the latest parts list.)
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458044

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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458045

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-51, "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-128, "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

Diagnosis Procedure

INFOID:0000000004458046

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-83, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-107, "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

Diagnosis Procedure

INFOID:0000000004458047

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 B462
- Harness connector B59

Is the 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-65, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-221, "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

Diagnosis Procedure

INFOID:0000000004458048

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-37, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-104, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458049

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

Diagnosis Procedure

INFOID:0000000004458050

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.

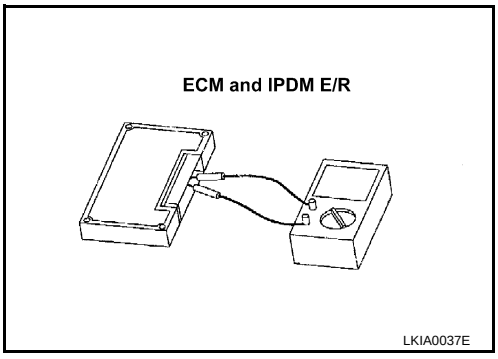
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

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.

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000004458021

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.

- With NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M87	52	M24	6	Existed
	53		14	Existed

- Without NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M85	86	M24	6	Existed
	87		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 RAS CIRCUIT

Diagnosis Procedure

INFOID:0000000004458022

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 harness connectors M7 and B1.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M7	20	Existed
	14		21	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector 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	20	22	Existed
	21	23	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 4WAS main control unit.
NO >> Repair the main line between the harness connector B1 and the 4WAS main control unit.

MAIN LINE BETWEEN RAS AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000004458023

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	20	22	Existed
	21	23	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the 4WAS main 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	22	M6	7	Existed
	23		6	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connector 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	7	E41	35	Existed
	6		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 4WAS main control unit and the ABS actuator and electric unit (control unit).

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

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458024

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-145, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458025

1.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:0000000004458026

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 NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M87	52	53	Approx. 54 – 66

- Models without NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M85	86	87	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-39, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-165, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-413, "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-114, "Exploded View"
- BOSE audio without navigation: AV-325, "Exploded View"
- BOSE audio with navigation: AV-575, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458027

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-39, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-82, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458028

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 POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-228, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. Refer to TM-105, "Component Parts Location".
(Replace A/T assembly if control valve with TCM is not listed in the latest parts list.)
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458029

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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458030

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-51, "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-128, "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

Diagnosis Procedure

INFOID:0000000004458031

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-83, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-107, "Exploded View".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

RAS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458032

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 4WAS main 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 4WAS main control unit.
2. Check the resistance between the 4WAS main control unit harness connector terminals.

4WAS main control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B54	1	8	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Replace the body harness.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the 4WAS main control unit. Refer to STC-135, "Diagnosis Procedure (4WAS Main Control Unit)".

Is the inspection result normal?

YES (Present error)>>Replace the 4WAS main control unit. Refer to STC-178, "Exploded View".
YES (Past error)>>Error was detected in the 4WAS main control unit branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458033

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-37, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-104, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458034

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

Diagnosis Procedure

INFOID:0000000004458035

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.

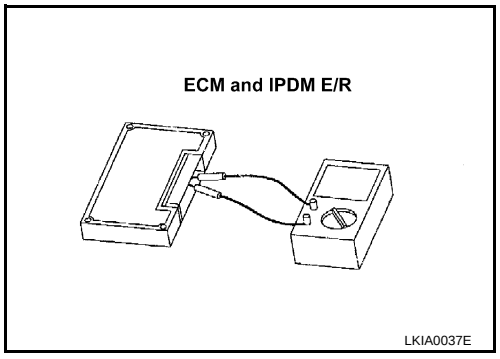
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

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.

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000004458051

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.

- With NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M87	52	M24	6	Existed
	53		14	Existed

- Without NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M85	86	M24	6	Existed
	87		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 RAS CIRCUIT

Diagnosis Procedure

INFOID:0000000004674640

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 harness connectors M7 and B1.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M7	20	Existed
	14		21	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector 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	20	22	Existed
	21	23	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 4WAS main control unit.
NO >> Repair the main line between the harness connector B1 and the 4WAS main control unit.

MAIN LINE BETWEEN RAS AND ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000004674639

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the harness connectors M7 and B1.
4. Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	20	22	Existed
	21	23	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 4WAS main control unit and the driver seat control unit.
NO >> Repair the main line between the 4WAS main control unit and the driver seat control unit.

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000004458053

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	20	22	Existed
	21	23	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	22	M6	7	Existed
	23		6	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connector 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	7	E41	35	Existed
	6		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).

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

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458054

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-145, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458055

1.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:0000000004458056

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 NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M87	52	53	Approx. 54 – 66

- Models without NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M85	86	87	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-39, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-165, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-413, "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-114, "Exploded View"
- BOSE audio without navigation: AV-325, "Exploded View"
- BOSE audio with navigation: AV-575, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458057

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-39, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-82, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458058

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 POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-228, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. Refer to TM-105, "Component Parts Location".
(Replace A/T assembly if control valve with TCM is not listed in the latest parts list.)
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458059

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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458060

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-51, "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-128, "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

Diagnosis Procedure

INFOID:0000000004458061

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-83, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-107, "Exploded View".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

RAS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458063

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 4WAS main 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 4WAS main control unit.
2. Check the resistance between the 4WAS main control unit harness connector terminals.

4WAS main control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B54	1	8	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Replace the body harness.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the 4WAS main control unit. Refer to STC-135, "Diagnosis Procedure (4WAS Main Control Unit)".

Is the inspection result normal?

YES (Present error)>>Replace the 4WAS main control unit. Refer to STC-178, "Exploded View".
YES (Past error)>>Error was detected in the 4WAS main control unit branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458062

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 B462
- Harness connector B59

Is the 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-65, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-221, "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

Diagnosis Procedure

INFOID:0000000004458064

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-37, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-104, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458065

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

Diagnosis Procedure

INFOID:0000000004458066

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.

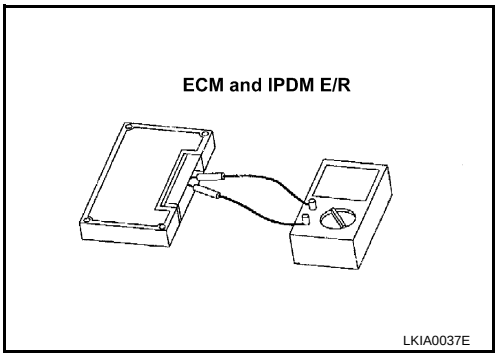
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

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.

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000004458067

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.

- With NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M87	52	M24	6	Existed
	53		14	Existed

- Without NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M85	86	M24	6	Existed
	87		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 ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000004458068

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 harness connectors M7 and B1.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M7	20	Existed
	14		21	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector 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	20	22	Existed
	21	23	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 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

Diagnosis Procedure

INFOID:0000000004458069

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	20	22	Existed
	21	23	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	22	M6	7	Existed
	23		6	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connector 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	7	E41	35	Existed
	6		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).

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

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458070

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-145, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458072

1.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:0000000004458073

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 NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M87	52	53	Approx. 54 – 66

- Models without NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M85	86	87	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-39, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-165, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-413, "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-114, "Exploded View"
- BOSE audio without navigation: AV-325, "Exploded View"
- BOSE audio with navigation: AV-575, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458074

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-39, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-82, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458071

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 pre-crash seat belt 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 pre-crash seat belt control unit.
2. Check the resistance between the pre-crash seat belt control unit harness connector terminals.

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M110	24	22	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the pre-crash seat belt control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to SBC-24, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to SBC-37, "Exploded View".
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458075

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 POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-228, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. Refer to TM-105, "Component Parts Location". (Replace A/T assembly if control valve with TCM is not listed in the latest parts list.)
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458076

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-62, "AFS CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to EXL-199, "Exploded View".
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458077

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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458078

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-51, "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-128, "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

Diagnosis Procedure

INFOID:0000000004458079

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-83, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-107, "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

Diagnosis Procedure

INFOID:0000000004458080

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 B462
- Harness connector B59

Is the 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-65, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-221, "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

Diagnosis Procedure

INFOID:0000000004458081

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-37, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-104, "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:0000000004458082

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.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to CCS-102, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ICC sensor integrated unit. Refer to CCS-131, "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

Diagnosis Procedure

INFOID:0000000004458083

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

Diagnosis Procedure

INFOID:0000000004458084

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.

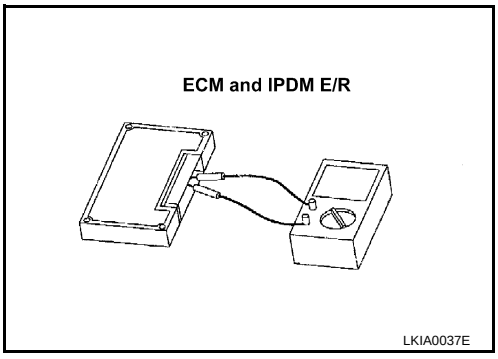
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

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.

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000004458085

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.

- With NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M87	52	M24	6	Existed
	53		14	Existed

- Without NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M85	86	M24	6	Existed
	87		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 RAS CIRCUIT

Diagnosis Procedure

INFOID:0000000004674641

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 harness connectors M7 and B1.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M7	20	Existed
	14		21	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector 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	20	22	Existed
	21	23	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 4WAS main control unit.
NO >> Repair the main line between the harness connector B1 and the 4WAS main control unit.

MAIN LINE BETWEEN RAS AND ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000004674642

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the harness connectors M7 and B1.
4. Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	20	22	Existed
	21	23	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 4WAS main control unit and the driver seat control unit.
NO >> Repair the main line between the 4WAS main control unit and the driver seat control unit.

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000004458087

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	20	22	Existed
	21	23	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	22	M6	7	Existed
	23		6	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connector 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	7	E41	35	Existed
	6		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).

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

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458088

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-145, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458090

1.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:0000000004458091

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 NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M87	52	53	Approx. 54 – 66

- Models without NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M85	86	87	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-39, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-165, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-413, "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-114, "Exploded View"
- BOSE audio without navigation: AV-325, "Exploded View"
- BOSE audio with navigation: AV-575, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458092

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-39, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-82, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458089

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 pre-crash seat belt 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 pre-crash seat belt control unit.
2. Check the resistance between the pre-crash seat belt control unit harness connector terminals.

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M110	24	22	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the pre-crash seat belt control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to SBC-24, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to SBC-37, "Exploded View".
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458093

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 POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-228, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. Refer to TM-105, "Component Parts Location".
(Replace A/T assembly if control valve with TCM is not listed in the latest parts list.)
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458094

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-62, "AFS CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to EXL-199, "Exploded View".
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458095

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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458096

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-51, "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-128, "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

Diagnosis Procedure

INFOID:0000000004458097

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-83, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-107, "Exploded View".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

RAS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458099

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 4WAS main 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 4WAS main control unit.
2. Check the resistance between the 4WAS main control unit harness connector terminals.

4WAS main control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B54	1	8	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Replace the body harness.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the 4WAS main control unit. Refer to STC-135, "Diagnosis Procedure (4WAS Main Control Unit)".

Is the inspection result normal?

YES (Present error)>>Replace the 4WAS main control unit. Refer to STC-178, "Exploded View".
YES (Past error)>>Error was detected in the 4WAS main control unit branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458098

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 B462
- Harness connector B59

Is the 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-65, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-221, "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

Diagnosis Procedure

INFOID:0000000004458100

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-37, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-104, "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:0000000004458101

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.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to CCS-102, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ICC sensor integrated unit. Refer to CCS-131, "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

Diagnosis Procedure

INFOID:0000000004458102

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

Diagnosis Procedure

INFOID:0000000004458103

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.

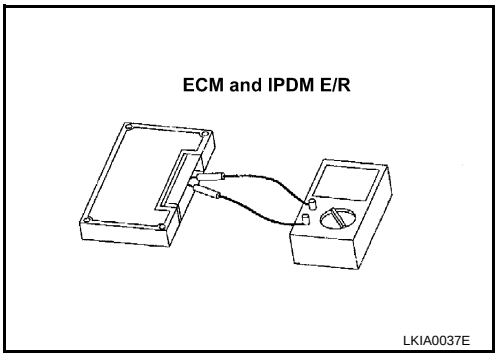
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

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.

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000004458104

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.

- With NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M87	52	M24	6	Existed
	53		14	Existed

- Without NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M85	86	M24	6	Existed
	87		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 ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000004458105

1.CHECK CONNECTOR

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

- Harness connector M6
- Harness connector E106

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M6	7	Existed
	14		6	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector and the harness connector M6.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	7	E41	35	Existed
	6		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the data link connector and the ABS actuator and electric unit (control unit).
NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458106

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-145, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458107

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 connector
- 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-27, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AWD control unit. Refer to DLN-53, "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-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458108

1.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:0000000004458109

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 NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M87	52	53	Approx. 54 – 66

- Models without NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M85	86	87	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-39, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-165, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-413, "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-114, "Exploded View"
- BOSE audio without navigation: AV-325, "Exploded View"
- BOSE audio with navigation: AV-575, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458110

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-39, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-82, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458111

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 POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-228, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. Refer to TM-105, "Component Parts Location". (Replace A/T assembly if control valve with TCM is not listed in the latest parts list.)
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458112

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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458113

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-51, "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-128, "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

Diagnosis Procedure

INFOID:0000000004458114

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-83, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-107, "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

Diagnosis Procedure

INFOID:0000000004458115

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-37, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-104, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458116

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

Diagnosis Procedure

INFOID:0000000004458117

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.

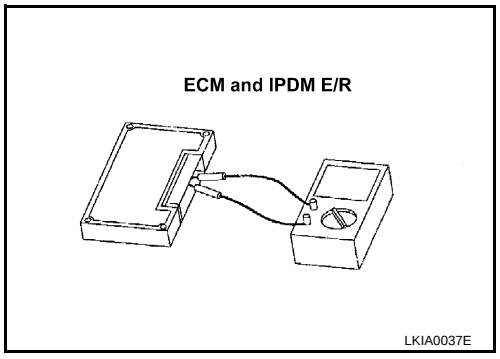
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

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.

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000004458118

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.

- With NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M87	52	M24	6	Existed
	53		14	Existed

- Without NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M85	86	M24	6	Existed
	87		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 ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000004458119

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 harness connectors M7 and B1.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M7	20	Existed
	14		21	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector 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	20	22	Existed
	21	23	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 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

Diagnosis Procedure

INFOID:0000000004458120

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	20	22	Existed
	21	23	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	22	M6	7	Existed
	23		6	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connector 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	7	E41	35	Existed
	6		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).

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

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458121

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-145, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458122

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 connector
- 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-27, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AWD control unit. Refer to DLN-53, "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-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458123

1.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:0000000004458124

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 NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M87	52	53	Approx. 54 – 66

- Models without NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M85	86	87	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-39, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-165, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-413, "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-114, "Exploded View"
- BOSE audio without navigation: AV-325, "Exploded View"
- BOSE audio with navigation: AV-575, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458125

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-39, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-82, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458126

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 POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-228, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. Refer to TM-105, "Component Parts Location".
(Replace A/T assembly if control valve with TCM is not listed in the latest parts list.)
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458127

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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458128

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-51, "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-128, "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

Diagnosis Procedure

INFOID:0000000004458129

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-83, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-107, "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

Diagnosis Procedure

INFOID:0000000004458130

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 B462
- Harness connector B59

Is the 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-65, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-221, "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

Diagnosis Procedure

INFOID:0000000004458131

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-37, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-104, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458132

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

Diagnosis Procedure

INFOID:0000000004458133

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.

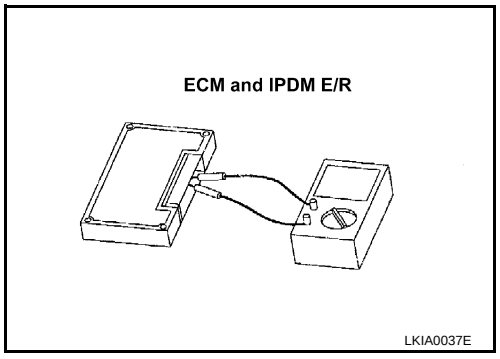
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

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.

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000004458134

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.

- With NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M87	52	M24	6	Existed
	53		14	Existed

- Without NAVI

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M85	86	M24	6	Existed
	87		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 ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000004458135

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 harness connectors M7 and B1.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M7	20	Existed
	14		21	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the data link connector 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	20	22	Existed
	21	23	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 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

Diagnosis Procedure

INFOID:0000000004458136

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	20	22	Existed
	21	23	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	22	M6	7	Existed
	23		6	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connector 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	7	E41	35	Existed
	6		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).

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

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458137

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-145, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458138

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 pre-crash seat belt 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 pre-crash seat belt control unit.
2. Check the resistance between the pre-crash seat belt control unit harness connector terminals.

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M110	24	22	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the pre-crash seat belt control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to SBC-24, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to SBC-37, "Exploded View".
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458139

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 connector
- 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-27, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AWD control unit. Refer to DLN-53, "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-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458140

1.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:0000000004458141

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 NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M87	52	53	Approx. 54 – 66

- Models without NAVI

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M85	86	87	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-39, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-165, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-413, "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-114, "Exploded View"
- BOSE audio without navigation: AV-325, "Exploded View"
- BOSE audio with navigation: AV-575, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458142

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-39, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-82, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458143

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 POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-228, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. Refer to TM-105, "Component Parts Location".
(Replace A/T assembly if control valve with TCM is not listed in the latest parts list.)
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458144

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-62, "AFS CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to EXL-199, "Exploded View".
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458145

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.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000004458146

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-51, "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-128, "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

Diagnosis Procedure

INFOID:0000000004458147

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-83, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-107, "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

Diagnosis Procedure

INFOID:0000000004458148

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 B462
- Harness connector B59

Is the 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-65, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-221, "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

Diagnosis Procedure

INFOID:0000000004458149

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-37, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-104, "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:0000000004458150

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.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to CCS-102, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ICC sensor integrated unit. Refer to CCS-131, "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

Diagnosis Procedure

INFOID:0000000004458151

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

Diagnosis Procedure

INFOID:0000000004458152

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.

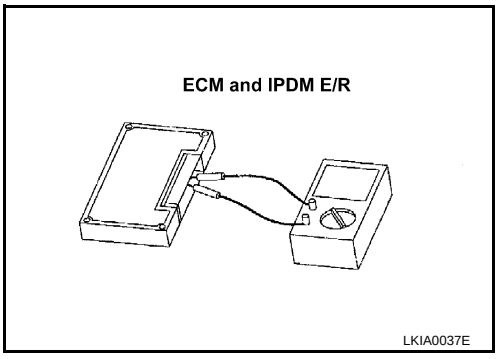
Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

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.

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.