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PRECAUTION

PRECAUTIONS

Precautions for Trouble Diagnosis

INFOID:000000010993600

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.

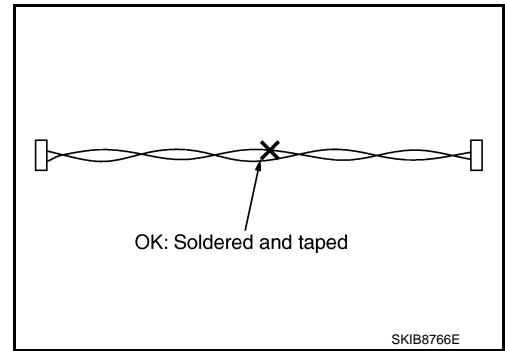
Precautions for Harness Repair

INFOID:000000010993601

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

NOTE:

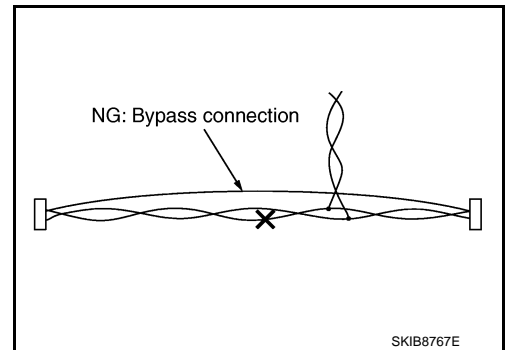
A fray of twisted lines must be within 110 mm (4.33 in).



- Bypass connection is never allowed at the repaired area.

NOTE:

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



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

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SYSTEM DESCRIPTION

CAN COMMUNICATION SYSTEM

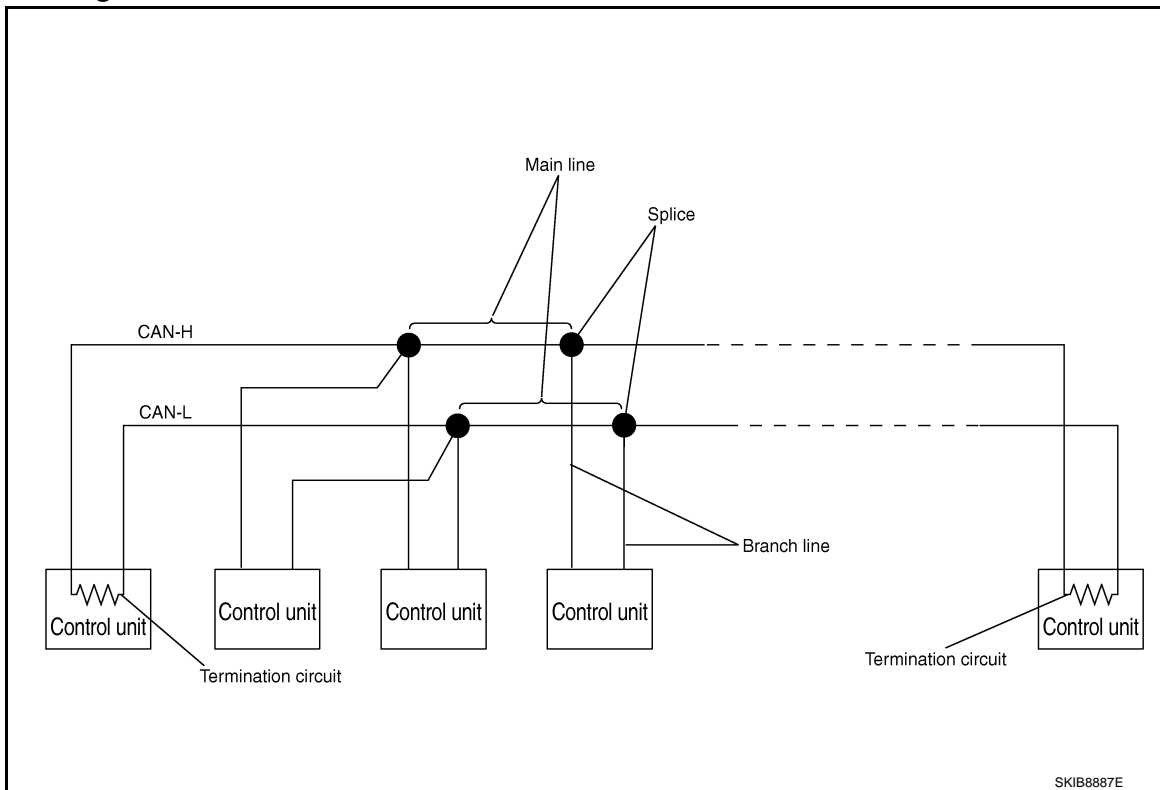
System Description

INFOID:000000010993602

- 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:000000010993603



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-5, "CAN Communication Control Circuit" .

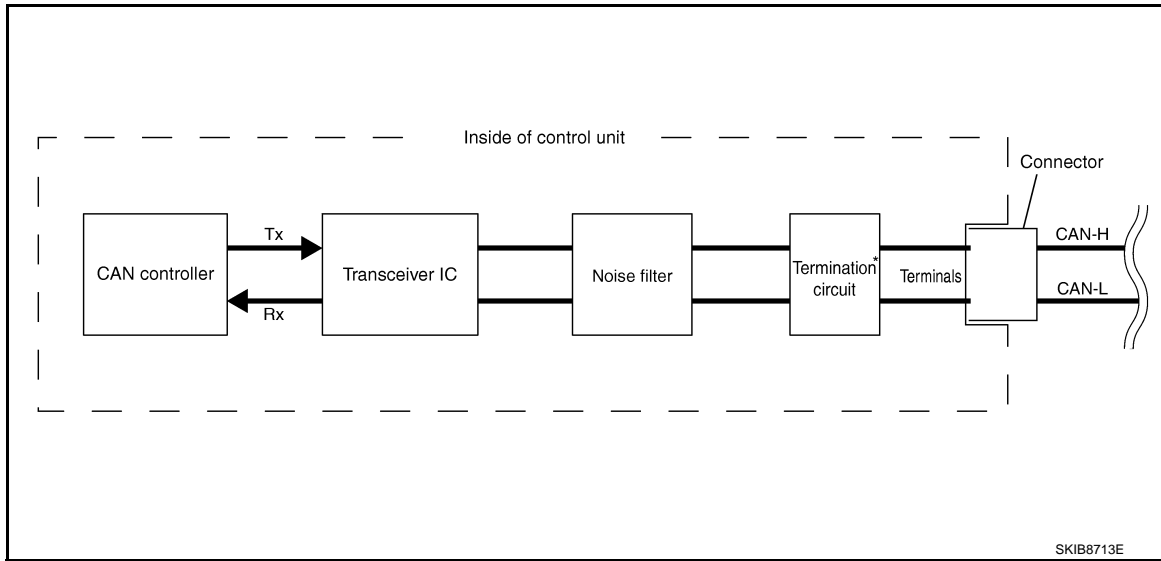
CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

CAN Communication Control Circuit

INFOID:000000010993604



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

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

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DIAG ON CAN

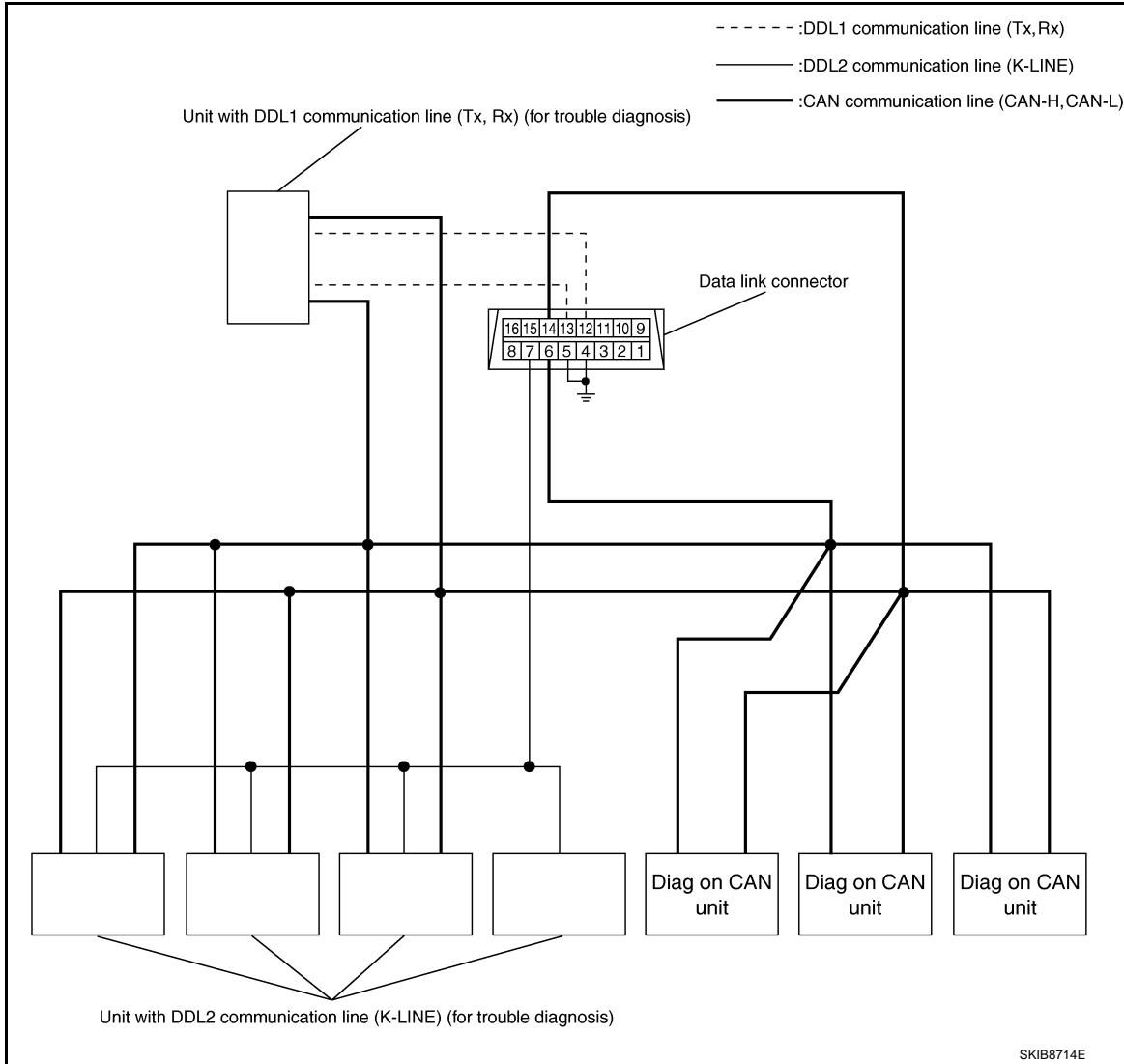
Description

INFOID:000000010993605

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

System Diagram

INFOID:000000010993606



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:000000010993607

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

CAN COMMUNICATION SYSTEM ERROR

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

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

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

CAUTION:

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

Symptom When Error Occurs in CAN Communication System

INFOID:000000010993608

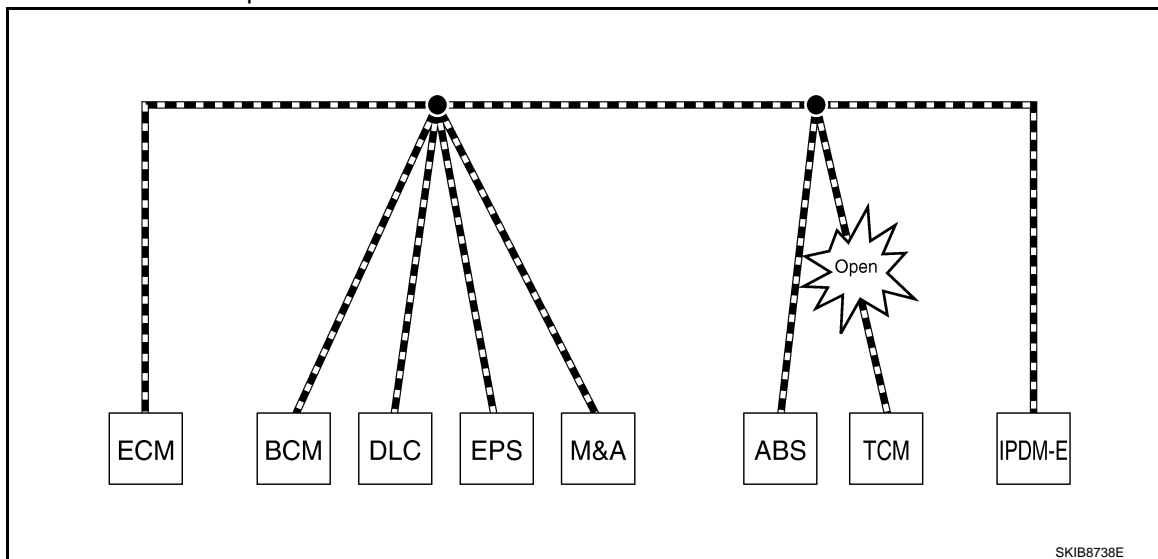
In CAN communication system, multiple units mutually transmit and receive signals. Each unit cannot transmit and receive signals if any error occurs on CAN communication line. Under this condition, multiple control units related to the root cause malfunction or go into fail-safe mode.

ERROR EXAMPLE

NOTE:

- Each vehicle differs in symptom of each unit under fail-safe mode and CAN communication line wiring.
- Refer to [LAN-18, "Abbreviation List"](#) for the unit abbreviation.

Example: TCM branch line open circuit



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

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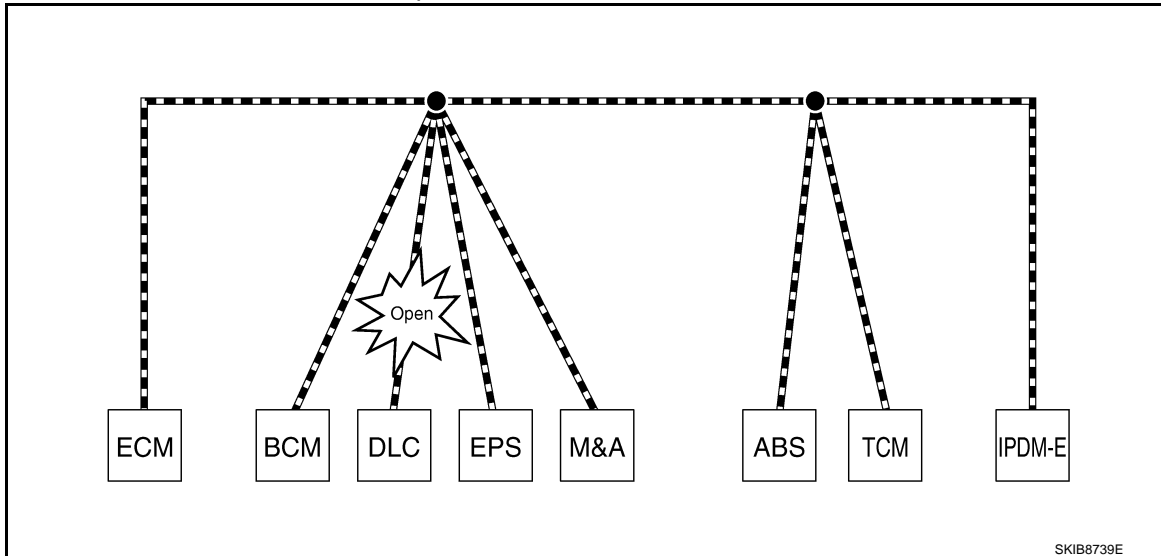
TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

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

Example: Data link connector branch line open circuit



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

NOTE:

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

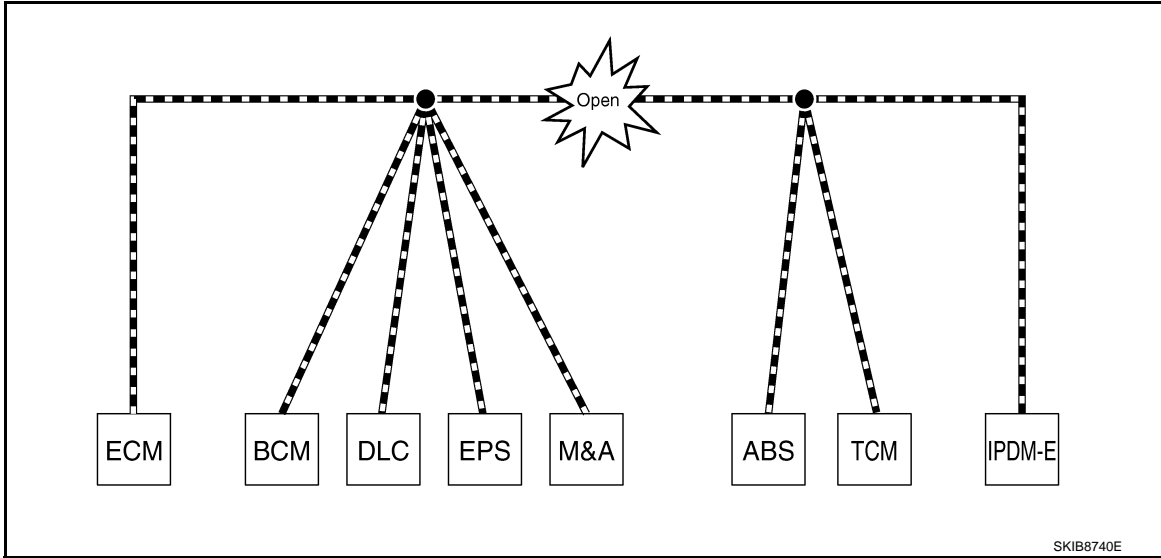
Error	Difference of symptom
Data link connector branch line open circuit	Normal operation.
CAN-H, CAN-L harness short-circuit	Most of the units which are connected to the CAN communication system enter fail-safe mode or are deactivated.

TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

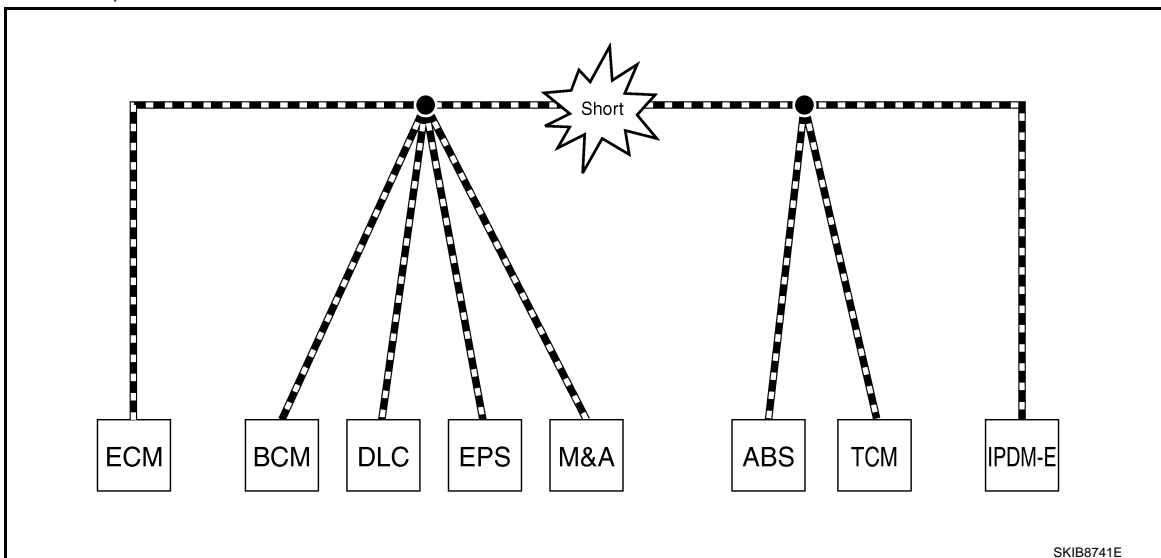
[CAN FUNDAMENTAL]

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



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

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



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TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

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

CAN Diagnosis with CONSULT

INFOID:000000010993609

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

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

Self-Diagnosis

INFOID:000000010993610

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

NOTE:

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

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

CAN Diagnostic Support Monitor

INFOID:000000010993611

MONITOR ITEM (CONSULT)

TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

Example: CAN DIAG SUPPORT MNTR indication

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

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Without PAST

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

With PAST

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

MONITOR ITEM (ON-BOARD DIAGNOSIS)

NOTE:

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

TROUBLE DIAGNOSIS

[CAN FUNDAMENTAL]

< SYSTEM DESCRIPTION >

Example: Vehicle Display

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

How to Use CAN Communication Signal Chart

INFOID:000000010993612

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

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

T: Transmit R: Receive

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

↓

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

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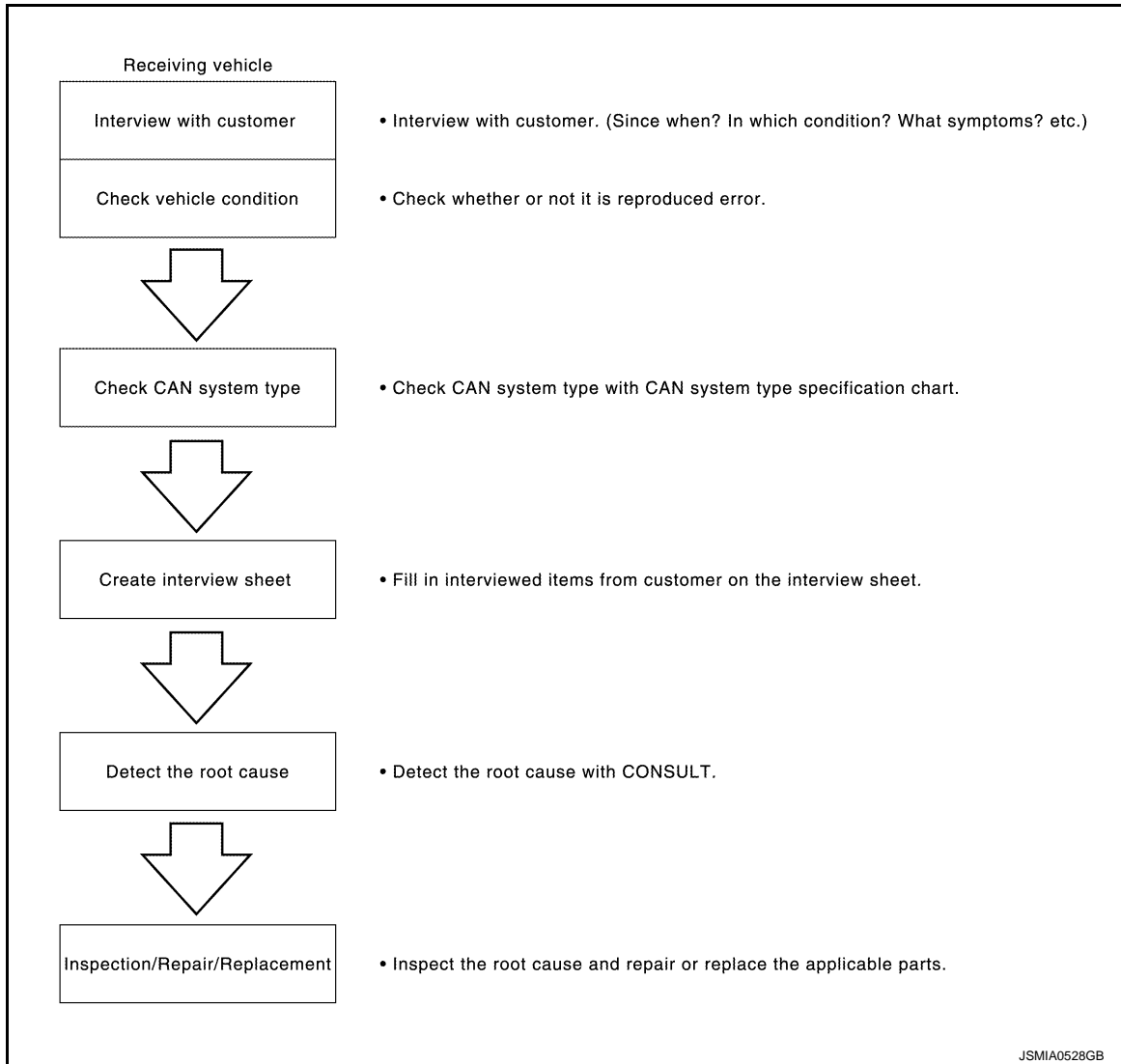
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Trouble Diagnosis Flow Chart

INFOID:0000000010993613

DESCRIPTION



DETAIL OF TROUBLE DIAGNOSIS FLOW CHART

1. INTERVIEW WITH CUSTOMER

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

Points in interview

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

Notes for checking error symptoms:

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

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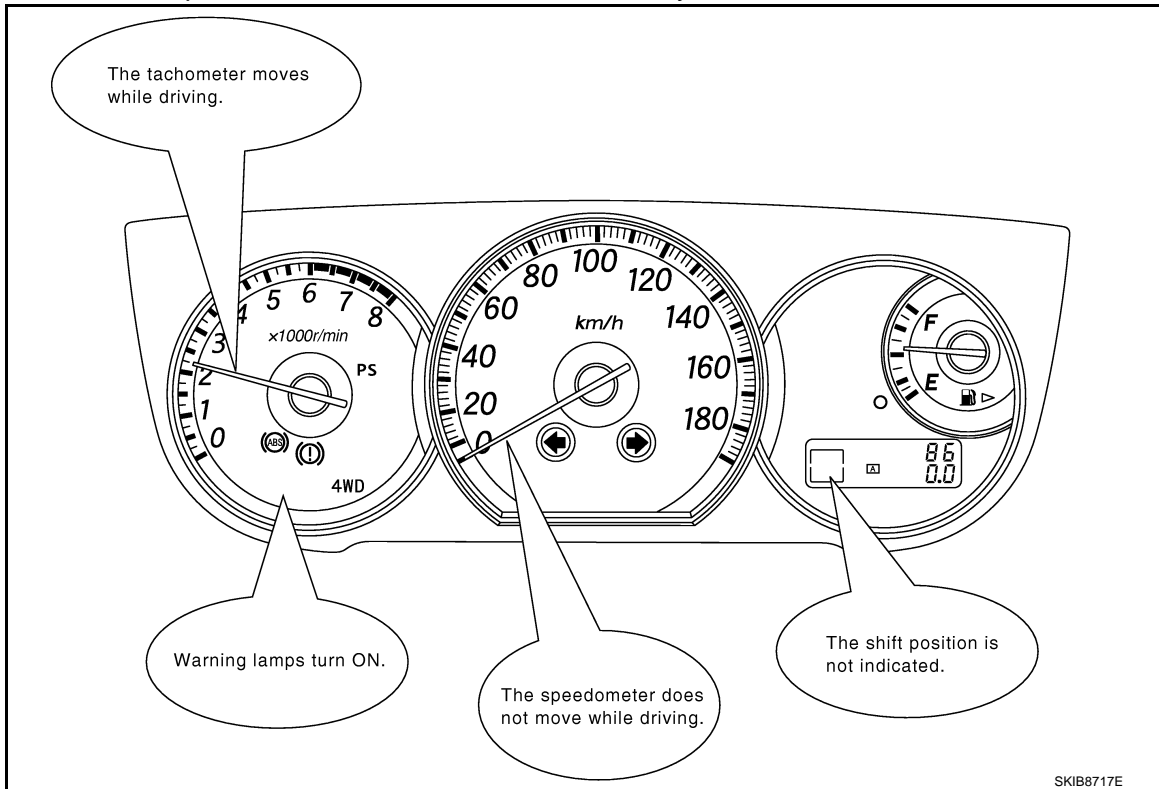
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DIAGNOSIS AND REPAIR WORKFLOW

[CAN FUNDAMENTAL]

< BASIC INSPECTION >

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



>> GO TO 2.

2. INSPECTION OF VEHICLE CONDITION

Check whether the symptom is reproduced or not.

NOTE:

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

>> GO TO 3.

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

Determine CAN system type based on vehicle equipment.

NOTE:

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

NOTE:

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

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

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

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

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

× : Applicable

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

A

1. VDC OFF switch
A. With VDC

B

2. Ignition knob
B. With Intelligent Key system

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

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• CAN System Type Specification Chart (Style B)

NOTE:

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

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

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

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

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

×: Applicable

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

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

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

×: Applicable

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

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

In the above example,

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

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

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

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

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

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>> GO TO 4.

4. CREATE INTERVIEW SHEET

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

NOTE:

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

Interview Sheet (Example)

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

JSMIA0531GB

>> GO TO 5.

5.DETECT THE ROOT CAUSE

CAN diagnosis function of CONSULT detects a root cause.

>> GO TO 6.

6.REPAIR OR REPLACE MALFUNCTIONING PART

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

Main line>>Refer to [LAN-31, "Main Line"](#).
Branch line>>Refer to [LAN-31, "Branch Line"](#).
Short circuit>> Refer to [LAN-31, "Short Circuit"](#).

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HOW TO USE THIS MANUAL

HOW TO USE THIS SECTION

Caution

INFOID:0000000010993615

- This section describes information peculiar to a vehicle and inspection procedures.
- For trouble diagnosis procedure, refer to [LAN-13, "Trouble Diagnosis Flow Chart"](#).

Abbreviation List

INFOID:0000000010993616

Unit name abbreviations in CONSULT 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)
AV	AV control unit
BCM	BCM
DLC	Data link connector
ECM	ECM
IPDM-E	IPDM E/R
M&A	Unified meter and A/C amp.
STRG	Steering angle sensor
TCM	TCM

PRECAUTION

PRECAUTIONS

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

INFOID:000000010993617

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

WARNING:

Always observe the following items for preventing accidental activation.

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

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

WARNING:

Always observe the following items for preventing accidental activation.

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

Precautions for Removing Battery Terminal

INFOID:000000011400989

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

NOTE:

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

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

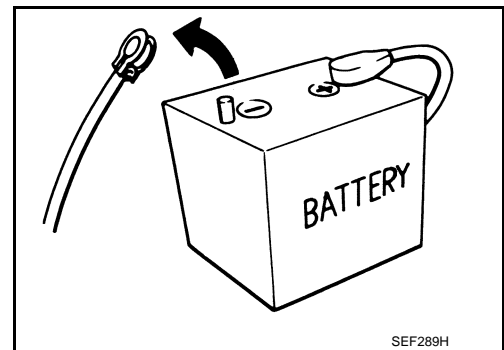
NOTE:

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

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

NOTE:

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



Precautions for Trouble Diagnosis

INFOID:000000010993618

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.

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PRECAUTIONS

[CAN]

< PRECAUTION >

- Turn the ignition switch OFF and disconnect the battery cable from the negative terminal when checking the harness.

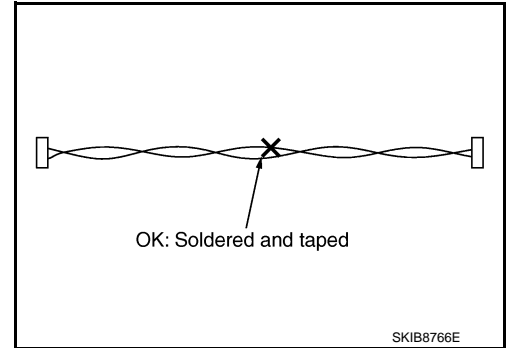
Precautions for Harness Repair

INFOID:0000000010993619

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

NOTE:

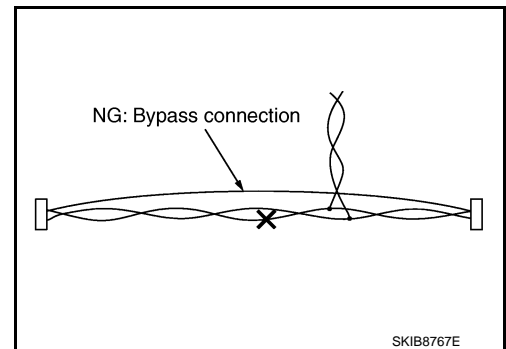
A fray of twisted lines must be within 110 mm (4.33 in).



- 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.

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN]

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Interview Sheet

INFOID:0000000010993620

CAN Communication System Diagnosis Interview Sheet

Date received:

Type:

VIN No.:

Model:

First registration:

Mileage:

CAN system type:

Symptom (Results from interview with customer)

Condition at inspection

Error symptom : Present / Past

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CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

SYSTEM DESCRIPTION

CAN COMMUNICATION SYSTEM

CAN System Specification Chart

INFOID:0000000010993621

Determine CAN system type from the following specification chart.

NOTE:

Refer to [LAN-13. "Trouble Diagnosis Flow Chart"](#) for how to use CAN system specification chart.

Body type	Sedan	
Axle	2WD	AWD
Engine	VQ37VHR	
Transmission	A/T	
Brake control	VDC	
CAN system type	1	2

CAN Communication Signal Chart

INFOID:0000000010993622

Refer to [LAN-12. "How to Use CAN Communication Signal Chart"](#) for how to use CAN communication signal chart.

NOTE:

Refer to [LAN-18. "Abbreviation List"](#) for the abbreviations of the connecting units.

T: Transmit R: Receive

Signal name/Connecting unit	ECM	4WD	AV	TCM	BCM	M&A	STRG	ABS	IPDM-E
A/C compressor request signal	T								R
Accelerator pedal position signal	T	R		R				R	
ASCD OD cancel request signal	T			R					
ASCD operation signal	T			R					
ASCD SET indicator signal	T					R			
ASCD status signal	T					R			
Closed throttle position signal	T			R					
Cooling fan speed request signal	T								R
Engine and A/T integrated control signal	T			R					
	R			T					
Engine coolant temperature signal	T					R			
Engine speed signal	T	R		R		R		R	
Engine status signal	T		R		R				
Fuel consumption monitor signal	T		R			R			
Fuel filler cap warning display signal	T					R			
Malfunctioning indicator lamp signal	T					R			
Power generation command value signal	T								R
Snow mode switch signal	T							R	
	R					T			
Wide open throttle position signal	T			R					
AWD signal		T						R	
AWD malfunction signal		T						R	
AWD warning lamp signal		T				R			

CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	4WD	AV	TCM	BCM	M&A	STRG	ABS	IPDM-E
A/C switch/indicator signal			T			R			
A/C switch operation signal			R			T			
A/C switch operation signal			T			R			
Rear window defogger switch signal			T		R				
System setting signal			T		R				
System setting signal			R		T				
Voice recognition signal*			T			R			
A/T CHECK indicator lamp signal				T		R			
A/T self-diagnosis signal	R			T					
Current gear position signal				T				R	
Input speed signal	R			T					
Manual mode indicator signal				T		R			
Manual mode shift refusal signal				T		R			
N range signal				T	R				
Output shaft revolution signal	R			T					
P range signal				T	R				
Shift position signal				T		R		R	
Buzzer output signal					T	R			
Door switch signal					T	R			R
Front fog light request signal					T	R			R
Front wiper request signal					T				R
High beam request signal					T	R			R
Horn reminder signal					T				R
Ignition switch ON signal					T				R
Ignition switch ON signal					R				T
Interlock/PNP switch signal					T				R
Interlock/PNP switch signal					R				T
Key warning lamp signal					T	R			
Low beam request signal					T				R
Low tire pressure warning lamp signal					T	R			
Meter display signal					T	R			
Oil pressure switch signal					T	R			
Oil pressure switch signal					R				T
Position light request signal					T	R			R
Rear window defogger control signal					T				R
Rear window defogger control signal	R		R						T
Sleep wake up signal					T	R			R
Starter control relay signal					T				R
Starter relay status signal					R				T
Starter relay status signal					T				R
Stop lamp switch signal				R	T				
Stop lamp switch signal		R						T	
Theft warning horn request signal					T				R

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CAN COMMUNICATION SYSTEM

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[CAN]

Signal name/Connecting unit	ECM	4WD	AV	TCM	BCM	M&A	STRG	ABS	IPDM-E
TPMS malfunction warning lamp signal					T	R			
Trunk switch signal					T	R			
Turn indicator signal					T	R			
A/C evaporator temperature signal	R					T			
A/C switch signal	R					T			
Blower fan motor switch signal	R					T			
Brake fluid level switch signal						T		R	
Distance to empty signal			R			T			
Fuel filler cap warning reset 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			
Non-manual mode signal				R		T			
Odometer signal					R	T			
Parking brake switch signal		R				T		R	
Seat belt buckle switch signal					R	T			
Sleep-ready signal					R	T			
					R				T
Target A/C evaporator temperature signal	R					T			
Vehicle speed signal	R		R	R	R	T			R
		R			R	R		T	
Wake up signal					R	T			
Steering angle sensor signal			R				T	R	
A/T shift schedule change demand signal				R				T	
ABS operation signal				R				T	
ABS warning lamp signal						R		T	
Brake warning lamp signal						R		T	
Side G sensor signal				R				T	
TCS gear keep request signal				R				T	
VDC OFF indicator lamp signal						R		T	
VDC warning lamp signal						R		T	
A/C compressor feedback signal	R					R			T
Detention switch signal					R				T
Front wiper stop position signal					R				T
High beam status signal	R								T
Hood switch signal					R				T
Low beam status signal	R								T
Push-button ignition switch status signal					R				T

*: Models with navigation system

NOTE:

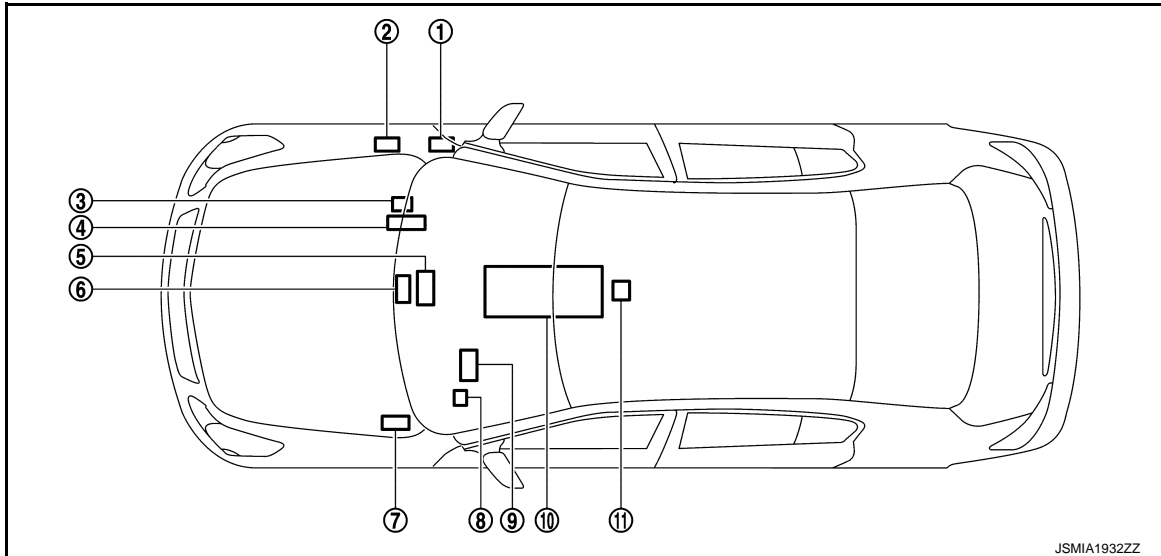
CAN data of the air bag diagnosis sensor unit is not used by usual service work, thus it is omitted.

DTC/CIRCUIT DIAGNOSIS

CAN COMMUNICATION SYSTEM

Component Parts Location

INFOID:000000010993623



- | | | |
|--|---------------------------------------|-----------------------------------|
| 1. BCM M122 | 2. IPDM E/R E6 | 3. AWD control unit F108 |
| 4. ECM M107 | 5. AV control unit | 6. Unified meter and A/C amp. M67 |
| | M204: Without BOSE system | |
| | M210: With BOSE system | |
| 7. ABS actuator and electric unit (control unit) E41 | 8. Data link connector M24 | 9. Steering angle sensor M37 |
| 10. A/T assembly F51 | 11. Air bag diagnosis sensor unit M28 | |

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CAN COMMUNICATION SYSTEM

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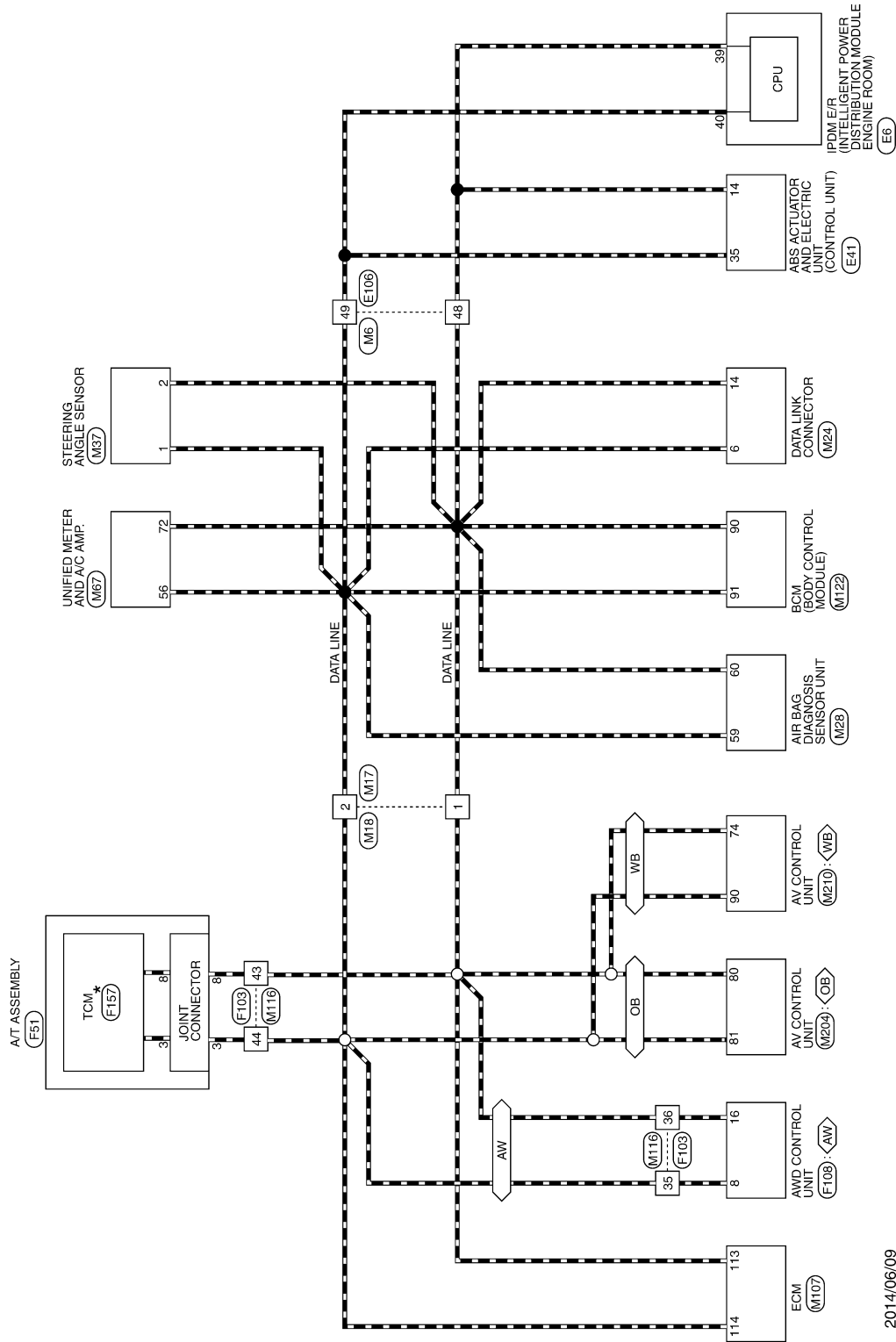
Wiring Diagram - CAN SYSTEM -

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CAN SYSTEM

- <WB> : With BOSE system
- <OB> : Without BOSE system
- <AW> : AWD models

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



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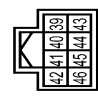
CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

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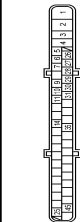
CAN SYSTEM

Connector No.	E16
Connector Name	INTELLIGENT POWER DISTRIBUTION MODULE ENGINE
Connector Type	TH88FW-H41



Terminal No.	Color Of Wire	Signal Name [Specification]
39	P	
40	B/W	
42	GR	
43	G	
44	LG	
45	V	
46	SB	

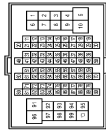
Connector No.	E41
Connector Name	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
Connector Type	BAA4ZF5-AR24-LH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	GROUND
2	GR	URMP
3	BG	UEVR
4	B	GROUND
5	LG	DS-FL
6	GR	DS-FL
7	GR	DP-RR
8	B	DP-RR
10	W	DS-FR
11	V	DIAG-K
14	P	CAN-L

24	V	BUS-L
25	LG	DP-FL
26	W	DP-FL
28	G	U2
29	P	DS-GR
30	SB	BLS
31	R	VOC OFF SW
35	L	CAN-H
45	B	BUS-H

Connector No.	E105
Connector Name	WIRE TO WIRE
Connector Type	TH89FW-ZS16-TM



Terminal No.	Color Of Wire	Signal Name [Specification]
1	GR	
3	BG	
5	G	
6	Y	
8	R	
11	V	
12	R	
13	L	
14	GR	
15	P	
16	W	
17	SB	
18	BG	
20	LG	
31	L	
32	BG	
34	SB	
38	R	
39	B	
41	R	
42	LG	
43	G	

44	GR	
45	GR	
46	W	
47	V	
48	P	
49	L	
66	GR	
67	LG	
80	R	
81	P	
82	G	
83	V	
84	L	
85	W	
89	V	
90	W	
93	GR	
95	LG	
97	SB	
98	SHIELD	
99	L	
100	P	

Connector No.	F51
Connector Name	A/T ASSEMBLY
Connector Type	RK1DFC-DSY



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

Connector No.	F103
Connector Name	WIRE TO WIRE
Connector Type	TC88FW-HS10



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

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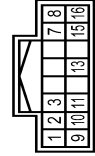
CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

CAN SYSTEM

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



Terminal No.	Color Of Wire	Signal Name [Specification]
1	BR	AMD SOL (-)
2	W	AMD SOL (+)
3	W	FLUID TEMP (-)
4	G	IGN
5	L	CAN-H
6	O	AMD SOL BAT
7	B	GROUND
8	R	GROUND
9	Y	FLUID TEMP (+)
10	B	GROUND
11	B	GROUND
12	LG	FLUID TEMP (-)
13	LG	BATTERY
14	Y	BATTERY
15	Y	BATTERY
16	P	CAN-L

Connector No.	F157
Connector Name	TGM
Connector Type	SP10FG



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SHIELD	VIGN
2	SHIELD	VIGN
3	SHIELD	CAN-H
4	SHIELD	C-LINE
5	SHIELD	GROUND
6	SHIELD	VIGN
7	SHIELD	REV LAMP RLY
8	SHIELD	CAN-L
9	SHIELD	STARTER RLY

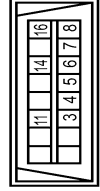
10	SHIELD	GROUND
----	--------	--------

Connector No.	MR
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-GS16-TM4



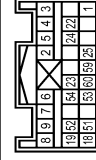
Terminal No.	Color Of Wire	Signal Name [Specification]
1	EG	-
2	R	-
3	R	-
4	G	-
5	LG	-
6	LG	-
7	W	-
8	W	-
9	G	-
10	G	-
11	V	-
12	V	-
13	L	-
14	GR	-
15	P	-
16	BR	-
17	BR	-
18	P	-
19	P	-
20	L	-
21	L	-
22	Y	-
23	Y	-
24	R	-
25	Y	-
26	R	-
27	R	-
28	R	-
29	SB	-
30	V	-
31	V	-
32	LG	-
33	LG	-
34	B	-
35	B	-
36	EG	-
37	EG	-
38	U	-
39	U	-
40	P	-
41	L	-
42	V	-
43	V	-
44	P	-
45	B	-
46	B	-
47	EG	-
48	U	-
49	U	-
50	P	-
51	L	-
52	V	-
53	V	-
54	G	-
55	G	-
56	G	-
57	G	-
58	G	-
59	G	-
60	SB	-

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



Terminal No.	Color Of Wire	Signal Name [Specification]
1	LG	-
2	LG	-
3	B	-
4	B	-
5	B	-
6	L	-
7	V	-
8	G	-
9	G	-
10	SB	-
11	SB	-
12	P	-
13	P	-
14	P	-
15	R	-
16	R	-

Connector No.	M28
Connector Name	AIR BAG DIAGNOSIS SENSOR UNIT
Connector Type	W28PF-EX



Terminal No.	Color Of Wire	Signal Name [Specification]
1	LG	-
2	B	-
3	Y	-
4	Y	-
5	Y	-
6	Y	-
7	Y	-
8	Y	-
9	Y	-
10	SB	-
11	SB	-
12	V	-
13	V	-
14	V	-
15	V	-
16	V	-

61	B	-
62	V	-
63	W	-
64	L	-
65	GR	-
66	LG	-
67	W	-
68	Y	-
69	GR	-
70	SHIELD	-
71	V	-
72	SB	-

Connector No.	M17
Connector Name	WIRE TO WIRE
Connector Type	T102FW



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	P	-

Connector No.	M18
Connector Name	WIRE TO WIRE
Connector Type	T102MW



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	L	-

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CAN SYSTEM

22	SHIELD	-
23	LG	-
24	GR	-
25	R	-
51	R	-
52	G	-
53	Y	-
54	BR	-
58	L	-
60	P	-

Connector No. M67
Connector Name STEERING ANGLE SENSOR
Connector Type TH403PW-NH



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

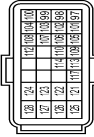
Connector No. M67
Connector Name UNIFIED METER AND A.C. AMP.
Connector Type TH432FW-NH



Terminal No.	Color	Wire	Signal Name [Specification]
41	L	-	ACC POWER SUPPLY
42	BR	-	FUEL LEVEL SENSOR SIGNAL
43	BR	-	INTAKE SENSOR SIGNAL
44	LG	-	IN-VEHICLE SENSOR SIGNAL

45	V	-	AMBIENT SENSOR SIGNAL
46	Y	-	SUNLOAD SENSOR SIGNAL
53	W	-	STEERING SW SIGNAL
54	SB	-	BATTERY POWER SUPPLY
55	B	-	GROUND
56	L	-	CAN-H
57	LG	-	BRAKE FLUID LEVEL SWITCH
58	Y	-	FUEL LEVEL SENSOR GROUND
59	GR	-	INTAKE SENSOR GROUND
60	W	-	IN-VEHICLE SENSOR GROUND
61	B	-	AMBIENT SENSOR GROUND
62	SB	-	SUNLOAD SENSOR GROUND
65	EG	-	ECV SIGNAL
69	P	-	A/C CLAN SIGNAL
70	R	-	EACH DOOR MOTOR POWER SUPPLY
71	GR	-	GROUND
72	P	-	CVT-L

Connector No. M107
Connector Name ECM
Connector Type RH424FG-RZ8-R-LH-Z



Terminal No.	Color	Wire	Signal Name [Specification]
97	R	-	ACCELERATOR PEDAL POSITION SENSOR 1
98	P	-	ACCELERATOR PEDAL POSITION SENSOR 2
99	L	-	SENSOR POWER SUPPLY
100	W	-	SENSOR GROUND
101	SB	-	ASC-D STEERING SWITCH
102	LG	-	EVAP CONTROL SYSTEM PRESSURE SENSOR
103	GR	-	SENSOR POWER SUPPLY
104	V	-	SENSOR GROUND
105	L	-	REFRIGERANT PRESSURE SENSOR
106	W	-	FUEL TANK TEMPERATURE SENSOR
107	Y	-	FUEL TANK TEMPERATURE SUPPLY
108	YL	-	SENSOR GROUND
109	G	-	PING SWITCH
110	R	-	ENGINE SPEED OUTPUT SIGNAL
112	V	-	SENSOR GROUND
113	P	-	CAN COMMUNICATION LINE
114	L	-	CAN COMMUNICATION LINE

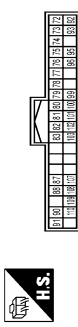
117	V	-	DATA LINK CONNECTOR
121	LG	-	EVAP CONTROL VALVE
122	B	-	STEERING SW SIGNAL
123	B	-	ECM GROUND
124	B	-	ECM GROUND
125	R	-	POWER SUPPLY FOR ECM
126	BR	-	ASC-D BRAKE SWITCH
127	B	-	ECM GROUND
128	B	-	ECM GROUND

Connector No. M116
Connector Name WIRE TO WIRE
Connector Type TK36MP-NS10



Terminal No.	Color	Wire	Signal Name [Specification]
2	W	-	-
3	EG	-	-
4	P	-	-
5	B	-	-
6	R	-	-
19	R	-	-
20	Y	-	-
29	LG	-	-
31	W	-	-
33	B	-	-
34	B	-	-
35	L	-	-
36	P	-	-
37	R	-	-
43	P	-	-
44	Y	-	-
45	Y	-	-
46	SB	-	-

Connector No. M122
Connector Name BCM (BODY CONTROL MODULE)
Connector Type TH403FB-RH



Terminal No.	Color	Wire	Signal Name [Specification]
72	R	-	ROOM ANT 2-
73	B	-	DRIVER DOOR ANT-
75	SB	-	PASSENGER DOOR ANT-
76	BR	-	PASSENGER DOOR ANT+
77	LG	-	DRIVER DOOR ANT+
78	Y	-	ROOM ANT 1-
79	BR	-	ROOM ANT 1+
80	GR	-	NATS ANT AMP
81	W	-	NATS ANT AMP
82	SB	-	IGN RELAY (F/B) CONT
83	Y	-	KEYLESS ENTRY RECEIVER COMM
87	Y	-	COMBI SW INPUT 5
88	EG	-	COMBI SW INPUT 3
89	P	-	CAN-L
90	P	-	CAN-L
92	LG	-	KEY SELECT CONT
93	GR	-	CON LD
95	EG	-	ACC RELAY CONT
96	GR	-	A.T SHIFT SELECTOR POWER SUPPLY
99	R	-	SHIFT P
100	Y	-	PASSENGER DOOR REQUEST SW
101	P	-	DRIVER DOOR REQUEST SW
102	EG	-	BLOWER FAN MOTOR RELAY CONT
103	P	-	KEYLESS ENTRY RECEIVER POWER SUPPLY
107	LG	-	COMBI SW INPUT 1
108	R	-	COMBI SW INPUT 4
109	W	-	COMBI SW INPUT 2
110	G	-	HAZARD SW



CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

CAN SYSTEM

Connector No.	M24
Connector Name	AV CONTROL UNIT
Connector Type	TH32FW-NH



65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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71	P	COMM (CONT-DISP)
72	P	COMM (CONT-DISP)
73	LG	AV COMM (L)
74	LG	AV COMM (L)
75	LG	AV COMM (L)
76	L	ILLUMINATION
77	L	ILLUMINATION
78	L	ILLUMINATION
79	L	ILLUMINATION
80	G	IGNITION
81	BG	REVERSE
82	R	VEHICLE SPEED (8-PULSE)
83	R	VEHICLE SPEED (8-PULSE)
84	R	VEHICLE SPEED (8-PULSE)
85	R	VEHICLE SPEED (8-PULSE)
86	R	VEHICLE SPEED (8-PULSE)
87	R	VEHICLE SPEED (8-PULSE)
88	R	VEHICLE SPEED (8-PULSE)
89	L	COMM (DISP-CONT)
90	L	COMM (DISP-CONT)
91	SB	CAN-H
92	SB	AV COMM (R)
93	SB	AV COMM (R)
94	SB	AV COMM (R)
95	SB	AV COMM (R)
96	SB	AV COMM (R)

Terminal No.	Color	Wire	Signal Name [Specification]
65	G	SB	AV COMM (L)
66	G	SB	AV COMM (L)
67	LG	SB	AV COMM (L)
68	LG	SB	AV COMM (L)
69	LG	SB	AV COMM (L)
70	SB	SB	AV COMM (R)
71	L	SB	CAN-L
72	L	SB	CAN-H
73	L	SB	SW GND
74	L	SB	SW GND
75	L	SB	SHIELD
76	L	SB	SHIELD
77	L	SB	TEL VOICE SIGNAL (+)
78	L	SB	TEL VOICE SIGNAL (-)
79	L	SB	TEL VOICE SIGNAL (-)
80	L	SB	TEL VOICE SIGNAL (-)
81	L	SB	TEL VOICE SIGNAL (-)
82	L	SB	TEL VOICE SIGNAL (-)
83	L	SB	TEL VOICE SIGNAL (-)
84	L	SB	TEL VOICE SIGNAL (-)
85	L	SB	TEL VOICE SIGNAL (-)
86	L	SB	TEL VOICE SIGNAL (-)
87	L	SB	TEL VOICE SIGNAL (-)
88	L	SB	TEL VOICE SIGNAL (-)
89	L	SB	TEL VOICE SIGNAL (-)
90	L	SB	TEL VOICE SIGNAL (-)
91	L	SB	TEL VOICE SIGNAL (-)
92	L	SB	TEL VOICE SIGNAL (-)
93	L	SB	TEL VOICE SIGNAL (-)
94	L	SB	TEL VOICE SIGNAL (-)
95	L	SB	TEL VOICE SIGNAL (-)
96	L	SB	TEL VOICE SIGNAL (-)
97	L	SB	TEL VOICE SIGNAL (-)
98	L	SB	TEL VOICE SIGNAL (-)
99	L	SB	TEL VOICE SIGNAL (-)
100	L	SB	TEL VOICE SIGNAL (-)

Connector No.	M210
Connector Name	AV CONTROL UNIT
Connector Type	TH32FW-NH



65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Terminal No.	Color	Wire	Signal Name [Specification]
65	SB	SB	PARKING BRAKE
66	P	SB	COMPOSITE IMAGE GND
67	P	SB	COMPOSITE IMAGE GND
68	L	SB	COMPOSITE IMAGE SIGNAL
69	L	SB	COMPOSITE IMAGE SIGNAL
70	L	SB	COMPOSITE IMAGE SIGNAL
71	SHIELD	SB	MICROPHONE GND
72	G	SB	MICROPHONE VCC

JRMWF9517GB

MALFUNCTION AREA CHART

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MALFUNCTION AREA CHART

Main Line

INFOID:0000000010993625

Malfunction area	Reference
Main line between AV control unit and data link connector	LAN-32, "Diagnosis Procedure"
Main line between data link connector and ABS actuator and electric unit (control unit)	LAN-33, "Diagnosis Procedure"

Branch Line

INFOID:0000000010993626

Malfunction area	Reference
ECM branch line circuit	LAN-34, "Diagnosis Procedure"
AWD control unit branch line circuit	LAN-35, "Diagnosis Procedure"
AV control unit branch line circuit	LAN-36, "Diagnosis Procedure"
TCM branch line circuit	LAN-37, "Diagnosis Procedure"
Air bag diagnosis sensor unit branch line circuit	LAN-38, "Diagnosis Procedure"
BCM branch line circuit	LAN-39, "Diagnosis Procedure"
Data link connector branch line circuit	LAN-40, "Diagnosis Procedure"
Unified meter and A/C amp. branch line circuit	LAN-41, "Diagnosis Procedure"
Steering angle sensor branch line circuit	LAN-42, "Diagnosis Procedure"
ABS actuator and electric unit (control unit) branch line circuit	LAN-43, "Diagnosis Procedure"
IPDM E/R branch line circuit	LAN-44, "Diagnosis Procedure"

Short Circuit

INFOID:0000000010993627

Malfunction area	Reference
CAN communication circuit	LAN-45, "Diagnosis Procedure"

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MAIN LINE BETWEEN AV AND DLC CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000010993628

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 M18
 - Harness connector M17

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - AV control unit
 - Harness connectors M18 and M17
2. Check the continuity between the AV control unit harness connector and the harness connector.
 - With BOSE system

AV control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M210	90	M18	2	Existed
	74		1	Existed

- Without BOSE system

AV control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M204	81	M18	2	Existed
	80		1	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the AV control unit and the harness connector M18.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M17	2	M24	6	Existed
	1		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 harness connector M17 and the data link connector.

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000010993629

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	49	Existed
	14		48	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	49	E41	35	Existed
	48		14	Existed

Is the inspection result normal?

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

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

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

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ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010993632

1. CHECK 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 the [EC-156, "Diagnosis Procedure"](#).

Is the inspection result normal?

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

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

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

4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010993633

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-54, "Exploded View"](#).
YES (Past error)>>Error was detected in the AWD control unit branch line.
NO >> Repair the power supply and the ground circuit.

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AV BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010993634

1. CHECK 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.
- With BOSE system

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

- Without BOSE system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AV control unit. Refer to the following.

- Base audio with rear view camera: [AV-76, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-222, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio with rear view camera: [AV-106, "Exploded View"](#)
 - BOSE audio with navigation: [AV-249, "Exploded View"](#)

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

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

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010993636

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the joint connector. Refer to [TM-185, "Removal and Installation"](#).
2. Check the continuity between the A/T assembly harness connector side and the TCM harness connector side of the joint connector.

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

Is the inspection result normal?

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

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-122, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the control valve & TCM. Refer to [TM-185, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

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A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010993637

WARNING:

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

1.CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the main harness.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

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

Is the inspection result normal?

YES >> Replace the main harness.

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

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010993638

1. CHECK 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-40, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-90, "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010993639

1. CHECK 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

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010993640

1.CHECK 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-132, "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.

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STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010993641

1.CHECK 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-93, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-118, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010993643

1. CHECK 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-78, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-115, "Exploded View"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

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IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010993645

1. CHECK 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-19, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-34, "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

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000010993646

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.

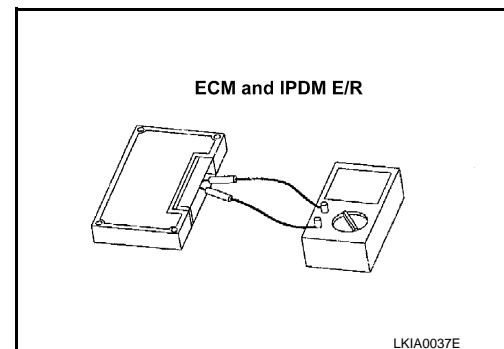
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

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.



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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

MAIN LINE BETWEEN AV AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000011400585

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 M18
 - Harness connector M17

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - AV control unit
 - Harness connectors M18 and M17
2. Check the continuity between the AV control unit harness connector and the harness connector.
 - With BOSE system

AV control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M210	90	M18	2	Existed
	74		1	Existed

- Without BOSE system

AV control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M204	81	M18	2	Existed
	80		1	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the AV control unit and the harness connector M18.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M17	2	M24	6	Existed
	1		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 harness connector M17 and the data link connector.

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000011400586

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	49	Existed
	14		48	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	49	E41	35	Existed
	48		14	Existed

Is the inspection result normal?

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

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

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

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400587

1. CHECK 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 the [EC-156, "Diagnosis Procedure"](#).

Is the inspection result normal?

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

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

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

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AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400589

1. CHECK 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.
- With BOSE system

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

- Without BOSE system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AV control unit. Refer to the following.

- Base audio with rear view camera: [AV-76, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-222, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio with rear view camera: [AV-106, "Exploded View"](#)
 - BOSE audio with navigation: [AV-249, "Exploded View"](#)

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

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

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400590

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the joint connector. Refer to [TM-185, "Removal and Installation"](#).
2. Check the continuity between the A/T assembly harness connector side and the TCM harness connector side of the joint connector.

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

Is the inspection result normal?

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

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-122, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the control valve & TCM. Refer to [TM-185, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

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A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400591

WARNING:

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

1.CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the main harness.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

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

Is the inspection result normal?

YES >> Replace the main harness.

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

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400592

1. CHECK 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-40, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-90, "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400593

1. CHECK 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

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400594

1. CHECK 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-132, "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.

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STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400595

1. CHECK 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-93, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-118, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400596

1. CHECK 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-78, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-115, "Exploded View"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

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IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400597

1. CHECK 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-19, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-34, "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:000000011400598

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	Ground	Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

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

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

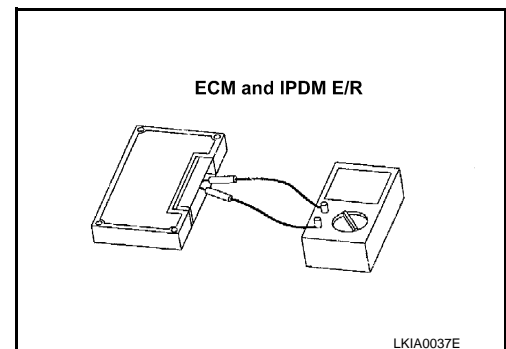
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5. CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

MAIN LINE BETWEEN AV AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000011400612

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 M18
 - Harness connector M17

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - AV control unit
 - Harness connectors M18 and M17
2. Check the continuity between the AV control unit harness connector and the harness connector.
 - With BOSE system

AV control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M210	90	M18	2	Existed
	74		1	Existed

- Without BOSE system

AV control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M204	81	M18	2	Existed
	80		1	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the AV control unit and the harness connector M18.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M17	2	M24	6	Existed
	1		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 harness connector M17 and the data link connector.

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MAIN LINE BETWEEN DLC AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

MAIN LINE BETWEEN DLC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000011400613

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	49	Existed
	14		48	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	49	E41	35	Existed
	48		14	Existed

Is the inspection result normal?

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

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

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

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400614

1. CHECK 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 the [EC-156, "Diagnosis Procedure"](#).

Is the inspection result normal?

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

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4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400615

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-54, "Exploded View"](#).

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

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

AV BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400616

1. CHECK 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.
- With BOSE system

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

- Without BOSE system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AV control unit. Refer to the following.

- Base audio with rear view camera: [AV-76, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-222, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio with rear view camera: [AV-106, "Exploded View"](#)
 - BOSE audio with navigation: [AV-249, "Exploded View"](#)

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

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

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TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400617

1. CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the joint connector. Refer to [TM-185, "Removal and Installation"](#).
2. Check the continuity between the A/T assembly harness connector side and the TCM harness connector side of the joint connector.

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

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace the joint connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-122, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the control valve & TCM. Refer to [TM-185, "Removal and Installation"](#).

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

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

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400618

WARNING:

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

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

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

Is the inspection result normal?

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

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BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400619

1. CHECK 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-40, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-90, "Exploded View"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400620

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

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

Is the measurement value within the specification?

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

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M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400621

1. CHECK 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-132, "Exploded View"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400622

1.CHECK 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-93, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-118, "Exploded View"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400623

1. CHECK 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-78. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-115. "Exploded View"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011400624

1.CHECK 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-19, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-34, "Exploded View"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000011400625

1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

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

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

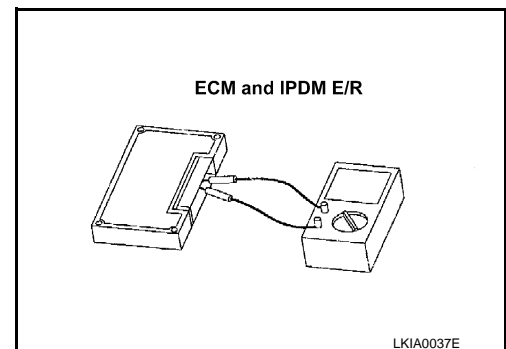
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5. CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

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