

SECTION **LAN**
LAN SYSTEM

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Diagnosis Procedure 205

PRECAUTION

PRECAUTIONS

Precautions for Trouble Diagnosis

INFOID:000000011464647

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.

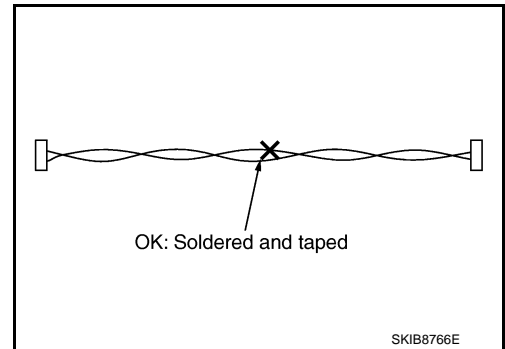
Precautions for Harness Repair

INFOID:000000011464648

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

NOTE:

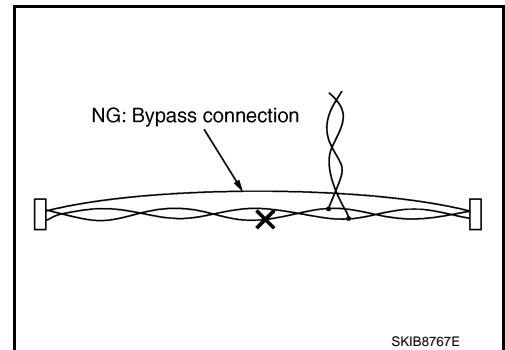
A fray of twisted lines must be within 110 mm (4.33 in).



- 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

SYSTEM

CAN COMMUNICATION SYSTEM

CAN COMMUNICATION SYSTEM : System Description

INFOID:000000011464649

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN-H line, CAN-L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

DIAG ON CAN

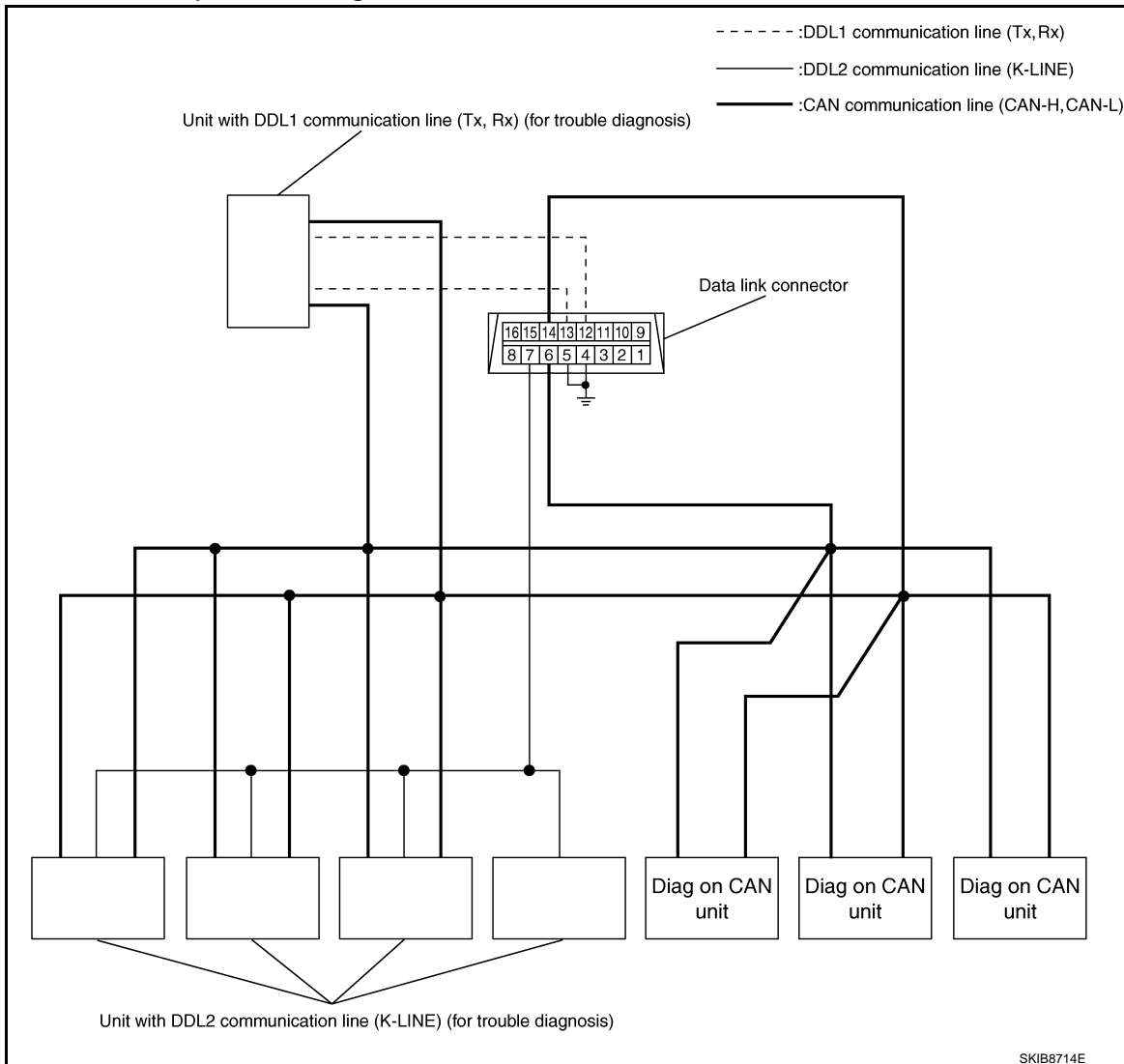
DIAG ON CAN : Description

INFOID:000000011464650

“Diag on CAN” is a diagnosis method which uses the CAN communication line for the communication between the control unit and the diagnostic tool.

DIAG ON CAN : System Diagram

INFOID:000000011464651



SYSTEM

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

Name	Harness	Description
DDL1	Tx Rx	For communications with the diagnostic tool. (CAN-H and CAN-L are used for controlling)
DDL2	K-LINE	For communications with the diagnostic tool. (CAN-H and CAN-L are used for controlling)
Diag on CAN	CAN-H CAN-L	For communications with the diagnostic tool. (CAN-H and CAN-L are also used for control and diagnoses.)

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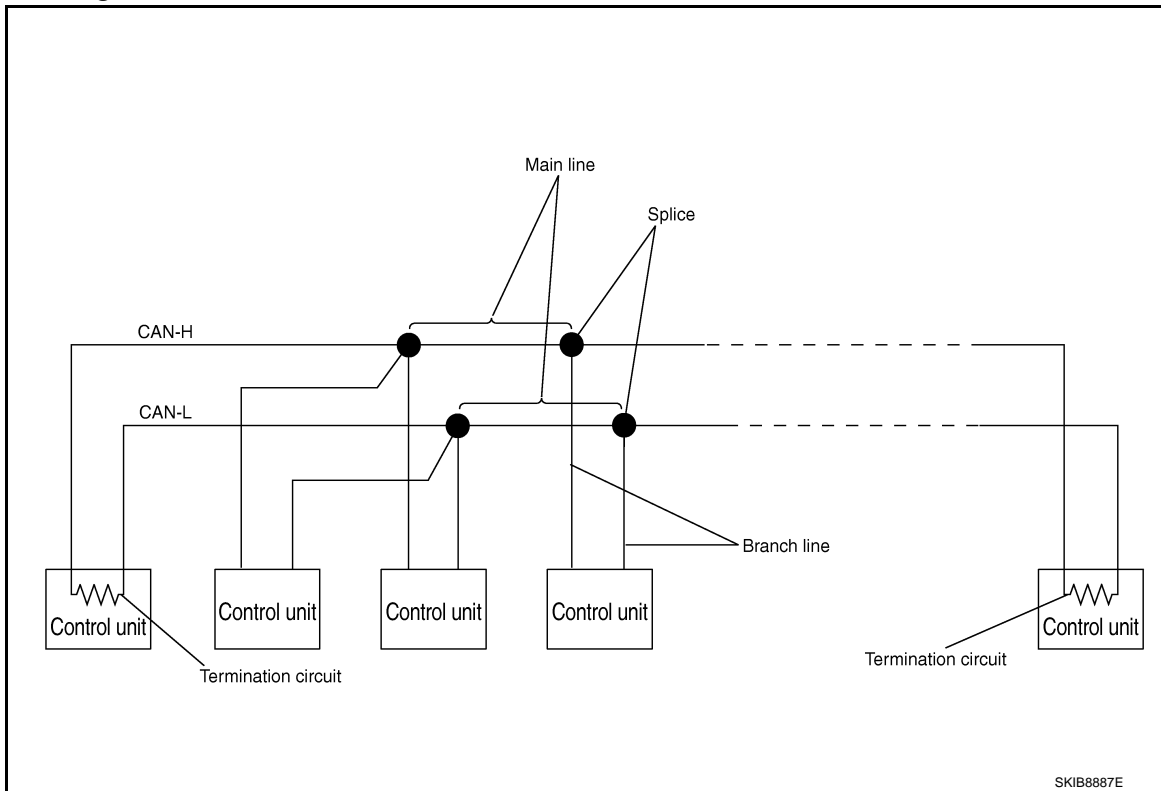
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TROUBLE DIAGNOSIS

System Diagram

INFOID:000000011464652



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	Circuit connected across the CAN communication system. (Resistor)

Condition of Error Detection

INFOID:000000011464653

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:

TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

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

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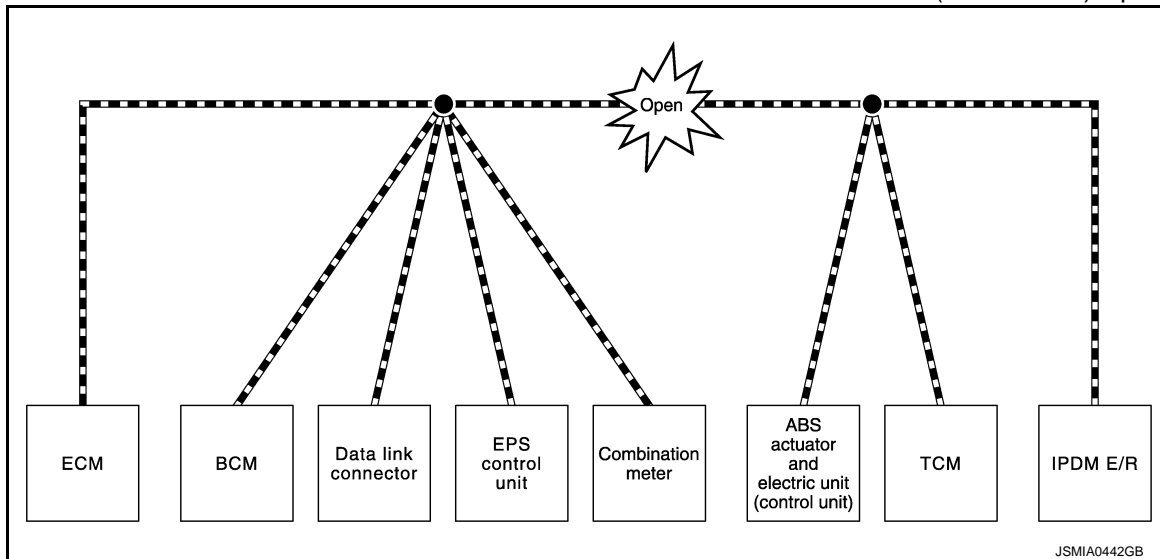
In CAN communication system, multiple units mutually transmit and receive signals. Each unit cannot transmit and receive signals if any error occurs on CAN communication line. Under this condition, multiple control units related to the root cause malfunction or go into fail-safe mode.

ERROR EXAMPLE

NOTE:

Each vehicle differs in symptom of each unit under fail-safe mode and CAN communication line wiring.

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



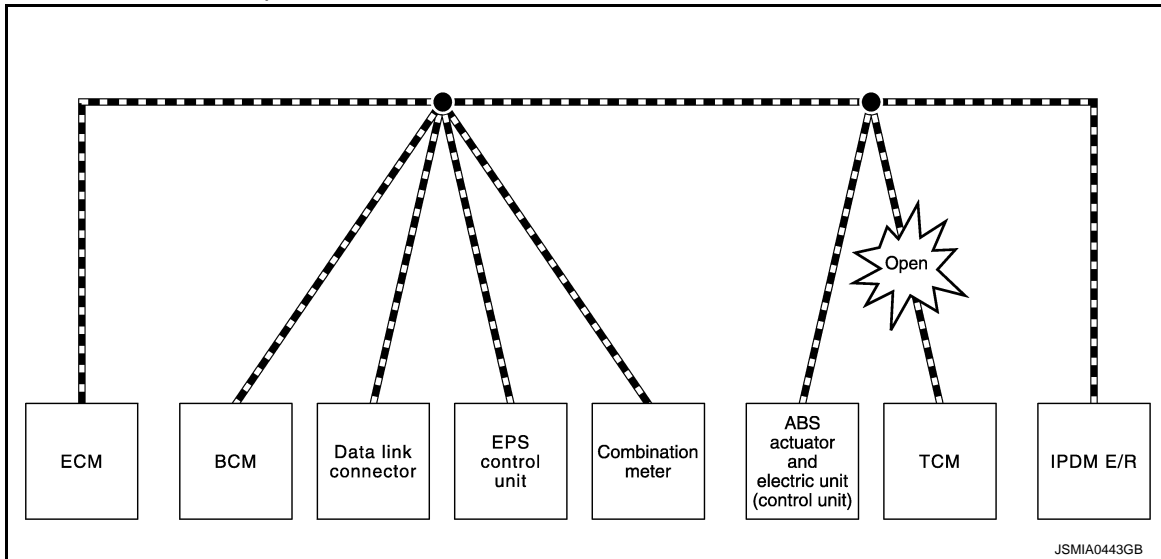
Unit name	Major symptom
ECM	Engine torque limiting is affected, and shift harshness increases.
BCM	<ul style="list-style-type: none"> • Reverse warning chime does not sound. • The front wiper moves under continuous operation mode even though the front wiper switch being in the intermittent position.
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.

TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

Example: TCM Branch Line Open Circuit



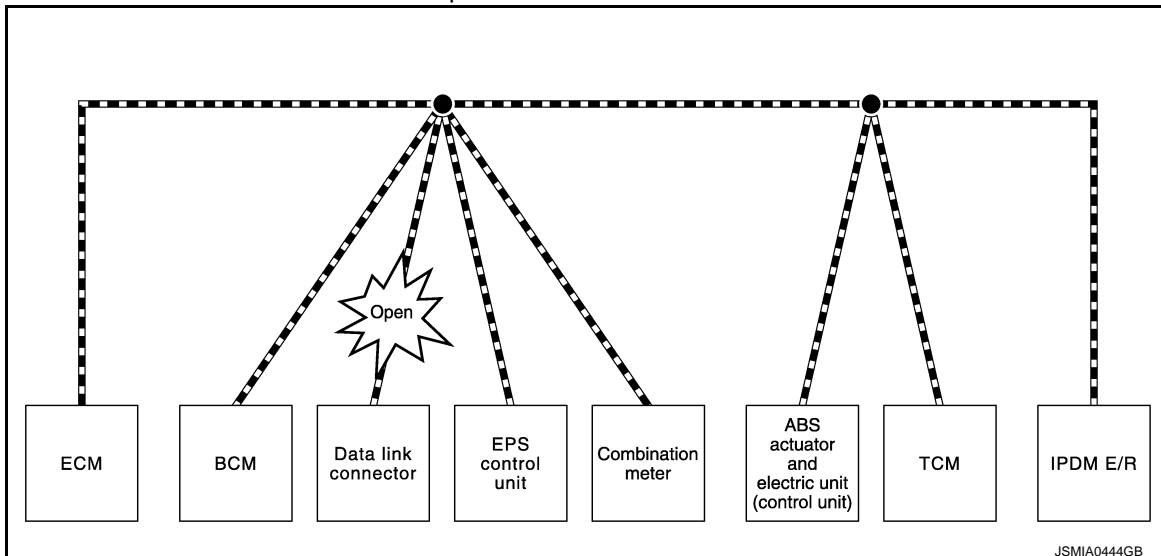
Unit name	Major symptom
ECM	Engine torque limiting is affected, and shift harshness increases.
BCM	Reverse warning chime does not sound.
EPS control unit	Normal operation.
Combination meter	<ul style="list-style-type: none"> • Shift position indicator and O/D OFF indicator turn OFF. • Warning lamps turn ON.
ABS actuator and electric unit (control unit)	Normal operation.
TCM	No impact on operation.
IPDM E/R	Normal operation.

NOTE:

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.

Example: Data Link Connector Branch Line Open Circuit



TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

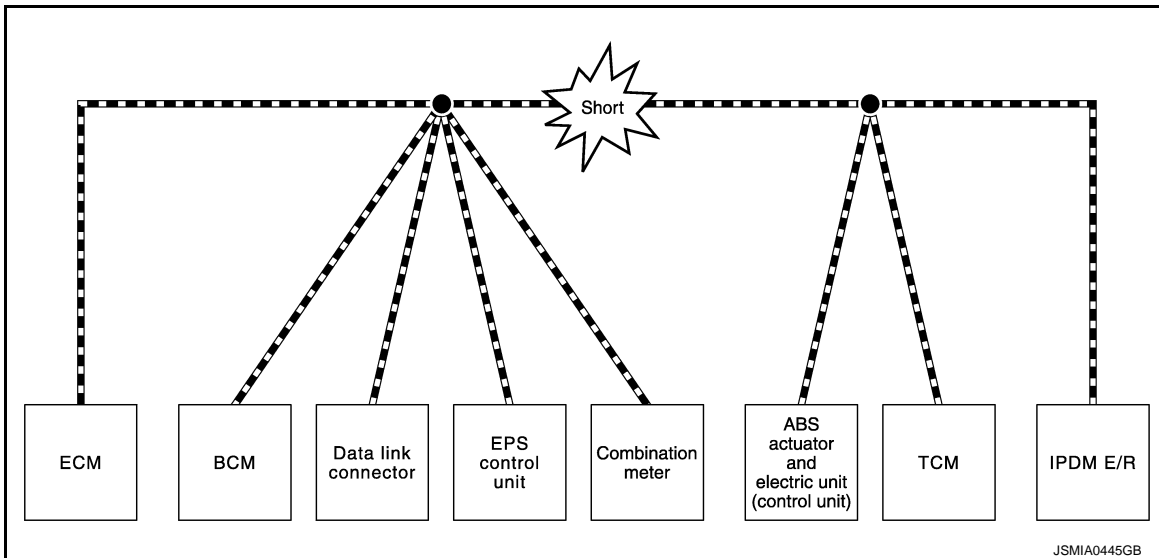
[CAN FUNDAMENTAL]

Unit name	Major 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.

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



Unit name	Major 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:000000011464655

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

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TROUBLE DIAGNOSIS

[CAN FUNDAMENTAL]

< SYSTEM DESCRIPTION >

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

Self-Diagnosis

INFOID:000000011464656

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:000000011464657

MONITOR ITEM (CONSULT)

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)

TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

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

With PAST

Item	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)			

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LAN

TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

How to Use CAN Communication Signal Chart

INFOID:000000011464658

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 Combination meter (Shaded area).

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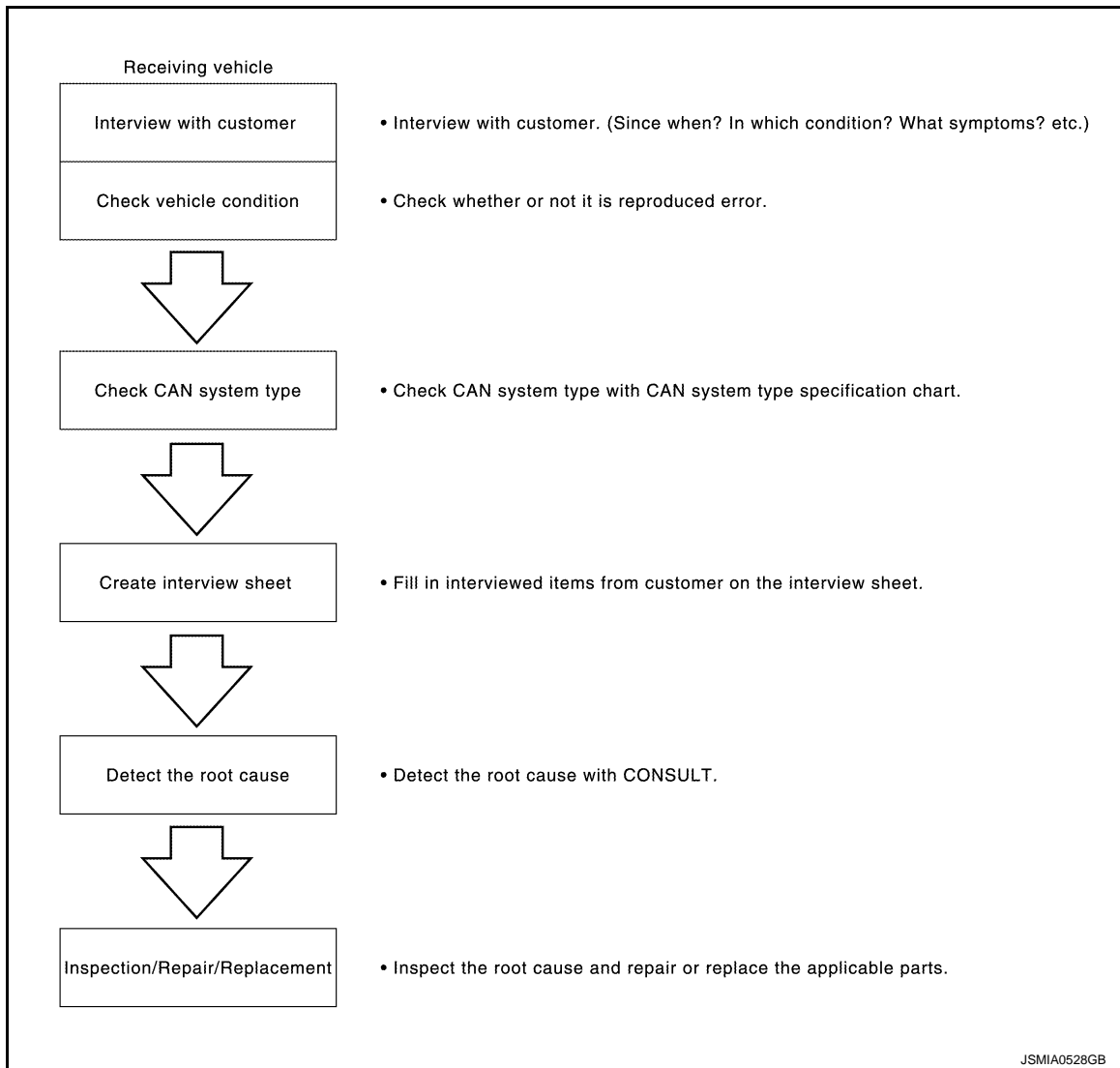
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Trouble Diagnosis Flow Chart

INFOID:0000000011464659

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.

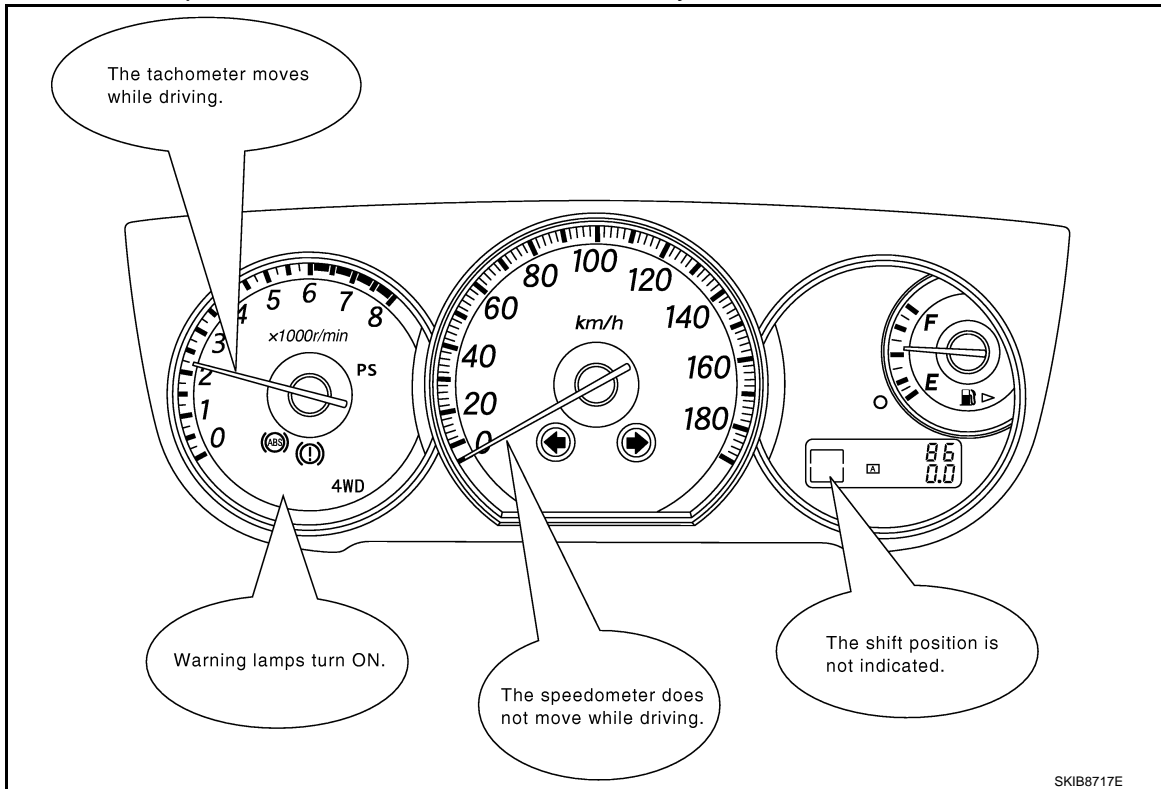
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DIAGNOSIS AND REPAIR WORKFLOW

[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.

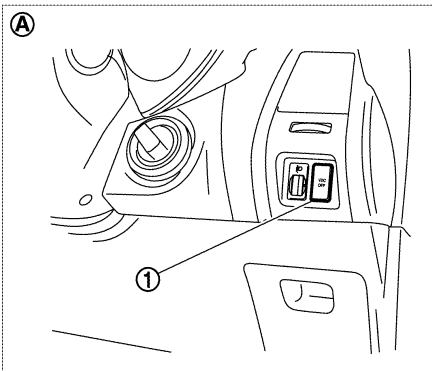
Example:
Vehicle is equipped as follows: Wagon, AWD, VQ35DE, CVT, VDC, and Intelligent Key system. (○ shows an example of CAN system type.)

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

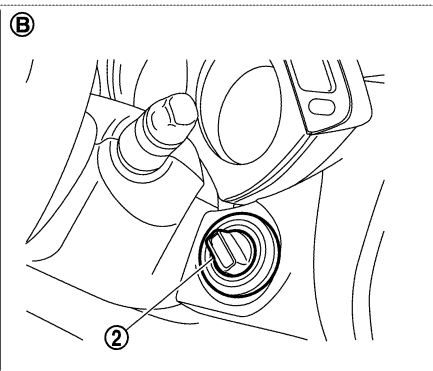
Body type	Wagon					
Axle	2WD			AWD		
Engine	QR25DE			VQ35DE		
Transmission	A/T			CVT		
Brake control	ABS			VDC		
Intelligent Key system		×		×		×
CAN system type	1	2	3	4	5	6
CAN communication control unit						
ECM	×	×	×	×	×	×
AWD control unit					×	×
Air bag diagnosis sensor unit	×	×	×	×	×	×
BCM	×	×	×	×	×	×
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.



1. VDC OFF switch
A. With VDC



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: <u>Present</u> / 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.	

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>> 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.

Maine line>>Refer to [LAN-41, "Main Line"](#).

Branch line>> Refer to [LAN-41, "Branch Line"](#).

Shoort line>> Refer to [LAN-41, "Short Circuit"](#).

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HOW TO USE THIS MANUAL

HOW TO USE THIS SECTION

Caution

INFOID:000000011464661

- This section describes information peculiar to a vehicle and inspection procedures.
- For trouble diagnosis procedure, refer to [LAN-17, "Trouble Diagnosis Flow Chart"](#).

Abbreviation List

INFOID:000000011464662

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

Abbreviation	Unit name
4WD	AWD control module
A-BAG	Air bag diagnosis sensor unit
ABS	ABS actuator and electric unit (control unit)
AV	NAVI control unit
AVM	Around view monitor control unit
BCM	BCM
DLC	Data link connector
ECM	ECM
EPS	EPS control unit
HVAC	A/C auto amp.
IPDM-E	IPDM E/R
M&A	Combination meter
MDU	Multi display unit
STRG	Steering angle sensor
TCM	TCM

PRECAUTION

PRECAUTIONS

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

INFOID:000000011464663

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:000000011464664

- 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.

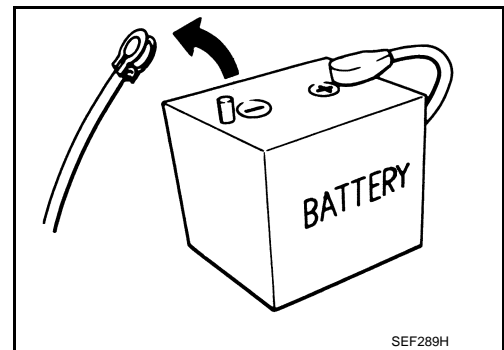
NOTE:

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:000000011464665

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.

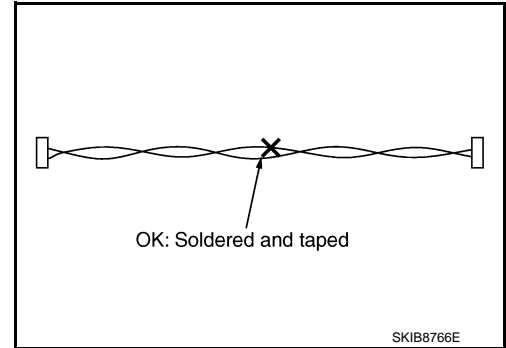
Precautions for Harness Repair

INFOID:000000011464666

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

NOTE:

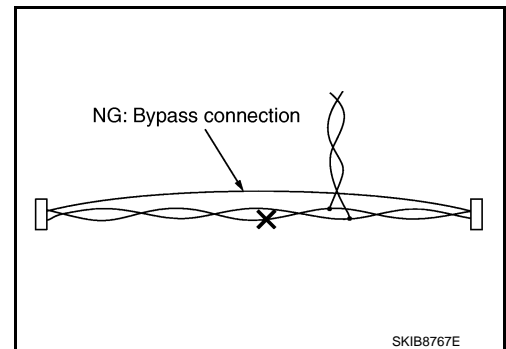
A fray of twisted lines must be within 110 mm (4.33 in).



- Bypass connection is never allowed at the repaired area.

NOTE:

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



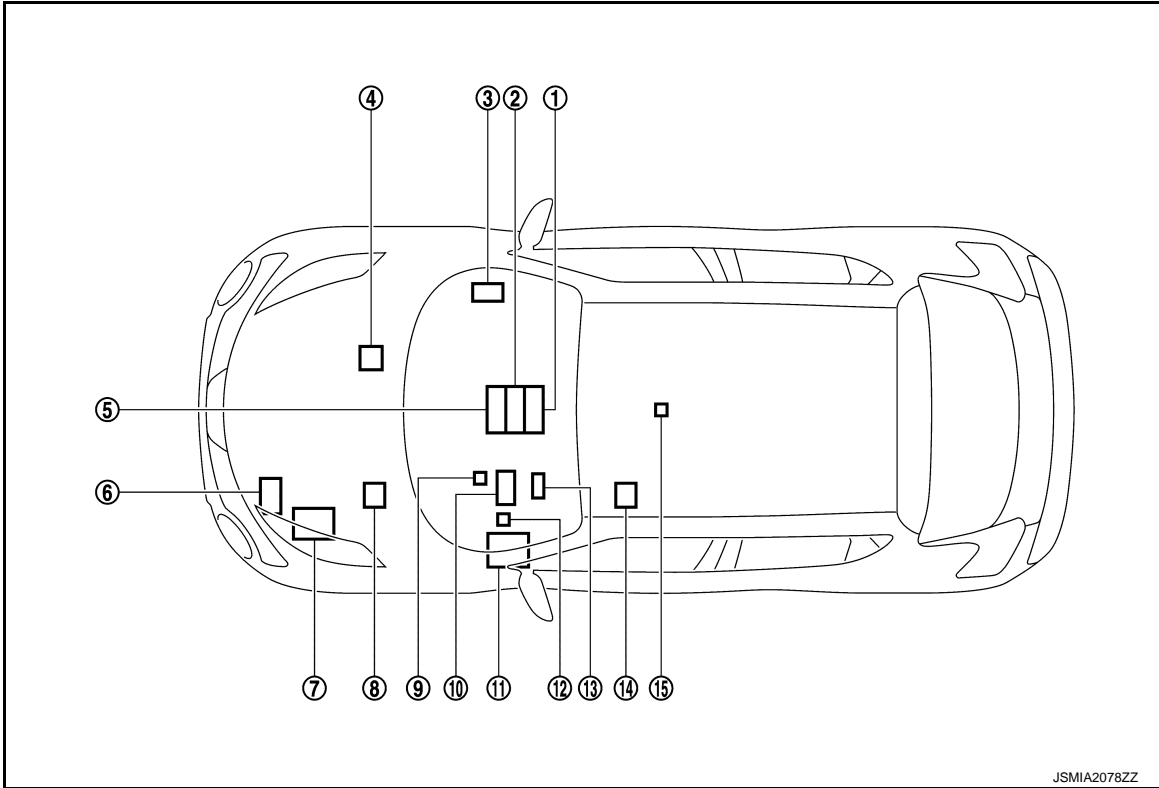
- Replace the applicable harness as an assembly if error is detected on the shield lines of CAN communication line.

SYSTEM DESCRIPTION

COMPONENT PARTS

Component Parts Location

INFOID:000000011464667



- | | | |
|--|------------------------|-------------------------------------|
| 1. Multi display unit | 2. A/C auto amp. | 3. Around view monitor control unit |
| 4. ABS actuator and electric unit (control unit) | 5. NAVI control unit | 6. ECM |
| 7. IPDM E/R | 8. TCM | 9. EPS control unit |
| 10. Combination meter | 11. BCM | 12. Data link connector |
| 13. Steering angle sensor | 14. AWD control module | 15. Air bag diagnosis sensor unit |

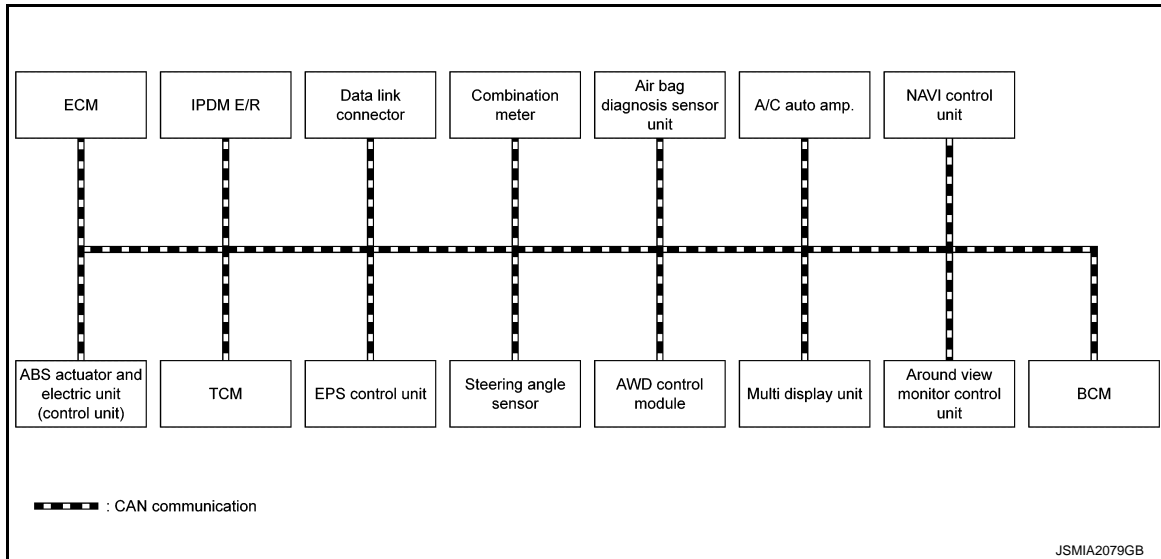
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SYSTEM CAN COMMUNICATION SYSTEM

CAN COMMUNICATION SYSTEM : System Diagram

INFOID:000000011464668

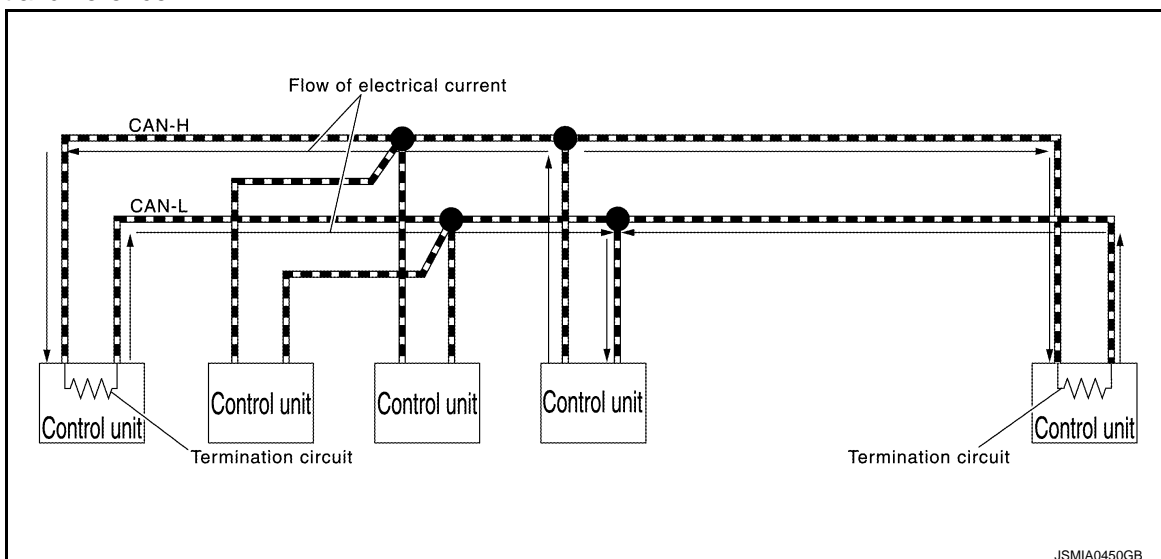


CAN COMMUNICATION SYSTEM : System Description

INFOID:000000011464669

Description

- CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN-H line, CAN-L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.
- Termination circuits (resistors) are connected across the CAN communication system. When transmitting a CAN communication signal, each control unit passes a current to the CAN-H line and the current returns to the CAN-L line. The current flows separately into the termination circuits connected across the CAN communication system and the termination circuits drop voltage to generate a potential difference between the CAN-H line and the CAN-L line. The system produces digital signals for signal communications, by using the potential difference.



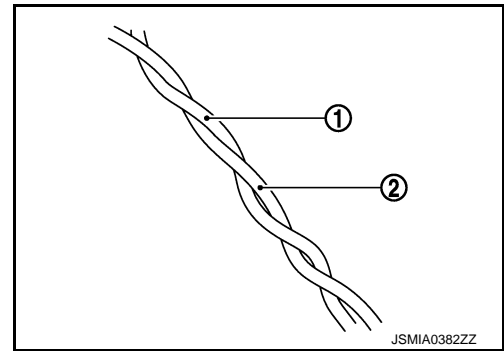
CAN Communication Line

SYSTEM

[CAN]

< SYSTEM DESCRIPTION >

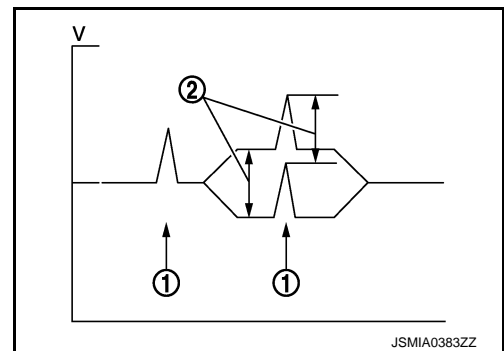
The CAN communication line is a twisted pair wire consisting of strands of CAN-H (1) and CAN-L (2) and has noise immunity.



NOTE:

The CAN communication system has the characteristics of noise-resistant because this system produces digital signals by using the potential difference between the CAN-H line and the CAN-L line and has the twisted pair wire structure.

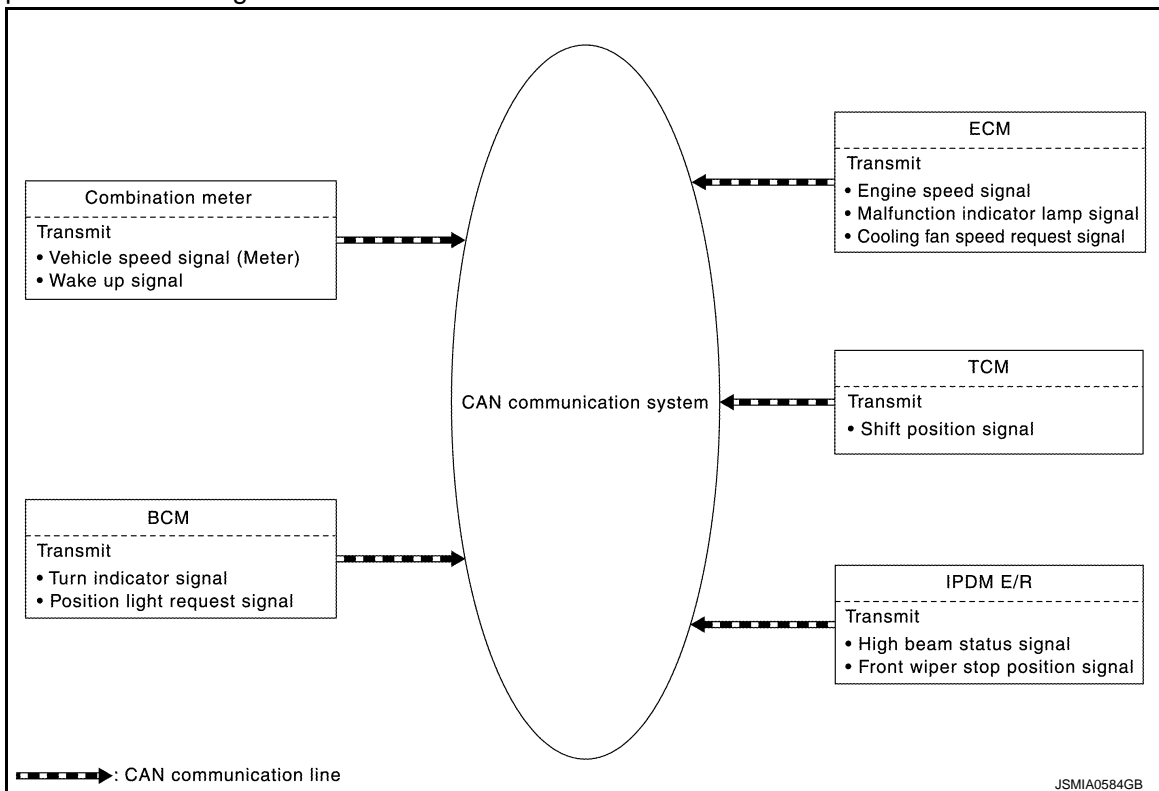
Since the CAN-H line and the CAN-L line are always adjacent to each other, the same degree of noise occurs, respectively, when a noise (1) occurs. Although the noise changes the voltage, the potential difference (2) between the CAN-H line and the CAN-L line is insensitive to noise. Therefore, noise-resistant signals can be obtained.



CAN Signal Communications

Each control unit of the CAN communication system transmits signals through the CAN communication control circuit included in the control unit and receives only necessary signals from each control unit to perform various kinds of control.

- Example: Transmitted signals

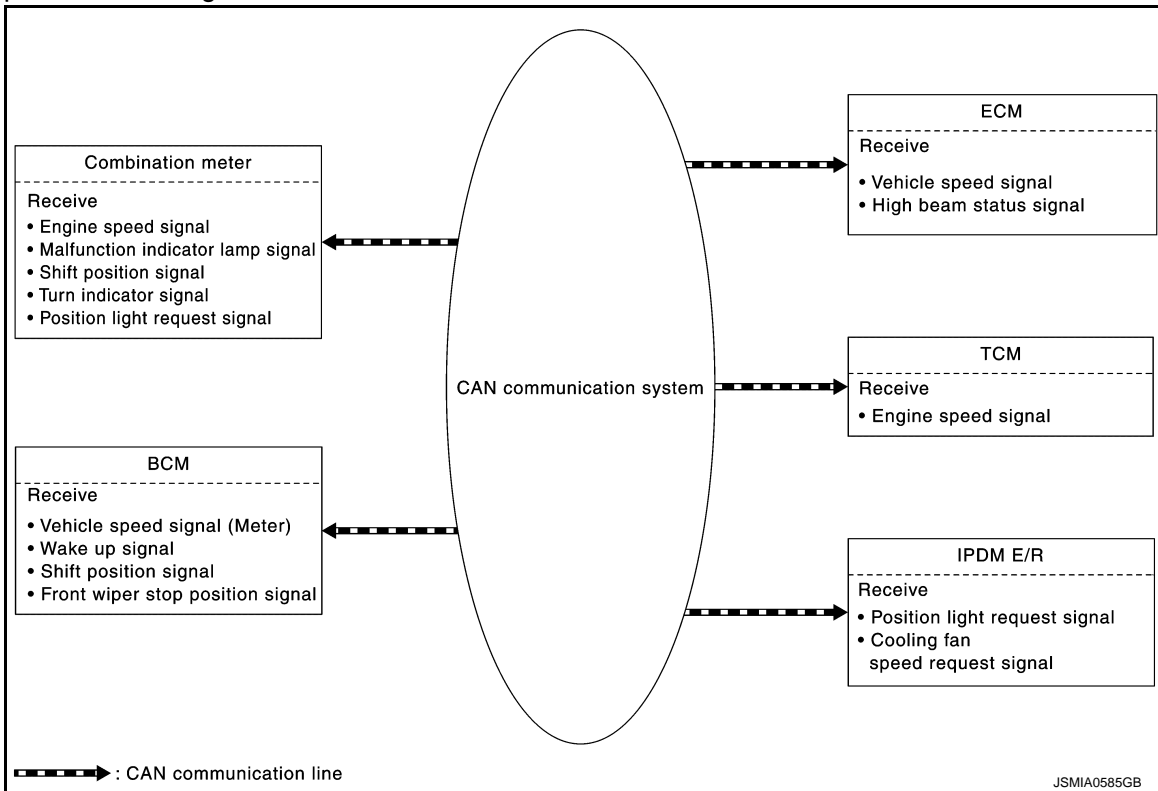


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- Example: Received signals



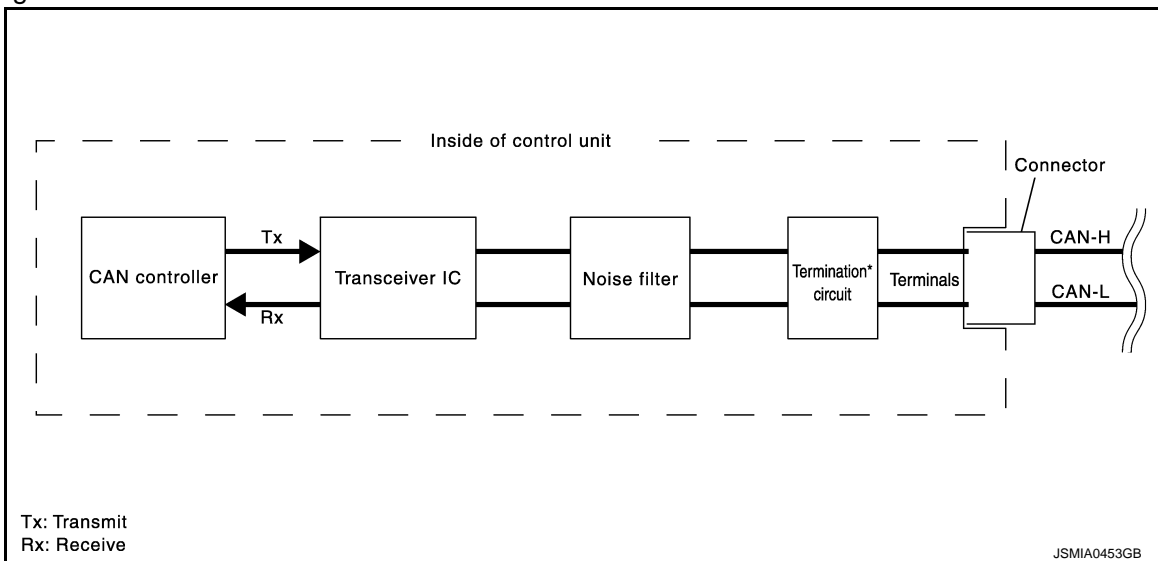
NOTE:

The above signal names and signal communications are provided for reference purposes. For CAN communications signals of this vehicle, refer to [LAN-30, "CAN COMMUNICATION SYSTEM : CAN Communication Signal Chart"](#).

CAN COMMUNICATION SYSTEM : CAN Communication Control Circuit

INFOID:000000011464670

CAN communication control circuit is incorporated into the control unit and transmits/receives CAN communication signals.



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.

SYSTEM

[CAN]

< SYSTEM DESCRIPTION >

Component	System description
Noise filter	It eliminates noise of CAN communication signal.
Termination circuit* (Resistance of approx. 120 Ω)	Generates a potential difference between CAN-H and CAN-L.

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

CAN COMMUNICATION SYSTEM : CAN System Specification Chart

INFOID:000000011464671

Determine CAN system type from the following specification chart.

NOTE:

Refer to [LAN-17, "Trouble Diagnosis Flow Chart"](#) for how to use CAN system specification chart.

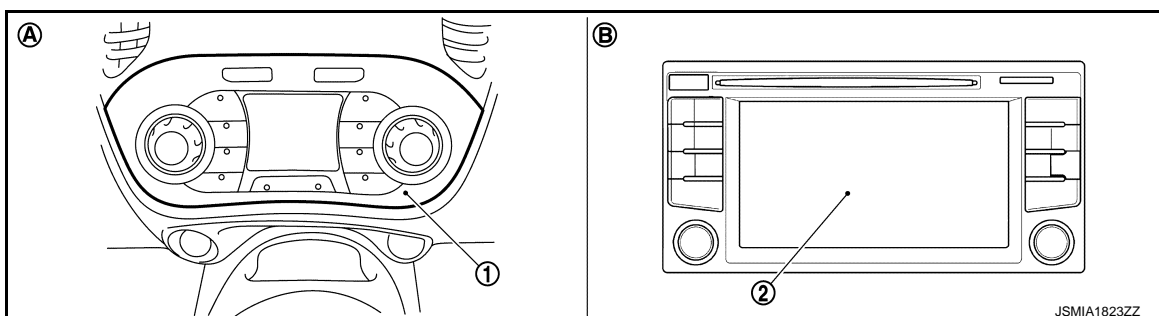
Body type	Hatch back								
	2WD					AWD			
Axle	2WD					AWD			
Engine	MR16DDT								
Transmission	M/T			CVT					
Brake control	VDC								
Navigation system			×			×			×
Integrated Control system		×	×		×	×		×	×
CAN system type	1	2	3	4	5	6	7	8	9
CAN communication unit									
ECM	×	×	×	×	×	×	×	×	×
AWD control module							×	×	×
ABS actuator and electric unit (control unit)	×	×	×	×	×	×	×	×	×
IPDM E/R	×	×	×	×	×	×	×	×	×
TCM				×	×	×	×	×	×
Air bag diagnosis sensor unit	×	×	×	×	×	×	×	×	×
Around view monitor control unit			×			×			×
A/C auto amp.		×	×		×	×		×	×
NAVI control unit			×			×			×
Data link connector	×	×	×	×	×	×	×	×	×
EPS control unit	×	×	×	×	×	×	×	×	×
Combination meter	×	×	×	×	×	×	×	×	×
Multi display unit		×	×		×	×		×	×
Steering angle sensor	×	×	×	×	×	×	×	×	×
BCM	×	×	×	×	×	×	×	×	×

×: Applicable

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION

NOTE:

Check CAN system type from the vehicle shape and equipment.



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SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

- | | |
|-----------------------------------|---------------------------|
| 1. Multi display unit | 2. 5 inch display |
| A. With Integrated Control system | B. With navigation system |

CAN COMMUNICATION SYSTEM : CAN Communication Signal Chart

INFOID:000000011464672

Refer to [LAN-16, "How to Use CAN Communication Signal Chart"](#) for how to use CAN communication signal chart.

NOTE:

- Refer to [LAN-22, "Abbreviation List"](#) for the abbreviations of the connecting units.

T: Transmit R: Receive

Signal name/Connecting unit	ECM	4WD	ABS	IPDM-E	TCM	AVM	AV	EPS	M&A	STRG	HVAC	MDU	BCM
A/C compressor request signal	T			R									
Accelerator pedal position signal	T	R	R		R								
ASCD status signal	T								R				
Boost pressure signal	T											R	
Closed throttle position signal	T				R								
Cooling fan speed request signal	T			R									
Engine and CVT integrated control signal	T				R								
	R				T								
Engine coolant temperature signal	T								R		R		
Engine speed signal	T	R	R		R				R*1			R	
					T				R*2				
Engine status signal	T							R	R			R	R
Engine torque signal	T	R										R	
Fuel consumption monitor signal	T								R			R	
Malfunctioning indicator signal	T								R				
Oil pressure warning lamp signal	T								R				
Power generation command value signal	T			R									
Speed limiter operation signal	T								R				
Starter motor relay cut off signal	T			R									R
AWD mode indicator signal		T							R				
AWD warning lamp signal		T							R				
Current AWD mode signal		T	R										
Target engine torque signal	R	T											
Torque vectoring indicator signal		T							R				
ABS malfunction signal			T		R								
ABS operation signal		R	T		R				R				
ABS warning lamp signal			T						R				
Brake warning lamp signal			T						R				
Decel G sensor signal		R	T									R	
Request drive torque signal		R	T										
Side G sensor signal		R	T									R	
Stop lamp switch signal		R	T										
					R								T
Target throttle position signal	R		T										

SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	4WD	ABS	IPDM-E	TCM	AVM	AV	EPS	M&A	STRG	HVAC	MDU	BCM	
TCS malfunction signal		R	T											A
TCS operation signal		R	T		R									B
VDC malfunction signal		R	T											C
VDC OFF indicator lamp signal			T						R					C
VDC operation signal		R	T		R									
VDC warning lamp signal			T						R					
Vehicle speed signal (ABS)	R	R	T		R	R		R	R				R	D
Yaw rate signal		R	T											
Back-up lamp switch signal*1				T									R	E
Detention switch signal				T									R	
Front wiper stop position signal				T									R	
High beam status signal	R			T										F
Ignition switch ON signal				T									R	
				R									T	G
Ignition switch signal				T									R	
Interlock/PNP switch signal				T									R	
				R									T	H
Low beam status signal	R			T										
Push-button ignition switch status signal				T									R	I
Sleep-ready signal									T				R	
				T									R	
Starter control relay signal				T									R	J
				R									T	
Starter relay status signal				T									R	
				R									T	K
Starter motor relay/Starter motor control relay control signal	R			T										L
ATF temperature signal		R			T									
Current gear position signal		R	R		T									
CVT indicator signal					T				R					LAN
CVT ratio signal		R			T									
Input shaft revolution signal	R	R			T									
Manual mode shift refusal signal					T				R					N
N range signal			R		T									
Next gear position signal			R		T									O
Output shaft revolution signal	R	R			T									
P range signal			R		T									
R range signal			R		T									P
Shift position signal			R ^{*2}		T				R				R	
Vehicle speed signal (TCM)					T								R	
Drive mode select signal*3	R				T									
Buzzer output signal						T			R					
									R				T	

SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	4WD	ABS	IPDM-E	TCM	AVM	AV	EPS	M&A	STRG	HVAC	MDU	BCM
View change signal						T	R						
Camera OFF signal						R	T						
Camera switch signal						R	T						
EPS operation signal	R							T					
EPS warning lamp signal								T	R				
Brake fluid level switch 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				
Paddle shift up signal*4					R				T				
Paddle shift down signal*4					R				T				
Odometer signal									T			R	R
Parking brake switch signal		R	R						T				
Seat belt buckle switch signal (driver side) signal									T				R
Vehicle speed signal (Meter)	R		R	R				R	T			R	R
Wake up signal									T				R
Steering angle sensor malfunction signal		R								T			
Steering angle sensor signal		R	R			R				T			
Steering calibration signal			R							T			
ECO mode signal					R			R			R	T	
NORMAL mode signal					R			R				T	
SPORT mode signal					R			R				T	
A/C display signal											T	R	
A/C ECO setting signal											R	T	
A/C operation signal											R	T	
Rear window defogger switch signal*5												T	R
Idle up request signal	R												T
A/C ON signal	R												T
Blower fan ON signal	R												T
Daytime running light request signal*6				R									T
Door switch signal				R					R				T
Engine start operation indicator lamp signal									R				T
Front fog light request signal				R									T
Front wiper request signal				R									T
Front wiper service position signal				R									T
High beam request signal				R					R				T
Horn reminder signal				R									T
Key warning lamp signal									R				T
LOCK warning lamp signal									R				T
Low beam request signal				R									T
Low tire pressure warning lamp signal									R				T

SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	4WD	ABS	IPDM-E	TCM	AVM	AV	EPS	M&A	STRG	HVAC	MDU	BCM
Position light request signal				R					R			R	T
Rear window defogger control signal				R									T
	R			T								R*5	
Shift P warning lamp signal									R				T
Sleep wake up signal				R					R			R	T
Theft warning horn request signal				R									T
TPMS malfunction warning lamp signal									R				T
Turn indicator signal									R				T

*1: M/T models

*2: CVT models

*3: With Integrated Control System

*4: NISMO RS models

*5: With automatic air conditioning

*6: With daytime running light system

NOTE:

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

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< WIRING DIAGRAM >

WIRING DIAGRAM

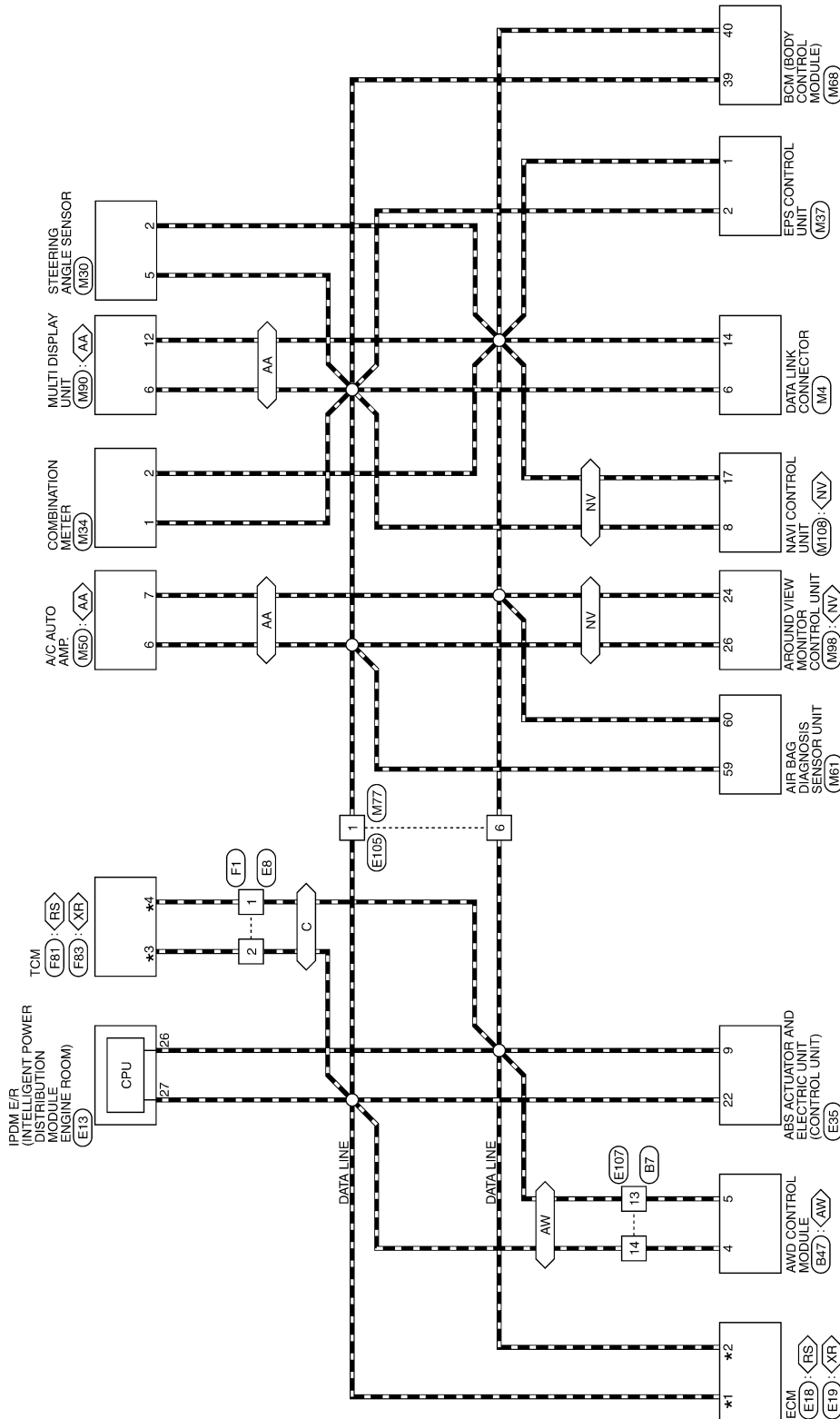
CAN SYSTEM

Wiring Diagram

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CAN SYSTEM

- *1 100: RS 124: XR
- *2 98: RS 123: XR
- *3 32: RS 33: XR
- *4 31: RS 23: XR
- AW: AWD models
- C: With CVT
- AA: With automatic A/C
- NV: With NAVI
- XR: Except for NISMO RS models
- RS: For NISMO RS models

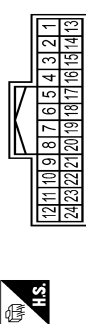


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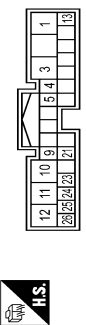
CAN SYSTEM

Connector No.	E7
Connector Name	WIRE TO WIRE
Connector Type	TH24FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	W	-
3	W	-
4	W	-
5	G	-
6	LG	-
7	R	-
8	P	-
9	L	-
10	G	-
11	LG	-
12	Y	-
13	P	-
14	L	-
15	B	-
16	BR	-
17	B	-
18	B	-
19	B	-
20	G	-
21	W	-
22	R	-
23	SHIELD	-

Connector No.	B47
Connector Name	AWD CONTROL MODULE
Connector Type	TH20FW-TB6



Terminal No.	Color Of Wire	Signal Name [Specification]
1	GR	BATTERY
2	LG	CAN SW
3	W	CAN SW
4	P	CAN-L
5	W	AWD-V SW
6	B	GND
7	B	GND
8	Y	SOL BAT
9	L	ZWD SW
10	G	ZWD SW
11	Y	AWD SW
12	Y	AWD SOL L*
13	R	AWD SOL L*
14	V	AWD SOL L*
15	W	AWD SOL R*
16	W	AWD SOL R*
17	Y	AWD SOL R*
18	Y	AWD SOL R*
19	B	-
20	G	-
21	W	-
22	R	-
23	SHIELD	-

Connector No.	E8
Connector Name	WIRE TO WIRE
Connector Type	SAAG3MB-RSIP-SJZZ



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	L	-
3	O	-
4	LG	-
4	V	- [MR engine for NISMO RS]
4	V	- [MR engine except for NISMO RS]

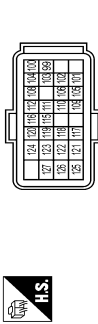
Connector No.	48
Connector Name	- [Without Intelligent Key]
Connector Type	-

Connector No.	E13
Connector Name	ENGINE INVERTER POWER DISTRIBUTION MODULE ENGINE ROOM
Connector Type	TH12FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
23	SS	-
25	SS	-
26	P	-
27	L	-
28	Y	-
30	V	-
31	Y	-
32	R	-
33	G	-
34	L	-

Connector No.	E18
Connector Name	ECM
Connector Type	RH24FOY-EZE-R-RH



Terminal No.	Color Of Wire	Signal Name [Specification]
100	P	CAN COMMUNICATION LINE (CAN-L)
101	V	CAN COMMUNICATION LINE (CAN-H)
101	V	SENSOR POWER SUPPLY
102	R	ACCELERATOR PEDAL POSITION SENSOR 1
103	BR	PNP SIGNAL
104	R	DATA LINK CONNECTOR

5	O	-
6	GR	-
10	R	-
11	G	- [MR engine except for NISMO RS]
11	O	- [MR engine for NISMO RS]
12	G	-
13	B	- [MR engine except for NISMO RS]
13	Y	- [MR engine for NISMO RS]
14	L	- [MR engine for NISMO RS]
14	LG	- [MR engine except for NISMO RS]
15	R	-
16	SB	-
17	GR	-
18	W	-
19	L/B	-
20	L/B	-
21	G	-
22	G	- [MR engine for NISMO RS]
22	Y	- [MR engine except for NISMO RS]
23	B	- [MR engine for NISMO RS]
23	Y	- [MR engine except for NISMO RS]
24	P	-
25	R	-
26	B	-
27	B	-
28	LG	-
29	SB	-
30	G	- [MR engine except for NISMO RS]
30	P	- [MR engine for NISMO RS]
31	Y	-
32	Y	-
33	BR	-
34	P	- [MR engine except for NISMO RS]
34	W	- [MR engine for NISMO RS]
37	L	- [Without Intelligent Key]
37	LG	- [With Intelligent Key]
38	SB	-
39	B	-
40	P	-
41	V	-
42	L	-
43	BR	- [MR engine for NISMO RS]
43	BR	- [MR engine except for NISMO RS]
44	G	- [MR engine for NISMO RS]
44	G	- [MR engine except for NISMO RS]
45	BR	-
46	Y	-
47	SB	-
48	LG	- [With Intelligent Key]

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CAN SYSTEM

106	GR	SENSOR GROUND
107	Y	POWER SUPPLY FOR ECM (BACKUP)
108	GR	CLUTCH PEDAL POSITION SWITCH
109	O	IGNITION SWITCH
110	P	ASCOD STEERING SWITCH
111	B	SENSOR GROUND
112	BR	ECM RELAY (SELF SHUT-OFF)
115	R	STOP LAMP SWITCH
116	G	BRAKE PEDAL POSITION SWITCH
117	Y	FUEL PUMP RELAY
118	O	SENSOR POWER SUPPLY
119	W	ACCELERATOR PEDAL POSITION SENSOR 2
120	Y	SENSOR GROUND
121	G	POWER SUPPLY FOR ECM
122	GR	THROTTLE CONTROL POWER SUPPLY
123	GR	ECM GROUND
124	GR	ECM GROUND
125	L	A/F SENSOR 1 HEATER
126	W	HEATED OXYGEN SENSOR 2 HEATER
127	GR	ECM GROUND

Connector No. EI 19

Connector Name ECM

Connector Type IR24RF-R28-L-LH

Terminal No.	Color Of Wire	Signal Name [Specification]
121	L	EVAP CONTROL SYSTEM PRESSURE SENSOR
123	P	CAN COMMUNICATION LINE (CAN-L)
124	L	CAN COMMUNICATION LINE (CAN-H)
125	G	SENSOR POWER SUPPLY
128	SB	FUEL TANK TEMPERATURE SENSOR
132	GR	CLUTCH PEDAL POSITION SWITCH
134	G	ASCOD STEERING SWITCH
135	B	SENSOR GROUND
139	R	STOP LAMP SWITCH
140	G	BRAKE PEDAL POSITION SWITCH
141	L	EVAP CANISTER VENT CONTROL VALVE
142	O	SENSOR POWER SUPPLY
143	W	ACCELERATOR PEDAL POSITION SENSOR 2

144	Y	SENSOR GROUND
145	G	POWER SUPPLY FOR ECM
146	V	SENSOR POWER SUPPLY
147	GR	ECM GROUND
148	Y	SENSOR GROUND
149	GR	ECM GROUND
150	R	ACCELERATOR PEDAL POSITION SENSOR 1
151	GR	SENSOR GROUND
152	GR	ECM GROUND

Connector No. ES5

Connector Name AIRS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Connector Type IR28FB-NM4-LH

Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	BAT (MTR)
2	L	BAT (ISOL)
3	B	GRD (ISOL)
4	B	GRD (ISOL)
5	B	VCC CAN SW
6	G	ASCOD CANCEL SW
8	R	STOP LAMP SW
9	P	CAN-L
11	BR	DP RR
12	W	DS FR
13	G	VCC
14	R	SERIAL+
15	V	DS RR
16	V	IGN
17	W	REVERSE SIGNAL
21	Y	DP FR
22	L	CANH
23	G	RR LH SENS Y/B
27	BR	DS FL
28	B	GRD
29	W	SERIAL-
30	BE	RR LH SENS SIG

Connector No. EI05

Connector Name WIRE TO WIRE

Connector Type TH80MW-GS16-TM4

Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	WIRE TO WIRE
2	Y	WIRE TO WIRE
3	Y	WIRE TO WIRE
4	Y	WIRE TO WIRE
5	Y	WIRE TO WIRE
6	P	WIRE TO WIRE
7	P	WIRE TO WIRE
8	P	WIRE TO WIRE
9	P	WIRE TO WIRE
10	R	WIRE TO WIRE
11	W	WIRE TO WIRE
12	B	WIRE TO WIRE
13	R	WIRE TO WIRE
14	SHIELD	WIRE TO WIRE
15	SHIELD	WIRE TO WIRE
16	SHIELD	WIRE TO WIRE

Connector No. E107

Connector Name WIRE TO WIRE

Connector Type TH24MH-NH

Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	WIRE TO WIRE
2	Y	WIRE TO WIRE
3	Y	WIRE TO WIRE
4	Y	WIRE TO WIRE
5	Y	WIRE TO WIRE
6	P	WIRE TO WIRE
7	P	WIRE TO WIRE
8	P	WIRE TO WIRE
9	P	WIRE TO WIRE
10	R	WIRE TO WIRE
11	W	WIRE TO WIRE
12	B	WIRE TO WIRE
13	R	WIRE TO WIRE
14	SHIELD	WIRE TO WIRE
15	SHIELD	WIRE TO WIRE
16	SHIELD	WIRE TO WIRE
17	SHIELD	WIRE TO WIRE
18	SHIELD	WIRE TO WIRE
19	SHIELD	WIRE TO WIRE
20	SHIELD	WIRE TO WIRE
21	SHIELD	WIRE TO WIRE
22	SHIELD	WIRE TO WIRE
23	SHIELD	WIRE TO WIRE
24	SHIELD	WIRE TO WIRE

86	BE	SHIELD
89	SHIELD	SHIELD
91	G	SHIELD
92	R	SHIELD
95	BR	SHIELD
96	P	SHIELD
97	GR	SHIELD
98	W	SHIELD
99	V	SHIELD
100	O	SHIELD

Connector No. E107

Connector Name WIRE TO WIRE

Connector Type TH24MH-NH

Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	WIRE TO WIRE
2	Y	WIRE TO WIRE
3	Y	WIRE TO WIRE
4	G	WIRE TO WIRE
5	G	WIRE TO WIRE
6	G	WIRE TO WIRE
7	D	WIRE TO WIRE
8	R	WIRE TO WIRE
9	R	WIRE TO WIRE
10	Y	WIRE TO WIRE
11	L	WIRE TO WIRE
12	Y	WIRE TO WIRE
13	P	WIRE TO WIRE
14	L	WIRE TO WIRE
15	G	WIRE TO WIRE
16	BR	WIRE TO WIRE
17	Y	WIRE TO WIRE
18	V	WIRE TO WIRE
19	G	WIRE TO WIRE
20	B	WIRE TO WIRE
21	W	WIRE TO WIRE
22	R	WIRE TO WIRE
23	SHIELD	WIRE TO WIRE
24	SHIELD	WIRE TO WIRE

Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	WIRE TO WIRE
2	Y	WIRE TO WIRE
3	Y	WIRE TO WIRE
4	G	WIRE TO WIRE
5	G	WIRE TO WIRE
6	G	WIRE TO WIRE
7	D	WIRE TO WIRE
8	R	WIRE TO WIRE
9	R	WIRE TO WIRE
10	Y	WIRE TO WIRE
11	L	WIRE TO WIRE
12	Y	WIRE TO WIRE
13	P	WIRE TO WIRE
14	L	WIRE TO WIRE
15	G	WIRE TO WIRE
16	BR	WIRE TO WIRE
17	Y	WIRE TO WIRE
18	V	WIRE TO WIRE
19	G	WIRE TO WIRE
20	B	WIRE TO WIRE
21	W	WIRE TO WIRE
22	R	WIRE TO WIRE
23	SHIELD	WIRE TO WIRE
24	SHIELD	WIRE TO WIRE

CAN SYSTEM

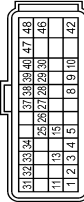
Connector No.	F1
Wire To Wire	
Connector Name	SAA36FB-RS10-S1Z2
Connector Type	



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	—
2	W	—
3	Y	— [IMR engine except for NISMO RS]
4	BG	— [IMR engine for NISMO RS]
5	LG	— [IMR engine except for NISMO RS]
7	G	—
10	R	— [IMR engine except for NISMO RS]
11	G	— [IMR engine for NISMO RS]
12	G	— [IMR engine for NISMO RS]
13	B	— [IMR engine except for NISMO RS]
14	BG	— [IMR engine for NISMO RS]
15	V	— [IMR engine except for NISMO RS]
16	BR	—
17	SB	—
18	G	—
19	G	—
20	BR	—
21	G	—
22	BR	— [IMR engine for NISMO RS]
23	B	— [IMR engine except for NISMO RS]
24	R	—
25	R	—
26	B	—
27	B	—
28	R	—
29	W	—
30	GR	— [IMR engine except for NISMO RS]
31	BR	— [IMR engine for NISMO RS]

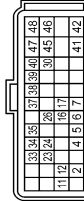
Terminal No.	Color Of Wire	Signal Name [Specification]
32	LG	—
33	GR	—
34	G	— [IMR engine for NISMO RS]
35	P	— [IMR engine except for NISMO RS]
37	G	— [Without Intelligent Key]
37	GR	— [With Intelligent Key]
38	R	—
39	GR	—
40	P	—
41	BR	— [IMR engine for NISMO RS]
41	V	— [IMR engine except for NISMO RS]
42	W	— [IMR engine for NISMO RS]
43	L	— [IMR engine except for NISMO RS]
44	W	— [IMR engine for NISMO RS]
44	GR	— [IMR engine except for NISMO RS]
45	BR	— [IMR engine for NISMO RS]
46	R	—
47	Y	—
48	GR	— [With Intelligent Key]
48	Y	— [Without Intelligent Key]

Connector No.	FE1
Connector Name	TCM
Connector Type	RH40FB-R2B-L-RH



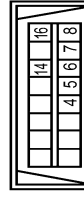
Terminal No.	Color Of Wire	Signal Name [Specification]
26	LG	—
26	V	—
26	Y	—
26	BG	—
29	R	—
30	R	—
31	P	—
32	L	—
33	BG	—
34	R	—
37	L	—
38	G	—
39	W	—
40	Y	—
42	B	—
43	LG	—
44	LG	—
44	Y	—

Connector No.	FR3
Connector Name	TCM
Connector Type	RH40FB-R2E-L-RH



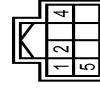
Terminal No.	Color Of Wire	Signal Name [Specification]
38	LG	—
39	W	—
41	W	—
41	B	—
42	B	—
42	B	—
45	V	—
46	GR	—
47	LG	—
48	W	—

Connector No.	M4
Connector Name	DATA LINK CONNECTOR
Connector Type	BD16FW



Terminal No.	Color Of Wire	Signal Name [Specification]
4	B	—
4	B	—
5	B	—
6	L	—
7	W	—
14	LG	—
16	Y	—

Connector No.	M30
Connector Name	STEERING ANGLE SENSOR
Connector Type	TH08FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
2	BR	—
4	W	—
5	LG	—
6	G	—
7	SB	—
11	Y	—
12	SB	—
16	P	—
17	P	—
23	V	—
24	V	—
26	LG	—
30	Y	—
33	L	—
34	R	—
35	BG	—
37	L	—

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CAN SYSTEM

Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	MANUAL MODE SIGNAL
2	G	NON-MANUAL MODE SIGNAL
3	P	ALTERNATOR SIGNAL
4	LG	GND
5	L	CAN-H
6	L	CAN-L

Connector No.	M34
Connector Name	COMBINATION METER
Connector Type	TH40FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	CAN-H
2	P	CAN-L
3	Y	VEHICLE SPEED SIGNAL (8-PULSE)
4	G	PADDLE SHIFTER UP SWITCH SIGNAL
5	G	FUEL LEVEL SENSOR SIGNAL
6	BR	FUEL LEVEL SENSOR SIGNAL
7	R	AIR BAG SIGNAL
8	W	SEAT BELT SWITCH SIGNAL (DRIVER SIDE)
9	W	PARKING BRAKE SWITCH SIGNAL
10	SB	ILLUMINATION CONTROL SIGNAL
11	G	MANUAL MODE SHIFT UP SIGNAL
12	R	ACC POWER SUPPLY
13	GR	WASHER LEVEL SWITCH SIGNAL
14	L	SECURITY SIGNAL
15	L	MANUAL MODE SHIFT DOWN SIGNAL
16	W	SECURITY SIGNAL
17	G	AMBIENT SENSOR SIGNAL
18	R	AMBIENT SENSOR SIGNAL
19	GR	AMBIENT SENSOR SIGNAL
20	R	GROUND
21	B	GROUND
22	B	GROUND
23	B	GROUND
24	B	GROUND
25	B	VDC GROUND
26	V	PADDLE SHIFTER DOWN SWITCH SIGNAL
27	LG	BATTERY POWER SUPPLY
28	GR	IGNITION SIGNAL
29	V	PASSENGER SEAT BELT WARNING SIGNAL
30	P	A/C AUTO AMP CONNECTION RECOGNITION SIGNAL
31	P	A/C AUTO AMP CONNECTION RECOGNITION SIGNAL

Terminal No.	Color Of Wire	Signal Name [Specification]
14	LG	BLOWER FAN ON SIGNAL
15	V	A/C ON SIGNAL
17	BR	A.M.I.X DRIVE SIGNAL 4
18	GR	A.M.I.X DRIVE SIGNAL 3
19	W	A.M.I.X DRIVE SIGNAL 2
20	G	A.M.I.X DRIVE SIGNAL 1
21	L	IGNITION POWER SUPPLY
22	SB	INTAKE DOOR MOTOR PBR F/B SIGNAL
30	B	GROUND
35	G	REG DRIVE SIGNAL
36	V	FRE DRIVE SIGNAL
37	R	MODE DRIVE SIGNAL 4
38	P	MODE DRIVE SIGNAL 3
39	Y	MODE DRIVE SIGNAL 2
40	V	MODE DRIVE SIGNAL 1

Connector No.	M37
Connector Name	EPS CONTROL UNIT
Connector Type	TH40FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	CAN-L
2	L	CAN-H
4	LG	IGN

Connector No.	M50
Connector Name	A/C AUTO AMP
Connector Type	TH40FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
2	LG	IN-VEHICLE SENSOR SIGNAL
3	V	INTAKE SENSOR SIGNAL
4	GR	AMBIENT SENSOR SIGNAL
5	P	SURROUND SENSOR SIGNAL
6	P	CAN-H
7	P	CAN-L
8	W	INTAKE DOOR MOTOR PBR POWER SUPPLY
9	P	A/C AUTO AMP CONNECTION RECOGNITION SIGNAL
10	R	SENSOR GROUND
11	LG	IGN 1
12	Y	BATTERY POWER SUPPLY
13	GR	POWER TRANSISTOR CONTROL SIGNAL

Terminal No.	Color Of Wire	Signal Name [Specification]
59	L	CAN-H
60	P	CAN-L

Connector No.	M68
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FE-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
2	L	COMBI SW INPUT 5
3	GR	COMBI SW INPUT 4
4	BR	COMBI SW INPUT 3
5	G	COMBI SW INPUT 2
6	W	COMBI SW INPUT 1
7	L	KEY CYL UNLOCK SW
8	R	KEY CYL LOCK SW
9	R	STOP LAMP SW 1
10	W	DOOR LK & UNLK SW LOCK
12	GR	DOOR LK & UNLK SW UNLOCK
13	SB	OPTICAL SENS
14	SB	REAR WINDOW DEF SW
15	Y	RECEIVER GND
17	Y	RECEIVER GND
18	V	MATS ANT AMP
21	P	SECURITY IND LAMP CONT
23	R	SECURITY IND LAMP CONT
24	SB	DONGLE LINK
25	LG	MATS ANT AMP
26	BR	THERMO AMP
27	Y	A/C SW
28	LG	BLOWER FAN SW
29	SB	HAZARD SW
30	L	BR DOOR OPENER SW
31	L	FR DOOR OPENER SW
32	LG	COMBI SW OUTPUT 3
33	Y	COMBI SW OUTPUT 4
34	V	COMBI SW OUTPUT 3
35	R	COMBI SW OUTPUT 2
36	P	COMBI SW OUTPUT 1
37	G	DEFENT SW
38	SB	RECEIVER COMM

Terminal No.	Color Of Wire	Signal Name [Specification]
14	LG	BLOWER FAN ON SIGNAL
15	V	A/C ON SIGNAL
17	BR	A.M.I.X DRIVE SIGNAL 4
18	GR	A.M.I.X DRIVE SIGNAL 3
19	W	A.M.I.X DRIVE SIGNAL 2
20	G	A.M.I.X DRIVE SIGNAL 1
21	L	IGNITION POWER SUPPLY
22	SB	INTAKE DOOR MOTOR PBR F/B SIGNAL
30	B	GROUND
35	G	REG DRIVE SIGNAL
36	V	FRE DRIVE SIGNAL
37	R	MODE DRIVE SIGNAL 4
38	P	MODE DRIVE SIGNAL 3
39	Y	MODE DRIVE SIGNAL 2
40	V	MODE DRIVE SIGNAL 1

Connector No.	M61
Connector Name	AIR BAG DIAGNOSIS SENSOR UNIT
Connector Type	INH28FY-EX



Terminal No.	Color Of Wire	Signal Name [Specification]
1	BR	IGN
2	B	GND
3	Y	DR 1 (-)
4	Y	INFLATOR DRT-6DRZ-
5	Y	DR 2 (-)
6	Y	INFLATOR ASI+
7	Y	INFLATOR ASI-
8	Y	ASP (-)
9	Y	ASP (-)
18	LG	EC2S (-)
19	LG	EC2S (+)
20	LG	EC2S (+)
21	LG	EC2S (-)
22	LG	EC2S (-)
23	LG	EC2S (+)
24	V	SEAT BELT W/L
25	G	GUTOFF TELLTALE
51	R	FMVSS SENS RH+
52	G	FMVSS SENS RH-
53	Y	FMVSS SENS LH+
54	BR	FMVSS SENS LH-



CAN SYSTEM

< WIRING DIAGRAM >

[CAN]

CAN SYSTEM

39	L	CAN-H
40	P	CAN-L

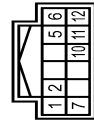
Connector No.	M17
Connector Name	WIRE TO WIRE
Connector Type	TH88FW-CST1P-TM4



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

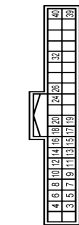
80	LG	-
81	P	-
82	G	-
83	BR	-
84	LG	-
85	BR	-
86	SHIELD	-
87	Y	-
88	BR	-
89	Y	-
90	GR	-
91	G	-
92	R	-
93	LG	-

Connector No.	M89
Connector Name	MULTI DISPLAY UNIT
Connector Type	TH12FW-NH



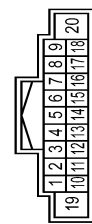
Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	BATTERY POWER SUPPLY
2	V	ILLUMINATION SIGNAL
3	GR	ILLUMINATION SIGNAL GROUND
4	L	CAN-H
5	LG	IGNITION SIGNAL
6	B	GND
7	B	GND
8	B	GND
9	B	GND
10	B	GND
11	B	GND
12	P	CAN-L

Connector No.	M88
Connector Name	AROUND VIEW MONITOR CONTROL UNIT
Connector Type	TH14PW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SHIELD	SHIELD
2	LG	CAMERA DRIVER SIDE IMAGE SIGNAL
3	LG	FRONT CAMERA GROUND
4	R	FRONT CAMERA POWER SUPPLY
5	SHIELD	SHIELD
6	V	FRONT CAMERA IMAGE SIGNAL
7	G	SIDE CAMERA PASSENGER SIDE GROUND
8	L	SIDE CAMERA PASSENGER SIDE POWER SUPPLY
9	L	SHIELD
10	Y	SIDE CAMERA DRIVER SIDE IMAGE SIGNAL
11	B	SIDE CAMERA DRIVER SIDE GROUND
12	W	SIDE CAMERA DRIVER SIDE POWER SUPPLY
13	SHIELD	SHIELD
14	R	SIDE CAMERA DRIVER SIDE IMAGE SIGNAL
15	L	REAR CAMERA GROUND
16	LG	REAR CAMERA POWER SUPPLY
17	SHIELD	SHIELD
18	V	REAR CAMERA IMAGE SIGNAL
19	P	CAN-H
20	L	CAN-L
21	G	REVERSE SIGNAL
22	G	GROUND
23	B	GROUND
24	LG	IGNITION SIGNAL

Connector No.	M108
Connector Name	NAVI CONTROL UNIT
Connector Type	NH18PW-CSS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	WHEELER ANTENNA AMP ON SIGNAL
2	V	WHEELER ANTENNA AMP OFF SIGNAL
3	GR	SOUND SIGNAL FRONT SPEAKER LH+
4	LG	SOUND SIGNAL REAR SPEAKER LH+
5	V	SOUND SIGNAL REAR SPEAKER LH-
6	G	STEERING SWITCH SIGNAL A
7	L	ACC POWER SUPPLY
8	L	CAN-H
9	V	ILLUMINATION SIGNAL
10	SHIELD	SHIELD
11	G	SOUND SIGNAL FRONT SPEAKER RH+
12	R	SOUND SIGNAL FRONT SPEAKER RH-
13	BR	SOUND SIGNAL REAR SPEAKER RH+
14	Y	SOUND SIGNAL REAR SPEAKER RH-
15	V	STEERING SWITCH SIGNAL GROUND
16	P	STEERING SWITCH SIGNAL B
17	P	CAN-L
18	Y	VEHICLE SPEED SIGNAL (R-PULSE)
19	BR	BATTERY POWER SUPPLY
20	B	GROUND

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LAN

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Interview Sheet

INFOID:000000011464674

NOTE:

Refer to [LAN-17, "Trouble Diagnosis Flow Chart"](#) for how to use interview sheet.

CAN Communication System Diagnosis Interview Sheet

Date received:

Type: VIN No.:

Model:

First registration: Mileage:

CAN system type:

Symptom (Results from interview with customer)

Condition at inspection

Error symptom : Present / Past

SKIB8898E

MALFUNCTION AREA CHART

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

DTC/CIRCUIT DIAGNOSIS

MALFUNCTION AREA CHART

Main Line

INFOID:0000000011464675

Malfunction area	Reference
Main line between IPDM E/R and air bag diagnosis sensor unit	LAN-42. "Diagnosis Procedure"
Main line between IPDM E/R and A/C auto amp.	LAN-43. "Diagnosis Procedure"
Main line between air bag diagnosis sensor unit and data link connector	LAN-44. "Diagnosis Procedure"
Main line between A/C auto amp. and data link connector	LAN-45. "Diagnosis Procedure"

Branch Line

INFOID:0000000011464676

Malfunction area	Reference
ECM branch line circuit	LAN-46. "Diagnosis Procedure"
AWD control module branch line circuit	LAN-47. "Diagnosis Procedure"
ABS actuator and electric unit (control unit) branch line circuit	LAN-48. "Diagnosis Procedure"
IPDM E/R branch line circuit	LAN-49. "Diagnosis Procedure"
TCM branch line circuit	LAN-50. "Diagnosis Procedure"
Air bag diagnosis sensor unit branch line circuit	LAN-51. "Diagnosis Procedure"
Around view monitor control unit branch line circuit	LAN-52. "Diagnosis Procedure"
A/C auto amp. branch line circuit	LAN-53. "Diagnosis Procedure"
NAVI control unit branch line circuit	LAN-54. "Diagnosis Procedure"
Data link connector branch line circuit	LAN-55. "Diagnosis Procedure"
EPS control unit branch line circuit	LAN-56. "Diagnosis Procedure"
Combination meter branch line circuit	LAN-57. "Diagnosis Procedure"
Multi display unit branch line circuit	LAN-58. "Diagnosis Procedure"
Steering angle sensor branch line circuit	LAN-59. "Diagnosis Procedure"
BCM branch line circuit	LAN-60. "Diagnosis Procedure"

Short Circuit

INFOID:0000000011464677

Malfunction area	Reference
CAN communication circuit	LAN-61. "Diagnosis Procedure"

LAN

MAIN LINE BETWEEN IPDM-E AND A-BAG CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN IPDM-E AND A-BAG CIRCUIT

Diagnosis Procedure

INFOID:000000011464678

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 E105
 - Harness connector M77

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.
 - IPDM E/R
 - Harness connectors E105 and M77
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E105	1	Existed
	26		6	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E105.

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.	
M77	1	M4	6	Existed
	6		14	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the IPDM E/R and the air bag diagnosis sensor unit.

NO >> Repair the main line between the harness connector M77 and the air bag diagnosis sensor unit.

MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:000000011732296

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 E105
 - Harness connector M77

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.
 - IPDM E/R
 - Harness connectors E105 and M77
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E105	1	Existed
	26		6	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E105.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of A/C amp.
2. Check the continuity between the harness connector and the A/C auto amp. harness connector.

Harness connector		A/C auto amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	1	M50	6	Existed
	6		7	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 IPDM E/R and the A/C auto amp.

NO >> Repair the main line between the harness connector M77 and the A/C auto amp.

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MAIN LINE BETWEEN A-BAG AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN A-BAG AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000011464679

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the harness connectors E105 and M77.
4. 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.	
M77	1	M4	6	Existed
	6		14	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the air bag diagnosis sensor unit and the data link connector.

NO >> Repair the main line between the air bag diagnosis sensor unit and the data link connector.

MAIN LINE BETWEEN HVAC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN HVAC AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000011464680

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

A/C auto amp. harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M50	6	M4	6	Existed
	7		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 A/C auto amp. and the data link connector.

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

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ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011464681

1. CHECK 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.
- For NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E18	100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E19	124	123	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 following.

- For NISMO RS models: [EC-183, "Diagnosis Procedure"](#)
- Except for NISMO RS models: [EC-777, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- For NISMO RS models: [EC-578, "Removal and Installation"](#)
 - Except for NISMO RS models: [EC-1255, "Removal and Installation"](#)
- 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:000000011464682

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 module
 - Harness connector B7
 - Harness connector E107

Is the 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 module.
2. Check the resistance between the AWD control module harness connector terminals.

AWD control module harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B47	4	5	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the AWD control module branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control module. Refer to [DLN-77, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AWD control module. Refer to [DLN-91, "Removal and Installation"](#).

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

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

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ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011464683

1. CHECK 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.		
E35	22	9	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-114. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-138. "Removal and Installation"](#).
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]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011464684

1. CHECK 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.		
E13	27	26	Approx. 54 – 66

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-35, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-36, "Removal and Installation"](#).
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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TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011464685

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - TCM
 - Harness connector F1
 - Harness connector E8

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of TCM.
2. Check the resistance between the TCM harness connector terminals.
 - For NISMO RS models

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F81	32	31	Approx. 54 – 66

- Except for NISMO RS models

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F83	33	23	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- RE0F10B: [TM-278, "Diagnosis Procedure"](#)
- RE0F10D: [TM-503, "Diagnosis Procedure"](#)

Is the inspection result normal?

YES (Present error)>>Replace the TCM. Refer to the following.

- RE0F10B: [TM-325, "Removal and Installation"](#)
- RE0F10D: [TM-547, "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]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011464690

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-29, "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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AVM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

AVM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732297

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the around view monitor 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 around view monitor control unit.
2. Check the resistance between the around view monitor control unit harness connector terminals.

Around view monitor control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M98	26	24	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the around view monitor control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the around view monitor control unit. Refer to [AV-155, "AROUND VIEW MONITOR CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the around view monitor control unit. Refer to [AV-184, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the around view monitor control unit branch line.
NO >> Repair the power supply and the ground circuit.

HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011464692

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the A/C auto 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 A/C auto amp.
2. Check the resistance between the A/C auto amp. harness connector terminals.

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M50	6	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to [HAC-73, "A/C AUTO AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to [HAC-91, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

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AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011464691

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the NAVI 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 NAVI control unit.
2. Check the resistance between the NAVI control unit harness connector terminals.

NAVI control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M108	8	17	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the NAVI control unit. Refer to [AV-155, "NAVI CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the NAVI control unit. Refer to [AV-176, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the NAVI control unit branch line.
 NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011464686

1. CHECK 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.		
M4	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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EPS BRANCH LINE CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

EPS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011464687

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the EPS 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 EPS control unit.
2. Check the resistance between the EPS control unit harness connector terminals.

EPS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	2	1	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the EPS control unit. Refer to [ST-11, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the EPS control unit branch line.
NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011464688

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-49, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-60, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

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MDU BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MDU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011464693

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the multi display 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 multi display unit.
2. Check the resistance between the multi display unit harness connector terminals.

Multi display unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M90	6	12	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the multi display unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the multi display unit. Refer to [AV-222, "MULTI DISPLAY UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the multi display unit. Refer to [DMS-16, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the multi display unit branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011464689

1. CHECK 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.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-52, "Wiring Diagram"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-141, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011464694

1. CHECK 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.		
M68	39	40	Approx. 108 – 132

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-86. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-93. "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000011464695

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.	
M4	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.		
M4	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 BCM TERMINATION CIRCUIT

1. Remove the ECM and the BCM.
2. Check the resistance between the ECM terminals.
 - For NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
124	123	Approx. 108 – 132

3. Check the resistance between the BCM terminals.

BCM		Resistance (Ω)
Terminal No.		
39	40	Approx. 108 – 132

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CAN COMMUNICATION CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the BCM.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

ECM and BCM 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 IPDM-E AND A-BAG CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND A-BAG CIRCUIT

Diagnosis Procedure

INFOID:000000011732303

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 E105
 - Harness connector M77

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.
 - IPDM E/R
 - Harness connectors E105 and M77
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E105	1	Existed
	26		6	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E105.

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.	
M77	1	M4	6	Existed
	6		14	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the IPDM E/R and the air bag diagnosis sensor unit.

NO >> Repair the main line between the harness connector M77 and the air bag diagnosis sensor unit.

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MAIN LINE BETWEEN A-BAG AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

MAIN LINE BETWEEN A-BAG AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000011732304

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the harness connectors E105 and M77.
4. 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.	
M77	1	M4	6	Existed
	6		14	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the air bag diagnosis sensor unit and the data link connector.

NO >> Repair the main line between the air bag diagnosis sensor unit and the data link connector.

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732305

1. CHECK 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.
 - For NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E18	100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E19	124	123	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 following.

- For NISMO RS models: [EC-183, "Diagnosis Procedure"](#)
- Except for NISMO RS models: [EC-777, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- For NISMO RS models: [EC-578, "Removal and Installation"](#)
 - Except for NISMO RS models: [EC-1255, "Removal and Installation"](#)

YES (Past error)>>Error was detected in the ECM 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 1)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732306

1. CHECK 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.		
E35	22	9	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-114. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-138. "Removal and Installation"](#).
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 1)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732307

1. CHECK 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.		
E13	27	26	Approx. 54 – 66

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-35, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-36, "Removal and Installation"](#).
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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A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732308

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-29, "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

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

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732309

1. CHECK 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.		
M4	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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EPS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732310

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the EPS 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 EPS control unit.
2. Check the resistance between the EPS control unit harness connector terminals.

EPS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	2	1	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the EPS control unit. Refer to [ST-11, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the EPS control unit branch line.
 NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011732311

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-49, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-60, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the combination meter 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:000000011732312

1. CHECK 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.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-52, "Wiring Diagram"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-141, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732313

1. CHECK 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.		
M68	39	40	Approx. 108 – 132

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-86, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-93, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000011732314

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.		
M4	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.		
M4	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 BCM TERMINATION CIRCUIT

1. Remove the ECM and the BCM.
2. Check the resistance between the ECM terminals.
 - For NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
124	123	Approx. 108 – 132

3. Check the resistance between the BCM terminals.

BCM		Resistance (Ω)
Terminal No.		
39	40	Approx. 108 – 132

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the BCM.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

ECM and BCM 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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MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:000000011732315

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 E105
 - Harness connector M77

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.
 - IPDM E/R
 - Harness connectors E105 and M77
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E105	1	Existed
	26		6	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E105.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of A/C amp.
2. Check the continuity between the harness connector and the A/C auto amp. harness connector.

Harness connector		A/C auto amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	1	M50	6	Existed
	6		7	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 IPDM E/R and the A/C auto amp.

NO >> Repair the main line between the harness connector M77 and the A/C auto amp.

MAIN LINE BETWEEN HVAC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

MAIN LINE BETWEEN HVAC AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000011732316

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

A/C auto amp. harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M50	6	M4	6	Existed
	7		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 A/C auto amp. and the data link connector.

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

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ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732317

1. CHECK 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.
- For NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E18	100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E19	124	123	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 following.

- For NISMO RS models: [EC-183, "Diagnosis Procedure"](#)
- Except for NISMO RS models: [EC-777, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- For NISMO RS models: [EC-578, "Removal and Installation"](#)
 - Except for NISMO RS models: [EC-1255, "Removal and Installation"](#)
- YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732318

1. CHECK 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.		
E35	22	9	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-114, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-138, "Removal and Installation"](#).
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 2)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732319

1. CHECK 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.		
E13	27	26	Approx. 54 – 66

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-35, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-36, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R 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:000000011732320

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-29, "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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HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732321

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the A/C auto 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 A/C auto amp.
2. Check the resistance between the A/C auto amp. harness connector terminals.

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M50	6	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to [HAC-73, "A/C AUTO AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to [HAC-91, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the A/C auto amp. 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:000000011732322

1. CHECK 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.		
M4	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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EPS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732323

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the EPS 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 EPS control unit.
2. Check the resistance between the EPS control unit harness connector terminals.

EPS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	2	1	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the EPS control unit. Refer to [ST-11, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the EPS control unit branch line.
 NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732324

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-49, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-60, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

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MDU BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

MDU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732325

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the multi display 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 multi display unit.
2. Check the resistance between the multi display unit harness connector terminals.

Multi display unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M90	6	12	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the multi display unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the multi display unit. Refer to [AV-222, "MULTI DISPLAY UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the multi display unit. Refer to [DMS-16, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the multi display unit 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:000000011732326

1. CHECK 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.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-52, "Wiring Diagram"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-141, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732327

1. CHECK 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.		
M68	39	40	Approx. 108 – 132

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-86. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-93. "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000011732328

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.	
M4	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.		
M4	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 BCM TERMINATION CIRCUIT

1. Remove the ECM and the BCM.
2. Check the resistance between the ECM terminals.
 - For NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
124	123	Approx. 108 – 132

3. Check the resistance between the BCM terminals.

BCM		Resistance (Ω)
Terminal No.		
39	40	Approx. 108 – 132

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the BCM.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

ECM and BCM 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 IPDM-E AND HVAC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:000000011732329

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 E105
 - Harness connector M77

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.
 - IPDM E/R
 - Harness connectors E105 and M77
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E105	1	Existed
	26		6	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E105.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of A/C amp.
2. Check the continuity between the harness connector and the A/C auto amp. harness connector.

Harness connector		A/C auto amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	1	M50	6	Existed
	6		7	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 IPDM E/R and the A/C auto amp.

NO >> Repair the main line between the harness connector M77 and the A/C auto amp.

MAIN LINE BETWEEN HVAC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

MAIN LINE BETWEEN HVAC AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000011732330

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

A/C auto amp. harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M50	6	M4	6	Existed
	7		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 A/C auto amp. and the data link connector.

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

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732331

1. CHECK 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.
- For NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E18	100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E19	124	123	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 following.

- For NISMO RS models: [EC-183, "Diagnosis Procedure"](#)
- Except for NISMO RS models: [EC-777, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- For NISMO RS models: [EC-578, "Removal and Installation"](#)
 - Except for NISMO RS models: [EC-1255, "Removal and Installation"](#)

YES (Past error)>>Error was detected in the ECM 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 3)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732332

1. CHECK 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.		
E35	22	9	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-114, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-138, "Removal and Installation"](#).
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 3)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732333

1. CHECK 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.		
E13	27	26	Approx. 54 – 66

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-35, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-36, "Removal and Installation"](#).
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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A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732334

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-29, "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

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

AVM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

AVM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732335

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the around view monitor 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 around view monitor control unit.
2. Check the resistance between the around view monitor control unit harness connector terminals.

Around view monitor control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M98	26	24	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the around view monitor control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the around view monitor control unit. Refer to [AV-155, "AROUND VIEW MONITOR CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the around view monitor control unit. Refer to [AV-184, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the around view monitor control unit branch line.
NO >> Repair the power supply and the ground circuit.

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HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732336

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the A/C auto 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 A/C auto amp.
2. Check the resistance between the A/C auto amp. harness connector terminals.

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M50	6	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to [HAC-73, "A/C AUTO AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to [HAC-91, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732337

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the NAVI 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 NAVI control unit.
2. Check the resistance between the NAVI control unit harness connector terminals.

NAVI control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M108	8	17	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the NAVI control unit. Refer to [AV-155, "NAVI CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the NAVI control unit. Refer to [AV-176, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the NAVI control unit 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 3)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732338

1. CHECK 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.		
M4	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.

EPS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

EPS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732339

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the EPS 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 EPS control unit.
2. Check the resistance between the EPS control unit harness connector terminals.

EPS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	2	1	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the EPS control unit. Refer to [ST-11, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the EPS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732340

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-49, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-60, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

MDU BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

MDU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732341

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the multi display 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 multi display unit.
2. Check the resistance between the multi display unit harness connector terminals.

Multi display unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M90	6	12	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the multi display unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the multi display unit. Refer to [AV-222, "MULTI DISPLAY UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the multi display unit. Refer to [DMS-16, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the multi display unit 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 3)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732342

1. CHECK 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.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-52, "Wiring Diagram"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-141, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732343

1. CHECK 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.		
M68	39	40	Approx. 108 – 132

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-86, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-93, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000011732344

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.		
M4	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.		
M4	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 BCM TERMINATION CIRCUIT

1. Remove the ECM and the BCM.
2. Check the resistance between the ECM terminals.
 - For NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
124	123	Approx. 108 – 132

3. Check the resistance between the BCM terminals.

BCM		Resistance (Ω)
Terminal No.		
39	40	Approx. 108 – 132

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the BCM.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

ECM and BCM 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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MAIN LINE BETWEEN IPDM-E AND A-BAG CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND A-BAG CIRCUIT

Diagnosis Procedure

INFOID:000000011732345

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 E105
 - Harness connector M77

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.
 - IPDM E/R
 - Harness connectors E105 and M77
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E105	1	Existed
	26		6	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E105.

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.	
M77	1	M4	6	Existed
	6		14	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the IPDM E/R and the air bag diagnosis sensor unit.

NO >> Repair the main line between the harness connector M77 and the air bag diagnosis sensor unit.

MAIN LINE BETWEEN A-BAG AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

MAIN LINE BETWEEN A-BAG AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000011732346

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the harness connectors E105 and M77.
4. 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.	
M77	1	M4	6	Existed
	6		14	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the air bag diagnosis sensor unit and the data link connector.

NO >> Repair the main line between the air bag diagnosis sensor unit and the data link connector.

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ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732347

1. CHECK 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.
- For NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E18	100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E19	124	123	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 following.

- For NISMO RS models: [EC-183, "Diagnosis Procedure"](#)
- Except for NISMO RS models: [EC-777, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- For NISMO RS models: [EC-578, "Removal and Installation"](#)
 - Except for NISMO RS models: [EC-1255, "Removal and Installation"](#)
- YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732348

1. CHECK 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.		
E35	22	9	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-114, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-138, "Removal and Installation"](#).
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 4)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732349

1.CHECK 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.		
E13	27	26	Approx. 54 – 66

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-35, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-36, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732387

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - TCM
 - Harness connector F1
 - Harness connector E8

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of TCM.
2. Check the resistance between the TCM harness connector terminals.
 - For NISMO RS models

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F81	32	31	Approx. 54 – 66

- Except for NISMO RS models

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F83	33	23	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- RE0F10B: [TM-278, "Diagnosis Procedure"](#)
- RE0F10D: [TM-503, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the TCM. Refer to the following.
- RE0F10B: [TM-325, "Removal and Installation"](#)
 - RE0F10D: [TM-547, "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 4)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732350

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-29, "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

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

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732351

1. CHECK 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.		
M4	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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EPS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732352

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the EPS 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 EPS control unit.
2. Check the resistance between the EPS control unit harness connector terminals.

EPS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	2	1	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the EPS control unit. Refer to [ST-11, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the EPS control unit branch line.
 NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732353

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-49, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-60, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the combination meter 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 4)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732354

1. CHECK 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.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-52, "Wiring Diagram"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-141, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732355

1. CHECK 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.		
M68	39	40	Approx. 108 – 132

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-86, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-93, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000011732356

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.		
M4	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.		
M4	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 BCM TERMINATION CIRCUIT

1. Remove the ECM and the BCM.
2. Check the resistance between the ECM terminals.
 - For NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
124	123	Approx. 108 – 132

3. Check the resistance between the BCM terminals.

BCM		Resistance (Ω)
Terminal No.		
39	40	Approx. 108 – 132

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the BCM.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

ECM and BCM 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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MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:000000011732357

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 E105
 - Harness connector M77

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.
 - IPDM E/R
 - Harness connectors E105 and M77
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E105	1	Existed
	26		6	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E105.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of A/C amp.
2. Check the continuity between the harness connector and the A/C auto amp. harness connector.

Harness connector		A/C auto amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	1	M50	6	Existed
	6		7	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 IPDM E/R and the A/C auto amp.

NO >> Repair the main line between the harness connector M77 and the A/C auto amp.

MAIN LINE BETWEEN HVAC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

MAIN LINE BETWEEN HVAC AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000011732358

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

A/C auto amp. harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M50	6	M4	6	Existed
	7		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 A/C auto amp. and the data link connector.

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

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ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732359

1. CHECK 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.
- For NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E18	100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E19	124	123	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 following.

- For NISMO RS models: [EC-183, "Diagnosis Procedure"](#)
- Except for NISMO RS models: [EC-777, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- For NISMO RS models: [EC-578, "Removal and Installation"](#)
 - Except for NISMO RS models: [EC-1255, "Removal and Installation"](#)
- YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732360

1. CHECK 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.		
E35	22	9	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-114, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-138, "Removal and Installation"](#).
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 5)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732361

1. CHECK 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.		
E13	27	26	Approx. 54 – 66

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-35, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-36, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732388

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - TCM
 - Harness connector F1
 - Harness connector E8

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of TCM.
2. Check the resistance between the TCM harness connector terminals.
 - For NISMO RS models

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F81	32	31	Approx. 54 – 66

- Except for NISMO RS models

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F83	33	23	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- RE0F10B: [TM-278, "Diagnosis Procedure"](#)
- RE0F10D: [TM-503, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the TCM. Refer to the following.
- RE0F10B: [TM-325, "Removal and Installation"](#)
 - RE0F10D: [TM-547, "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 5)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732362

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-29, "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

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

HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732363

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the A/C auto 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 A/C auto amp.
2. Check the resistance between the A/C auto amp. harness connector terminals.

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M50	6	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to [HAC-73, "A/C AUTO AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to [HAC-91, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the A/C auto amp. 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 5)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732364

1. CHECK 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.		
M4	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.

EPS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732365

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the EPS 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 EPS control unit.
2. Check the resistance between the EPS control unit harness connector terminals.

EPS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	2	1	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the EPS control unit. Refer to [ST-11, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the EPS control unit branch line.
 NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732366

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-49, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-60, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

MDU BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

MDU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732367

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the multi display 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 multi display unit.
2. Check the resistance between the multi display unit harness connector terminals.

Multi display unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M90	6	12	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the multi display unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the multi display unit. Refer to [AV-222, "MULTI DISPLAY UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the multi display unit. Refer to [DMS-16, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the multi display unit 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 5)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732368

1. CHECK 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.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-52, "Wiring Diagram"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-141, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732369

1. CHECK 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.		
M68	39	40	Approx. 108 – 132

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-86, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-93, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000011732370

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.		
M4	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.		
M4	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 BCM TERMINATION CIRCUIT

1. Remove the ECM and the BCM.
2. Check the resistance between the ECM terminals.
 - For NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
124	123	Approx. 108 – 132

3. Check the resistance between the BCM terminals.

BCM		Resistance (Ω)
Terminal No.		
39	40	Approx. 108 – 132

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the BCM.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

ECM and BCM 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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MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:000000011732371

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 E105
 - Harness connector M77

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.
 - IPDM E/R
 - Harness connectors E105 and M77
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E105	1	Existed
	26		6	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E105.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of A/C amp.
2. Check the continuity between the harness connector and the A/C auto amp. harness connector.

Harness connector		A/C auto amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	1	M50	6	Existed
	6		7	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 IPDM E/R and the A/C auto amp.

NO >> Repair the main line between the harness connector M77 and the A/C auto amp.

MAIN LINE BETWEEN HVAC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

MAIN LINE BETWEEN HVAC AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000011732372

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

A/C auto amp. harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M50	6	M4	6	Existed
	7		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 A/C auto amp. and the data link connector.

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

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ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732373

1. CHECK 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.
- For NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E18	100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E19	124	123	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 following.

- For NISMO RS models: [EC-183, "Diagnosis Procedure"](#)
- Except for NISMO RS models: [EC-777, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- For NISMO RS models: [EC-578, "Removal and Installation"](#)
 - Except for NISMO RS models: [EC-1255, "Removal and Installation"](#)
- YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732374

1. CHECK 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.		
E35	22	9	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-114, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-138, "Removal and Installation"](#).
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 6)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732375

1. CHECK 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.		
E13	27	26	Approx. 54 – 66

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-35, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-36, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732389

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - TCM
 - Harness connector F1
 - Harness connector E8

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of TCM.
2. Check the resistance between the TCM harness connector terminals.
 - For NISMO RS models

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F81	32	31	Approx. 54 – 66

- Except for NISMO RS models

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F83	33	23	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- RE0F10B: [TM-278, "Diagnosis Procedure"](#)
- RE0F10D: [TM-503, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the TCM. Refer to the following.
- RE0F10B: [TM-325, "Removal and Installation"](#)
 - RE0F10D: [TM-547, "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 6)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732376

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-29, "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

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

AVM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

AVM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732377

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the around view monitor 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 around view monitor control unit.
2. Check the resistance between the around view monitor control unit harness connector terminals.

Around view monitor control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M98	26	24	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the around view monitor control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the around view monitor control unit. Refer to [AV-155, "AROUND VIEW MONITOR CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the around view monitor control unit. Refer to [AV-184, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the around view monitor control unit branch line.
NO >> Repair the power supply and the ground circuit.

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HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732378

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the A/C auto 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 A/C auto amp.
2. Check the resistance between the A/C auto amp. harness connector terminals.

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M50	6	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to [HAC-73, "A/C AUTO AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to [HAC-91, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732379

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the NAVI 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 NAVI control unit.
2. Check the resistance between the NAVI control unit harness connector terminals.

NAVI control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M108	8	17	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the NAVI control unit. Refer to [AV-155, "NAVI CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the NAVI control unit. Refer to [AV-176, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the NAVI control unit 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 6)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732380

1. CHECK 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.		
M4	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.

EPS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732381

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the EPS 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 EPS control unit.
2. Check the resistance between the EPS control unit harness connector terminals.

EPS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	2	1	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the EPS control unit. Refer to [ST-11, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the EPS control unit branch line.
 NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732382

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-49, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-60, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

MDU BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

MDU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732383

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the multi display 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 multi display unit.
2. Check the resistance between the multi display unit harness connector terminals.

Multi display unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M90	6	12	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the multi display unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the multi display unit. Refer to [AV-222, "MULTI DISPLAY UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the multi display unit. Refer to [DMS-16, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the multi display unit 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 6)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732384

1. CHECK 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.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-52, "Wiring Diagram"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-141, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732385

1. CHECK 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.		
M68	39	40	Approx. 108 – 132

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-86, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-93, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000011732386

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.		
M4	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.		
M4	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 BCM TERMINATION CIRCUIT

1. Remove the ECM and the BCM.
2. Check the resistance between the ECM terminals.
 - For NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
124	123	Approx. 108 – 132

3. Check the resistance between the BCM terminals.

BCM		Resistance (Ω)
Terminal No.		
39	40	Approx. 108 – 132

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the BCM.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

ECM and BCM 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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MAIN LINE BETWEEN IPDM-E AND A-BAG CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND A-BAG CIRCUIT

Diagnosis Procedure

INFOID:000000011732390

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 E105
 - Harness connector M77

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.
 - IPDM E/R
 - Harness connectors E105 and M77
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E105	1	Existed
	26		6	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E105.

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.	
M77	1	M4	6	Existed
	6		14	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the IPDM E/R and the air bag diagnosis sensor unit.

NO >> Repair the main line between the harness connector M77 and the air bag diagnosis sensor unit.

MAIN LINE BETWEEN A-BAG AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

MAIN LINE BETWEEN A-BAG AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000011732391

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the harness connectors E105 and M77.
4. 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.	
M77	1	M4	6	Existed
	6		14	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the air bag diagnosis sensor unit and the data link connector.

NO >> Repair the main line between the air bag diagnosis sensor unit and the data link connector.

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ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732392

1. CHECK 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.
- For NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E18	100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E19	124	123	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 following.

- For NISMO RS models: [EC-183, "Diagnosis Procedure"](#)
- Except for NISMO RS models: [EC-777, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- For NISMO RS models: [EC-578, "Removal and Installation"](#)
 - Except for NISMO RS models: [EC-1255, "Removal and Installation"](#)
- 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 SYSTEM (TYPE 7)]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732433

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 module
 - Harness connector B7
 - Harness connector E107

Is the 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 module.
2. Check the resistance between the AWD control module harness connector terminals.

AWD control module harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B47	4	5	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the AWD control module branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control module. Refer to [DLN-77, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AWD control module. Refer to [DLN-91, "Removal and Installation"](#).

YES (Past error)>>Error was detected in the AWD control module 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 7)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732393

1. CHECK 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.		
E35	22	9	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-114. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-138. "Removal and Installation"](#).
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 7)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732394

1. CHECK 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.		
E13	27	26	Approx. 54 – 66

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-35, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-36, "Removal and Installation"](#).
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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TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732395

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - TCM
 - Harness connector F1
 - Harness connector E8

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of TCM.
2. Check the resistance between the TCM harness connector terminals.
 - For NISMO RS models

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F81	32	31	Approx. 54 – 66

- Except for NISMO RS models

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F83	33	23	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- RE0F10B: [TM-278, "Diagnosis Procedure"](#)
- RE0F10D: [TM-503, "Diagnosis Procedure"](#)

Is the inspection result normal?

YES (Present error)>>Replace the TCM. Refer to the following.

- RE0F10B: [TM-325, "Removal and Installation"](#)
- RE0F10D: [TM-547, "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 7)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732396

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-29, "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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DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732397

1. CHECK 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.		
M4	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.

EPS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

EPS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732398

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the EPS 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 EPS control unit.
2. Check the resistance between the EPS control unit harness connector terminals.

EPS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	2	1	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the EPS control unit. Refer to [ST-11, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the EPS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732399

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-49, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-60, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732400

1. CHECK 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.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-52, "Wiring Diagram"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-141, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732401

1. CHECK 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.		
M68	39	40	Approx. 108 – 132

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-86. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-93. "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000011732402

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.	
M4	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.		
M4	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 BCM TERMINATION CIRCUIT

1. Remove the ECM and the BCM.
2. Check the resistance between the ECM terminals.
 - For NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
124	123	Approx. 108 – 132

3. Check the resistance between the BCM terminals.

BCM		Resistance (Ω)
Terminal No.		
39	40	Approx. 108 – 132

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the BCM.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

ECM and BCM 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 IPDM-E AND HVAC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:000000011732403

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 E105
 - Harness connector M77

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.
 - IPDM E/R
 - Harness connectors E105 and M77
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E105	1	Existed
	26		6	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E105.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of A/C amp.
2. Check the continuity between the harness connector and the A/C auto amp. harness connector.

Harness connector		A/C auto amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	1	M50	6	Existed
	6		7	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 IPDM E/R and the A/C auto amp.

NO >> Repair the main line between the harness connector M77 and the A/C auto amp.

MAIN LINE BETWEEN HVAC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

MAIN LINE BETWEEN HVAC AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000011732404

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

A/C auto amp. harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M50	6	M4	6	Existed
	7		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 A/C auto amp. and the data link connector.

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

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732405

1. CHECK 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.
 - For NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E18	100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E19	124	123	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 following.

- For NISMO RS models: [EC-183, "Diagnosis Procedure"](#)
- Except for NISMO RS models: [EC-777, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- For NISMO RS models: [EC-578, "Removal and Installation"](#)
 - Except for NISMO RS models: [EC-1255, "Removal and Installation"](#)

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 8)]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732434

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 module
 - Harness connector B7
 - Harness connector E107

Is the 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 module.
2. Check the resistance between the AWD control module harness connector terminals.

AWD control module harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B47	4	5	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the AWD control module branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control module. Refer to [DLN-77, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AWD control module. Refer to [DLN-91, "Removal and Installation"](#).

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

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

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732406

1. CHECK 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.		
E35	22	9	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-114, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-138, "Removal and Installation"](#).
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 8)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732407

1. CHECK 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.		
E13	27	26	Approx. 54 – 66

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-35, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-36, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732408

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - TCM
 - Harness connector F1
 - Harness connector E8

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of TCM.
2. Check the resistance between the TCM harness connector terminals.
 - For NISMO RS models

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F81	32	31	Approx. 54 – 66

- Except for NISMO RS models

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F83	33	23	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- RE0F10B: [TM-278, "Diagnosis Procedure"](#)
- RE0F10D: [TM-503, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the TCM. Refer to the following.
- RE0F10B: [TM-325, "Removal and Installation"](#)
 - RE0F10D: [TM-547, "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 8)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732409

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-29, "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

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

HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732410

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the A/C auto 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 A/C auto amp.
2. Check the resistance between the A/C auto amp. harness connector terminals.

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M50	6	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to [HAC-73, "A/C AUTO AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to [HAC-91, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the A/C auto amp. 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 8)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732411

1. CHECK 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.		
M4	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.

EPS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732412

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the EPS 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 EPS control unit.
2. Check the resistance between the EPS control unit harness connector terminals.

EPS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	2	1	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the EPS control unit. Refer to [ST-11, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the EPS control unit branch line.
 NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732413

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-49, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-60, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

MDU BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

MDU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732414

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the multi display 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 multi display unit.
2. Check the resistance between the multi display unit harness connector terminals.

Multi display unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M90	6	12	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the multi display unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the multi display unit. Refer to [AV-222, "MULTI DISPLAY UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the multi display unit. Refer to [DMS-16, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the multi display unit 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 8)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732415

1. CHECK 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.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-52, "Wiring Diagram"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-141, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732416

1. CHECK 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.		
M68	39	40	Approx. 108 – 132

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-86, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-93, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000011732417

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.		
M4	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.		
M4	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 BCM TERMINATION CIRCUIT

1. Remove the ECM and the BCM.
2. Check the resistance between the ECM terminals.
 - For NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
124	123	Approx. 108 – 132

3. Check the resistance between the BCM terminals.

BCM		Resistance (Ω)
Terminal No.		
39	40	Approx. 108 – 132

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the BCM.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

ECM and BCM 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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MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:000000011732418

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 E105
 - Harness connector M77

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.
 - IPDM E/R
 - Harness connectors E105 and M77
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E105	1	Existed
	26		6	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E105.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of A/C amp.
2. Check the continuity between the harness connector and the A/C auto amp. harness connector.

Harness connector		A/C auto amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	1	M50	6	Existed
	6		7	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 IPDM E/R and the A/C auto amp.

NO >> Repair the main line between the harness connector M77 and the A/C auto amp.

MAIN LINE BETWEEN HVAC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

MAIN LINE BETWEEN HVAC AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000011732419

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

A/C auto amp. harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M50	6	M4	6	Existed
	7		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 A/C auto amp. and the data link connector.

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

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ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732420

1. CHECK 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.
- For NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E18	100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E19	124	123	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 following.

- For NISMO RS models: [EC-183, "Diagnosis Procedure"](#)
- Except for NISMO RS models: [EC-777, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- For NISMO RS models: [EC-578, "Removal and Installation"](#)
 - Except for NISMO RS models: [EC-1255, "Removal and Installation"](#)
- 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 SYSTEM (TYPE 9)]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732435

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 module
 - Harness connector B7
 - Harness connector E107

Is the 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 module.
2. Check the resistance between the AWD control module harness connector terminals.

AWD control module harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B47	4	5	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the AWD control module branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control module. Refer to [DLN-77, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AWD control module. Refer to [DLN-91, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the AWD control module 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 9)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732421

1. CHECK 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.		
E35	22	9	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-114. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-138. "Removal and Installation"](#).
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 9)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732422

1. CHECK 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.		
E13	27	26	Approx. 54 – 66

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-35, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-36, "Removal and Installation"](#).
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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TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732423

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - TCM
 - Harness connector F1
 - Harness connector E8

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of TCM.
2. Check the resistance between the TCM harness connector terminals.
 - For NISMO RS models

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F81	32	31	Approx. 54 – 66

- Except for NISMO RS models

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F83	33	23	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- RE0F10B: [TM-278, "Diagnosis Procedure"](#)
- RE0F10D: [TM-503, "Diagnosis Procedure"](#)

Is the inspection result normal?

YES (Present error)>>Replace the TCM. Refer to the following.

- RE0F10B: [TM-325, "Removal and Installation"](#)
- RE0F10D: [TM-547, "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 9)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732424

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-29, "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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AVM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

AVM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011732436

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the around view monitor 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 around view monitor control unit.
2. Check the resistance between the around view monitor control unit harness connector terminals.

Around view monitor control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M98	26	24	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the around view monitor control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the around view monitor control unit. Refer to [AV-155, "AROUND VIEW MONITOR CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the around view monitor control unit. Refer to [AV-184, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the around view monitor control unit branch line.
NO >> Repair the power supply and the ground circuit.

HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732425

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the A/C auto 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 A/C auto amp.
2. Check the resistance between the A/C auto amp. harness connector terminals.

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M50	6	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to [HAC-73, "A/C AUTO AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to [HAC-91, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

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AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732437

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the NAVI 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 NAVI control unit.
2. Check the resistance between the NAVI control unit harness connector terminals.

NAVI control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M108	8	17	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the NAVI control unit. Refer to [AV-155, "NAVI CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the NAVI control unit. Refer to [AV-176, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the NAVI control unit branch line.
 NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732426

1. CHECK 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.		
M4	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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EPS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732427

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the EPS 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 EPS control unit.
2. Check the resistance between the EPS control unit harness connector terminals.

EPS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	2	1	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the EPS control unit. Refer to [ST-11, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the EPS control unit branch line.
 NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732428

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-49, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-60, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

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MDU BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

MDU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732429

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the multi display 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 multi display unit.
2. Check the resistance between the multi display unit harness connector terminals.

Multi display unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M90	6	12	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the multi display unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the multi display unit. Refer to [AV-222, "MULTI DISPLAY UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the multi display unit. Refer to [DMS-16, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the multi display unit branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732430

1. CHECK 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.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-52, "Wiring Diagram"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-141, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000011732431

1. CHECK 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.		
M68	39	40	Approx. 108 – 132

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-86. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-93. "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000011732432

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.		
M4	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.		
M4	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 BCM TERMINATION CIRCUIT

1. Remove the ECM and the BCM.
2. Check the resistance between the ECM terminals.
 - For NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
100	99	Approx. 108 – 132

- Except for NISMO RS models

ECM		Resistance (Ω)
Terminal No.		
124	123	Approx. 108 – 132

3. Check the resistance between the BCM terminals.

BCM		Resistance (Ω)
Terminal No.		
39	40	Approx. 108 – 132

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the BCM.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

ECM and BCM 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.