SECTION LAN

LAN SYSTEM

CONTENTS

PRECAUTION

PRECAUTIONS

Precautions for Trouble Diagnosis

INFOID:0000000011464647

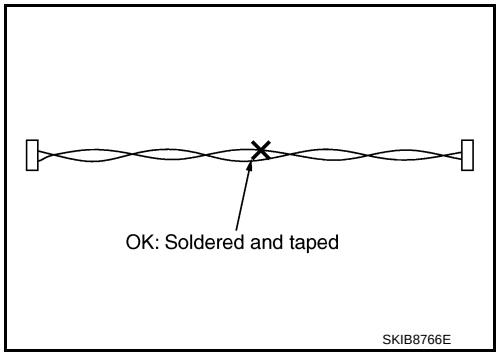
CAUTION:

- **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.**

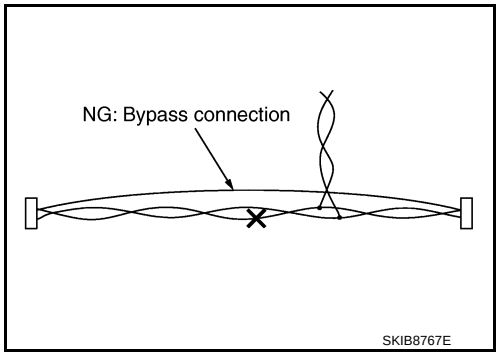
Precautions for Harness Repair

INFOID:0000000011464648

- 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

SYSTEM

CAN COMMUNICATION SYSTEM

CAN COMMUNICATION SYSTEM : System Description

INFOID:0000000011464649

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

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“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

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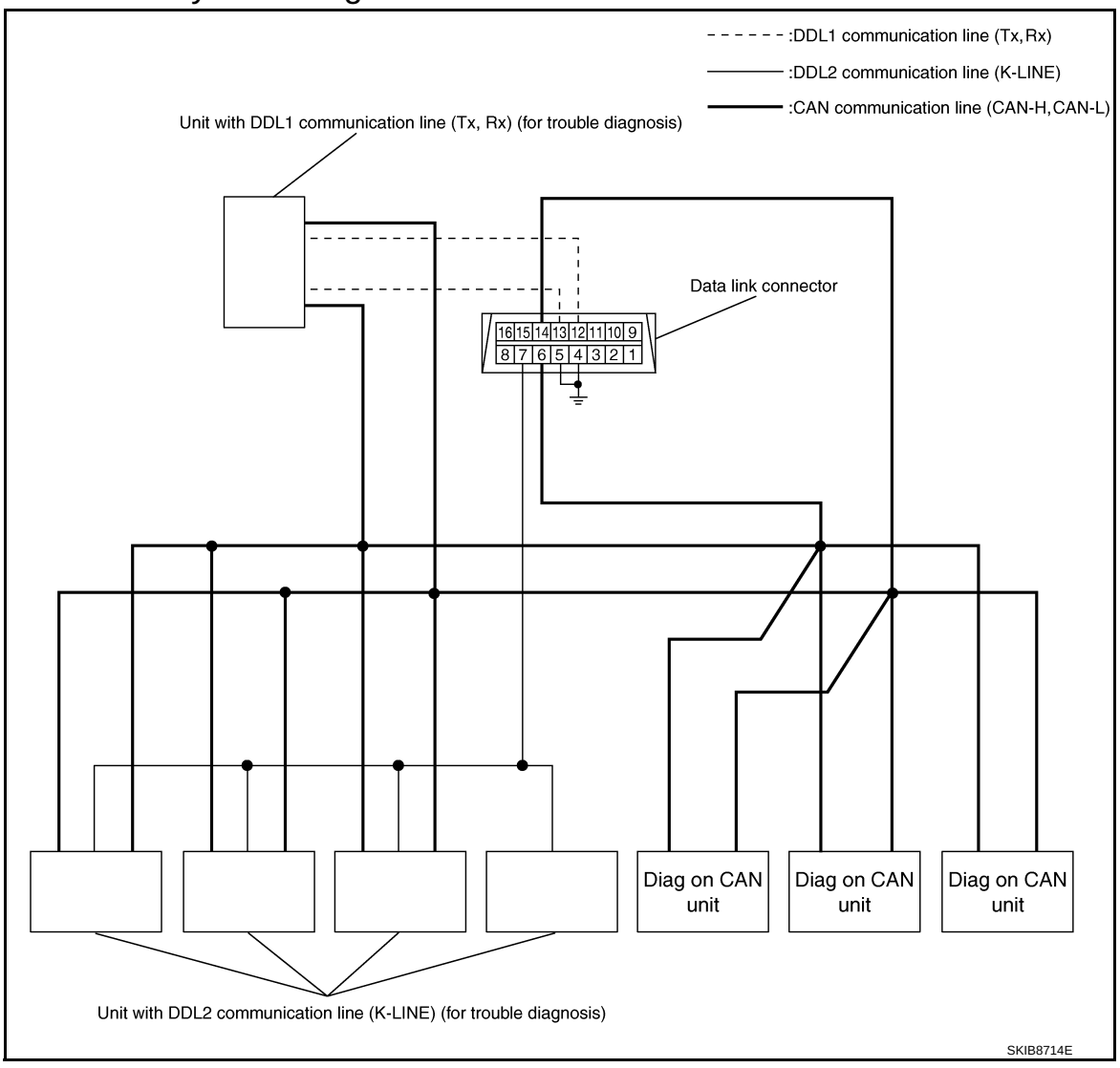

Name	Harness	Description
DDL1	Tx Rx	For communications with the diagnostic tool. (CAN-H and CAN-L are used for controlling)
DDL2	K-LINE	For communications with the diagnostic tool. (CAN-H and CAN-L are used for controlling)
Diag on CAN	CAN-H CAN-L	For communications with the diagnostic tool. (CAN-H and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

TROUBLE DIAGNOSIS

System Diagram

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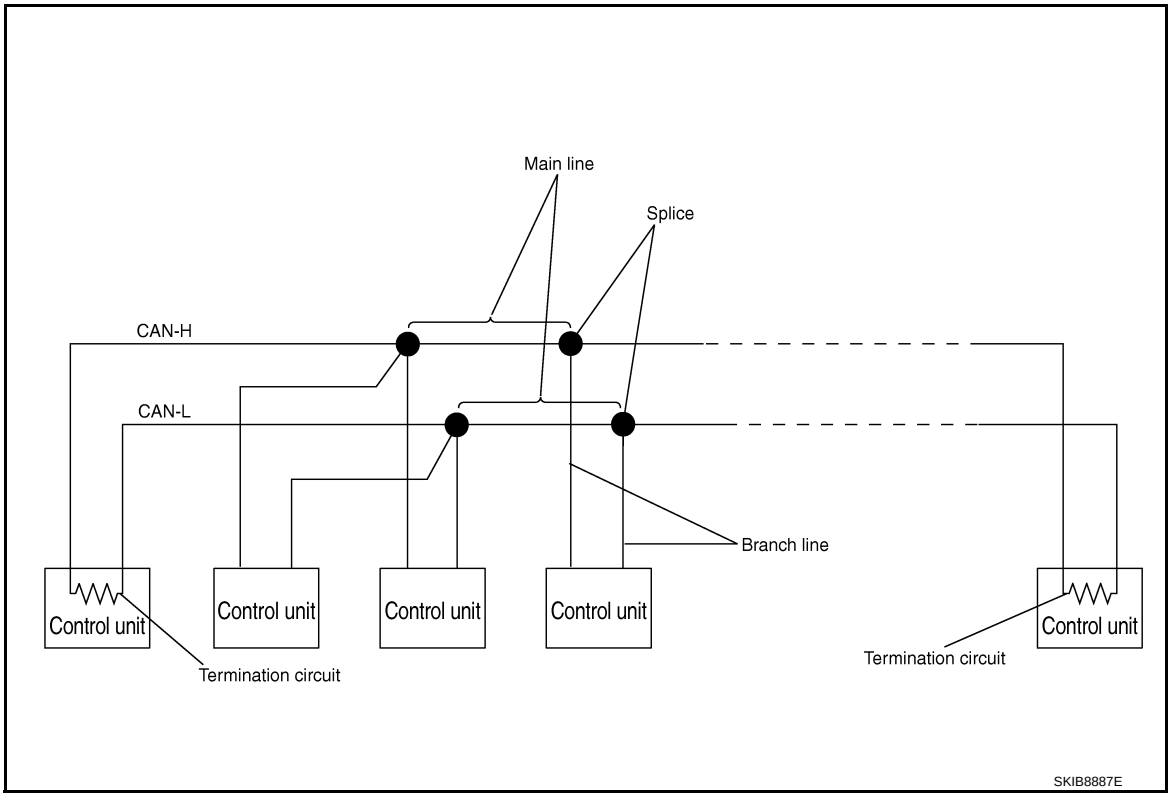


Component	Description
Main line	CAN communication line between splices
Branch line	CAN communication line between splice and a control unit
Splice	A point connecting a branch line with a main line
Termination circuit	Circuit connected across the CAN communication system. (Resistor)

Condition of Error Detection

INFOID:0000000011464653

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

CAN COMMUNICATION SYSTEM ERROR

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

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

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

CAUTION:

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

Symptom When Error Occurs in CAN Communication System

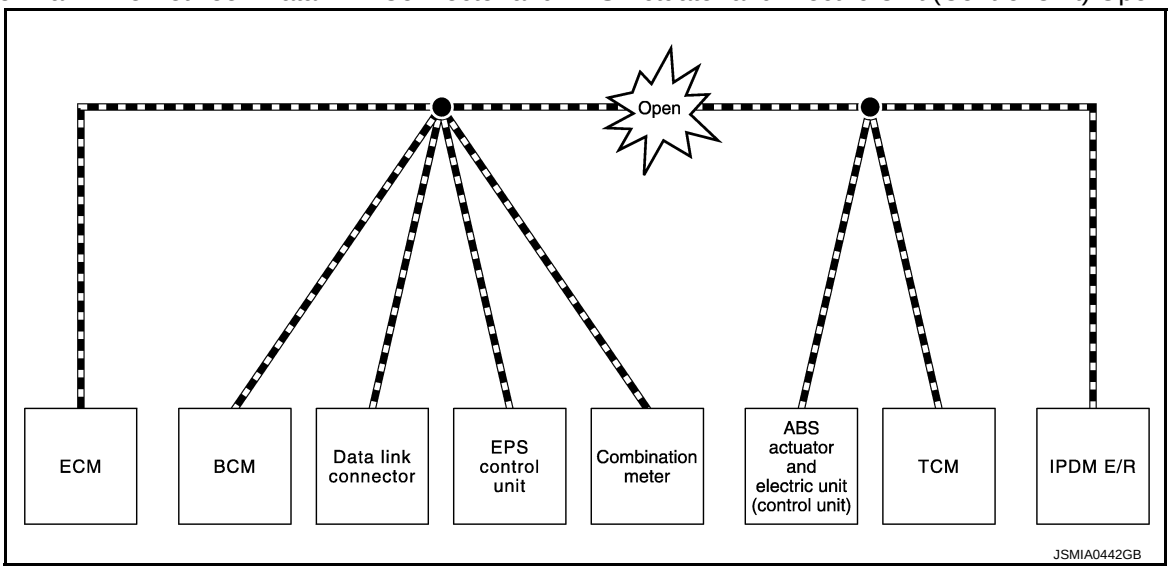
INFOID:0000000011464654

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

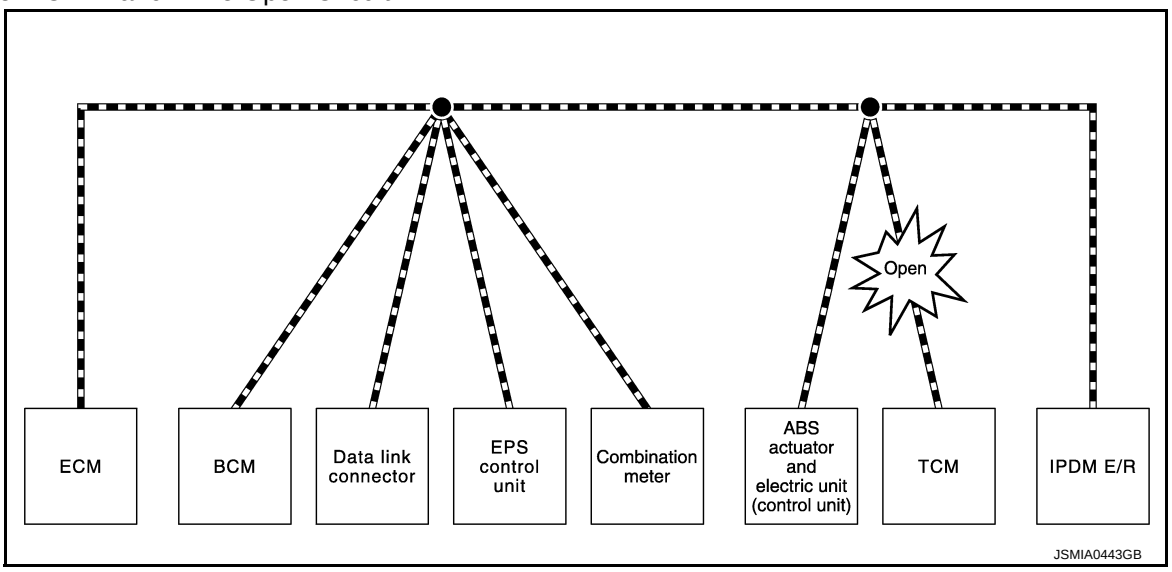
NOTE:
Each vehicle differs in symptom of each unit under fail-safe mode and CAN communication line wiring.

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

Example: TCM Branch Line Open Circuit

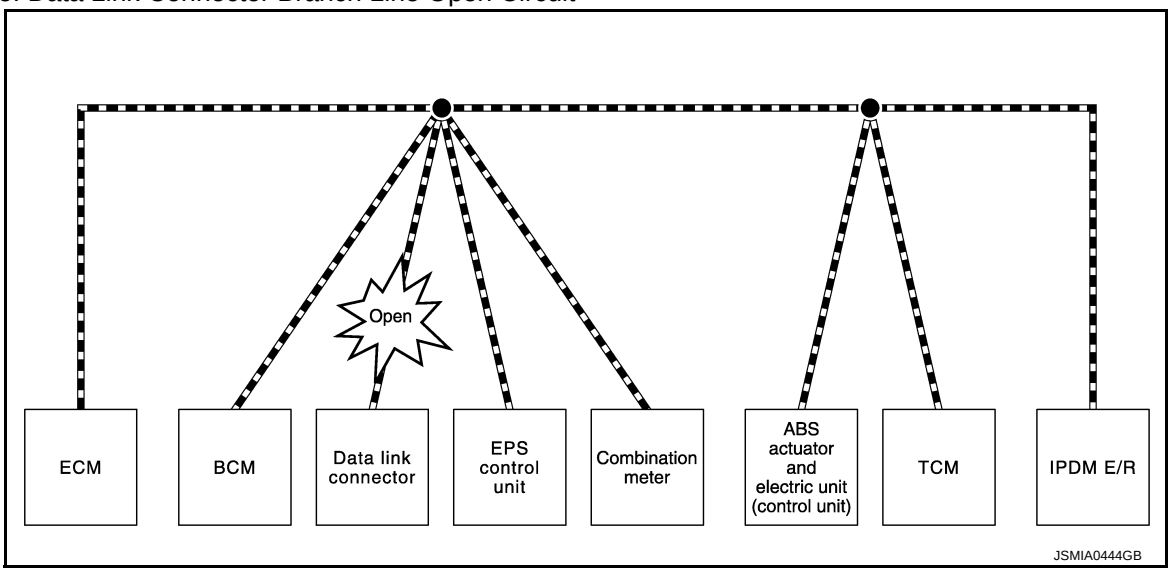


Unit name	Major symptom
ECM	Engine torque limiting is affected, and shift harshness increases.
BCM	Reverse warning chime does not sound.
EPS control unit	Normal operation.
Combination meter	• Shift position indicator and O/D OFF indicator turn OFF. • Warning lamps turn ON.
ABS actuator and electric unit (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.

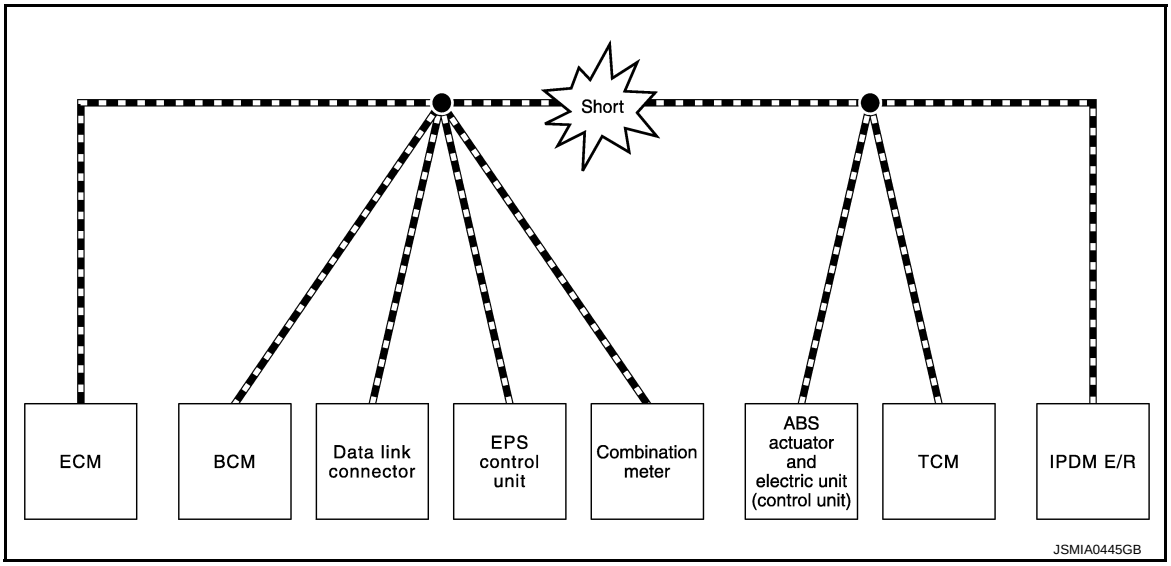
Example: Data Link Connector Branch Line Open Circuit



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

CAN Diagnosis with CONSULT

INFOID:0000000011464655

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

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

Self-Diagnosis

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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.		Replace the control unit indicating “U1010”.

CAN Diagnostic Support Monitor

INFOID:0000000011464657

MONITOR ITEM (CONSULT)

Example: CAN DIAG SUPPORT MNTR indication

Without PAST

BCM		
MONITOR ITEM	PRESENT	PAST
INITIAL DIAG	OK	-
TRANSMIT DIAG	OK	-
ECM	OK	-
METER/M&A	OK	-
TCM	OK	-
IPDM E/R	OK	-
I-KEY	OK	-

With PAST

ENGINE		
MONITOR ITEM	PRESENT	PAST
TRANSMIT DIAG	OK	OK
VDC/TCS/ABS	OK	5
METER/M&A	Not diagnosed	-
BCM/SEC	OK	OK
ICC	Not diagnosed	-
HVAC	Not diagnosed	-
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)

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)

How to Use CAN Communication Signal Chart

INFOID:0000000011464658

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

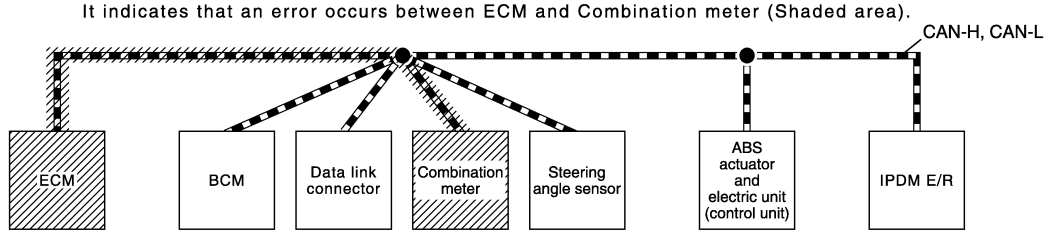
Example: Tachometer does not move even though the engine rotates.

T: Transmit R: Receive

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

No communication between ECM and M&A (Combination meter).

It indicates that an error occurs between ECM and Combination meter (Shaded area).



BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Trouble Diagnosis Flow Chart

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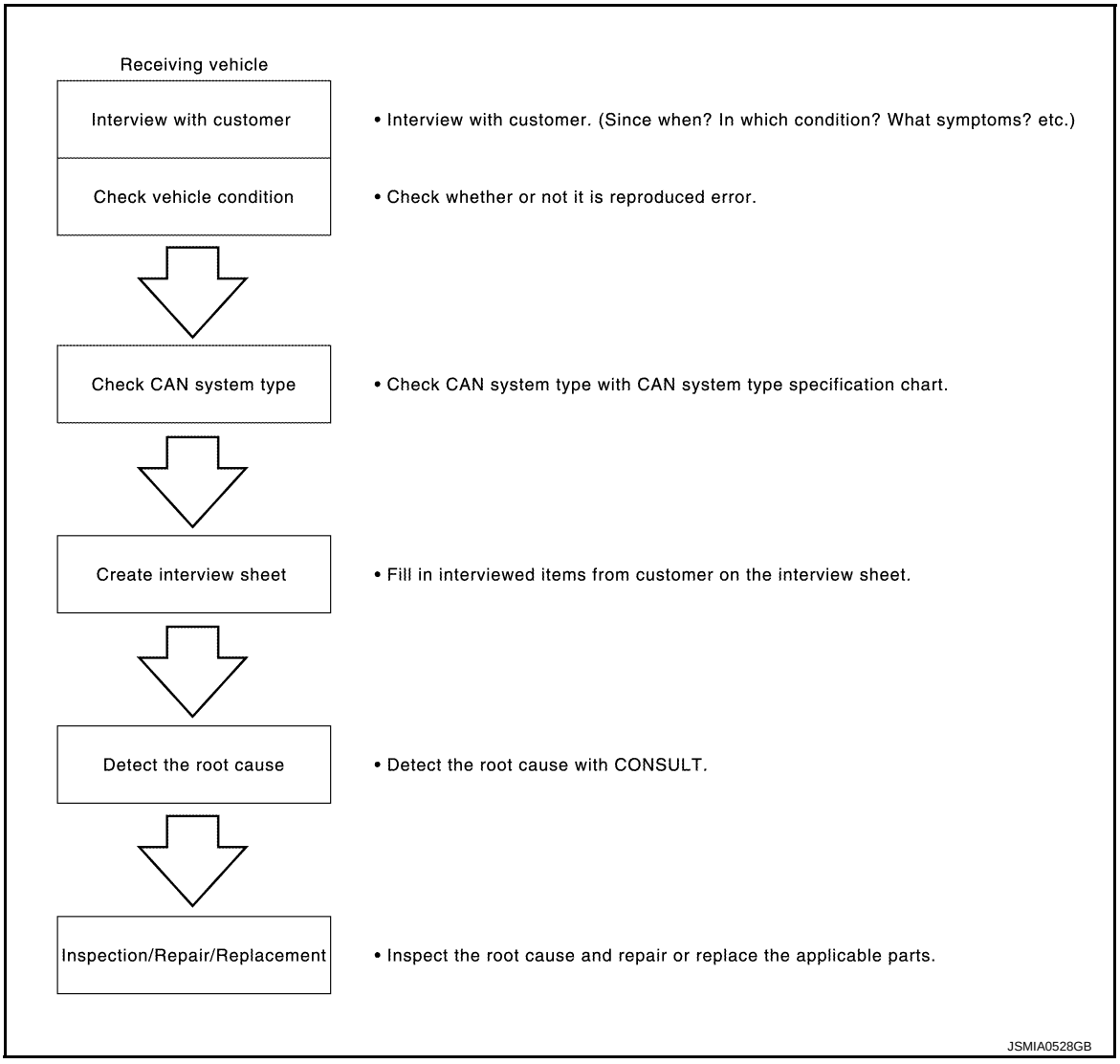
DESCRIPTION



DETAIL OF TROUBLE DIAGNOSIS FLOW CHART

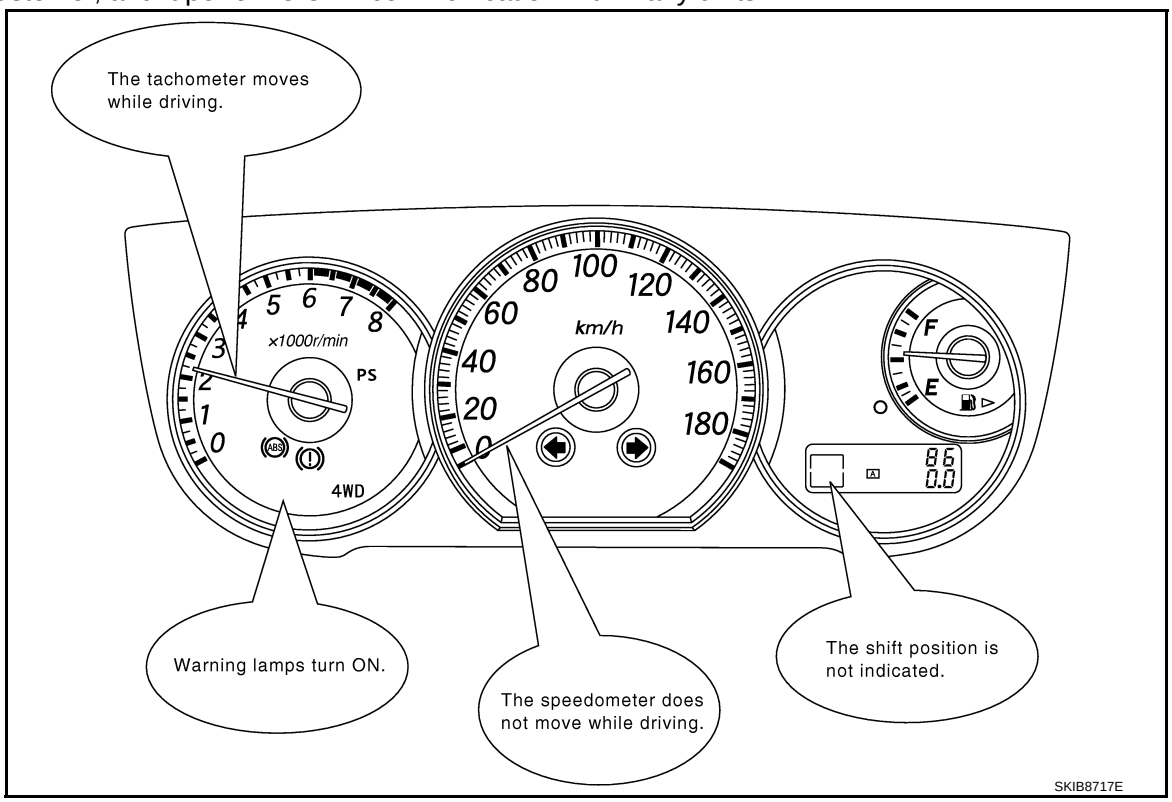
1.INTERVIEW WITH CUSTOMER

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.

- 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:

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.)

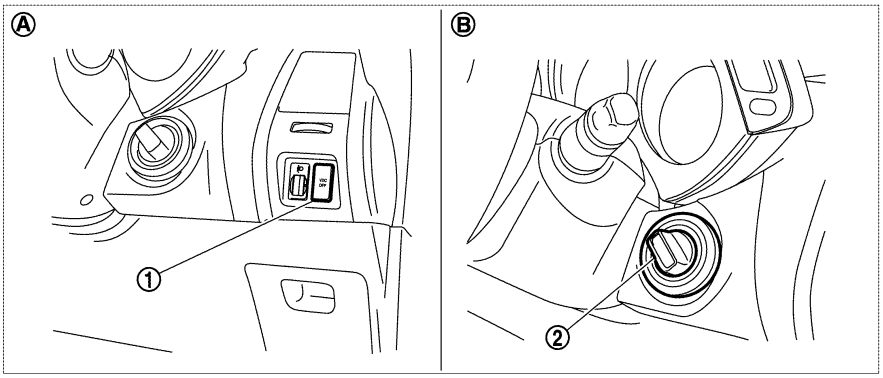
CAN System Specification Chart
Determine CAN system type from the following specification chart.

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	×	×	×	×	×	×

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

×: Applicable

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



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

1. VDC OFF switch
2. Ignition knob
A. With VDC
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:

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

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

CAN System Specification Chart

Refer to the specification as shown in the chart.

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

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

×: Applicable

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	×	×	×	×	×	×	×	×	×	×	×	×

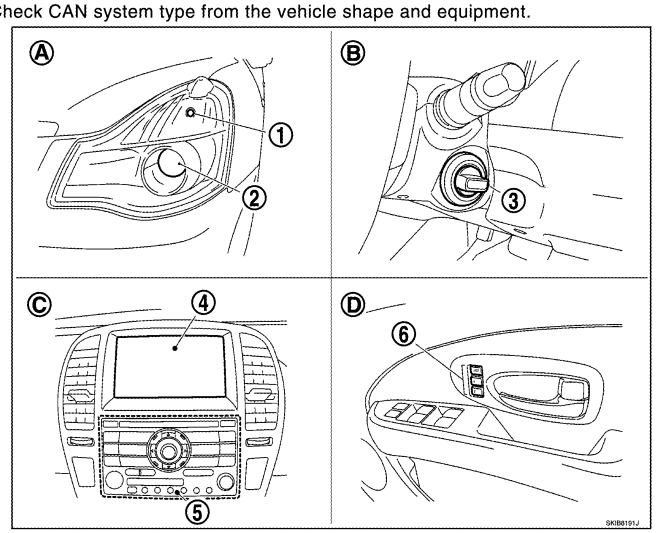
Check the vehicle equipment.
The number indicates the CAN system type of the vehicle.

×: Applicable

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION

NOTE:

Check CAN system type from the vehicle shape and equipment.



1.Bending lamp 2.Xenon bulb 3.Ignition knob
4.Display 5.Multifunction switch 6.Seat memory switch
A. With active AFS B. With Intelligent Key system C. With navigation system
D.With automatic drive positioner

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

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

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>> 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:

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)

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

Condition at inspection

Error Symptom: (Present) / Past

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

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>> 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".

HOW TO USE THIS MANUAL

HOW TO USE THIS SECTION

Caution

INFOID:0000000011464661

- 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:0000000011464662

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:0000000011464663

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:

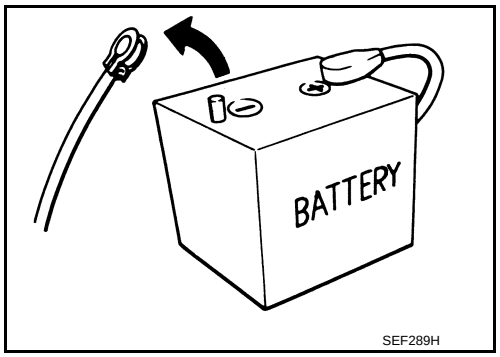
Always observe the following items for preventing accidental activation.

- **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:0000000011464664

- 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.



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- 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:0000000011464665

CAUTION:

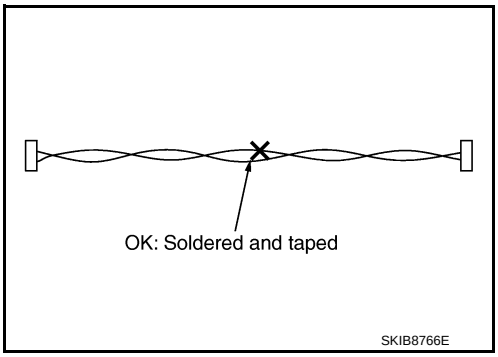
- **Never apply 7.0 V or more to the measurement terminal.**
- **Use a tester with open terminal voltage of 7.0 V or less.**

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

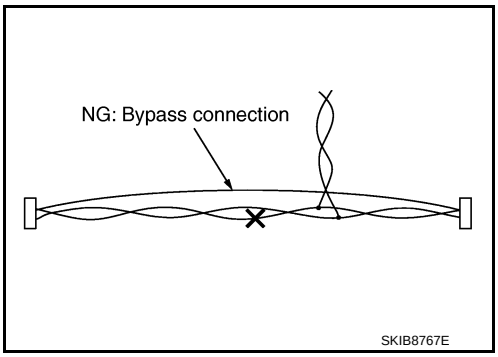
Precautions for Harness Repair

INFOID:0000000011464666

- 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.



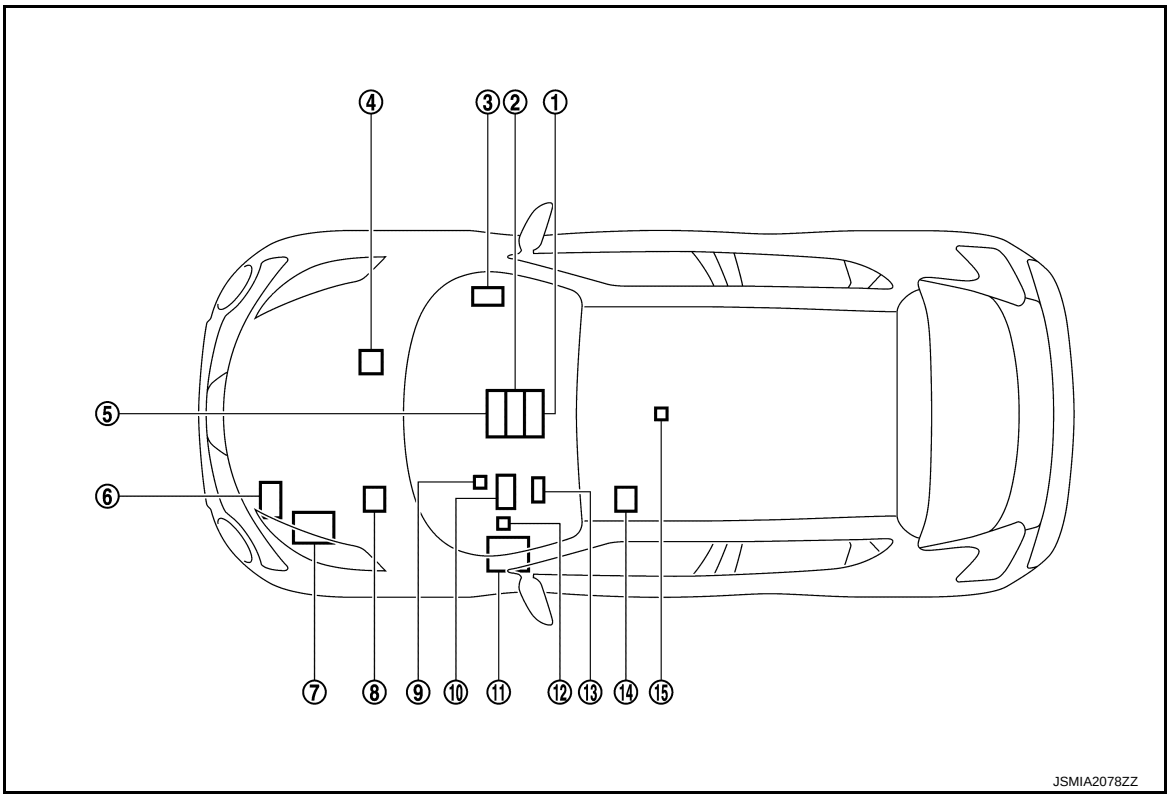
- Replace the applicable harness as an assembly if error is detected on the shield lines of CAN communication line.

SYSTEM DESCRIPTION

COMPONENT PARTS

Component Parts Location

INFOID:0000000011464667



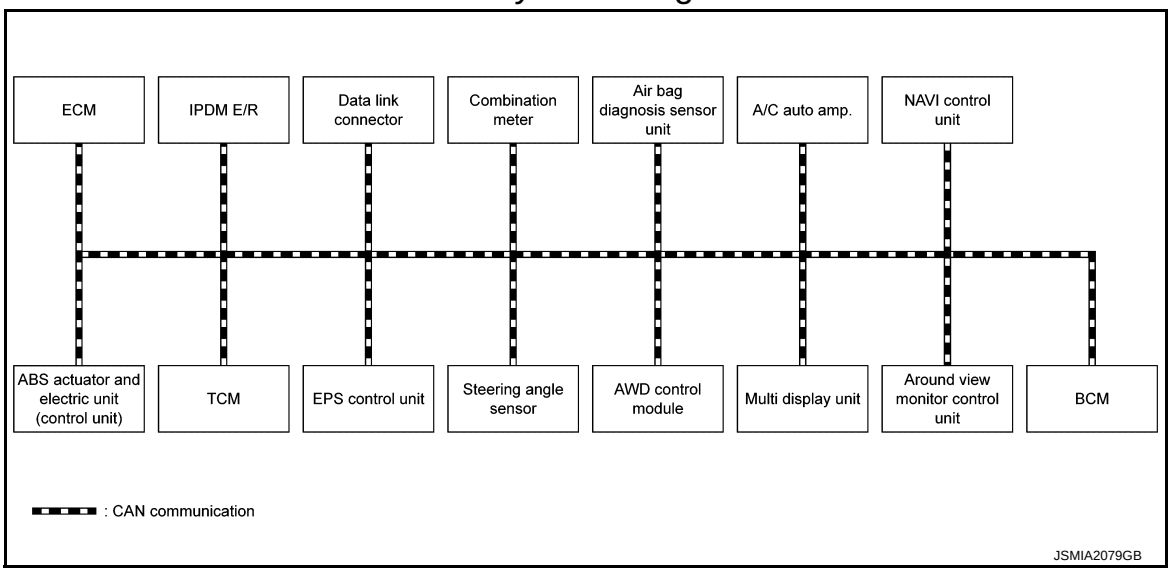
1. Multi display unit
2. A/C auto amp.
3. Around view monitor control unit
4. ABS actuator and electric unit (control unit)
5. NAVI control unit
6. ECM
7. IPDM E/R
8. TCM
9. EPS control unit
10. Combination meter
11. BCM
12. Data link connector
13. Steering angle sensor
14. AWD control module
15. Air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

SYSTEM

CAN COMMUNICATION SYSTEM

CAN COMMUNICATION SYSTEM : System Diagram

INFOID:0000000011464668

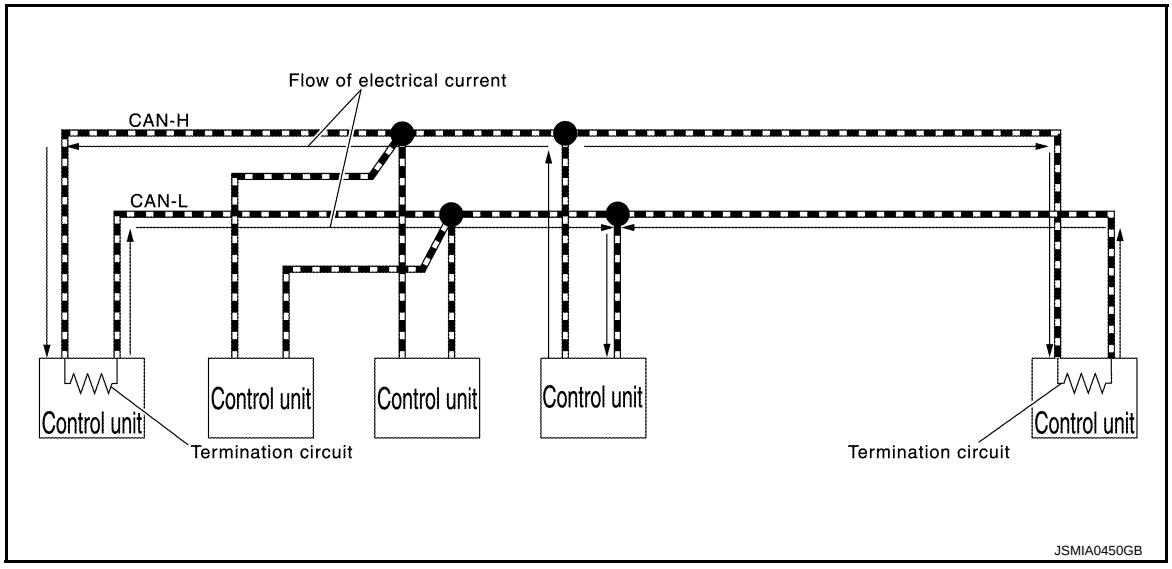


CAN COMMUNICATION SYSTEM : System Description

INFOID:0000000011464669

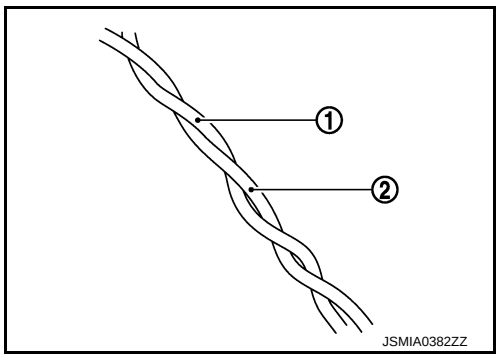
Description

- 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.



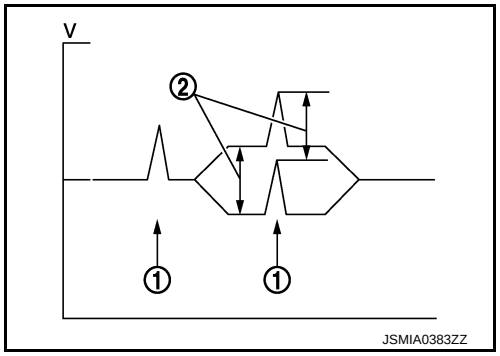
CAN Communication Line

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.

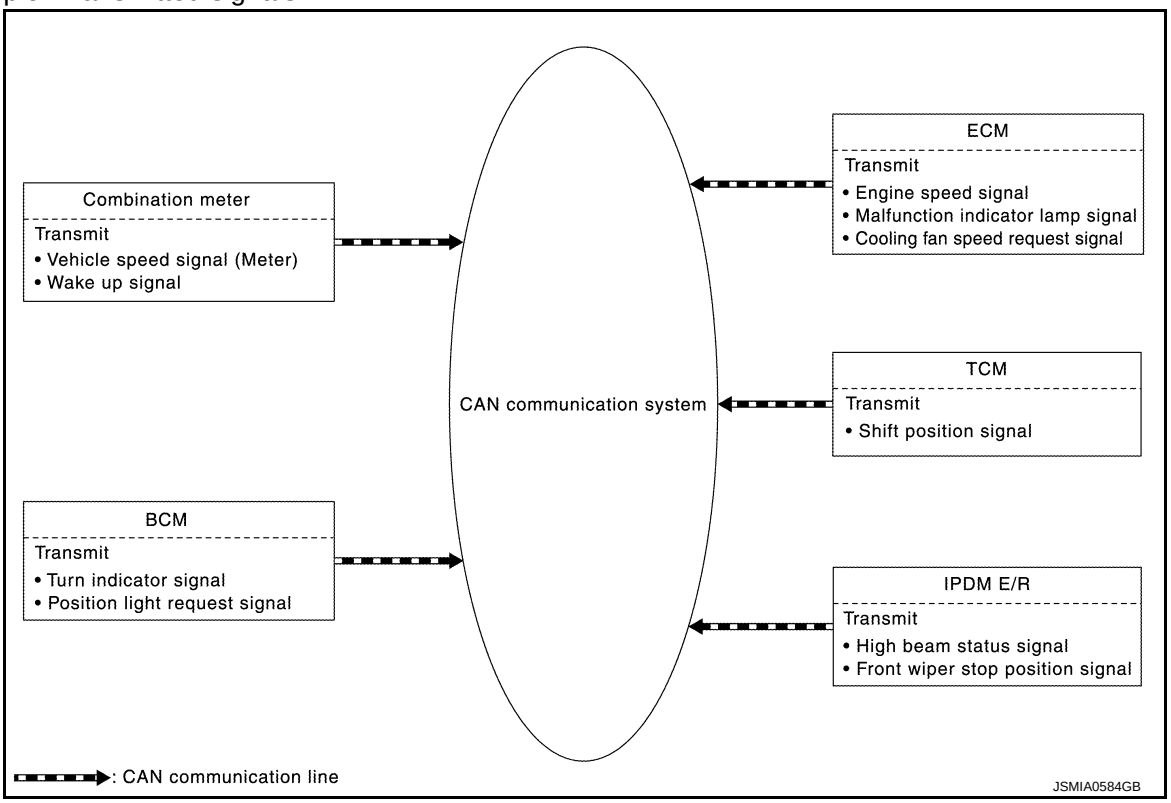
Since the CAN-H line and the CAN-L line are always adjacent to each other, the same degree of noise occurs, respectively, when a noise (1) occurs. Although the noise changes the voltage, the potential difference (2) between the CAN-H line and the CAN-L line is insensitive to noise. Therefore, noise-resistant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



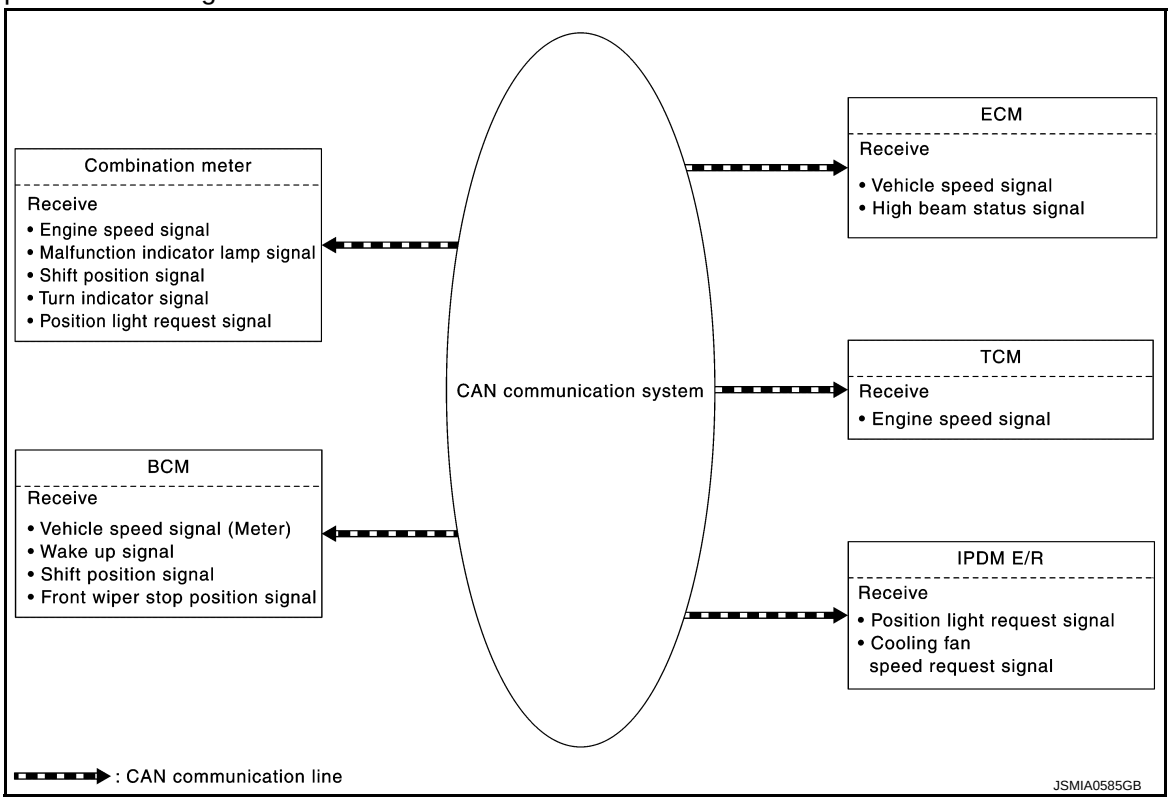
CAN Signal Communications

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



• Example: Received signals

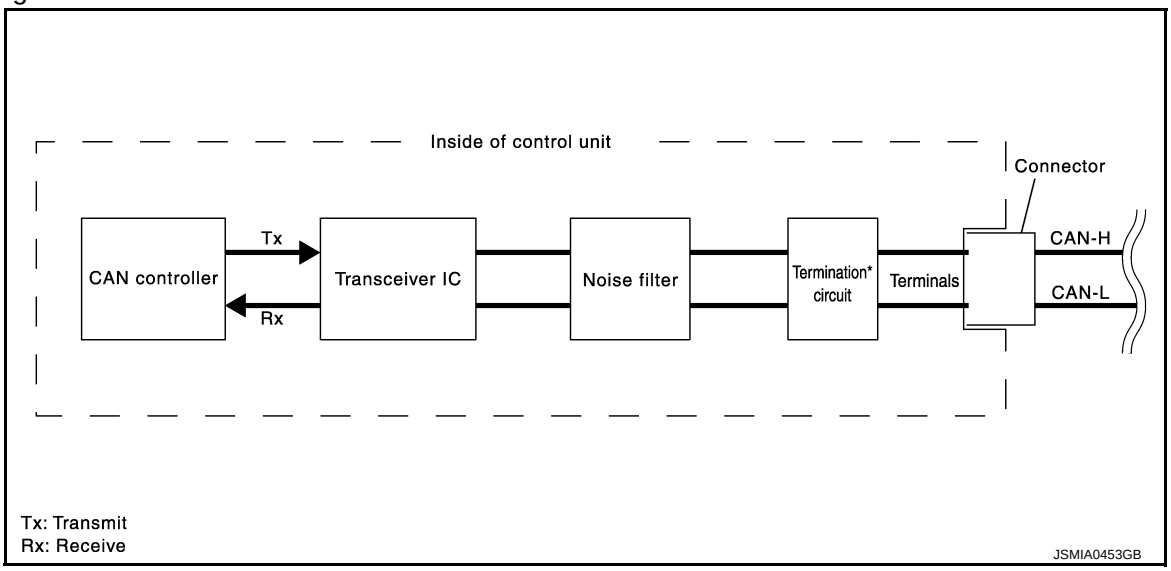


NOTE:
The above signal names and signal communications are provided for reference purposes. For CAN communications signals of this vehicle, refer to LAN-30, "CAN COMMUNICATION SYSTEM : CAN Communication Signal Chart".

CAN COMMUNICATION SYSTEM : CAN Communication Control Circuit

INFOID:0000000011464670

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.

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:0000000011464671

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.

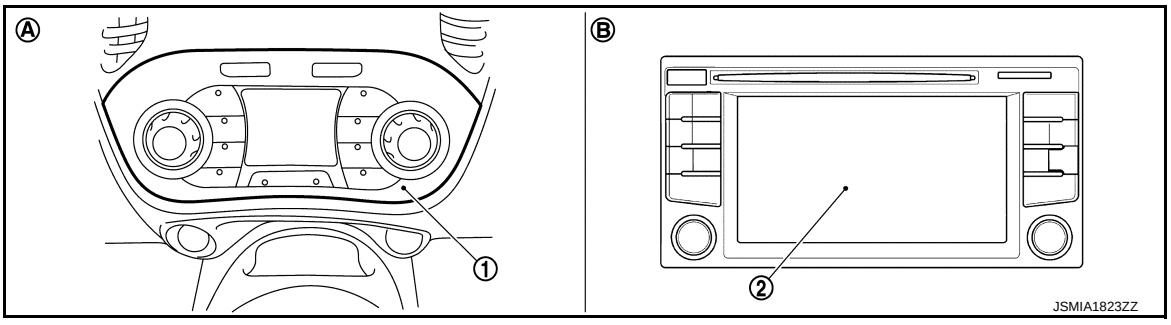
Body type	Hatch back								
Axle	2WD						AWD		
Engine	MR16DDT								
Transmission	M/T			CVT					
Brake control	VDC								
Navigation system			×			×			×
Integrated Control system		×	×		×	×		×	×
CAN system type	1	2	3	4	5	6	7	8	9
CAN communication unit									
ECM	×	×	×	×	×	×	×	×	×
AWD control module							×	×	×
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.



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:0000000011464672

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										

Signal name/Connecting unit	ECM	4WD	ABS	IPDM-E	TCM	AVM	AV	EPS	M&A	STRG	HVAC	MDU	BCM
TCS malfunction signal		R	T										
TCS operation signal		R	T		R								
VDC malfunction signal		R	T										
VDC OFF indicator lamp signal			T						R				
VDC operation signal		R	T		R								
VDC warning lamp signal			T						R				
Vehicle speed signal (ABS)	R	R	T		R	R		R	R				R
Yaw rate signal		R	T										
Back-up lamp switch signal[*1]				T									R
Detention switch signal				T									R
Front wiper stop position signal				T									R
High beam status signal	R			T									
Ignition switch ON signal				T									R
				R									T
Ignition switch signal				T									R
Interlock/PNP switch signal				T									R
				R									T
Low beam status signal	R			T									
Push-button ignition switch status signal				T									R
Sleep-ready signal									T				R
				T									R
Starter control relay signal				T									R
				R									T
Starter relay status signal				T									R
				R									T
Starter motor relay/Starter motor control relay control signal	R			T									
ATF temperature signal		R			T								
Current gear position signal		R	R		T								
CVT indicator signal					T				R				
CVT ratio signal		R			T								
Input shaft revolution signal	R	R			T								
Manual mode shift refusal signal					T				R				
N range signal			R		T								
Next gear position signal			R		T								
Output shaft revolution signal	R	R			T								
P range signal			R		T								
R range signal			R		T								
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

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

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

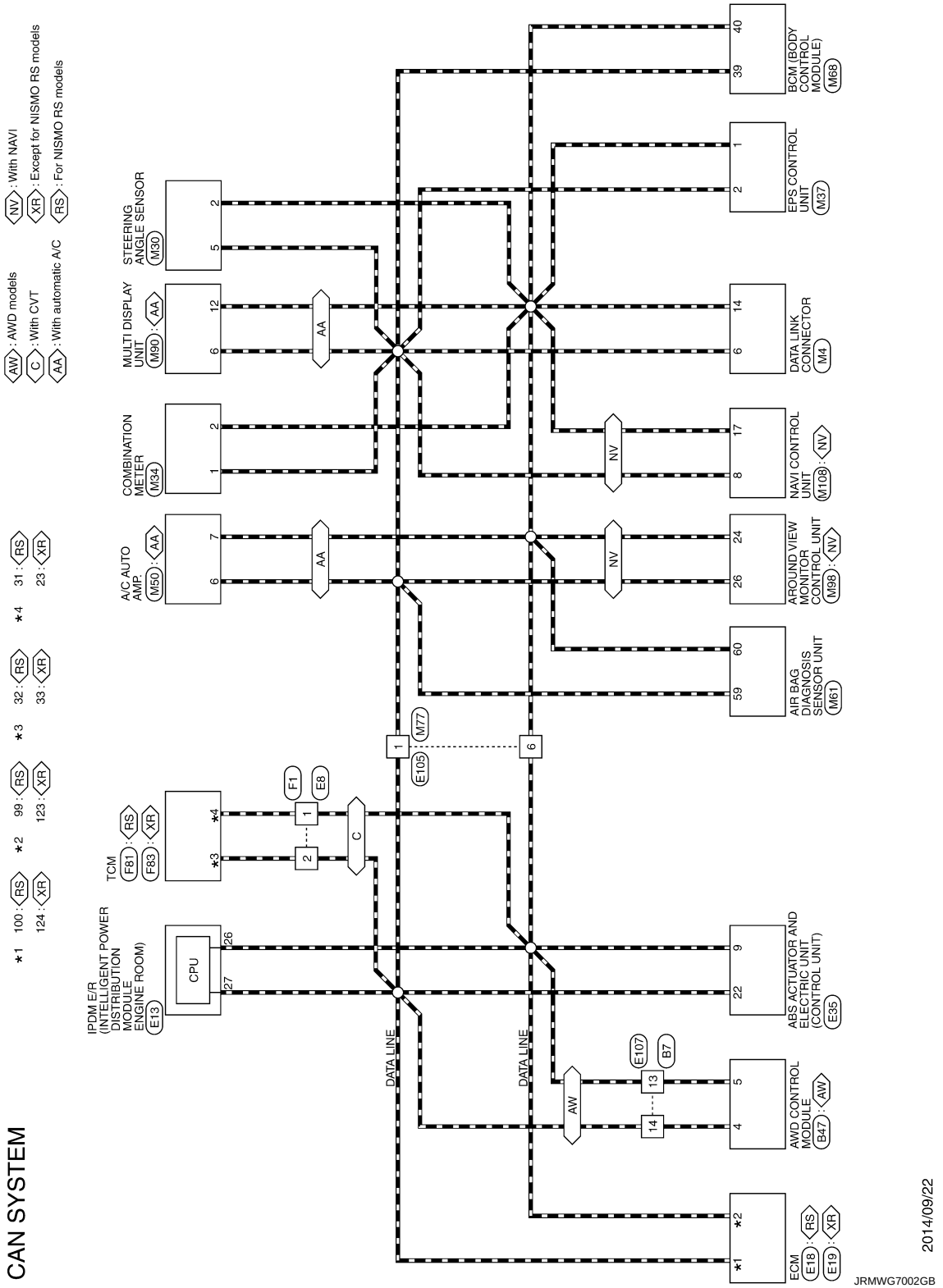
NOTE:
CAN data of the air bag diagnosis sensor unit is not used by usual service work, thus it is omitted.

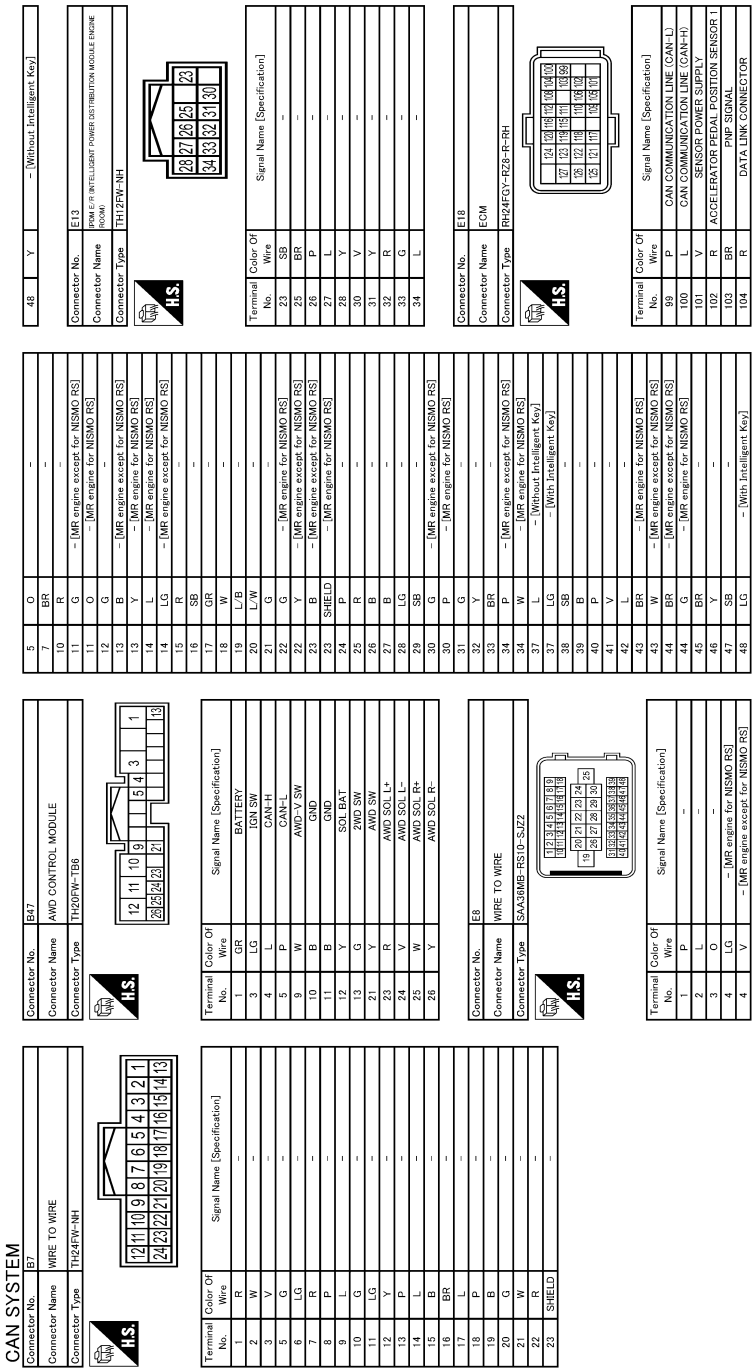
WIRING DIAGRAM

CAN SYSTEM

Wiring Diagram

INFOID:0000000011464673





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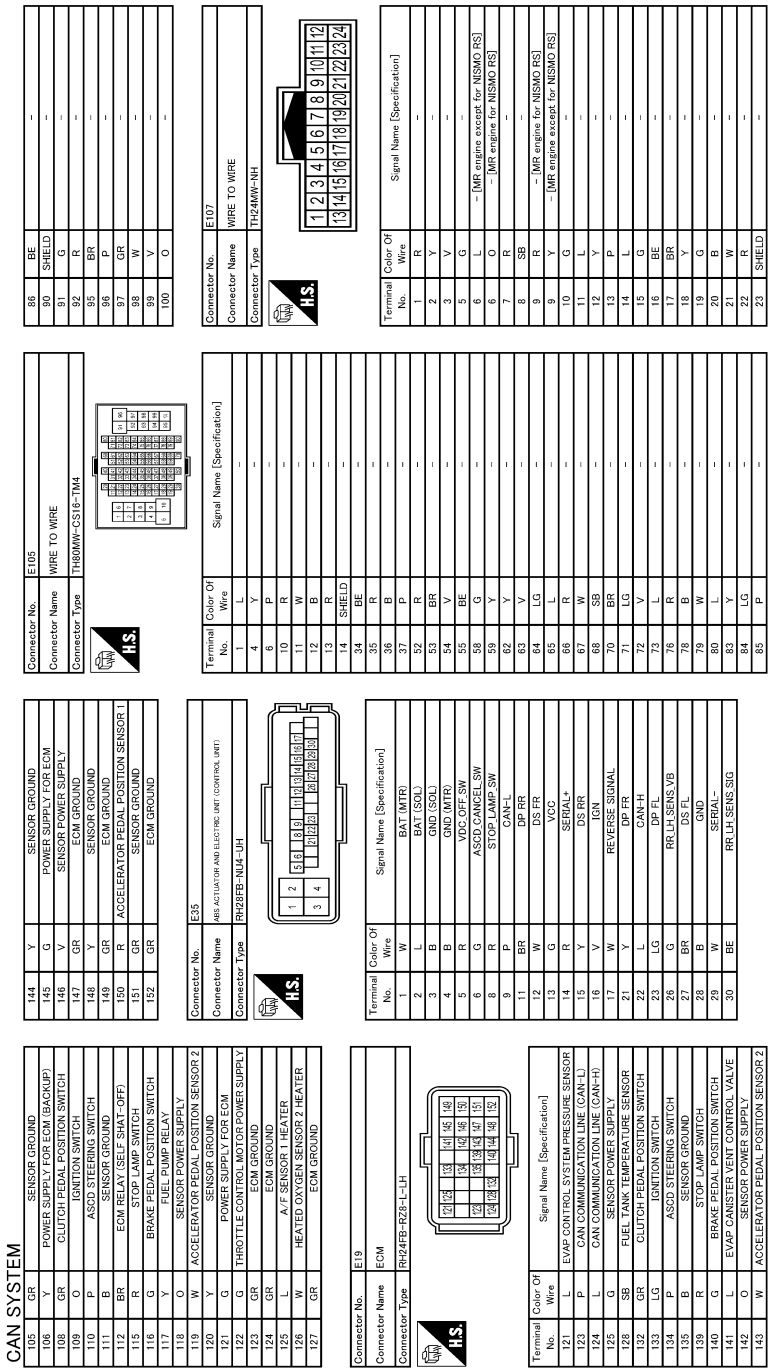

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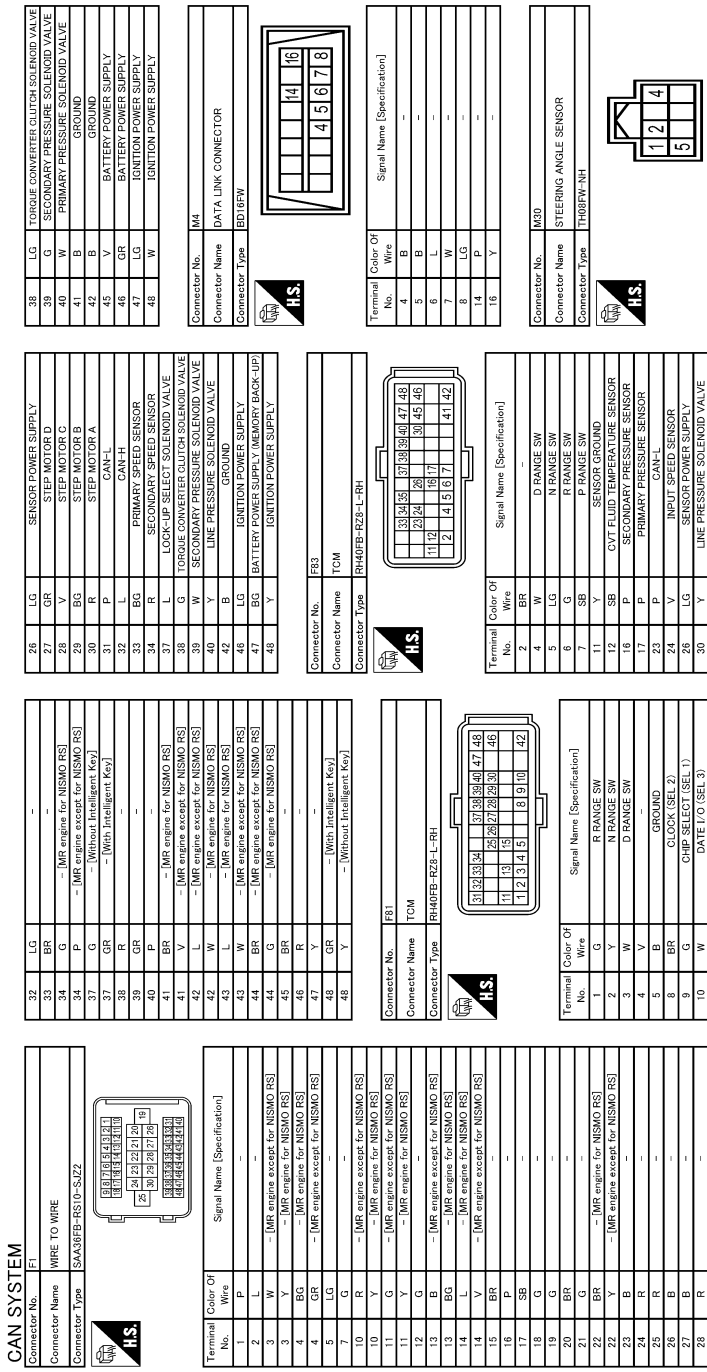

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CAN SYSTEM

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

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

H.S.

20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
									38	37	36			31			28	27	26	25	24	23	22	21

Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	CAN–H
2	P	CAN–L
4	Y	VEHICLE SPEED SIGNAL (8–PULSE)
5	G	PADDLE SHIFTER UP SWITCH SIGNAL
6	BR	FUEL LEVEL SENSOR SIGNAL
7	R	AIR BAG SIGNAL
8	P	–
9	W	SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE)
10	SB	PARKING BRAKE SWITCH SIGNAL
11	G	BRAKE FLUID LEVEL SWITCH SIGNAL
13	GR	ILLUMINATION CONTROL SIGNAL
14	R	MANUAL MODE SHIFT UP SIGNAL
15	L	ACC POWER SUPPLY
16	W	MANUAL MODE SHIFT DOWN SIGNAL
17	G	WASHER LEVEL SWITCH SIGNAL
18	R	SECURITY SIGNAL
19	GR	AMBIENT SENSOR SIGNAL
20	R	AMBIENT SENSOR GROUND
21	B	GROUND
22	B	GROUND
23	B	GROUND
24	L	FUEL LEVEL SENSOR 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
31	P	A/C AUTO AMP. CONNECTION RECOGNITION SIGNAL
36	Y	MANUAL MODE SIGNAL
37	G	NON–MANUAL MODE SIGNAL
38	P	ALTERNATOR SIGNAL

Connector No.	M37
Connector Name	EPS CONTROL UNIT
Connector Type	TH08FW–NH

H.S.

4	2	1

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

H.S.

2	3	4	5	6	7	8	9	10	11	12	13	14	15	17	18	19	20
21	22							30					35	36	37	39	40

Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	CAN–H
2	Y	IN–VEHICLE SENSOR SIGNAL
3	V	INTAKE SENSOR SIGNAL
4	GR	AMBIENT SENSOR SIGNAL
5	P	SUNLOAD SENSOR SIGNAL
6	L	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
14	LG	BLOWER FAN ON SIGNAL
15	Y	A/C ON SIGNAL
17	BR	A/MIX DRIVE SIGNAL 4
18	GR	A/MIX DRIVE SIGNAL 3
19	W	A/MIX DRIVE SIGNAL 2
20	L	A/MIX DRIVE SIGNAL 1
21	G	IGNITION POWER SUPPLY
22	SB	INTAKE DOOR MOTOR PBR F/B SIGNAL
30	B	GROUND
35	G	REC 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	NH28FY–EX

H.S.

8	9	7	6		2	5	4	3
19	52		54	23			24	22
18	51		53	60	59	25		1

Terminal No.	Color Of Wire	Signal Name [Specification]
1	BR	IGN
2	B	GND
3	Y	DR 1 (+)
4	Y	INFLATOR DR1–&DR2–
5	Y	DR 2 (+)
6	Y	INFLATOR AS1+
7	Y	INFLATOR AS1–
8	Y	AS2 (+)
9	Y	AS2 (–)
18	LG	ECZS (+)
19	V	ECZS (–)
22	SHIELD	SHIELD
23	R	AIR BAG W/L
24	V	SEAT BELT W/L
25	G	CUTOFF TELLTALE
51	R	FMVSS SENS RH+
52	G	FMVSS SENS RH–
53	Y	FMVSS SENS LH+
54	BR	FMVSS SENS LH–
59	L	CAN–H
60	P	CAN–L

Connector No.	M68
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FB–NH

H.S.

21	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40

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	–
12	GR	DOOR LK & UNLK SW LOCK
13	BR	DOOR LK & UNLK SW UNLOCK
14	SB	OPTICAL SENS
15	W	REAR WINDOW DEF SW
17	Y	OPTICAL SENS PWR SPLY
18	V	RECEIVER GND
21	P	NATS ANT AMP.
23	R	SECURITY IND LAMP CONT
24	SB	DONGLE LINK
25	LG	NATS ANT AMP.
26	BR	THERMO AMP.
27	Y	A/C SW
28	LG	BLOWER FAN SW
29	SB	HAZARD SW
30	L	BK DOOR OPENER SW
31	GR	DR DOOR UNLK SENS
32	LG	COMBI SW OUTPUT 5
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	DETENT SW
38	SB	RECEIVER COMM

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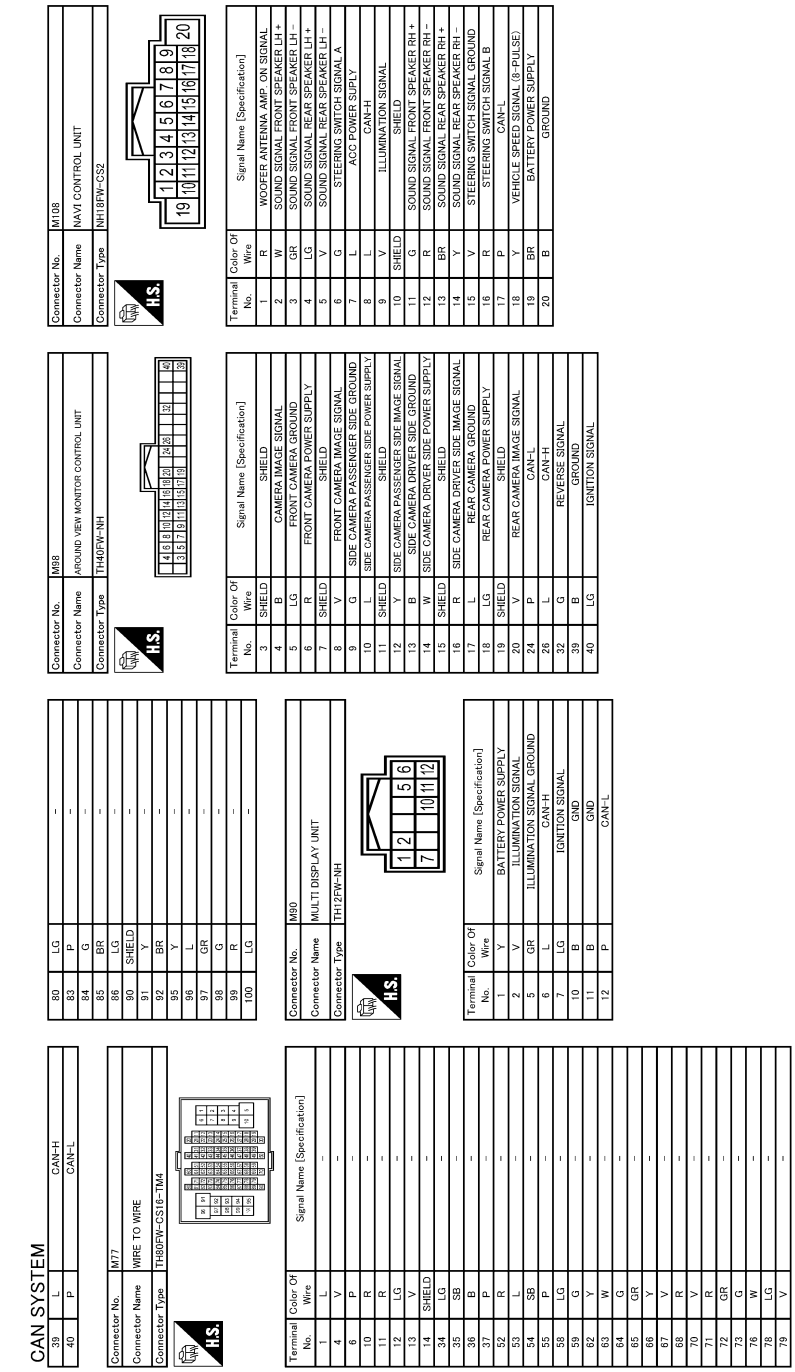

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BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Interview Sheet

INFOID:0000000011464674

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

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"

MAIN LINE BETWEEN IPDM-E AND A-BAG CIRCUIT

Diagnosis Procedure

INFOID:0000000011464678

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

Diagnosis Procedure

INFOID:0000000011732296

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 A-BAG AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000011464679

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

Diagnosis Procedure

INFOID:0000000011464680

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

Diagnosis Procedure

INFOID:0000000011464681

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011464682

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

Diagnosis Procedure

INFOID:0000000011464683

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011464684

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011464685

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

Diagnosis Procedure

INFOID:0000000011464690

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

Diagnosis Procedure

INFOID:0000000011732297

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011464692

1.CHECK 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:0000000011464691

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011464686

1.CHECK 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:0000000011464687

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011464688

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011464693

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011464689

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011464694

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011464695

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

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND A-BAG CIRCUIT

Diagnosis Procedure

INFOID:0000000011732303

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

Diagnosis Procedure

INFOID:0000000011732304

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

Diagnosis Procedure

INFOID:0000000011732305

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732306

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732307

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732308

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

Diagnosis Procedure

INFOID:0000000011732309

1.CHECK 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:0000000011732310

1.CHECK 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

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.

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011732312

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732313

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732314

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

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:0000000011732315

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

Diagnosis Procedure

INFOID:0000000011732316

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

Diagnosis Procedure

INFOID:0000000011732317

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732318

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732319

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732320

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

Diagnosis Procedure

INFOID:0000000011732321

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732322

1.CHECK 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:0000000011732323

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732324

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732325

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732326

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732327

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732328

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

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:0000000011732329

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

Diagnosis Procedure

INFOID:0000000011732330

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

Diagnosis Procedure

INFOID:0000000011732331

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732332

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732333

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732334

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

Diagnosis Procedure

INFOID:0000000011732335

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732336

1.CHECK 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:0000000011732337

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732338

1.CHECK 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:0000000011732339

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732340

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732341

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732342

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732343

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732344

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

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND A-BAG CIRCUIT

Diagnosis Procedure

INFOID:0000000011732345

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

Diagnosis Procedure

INFOID:0000000011732346

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

Diagnosis Procedure

INFOID:0000000011732347

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732348

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732349

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732387

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

Diagnosis Procedure

INFOID:0000000011732350

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

Diagnosis Procedure

INFOID:0000000011732351

1.CHECK 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:0000000011732352

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732353

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732354

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732355

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732356

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

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:0000000011732357

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

Diagnosis Procedure

INFOID:0000000011732358

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

Diagnosis Procedure

INFOID:0000000011732359

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732360

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732361

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732388

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

Diagnosis Procedure

INFOID:0000000011732362

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

Diagnosis Procedure

INFOID:0000000011732363

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732364

1.CHECK 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:0000000011732365

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732366

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732367

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732368

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732369

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732370

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

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:0000000011732371

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

Diagnosis Procedure

INFOID:0000000011732372

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

Diagnosis Procedure

INFOID:0000000011732373

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732374

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732375

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732389

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

Diagnosis Procedure

INFOID:0000000011732376

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

Diagnosis Procedure

INFOID:0000000011732377

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732378

1.CHECK 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:0000000011732379

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732380

1.CHECK 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:0000000011732381

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732382

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732383

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732384

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732385

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732386

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

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND A-BAG CIRCUIT

Diagnosis Procedure

INFOID:0000000011732390

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

Diagnosis Procedure

INFOID:0000000011732391

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

Diagnosis Procedure

INFOID:0000000011732392

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732433

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

Diagnosis Procedure

INFOID:0000000011732393

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732394

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732395

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

Diagnosis Procedure

INFOID:0000000011732396

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

Diagnosis Procedure

INFOID:0000000011732397

1.CHECK 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:0000000011732398

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732399

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732400

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732401

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732402

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

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:0000000011732403

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

Diagnosis Procedure

INFOID:0000000011732404

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

Diagnosis Procedure

INFOID:0000000011732405

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732434

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

Diagnosis Procedure

INFOID:0000000011732406

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732407

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732408

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

Diagnosis Procedure

INFOID:0000000011732409

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

Diagnosis Procedure

INFOID:0000000011732410

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732411

1.CHECK 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:0000000011732412

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732413

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732414

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732415

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732416

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732417

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

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.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:0000000011732418

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

Diagnosis Procedure

INFOID:0000000011732419

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

Diagnosis Procedure

INFOID:0000000011732420

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732435

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

Diagnosis Procedure

INFOID:0000000011732421

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732422

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732423

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

Diagnosis Procedure

INFOID:0000000011732424

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

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

Diagnosis Procedure

INFOID:0000000011732425

1.CHECK 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:0000000011732437

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732426

1.CHECK 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:0000000011732427

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732428

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732429

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732430

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732431

1.CHECK 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

Diagnosis Procedure

INFOID:0000000011732432

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

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.