

SECTION **DMS**
DRIVE MODE SYSTEM

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< PRECAUTION >

PRECAUTION

PRECAUTIONS

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

INFOID:000000012201592

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, it is recommended that all maintenance and repair be performed by an authorized NISSAN/INFINITI dealer.
- Improper repair, 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 or batteries, and wait at least 3 minutes before performing any service.

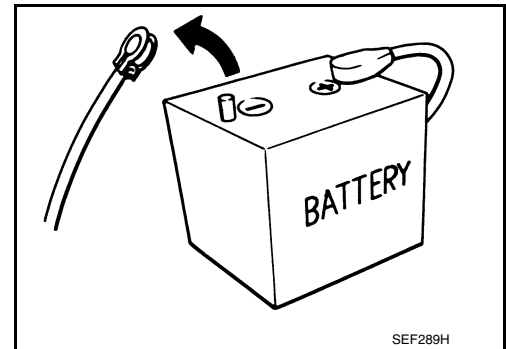
Precautions for Removing Battery Terminal

INFOID:000000012947014

When disconnecting the battery terminal, pay attention to the following.

- Always use a 12V battery as power source.
- Never disconnect battery terminal while engine is running.
- When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.
- For vehicles with the engine listed below, remove the battery terminal after a lapse of the specified time:

D4D engine	: 20 minutes	YS23DDT	: 4 minutes
HRA2DDT	: 12 minutes	YS23DDTT	: 4 minutes
K9K engine	: 4 minutes	ZD30DDTi	: 60 seconds
M9R engine	: 4 minutes	ZD30DDTT	: 60 seconds
R9M engine	: 4 minutes		
V9X engine	: 4 minutes		
YD25DDTi	: 2 minutes		



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.

- After high-load driving, if the vehicle is equipped with the V9X engine, turn the ignition switch OFF and wait for at least 15 minutes to remove the battery terminal.

NOTE:

PRECAUTIONS

[INTEGRATED CONTROL SYSTEM]

< PRECAUTION >

- Turbocharger cooling pump may operate in a few minutes after the ignition switch is turned OFF.
- Example of high-load driving
 - Driving for 30 minutes or more at 140 km/h (86 MPH) or more.
 - Driving for 30 minutes or more on a steep slope.
- For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.

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NOTE:

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

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

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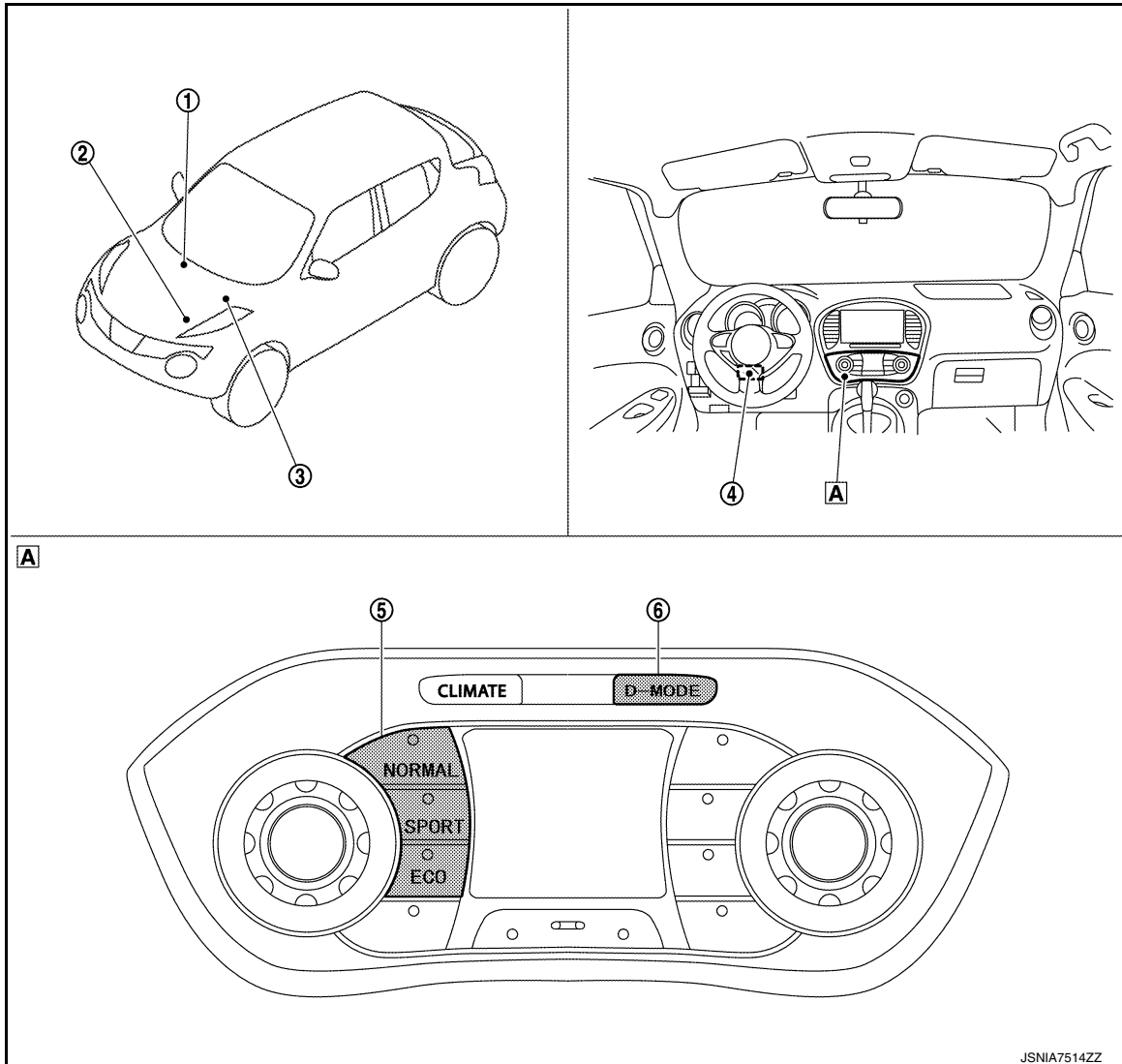
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SYSTEM DESCRIPTION

COMPONENT PARTS

Component Parts Location

INFOID:000000012201594



- | | | |
|--|--|--|
| <p>1. A/C auto amp
Refer to HAC-7, "Component Parts Location".</p> | <p>2. ECM
Refer to EC-27, "ENGINE CONTROL SYSTEM: Component Parts Location" (MR FOR NISMO RS MODELS) or EC-600, "ENGINE CONTROL SYSTEM: Component Parts Location" (MR EXCEPT FOR NISMO RS MODELS).</p> | <p>3. TCM
Refer to TM-156, "CVT CONTROL SYSTEM: Component Parts Location" (RE0F10B) or TM-361, "CVT CONTROL SYSTEM: Component Parts Location" (RE0F10D).</p> |
| <p>4. EPS control unit
Refer to STC-5, "Component Parts Location".</p> | <p>5. Drive mode switch</p> <ul style="list-style-type: none"> • NORMAL switch • SPORT switch • ECO switch | <p>6. D-MODE select switch</p> |
| <p>A. Multi display unit</p> | | |

COMPONENT PARTS

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< SYSTEM DESCRIPTION >

Component Description

INFOID:0000000012201595

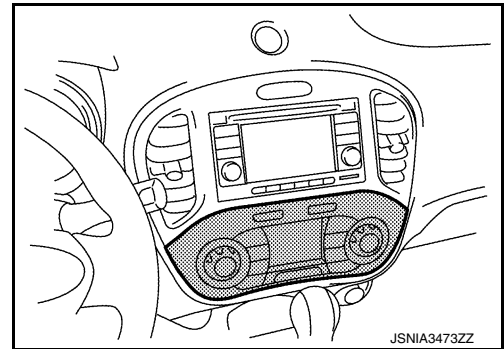
Part name	Description
Multi display unit	Transmits the ON/OFF status of each mode of the drive mode switch (NORMAL, SPORT, ECO) to TCM (CVT models), ECM (M/T models), EPS control unit and the A/C auto amp via CAN communication.
ECM	Based on the mode signals received from TCM (CVT models) or multi display unit (M/T models) via CAN communication, changes over the throttle position and other characteristics.
TCM	Based on the mode signals received from the multi display unit via CAN communication, changes over the gear shift line and other characteristics.
EPS control unit	Based on the mode signals received from the multi display unit via CAN communication, changes over the steering assist characteristic.
A/C auto amp	Based on the ECO mode signal received from the multi display unit via CAN communication, changes over the set temperature correction.

Multi Display Unit

INFOID:0000000012201596

DESCRIPTION

- The multi display unit connects to other units via CAN communication and performs the drive mode control.
- The following 3 drive modes are available, NORMAL, SPORT, and ECO.
- The drive mode can be changed over as desired by pressing the D-MODE select switch. The characteristics of the engine, CVT, steering and air conditioner are changed accordingly.
- The display shows the current drive mode (NORMAL, SPORT, ECO) as well as the vehicle information for the mode.



VEHICLE INFORMATION DISPLAY

Drive Mode

Item	Display content	Display
NORMAL mode	<ul style="list-style-type: none"> • Displays the input voltage to the multi display unit in 5 grades. • Displays the engine torque in 5 grades. 	<p>The screenshot shows the instrument cluster in NORMAL mode. At the top, the word 'NORMAL' is displayed. Below it is a large gauge labeled 'TORQUE' with a needle pointing to the right. At the bottom left, there is a battery icon and the text '27.5 °C'. At the bottom right, there is a text label 'A/C AUTO'. The reference code 'AWA1251' is visible in the bottom right corner of the image.</p>



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COMPONENT PARTS

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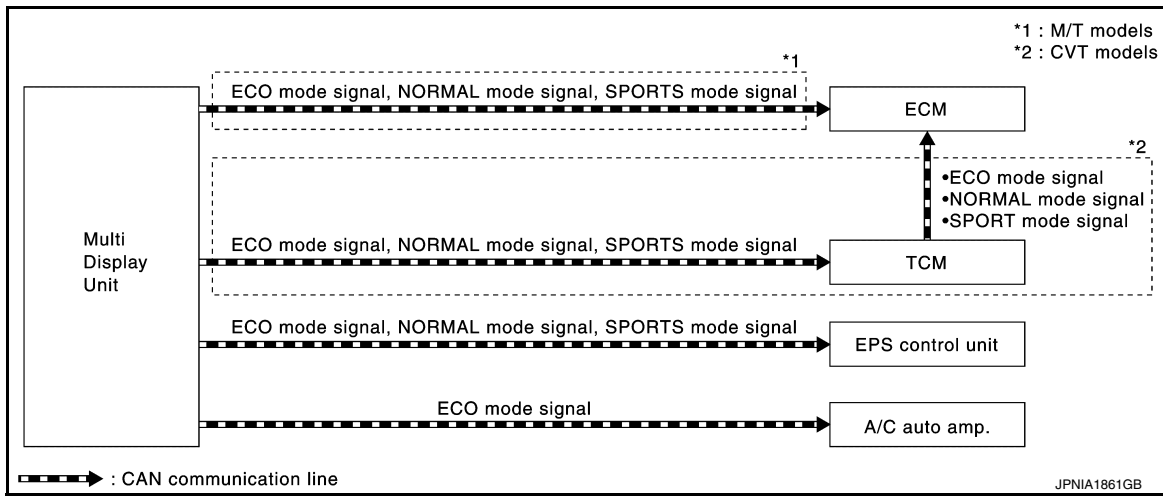
Item	Display content	Display
SPORT mode	Displays the boost pressure in 5 grades.	 <p style="text-align: right; font-size: small;">AVA1257</p>
ECO mode	Displays the instantaneous fuel consumption in 5 grades.	 <p style="text-align: right; font-size: small;">AVA1305</p>

SYSTEM

System Description

INFOID:000000012201597

SYSTEM DIAGRAM



- The multi display unit transmits the operation status of the drive mode switch to other units via CAN communication as the mode signal (refer below).
 - NORMAL: ON/OFF
 - SPORT: ON/OFF
 - ECO: ON/OFF
- Based on the mode signals received from TCM (CVT models) or multi display unit (M/T models) via CAN communication, ECM changes over the throttle position and other characteristics.
- Based on the mode signals received from the multi display unit via CAN communication, TCM changes over the gear shift line and other characteristics.
- Based on the mode signals received from the multi display unit via CAN communication, EPS C/U changes the steering assist characteristic.
- Based on the ECO mode signal received from the multi display unit via CAN communication, the A/C auto amp changes over the set temperature correction.

CONTROL DESCRIPTION

- The drive mode switch in the controller of the multi display unit is used to change over the vehicle mode and thus change the control characteristics for the engine, transaxle, steering, and air conditioner.

Function Apply List

		MR16DDT	
		M/T	CVT
SPORTS	ENGINE	×	×
	CVT		×
	STEERING	×	×
ECO	ENGINE	×	×
	CVT		×
	AIR CONDITIONER	×	×

- With the NORMAL mode as the base mode, the control of vehicle characteristics is changed over to the following modes.
 - SPORT: The control characteristics for the engine, transaxle, and steering system are changed so that a sporty feel is created in the driving behavior.
 - ECO: The control characteristics for the engine, transaxle, and automatic air conditioner are changed to help improve the practical fuel economy.

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Control item		Control mode			Control
		SPORT	NORMAL	ECO	
ENGINE	Throttle position characteristic	× Half open	—	—	Improves the engine response to acceleration pedal operation and enhances the torque feel.
		—	—	× Late opening	Accelerates gently to assist in ECO driving.
	Speed limiter for throttle position	—	—	×	Controls the throttle position to a smaller level than NORMAL to help improve the practical fuel consumption.
TRANSAXLE	High speed gear shift line	×	—	—	Keeps the engine speed at a high level and improves the acceleration dynamism and response.
	Step shift	×	—	—	Performs gear shifting like A/T does.
	Downshift upon braking	×	—	—	performs downshift upon braking before cornering to prevent a drop in the engine speed.
	Cornering ratio hold	×	—	—	Helps the vehicle clear a curve smoothly by restricting shift changes during cornering.
	Acceleration off ratio hold	×	—	—	Quick accelerator pedal release avoids upshifting and maintains constant gear ratio. This brings a direct feel of acceleration when the accelerator pedal is depressed again.
	Low speed gear shift line	—	—	×	Improves the practical fuel economy by controlling the engine speed to a low level.
STEERING	Assist characteristic	×	—	—	Changes the steering assist characteristic to enhance a stable steering feel.
AIR CONDITIONER	Air inlet control	—	—	×	Reduces the engine load by optimizing the air conditioner control to a level that does not adversely affect the interior comfort and thus helps improve the practical fuel economy.
	Blower fan control	—	—	×	

ENGINE, TRANSAXLE, STEERING, AIR CONDITIONER CONTROL

- For details on the engine control, refer to [EC-69. "INTEGRATED CONTROL SYSTEM : System Description"](#) (MR FOR NISMO RS MODELS) or [EC-654. "INTEGRATED CONTROL SYSTEM : System Description"](#) (MR EXCEPT FOR NISMO RS MODELS).
- For details on the transaxle control, refer to [TM-185. "INTEGRATED CONTROL SYSTEM : System Description"](#) (RE0F10B) or [TM-391. "INTEGRATED CONTROL SYSTEM : System Description"](#) (RE0F10D).
- For details on the steering control, refer to [STC-7. "EPS SYSTEM : System Description"](#).
- For details on the air conditioner control, refer to [HAC-19. "ECO Mode Control"](#).

HANDLING PRECAUTION

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- The engine torque, engine power, boost pressure, and instantaneous fuel consumption are provided for information purposes only. They are not intended to prompt the driver to adjust driving style. The readings may be slightly delayed relative to the actual vehicle behaviors. This is not a malfunction.
- The voltmeter reading cannot be used as an indicator for battery replacement because it indicates the input voltage to the multi display unit, not the battery voltage.
- The ECO information screen is operable only while the vehicle is stopped.
- If no time setting is performed, the daily and weekly fuel consumption history data are not displayed.
- The readings may differ from the actual values depending on driving conditions.

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ECU DIAGNOSIS INFORMATION

MULTI DISPLAY UNIT

List of ECU Reference

INFOID:0000000012201599

ECU	Reference
Multi display unit	AV-212. "Reference Value"
	AV-214. "DTC Inspection Priority Chart"
	AV-215. "DTC Index"

INTEGRATED CONTROL SYSTEM

[INTEGRATED CONTROL SYSTEM]

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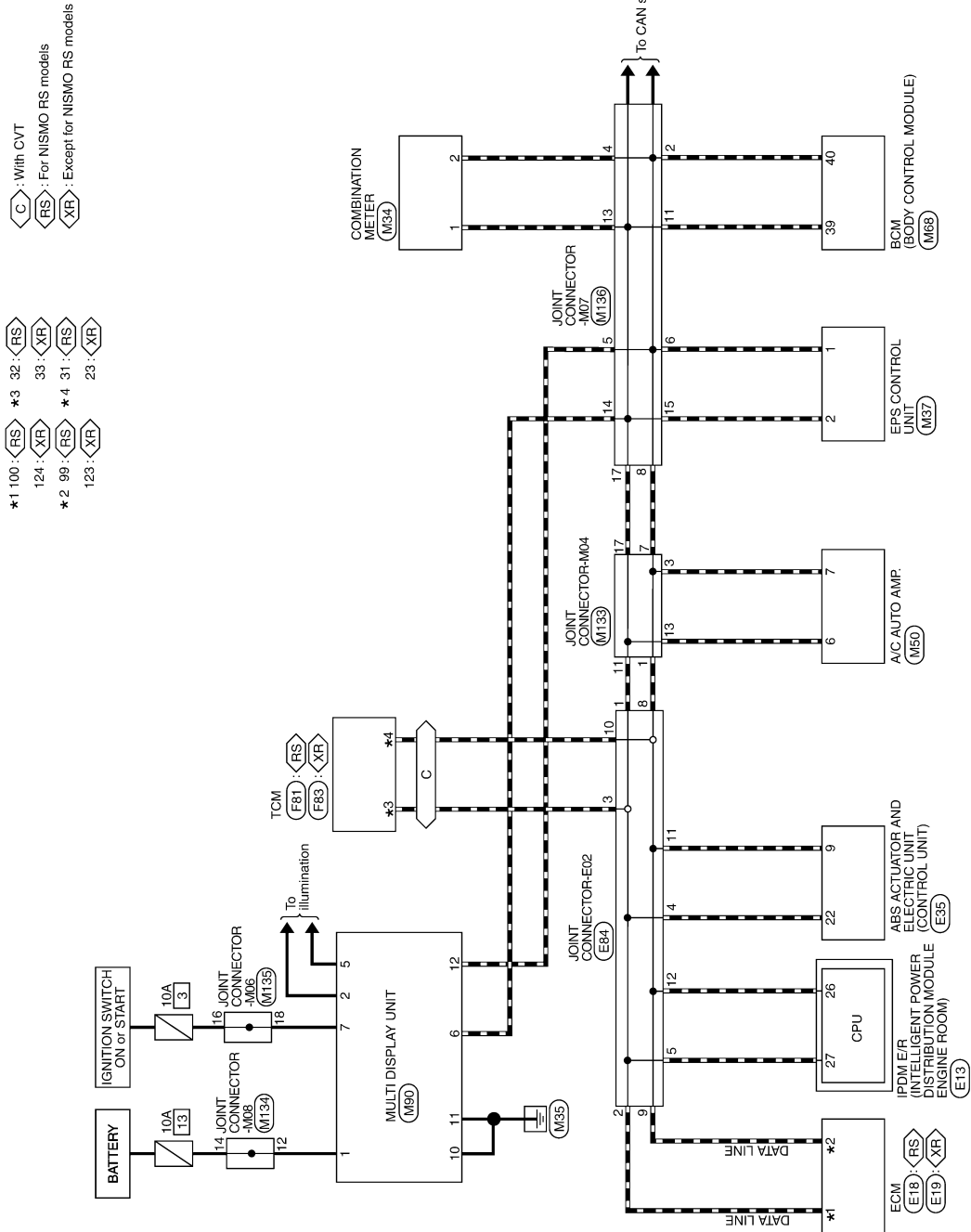
WIRING DIAGRAM

INTEGRATED CONTROL SYSTEM

Wiring Diagram

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INTEGRATED CONTROL SYSTEM



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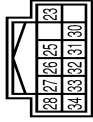
INTEGRATED CONTROL SYSTEM

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[INTEGRATED CONTROL SYSTEM]

INTEGRATED CONTROL SYSTEM

Connector No.	E13
Connector Name	FP34 LINE INTELLIGENT POWER DISTRIBUTION MODULE (ENGINE BDD04)
Connector Type	TH12FV-4NH



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

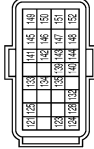
Connector No.	E18
Connector Name	ECM
Connector Type	RH24FV-4BZ-R/RH



Terminal No.	Color Of Wire	Signal Name [Specification]
99	P	CAN COMMUNICATION LINE (CAN-L)
100	L	CAN COMMUNICATION LINE (CAN-H)
101	V	SENSOR POWER SUPPLY
102	R	ACCELERATOR PEDAL POSITION SENSOR 1
103	BR	PNP SIGNAL
104	R	DATA LINK CONNECTOR
105	GR	SENSOR GROUND
106	Y	POWER SUPPLY FOR ECM (BACKUP)
108	GR	CLUTCH PEDAL POSITION SWITCH

Terminal No.	Color Of Wire	Signal Name [Specification]
109	O	IGNITION SWITCH
110	P	ASCO STEERING SWITCH
111	B	SENSOR GROUND
112	GR	ECM RELAY (SEE SH-07-05F)
113	GR	ECM RELAY (SEE SH-07-05F)
114	R	STOP LAMP SWITCH
115	R	STOP LAMP SWITCH
116	G	BRAKE PEDAL POSITION SWITCH
117	Y	FUEL PUMP RELAY
118	O	SENSOR POWER SUPPLY
119	W	ACCELERATOR PEDAL POSITION SENSOR 2
120	Y	SENSOR GROUND
121	G	POWER SUPPLY FOR ECM
122	G	THROTTLE CONTROL MOTOR POWER SUPPLY
123	GR	ECM GROUND
124	GR	ECM GROUND
125	L	A/F SENSOR 1 HEATER
126	W	HEATED OXYGEN SENSOR 2 HEATER
127	GR	ECM GROUND

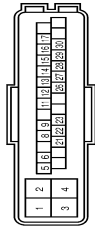
Connector No.	E19
Connector Name	ECM
Connector Type	RH24FB-4BZ-L/LH



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

Terminal No.	Color Of Wire	Signal Name [Specification]
146	V	SENSOR POWER SUPPLY
147	GR	ECM GROUND
148	GR	SENSOR GROUND
149	GR	ECM GROUND
150	R	ACCELERATOR PEDAL POSITION SENSOR 1
151	R	SENSOR GROUND
152	GR	ECM GROUND

Connector No.	E35
Connector Name	WAVELENGTH AND ELECTRIC UNIT (CONTROL UNIT)
Connector Type	RH28FB-N14-L/H



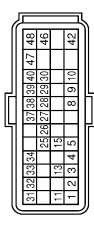
Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	BAT (MTR)
2	L	BAT (SO)
3	B	GND (SO)
4	B	GND (MTR)
5	R	MTC (MTR SW)
6	G	ACGD (MTR SW)
7	L	STOP (MTR SW)
8	P	CON+
9	P	CON-
11	BR	DP BR
12	W	DS BR
13	G	XCC
14	R	SERIAL+
15	Y	DS RR
16	V	IGN
17	W	REVERSE SIGNAL
21	Y	DP FR
22	L	CAN-H
23	LG	DP FL
26	G	RR LH SENS_VB
27	BR	DS FL
28	B	GND
29	W	SERIAL-
30	BE	RR LH SENS_SIG

Connector No.	F84
Connector Name	JOINT CONNECTOR-BDZ
Connector Type	A12FL



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	L	-
3	L	-
4	L	-
5	L	-
6	L	-
7	P	-
8	P	-
9	P	-
10	P	-
11	P	-
12	P	-

Connector No.	F81
Connector Name	TCM
Connector Type	RH40FB-4BZ-L-RH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	R RANGE SW
2	Y	N RANGE SW
3	W	D RANGE SW
4	V	-
5	B	GROUND
8	BR	CLOCK (SEL.2)
9	G	CHIP SELECT (SEL.1)

INTEGRATED CONTROL SYSTEM

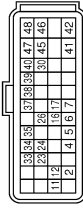
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[INTEGRATED CONTROL SYSTEM]

INTEGRATED CONTROL SYSTEM

Terminal No.	Color Of Wire	Signal Name [Specification]
10	W	DATE (DISEL 3)
11	L	PRANGE SW
12	B	CVT FLUID TEMPERATURE SENSOR
13	B	SECONDARY PRESSURE SENSOR
14	B	SECONDARY PRESSURE SENSOR
15	B	SENSOR GROUND
16	LG	SENSOR POWER SUPPLY
17	LG	STEP MOTOR C
18	V	STEP MOTOR B
19	BG	STEP MOTOR A
20	R	CAN/L
21	P	CAN/H
22	BG	PRIMARY SPEED SENSOR
23	BG	LOCK-UP SELECT SOLENOID VALVE
24	R	TORQUE CONVERTER CLUTCH SOLENOID VALVE
25	G	SECONDARY PRESSURE SOLENOID VALVE
26	Y	LINE PRESSURE SOLENOID VALVE
27	B	GROUND
28	BG	IGNITION POWER SUPPLY
29	BG	BATTERY POWER SUPPLY (MEMORY BACK-UP)
30	Y	IGNITION POWER SUPPLY

Connector No.	F83
Connector Name	TCM
Connector Type	RH40FB-R28-L-RH



Terminal No.	Color Of Wire	Signal Name [Specification]
2	BR	D RANGE SW
4	W	R RANGE SW
5	LG	P RANGE SW
6	G	SENSOR GROUND
7	SB	CVT FLUID TEMPERATURE SENSOR
11	Y	SECONDARY PRESSURE SENSOR
12	SB	PRIMARY PRESSURE SENSOR
16	P	CAN/L
17	P	CAN/H
23	P	INPUT SPEED SENSOR
24	V	SENSOR POWER SUPPLY
26	LG	SENSOR POWER SUPPLY

Terminal No.	Color Of Wire	Signal Name [Specification]
30	Y	LINE PRESSURE SOLENOID VALVE
31	L	CAN/H
32	L	OUTPUT SPEED SENSOR
33	B	DRIFTER SPEED SENSOR
34	BG	SELECT SOLENOID VALVE
35	LG	TORQUE CONVERTER CLUTCH SOLENOID VALVE
36	LG	SECONDARY PRESSURE SOLENOID VALVE
37	W	PRIMARY PRESSURE SOLENOID VALVE
38	W	GROUND
39	B	BATTERY POWER SUPPLY
40	B	BATTERY POWER SUPPLY
41	B	IGNITION POWER SUPPLY
42	B	IGNITION POWER SUPPLY
43	GR	IGNITION POWER SUPPLY
44	GR	IGNITION POWER SUPPLY
45	GR	IGNITION POWER SUPPLY
46	GR	IGNITION POWER SUPPLY
47	LG	IGNITION POWER SUPPLY
48	W	IGNITION POWER SUPPLY

Connector No.	M34
Connector Name	COMBINATION METER
Connector Type	TH40TV-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	CAN/H
2	P	CAN/L
3	P	IGN
4	Y	VEHICLE SPEED SIGNAL (R-PINSET)
5	G	PADDLE SHIFTER UP SWITCH SIGNAL
6	BR	FUEL LEVEL SENSER SIGNAL
7	R	AIR BAG SIGNAL
8	P	SEAT BELT BUZZER SWITCH SIGNAL (DRIVER SIDE)
9	W	PARKING BRAKE SWITCH SIGNAL
10	SB	BRAKE FLUID LEVEL SWITCH SIGNAL
11	G	ILLUMINATION CONTROL SIGNAL
13	GR	MANUAL MODE SHIFT UP SIGNAL
14	R	ACC POWER SUPPLY
15	L	MANUAL MODE SHIFT DOWN SIGNAL
16	W	WASHER LEVEL SWITCH SIGNAL
17	G	SECURITY SIGNAL
18	R	AMBIENT SENSOR GROUND
19	GR	AMBIENT SENSOR GROUND
20	R	AMBIENT SENSOR GROUND
21	B	GROUND
22	B	GROUND

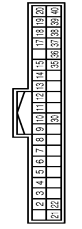
Terminal No.	Color Of Wire	Signal Name [Specification]
23	B	GROUND
24	L	FUEL LEVEL SENSOR GROUND
25	L	GROUND
26	B	PADDLE SHIFTER DOWN SWITCH SIGNAL
27	LG	BATTERY POWER SUPPLY
28	GR	IGNITION SIGNAL
29	V	PASSENGER SEAT BELT WARNING SIGNAL
31	P	A/C AUTO AMP CONNECTION RECOGNITION SIGNAL
32	Y	MANUAL MODE SIGNAL
36	Y	NON-MANUAL MODE SIGNAL
37	G	ALTERNATOR SIGNAL
38	P	ALTERNATOR SIGNAL

Connector No.	M37
Connector Name	EPS CONTROL UNIT
Connector Type	TH08FV-NH



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

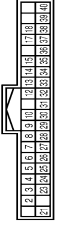
Connector No.	M50
Connector Name	A/C AUTO AMP.
Connector Type	TH40FV-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
2	LG	IN-VEHICLE SENSOR SIGNAL
3	V	AMBIENT SENSOR SIGNAL
4	GR	AMBIENT SENSOR SIGNAL
5	P	SUNLOAD SENSOR SIGNAL

Terminal No.	Color Of Wire	Signal Name [Specification]
5	L	CAN/H
6	B	CAN/L
7	B	INTAKE PROGRAM MOTOR POWER SUPPLY
8	B	A/C AUTO AMP CONNECTION SIGNAL
9	R	SENDER GROUND
10	R	SENDER GROUND
11	LG	IGNITION POWER SUPPLY
12	Y	BATTERY POWER SUPPLY
13	GR	POWER TRANSISTOR CONTROL SIGNAL
14	GR	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 P/B F/B SIGNAL
30	B	GROUND
35	G	RLC 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.	M58
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FB-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
2	L	COMBI SW INPUT 5
3	GR	COMBI SW INPUT 4
4	BR	COMBI SW INPUT 3
5	G	COMBI SW INPUT 2
6	W	COMBI SW INPUT 1
7	L	KEY CYL UNLOCK SW
8	R	STOP LAMP SW 1
9	W	STOP LAMP SW 2
10	W	DOOR LK & UNLK SW LOCK
12	GR	DOOR LK & UNLK SW UNLOCK
13	BR	DOOR LK & UNLK SW UNLOCK

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DMS

INTEGRATED CONTROL SYSTEM

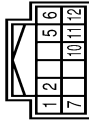
< WIRING DIAGRAM >

[INTEGRATED CONTROL SYSTEM]

INTEGRATED CONTROL SYSTEM

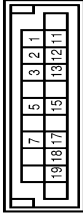
14	SB	OPTICAL SENS SW
15	V	REAR WINKER SW
17	V	OPTICAL SENS SW
18	V	RECEIVER CAN
21	P	MASS ANT AMP
23	R	SECURITY IND LAMP CONT
24	SB	DONGLE LINK
25	LG	MAIS ANT AMP
26	BR	THERMO AMP
27	V	A/C SW
28	LG	BLOWER FAN SW
29	SB	HAZARD SW
30	L	BK DOOR OPENER SW
31	GR	DR DOOR UNLK SENS
32	LG	COMBI SW OUTPUT 5
33	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	DEFENT SW
38	SB	RECEIVER COMM
39	L	CAN-H
40	P	CAN-L

Connector No.	M130
Connector Name	MULTI DISPLAY UNIT
Connector Type	THL2FK4NH



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

Connector No.	M133
Connector Name	JOINT CONNECTOR-M04
Connector Type	NH2DFL-DC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	
2	P	
3	P	
5	P	
7	P	
11	L	
12	L	
13	L	
15	L	
17	L	
18	W	
19	W	

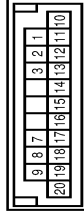
Connector No.	M134
Connector Name	JOINT CONNECTOR-M08
Connector Type	NH2DFL-DC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	LG	
2	LG	
3	LG	
5	LG	
7	LG	
8	LG	
9	LG	
10	Y	

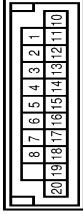
12	V	
13	V	
14	Y	
15	Y	
17	LG	
18	R	
19	R	
20	R	

Connector No.	M135
Connector Name	JOINT CONNECTOR-M06
Connector Type	NH2DFW-DC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	
2	G	
3	G	
7	B	
8	B	
10	R	
11	R	
12	R	
13	R	
14	R	
15	R	
16	LG	
17	LG	
18	LG	
19	LG	
20	LG	

Connector No.	M136
Connector Name	JOINT CONNECTOR-M07
Connector Type	NH2DFL-DC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	
2	P	
3	P	
4	P	
5	P	
6	P	
7	P	
8	P	
10	L	
11	L	
12	L	
13	L	
14	L	
15	L	
19	L	
18	GR	
19	GR	
20	GR	

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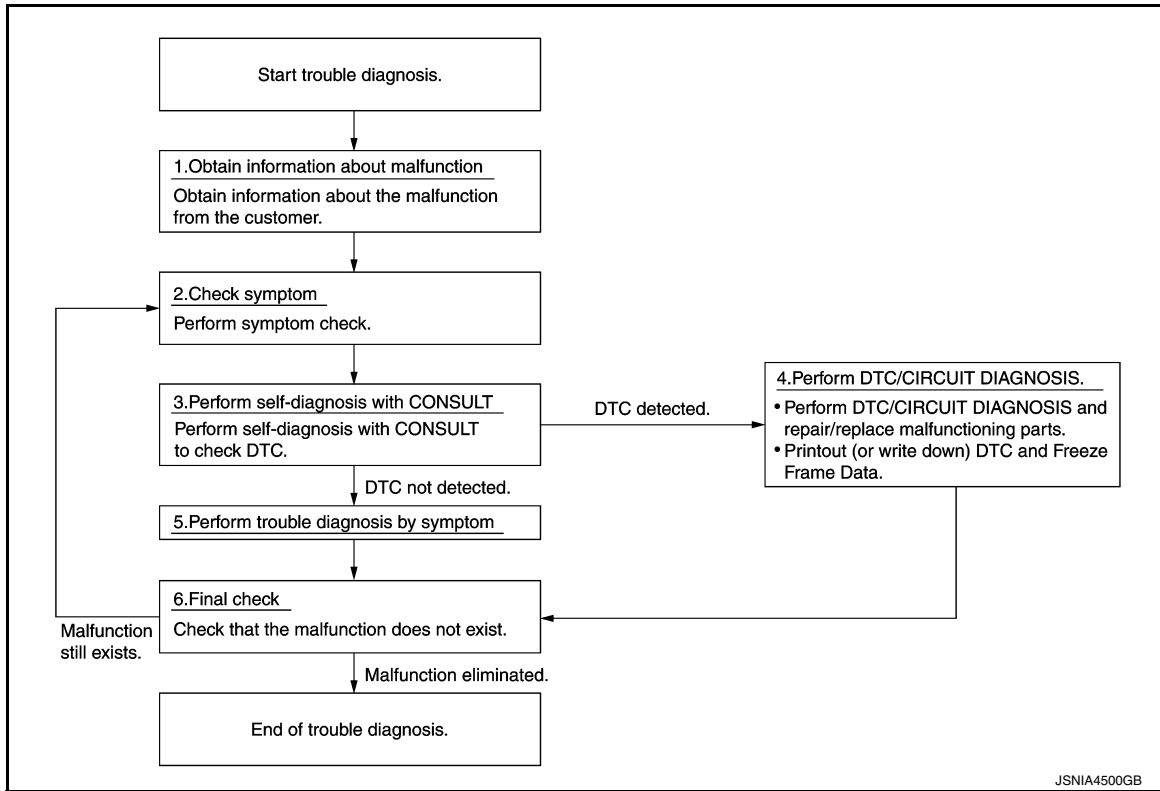
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow

INFOID:0000000012201601

DESCRIPTION OF TROUBLE DIAGNOSIS FLOWCHART



DETAILS OF TROUBLE DIAGNOSIS FLOWCHART

1. OBTAIN INFORMATION ABOUT SYMPTOM

Interview the customer to obtain as much information as possible about the conditions and environment under which the malfunction occurs.

>> GO TO 2.

2. CHECK SYMPTOM

- Check the symptom based on the information obtained from the customer.
- Check if any other malfunctions are present.

>> GO TO 3.

3. CONSULT SELF-DIAGNOSIS

1. Perform "MULTI DISPLAY" "self diagnosis" by connecting CONSULT.
2. When DTC is detected, follow the instructions below:
 - Record DTC and Freeze Frame Data.

NOTE:

If "CAN COM CIRC [U1000]" is displayed, start the diagnosis from the CAN communication system. Refer to [AV-222. "Diagnosis Procedure"](#).

Is any DTC No. displayed?

- YES >> GO TO 4.
- NO >> GO TO 5.

4. DTC/SYSTEM DIAGNOSIS

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DIAGNOSIS AND REPAIR WORK FLOW

[INTEGRATED CONTROL SYSTEM]

< BASIC INSPECTION >

1. Perform a DTC/system diagnosis and repair or replace any malfunctioning part.
2. When DTC is detected, follow the instructions below:
 - Record DTC and Freeze Frame Data.

>> GO TO 6.

5. PERFORM DIAGNOSIS BY SYMPTOM

Perform a diagnosis by symptom and repair or replace any malfunctioning part.

>> GO TO 6.

6. FINAL CHECK

Check that the multi display unit functions normally.

Does it operate normally?

- YES >> End of trouble diagnosis
- NO >> GO TO 2.

MULTI DISPLAY UNIT

< REMOVAL AND INSTALLATION >

[INTEGRATED CONTROL SYSTEM]

REMOVAL AND INSTALLATION

MULTI DISPLAY UNIT

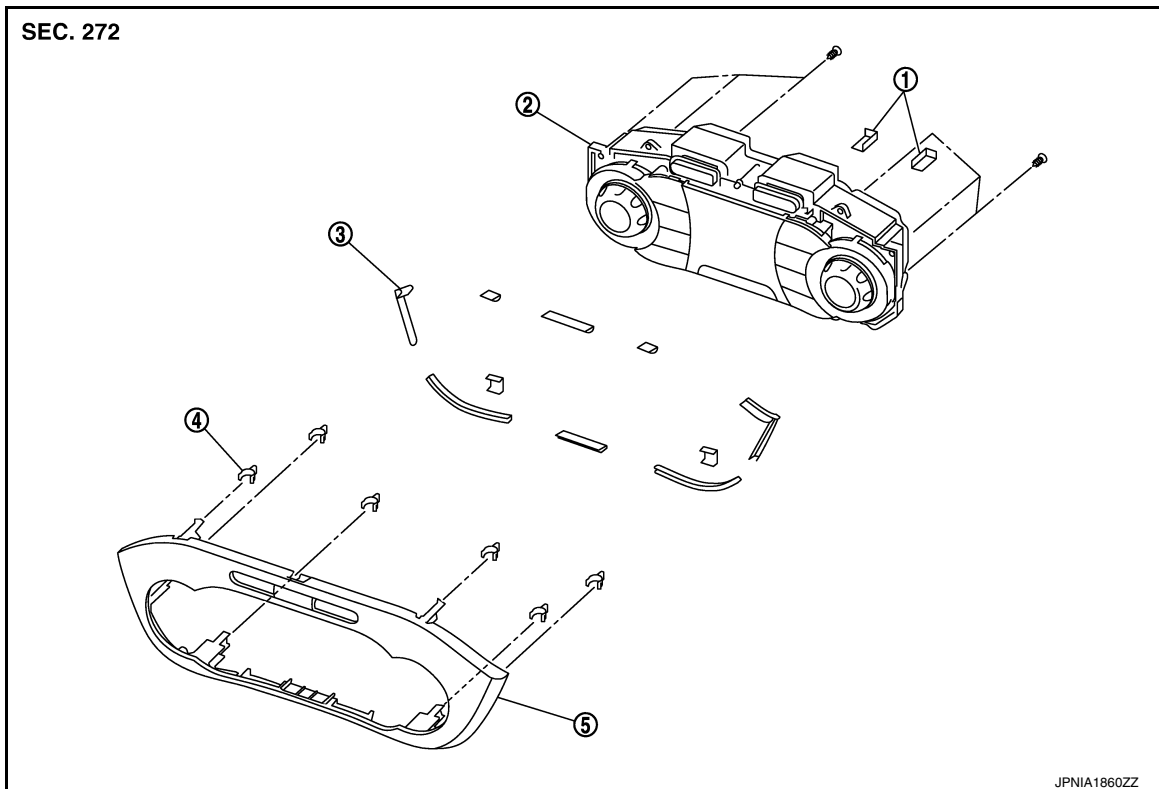
Exploded View

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REMOVAL

Refer to [IP-12. "Exploded View"](#).

DISASSEMBLY



- | | | |
|------------------|-----------------------|------------------|
| 1. Silencer tape | 2. Multi display unit | 3. Silencer tape |
| 4. Clip | 5. Control finisher | |

Removal and Installation

INFOID:0000000012201603

REMOVAL

Refer to [IP-12. "Exploded View"](#).

CAUTION:

- When performing the work, use a shop cloth to protect the parts from damage.
- Always fix the harness clamp in position.

INSTALLATION

Install in the reverse order of removal.

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DMS