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PRECAUTION

PRECAUTIONS

Precautions for Trouble Diagnosis

INFOID:000000005351870

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.

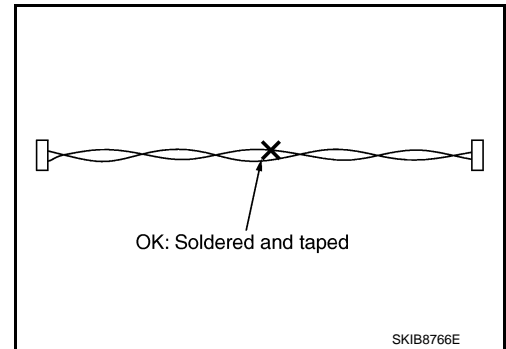
Precautions for Harness Repair

INFOID:000000005351871

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

NOTE:

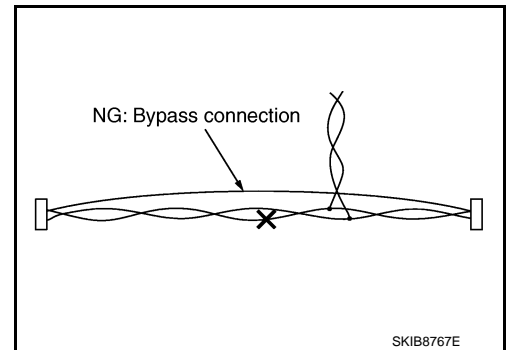
A fray of twisted lines must be within 110 mm (4.33 in).



- 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.

FUNCTION DIAGNOSIS

CAN COMMUNICATION SYSTEM

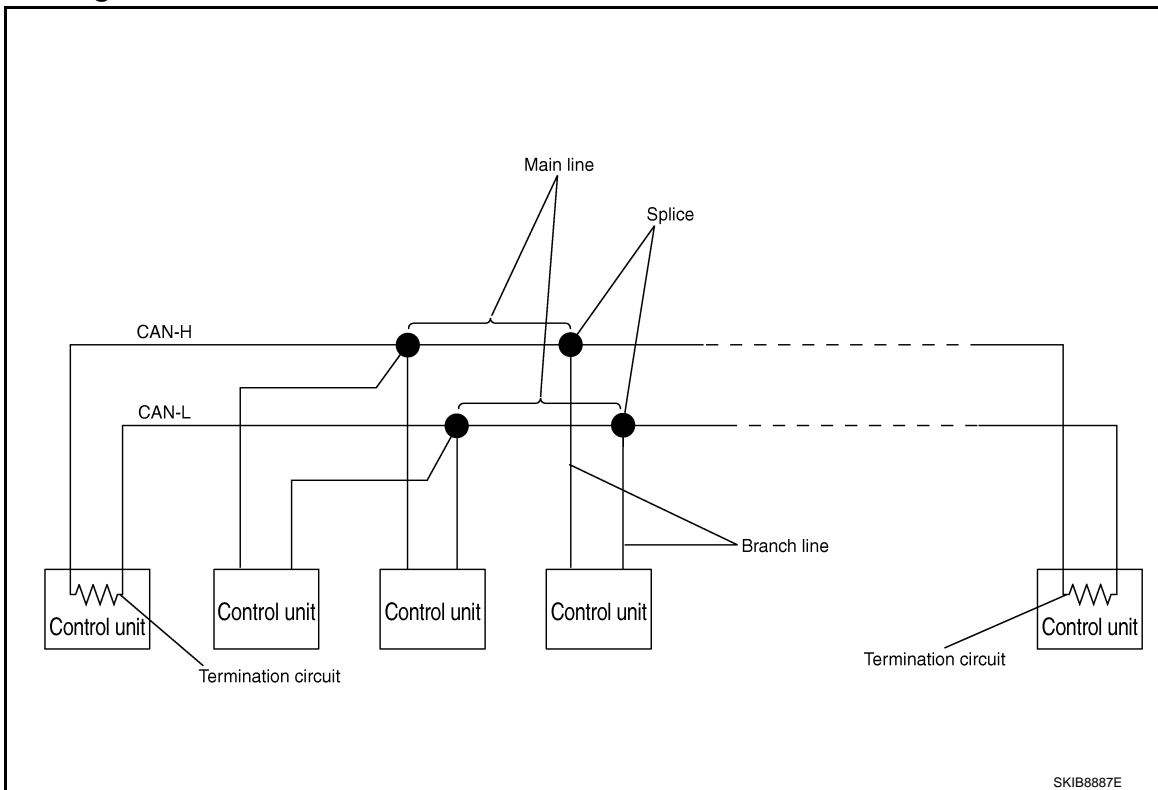
System Description

INFOID:000000005351872

- CAN communication is a multiplex communication system. This enables the system to transmit and receive large quantities of data at high speed by connecting control units with two communication lines (CAN-H and CAN-L).
- Control units on the CAN network transmit signals using the CAN communication control circuit. They receive only necessary signals from other control units to operate various functions.
- CAN communication lines adopt twisted-pair line style (two lines twisted) for noise immunity.

System Diagram

INFOID:000000005351873



Each control unit passes an electric current to the termination circuits when transmitting CAN communication signal. The termination circuits produce an electrical potential difference between CAN-H and CAN-L. CAN communication system transmits and receives CAN communication signals by the potential difference.

Component	Description
Main line	CAN communication line between splices
Branch line	CAN communication line between splice and a control unit
Splice	A point connecting a branch line with a main line
Termination circuit	Refer to LAN-12, "CAN Communication Control Circuit" .

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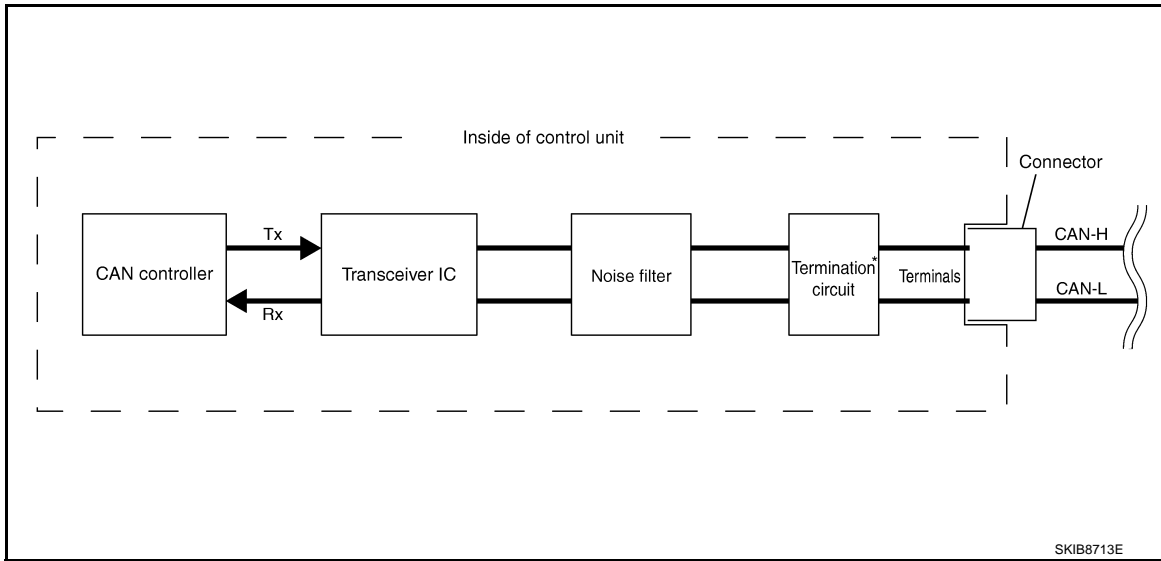
CAN COMMUNICATION SYSTEM

< FUNCTION DIAGNOSIS >

[CAN FUNDAMENTAL]

CAN Communication Control Circuit

INFOID:000000005351874



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

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

DIAG ON CAN

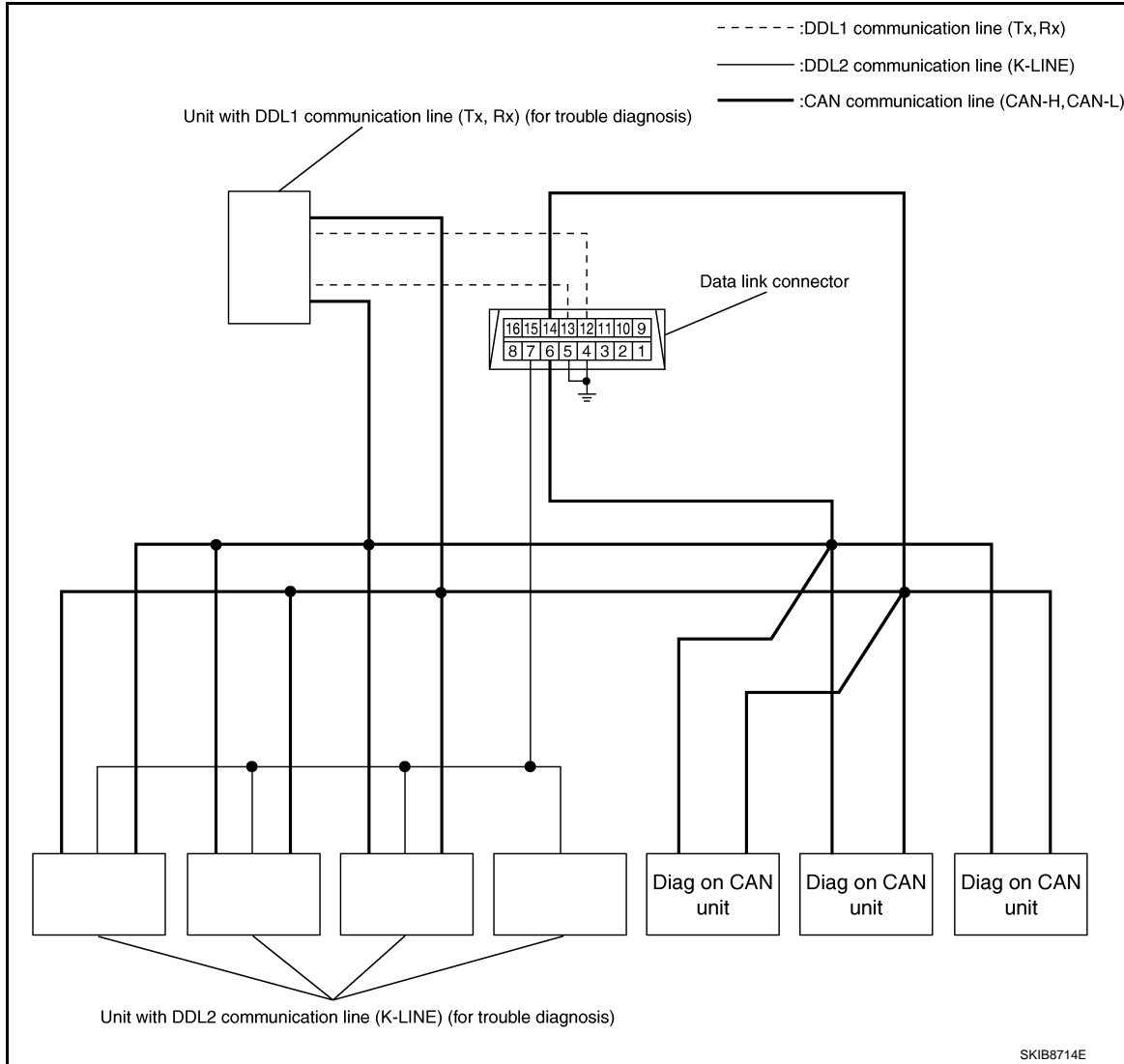
Description

INFOID:000000005351875

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

System Diagram

INFOID:000000005351876



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

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TROUBLE DIAGNOSIS

Condition of Error Detection

INFOID:000000005351877

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

CAN COMMUNICATION SYSTEM ERROR

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

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

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

NOTE:

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

Symptom When Error Occurs in CAN Communication System

INFOID:000000005351878

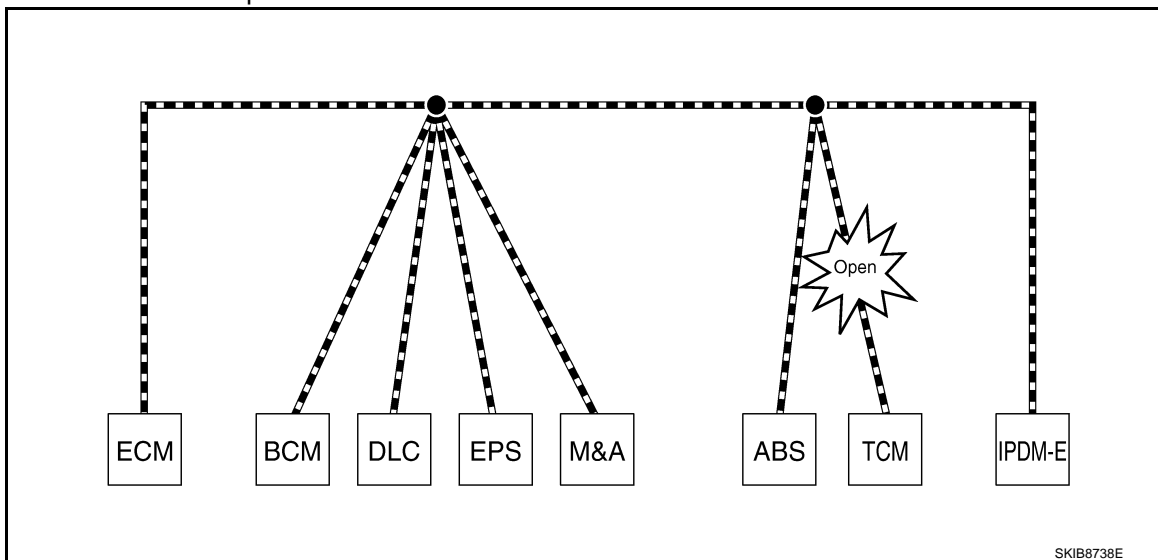
In CAN communication system, multiple units mutually transmit and receive signals. Each unit cannot transmit and receive signals if any error occurs on CAN communication line. Under this condition, multiple control units related to the root cause malfunction or go into fail-safe mode.

ERROR EXAMPLE

NOTE:

- Each vehicle differs in symptom of each unit under fail-safe mode and CAN communication line wiring.
- Refer to [LAN-25. "Abbreviation List"](#) for the unit abbreviation.

Example: TCM branch line open circuit



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

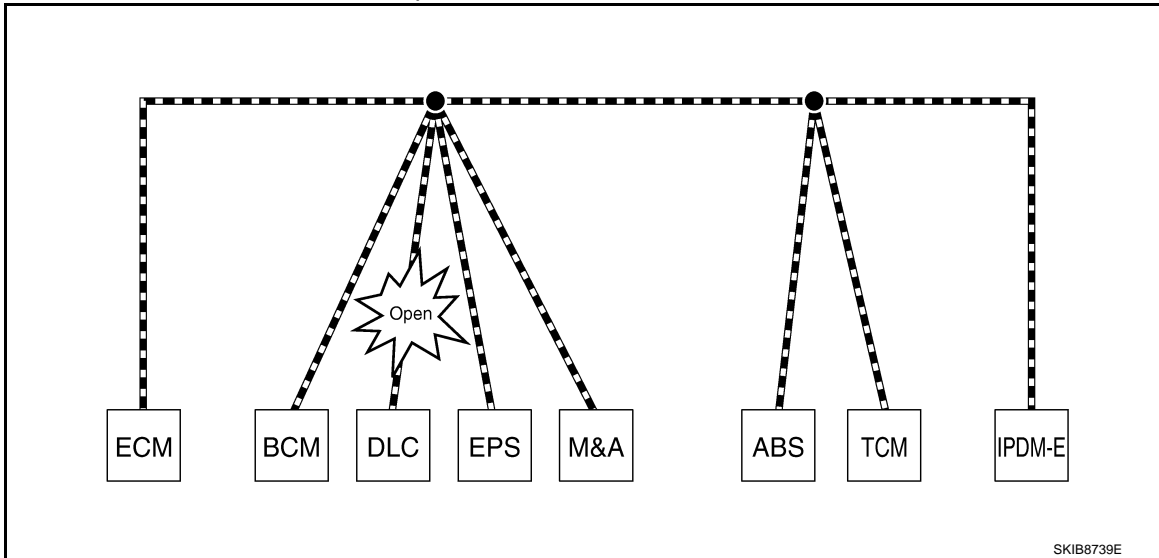
TROUBLE DIAGNOSIS

< FUNCTION DIAGNOSIS >

[CAN FUNDAMENTAL]

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

Example: Data link connector branch line open circuit



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

NOTE:

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

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

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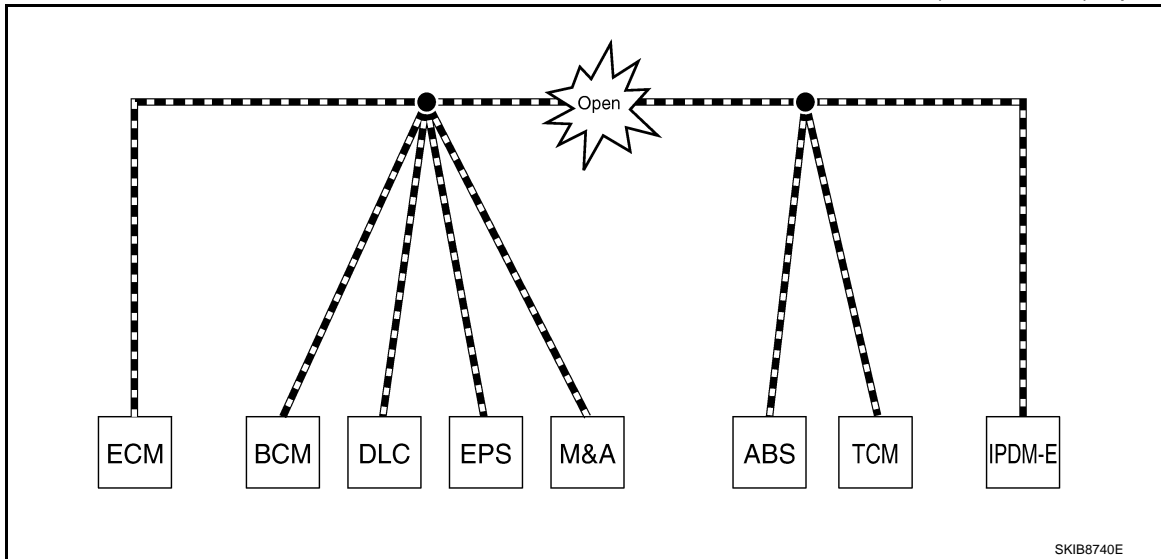
LAN

TROUBLE DIAGNOSIS

< FUNCTION DIAGNOSIS >

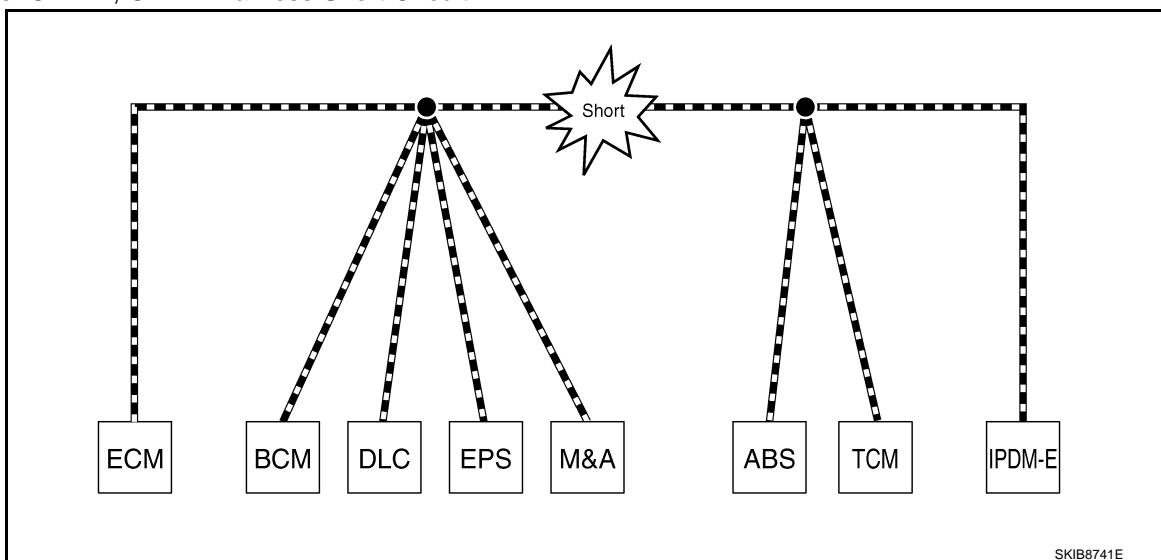
[CAN FUNDAMENTAL]

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



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

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



TROUBLE DIAGNOSIS

< FUNCTION DIAGNOSIS >

[CAN FUNDAMENTAL]

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

CAN Diagnosis with CONSULT-III

INFOID:000000005351879

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

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

Self-Diagnosis

INFOID:000000005351880

DTC	Self-diagnosis item (CONSULT-III indication)	DTC detection condition	Inspection/Action
U0101	LOST COMM (TCM)	When ECM is not transmitting or receiving CAN communication signal of OBD (emission-related diagnosis) from TCM for 2 seconds or more.	Start the inspection. Refer to the applicable section of the indicated control unit.
U0164	LOST COMM (HVAC)	When ECM is not transmitting or receiving CAN communication signal of OBD (emission-related diagnosis) from unified meter and A/C amp. for 2 seconds or more.	
U1000	CAN COMM CIRCUIT	When a control unit (except for ECM) is not transmitting or receiving CAN communication signal for 2 seconds or more.	
U1001	CAN COMM CIRCUIT	When ECM is not transmitting or receiving CAN communication signal 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.	
P0607	ECM		Replace the control unit indicating "U1010" or "P0607".

CAN Diagnostic Support Monitor

INFOID:000000005351881

MONITOR ITEM (CONSULT-III)

TROUBLE DIAGNOSIS

< FUNCTION DIAGNOSIS >

[CAN FUNDAMENTAL]

Example: CAN DIAG SUPPORT MNTR indication

Without PAST			With PAST		
ECM			ECM		
	PRSENT	PAST		PRSENT	PAST
INITIAL DIAG	OK		TRANSMIT DIAG	OK	OK
TRANSMIT DIAG	OK		VDC/TCS/ABS	-	-
TCM	OK		METER/M&A	OK	OK
VDC/TCS/ABS	UNKWN		BCM/SEC	OK	OK
METER/M&A	OK		ICC	-	-
ICC	UNKWN		HVAC	-	-
BCM/SEC	OK		TCM	OK	OK
IPDM E/R	OK		EPS	-	-
			IPDM E/R	OK	OK
			e4WD	-	-
			AWD/4WD	OK	OK

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Without PAST

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

With PAST

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

MONITOR ITEM (ON-BOARD DIAGNOSIS)

NOTE:

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

TROUBLE DIAGNOSIS

< FUNCTION DIAGNOSIS >

[CAN FUNDAMENTAL]

Example: Vehicle Display

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

How to Use CAN Communication Signal Chart

INFOID:000000005351882

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

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

T: Transmit R: Receive

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

↓

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

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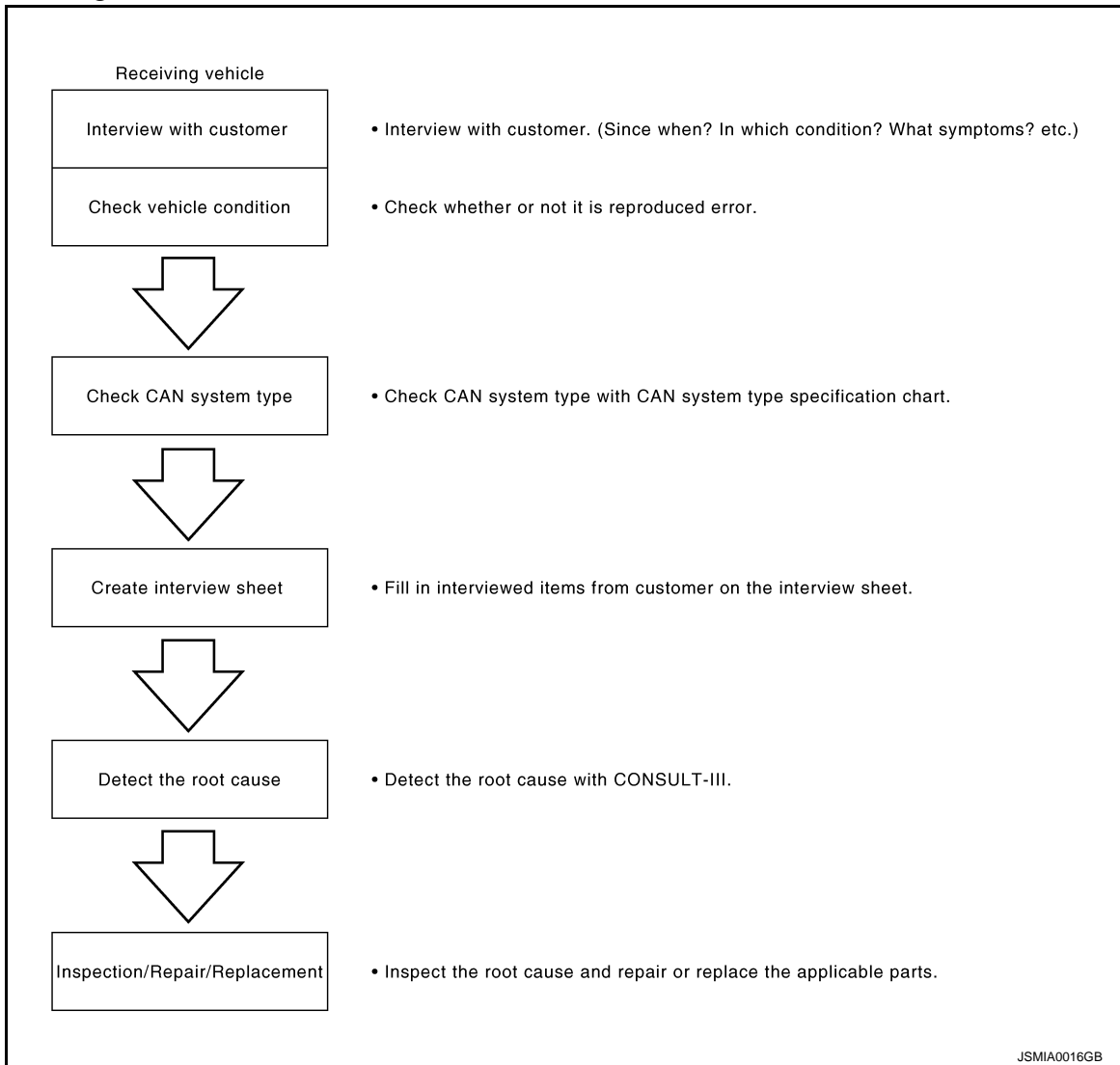
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BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Trouble Diagnosis Flow Chart

INFOID:000000005351883



Trouble Diagnosis Procedure

INFOID:000000005351884

INTERVIEW WITH CUSTOMER

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

Points in interview

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

NOTE:

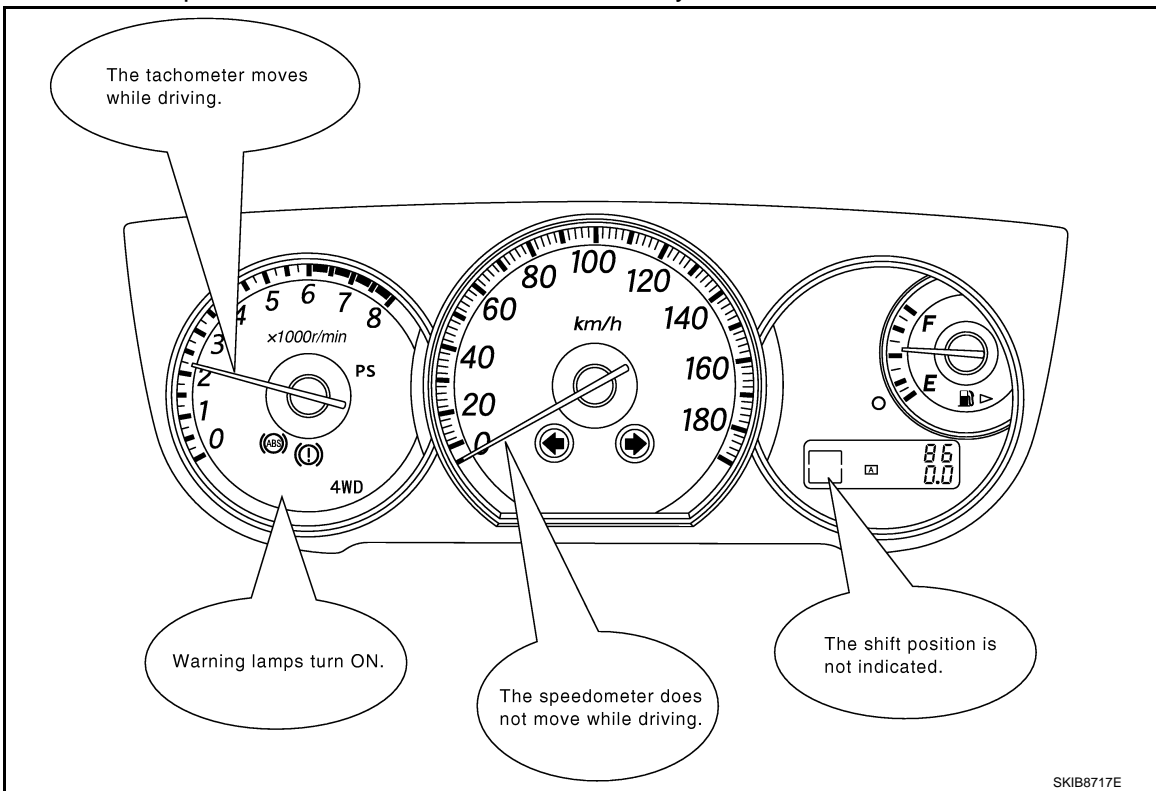
- Check normal units as well as error symptoms.
- Example: Circuit between ECM and the combination meter is judged normal if the customer indicates tachometer functions normally.
- When a CAN communication system error is present, multiple control units may malfunction or go into fail-safe mode.

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

- Indication of the combination meter is important to detect the root cause because it is the most obvious to the customer, and it performs CAN communication with many units.



INSPECTION OF VEHICLE CONDITION

Check whether the symptom is reproduced or not.

NOTE:

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

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

Determine CAN system type based on vehicle equipment.

NOTE:

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

CAN System Type Specification Chart (Style A)

NOTE:

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DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

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

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

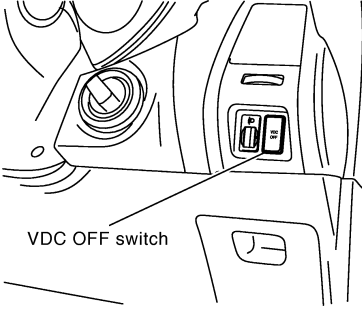
CAN System Specification Chart
Determine CAN system type from the following specification chart.

Body type	Wagon					
Axle	2WD			AWD		
Engine	QR25DE		VQ35DE			
Transmission	A/T		CVT			
Brake control	ABS			VDC		
Intelligent Key system		X		X		X
CAN system type	1	2	3	4	5	6
CAN communication signal chart	XX-XX. "TYPE 1/TYPE 2"		XX-XX. "TYPE 3/TYPE 4"		XX-XX. "TYPE 5/TYPE 6"	

X : Applicable

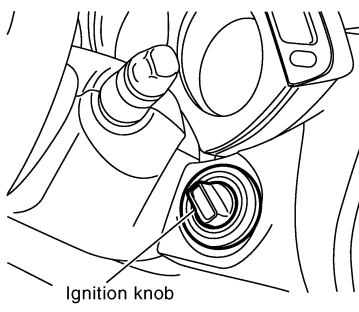
VEHICLE EQUIPMENT IDENTIFICATION INFORMATION
NOTE:
Check CAN system type from the vehicle shape and equipment.

With VDC



VDC OFF switch

With Intelligent Key system



Ignition knob

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

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CAN System Type Specification Chart (Style B)

NOTE:

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

Interview Sheet (Example)

CAN Communication System Diagnosis Interview Sheet	
Date received:	3, Feb. 2006
Type: DBA-KG11	VIN No.: KG11-005040
Model: BDRARGZ397EDA-E-J-	
First registration: 10, Jan. 2001	Mileage: 62,140
CAN system type:	Type 19
Symptom (Results from interview with customer)	
<ul style="list-style-type: none">•Headlamps suddenly turn ON while driving the vehicle.•The engine does not restart after stopping the vehicle and turning the ignition switch OFF.•The cooling fan continues rotating while turning the ignition switch ON.	
Condition at inspection	
Error Symptom: Present / Past	
<p>The engine does not start. While turning the ignition switch ON,</p> <ul style="list-style-type: none">•The headlamps (Lo) turn ON, and the cooling fan continues rotating.•The interior lamp does not turn ON.	

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DETECT THE ROOT CAUSE

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

HOW TO USE THIS SECTION

< HOW TO USE THIS MANUAL >

[CAN]

HOW TO USE THIS MANUAL

HOW TO USE THIS SECTION

Caution

INFOID:000000005351885

- This section describes information peculiar to a vehicle and inspection procedures.
- For trouble diagnosis procedure, refer to [LAN-20, "Trouble Diagnosis Procedure"](#).

Abbreviation List

INFOID:000000005351886

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

Abbreviation	Unit name
4WD	AWD control unit
ABS	ABS actuator and electric unit (control unit)
ADP	Driver seat control unit
AFS	AFS control unit
AV	AV control unit
BCM	BCM
DLC	Data link connector
ECM	ECM
ICC	ICC sensor integrated unit
I-KEY	Intelligent Key unit
IPDM-E	IPDM E/R
LANE	Lane camera unit
M&A	Unified meter and A/C amp.
PSB	Pre-crash seat belt control unit
RAS	RAS control unit
STRG	Steering angle sensor
TCM	TCM
TPMS	Low tire pressure warning control unit

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PRECAUTION

PRECAUTIONS

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

INFOID:000000005351887

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 "SUPPLEMENTAL RESTRAINT SYSTEM" and "SEAT BELTS" of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the "SUPPLEMENTAL RESTRAINT SYSTEM".
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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

WARNING:

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Precautions for Trouble Diagnosis

INFOID:000000005351888

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.

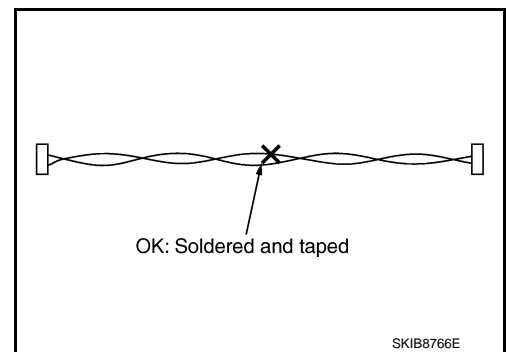
Precautions for Harness Repair

INFOID:000000005351889

- 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).



PRECAUTIONS

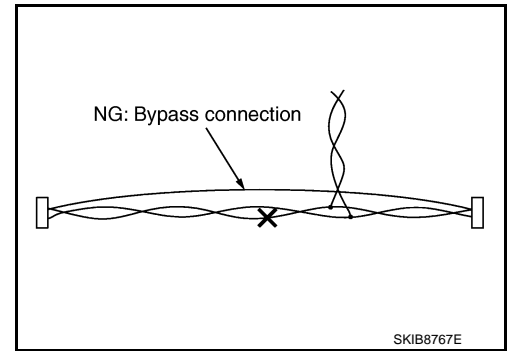
[CAN]

< PRECAUTION >

- Bypass connection is never allowed at the repaired area.

NOTE:

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



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

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BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Interview Sheet

INFOID:000000005351890

CAN Communication System Diagnosis Interview Sheet

Date received:

Type:

VIN No.:

Model:

First registration:

Mileage:

CAN system type:

Symptom (Results from interview with customer)

Condition at inspection

Error symptom : Present / Past

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CAN COMMUNICATION SYSTEM

[CAN]

< FUNCTION DIAGNOSIS >

FUNCTION DIAGNOSIS

CAN COMMUNICATION SYSTEM

CAN System Specification Chart

INFOID:000000005351891

Determine CAN system type from the following specification chart.

NOTE:

Refer to [LAN-20. "Trouble Diagnosis Procedure"](#) for how to use CAN system specification chart.

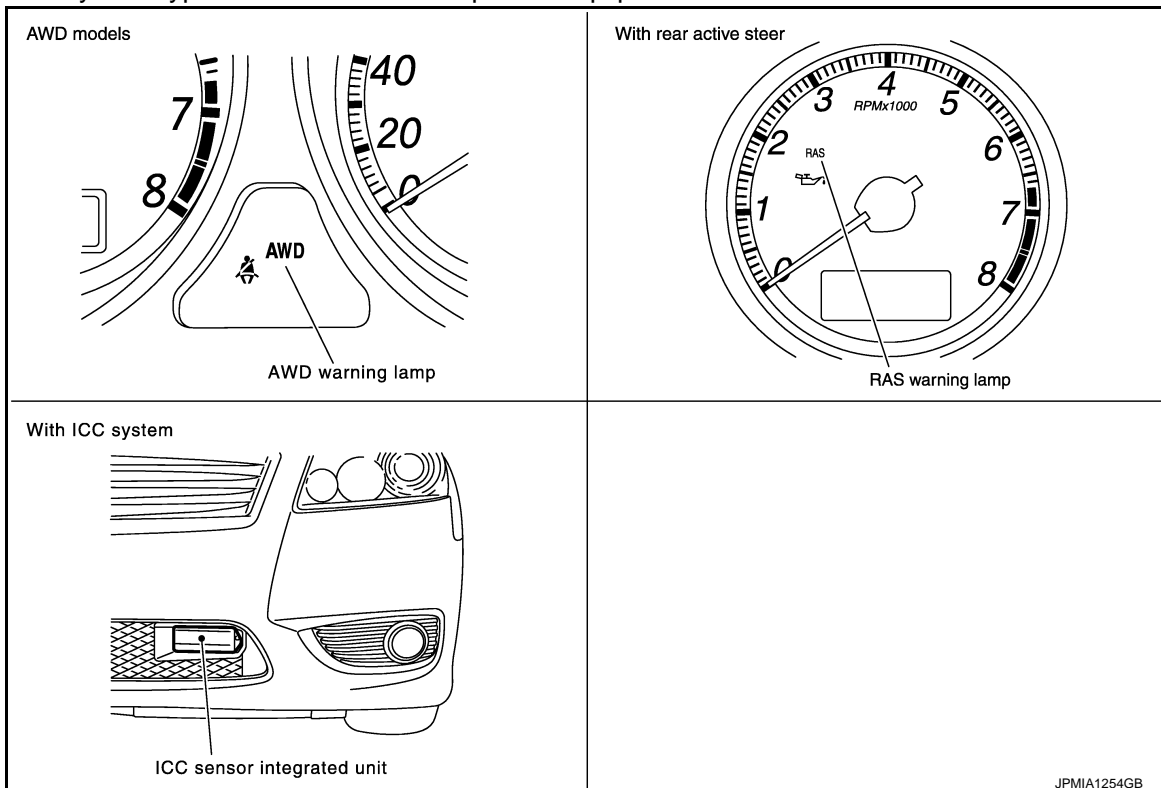
Body type	Sedan											
Axle	2WD						AWD					
Engine	VQ35HR			VK45DE			VQ35HR			VK45DE		
Transmission	7A/T			5A/T								
Brake control	VDC											
Rear active steer			×	×			×	×				
ICC system		×		×		×		×		×		×
CAN system type	1	2	3	4	5	6	7	8	9	10	11	12

×: Applicable

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION

NOTE:

Check CAN system type from the vehicle shape and equipment.



CAN Communication Signal Chart

INFOID:000000005351892

Refer to [LAN-19. "How to Use CAN Communication Signal Chart"](#) for how to use CAN communication signal chart.

NOTE:

Refer to [LAN-25. "Abbreviation List"](#) for the abbreviations of the connecting units.

CAN COMMUNICATION SYSTEM

< FUNCTION DIAGNOSIS >

[CAN]

T: Transmit R: Receive

Signal name/Connecting unit	ECM	4WD	AFS	AV	BCM	TCM	I-KEY	LANE	M&A	STRG	TPMS	RAS	PSB	ADP	ABS	ICC	IPDM-E
A/C compressor request signal	T																R
Accelerator pedal position signal	T	R				R									R	R	
ASCD CRUISE lamp signal	T								R								
ASCD OD cancel request signal	T					R											
ASCD operation signal	T					R											
ASCD SET lamp signal	T								R								
Battery voltage signal	T					R											
Closed throttle position signal	T					R										R	
Cooling fan speed request signal	T																R
Engine and A/T integrated control signal	T					R											
	R					T											
Engine coolant temperature signal	T								R								
Engine speed signal	T	R	R			R			R			R			R	R	
Engine status signal	T			R	R		R										
Fuel consumption monitor signal	T			R					R								
ICC brake switch signal	T															R	
ICC prohibition signal	T															R	
ICC steering switch signal	T														R	R	
Malfunctioning indicator lamp signal	T								R								
Power generation command value signal	T																R
Snow mode switch signal	T														R	R	
	R								T								
Stop lamp switch signal	T															R	
					T	R											
		R													T	R	
Wide open throttle position signal	T					R											
AWD signal		T													R		
AWD warning lamp signal		T							R								
AFS OFF indicator signal			T						R								
A/C switch/indicator signal				T					R								
				R					T								
System setting signal				T			R							R			
				R			T							T			
ACC signal					T		R							R			
Buzzer output signal					T				R								
							T		R								
									R						R	T	
Day time running light request signal					T												R
Door lock/unlock status signal					T		R										
Door switch signal				R	T		R		R					R			R
Door unlock signal					T									R			
Front fog light request signal					T				R								R

CAN COMMUNICATION SYSTEM

< FUNCTION DIAGNOSIS >

[CAN]

Signal name/Connecting unit	ECM	4WD	AFS	AV	BCM	TCM	I-KEY	LANE	M&A	STRG	TPMS	RAS	PSB	ADP	ABS	ICC	IPDM-E
Front wiper request signal					T										R	R	R
High beam request signal					T				R								R
Ignition switch ON signal					T		R							R			
Ignition switch signal					T									R			R
Key ID signal					T									R			
Key switch signal					T									R			
Low beam request signal					T												R
Low tire pressure warning lamp signal					T				R								
				R	R						T						
Oil pressure switch signal					T				R								
					R												T
Position light request signal					T				R								R
Rear window defogger switch signal					T												R
Sleep wake up signal					T		R		R					R			R
Theft warning horn request signal					T												R
Trunk switch signal					R	T	R										
Turn indicator signal					T			R	R						R		
A/T CHECK indicator lamp signal						T			R								
A/T self-diagnosis signal	R					T											
Current gear position signal						T									R	R	
Input speed signal	R					T											R
Manual mode indicator signal						T			R								R
N range signal						T	R										R
Output shaft revolution signal	R					T									R	R	
P range signal						T	R								R	R	
R range signal						T							R	R			R
Shift position signal				R		T			R						R	R	
Door lock/unlock trunk open request signal					R		T										
Hazard and horn request signal					R		T										
Key warning signal							T		R								
Meter display signal							T		R								
									R								T
Panic alarm request signal					R		T										
Power window open request signal					R		T										
Detected lane condition signal									T						R		
Lane camera status signal									T						R		
Lane departure buzzer operation signal									T						R		
Lane departure warning lamp signal									T						R		
LDP ON indicator lamp signal									T						R		
LDW operation signal									T						R		
LDW switch signal									T						R		
A/C evaporator temperature signal	R								T								

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CAN COMMUNICATION SYSTEM

< FUNCTION DIAGNOSIS >

[CAN]

Signal name/Connecting unit	ECM	4WD	AFS	AV	BCM	TCM	I-KEY	LANE	M&A	STRG	TPMS	RAS	PSB	ADP	ABS	ICC	IPDM-E
A/C switch signal	R								T								
Ambient temperature signal								R	T								
Blower fan motor switch signal	R								T								
Distance to empty signal				R					T								
Fuel level low warning signal				R					T								
Fuel level sensor signal	R								T								
Manual mode shift down signal						R			T								
Manual mode shift up signal						R			T								
Manual mode signal						R			T								
Not manual mode signal						R			T								
Parking brake switch signal		R			R				T								
Seat belt buckle switch signal					R				T								
Target A/C evaporator temperature signal	R								T								
Vehicle speed signal	R		R	R	R	R	R		T				R	R		R	
	R	R					R	R	R		R	R			T	R	
Steering angle sensor signal			R	R						T		R			R		
Tire pressure data signal				R							T						
RAS signal												T			R		
RAS warning lamp signal									R			T					
A/T shift schedule change demand signal						R										T	
ABS malfunction signal															T	R	
ABS operation signal						R									T	R	
ABS warning lamp signal									R						T		
Brake pressure control signal															T	R	
Brake warning lamp signal									R						T		
LDP buzzer request signal																T	
LDP condition signal									R							T	
LDP meter indication request signal									R							T	
LDP operation signal									R							T	
Side G sensor signal						R										T	
SLIP indicator lamp signal									R							T	
TCS malfunction signal															T	R	
TCS operation signal															T	R	
VDC malfunction signal						R									T	R	
VDC OFF indicator lamp signal									R							T	
VDC OFF switch signal															T	R	
VDC operation signal						R									T	R	
Deceleration degree commandment value signal															R	T	
ICC OD cancel request signal						R										T	
ICC operation signal	R														R	T	
ICC warning lamp signal									R							T	
Target approach warning signal															R	T	

CAN COMMUNICATION SYSTEM

< FUNCTION DIAGNOSIS >

[CAN]

Signal name/Connecting unit	ECM	4WD	AFS	AV	BCM	TCM	I-KEY	LANE	M&A	STRG	TPMS	RAS	PSB	ADP	ABS	ICC	IPDM-E
Front wiper stop position signal					R												T
High beam status signal	R																T
Hood switch signal					R												T
Low beam status signal	R		R														T
Rear window defogger control signal	R			R													T
Starter relay status signal							R										T

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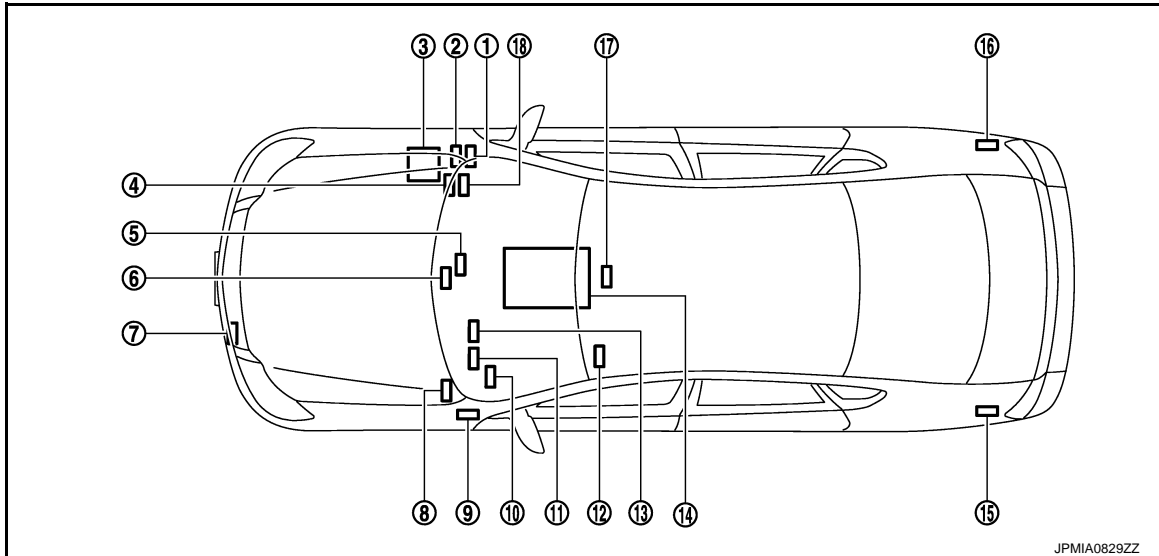
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COMPONENT DIAGNOSIS

CAN COMMUNICATION SYSTEM

Component Parts Location

INFOID:000000005351893



- | | | |
|-----------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------|
| 1. AWD control unit F109 | 2. AFS control unit F110 | 3. IPDM E/R E9 |
| 4. BCM M1 | 5. AV control unit
M78: With navigation system
M79: Without navigation system | 6. Unified meter and A/C amp. M65 |
| 7. ICC sensor integrated unit E61 | 8. ABS actuator and electric unit (control unit) E30 | 9. Intelligent Key unit M32 |
| 10. Data link connector M60 | 11. Low tire pressure warning control unit M19 | 12. Driver seat control unit B204 |
| 13. Steering angle sensor M47 | 14. A/T assembly F42 | 15. Pre-crash seat belt control unit B142 |
| 16. RAS control unit B476 | 17. Lane camera unit M182 | 18. ECM
M9: VQ engine models
M71: VK engine models |

CAN COMMUNICATION SYSTEM

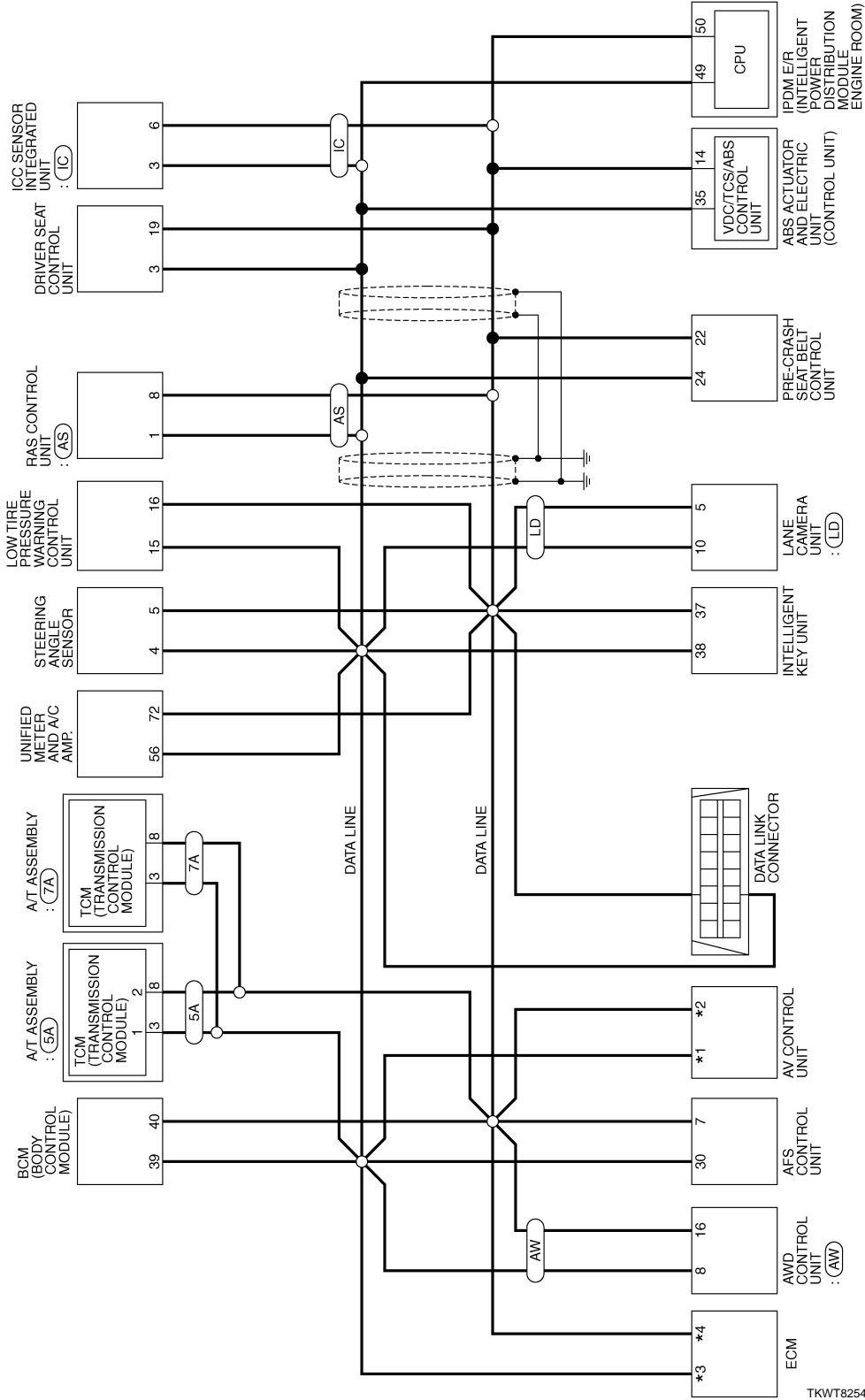
< COMPONENT DIAGNOSIS >

[CAN]

Schematic

INFOID:000000005351894

- (VQ) : With VQ engine
- (VK) : With VK engine
- (5A) : With 5-speed automatic transmission
- (7A) : With 7-speed automatic transmission
- (LD) : With lane departure prevention
- (AW) : AWD models
- (NV) : With navigation system
- (ON) : Without navigation system
- (AS) : With RAS
- (IC) : With ICC
- *1 52: (NV)
- *2 53: (NV)
- *3 114: (VQ)
- *4 113: (VQ)
- *5 86: (ON)
- *6 87: (ON)
- *7 88: (VK)



TKWT8254E

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CAN COMMUNICATION SYSTEM

< COMPONENT DIAGNOSIS >

[CAN]

Wiring Diagram - CAN -

INFOID:000000005351895

LAN-CAN-01

— : DATA LINE

◊VQ◊ : WITH VQ ENGINE

◊VK◊ : WITH VK ENGINE

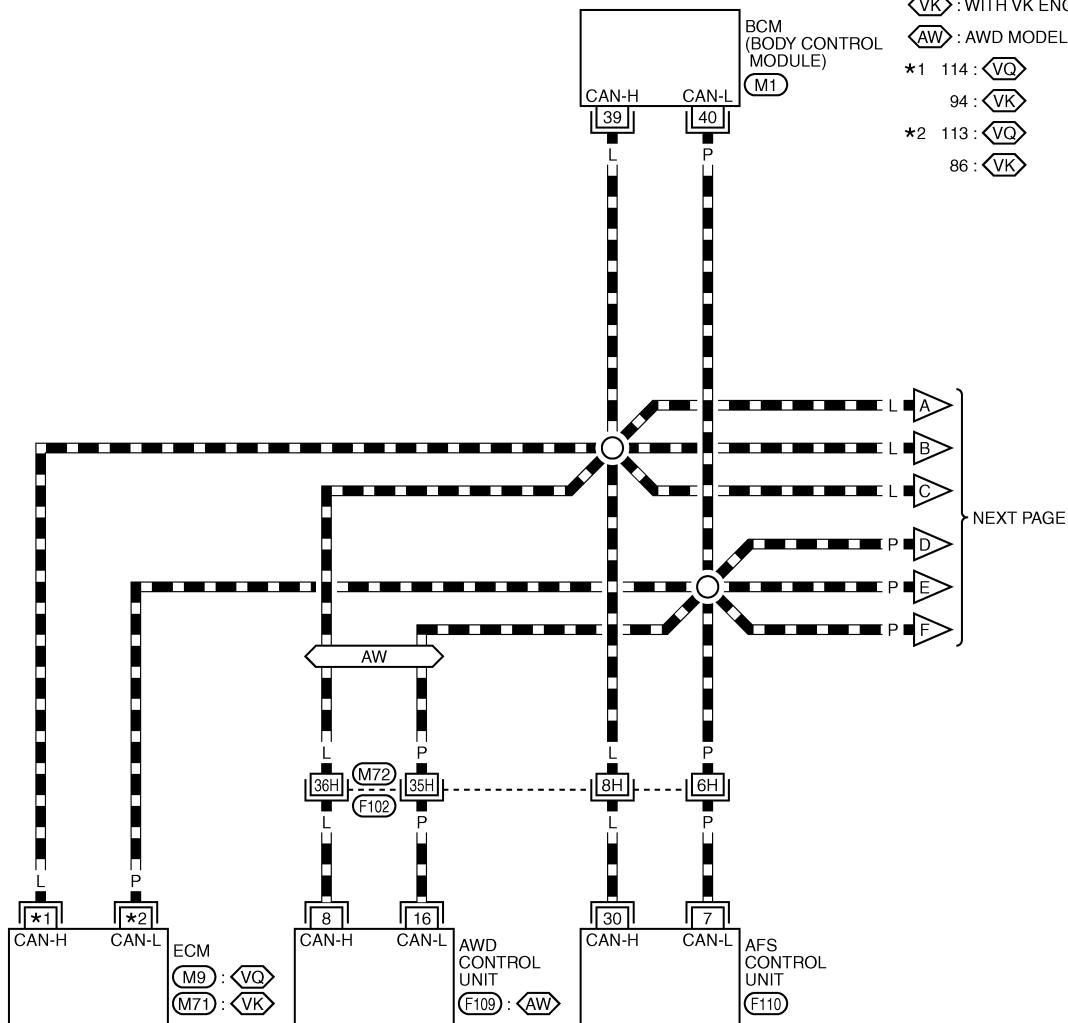
◊AW◊ : AWD MODELS

*1 114: ◊VQ◊

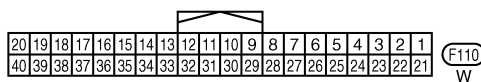
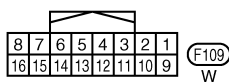
94: ◊VK◊

*2 113: ◊VQ◊

86: ◊VK◊



NEXT PAGE



REFER TO THE FOLLOWING.

F102 -SUPER MULTIPLE JUNCTION (SMJ)

M1, M9, M71 -ELECTRICAL UNITS

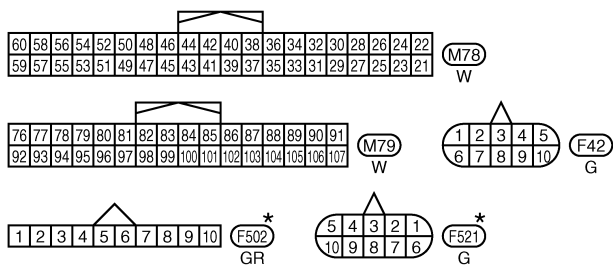
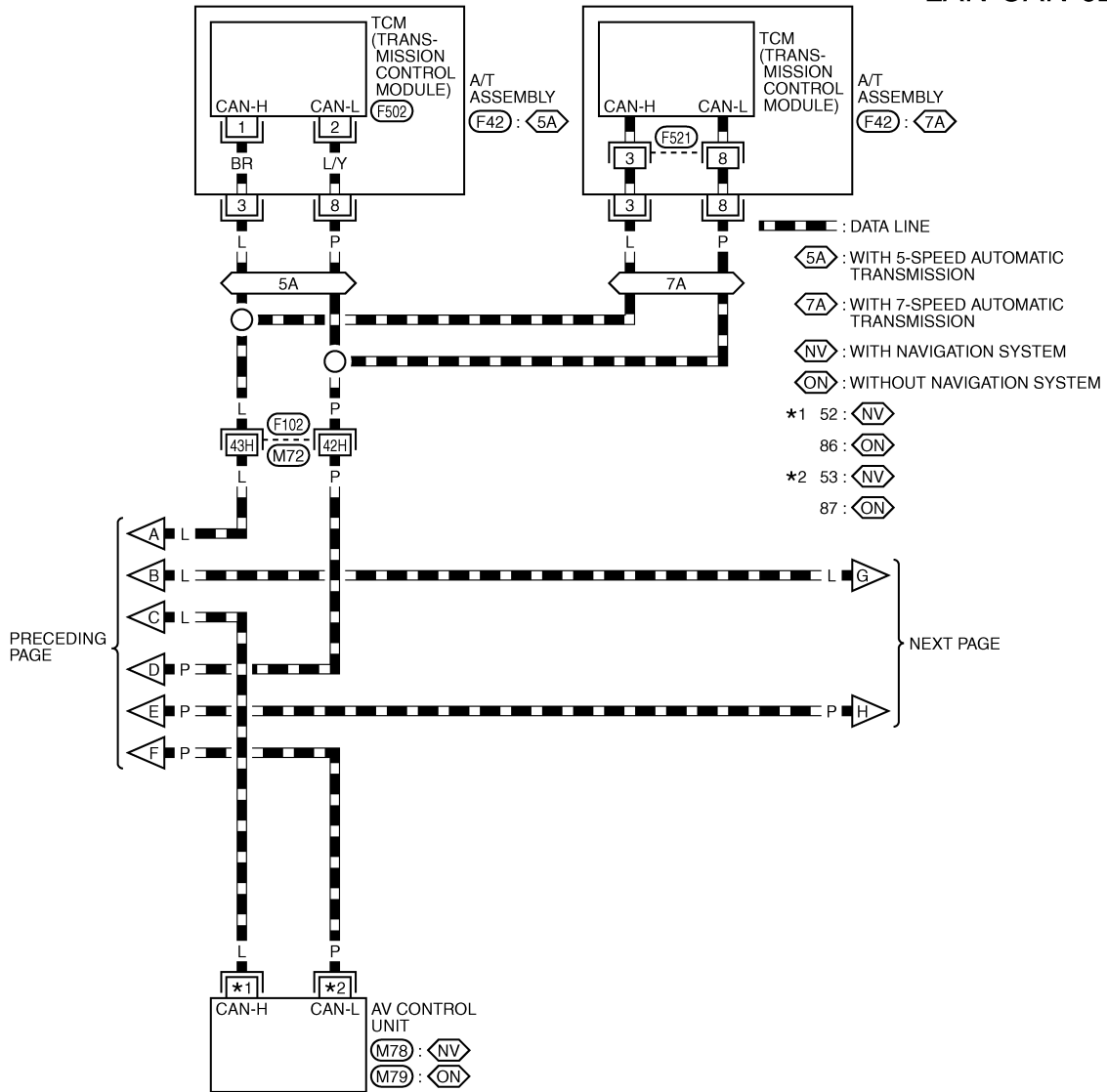
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CAN COMMUNICATION SYSTEM

< COMPONENT DIAGNOSIS >

[CAN]

LAN-CAN-02



*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT", PG SECTION.

REFER TO THE FOLLOWING.
 (F102) -SUPER MULTIPLE JUNCTION (SMJ)

TKWT8256E

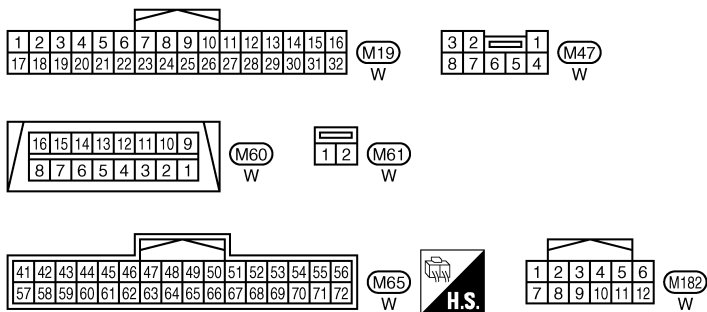
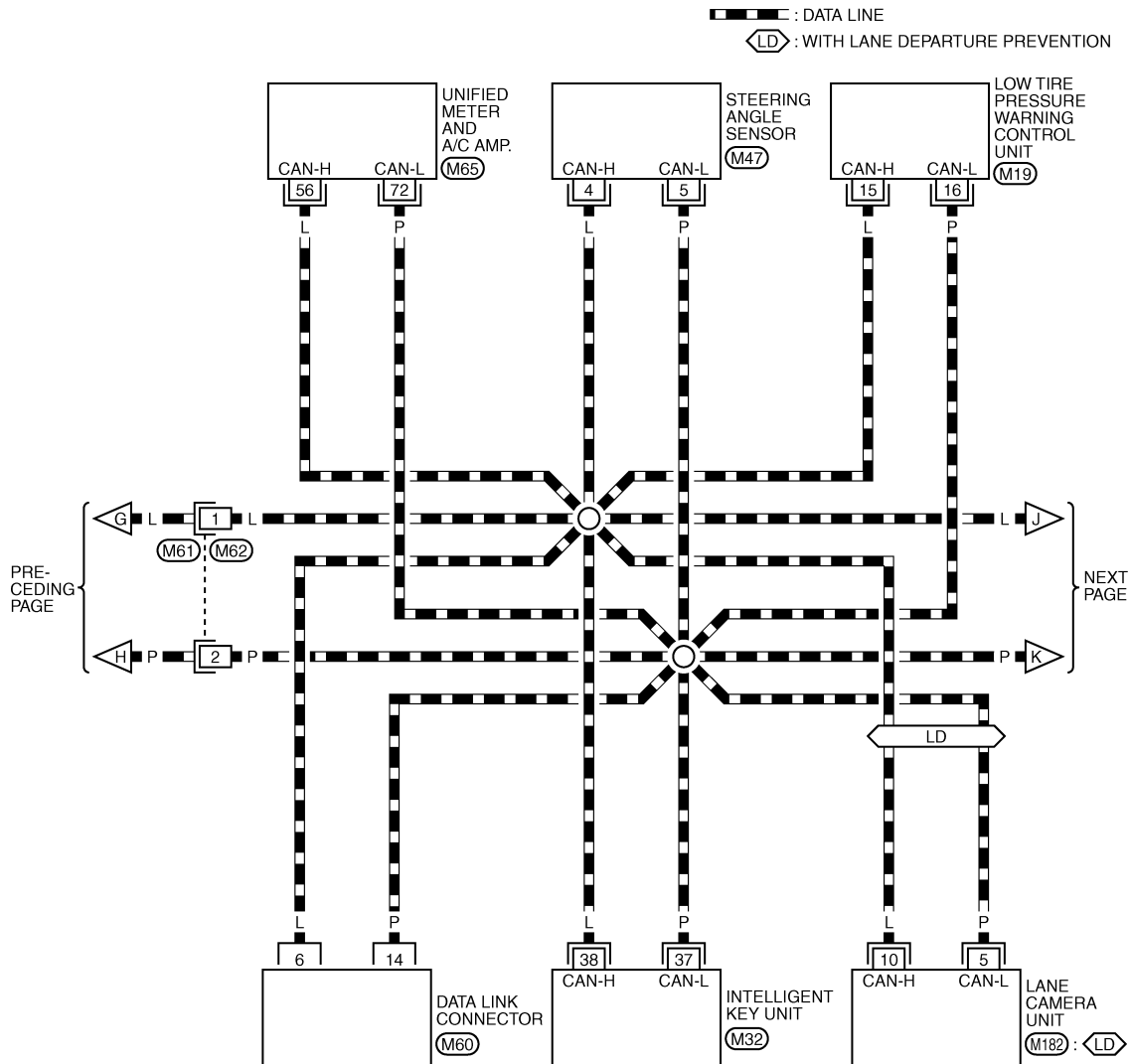
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CAN COMMUNICATION SYSTEM

< COMPONENT DIAGNOSIS >

[CAN]

LAN-CAN-03



REFER TO THE FOLLOWING.
M32 -ELECTRICAL UNITS

TKWT8257E

CAN COMMUNICATION SYSTEM

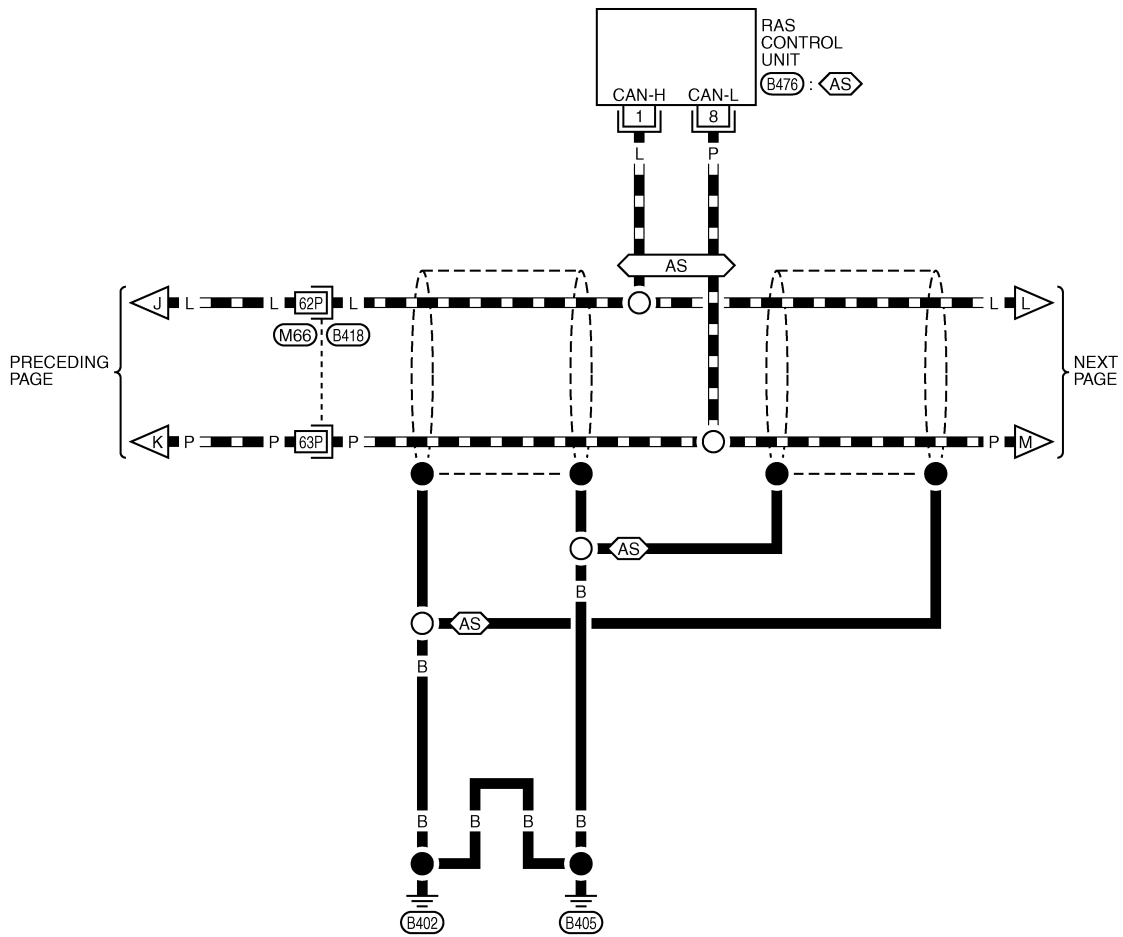
< COMPONENT DIAGNOSIS >

[CAN]

LAN-CAN-04

▬ : DATA LINE

◊AS : WITH RAS



1	2	3	4	5	6	7	8	9	10	21	22	23	24	25	26	27	28
11	12	13	14	15	16	17	18	19	20	29	30	31	32	33	34	35	36



REFER TO THE FOLLOWING.

B418 -SUPER MULTIPLE JUNCTION (SMJ)

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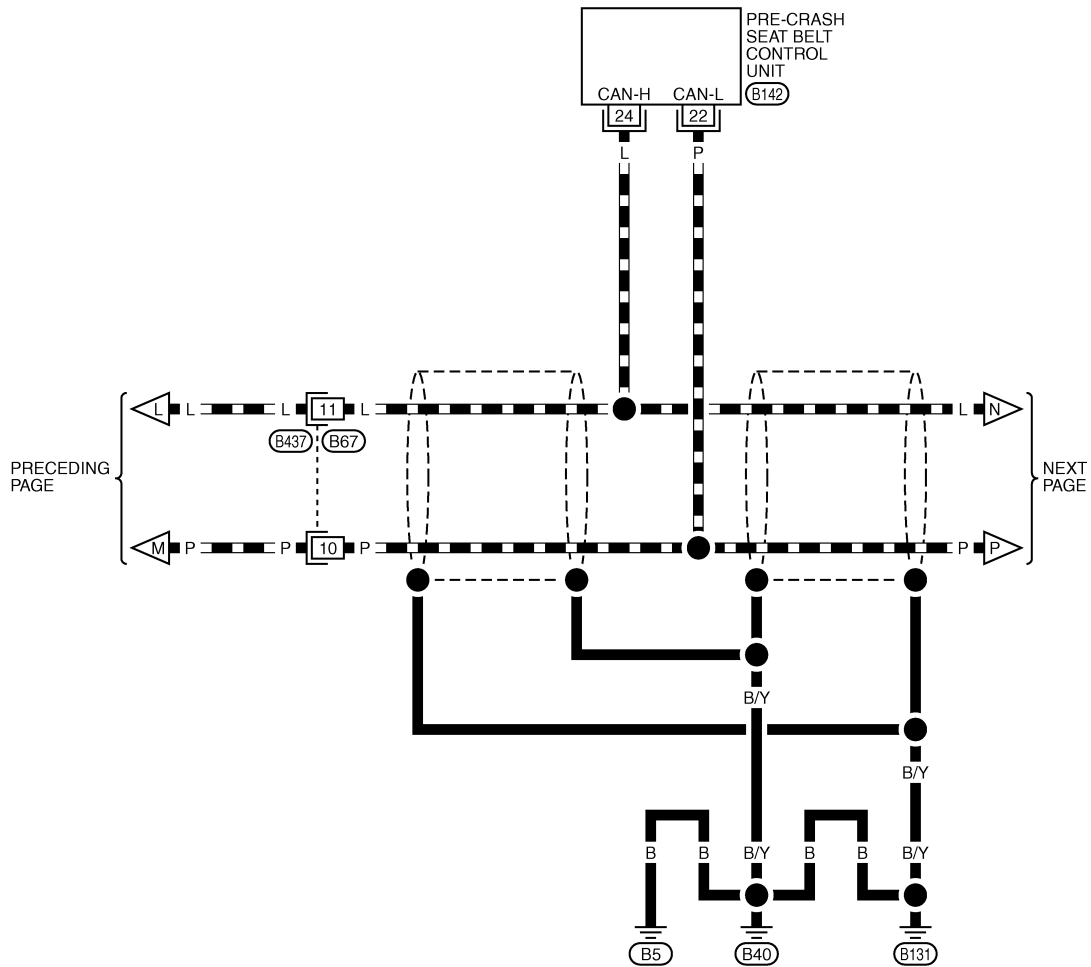
CAN COMMUNICATION SYSTEM

< COMPONENT DIAGNOSIS >

[CAN]

LAN-CAN-05

▬ : DATA LINE



6	5	4	12	11	10	9	8	7	3	2	1	B142 W	
26	25	24	23	22	21	20	19	18	17	16	15		14

1	2	3	4	5	6	7	8	9	10	11	B437 BR	
12	13	14	15	16	17	18	19	20	21	22		23

TKWT8259E

CAN COMMUNICATION SYSTEM

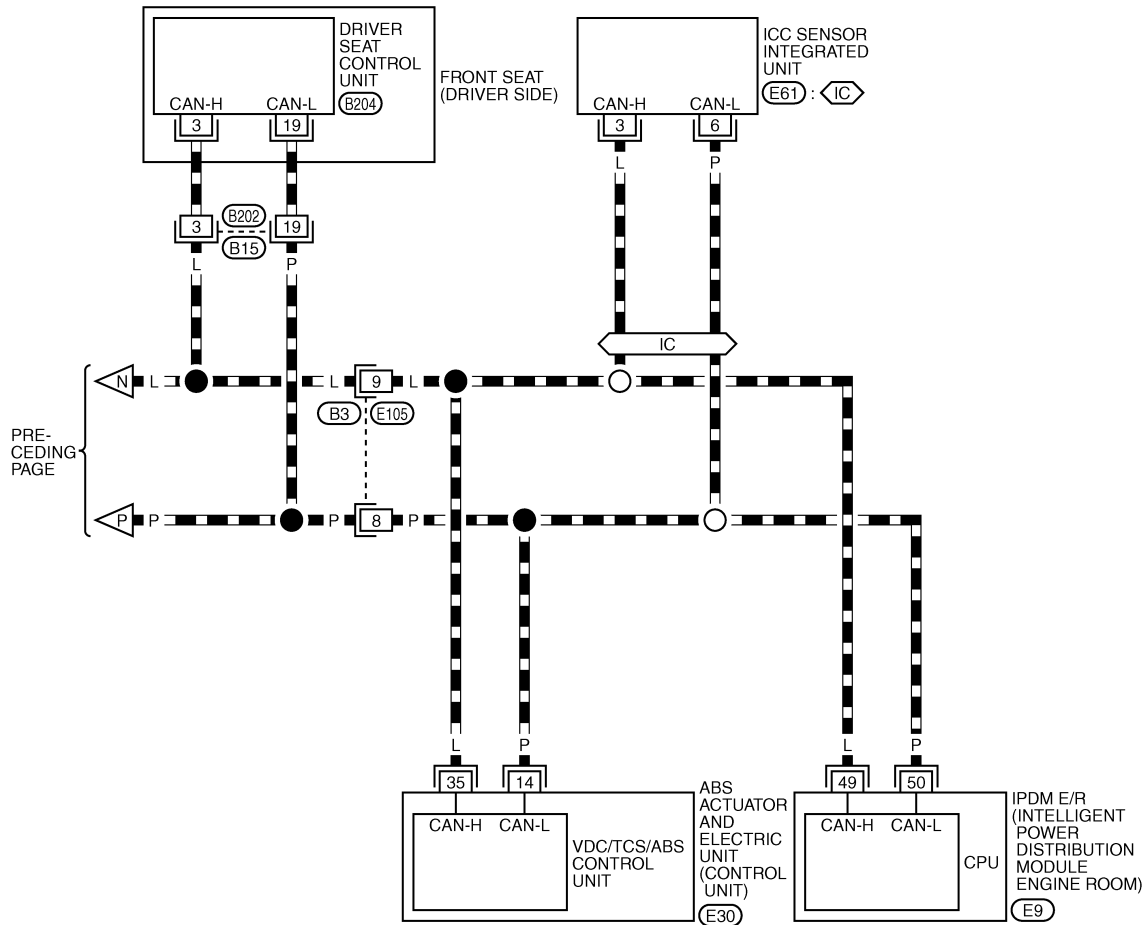
< COMPONENT DIAGNOSIS >

[CAN]

LAN-CAN-06

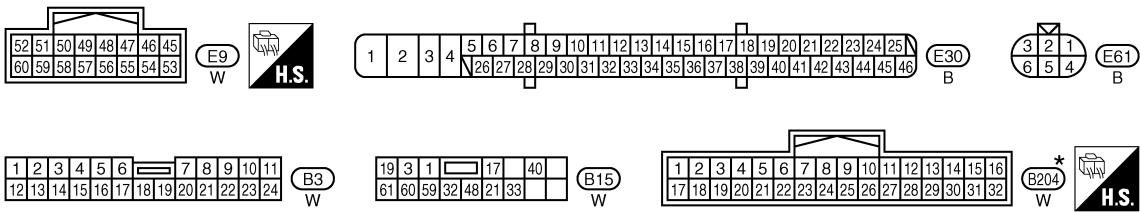
▬ : DATA LINE

◁ IC ▷ : WITH ICC



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*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT", PG SECTION.

TKWT8260E

MALFUNCTION AREA CHART

< COMPONENT DIAGNOSIS >

[CAN]

MALFUNCTION AREA CHART

Main Line

INFOID:000000005351896

Malfunction Area	Reference
Main line between TCM and data link connector	LAN-43, "Diagnosis Procedure"
Main line between data link connector and pre-crash seat belt control unit	LAN-44, "Diagnosis Procedure"
Main line between data link connector and RAS control unit	LAN-46, "Diagnosis Procedure"
Main line between RAS control unit and pre-crash seat belt control unit	LAN-47, "Diagnosis Procedure"
Main line between pre-crash seat belt control unit and driver seat control unit	LAN-48, "Diagnosis Procedure"
Main line between driver seat control unit and ABS actuator and electric unit (control unit)	LAN-49, "Diagnosis Procedure"
Main line between ABS actuator and electric unit (control unit) and ICC sensor integrated unit	LAN-50, "Diagnosis Procedure"

Branch Line

INFOID:000000005351897

Malfunction Area	Reference
ECM branch line circuit	LAN-51, "Diagnosis Procedure"
AWD control unit branch line circuit	LAN-52, "Diagnosis Procedure"
AFS control unit branch line circuit	LAN-53, "Diagnosis Procedure"
AV control unit branch line circuit	LAN-54, "Diagnosis Procedure"
BCM branch line circuit	LAN-55, "Diagnosis Procedure"
TCM branch line circuit	LAN-56, "Diagnosis Procedure"
Data link connector branch line circuit	LAN-57, "Diagnosis Procedure"
Intelligent Key unit branch line circuit	LAN-58, "Diagnosis Procedure"
Lane camera unit branch line circuit	LAN-59, "Diagnosis Procedure"
Unified meter and A/C amp. branch line circuit	LAN-60, "Diagnosis Procedure"
Steering angle sensor branch line circuit	LAN-61, "Diagnosis Procedure"
Low tire pressure warning control unit branch line circuit	LAN-62, "Diagnosis Procedure"
RAS control unit branch line circuit	LAN-63, "Diagnosis Procedure"
Pre-crash seat belt control unit branch line circuit	LAN-64, "Diagnosis Procedure"
Driver seat control unit branch line circuit	LAN-65, "Diagnosis Procedure"
ABS actuator and electric unit (control unit) branch line circuit	LAN-66, "Diagnosis Procedure"
ICC sensor integrated unit branch line circuit	LAN-67, "Diagnosis Procedure"
IPDM E/R branch line circuit	LAN-68, "Diagnosis Procedure"

Short Circuit

INFOID:000000005351898

Malfunction Area	Reference
CAN communication circuit	LAN-69, "Diagnosis Procedure"

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005351899

INSPECTION PROCEDURE

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 M61
 - Harness connector M62

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.
 - Harness connectors F102 and M72
 - Harness connectors M61 and M62
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M72	43H	M61	1	Existed
	42H		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors M72 and M61.

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.	
M62	1	M60	6	Existed
	2		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 TCM and the data link connector.

NO >> Repair the main line between the harness connector M62 and the data link connector.

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

Diagnosis Procedure

INFOID:000000005351900

INSPECTION PROCEDURE

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 M66
 - Harness connector B418
 - Harness connector B437
 - Harness connector B67

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M66 and B418.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M60	6	M66	62P	Existed
	14		63P	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M66.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B437 and B67.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B418	62P	B437	11	Existed
	63P		10	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace the body No. 2 harness.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of pre-crash seat belt control unit.
2. Check the continuity between the harness connector and the pre-crash seat belt control unit harness connector.

Harness connector		Pre-crash seat belt control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B67	11	B142	24	Existed
	10		22	Existed

Is the inspection result normal?

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

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

[CAN]

< COMPONENT DIAGNOSIS >

- YES (Past error)>>Error was detected in the main line between the data link connector and the pre-crash seat belt control unit.
- NO >> Replace the body harness.

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MAIN LINE BETWEEN DLC AND RAS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN DLC AND RAS CIRCUIT

Diagnosis Procedure

INFOID:000000005351901

INSPECTION PROCEDURE

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 M66
 - Harness connector B418

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M66 and B418.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M60	6	M66	62P	Existed
	14		63P	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M66.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of RAS control unit.
2. Check the continuity between the harness connector and the RAS control unit harness connector.

Harness connector		RAS control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B418	62P	B476	1	Existed
	63P		8	Existed

Is the inspection result normal?

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

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

NO >> Replace the body No. 2 harness.

MAIN LINE BETWEEN RAS AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN RAS AND PSB CIRCUIT

Diagnosis Procedure

INFOID:000000005351902

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 B437
 - Harness connector B67

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.
 - RAS control unit
 - Harness connectors B437 and B67
2. Check the continuity between the RAS control unit harness connector and the harness connector.

RAS control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B476	1	B437	11	Existed
	8		10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace the body No. 2 harness.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of pre-crash seat belt control unit.
2. Check the continuity between the harness connector and the pre-crash seat belt control unit harness connector.

Harness connector		Pre-crash seat belt control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B67	11	B142	24	Existed
	10		22	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 RAS control unit and the pre-crash seat belt control unit.

NO >> Replace the body harness.

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

Diagnosis Procedure

INFOID:000000005351903

INSPECTION PROCEDURE

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
 - Pre-crash seat belt control unit
 - Harness connectors B15 and B202
4. Check the continuity between the pre-crash seat belt control unit harness connector and the harness connector.

Pre-crash seat belt control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B142	24	B15	3	Existed
	22		19	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 pre-crash seat belt control unit and the driver seat control unit.

NO >> Replace the body harness.

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000005351904

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 B3
 - Harness connector E105

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.
 - Harness connectors B202 and B15
 - Harness connectors B3 and E105
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B15	3	B3	9	Existed
	19		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors B15 and B3.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	9	E30	35	Existed
	8		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the harness connector E105 and the ABS actuator and electric unit (control unit).

MAIN LINE BETWEEN ABS AND ICC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN ABS AND ICC CIRCUIT

Diagnosis Procedure

INFOID:000000005351905

INSPECTION PROCEDURE

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
 - ABS actuator and electric unit (control unit)
 - ICC sensor integrated unit
4. Check the continuity between the ABS actuator and electric unit (control unit) harness connector and the ICC sensor integrated unit harness connector.

ABS actuator and electric unit (control unit) harness connector		ICC sensor integrated unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E30	35	E61	3	Existed
	14		6	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 ABS actuator and electric unit (control unit) and the ICC sensor integrated unit.

NO >> Repair the main line between the ABS actuator and electric unit (control unit) and the ICC sensor integrated unit.

ECM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351906

1. CHECK 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.
- VQ engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M9	114	113	Approx. 108 – 132

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M71	94	86	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.

- VQ engine models: [EC-155, "Diagnosis Procedure"](#)
- VK engine models: [EC-824, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- VQ engine models: [EC-25, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
 - VK engine models: [EC-764, "Procedure After Replacing ECM"](#)
- YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

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4WD BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351907

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - AWD control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AWD control unit.
2. Check the resistance between the AWD control unit harness connector terminals.

AWD control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F109	8	16	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the AWD control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [TF-31, "Power Supply Circuit for AWD Control Unit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AWD control unit. Refer to [TF-38, "Removal and Installation"](#).

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

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

AFS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351908

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).
 - AFS control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F110	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [LT-98, "Preliminary Check"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AFS control unit. Refer to [LT-132, "Removal and Installation of AFS Control Unit"](#).
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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AV BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351909

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
 2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M78	52	53	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M79	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without mobile entertainment system: [AV-113, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With mobile entertainment system: [AV-594, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without mobile entertainment system: [AV-482, "Exploded View"](#)
 - With mobile entertainment system: [AV-1064, "Exploded View"](#)

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

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

BCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351910

1. CHECK 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.		
M1	39	40	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-13, "Check BCM Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-14, "Removal and Installation of BCM"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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TCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351911

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F42	3 8	Approx. 54 – 66

Is the measurement value within the specification?

YES (5A/T models)>>GO TO 3.

YES (7A/T models)>>GO TO 4.

NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly harness connector and TCM harness connector.

A/T assembly harness connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F502	1	Existed
8		2	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the harness between the A/T assembly harness connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- 5A/T models: [AT-169, "Diagnosis Procedure"](#)
- 7A/T models: [AT-450, "Diagnosis Procedure"](#)

Is the inspection result normal?

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

- 5A/T models: [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#)
- 7A/T models: [AT-501, "Exploded View"](#)

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

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

DLC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351912

1. CHECK 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.		
M60	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

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I-KEY BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

I-KEY BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351913

INSPECTION PROCEDURE

1. CHECK CONNECTOR

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

Intelligent Key unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M32	38	37	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the Intelligent Key unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Intelligent Key unit. Refer to [BL-86, "Check Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the Intelligent Key unit. Refer to [BL-113, "Removal and Installation of Intelligent Key Unit"](#).

YES (Past error)>>Error was detected in the Intelligent Key unit branch line.

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

LANE BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

LANE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351914

1. CHECK CONNECTOR

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

Lane camera unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M182	10	5	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the lane camera unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [ACS-129, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the lane camera unit. Refer to [ACS-168, "Exploded View"](#).
YES (Past error)>>Error was detected in the lane camera unit branch line.
NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351915

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of unified meter and A/C amp.
2. Check the resistance between the unified meter and A/C amp. harness connector terminals.

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M65	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [DI-30, "Power Supply and Ground Circuit Inspection"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [DI-34, "Removal and Installation of Unified Meter and A/C Amp"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351916

1.CHECK 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.		
M47	4	5	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-18. "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-64. "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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TPMS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

TPMS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351917

1. CHECK CONNECTOR

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

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	15	16	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the low tire pressure warning control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-15, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-38, "Low Tire Pressure Warning Control Unit"](#).
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.
NO >> Repair the power supply and the ground circuit.

RAS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

RAS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351918

1.CHECK CONNECTOR

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

RAS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B476	1	8	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

Is the inspection result normal?

- YES (Present error)>>Replace the RAS control unit. Refer to [STC-19, "Component Parts Location"](#).
YES (Past error)>>Error was detected in the RAS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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PSB BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351919

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the pre-crash seat belt control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B142	24	22	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SB-7, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SB-25, "Removal and Installation of Pre-Crash Seat Belt Control Unit"](#).
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351920

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Driver seat control unit
 - Harness connector B202
 - Harness connector B15

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B204	3	19	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [SE-40, "Check Driver Seat Control Unit Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the driver seat control unit. Refer to [SE-13, "Component Parts and Harness Connector Location"](#).
YES (Past error)>>Error was detected in the driver seat control unit branch line.
NO >> Repair the power supply and the ground circuit.

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ABS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351921

1. CHECK 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.		
E30	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42. "ABS Actuator and Electric Unit \(Control Unit\) Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-61. "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.

ICC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

ICC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351922

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ICC sensor integrated unit.
2. Check the resistance between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E61	3	6	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ICC sensor integrated unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [ACS-24, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [ACS-70, "ICC Sensor Integrated Unit"](#).
YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.
NO >> Repair the power supply and the ground circuit.

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IPDM-E BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351923

1. CHECK 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.		
E9	49	50	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PG-26, "Check IPDM E/R Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PG-27, "Removal and Installation of IPDM E/R"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005351924

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.	
M60	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.		
M60	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
 - VQ engine models

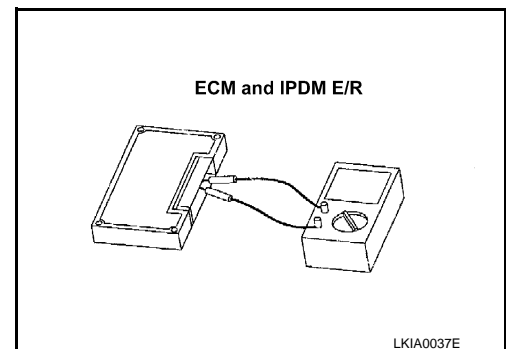
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
94	86	Approx. 108 – 132

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

IPDM E/R		Resistance (Ω)
Terminal No.		
49	50	Approx. 108 – 132



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CAN COMMUNICATION CIRCUIT

[CAN]

< COMPONENT DIAGNOSIS >

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the IPDM E/R.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005351925

INSPECTION PROCEDURE

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 M61
 - Harness connector M62

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.
 - Harness connectors F102 and M72
 - Harness connectors M61 and M62
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M72	43H	M61	1	Existed
	42H		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors M72 and M61.

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.	
M62	1	M60	6	Existed
	2		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 TCM and the data link connector.

NO >> Repair the main line between the harness connector M62 and the data link connector.

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

Diagnosis Procedure

INFOID:000000005351926

INSPECTION PROCEDURE

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 M66
 - Harness connector B418
 - Harness connector B437
 - Harness connector B67

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M66 and B418.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M60	6	M66	62P	Existed
	14		63P	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M66.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B437 and B67.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B418	62P	B437	11	Existed
	63P		10	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace the body No. 2 harness.

4.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of pre-crash seat belt control unit.
2. Check the continuity between the harness connector and the pre-crash seat belt control unit harness connector.

Harness connector		Pre-crash seat belt control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B67	11	B142	24	Existed
	10		22	Existed

Is the inspection result normal?

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

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

YES (Past error)>>Error was detected in the main line between the data link connector and the pre-crash seat belt control unit.

NO >> Replace the body harness.

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MAIN LINE BETWEEN PSB AND ADP CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

Diagnosis Procedure

INFOID:000000005351927

INSPECTION PROCEDURE

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
 - Pre-crash seat belt control unit
 - Harness connectors B15 and B202
4. Check the continuity between the pre-crash seat belt control unit harness connector and the harness connector.

Pre-crash seat belt control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B142	24	B15	3	Existed
	22		19	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 pre-crash seat belt control unit and the driver seat control unit.

NO >> Replace the body harness.

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000005351928

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 B3
 - Harness connector E105

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.
 - Harness connectors B202 and B15
 - Harness connectors B3 and E105
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B15	3	B3	9	Existed
	19		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors B15 and B3.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	9	E30	35	Existed
	8		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the harness connector E105 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351929

1. CHECK 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.
- VQ engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M9	114	113	Approx. 108 – 132

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M71	94	86	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.

- VQ engine models: [EC-155, "Diagnosis Procedure"](#)
- VK engine models: [EC-824, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- VQ engine models: [EC-25, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
 - VK engine models: [EC-764, "Procedure After Replacing ECM"](#)
- YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

AFS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351930

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).
 - AFS control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F110	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [LT-98, "Preliminary Check"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AFS control unit. Refer to [LT-132, "Removal and Installation of AFS Control Unit"](#).
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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AV BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351931

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
 2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M78	52	53	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M79	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without mobile entertainment system: [AV-113, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With mobile entertainment system: [AV-594, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without mobile entertainment system: [AV-482, "Exploded View"](#)
 - With mobile entertainment system: [AV-1064, "Exploded View"](#)

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

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

BCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351932

1. CHECK 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.		
M1	39	40	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-13, "Check BCM Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-14, "Removal and Installation of BCM"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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TCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351933

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F42	3 8	Approx. 54 – 66

Is the measurement value within the specification?

- YES (5A/T models)>>GO TO 3.
YES (7A/T models)>>GO TO 4.
NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly harness connector and TCM harness connector.

A/T assembly harness connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F502	1	Existed
8		2	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair the harness between the A/T assembly harness connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- 5A/T models: [AT-169, "Diagnosis Procedure"](#)
- 7A/T models: [AT-450, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. Refer to the following.
 - 5A/T models: [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#)
 - 7A/T models: [AT-501, "Exploded View"](#)

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

DLC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351934

1.CHECK 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.		
M60	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

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I-KEY BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

I-KEY BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351935

INSPECTION PROCEDURE

1. CHECK CONNECTOR

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

Intelligent Key unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M32	38	37	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the Intelligent Key unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Intelligent Key unit. Refer to [BL-86, "Check Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the Intelligent Key unit. Refer to [BL-113, "Removal and Installation of Intelligent Key Unit"](#).

YES (Past error)>>Error was detected in the Intelligent Key unit branch line.

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

M&A BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351936

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of unified meter and A/C amp.
2. Check the resistance between the unified meter and A/C amp. harness connector terminals.

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M65	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [DI-30, "Power Supply and Ground Circuit Inspection"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [DI-34, "Removal and Installation of Unified Meter and A/C Amp"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

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STRG BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351937

1.CHECK 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.		
M47	4	5	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-18, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-64, "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.

TPMS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

TPMS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351938

1.CHECK CONNECTOR

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

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	15	16	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the low tire pressure warning control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-15, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-38, "Low Tire Pressure Warning Control Unit"](#).
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.
NO >> Repair the power supply and the ground circuit.

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PSB BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351939

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the pre-crash seat belt control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B142	24	22	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SB-7, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SB-25, "Removal and Installation of Pre-Crash Seat Belt Control Unit"](#).
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351940

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Driver seat control unit
 - Harness connector B202
 - Harness connector B15

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B204	3	19	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [SE-40, "Check Driver Seat Control Unit Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [SE-13, "Component Parts and Harness Connector Location"](#).

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

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

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ABS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351941

1. CHECK 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.		
E30	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42. "ABS Actuator and Electric Unit \(Control Unit\) Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-61. "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

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351942

1. CHECK 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.		
E9	49	50	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PG-26, "Check IPDM E/R Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PG-27, "Removal and Installation of IPDM E/R"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005351943

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.	
M60	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.		
M60	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
 - VQ engine models

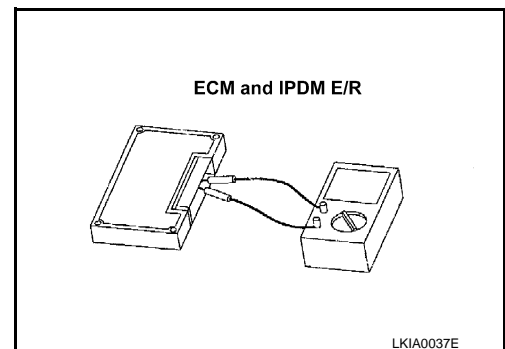
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
94	86	Approx. 108 – 132

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

IPDM E/R		Resistance (Ω)
Terminal No.		
49	50	Approx. 108 – 132



LKIA0037E

CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the IPDM E/R.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

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LAN

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005351944

INSPECTION PROCEDURE

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 M61
 - Harness connector M62

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.
 - Harness connectors F102 and M72
 - Harness connectors M61 and M62
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M72	43H	M61	1	Existed
	42H		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors M72 and M61.

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.	
M62	1	M60	6	Existed
	2		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 TCM and the data link connector.

NO >> Repair the main line between the harness connector M62 and the data link connector.

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

Diagnosis Procedure

INFOID:000000005351945

INSPECTION PROCEDURE

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 M66
 - Harness connector B418
 - Harness connector B437
 - Harness connector B67

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M66 and B418.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M60	6	M66	62P	Existed
	14		63P	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M66.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B437 and B67.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B418	62P	B437	11	Existed
	63P		10	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace the body No. 2 harness.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of pre-crash seat belt control unit.
2. Check the continuity between the harness connector and the pre-crash seat belt control unit harness connector.

Harness connector		Pre-crash seat belt control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B67	11	B142	24	Existed
	10		22	Existed

Is the inspection result normal?

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

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MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

YES (Past error)>>Error was detected in the main line between the data link connector and the pre-crash seat belt control unit.

NO >> Replace the body harness.

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

Diagnosis Procedure

INFOID:000000005351946

INSPECTION PROCEDURE

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
 - Pre-crash seat belt control unit
 - Harness connectors B15 and B202
4. Check the continuity between the pre-crash seat belt control unit harness connector and the harness connector.

Pre-crash seat belt control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B142	24	B15	3	Existed
	22		19	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 pre-crash seat belt control unit and the driver seat control unit.

NO >> Replace the body harness.

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MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000005351947

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 B3
 - Harness connector E105

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.
 - Harness connectors B202 and B15
 - Harness connectors B3 and E105
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B15	3	B3	9	Existed
	19		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors B15 and B3.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	9	E30	35	Existed
	8		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the harness connector E105 and the ABS actuator and electric unit (control unit).

MAIN LINE BETWEEN ABS AND ICC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

MAIN LINE BETWEEN ABS AND ICC CIRCUIT

Diagnosis Procedure

INFOID:000000005351948

INSPECTION PROCEDURE

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
 - ABS actuator and electric unit (control unit)
 - ICC sensor integrated unit
4. Check the continuity between the ABS actuator and electric unit (control unit) harness connector and the ICC sensor integrated unit harness connector.

ABS actuator and electric unit (control unit) harness connector		ICC sensor integrated unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E30	35	E61	3	Existed
	14		6	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 ABS actuator and electric unit (control unit) and the ICC sensor integrated unit.

NO >> Repair the main line between the ABS actuator and electric unit (control unit) and the ICC sensor integrated unit.

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ECM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351949

1. CHECK 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.
- VQ engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M9	114	113	Approx. 108 – 132

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M71	94	86	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.

- VQ engine models: [EC-155, "Diagnosis Procedure"](#)
- VK engine models: [EC-824, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- VQ engine models: [EC-25, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
 - VK engine models: [EC-764, "Procedure After Replacing ECM"](#)
- YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

AFS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351950

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).
 - AFS control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F110	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [LT-98, "Preliminary Check"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AFS control unit. Refer to [LT-132, "Removal and Installation of AFS Control Unit"](#).
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

AV BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351951

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
 2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M78	52	53	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M79	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without mobile entertainment system: [AV-113, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With mobile entertainment system: [AV-594, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without mobile entertainment system: [AV-482, "Exploded View"](#)
 - With mobile entertainment system: [AV-1064, "Exploded View"](#)

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

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

BCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351952

1. CHECK 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.		
M1	39	40	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-13, "Check BCM Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-14, "Removal and Installation of BCM"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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TCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351953

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F42	3 8	Approx. 54 – 66

Is the measurement value within the specification?

- YES (5A/T models)>>GO TO 3.
YES (7A/T models)>>GO TO 4.
NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly harness connector and TCM harness connector.

A/T assembly harness connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F502	1	Existed
8		2	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair the harness between the A/T assembly harness connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- 5A/T models: [AT-169, "Diagnosis Procedure"](#)
- 7A/T models: [AT-450, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. Refer to the following.
 - 5A/T models: [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#)
 - 7A/T models: [AT-501, "Exploded View"](#)

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

DLC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351954

1. CHECK 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.		
M60	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

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I-KEY BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

I-KEY BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351955

INSPECTION PROCEDURE

1. CHECK CONNECTOR

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

Intelligent Key unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M32	38	37	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the Intelligent Key unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Intelligent Key unit. Refer to [BL-86, "Check Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the Intelligent Key unit. Refer to [BL-113, "Removal and Installation of Intelligent Key Unit"](#).

YES (Past error)>>Error was detected in the Intelligent Key unit branch line.

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

LANE BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

LANE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351956

1. CHECK CONNECTOR

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

Lane camera unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M182	10	5	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the lane camera unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [ACS-129, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the lane camera unit. Refer to [ACS-168, "Exploded View"](#).
YES (Past error)>>Error was detected in the lane camera unit branch line.
NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351957

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of unified meter and A/C amp.
2. Check the resistance between the unified meter and A/C amp. harness connector terminals.

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M65	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [DI-30, "Power Supply and Ground Circuit Inspection"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [DI-34, "Removal and Installation of Unified Meter and A/C Amp"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351958

1.CHECK 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.		
M47	4	5	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-18. "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-64. "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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TPMS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

TPMS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351959

1. CHECK CONNECTOR

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

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	15	16	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the low tire pressure warning control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-15, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-38, "Low Tire Pressure Warning Control Unit"](#).
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.
NO >> Repair the power supply and the ground circuit.

PSB BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351960

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the pre-crash seat belt control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B142	24	22	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SB-7, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SB-25, "Removal and Installation of Pre-Crash Seat Belt Control Unit"](#).
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

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ADP BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351961

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Driver seat control unit
 - Harness connector B202
 - Harness connector B15

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B204	3	19	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [SE-40, "Check Driver Seat Control Unit Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [SE-13, "Component Parts and Harness Connector Location"](#).

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

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

ABS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351962

1. CHECK 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.		
E30	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "ABS Actuator and Electric Unit \(Control Unit\) Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-61, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

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ICC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

ICC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351963

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ICC sensor integrated unit.
2. Check the resistance between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E61	3	6	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ICC sensor integrated unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [ACS-24, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [ACS-70, "ICC Sensor Integrated Unit"](#).
YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351964

1. CHECK 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.		
E9	49	50	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PG-26, "Check IPDM E/R Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PG-27, "Removal and Installation of IPDM E/R"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005351965

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.		
M60	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.		
M60	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
 - VQ engine models

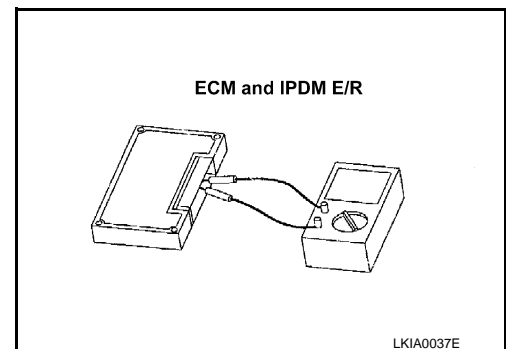
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
94	86	Approx. 108 – 132

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

IPDM E/R		Resistance (Ω)
Terminal No.		
49	50	Approx. 108 – 132



CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the IPDM E/R.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

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MAIN LINE BETWEEN TCM AND DLC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005351966

INSPECTION PROCEDURE

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 M61
 - Harness connector M62

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.
 - Harness connectors F102 and M72
 - Harness connectors M61 and M62
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M72	43H	M61	1	Existed
	42H		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors M72 and M61.

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.	
M62	1	M60	6	Existed
	2		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 TCM and the data link connector.

NO >> Repair the main line between the harness connector M62 and the data link connector.

MAIN LINE BETWEEN DLC AND RAS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

MAIN LINE BETWEEN DLC AND RAS CIRCUIT

Diagnosis Procedure

INFOID:000000005351967

INSPECTION PROCEDURE

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 M66
 - Harness connector B418

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M66 and B418.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M60	6	M66	62P	Existed
	14		63P	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M66.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of RAS control unit.
2. Check the continuity between the harness connector and the RAS control unit harness connector.

Harness connector		RAS control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B418	62P	B476	1	Existed
	63P		8	Existed

Is the inspection result normal?

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

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

NO >> Replace the body No. 2 harness.

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MAIN LINE BETWEEN RAS AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

MAIN LINE BETWEEN RAS AND PSB CIRCUIT

Diagnosis Procedure

INFOID:000000005351968

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 B437
 - Harness connector B67

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.
 - RAS control unit
 - Harness connectors B437 and B67
2. Check the continuity between the RAS control unit harness connector and the harness connector.

RAS control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B476	1	B437	11	Existed
	8		10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace the body No. 2 harness.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of pre-crash seat belt control unit.
2. Check the continuity between the harness connector and the pre-crash seat belt control unit harness connector.

Harness connector		Pre-crash seat belt control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B67	11	B142	24	Existed
	10		22	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 RAS control unit and the pre-crash seat belt control unit.

NO >> Replace the body harness.

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

Diagnosis Procedure

INFOID:000000005351969

INSPECTION PROCEDURE

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
 - Pre-crash seat belt control unit
 - Harness connectors B15 and B202
4. Check the continuity between the pre-crash seat belt control unit harness connector and the harness connector.

Pre-crash seat belt control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B142	24	B15	3	Existed
	22		19	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 pre-crash seat belt control unit and the driver seat control unit.

NO >> Replace the body harness.

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MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000005351970

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 B3
 - Harness connector E105

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.
 - Harness connectors B202 and B15
 - Harness connectors B3 and E105
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B15	3	B3	9	Existed
	19		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors B15 and B3.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	9	E30	35	Existed
	8		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the harness connector E105 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351971

1. CHECK 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.
- VQ engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M9	114	113	Approx. 108 – 132

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M71	94	86	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.

- VQ engine models: [EC-155, "Diagnosis Procedure"](#)
- VK engine models: [EC-824, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- VQ engine models: [EC-25, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
 - VK engine models: [EC-764, "Procedure After Replacing ECM"](#)
- YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

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AFS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351972

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).
 - AFS control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F110	30	7	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the AFS control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [LT-98, "Preliminary Check"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to [LT-132, "Removal and Installation of AFS Control Unit"](#).

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

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

AV BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351973

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
 2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M78	52	53	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M79	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without mobile entertainment system: [AV-113, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With mobile entertainment system: [AV-594, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without mobile entertainment system: [AV-482, "Exploded View"](#)
 - With mobile entertainment system: [AV-1064, "Exploded View"](#)

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

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

BCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351974

1. CHECK 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.		
M1	39	40	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-13, "Check BCM Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-14, "Removal and Installation of BCM"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351975

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F42	3 8	Approx. 54 – 66

Is the measurement value within the specification?

- YES (5A/T models)>>GO TO 3.
YES (7A/T models)>>GO TO 4.
NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly harness connector and TCM harness connector.

A/T assembly harness connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F502	1	Existed
8		2	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair the harness between the A/T assembly harness connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- 5A/T models: [AT-169, "Diagnosis Procedure"](#)
- 7A/T models: [AT-450, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. Refer to the following.
 - 5A/T models: [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#)
 - 7A/T models: [AT-501, "Exploded View"](#)

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

DLC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351976

1.CHECK 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.		
M60	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.

I-KEY BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

I-KEY BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351977

INSPECTION PROCEDURE

1. CHECK CONNECTOR

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

Intelligent Key unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M32	38	37	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the Intelligent Key unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Intelligent Key unit. Refer to [BL-86, "Check Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the Intelligent Key unit. Refer to [BL-113, "Removal and Installation of Intelligent Key Unit"](#).

YES (Past error)>>Error was detected in the Intelligent Key unit branch line.

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

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M&A BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351978

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of unified meter and A/C amp.
2. Check the resistance between the unified meter and A/C amp. harness connector terminals.

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M65	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [DI-30, "Power Supply and Ground Circuit Inspection"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [DI-34, "Removal and Installation of Unified Meter and A/C Amp"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351979

1. CHECK 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.		
M47	4	5	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-18. "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-64. "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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TPMS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

TPMS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351980

1. CHECK CONNECTOR

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

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	15	16	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the low tire pressure warning control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-15, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-38, "Low Tire Pressure Warning Control Unit"](#).
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.
NO >> Repair the power supply and the ground circuit.

RAS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

RAS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351981

1.CHECK CONNECTOR

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

RAS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B476	1	8	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

Is the inspection result normal?

- YES (Present error)>>Replace the RAS control unit. Refer to [STC-19, "Component Parts Location"](#).
YES (Past error)>>Error was detected in the RAS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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PSB BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351982

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the pre-crash seat belt control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B142	24	22	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SB-7, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SB-25, "Removal and Installation of Pre-Crash Seat Belt Control Unit"](#).
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351983

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Driver seat control unit
 - Harness connector B202
 - Harness connector B15

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B204	3	19	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [SE-40, "Check Driver Seat Control Unit Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [SE-13, "Component Parts and Harness Connector Location"](#).

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

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

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ABS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351984

1. CHECK 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.		
E30	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42. "ABS Actuator and Electric Unit \(Control Unit\) Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-61. "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

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351985

1. CHECK 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.		
E9	49	50	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PG-26, "Check IPDM E/R Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PG-27, "Removal and Installation of IPDM E/R"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005351986

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.		
M60	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.		
M60	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
 - VQ engine models

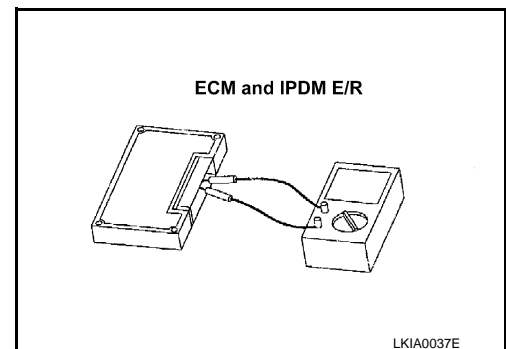
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
94	86	Approx. 108 – 132

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

IPDM E/R		Resistance (Ω)
Terminal No.		
49	50	Approx. 108 – 132



CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the IPDM E/R.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

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MAIN LINE BETWEEN TCM AND DLC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005351987

INSPECTION PROCEDURE

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 M61
 - Harness connector M62

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.
 - Harness connectors F102 and M72
 - Harness connectors M61 and M62
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M72	43H	M61	1	Existed
	42H		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors M72 and M61.

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.	
M62	1	M60	6	Existed
	2		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 TCM and the data link connector.

NO >> Repair the main line between the harness connector M62 and the data link connector.

MAIN LINE BETWEEN DLC AND RAS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

MAIN LINE BETWEEN DLC AND RAS CIRCUIT

Diagnosis Procedure

INFOID:000000005351988

INSPECTION PROCEDURE

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 M66
 - Harness connector B418

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M66 and B418.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M60	6	M66	62P	Existed
	14		63P	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M66.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of RAS control unit.
2. Check the continuity between the harness connector and the RAS control unit harness connector.

Harness connector		RAS control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B418	62P	B476	1	Existed
	63P		8	Existed

Is the inspection result normal?

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

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

NO >> Replace the body No. 2 harness.

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MAIN LINE BETWEEN RAS AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

MAIN LINE BETWEEN RAS AND PSB CIRCUIT

Diagnosis Procedure

INFOID:000000005351989

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 B437
 - Harness connector B67

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.
 - RAS control unit
 - Harness connectors B437 and B67
2. Check the continuity between the RAS control unit harness connector and the harness connector.

RAS control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B476	1	B437	11	Existed
	8		10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace the body No. 2 harness.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of pre-crash seat belt control unit.
2. Check the continuity between the harness connector and the pre-crash seat belt control unit harness connector.

Harness connector		Pre-crash seat belt control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B67	11	B142	24	Existed
	10		22	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 RAS control unit and the pre-crash seat belt control unit.

NO >> Replace the body harness.

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

Diagnosis Procedure

INFOID:000000005351990

INSPECTION PROCEDURE

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
 - Pre-crash seat belt control unit
 - Harness connectors B15 and B202
4. Check the continuity between the pre-crash seat belt control unit harness connector and the harness connector.

Pre-crash seat belt control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B142	24	B15	3	Existed
	22		19	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 pre-crash seat belt control unit and the driver seat control unit.

NO >> Replace the body harness.

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MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000005351991

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 B3
 - Harness connector E105

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.
 - Harness connectors B202 and B15
 - Harness connectors B3 and E105
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B15	3	B3	9	Existed
	19		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors B15 and B3.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	9	E30	35	Existed
	8		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the harness connector E105 and the ABS actuator and electric unit (control unit).

MAIN LINE BETWEEN ABS AND ICC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

MAIN LINE BETWEEN ABS AND ICC CIRCUIT

Diagnosis Procedure

INFOID:000000005351992

INSPECTION PROCEDURE

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
 - ABS actuator and electric unit (control unit)
 - ICC sensor integrated unit
4. Check the continuity between the ABS actuator and electric unit (control unit) harness connector and the ICC sensor integrated unit harness connector.

ABS actuator and electric unit (control unit) harness connector		ICC sensor integrated unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E30	35	E61	3	Existed
	14		6	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 ABS actuator and electric unit (control unit) and the ICC sensor integrated unit.

NO >> Repair the main line between the ABS actuator and electric unit (control unit) and the ICC sensor integrated unit.

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ECM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351993

1. CHECK 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.
- VQ engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M9	114	113	Approx. 108 – 132

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M71	94	86	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.

- VQ engine models: [EC-155, "Diagnosis Procedure"](#)
- VK engine models: [EC-824, "Diagnosis Procedure"](#)

Is the inspection result normal?

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

- VQ engine models: [EC-25, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
- VK engine models: [EC-764, "Procedure After Replacing ECM"](#)

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

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

AFS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351994

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).
 - AFS control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F110	30	7	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the AFS control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [LT-98, "Preliminary Check"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to [LT-132, "Removal and Installation of AFS Control Unit"](#).

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

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

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AV BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351995

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
 2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M78	52	53	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M79	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without mobile entertainment system: [AV-113, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With mobile entertainment system: [AV-594, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without mobile entertainment system: [AV-482, "Exploded View"](#)
 - With mobile entertainment system: [AV-1064, "Exploded View"](#)

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

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

BCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351996

1. CHECK 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.		
M1	39	40	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-13, "Check BCM Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-14, "Removal and Installation of BCM"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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TCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351997

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F42	3 8	Approx. 54 – 66

Is the measurement value within the specification?

YES (5A/T models)>>GO TO 3.

YES (7A/T models)>>GO TO 4.

NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly harness connector and TCM harness connector.

A/T assembly harness connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F502	1	Existed
8		2	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the harness between the A/T assembly harness connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- 5A/T models: [AT-169, "Diagnosis Procedure"](#)
- 7A/T models: [AT-450, "Diagnosis Procedure"](#)

Is the inspection result normal?

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

- 5A/T models: [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#)
- 7A/T models: [AT-501, "Exploded View"](#)

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

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

DLC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351998

1.CHECK 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.		
M60	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

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I-KEY BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

I-KEY BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005351999

INSPECTION PROCEDURE

1. CHECK CONNECTOR

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

Intelligent Key unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M32	38	37	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the Intelligent Key unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Intelligent Key unit. Refer to [BL-86, "Check Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the Intelligent Key unit. Refer to [BL-113, "Removal and Installation of Intelligent Key Unit"](#).

YES (Past error)>>Error was detected in the Intelligent Key unit branch line.

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

LANE BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

LANE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352000

1.CHECK CONNECTOR

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

Lane camera unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M182	10	5	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the lane camera unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [ACS-129, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the lane camera unit. Refer to [ACS-168, "Exploded View"](#).
YES (Past error)>>Error was detected in the lane camera unit branch line.
NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352001

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of unified meter and A/C amp.
2. Check the resistance between the unified meter and A/C amp. harness connector terminals.

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M65	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [DI-30, "Power Supply and Ground Circuit Inspection"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [DI-34, "Removal and Installation of Unified Meter and A/C Amp"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352002

1.CHECK 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.		
M47	4	5	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-18. "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-64. "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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TPMS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

TPMS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352003

1. CHECK CONNECTOR

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

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	15	16	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the low tire pressure warning control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-15, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-38, "Low Tire Pressure Warning Control Unit"](#).
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.
NO >> Repair the power supply and the ground circuit.

RAS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

RAS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352004

1.CHECK CONNECTOR

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

RAS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B476	1	8	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

Is the inspection result normal?

- YES (Present error)>>Replace the RAS control unit. Refer to [STC-19, "Component Parts Location"](#).
YES (Past error)>>Error was detected in the RAS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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PSB BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352005

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the pre-crash seat belt control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B142	24	22	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SB-7, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SB-25, "Removal and Installation of Pre-Crash Seat Belt Control Unit"](#).
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352006

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Driver seat control unit
 - Harness connector B202
 - Harness connector B15

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B204	3	19	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [SE-40, "Check Driver Seat Control Unit Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [SE-13, "Component Parts and Harness Connector Location"](#).

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

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

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ABS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352007

1. CHECK 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.		
E30	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42. "ABS Actuator and Electric Unit \(Control Unit\) Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-61. "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.

ICC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

ICC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352008

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ICC sensor integrated unit.
2. Check the resistance between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E61	3	6	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ICC sensor integrated unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [ACS-24, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [ACS-70, "ICC Sensor Integrated Unit"](#).
YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.
NO >> Repair the power supply and the ground circuit.

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IPDM-E BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352009

1. CHECK 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.		
E9	49	50	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PG-26, "Check IPDM E/R Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PG-27, "Removal and Installation of IPDM E/R"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005352010

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.	
M60	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.		
M60	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
 - VQ engine models

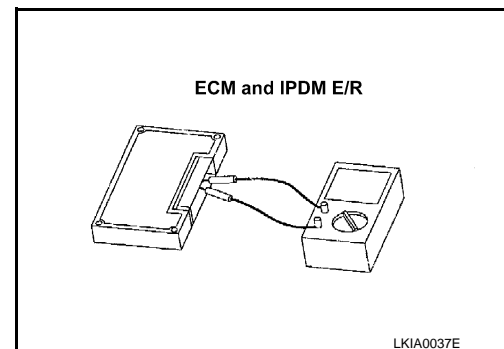
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
94	86	Approx. 108 – 132

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

IPDM E/R		Resistance (Ω)
Terminal No.		
49	50	Approx. 108 – 132



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CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the IPDM E/R.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005352011

INSPECTION PROCEDURE

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 M61
 - Harness connector M62

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.
 - Harness connectors F102 and M72
 - Harness connectors M61 and M62
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M72	43H	M61	1	Existed
	42H		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors M72 and M61.

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.	
M62	1	M60	6	Existed
	2		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 TCM and the data link connector.

NO >> Repair the main line between the harness connector M62 and the data link connector.

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

Diagnosis Procedure

INFOID:000000005352012

INSPECTION PROCEDURE

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 M66
 - Harness connector B418
 - Harness connector B437
 - Harness connector B67

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M66 and B418.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M60	6	M66	62P	Existed
	14		63P	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M66.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B437 and B67.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B418	62P	B437	11	Existed
	63P		10	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace the body No. 2 harness.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of pre-crash seat belt control unit.
2. Check the continuity between the harness connector and the pre-crash seat belt control unit harness connector.

Harness connector		Pre-crash seat belt control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B67	11	B142	24	Existed
	10		22	Existed

Is the inspection result normal?

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

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

YES (Past error)>>Error was detected in the main line between the data link connector and the pre-crash seat belt control unit.

NO >> Replace the body harness.

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MAIN LINE BETWEEN PSB AND ADP CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

Diagnosis Procedure

INFOID:000000005352013

INSPECTION PROCEDURE

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
 - Pre-crash seat belt control unit
 - Harness connectors B15 and B202
4. Check the continuity between the pre-crash seat belt control unit harness connector and the harness connector.

Pre-crash seat belt control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B142	24	B15	3	Existed
	22		19	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 pre-crash seat belt control unit and the driver seat control unit.

NO >> Replace the body harness.

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000005352014

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 B3
 - Harness connector E105

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.
 - Harness connectors B202 and B15
 - Harness connectors B3 and E105
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B15	3	B3	9	Existed
	19		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors B15 and B3.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	9	E30	35	Existed
	8		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the harness connector E105 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352015

1. CHECK 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.
- VQ engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M9	114	113	Approx. 108 – 132

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M71	94	86	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.

- VQ engine models: [EC-155, "Diagnosis Procedure"](#)
- VK engine models: [EC-824, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- VQ engine models: [EC-25, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
 - VK engine models: [EC-764, "Procedure After Replacing ECM"](#)
- YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

AFS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352016

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).
 - AFS control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F110	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [LT-98, "Preliminary Check"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AFS control unit. Refer to [LT-132, "Removal and Installation of AFS Control Unit"](#).
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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AV BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352017

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
 2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M78	52	53	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M79	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without mobile entertainment system: [AV-113, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With mobile entertainment system: [AV-594, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without mobile entertainment system: [AV-482, "Exploded View"](#)
 - With mobile entertainment system: [AV-1064, "Exploded View"](#)

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

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

BCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352018

1.CHECK 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.		
M1	39	40	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-13, "Check BCM Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-14, "Removal and Installation of BCM"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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TCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352019

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F42	3 8	Approx. 54 – 66

Is the measurement value within the specification?

YES (5A/T models)>>GO TO 3.

YES (7A/T models)>>GO TO 4.

NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly harness connector and TCM harness connector.

A/T assembly harness connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F502	1	Existed
8		2	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the harness between the A/T assembly harness connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- 5A/T models: [AT-169, "Diagnosis Procedure"](#)
- 7A/T models: [AT-450, "Diagnosis Procedure"](#)

Is the inspection result normal?

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

- 5A/T models: [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#)
- 7A/T models: [AT-501, "Exploded View"](#)

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

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

DLC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352020

1. CHECK 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.		
M60	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

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I-KEY BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

I-KEY BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352021

INSPECTION PROCEDURE

1. CHECK CONNECTOR

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

Intelligent Key unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M32	38	37	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the Intelligent Key unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Intelligent Key unit. Refer to [BL-86, "Check Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the Intelligent Key unit. Refer to [BL-113, "Removal and Installation of Intelligent Key Unit"](#).

YES (Past error)>>Error was detected in the Intelligent Key unit branch line.

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

M&A BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352022

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of unified meter and A/C amp.
2. Check the resistance between the unified meter and A/C amp. harness connector terminals.

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M65	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [DI-30, "Power Supply and Ground Circuit Inspection"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [DI-34, "Removal and Installation of Unified Meter and A/C Amp"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

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STRG BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352023

1.CHECK 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.		
M47	4	5	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-18, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-64, "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.

TPMS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

TPMS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352024

1.CHECK CONNECTOR

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

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	15	16	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the low tire pressure warning control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-15, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-38, "Low Tire Pressure Warning Control Unit"](#).
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.
NO >> Repair the power supply and the ground circuit.

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PSB BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352025

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the pre-crash seat belt control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B142	24	22	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SB-7, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SB-25, "Removal and Installation of Pre-Crash Seat Belt Control Unit"](#).
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352026

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Driver seat control unit
 - Harness connector B202
 - Harness connector B15

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B204	3	19	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [SE-40, "Check Driver Seat Control Unit Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [SE-13, "Component Parts and Harness Connector Location"](#).

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

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

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ABS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352027

1. CHECK 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.		
E30	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "ABS Actuator and Electric Unit \(Control Unit\) Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-61, "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

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352028

1.CHECK 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.		
E9	49	50	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PG-26, "Check IPDM E/R Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PG-27, "Removal and Installation of IPDM E/R"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005352029

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.	
M60	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.		
M60	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
 - VQ engine models

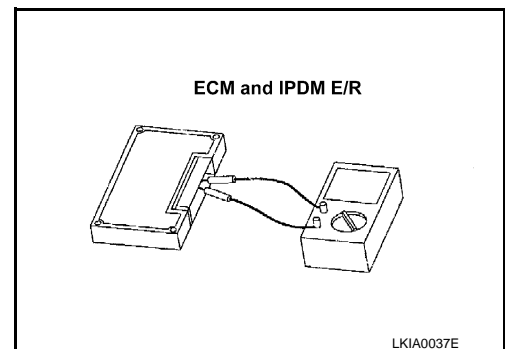
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
94	86	Approx. 108 – 132

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

IPDM E/R		Resistance (Ω)
Terminal No.		
49	50	Approx. 108 – 132



CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the IPDM E/R.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

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LAN

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005352030

INSPECTION PROCEDURE

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 M61
 - Harness connector M62

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.
 - Harness connectors F102 and M72
 - Harness connectors M61 and M62
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M72	43H	M61	1	Existed
	42H		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors M72 and M61.

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.	
M62	1	M60	6	Existed
	2		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 TCM and the data link connector.

NO >> Repair the main line between the harness connector M62 and the data link connector.

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

Diagnosis Procedure

INFOID:000000005352031

INSPECTION PROCEDURE

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 M66
 - Harness connector B418
 - Harness connector B437
 - Harness connector B67

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M66 and B418.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M60	6	M66	62P	Existed
	14		63P	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M66.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B437 and B67.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B418	62P	B437	11	Existed
	63P		10	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace the body No. 2 harness.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of pre-crash seat belt control unit.
2. Check the continuity between the harness connector and the pre-crash seat belt control unit harness connector.

Harness connector		Pre-crash seat belt control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B67	11	B142	24	Existed
	10		22	Existed

Is the inspection result normal?

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

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MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

YES (Past error)>>Error was detected in the main line between the data link connector and the pre-crash seat belt control unit.

NO >> Replace the body harness.

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

Diagnosis Procedure

INFOID:000000005352032

INSPECTION PROCEDURE

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
 - Pre-crash seat belt control unit
 - Harness connectors B15 and B202
4. Check the continuity between the pre-crash seat belt control unit harness connector and the harness connector.

Pre-crash seat belt control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B142	24	B15	3	Existed
	22		19	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 pre-crash seat belt control unit and the driver seat control unit.

NO >> Replace the body harness.

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MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000005352033

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 B3
 - Harness connector E105

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.
 - Harness connectors B202 and B15
 - Harness connectors B3 and E105
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B15	3	B3	9	Existed
	19		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors B15 and B3.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	9	E30	35	Existed
	8		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the harness connector E105 and the ABS actuator and electric unit (control unit).

MAIN LINE BETWEEN ABS AND ICC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

MAIN LINE BETWEEN ABS AND ICC CIRCUIT

Diagnosis Procedure

INFOID:000000005352034

INSPECTION PROCEDURE

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
 - ABS actuator and electric unit (control unit)
 - ICC sensor integrated unit
4. Check the continuity between the ABS actuator and electric unit (control unit) harness connector and the ICC sensor integrated unit harness connector.

ABS actuator and electric unit (control unit) harness connector		ICC sensor integrated unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E30	35	E61	3	Existed
	14		6	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 ABS actuator and electric unit (control unit) and the ICC sensor integrated unit.

NO >> Repair the main line between the ABS actuator and electric unit (control unit) and the ICC sensor integrated unit.

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ECM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352035

1. CHECK 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.
- VQ engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M9	114	113	Approx. 108 – 132

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M71	94	86	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.

- VQ engine models: [EC-155, "Diagnosis Procedure"](#)
- VK engine models: [EC-824, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- VQ engine models: [EC-25, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
 - VK engine models: [EC-764, "Procedure After Replacing ECM"](#)
- YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

AFS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352036

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).
 - AFS control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F110	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [LT-98, "Preliminary Check"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AFS control unit. Refer to [LT-132, "Removal and Installation of AFS Control Unit"](#).
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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AV BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352037

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
 2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M78	52	53	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M79	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without mobile entertainment system: [AV-113, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With mobile entertainment system: [AV-594, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without mobile entertainment system: [AV-482, "Exploded View"](#)
 - With mobile entertainment system: [AV-1064, "Exploded View"](#)

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

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

BCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352038

1. CHECK 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.		
M1	39	40	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-13, "Check BCM Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-14, "Removal and Installation of BCM"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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TCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352039

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F42	3 8	Approx. 54 – 66

Is the measurement value within the specification?

YES (5A/T models)>>GO TO 3.

YES (7A/T models)>>GO TO 4.

NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly harness connector and TCM harness connector.

A/T assembly harness connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F502	1	Existed
8		2	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the harness between the A/T assembly harness connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- 5A/T models: [AT-169, "Diagnosis Procedure"](#)
- 7A/T models: [AT-450, "Diagnosis Procedure"](#)

Is the inspection result normal?

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

- 5A/T models: [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#)
- 7A/T models: [AT-501, "Exploded View"](#)

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

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

DLC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352040

1. CHECK 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.		
M60	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

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I-KEY BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

I-KEY BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352041

INSPECTION PROCEDURE

1. CHECK CONNECTOR

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

Intelligent Key unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M32	38	37	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the Intelligent Key unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Intelligent Key unit. Refer to [BL-86, "Check Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the Intelligent Key unit. Refer to [BL-113, "Removal and Installation of Intelligent Key Unit"](#).

YES (Past error)>>Error was detected in the Intelligent Key unit branch line.

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

LANE BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

LANE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352042

1. CHECK CONNECTOR

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

Lane camera unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M182	10	5	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the lane camera unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [ACS-129, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the lane camera unit. Refer to [ACS-168, "Exploded View"](#).
YES (Past error)>>Error was detected in the lane camera unit branch line.
NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352043

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of unified meter and A/C amp.
2. Check the resistance between the unified meter and A/C amp. harness connector terminals.

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M65	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [DI-30, "Power Supply and Ground Circuit Inspection"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [DI-34, "Removal and Installation of Unified Meter and A/C Amp"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352044

1.CHECK 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.		
M47	4	5	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-18. "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-64. "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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TPMS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

TPMS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352045

1. CHECK CONNECTOR

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

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	15	16	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the low tire pressure warning control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-15, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-38, "Low Tire Pressure Warning Control Unit"](#).
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.
NO >> Repair the power supply and the ground circuit.

PSB BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352046

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the pre-crash seat belt control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B142	24	22	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SB-7, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SB-25, "Removal and Installation of Pre-Crash Seat Belt Control Unit"](#).
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

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ADP BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352047

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Driver seat control unit
 - Harness connector B202
 - Harness connector B15

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B204	3	19	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [SE-40, "Check Driver Seat Control Unit Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [SE-13, "Component Parts and Harness Connector Location"](#).

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

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

ABS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352048

1. CHECK 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.		
E30	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "ABS Actuator and Electric Unit \(Control Unit\) Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-61, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

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ICC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

ICC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352049

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ICC sensor integrated unit.
2. Check the resistance between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E61	3	6	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ICC sensor integrated unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [ACS-24, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [ACS-70, "ICC Sensor Integrated Unit"](#).
YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352050

1.CHECK 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.		
E9	49	50	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PG-26, "Check IPDM E/R Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PG-27, "Removal and Installation of IPDM E/R"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005352051

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.		
M60	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.		
M60	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
 - VQ engine models

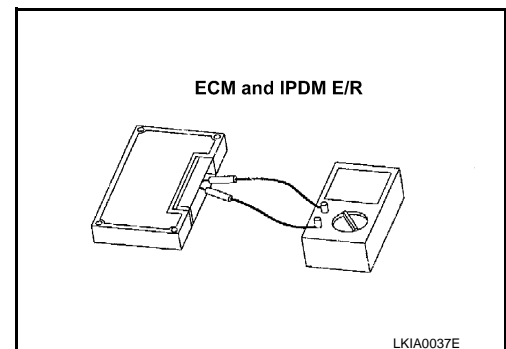
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
94	86	Approx. 108 – 132

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

IPDM E/R		Resistance (Ω)
Terminal No.		
49	50	Approx. 108 – 132



CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the IPDM E/R.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

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MAIN LINE BETWEEN TCM AND DLC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005352052

INSPECTION PROCEDURE

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 M61
 - Harness connector M62

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.
 - Harness connectors F102 and M72
 - Harness connectors M61 and M62
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M72	43H	M61	1	Existed
	42H		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors M72 and M61.

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.	
M62	1	M60	6	Existed
	2		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 TCM and the data link connector.

NO >> Repair the main line between the harness connector M62 and the data link connector.

MAIN LINE BETWEEN DLC AND RAS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

MAIN LINE BETWEEN DLC AND RAS CIRCUIT

Diagnosis Procedure

INFOID:000000005352053

INSPECTION PROCEDURE

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 M66
 - Harness connector B418

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M66 and B418.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M60	6	M66	62P	Existed
	14		63P	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M66.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of RAS control unit.
2. Check the continuity between the harness connector and the RAS control unit harness connector.

Harness connector		RAS control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B418	62P	B476	1	Existed
	63P		8	Existed

Is the inspection result normal?

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

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

NO >> Replace the body No. 2 harness.

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MAIN LINE BETWEEN RAS AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

MAIN LINE BETWEEN RAS AND PSB CIRCUIT

Diagnosis Procedure

INFOID:000000005352054

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 B437
 - Harness connector B67

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.
 - RAS control unit
 - Harness connectors B437 and B67
2. Check the continuity between the RAS control unit harness connector and the harness connector.

RAS control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B476	1	B437	11	Existed
	8		10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace the body No. 2 harness.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of pre-crash seat belt control unit.
2. Check the continuity between the harness connector and the pre-crash seat belt control unit harness connector.

Harness connector		Pre-crash seat belt control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B67	11	B142	24	Existed
	10		22	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 RAS control unit and the pre-crash seat belt control unit.

NO >> Replace the body harness.

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

Diagnosis Procedure

INFOID:000000005352055

INSPECTION PROCEDURE

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
 - Pre-crash seat belt control unit
 - Harness connectors B15 and B202
4. Check the continuity between the pre-crash seat belt control unit harness connector and the harness connector.

Pre-crash seat belt control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B142	24	B15	3	Existed
	22		19	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 pre-crash seat belt control unit and the driver seat control unit.

NO >> Replace the body harness.

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MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000005352056

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 B3
 - Harness connector E105

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.
 - Harness connectors B202 and B15
 - Harness connectors B3 and E105
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B15	3	B3	9	Existed
	19		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors B15 and B3.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	9	E30	35	Existed
	8		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the harness connector E105 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352057

1. CHECK 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.
- VQ engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M9	114	113	Approx. 108 – 132

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M71	94	86	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.

- VQ engine models: [EC-155, "Diagnosis Procedure"](#)
- VK engine models: [EC-824, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- VQ engine models: [EC-25, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
 - VK engine models: [EC-764, "Procedure After Replacing ECM"](#)
- YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

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AFS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352058

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).
 - AFS control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F110	30	7	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the AFS control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [LT-98, "Preliminary Check"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to [LT-132, "Removal and Installation of AFS Control Unit"](#).

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

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

AV BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352059

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
 2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M78	52	53	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M79	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without mobile entertainment system: [AV-113, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With mobile entertainment system: [AV-594, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without mobile entertainment system: [AV-482, "Exploded View"](#)
 - With mobile entertainment system: [AV-1064, "Exploded View"](#)

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

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

BCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352060

1. CHECK 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.		
M1	39	40	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-13, "Check BCM Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-14, "Removal and Installation of BCM"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352061

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F42	3 8	Approx. 54 – 66

Is the measurement value within the specification?

- YES (5A/T models)>>GO TO 3.
YES (7A/T models)>>GO TO 4.
NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly harness connector and TCM harness connector.

A/T assembly harness connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F502	1	Existed
8		2	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair the harness between the A/T assembly harness connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- 5A/T models: [AT-169, "Diagnosis Procedure"](#)
- 7A/T models: [AT-450, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. Refer to the following.
 - 5A/T models: [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#)
 - 7A/T models: [AT-501, "Exploded View"](#)

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

DLC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352062

1. CHECK 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.		
M60	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.

I-KEY BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

I-KEY BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352063

INSPECTION PROCEDURE

1. CHECK CONNECTOR

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

Intelligent Key unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M32	38	37	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the Intelligent Key unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Intelligent Key unit. Refer to [BL-86, "Check Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the Intelligent Key unit. Refer to [BL-113, "Removal and Installation of Intelligent Key Unit"](#).

YES (Past error)>>Error was detected in the Intelligent Key unit branch line.

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

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M&A BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352064

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of unified meter and A/C amp.
2. Check the resistance between the unified meter and A/C amp. harness connector terminals.

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M65	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [DI-30, "Power Supply and Ground Circuit Inspection"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [DI-34, "Removal and Installation of Unified Meter and A/C Amp"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352065

1.CHECK 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.		
M47	4	5	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-18. "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-64. "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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TPMS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

TPMS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352066

1. CHECK CONNECTOR

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

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	15	16	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the low tire pressure warning control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-15, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-38, "Low Tire Pressure Warning Control Unit"](#).
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.
NO >> Repair the power supply and the ground circuit.

RAS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

RAS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352067

1.CHECK CONNECTOR

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

RAS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B476	1	8	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

Is the inspection result normal?

- YES (Present error)>>Replace the RAS control unit. Refer to [STC-19, "Component Parts Location"](#).
YES (Past error)>>Error was detected in the RAS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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PSB BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352068

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the pre-crash seat belt control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B142	24	22	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SB-7, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SB-25, "Removal and Installation of Pre-Crash Seat Belt Control Unit"](#).
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352069

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Driver seat control unit
 - Harness connector B202
 - Harness connector B15

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B204	3	19	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [SE-40, "Check Driver Seat Control Unit Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [SE-13, "Component Parts and Harness Connector Location"](#).

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

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

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ABS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352070

1. CHECK 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.		
E30	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42. "ABS Actuator and Electric Unit \(Control Unit\) Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-61. "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

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352071

1. CHECK 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.		
E9	49	50	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PG-26, "Check IPDM E/R Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PG-27, "Removal and Installation of IPDM E/R"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005352072

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.	
M60	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.		
M60	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
 - VQ engine models

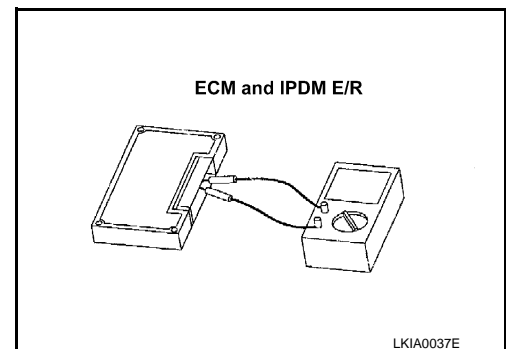
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
94	86	Approx. 108 – 132

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

IPDM E/R		Resistance (Ω)
Terminal No.		
49	50	Approx. 108 – 132



CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the IPDM E/R.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

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MAIN LINE BETWEEN TCM AND DLC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005352073

INSPECTION PROCEDURE

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 M61
 - Harness connector M62

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.
 - Harness connectors F102 and M72
 - Harness connectors M61 and M62
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M72	43H	M61	1	Existed
	42H		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors M72 and M61.

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.	
M62	1	M60	6	Existed
	2		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 TCM and the data link connector.

NO >> Repair the main line between the harness connector M62 and the data link connector.

MAIN LINE BETWEEN DLC AND RAS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

MAIN LINE BETWEEN DLC AND RAS CIRCUIT

Diagnosis Procedure

INFOID:000000005352074

INSPECTION PROCEDURE

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 M66
 - Harness connector B418

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M66 and B418.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M60	6	M66	62P	Existed
	14		63P	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M66.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of RAS control unit.
2. Check the continuity between the harness connector and the RAS control unit harness connector.

Harness connector		RAS control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B418	62P	B476	1	Existed
	63P		8	Existed

Is the inspection result normal?

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

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

NO >> Replace the body No. 2 harness.

MAIN LINE BETWEEN RAS AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

MAIN LINE BETWEEN RAS AND PSB CIRCUIT

Diagnosis Procedure

INFOID:000000005352075

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 B437
 - Harness connector B67

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.
 - RAS control unit
 - Harness connectors B437 and B67
2. Check the continuity between the RAS control unit harness connector and the harness connector.

RAS control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B476	1	B437	11	Existed
	8		10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace the body No. 2 harness.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of pre-crash seat belt control unit.
2. Check the continuity between the harness connector and the pre-crash seat belt control unit harness connector.

Harness connector		Pre-crash seat belt control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B67	11	B142	24	Existed
	10		22	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 RAS control unit and the pre-crash seat belt control unit.

NO >> Replace the body harness.

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

Diagnosis Procedure

INFOID:000000005352076

INSPECTION PROCEDURE

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
 - Pre-crash seat belt control unit
 - Harness connectors B15 and B202
4. Check the continuity between the pre-crash seat belt control unit harness connector and the harness connector.

Pre-crash seat belt control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B142	24	B15	3	Existed
	22		19	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 pre-crash seat belt control unit and the driver seat control unit.

NO >> Replace the body harness.

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MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000005352077

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 B3
 - Harness connector E105

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.
 - Harness connectors B202 and B15
 - Harness connectors B3 and E105
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B15	3	B3	9	Existed
	19		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors B15 and B3.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	9	E30	35	Existed
	8		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the harness connector E105 and the ABS actuator and electric unit (control unit).

MAIN LINE BETWEEN ABS AND ICC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

MAIN LINE BETWEEN ABS AND ICC CIRCUIT

Diagnosis Procedure

INFOID:000000005352078

INSPECTION PROCEDURE

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
 - ABS actuator and electric unit (control unit)
 - ICC sensor integrated unit
4. Check the continuity between the ABS actuator and electric unit (control unit) harness connector and the ICC sensor integrated unit harness connector.

ABS actuator and electric unit (control unit) harness connector		ICC sensor integrated unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E30	35	E61	3	Existed
	14		6	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 ABS actuator and electric unit (control unit) and the ICC sensor integrated unit.

NO >> Repair the main line between the ABS actuator and electric unit (control unit) and the ICC sensor integrated unit.

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ECM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352079

1. CHECK 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.
- VQ engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M9	114	113	Approx. 108 – 132

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M71	94	86	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.

- VQ engine models: [EC-155, "Diagnosis Procedure"](#)
- VK engine models: [EC-824, "Diagnosis Procedure"](#)

Is the inspection result normal?

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

- VQ engine models: [EC-25, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
- VK engine models: [EC-764, "Procedure After Replacing ECM"](#)

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

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

AFS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352080

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).
 - AFS control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F110	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [LT-98, "Preliminary Check"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AFS control unit. Refer to [LT-132, "Removal and Installation of AFS Control Unit"](#).
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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AV BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352081

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
 2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M78	52	53	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M79	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without mobile entertainment system: [AV-113, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With mobile entertainment system: [AV-594, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without mobile entertainment system: [AV-482, "Exploded View"](#)
 - With mobile entertainment system: [AV-1064, "Exploded View"](#)

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

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

BCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352082

1.CHECK 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.		
M1	39	40	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-13, "Check BCM Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-14, "Removal and Installation of BCM"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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TCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352083

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F42	3 8	Approx. 54 – 66

Is the measurement value within the specification?

YES (5A/T models)>>GO TO 3.

YES (7A/T models)>>GO TO 4.

NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly harness connector and TCM harness connector.

A/T assembly harness connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F502	1	Existed
8		2	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the harness between the A/T assembly harness connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- 5A/T models: [AT-169, "Diagnosis Procedure"](#)
- 7A/T models: [AT-450, "Diagnosis Procedure"](#)

Is the inspection result normal?

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

- 5A/T models: [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#)
- 7A/T models: [AT-501, "Exploded View"](#)

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

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

DLC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352084

1. CHECK 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.		
M60	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

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I-KEY BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

I-KEY BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352085

INSPECTION PROCEDURE

1. CHECK CONNECTOR

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

Intelligent Key unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M32	38	37	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the Intelligent Key unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Intelligent Key unit. Refer to [BL-86, "Check Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the Intelligent Key unit. Refer to [BL-113, "Removal and Installation of Intelligent Key Unit"](#).

YES (Past error)>>Error was detected in the Intelligent Key unit branch line.

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

LANE BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

LANE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352086

1. CHECK CONNECTOR

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

Lane camera unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M182	10	5	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the lane camera unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [ACS-129, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the lane camera unit. Refer to [ACS-168, "Exploded View"](#).
YES (Past error)>>Error was detected in the lane camera unit branch line.
NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352087

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of unified meter and A/C amp.
2. Check the resistance between the unified meter and A/C amp. harness connector terminals.

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M65	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [DI-30, "Power Supply and Ground Circuit Inspection"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [DI-34, "Removal and Installation of Unified Meter and A/C Amp"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352088

1.CHECK 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.		
M47	4	5	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-18. "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-64. "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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TPMS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

TPMS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352089

1. CHECK CONNECTOR

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

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	15	16	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the low tire pressure warning control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-15, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-38, "Low Tire Pressure Warning Control Unit"](#).
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.
NO >> Repair the power supply and the ground circuit.

RAS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

RAS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352090

1.CHECK CONNECTOR

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

RAS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B476	1	8	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

Is the inspection result normal?

- YES (Present error)>>Replace the RAS control unit. Refer to [STC-19, "Component Parts Location"](#).
YES (Past error)>>Error was detected in the RAS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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PSB BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352091

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the pre-crash seat belt control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B142	24	22	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SB-7, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SB-25, "Removal and Installation of Pre-Crash Seat Belt Control Unit"](#).
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352092

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Driver seat control unit
 - Harness connector B202
 - Harness connector B15

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B204	3	19	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [SE-40, "Check Driver Seat Control Unit Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the driver seat control unit. Refer to [SE-13, "Component Parts and Harness Connector Location"](#).
YES (Past error)>>Error was detected in the driver seat control unit branch line.
NO >> Repair the power supply and the ground circuit.

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ABS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352093

1. CHECK 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.		
E30	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "ABS Actuator and Electric Unit \(Control Unit\) Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-61, "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.

ICC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

ICC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352094

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ICC sensor integrated unit.
2. Check the resistance between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E61	3	6	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ICC sensor integrated unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [ACS-24, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [ACS-70, "ICC Sensor Integrated Unit"](#).
YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.
NO >> Repair the power supply and the ground circuit.

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IPDM-E BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352095

1. CHECK 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.		
E9	49	50	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PG-26, "Check IPDM E/R Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PG-27, "Removal and Installation of IPDM E/R"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005352096

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.	
M60	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.		
M60	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
 - VQ engine models

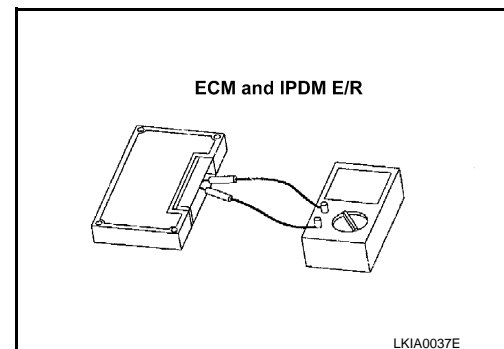
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
94	86	Approx. 108 – 132

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

IPDM E/R		Resistance (Ω)
Terminal No.		
49	50	Approx. 108 – 132



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CAN COMMUNICATION CIRCUIT

[CAN SYSTEM (TYPE 8)]

< COMPONENT DIAGNOSIS >

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the IPDM E/R.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005352097

INSPECTION PROCEDURE

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 M61
 - Harness connector M62

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.
 - Harness connectors F102 and M72
 - Harness connectors M61 and M62
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M72	43H	M61	1	Existed
	42H		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors M72 and M61.

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.	
M62	1	M60	6	Existed
	2		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 TCM and the data link connector.

NO >> Repair the main line between the harness connector M62 and the data link connector.

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

Diagnosis Procedure

INFOID:000000005352098

INSPECTION PROCEDURE

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 M66
 - Harness connector B418
 - Harness connector B437
 - Harness connector B67

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M66 and B418.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M60	6	M66	62P	Existed
	14		63P	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M66.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B437 and B67.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B418	62P	B437	11	Existed
	63P		10	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace the body No. 2 harness.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of pre-crash seat belt control unit.
2. Check the continuity between the harness connector and the pre-crash seat belt control unit harness connector.

Harness connector		Pre-crash seat belt control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B67	11	B142	24	Existed
	10		22	Existed

Is the inspection result normal?

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

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

YES (Past error)>>Error was detected in the main line between the data link connector and the pre-crash seat belt control unit.

NO >> Replace the body harness.

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MAIN LINE BETWEEN PSB AND ADP CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

Diagnosis Procedure

INFOID:000000005352099

INSPECTION PROCEDURE

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
 - Pre-crash seat belt control unit
 - Harness connectors B15 and B202
4. Check the continuity between the pre-crash seat belt control unit harness connector and the harness connector.

Pre-crash seat belt control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B142	24	B15	3	Existed
	22		19	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 pre-crash seat belt control unit and the driver seat control unit.

NO >> Replace the body harness.

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000005352100

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 B3
 - Harness connector E105

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.
 - Harness connectors B202 and B15
 - Harness connectors B3 and E105
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B15	3	B3	9	Existed
	19		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors B15 and B3.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	9	E30	35	Existed
	8		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the harness connector E105 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352101

1. CHECK 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.
- VQ engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M9	114	113	Approx. 108 – 132

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M71	94	86	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.

- VQ engine models: [EC-155, "Diagnosis Procedure"](#)
- VK engine models: [EC-824, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- VQ engine models: [EC-25, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
 - VK engine models: [EC-764, "Procedure After Replacing ECM"](#)
- YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

4WD BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352102

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - AWD control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AWD control unit.
2. Check the resistance between the AWD control unit harness connector terminals.

AWD control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F109	8	16	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the AWD control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [TF-31, "Power Supply Circuit for AWD Control Unit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AWD control unit. Refer to [TF-38, "Removal and Installation"](#).

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

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

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AFS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352103

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).
 - AFS control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F110	30	7	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the AFS control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [LT-98, "Preliminary Check"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to [LT-132, "Removal and Installation of AFS Control Unit"](#).

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

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

AV BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352104

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
 2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M78	52	53	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M79	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without mobile entertainment system: [AV-113, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With mobile entertainment system: [AV-594, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without mobile entertainment system: [AV-482, "Exploded View"](#)
 - With mobile entertainment system: [AV-1064, "Exploded View"](#)

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

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

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BCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352105

1. CHECK 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.		
M1	39	40	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-13, "Check BCM Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-14, "Removal and Installation of BCM"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352106

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F42	3 8	Approx. 54 – 66

Is the measurement value within the specification?

- YES (5A/T models)>>GO TO 3.
YES (7A/T models)>>GO TO 4.
NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly harness connector and TCM harness connector.

A/T assembly harness connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F502	1	Existed
8		2	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair the harness between the A/T assembly harness connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- 5A/T models: [AT-169, "Diagnosis Procedure"](#)
- 7A/T models: [AT-450, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. Refer to the following.
 - 5A/T models: [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#)
 - 7A/T models: [AT-501, "Exploded View"](#)

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

DLC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352107

1.CHECK 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.		
M60	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.

I-KEY BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

I-KEY BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352108

INSPECTION PROCEDURE

1. CHECK CONNECTOR

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

Intelligent Key unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M32	38	37	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the Intelligent Key unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Intelligent Key unit. Refer to [BL-86, "Check Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the Intelligent Key unit. Refer to [BL-113, "Removal and Installation of Intelligent Key Unit"](#).

YES (Past error)>>Error was detected in the Intelligent Key unit branch line.

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

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M&A BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352109

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of unified meter and A/C amp.
2. Check the resistance between the unified meter and A/C amp. harness connector terminals.

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M65	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [DI-30, "Power Supply and Ground Circuit Inspection"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [DI-34, "Removal and Installation of Unified Meter and A/C Amp"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352110

1.CHECK 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.		
M47	4	5	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-18. "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-64. "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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TPMS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

TPMS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352111

1. CHECK CONNECTOR

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

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	15	16	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the low tire pressure warning control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-15, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-38, "Low Tire Pressure Warning Control Unit"](#).
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.
NO >> Repair the power supply and the ground circuit.

PSB BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352112

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the pre-crash seat belt control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B142	24	22	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SB-7, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SB-25, "Removal and Installation of Pre-Crash Seat Belt Control Unit"](#).
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

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ADP BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352113

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Driver seat control unit
 - Harness connector B202
 - Harness connector B15

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B204	3	19	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [SE-40, "Check Driver Seat Control Unit Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [SE-13, "Component Parts and Harness Connector Location"](#).

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

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

ABS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352114

1. CHECK 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.		
E30	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "ABS Actuator and Electric Unit \(Control Unit\) Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-61, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

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IPDM-E BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352115

1. CHECK 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.		
E9	49	50	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PG-26, "Check IPDM E/R Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PG-27, "Removal and Installation of IPDM E/R"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005352116

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.	
M60	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.		
M60	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
 - VQ engine models

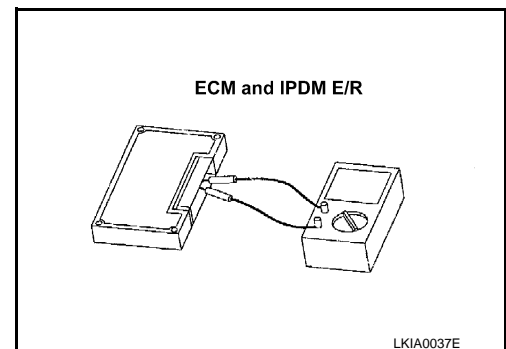
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
94	86	Approx. 108 – 132

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

IPDM E/R		Resistance (Ω)
Terminal No.		
49	50	Approx. 108 – 132



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CAN COMMUNICATION CIRCUIT

[CAN SYSTEM (TYPE 9)]

< COMPONENT DIAGNOSIS >

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the IPDM E/R.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005352117

INSPECTION PROCEDURE

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 M61
 - Harness connector M62

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.
 - Harness connectors F102 and M72
 - Harness connectors M61 and M62
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M72	43H	M61	1	Existed
	42H		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors M72 and M61.

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.	
M62	1	M60	6	Existed
	2		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 TCM and the data link connector.

NO >> Repair the main line between the harness connector M62 and the data link connector.

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

Diagnosis Procedure

INFOID:000000005352118

INSPECTION PROCEDURE

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 M66
 - Harness connector B418
 - Harness connector B437
 - Harness connector B67

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M66 and B418.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M60	6	M66	62P	Existed
	14		63P	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M66.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B437 and B67.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B418	62P	B437	11	Existed
	63P		10	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace the body No. 2 harness.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of pre-crash seat belt control unit.
2. Check the continuity between the harness connector and the pre-crash seat belt control unit harness connector.

Harness connector		Pre-crash seat belt control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B67	11	B142	24	Existed
	10		22	Existed

Is the inspection result normal?

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

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

YES (Past error)>>Error was detected in the main line between the data link connector and the pre-crash seat belt control unit.

NO >> Replace the body harness.

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MAIN LINE BETWEEN PSB AND ADP CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

Diagnosis Procedure

INFOID:000000005352119

INSPECTION PROCEDURE

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
 - Pre-crash seat belt control unit
 - Harness connectors B15 and B202
4. Check the continuity between the pre-crash seat belt control unit harness connector and the harness connector.

Pre-crash seat belt control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B142	24	B15	3	Existed
	22		19	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 pre-crash seat belt control unit and the driver seat control unit.

NO >> Replace the body harness.

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000005352120

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 B3
 - Harness connector E105

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.
 - Harness connectors B202 and B15
 - Harness connectors B3 and E105
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B15	3	B3	9	Existed
	19		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors B15 and B3.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	9	E30	35	Existed
	8		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the harness connector E105 and the ABS actuator and electric unit (control unit).

MAIN LINE BETWEEN ABS AND ICC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

MAIN LINE BETWEEN ABS AND ICC CIRCUIT

Diagnosis Procedure

INFOID:000000005352121

INSPECTION PROCEDURE

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
 - ABS actuator and electric unit (control unit)
 - ICC sensor integrated unit
4. Check the continuity between the ABS actuator and electric unit (control unit) harness connector and the ICC sensor integrated unit harness connector.

ABS actuator and electric unit (control unit) harness connector		ICC sensor integrated unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E30	35	E61	3	Existed
	14		6	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 ABS actuator and electric unit (control unit) and the ICC sensor integrated unit.

NO >> Repair the main line between the ABS actuator and electric unit (control unit) and the ICC sensor integrated unit.

ECM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352122

1. CHECK 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.
- VQ engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M9	114	113	Approx. 108 – 132

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M71	94	86	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.

- VQ engine models: [EC-155, "Diagnosis Procedure"](#)
- VK engine models: [EC-824, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- VQ engine models: [EC-25, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
 - VK engine models: [EC-764, "Procedure After Replacing ECM"](#)
- YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

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4WD BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352123

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - AWD control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AWD control unit.
2. Check the resistance between the AWD control unit harness connector terminals.

AWD control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F109	8	16	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the AWD control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [TF-31, "Power Supply Circuit for AWD Control Unit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AWD control unit. Refer to [TF-38, "Removal and Installation"](#).

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

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

AFS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352124

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).
 - AFS control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F110	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [LT-98, "Preliminary Check"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AFS control unit. Refer to [LT-132, "Removal and Installation of AFS Control Unit"](#).
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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AV BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352125

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
 2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M78	52	53	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M79	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without mobile entertainment system: [AV-113, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With mobile entertainment system: [AV-594, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without mobile entertainment system: [AV-482, "Exploded View"](#)
 - With mobile entertainment system: [AV-1064, "Exploded View"](#)

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

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

BCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352126

1. CHECK 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.		
M1	39	40	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-13, "Check BCM Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-14, "Removal and Installation of BCM"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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TCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352127

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F42	3 8	Approx. 54 – 66

Is the measurement value within the specification?

- YES (5A/T models)>>GO TO 3.
YES (7A/T models)>>GO TO 4.
NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly harness connector and TCM harness connector.

A/T assembly harness connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F502	1	Existed
8		2	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair the harness between the A/T assembly harness connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- 5A/T models: [AT-169, "Diagnosis Procedure"](#)
- 7A/T models: [AT-450, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. Refer to the following.
 - 5A/T models: [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#)
 - 7A/T models: [AT-501, "Exploded View"](#)

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

DLC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352128

1.CHECK 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.		
M60	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

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I-KEY BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

I-KEY BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352129

INSPECTION PROCEDURE

1. CHECK CONNECTOR

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

Intelligent Key unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M32	38	37	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the Intelligent Key unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Intelligent Key unit. Refer to [BL-86, "Check Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the Intelligent Key unit. Refer to [BL-113, "Removal and Installation of Intelligent Key Unit"](#).

YES (Past error)>>Error was detected in the Intelligent Key unit branch line.

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

LANE BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

LANE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352130

1. CHECK CONNECTOR

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

Lane camera unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M182	10	5	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the lane camera unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [ACS-129, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the lane camera unit. Refer to [ACS-168, "Exploded View"](#).
YES (Past error)>>Error was detected in the lane camera unit branch line.
NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352131

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of unified meter and A/C amp.
2. Check the resistance between the unified meter and A/C amp. harness connector terminals.

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M65	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [DI-30, "Power Supply and Ground Circuit Inspection"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [DI-34, "Removal and Installation of Unified Meter and A/C Amp"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352132

1.CHECK 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.		
M47	4	5	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-18. "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-64. "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

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TPMS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

TPMS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352133

1. CHECK CONNECTOR

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

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	15	16	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the low tire pressure warning control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-15, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-38, "Low Tire Pressure Warning Control Unit"](#).
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.
NO >> Repair the power supply and the ground circuit.

PSB BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352134

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the pre-crash seat belt control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B142	24	22	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SB-7, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SB-25, "Removal and Installation of Pre-Crash Seat Belt Control Unit"](#).
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

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ADP BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352135

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Driver seat control unit
 - Harness connector B202
 - Harness connector B15

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B204	3	19	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [SE-40, "Check Driver Seat Control Unit Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [SE-13, "Component Parts and Harness Connector Location"](#).

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

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

ABS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352136

1. CHECK 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.		
E30	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "ABS Actuator and Electric Unit \(Control Unit\) Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-61, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

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ICC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352137

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ICC sensor integrated unit.
2. Check the resistance between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E61	3	6	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the ICC sensor integrated unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [ACS-24, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [ACS-70, "ICC Sensor Integrated Unit"](#).
 YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.
 NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352138

1. CHECK 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.		
E9	49	50	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PG-26, "Check IPDM E/R Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PG-27, "Removal and Installation of IPDM E/R"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005352139

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.	
M60	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.		
M60	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
 - VQ engine models

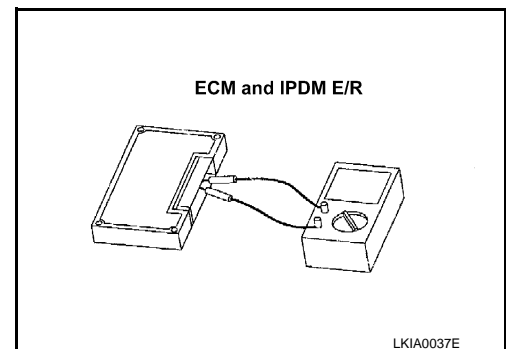
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
94	86	Approx. 108 – 132

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

IPDM E/R		Resistance (Ω)
Terminal No.		
49	50	Approx. 108 – 132



LKIA0037E

CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the IPDM E/R.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

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MAIN LINE BETWEEN TCM AND DLC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005352140

INSPECTION PROCEDURE

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 M61
 - Harness connector M62

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.
 - Harness connectors F102 and M72
 - Harness connectors M61 and M62
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M72	43H	M61	1	Existed
	42H		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors M72 and M61.

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.	
M62	1	M60	6	Existed
	2		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 TCM and the data link connector.

NO >> Repair the main line between the harness connector M62 and the data link connector.

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

Diagnosis Procedure

INFOID:000000005352141

INSPECTION PROCEDURE

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 M66
 - Harness connector B418
 - Harness connector B437
 - Harness connector B67

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M66 and B418.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M60	6	M66	62P	Existed
	14		63P	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M66.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B437 and B67.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B418	62P	B437	11	Existed
	63P		10	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace the body No. 2 harness.

4.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of pre-crash seat belt control unit.
2. Check the continuity between the harness connector and the pre-crash seat belt control unit harness connector.

Harness connector		Pre-crash seat belt control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B67	11	B142	24	Existed
	10		22	Existed

Is the inspection result normal?

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

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MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

YES (Past error)>>Error was detected in the main line between the data link connector and the pre-crash seat belt control unit.

NO >> Replace the body harness.

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

Diagnosis Procedure

INFOID:000000005352142

INSPECTION PROCEDURE

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
 - Pre-crash seat belt control unit
 - Harness connectors B15 and B202
4. Check the continuity between the pre-crash seat belt control unit harness connector and the harness connector.

Pre-crash seat belt control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B142	24	B15	3	Existed
	22		19	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 pre-crash seat belt control unit and the driver seat control unit.

NO >> Replace the body harness.

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MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000005352143

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 B3
 - Harness connector E105

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.
 - Harness connectors B202 and B15
 - Harness connectors B3 and E105
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B15	3	B3	9	Existed
	19		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors B15 and B3.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	9	E30	35	Existed
	8		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the harness connector E105 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352144

1. CHECK 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.
- VQ engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M9	114	113	Approx. 108 – 132

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M71	94	86	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.

- VQ engine models: [EC-155, "Diagnosis Procedure"](#)
- VK engine models: [EC-824, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- VQ engine models: [EC-25, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
 - VK engine models: [EC-764, "Procedure After Replacing ECM"](#)
- YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

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4WD BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352145

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - AWD control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AWD control unit.
2. Check the resistance between the AWD control unit harness connector terminals.

AWD control unit harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F109	8 16	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the AWD control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [TF-31, "Power Supply Circuit for AWD Control Unit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AWD control unit. Refer to [TF-38, "Removal and Installation"](#).

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

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

AFS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352146

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).
 - AFS control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F110	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [LT-98, "Preliminary Check"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AFS control unit. Refer to [LT-132, "Removal and Installation of AFS Control Unit"](#).
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

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AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352147

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
 2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M78	52	53	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M79	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without mobile entertainment system: [AV-113, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With mobile entertainment system: [AV-594, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without mobile entertainment system: [AV-482, "Exploded View"](#)
 - With mobile entertainment system: [AV-1064, "Exploded View"](#)

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

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

BCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352148

1. CHECK 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.		
M1	39	40	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-13, "Check BCM Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-14, "Removal and Installation of BCM"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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TCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352149

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F42	3 8	Approx. 54 – 66

Is the measurement value within the specification?

- YES (5A/T models)>>GO TO 3.
YES (7A/T models)>>GO TO 4.
NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly harness connector and TCM harness connector.

A/T assembly harness connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F502	1	Existed
8		2	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair the harness between the A/T assembly harness connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- 5A/T models: [AT-169, "Diagnosis Procedure"](#)
- 7A/T models: [AT-450, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. Refer to the following.
 - 5A/T models: [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#)
 - 7A/T models: [AT-501, "Exploded View"](#)

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

DLC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352150

1.CHECK 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.		
M60	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

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I-KEY BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

I-KEY BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352151

INSPECTION PROCEDURE

1. CHECK CONNECTOR

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

Intelligent Key unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M32	38	37	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the Intelligent Key unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Intelligent Key unit. Refer to [BL-86, "Check Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the Intelligent Key unit. Refer to [BL-113, "Removal and Installation of Intelligent Key Unit"](#).

YES (Past error)>>Error was detected in the Intelligent Key unit branch line.

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

M&A BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352152

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of unified meter and A/C amp.
2. Check the resistance between the unified meter and A/C amp. harness connector terminals.

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M65	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [DI-30, "Power Supply and Ground Circuit Inspection"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [DI-34, "Removal and Installation of Unified Meter and A/C Amp"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

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STRG BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352153

1.CHECK 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.		
M47	4	5	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-18, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-64, "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.

TPMS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

TPMS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352154

1.CHECK CONNECTOR

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

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	15	16	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the low tire pressure warning control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-15, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-38, "Low Tire Pressure Warning Control Unit"](#).
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.
NO >> Repair the power supply and the ground circuit.

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PSB BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352155

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the pre-crash seat belt control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B142	24	22	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SB-7, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SB-25, "Removal and Installation of Pre-Crash Seat Belt Control Unit"](#).
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352156

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Driver seat control unit
 - Harness connector B202
 - Harness connector B15

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B204	3	19	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [SE-40, "Check Driver Seat Control Unit Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [SE-13, "Component Parts and Harness Connector Location"](#).

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

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

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ABS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352157

1. CHECK 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.		
E30	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "ABS Actuator and Electric Unit \(Control Unit\) Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-61, "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

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352158

1.CHECK 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.		
E9	49	50	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PG-26, "Check IPDM E/R Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PG-27, "Removal and Installation of IPDM E/R"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005352159

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.	
M60	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.		
M60	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
 - VQ engine models

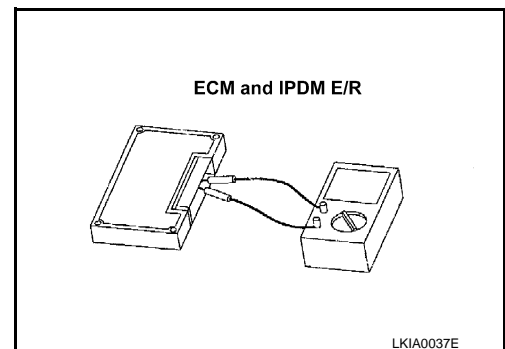
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
94	86	Approx. 108 – 132

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

IPDM E/R		Resistance (Ω)
Terminal No.		
49	50	Approx. 108 – 132



LKIA0037E

CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 11)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the IPDM E/R.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

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MAIN LINE BETWEEN TCM AND DLC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

COMPONENT DIAGNOSIS

MAIN LINE BETWEEN TCM AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000005352160

INSPECTION PROCEDURE

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 M61
 - Harness connector M62

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.
 - Harness connectors F102 and M72
 - Harness connectors M61 and M62
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M72	43H	M61	1	Existed
	42H		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors M72 and M61.

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.	
M62	1	M60	6	Existed
	2		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 TCM and the data link connector.

NO >> Repair the main line between the harness connector M62 and the data link connector.

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

MAIN LINE BETWEEN DLC AND PSB CIRCUIT

Diagnosis Procedure

INFOID:000000005352161

INSPECTION PROCEDURE

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 M66
 - Harness connector B418
 - Harness connector B437
 - Harness connector B67

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M66 and B418.
2. Check the continuity between the data link connector and the harness connector.

Data link connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M60	6	M66	62P	Existed
	14		63P	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M66.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B437 and B67.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B418	62P	B437	11	Existed
	63P		10	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace the body No. 2 harness.

4.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of pre-crash seat belt control unit.
2. Check the continuity between the harness connector and the pre-crash seat belt control unit harness connector.

Harness connector		Pre-crash seat belt control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B67	11	B142	24	Existed
	10		22	Existed

Is the inspection result normal?

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

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MAIN LINE BETWEEN DLC AND PSB CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

YES (Past error)>>Error was detected in the main line between the data link connector and the pre-crash seat belt control unit.

NO >> Replace the body harness.

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

MAIN LINE BETWEEN PSB AND ADP CIRCUIT

Diagnosis Procedure

INFOID:000000005352162

INSPECTION PROCEDURE

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
 - Pre-crash seat belt control unit
 - Harness connectors B15 and B202
4. Check the continuity between the pre-crash seat belt control unit harness connector and the harness connector.

Pre-crash seat belt control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B142	24	B15	3	Existed
	22		19	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 pre-crash seat belt control unit and the driver seat control unit.

NO >> Replace the body harness.

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MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:000000005352163

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 B3
 - Harness connector E105

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.
 - Harness connectors B202 and B15
 - Harness connectors B3 and E105
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B15	3	B3	9	Existed
	19		8	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the harness connectors B15 and B3.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	9	E30	35	Existed
	8		14	Existed

Is the inspection result normal?

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

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

NO >> Repair the main line between the harness connector E105 and the ABS actuator and electric unit (control unit).

MAIN LINE BETWEEN ABS AND ICC CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

MAIN LINE BETWEEN ABS AND ICC CIRCUIT

Diagnosis Procedure

INFOID:000000005352164

INSPECTION PROCEDURE

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
 - ABS actuator and electric unit (control unit)
 - ICC sensor integrated unit
4. Check the continuity between the ABS actuator and electric unit (control unit) harness connector and the ICC sensor integrated unit harness connector.

ABS actuator and electric unit (control unit) harness connector		ICC sensor integrated unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E30	35	E61	3	Existed
	14		6	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 ABS actuator and electric unit (control unit) and the ICC sensor integrated unit.

NO >> Repair the main line between the ABS actuator and electric unit (control unit) and the ICC sensor integrated unit.

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ECM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352165

1. CHECK 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.
- VQ engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M9	114	113	Approx. 108 – 132

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M71	94	86	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.

- VQ engine models: [EC-155, "Diagnosis Procedure"](#)
- VK engine models: [EC-824, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- VQ engine models: [EC-25, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
 - VK engine models: [EC-764, "Procedure After Replacing ECM"](#)
- YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

4WD BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352166

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - AWD control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AWD control unit.
2. Check the resistance between the AWD control unit harness connector terminals.

AWD control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F109	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [TF-31, "Power Supply Circuit for AWD Control Unit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AWD control unit. Refer to [TF-38, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the AWD control unit branch line.
NO >> Repair the power supply and the ground circuit.

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AFS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352167

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).
 - AFS control unit
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AFS control unit.
2. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F110	30	7	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the AFS control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [LT-98, "Preliminary Check"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to [LT-132, "Removal and Installation of AFS Control Unit"](#).

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

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

AV BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352168

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
 2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M78	52	53	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M79	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without mobile entertainment system: [AV-113, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With mobile entertainment system: [AV-594, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without mobile entertainment system: [AV-482, "Exploded View"](#)
 - With mobile entertainment system: [AV-1064, "Exploded View"](#)

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

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

BCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352169

1. CHECK 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.		
M1	39	40	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-13, "Check BCM Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-14, "Removal and Installation of BCM"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352170

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - A/T assembly
 - Harness connector F102
 - Harness connector M72

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector		Resistance (Ω)
Connector No.	Terminal No.	
F42	3 8	Approx. 54 – 66

Is the measurement value within the specification?

- YES (5A/T models)>>GO TO 3.
YES (7A/T models)>>GO TO 4.
NO >> Repair the TCM branch line.

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the control valve with TCM. Refer to [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disconnect the connector of TCM.
3. Check the continuity between the A/T assembly harness connector and TCM harness connector.

A/T assembly harness connector	TCM harness connector		Continuity
Terminal No.	Connector No.	Terminal No.	
3	F502	1	Existed
8		2	Existed

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair the harness between the A/T assembly harness connector and the TCM harness connector.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- 5A/T models: [AT-169, "Diagnosis Procedure"](#)
- 7A/T models: [AT-450, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. Refer to the following.
 - 5A/T models: [AT-217, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#)
 - 7A/T models: [AT-501, "Exploded View"](#)

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

DLC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352171

1. CHECK 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.		
M60	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.

I-KEY BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

I-KEY BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352172

INSPECTION PROCEDURE

1. CHECK CONNECTOR

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

Intelligent Key unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M32	38	37	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the Intelligent Key unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Intelligent Key unit. Refer to [BL-86, "Check Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the Intelligent Key unit. Refer to [BL-113, "Removal and Installation of Intelligent Key Unit"](#).

YES (Past error)>>Error was detected in the Intelligent Key unit branch line.

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

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LANE BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

LANE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352173

1. CHECK CONNECTOR

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

Lane camera unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M182	10	5	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the lane camera unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [ACS-129, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the lane camera unit. Refer to [ACS-168, "Exploded View"](#).
YES (Past error)>>Error was detected in the lane camera unit branch line.
NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352174

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of unified meter and A/C amp.
2. Check the resistance between the unified meter and A/C amp. harness connector terminals.

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M65	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [DI-30, "Power Supply and Ground Circuit Inspection"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [DI-34, "Removal and Installation of Unified Meter and A/C Amp"](#).
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

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STRG BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352175

1. CHECK 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.		
M47	4	5	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-18, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-64, "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.

TPMS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

TPMS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352176

1.CHECK CONNECTOR

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

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	15	16	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the low tire pressure warning control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-15, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-38, "Low Tire Pressure Warning Control Unit"](#).
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.
NO >> Repair the power supply and the ground circuit.

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PSB BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352177

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the pre-crash seat belt control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B142	24	22	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SB-7, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SB-25, "Removal and Installation of Pre-Crash Seat Belt Control Unit"](#).
YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352178

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - Driver seat control unit
 - Harness connector B202
 - Harness connector B15

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of driver seat control unit.
2. Check the resistance between the driver seat control unit harness connector terminals.

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B204	3	19	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [SE-40, "Check Driver Seat Control Unit Power Supply and Ground Circuit"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [SE-13, "Component Parts and Harness Connector Location"](#).

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

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

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ABS BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352179

1. CHECK 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.		
E30	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-42, "ABS Actuator and Electric Unit \(Control Unit\) Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-61, "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.

ICC BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

ICC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352180

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ICC sensor integrated unit.
2. Check the resistance between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E61	3	6	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the ICC sensor integrated unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [ACS-24, "Schematic"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [ACS-70, "ICC Sensor Integrated Unit"](#).
YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.
NO >> Repair the power supply and the ground circuit.

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IPDM-E BRANCH LINE CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005352181

1. CHECK 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.		
E9	49	50	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the IPDM E/R branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PG-26, "Check IPDM E/R Power Supply and Ground Circuit"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PG-27, "Removal and Installation of IPDM E/R"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000005352182

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.	
M60	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.		
M60	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
 - VQ engine models

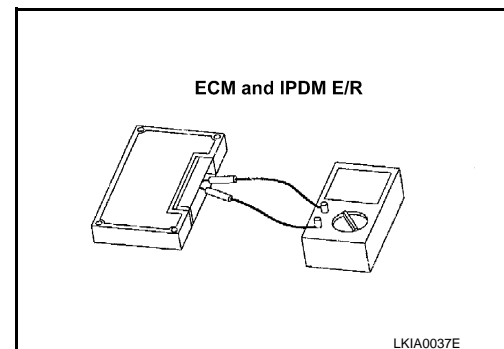
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
94	86	Approx. 108 – 132

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

IPDM E/R		Resistance (Ω)
Terminal No.		
49	50	Approx. 108 – 132



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CAN COMMUNICATION CIRCUIT

< COMPONENT DIAGNOSIS >

[CAN SYSTEM (TYPE 12)]

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the IPDM E/R.

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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