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PRECAUTION

PRECAUTIONS

Precautions for Trouble Diagnosis

INFOID:000000006262491

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.

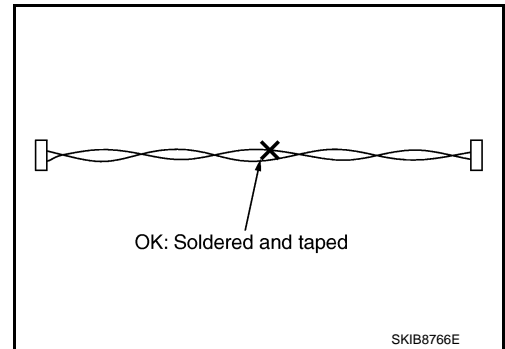
Precautions for Harness Repair

INFOID:000000006262492

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

NOTE:

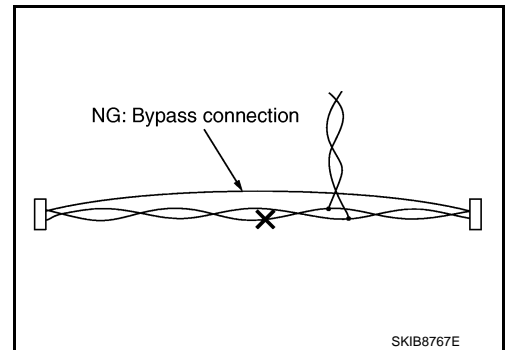
A fray of twisted lines must be within 110 mm (4.33 in).



- Bypass connection is never allowed at the repaired area.

NOTE:

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



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

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SYSTEM DESCRIPTION

CAN COMMUNICATION SYSTEM

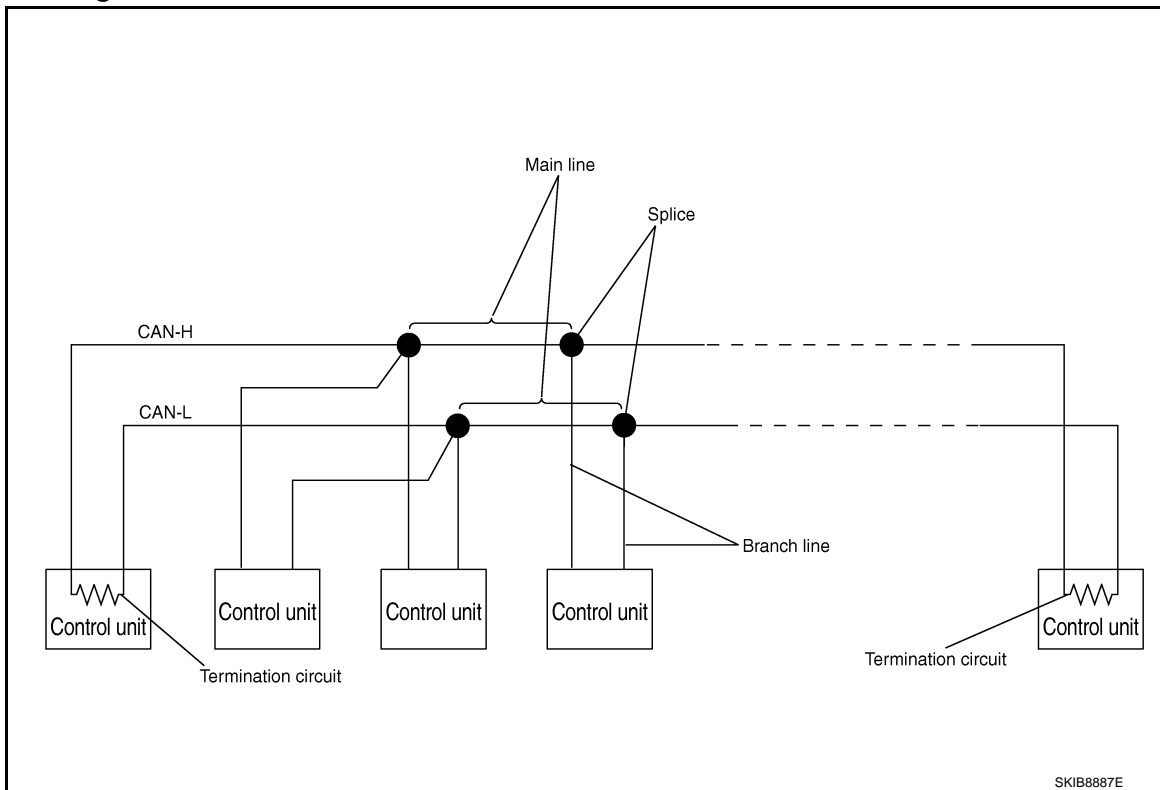
System Description

INFOID:000000006262493

- 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:000000006262494



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-7, "CAN Communication Control Circuit" .

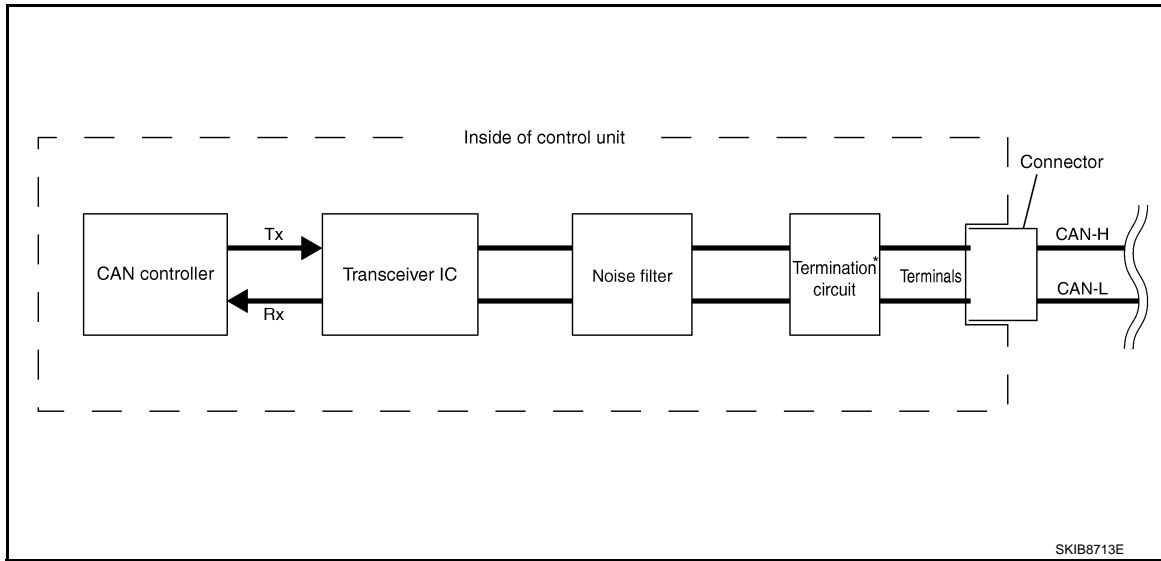
CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

CAN Communication Control Circuit

INFOID:000000006262495



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

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

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DIAG ON CAN

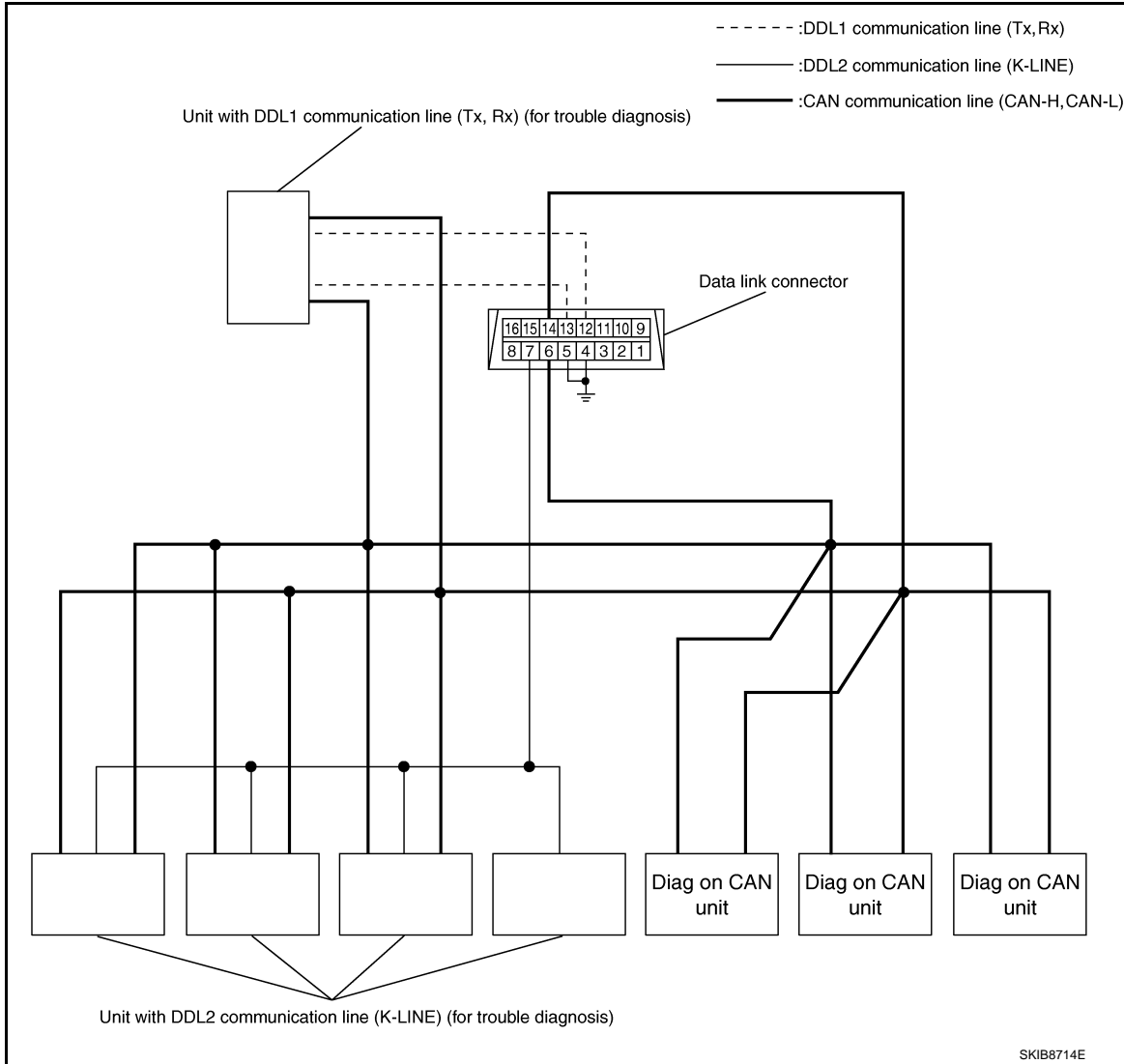
Description

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“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:000000006262497



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

TROUBLE DIAGNOSIS

Condition of Error Detection

INFOID:000000006854058

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

CAN COMMUNICATION SYSTEM ERROR

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

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

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

CAUTION:

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

Symptom When Error Occurs in CAN Communication System

INFOID:000000006262499

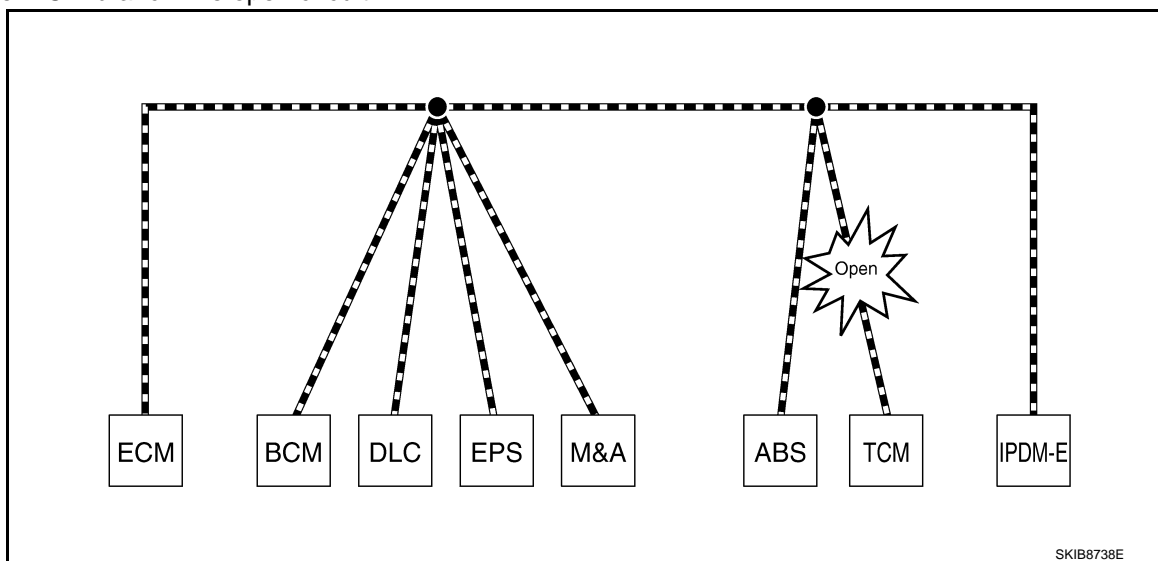
In CAN communication system, multiple units mutually transmit and receive signals. Each unit cannot transmit and receive signals if any error occurs on CAN communication line. Under this condition, multiple control units related to the root cause malfunction or go into fail-safe mode.

ERROR EXAMPLE

NOTE:

- Each vehicle differs in symptom of each unit under fail-safe mode and CAN communication line wiring.
- Refer to [LAN-20, "Abbreviation List"](#) for the unit abbreviation.

Example: TCM branch line open circuit



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

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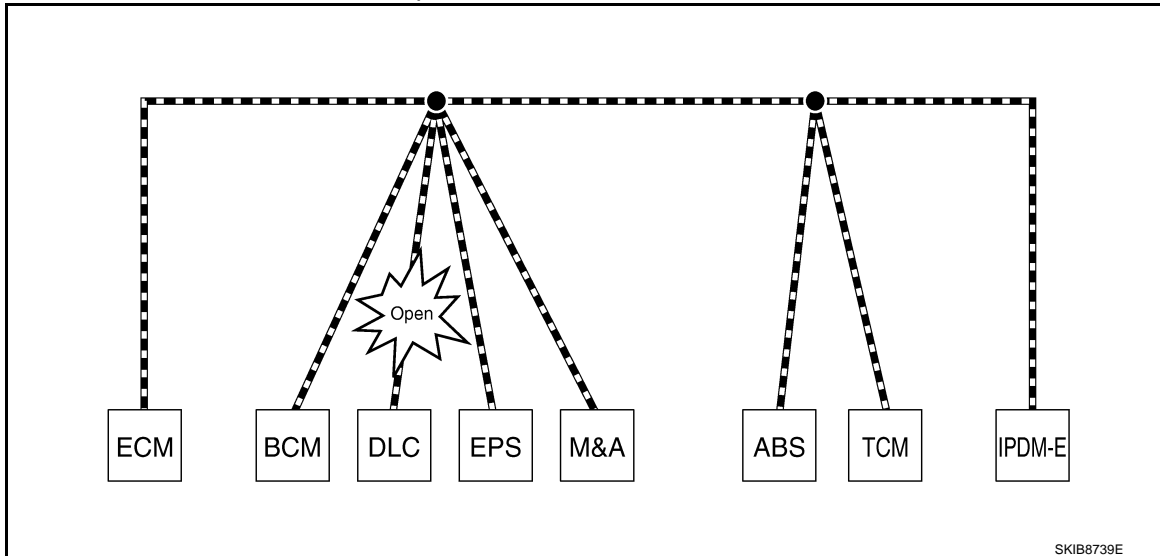
TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

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

Example: Data link connector branch line open circuit



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

NOTE:

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

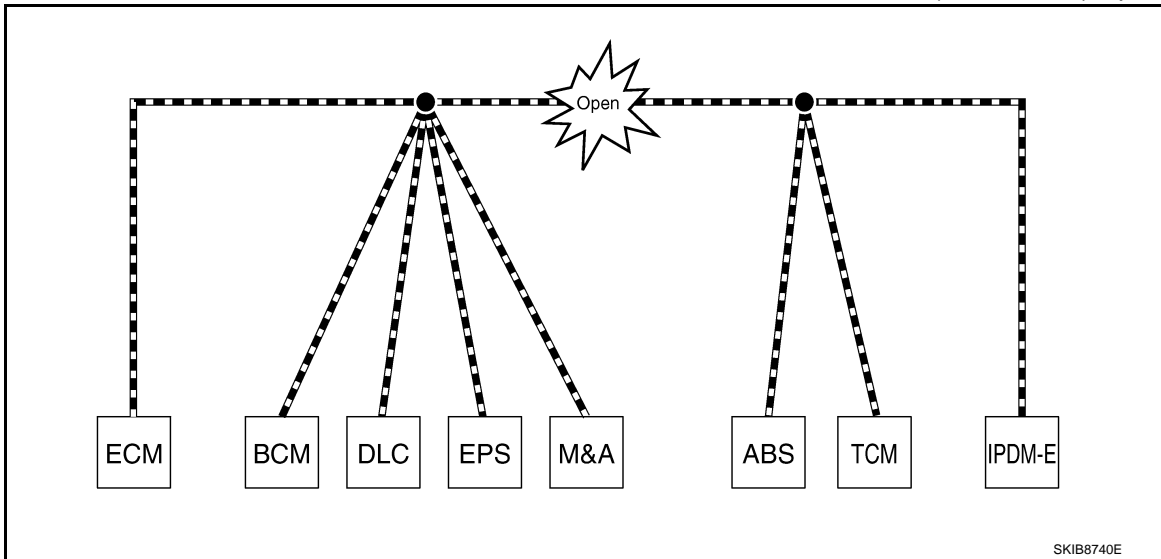
Error	Difference of symptom
Data link connector branch line open circuit	Normal operation.
CAN-H, CAN-L harness short-circuit	Most of the units which are connected to the CAN communication system enter fail-safe mode or are deactivated.

TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

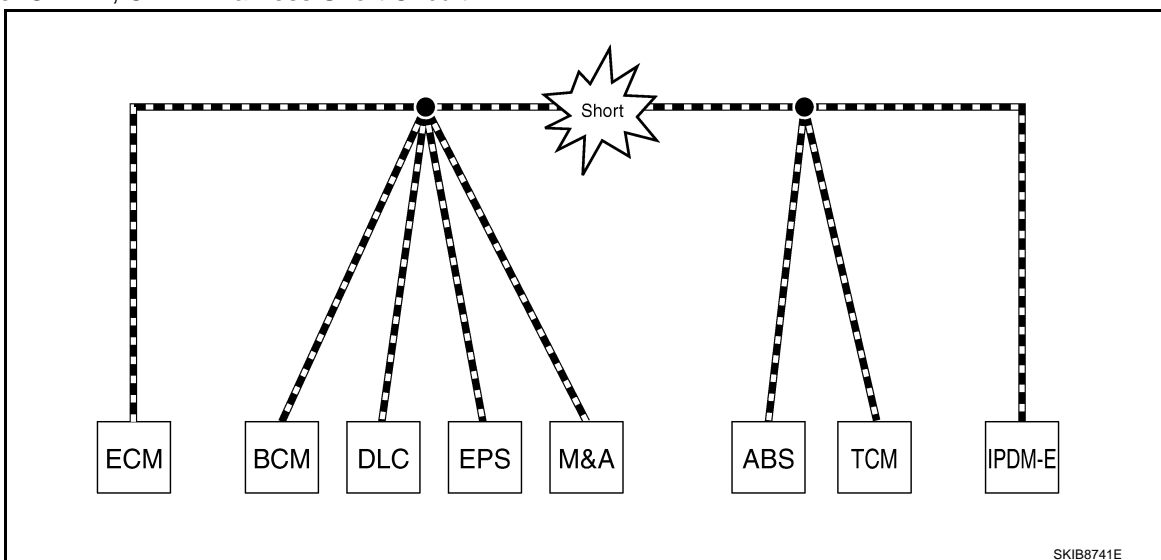
[CAN FUNDAMENTAL]

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



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

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



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TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

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

CAN Diagnosis with CONSULT-III

INFOID:000000006262500

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:000000006854059

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

NOTE:

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

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

CAN Diagnostic Support Monitor

INFOID:000000006262502

MONITOR ITEM (CONSULT-III)

TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[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

[CAN FUNDAMENTAL]

< SYSTEM DESCRIPTION >

Example: Vehicle Display

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

How to Use CAN Communication Signal Chart

INFOID:000000006262503

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

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

T: Transmit R: Receive

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

No communication between ECM and M&A.

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

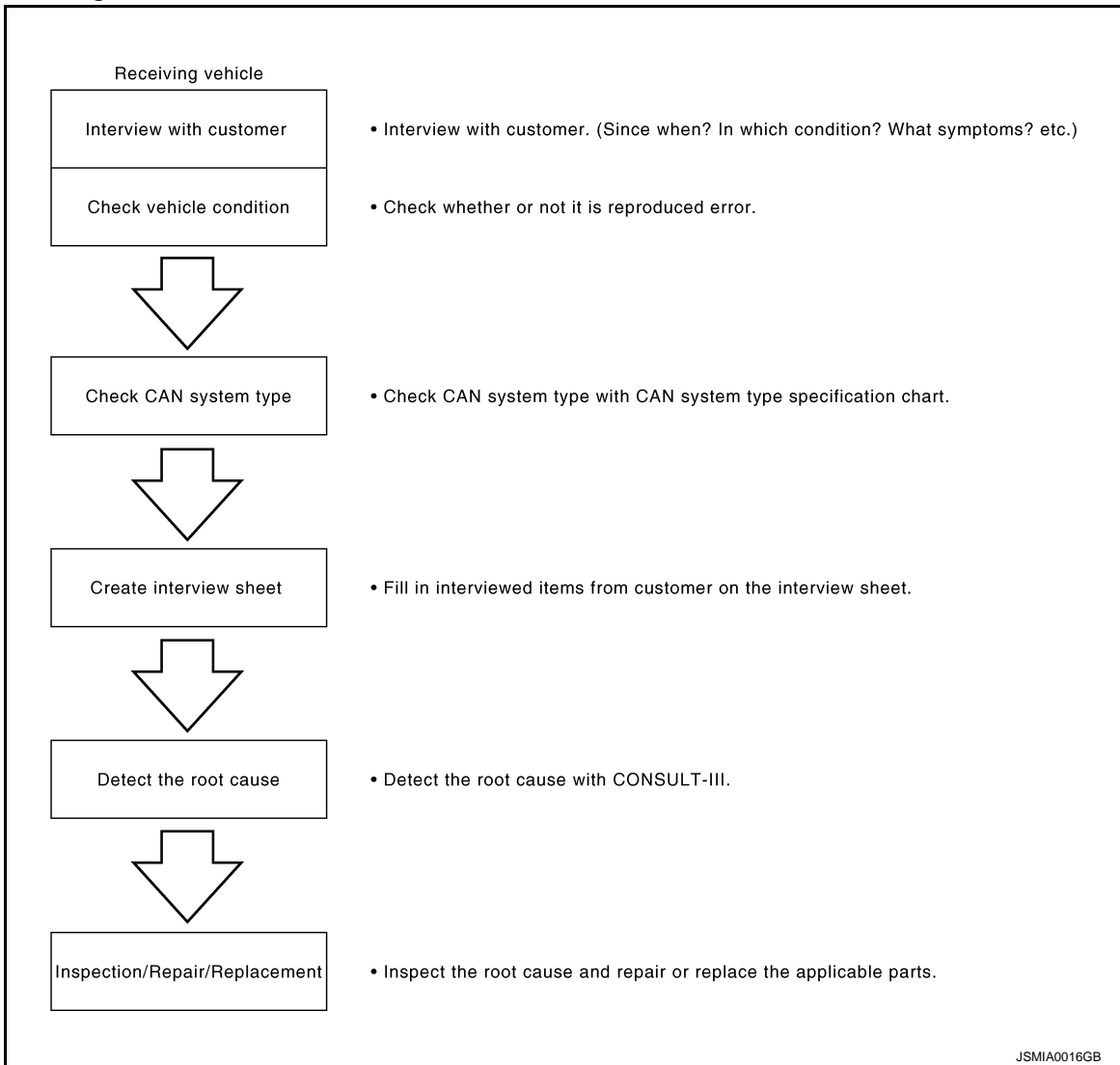
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BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Trouble Diagnosis Flow Chart

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Trouble Diagnosis Procedure

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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.

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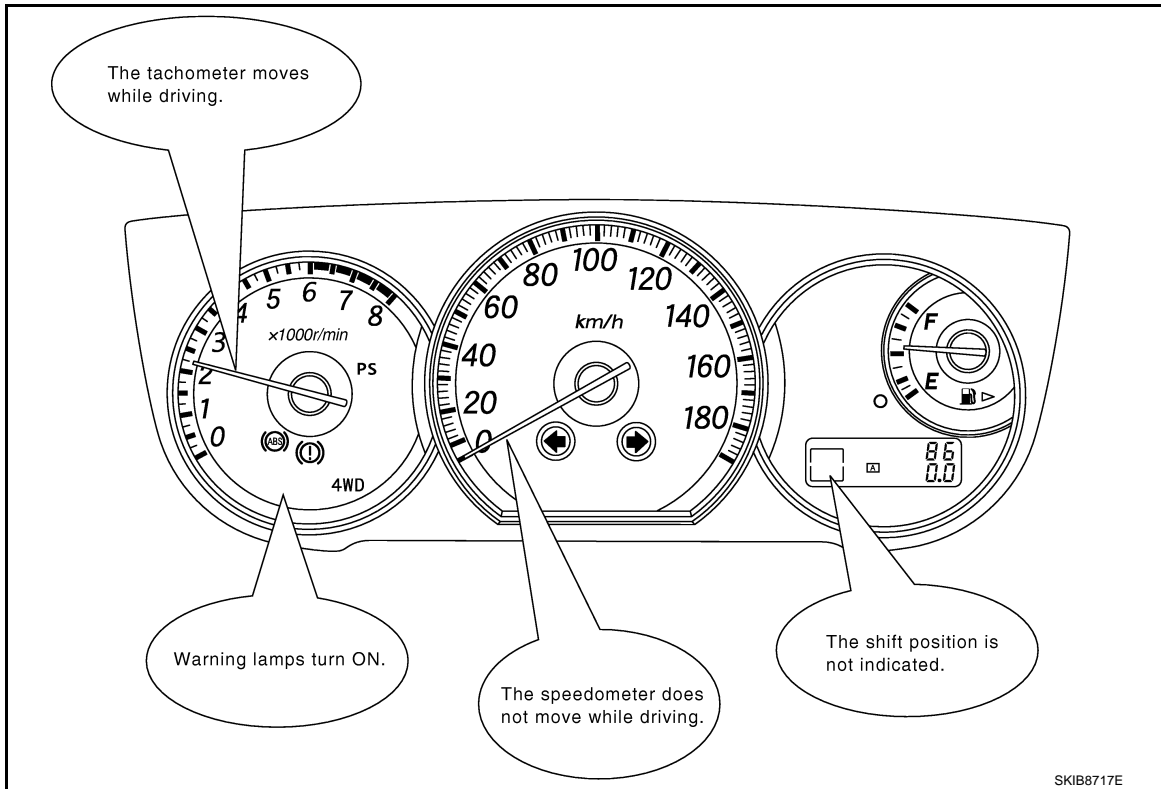
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DIAGNOSIS AND REPAIR WORKFLOW

< 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:

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

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

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

With VDC

VDC OFF switch

With Intelligent Key system

Ignition knob

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

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

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CAN System Type Specification Chart (Style B)

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

CAN System Specification Chart

Refer to the specification as shown in the chart.

Body type	Sedan		
Axle	2WD		AWD
Engine	HR15DE	MR20DE	HR15DE
Transmission	AT	CVT	AT
Brake control	ABS		
Specification chart	XXX SPECIFICATION CHART A	YYY SPECIFICATION CHART B	XXX SPECIFICATION CHART C

x: Applicable

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

SPECIFICATION CHART B

Determine CAN system type from the following specification chart.

Body type	Sedan											
Axle	2WD											
Engine	MR20DE											
Transmission	CVT											
Brake control	ABS											
Active AFS	x				x	x			x	x		(x)
Intelligent Key system			x		x		x	x	x	x		(x)
Navigation system				x		x	x		x			(x)
Automatic drive positioner								x		x	x	(x)
CAN system type	9	10	11	12	13	14	15	16	17	18	19	20
CAN communication signal chart	XXX SPECIFICATION CHART A											

x: Applicable

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

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION

NOTE:
Check CAN system type from the vehicle shape and equipment.

<p>With active AFS</p> <p>Bending lamp Xenon bulb</p>	<p>With Intelligent Key system</p> <p>Ignition knob</p>
<p>With navigation system</p> <p>Display Multifunction switch</p>	<p>With automatic drive positioner</p> <p>Seat memory switch</p>

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

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

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CREATE INTERVIEW SHEET

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

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.	
<small>JSMIA0019GB</small>	

DETECT THE ROOT CAUSE

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

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HOW TO USE THIS SECTION

< HOW TO USE THIS MANUAL >

[CAN]

HOW TO USE THIS MANUAL

HOW TO USE THIS SECTION

Caution

INFOID:000000006262506

- This section describes information peculiar to a vehicle and inspection procedures.
- For trouble diagnosis procedure, refer to [LAN-15, "Trouble Diagnosis Procedure"](#).

Abbreviation List

INFOID:000000006262507

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
A-BAG	Air bag diagnosis sensor unit
ABS	ABS actuator and electric unit (control unit)
ADP	Driver seat control unit
AV	AV control unit
BCM	BCM
DLC	Data link connector
ECM	ECM
HVAC	A/C auto amp.
IPDM-E	IPDM E/R
M&A	Combination meter
PWBD	Automatic back door control unit
STRG	Steering angle sensor
TCM	TCM

PRECAUTION

PRECAUTIONS
FOR USA AND CANADA

FOR USA AND CANADA : Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000006262508

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

WARNING:

Always observe the following items for preventing accidental activation.

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

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

WARNING:

Always observe the following items for preventing accidental activation.

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

FOR USA AND CANADA : Precautions for Trouble Diagnosis

INFOID:000000006262509

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.

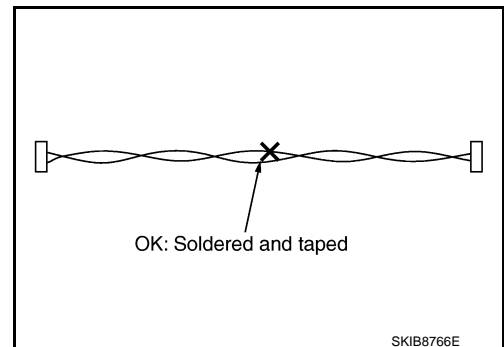
FOR USA AND CANADA : Precautions for Harness Repair

INFOID:000000006262510

- 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

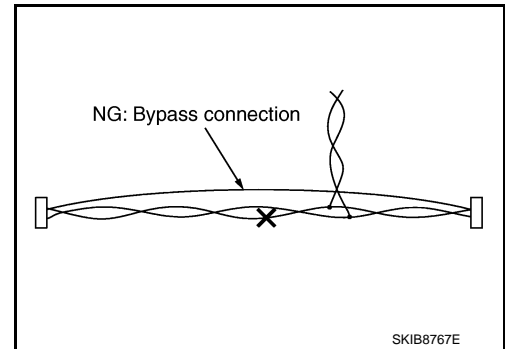
< PRECAUTION >

[CAN]

- 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.

FOR MEXICO

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

INFOID:000000006262511

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. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" of this Service Manual.

WARNING:

Always observe the following items for preventing accidental activation.

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

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

WARNING:

Always observe the following items for preventing accidental activation.

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

FOR MEXICO : Precautions for Trouble Diagnosis

INFOID:000000006262512

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

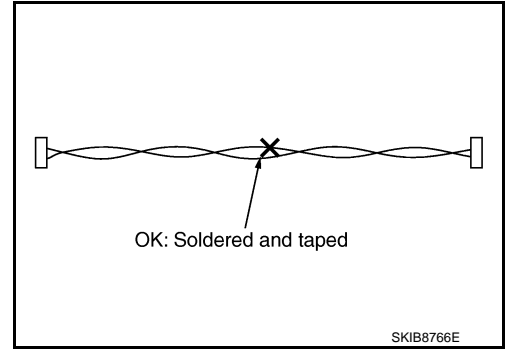
[CAN]

< PRECAUTION >

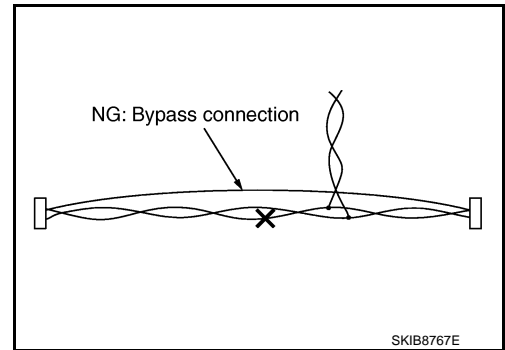
FOR MEXICO : Precautions for Harness Repair

INFOID:000000006262513

- Solder the repaired area and wrap tape around the soldered area.
NOTE:
A fray of twisted lines must be within 110 mm (4.33 in).



- Bypass connection is never allowed at the repaired area.
NOTE:
Bypass connection may cause CAN communication error. The spliced wire becomes separated and the characteristics of twisted line are lost.



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

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BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Interview Sheet

INFOID:000000006262514

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]

< SYSTEM DESCRIPTION >

SYSTEM DESCRIPTION

CAN COMMUNICATION SYSTEM

CAN System Specification Chart

INFOID:000000006262515

Determine CAN system type from the following specification chart.

NOTE:

Refer to [LAN-15, "Trouble Diagnosis Procedure"](#) for how to use CAN system specification chart.

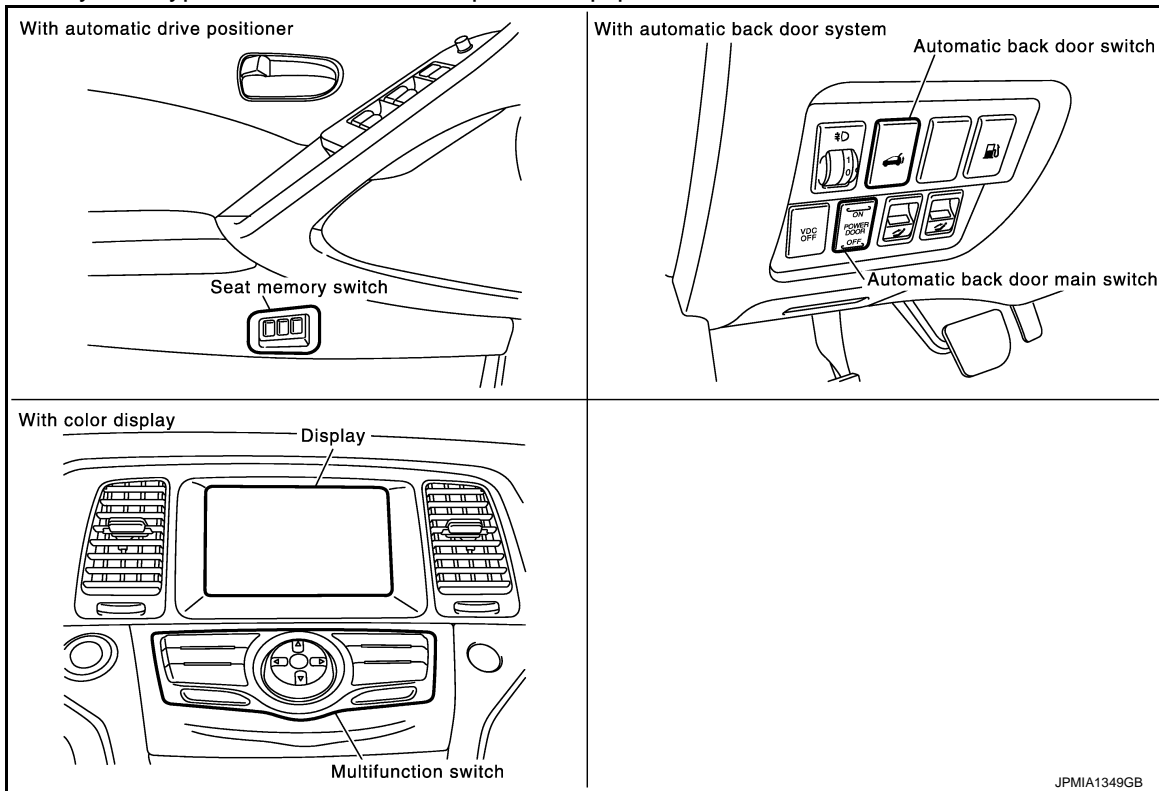
Body type	Wagon					
Axle	2WD			AWD		
Engine	VQ35DE					
Transmission	CVT					
Brake control	VDC					
Automatic drive positioner			×			×
Automatic back door system			×			×
Color display		×	×		×	×
CAN system type	1	2	3	4	5	6

×: Applicable

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION

NOTE:

Check CAN system type from the vehicle shape and equipment.



CAN Communication Signal Chart

INFOID:000000006262516

Refer to [LAN-14, "How to Use CAN Communication Signal Chart"](#) for how to use CAN communication signal chart.

NOTE:

Refer to [LAN-20, "Abbreviation List"](#) for the abbreviations of the connecting units.

CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

T: Transmit R: Receive

Signal name/Connecting unit	ECM	ADP	PWBD	4WD	AV	HVAC	M&A	BCM	STRG	ABS	TCM	IPDM-E
A/C compressor request signal	T											R
Accelerator pedal position signal	T			R						R	R	
ASCD CRUISE indicator signal	T						R					
ASCD operation signal	T										R	
ASCD SET indicator signal	T						R					
Closed throttle position signal	T										R	
Cooling fan speed request signal	T											R
Engine and CVT integrated control signal	T										R	
	R										T	
Engine coolant temperature signal	T					R	R				R	
Engine speed signal	T			R			R			R	R	
Engine status signal	T				R			R				
Fuel consumption monitor signal	T				R		R					
Fuel filler cap warning display signal	T						R					
Malfunctioning indicator lamp signal	T						R					
Power generation command value signal	T											R
Hazard request signal			T					R				
Sleep-ready signal			T					R				
							T	R				
								R				T
Wake up signal			T					R				
							T	R				
AWD LOCK indicator lamp signal				T			R					
AWD signal				T						R		
AWD malfunction signal				T						R		
AWD warning lamp signal				T			R					
A/C switch/indicator signal					T	R						
					R	T						
A/C switch operation signal					T	R						
Rear window defogger switch signal					T			R				
System setting signal					T			R				
					R			T				
Voice recognition signal					T	R						
A/C switch signal	R					T		T				
Blower fan motor switch signal	R					T		T				
Brake fluid level switch signal							T			R		
Distance to empty signal					R		T					
Fuel filler cap warning reset signal	R						T					
Fuel level low warning signal					R		T					
Fuel level sensor signal	R						T					
Odometer signal							T	R				
Overdrive control switch signal							T				R	

CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	ADP	PWBD	4WD	AV	HVAC	M&A	BCM	STRG	ABS	TCM	IPDM-E
Parking brake switch signal				R			T					
Seat belt buckle switch signal							T	R				
Vehicle speed signal	R	R	R		R		T	R			R	R
			R	R			R	R		T		
Automatic back door request signal			R					T				
Back door switch signal					R		R	T				
Buzzer output signal							R	T				
Door switch signal		R			R		R	T				R
Door unlock signal		R						T				
Front fog light request signal								T				R
Front wiper request signal								T				R
High beam request signal							R	T				R
Horn reminder signal								T				R
Ignition switch ON signal			R					T				R
								R				T
Ignition switch signal		R						T				
Interlock/PNP switch signal								T				R
								R				T
Key ID signal		R						T				
Key switch signal		R						T				
Key warning lamp signal							R	T				
Low beam request signal								T				R
Low tire pressure warning lamp signal							R	T				
Meter display signal							R	T				
Oil pressure switch signal							R	T				
								R				T
Position light request signal							R	T				R
Rear window defogger control signal								T				R
	R				R			R				T
Sleep wake up signal		R	R				R	T				R
Starter control relay signal								T				R
Starter relay status signal								T				R
								R				T
Starting mode signal		R						T				
Stop lamp switch signal								T			R	
				R						T		
Theft warning horn request signal								T				R
TPMS warning lamp signal							R	T				
Steering angle sensor signal				R	R				T	R		
ABS operation signal										T	R	
ABS warning lamp signal							R			T		
Brake warning lamp signal							R			T		
Decel G sensor signal				R						T		

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CAN COMMUNICATION SYSTEM

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[CAN]

Signal name/Connecting unit	ECM	ADP	PWBD	4WD	AV	HVAC	M&A	BCM	STRG	ABS	TCM	IPDM-E
Side G sensor signal				R						T		
SLIP indicator lamp signal							R			T		
VDC OFF indicator lamp signal							R			T		
Yaw rate sensor signal				R						T		
Current gear position signal										R	T	
CVT position indicator signal			R				R	R		R	T	
CVT self-diagnosis signal	R										T	
Input shaft revolution signal	R										T	
N range signal								R		R	T	
OD OFF indicator signal							R				T	
Output shaft revolution signal	R										T	
P range signal		R						R		R	T	
R range signal										R	T	
Shift position signal							R			R	T	
A/C compressor feedback signal	R					R						T
Detention switch signal								R				T
Front wiper stop position signal								R				T
High beam status signal	R											T
Low beam status signal	R											T
Push-button ignition switch status signal								R				T

NOTE:

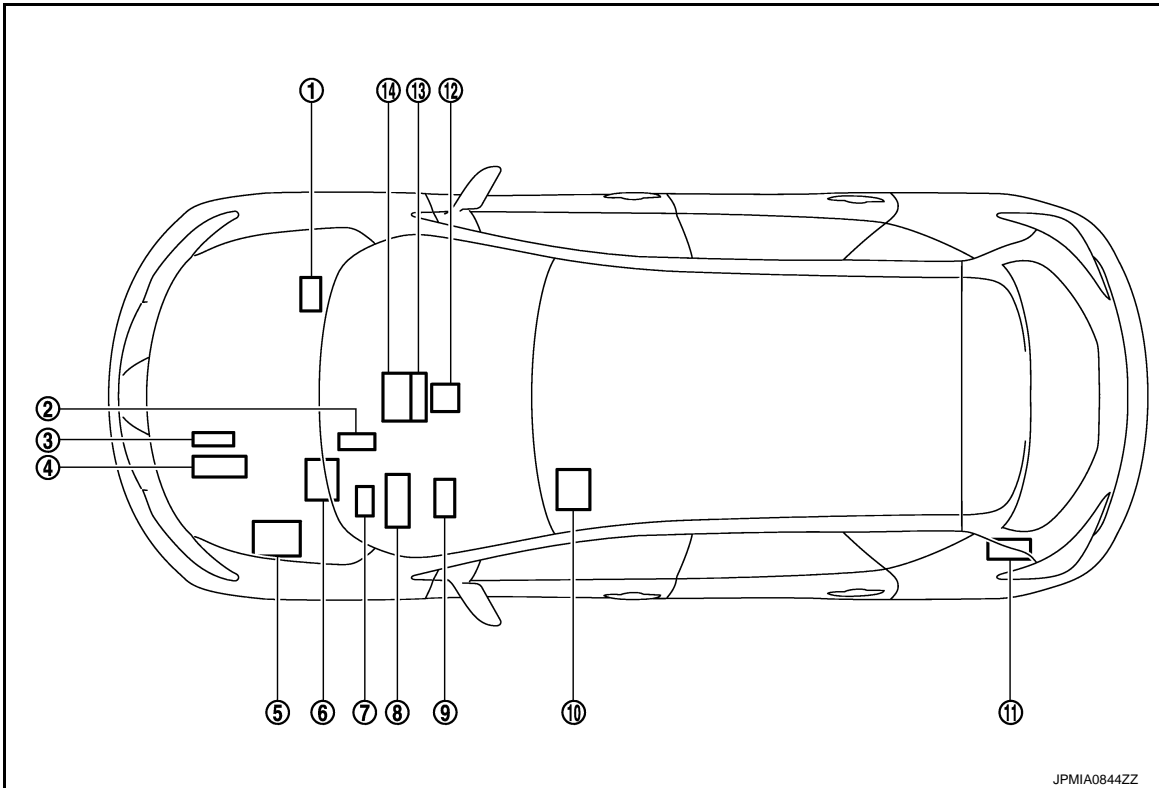
CAN data of the air bag diagnosis sensor unit is not used by usual service work, thus it is omitted.

DTC/CIRCUIT DIAGNOSIS

CAN COMMUNICATION SYSTEM

Component Parts Location

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- | | | |
|------------------------------------------------------|----------------------------------------------------------------------------------------|---------------------------------------|
| 1. ABS actuator and electric unit (control unit) E36 | 2. AWD control unit M69 | 3. TCM F23 |
| 4. ECM E16 | 5. IPDM E/R E11 | 6. BCM M122 |
| 7. Data link connector M4 | 8. Combination meter M34 | 9. Steering angle sensor M30 |
| 10. Driver seat control unit B452 | 11. Automatic back door control unit B8 | 12. Air bag diagnosis sensor unit M73 |
| 13. A/C auto amp. M50 | 14. AV control unit
M174: Without navigation system
M180: With navigation system | |

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CAN COMMUNICATION SYSTEM

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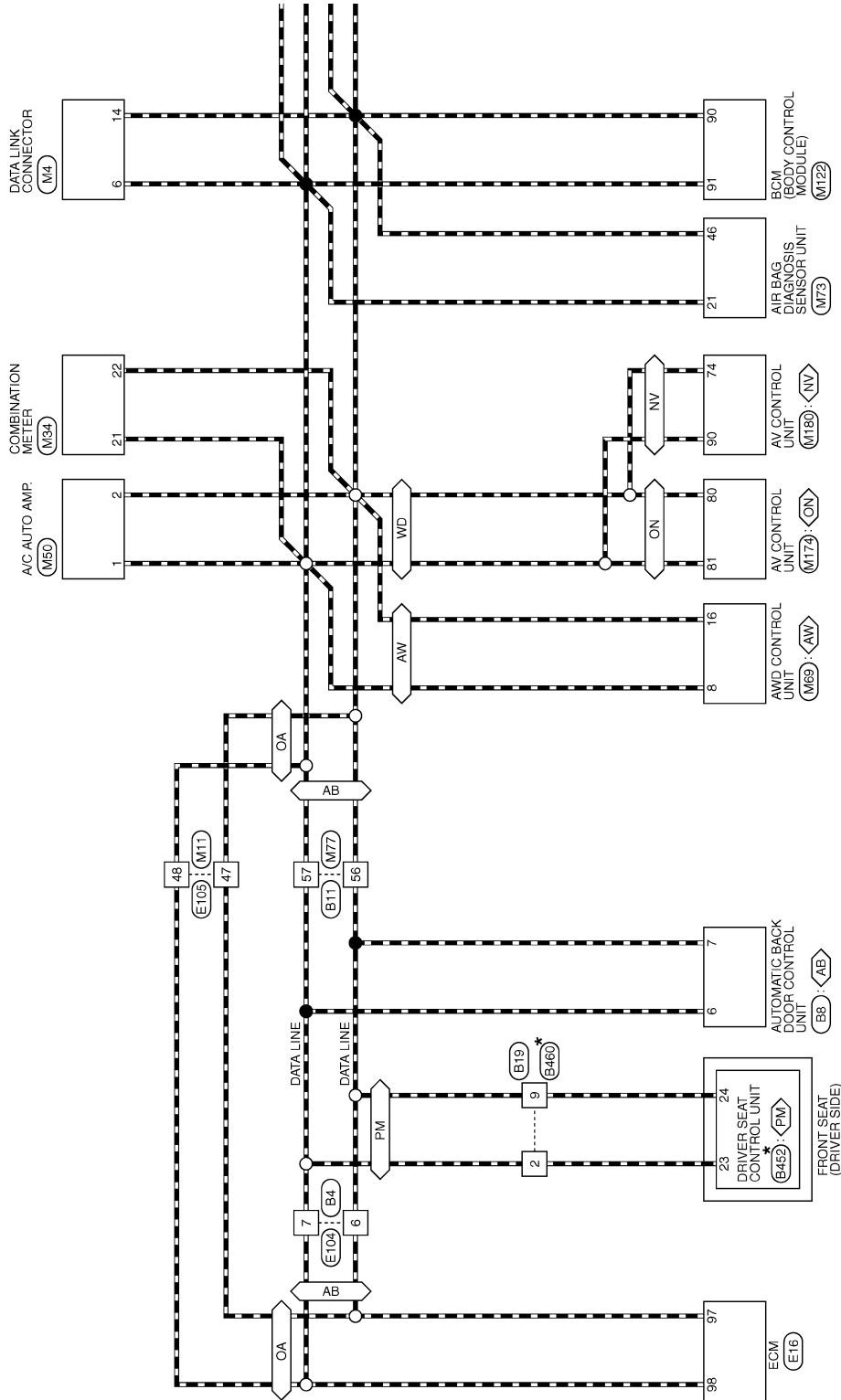
[CAN]

Wiring Diagram - CAN SYSTEM -

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CAN SYSTEM

- AW: AWD models
- WD: With color display
- NV: With navigation system
- ON: Without navigation system
- PM: With automatic drive positioner
- AB: With automatic back door
- OA: Without automatic back door



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

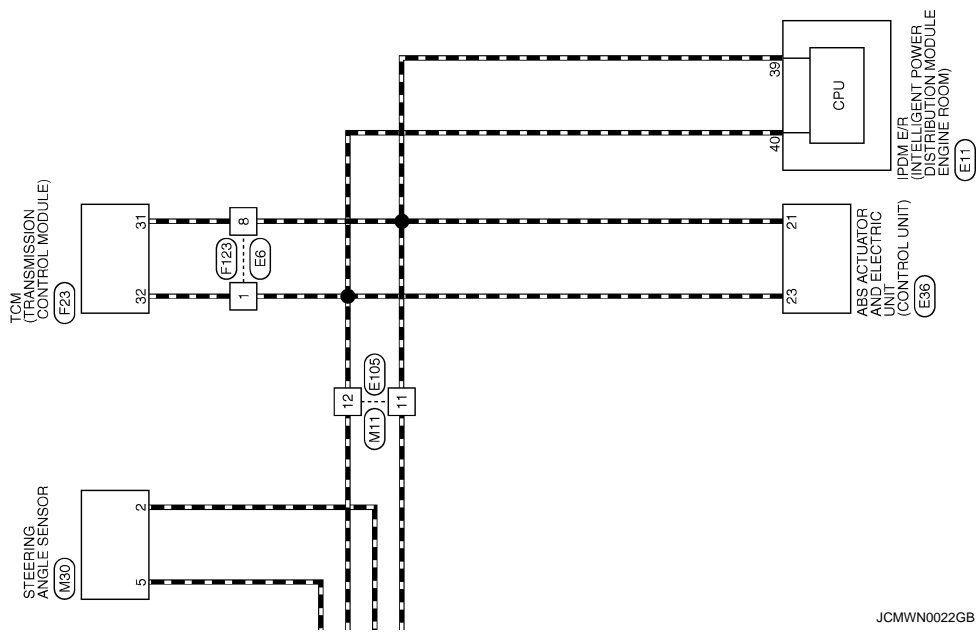
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CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

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CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

CAN SYSTEM

Connector No.	B4
Connector Name	WIRE TO WIRE
Connector Type	NS16MW-CS



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

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

Connector No.	B8
Connector Name	AUTOMATIC BACK DOOR CONTROL UNIT
Connector Type	THE20V-1E6

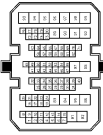


12	11	10	9	8	7	6	5	4	3	2	1
26	25	24	23	22	21	20	19	18	17	16	15
14	13	12	11	10	9	8	7	6	5	4	3

Terminal No.	Color of Wire	Signal Name [Specification]
1	BR	BUZZER
2	Y	ABD SW
4	Y	ABD CLOSE SW
6	L	CAN-H
7	P	CAN-L
8	LG	HALF LATCH SW

9	GR	IGN
10	SB	BAT
11	V	CLOSURE MTR (CLOSE)
12	R	CLOSURE MTR (OPEN)
14	V	TOUCH SENS LH
15	O	TOUCH SENS RH
16	W	TOUCH SENS GND
17	LG	MAIN SW
19	P	CLOSE SW
20	L	OPEN SW
21	B	GND
22	B	GND
23	GR	GND
24	BR	ENCODER B
25	Y	ENCODER A
26	G	ENCODER PWR

Connector No.	B11
Connector Name	WIRE TO WIRE
Connector Type	THE60MP-CS19



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

21	LG	-
22	W	-
23	Y	-
24	GR	-
25	Y	-
27	W/L	-
28	W/L	-
30	P	-
31	O	-
32	BR	-
34	SB	-
35	SHIELD	-
36	L/O	-
37	LG	-
40	Y	-
41	GR	-
42	SB	-
46	LG	-
47	SB	-
48	SHIELD	-
48	B	-
50	R/W	-
51	R/L	-
52	B	-
53	Y	-
54	LG	-
55	BR	-
56	P	-
57	L	-
58	R	-
59	SHIELD	-
60	B	-
61	R/L	-
62	R/W	-
63	LG	-
64	Y	-
65	BR	-
66	BR	-
68	V	-
67	GR	-
68	R	-
69	SHIELD	-
70	W/R	-
71	B/R	-
72	Y	-
73	LG	-
74	SB	-
75	L	-
76	G	-
77	R	-
79	B	-
80	W	-
81	R	-

82	L	-
83	BR	-
84	O	-
85	G	-
86	SB	-
87	R	-
88	G	-
89	GR	-
90	Y	-
91	G	-
92	BR	-
93	G	-
94	V	-
95	BR	-
96	GR	-
97	R	-
98	LG	-
99	O	-

Connector No.	B19
Connector Name	WIRE TO WIRE
Connector Type	NS16PW-CS



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

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

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[CAN]

CAN SYSTEM

Connector No.	B4
Connector Name	WIRE TO WIRE
Connector Type	NS16MW-CS



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

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

Connector No.	B8
Connector Name	AUTOMATIC BACK DOOR CONTROL UNIT
Connector Type	THE2PW-TE6

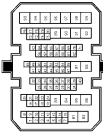


12	11	10	9	8	7	6	5	4	3	2	1
28	25	24	23	22	21	20	19	18	17	16	15
14	13	12	11	10	9	8	7	6	5	4	3

Terminal No.	Color of Wire	Signal Name [Specification]
1	BR	BUZZER
2	Y	ABD SW
4	Y	ABD CLOSE SW
6	L	CAN-H
7	P	CAN-L
8	LG	HALF LATCH SW

9	GR	IGN
10	SB	BAT
11	V	CLOSURE MTR (CLOSE)
12	R	CLOSURE MTR (OPEN)
14	V	TOUCH SENS LH
15	O	TOUCH SENS SHD
16	W	TOUCH SENS RH
17	LG	MAIN SW
19	P	CLOSE SW
20	L	OPEN SW
21	B	GND
22	B	GND
23	GR	GND
24	BR	ENCODER B
25	Y	ENCODER A
26	G	ENCODER PWR

Connector No.	B11
Connector Name	WIRE TO WIRE
Connector Type	TH80MP-CS19



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

21	LG	-
22	W	-
23	Y	-
24	GR	-
25	Y	-
27	V	-
28	W/L	-
30	P	-
31	O	-
32	BR	-
34	SB	-
35	SHIELD	-
36	L/O	-
37	LG	-
40	Y	-
41	GR	-
42	SB	-
46	LG	-
47	SB	-
48	SHIELD	-
49	B	-
50	R/W	-
51	R/L	-
52	B	-
53	Y	-
54	LG	-
55	BR	-
56	P	-
57	L	-
58	R	-
59	SHIELD	-
60	B	-
61	R/L	-
62	R/W	-
63	LG	-
64	Y	-
65	BR	-
66	BR	-
67	GR	-
68	R	-
69	SHIELD	-
70	W/R	-
71	B/R	-
72	Y	-
73	LG	-
74	SB	-
75	L	-
76	G	-
77	R	-
78	B	-
80	W	-
81	R	-

82	L	-
83	BR	-
84	G	-
85	G	-
86	SB	-
87	R	-
88	G	-
89	GR	-
90	Y	-
91	G	-
92	BR	-
93	G	-
94	V	-
95	BR	-
96	GR	-
97	R	-
98	LG	-
99	O	-

Connector No.	B19
Connector Name	WIRE TO WIRE
Connector Type	NS16PW-CS



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

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

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LAN

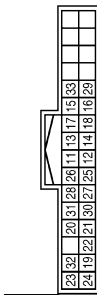
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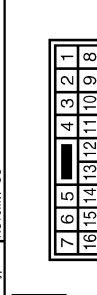
CAN SYSTEM

Connector No.	B452
Connector Name	DRIVER SEAT CONTROL UNIT
Connector Type	TH227W



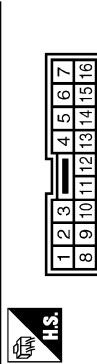
Terminal No.	Color of Wire	Signal Name [Specification]
11	G/B	-
12	G/W	-
13	R/G	-
14	R/W	-
15	Y/B	-
16	Y/R	-
17	LG/B	-
18	LG/R	-
19	G/Y	-
20	R/Y	-
21	L/Y	-
22	BR/Y	-
23	P	-
24	P/L	-
25	G/O	-
26	L/O	-
27	V	-
28	V/W	-
29	O/L	-
30	BR	-
31	BR/W	-
32	W/L	-
33	W	-

Connector No.	B460
Connector Name	WIRE TO WIRE
Connector Type	NS16MW-CS



Terminal No.	Color of Wire	Signal Name [Specification]
1	R	-
2	P	-
3	G/O	-
4	O/L	-
5	BR	-
6	W/G	-
7	B	-
8	W/L	-
9	P/L	-
10	L/O	-
11	V	-
12	V/W	-
13	W/R	-
14	BR/W	-
15	B/R	-
16	GR	-

Connector No.	E6
Connector Name	WIRE TO WIRE
Connector Type	TK16MGY-1V



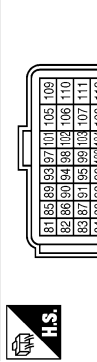
Terminal No.	Color of Wire	Signal Name [Specification]
1	L	-
2	Y	-
3	R	-
4	GR	-
5	V	-
6	P	-
7	W	-
8	W	-
9	G	-
10	BR	-
11	SB	-
12	SB	-
13	SB	-
14	B	-

Connector No.	E11
Connector Name	ENGINE R INTELLIGENT POWER DISTRIBUTION MODULE (ENGINE ROOM)
Connector Type	TH86FW-1H1



Terminal No.	Color of Wire	Signal Name [Specification]
39	P	-
40	L	-
41	B	-
42	SB	-
43	Y	-
44	W	-
45	O	-
46	BR	-

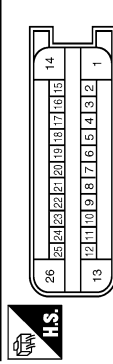
Connector No.	E16
Connector Name	EOM
Connector Type	RH44FB-RZB-L-LH



Terminal No.	Color of Wire	Signal Name [Specification]
81	W	ACCELERATOR PEDAL POSITION SENSOR 1
82	O	ACCELERATOR PEDAL POSITION SENSOR 2
83	BR	SENSOR POWER SUPPLY
84	B	SENSOR GROUND
85	Y	ASC2 STEERING SWITCH
86	SB	EVAP CONTROL SYSTEM PRESSURE SENSOR
87	GR	SENSOR POWER SUPPLY
88	O	DATA LINK CONNECTOR
91	L	SENSOR POWER SUPPLY
92	BR	SENSOR GROUND
93	BR	IGNITION SWITCH
94	GR	ENGINE SPEED OUTPUT SIGNAL
95	Y	FUEL TANK TEMPERATURE SENSOR
96	GR	SENSOR GROUND

97	P	CAN COMMUNICATION LINE (CAN-L)
98	L	CAN COMMUNICATION LINE (CAN-H)
100	G	SENSOR GROUND
102	R	ENG SIGNAL
104	SS	SENSOR GROUND
105	V	POWER SUPPLY FOR ECM
106	SB	STOP LAMP SWITCH
107	B	ECM GROUND
108	B	ECM GROUND
109	W	EVAP CANISTER VENT CONTROL VALVE
110	G	ASC2 BRAKE SWITCH
111	B	ECM GROUND
112	B	ECM GROUND

Connector No.	E36
Connector Name	HEP ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
Connector Type	AE22ZFB-AJ24-LH



Terminal No.	Color of Wire	Signal Name [Specification]
1	R	VALVE / ECU SUPPLY
2	Y	WSS RL SIG (-)
3	L	WSS RL PWR (+)
4	GR	CLUSTER SUPPLY
5	B	WSS FR PWR (+)
6	W	WSS FR SIG (-)
7	LG	LIS
8	V	WSS FL SIG (-)
9	W	WSS FL PWR (+)
10	SB	CLUSTER GND
11	P	WSS RR PWR (+)
12	V	WSS RR SIG (-)
13	B/W	MOTOR SUPPLY
14	G	MOTOR GND
16	SB	BLS
19	BR	CAN 2 H
20	GR	IGN
21	P	CAN 1 L
22	L	VDC OFF SW
23	Y	CAN 1 H
25	W	CAN 2 L
26	B/W	VALVE / ECU GND

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Connector No.	E104
Connector Name	WIRE TO WIRE
Connector Type	MS16FN-CS



7	6	5	4	3	2	1		
16	15	14	13	12	11	10	9	8

Terminal No.	Color of Wire	Signal Name [Specification]
1	Y	-
2	SB	-
3	L	-
4	R	-
5	L	-
6	P	-
7	L	-
8	B/W	-
9	SB	-
10	GR	-
11	R	-
12	W	-
13	P	-
14	Y	-
15	Y	-
16	L	-

Connector No.	E105
Connector Name	WIRE TO WIRE
Connector Type	TH70MW-CS10-M3



Terminal No.	Color of Wire	Signal Name [Specification]
3	Y	-
5	LG	-
6	GR	-
8	G	-
11	P	-
12	L	-

13	Y	-
14	O	-
15	BR	-
20	-	-
21	BR	-
22	P	-
24	L	-
25	O	-
28	SB	-
29	W	-
30	Y	-
47	P	-
48	L	-
49	SB	-
50	GR	-
51	LG	-
52	V	-
53	GR	-
54	BR	-
55	Y	-
56	W/L	-
60	V	-
61	BR	-
62	O	-
63	L/O	-
64	SHIELD	-
66	W	-
67	BR	-
68	Y	-
69	SB	-
70	GR	-
71	SB	-
72	Y	-
73	L	-
74	W	-
75	BR	-
76	GR	-
77	O	-
78	Y	- [With navigation system]
78	G	- [With iPod without navigation system]
78	V	- [Without iPod and navigation system]
79	Y	-
80	R	-
81	W	-
82	LG	-
83	O	-

Connector No.	F23
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Type	RH40FB-R2P-L-RH



31	32	33	34	35	36	37	38	39	40	47	48
21	22	23	24	25	26	27	28	29	30	45	46
11	12	13	14	15	16	17	18	19	20	43	44
1	2	3	4	5	6	7	8	9	10	41	42

Terminal No.	Color of Wire	Signal Name [Specification]
1	P/B	INH SW 2
2	P/L	INH SW 3
3	G/O	INH SW 4
4	GR	INH SW 3 MON
5	B	GND
7	W	SENSOR GND
8	G/W	CLOCK (SEL 2)
9	L/R	CHIP SELECT (SEL 1)
10	BR/R	DATA I/O (SEL 3)
11	BR/W	INH SW 1
13	V	ATF TEMP SENSOR
14	R/W	PRI PRESS SENSOR
15	V/W	SEC PRESS SENSOR
19	G/B	REV LAMP RELAY
20	R/B	STARTER RELAY
25	W/R	SENSOR GND
26	L/O	SENSOR POWER SOURCE (3V)
27	R/G	S/M-D
28	R	S/M-C
28	O/B	S/M-B
30	G/R	S/M-A
31	P	CAN-L
32	L	CAN-H
33	LG	PRI SPEED SENSOR
34	LG/R	SEC SPEED SENSOR
37	V/R	L/U & SEL-ON/OFF SOL
38	L/W	L/U & SEL LINEAR SOL
39	W/B	SEC LINEAR SOL
40	R/Y	PL LINEAR SOL
42	B	GND
46	Y	VIGN
47	L/R	BATT
48	Y	VIGN

Connector No.	F123
Connector Name	WIRE TO WIRE
Connector Type	TK16FGY-IV



7	6	5	4	3	2	1		
16	15	14	13	12	11	10	9	8

Terminal No.	Color of Wire	Signal Name [Specification]
1	L	-
3	G/R	-
4	G/B	-
5	R	-
6	L/R	-
8	P	-
10	Y/B	-
11	BR/W	-
12	BR	-
13	G	-
14	B	-

Connector No.	IM4
Connector Name	DATA LINK CONNECTOR
Connector Type	BD16FW



9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8

Terminal No.	Color of Wire	Signal Name [Specification]
3	LG	-
4	B	-
5	B	-
6	L	-
7	O	-
8	G	-
11	SB	-
14	P	-
16	Y	-

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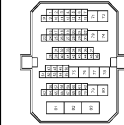
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[CAN]

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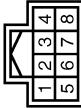
Connector No.	M11
Connector Name	WIRE TO WIRE
Connector Type	TH7DFW-CS10-M3



Terminal No.	Color of Wire	Signal Name [Specification]
3	P	-
5	O	-
6	G	-
8	R	-
11	P	-
12	L	-
13	V	-
14	Y	-
15	R	-
20	Y	-
21	BR	-
22	G	-
24	Y	-
25	L	-
28	BR	-
29	L	-
30	R	-
47	P	-
48	L	-
49	W	-
50	GR	-
51	LG	-
52	V	-
53	V	-
54	SB	-
55	P	-
56	SB	-
60	V	-
61	GR	-
62	O	-
63	V	-
64	SHIELD	-
66	W	-
67	R	-
68	W	-
69	P	-
70	G	-
71	G	-

72	BR	-
73	L	-
74	W	-
75	BR	-
76	R	-
77	G	-
78	Y	-
79	G	-
80	R	-
81	W	-
82	W	-
83	O	-

Connector No.	M30
Connector Name	STEERING ANGLE SENSOR
Connector Type	TH40FW-NH



Terminal No.	Color of Wire	Signal Name [Specification]
1	B	-
2	P	-
4	G	-
5	L	-

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



Terminal No.	Color of Wire	Signal Name [Specification]
1	Y	BAT
2	O	IGN
3	B	GROUND
4	B	GROUND

5	SB	ILLUMINATION CONTROL
8	SB	TRIP RESET SWITCH
9	W	SWILL POWER
10	O	METER CONTROL SW GND
11	R	ENTER SWITCH
12	R	SELECT SWITCH
13	V	ILLUMINATION CONTROL SWITCH (1) (With automatic drive position)
13	Y	ILLUMINATION CONTROL SWITCH (1) (Without automatic drive position)
14	GR	ILLUMINATION CONTROL SWITCH (-)
15	BR	AIR BAG
18	L	AMBIENT SENSOR
19	P	AMBIENT SENSOR POWER
20	Y	AMBIENT SENSOR GROUND
21	L	CAN-H
22	P	GROUND
23	B	FUEL LEVEL SENSOR GROUND
24	W	CHG
25	BR	PARKING BRAKE SWITCH
26	G	CHG
27	V	BRAKE FLUID LEVEL SWITCH
28	R	WASHER LEVEL SWITCH
30	P	VEHICLE SPEED (2-PULSE)
31	V	VEHICLE SPEED (8-PULSE)
32	LG	OD OFF / SPORTS
34	G	FUEL LEVEL SENSOR
35	SB	SEAT BELT BUCKLE SWITCH (DRIVER SIDE)
35	R	SEAT BELT BUCKLE SWITCH (PASSENGER SIDE)

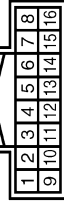
Connector No.	M50
Connector Name	A/G AUTO AMP.
Connector Type	SAB40FW



Terminal No.	Color of Wire	Signal Name [Specification]
1	L	CAN-H
2	P	CAN-L
6	L	TX (AMP>SW & DISP)
7	P	RX (SW>AMP)
10	L	LAN SIG
11	R	VACTR
15	O	SUN SENS
16	G	INTAKE SENS
17	R	ACC

19	B	GND
20	G	IGN
26	GR	RR DEF F/B
27	BR	RR DEF ON
32	L	FAN PWR
34	P	AMB POWER
35	L	AMB SENS
36	LG	INCAR SENS
37	Y	SENS GND
39	B	GND (POWER)
40	Y	BAT

Connector No.	M89
Connector Name	AMD CONTROL UNIT
Connector Type	TH16FW-NH



Terminal No.	Color of Wire	Signal Name [Specification]
1	LG	AWD SOL+
2	L	AWD SOL-
7	R	IGN
8	L	CAN-H
9	G	SOL BATT
10	B	GND
11	B	GND
14	Y	LOCK SW
16	P	CAN-L

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[CAN]

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Connector No.	M73
Connector Name	AIR BAG DIAGNOSIS SENSOR UNIT
Connector Type	TK28FY-EX-SC



20	21	17	24	49	1
22	11	48	47	45	13
3	4	6	5	2	16
12	19	15	14	51	23
50	18	52	2	1	2

Terminal No.	Color of Wire	Signal Name [Specification]
1	R	IGN
2	B	GND
3	Y	INFLATOR DR 1+
4	Y	INFLATOR DR 1- & DR 2-
5	Y	INFLATOR AS 1+
6	Y	INFLATOR AS 1-
11	SB	ECZS+
12	V	ECZS-
15	BR	A/B W/L
16	SHIELD	GND
18	V	A/B CUTOFF TELLTALE
21	L	CAN-H
24	R	SEATBELT W/L
45	Y	INFLATOR DR 2+
46	P	CAN-L
47	Y	INFLATOR AS 2+
48	Y	INFLATOR AS 2-
49	V	ODS INPUT

Connector No.	M77
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS19



Terminal No.	Color of Wire	Signal Name [Specification]
1	SHIELD	-
2	B	-
3	W	-
4	R	-

5	Y	-	-	-	-
6	W	-	-	-	-
7	C	-	-	-	-
8	SHIELD	-	-	-	-
9	W	-	-	-	-
10	R	-	-	-	-
11	G	-	-	-	-
12	B	-	-	-	-
13	O	-	-	-	-
14	R	-	-	-	-
15	SB	-	-	-	-
16	R	-	-	-	-
17	V	-	-	-	-
18	P	-	-	-	-
19	P	-	-	-	-
20	LG	-	-	-	-
21	Y	-	-	-	-
22	O	-	-	-	-
23	LG	-	-	-	-
24	SB	-	-	-	-
25	Y	-	-	-	-
27	Y	-	-	-	-
28	R	-	-	-	-
30	Y	-	-	-	-
31	W	-	-	-	-
32	BR	-	-	-	-
34	Y	-	-	-	-
35	SHIELD	-	-	-	-
36	G	-	-	-	-
37	Y	-	-	-	-
40	O	-	-	-	-
41	LG	-	-	-	-
42	SB	-	-	-	-
46	LG	-	-	-	-
47	SR	-	-	-	-
48	SHIELD	-	-	-	-
49	R	-	-	-	-
50	LG	-	-	-	-
51	V	-	-	-	-
52	B	-	-	-	-
53	BR	-	-	-	-
54	B	-	-	-	-
55	G	-	-	-	-
56	P	-	-	-	-
57	L	-	-	-	-
58	SB	-	-	-	-
59	SHIELD	-	-	-	-
60	B	-	-	-	-
61	R	-	-	-	-
62	W	-	-	-	-
63	O	-	-	-	-
64	Y	-	-	-	-

65	V	-	-	-	-
66	V	-	-	-	-
67	GR	-	-	-	-
68	G	-	-	-	-
69	SHIELD	-	-	-	-
70	L	-	-	-	-
71	R	-	-	-	-
72	LG	-	-	-	-
73	Y	-	-	-	-
74	R	-	-	-	-
75	P	-	-	-	-
76	L	-	-	-	-
77	BR	-	-	-	-
79	B	-	-	-	-
80	W	-	-	-	-
81	LG	-	-	-	-
82	L	-	-	-	-
83	W	-	-	-	-
84	GR	-	-	-	-
85	R	-	-	-	-
86	W	-	-	-	-
87	R	-	-	-	-
88	G	-	-	-	-
89	B	-	-	-	-
90	O	-	-	-	-
91	G	-	-	-	-
92	BR	-	-	-	-
93	P	-	-	-	-
94	V	-	-	-	-
95	O	-	-	-	-
96	SB	-	-	-	-
97	L	-	-	-	-
98	LG	-	-	-	-
99	Y	-	-	-	-

Connector No.	M122
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH80FB-NH



Terminal No.	Color of Wire	Signal Name [Specification]
72	B	ROOM ANT 2

73	W	ROOM ANT 2+
74	Y	PASSENGER DOOR ANT-
75	LG	PASSENGER DOOR ANT+
76	V	DRIVER DOOR ANT-
77	P	DRIVER DOOR ANT+
80	SB	IMMOBI ANTENNA CONTROL
81	O	IMMOBI ANTENNA SIGNAL
82	BR	IGN RELAY (F/B) CONT
83	P	KEYLESS ENTRY RECEIVER SIGNAL
87	R	COMBI SW INPUT 5
88	GR	COMBI SW INPUT 3
90	P	CAN-L
91	L	CAN-H
92	R	KEY SLOT ILL
93	P	ON IND
95	L	ACC RELAY CONT
96	Y	CVT SHIFT SELECTOR POWER SUPPLY
99	V	SHIFT P
100	P	PASSENGER DOOR REQUEST SW
101	W	DRIVER DOOR REQUEST SW
102	Y	BLOWER FAN MOTOR RELAY CONT
103	L	KEYLESS ENTRY RECEIVER POWER SUPPLY
107	O	COMBI SW INPUT 1
108	P	COMBI SW INPUT 4
109	SB	COMBI SW INPUT 2
110	G	HAZARD SW

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CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

CAN SYSTEM

Connector No.	M174
Connector Name	AV CONTROL UNIT
Connector Type	TH22FV-NH



76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91
LG	SB	LG	SB	SB	L	V	SHIELD	LG	SB	SB	W	G	L	SB	SB

Terminal No.	Color of Wire	Signal Name [Specification]
76	LG	AV COMM (L)
77	SB	AV COMM (H)
78	LG	AV COMM (L)
79	SB	AV COMM (H)
80	P	CAN-L
81	L	CAN-H
82	V	SW GND
86	SHIELD	SHIELD
87	R	TEL VOICE SIGNAL (+)
88	L	TEL VOICE SIGNAL (-)
92	V	VEHICLE SPEED SIGNAL (θ-PULSE)
93	LG	PARKING BRAKE (With BOSE system)
93	G	PARKING BRAKE (Without BOSE system)
94	SB	REVERSE
95	G	IGNITION
96	W	DISK EJECT SIGNAL
102	W	AUX SOUND SIGNAL GND
103	B	AUX SOUND SIGNAL LH (•)
104	R	AUX SOUND SIGNAL RH (•)

Connector No.	M180
Connector Name	AV CONTROL UNIT
Connector Type	TH22FV-NH



61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76
BR	BR	BR	BR	BR	BR	BR	BR	BR	BR	BR	BR	BR	BR	BR	BR

Terminal No.	Color of Wire	Signal Name [Specification]
65	LG	PARKING BRAKE
67	BR	COMPOSITE IMAGE SIGNAL GND
68	GR	COMPOSITE IMAGE SIGNAL

71	SHIELD	SHIELD
72	B	MICROPHONE YCC
73	R	COMM (CONT->DISP)
74	P	CAN-L
75	LG	AV COMM (L)
76	LG	AV COMM (L)
79	R	ILLUMINATION SIGNAL
80	G	IGNITION
81	SB	REVERSE
82	V	VEHICLE SPEED SIGNAL (θ-PULSE)
83	SHIELD	SHIELD
87	W	MICROPHONE SIGNAL
88	SHIELD	SHIELD
89	G	COMM (DISP->CONT)
90	L	CAN-H
91	SB	AV COMM (H)
92	SB	AV COMM (H)

JCMWN0028GB

MALFUNCTION AREA CHART

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MALFUNCTION AREA CHART

Main Line

INFOID:000000006262519

Malfunction area	Reference
Main line between driver seat control unit and automatic back door control unit	LAN-40. "Diagnosis Procedure"
Main line between automatic back door control unit and combination meter	LAN-41. "Diagnosis Procedure"
Main line between combination meter and data link connector	LAN-42. "Diagnosis Procedure"
Main line between data link connector and TCM	LAN-43. "Diagnosis Procedure"

Branch Line

INFOID:000000006262520

Malfunction area	Reference
ECM branch line circuit	LAN-44. "Diagnosis Procedure"
Driver seat control unit branch line circuit	LAN-45. "Diagnosis Procedure"
Automatic back door control unit branch line circuit	LAN-46. "Diagnosis Procedure"
AWD control unit branch line circuit	LAN-47. "Diagnosis Procedure"
AV control unit branch line circuit	LAN-48. "Diagnosis Procedure"
A/C auto amp. branch line circuit	LAN-49. "Diagnosis Procedure"
Combination meter branch line circuit	LAN-50. "Diagnosis Procedure"
Air bag diagnosis sensor unit branch line circuit	LAN-51. "Diagnosis Procedure"
BCM branch line circuit	LAN-52. "Diagnosis Procedure"
Data link connector branch line circuit	LAN-53. "Diagnosis Procedure"
Steering angle sensor branch line circuit	LAN-54. "Diagnosis Procedure"
ABS actuator and electric unit (control unit) branch line circuit	LAN-55. "Diagnosis Procedure"
TCM branch line circuit	LAN-56. "Diagnosis Procedure"
IPDM E/R branch line circuit	LAN-57. "Diagnosis Procedure"

Short Circuit

INFOID:000000006262521

Malfunction area	Reference
CAN communication circuit	LAN-58. "Diagnosis Procedure"

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MAIN LINE BETWEEN ADP AND PWBD CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN ADP AND PWBD CIRCUIT

Diagnosis Procedure

INFOID:000000006262522

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
 - Harness connectors B460 and B19
 - Automatic back door control unit
4. Check the continuity between the harness connector and the automatic back door control unit harness connector.

Harness connector		Automatic back door control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B19	2	B8	6	Existed
	9		7	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the driver seat control unit and the automatic back door control unit.

NO >> Repair the main line between the harness connector B19 and the automatic back door control unit.

MAIN LINE BETWEEN PWBD AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN PWBD AND M&A CIRCUIT

Diagnosis Procedure

INFOID:000000006262523

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 B11
 - Harness connector M77

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Automatic back door control unit
 - Harness connectors B11 and M77
2. Check the continuity between the automatic back door control unit harness connector and the harness connector.

Automatic back door control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B8	6	B11	57	Existed
	7		56	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the automatic back door control unit and the harness connector B11.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of combination meter.
2. Check the continuity between the harness connector and the combination meter harness connector.

Harness connector		Combination meter harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	57	M34	21	Existed
	56		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 automatic back door control unit and the combination meter.

NO >> Repair the main line between the harness connector M77 and the combination meter.

MAIN LINE BETWEEN M&A AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN M&A AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000006262524

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
 - Combination meter
4. Check the continuity between the combination meter harness connector and the data link connector.

Combination meter harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M34	21	M4	6	Existed
	22		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 combination meter and the data link connector.

NO >> Repair the main line between the combination meter and the data link connector.

MAIN LINE BETWEEN DLC AND TCM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN DLC AND TCM CIRCUIT

Diagnosis Procedure

INFOID:000000006262525

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 M11
 - 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 harness connectors M11 and E105.
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.	
M4	6	M11	12	Existed
	14		11	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M11.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors E6 and F123.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	12	E6	1	Existed
	11		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 TCM.

NO >> Repair the main line between the harness connectors E105 and E6.

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ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262526

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).
 - Models with automatic back door system
 - ECM
 - Harness connector E104
 - Harness connector B4
 - Models without automatic back door system
 - ECM
 - Harness connector E105
 - Harness connector M11

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E16	98	97	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 [EC-147, "Diagnosis Procedure"](#).

Is the inspection result normal?

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

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

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

ADP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262527

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 B460
 - Harness connector B19

Is the 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.		
B452	23	24	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 [ADP-55, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-201, "Removal and Installation"](#).

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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PWBD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

PWBD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262528

1. CHECK CONNECTOR

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

Automatic back door control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B8	6	7	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the automatic back door control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the automatic back door control unit. Refer to [DLK-95, "AUTOMATIC BACK DOOR CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the automatic back door control unit. Refer to [DLK-358, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the automatic back door control unit branch line.
NO >> Repair the power supply and the ground circuit.

4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262529

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the AWD 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 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.		
M69	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-21, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AWD control unit. Refer to [DLN-51, "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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AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262530

1. CHECK 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.		
M180	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M174	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Base audio with color display: [AV-112, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio without navigation: [AV-241, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-391, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio with color display: [AV-145, "Removal and Installation"](#)
 - BOSE audio without navigation: [AV-272, "Removal and Installation"](#)
 - BOSE audio with navigation: [AV-417, "Removal and Installation"](#)

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

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

HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262531

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M50	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Without 7 inch display: [HAC-76, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- With 7 inch display: [HAC-202, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Without 7 inch display: [VTL-25, "Removal and Installation"](#)
 - With 7 inch display: [VTL-87, "Removal and Installation"](#)

- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262532

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	21	22	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-44, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-105, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262533

WARNING:

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

1. CHECK CONNECTOR

Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the terminal and connector.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to the following.

- For USA and CANADA: [SRC-8, "Work Flow"](#)
- For MEXICO: [SRC-180, "Work Flow"](#)

Is the inspection result normal?

YES >> Replace the main harness.

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

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BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262534

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-42. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-85. "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262535

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M4	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

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STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262536

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of steering angle sensor.
2. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-101, "Wiring Diagram -BRAKE CONTROL SYSTEM-](#)

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-125, "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.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262537

1. CHECK 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.		
E36	23	21	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-43, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-122, "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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TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262538

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - TCM
 - Harness connector F123
 - Harness connector E6

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F23	32	31	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-85, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the TCM. Refer to [TM-161, "Removal and Installation"](#).

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

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

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262539

1. CHECK 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.		
E11	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-18, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-35, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000006262540

1.CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M4	6 14	Not existed

Is the inspection result normal?

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

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4.CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

ECM		Resistance (Ω)
Terminal No.		
98	97	Approx. 108 – 132

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

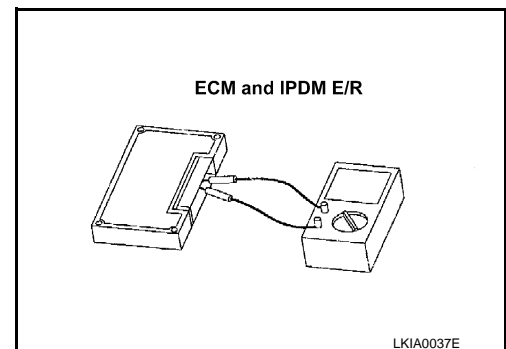
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5.CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

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 M&A AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN M&A AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000006262541

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
 - Combination meter
4. Check the continuity between the combination meter harness connector and the data link connector.

Combination meter harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M34	21	M4	6	Existed
	22		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 combination meter and the data link connector.

NO >> Repair the main line between the combination meter and the data link connector.

MAIN LINE BETWEEN DLC AND TCM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

MAIN LINE BETWEEN DLC AND TCM CIRCUIT

Diagnosis Procedure

INFOID:000000006262542

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 M11
 - 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 harness connectors M11 and E105.
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.	
M4	6	M11	12	Existed
	14		11	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M11.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors E6 and F123.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	12	E6	1	Existed
	11		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 TCM.

NO >> Repair the main line between the harness connectors E105 and E6.

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ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262543

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).
 - Models with automatic back door system
 - ECM
 - Harness connector E104
 - Harness connector B4
 - Models without automatic back door system
 - ECM
 - Harness connector E105
 - Harness connector M11

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E16	98	Approx. 108 – 132
	97	

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 [EC-147, "Diagnosis Procedure"](#).

Is the inspection result normal?

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

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

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

HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262544

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M50	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Without 7 inch display: [HAC-76, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- With 7 inch display: [HAC-202, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Without 7 inch display: [VTL-25, "Removal and Installation"](#)
 - With 7 inch display: [VTL-87, "Removal and Installation"](#)

- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262545

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	21	22	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-44, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-105, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262546

WARNING:

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

1. CHECK CONNECTOR

Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the terminal and connector.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to the following.

- For USA and CANADA: [SRC-8, "Work Flow"](#)
- For MEXICO: [SRC-180, "Work Flow"](#)

Is the inspection result normal?

YES >> Replace the main harness.

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

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BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262547

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-42. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-85. "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262548

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M4	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

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STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262549

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of steering angle sensor.
2. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-101, "Wiring Diagram -BRAKE CONTROL SYSTEM-"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-125, "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.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262550

1. CHECK 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.		
E36	23	21	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-43, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-122, "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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TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262551

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - TCM
 - Harness connector F123
 - Harness connector E6

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F23	32	31	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-85, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the TCM. Refer to [TM-161, "Removal and Installation"](#).

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

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

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262552

1.CHECK 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.		
E11	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-18, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-35, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000006262553

1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M4	6 14	Not existed

Is the inspection result normal?

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

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

ECM		Resistance (Ω)
Terminal No.		
98	97	Approx. 108 – 132

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

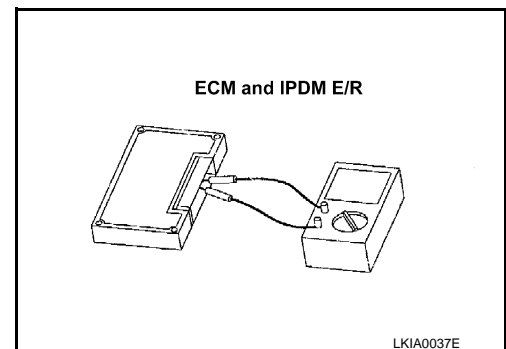
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5. CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

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MAIN LINE BETWEEN M&A AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN M&A AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000006262554

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
 - Combination meter
4. Check the continuity between the combination meter harness connector and the data link connector.

Combination meter harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M34	21	M4	6	Existed
	22		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 combination meter and the data link connector.

NO >> Repair the main line between the combination meter and the data link connector.

MAIN LINE BETWEEN DLC AND TCM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

MAIN LINE BETWEEN DLC AND TCM CIRCUIT

Diagnosis Procedure

INFOID:000000006262555

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 M11
 - 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 harness connectors M11 and E105.
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.	
M4	6	M11	12	Existed
	14		11	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M11.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors E6 and F123.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	12	E6	1	Existed
	11		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 TCM.

NO >> Repair the main line between the harness connectors E105 and E6.

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ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262556

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).
 - Models with automatic back door system
 - ECM
 - Harness connector E104
 - Harness connector B4
 - Models without automatic back door system
 - ECM
 - Harness connector E105
 - Harness connector M11

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E16	98	Approx. 108 – 132
	97	

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 [EC-147, "Diagnosis Procedure"](#).

Is the inspection result normal?

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

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

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

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006854163

1. CHECK 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.		
M180	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M174	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Base audio with color display: [AV-112, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio without navigation: [AV-241, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-391, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio with color display: [AV-145, "Removal and Installation"](#)
 - BOSE audio without navigation: [AV-272, "Removal and Installation"](#)
 - BOSE audio with navigation: [AV-417, "Removal and Installation"](#)

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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HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262558

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M50	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Without 7 inch display: [HAC-76, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- With 7 inch display: [HAC-202, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Without 7 inch display: [VTL-25, "Removal and Installation"](#)
 - With 7 inch display: [VTL-87, "Removal and Installation"](#)
- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
 NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262559

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M34	21 22	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-44, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-105, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

LAN

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262560

WARNING:

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

1.CHECK CONNECTOR

Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the terminal and connector.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to the following.

- For USA and CANADA: [SRC-8, "Work Flow"](#)
- For MEXICO: [SRC-180, "Work Flow"](#)

Is the inspection result normal?

YES >> Replace the main harness.

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

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262561

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-42, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-85, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262562

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M4	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262563

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of steering angle sensor.
2. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-101, "Wiring Diagram -BRAKE CONTROL SYSTEM-"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-125, "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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ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262564

1. CHECK 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.		
E36	23	21	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-43. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-122. "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.

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262565

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - TCM
 - Harness connector F123
 - Harness connector E6

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F23	32	31	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-85, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the TCM. Refer to [TM-161, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

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IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262566

1. CHECK 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.		
E11	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-18, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-35, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000006262567

1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M4	6 14	Not existed

Is the inspection result normal?

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

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

ECM		Resistance (Ω)
Terminal No.		
98	97	Approx. 108 – 132

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

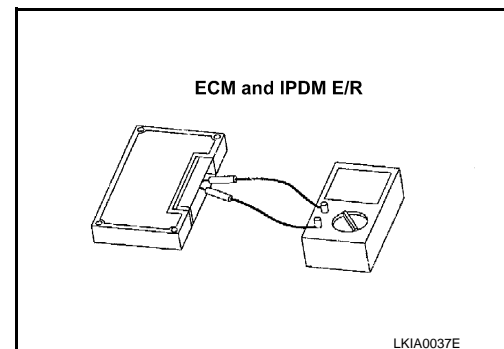
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5. CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK UNIT REPRODUCTION

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

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

NOTE:

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

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

NOTE:

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

Inspection result

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

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

MAIN LINE BETWEEN ADP AND PWBD CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN ADP AND PWBD CIRCUIT

Diagnosis Procedure

INFOID:000000006262584

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
 - Harness connectors B460 and B19
 - Automatic back door control unit
4. Check the continuity between the harness connector and the automatic back door control unit harness connector.

Harness connector		Automatic back door control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B19	2	B8	6	Existed
	9		7	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the driver seat control unit and the automatic back door control unit.

NO >> Repair the main line between the harness connector B19 and the automatic back door control unit.

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MAIN LINE BETWEEN PWBD AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

MAIN LINE BETWEEN PWBD AND M&A CIRCUIT

Diagnosis Procedure

INFOID:000000006262585

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 B11
 - Harness connector M77

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Automatic back door control unit
 - Harness connectors B11 and M77
2. Check the continuity between the automatic back door control unit harness connector and the harness connector.

Automatic back door control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B8	6	B11	57	Existed
	7		56	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the automatic back door control unit and the harness connector B11.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of combination meter.
2. Check the continuity between the harness connector and the combination meter harness connector.

Harness connector		Combination meter harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	57	M34	21	Existed
	56		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 automatic back door control unit and the combination meter.

NO >> Repair the main line between the harness connector M77 and the combination meter.

MAIN LINE BETWEEN M&A AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

MAIN LINE BETWEEN M&A AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000006262586

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
 - Combination meter
4. Check the continuity between the combination meter harness connector and the data link connector.

Combination meter harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M34	21	M4	6	Existed
	22		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 combination meter and the data link connector.

NO >> Repair the main line between the combination meter and the data link connector.

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MAIN LINE BETWEEN DLC AND TCM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

MAIN LINE BETWEEN DLC AND TCM CIRCUIT

Diagnosis Procedure

INFOID:000000006262587

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 M11
 - 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 harness connectors M11 and E105.
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.	
M4	6	M11	12	Existed
	14		11	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M11.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors E6 and F123.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	12	E6	1	Existed
	11		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 TCM.

NO >> Repair the main line between the harness connectors E105 and E6.

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262588

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).
 - Models with automatic back door system
 - ECM
 - Harness connector E104
 - Harness connector B4
 - Models without automatic back door system
 - ECM
 - Harness connector E105
 - Harness connector M11

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E16	98 97	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 [EC-147, "Diagnosis Procedure"](#).

Is the inspection result normal?

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

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

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

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ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262589

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 B460
 - Harness connector B19

Is the 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.		
B452	23	24	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 [ADP-55, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-201, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the driver seat control unit branch line.
 NO >> Repair the power supply and the ground circuit.

PWBD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

PWBD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262590

1.CHECK CONNECTOR

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

Automatic back door control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B8	6	7	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the automatic back door control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the automatic back door control unit. Refer to [DLK-95, "AUTOMATIC BACK DOOR CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the automatic back door control unit. Refer to [DLK-358, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the automatic back door control unit branch line.
NO >> Repair the power supply and the ground circuit.

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AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006854164

1. CHECK 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.		
M180	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M174	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Base audio with color display: [AV-112, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio without navigation: [AV-241, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-391, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio with color display: [AV-145, "Removal and Installation"](#)
 - BOSE audio without navigation: [AV-272, "Removal and Installation"](#)
 - BOSE audio with navigation: [AV-417, "Removal and Installation"](#)

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

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

HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262592

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M50	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Without 7 inch display: [HAC-76, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- With 7 inch display: [HAC-202, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Without 7 inch display: [VTL-25, "Removal and Installation"](#)
 - With 7 inch display: [VTL-87, "Removal and Installation"](#)

- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262593

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	21	22	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-44, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-105, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262594

WARNING:

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

1. CHECK CONNECTOR

Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the terminal and connector.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to the following.

- For USA and CANADA: [SRC-8, "Work Flow"](#)
- For MEXICO: [SRC-180, "Work Flow"](#)

Is the inspection result normal?

YES >> Replace the main harness.

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

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BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262595

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-42. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-85. "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262596

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M4	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

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STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262597

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of steering angle sensor.
2. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-101, "Wiring Diagram -BRAKE CONTROL SYSTEM-](#)

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-125, "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.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262598

1. CHECK 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.		
E36	23	21	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-43, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-122, "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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TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262599

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - TCM
 - Harness connector F123
 - Harness connector E6

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F23	32	31	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-85, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the TCM. Refer to [TM-161, "Removal and Installation"](#).

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

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

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262600

1.CHECK 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.		
E11	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-18, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-35, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000006262601

1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M4	6 14	Not existed

Is the inspection result normal?

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

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

ECM		Resistance (Ω)
Terminal No.		
98	97	Approx. 108 – 132

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

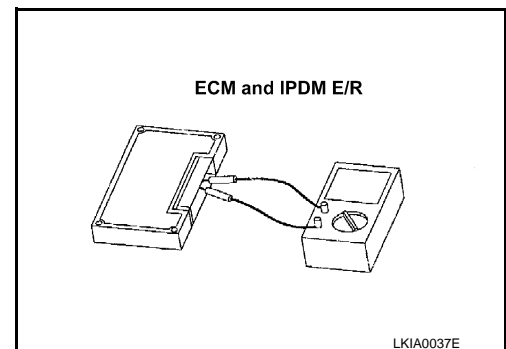
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5. CHECK SYMPTOM

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



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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

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 M&A AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN M&A AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000006262602

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
 - Combination meter
4. Check the continuity between the combination meter harness connector and the data link connector.

Combination meter harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M34	21	M4	6	Existed
	22		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 combination meter and the data link connector.

NO >> Repair the main line between the combination meter and the data link connector.

MAIN LINE BETWEEN DLC AND TCM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

MAIN LINE BETWEEN DLC AND TCM CIRCUIT

Diagnosis Procedure

INFOID:000000006262603

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 M11
 - 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 harness connectors M11 and E105.
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.	
M4	6	M11	12	Existed
	14		11	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M11.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors E6 and F123.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	12	E6	1	Existed
	11		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 TCM.

NO >> Repair the main line between the harness connectors E105 and E6.

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ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262604

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).
 - Models with automatic back door system
 - ECM
 - Harness connector E104
 - Harness connector B4
 - Models without automatic back door system
 - ECM
 - Harness connector E105
 - Harness connector M11

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E16	98	Approx. 108 – 132
	97	

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 [EC-147, "Diagnosis Procedure"](#).

Is the inspection result normal?

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

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

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

4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262605

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the AWD 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 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.		
M69	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-21, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AWD control unit. Refer to [DLN-51, "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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HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262606

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M50	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Without 7 inch display: [HAC-76, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- With 7 inch display: [HAC-202, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Without 7 inch display: [VTL-25, "Removal and Installation"](#)
 - With 7 inch display: [VTL-87, "Removal and Installation"](#)
- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
 NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262607

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M34	21 22	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-44, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-105, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

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A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262608

WARNING:

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

1. CHECK CONNECTOR

Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the terminal and connector.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to the following.

- For USA and CANADA: [SRC-8, "Work Flow"](#)
- For MEXICO: [SRC-180, "Work Flow"](#)

Is the inspection result normal?

YES >> Replace the main harness.

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

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262609

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-42, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-85, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262610

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M4	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262611

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of steering angle sensor.
2. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-101, "Wiring Diagram -BRAKE CONTROL SYSTEM-"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-125, "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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ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262612

1. CHECK 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.	
E36	23 21	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-43. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-122. "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.

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262613

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - TCM
 - Harness connector F123
 - Harness connector E6

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

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

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F23	32	31	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-85, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the TCM. Refer to [TM-161, "Removal and Installation"](#).

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

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

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IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262614

1. CHECK 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.		
E11	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-18, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-35, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000006262615

1.CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M4	6 14	Not existed

Is the inspection result normal?

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

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4.CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

ECM		Resistance (Ω)
Terminal No.		
98	97	Approx. 108 – 132

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

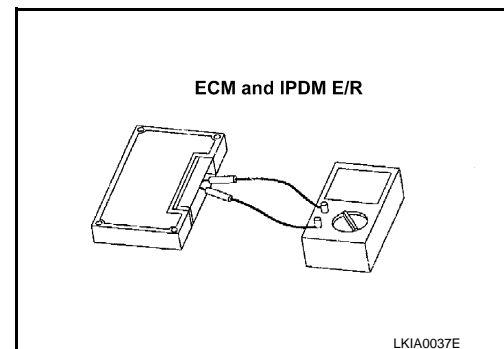
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5.CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

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 M&A AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN M&A AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000006262616

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
 - Combination meter
4. Check the continuity between the combination meter harness connector and the data link connector.

Combination meter harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M34	21	M4	6	Existed
	22		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 combination meter and the data link connector.

NO >> Repair the main line between the combination meter and the data link connector.

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MAIN LINE BETWEEN DLC AND TCM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

MAIN LINE BETWEEN DLC AND TCM CIRCUIT

Diagnosis Procedure

INFOID:000000006262617

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 M11
 - 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 harness connectors M11 and E105.
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.	
M4	6	M11	12	Existed
	14		11	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M11.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors E6 and F123.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	12	E6	1	Existed
	11		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 TCM.

NO >> Repair the main line between the harness connectors E105 and E6.

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262618

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).
 - Models with automatic back door system
 - ECM
 - Harness connector E104
 - Harness connector B4
 - Models without automatic back door system
 - ECM
 - Harness connector E105
 - Harness connector M11

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E16	98 97	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 [EC-147, "Diagnosis Procedure"](#).

Is the inspection result normal?

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

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

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

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4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262619

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the AWD 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 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.		
M69	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-21, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AWD control unit. Refer to [DLN-51, "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.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006854167

1. CHECK 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.		
M180	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M174	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Base audio with color display: [AV-112, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio without navigation: [AV-241, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-391, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio with color display: [AV-145, "Removal and Installation"](#)
 - BOSE audio without navigation: [AV-272, "Removal and Installation"](#)
 - BOSE audio with navigation: [AV-417, "Removal and Installation"](#)

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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HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262621

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M50	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Without 7 inch display: [HAC-76, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- With 7 inch display: [HAC-202, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Without 7 inch display: [VTL-25, "Removal and Installation"](#)
 - With 7 inch display: [VTL-87, "Removal and Installation"](#)
- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
 NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262622

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M34	21 22	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-44, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-105, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

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A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262623

WARNING:

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

1. CHECK CONNECTOR

Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the terminal and connector.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to the following.

- For USA and CANADA: [SRC-8, "Work Flow"](#)
- For MEXICO: [SRC-180, "Work Flow"](#)

Is the inspection result normal?

YES >> Replace the main harness.

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

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262624

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-42, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-85, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262625

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M4	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262626

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of steering angle sensor.
2. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-101, "Wiring Diagram -BRAKE CONTROL SYSTEM-"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-125, "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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ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262627

1. CHECK 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.		
E36	23	21	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-43. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-122. "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.

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262628

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - TCM
 - Harness connector F123
 - Harness connector E6

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

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

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F23	32	31	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-85, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the TCM. Refer to [TM-161, "Removal and Installation"](#).

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

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

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IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262629

1. CHECK 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.		
E11	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-18, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-35, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000006262630

1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M4	6 14	Not existed

Is the inspection result normal?

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

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

ECM		Resistance (Ω)
Terminal No.		
98	97	Approx. 108 – 132

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

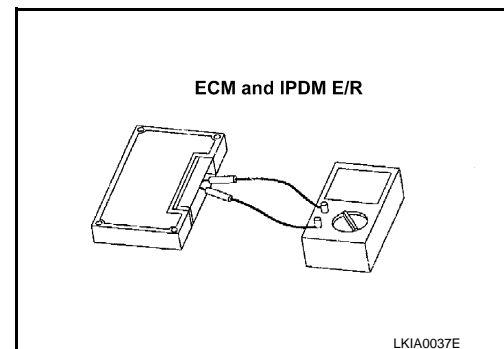
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5. CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

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 ADP AND PWBD CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN ADP AND PWBD CIRCUIT

Diagnosis Procedure

INFOID:000000006262648

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
 - Harness connectors B460 and B19
 - Automatic back door control unit
4. Check the continuity between the harness connector and the automatic back door control unit harness connector.

Harness connector		Automatic back door control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B19	2	B8	6	Existed
	9		7	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the driver seat control unit and the automatic back door control unit.

NO >> Repair the main line between the harness connector B19 and the automatic back door control unit.

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MAIN LINE BETWEEN PWBD AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

MAIN LINE BETWEEN PWBD AND M&A CIRCUIT

Diagnosis Procedure

INFOID:000000006262649

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 B11
 - Harness connector M77

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Automatic back door control unit
 - Harness connectors B11 and M77
2. Check the continuity between the automatic back door control unit harness connector and the harness connector.

Automatic back door control unit harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B8	6	B11	57	Existed
	7		56	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the automatic back door control unit and the harness connector B11.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of combination meter.
2. Check the continuity between the harness connector and the combination meter harness connector.

Harness connector		Combination meter harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	57	M34	21	Existed
	56		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 automatic back door control unit and the combination meter.

NO >> Repair the main line between the harness connector M77 and the combination meter.

MAIN LINE BETWEEN M&A AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

MAIN LINE BETWEEN M&A AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000006262650

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
 - Combination meter
4. Check the continuity between the combination meter harness connector and the data link connector.

Combination meter harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M34	21	M4	6	Existed
	22		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 combination meter and the data link connector.

NO >> Repair the main line between the combination meter and the data link connector.

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MAIN LINE BETWEEN DLC AND TCM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

MAIN LINE BETWEEN DLC AND TCM CIRCUIT

Diagnosis Procedure

INFOID:000000006262651

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 M11
 - 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 harness connectors M11 and E105.
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.	
M4	6	M11	12	Existed
	14		11	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the data link connector and the harness connector M11.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors E6 and F123.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E105	12	E6	1	Existed
	11		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 TCM.

NO >> Repair the main line between the harness connectors E105 and E6.

ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262652

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).
 - Models with automatic back door system
 - ECM
 - Harness connector E104
 - Harness connector B4
 - Models without automatic back door system
 - ECM
 - Harness connector E105
 - Harness connector M11

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E16	98	97	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 [EC-147, "Diagnosis Procedure"](#).

Is the inspection result normal?

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

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

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

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ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262653

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 B460
 - Harness connector B19

Is the 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.		
B452	23	24	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 [ADP-55, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-201, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the driver seat control unit branch line.
 NO >> Repair the power supply and the ground circuit.

PWBD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

PWBD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262654

1. CHECK CONNECTOR

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

Automatic back door control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B8	6	7	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the automatic back door control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the automatic back door control unit. Refer to [DLK-95, "AUTOMATIC BACK DOOR CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the automatic back door control unit. Refer to [DLK-358, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the automatic back door control unit branch line.
NO >> Repair the power supply and the ground circuit.

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4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262655

1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the AWD 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 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.		
M69	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-21, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AWD control unit. Refer to [DLN-51, "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.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006854170

1. CHECK 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.		
M180	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M174	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Base audio with color display: [AV-112, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio without navigation: [AV-241, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- BOSE audio with navigation: [AV-391, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio with color display: [AV-145, "Removal and Installation"](#)
 - BOSE audio without navigation: [AV-272, "Removal and Installation"](#)
 - BOSE audio with navigation: [AV-417, "Removal and Installation"](#)

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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HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262657

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M50	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Without 7 inch display: [HAC-76, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- With 7 inch display: [HAC-202, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Without 7 inch display: [VTL-25, "Removal and Installation"](#)
 - With 7 inch display: [VTL-87, "Removal and Installation"](#)

- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
 NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262658

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M34	21 22	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-44, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-105, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the combination meter branch line.
 NO >> Repair the power supply and the ground circuit.

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A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262659

WARNING:

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

1. CHECK CONNECTOR

Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the terminal and connector.

2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to the following.

- For USA and CANADA: [SRC-8, "Work Flow"](#)
- For MEXICO: [SRC-180, "Work Flow"](#)

Is the inspection result normal?

YES >> Replace the main harness.

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

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262660

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-42, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-85, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262661

1. CHECK CONNECTOR

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

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M4	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262662

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of steering angle sensor.
2. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-101, "Wiring Diagram -BRAKE CONTROL SYSTEM-"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-125, "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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ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262663

1. CHECK 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.		
E36	23	21	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-43. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-122. "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.

TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262664

1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - TCM
 - Harness connector F123
 - Harness connector E6

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F23	32	31	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to [TM-85, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the TCM. Refer to [TM-161, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

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IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000006262665

1. CHECK 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.		
E11	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-18, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-35, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000006262666

1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M4	6 14	Not existed

Is the inspection result normal?

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

3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

ECM		Resistance (Ω)
Terminal No.		
98	97	Approx. 108 – 132

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

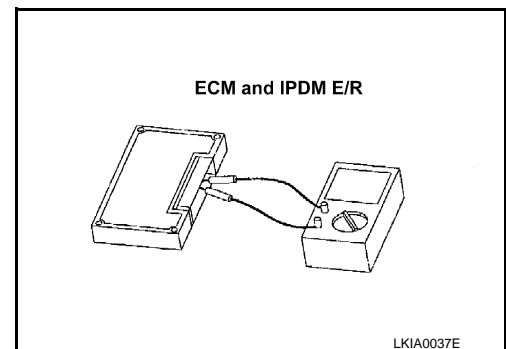
IPDM E/R		Resistance (Ω)
Terminal No.		
40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

5. CHECK SYMPTOM

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



CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

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.