

# SECTION **PCS**

## POWER CONTROL SYSTEM

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PRECAUTION

PRECAUTIONS

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

INFOID:000000012797580

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

**WARNING:**

Always observe the following items for preventing accidental activation.

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

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

**WARNING:**

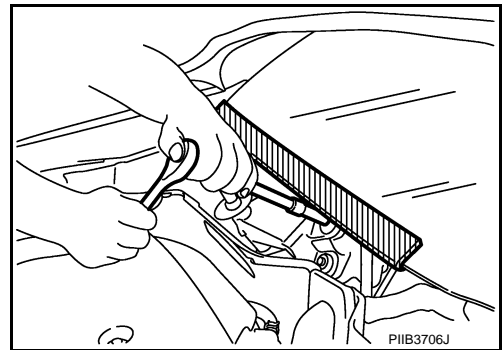
Always observe the following items for preventing accidental activation.

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

Precaution for Procedure without Cowl Top Cover

INFOID:000000012797581

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc to prevent damage to windshield.



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# PRECAUTIONS

[IPDM E/R]

< PRECAUTION >

## Precautions for Removing Battery Terminal

INFOID:000000012797582

- When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.

**NOTE:**

ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

- For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.

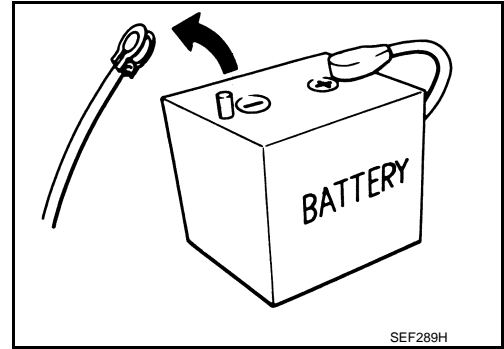
**NOTE:**

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

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

**NOTE:**

The removal of 12V battery may cause a DTC detection error.

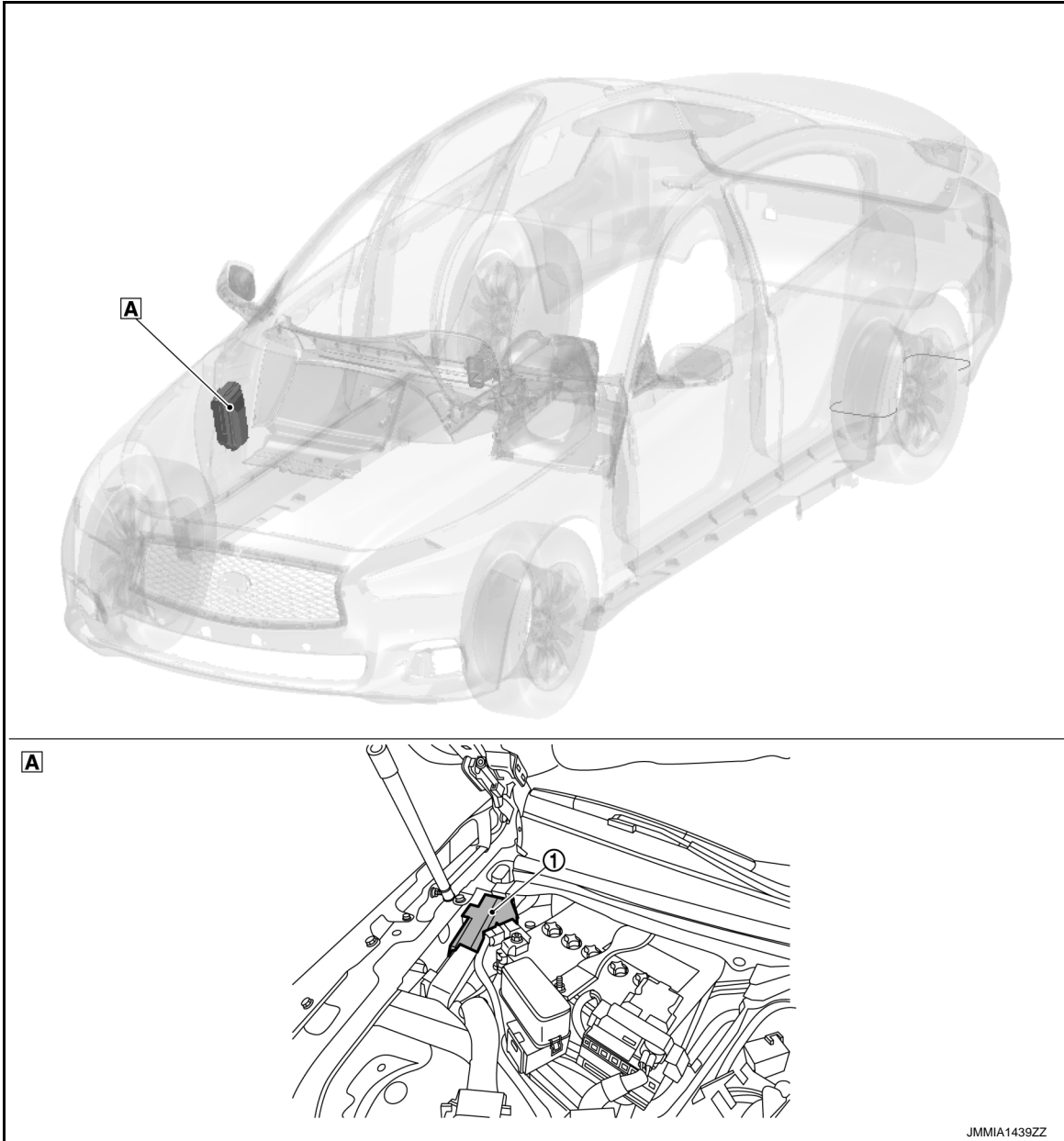


## SYSTEM DESCRIPTION

### COMPONENT PARTS

#### Component Parts Location

INFOID:000000012797583



**A** Engine room dash panel

**1** IPDM E/R

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# SYSTEM

< SYSTEM DESCRIPTION >

[IPDM E/R]

## SYSTEM

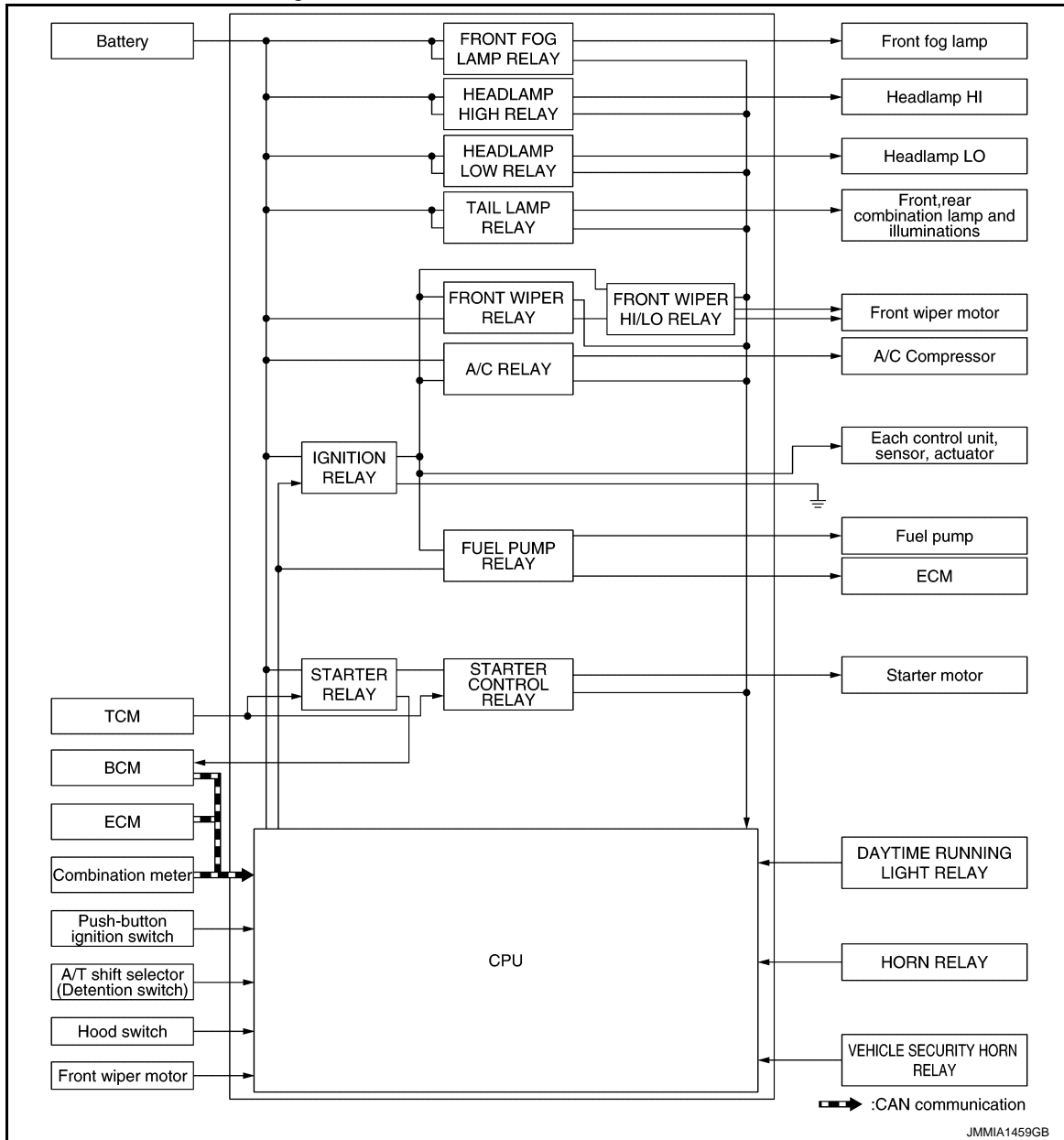
### RELAY CONTROL SYSTEM

### RELAY CONTROL SYSTEM : System Description

INFOID:000000012797584

### SYSTEM DIAGRAM

Except for 2.0L Turbo Gasoline Engine Models

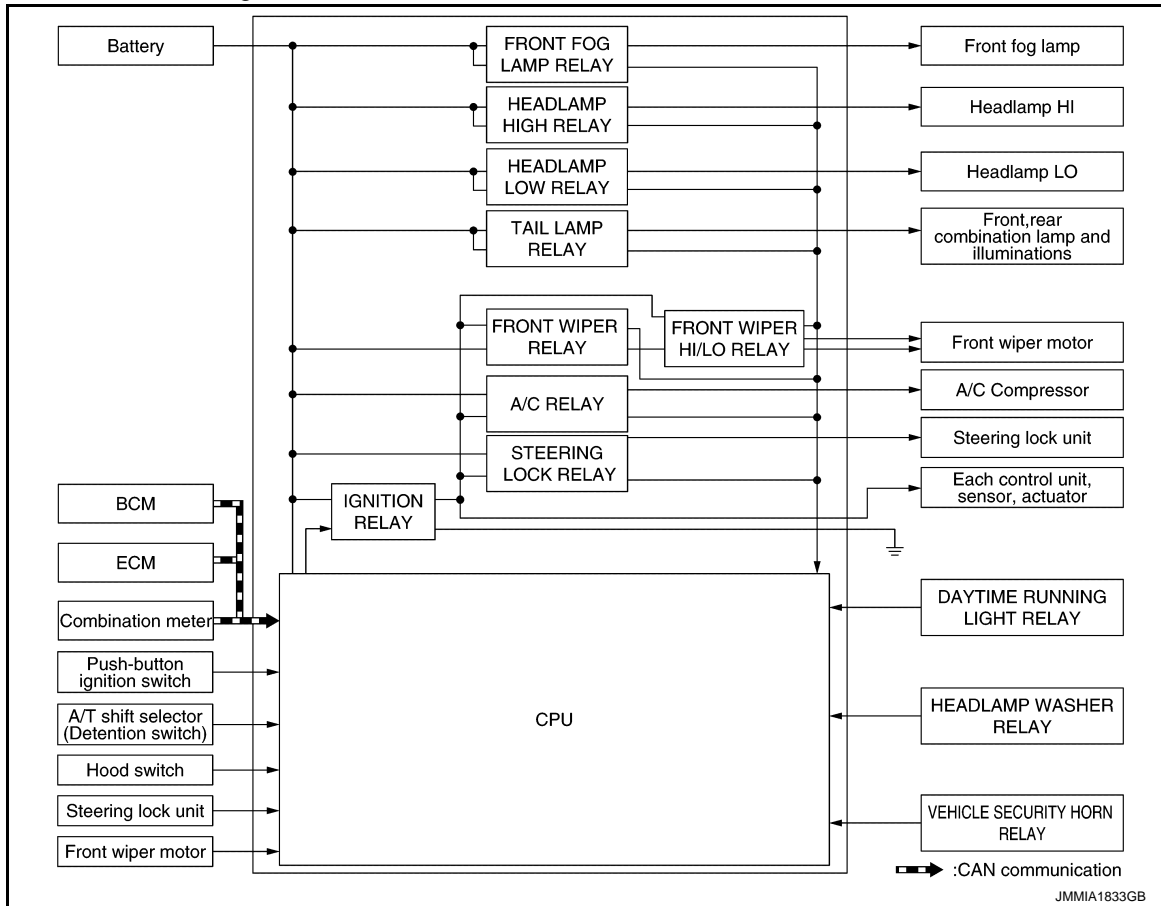


# SYSTEM

< SYSTEM DESCRIPTION >

[IPDM E/R]

For 2.0L Turbo Gasoline Engine Models



## DESCRIPTION

IPDM E/R activates the internal control circuit to perform the relay ON-OFF control according to the input signals from various sensors and the request signals received from control units via CAN communication.

### NOTE:

To prevent to the parts, IPDM E/R integrated relays cannot be removed.

Control relay	Input/output	Transmit unit	Control part	Reference page
<ul style="list-style-type: none"> <li>Headlamp low relay</li> <li>Headlamp high relay</li> </ul>	<ul style="list-style-type: none"> <li>Low beam request signal</li> <li>High beam request signal</li> </ul>	BCM (CAN)	<ul style="list-style-type: none"> <li>Headlamp (LO)</li> <li>Headlamp (HI)</li> </ul>	<a href="#">EXL-18</a>
Front fog lamp relay	Front fog light request signal	BCM (CAN)	Front fog lamp	<a href="#">EXL-43</a>
Tail lamp relay	Position light request signal	BCM (CAN)	<ul style="list-style-type: none"> <li>Parking lamp</li> <li>License plate lamp</li> <li>Tail lamp</li> <li>Side marker lamp</li> </ul>	<a href="#">EXL-35</a>
			Illumination	<a href="#">INL-14</a>
<ul style="list-style-type: none"> <li>Front wiper relay</li> <li>Front wiper HI/LO relay</li> </ul>	<ul style="list-style-type: none"> <li>Front wiper request signal</li> <li>Front wiper service position signal</li> </ul>	BCM (CAN)	Front wiper motor	<ul style="list-style-type: none"> <li><a href="#">WW-9</a> (with rain sensor)</li> <li><a href="#">WW-14</a> (without rain sensor)</li> </ul>
Front wiper stop position signal	Front wiper motor			
Horn relay	Theft warning horn request signal	BCM (CAN)	Horn	<a href="#">SEC-27</a>
Vehicle security horn relay			Vehicle security horn	
<ul style="list-style-type: none"> <li>Starter relay*</li> <li>Starter control relay</li> </ul>	Starter control relay signal	BCM (CAN)	Starter motor	<a href="#">SEC-10</a>
	Starter relay control signal	TCM		
A/C relay	A/C compressor request signal	ECM (CAN)	A/C compressor (Magnet clutch)	<a href="#">HAC-22</a>

# SYSTEM

## < SYSTEM DESCRIPTION >

[IPDM E/R]

Control relay	Input/output	Transmit unit	Control part	Reference page
Daytime running light relay	Daytime running light request signal	BCM (CAN)	Daytime running light	<a href="#">EXL-27</a>
Ignition relay	Ignition switch ON signal	BCM (CAN)	Each control unit, sensor, actuator and relay (Ignition power supply)	<a href="#">PCS-39</a>
	Vehicle speed signal (Meter)	Combination meter (CAN)		
	Push-button ignition switch signal	Push-button ignition switch		

\*: BCM controls the starter relay.

## RELAY CONTROL SYSTEM : Fail-safe

INFOID:000000013475638

### CAN COMMUNICATION CONTROL

When CAN communication with ECM and BCM is impossible, IPDM E/R performs fail-safe control. After CAN communication recovers normally, it also returns to normal control.

If No CAN Communication Is Available With ECM

Control part	Fail-safe operation
Cooling fan	<ul style="list-style-type: none"> <li>• Outputs the pulse duty signal (PWM signal) 100% when the ignition switch is turned ON</li> <li>• Outputs the pulse duty signal (PWM signal) 0% when the ignition switch is turned OFF</li> </ul>
A/C compressor	A/C relay OFF
Alternator	Outputs the power generation command signal (PWM signal) 0%

If No CAN Communication Is Available With BCM

Control part	Fail-safe operation
Headlamp	<ul style="list-style-type: none"> <li>• Turns ON the headlamp low relay when the ignition switch is turned ON</li> <li>• Turns OFF the headlamp low relay when the ignition switch is turned OFF</li> <li>• Headlamp high relay OFF</li> </ul>
<ul style="list-style-type: none"> <li>• Parking lamp</li> <li>• License plate lamp</li> <li>• Illumination</li> <li>• Tail lamp</li> <li>• Side marker lamp</li> </ul>	<ul style="list-style-type: none"> <li>• Turns ON the tail lamp relay when the ignition switch is turned ON</li> <li>• Turns OFF the tail lamp relay when the ignition switch is turned OFF</li> </ul>
Front wiper motor	<ul style="list-style-type: none"> <li>• The status just before activation of fail-safe control is maintained until the ignition switch is turned OFF while the front wiper is operating at LO or HI speed.</li> <li>• The wiper is operated at LO speed until the ignition switch is turned OFF if the fail-safe control is activated while the front wiper is set in the INT mode and the front wiper motor is operating.</li> <li>• Returns automatically wiper to stop position when ignition switch is turned ON if fail-safe control is activated while front wiper motor is operated and wiper stop in the other position than stop position.</li> <li>• The status is held at service position if the fail-safe control is activated while the service position function is operating.</li> </ul>
Front fog lamp	Front fog lamp relay OFF
Horn	Horn relay OFF
Ignition relay	The status just before activation of fail-safe is maintained.
Starter motor (Except for 2.0L turbo gasoline engine models)	Starter control relay OFF

### IGNITION RELAY MALFUNCTION DETECTION FUNCTION

- IPDM E/R monitors the voltage at the contact circuit and excitation coil circuit of the ignition relay inside it.
- IPDM E/R judges the ignition relay error if the voltage differs between the contact circuit and the excitation coil circuit.
- If the ignition relay cannot turn OFF due to contact seizure, it activates the tail lamp relay for 10 minutes to alert the user to the ignition relay malfunction when the ignition switch is turned OFF.



# SYSTEM

< SYSTEM DESCRIPTION >

[IPDM E/R]

Voltage judgment		IPDM E/R judgment	Operation
Ignition relay contact side	Ignition relay excitation coil side		
ON	ON	Ignition relay ON normal	—
OFF	OFF	Ignition relay OFF normal	—
ON	OFF	Ignition relay ON stuck	<ul style="list-style-type: none"> <li>• Detects DTC “B2098: IGN RELAY ON”</li> <li>• Turns ON the tail lamp relay for 10 minutes</li> </ul>
OFF	ON	Ignition relay OFF stuck	Detects DTC “B2099: IGN RELAY OFF”

## FRONT WIPER PROTECTION FUNCTION

IPDM E/R detects front wiper stop position by a front wiper stop position signal.

When a front wiper stop position signal is in the conditions listed below, IPDM E/R stops power supply to wiper after repeating a front wiper 10 seconds activation and 20 seconds stop.

Ignition switch	Front wiper switch	Front wiper stop position signal
ON	OFF	The front wiper stop position signal (stop position) cannot be input for 10 seconds.
	ON	The front wiper stop position signal does not change for 10 seconds.

### NOTE:

This operation status can be confirmed on the IPDM E/R “Data Monitor” that displays “BLOCK” for the item “WIP PROT” while the wiper is stopped.

## STARTER MOTOR PROTECTION FUNCTION (EXCEPT ENGINE MODELS)

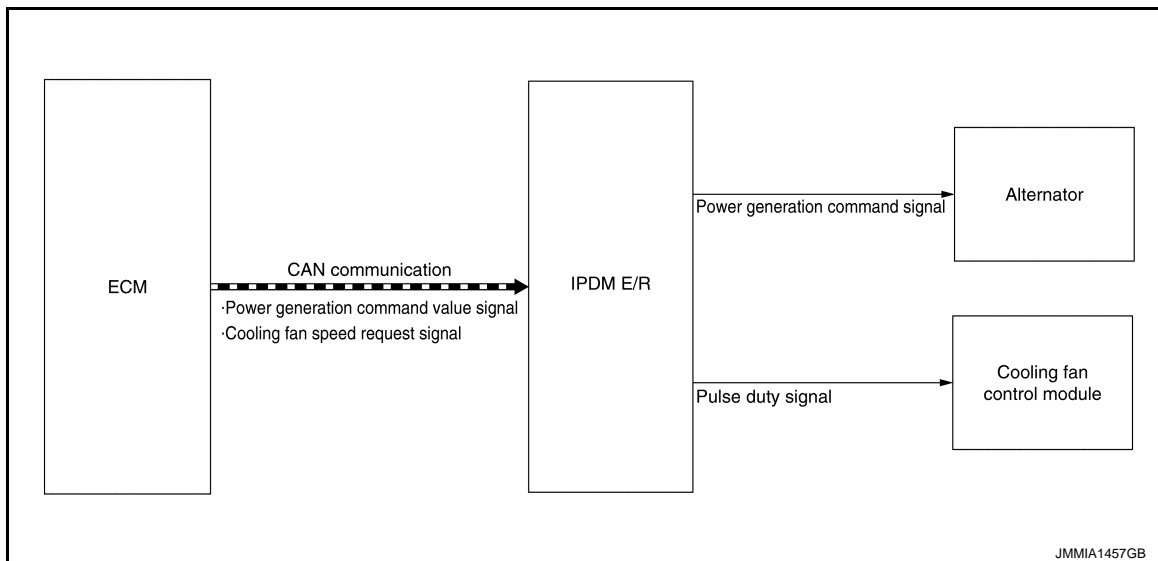
IPDM E/R turns OFF the starter control relay to protect the starter motor when the starter control relay remains active for 90 seconds.

## POWER CONTROL SYSTEM

### POWER CONTROL SYSTEM : System Description

INFOID:000000012797586

### SYSTEM DIAGRAM



### DESCRIPTION

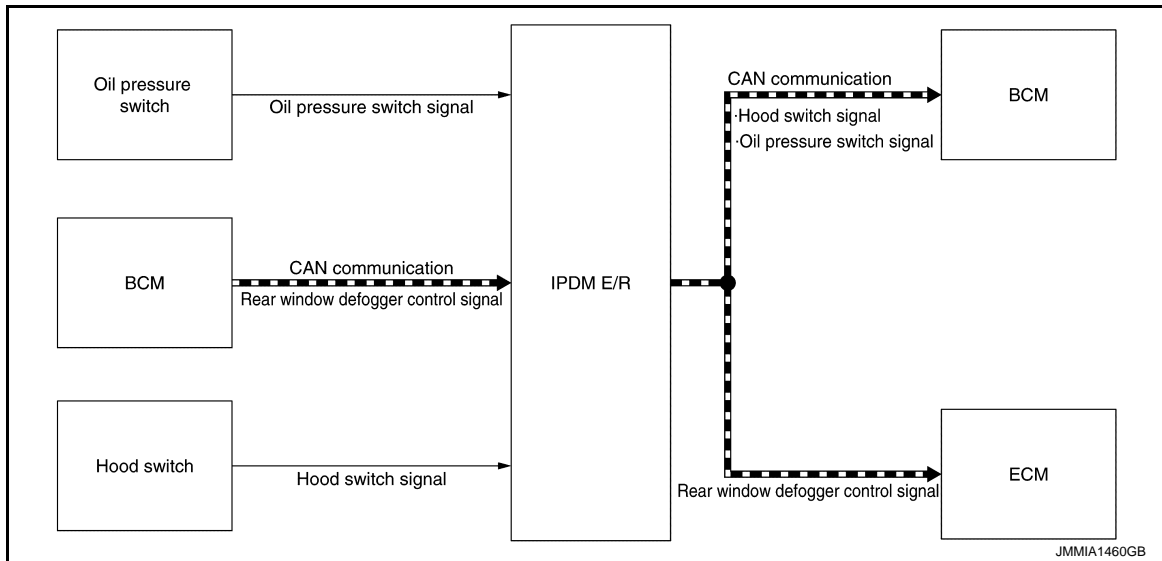
- IPDM E/R outputs power generation command signal (PWM signal) to the alternator according to the status of the power generation command value signal received from ECM via CAN communication. Refer to [CHG-7, "POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : System Description"](#).
- IPDM E/R outputs pulse duty signal to the cooling fan control module according to the status of the cooling fan speed request signal received from ECM via CAN communication.

### SIGNAL BUFFER SYSTEM

## SIGNAL BUFFER SYSTEM : System Description

INFOID:000000012797587

### SYSTEM DIAGRAM



### DESCRIPTION

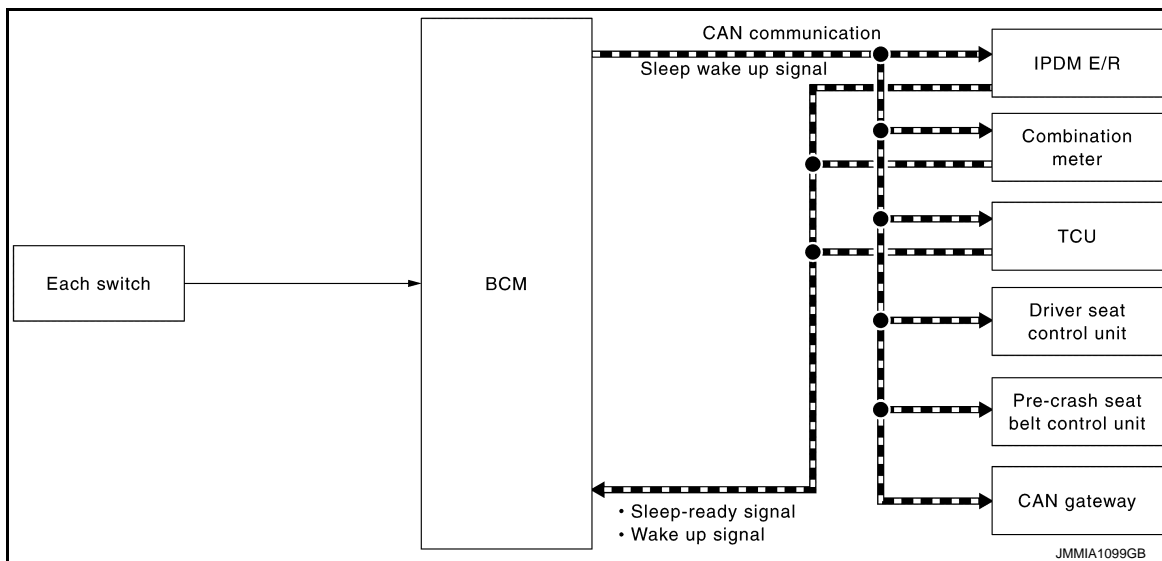
- IPDM E/R reads the status of the hood switch and transmits the hood switch signal to BCM via CAN communication. Refer to [SEC-27. "VEHICLE SECURITY SYSTEM : System Description"](#).
- IPDM E/R receives the rear window defogger control signal from BCM via CAN communication and transmits the rear window defogger control signal to ECM via CAN communication. Refer to [DEF-7. "System Description"](#).
- IPDM E/R reads the status of the oil pressure switch and transmits the oil pressure switch signal to BCM via CAN communication.

## POWER CONSUMPTION CONTROL SYSTEM

### POWER CONSUMPTION CONTROL SYSTEM : System Description

INFOID:000000012797588

### SYSTEM DIAGRAM



### DESCRIPTION

#### Outline

- IPDM E/R incorporates a power consumption control function that reduces the power consumption according to the vehicle status.
- IPDM E/R changes its status (control mode) with the sleep wake up signal received from BCM via CAN communication.

## < SYSTEM DESCRIPTION >

### Normal mode (wake-up)

- CAN communication is normally performed with other control units.
- Individual unit control by IPDM E/R is normally performed.

A

### Low power consumption mode (sleep)

- Low power consumption control is active.
- CAN transmission is stopped.

B

### Sleep Mode Activation

- IPDM E/R judges that the sleep-ready conditions are fulfilled when the ignition switch is OFF and none of the conditions below are present. Then it transmits a sleep-ready signal (ready) to BCM via CAN communication.
- Outputting signals to actuators
- Switches or relays operating
- Output requests are being received from control units via CAN communication.
- IPDM E/R stops CAN communication and enters the low power consumption mode when it receives a sleep wake up signal (sleep) from BCM and the sleep-ready conditions are fulfilled.

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### Wake-Up Operation

- IPDM E/R changes from the low power consumption mode to the normal mode when it receives a sleep wake-up signal (wake up) from BCM or any of the following conditions is fulfilled. In addition, it transmits a sleep-ready signal (not-ready) to BCM via CAN communication to report the CAN communication start.
- Ignition switch ON
- Hood switch status changes.
- An output request is received from a control unit via CAN communication.

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## DIAGNOSIS SYSTEM (IPDM E/R)

### Diagnosis Description

INFOID:000000012797589

#### AUTO ACTIVE TEST

##### Description

In auto active test mode, the IPDM E/R sends a drive signal to the following systems to check their operation.

- Front wiper motor
- Parking lamp
- License plate lamp
- Tail lamp
- Side marker lamp
- Front fog lamp
- Headlamp (LO, HI)
- A/C compressor (magnet clutch)
- Cooling fan

##### Operation Procedure

##### **CAUTION:**

**Wiper arm interferes with hood when wiper is operated while wiper arm is in the raised position. Always perform auto active test without setting wiper arm in the raised position. Always pour water on front windshield glass in advance to auto active test so that damage on front windshield glass surface is prevented.**

##### **NOTE:**

Never perform auto active test in the following conditions.

- CONSULT is connected
  - Passenger door is open
1. Turn the ignition switch OFF.
  2. Turn the ignition switch ON, and within 20 seconds, press the driver door switch 10 times. Then turn the ignition switch OFF.
  3. Turn the ignition switch ON within 10 seconds. After that the horn sounds once and the auto active test starts.

##### **NOTE:**

Engine starts when ignition switch is turned ON while brake pedal is depressed.

4. Oil pressure warning lamp starts blinking when the auto active test starts.
5. After a series of the following operations is repeated 3 times, auto active test is completed.

##### **NOTE:**

- When auto active test mode has to be cancelled halfway through test, turn the ignition switch OFF.
- When auto active test is not activated, door switch may be the cause. Check door switch. Refer to [DLK-117](#), "[Component Function Check](#)".

##### Inspection in Auto Active Test Mode

When auto active test mode is actuated, the following operation sequence is repeated 3 times.

Operation sequence	Inspection location	Operation
1	Front wiper motor	LO for 5 seconds → HI for 5 seconds
2	<ul style="list-style-type: none"> <li>• Parking lamp</li> <li>• License plate lamp</li> <li>• Tail lamp</li> <li>• Side marker lamp</li> <li>• Front fog lamp</li> </ul>	10 seconds
3	Headlamp	LO for 10 seconds → HI ON ↔ OFF 5 times
4	A/C compressor (magnet clutch)	ON ↔ OFF 5 times
5	Cooling fan*	LO for 5 seconds → HI for 5 seconds

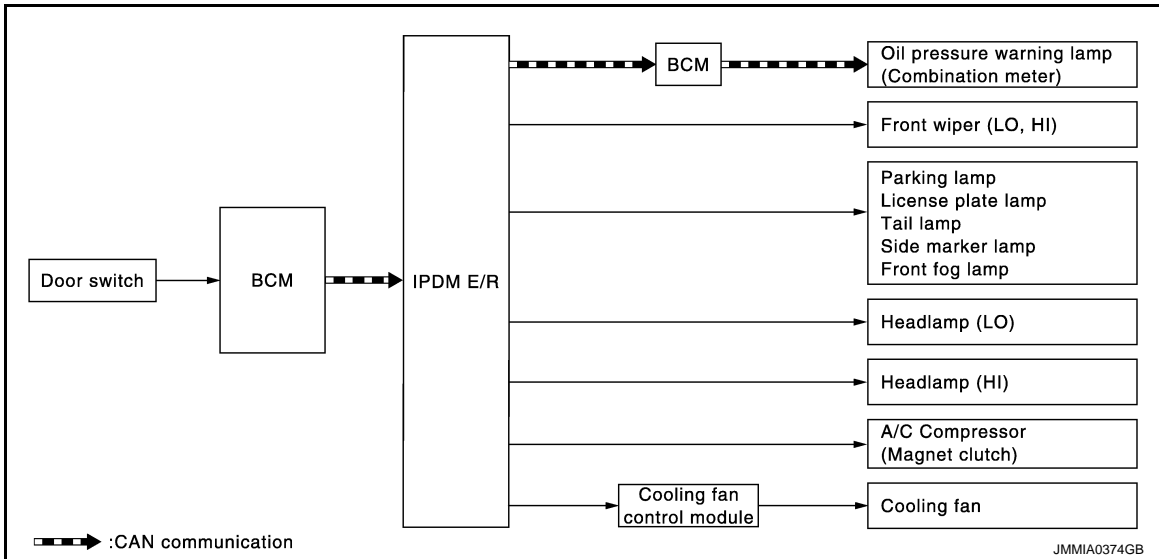
\*: Outputs duty ratio of 50% for 5 seconds → duty ratio of 100% for 5 seconds on the cooling fan control module.

# DIAGNOSIS SYSTEM (IPDM E/R)

[IPDM E/R]

## < SYSTEM DESCRIPTION >

Concept of auto active test



- IPDM E/R starts the auto active test with the door switch signals transmitted by BCM via CAN communication. Therefore, the CAN communication line between IPDM E/R and BCM is considered normal if the auto active test starts successfully.
- The auto active test facilitates troubleshooting if any systems controlled by IPDM E/R cannot be operated.

Diagnosis chart in auto active test mode

Symptom	Inspection contents	Possible cause
Any of the following components do not operate • Front wiper motor • Parking lamp • License plate lamp • Tail lamp • Side marker lamp • Front fog lamp • Headlamp (HI, LO)	Perform auto active test. Does the applicable system operate?	YES BCM signal input circuit
		NO • Lamp or motor • Lamp or motor ground circuit • Harness or connector between IPDM E/R and applicable system • IPDM E/R
A/C compressor does not operate	Perform auto active test. Does the magnet clutch operate?	YES • ECM signal input circuit • CAN communication signal between ECM and IPDM E/R
		NO • Magnet clutch • Harness or connector between IPDM E/R and magnet clutch • IPDM E/R
Cooling fan does not operate	Perform auto active test. Does the cooling fan operate?	YES • ECM signal input circuit • CAN communication signal between ECM and IPDM E/R
		NO • Harness or connector between IPDM E/R and cooling fan motor • Cooling fan control module • Cooling fan relay 1 • Cooling fan motor • IPDM E/R

## CONSULT Function (IPDM E/R)

INFOID:000000012797590

### APPLICATION ITEM

CONSULT performs the following functions via CAN communication with IPDM E/R.

# DIAGNOSIS SYSTEM (IPDM E/R)

< SYSTEM DESCRIPTION >

[IPDM E/R]

Diagnosis mode	Description
ECU Identification	Allows confirmation of IPDM E/R part number.
Self Diagnostic Result	Displays the diagnosis results judged by IPDM E/R.
Data Monitor	Displays the real-time input/output data from IPDM E/R input/output data.
Active Test	IPDM E/R can provide a drive signal to electronic components to check their operations.
CAN Diag Support Monitor	The results of transmit/receive diagnosis of CAN communication can be read.

## SELF DIAGNOSTIC RESULT

Refer to [PCS-26, "DTC Index"](#).

## DATA MONITOR

### NOTE:

The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.

Monitor Item [Unit]	MAIN SIGNALS	Description
RAD FAN REQ [%]	×	Displays the value of the cooling fan speed request signal received from ECM via CAN communication.
AC COMP REQ [Off/On]	×	Displays the status of the A/C compressor request signal received from ECM via CAN communication.
TAIL&CLR REQ [Off/On]	×	Displays the status of the position light request signal received from BCM via CAN communication.
HL LO REQ [Off/On]	×	Displays the status of the low beam request signal received from BCM via CAN communication.
HL HI REQ [Off/On]	×	Displays the status of the high beam request signal received from BCM via CAN communication.
FR FOG REQ [Off/On]	×	Displays the status of the front fog light request signal received from BCM via CAN communication.
FR WIP REQ [Stop/1LOW/Low/Hi]	×	Displays the status of the front wiper request signal received from BCM via CAN communication.
WIP AUTO STOP [STOP P/ACT P]	×	Displays the status of the front wiper stop position signal judged by IPDM E/R.
WIP PROT [Off/BLOCK]	×	Displays the status of the front wiper fail-safe operation judged by IPDM E/R.
IGN RLY1 -REQ [Off/On]		Displays the status of the ignition switch ON signal received from BCM via CAN communication.
IGN RLY [Off/On]	×	Displays the status of the ignition relay judged by IPDM E/R.
PUSH SW [Off/On]		Displays the status of the push-button ignition switch judged by IPDM E/R.
INTER/NP SW [Off/On]		Displays the status of the shift position judged by IPDM E/R.
ST RLY CONT [Off/On]		Displays the status of the starter relay status signal received from BCM via CAN communication.
IHBT RLY -REQ [Off/On]		Displays the status of the starter control relay signal received from BCM via CAN communication.
ST/INHI RLY [Off/ ST ON/INHI ON/UNK- WN]		Displays the status of the starter relay and starter control relay judged by IPDM E/R.
DETENT SW [Off/On]		Displays the status of the A/T shift selector (detention switch) judged by IPDM E/R.
S/L RLY -REQ [Off/On]		<b>NOTE:</b> The item is indicated, but not monitored.

# DIAGNOSIS SYSTEM (IPDM E/R)

< SYSTEM DESCRIPTION >

[IPDM E/R]

Monitor Item [Unit]	MAIN SIGNALS	Description
S/L STATE [LOCK/UNLK/UNKWN]		<b>NOTE:</b> The item is indicated, but not monitored.
DTRL REQ [Off/On]		Displays the status of the daytime running light request signal received from BCM via CAN communication.
OIL P SW [Open/Close]		Displays the status of the oil pressure switch judged by IPDM E/R.
HOOD SW [Off/On]		Displays the status of the hood switch judged by IPDM E/R.
HL WASHER REQ [Off/On]		<b>NOTE:</b> The item is indicated, but not monitored.
THFT HRN REQ [Off/On]		Displays the status of the theft warning horn request signal received from BCM via CAN communication.
HORN CHIRP [Off/On]		Displays the status of the horn reminder signal received from BCM via CAN communication.
HOOD SW 2 [Off/On]		Displays the status of the hood switch judged by IPDM E/R.

## ACTIVE TEST

Test item	Operation	Description
HORN	On	Operates horn relay for 20 ms.
FRONT WIPER	Off	OFF
	Lo	Operates the front wiper relay.
MOTOR FAN	Hi	Operates the front wiper relay and front wiper HI/LO relay.
	1	OFF
	2	
	3	Operates the cooling fan relay (MID operation).
HEAD LAMP WASHER	4	Operates the cooling fan relay (HI operation).
	On	<b>NOTE:</b> The item is indicated, but cannot be tested.
EXTERNAL LAMPS	Off	OFF
	TAIL	Operates the tail lamp relay.
	Lo	Operates the headlamp low relay.
	Hi	Operates the headlamp low relay and ON/OFF the headlamp high relay at 1 second intervals.
	Fog	Operates the front fog lamp relay.

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# ECU DIAGNOSIS INFORMATION

## IPDM E/R

### Reference Value

INFOID:000000012797591

### VALUES ON THE DIAGNOSIS TOOL

**NOTE:**

The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.

Monitor Item	Condition		Value/Status
RAD FAN REQ	Engine idle speed: changes depending on engine coolant temperature, air conditioner operation status, vehicle speed, etc. <b>NOTE:</b> This item is indicated only for except for 2.0L turbo gasoline engine models.		0 – 100 %
AC COMP REQ	Engine running	A/C switch OFF	Off
		A/C switch ON (compressor is operating)	On
TAIL&CLR REQ	Lighting switch OFF		Off
	Lighting switch 1ST, 2ND or AUTO (light is illuminated)		On
HL LO REQ	Lighting switch OFF		Off
	Lighting switch 2ND or AUTO (light is illuminated)		On
HL HI REQ	Lighting switch 2ND or AUTO (light is illuminated)	Lighting switch other than HI and PASS	Off
		Lighting switch HI or PASS	On
FR FOG REQ	Lighting switch 1ST, 2ND or AUTO (light is illuminated)	Front fog lamp switch OFF	Off
		Lighting switch HI or PASS	On
		Front fog lamp switch ON	On
FR WIP REQ	Ignition switch ON	Front wiper switch OFF	Stop
		Front wiper switch INT	1LOW
		Front wiper switch LO	Low
		Front wiper switch HI	Hi
WIP AUTO STOP	Ignition switch ON	Front wiper stop position	STOP P
		Any position other than front wiper stop position	ACT P
WIP PROT	Ignition switch ON	Front wiper operates normally	Off
		Front wiper stops at fail-safe operation	BLOCK
IGN RLY1 -REQ	Ignition switch OFF or ACC		Off
	Ignition switch ON		On
IGN RLY	Ignition switch OFF or ACC		Off
	Ignition switch ON		On
PUSH SW	Release the push-button ignition switch		Off
	Press the push-button ignition switch		On
INTER/NP SW	Ignition switch ON	Selector lever in any position other than P or N	Off
		Selector lever in P or N position	On
ST RLY CONT	Ignition switch ON		Off
	At engine cranking <b>NOTE:</b> This item is indicated only for except for 2.0L turbo gasoline engine models.		On



# IPDM E/R

< ECU DIAGNOSIS INFORMATION >

[IPDM E/R]

Monitor Item	Condition	Value/Status	
IHBT RLY -REQ	Ignition switch ON	Off	A
	At engine cranking <b>NOTE:</b> This item is indicated only for except for 2.0L turbo gasoline engine models.	On	B
ST/INHI RLY	Ignition switch ON	Off	
	At engine cranking	INHI → ST	C
	The status of starter relay or starter control relay cannot be recognized by the battery voltage malfunction, etc. when the starter relay is ON and the starter control relay is OFF	UNKWN	
DETENT SW	Ignition switch ON	<ul style="list-style-type: none"> <li>Press the selector button with selector lever in P position</li> <li>Selector lever in any position other than P</li> </ul>	D
	Release the selector button with selector lever in P position		On
S/L RLY -REQ	<b>NOTE:</b> The item is indicated, but not monitored.	Off	F
S/L STATE	<b>NOTE:</b> The item is indicated, but not monitored.	UNLK	
DTRL REQ	Daytime running light system is not operated	Off	G
	Any of the condition below <ul style="list-style-type: none"> <li>Daytime running light system is operated</li> <li>Light switch 1ST, 2ND or AUTO (light is illuminated)</li> </ul>	On	H
OIL P SW	<b>NOTE:</b> The item is indicated, but not monitored.	Close	
HOOD SW	Close the hood	Off	I
	Open the hood	On	
HL WASHER REQ	<b>NOTE:</b> The item is indicated, but not monitored.	Off	J
THFT HRN REQ	Not operation	Off	
	Theft warning alarm or panic alarm is activated	On	K
HORN CHIRP	Not operation	Off	
	Door locking with Intelligent Key (horn chirp mode)	On	
HOOD SW 2	Open the hood	Off	L
	Close the hood	On	

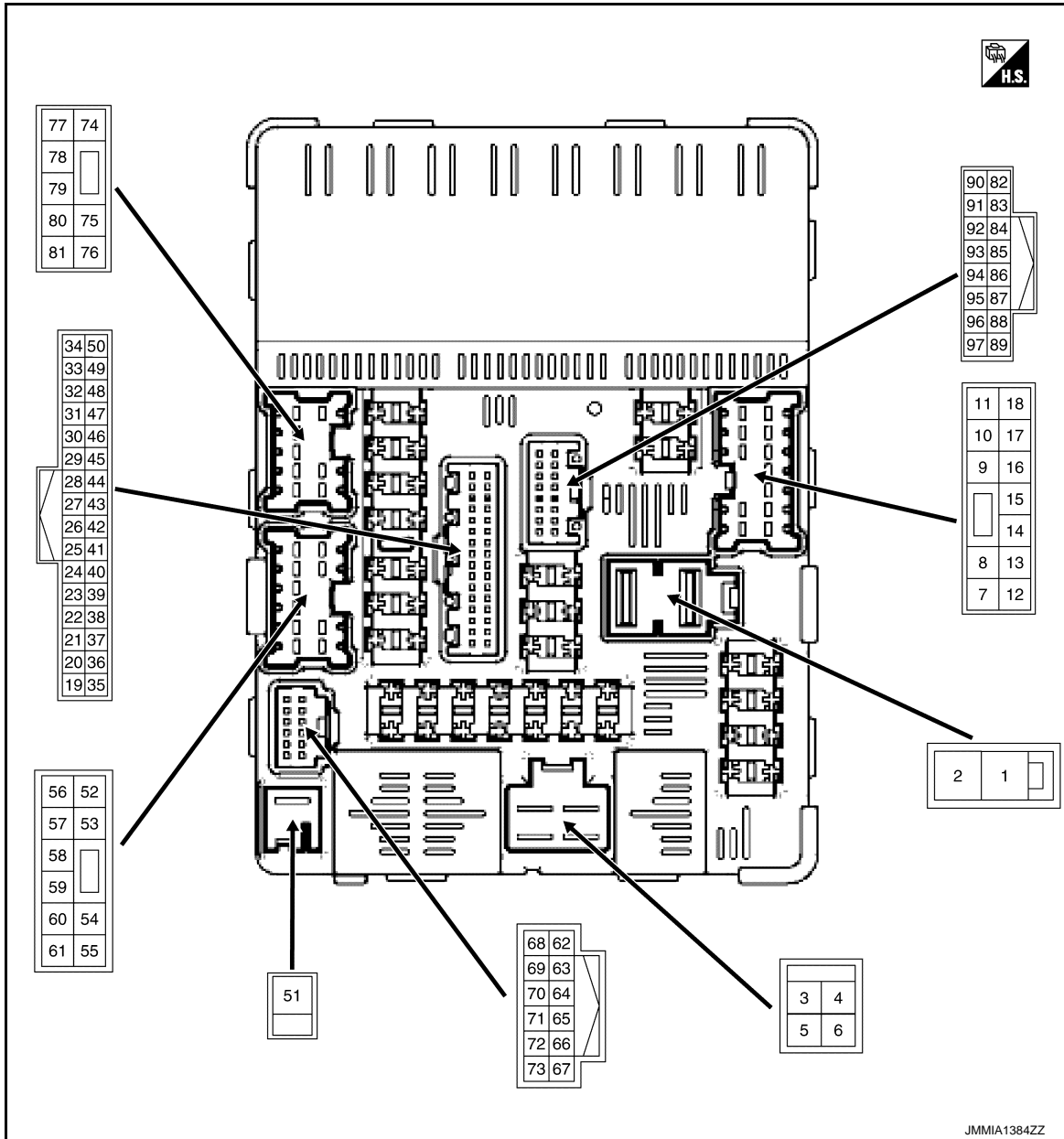
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TERMINAL LAYOUT



PHYSICAL VALUES (EXCEPT FOR 2.0L TURBO GASOLINE ENGINE MODELS)

Terminal No. (Wire color)		Description		Condition	Value
+	-	Signal name	Input/ Output		
1 (W)	Ground	Battery power supply	Input	Ignition switch OFF	6 – 16 V
2 (L)	Ground	Battery power supply	Input	Ignition switch OFF	6 – 16 V
3 (GR)	Ground	Battery power supply	Input	Ignition switch OFF	6 – 16 V
7 (B/W)	Ground	Ground	—	Ignition switch ON	0 – 1 V
9 (P)	Ground	Front combination lamp RH	Output	Lighting switch OFF	0 – 1 V
				Lighting switch 1ST or 2ND	9 – 16 V

# IPDM E/R

< ECU DIAGNOSIS INFORMATION >

[IPDM E/R]

Terminal No. (Wire color)		Description		Condition	Value	
		Signal name	Input/ Output			
+	-					
10 (LG)	Ground	Front combination lamp LH	Output	Lighting switch OFF	0 – 1 V	
				Lighting switch 1ST or 2ND	9 – 16 V	
11 (V)	Ground	Front wiper LO	Output	Ignition switch ON	Front wiper switch OFF 0 – 1 V	
					Front wiper switch LO 9 – 16 V	
13 (BG)	Ground	ECM relay power supply	Output	Ignition switch OFF (More than a few seconds after turning ignition switch OFF)	0 – 1 V	
				<ul style="list-style-type: none"> <li>• Ignition switch ON</li> <li>• Ignition switch OFF (For a few seconds after turning ignition switch OFF)</li> </ul>	6 – 16 V	
14 (SB)	Ground	Daytime running light relay	Output	Ignition switch OFF	6 – 16 V	
15 (BR)	Ground	Fuel pump relay power supply	Output	Approximately 1 second or more after turning the ignition switch ON	0 – 1 V	
				<ul style="list-style-type: none"> <li>• Approximately 1 second after turning the ignition switch ON</li> <li>• Engine running</li> </ul>	6 – 16 V	
17 (GR)	Ground	Rear combination lamp LH	Output	Lighting switch OFF	0 – 1 V	
				Lighting switch 1ST or 2ND	9 – 16 V	
18 (L)	Ground	Front wiper HI	Output	Ignition switch ON	Front wiper switch OFF 0 – 1 V	
					Front wiper switch HI 9 – 16 V	
19 (P)	Ground	Ignition power supply	Output	Ignition switch OFF or ACC	0 – 1 V	
				Ignition switch ON	6 – 16 V	
22 (BG)	Ground	Vehicle security horn relay control	Output	The horn is deactivated	9 – 16 V	
				The horn is activated	0 – 1 V	
23 (GR)	Ground	Horn relay control	Output	The horn is deactivated	9 – 16 V	
				The horn is activated	0 – 1 V	
27 (GR)	Ground	Cooling fan relay 1 control	Output	Ignition switch OFF or ACC	0 V	
				Ignition switch ON	0.7 V	
28 (P)	—	CAN-L	Input/ Output	—	—	
29 (L)	—	CAN-H	Input/ Output	—	—	
31 (G)	Ground	A/T shift selector (Detention switch)	Input	Ignition switch ON	<ul style="list-style-type: none"> <li>• Press the selector button (selector lever P)</li> <li>• Selector lever in any position other than P</li> </ul>	9 – 16 V
					Release the selector button (selector lever P)	0 – 1 V
33 (SB)	Ground	Starter relay control	Input	At engine cranking	0 – 1 V	
				Other than at engine cranking	6 – 16 V	
34 (Y)	Ground	Front wiper stop position	Input	Ignition switch ON	Front wiper stop position 0 – 1 V	
					Any position other than front wiper stop position 9 – 16 V	
35 (G)	Ground	Ignition power supply	Output	Ignition switch OFF or ACC	0 – 1 V	
				Ignition switch ON	6 – 16 V	

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# IPDM E/R

< ECU DIAGNOSIS INFORMATION >

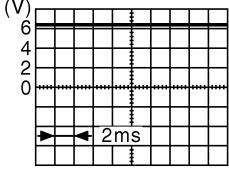
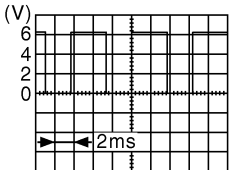
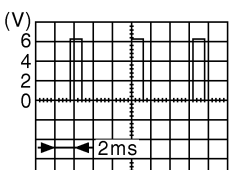
[IPDM E/R]

Terminal No. (Wire color)		Description		Condition	Value
+	-	Signal name	Input/ Output		
36 (SB)	Ground	Ignition relay power supply	Output	Ignition switch OFF or ACC	0 – 1 V
				Ignition switch ON	6 – 16 V
37 (GR)	Ground	P/N position	Input	Ignition switch ON	Selector lever P or N
					Selector lever in any position other than P or N
38 (BR)	Ground	Push-button ignition switch	Input	Press the push-button ignition switch	0 – 1 V
				Release the push-button ignition switch	6 – 16 V
41 (GR)	Ground	Ground	—	Ignition switch ON	0 – 1 V
43 (V)	Ground	Ignition relay monitor	Input	Ignition switch OFF or ACC	6 – 16 V
				Ignition switch ON	0 – 1 V
51 (W)	Ground	Starter motor	Output	Other than at engine cranking	0 – 1 V
				At engine cranking	6 – 16 V
52 (Y)	Ground	ECM relay power supply	Output	Ignition switch OFF (More than a few seconds after turning ignition switch OFF)	0 – 1 V
				<ul style="list-style-type: none"> <li>• Ignition switch ON</li> <li>• Ignition switch OFF (For a few seconds after turning ignition switch OFF)</li> </ul>	6 – 16 V
55 (W)	Ground	Ignition relay power supply	Output	Ignition switch OFF or ACC	0 – 1 V
				Ignition switch ON	6 – 16 V
56 (L)	Ground	A/C relay power supply	Output	Engine running	A/C switch OFF
					A/C switch ON (A/C compressor is operating)
57 (LG)	Ground	Throttle control motor relay power supply	Output	Ignition switch OFF (More than a few seconds after turning ignition switch OFF)	0 – 1 V
				<ul style="list-style-type: none"> <li>• Ignition switch ON</li> <li>• Ignition switch OFF (For a few seconds after turning ignition switch OFF)</li> </ul>	6 – 16 V
58 (P)	Ground	ECM power supply	Output	Ignition switch OFF	6 – 16 V
59 (R)	Ground	ECM relay power supply	Output	Ignition switch OFF (More than a few seconds after turning ignition switch OFF)	0 – 1 V
				<ul style="list-style-type: none"> <li>• Ignition switch ON</li> <li>• Ignition switch OFF (For a few seconds after turning ignition switch OFF)</li> </ul>	6 – 16 V
61 (GR)	Ground	Ignition relay power supply	Output	Ignition switch OFF or ACC	0 – 1 V
				Ignition switch ON	6 – 16 V
65 (V)	Ground	Throttle control motor relay control	Output	When Ignition switch is turned from OFF to ON	6 – 16 V
				Between 2 to 3 seconds after ignition switch is turned from ON to OFF	0 – 1 V

# IPDM E/R

< ECU DIAGNOSIS INFORMATION >

[IPDM E/R]

Terminal No. (Wire color)		Description		Condition	Value
		Signal name	Input/ Output		
+	-				
69 (G)	Ground	Fuel pump relay control	Output	<ul style="list-style-type: none"> <li>Approximately 1 second after turning the ignition switch ON</li> <li>Engine running</li> </ul>	0 – 1 V
				Approximately 1 second or more after turning the ignition switch ON	6 – 16 V
71 (W)	Ground	Power generation command signal	Output	Ignition switch ON	 <p style="text-align: center;">6.6 V</p>
				40% is set on "ACTIVE TEST", "ALTERNATOR DUTY" of "ENGINE"	 <p style="text-align: center;">4.0 V</p>
				80% is set on "ACTIVE TEST", "ALTERNATOR DUTY" of "ENGINE"	 <p style="text-align: center;">1.3 V</p>
72 (Y)	Ground	ECM relay control	Output	Ignition switch OFF (More than a few seconds after turning ignition switch OFF)	6 – 16 V
				<ul style="list-style-type: none"> <li>Ignition switch ON</li> <li>Ignition switch OFF (For a few seconds after turning ignition switch OFF)</li> </ul>	0 – 1 V
74 (G)	Ground	Ignition relay power supply	Output	Ignition switch ON	9 – 16 V
75 (R)	Ground	Headlamp LO (RH)	Output	Lighting switch OFF	0 – 1 V
				Lighting switch 2ND or AUTO (light is illuminated)	9 – 16 V
76 (V)* (SB)*	Ground	Headlamp LO (LH)	Output	Lighting switch OFF	0 – 1 V
				Lighting switch 2ND or AUTO (light is illuminated)	9 – 16 V
78 (W)	Ground	Front fog lamp (RH)	Output	Lighting switch 1ST, 2ND or AUTO (light is illuminated)	9 – 16 V
				Front fog lamp switch OFF	0 – 1 V

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## IPDM E/R

< ECU DIAGNOSIS INFORMATION >

[IPDM E/R]

Terminal No. (Wire color)		Description		Condition		Value
+	-	Signal name	Input/ Output			
79 (L)	Ground	Front fog lamp (LH)	Output	Lighting switch 1ST, 2ND or AUTO (light is illuminated)	Front fog lamp switch ON	9 – 16 V
					Front fog lamp switch OFF	0 – 1 V
80 (BR)	Ground	Headlamp HI (RH)	Output	Lighting switch 2ND or AUTO (light is illuminated)	Lighting switch HI or PASS	9 – 16 V
					Lighting switch other than HI and PASS	0 – 1 V
81 (P)	Ground	Headlamp HI (LH)	Output	Lighting switch 2ND or AUTO (light is illuminated)	Lighting switch HI or PASS	9 – 16 V
					Lighting switch other than HI and PASS	0 – 1 V
85 (L)	Ground	Daytime running light relay control	Output	<ul style="list-style-type: none"> <li>• Parking lamp</li> <li>• License plate lamp</li> <li>• Tail lamp</li> <li>• Side marker lamp</li> </ul>	Turned OFF	9 – 16 V
					Turned ON	0 – 1 V
90 (BR)	Ground	Rear combination lamp RH (tail lamp), license plate lamp, map lamp and auto levelizer control unit	Output	Lighting switch OFF		0 – 1 V
				Lighting switch 1ST and 2ND		9 – 16 V
93 (V)	Ground	Cooling fan control	Output	Engine idling		0 – 5 V
94 (Y)	Ground	Hood switch 2	Input	Open the hood		9 – 16 V
				Close the hood		0 – 1 V
96 (P)	Ground	Hood switch 1	Input	Close the hood		9 – 16 V
				Open the hood		0 – 1 V

\*: Color of wire differs depending on production.

### PHYSICAL VALUES (FOR 2.0L TURBO GASOLINE ENGINE MODELS)

Terminal No. (Wire color)		Description		Condition		Value
+	-	Signal name	Input/ Output			
1 (L)	Ground	Battery power supply	Input	Ignition switch OFF		6 – 16 V
2 (R)	Ground	Battery power supply	Input	Ignition switch OFF		6 – 16 V
7 (B/W)	Ground	Ground	—	Ignition switch ON		0 – 1 V
9 (P)	Ground	Front combination lamp RH	Output	Lighting switch OFF		0 – 1 V
				Lighting switch 1ST or 2ND		9 – 16 V
10 (LG)	Ground	Front combination lamp LH	Output	Lighting switch OFF		0 – 1 V
				Lighting switch 1ST or 2ND		9 – 16 V
11 (V)	Ground	Front wiper LO	Output	Ignition switch ON	Front wiper switch OFF	0 – 1 V
					Front wiper switch LO	9 – 16 V

# IPDM E/R

< ECU DIAGNOSIS INFORMATION >

[IPDM E/R]

Terminal No. (Wire color)		Description		Condition		Value
		Signal name	Input/ Output			
+	-					
14 (SB)	Ground	Daytime running light relay	Output	Ignition switch OFF		6 – 16 V
17 (GR)	Ground	Rear combination lamp LH	Output	Lighting switch OFF		0 – 1 V
				Lighting switch 1ST or 2ND		9 – 16 V
18 (L)	Ground	Front wiper HI	Output	Ignition switch ON	Front wiper switch OFF	0 – 1 V
					Front wiper switch HI	9 – 16 V
19 (L)	Ground	Ignition power supply	Output	Ignition switch OFF or ACC		0 – 1 V
				Ignition switch ON		6 – 16 V
22 (BG)	Ground	Vehicle security horn relay control	Output	The horn is deactivated		9 – 16 V
				The horn is activated		0 – 1 V
23 (LG) <sup>*1</sup> (P) <sup>*2</sup>	Ground	Horn relay control	Output	The horn is deactivated		9 – 16 V
				The horn is activated		0 – 1 V
28 (P)	—	CAN-L	Input/ Output	—		—
29 (L)	—	CAN-H	Input/ Output	—		—
31 (G)	Ground	A/T shift selector (Detention switch)	Input	Ignition switch ON	<ul style="list-style-type: none"> <li>• Press the selector button (selector lever P)</li> <li>• Selector lever in any position other than P</li> </ul>	9 – 16 V
					Release the selector button (selector lever P)	0 – 1 V
34 (Y)	Ground	Front wiper stop position	Input	Ignition switch ON	Front wiper stop position	0 – 1 V
					Any position other than front wiper stop position	9 – 16 V
36 (W)	Ground	Ignition relay power supply	Output	Ignition switch OFF or ACC		0 – 1 V
				Ignition switch ON		6 – 16 V
38 (BR)	Ground	Push-button ignition switch	Input	Press the push-button ignition switch		0 – 1 V
				Release the push-button ignition switch		6 – 16 V
41 (GR)	Ground	Ground	—	Ignition switch ON		0 – 1 V
43 (V)	Ground	Ignition relay monitor	Input	Ignition switch OFF or ACC		6 – 16 V
				Ignition switch ON		0 – 1 V
54 (SB)	Ground	Ignition relay power supply	Output	Ignition switch OFF or ACC		0 – 1 V
				Ignition switch ON		6 – 16 V
56 (L)	Ground	A/C relay power supply	Output	Engine running	A/C switch OFF	0 – 1 V
					A/C switch ON (A/C compressor is operating)	9 – 16 V
62 (G)	Ground	Ignition relay power supply	Output	Ignition switch OFF or ACC		0 – 1 V
				Ignition switch ON		6 – 16 V
64 (SB)	Ground	Ignition relay power supply	Output	Ignition switch OFF or ACC		0 – 1 V
				Ignition switch ON		6 – 16 V
74 (G)	Ground	Ignition relay power supply	Output	Ignition switch ON		9 – 16 V

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# IPDM E/R

< ECU DIAGNOSIS INFORMATION >

[IPDM E/R]

Terminal No. (Wire color)		Description		Condition	Value
+	-	Signal name	Input/ Output		
75 (R)	Ground	Headlamp LO (RH)	Output	Lighting switch OFF	0 – 1 V
				Lighting switch 2ND or AUTO (light is illuminated)	9 – 16 V
76 (V)*3 (SB)*3	Ground	Headlamp LO (LH)	Output	Lighting switch OFF	0 – 1 V
				Lighting switch 2ND or AUTO (light is illuminated)	9 – 16 V
78 (W)	Ground	Front fog lamp (RH)	Output	Lighting switch 1ST, 2ND or AUTO (light is illuminated)	9 – 16 V
				Front fog lamp switch ON	0 – 1 V
79 (L)	Ground	Front fog lamp (LH)	Output	Lighting switch 1ST, 2ND or AUTO (light is illuminated)	9 – 16 V
				Front fog lamp switch ON	0 – 1 V
80 (BR)	Ground	Headlamp HI (RH)	Output	Lighting switch 2ND or AUTO (light is illuminated)	9 – 16 V
				Lighting switch HI or PASS	0 – 1 V
81 (P)	Ground	Headlamp HI (LH)	Output	Lighting switch 2ND or AUTO (light is illuminated)	9 – 16 V
				Lighting switch HI or PASS	0 – 1 V
85 (L)	Ground	Daytime running light relay control	Output	• Parking lamp • License plate lamp • Tail lamp	Turned OFF
				Turned ON	9 – 16 V
90 (BR)	Ground	Rear combination lamp RH (tail lamp), license plate lamp, map lamp and auto levelizer control unit	Output	Lighting switch OFF	0 – 1 V
				Lighting switch 1ST and 2ND	9 – 16 V
96 (SB)	Ground	Hood switch	Input	Close the hood	9 – 16 V
				Open the hood	0 – 1 V

- \*1: Without vehicle security system
- \*2: With vehicle security system
- \*3: Color of wire differs depending on production.

## Fail-safe

INFOID:000000012797592

## CAN COMMUNICATION CONTROL

When CAN communication with ECM and BCM is impossible, IPDM E/R performs fail-safe control. After CAN communication recovers normally, it also returns to normal control.

If No CAN Communication Is Available With ECM

Control part	Fail-safe operation
Cooling fan	<ul style="list-style-type: none"> <li>• Outputs the pulse duty signal (PWM signal) 100% when the ignition switch is turned ON</li> <li>• Outputs the pulse duty signal (PWM signal) 0% when the ignition switch is turned OFF</li> </ul>
A/C compressor	A/C relay OFF
Alternator	Outputs the power generation command signal (PWM signal) 0%



If No CAN Communication Is Available With BCM

Control part	Fail-safe operation
Headlamp	<ul style="list-style-type: none"> <li>• Turns ON the headlamp low relay when the ignition switch is turned ON</li> <li>• Turns OFF the headlamp low relay when the ignition switch is turned OFF</li> <li>• Headlamp high relay OFF</li> </ul>
<ul style="list-style-type: none"> <li>• Parking lamp</li> <li>• License plate lamp</li> <li>• Illumination</li> <li>• Tail lamp</li> <li>• Side marker lamp</li> </ul>	<ul style="list-style-type: none"> <li>• Turns ON the tail lamp relay when the ignition switch is turned ON</li> <li>• Turns OFF the tail lamp relay when the ignition switch is turned OFF</li> </ul>
Front wiper motor	<ul style="list-style-type: none"> <li>• The status just before activation of fail-safe control is maintained until the ignition switch is turned OFF while the front wiper is operating at LO or HI speed.</li> <li>• The wiper is operated at LO speed until the ignition switch is turned OFF if the fail-safe control is activated while the front wiper is set in the INT mode and the front wiper motor is operating.</li> <li>• Returns automatically wiper to stop position when ignition switch is turned ON if fail-safe control is activated while front wiper motor is operated and wiper stop in the other position than stop position.</li> <li>• The status is held at service position if the fail-safe control is activated while the service position function is operating.</li> </ul>
Front fog lamp	Front fog lamp relay OFF
Horn	Horn relay OFF
Ignition relay	The status just before activation of fail-safe is maintained.
Starter motor (Except for 2.0L turbo gasoline engine models)	Starter control relay OFF

**IGNITION RELAY MALFUNCTION DETECTION FUNCTION**

- IPDM E/R monitors the voltage at the contact circuit and excitation coil circuit of the ignition relay inside it.
- IPDM E/R judges the ignition relay error if the voltage differs between the contact circuit and the excitation coil circuit.
- If the ignition relay cannot turn OFF due to contact seizure, it activates the tail lamp relay for 10 minutes to alert the user to the ignition relay malfunction when the ignition switch is turned OFF.

Voltage judgment		IPDM E/R judgment	Operation
Ignition relay contact side	Ignition relay excitation coil side		
ON	ON	Ignition relay ON normal	—
OFF	OFF	Ignition relay OFF normal	—
ON	OFF	Ignition relay ON stuck	<ul style="list-style-type: none"> <li>• Detects DTC “B2098: IGN RELAY ON”</li> <li>• Turns ON the tail lamp relay for 10 minutes</li> </ul>
OFF	ON	Ignition relay OFF stuck	Detects DTC “B2099: IGN RELAY OFF”

**FRONT WIPER PROTECTION FUNCTION**

IPDM E/R detects front wiper stop position by a front wiper stop position signal.  
 When a front wiper stop position signal is in the conditions listed below, IPDM E/R stops power supply to wiper after repeating a front wiper 10 seconds activation and 20 seconds stop.

Ignition switch	Front wiper switch	Front wiper stop position signal
ON	OFF	The front wiper stop position signal (stop position) cannot be input for 10 seconds.
	ON	The front wiper stop position signal does not change for 10 seconds.

**NOTE:**

This operation status can be confirmed on the IPDM E/R “Data Monitor” that displays “BLOCK” for the item “WIP PROT” while the wiper is stopped.

**STARTER MOTOR PROTECTION FUNCTION (EXCEPT ENGINE MODELS)**

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PCS

< ECU DIAGNOSIS INFORMATION >

IPDM E/R turns OFF the starter control relay to protect the starter motor when the starter control relay remains active for 90 seconds.

DTC Index

INFOID:000000012797593

**NOTE:**

- The details of time display are as follows.
  - CRNT: A malfunction is detected now.
  - PAST: A malfunction was detected in the past.
- IGN counter is displayed on FFD (Freeze Frame Data).
  - The number is 0 when is detected now.
  - The number increases like 1 → 2 ... 38 → 39 after returning to the normal condition whenever IGN OFF → ON.
  - The number is fixed to 39 until the self-diagnosis results are erased if it is over 39.

×: Applicable

CONSULT display	Fail-safe	Reference
No DTC is detected. further testing may be required.	—	—
U1000: CAN COMM CIRCUIT	×	<a href="#">PCS-36</a>
U1010: CONTROL UNIT	—	<a href="#">PCS-38</a>
B2098: IGN RELAY ON CIRC	×	<a href="#">PCS-39</a>
B2099: IGN RELAY OFF CIRC	—	<a href="#">PCS-41</a>
B210B: STR CONT RLY ON CIRC	—	<a href="#">SEC-142</a>
B210C: STR CONT RLY OFF CIRC	—	<a href="#">SEC-143</a>
B210D: STARTER RLY ON CIRC	—	<a href="#">SEC-145</a>
B210E: STARTER RLY OFF CIRC	—	<a href="#">SEC-147</a>
B210F: INTRLCK/PNP SW ON	—	<a href="#">SEC-149</a>
B2110: INTRLCK/PNP SW OFF	—	<a href="#">SEC-151</a>

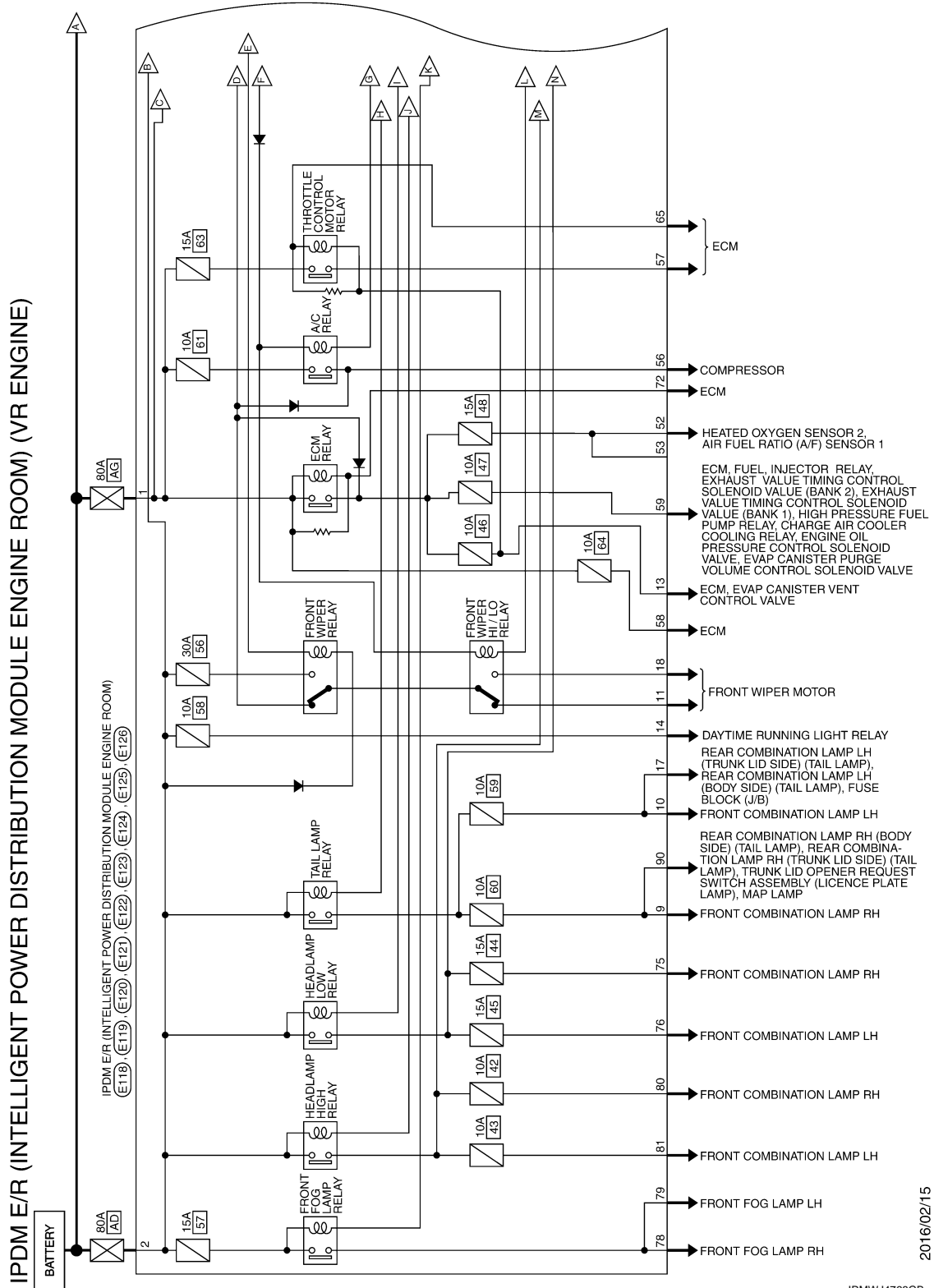
# WIRING DIAGRAM

## IPDM E/R

### Wiring Diagram

### VR ENGINE MODELS

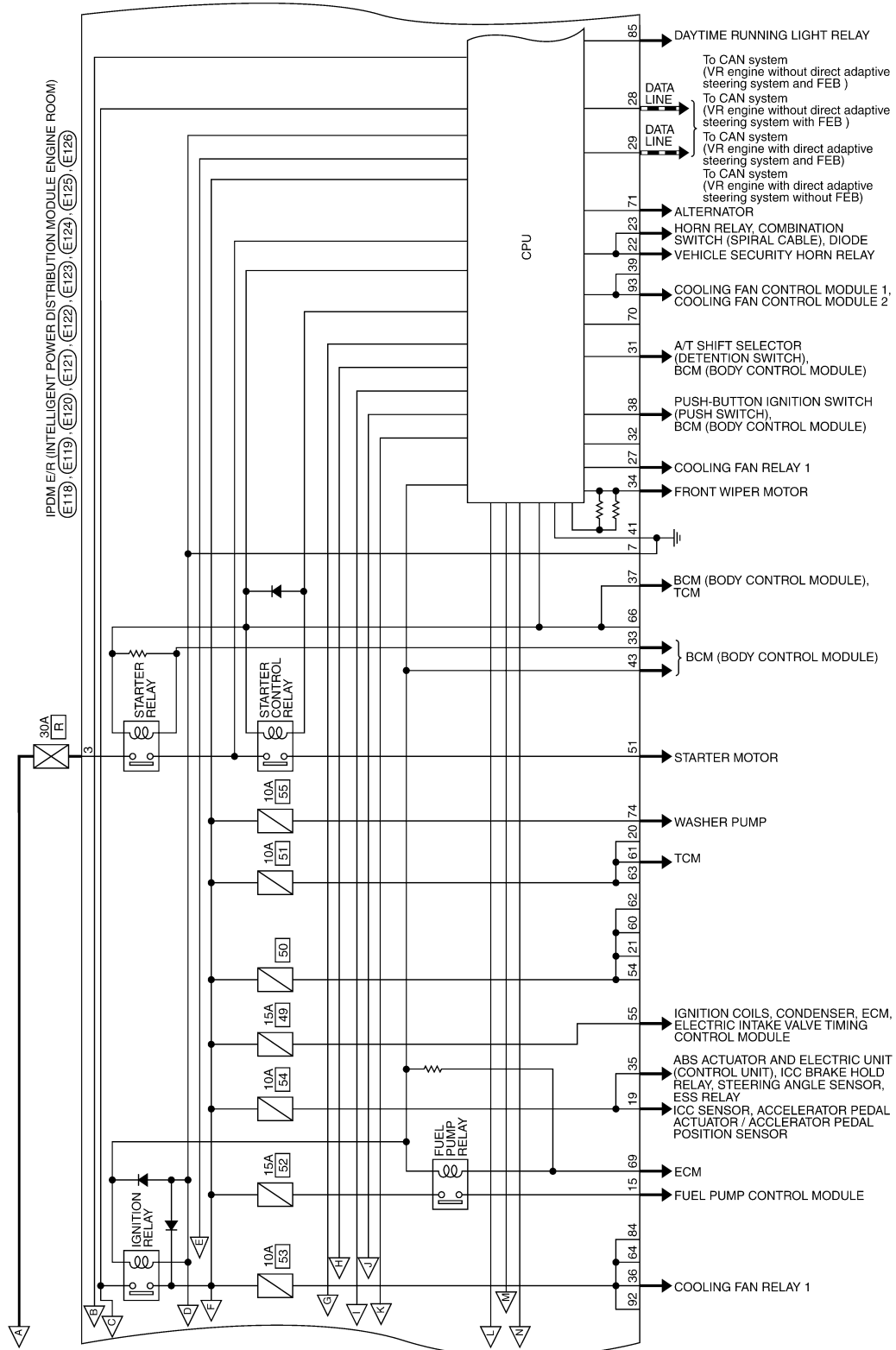
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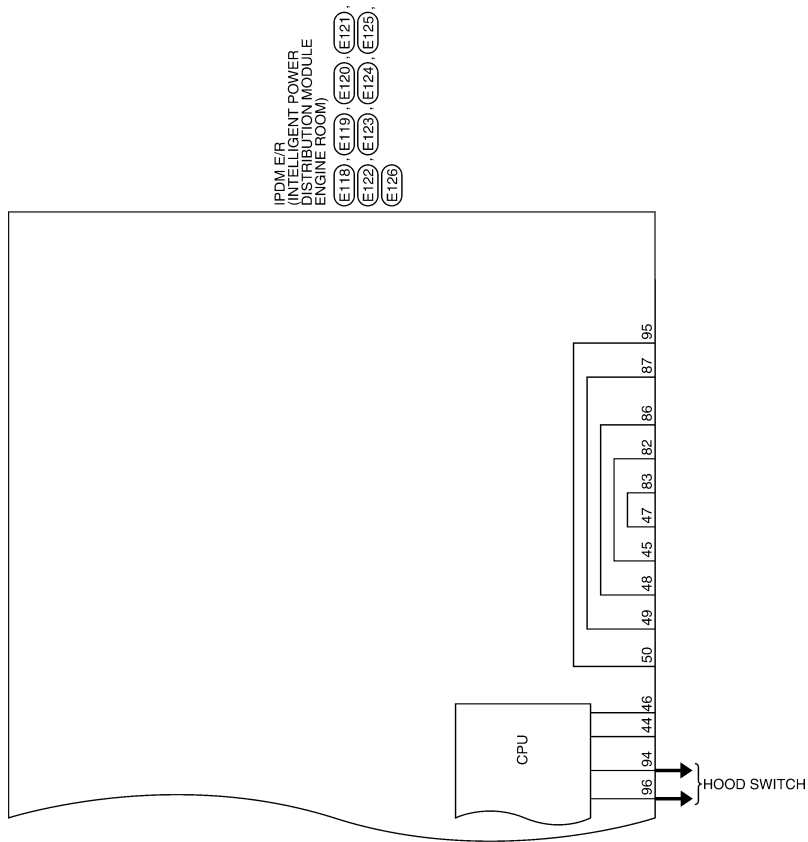
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IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) (VR ENGINE)

Connector No.	E118
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	LD2FB-MC



7	1	2
---	---	---

Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	- [With 2.0L turbo gasoline engine]
1	W	- [With VR30 engine]
2	L	- [With VR30 engine]
2	R	- [With 2.0L turbo gasoline engine]

Connector No.	E119
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	M04FW-LC



3
---

Terminal No.	3
Color Of Wire	GR
Signal Name [Specification]	-

Connector No.	E120
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	NS12FW-CS



7	9	10	11	13	14	15	17	18
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Terminal No.	Color Of Wire	Signal Name [Specification]
7	B/W	-
9	P	-
10	LG	-
11	V	-
13	BG	-
14	SB	-
15	BR	-
17	GR	-
18	L	-

Connector No.	E121
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH32FW-AH



19	22	23	27	28	31	32	33	34
----	----	----	----	----	----	----	----	----

Terminal No.	Color Of Wire	Signal Name [Specification]
19	B	- [With 2.0L turbo gasoline engine]
22	BG	- [With VR30 engine]
23	GR	- [With VR30 engine]
23	LG	- [With 2.0L turbo gasoline engine and without Airturb (air duct model)]
23	P	- [With 2.0L turbo gasoline engine and with Airturb (air duct model)]
27	GR	-
28	P	-
29	L	-
31	G	-

32	35	38	39	40	41	42	43
----	----	----	----	----	----	----	----

Connector No.	E122
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	M01FP-LC



51
----

Terminal No.	51
Color Of Wire	W
Signal Name [Specification]	-

Connector No.	E123
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	NS10FW-CS



52	54	55
----	----	----

Terminal No.	Color Of Wire	Signal Name [Specification]
52	Y	-
54	SB	-
55	W	-
56	L	-
57	LG	-
58	P	-

59	R
----	---

61	GR
----	----



Connector No.	E124
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH12FW-AH

62	64	65
----	----	----

Terminal No.	Color Of Wire	Signal Name [Specification]
62	G	-
64	SB	-
65	V	-
69	G	-
71	W	-
72	Y	-

Connector No.	E125
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	NS08FW-CS

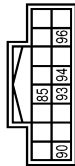


74	75	76
----	----	----

Terminal No.	Color Of Wire	Signal Name [Specification]
74	G	-
75	R	-
76	SB	- [Color of wire differs depending on production]
78	V	- [Color of wire differs depending on production]
79	L	-
80	BR	-
81	P	-

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) (VR ENGINE)

Connector No.	E126
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH16FW/NH



Terminal No.	Color Of Wire	Signal Name (Specification)
85	L	-
90	BR	-
93	V	-
94	Y	-
96	P	- [With VR30 engine]
96	SB	- [With 2.0L turbo gasoline engine]

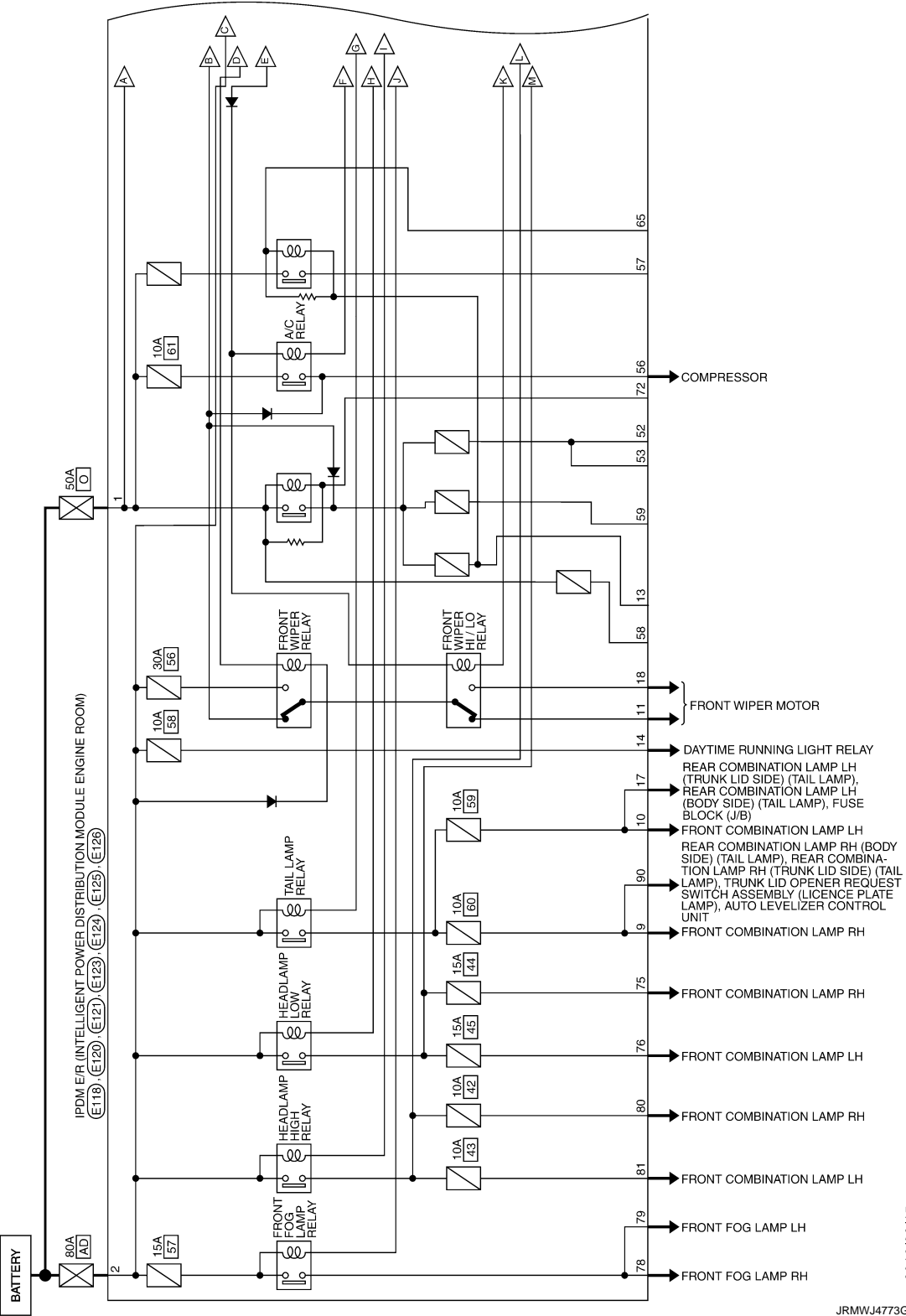
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2.0L TURBO GASOLINE ENGINE MODELS

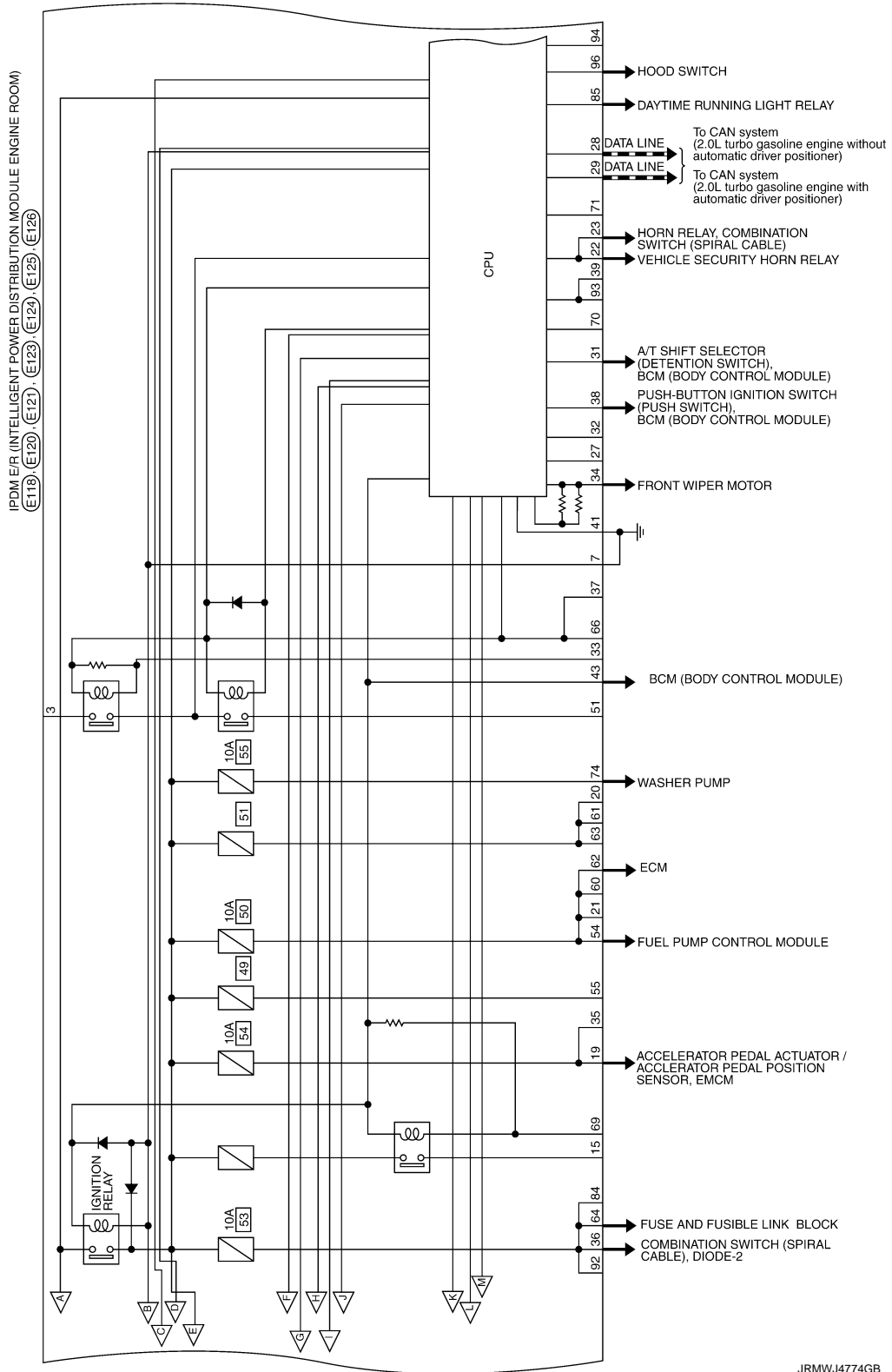
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM (2.0L TURBO GASOLINE ENGINE))



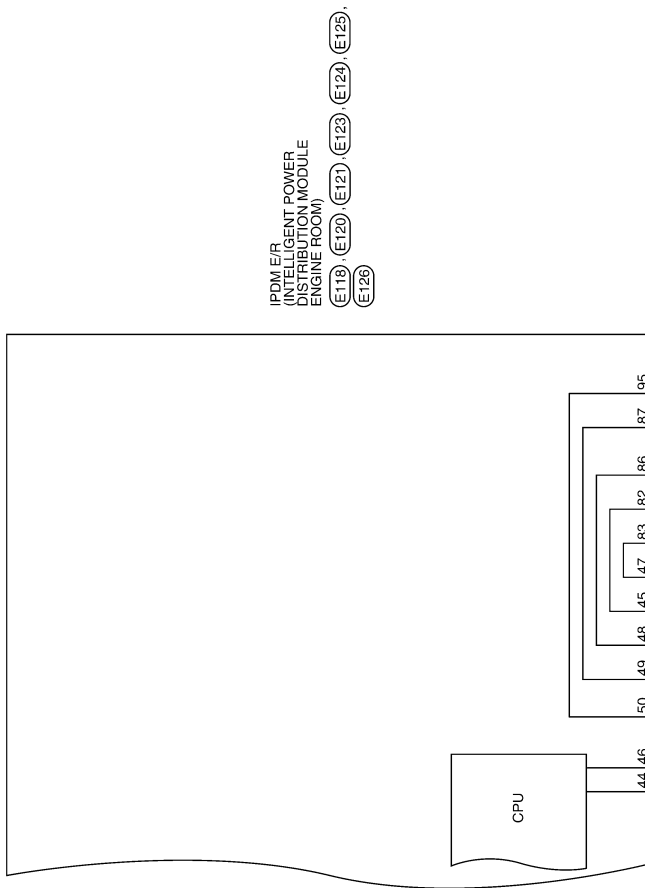
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IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) (2.0L TURBO GASOLINE ENGINE)

Connector No.	E118
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	LD2FBAC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	- [With 2.0L turbo gasoline engine]
1	W	- [With VR30 engine]
2	L	- [With VR30 engine]
2	R	- [With 2.0L turbo gasoline engine]

Connector No.	E120
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	NS12FW-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
7	B/W	-
9	P	-
10	LG	-
11	V	-
13	BG	-
14	SB	-
15	BR	-
17	GR	-
18	L	-

Connector No.	E121
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH32FW-AH



Terminal No.	Color Of Wire	Signal Name [Specification]
19	L	- [With 2.0L turbo gasoline engine]
19	P	- [With VR30 engine]
22	BG	-
23	GR	- [With VR30 engine]
23	LG	- [With 2.0L turbo gasoline engine and without Ami (their model)]
23	P	- [With 2.0L turbo gasoline engine and with Ami (their model)]
27	GR	-
28	P	-
29	L	-
31	G	-
32	SB	-
33	SB	-
34	Y	-
35	G	-
36	SB	- [With VR30 engine]
36	W	- [With 2.0L turbo gasoline engine]
37	GR	-
38	BR	-
41	GR	-
43	V	-

Connector No.	E123
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	NS10FW-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
52	Y	-
54	SB	-
55	W	-
56	L	-
57	LG	-
58	P	-
59	R	-
61	GR	-

Connector No.	E124
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH12FW-AH



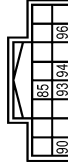
Terminal No.	Color Of Wire	Signal Name [Specification]
62	G	-
64	SB	-
65	V	-
69	G	-
71	W	-
72	Y	-

Connector No.	E125
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	NS08FW-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
74	G	-
75	R	-
76	SB	- [Color of wire differs depending on production]
76	V	- [Color of wire differs depending on production]
78	W	-
79	L	-
80	BR	-
81	P	-

Connector No.	E126
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH16FW-AH



Terminal No.	Color Of Wire	Signal Name [Specification]
85	L	-
86	BR	-
89	V	-
94	Y	-
96	P	- [With VR30 engine]
96	SB	- [With 2.0L turbo gasoline engine]

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PCS

## DTC/CIRCUIT DIAGNOSIS

### U1000 CAN COMM CIRCUIT

#### DTC Description

INFOID:000000012797595

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

CAN Communication Signal Chart. Refer to [LAN-67, "CAN COMMUNICATION SYSTEM : CAN Communication Signal Chart \(2.0L Turbo Gasoline Engine Models\)"](#).

#### DTC DETECTION LOGIC

DTC No.	CONSULT screen items (Trouble diagnosis content)	DTC Detection Condition
U1000	CAN COMM CIRCUIT (CAN communication circuit)	When IPDM E/R cannot communicate CAN communication signal continuously for 2 seconds or more

#### POSSIBLE CAUSE

CAN communication system

#### FAIL-SAFE

When CAN communication with ECM and BCM is impossible, IPDM E/R performs fail-safe control. After CAN communication recovers normally, it also returns to normal control.

If No CAN Communication Is Available With ECM

Control part	Fail-safe operation
Cooling fan	<ul style="list-style-type: none"> <li>Outputs the pulse duty signal (PWM signal) 100% when the ignition switch is turned ON</li> <li>Outputs the pulse duty signal (PWM signal) 0% when the ignition switch is turned OFF</li> </ul>
A/C compressor	A/C relay OFF
Alternator	Outputs the power generation command signal (PWM signal) 0%

If No CAN Communication Is Available With BCM

Control part	Fail-safe operation
Headlamp	<ul style="list-style-type: none"> <li>Turns ON the headlamp low relay when the ignition switch is turned ON</li> <li>Turns OFF the headlamp low relay when the ignition switch is turned OFF</li> <li>Headlamp high relay OFF</li> </ul>
<ul style="list-style-type: none"> <li>Parking lamp</li> <li>License plate lamp</li> <li>Illumination</li> <li>Tail lamp</li> <li>Side marker lamp</li> </ul>	<ul style="list-style-type: none"> <li>Turns ON the tail lamp relay when the ignition switch is turned ON</li> <li>Turns OFF the tail lamp relay when the ignition switch is turned OFF</li> </ul>
Front wiper motor	<ul style="list-style-type: none"> <li>The status just before activation of fail-safe control is maintained until the ignition switch is turned OFF while the front wiper is operating at LO or HI speed.</li> <li>The wiper is operated at LO speed until the ignition switch is turned OFF if the fail-safe control is activated while the front wiper is set in the INT mode and the front wiper motor is operating.</li> <li>Returns automatically wiper to stop position when ignition switch is turned ON if fail-safe control is activated while front wiper motor is operated and wiper stop in the other position than stop position.</li> <li>The status is held at service position if the fail-safe control is activated while the service position function is operating.</li> </ul>
Front fog lamp	Front fog lamp relay OFF
Horn	Horn relay OFF

# U1000 CAN COMM CIRCUIT

[IPDM E/R]

< DTC/CIRCUIT DIAGNOSIS >

Control part	Fail-safe operation
Ignition relay	The status just before activation of fail-safe is maintained.
Starter motor	Starter control relay OFF

## DTC CONFIRMATION PROCEDURE

### 1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn the ignition switch ON and wait for 2 seconds or more.
2. Check "Self Diagnostic Result" of IPDM E/R.

Is DTC "U1000" displayed?

- YES >> Refer to [PCS-37, "Diagnosis Procedure"](#).  
NO-1 >> To check malfunction symptom before repair: Refer to [GI-45, "Intermittent Incident"](#).  
NO-2 >> Confirmation after repair: INSPECTION END

## Diagnosis Procedure

INFOID:000000012797596

### 1. PERFORM SELF DIAGNOSTIC

1. Turn the ignition switch ON and wait for 2 seconds or more.
2. Check "Self Diagnostic Result" of IPDM E/R.

Is DTC "U1000" displayed?

- YES >> Refer to [LAN-41, "Trouble Diagnosis Flow Chart"](#).  
NO >> Refer to [GI-45, "Intermittent Incident"](#).

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# U1010 CONTROL UNIT (CAN)

< DTC/CIRCUIT DIAGNOSIS >

[IPDM E/R]

## U1010 CONTROL UNIT (CAN)

### DTC Description

INFOID:000000012797597

### DTC DETECTION LOGIC

DTC No.	CONSULT screen items (Trouble diagnosis content)	DTC Detection Condition
U1010	CONTROL UNIT (Control unit)	IPDM E/R detected internal CAN communication circuit malfunction.

### POSSIBLE CAUSE

IPDM E/R

### FAIL-SAFE

—

### DTC CONFIRMATION PROCEDURE

#### 1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn the ignition switch ON and wait for 2 seconds or more.
2. Check "Self Diagnostic Result" of IPDM E/R.

#### Is DTC "U1000" displayed?

- YES >> Refer to [PCS-38. "Diagnosis Procedure"](#).
- NO-1 >> To check malfunction symptom before repair: Refer to [GI-45. "Intermittent Incident"](#).
- NO-2 >> Confirmation after repair: INSPECTION END

### Diagnosis Procedure

INFOID:000000012797598

#### 1.REPLACE IPDM E/R

Replace IPDM E/R. Refer to [PCS-44. "Removal and Installation"](#)

>> INSPECTION END

# B2098 IGNITION RELAY ON STUCK

< DTC/CIRCUIT DIAGNOSIS >

[IPDM E/R]

## B2098 IGNITION RELAY ON STUCK

### DTC Description

INFOID:000000012797599

- IPDM E/R operates the ignition relay when it receives an ignition switch ON signal from BCM via CAN communication.
- Turn the ignition relay OFF by pressing the push-button ignition switch once when the vehicle speed is 4 km/h (2.5 MPH) or less.
- Turn the ignition relay OFF with the following operation when the vehicle speed is more than 4 km/h (2.5 MPH) or when an abnormal condition occurs in CAN communication from the combination meter (Emergency OFF)
  - Press and hold the push-button ignition switch for 2 seconds or more.
  - Press the push-button ignition switch 3 times within 1.5 seconds.

#### NOTE:

The ignition relay does not turn ON for 3 seconds after emergency OFF even if the push-button ignition switch is pressed.

### DTC DETECTION LOGIC

DTC No.	CONSULT screen items (Trouble diagnosis content)	DTC Detection Condition
B2098	IGN RELAY ON CIRC (Ignition relay ON circuit)	The ignition relay ON is detected for 1 second at ignition switch OFF (CPU monitors the status at the contact and excitation coil circuits of the ignition relay inside it)

### POSSIBLE CAUSE

- IPDM E/R
- Harness or connectors (ignition relay circuit is short)

### FAIL-SAFE

Turns ON the tail lamp relay for 10 minutes.

### DTC CONFIRMATION PROCEDURE

#### 1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Turn ignition switch OFF and wait 1 second or more.
3. Check DTC in "Self Diagnostic Result" mode of "IPDM E/R" using CONSULT.

#### Is DTC detected?

- YES >> Refer to [PCS-39. "Diagnosis Procedure"](#).
- NO-1 >> To check malfunction symptom before repair: Refer to [GI-45. "Intermittent Incident"](#).
- NO-2 >> Confirmation after repair: INSPECTION END

### Diagnosis Procedure

INFOID:000000012797600

PCS

#### 1. CHECK SELF DIAGNOSTIC RESULT

Check DTC using CONSULT.

What is the display history of DTC "B2098"?

- "CRNT" >> GO TO 2.
- "PAST" >> GO TO 5.

#### 2. CHECK IGNITION RELAY CONTROL CIRCUIT VOLTAGE 1

1. Turn ignition switch ON
2. Check voltage between IPDM E/R harness connector and ground.

(+)		(-)	Voltage
IPDM E/R			
Connector	Terminal		
E121	43	Ground	0 – 1 V

# B2098 IGNITION RELAY ON STUCK

[IPDM E/R]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> GO TO 3.

## 3.CHECK IGNITION RELAY CONTROL CIRCUIT VOLTAGE 2

1. Disconnect IPDM E/R connector.
2. Turn ignition switch ON
3. Check voltage between IPDM E/R harness connector and ground.

(+)		(-)	Voltage (Approx.)
IPDM E/R			
Connector	Terminal		
E121	43	Ground	0 V

Is the inspection result normal?

- YES >> Replace IPDM E/R. Refer to [PCS-44, "Removal and Installation"](#).
- NO >> Repair or replace harness.

## 4.CHECK IGNITION RELAY CONTROL CIRCUIT

1. Disconnect IPDM E/R connector.
2. Check continuity between IPDM E/R harness connector and ground.

IPDM E/R		Ground	Continuity
Connector	Terminal		
E121	43		Not existed

Is the inspection result normal?

- YES >> Perform the diagnosis procedure for DTC B26F2. Refer to [PCS-96, "DTC Description"](#).
- NO >> Repair or replace harness.

## 5.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END



# B2099 IGNITION RELAY OFF STUCK

< DTC/CIRCUIT DIAGNOSIS >

[IPDM E/R]

## B2099 IGNITION RELAY OFF STUCK

### DTC Description

INFOID:000000012797601

- IPDM E/R operates the ignition relay when it receives an ignition switch ON signal from BCM via CAN communication.
- Turn the ignition relay OFF by pressing the push-button ignition switch once when the vehicle speed is 4 km/h (2.5 MPH) or less.
- Turn the ignition relay OFF with the following operation when the vehicle speed is more than 4 km/h (2.5 MPH) or when an abnormal condition occurs in CAN communication from the combination meter (Emergency OFF)
  - Press and hold the push-button ignition switch for 2 seconds or more.
  - Press the push-button ignition switch 3 times within 1.5 seconds.

#### NOTE:

The ignition relay does not turn ON for 3 seconds after emergency OFF even if the push-button ignition switch is pressed.

### DTC DETECTION LOGIC

DTC No.	CONSULT screen items (Trouble diagnosis content)	DTC Detection Condition
B2099	IGN RELAY OFF CIRC (Ignition relay OFF circuit)	The ignition relay OFF is detected for 1 second at ignition switch ON (CPU monitors the status at the contact and excitation coil circuits of the ignition relay inside it)

#### NOTE:

When IPDM E/R power supply voltage is low (Approx. 7 - 8 V for about 1 second), the "DTC: B2099" may be detected.

### POSSIBLE CAUSE

- IPDM E/R
- Fuse
- Battery

### FAIL-SAFE

—

### DTC CONFIRMATION PROCEDURE

#### 1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Turn ignition switch OFF and wait 1 second or more.
3. Check DTC in "Self Diagnostic Result" mode of "IPDM E/R" using CONSULT.

#### Is DTC detected?

- YES >> Refer to [PCS-41. "Diagnosis Procedure"](#).
- NO-1 >> To check malfunction symptom before repair: Refer to [GI-45. "Intermittent Incident"](#).
- NO-2 >> Confirmation after repair: INSPECTION END

### Diagnosis Procedure

INFOID:000000012797602

#### 1. CHECK FUSE

Check that all of the fuses installed on the downstream of the contact point side circuit of the ignition relay in IPDM E/R are not blown.

#### Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Replace the blown fuse after replacing the affected circuit if a fuse is blown.

#### 2. CHECK IGNITION RELAY CONTROL CIRCUIT VOLTAGE

1. Turn ignition switch ON
2. Check voltage between IPDM E/R harness connector and ground.

# B2099 IGNITION RELAY OFF STUCK

< DTC/CIRCUIT DIAGNOSIS >

[IPDM E/R]

(+)		(-)	Voltage
IPDM E/R			
Connector	Terminal		
E121	43	Ground	0 – 1 V

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace IPDM E/R. Refer to [PCS-44, "Removal and Installation"](#).

## 3.CHECK BATTERY VOLTAGE

Check battery voltage.

Which is the measurement result?

More than 12.4 V>>GO TO 4.

Less than 12.4 V>>Perform battery inspection. Refer to [PG-245, "VR30DDTT : How to Handle Battery"](#).

## 4.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

# POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[IPDM E/R]

## POWER SUPPLY AND GROUND CIRCUIT

### Diagnosis Procedure

INFOID:000000012797603

#### 1.CHECK FUSIBLE LINK

Check that the following IPDM E/R fusible links are not blown.

Except for 2.0L turbo gasoline engine models

Signal name	Fusible link No.
Battery power supply	AC (80 A)
	AD (80 A)
	R (30 A)

For 2.0L turbo gasoline engine models

Signal name	Fusible link No.
Battery power supply	O (50 A)
	AD (80 A)

Is the fuse blown (open)?

- YES >> Replace the blown fusible link after repairing the affected circuit if a fusible link is blown.  
 NO >> GO TO 2.

#### 2.CHECK POWER SUPPLY CIRCUIT

- Turn the ignition switch OFF.
- Disconnect IPDM E/R connector.
- Check voltage between IPDM E/R harness connector and the ground.

Except for 2.0L turbo gasoline engine models

(+)		(-)	Voltage
IPDM E/R			
Connector	Terminal	Ground	6 – 16 V
E118	1		
	2		
E119	3		

For 2.0L turbo gasoline engine models

(+)		(-)	Voltage
IPDM E/R			
Connector	Terminal	Ground	6 – 16 V
E118	1		
	2		

Is the measurement value normal?

- YES >> GO TO 3.  
 NO >> Repair the harness or connector.

#### 3.CHECK GROUND CIRCUIT

Check continuity between IPDM E/R harness connectors and the ground.

IPDM E/R		Ground	Continuity
Connector	Terminal		
E120	7	Ground	Existed
E121	41		

Does continuity exist?

- YES >> INSPECTION END  
 NO >> Repair the harness or connector.

A  
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L  
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O  
P

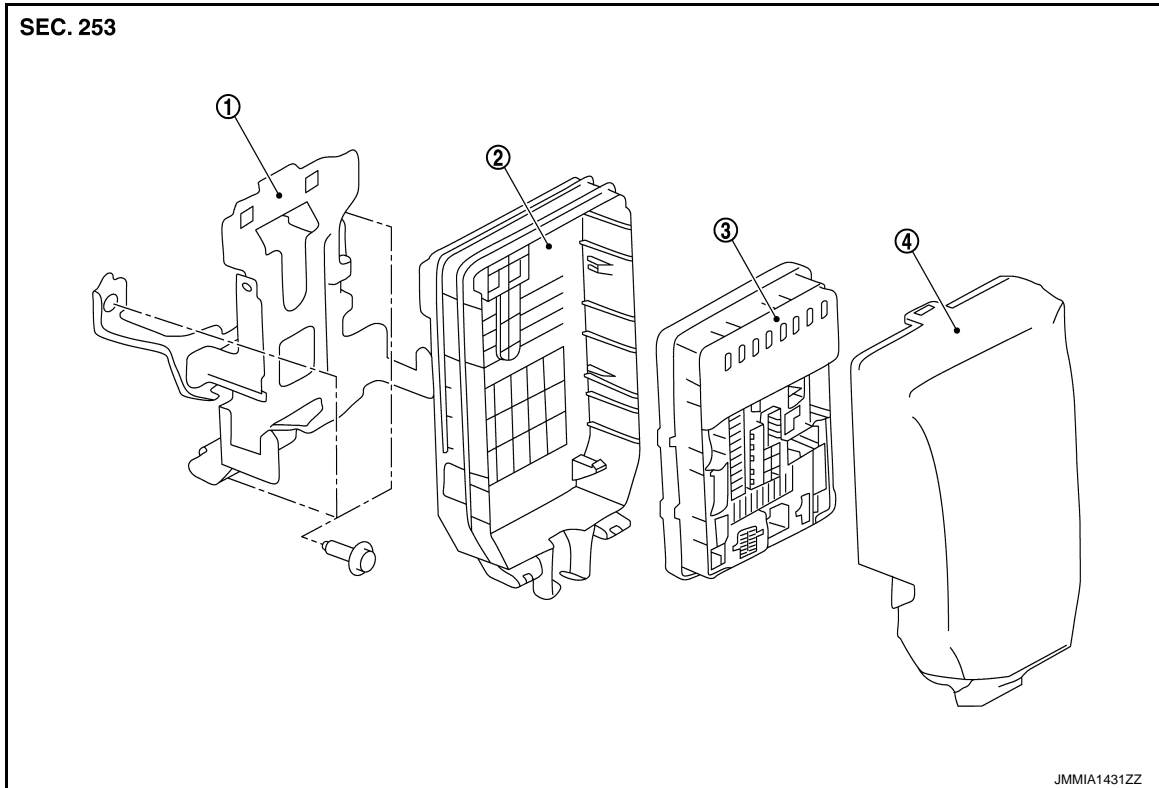
PCS

# REMOVAL AND INSTALLATION

## IPDM E/R

### Exploded View

INFOID:000000012797604



- ① Bracket
- ② IPDM E/R cover B
- ③ IPDM E/R
- ④ IPDM E/R cover A

### Removal and Installation


INFOID:000000012797605

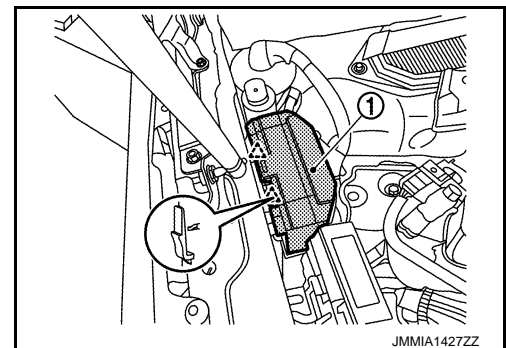
**NOTE:**

To prevent damage to the parts, IPDM E/R integrated relays cannot be removed.


#### REMOVAL

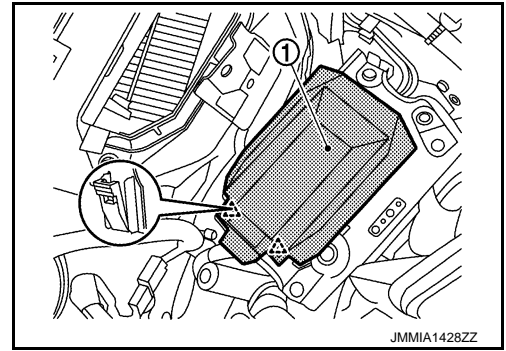
1. Remove the cowl top cover (RH). Refer to [EXT-27, "Removal and Installation"](#).
2. Disconnect the battery cable from the negative terminal.
3. Pull up the IPDM E/R assembly ① while pressing the pawls on the back of the IPDM E/R cover B.

 : Pawl




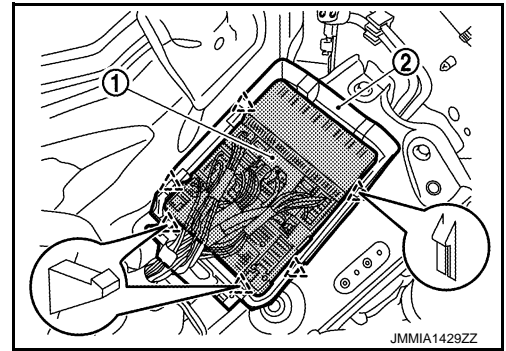
4. Remove IPDM E/R cover A ④.

 : Pawl

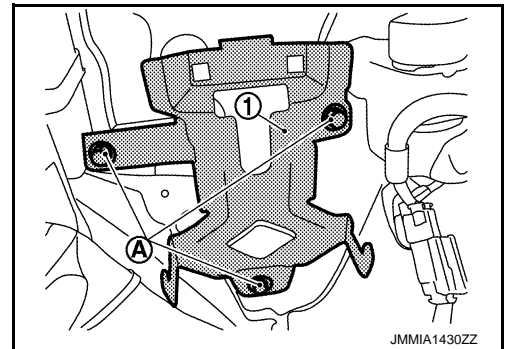


5. Disconnect harness connector and then remove IPDM E/R ① from IPDM E/R cover B ②.

 : Pawl



6. Remove the mounting bolts (A) and remove the bracket (1).



**INSTALLATION**

Install in the reverse order of removal.

A  
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PCS

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## PRECAUTION

### PRECAUTIONS

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

INFOID:000000012797606

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

**WARNING:**

Always observe the following items for preventing accidental activation.

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

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

**WARNING:**

Always observe the following items for preventing accidental activation.

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

#### Precautions for Removing Battery Terminal

INFOID:000000012797607

- When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.

**NOTE:**

ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

- For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.

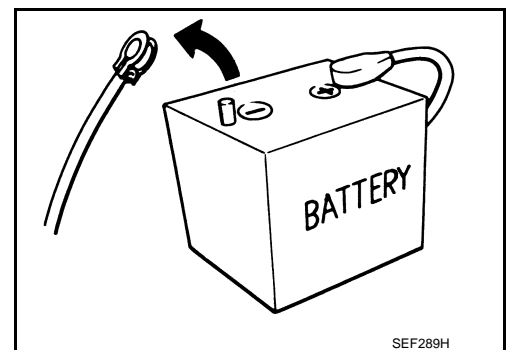
**NOTE:**

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

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

**NOTE:**

The removal of 12V battery may cause a DTC detection error.



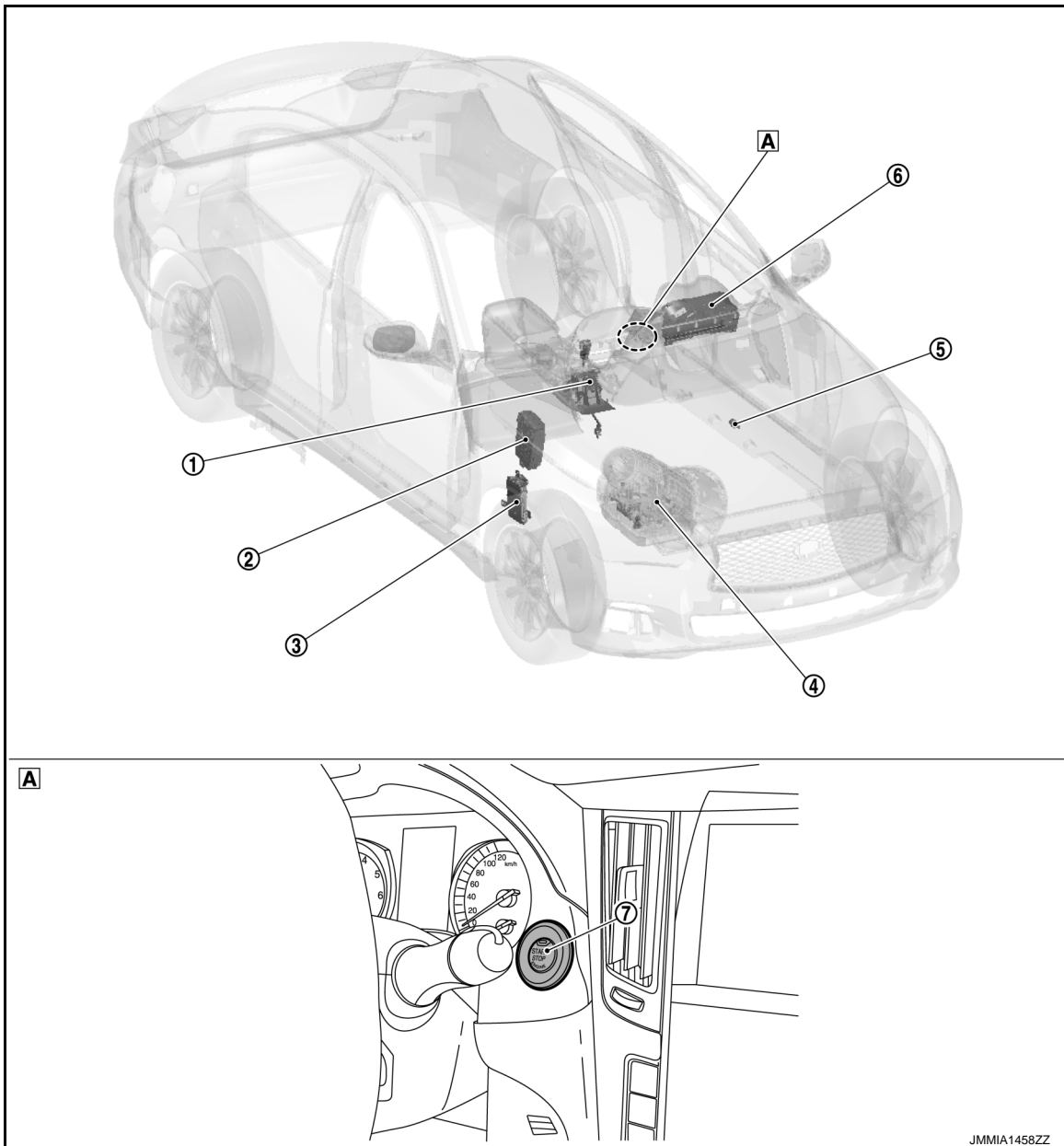
< SYSTEM DESCRIPTION >

SYSTEM DESCRIPTION

COMPONENT PARTS

Component Parts Location

INFOID:0000000012797608



A Cluster lid A

No.	Component	Function
①	A/T shift selector (detention switch)	A/T shift selector (detention switch) detects shift lever status, transmits detention switch signal to BCM. Refer to <a href="#">TM-26, "A/T SHIFT LOCK SYSTEM : Component Parts Location"</a> for detailed installation location.
②	IPDM E/R	<ul style="list-style-type: none"> <li>IPDM E/R detects push-button ignition switch (push switch) status, and transmits push-button ignition switch status signal (CAN) to BCM.</li> <li>IPDM E/R receives ignition relay (IPDM E/R) control signal and ignition switch ON signal (CAN) from BCM, and controls ignition relay (built in IPDM E/R)</li> </ul> Refer to <a href="#">PCS-5, "Component Parts Location"</a> for detailed installation location.

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PCS

# COMPONENT PARTS

< SYSTEM DESCRIPTION >

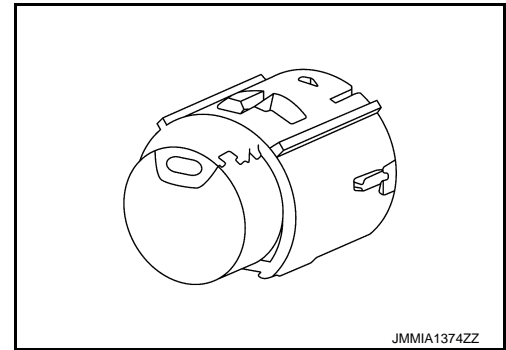
[POWER DISTRIBUTION SYSTEM]

No.	Component	Function
③	BCM	<ul style="list-style-type: none"><li>• BCM controls power distribution system.</li><li>• BCM judges ignition switch position by push-button ignition switch (push switch) and vehicle condition</li><li>• BCM checks the ignition switch position internally.</li></ul> Refer to <a href="#">BCS-5, "BODY CONTROL SYSTEM : Component Parts Location"</a> for detailed installation location.
④	TCM	TCM detects shift position P or N, transmits P/N position signal to BCM. Refer to <a href="#">TM-13, "A/T CONTROL SYSTEM : Component Parts Location"</a> for detailed installation location.
⑤	Stop lamp switch	Stop lamp switch detects that brake pedal is depressed, and transmits the signal to BCM. Refer to <a href="#">BRC-10, "Component Parts Location"</a> .
⑥	Combination meter	Combination meter transmits the vehicle speed signal to BCM via CAN communication. BCM also receives the vehicle speed signal from ABS actuator and electric unit (control unit) via CAN communication. BCM compares both signals to detect the vehicle speed.
⑦	Push-button ignition switch	Refer to <a href="#">PCS-48, "Push-button Ignition Switch"</a> .

## Push-button Ignition Switch

INFOID:000000012797609

Push-button ignition switch is pressed, and transmits the status signal to BCM and IPDM E/R.





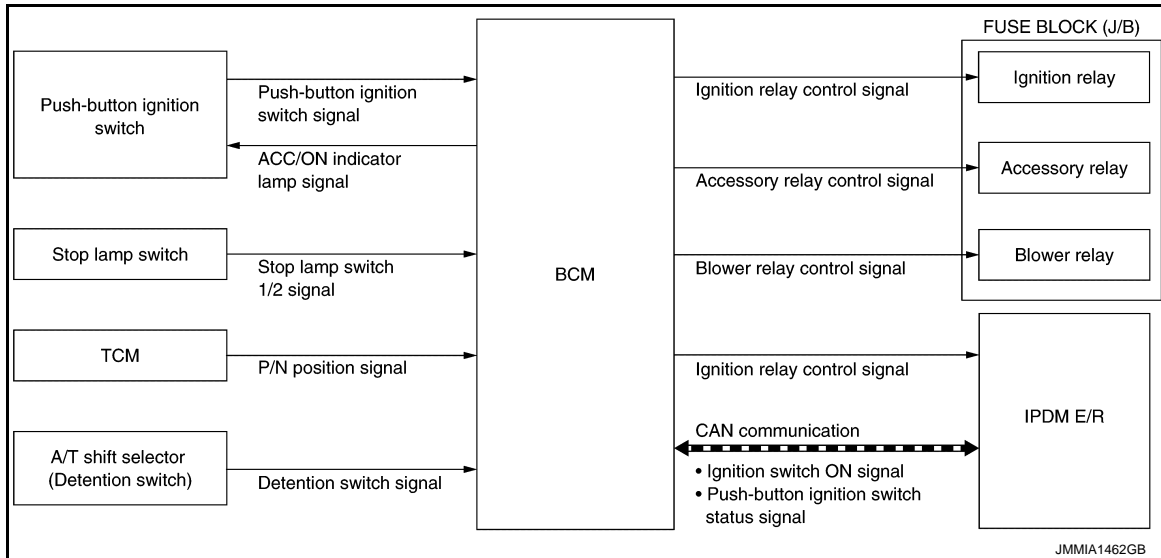
### SYSTEM

### POWER DISTRIBUTION SYSTEM

### POWER DISTRIBUTION SYSTEM : System Description

INFOID:0000000012797610

#### SYSTEM DIADRAM



#### SYSTEM DESCRIPTION

- POWER DISTRIBUTION SYSTEM is the system that BCM controls with the operation of push-button ignition switch and performs the power distribution to each power circuit. This system is used instead of the mechanical power supply changing mechanism with the operation of the conventional key cylinder.
- Push-button ignition switch can be operated when Intelligent Key is in the following condition.
  - Intelligent Key is in the detection area of the inside key antenna.
  - Intelligent Key backside is contacted to push-button ignition switch.
- Push-button ignition switch operation is input to BCM as a signal. BCM changes the ignition switch position according to the status and operates the following relays to supply power to each power circuit.
  - Ignition relay (IPDM E/R)
  - Ignition relay [fuse block (J/B)]
  - Accessory relay
  - Blower relay
- The ignition switch position can be confirmed with the lighting of the ACC/ON indicator lamp in push-button ignition switch.

#### IGNITION BATTERY SAVER SYSTEM

When all the following conditions are met for a period of time, the battery saver system will cut off the power supply (ignition switch ON/ACC → OFF) to prevent battery discharge.

- Ignition switch is in the ACC or ON position
- Turn signal lamp is not in operation
- Selector lever is in the P (park) position

#### Reset Condition of Ignition Battery Saver System

If any of the following conditions are met, the battery saver system is released.

- Ignition switch is not in the ACC or ON position
- Turn signal lamp is in operation
- Selector lever is not in the P (park) position

#### NOTE:

The ignition battery saver system can be temporarily disabled, without using CONSULT, to prevent it from functioning when performing trouble diagnosis. Refer to [PCS-80, "Work Procedure"](#).

#### Fail-safe

INFOID:0000000012797611

#### FAIL-SAFE CONTROL BY DTC

BCM performs fail-safe control when any DTC are detected.

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O  
P

PCS

# SYSTEM

< SYSTEM DESCRIPTION >

[POWER DISTRIBUTION SYSTEM]

Display contents of CONSULT	Fail-safe	Cancellation
B2192: ID DISCORD BCM-ECM	Inhibit engine cranking	Erase DTC
B2193: CHAIN OF BCM-ECM	Inhibit engine cranking	Erase DTC
B2195: ANTI-SCANNING	Inhibit engine cranking	Ignition switch ON → OFF
B2198: NATS ANTENNA AMP	Inhibit engine cranking	Erase DTC
B2608: STARTER RELAY	Inhibit engine cranking	500 ms after the following signal communication status becomes consistent <ul style="list-style-type: none"> <li>• Starter motor relay control signal</li> <li>• Starter relay status signal (CAN)</li> </ul>
B260F: ENG STATE SIG LOST	Inhibit engine cranking	When any of the following conditions are fulfilled <ul style="list-style-type: none"> <li>• Ignition switch position changes to ACC</li> <li>• Receives engine status signal (CAN)</li> </ul>
B26F1: IGN RELAY OFF	Inhibit engine cranking	When the following conditions are fulfilled <ul style="list-style-type: none"> <li>• Ignition switch ON signal (CAN: Transmitted from BCM): ON</li> <li>• Ignition switch ON signal (CAN: Transmitted from IPDM E/R): ON</li> </ul>
B26F2: IGN RELAY ON	Inhibit engine cranking	When the following conditions are fulfilled <ul style="list-style-type: none"> <li>• Ignition switch ON signal (CAN: Transmitted from BCM): OFF</li> <li>• Ignition switch ON signal (CAN: Transmitted from IPDM E/R): OFF</li> </ul>
B26F3: START CONT RLY ON	Inhibit engine cranking	When the following conditions are fulfilled <ul style="list-style-type: none"> <li>• Starter control relay signal (CAN: Transmitted from BCM): OFF</li> <li>• Starter control relay signal (CAN: Transmitted from IPDM E/R): OFF</li> </ul>
B26F4: START CONT RLY OFF	Inhibit engine cranking	When the following conditions are fulfilled <ul style="list-style-type: none"> <li>• Starter control relay signal (CAN: Transmitted from BCM): ON</li> <li>• Starter control relay signal (CAN: Transmitted from IPDM E/R): ON</li> </ul>
B26F7: BCM	Inhibit engine cranking by Intelligent Key system	When room antenna and trunk room antenna functions normally

## FAIL-SAFE CONTROL BY RAIN SENSOR MALFUNCTION

BCM detects the rain sensor serial link error and the rain sensor malfunction.

BCM controls the following fail-safe when rain sensor has a malfunction.

- Front wiper switch AUTO and sensing rain drop: The condition just before the activation of fail-safe is maintained until the front wiper switch is turned OFF.
- Front wiper switch AUTO and not sensing rain drop: Front wiper is LO operation until the front wiper switch is turned off.

## FAIL-SAFE CONTROL OF COMBINATION SWITCH READING FUNCTION CAUSED BY LOW POWER SUPPLY VOLTAGE

If voltage of battery power supply lower, BCM maintains combination switch reading to the status when input voltage is less than approximately 9 V.

### NOTE:

When voltage of battery power supply is approximately 9 V or more, combination switch reading function returns to normal operation.

# DIAGNOSIS SYSTEM (BCM)

[POWER DISTRIBUTION SYSTEM]

< SYSTEM DESCRIPTION >

## DIAGNOSIS SYSTEM (BCM)

### COMMON ITEM

### COMMON ITEM : CONSULT Function (BCM - COMMON ITEM)

INFOID:0000000013409528

### APPLICATION ITEM

CONSULT performs the following functions via CAN communication with BCM.

Diagnosis mode	Function Description
Work Support	Changes the setting for each system function.
Self Diagnostic Result	Displays the diagnosis results judged by BCM.
CAN Diag Support Monitor	Monitors the reception status of CAN communication viewed from BCM.
Data Monitor	The BCM input/output signals are displayed.
Active Test	The signals used to activate each device are forcibly supplied from BCM.
Ecu Identification	The BCM part number is displayed.
Configuration	<ul style="list-style-type: none"> <li>Read and save the vehicle specification.</li> <li>Write the vehicle specification when replacing BCM.</li> </ul>

### SYSTEM APPLICATION

BCM can perform the following functions for each system.

#### NOTE:

It can perform the diagnosis modes except the following for all sub system selection items.

x: Applicable item

System	Sub system selection item	Diagnosis mode		
		Work Support	Data Monitor	Active Test
Door lock	DOOR LOCK	x	x	x
Rear window defogger	REAR DEFOGGER	x	x	x
Warning chime	BUZZER		x	x
Interior room lamp timer	INT LAMP	x	x	x
Exterior lamp	HEAD LAMP	x	x	x
Wiper and washer	WIPER	x	x	x
Turn signal and hazard warning lamps	FLASHER	x	x	x
—	AIR CONDITONER*		x	x
<ul style="list-style-type: none"> <li>Intelligent Key system</li> <li>Engine start system</li> </ul>	INTELLIGENT KEY	x	x	x
Combination switch	COMB SW		x	
Body control system	BCM	x		
IVIS - NATS	IMMU	x	x	x
Interior room lamp battery saver	BATTERY SAVER	x	x	x
Trunk lid open	TRUNK		x	
Vehicle security system	THEFT ALM	x	x	x
RAP system	RETAINED PWR		x	
Signal buffer system	SIGNAL BUFFER		x	x
—	AIR PRESSURE MONITOR*			x

\*: This item is not used.

### FREEZE FRAME DATA (FFD)

The BCM records the following vehicle condition at the time a particular DTC is detected, and displays on CONSULT.

# DIAGNOSIS SYSTEM (BCM)

## [POWER DISTRIBUTION SYSTEM]

### < SYSTEM DESCRIPTION >

CONSULT screen item	Indication/Unit	Description	
Vehicle Speed	km/h	Vehicle speed of the moment a particular DTC is detected	
Odo/Trip Meter	km	Total mileage (Odometer value) of the moment a particular DTC is detected	
Vehicle Condition	SLEEP>LOCK	Power position status of the moment a particular DTC is detected*	While turning BCM status from low power consumption mode to normal mode (Power supply position is "LOCK"*)
	SLEEP>OFF		While turning BCM status from low power consumption mode to normal mode (Power supply position is "OFF".)
	LOCK>ACC		While turning power supply position from "LOCK" *to "ACC"
	ACC>ON		While turning power supply position from "ACC" to "IGN"
	RUN>ACC		While turning power supply position from "RUN" to "ACC" (Vehicle is stopping and selector lever is except P position.)
	CRANK>RUN		While turning power supply position from "CRANKING" to "RUN" (From cranking up the engine to run it)
	RUN>URGENT		While turning power supply position from "RUN" to "ACC" (Emergency stop operation)
	ACC>OFF		While turning power supply position from "ACC" to "OFF"
	OFF>LOCK		While turning power supply position from "OFF" to "LOCK"*
	OFF>ACC		While turning power supply position from "OFF" to "ACC"
	ON>CRANK		While turning power supply position from "IGN" to "CRANKING"
	OFF>SLEEP		While turning BCM status from normal mode (Power supply position is "OFF".) to low power consumption mode
	LOCK>SLEEP		While turning BCM status from normal mode (Power supply position is "LOCK"*. ) to low power consumption mode
	LOCK		Power supply position is "LOCK" (Ignition switch OFF)*
	OFF		Power supply position is "OFF" (Ignition switch OFF)
	ACC		Power supply position is "ACC" (Ignition switch ACC)
	ON		Power supply position is "IGN" (Ignition switch ON with engine stopped)
	ENGINE RUN		Power supply position is "RUN" (Ignition switch ON with engine running)
CRANKING	Power supply position is "CRANKING" (At engine cranking)		
IGN Counter	0 - 39	The number of times that ignition switch is turned ON after DTC is detected <ul style="list-style-type: none"> <li>• The number is 0 when a malfunction is detected now.</li> <li>• The number increases like 1 → 2 → 3...38 → 39 after returning to the normal condition whenever ignition switch OFF → ON.</li> <li>• The number is fixed to 39 until the self-diagnosis results are erased if it is over 39.</li> </ul>	

#### NOTE:

\*: Power supply position shifts to "LOCK" from "OFF", when ignition switch is in the OFF position, selector lever is in the P position, and any of the following conditions are met.

- Closing door
- Opening door
- Door is locked using door request switch
- Door is locked using Intelligent Key

The power supply position shifts to "ACC" when the push-button ignition switch (push switch) is pushed at "LOCK".

## INTELLIGENT KEY

### INTELLIGENT KEY : CONSULT Function (BCM - INTELLIGENT KEY)

INFOID:000000013409492

### WORK SUPPORT

# DIAGNOSIS SYSTEM (BCM)

[POWER DISTRIBUTION SYSTEM]

< SYSTEM DESCRIPTION >

Monitor item	Description	
INSIDE ANT DIAGNOSIS	This function allows inside key antenna self-diagnosis	A
LOCK/UNLOCK BY I-KEY	Door lock function (door request switch) mode can be changed to operation in this mode • On: Operate • Off: Non-operation	B
ENGINE START BY I-KEY	Engine start function mode can be changed to operation with this mode • On: Operate • Off: Non-operation	C
TRUNK/GLASS HATCH OPEN	Reminder function (trunk lid opener request switch) mode can be changed to operation with this mode • On: Operate • Off: Non-operation	D
AUTO LOCK SET	Auto door lock operation time can be changed in this mode • MODE 1: OFF • MODE 2: 30 sec. • MODE 3: 1 minute • MODE 4: 2 minutes • MODE 5: 3 minutes • MODE 6: 4 minutes • MODE 7: 5 minutes	E
SHORT CRANKING OUTPUT	Starter motor can operate during the times below • 70 msec • 100 msec • 200 msec	F
CONFIRM KEY FOB ID	It can be checked whether Intelligent Key ID code is registered or not in this mode	G
RETRACTABLE MIRROR SET	<b>NOTE:</b> This item is displayed, but cannot be used	H
TOUCH SENSOR UNLOCK FUNCTION SETTING	One touch unlock function can be changed to operation with this mode • On: Operate • Off: Non-operation	I
IGN/ACC BATTERY SAVER	Ignition battery saver system mode can be changed to operation with this mode • On: Operate • Off: Non-operation	J
REMOTE ENGINE STARTE	<b>NOTE:</b> This item is displayed, but cannot be used	K
INTELLIGENT KEY LINK SET	<b>NOTE:</b> This item is displayed, but cannot be used	L
ANSWER BACK	Reminder function (door request switch and Intelligent Key) mode can be selected from the following with this mode • On: S mode (buzzer or horn reminder non-operation) • Off: C mode (buzzer or horn operate)	PCS
ANSWER BACK I-KEY LOCK UNLOCK	Reminder function (door request switch) mode can be selected from the following with this mode • BUZZER: Sound Intelligent Key warning buzzer • HORN: Sound horn • Off: Only hazard warning lamp operate • INVALID: This item is displayed, but cannot be used	N
ANSWERBACK KEYLESS LOCK UNLOCK	Reminder function (Intelligent Key) mode can be selected from the following with this mode • On: Horn and hazard warning lamp operate • Off: Only hazard warning lamp operate	O
WELCOME LIGHT OP SET	<b>NOTE:</b> This item is displayed, but cannot be used	P

## SELF-DIAG RESULT

Refer to [BCS-63, "DTC Index"](#).

## DATA MONITOR

### NOTE:

# DIAGNOSIS SYSTEM (BCM)

## [POWER DISTRIBUTION SYSTEM]

### < SYSTEM DESCRIPTION >

The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.

Monitor Item	Condition
REQ SW -DR	Indicates [On/Off] condition of front door request switch (driver side)
REQ SW -AS	Indicates [On/Off] condition of front door request switch (passenger side)
REQ SW -BD/TR	Indicates [On/Off] condition of trunk lid opener request switch
PUSH SW	Indicates [On/Off] condition of push-button ignition switch
SHFTLCK SLNID PWR SPLY	Indicates [On/Off] condition of the power supply from BCM to shift lock solenoid
CLUCH SW	<b>NOTE:</b> This item is displayed, but cannot be monitored
BRAKE SW 1	Indicates [On/Off]* condition of stop lamp switch power supply
BRAKE SW 2	Indicates [On/Off] condition of stop lamp switch
DETE/CANCL SW	Indicates [On/Off] condition of P position
SFT PN/N SW	Indicates [On/Off] condition of P or N position
UNLK SEN -DR	Indicates [On/Off] condition of driver door UNLOCK status
PUSH SW -IPDM	Indicates [On/Off] condition of push-button ignition switch
IGN RLY1 -F/B	Indicates [On/Off] condition of ignition relay 1
DETE SW -IPDM	Indicates [On/Off] condition of P position
SFT PN -IPDM	Indicates [On/Off] condition of P or N position
SFT P -MET	Indicates [On/Off] condition of P position
SFT N -MET	Indicates [On/Off] condition of N position
ENGINE STATE	Indicates [STOP/STALL/CRANK/RUN] condition of engine states
VEH SPEED 1	Display the vehicle speed signal received from combination meter by numerical value [km/h]
VEH SPEED 2	Display the vehicle speed signal received from ABS or VDC or TCM by numerical value [km/h]
DOOR STAT-DR	Indicates [LOCK/READY/UNLK] condition of driver door status
DOOR STAT-AS	Indicates [LOCK/READY/UNLK] condition of passenger door status
DOOR STAT-RR	Indicates [LOCK/READY/UNLK] condition of rear door RH status
DOOR STAT-RL	Indicates [LOCK/READY/UNLK] condition of rear door LH status
BK DOOR STATE	<b>NOTE:</b> This item is displayed, but cannot be monitored
ID OK FLAG	Indicates [Set/Reset] condition of Intelligent Key ID
PRMT ENG STRT	Indicates [Set/Reset] condition of engine start possibility
PRMT RKE STRT	<b>NOTE:</b> This item is displayed, but cannot be monitored
I-KEY OK FLAG	Indicates [KEY On/NOT On] condition of Intelligent Key ID and Intelligent Key is detected inside vehicle
PRBT ENG STRT	Indicates whether or not the engine is in start prohibited status
ID AUTHENT CANCEL TIMER	Indicates whether or not it is in engine start possible status when Intelligent Key verification is unnecessary
ACC BATTERY SAVER	Indicates [On/Off] whether or not ignition battery saver is in operation
CRNK PRBT TMR	Indicates [On/Off] whether or not in cranking prohibited status due to starter motor protection function operation
AUT CRANK TMR	Indicates [On/Off] whether or not in AUTO CRANKING MODE status
CRNK PRBT TME	Indicates the time for changing from cranking prohibited status to cranking possible status
AUT CRANK TMR	Indicates the time that AUTO CRANKING MODE operates
CRANKING TME	Indicates the cranking operation time

# DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

[POWER DISTRIBUTION SYSTEM]

Monitor Item	Condition
SHORT CRANK	<b>NOTE:</b> This item is displayed, but not used
DETE SW PWR	Indicates [On/Off] condition of the power supply from BCM to the A/T shift selector (detention switch)
IGN RLY3-REQ	Indicates [On/Off] condition of blower relay control signal
ACC RLY-REQ	Indicates [On/Off] condition of accessory relay control signal
RKE OPE COUN1	When remote keyless entry receiver receives the signal transmitted while operating on Intelligent Key, the numerical value start changing
RKE OPE COUN2	<b>NOTE:</b> This item is displayed, but cannot be monitored
TRNK/HAT MNTR	Indicates [On/Off] condition of trunk room lamp switch
RKE-LOCK	Indicates [On/Off] condition of LOCK signal from Intelligent Key
RKE-UNLOCK	Indicates [On/Off] condition of UNLOCK signal from Intelligent Key
RKE-TR/BD	Indicates [On/Off] condition of trunk open signal from Intelligent Key
RKE-PANIC	Indicates [On/Off] condition of panic alarm signal from Intelligent Key
RKE-MODE CHG	<b>NOTE:</b> This item is displayed, but cannot be monitored
RKE PBD	<b>NOTE:</b> This item is displayed, but cannot be monitored

\*: OFF is displayed when brake pedal is depressed while brake switch power supply is OFF.

## ACTIVE TEST

Test item	Description
OUTSIDE BUZZER	This test is able to check Intelligent Key warning buzzer operation <ul style="list-style-type: none"> <li>• On: Operates</li> <li>• Off: Non-operation</li> </ul>
INSIDE BUZZER	This test is able to check warning chime in combination meter operation <ul style="list-style-type: none"> <li>• Take Out: Take away warning chime sounds when CONSULT screen is touched</li> <li>• Key: Key warning chime sounds when CONSULT screen is touched</li> <li>• Knob: OFF position warning chime sounds when CONSULT screen is touched</li> <li>• Off: Non-operation</li> </ul>
INDICATOR	This test is able to check information display (combination meter) operation <ul style="list-style-type: none"> <li>• KEY ON: [Intelligent Key system malfunction] displays when CONSULT screen is touched</li> <li>• KEY IND: [Steering lock unit ID registration complete] displays when CONSULT screen is touched</li> <li>• Off: Non-operation</li> </ul>
INT LAMP	This test is able to check interior room lamp operation <ul style="list-style-type: none"> <li>• On: Operates</li> <li>• Off: Non-operation</li> </ul>
FLASHER	This test is able to check hazard warning lamp operation The hazard warning lamps are activated after "LH/RH/Off" on CONSULT screen is touched
HORN	This test is able to check horn operation <ul style="list-style-type: none"> <li>• On: Operates</li> </ul>
IGN CONT2	This test is able to operate the blower relay in fuse block (J/B) <ul style="list-style-type: none"> <li>• On: Operates</li> <li>• Off: Non-operation</li> </ul>
ENGINE SW ILLUMI	This test is able to check push-ignition switch illumination operation Push-ignition switch illumination illuminates when "On" on CONSULT screen is touched
PUSH SWITCH INDICATOR	This test is able to check push-ignition switch indicator operation when "On" on CONSULT screen is touched
ACC CONT	This test is able to operate the accessory relay in fuse block (J/B) <ul style="list-style-type: none"> <li>• On: Operates</li> <li>• Off: Non-operation</li> </ul>

# DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

[POWER DISTRIBUTION SYSTEM]

Test item	Description
IGN CONT1	This test is able to operate the ignition relay in IPDM E/R <ul style="list-style-type: none"> <li>• On: Operates</li> <li>• Off: Non-operation</li> </ul>
IGNITION RELAY	This test is able to operate the ignition relay in fuse block (J/B) <ul style="list-style-type: none"> <li>• On: Operates</li> <li>• Off: Non-operation</li> </ul>
ST CONT LOW	This test is able to operate the starter relay in IPDM E/R <ul style="list-style-type: none"> <li>• On: Non-operation</li> <li>• Off: Operates</li> </ul>
BATTERY SAVER	This test is able to check interior room lamp battery saver operation <ul style="list-style-type: none"> <li>• On: Outputs interior room lamp power supply to turn interior room lamps ON.</li> <li>• Off: Cuts interior room lamp power supply to turn interior room lamps OFF.</li> </ul>
TRUNK/BACK DOOR	This test is able to check trunk lid open operation. This actuator opens when "Open" on CONSULT screen is touched.
RETRACTABLE MIRROR	<b>NOTE:</b> This item is displayed, but cannot be used
INTELLIGENT KEY LINK(CAN)	<b>NOTE:</b> This item is displayed, but cannot be used
REVERSE LAMP TEST	<b>NOTE:</b> This item is displayed, but cannot be used
DOOR HANDLE LAMP TEST	This test is able to check outside handle lamp operation <ul style="list-style-type: none"> <li>• On: Operates</li> <li>• Off: Non-operation</li> </ul>
DR SEAT LAMP TEST	<b>NOTE:</b> This item is displayed, but cannot be used
AS SEAT LAMP TEST	<b>NOTE:</b> This item is displayed, but cannot be used
SHIFT SPOT LAMP TEST	<b>NOTE:</b> This item is displayed, but cannot be used
TRUNK/LUGGAGE LAMP TEST	This test is able to check trunk room lamp operation <ul style="list-style-type: none"> <li>• On: Operates</li> <li>• Off: Non-operation</li> </ul>
KEYFOB P/W TEST	This test is able to check keyless power window up/down operation <ul style="list-style-type: none"> <li>• Up: Non-operation</li> <li>• Down*: Power window and sunroof open</li> <li>• Off: Non-operation</li> </ul>
SHIFTLOCK SORENOID TEST	<b>NOTE:</b> This item is displayed, but cannot be used

\*: When ignition switch is OFF, driver door opened, power window and sunroof is closed.



# ECU DIAGNOSIS INFORMATION

## BCM

### List of ECU Reference

INFOID:0000000012797614

ECU	Reference
BCM	<a href="#">BCS-36. "Reference Value"</a>
	<a href="#">BCS-61. "Fail-safe"</a>
	<a href="#">BCS-62. "DTC Inspection Priority Chart"</a>
	<a href="#">BCS-63. "DTC Index"</a>

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# POWER DISTRIBUTION SYSTEM

< WIRING DIAGRAM >

[POWER DISTRIBUTION SYSTEM]

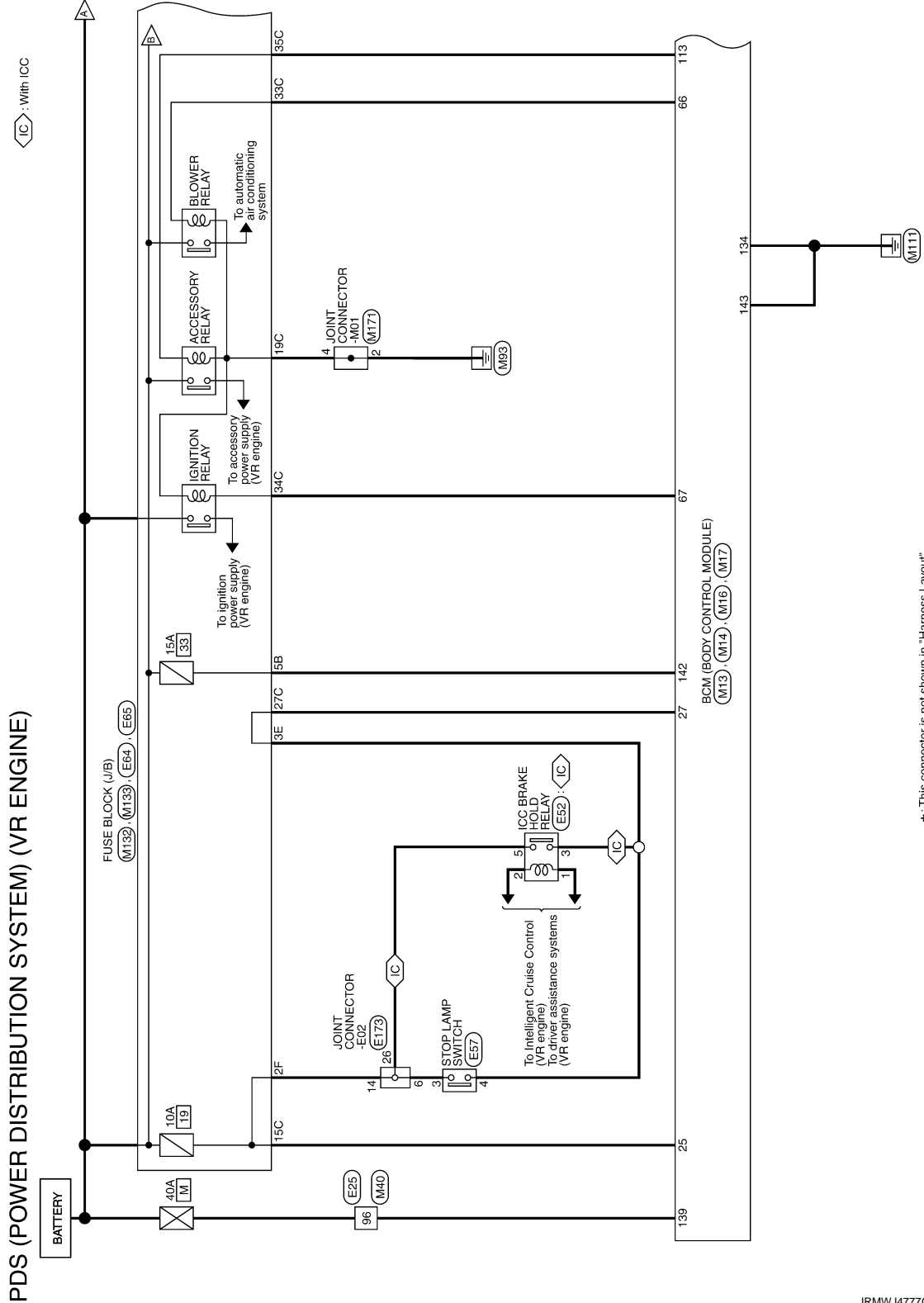
## WIRING DIAGRAM

### POWER DISTRIBUTION SYSTEM

Wiring Diagram

INFOID:0000000012797615

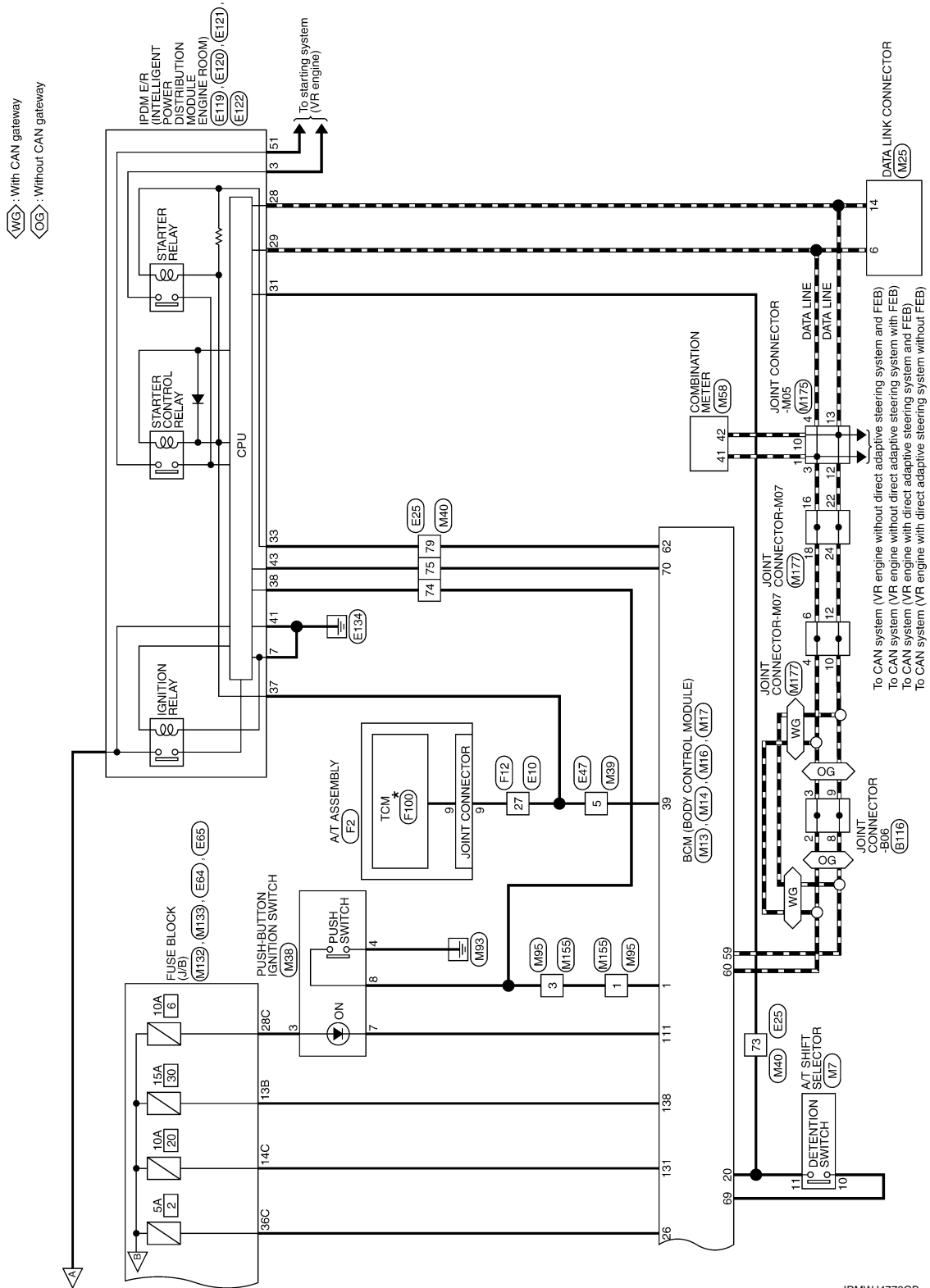
VR ENGINE MODELS



# POWER DISTRIBUTION SYSTEM

[POWER DISTRIBUTION SYSTEM]

< WIRING DIAGRAM >



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# POWER DISTRIBUTION SYSTEM

< WIRING DIAGRAM >

[POWER DISTRIBUTION SYSTEM]

## PDS (POWER DISTRIBUTION SYSTEM) (VR ENGINE)

Connector No.	8116
Connector Name	JOINT CONNECTOR-806
Connector Type	24342_4GAZA



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

Connector No.	E10
Connector Name	WIRE TO WIRE
Connector Type	5AA36MB-5S3-SH28



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

Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	L	-
3	L	-
4	L	-
5	L	-
6	L	-
7	R	-
8	R	-
9	R	- [Without Gateway]
10	R	- [Without Gateway]
11	V	- [With VR30 engine]
12	P	- [With 2.0L turbo gasoline engine]
13	SHIELD	- [Without Gateway]
14	SHIELD	- [With 2.0L turbo gasoline engine]
15	B	- [With VR30 engine]
16	L	- [With VR30 engine]
17	L	- [With 2.0L turbo gasoline engine]
18	L	- [With VR30 engine]
19	SHIELD	- [With 2.0L turbo gasoline engine]
20	L	- [With VR30 engine]
21	SHIELD	- [With 2.0L turbo gasoline engine]
22	P	- [With VR30 engine]
23	R	- [With VR30 engine]
24	P	- [With VR30 engine]

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

15	BR	- [With 2.0L turbo gasoline engine]
16	Y	- [With VR30 engine]
17	BR	- [With VR30 engine]
18	GR	- [With 2.0L turbo gasoline engine]
19	P	- [With VR30 engine]
20	Y	-
21	W	- [With 2.0L turbo gasoline engine]
22	G	- [With VR30 engine]
23	GR	- [With VR30 engine]
24	Y	- [With VR30 engine]
25	P	- [With 2.0L turbo gasoline engine]
26	GR	-
27	L	- [With 2.0L turbo gasoline engine]
28	L	- [With VR30 engine]
29	R	- [With 2.0L turbo gasoline engine and with gateway]
30	BR	- [With 2.0L turbo gasoline engine]
31	Y	- [With VR30 engine]
32	Y	-
33	L	-
34	P	-
35	GR	-
36	R	-
37	L	- [With 2.0L turbo gasoline engine]
38	L	- [With VR30 engine]
39	R	- [With 2.0L turbo gasoline engine and without gateway]
40	BR	- [With 2.0L turbo gasoline engine]
41	LG	-
42	Y	-
43	L	- [With 2.0L turbo gasoline engine]
44	W	- [With VR30 engine]
45	W	- [With 2.0L turbo gasoline engine]
46	B	- [With VR30 engine]
47	Y	- [With 2.0L turbo gasoline engine]
48	SHIELD	-
49	R	- [With VR30 engine]
50	GR	- [With 2.0L turbo gasoline engine]
51	L	-
52	W	-
53	V	-
54	P	- [With VR30 engine]
55	W	- [With 2.0L turbo gasoline engine]
56	BG	- [With VR30 engine]
57	BG	- [With VR30 engine]
58	B	- [With 2.0L turbo gasoline engine]
59	W	- [Color of wire differs depending on production]

37	V	-
38	GR	-
39	BR	-
40	SHIELD	-
41	B	-
42	R	-
43	Y	-
44	SHIELD	-
45	Y	-
46	P	-
47	L	-
48	LG	-
49	BG	-
50	SHIELD	-
51	W	-
52	G	-

Connector No.	E25
Connector Name	WIRE TO WIRE
Connector Type	THB0FW-CS16-TM4



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

Terminal No.	Color Of Wire	Signal Name [Specification]
1	BG	-
2	V	-
3	L	-
4	BG	- [With VR30 engine]
5	BR	- [With 2.0L turbo gasoline engine]
6	BR	- [With 2.0L turbo gasoline engine]
7	LG	- [With VR30 engine]
8	BR	- [With 2.0L turbo gasoline engine]
9	BR	- [With 2.0L turbo gasoline engine]
10	BR	- [With 2.0L turbo gasoline engine]
11	L	-
12	GR	- [With VR30 engine]
13	SHIELD	- [With 2.0L turbo gasoline engine]
14	B	- [With VR30 engine]
15	GR	- [With 2.0L turbo gasoline engine]
16	W	- [With VR30 engine]

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# POWER DISTRIBUTION SYSTEM

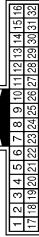
< WIRING DIAGRAM >

[POWER DISTRIBUTION SYSTEM]

## PDS (POWER DISTRIBUTION SYSTEM) (VR ENGINE)

61	R	-	-	-	-
64	Y	-	-	-	-
65	BR	- [Color of wire differs depending on production]	-	-	-
65	GR	- [Color of wire differs depending on production]	-	-	-
66	GR	-	-	-	-
67	LG	-	-	-	-
68	BG	-	-	-	-
69	L	-	-	-	-
70	R	-	-	-	-
71	G	- [With 2.0L turbo gasoline engine]	-	-	-
71	LG	- [With VR30 engine]	-	-	-
72	L	- [With 2.0L turbo gasoline engine]	-	-	-
72	V	- [With VR30 engine]	-	-	-
73	G	- [With VR30 engine]	-	-	-
73	W	- [With 2.0L turbo gasoline engine]	-	-	-
74	BR	- [With VR30 engine]	-	-	-
74	L	- [With 2.0L turbo gasoline engine]	-	-	-
75	P	- [With 2.0L turbo gasoline engine and without gateway]	-	-	-
75	R	- [With 2.0L turbo gasoline engine and with gateway]	-	-	-
75	V	- [With VR30 engine]	-	-	-
76	G	-	-	-	-
77	Y	-	-	-	-
78	LG	- [With 2.0L turbo gasoline engine and with ADAS]	-	-	-
78	P	- [With VR30 engine]	-	-	-
78	V	- [With 2.0L turbo gasoline engine and without ADAS]	-	-	-
79	SB	-	-	-	-
80	G	-	-	-	-
81	R	-	-	-	-
82	V	-	-	-	-
83	BR	- [With 2.0L turbo gasoline engine]	-	-	-
83	R	-	-	-	-
84	LG	- [With VR30 engine]	-	-	-
86	BG	-	-	-	-
87	G	-	-	-	-
88	LG	-	-	-	-
90	G	- [With VR30 engine]	-	-	-
90	GR	- [With 2.0L turbo gasoline engine]	-	-	-
91	G	-	-	-	-
93	BG	- [With VR30 engine]	-	-	-
94	L	- [With 2.0L turbo gasoline engine]	-	-	-
95	BG	- [With VR30 engine]	-	-	-
95	P	- [With 2.0L turbo gasoline engine and without gateway]	-	-	-
95	R	- [With 2.0L turbo gasoline engine and with gateway]	-	-	-
96	W	-	-	-	-
97	LG	-	-	-	-
98	L	-	-	-	-
99	LG	- [With 2.0L turbo gasoline engine]	-	-	-
99	P	- [With VR30 engine]	-	-	-
100	SHIELD	-	-	-	-

Connector No.	E47
Connector Name	WIRE TO WIRE
Connector Type	TH32MW-AH



Connector No.	E52
Connector Name	ICC BRAKE HOLD RELAY
Connector Type	MS02FL-W2-LC



Connector No.	E64
Connector Name	FUSE BLOCK (I/B)
Connector Type	NS08FW-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	- [Color of wire differs depending on production]
1	Y	- [Color of wire differs depending on production]
2	V	-
3	L	-
4	P	- [Without Gateway]
4	R	- [With Gateway]
5	W	-
6	SB	-
7	BR	- [Color of wire differs depending on production]
7	L	- [Color of wire differs depending on production]
8	W	-
9	BG	- [Without BOSE system]
9	V	- [With BOSE system]
10	V	-
11	SB	-
12	G	-
13	G	-
15	BR	-
16	P	-
17	SHIELD	-
18	L	-
19	Y	-
20	W	-
21	G	-
22	R	-
23	BR	-
24	R	-
25	L	-
26	BG	-
27	LG	-
28	BR	-
29	W	-
30	Y	-
31	G	-
32	GR	-

Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	G	-
3	V	-
5	BR	- [With 2.0L turbo gasoline engine]
5	L	- [With VR30 engine]

Connector No.	E57
Connector Name	STOP LAMP SWITCH
Connector Type	MD4FW-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1E	G	-
2E	P	-
3E	V	-
4E	GR	-
6E	L	-
7E	BG	-

Connector No.	E65
Connector Name	FUSE BLOCK (I/B)
Connector Type	TH12FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	- [With ASCD]
1	L	- [With ADAS]
2	GR	- [With ASCD]
2	LG	- [With ADAS]
3	BR	-
4	V	-

Terminal No.	Color Of Wire	Signal Name [Specification]
10F	W	-
11E	G	- [Color of wire differs depending on production]
11F	R	- [Color of wire differs depending on production]
12F	W	- [With VR30 engine]
12F	Y	- [With 2.0L turbo gasoline engine]
1F	R	-
2F	BR	-
3F	P	-
5F	P	-
6F	L	-
7F	R	-
8F	L	-
9F	L	-

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# POWER DISTRIBUTION SYSTEM

< WIRING DIAGRAM >

[POWER DISTRIBUTION SYSTEM]

## PDS (POWER DISTRIBUTION SYSTEM) (VR ENGINE)

Connector No.	E119
Connector Name	IPDM (R) INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (ROOM)
Connector Type	M04FW-LC



Connector No.	E121
Connector Name	IPDM (R) INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (ROOM)
Connector Type	TH32FW-AH



Connector No.	E122
Connector Name	IPDM (R) INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (ROOM)
Connector Type	M01FB-LC



Connector No.	F2
Connector Name	A/T ASSEMBLY
Connector Type	RK10FG-DGY



Terminal No.	Color Of Wire	Signal Name [Specification]
3	GR	-

Connector No.	E120
Connector Name	IPDM (R) INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (ROOM)
Connector Type	NS12FW-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
19	L	- [With 2.0L turbo gasoline engine]
19	P	- [With VR30 engine]
22	BG	-
23	GR	- [With VR30 engine]
23	LG	- [With 2.0L turbo gasoline engine and without Amc (left model)]
23	P	- [With 2.0L turbo gasoline engine and with Amc (left model)]
27	GR	-
28	P	-
29	L	-
31	G	-
32	SB	-
33	SB	-
34	Y	-
35	G	-
36	SB	- [With VR30 engine]
36	W	- [With 2.0L turbo gasoline engine]
37	GR	-
38	BR	-
41	GR	-
43	V	-

Terminal No.	Color Of Wire	Signal Name [Specification]
51	W	-

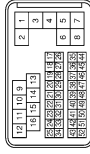
Connector No.	E173
Connector Name	JOINT CONNECTOR-E02
Connector Type	SGA28FDGY-J



Terminal No.	Color Of Wire	Signal Name [Specification]
7	B/W	-
9	P	-
10	LG	-
11	V	-
13	BG	-
14	SB	-
15	BR	-
17	GR	-
18	L	-

Terminal No.	Color Of Wire	Signal Name [Specification]
1	GR	IGNITION POWER SUPPLY [With 2.0L turbo gasoline engine]
1	L	IGNITION POWER SUPPLY [With VR30 engine]
2	P	BATTERY POWER SUPPLY (MEMORY BACK-UP)
3	L	CAN-H
4	R	K-LINE
5	B	GROUND [With 2.0L turbo gasoline engine]
5	BR	GROUND [With VR30 engine]
6	GR	IGNITION POWER SUPPLY
7	BG	BACK-UP LAMP RELAY
8	P	CAN-L
9	V	STARTER RELAY
10	B	GROUND

Connector No.	F12
Connector Name	WIRE TO WIRE
Connector Type	SA436FB-RS8-SH28



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	GR	-
3	BG	-
4	R	-
5	G	-
7	L	-
8	W	-
9	W	-

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# POWER DISTRIBUTION SYSTEM

[POWER DISTRIBUTION SYSTEM]

< WIRING DIAGRAM >

## PDS (POWER DISTRIBUTION SYSTEM) (VR ENGINE)

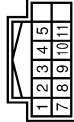
10	BG	-	-	-	-
11	R	-	-	-	-
12	LG	-	-	-	-
13	L	-	-	-	-
14	Y	-	-	-	-
15	LG	-	-	-	-
16	Y	-	-	-	-
17	L	-	-	-	-
18	P	-	-	-	-
19	GR	-	-	-	-
20	BG	-	-	-	-
21	GR	-	-	-	-
22	W	-	-	-	-
23	G	-	-	-	-
24	S8	-	-	-	-
25	V	-	-	-	-
26	W	-	-	-	-
27	V	-	-	-	-
28	W	-	-	-	-
29	Y	-	-	-	-
30	R	-	-	-	-
31	P	-	-	-	-
32	R	-	-	-	-
33	P	-	-	-	-
34	BG	-	-	-	-
35	LG	-	-	-	-
36	S8	-	-	-	-
37	V	-	-	-	-
38	BR	-	-	-	-
39	GR	-	-	-	-
40	SHIELD	-	-	-	-
41	B	-	-	-	-
42	R	-	-	-	-
43	Y	-	-	-	-
45	Y	-	-	-	-
46	P	-	-	-	-
47	L	-	-	-	-
48	LG	-	-	-	-
49	BG	-	-	-	-
50	SHIELD	-	-	-	-
51	W	-	-	-	-
52	G	-	-	-	-

Connector No.	F100
Connector Name	TCM
Connector Type	SP1DFG



Terminal No.	Color Of Wire	Signal Name [Specification]
1	-	IGNITION POWER SUPPLY
2	-	BATTERY POWER SUPPLY (MEMORY BACK-UP)
3	-	CAN-H
4	-	GROUND
5	-	K-LINE
6	-	IGNITION POWER SUPPLY
7	-	BACK-UP LAMP RELAY
8	-	CAN-L
9	-	STARTER RELAY
10	-	GROUND

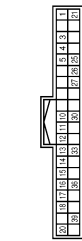
Connector No.	M7
Connector Name	A/T SHIFT SELECTOR
Connector Type	TH12FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SB	-
2	GR	-
3	BG	-
4	B	-
5	G	-
7	R	-
8	P	-
9	V	- [With VR50 engine]
10	GR	- [With 2.0L Turbo gasoline engine]

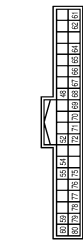
11	R	-
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Connector No.	M13
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH4DFG-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	PUSH SW
3	Y	SENS PWR6 SP1Y
4	B6	OPTICAL SENSOR
5	LG	-
10	W	COMBI SW OUTPUT 5
11	S8	COMBI SW OUTPUT 4
12	L	COMBI SW OUTPUT 3
13	G	COMBI SW OUTPUT 2
14	P	COMBI SW OUTPUT 1
15	G	ONE TOUCH UNLK SENS (OR)
16	G	RECEIVER/SENSOR GND
17	P	SECURITY IND LAMP CONT
18	L	DEFENT SW
20	R	STEER LAMP CONT
21	S8	STOP LAMP SW2
25	R	EXTENDED STORAGE FUSE SW
26	R	STOP LAMP SW
27	P	DR DOOR UNLK SENS
30	W	TR LID OP CANCEL SW
33	V	H242RD SW
36	G	-
39	BR	P/N POSITION

Connector No.	M14
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FB-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
48	R	PUSH-BTN IGN SW (L PWR)
52	G	DONGLE LINK
54	V	COMM LINE
55	R	RAIN SENSOR
59	P	CAN-L
60	L	CAN-H
61	G	REAR WINDOW DEF RLY CONT
62	R	STARTER RLY CONT
64	V	I-KEY WARN BUZZER
65	B	OUTS HD LAMP CONT
66	B	BLOWER FAN RLY CONT [With VR50 engine]
66	Y	BLOWER FAN RLY CONT [With 2.0L Turbo gasoline engine]
67	W/B	IGN RLYAY (F/B) CONT
68	R	DIMMER
69	GR	A/T SHIFT SELECT PWR SP1Y
70	B	IGN RLYAY (PDM F/R) CONT
71	G	DR DOOR REQ SW
72	S8	PASS DOOR REQ SW
75	BR	COMBI SW INRLT 5
76	B6	COMBI SW INRLT 4
77	V	COMBI SW INRLT 3
78	Y	COMBI SW INRLT 2
79	LG	COMBI SW INRLT 1
80	L	TR LID OPNR SW

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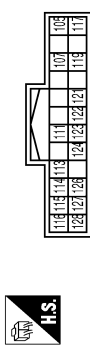
# POWER DISTRIBUTION SYSTEM

< WIRING DIAGRAM >

[POWER DISTRIBUTION SYSTEM]

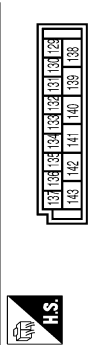
## PDS (POWER DISTRIBUTION SYSTEM) (VR ENGINE)

Connector No.	M16
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH24FR4H



Terminal No.	Color Of Wire	Signal Name [Specification]
105	V	TURN SIG RH OUTPUT (FRONT)
107	P	PUSH-BTN IGN SW ILL GND
111	Y	ACC/ON IND
113	SB	ACC RELAY CONT
114	LG	PASSENGER DOOR ANT +
115	V	PASSENGER DOOR ANT -
116	BR	INSIDE KEY ANT (CONSOLE) +
117	W/B	TURN SIG LH OUTPUT (FRONT)
119	L	KYLS ENT RECEIV COMM
121	SB	DRIVER DOOR ANT +
122	BG	DRIVER DOOR ANT -
123	R	INSIDE KEY ANT (INSTRUMENT LOWER) +
124	G	INSIDE KEY ANT (INSTRUMENT LOWER) -
126	B	NAIS ANT AMP
127	W	NAIS ANT AMP
128	GR	INSIDE KEY ANT (CONSOLE) -

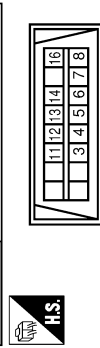
Connector No.	M17
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	FE409FW-FH46-SA



Terminal No.	Color Of Wire	Signal Name [Specification]
129	LG	INT ROOM LAMP PWR SPLY
130	P	PASS DOOR UNLK OUTPUT
131	Y	BAT (FUSE)
132	V	RR, RL DOOR LK OUTPUT

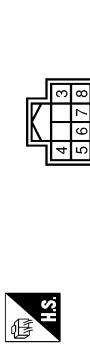
133	BR	RR, RL DOOR UNLK OUTPUT
134	B	GND
135	V	FRONT DOOR, FL LK OUTPUT
136	V	INT ROOM LAMP CONT
137	LG	FRONT DOOR, FL LK UNLK OUTPUT
138	P	REAR DOORS ACT PWR SPLY [With VR30 engine]
139	W	REAR DOORS ACT PWR SPLY [With 2.0L turbo gasoline engine]
140	BR	IGN ON
141	BR	PWR SPLY (BAT)
142	R	FRONT DOORS, FL LK ACT PWR SPLY
143	B	GND

Connector No.	M25
Connector Name	DATA LINK CONNECTOR
Connector Type	BD16FW



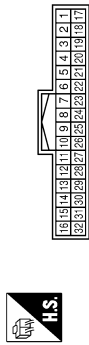
Terminal No.	Color Of Wire	Signal Name [Specification]
3	LG	M_CAN_L
4	B	EARTH
5	B	EARTH
6	L	CAN-H
7	V	KLINE [With 2.0L turbo gasoline engine]
8	W	KLINE [With VR30 engine]
11	SB	IGN SW
12	R	M_CAN_H
13	R	CAN-L
14	D	CAN-L
16	W	POWER

Connector No.	M38
Connector Name	PUSH-BUTTON IGNITION SWITCH
Connector Type	TH08FW-AH



Terminal No.	Color Of Wire	Signal Name [Specification]
3	W	-
4	B	-
5	R	-
6	P	-
7	Y	-
8	BR	-

Connector No.	M39
Connector Name	WIRE TO WIRE
Connector Type	TH32FW-AH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W/B	-
2	SB	-
3	L	-
4	P	- [Without Gateway]
5	BR	- [With 2.0L turbo gasoline engine]
6	SB	- [Without Gateway]
7	L	-
8	W	-
9	P	- [Without BOSE system]
10	V	- [With BOSE system]
11	SB	-
12	G	-

13	G	-
15	R	-
16	SB	-
17	SHIELD	-
18	W	-
19	Y	-
20	L	-
21	G	-
22	R	-
23	BR	-
24	R	-
25	L	-
26	Y	-
27	LG	-
28	BR	-
29	W/B	-
30	Y	-
31	W	-
32	L	- [With Anti-theft diode]
	LG	- [Without Anti-theft diode]

Connector No.	M40
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	BG	-
6	W/B	-
7	V	-
8	BG	- [With VR30 engine]
9	BR	- [With 2.0L turbo gasoline engine]
10	LG	- [With VR30 engine]
11	P	- [With 2.0L turbo gasoline engine]
12	W	-
13	W	- [With VR30 engine]
14	Y	- [With 2.0L turbo gasoline engine]
15	B	- [With VR30 engine]
16	BR	- [With 2.0L turbo gasoline engine]
17	GR	- [With VR30 engine]
18	SHIELD	- [With 2.0L turbo gasoline engine]



# POWER DISTRIBUTION SYSTEM

< WIRING DIAGRAM >

[POWER DISTRIBUTION SYSTEM]

## PDS (POWER DISTRIBUTION SYSTEM) (VR ENGINE)

14	B	-	-	-	-
15	BG	-	[With 2.0L turbo gasoline engine]	-	-
16	B	-	[With VR30 engine]	-	-
17	LG	-	[With 2.0L turbo gasoline engine]	-	-
18	B	-	[With VR30 engine]	-	-
19	W/B	-	[With 2.0L turbo gasoline engine]	-	-
20	Y	-	-	-	-
31	W	-	-	-	-
32	G	-	[With 2.0L turbo gasoline engine]	-	-
33	Y	-	[With VR30 engine]	-	-
34	Y	-	[With 2.0L turbo gasoline engine]	-	-
35	BG	-	-	-	-
36	G	-	-	-	-
37	L	-	[With VR30 engine]	-	-
38	L	-	[With VR30 engine]	-	-
39	R	-	[With 2.0L turbo gasoline engine and with gateway]	-	-
40	GR	-	[With VR30 engine]	-	-
41	L	-	-	-	-
44	BR	-	-	-	-
45	L	-	[With 2.0L turbo gasoline engine]	-	-
46	G	-	[With VR30 engine]	-	-
47	BG	-	[With 2.0L turbo gasoline engine]	-	-
48	SHIELD	-	-	-	-
49	B	-	[With VR30 engine]	-	-
50	B	-	[With 2.0L turbo gasoline engine]	-	-
51	L	-	[With VR30 engine]	-	-
52	W	-	-	-	-
53	G	-	-	-	-
54	Y	-	[With 2.0L turbo gasoline engine]	-	-
55	B	-	[With VR30 engine]	-	-
56	BG	-	[With VR30 engine]	-	-
57	GR	-	[With 2.0L turbo gasoline engine]	-	-
58	B	-	[With 2.0L turbo gasoline engine]	-	-

59	SB	-	-	-	-
61	W/B	-	-	-	-
64	Y	-	-	-	-
65	R	-	-	-	-
66	P	-	[Color of wire differs depending on production]	-	-
67	V	-	[Color of wire differs depending on production]	-	-
68	BG	-	-	-	-
69	Y	-	-	-	-
70	R	-	-	-	-
71	V	-	[With VR30 engine]	-	-
72	L	-	[With 2.0L turbo gasoline engine]	-	-
73	R	-	[With 2.0L turbo gasoline engine]	-	-
74	BR	-	[With VR30 engine]	-	-
75	B	-	[With VR30 engine]	-	-
76	W/B	-	[With 2.0L turbo gasoline engine and with gateway]	-	-
77	SB	-	-	-	-
78	G	-	[With VR30 engine]	-	-
79	R	-	[With 2.0L turbo gasoline engine]	-	-
80	G	-	-	-	-
81	R	-	-	-	-
82	LG	-	[With 2.0L turbo gasoline engine]	-	-
83	BR	-	[With VR30 engine]	-	-
84	V	-	[With VR30 engine]	-	-
86	V	-	-	-	-
87	G	-	-	-	-
89	V	-	-	-	-
90	G	-	[With VR30 engine]	-	-
91	W	-	[With 2.0L turbo gasoline engine]	-	-
92	G	-	-	-	-
93	BR	-	-	-	-
94	L	-	[With VR30 engine]	-	-
95	BR	-	[With 2.0L turbo gasoline engine]	-	-
96	W	-	[With 2.0L turbo gasoline engine and without gateway]	-	-
97	LG	-	[With 2.0L turbo gasoline engine and with gateway]	-	-
98	Y	-	-	-	-
99	BR	-	[With VR30 engine]	-	-
99	LG	-	[With 2.0L turbo gasoline engine]	-	-

100	SHIELD	-	-
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Connector No.	M58
Connector Name	COMBINATION METER
Connector Type	TH12FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
41	L	CAN-H
42	P	CAN-L
43	B	ILLUMINATION CONTROL SIGNAL
44	Y	FUEL LEVEL SENSOR GROUND
45	W	BATTERY POWER SUPPLY
46	BG	IGNITION SIGNAL [except with VR30 engine and without ISS]
47	SB	IGNITION SIGNAL [with VR30 engine and without ISS]
48	LG	AV COMMUNICATION SIGNAL (H)
51	BR	AV COMMUNICATION SIGNAL (L)
52	B	FUEL LEVEL SENSOR SIGNAL GROUND

Connector No.	M95
Connector Name	WIRE TO WIRE
Connector Type	TH16AW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	BR	-
3	BR	-
5	P	- [Without Gateway]
5	R	- [With Gateway]
6	Y	-

7	P	- [Without Gateway]
9	R	- [With Gateway]
10	R	-
11	SHIELD	-
13	L	-
14	L	-
15	L	-

Connector No.	M132
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS16FW-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
11B	LG	-
13B	P	-
14B	G	-
15B	Y	-
16B	Y	-
28	B	-
4B	W	-
5B	R	-
9B	Y	-

Connector No.	M133
Connector Name	FUSE BLOCK (J/B)
Connector Type	TH40FW-NH



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# POWER DISTRIBUTION SYSTEM

< WIRING DIAGRAM >

[POWER DISTRIBUTION SYSTEM]

## PDS (POWER DISTRIBUTION SYSTEM) (VR ENGINE)

Terminal No.	Color Of Wire	Signal Name [Specification]
10C	V	-
13C	L	-
14C	Y	-
15C	R	-
16C	R	-
17C	L	-
18C	BG	- [Without DBROD]
19C	P	- [With DRPO]
20C	R	-
21C	W	-
22C	L	-
23C	L	-
25C	LG	-
26C	SB	-
27C	P	-
28C	W	-
29C	W	-
2C	R	-
30C	R	-
31C	W	-
32C	R	-
33C	B	- [With VR30 engine]
33C	R	- [With 2.0L turbo gasoline engine]
34C	W/B	-
35C	SB	-
36C	R	-
37C	W	-
38C	SB	-
39C	V	-
3C	P	-
40C	G	-
4C	P	-
5C	P	-
6C	G	-
7C	G	-
8C	G	-
9C	V	-

Connector No.	M135
Connector Name	WIRE TO WIRE
Connector Type	TH16FW-AH



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

Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
3	R	-
5	P	- [Without ADAS and without Gateway]
5	R	- [Without ADAS and with Gateway]
5	Y	- [With ADAS]
6	Y	-
7	P	- [Without Gateway]
7	R	- [With Gateway]
9	R/W	-
10	R	-
11	SHIELD	-
13	L	-
14	L	-
15	L	-

Connector No.	M171
Connector Name	JOINT CONNECTOR-M01
Connector Type	24342_4GAZA



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

Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	B	-
3	B	-
4	B	-
5	B	-
6	B	-

Terminal No.	Color Of Wire	Signal Name [Specification]
7	B	-
8	B	-
9	B	-
10	G	-
11	G	-
14	B	-
15	B	-
16	SB	- [With VR30 engine]
16	V	- [With 2.0L turbo gasoline engine]
17	SB	- [With VR30 engine]
17	V	- [With 2.0L turbo gasoline engine]
18	SB	- [With VR30 engine]
18	Y	- [With 2.0L turbo gasoline engine]
19	G	-
20	G	-
22	LG	- [With VR30 engine]
22	SB	- [With 2.0L turbo gasoline engine]
23	LG	- [With VR30 engine]
23	SB	- [With 2.0L turbo gasoline engine]
24	LG	- [With VR30 engine]
24	SB	- [With 2.0L turbo gasoline engine]

Connector No.	M175
Connector Name	JOINT CONNECTOR-M05
Connector Type	NH20FL-DC



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

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

Terminal No.	Color Of Wire	Signal Name [Specification]
15	P	-
16	P	- [With VR30 engine]
16	R	- [With 2.0L turbo gasoline engine]
17	P	- [With VR30 engine]
17	R	- [With 2.0L turbo gasoline engine]
19	R	- [With VR30 engine and with ESS]
19	W	- [Except with VR30 engine and with ESS]
20	R	- [With VR30 engine and with ESS]
20	W	- [Except with VR30 engine and with ESS]

Connector No.	M177
Connector Name	JOINT CONNECTOR-M07
Connector Type	24342_4GAZA



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

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

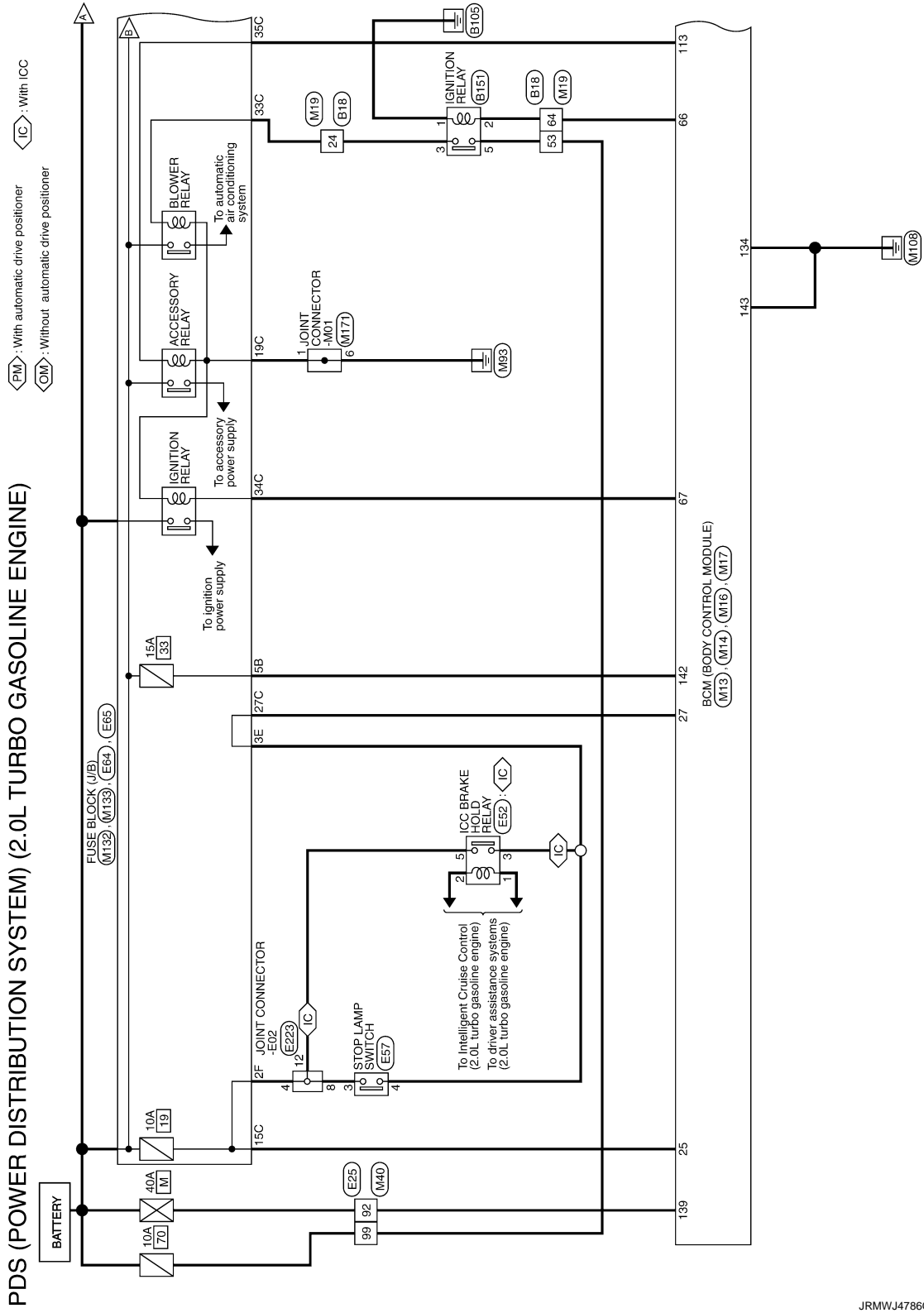
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# POWER DISTRIBUTION SYSTEM

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[POWER DISTRIBUTION SYSTEM]

## 2.0L TURBO GASOLINE ENGINE MODELS



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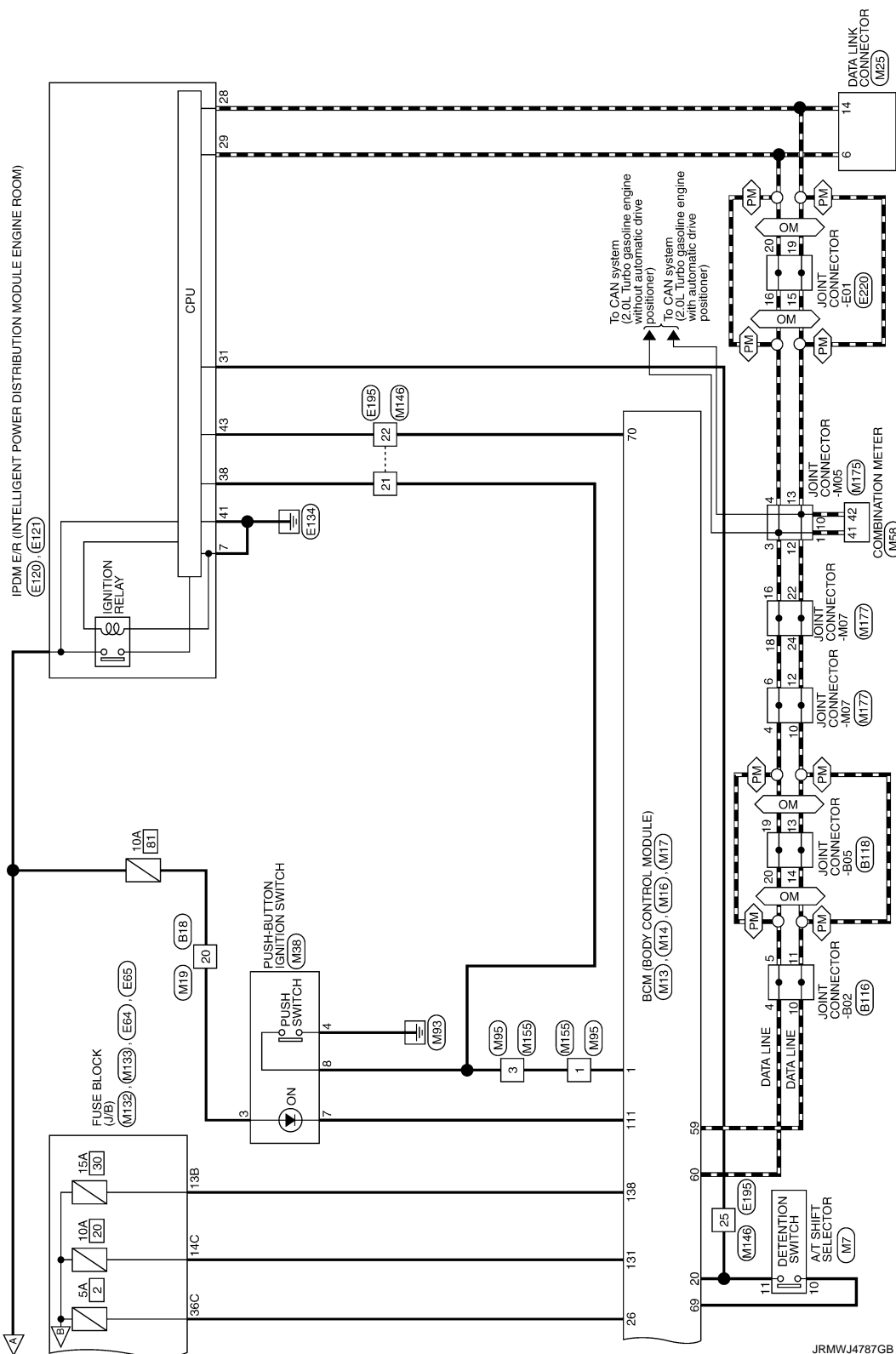
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# POWER DISTRIBUTION SYSTEM

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# POWER DISTRIBUTION SYSTEM

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[POWER DISTRIBUTION SYSTEM]

## PDS (POWER DISTRIBUTION SYSTEM) (2.0L TURBO GASOLINE ENGINE)

Connector No.	B13
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-C516-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	G	-
3	L	-
4	LG	-
5	Y	-
6	R	-
7	V	-
8	LG	-
10	BG	-
11	BG	-
12	LG	-
13	GR	-
14	R	-
15	L	-
16	V	-
18	W	-
19	BR	-
20	W	-
22	R	-
23	V	-
24	R	- [With 2.0L turbo gasoline engine]
25	P	- [With VR30 engine]
26	V	- [With 2.0L turbo gasoline engine and without gateway]
27	W	- [With 2.0L turbo gasoline engine and with gateway]
28	R	-
31	B	- [With VR30 engine]
32	B	- [With 2.0L turbo gasoline engine]
33	B	-
34	LG	-
35	P	-
36	W	-

37	SB	-
38	LG	-
40	P	-
41	SB	-
42	BR	-
43	BG	-
44	BG	-
46	R	-
50	W	-
51	SB	-
52	V	-
53	LG	-
54	R	-
55	R	-
57	W	-
58	V	-
59	GR	-
60	G	-
61	G	-
62	BG	-
63	BR	-
64	Y	-
66	R	-
70	R	-
71	W	-
72	B	-
73	W	-
74	L	-
75	R	- [Without paddle shift]
76	V	- [With paddle shift]
77	B	-
78	SB	-
79	V	- [With VR30 engine]
79	W	- [With 2.0L turbo gasoline engine]
81	B	-
82	R	-
83	BG	-
84	L	-
85	R	- [Without paddle shift]
85	V	- [With paddle shift]
86	B	-
88	G	-
89	V	- [With 2.0L turbo gasoline engine]
89	W	- [With VR30 engine]
91	GR	-
94	GR	-
96	Y	-
97	V	-

98	BR	- [With VR30 engine and with BOSE system]
98	Y	- [Except with VR30 engine and with BOSE system]

Connector No.	B116
Connector Name	JOINT CONNECTOR-B06
Connector Type	24342_4G32A



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	L	-
3	L	-
4	L	-
5	L	-
6	L	-
7	R	-
8	R	- [With Gateway]
8	V	- [Without Gateway]
9	V	- [With Gateway]
9	V	- [Without Gateway]
10	V	- [With VR30 engine]
10	V	- [With 2.0L turbo gasoline engine]
11	V	-
12	P	- [With Gateway]
13	R	-
14	SHIELD	- [Without Gateway]
15	B	-
15	B	- [With 2.0L turbo gasoline engine]
16	SHIELD	- [With VR30 engine]
17	SHIELD	- [With VR30 engine]
17	L	- [With 2.0L turbo gasoline engine]
17	SHIELD	- [With 2.0L turbo gasoline engine]
18	L	- [With VR30 engine]
18	SHIELD	- [With 2.0L turbo gasoline engine]
19	SHIELD	- [With VR30 engine]
20	L	- [With 2.0L turbo gasoline engine]
20	SHIELD	- [With VR30 engine]
21	L	-

22	P	-
23	P	- [With VR30 engine]
24	P	- [With 2.0L turbo gasoline engine]
24	Y	-

Connector No.	B118
Connector Name	JOINT CONNECTOR-B04
Connector Type	24342_4G32A



Terminal No.	Color Of Wire	Signal Name [Specification]
1	LG	- [With VR30 engine]
1	SHIELD	- [With 2.0L turbo gasoline engine]
2	LG	- [With VR30 engine]
2	SHIELD	- [With 2.0L turbo gasoline engine]
3	SHIELD	-
4	LG	- [With VR30 engine]
4	SHIELD	- [With 2.0L turbo gasoline engine]
5	LG	- [With VR30 engine]
5	SHIELD	- [With 2.0L turbo gasoline engine]
6	LG	- [With VR30 engine]
6	SHIELD	- [With 2.0L turbo gasoline engine]
7	R	- [Color of wire differs depending on production]
7	V	- [Color of wire differs depending on production]
8	LG	- [With 2.0L turbo gasoline engine]
8	R	- [With VR30 engine and without paddle shift]
8	V	- [With VR30 engine and with paddle shift]
9	LG	- [With 2.0L turbo gasoline engine]
9	R	- [With VR30 engine and without paddle shift]
9	V	- [With VR30 engine and with paddle shift]
10	LG	- [With 2.0L turbo gasoline engine]
10	SHIELD	- [With VR30 engine]
11	LG	- [With 2.0L turbo gasoline engine]
11	SHIELD	- [With VR30 engine]
12	LG	- [With 2.0L turbo gasoline engine]
12	SHIELD	- [With VR30 engine]
13	L	- [With 2.0L turbo gasoline engine and without gateway]
13	P	- [With 2.0L turbo gasoline engine and with gateway]
14	R	- [With 2.0L turbo gasoline engine and with gateway]
14	L	- [With VR30 engine]

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JRMWJ4788GB

# POWER DISTRIBUTION SYSTEM

< WIRING DIAGRAM >

[POWER DISTRIBUTION SYSTEM]

## PDS (POWER DISTRIBUTION SYSTEM) (2.0L TURBO GASOLINE ENGINE)

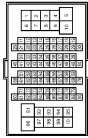
14	P	- [With 2.0L turbo gasoline engine and without gateway] - [With 2.0L turbo gasoline engine and with gateway]
14	R	- [With 2.0L turbo gasoline engine and with gateway]
15	L	- [With VR30 engine]
15	R	- [With 2.0L turbo gasoline engine]
16	L	-
17	L	-
18	L	-
19	L	- [With 2.0L turbo gasoline engine]
19	SHIELD	- [With VR30 engine]
20	L	- [With 2.0L turbo gasoline engine]
20	SHIELD	- [With VR30 engine]
21	SHIELD	- [With 2.0L turbo gasoline engine]
22	R	- [With VR30 engine]
23	R	-
24	R	-

Connector No.	B151
Connector Name	IGNITION RELAY
Connector Type	MS02FL-M2-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	B	-
3	R	-
5	LG	-

Connector No.	E25
Connector Name	WIRE TO WIRE
Connector Type	THROFWM-CS16-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	BG	-
6	V	-
7	L	-
8	BG	- [With VR30 engine]
8	BR	- [With 2.0L turbo gasoline engine]
9	B	- [With 2.0L turbo gasoline engine]
9	GR	- [With VR30 engine] [Color of wire differs depending on production]
9	LG	- [With VR30 engine] [Color of wire differs depending on production]
10	BR	-
11	L	-
12	GR	- [With VR30 engine]
12	P	- [With 2.0L turbo gasoline engine]
13	SHIELD	- [With 2.0L turbo gasoline engine]
13	W	- [With VR30 engine]
14	B	-
15	GR	- [With 2.0L turbo gasoline engine]
15	SB	- [With VR30 engine]
16	BR	- [With 2.0L turbo gasoline engine]
16	Y	- [With VR30 engine]
17	BR	- [With VR30 engine]
17	GR	- [With 2.0L turbo gasoline engine]
18	G	- [With 2.0L turbo gasoline engine]
18	P	- [With VR30 engine]
19	Y	-
21	W	- [With 2.0L turbo gasoline engine]
21	Y	- [With VR30 engine]
32	G	- [With 2.0L turbo gasoline engine]
32	GR	- [With VR30 engine]
33	L	- [With VR30 engine]
33	Y	- [With 2.0L turbo gasoline engine]
34	P	-
35	GR	-
36	R	-
37	L	- [With 2.0L turbo gasoline engine]
37	V	- [With VR30 engine]
38	L	- [With VR30 engine]

38	P	- [With 2.0L turbo gasoline engine and without gateway]
38	R	- [With 2.0L turbo gasoline engine and with gateway]
39	BR	- [With 2.0L turbo gasoline engine]
39	Y	- [With VR30 engine]
40	SB	-
41	LG	-
44	Y	-
45	L	- [With 2.0L turbo gasoline engine]
45	W	- [With VR30 engine]
46	B	- [With VR30 engine]
46	V	- [With 2.0L turbo gasoline engine]
47	G	-
48	SHIELD	-
49	R	-
50	BR	- [With VR30 engine]
50	GR	- [With 2.0L turbo gasoline engine]
51	L	-
52	W	-
53	V	-
54	P	- [With VR30 engine]
54	W	- [With 2.0L turbo gasoline engine]
55	B	- [With 2.0L turbo gasoline engine]
55	W	- [With VR30 engine]
56	BG	- [With 2.0L turbo gasoline engine]
56	SB	- [With VR30 engine]
57	BG	- [With VR30 engine]
57	W	- [With 2.0L turbo gasoline engine]
58	B	- [Color of wire differs depending on production]
58	B/W	- [Color of wire differs depending on production]
59	W	-
61	R	-
64	Y	-
65	BR	- [Color of wire differs depending on production]
65	GR	- [Color of wire differs depending on production]
66	GR	-
67	LG	-
68	BG	-
69	L	-
70	R	-
71	G	- [With 2.0L turbo gasoline engine]
71	LG	- [With VR30 engine]
72	L	- [With 2.0L turbo gasoline engine]
72	V	- [With VR30 engine]
73	G	- [With 2.0L turbo gasoline engine]
73	W	- [With VR30 engine]
74	BR	- [With 2.0L turbo gasoline engine]
74	L	- [With 2.0L turbo gasoline engine]
75	P	- [With 2.0L turbo gasoline engine and without gateway]
75	R	- [With 2.0L turbo gasoline engine and with gateway]
75	V	- [With VR30 engine]

76	G	-
77	Y	- [With 2.0L turbo gasoline engine and with ADAS]
78	LG	- [With 2.0L turbo gasoline engine]
78	P	- [With VR30 engine]
78	V	- [With 2.0L turbo gasoline engine and without ADAS]
79	SB	-
80	G	-
81	R	-
82	V	-
83	BR	- [With 2.0L turbo gasoline engine]
84	R	- [With VR30 engine]
84	LG	-
86	BG	-
87	G	-
89	LG	-
90	G	- [With VR30 engine]
90	GR	- [With 2.0L turbo gasoline engine]
91	G	-
93	BG	-
94	GR	- [With VR30 engine]
94	L	- [With 2.0L turbo gasoline engine]
95	BG	- [With VR30 engine]
95	P	- [With 2.0L turbo gasoline engine and without gateway]
95	R	- [With 2.0L turbo gasoline engine and with gateway]
96	W	-
97	LG	-
98	L	-
99	LG	- [With 2.0L turbo gasoline engine]
99	P	- [With VR30 engine]
100	SHIELD	-

Connector No.	E52
Connector Name	ICC BRAKE HOLD RELAY
Connector Type	MS02FL-M2-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	G	-
3	V	-
5	BR	- [With 2.0L turbo gasoline engine]

# POWER DISTRIBUTION SYSTEM

## [POWER DISTRIBUTION SYSTEM]

< WIRING DIAGRAM >

### PDS (POWER DISTRIBUTION SYSTEM) (2.0L TURBO GASOLINE ENGINE)

5	L	-	(With VR30 engine)
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Connector No.	E57
Connector Name	STOP LAMP SWITCH
Connector Type	M04FW-LC



3	4
1	2

Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	- [With ASCD]
2	GR	- [With ADAS]
2	LG	- [With ASCD]
3	BR	- [With ADAS]
4	V	-

Connector No.	E64
Connector Name	FUSE BLOCK (I/B)
Connector Type	NS08FW-CS



3E	2E	1E	4E
7E	6E	5E	4E

Terminal No.	Color Of Wire	Signal Name [Specification]
1E	G	-
2E	P	-
3E	V	-
4E	GR	-
6E	L	-
7E	BG	-

Connector No.	E65
Connector Name	FUSE BLOCK (I/B)
Connector Type	TH12FW-AH



5F	6F	3F	2F	1F
12F	11F	10F	9F	8F
7F	6F	5F	4F	3F

Terminal No.	Color Of Wire	Signal Name [Specification]
10F	W	-
11F	G	- [Color of wire differs depending on production]
11F	R	- [Color of wire differs depending on production]
12F	W	- [With VR30 engine]
12F	Y	- [With 2.0L turbo gasoline engine]
1F	R	-
2F	BR	-
3F	P	-
4F	P	-
5F	P	-
6F	L	-
7F	R	-
8F	L	-
9F	L	-

Connector No.	E120
Connector Name	IPSM (I/B) INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM
Connector Type	NS12FW-CS



7	9	10	11
13	14	15	17
18			

Terminal No.	Color Of Wire	Signal Name [Specification]
7	B/W	-
9	P	-
10	LG	-
11	V	-
13	BG	-
14	SB	-
15	BR	-

17	GR	-
18	L	-

Connector No.	E121
Connector Name	IPSM (I/B) INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM
Connector Type	TH12FW-AH



19	22	23	27	28	29	31	33	34
15	16	17	18	19	41	43		

Terminal No.	Color Of Wire	Signal Name [Specification]
19	L	- [With 2.0L turbo gasoline engine]
19	P	- [With VR30 engine]
22	BG	-
23	GR	- [With VR30 engine]
23	LG	- [With 2.0L turbo gasoline engine and without Anti-Brake-lock]
23	P	- [With 2.0L turbo gasoline engine and with Anti-Brake-lock]
27	GR	-
28	P	-
29	L	-
31	G	-
32	SB	-
33	SB	-
34	Y	-
35	G	-
36	SB	- [With VR30 engine]
36	W	- [With 2.0L turbo gasoline engine]
37	GR	-
38	BR	-
41	GR	-
43	V	-

Connector No.	E195
Connector Name	WIRE TO WIRE
Connector Type	TK36FW-AS10



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
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Terminal No.	Color Of Wire	Signal Name [Specification]
5	BR	-
8	GR	-
9	P	-
10	R	-
11	L	-
12	P	-
13	GR	-
14	Y	-
15	G	-
16	W	-
17	L	-
18	R	-
19	BR	-
20	SHIELD	-
21	BR	-
22	V	-
23	W	-
24	L	-
25	G	-
26	G	-
30	Y	-
31	GR	-
32	SB	-
33	W	-
34	W	-
35	B	-
36	G	-
37	SHIELD	-
38	R	-
39	L	-
40	GR	-
41	W	-
42	B	-
43	BR	-
44	P	-
45	SB	-

A  
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PCS

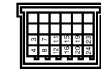
# POWER DISTRIBUTION SYSTEM

< WIRING DIAGRAM >

[POWER DISTRIBUTION SYSTEM]

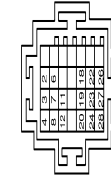
## PDS (POWER DISTRIBUTION SYSTEM) (2.0L TURBO GASOLINE ENGINE)

46	Y	-	-
Connector No.	E220		
Connector Name	JOINT CONNECTOR E20		
Connector Type	MH24FE1		



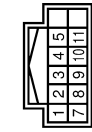
Terminal No.	Color	Wire	Signal Name [Specification]
3	W	-	-
4	L	-	-
7	W	-	-
8	L	-	-
11	W	-	-
12	L	-	-
15	P	-	- [Without Gateway]
15	R	-	- [With Gateway]
16	L	-	-
19	P	-	- [Without Gateway]
19	R	-	- [With Gateway]
20	L	-	-
23	P	-	- [Without Gateway]
23	R	-	- [With Gateway]
24	L	-	-

Connector No.	E223		
Connector Name	JOINT CONNECTOR E26		
Connector Type	SGA38FB-1		



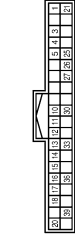
Terminal No.	Color	Wire	Signal Name [Specification]
2	GR	-	-
3	G	-	-
4	BR	-	-
6	BG	-	-
7	G	-	-
8	BR	-	-
11	G	-	-
12	V	-	-
18	V	-	-
19	W	-	-
20	BG	-	-
22	GR	-	-
23	P	-	-
24	BR	-	-
26	V	-	-
27	W	-	-
28	BG	-	-

Connector No.	M7		
Connector Name	A/T SHFT SELECTOR		
Connector Type	TH12FW-NH		



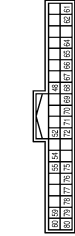
Terminal No.	Color	Wire	Signal Name [Specification]
1	SB	-	-
2	GR	-	-
3	BG	-	-
4	B	-	-
5	D	-	-
7	R	-	-
8	P	-	- [With VRS0 engine]
8	V	-	- [With 2.0L turbo gasoline engine]
9	B	-	-
10	GR	-	-
11	R	-	-

Connector No.	M13		
Connector Name	BCM (BODY CONTROL MODULE)		
Connector Type	TH40FG-NH		



Terminal No.	Color	Wire	Signal Name [Specification]
1	R	-	PUSH SW
3	Y	-	SENS PWR SP/LY
4	BG	-	OPTICAL SENSOR
5	LG	-	-
10	W	-	COMBI SW OUTPUT 5
11	SB	-	COMBI SW OUTPUT 4
12	L	-	COMBI SW OUTPUT 3
13	G	-	COMBI SW OUTPUT 2
14	P	-	COMBI SW OUTPUT 1
15	G	-	ONE TOUCH UNLK SENS (DR)
16	G	-	ONE TOUCH UNLK SENS (PASS)
17	P	-	RECEIVER/SENSOR GND
18	L	-	SECURITY IND LAMP CONT
20	R	-	DETENT SW
21	SB	-	STEF LAMP CONT
25	R	-	STOP LAMP SW2
26	R	-	EXTENDED STORAGE FUSE SW
27	P	-	STOP LAMP SW
30	W	-	DR DOOR UNLK SENS
33	V	-	TR LID OP CANCEL SW
36	G	-	HAZARD SW
39	BR	-	P/N POSITION

Connector No.	M14		
Connector Name	BCM (BODY CONTROL MODULE)		
Connector Type	TH40FB-NH		



Terminal No.	Color	Wire	Signal Name [Specification]
48	R	-	PUSH-BTN IGN SW (L/PWR)
52	G	-	DONGLE LINK
54	V	-	COMM LINE
55	R	-	RAIN SENSOR
59	P	-	CAN-L
60	L	-	CAN-H
61	G	-	REAR WINDOW DEF RLY CONT
62	R	-	STARTER RLY CONT
64	V	-	I-KEY WARN BUZZER
65	B	-	OUTS HD LAMP CONT
66	B	-	BLOWER FAN RLY CONT [With VRS0 engine]
66	Y	-	BLOWER FAN RLY CONT [With 2.0L turbo gasoline engine]
67	W/B	-	IGN RLYAY (F/B) CONT
68	R	-	DIMMER
69	GR	-	A/T SHFT SELECT PWR SP/LY
70	B	-	IGN RLYAY (PDM F/R) CONT
71	G	-	DR DOOR REQ SW
72	SB	-	PASS DOOR REQ SW
75	BR	-	COMBI SW INPUT 5
76	BG	-	COMBI SW INPUT 4
77	V	-	COMBI SW INPUT 3
78	Y	-	COMBI SW INPUT 2
79	LG	-	COMBI SW INPUT 1
80	L	-	TR LID OPN R SW



# POWER DISTRIBUTION SYSTEM

< WIRING DIAGRAM >

[POWER DISTRIBUTION SYSTEM]

## PDS (POWER DISTRIBUTION SYSTEM) (2.0L TURBO GASOLINE ENGINE)

Connector No.	M16
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH24FBAH



103	104	105	106	107	108
109	110	111	112	113	114
115	116	117	118	119	120

Terminal No.	Color Of Wire	Signal Name [Specification]
105	V	TURN SIG RH OUTPUT (FRONT)
107	P	PUSH-BTN IGN SW ILL GND
111	Y	ACC/ON IND
113	SB	ACC RELAY CONT
114	LG	PASSENGER DOOR ANT +
115	V	PASSENGER DOOR ANT -
116	BR	INSIDE KEY ANT (CONSOLE) +
117	W/B	TURN SIG LH OUTPUT (FRONT)
119	L	KYLS ENT RECEIV COMM
121	SB	DRIVER DOOR ANT +
122	BG	DRIVER DOOR ANT -
123	R	INSIDE KEY ANT (INSTRUMENT LOWER) +
124	G	INSIDE KEY ANT (INSTRUMENT LOWER) -
126	B	NAIS ANT AMP.
127	W	NAIS ANT AMP.
128	GR	INSIDE KEY ANT (CONSOLE) -

Connector No.	M17
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	FEA09FW-FH46-SA



103	104	105	106	107	108
109	110	111	112	113	114
115	116	117	118	119	120

Terminal No.	Color Of Wire	Signal Name [Specification]
129	LG	INT ROOM LAMP PWR SPLY
130	P	PASS DOOR UNLK OUTPUT
131	Y	BAT (FUSE)
132	V	RR. RL. DOOR LK OUTPUT

133	BR	RR. RL. DOOR UNLK OUTPUT
134	B	GND
135	V	FRONT DOOR. FL LID LK OUTPUT
136	V	INT ROOM LAMP CONT
137	LG	FRONT DOOR. FL LID UNLK OUTPUT
138	P	REAR DOORS ACT PWR SPLY (With VR30 engine)
138	R	REAR DOORS ACT PWR SPLY (With 2.0L turbo gasoline engine)
139	W	BAT (F/L)
140	BR	IGN ON
141	R	PWR SPLY (BAT)
142	R	FRONT DOORS FL LID ACT PWR SPLY
143	B	GND

Connector No.	M19
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CSI6-TM4



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

Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	
2	G	
3	SB	
4	BR	
5	Y	
6	R	
7	W	
8	V	
10	BG	
11	BR	
12	LG	
13	GR	
14	R	
15	L	
16	V	
18	W	
19	BR	
20	W	
22	SB	
23	R	
24	R	
24	Y	

25	P				
26	G				
27	R				
28	R				
31	BR				
32	B				
33	V				
34	B				
35	P				
36	W				
37	SB				
38	LG				
40	P				
41	G				
42	BR				
43	BR				
44	BR				
46	BG				
50	W				
51	Y				
52	V				
53	LG				
54	R				
55	R				
57	W				
58	V				
59	BG				
60	G				
61	G				
62	BG				
63	BR				
64	Y				
66	R				
70	LG				
71	W				
72	B				
73	W				
74	L				
75	W				
76	BR				
77	B				
78	SB				
79	P				
79	W				
81	B				
82	R				
83	BG				
84	L				
85	W				

86	B				
88	G				
89	V				
89	W				
91	GR				
94	GR				
96	W				
97	V				
98	BR				
98	Y				

Connector No.	M25
Connector Name	DATA LINK CONNECTOR
Connector Type	BD16FW



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

Terminal No.	Color Of Wire	Signal Name [Specification]
3	LG	M. CAN. L
4	B	EARTH
5	B	EARTH
6	L	CAN-H
7	V	KLINE (With 2.0L turbo gasoline engine)
8	W	IGN SW
11	SR	M. CAN. H
12	R	CAN-L
13	L	CAN-H
14	P	CAN-L
16	W	POWER

A  
B  
C  
D  
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I  
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K  
L  
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O  
P

PCS

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# POWER DISTRIBUTION SYSTEM

< WIRING DIAGRAM >

[POWER DISTRIBUTION SYSTEM]

## PDS (POWER DISTRIBUTION SYSTEM) (2.0L TURBO GASOLINE ENGINE)

Connector No.	M38
Connector Name	PUSH-BUTTON IGNITION SWITCH
Connector Type	TH08FW-AH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	B	-
3	W	-
4	B	-
5	R	-
6	P	-
7	Y	-
8	BR	-

Connector No.	M40
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4

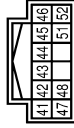


Terminal No.	Color Of Wire	Signal Name [Specification]
1	BG	-
2	W/B	-
3	V	-
4	BG	- [With VR30 engine]
5	BR	- [With 2.0L turbo gasoline engine]
6	LG	- [With VR30 engine]
7	P	- [With 2.0L turbo gasoline engine]
8	W	-
9	Y	- [With VR30 engine]
10	W	- [With 2.0L turbo gasoline engine]
11	Y	- [With VR30 engine]
12	B	- [With VR30 engine]
13	GR	- [With 2.0L turbo gasoline engine]

59	S8	-
61	W/B	-
64	Y	-
65	R	-
66	P	- [Color of wire differs depending on production]
66	V	- [Color of wire differs depending on production]
67	LG	-
68	BG	-
69	L	-
70	R	-
71	V	- [With VR30 engine]
71	W	- [With 2.0L turbo gasoline engine]
72	L	- [With 2.0L turbo gasoline engine]
72	LG	- [With VR30 engine]
73	R	- [With VR30 engine]
73	W	- [With 2.0L turbo gasoline engine]
74	BR	- [With VR30 engine]
74	L	- [With 2.0L turbo gasoline engine]
75	P	- [With VR30 engine]
75	R	- [With 2.0L turbo gasoline engine and without gateway]
76	W/R	-
77	S8	-
78	G	-
78	LG	- [With VR30 engine]
79	R	-
80	G	-
81	R	-
82	LG	-
83	BR	- [With 2.0L turbo gasoline engine]
83	R	- [With VR30 engine]
84	V	-
86	V	-
87	G	-
89	V	-
90	G	- [With VR30 engine]
90	V	- [With 2.0L turbo gasoline engine]
91	W	-
92	G	-
93	BR	-
94	GR	- [With VR30 engine]
94	L	- [With 2.0L turbo gasoline engine]
95	BR	-
95	P	- [With 2.0L turbo gasoline engine and without gateway]
95	R	- [With 2.0L turbo gasoline engine and with gateway]
96	W	-
97	LG	-
98	Y	-
99	BR	- [With VR30 engine]
99	LG	- [With 2.0L turbo gasoline engine]

100	SHIELD	-
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Connector No.	M58
Connector Name	COMBINATION METER
Connector Type	TH12FW-AH



Terminal No.	Color Of Wire	Signal Name [Specification]
41	L	CAN-H
42	P	CAN-L
43	B	ILLUMINATION CONTROL SIGNAL
44	Y	FUEL LEVEL SENSOR GROUND
45	W	BATTERY POWER SUPPLY
46	BG	IGNITION SIGNAL [Except with VR30 engine and without BS]
46	R	IGNITION SIGNAL [With VR30 engine and without BS]
47	S8	AV COMMUNICATION SIGNAL [H]
48	LG	AV COMMUNICATION SIGNAL [L]
51	BR	FUEL LEVEL SENSOR SIGNAL
52	B	GROUND

Connector No.	M95
Connector Name	WIRE TO WIRE
Connector Type	TH16MW-AH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	BR	-
3	BR	-
5	P	- [Without Gateway]
5	R	- [With Gateway]
6	Y	-

# POWER DISTRIBUTION SYSTEM

< WIRING DIAGRAM >

[POWER DISTRIBUTION SYSTEM]

## PDS (POWER DISTRIBUTION SYSTEM) (2.0L TURBO GASOLINE ENGINE)

Terminal No.	Color Of Wire	Signal Name [Specification]
7	P	- [Without Gateway]
9	R/W	- [With Gateway]
10	R	-
11	SHIELD	-
13	L	-
14	L	-
15	L	-

Connector No.	M132
Connector Name	FUSE BLOCK (I/B)
Connector Type	INS16FW-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
118	LG	-
138	P	-
148	G	-
158	Y	-
168	Y	-
28	B	-
48	W	-
58	R	-
98	Y	-

Connector No.	M133
Connector Name	FUSE BLOCK (I/B)
Connector Type	TH40PW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
10C	V	-
12C	L	-
13C	L	-
14C	Y	-
15C	R	-
16C	R	-
17C	L	-
18C	BG	- [Without DRD]
19C	P	- [With DRD]
20C	B	- [With DRD]
21C	W	-
22C	L	-
23C	L	-
24C	LG	-
25C	SB	-
26C	P	-
27C	P	-
28C	W	-
29C	W	-
30C	R	-
31C	W	-
32C	R	-
33C	B	- [With VR30 engine]
34C	R	- [With 2.0L turbo gasoline engine]
35C	SB	-
36C	R	-
37C	W	-
38C	SB	-
39C	V	-
40C	G	-
41C	P	-
42C	P	-
43C	P	-
44C	G	-
45C	G	-
46C	V	-

Connector No.	M146
Connector Name	WIRE TO WIRE
Connector Type	TK36AW-NS10



Terminal No.	Color Of Wire	Signal Name [Specification]
5	R	-
8	GR	-
9	V	-
10	BG	-
11	L	-
12	P	-
13	SB	-
14	Y	-
15	G	-
16	BR	-
17	W	-
18	R	-
19	L	-
20	SHIELD	-
21	BR	-
22	B	-
23	G	-
24	L	-
25	R	-
26	G	-
30	Y	-
31	GR	-
32	SB	-
33	BG	-
34	W	-
35	G	-
36	R	-
37	SHIELD	-
38	B	-
39	W	-
40	B	-
41	GR	-
42	B	-
43	LG	-
44	B	-
45	SB	-

Connector No.	M155
Connector Name	WIRE TO WIRE
Connector Type	TH16FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
3	R	-
5	P	- [Without ADAS and without Gateway]
5	R	- [Without ADAS and with Gateway]
5	Y	- [With ADAS]
6	Y	-
7	P	- [Without Gateway]
9	R/W	- [With Gateway]
10	R	-
11	SHIELD	-
13	L	-
14	L	-
15	L	-

Connector No.	M171
Connector Name	JOINT CONNECTOR-M01
Connector Type	24342_4G42A



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	B	-
3	B	-

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# POWER DISTRIBUTION SYSTEM

< WIRING DIAGRAM >

[POWER DISTRIBUTION SYSTEM]

## PDS (POWER DISTRIBUTION SYSTEM) (2.0L TURBO GASOLINE ENGINE)

Terminal No.	Color Of Wire	Signal Name [Specification]
4	B	-
5	B	-
6	B	-
7	B	-
8	B	-
9	B	-
10	G	-
11	G	-
14	B	-
15	B	-
16	SB	- [With VR30 engine]
17	Y	- [With 2.0L turbo gasoline engine]
17	SB	- [With VR30 engine]
18	SB	- [With 2.0L turbo gasoline engine]
18	Y	- [With VR30 engine]
19	G	-
20	G	-
22	LG	- [With VR30 engine]
22	SB	- [With 2.0L turbo gasoline engine]
23	LG	- [With VR30 engine]
23	SB	- [With 2.0L turbo gasoline engine]
24	LG	- [With VR30 engine]
24	SB	- [With 2.0L turbo gasoline engine]

Connector No.	M175
Connector Name	JOINT CONNECTOR-M05
Connector Type	NH20FL-DC



6	7	15	4	3	2	1			
20	19	17	16	15	14	13	12	11	10

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

Terminal No.	Color Of Wire	Signal Name [Specification]
12	P	-
13	P	-
14	P	-
15	P	-
16	P	- [With VR30 engine]
16	R	- [With 2.0L turbo gasoline engine]
17	P	- [With VR30 engine]
17	R	- [With 2.0L turbo gasoline engine]
19	R	- [With VR30 engine and with ISS]
19	W	- [Except with VR30 engine and with ISS]
20	R	- [With VR30 engine and with ISS]
20	W	- [Except with VR30 engine and with ISS]

Connector No.	M177
Connector Name	JOINT CONNECTOR-M07
Connector Type	34342_4GA2A



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

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

23	P	-
24	P	-

# DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

[POWER DISTRIBUTION SYSTEM]

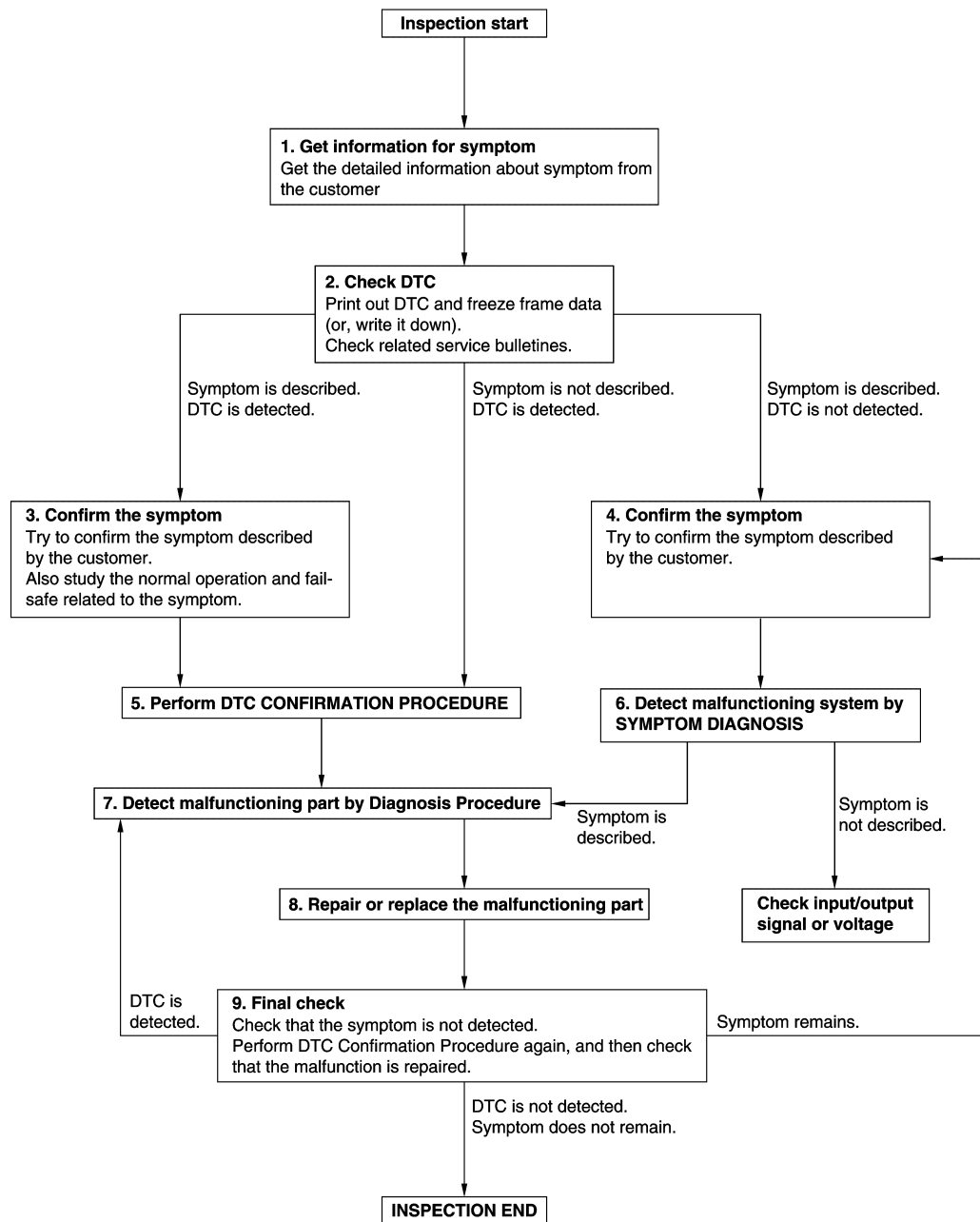
## BASIC INSPECTION

### DIAGNOSIS AND REPAIR WORK FLOW

Work Flow

INFOID:000000012797616

OVERALL SEQUENCE



DETAILED FLOW

JMKIA8652GB

# DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

[POWER DISTRIBUTION SYSTEM]

---

## 1. GET INFORMATION ABOUT SYMPTOM

---

Get detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurs).

>> GO TO 2.

---

## 2. CHECK DTC

---

1. Check DTC for BCM and IPDM E/R.
2. Perform the following procedure if DTC is displayed.
  - Record DTC and freeze frame data (Print them out with CONSULT.)
  - Erase DTC.
  - Study the relationship between the cause detected by DTC and the symptom described by the customer.
3. Check related service bulletins for information.

Are any symptoms described and any DTC detected?

Symptom is described, DTC is displayed>>GO TO 3.

Symptom is described, DTC is not displayed>>GO TO 4.

Symptom is not described, DTC is displayed>>GO TO 5.

---

## 3. CONFIRM THE SYMPTOM

---

Confirm the symptom described by the customer.

Connect CONSULT to the vehicle in the "DATA MONITOR" mode and check real time diagnosis results.

Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 5.

---

## 4. CONFIRM THE SYMPTOM

---

Confirm the symptom described by the customer.

Connect CONSULT to the vehicle in the "DATA MONITOR" mode and check real time diagnosis results.

Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 6.

---

## 5. PERFORM DTC CONFIRMATION PROCEDURE

---

Perform DTC Confirmation Procedure for the displayed DTC, and then check that DTC is detected again.

At this time, always connect CONSULT to the vehicle, and check diagnostic results in real time.

If two or more DTCs are detected, refer to [BCS-62. "DTC Inspection Priority Chart"](#), and determine trouble diagnosis order.

**NOTE:**

Perform Component Function Check if DTC Confirmation Procedure is not included in Service Manual. This simplified check procedure is an effective alternative, although DTC cannot be detected during this check.

If the result of Component Function Check is NG, it is the same as the detection of DTC by DTC Confirmation Procedure.

Is DTC detected?

YES >> GO TO 7.

NO >> Refer to [GI-45. "Intermittent Incident"](#).

---

## 6. DETECT MALFUNCTIONING SYSTEM BY SYMPTOM DIAGNOSIS

---

Detect malfunctioning system according to SYMPTOM DIAGNOSIS based on the confirmed symptom in step 4, and determine the trouble diagnosis order based on possible causes and symptom.

>> GO TO 7.

---

## 7. DETECT MALFUNCTIONING PART BY DIAGNOSTIC PROCEDURE

---

Inspect according to Diagnostic Procedure of the system.

**NOTE:**

The Diagnostic Procedure described based on open circuit inspection. A short circuit inspection is also required for the circuit check in the Diagnostic Procedure.

# DIAGNOSIS AND REPAIR WORK FLOW

[POWER DISTRIBUTION SYSTEM]

< BASIC INSPECTION >

Is malfunctioning part detected?

YES >> GO TO 8.

NO >> Check voltage of related BCM terminals using CONSULT.

## 8. REPAIR OR REPLACE THE MALFUNCTIONING PART

1. Repair or replace the malfunctioning part.
2. Reconnect parts or connectors disconnected during Diagnostic Procedure again after repair and replacement.
3. Check DTC. If DTC is displayed, erase it.

>> GO TO 9.

## 9. FINAL CHECK

When DTC was detected in step 2, perform DTC Confirmation Procedure or Component Function Check again, and then check that the malfunction is repaired securely.

When symptom was described by the customer, refer to confirmed symptom in step 3 or 4, and check that the symptom is not detected.

Does the symptom reappear?

YES (DTC is detected)>>GO TO 7.

YES (Symptom remains)>>GO TO 6.

NO >> INSPECTION END

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# PROCEDURE FOR TEMPORARILY DISABLING THE IGNITION BATTERY SAVER SYSTEM

< BASIC INSPECTION >

[POWER DISTRIBUTION SYSTEM]

## PROCEDURE FOR TEMPORARILY DISABLING THE IGNITION BATTERY SAVER SYSTEM

### Description

INFOID:000000012797617

The ignition battery saver system can be temporarily disabled, without using CONSULT, to prevent it from functioning when performing trouble diagnosis. Refer to [PCS-80. "Work Procedure"](#).

### Work Procedure

INFOID:000000012797618

1. Enter the vehicle carrying a registered Intelligent Key.
2. Place the ignition switch in the OFF position.
3. Without depressing the brake pedal, press and hold the push-button ignition switch continuously for 10 seconds.
4. Check that the buzzer in the combination meter sounds for 2 seconds.
5. Operation is completed.

**NOTE:**

When the ignition switch is placed in any position other than ON, the ignition battery saver system is activated again.



# B2614 ACC RELAY CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

## DTC/CIRCUIT DIAGNOSIS

### B2614 ACC RELAY CIRCUIT

#### DTC Description

INFOID:0000000012797619

#### DTC DETECTION LOGIC

DTC No.	CONSULT screen items (Trouble diagnosis content)	DTC detecting condition
B2614	BCM (Body control module)	The following states are compared, and it do not match for 1 second or more. <ul style="list-style-type: none"> <li>• State of accessory relay control judged by BCM</li> <li>• State of accessory relay control signal</li> </ul>

#### POSSIBLE CAUSE

- Harness or connectors  
(Accessory relay control signal circuit is open or shorted)
- BCM
- Accessory relay

#### FAIL-SAFE

—

#### DTC CONFIRMATION PROCEDURE

##### 1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch to ACC, and wait for 1 second or more.
2. Check "Self-diagnosis result" of BCM with CONSULT.

##### Is DTC detected?

- YES >> Refer to [PCS-81, "Diagnosis Procedure"](#).
- NO-1 >> To check malfunction symptom before repair: Refer to [GI-45, "Intermittent Incident"](#).
- NO-2 >> Confirmation after repair: INSPECTION END

#### Diagnosis Procedure

INFOID:0000000012797620

##### 1.CHECK ACCESSORY RELAY CONTROL SIGNAL

Check voltage between BCM harness connector and ground.

(+)		(-)	Condition	Voltage	
BCM					
Connector	Terminal				
M16	113	Ground	Ignition switch	OFF ACC or ON	0 – 0.5 V 9 – 16 V

##### Is the inspection result normal?

- YES >> GO TO 2.
- NO >> GO TO 5.

##### 2.CHECK ACCESSORY RELAY CONTROL SIGNAL CIRCUIT (OPEN)

1. Turn ignition switch OFF.
2. Disconnect BCM connector and remove accessory relay.
3. Check continuity between BCM harness connector and accessory relay harness connector.

BCM		Accessory relay	Continuity
Connector	Terminal	Terminal	
M16	113	Coil upstream side	Existed

##### Is the inspection result normal?

# B2614 ACC RELAY CIRCUIT

[POWER DISTRIBUTION SYSTEM]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> GO TO 3.
- NO >> Repair or replace harness.

## 3.CHECK ACCESSORY RELAY GROUND CIRCUIT

Check continuity between accessory relay harness connector and ground.

Accessory relay	Ground	Continuity
Terminal		Existed
Coil downstream side		

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair or replace harness.

## 4.CHECK ACCESSORY RELAY

Refer to [PCS-82. "Component Inspection"](#).

Is the inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45. "Intermittent Incident"](#).
- NO >> Replace accessory relay.

## 5.CHECK ACCESSORY RELAY CONTROL SIGNAL CIRCUIT (SHORT TO GROUND)

1. Turn ignition switch OFF.
2. Disconnect BCM connector and remove accessory relay.
3. Check continuity between BCM harness connector and ground.

BCM		Ground	Continuity
Connector	Terminal		Not existed
M16	113		

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Repair or replace harness.

## 6.CHECK ACCESSORY RELAY CONTROL SIGNAL CIRCUIT (SHORT TO BATTERY)

Check voltage between BCM harness connector and ground.

(+)		(-)	Voltage (Approx.)
BCM			
Connector	Terminal		
M16	113	Ground	0 V

Is the inspection result normal?

- YES >> Replace BCM. Refer to [BCS-99. "Removal and Installation"](#).
- NO >> Repair or replace harness.

## Component Inspection

INFOID:000000012797621

## 1.CHECK ACCESSORY RELAY

1. Turn ignition switch OFF.
2. Remove accessory relay.

# B2614 ACC RELAY CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

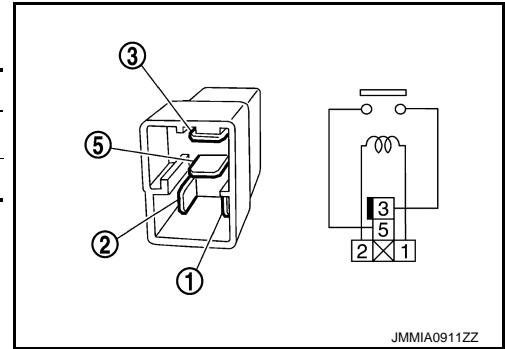
[POWER DISTRIBUTION SYSTEM]

3. Check the continuity between accessory relay terminals.

Terminals	Condition	Continuity
③ and ⑤	12 V direct current supply between terminals ① and ②	Existed
	No current supply	Not existed

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace accessory relay



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# B2615 BLOWER RELAY CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

## B2615 BLOWER RELAY CIRCUIT

### DTC Description

INFOID:000000012797622

### DTC DETECTION LOGIC

DTC No.	CONSULT screen items (Trouble diagnosis content)	DTC detecting condition
B2615	BCM (Body control module)	The following states are compared, and it do not match for 1 second or more. <ul style="list-style-type: none"> <li>State of blower relay control judged by BCM</li> <li>State of blower relay control signal</li> </ul>

### POSSIBLE CAUSE

- Harness or connectors  
(Blower relay control signal circuit is open or shorted)
- BCM
- Blower relay

### FAIL-SAFE

—

### DTC CONFIRMATION PROCEDURE

#### 1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON, and wait for 1 second or more.
2. Check "Self-diagnosis result" with CONSULT.

#### Is DTC detected?

- YES >> Refer to [PCS-87. "Diagnosis Procedure"](#).  
NO-1 >> To check malfunction symptom before repair: Refer to [GI-45. "Intermittent Incident"](#).  
NO-2 >> Confirmation after repair: INSPECTION END

### Diagnosis Procedure

INFOID:000000012797623

#### 1.CHECK BLOWER RELAY CONTROL SIGNAL

Check voltage between BCM harness connector and ground.

(+)		(-)	Condition	Voltage	
BCM					
Connector	Terminal				
M14	66	Ground	Ignition switch	OFF or ACC	0 – 0.5 V
				ON	9 – 16 V

#### Is the inspection result normal?

- YES >> GO TO 2.  
NO >> GO TO 5.

#### 2.CHECK BLOWER RELAY CONTROL SIGNAL CIRCUIT (OPEN)

1. Turn ignition switch OFF.
2. Disconnect BCM connector and blower relay connector.
3. Check continuity between BCM harness connector and blower relay harness connector.

BCM		Blower relay	Continuity
Connector	Terminal	Terminal	
M14	66	Coil upstream side	Existed

#### Is the inspection result normal?

- YES >> GO TO 3.  
NO >> Repair or replace harness.

# B2615 BLOWER RELAY CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

## 3.CHECK BLOWER RELAY GROUND CIRCUIT

Check continuity between blower relay harness connector and ground.

Blower relay		Ground	Continuity
Terminal	Coil downstream side		Existed

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair or replace harness.

## 4.CHECK BLOWER RELAY

Refer to [PCS-85, "Component Inspection"](#).

Is the inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
- NO >> Replace blower relay.

## 5.CHECK BLOWER RELAY CONTROL SIGNAL CIRCUIT (SHORT TO GROUND)

- Turn ignition switch OFF.
- Disconnect BCM connector and blower relay connector.
- Check continuity between BCM harness connector and ground.

BCM		Ground	Continuity
Connector	Terminal		Not existed
M14	66		

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Repair or replace harness.

## 6.CHECK BLOWER RELAY CONTROL SIGNAL CIRCUIT (SHORT TO BATTERY)

Check voltage between BCM harness connector and ground.

BCM		Ground	Voltage (Approx.)
Connector	Terminal		
M14	66		0 V

Is the inspection result normal?

- YES >> Replace BCM. Refer to [BCS-99, "Removal and Installation"](#).
- NO >> Repair or replace harness.

## Component Inspection

INFOID:000000012797624

### 1.CHECK BLOWER RELAY

- Turn blower switch OFF.
- Remove blower relay.

# B2615 BLOWER RELAY CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

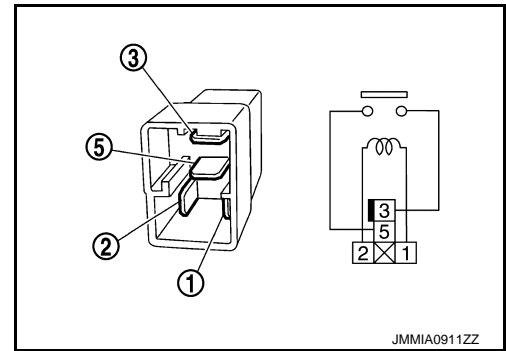
[POWER DISTRIBUTION SYSTEM]

3. Check the continuity between blower relay terminals.

Terminals	Condition	Continuity
③ and ⑤	12 V direct current supply between terminals ① and ②	Existed
	No current supply	Not existed

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace blower relay.



# B2616 IGNITION RELAY CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

## B2616 IGNITION RELAY CIRCUIT

### DTC Description

INFOID:000000012797625

### DTC DETECTION LOGIC

DTC No.	CONSULT screen items (Trouble diagnosis content)	DTC detecting condition
B2616	BCM (Body control module)	The following states are compared, and it do not match for 1 second or more. <ul style="list-style-type: none"> <li>• State of ignition relay (fuse block) control judged by BCM</li> <li>• State of ignition relay (fuse block) control signal</li> </ul>

### POSSIBLE CAUSE

- Harness or connectors  
[Ignition relay (fuse block) control signal circuit]
- BCM
- Ignition relay [fuse block (J/B)]

### FAIL-SAFE

—

### DTC CONFIRMATION PROCEDURE

#### 1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON, and wait for 1 second or more.
2. Check "Self-diagnosis result" with CONSULT.

#### Is DTC detected?

- YES >> Refer to [PCS-87. "Diagnosis Procedure"](#).  
NO-1 >> To check malfunction symptom before repair: Refer to [GI-45. "Intermittent Incident"](#).  
NO-2 >> Confirmation after repair: INSPECTION END

### Diagnosis Procedure

INFOID:000000012797626

#### 1.CHECK IGNITION RELAY [FUSE BLOCK (J/B)] CONTROL SIGNAL

Check voltage between BCM harness connector and ground.

(+)		(-)	Condition	Voltage	
BCM					
Connector	Terminal				
M14	67	Ground	Ignition switch	OFF or ACC	0 – 0.5 V
				ON	9 – 16 V

#### Is the inspection result normal?

- YES >> GO TO 2.  
NO >> GO TO 5.

#### 2.CHECK IGNITION RELAY [FUSE BLOCK (J/B)] CONTROL SIGNAL CIRCUIT (OPEN)

1. Turn ignition switch OFF.
2. Disconnect BCM connector and remove ignition relay [fuse block (J/B)].
3. Check continuity between BCM harness connector and ignition relay [fuse block (J/B)] harness connector.

BCM		Ignition relay [fuse block (J/B)]	Continuity
Connector	Terminal	Terminal	
M14	67	Coil upstream side	Existed

#### Is the inspection result normal?

- YES >> GO TO 3.  
NO >> Repair or replace harness.

# B2616 IGNITION RELAY CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

## 3. CHECK IGNITION RELAY [FUSE BLOCK (J/B)] GROUND

Check continuity between ignition relay [fuse block (J/B)] harness connector and ground.

Ignition relay [fuse block (J/B)]	Ground	Continuity
Terminal		Existed
Coil downstream side		

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair or replace harness.

## 4. CHECK IGNITION RELAY [FUSE BLOCK (J/B)]

Refer to [PCS-88, "Component Inspection"](#).

Is the inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
- NO >> Replace ignition relay [fuse block (J/B)].

## 5. CHECK IGNITION RELAY [FUSE BLOCK (J/B)] CONTROL SIGNAL CIRCUIT (SHORT TO GROUND)

1. Turn ignition switch OFF.
2. Disconnect BCM connector and remove ignition relay [fuse block (J/B)].
3. Check continuity between BCM harness connector and ground.

BCM		Ground	Continuity
Connector	Terminal		Not existed
M14	67		

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Repair or replace harness.

## 6. CHECK IGNITION RELAY [FUSE BLOCK (J/B)] CONTROL SIGNAL CIRCUIT (SHORT TO BATTERY)

Check voltage between BCM harness connector and ground.

(+)		(-)	Voltage (Approx.)
BCM			
Connector	Terminal	Ground	0 V
M14	67		

Is the inspection result normal?

- YES >> Replace BCM. Refer to [BCS-99, "Removal and Installation"](#).
- NO >> Repair or replace harness.

## Component Inspection

INFOID:000000012797627

## 1. CHECK IGNITION RELAY [FUSE BLOCK (J/B)]

1. Turn ignition switch OFF.
2. Remove ignition relay [fuse block (J/B)].



# B2616 IGNITION RELAY CIRCUIT

[POWER DISTRIBUTION SYSTEM]

## < DTC/CIRCUIT DIAGNOSIS >

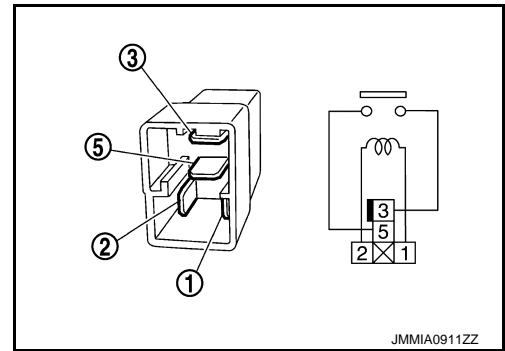
3. Check the continuity between ignition relay [fuse block (J/B)] terminals.

Terminals	Condition	Continuity
③ and ⑤	12 V direct current supply between terminals ① and ②	Existed
	No current supply	Not existed

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace ignition relay [fuse block (J/B)].



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B2618 BCM

DTC Description

INFOID:000000012797628

DTC DETECTION LOGIC

DTC No.	CONSULT screen items (Trouble diagnosis content)	DTC detecting condition
B2618	BCM (Body control module)	The following states are compared, and it do not match for 1 second or more. <ul style="list-style-type: none"> <li>• State of ignition relay (IPDM E/R) control judged by BCM</li> <li>• State of ignition relay (IPDM E/R) control signal</li> </ul>

POSSIBLE CAUSE

- Harness or connectors  
[Ignition relay (IPDM E/R) control signal circuit]
- BCM
- IPDM E/R

FAIL-SAFE

—

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON, and wait for 1 second or more.
2. Check "Self-diagnosis result" of BCM with CONSULT.

Is DTC detected?

- YES >> Refer to [PCS-90. "Diagnosis Procedure"](#).  
 NO-1 >> To check malfunction symptom before repair: Refer to [GI-45. "Intermittent Incident"](#).  
 NO-2 >> Confirmation after repair: INSPECTION END

Diagnosis Procedure

INFOID:000000012797629

1.CHECK IGNITION RELAY (IPDM E/R) CONTROL SIGNAL

Check voltage between BCM harness connector and ground.

(+)		(-)	Condition	Voltage
BCM				
Connector	Terminal			
M14	70	Ground	Ignition switch	OFF or ACC 9 – 16 V
			ON 0 – 0.5 V	

Is the inspection result normal?

- YES >> Replace BCM. Refer to [BCS-99. "Removal and Installation"](#).  
 NO >> GO TO 2.

2.CHECK IGNITION RELAY (IPDM E/R) CONTROL SIGNAL CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM connector and IPDM E/R connector.
3. Check continuity between BCM harness connector and IPDM E/R harness connector.

BCM		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
M14	70	E121	43	Existed

4. Check continuity between BCM harness connector and ground.

# B2618 BCM

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

BCM		Ground	Continuity
Connector	Terminal		
M14	70		Not existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace harness.

### 3. CHECK VOLTAGE OF IGNITION RELAY (IPDM E/R) CONTROL SIGNAL CIRCUIT (IPDM E/R SIDE)

1. Connect IPDM E/R connector.
2. Check voltage between IPDM E/R harness connector and ground.

(+)		(-)	Condition		Voltage
IPDM E/R					
Connector	Terminal				
E121	43	Ground	Ignition switch	OFF	6 – 16 V

Is the inspection result normal?

YES >> Replace BCM. Refer to [BCS-99. "Removal and Installation"](#).

NO >> Replace IPDM E/R. Refer to [PCS-44. "Removal and Installation"](#).

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PCS

# B261A PUSH-BUTTON IGNITION SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

## B261A PUSH-BUTTON IGNITION SWITCH

### DTC Description

INFOID:000000012797630

### DTC DETECTION LOGIC

DTC No.	CONSULT screen items (Trouble diagnosis content)	DTC detecting condition
B261A	PUSH-BTN IGN SW (Push-button ignition switch)	The following signal status that BCM receives are compared, and it do not match for 1 second or more. <ul style="list-style-type: none"> <li>• Push-button Ignition switch (push switch) signal</li> <li>• Push-button Ignition switch (push switch) status signal (CAN)</li> </ul>

### POSSIBLE CAUSE

- Harness or connectors  
[Push-button ignition switch (push switch) circuit is open or shorted.]
- BCM
- IPDM E/R

### FAIL-SAFE

—

### DTC CONFIRMATION PROCEDURE

#### 1. PERFORM DTC CONFIRMATION PROCEDURE

1. Press push-button ignition switch (push switch) under the following conditions, and wait for 1 second or more.
  - Shift position is in the P position
  - Do not depress brake pedal
2. Check "Self-diagnosis result" of BCM with CONSULT.

#### Is DTC detected?

- YES >> Refer to [PCS-92, "Diagnosis Procedure"](#).
- NO-1 >> To check malfunction symptom before repair: Refer to [GI-45, "Intermittent Incident"](#).
- NO-2 >> Confirmation after repair: INSPECTION END

### Diagnosis Procedure

INFOID:000000012797631

#### 1. CHECK PUSH-BUTTON IGNITION SWITCH (PUSH SWITCH) OUTPUT SIGNAL

1. Disconnect push-button ignition switch connector and IPDM E/R connector.
2. Check voltage between push-button ignition switch harness connector and ground.

(+)		(-)	Voltage
Push-button Ignition switch			
Connector	Terminal		
M38	8	Ground	9 – 16 V

#### Is the inspection result normal?

- YES >> GO TO 3.
- NO >> GO TO 2.

#### 2. CHECK PUSH-BUTTON IGNITION SWITCH CIRCUIT (BCM)

1. Disconnect BCM connector.
2. Check continuity between BCM harness connector and push-button ignition switch harness connector.

BCM		Push-button Ignition switch		Continuity
Connector	Terminal	Connector	Terminal	
M13	1	M38	8	Existed

3. Check continuity between push-button ignition switch harness connector and ground.

# B261A PUSH-BUTTON IGNITION SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

Push-button Ignition switch		Ground	Continuity
Connector	Terminal		
M38	8		Not existed

Is the inspection result normal?

- YES >> Replace BCM. Refer to [BCS-99, "Removal and Installation"](#).
- NO >> Repair or replace harness.

### 3.CHECK PUSH-BUTTON IGNITION SWITCH (PUSH SWITCH) OUTPUT SIGNAL (IPDM E/R)

1. Disconnect BCM connector.
2. Connect IPDM E/R connector.
3. Check voltage between IPDM E/R harness connector and ground.

(+)		(-)	Voltage
IPDM E/R			
Connector	Terminal		
E121	38	Ground	6 – 16 V

Is the inspection result normal?

- YES >> Replace IPDM E/R. Refer to [PCS-44, "Removal and Installation"](#).
- NO >> GO TO 4.

### 4.CHECK PUSH-BUTTON IGNITION SWITCH (PUSH SWITCH) CIRCUIT (IPDM E/R)

1. Check continuity between IPDM E/R harness connector and push-button ignition switch harness connector.

IPDM E/R		Push-button Ignition switch		Continuity
Connector	Terminal	Connector	Terminal	
E121	38	M38	8	Existed

2. Check continuity between push-button ignition switch harness connector and ground.

Push-button Ignition switch		Ground	Continuity
Connector	Terminal		
M38	8		Not existed

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Repair or replace harness.

### 5.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

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PCS

# B26F1 IGNITION RELAY

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

## B26F1 IGNITION RELAY

### DTC Description

INFOID:000000012797632

### DTC DETECTION LOGIC

DTC No.	CONSULT screen items (Trouble diagnosis content)	DTC detecting condition
B26F1	IGN RELAY OFF (Ignition relay off)	BCM transmits the ignition relay control signal (ON: 0 V) or ignition switch ON signal (ON) (CAN), but does not receives ignition switch ON signal (ON) (CAN) from IPDM E/R.

### POSSIBLE CAUSE

- Harness or connectors  
(Ignition relay circuit is open)
- BCM
- IPDM E/R

### FAIL-SAFE

Inhibit engine cranking

### DTC CONFIRMATION PROCEDURE

#### 1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON, and wait for 2 seconds or more.
2. Check "Self-diagnosis result" with CONSULT.

#### Is DTC detected?

- YES >> Refer to [PCS-94. "Diagnosis Procedure"](#).  
NO-1 >> To check malfunction symptom before repair: Refer to [GI-45. "Intermittent Incident"](#).  
NO-2 >> Confirmation after repair: INSPECTION END

### Diagnosis Procedure

INFOID:000000012797633

#### 1. CHECK IPDM E/R SELF-DIAGNOSTIC RESULT

1. Turn ignition switch ON.
2. Erase the DTC of IPDM E/R.
3. Turn ignition switch OFF.
4. Turn ignition switch ON and check the DTC again.

#### Is DTC detected?

- YES >> Repair or replace the malfunctioning part. Refer to [PCS-26. "DTC Index"](#).  
NO >> GO TO 2.

#### 2. CHECK IGNITION RELAY (IPDM E/R) CONTROL SIGNAL

Check voltage between BCM harness connector and ground.

(+)		(-)	Condition		Voltage
BCM					
Connector	Terminal	Ground	Ignition switch	ON	0 – 0.5 V
M14	70				

#### Is the inspection result normal?

- YES >> GO TO 3.  
NO >> Replace BCM. Refer to [BCS-99. "Removal and Installation"](#).

#### 3. CHECK IGNITION RELAY (IPDM E/R) CONTROL SIGNAL CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM and IPDM connectors.
3. Check continuity between BCM harness connector and IPDM E/R harness connector.

# B26F1 IGNITION RELAY

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

BCM		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
M14	70	E121	43	Existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-44, "Removal and Installation"](#).

NO >> Repair or replace harness.

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PCS

# B26F2 IGNITION RELAY

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

## B26F2 IGNITION RELAY

### DTC Description

INFOID:000000012797634

### DTC DETECTION LOGIC

DTC No.	CONSULT screen items (Trouble diagnosis content)	DTC detecting condition
B26F2	IGN RELAY ON (Ignition relay on)	BCM transmits the ignition relay control signal (OFF: 12 V) or ignition switch ON signal (OFF) (CAN), but does not receives ignition switch ON signal (OFF) (CAN) from IPDM E/R.

### POSSIBLE CAUSE

- Harness or connectors  
(Ignition relay circuit is short)
- BCM
- IPDM E/R

### FAIL-SAFE

Inhibit engine cranking

### DTC CONFIRMATION PROCEDURE

#### 1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON, and wait for 2 seconds or more.
2. Check "Self-diagnosis result" with CONSULT.

#### Is DTC detected?

- YES >> Refer to [PCS-96. "Diagnosis Procedure"](#).  
 NO-1 >> To check malfunction symptom before repair: Refer to [GI-45. "Intermittent Incident"](#).  
 NO-2 >> Confirmation after repair: INSPECTION END

### Diagnosis Procedure

INFOID:000000012797635

#### 1. CHECK IPDM E/R SELF-DIAGNOSTIC RESULT

1. Turn ignition switch ON.
2. Erase the DTC of IPDM E/R.
3. Turn ignition switch OFF.
4. Turn ignition switch ON and check the DTC again.

#### Is DTC detected?

- YES >> Repair or replace the malfunctioning part. Refer to [PCS-26. "DTC Index"](#).  
 NO >> GO TO 2.

#### 2. CHECK IGNITION RELAY (IPDM E/R) CONTROL SIGNAL

1. Turn ignition switch OFF.
2. Check voltage between IPDM E/R harness connector and ground.

(+)		(-)	Condition		Voltage
IPDM E/R					
Connector	Terminal				
E121	43	Ground	Ignition switch	OFF or ACC	6 – 16 V

#### Is the inspection result normal?

- YES >> Replace IPDM E/R. Refer to [PCS-44. "Removal and Installation"](#).  
 NO >> GO TO 3.

#### 3. CHECK IGNITION RELAY (IPDM E/R) CONTROL SIGNAL CIRCUIT - 1

1. Turn ignition switch OFF.
2. Disconnect BCM and IPDM E/R connectors.
3. Check continuity between IPDM E/R harness connector and ground.



## B26F2 IGNITION RELAY

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

IPDM E/R		Ground	Continuity
Connector	Terminal		
E121	43		Not existed

Is the inspection result normal?

- YES >> GO TO 4.  
 NO >> Repair or replace harness.

### 4. CHECK IGNITION RELAY (IPDM E/R) CONTROL SIGNAL CIRCUIT - 2

1. Connect IPDM E/R connectors.
2. Check voltage between IPDM E/R harness connector and ground.

(+)		(-)	Condition		Voltage
IPDM E/R					
Connector	Terminal				
E121	43	Ground	Ignition switch	OFF or ACC	6 – 16 V

Is the inspection result normal?

- YES >> Replace BCM. Refer to [BCS-99. "Removal and Installation"](#).  
 NO >> Replace IPDM E/R. Refer to [PCS-44. "Removal and Installation"](#).

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PCS

B26F6 BCM

DTC Description

INFOID:000000012797636

DTC DETECTION LOGIC

DTC No.	CONSULT screen items (Trouble diagnosis content)	DTC detecting condition
B26F6	BCM (Body control module)	Ignition switch ON signal (CAN) (ON) is not transmitted from IPDM E/R, when BCM turns ignition relay ON [Transmit ignition switch ON signal (CAN) (ON)].

POSSIBLE CAUSE

BCM

FAIL-SAFE

—

DTC CONFIRMATION PROCEDURE

1. CHECK DTC PRIORITY

If DTC B26F6 is displayed with DTC U1000 or U1010, first perform the trouble diagnosis for DTC U1000 or U1010.

Is applicable DTC detected?

YES >> Perform diagnosis of applicable. U1000: Refer to [BCS-86, "DTC Description"](#). U1010: Refer to [BCS-87, "DTC Description"](#).

NO >> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON, and wait for 0.5 seconds or more.
2. Check "Self-diagnosis result" of BCM with CONSULT.

Is DTC detected?

YES >> Refer to [PCS-98, "Diagnosis Procedure"](#).

NO-1 >> To check malfunction symptom before repair: Refer to [GI-45, "Intermittent Incident"](#).

NO-2 >> Confirmation after repair: INSPECTION END

Diagnosis Procedure

INFOID:000000012797637

1. INSPECTION START

1. Turn ignition switch ON.
2. Select "Self-diagnosis result" of BCM with CONSULT.
3. Touch "ERASE".
4. Perform DTC Confirmation Procedure.  
See [PCS-98, "DTC Description"](#).

Is DTC detected?

YES >> Replace BCM. Refer to [BCS-99, "Removal and Installation"](#).

NO >> INSPECTION END

# PUSH-BUTTON IGNITION SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

## PUSH-BUTTON IGNITION SWITCH

### Component Function Check

INFOID:000000012797638

#### 1.CHECK FUNCTION

1. Select "PUSH SW" in "Data Monitor" mode with CONSULT.
2. Check the push-button ignition switch signal under the following conditions.

Test item	Condition	Status
PUSH SW	Push-button ignition switch is pressed	ON
	Push-button ignition switch is not pressed	OFF

Is the indication normal?

- YES >> INSPECTION END.  
NO >> Refer to [PCS-99, "Diagnosis Procedure"](#).

### Diagnosis Procedure

INFOID:000000012797639

#### 1.CHECK PUSH-BUTTON IGNITION SWITCH OUTPUT SIGNAL 1

1. Turn ignition switch OFF.
2. Disconnect push-button ignition switch connector and IPDM E/R connector.
3. Check voltage between push-button ignition switch harness connector and ground.

(+)		(-)	Voltage
Connector	Terminal		
M38	8	Ground	9 – 16 V

Is the inspection result normal?

- YES >> GO TO 3.  
NO >> GO TO 2.

#### 2.CHECK PUSH-BUTTON IGNITION SWITCH CIRCUIT 1

1. Disconnect BCM connector.
2. Check continuity between BCM harness connector and push-button ignition switch harness connector.

BCM		Push-button ignition switch		Continuity
Connector	Terminal	Connector	Terminal	
M13	1	M38	8	Existed

3. Check continuity between BCM harness connector and ground.

BCM		Ground	Continuity
Connector	Terminal		
M13	1		Not existed

Is the inspection result normal?

- YES >> Replace BCM. Refer to [BCS-99, "Removal and Installation"](#).  
NO >> Repair or replace harness.

#### 3.CHECK PUSH-BUTTON IGNITION SWITCH OUTPUT SIGNAL 2

1. Disconnect BCM connector.
2. Connect IPDM E/R connector.
3. Check voltage between IPDM E/R harness connector and ground.

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PCS

# PUSH-BUTTON IGNITION SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

(+)		(-)	Voltage
IPDM E/R			
Connector	Terminal	Ground	6 – 16 V
E121	38		

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

## 4.CHECK PUSH-BUTTON IGNITION SWITCH CIRCUIT 2

1. Check continuity between IPDM E/R harness connector and push-button ignition switch harness connector.

IPDM E/R		Push-button ignition switch		Continuity
Connector	Terminal	Connector	Terminal	
E121	38	M38	8	Existed

2. Check continuity between IPDM E/R harness connector and ground.

IPDM E/R		Ground	Continuity
Connector	Terminal		
E121	38		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-44. "Removal and Installation"](#).

NO >> Repair or replace harness.

## 5.CHECK PUSH-BUTTON IGNITION SWITCH GROUND CIRCUIT

Check continuity between push-button ignition switch harness connector and ground.

Push-button ignition switch		Ground	Continuity
Connector	Terminal		
M38	4		Existed

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace harness.

## 6.CHECK PUSH-BUTTON IGNITION SWITCH

Refer to [PCS-100. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace push-button ignition switch. Refer to [PCS-106. "Removal and Installation"](#).

## 7.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

## Component Inspection

INFOID:000000012797640

### 1.CHECK PUSH-BUTTON IGNITION SWITCH

1. Turn ignition switch OFF.
2. Disconnect push-button ignition switch connector.
3. Check continuity between push-button ignition switch terminals.

# PUSH-BUTTON IGNITION SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

Push-button ignition switch		Condition	Continuity
Terminal			
4	8	Pressed	Existed
		Not pressed	Not existed

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace push-button ignition switch. Refer to [PCS-106, "Removal and Installation"](#).

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PCS

# PUSH-BUTTON IGNITION SWITCH POSITION INDICATOR

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

## PUSH-BUTTON IGNITION SWITCH POSITION INDICATOR

### Description

INFOID:000000012797641

Push-button ignition switch changes the ignition switch position.

BCM maintains the ignition switch position status.

BCM changes the ignition switch position with the operation of the push-button ignition switch.

### Component Function Check

INFOID:000000012797642

#### 1. CHECK FUNCTION

Check push-button ignition switch ("PUSH SWITCH INDICATOR") in Active Test Mode with CONSULT.

Test item		Description	
PUSH SWITCH INDICATOR	ON	Position indicator	Illuminates
	OFF		Does not illuminate

Is the inspection result normal?

YES >> INSPECTION END

NO >> Refer to [PCS-102, "Diagnosis Procedure"](#).

### Diagnosis Procedure

INFOID:000000012797643

#### 1. CHECK PUSH-BUTTON IGNITION SWITCH INPUT SIGNAL

1. Turn ignition switch OFF.
2. Disconnect push-button ignition switch connector.
3. Check voltage between push-button ignition switch harness connector and ground.

(+)		(-)	Voltage
Push-button ignition switch			
Connector	Terminal	Ground	Battery voltage
M38	3		

Is the inspection normal?

YES >> GO TO 2.

NO-1 >> Check 10 A fuse [No. 6, located in fuse block (J/B)].

NO-2 >> Check harness for open or short between push-button ignition switch and fuse.

#### 2. CHECK BCM INPUT

1. Connect push-button ignition switch connector.
2. Disconnect BCM connector.
3. Check voltage between BCM connector and ground.

(+)		(-)	Voltage
BCM			
Connector	Terminal	Ground	9 – 16 V
M16	111		

Is the inspection normal?

YES >> Replace BCM. Refer to [BCS-99, "Removal and Installation"](#).

NO >> GO TO 3.

#### 3. CHECK PUSH-BUTTON IGNITION SWITCH CIRCUIT

1. Disconnect push-button ignition switch connector.
2. Check continuity between BCM harness connector and push-button ignition switch harness connector.

# PUSH-BUTTON IGNITION SWITCH POSITION INDICATOR

< DTC/CIRCUIT DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

BCM		Push-button ignition switch		Continuity
Connector	Terminal	Connector	Terminal	
M16	111	M38	7	Existed

3. Check continuity between BCM harness connector and ground.

BCM		Ground	Continuity
Connector	Terminal		
M16	111		Not existed

Is the inspection normal?

- YES >> Replace push-button ignition switch. Refer to [PCS-106, "Removal and Installation"](#).
- NO >> Repair or replace harness.

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PCS

# PUSH-BUTTON IGNITION SWITCH DOES NOT OPERATE

< SYMPTOM DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

## SYMPTOM DIAGNOSIS

### PUSH-BUTTON IGNITION SWITCH DOES NOT OPERATE

#### Diagnosis Procedure

INFOID:000000012797644

#### 1.PERFORM WORK SUPPORT

Perform "INSIDE ANT DIAGNOSIS" on Work Support of "INTELLIGENT KEY".

Refer to [DLK-51, "INTELLIGENT KEY : CONSULT Function \(BCM - INTELLIGENT KEY\)"](#).

>> GO TO 2.

#### 2.PERFORM SELF-DIAGNOSIS RESULT

Perform Self-Diagnosis Result of "BCM".

Is DTC detected?

YES >> Refer to [BCS-63, "DTC Index"](#).

NO >> GO TO 3.

#### 3.CHECK PUSH-BUTTON IGNITION SWITCH

Check push-button ignition switch.

Refer to [PCS-99, "Component Function Check"](#).

Is the operation normal?

YES >> GO TO 4.

NO >> Repair or replace malfunctioning parts.

#### 4.REPLACE BCM

Replace BCM. Refer to [BCS-99, "Removal and Installation"](#)

Is the inspection result normal?

YES >> INSPECTION END

NO >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).



# PUSH-BUTTON IGNITION SWITCH POSITION INDICATOR DOES NOT ILLUMINATE

< SYMPTOM DIAGNOSIS >

[POWER DISTRIBUTION SYSTEM]

## PUSH-BUTTON IGNITION SWITCH POSITION INDICATOR DOES NOT ILLUMINATE

### Diagnosis Procedure

INFOID:000000012797645

#### 1. CHECK PUSH-BUTTON IGNITION SWITCH INDICATOR

Check push-button ignition switch indicator.

Refer to [PCS-102, "Component Function Check"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the malfunctioning parts.

#### 2. REPLACE BCM

Replace BCM. Refer to [BCS-99, "Removal and Installation"](#)

Is the inspection result normal?

YES >> INSPECTION END

NO >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

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# PUSH-BUTTON IGNITION SWITCH

< REMOVAL AND INSTALLATION >

[POWER DISTRIBUTION SYSTEM]

## REMOVAL AND INSTALLATION


### PUSH-BUTTON IGNITION SWITCH

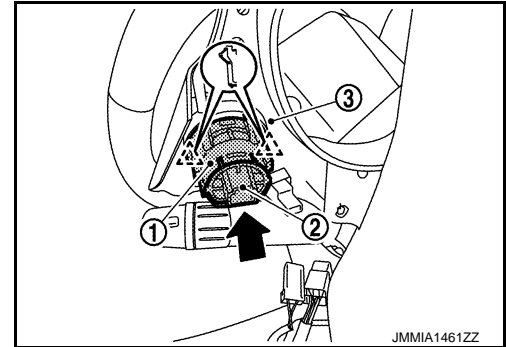
#### Removal and Installation

INFOID:000000012797646


#### REMOVAL

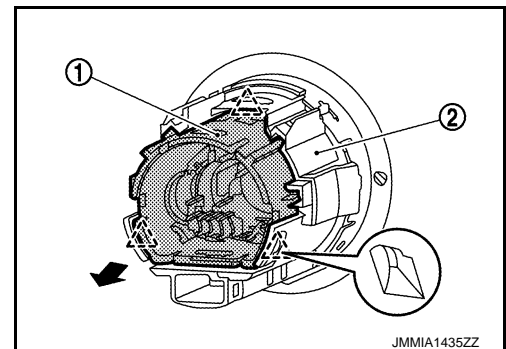
1. Disengage cluster lid A fixing pawls. Refer to [IP-13. "Removal and Installation"](#).
2. Disconnect push-button ignition switch connector and NATS antenna amp. connector.
3. Disengage NATS antenna amp. fixing pawls and then remove NATS antenna amp. ① and push-button ignition switch ② as a set from cluster lid A ③.

 : Pawl



4. Disengage push-button ignition switch fixing pawl and then remove push-button ignition switch ① from NATS antenna amp. ②.

 : Pawl



#### INSTALLATION

Install in the reverse order of removal.