SECTION LAN

LAN SYSTEM

CONTENTS

CAN SYSTEM (TYPE 1)

CAN SYSTEM (TYPE 2)

CAN SYSTEM (TYPE 3)

PRECAUTION

PRECAUTIONS

Precautions for Trouble Diagnosis

INFOID:0000000010593509

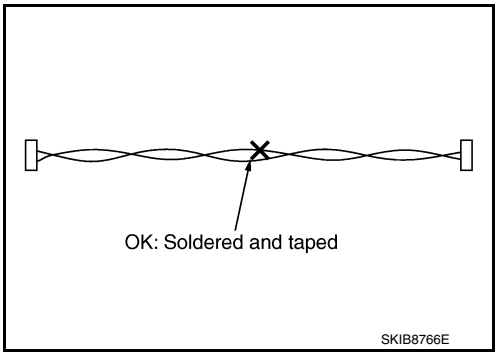
CAUTION:

- **Never apply 7.0 V or more to the measurement terminal.**
- **Use a tester with open terminal voltage of 7.0 V or less.**
- **Turn the ignition switch OFF and disconnect the battery cable from the negative terminal when checking the harness.**

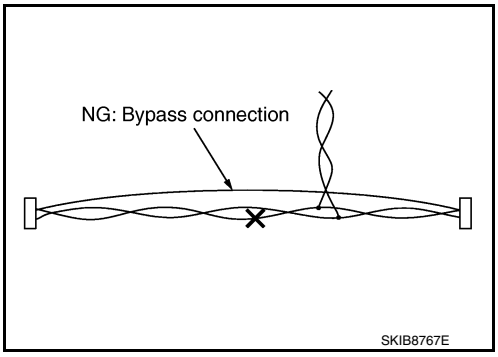
Precautions for Harness Repair

INFOID:0000000010593510

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



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



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

SYSTEM DESCRIPTION

CAN COMMUNICATION SYSTEM

System Description

INFOID:0000000010593511

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

System Diagram

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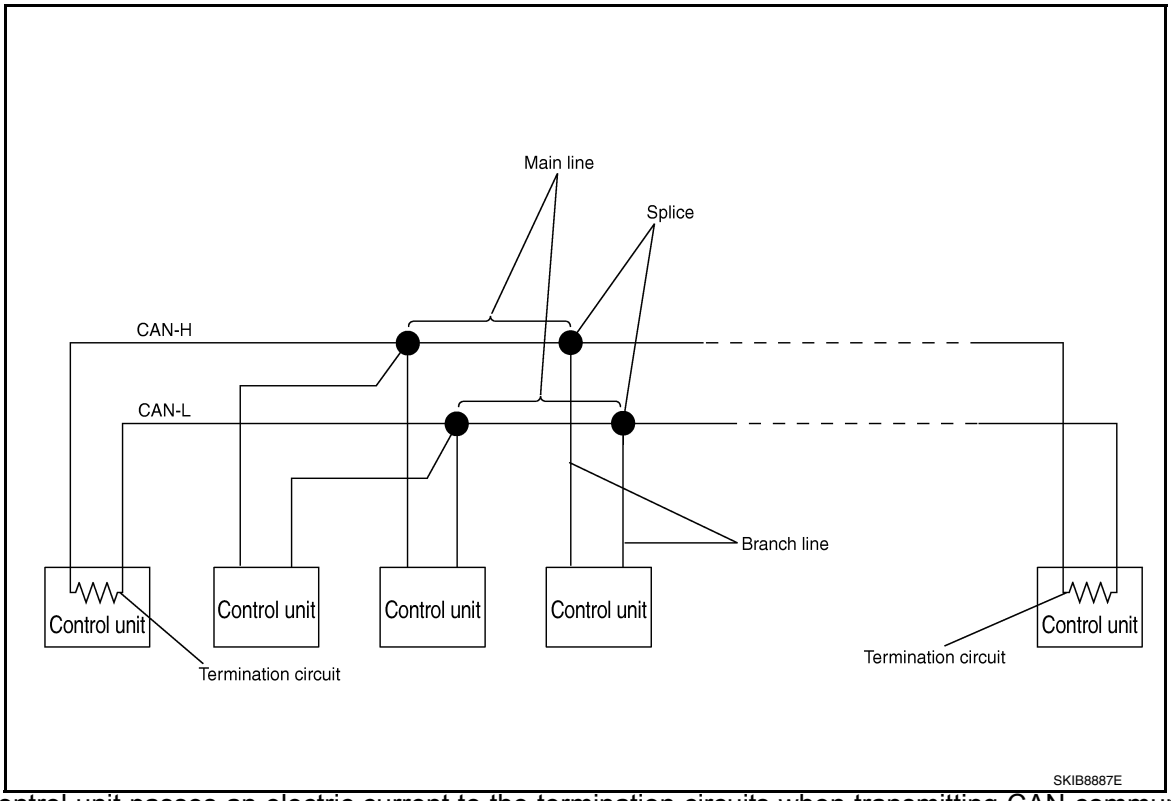

Each control unit passes an electric current to the termination circuits when transmitting CAN communication signal. The termination circuits produce an electrical potential difference between CAN-H and CAN-L. CAN communication system transmits and receives CAN communication signals by the potential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

Component	Description
Main line	CAN communication line between splices
Branch line	CAN communication line between splice and a control unit
Splice	A point connecting a branch line with a main line
Termination circuit	Refer to LAN-8, "CAN Communication Control Circuit".

CAN Communication Control Circuit

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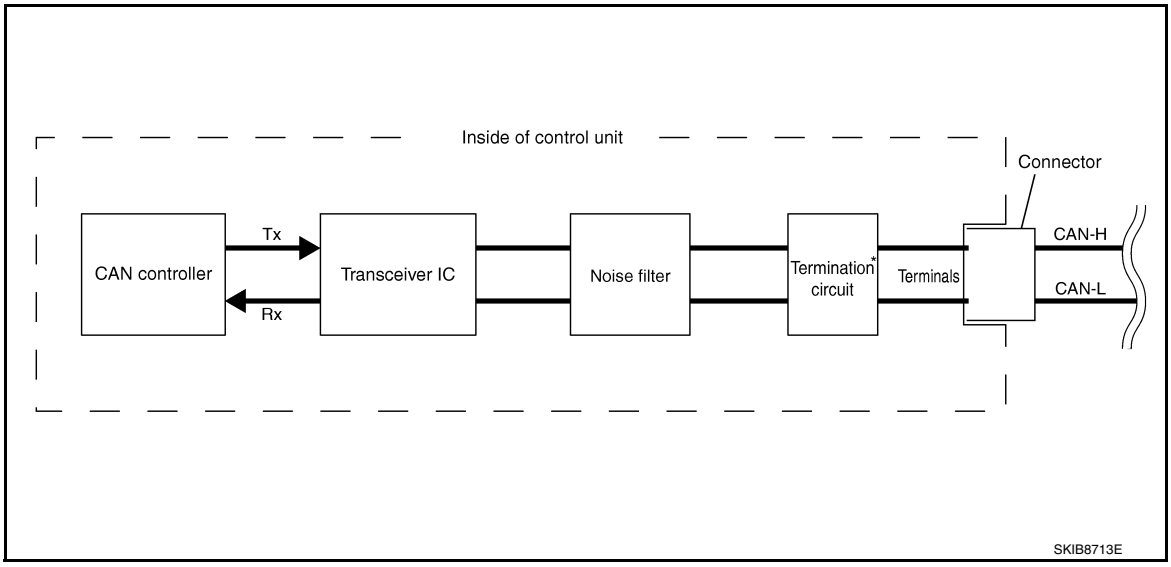

Component	System description
CAN controller	It controls CAN communication signal transmission and reception, error detection, etc.
Transceiver IC	It converts digital signal into CAN communication signal, and CAN communication signal into digital signal.
Noise filter	It eliminates noise of CAN communication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

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

DIAG ON CAN

Description

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

System Diagram

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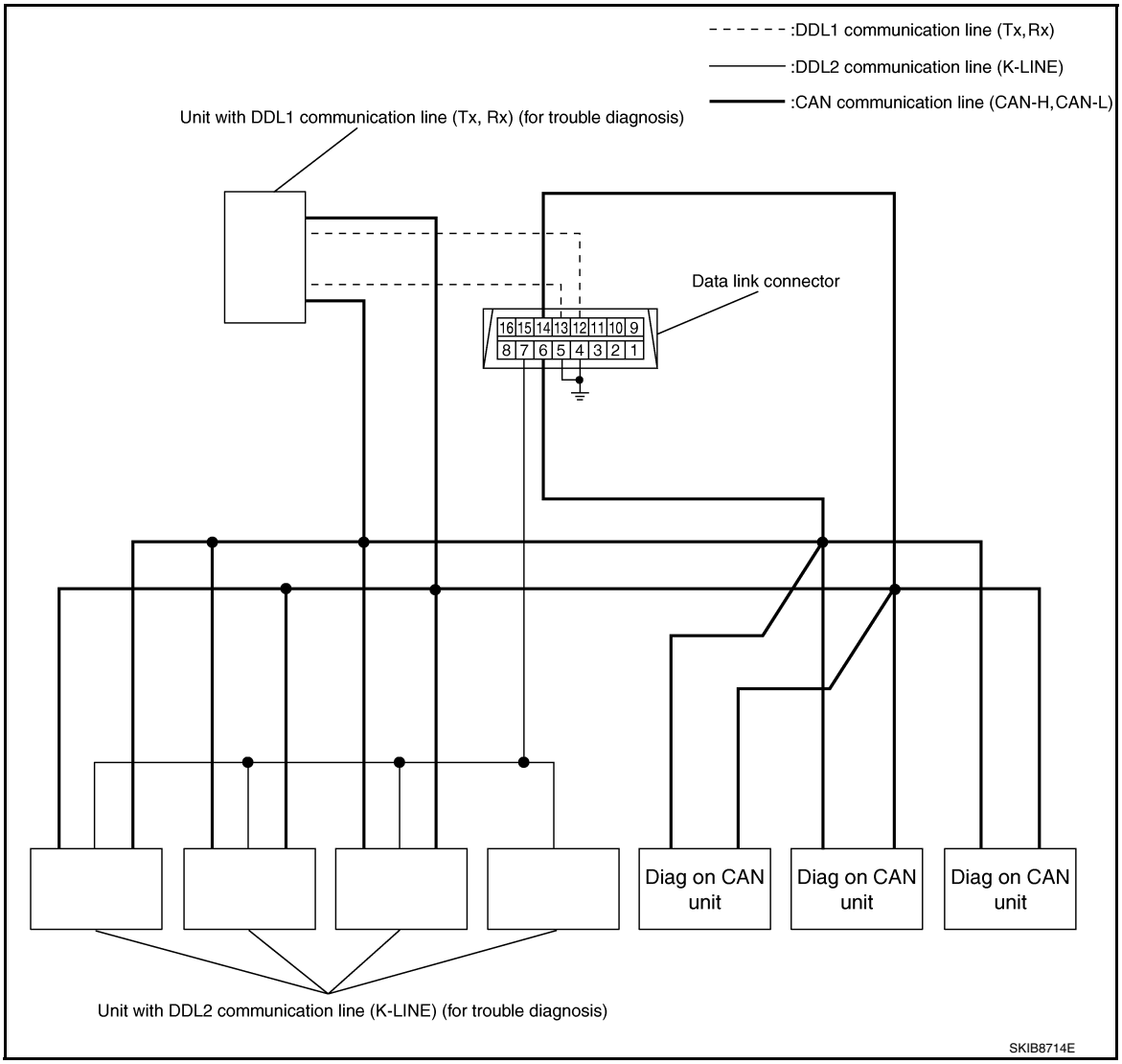


Name	Harness	Description
DDL1	Tx Rx	It is used for trouble diagnosis. (CAN-H and CAN-L are used for controlling)
DDL2	K-LINE	It is used for trouble diagnosis. (CAN-H and CAN-L are used for controlling)
Diag on CAN	CAN-H CAN-L	It is used for trouble diagnosis and control.

TROUBLE DIAGNOSIS

Condition of Error Detection

INFOID:0000000010593516

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

CAN COMMUNICATION SYSTEM ERROR

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

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

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

CAUTION:

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

Symptom When Error Occurs in CAN Communication System

INFOID:0000000010593517

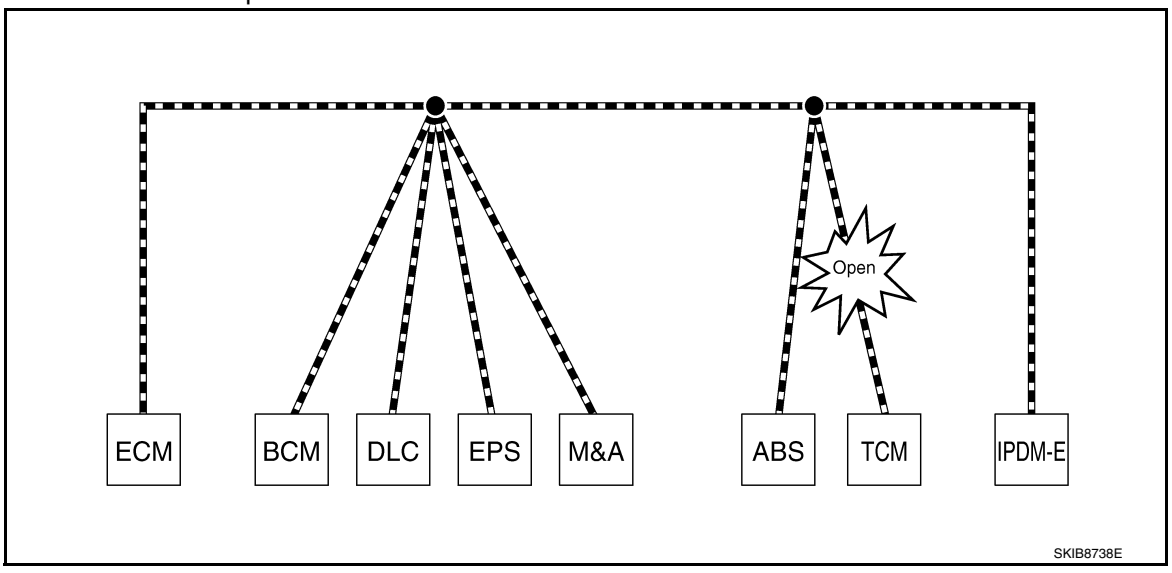
In CAN communication system, multiple units mutually transmit and receive signals. Each unit cannot transmit and receive signals if any error occurs on CAN communication line. Under this condition, multiple control units related to the root cause malfunction or go into fail-safe mode.

ERROR EXAMPLE

NOTE:

- Each vehicle differs in symptom of each unit under fail-safe mode and CAN communication line wiring.
- Refer to LAN-21, "Abbreviation List" for the unit abbreviation.

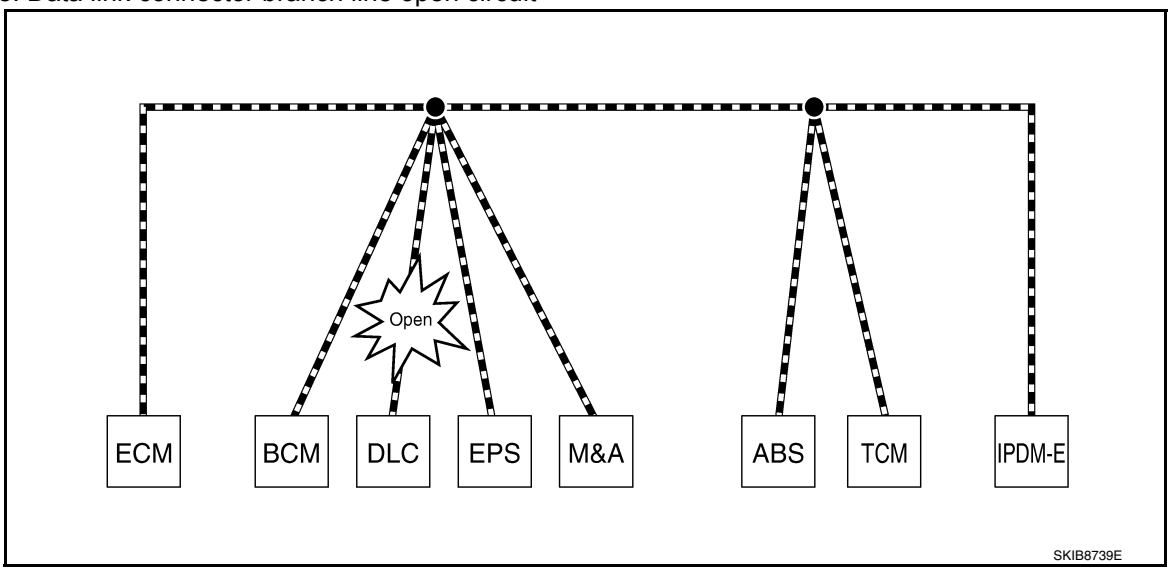
Example: TCM branch line open circuit



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

Unit name	Symptom
EPS control unit	Normal operation.
Combination meter	• Shift position indicator and OD OFF indicator turn OFF. • Warning lamps turn ON.
ABS actuator and electric unit (control unit)	Normal operation.
TCM	No impact on operation.
IPDM E/R	Normal operation.

Example: Data link connector branch line open circuit

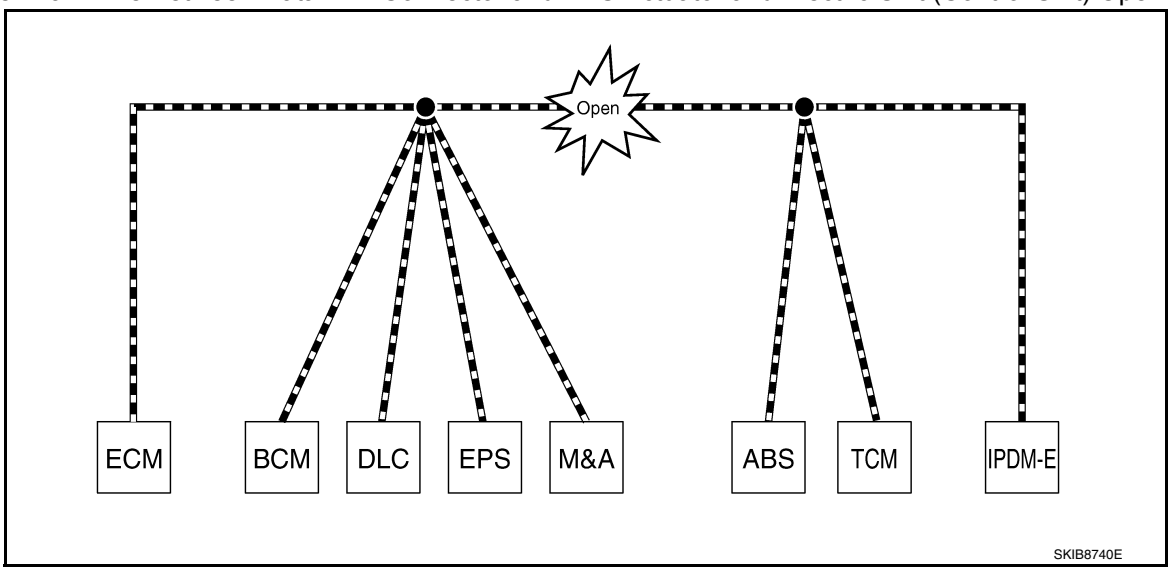


Unit name	Symptom
ECM	Normal operation.
BCM	
EPS control unit	
Combination meter	
ABS actuator and electric unit (control unit)	
TCM	
IPDM E/R	

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

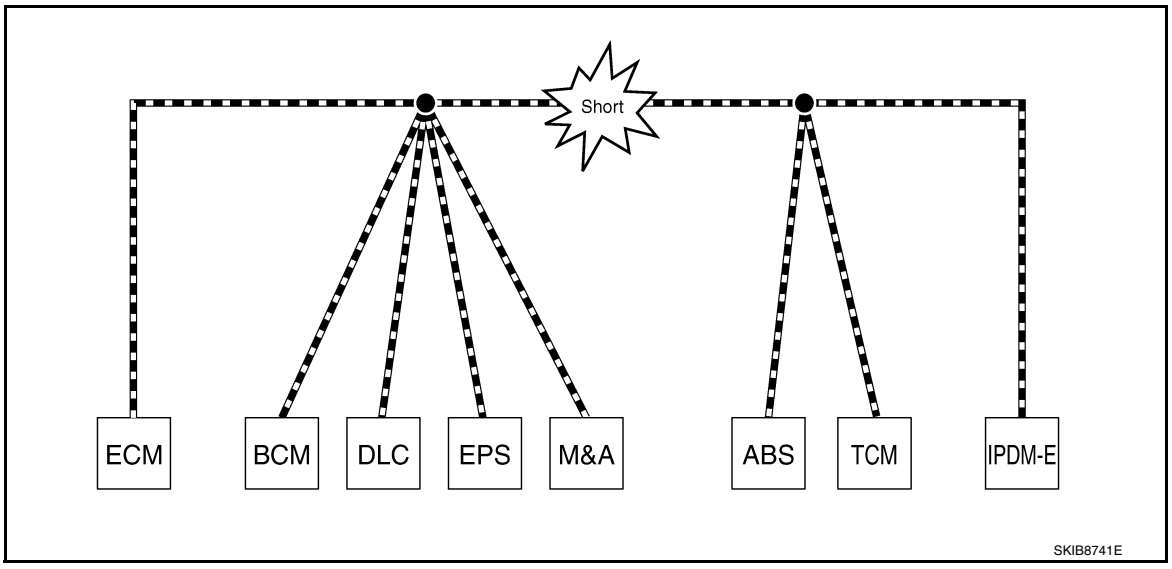
Error	Difference of symptom
Data link connector branch line open circuit	Normal operation.
CAN-H, CAN-L harness short-circuit	Most of the units which are connected to the CAN communication system enter fail-safe mode or are deactivated.

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



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

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



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

CAN Diagnosis with CONSULT

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CAN diagnosis on CONSULT extracts the root cause by receiving the following information.
- Response to the system call
- Control unit diagnosis information
- Self-diagnosis
- CAN diagnostic support monitor

Self-Diagnosis

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If communication signals cannot be transmitted or received among units communicating via CAN communication line, CAN communication-related DTC is displayed on the CONSULT “Self Diagnostic Result” screen.
NOTE:
The following table shows examples of CAN communication-related DTC. For other DTC, refer to the applicable sections.

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

CAN Diagnostic Support Monitor

INFOID:0000000010593520

MONITOR ITEM (CONSULT)

Example: CAN DIAG SUPPORT MNTR indication

Without PAST

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

With PAST

ENGINE		
MONITOR ITEM	PRESENT	PAST
TRANSMIT DIAG	OK	OK
VDC/TCS/ABS	OK	5
METER/M&A	Not diagnosed	-
BCM/SEC	OK	OK
ICC	Not diagnosed	-
HVAC	Not diagnosed	-
TCM	OK	OK
EPS	OK	OK
IPDM E/R	OK	5
e4WD	Not diagnosed	-
AWD/4WD	Not diagnosed	-

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Without PAST

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

With PAST

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

MONITOR ITEM (ON-BOARD DIAGNOSIS)

NOTE:

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

Example: Vehicle Display

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

How to Use CAN Communication Signal Chart

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

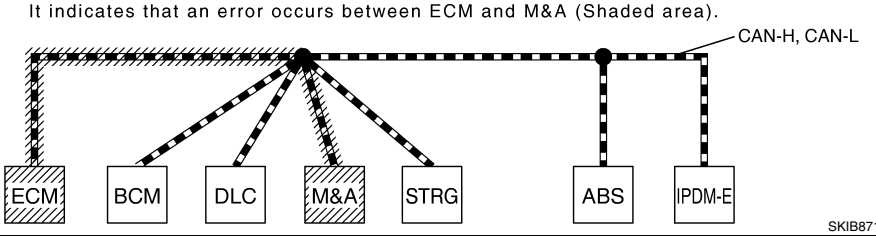
Example: Tachometer does not move even though the engine rotates.

T: Transmit R: Receive

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

No communication between ECM and M&A.

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



BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Trouble Diagnosis Flow Chart

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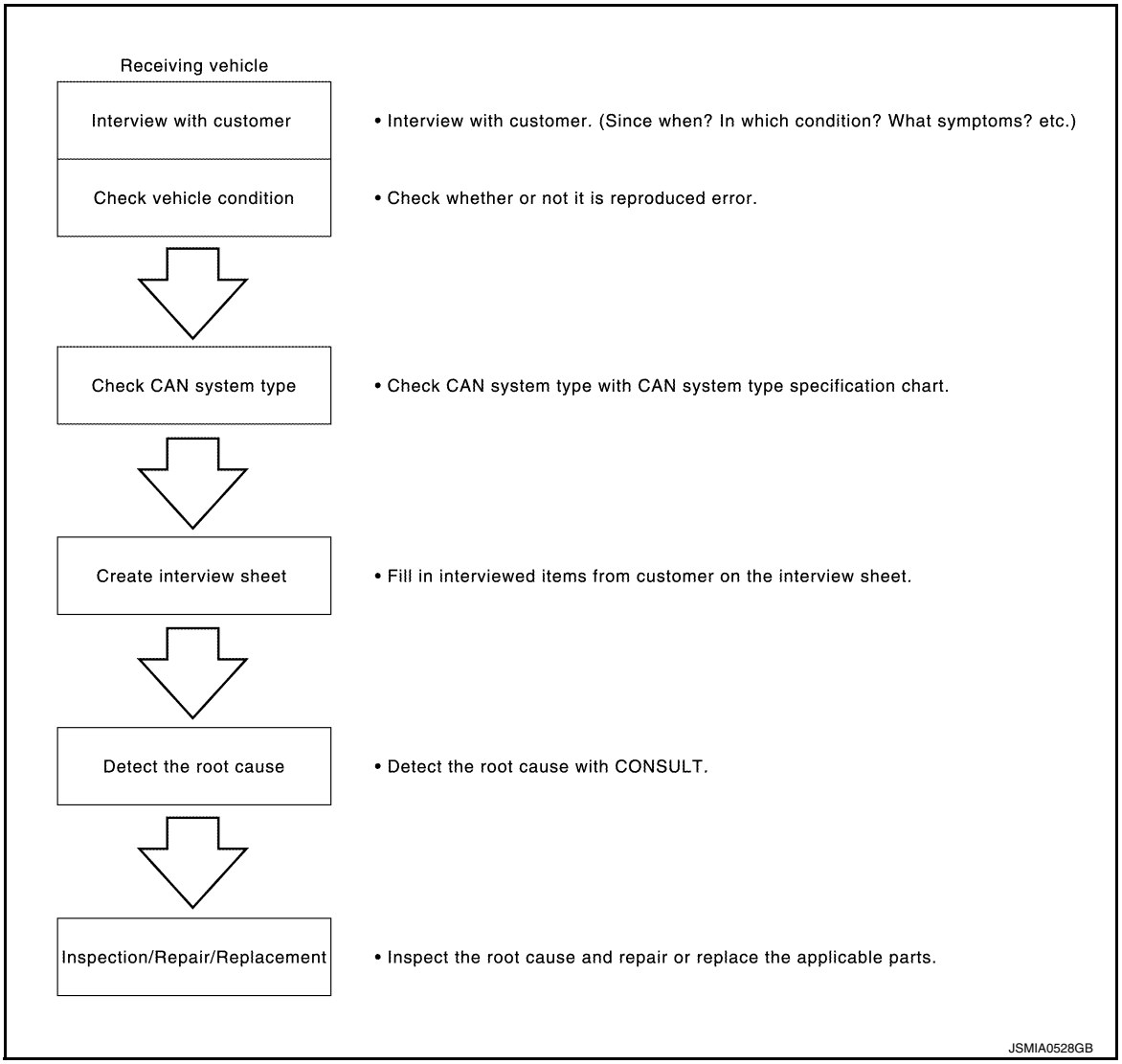

Trouble Diagnosis Procedure

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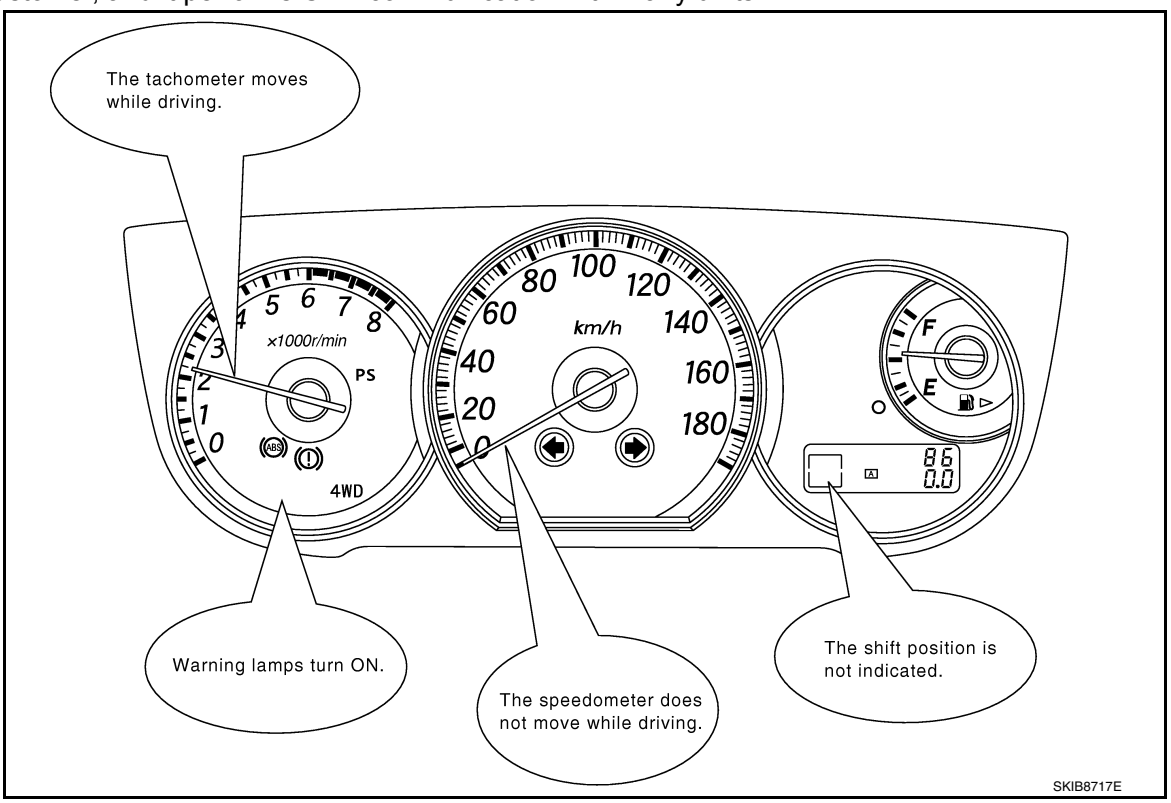
INTERVIEW WITH CUSTOMER

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

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

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

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



INSPECTION OF VEHICLE CONDITION

Check whether the symptom is reproduced or not.

NOTE:

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

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

Determine CAN system type based on vehicle equipment.

NOTE:

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

CAN System Type Specification Chart (Style A)

NOTE:

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

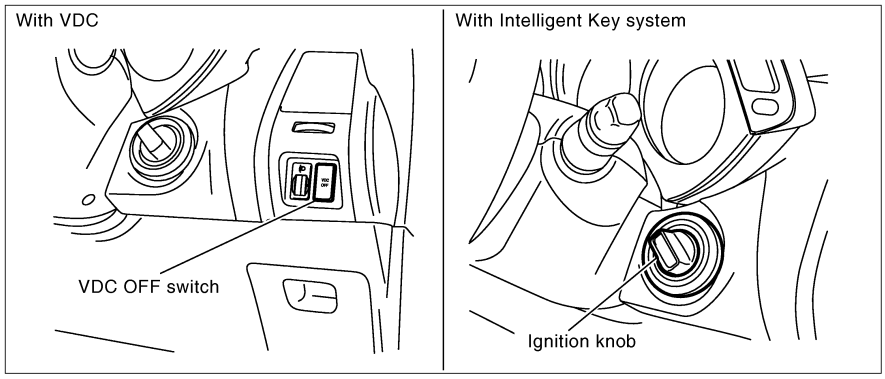
Example:
Vehicle is equipped as follows: Wagon, AWD, VQ35DE, CVT, VDC, and Intelligent Key system. ( ) shows an example of CAN system type.)

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

Body type	Wagon						Check the vehicle equipment with the vehicle identification number plate.
Axle	2WD				AWD		
Engine	QR25DE		VQ35DE				
Transmission	A/T		CVT				
Brake control	ABS				VDC		Check the vehicle equipment.
Intelligent Key system		×		×		×	
CAN system type	1	2	3	4	5	6	The number indicates the CAN system type of the vehicle.
CAN communication signal chart	XX-XX. “TYPE 1/TYPE 2”		XX-XX. “TYPE 3/TYPE 4”		XX-XX. “TYPE 5/TYPE 6”		

×: Applicable

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



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

For the above case, CAN system type is “6”.

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CAN System Type Specification Chart (Style B)
NOTE:

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

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

CAN System Specification Chart

Refer to the specification as shown in the chart.

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

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

×: Applicable

SPECIFICATION CHART B

Determine CAN system type from the following specification chart.

Body type	Sedan										
Axle	2WD										
Engine	MR20DE										
Transmission	CVT										
Brake control	ABS										
Active AFS		×			×	×			×	×		×
Intelligent Key system			×		×		×	×	×	×	×	×
Navigation system				×		×	×		×		×	×
Automatic drive positioner								×		×	×	×
CAN system type	9	10	11	12	13	14	15	16	17	18	19	20
CAN communication signal chart	XX.XX "TYPE 9/TYPE 10/TYPE 11/TYPE 12/TYPE 13/TYPE 14/TYPE 15/TYPE 16/TYPE 17/TYPE 18/TYPE 19/TYPE 20"											

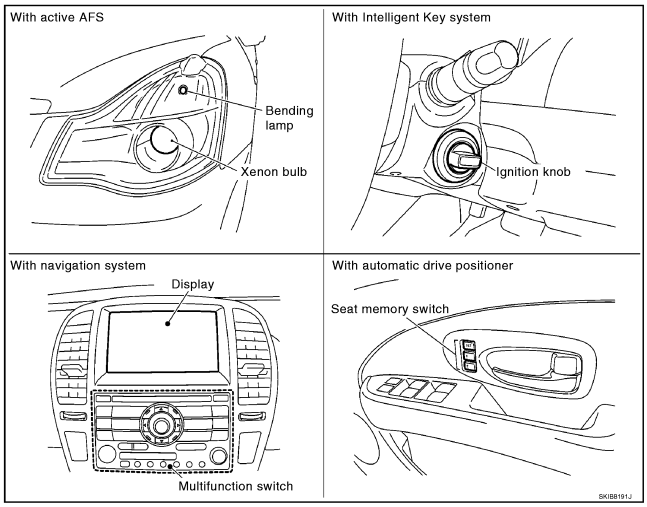
Check the vehicle equipment.
The number indicates the CAN system type of the vehicle.

×: Applicable

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION

NOTE:

Check CAN system type from the vehicle shape and equipment.



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

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

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CREATE INTERVIEW SHEET

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

Interview Sheet (Example)

CAN Communication System Diagnosis Interview Sheet

Date received: 3, Feb. 2006

Type: DBA-KG11

VIN No.: KG11-005040

Model: BDRARGZ397EDA-E-J-

First registration: 10, Jan. 2001

Mileage: 62,140

CAN system type: Type 19

Symptom (Results from interview with customer)

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

Condition at inspection

Error Symptom: (Present) / Past

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

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DETECT THE ROOT CAUSE

CAN diagnosis function of CONSULT detects the root cause.

HOW TO USE THIS MANUAL

HOW TO USE THIS SECTION

Caution

INFOID:0000000010593524

- This section describes information peculiar to a vehicle and inspection procedures.
- For trouble diagnosis procedure, refer to LAN-16, "Trouble Diagnosis Procedure".

Abbreviation List

INFOID:0000000010593525

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

Abbreviation	Unit name
4WD	AWD control unit
A-BAG	Air bag diagnosis sensor unit
ABS	ABS actuator and electric unit (control unit)
ADP	Driver seat control unit
AFS	AFS control unit
APA	Accelerator pedal actuator
AV	AV control unit
BCM	BCM
BCU	Brake booster control unit
BSW	BSW control module
DLC	Data link connector
ECM	ECM
ICC	ICC sensor integrated unit
IPDM-E	IPDM E/R
LANE	Lane camera unit
M&A	Unified meter and A/C amp.
RDR-L	Side radar LH
RDR-R	Side radar RH
STRG	Steering angle sensor
TCM	TCM

PRECAUTION

PRECAUTIONS

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

INFOID:0000000010593526

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

WARNING:

Always observe the following items for preventing accidental activation.

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

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

WARNING:

Always observe the following items for preventing accidental activation.

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

Precautions for Trouble Diagnosis

INFOID:0000000010593527

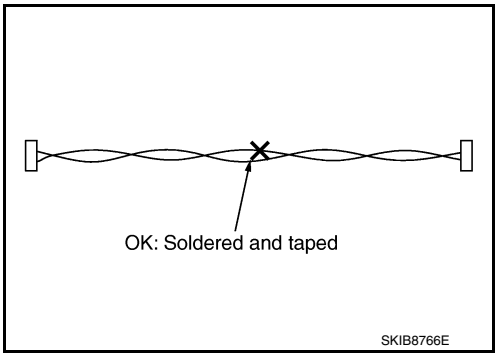
CAUTION:

- **Never apply 7.0 V or more to the measurement terminal.**
- **Use a tester with open terminal voltage of 7.0 V or less.**
- **Turn the ignition switch OFF and disconnect the battery cable from the negative terminal when checking the harness.**

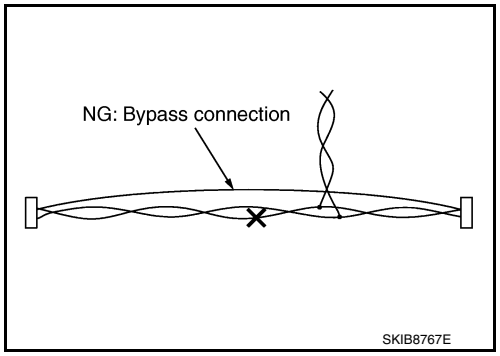
Precautions for Harness Repair

INFOID:0000000010593528

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



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

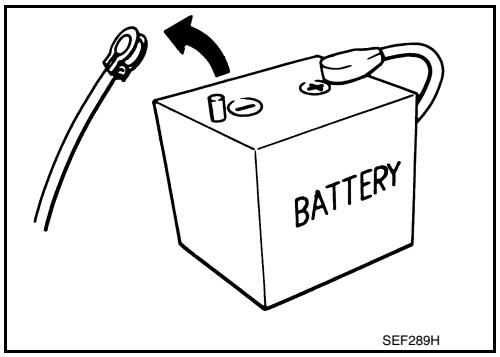


- Replace the applicable harness as an assembly if error is detected on the shield lines of CAN communication line.

Precautions for Removing Battery Terminal

INFOID:0000000011038852

- 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.

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Interview Sheet

INFOID:0000000010593529

CAN Communication System Diagnosis Interview Sheet

Date received:

Type: VIN No.:

Model:

First registration: Mileage:

CAN system type:

Symptom (Results from interview with customer)

Condition at inspection

Error symptom : Present / Past

SKIB8898E

SYSTEM DESCRIPTION

CAN COMMUNICATION SYSTEM

CAN System Specification Chart

INFOID:0000000010593530

Determine CAN system type from the following specification chart.

NOTE:

Refer to LAN-16, "Trouble Diagnosis Procedure" for how to use CAN system specification chart.

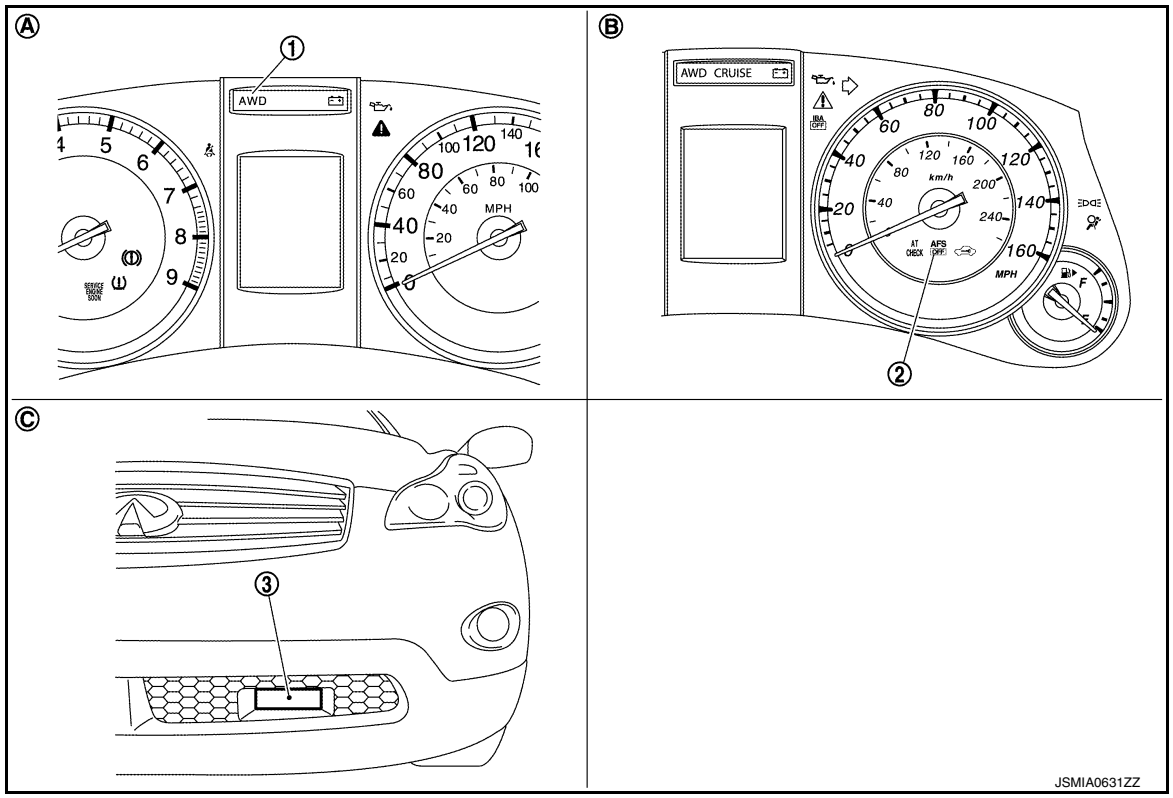
Body type	Wagon					
Axle	2WD			AWD		
Engine	VQ37VHR					
Transmission	A/T					
Brake control	VDC					
Active AFS		×	×		×	×
ICC system			×			×
CAN system type	1	2	3	4	5	6

×: Applicable

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION

NOTE:

Check CAN system type from the vehicle shape and equipment.



1. AWD warning lamp
2. AFS OFF indicator lamp
3. ICC sensor integrated unit

A. AWD models
B. With active AFS
C. With ICC system

CAN Communication Signal Chart

INFOID:0000000010593531

Refer to LAN-15, "How to Use CAN Communication Signal Chart" for how to use CAN communication signal chart.

NOTE:

Refer to LAN-21, "Abbreviation List" for the abbreviations of the connecting units.

T: Transmit R: Receive

Signal name/Connecting unit	ECM	AFS	AV	LANE	4WD	BCM	TCM	M&A	STRG	ADP	BSW	ABS	ICC	IPDM-E
A/C compressor request signal	T													R
Accelerator pedal position signal	T				R		R					R	R	
ASCD OD cancel request signal	T						R							
ASCD operation signal	T						R							
ASCD status signal	T							R						
Closed throttle position signal	T						R						R	
Cooling fan speed request signal	T													R
Engine and A/T integrated control signal	T						R							
	R						T							
Engine coolant temperature signal	T							R						
Engine speed signal	T	R			R		R	R			R	R	R	
Engine status signal	T		R			R								
Fuel filler cap warning display signal	T							R						
Fuel consumption monitor signal	T		R					R						
ICC brake switch signal	T												R	
ICC prohibition signal	T												R	
ICC steering switch signal	T											R*2	R	
Malfunctioning indicator lamp signal	T							R						
Power generation command value signal	T													R
Snow mode switch signal	T											R	R	
Stop lamp switch signal	T												R	
						T	R							
					R							T		
Wide open throttle position signal	T						R							
AFS OFF indicator lamp signal		T						R						
A/C switch/indicator signal			T					R						
			R					T						
A/C switch operation signal			T					R						
Rear window defogger switch signal			T			R								
System selection signal			T										R	
System setting signal			T			R				R				
			R			T								
			R							T				
Voice recognition signal*1			T					R						
Detected lane condition signal				T								R		
Lane camera status signal				T								R		
Lane departure buzzer operation signal				T								R		
Lane departure warning lamp signal				T				R				R		
LDP ON indicator lamp signal				T				R				R		
LDW operation signal				T								R		

Signal name/Connecting unit	ECM	AFS	AV	LANE	4WD	BCM	TCM	M&A	STRG	ADP	BSW	ABS	ICC	IPDM-E
Warning systems switch signal				T								R		
												T	R	
				R							R		T	
AWD signal					T							R		
AWD warning lamp signal					T			R						
Buzzer output signal						T		R						
								R			T			
												R	T	
Door switch signal						T		R		R				R
Dimmer signal						T					R			
Door unlock signal						T				R				
Front fog light request signal						T		R						R
Front wiper request signal						T						R	R	R
High beam request signal						T		R						R
Horn reminder signal						T								R
Ignition switch ON signal						T								R
						R								T
Ignition switch signal						T				R				
Interlock/PNP switch signal						T								R
						R								T
Key ID signal						T				R				
Key switch signal						T				R				
Key warning lamp signal						T		R						
Low beam request signal						T								R
Low tire pressure warning lamp signal						T		R						
Meter display signal						T		R						
								R					T	
Oil pressure switch signal						T		R						
						R								T
Position light request signal						T		R						R
Rear window defogger control signal						T								R
	R		R											T
Sleep wake up signal						T		R		R				R
Starter control relay signal						T								R
Starter relay status signal						T								R
						R								T
Starting mode signal						T				R				
Theft warning horn request signal						T								R
TPMS malfunction warning lamp signal						T		R						
Turn indicator signal				R		T		R			R	R		
A/T CHECK indicator lamp signal		R					T	R						
A/T self-diagnosis signal	R						T							
Current gear position signal							T					R*2	R	

Signal name/Connecting unit	ECM	AFS	AV	LANE	4WD	BCM	TCM	M&A	STRG	ADP	BSW	ABS	ICC	IPDM-E
Input speed signal	R						T					R*2	R	
Manual mode indicator signal							T	R						
Manual mode shift refusal signal							T	R						
N range signal						R	T							
Output shaft revolution signal	R						T					R*2	R	
P range signal						R	T			R				
R range signal							T			R				
Shift position signal		R					T	R			R	R	R	
A/C evaporator temperature signal	R							T						
A/C switch signal	R							T						
Blower fan motor switch signal	R							T						
Distance to empty signal			R					T						
Fuel filler cap warning reset signal	R							T						
Fuel level low warning signal			R					T						
Fuel level sensor signal	R							T						
Manual mode shift down signal							R	T						
Manual mode shift up signal							R	T						
Manual mode signal							R	T						
Non-manual mode signal							R	T						
Odometer signal						R		T						
Parking brake switch signal					R	R		T				R	R	
Seat belt buckle switch signal						R		T						
Sleep-ready signal						R		T						
						R								T
Target A/C evaporator temperature signal	R							T						
Vehicle speed signal	R	R	R			R	R	T		R				R
	R			R	R	R		R			R	T	R	
Wake up signal						R		T						
Steering angle sensor signal		R	R						T			R	R	
BSW warning lamp signal								R			T			
A/T shift schedule change demand signal							R					T		
ABS malfunction signal												T	R	
ABS operation signal							R					T	R	
ABS warning lamp signal								R				T		
Brake warning lamp signal								R				T		
Front wiper status signal				R								T		
LDP buzzer request signal				R								T		
LDP condition signal				R								T		
LDP malfunction signal				R								T		
LDP meter indication request signal				R								T		
LDP operation signal				R								T		

Signal name/Connecting unit	ECM	AFS	AV	LANE	4WD	BCM	TCM	M&A	STRG	ADP	BSW	ABS	ICC	IPDM-E
Side G sensor signal							R					T		
TCS malfunction signal												T	R	
TCS operation signal												T	R	
VDC malfunction signal												T	R	
VDC OFF indicator lamp signal								R				T		
VDC OFF switch signal												T	R	
VDC operation signal												T	R	
VDC warning lamp signal								R				T		
IBA OFF indicator lamp signal								R					T	
ICC operation signal	R											R	T	
ICC warning lamp signal								R					T	
LDP ON signal												R	T	
Target approach warning signal												R	T	
A/C compressor feedback signal	R							R						T
Detention switch signal						R								T
Front wiper stop position signal						R								T
High beam status signal	R	R												T
Hood switch signal						R								T
Low beam status signal	R	R												T
Push-button ignition switch status signal						R								T

*1: Models with navigation system

*2: Models with LDP

NOTE:

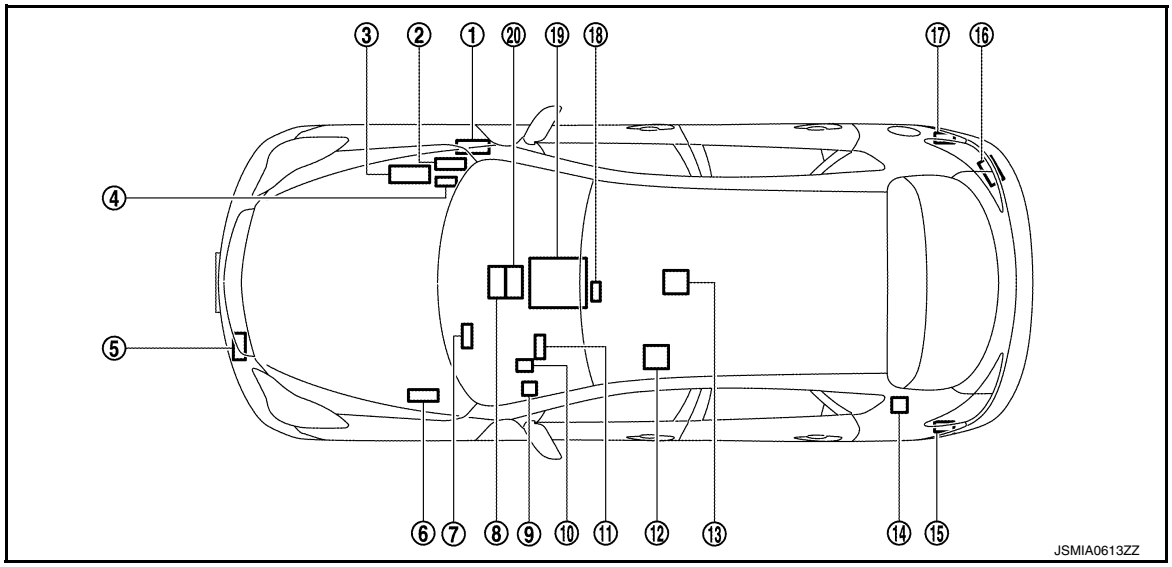
CAN data of the air bag diagnosis sensor unit is not used by usual service work, thus it is omitted.

DTC/CIRCUIT DIAGNOSIS

CAN COMMUNICATION SYSTEM

Component Parts Location

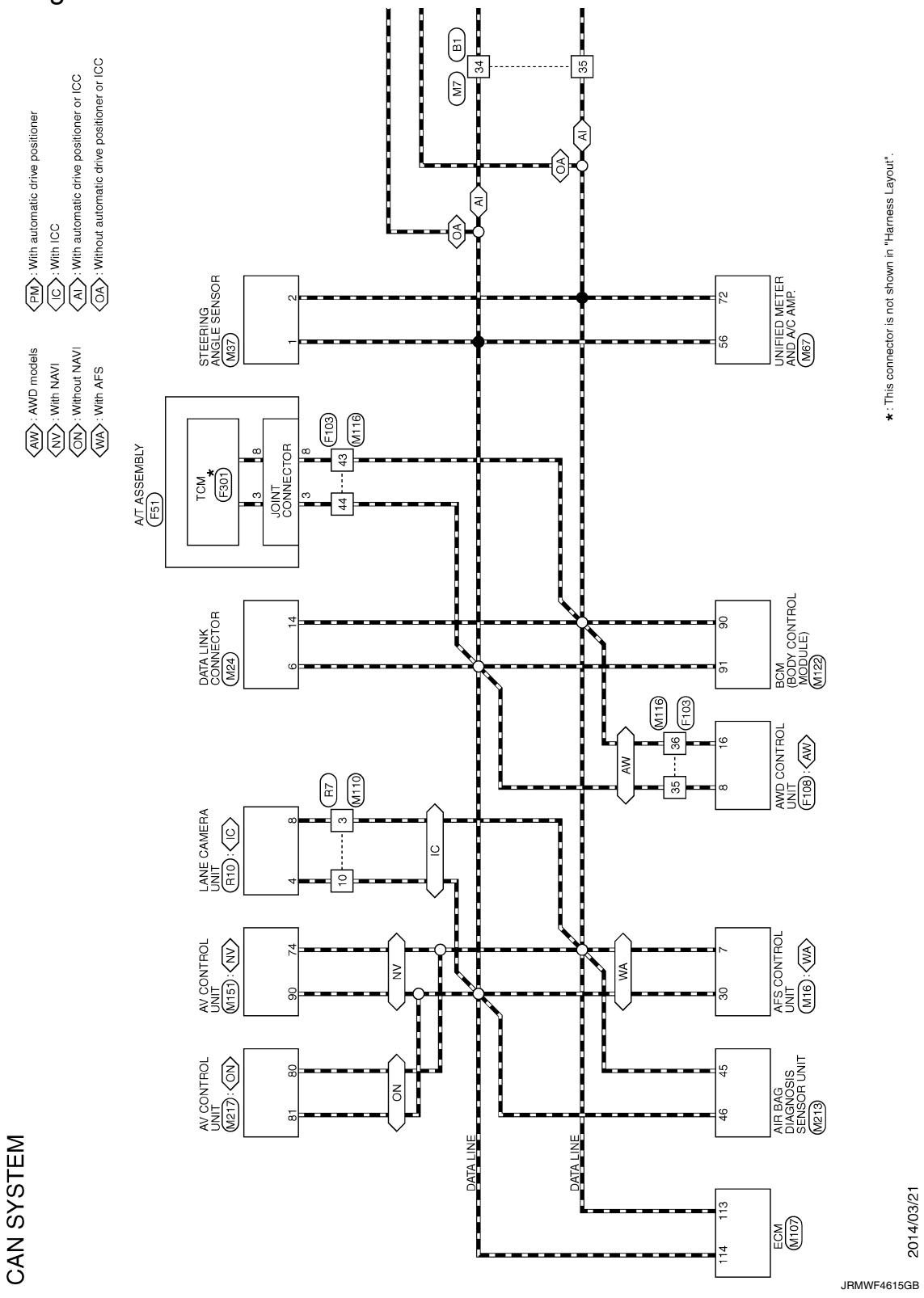
INFOID:0000000010593532

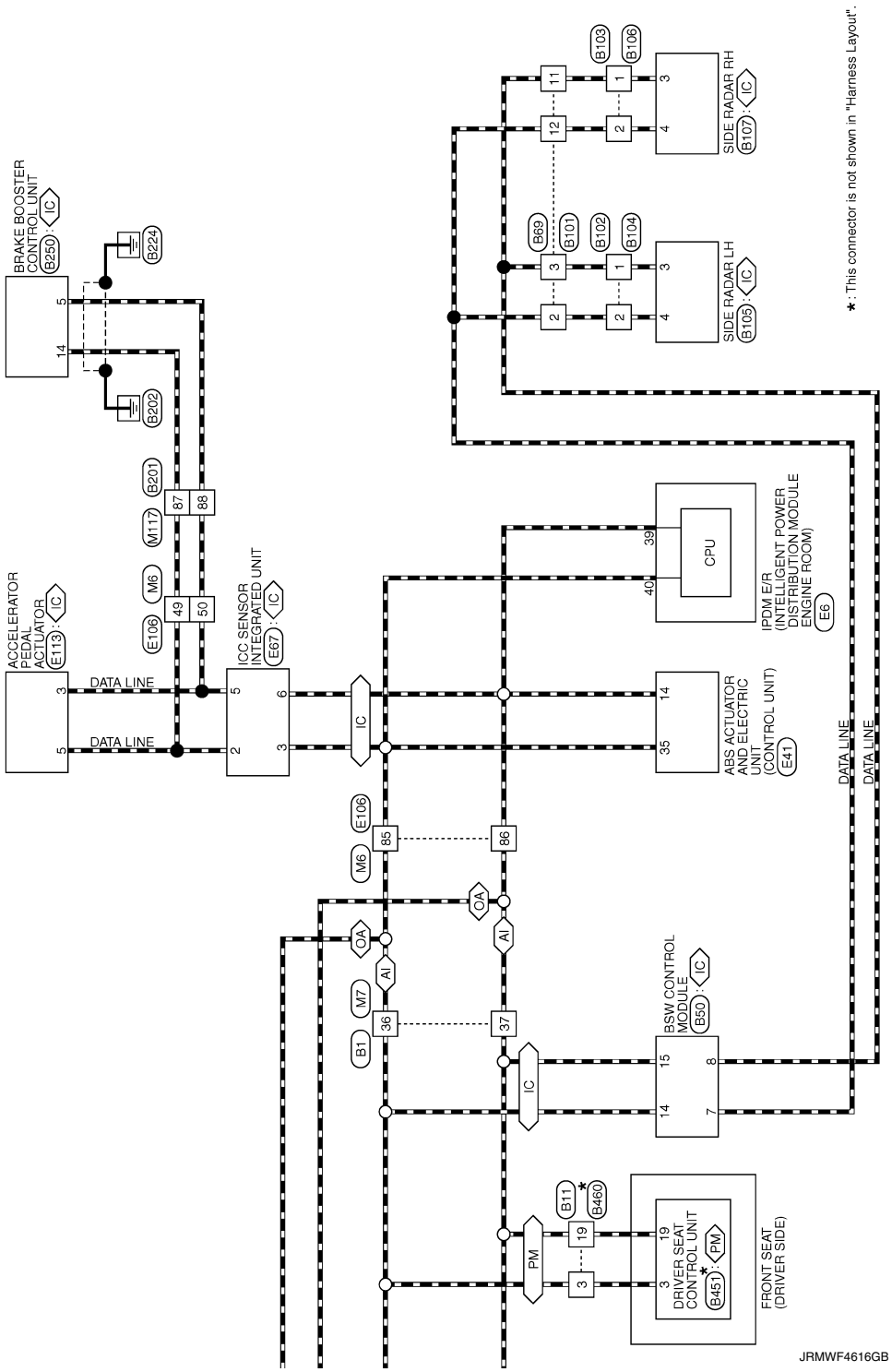


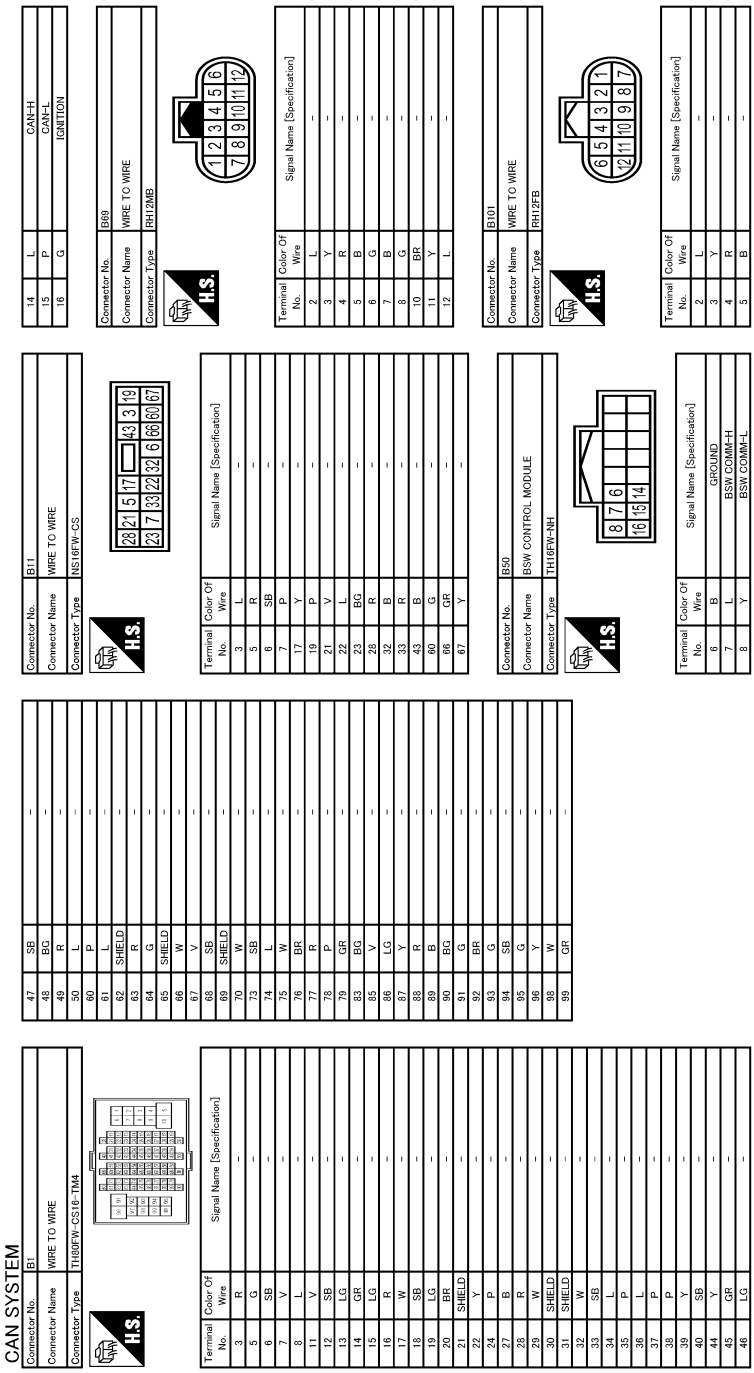
1. BCM M122
2. ECM M107
3. IPDM E/R E6
4. AWD control unit F108
5. ICC sensor integrated unit E67
6. ABS actuator and electric unit (control unit) E41
7. Accelerator pedal actuator E113
8. Unified meter and A/C amp. M67
9. AFS control unit M16
10. Data link connector M24
11. Steering angle sensor M37
12. Driver seat control unit B451
13. Air bag diagnosis sensor unit M213
14. BSW control module B50
15. Side radar LH B105
16. Brake booster control unit B250
17. Side radar RH B107
18. Lane camera unit R10
19. A/T assembly F51
20. AV control unit
    M217: Without navigation system
    M151: With navigation system

Wiring Diagram - CAN SYSTEM -

INFOID:0000000010593533




BRAKE BOOSTER CONTROL UNIT
B250
IC
B224
B202
B201
M117
M6
E106
ACCELERATOR PEDAL ACTUATOR
E113
ICC SENSOR INTEGRATED UNIT
E67
DATA LINE
DATA LINE
IC
SIDE RADAR RH
B107
SIDE RADAR LH
B105
B103
B106
B69
B101
B102
B104
CPU
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
E6
ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
E41
DATA LINE
DATA LINE
E106
M6
OA
AI
M7
B1
BSW CONTROL MODULE
B50
IC
PM
B11
B460
DRIVER SEAT CONTROL UNIT
B451
PM
FRONT SEAT (DRIVER SIDE)
∗: This connector is not shown in "Harness Layout".
JRMWF4616GB



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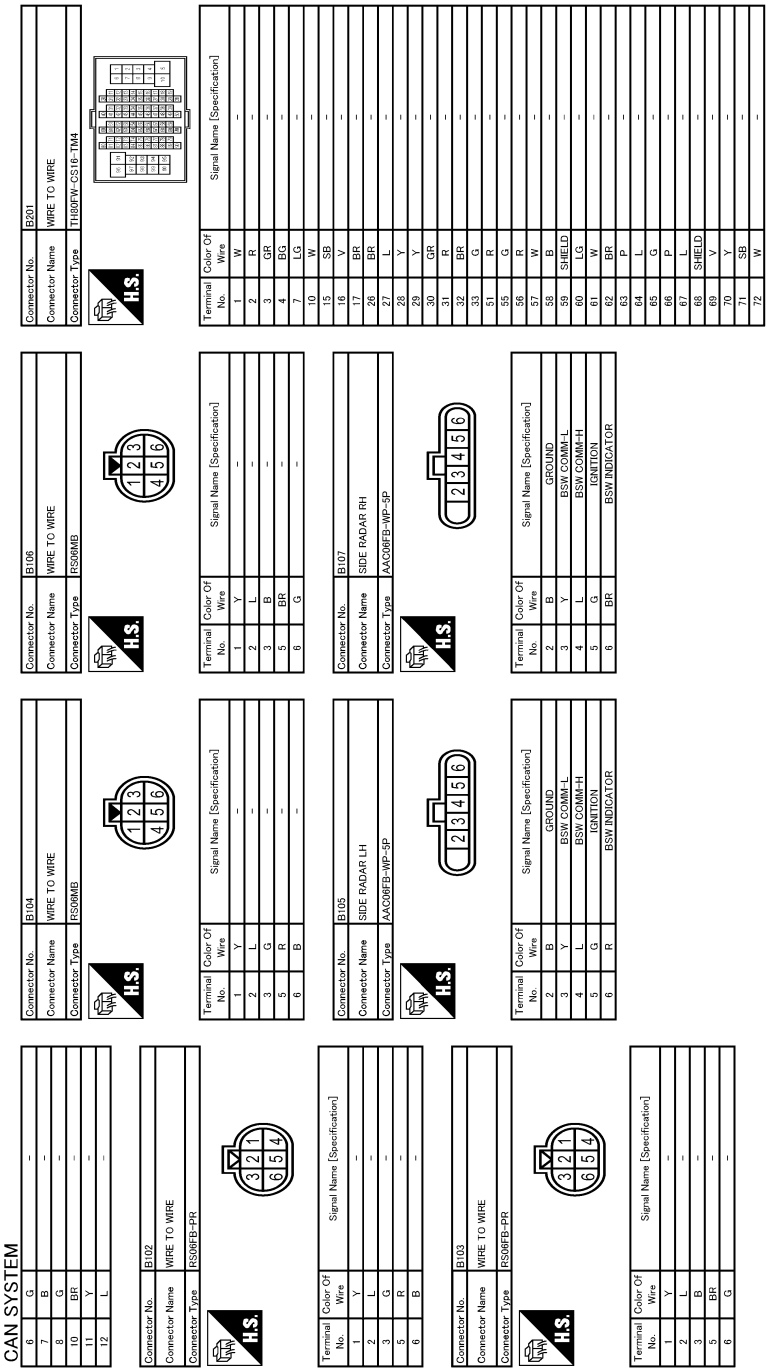

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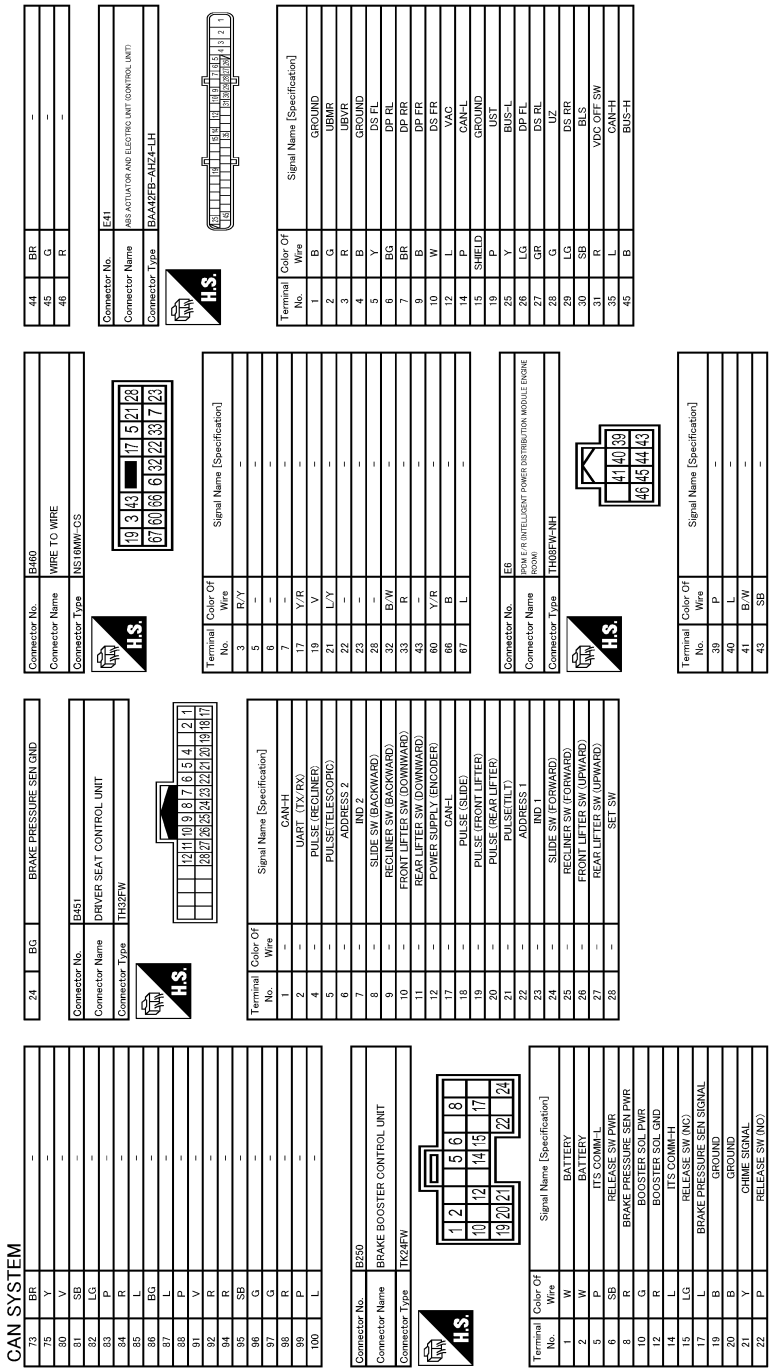

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CAN SYSTEM

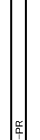
Connector No.	E67
Connector Name	ICC SENSOR INTEGRATED UNIT
Connector Type	RS06FB-PR

H.S.

Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	IGNITION
2	L	ITS COMM-H
3	L	CAN-H
4	B	GROUND
5	P	ITS COMM-L
6	P	CAN-L

Connector No.	E106
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4

H.S.



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	W	-
3	B	-
4	GR	-
5	GR	-
8	Y	-
9	BR	-
10	BG	-
11	SB	-
12	BG	-
13	L	-
14	R	-
15	P	-
16	V	-
17	SB	-
18	V	-
20	BG	-
21	L	-
22	V	-
23	G	-
24	P	-
25	Y	-
26	V	-
27	W	-
28	G	-
31	BG	-
32	W	-
33	B	-
34	R	-
35	G	-
36	SHIELD	-
37	V	-
38	BR	-
39	BG	-
41	W	-
42	G	-
43	BR	-
45	W	-
49	L	-
50	P	-
51	L	-
54	BG	-
57	BR	-
59	W	-
60	LG	-
61	G	-
62	SB	-
63	W	-
64	B	-
65	G	-
66	R	-
67	SHIELD	-
68	Y	-
69	LG	-
70	W	-
71	R	-
72	Y	-
73	B	-
74	BR	- [With ICC] - [Without ICC]
74	L	- [Without ICC] - [With ICC]
75	G	- [With ICC] - [Without ICC]
75	W	- [Without ICC] - [With ICC]
76	W	- [With ICC] - [Without ICC]
76	Y	- [Without ICC]
77	P	- [Without ICC]
77	R	- [With ICC]
78	BR	- [Without ICC]
78	L	- [With ICC]
79	L	- [Without ICC]
79	Y	- [With ICC]
80	SB	-
81	R	-
82	SB	-
83	BG	-
84	G	-
85	L	-
86	P	-
87	V	-
89	GR	-
90	SHIELD	-
91	W	-
92	Y	-
93	V	-
94	LG	-
95	BG	-
96	P	-
97	R	-
98	SHIELD	-
99	L	-
100	P	-

Connector No.	E113
Connector Name	ACCELERATOR PEDAL ACTUATOR
Connector Type	KDZ06FB

H.S.

Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	IGNITION
2	BG	BATTERY
3	P	ITS COMM-L
4	B/W	GROUND
5	L	ITS COMM-H

Connector No.	F51
Connector Name	A/T ASSEMBLY
Connector Type	RK10FG-DGY

H.S.

Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	IGNITION POWER SUPPLY
2	BR	BATTERY POWER SUPPLY
3	O	CAN-H
4	V	K-LINE
5	B	GROUND
6	Y	IGNITION POWER SUPPLY
7	R	BACK-UP LAMP RELAY
8	LG	CAN-L
9	GR	STARTER RELAY
10	B	GROUND

Connector No.	F103
Connector Name	WIRE TO WIRE
Connector Type	TK36FW-NS10

H.S.

Terminal No.	Color Of Wire	Signal Name [Specification]
2	G	-
3	W	-
4	R	-
5	B	-
9	Y	-
10	GR	-
19	BG	- [Without ICC] - [With ICC]
19	O	- [With ICC]
20	Y	-
28	B	-

JRMWF4761GB

CAN SYSTEM

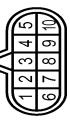
29	LG	–
31	R	–
33	GR	–
34	B	–
35	L	–
36	P	–
37	Y	–
38	G	–
43	LG	–
44	O	–
45	Y	–
46	V	–

13	L	–
14	R	–
15	P	–
16	V	–
17	SB	–
18	V	–
20	BG	–
21	L	–
22	W	–
23	P	–
24	BR	–
25	Y	–
26	V	–
27	G	–
28	G	–
31	L	–
32	G	–
33	B	–
34	W	–
35	R	–
36	SHIELD	–
37	V	–
38	BG	–
39	BR	–
41	W	–
42	BG	–
43	BG	–
45	W	–
49	L	–
50	P	–
51	BR	–
54	Y	–
57	G	–
59	W	–
60	L	–
61	G	–
62	SB	–
63	G	–
64	B	–
65	W	–
66	R	–
67	SHIELD	–
68	Y	–
69	GR	–
70	LG	–
71	LG	–
72	Y	–
73	SB	– [With ICC]
74	BR	– [Without ICC]
74	L	–

75	G	–
76	GR	– [Without ICC]
76	W	– [With ICC]
77	P	– [Without ICC]
77	R	– [With ICC]
78	L	– [With ICC]
78	R	– [Without ICC]
79	W	– [Without ICC]
79	Y	– [With ICC]
80	SB	–
81	SB	–
82	SB	–
83	V	–
84	G	–
85	L	–
86	P	–
87	W	–
89	GR	–
90	SHIELD	–
91	W	–
92	Y	–
93	BR	–
94	P	–
95	GR	–
96	W	–
97	L	–
98	SHIELD	–
99	V	–
100	SB	–

H.S.

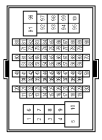
Connector No.	F301
Connector Name	TCM
Connector Type	SP10FG



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

H.S.

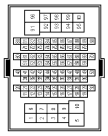
Connector No.	M6
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	–
2	R	–
3	B	–
4	SHIELD	–
5	G	–
8	Y	–
9	BR	–
10	R	–
11	BR	–
12	BG	–

H.S.

Connector No.	M7
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
3	SB	– [With automatic drive positioner]
3	W	– [Without automatic drive positioner]
5	G	–
6	BG	–
7	W	–

H.S.

Connector No.	F108
Connector Name	AWD CONTROL UNIT
Connector Type	TH16FW-NH

Terminal No.	Color Of Wire	Signal Name [Specification]
1	BR	AWD SOL (+)
2	Y	AWD SOL (–)
3	W	FLUID TEMP (–)
7	G	IGN
8	L	CAN-H
9	O	AWD SOL BATT
10	B	GROUND
11	GR	GROUND
13	LG	FLUID TEMP (+)
15	Y	BATTERY
16	P	CAN-L

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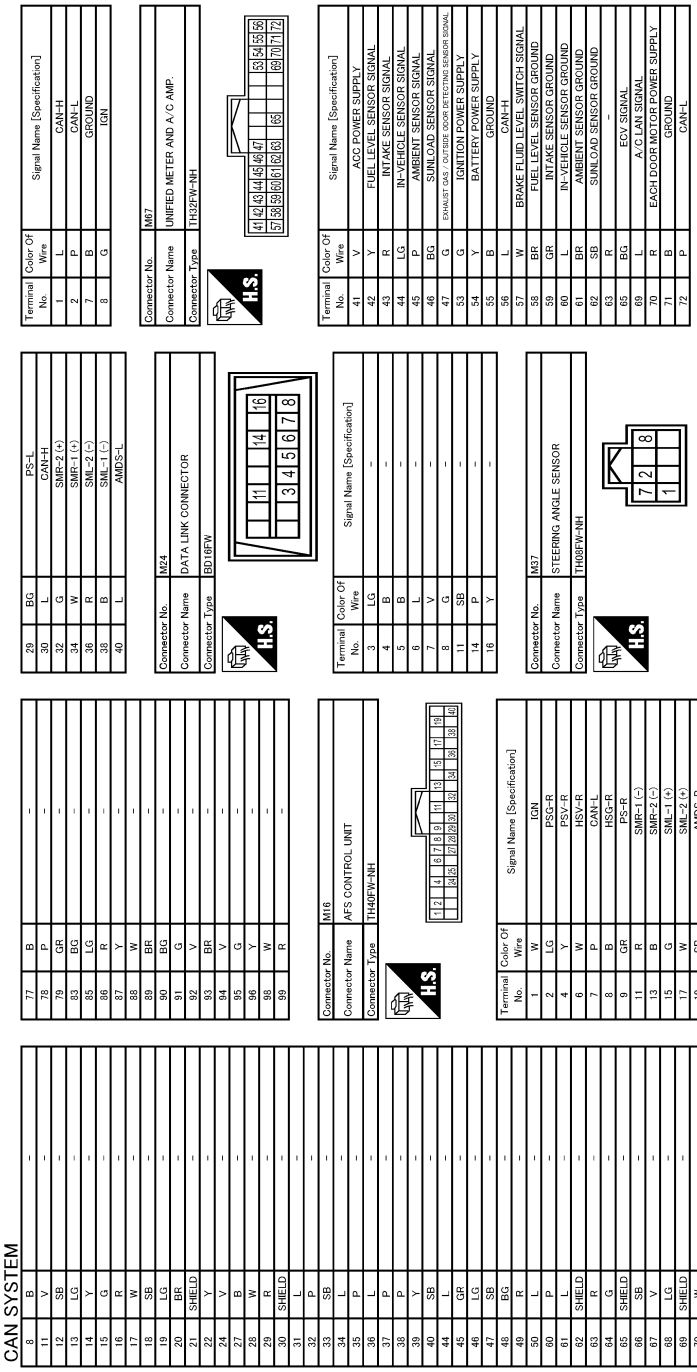

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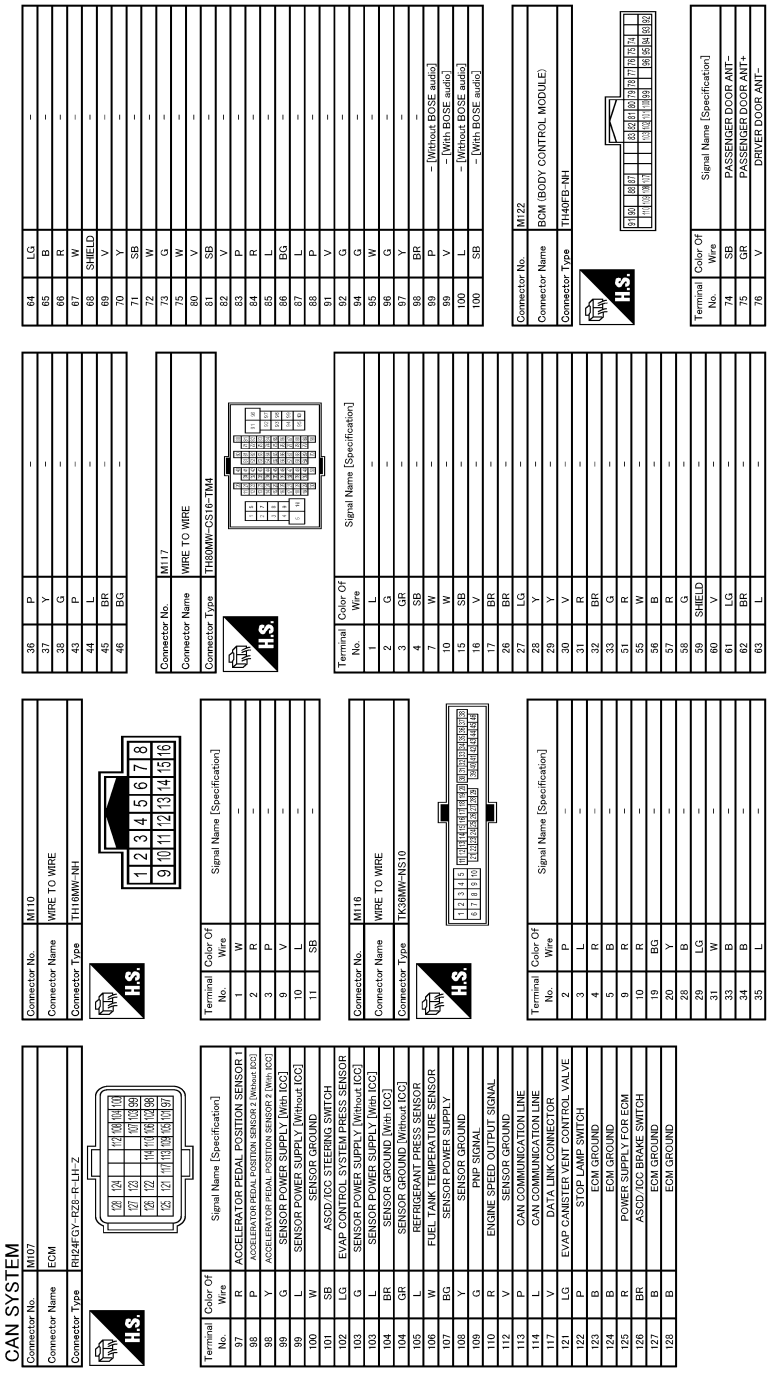

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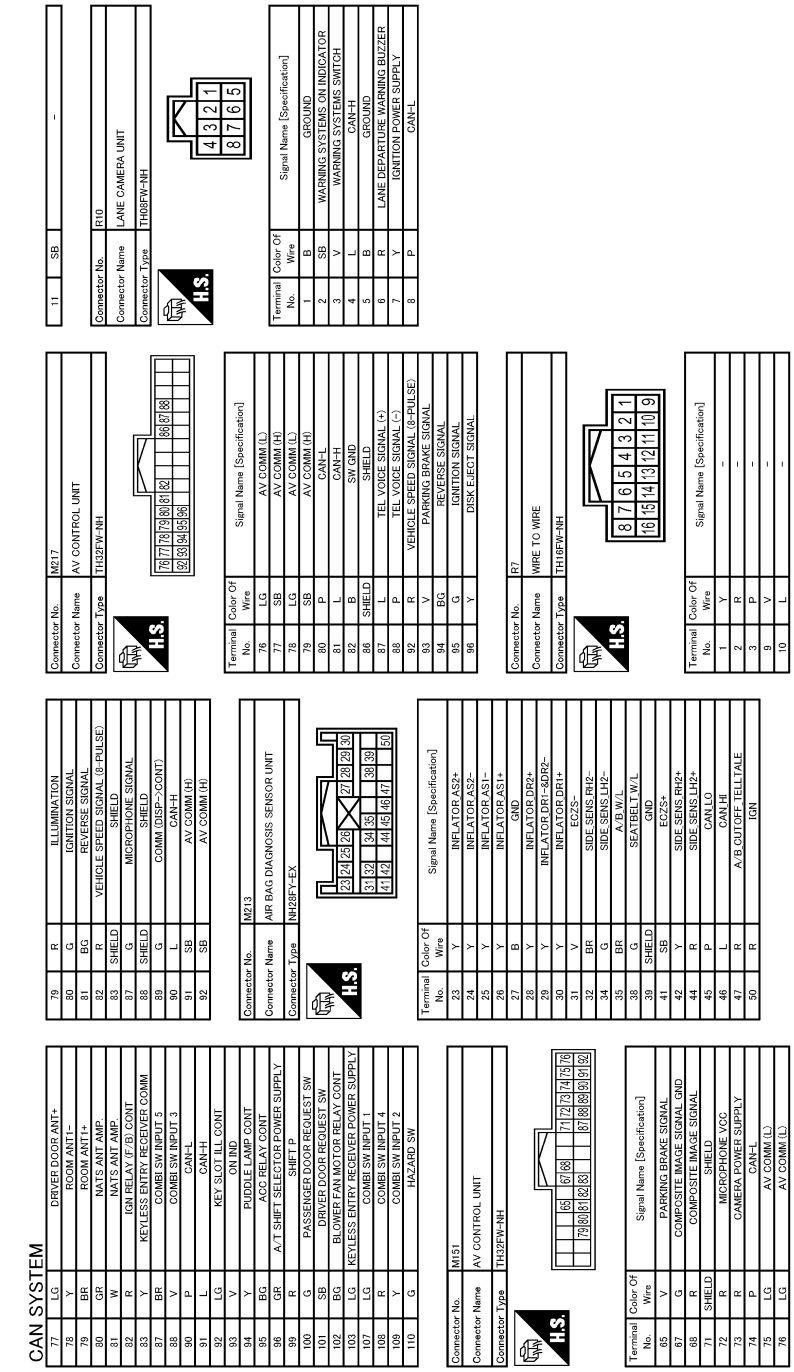

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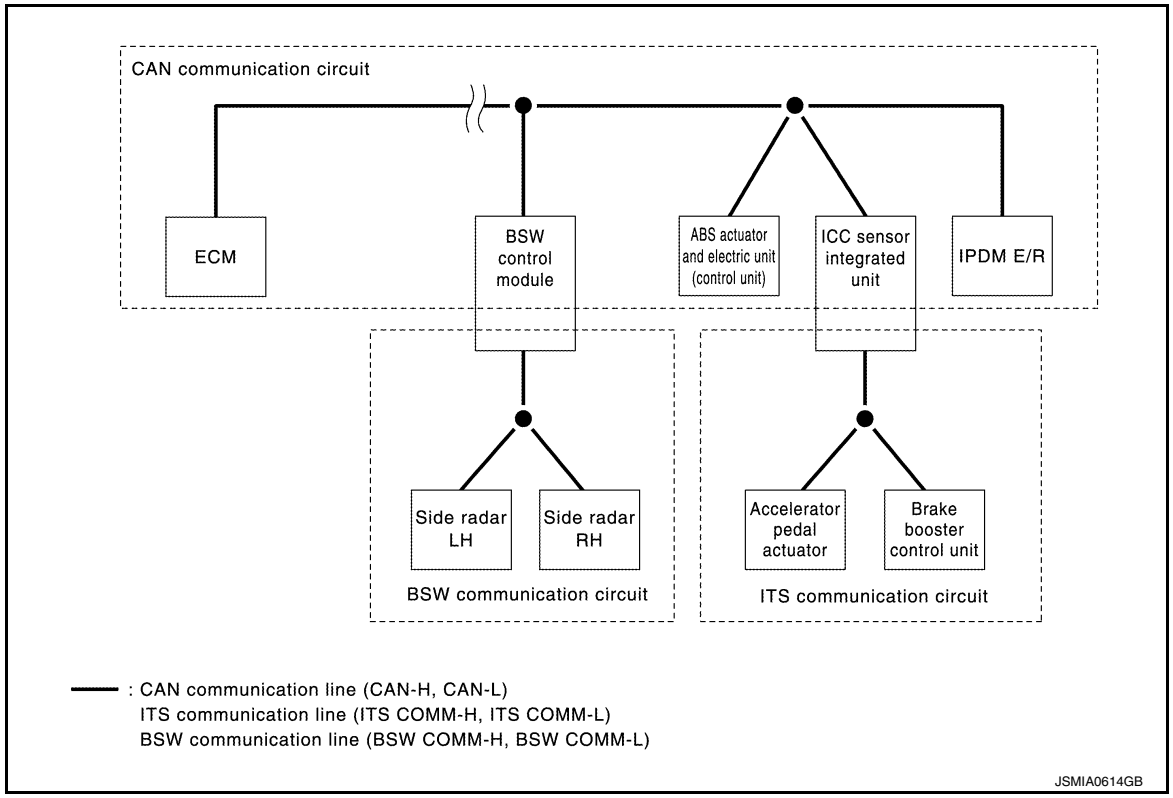
MALFUNCTION AREA CHART

System Diagram

INFOID:0000000010593534



CAN Communication Circuit

INFOID:0000000010593535

MAIN LINE

Malfunction area	Reference
Main line between AV control unit and data link connector	LAN-43, "Diagnosis Procedure"
Main line between data link connector and unified meter and A/C amp.	LAN-44, "Diagnosis Procedure"
Main line between unified meter and A/C amp. and ABS actuator and electric unit (control unit)	LAN-45, "Diagnosis Procedure"
Main line between unified meter and A/C amp. and driver seat control unit	LAN-46, "Diagnosis Procedure"
Main line between driver seat control unit and ABS actuator and electric unit (control unit)	LAN-47, "Diagnosis Procedure"
Main line between driver seat control unit and BSW control module	LAN-49, "Diagnosis Procedure"
Main line between BSW control module and ABS actuator and electric unit (control unit)	LAN-50, "Diagnosis Procedure"

BRANCH LINE

Malfunction area	Reference
ECM branch line circuit	LAN-52, "Diagnosis Procedure"
Air bag diagnosis sensor unit branch line circuit	LAN-53, "Diagnosis Procedure"
AFS control unit branch line circuit	LAN-54, "Diagnosis Procedure"

Malfunction area	Reference
AV control unit branch line circuit	LAN-55, "Diagnosis Procedure"
Lane camera unit branch line circuit	LAN-56, "Diagnosis Procedure"
AWD control unit branch line circuit	LAN-57, "Diagnosis Procedure"
BCM branch line circuit	LAN-58, "Diagnosis Procedure"
Data link connector branch line circuit	LAN-59, "Diagnosis Procedure"
TCM branch line circuit	LAN-60, "Diagnosis Procedure"
Unified meter and A/C amp. branch line circuit	LAN-61, "Diagnosis Procedure"
Steering angle sensor branch line circuit	LAN-62, "Diagnosis Procedure"
Driver seat control unit branch line circuit	LAN-63, "Diagnosis Procedure"
BSW control module branch line circuit	LAN-64, "Diagnosis Procedure"
ABS actuator and electric unit (control unit) branch line circuit	LAN-65, "Diagnosis Procedure"
ICC sensor integrated unit branch line circuit	LAN-66, "Diagnosis Procedure"
IPDM E/R branch line circuit	LAN-67, "Diagnosis Procedure"

SHORT CIRCUIT

Malfunction area	Reference
CAN communication circuit	LAN-72, "Diagnosis Procedure"

ITS Communication Circuit

INFOID:0000000010593536

BRANCH LINE

Malfunction area	Reference
Accelerator pedal actuator branch line circuit	LAN-68, "Diagnosis Procedure"
Brake booster control unit branch line circuit	LAN-69, "Diagnosis Procedure"

SHORT CIRCUIT OR OPEN CIRCUIT

Malfunction area	Reference
ITS communication circuit	LAN-74, "Diagnosis Procedure"

BSW Communication Circuit

INFOID:0000000010593537

BRANCH LINE

Malfunction area	Reference
Side radar LH branch line circuit	LAN-70, "Diagnosis Procedure"
Side radar RH branch line circuit	LAN-71, "Diagnosis Procedure"

SHORT CIRCUIT OR OPEN CIRCUIT

Malfunction area	Reference
BSW communication circuit	LAN-76, "Diagnosis Procedure"

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000010593538

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.

- ECM
- AV control unit

4. Check the continuity between the AV control unit harness connector and the data link connector.

- Models with navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M151	90	M24	6	Existed
	74		14	Existed

- Models without navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M217	81	M24	6	Existed
	80		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the AV control unit and the data link connector.
NO >> Repair the main line between the AV control unit and the data link connector.

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

Diagnosis Procedure

INFOID:0000000010593539

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
- ECM
- Unified meter and A/C amp.
4. Check the continuity between the data link connector and the unified meter and A/C amp. harness connector.

Data link connector		Unified meter and A/C amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M67	56	Existed
	14		72	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.
NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

MAIN LINE BETWEEN M&A AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000010593540

1.CHECK CONNECTOR

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

- Harness connector M6
- Harness connector E106

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- Unified meter and A/C amp.
- Harness connectors M6 and E106

2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M6	85	Existed
	72		86	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M6.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the ABS actuator and electric unit (control unit).
NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

MAIN LINE BETWEEN M&A AND ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000010593541

1.CHECK CONNECTOR

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

- Harness connector M7
- Harness connector B1

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- Unified meter and A/C amp.
- Harness connectors M7 and B1

2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	34	Existed
	72		35	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M7.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B11 and B460.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B1	34	B11	3	Existed
	35		19	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the driver seat control unit.
NO >> Repair the main line between the harness connectors B1 and B11.

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000010593542

1.CHECK CONNECTOR

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

- Harness connector B1
- Harness connector M7
- Harness connector M6
- Harness connector E106

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B1 and M7.
2. Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	36	34	Existed
	37	35	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the driver seat control unit and the harness connector B1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M6 and E106.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	36	M6	85	Existed
	37		86	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connectors M7 and M6.

4.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the driver seat control unit and the ABS actuator and electric unit (control unit).

NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

MAIN LINE BETWEEN ADP AND BSW CIRCUIT

Diagnosis Procedure

INFOID:0000000010593543

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
- ECM
- Harness connectors B460 and B11
- BSW control module
4. Check the continuity between the harness connector and the BSW control module harness connector.

Harness connector		BSW control module harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B11	3	B50	14	Existed
	19		15	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the driver seat control unit and the BSW control module.
NO >> Repair the main line between the harness connector B11 and the BSW control module.

MAIN LINE BETWEEN BSW AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000010593544

1.CHECK CONNECTOR

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

- Harness connector B1
- Harness connector M7
- Harness connector M6
- Harness connector E106

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- BSW control module
- Harness connectors B1 and M7

2. Check the continuity between the BSW control module harness connector and the harness connector.

BSW control module harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B50	14	B1	36	Existed
	15		37	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the BSW control module and the harness connector B1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M6 and E106.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	36	M6	85	Existed
	37		86	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connectors M7 and M6.

4.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the BSW control module and the ABS actuator and electric unit (control unit).
NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593545

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M107	114	113	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the ECM branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to EC-164, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593546

WARNING:

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

1.CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace the main harness.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "Work Flow".

Is the inspection result normal?

YES >> Replace the main harness.
NO >> Replace parts whose air bag system has a malfunction.

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593547

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M16	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to EXL-65, "AFS CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to EXL-219, "Exploded View".
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593548

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M151	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M217	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Base audio without navigation: AV-93, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-268, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-477, "AV CONTROL UNIT : Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio without navigation: AV-128, "Exploded View"
- BOSE audio without navigation: AV-316, "Exploded View"
- BOSE audio with navigation: AV-520, "Exploded View"

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

LANE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593549

1.CHECK CONNECTOR

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

- Lane camera unit
- Harness connector R7
- Harness connector M110

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of lane camera unit.
2. Check the resistance between the lane camera unit harness connector terminals.

Lane camera unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
R10	4	8	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to DAS-298, "LANE CAMERA UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the lane camera unit. Refer to DAS-334, "Exploded View".
YES (Past error)>>Error was detected in the lane camera unit branch line.
NO >> Repair the power supply and the ground circuit.

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593550

1.CHECK CONNECTOR

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

- AWD control unit
- Harness connector F103
- Harness connector M116

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

AWD control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F108	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to DLN-47, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AWD control unit. Refer to DLN-59, "Removal and Installation".
YES (Past error)>>Error was detected in the AWD control unit branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593551

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to BCS-46, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-97, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593552

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593553

1.CHECK CONNECTOR

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

- A/T assembly
- Harness connector F103
- Harness connector M116

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F51	3	8	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the joint connector. Refer to TM-185, "Removal and Installation".
2. Check the continuity between the A/T assembly harness connector side and the TCM harness connector side of the joint connector.

A/T assembly harness connector side	TCM harness connector side	Continuity
Terminal No.	Terminal No.	
3	3	Existed
8	8	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace the joint connector.

4.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-125, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve & TCM. Refer to TM-185, "Removal and Installation".
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593554

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to MWI-55, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the unified meter and A/C amp. Refer to MWI-137, "Exploded View".
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593555

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to BRC-134, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-159, "Exploded View".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593556

1.CHECK CONNECTOR

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

- Driver seat control unit
- Harness connector B460
- Harness connector B11

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B451	3	19	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to ADP-56, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-219, "Exploded View".
YES (Past error)>>Error was detected in the driver seat control unit branch line.
NO >> Repair the power supply and the ground circuit.

BSW BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593557

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of BSW control module.
2. Check the resistance between the BSW control module harness connector terminals.

BSW control module harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B50	14	15	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the BSW control module branch line (CAN communication circuit side). Refer to LAN-41, "System Diagram".

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BSW control module. Refer to DAS-409, "BSW CONTROL MODULE : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BSW control module. Refer to DAS-418, "Removal and Installation".
YES (Past error)>>Error was detected in the BSW control module branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593558

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to BRC-48, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-156, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

ICC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593559

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ICC sensor integrated unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E67	3	6	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the ICC sensor integrated unit branch line (CAN communication circuit side). Refer to LAN-41, "System Diagram".

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to CCS-134, "ICC SENSOR INTEGRATED UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ICC sensor integrated unit. Refer to CCS-174, "Exploded View".
YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593560

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to PCS-19, "Diagnosis Procedure".

Is the inspection result normal?

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

APA BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593561

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of accelerator pedal actuator.
2. Check the resistance between the accelerator pedal actuator harness connector terminals.

Accelerator pedal actuator harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E113	5	3	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the accelerator pedal actuator branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the accelerator pedal actuator. Refer to DAS-141, "ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the accelerator pedal actuator. Refer to DAS-197, "Exploded View".
YES (Past error)>>Error was detected in the accelerator pedal actuator branch line.
NO >> Repair the power supply and the ground circuit.

BCU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593562

1.CHECK CONNECTOR

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

- Brake booster control unit
- Harness connector B201
- Harness connector M117
- Harness connector M6
- Harness connector E106

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Brake booster control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B250	14	5	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair or replace (if shield line is open) the brake booster control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the brake booster control unit. Refer to CCS-134, "BRAKE BOOSTER CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the brake booster control unit. Refer to CCS-175, "Exploded View".
YES (Past error)>>Error was detected in the brake booster control unit branch line.
NO >> Repair the power supply and the ground circuit.

RDR-L BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593563

1.CHECK CONNECTOR

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

- Side radar LH
- Harness connector B104
- Harness connector B102
- Harness connector B101
- Harness connector B69

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of side radar LH.
2. Check the resistance between the side radar LH harness connector terminals.

Side radar LH harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B105	4	3	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the side radar LH branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the side radar LH. Refer to DAS-409, "SIDE RADAR LH : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the side radar LH. Refer to DAS-419, "Removal and Installation".
YES (Past error)>>Error was detected in the side radar LH branch line.
NO >> Repair the power supply and the ground circuit.

RDR-R BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000010593564

1.CHECK CONNECTOR

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

- Side radar RH
- Harness connector B106
- Harness connector B103
- Harness connector B101
- Harness connector B69

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of side radar RH.
2. Check the resistance between the side radar RH harness connector terminals.

Side radar RH harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B107	4	3	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the side radar RH branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the side radar RH. Refer to DAS-410, "SIDE RADAR RH : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the side radar RH. Refer to DAS-419, "Removal and Installation".
YES (Past error)>>Error was detected in the side radar RH branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000010593565

1.CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M24	6	14	Not existed

Is the inspection result normal?

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

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4.CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

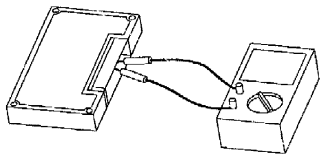
1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.

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

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

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

ECM and IPDM E/R



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Is the measurement value within the specification?

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

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.
Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

6.CHECK UNIT REPRODUCTION

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

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication system.
   NOTE:
   ECM and IPDM E/R have a termination circuit. Check other units first.
4. Connect the battery cable to the negative terminal. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.
   NOTE:
   Although unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.
Non-reproduced>>Replace the unit whose connector was disconnected.

ITS COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000010593566

1.CHECK CAN DIAGNOSIS

Check the CAN diagnosis results from CONSULT to see that the CAN communication circuit has no malfunction.

NOTE:

For identification of CAN communication circuit, ITS communication circuit and BSW communication circuit, refer to LAN-41, "System Diagram".

Is the CAN communication circuit normal?

YES >> GO TO 2.
NO >> Check and repair CAN communication circuit.

2.CONNECTOR INSPECTION

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

- ICC sensor integrated unit
- Accelerator pedal actuator
- Brake booster control unit
- Harness connector B201
- Harness connector M117
- Harness connector M6
- Harness connector E106

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the terminal and connector.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- ICC sensor integrated unit
- Brake booster control unit

2. Check the continuity between the ICC sensor integrated unit harness connector and the brake booster control unit harness connector.

ICC sensor integrated unit harness connector		Brake booster control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E67	2	B250	14	Existed
	5		5	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the ICC sensor integrated unit branch line (ITS communication circuit side). Refer to LAN-41, "System Diagram".

4.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

1. Disconnect the connector of accelerator pedal actuator.
2. Check the continuity between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Continuity
Connector No.	Terminal No.		
E67	2	5	Not existed

Is the inspection result normal?

YES >> GO TO 5.
NO >> Check the harness and repair or replace (if shield line is short) the root cause.

5.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the ICC sensor integrated unit harness connector and the ground.

ICC sensor integrated unit harness connector		Ground	Continuity
Connector No.	Terminal No.		
E67	2		Not existed
	5		Not existed

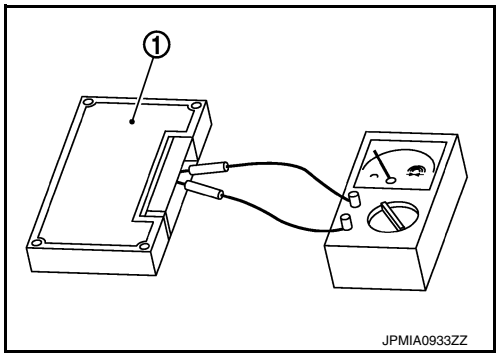
Is the inspection result normal?

YES >> GO TO 6.
NO >> Check the harness and repair or replace (if shield line is short) the root cause.

6.CHECK TERMINATION CIRCUIT

1. Remove the ICC sensor integrated unit and the brake booster control unit.
2. Check the resistance between the ICC sensor integrated unit terminals.

1 : ICC sensor integrated unit and brake booster control unit



ICC sensor integrated unit		Resistance (Ω)
Terminal No.		
2	5	Approx. 108 – 132

3. Check the resistance between the brake booster control unit terminals.

Brake booster control unit		Resistance (Ω)
Terminal No.		
14	5	Approx. 108 – 132

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace the ICC sensor integrated unit and/or the brake booster control unit.

7.CHECK SYMPTOM

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

Inspection result

Reproduced>>Replace the accelerator pedal actuator.
Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

BSW COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000010593567

1.CHECK CAN DIAGNOSIS

Check the CAN diagnosis results from CONSULT to see that the CAN communication circuit has no malfunction.

NOTE:

For identification of CAN communication circuit, ITS communication circuit, and BSW communication circuit, refer to LAN-41, "System Diagram".

Is the CAN communication circuit normal?

YES >> GO TO 2.
NO >> Check and repair CAN communication circuit.

2.CONNECTOR INSPECTION

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

- BSW control module
- Side radar LH
- Side radar RH
- Harness connector B69
- Harness connector B101
- Harness connector B103
- Harness connector B106

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the terminal and connector.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- BSW control module
- Side radar RH

2. Check the continuity between the BSW control module harness connector and the side radar RH harness connector.

BSW control module harness connector		Side radar RH harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B50	7	B107	4	Existed
	8		3	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the BSW control module branch line (BSW communication circuit side). Refer to LAN-41, "System Diagram".

4.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

1. Disconnect the connector of side radar LH.
2. Check the continuity between the BSW control module harness connector terminals.

BSW control module harness connector			Continuity
Connector No.	Terminal No.		
B50	7	8	Not existed

Is the inspection result normal?

YES >> GO TO 5.
NO >> Check the harness and repair the root cause.

5.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the BSW control module harness connector and the ground.

BSW control module harness connector		Ground	Continuity
Connector No.	Terminal No.		
B50	7		Not existed
	8		Not existed

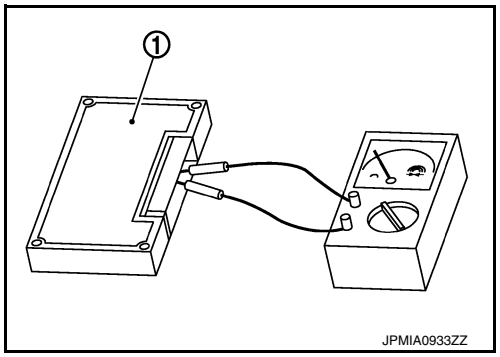
Is the inspection result normal?

YES >> GO TO 6.
NO >> Check the harness and repair the root cause.

6.CHECK TERMINATION CIRCUIT

1. Remove the BSW control module and the side radar RH.
2. Check the resistance between the BSW control module terminals.

1 : BSW control module and side radar RH



BSW control module		Resistance (Ω)
Terminal No.		
7	8	Approx. 108 – 132

3. Check the resistance between the side radar RH terminals.

Side radar RH		Resistance (Ω)
Terminal No.		
4	3	Approx. 108 – 132

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace the BSW control module and/or the side radar RH.

7.CHECK SYMPTOM

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

Inspection result

Reproduced>>Replace the side radar LH.
Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000011038860

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.

- ECM
- AV control unit

4. Check the continuity between the AV control unit harness connector and the data link connector.

- Models with navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M151	90	M24	6	Existed
	74		14	Existed

- Models without navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M217	81	M24	6	Existed
	80		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the AV control unit and the data link connector.
NO >> Repair the main line between the AV control unit and the data link connector.

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

Diagnosis Procedure

INFOID:0000000011038861

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
- ECM
- Unified meter and A/C amp.
4. Check the continuity between the data link connector and the unified meter and A/C amp. harness connector.

Data link connector		Unified meter and A/C amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M67	56	Existed
	14		72	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.
NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

MAIN LINE BETWEEN M&A AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000011038862

1.CHECK CONNECTOR

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

- Harness connector M6
- Harness connector E106

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- Unified meter and A/C amp.
- Harness connectors M6 and E106

2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M6	85	Existed
	72		86	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M6.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the ABS actuator and electric unit (control unit).
NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038863

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M107	114	113	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the ECM branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to EC-164, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038864

WARNING:

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

1.CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace the main harness.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "Work Flow".

Is the inspection result normal?

YES >> Replace the main harness.
NO >> Replace parts whose air bag system has a malfunction.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038865

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M151	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M217	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Base audio without navigation: AV-93, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-268, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-477, "AV CONTROL UNIT : Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio without navigation: AV-128, "Exploded View"
- BOSE audio without navigation: AV-316, "Exploded View"
- BOSE audio with navigation: AV-520, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038866

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to BCS-46, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-97, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038867

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038868

1.CHECK CONNECTOR

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

- A/T assembly
- Harness connector F103
- Harness connector M116

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F51	3	8	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the joint connector. Refer to TM-185, "Removal and Installation".
2. Check the continuity between the A/T assembly harness connector side and the TCM harness connector side of the joint connector.

A/T assembly harness connector side	TCM harness connector side	Continuity
Terminal No.	Terminal No.	
3	3	Existed
8	8	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace the joint connector.

4.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-125, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve & TCM. Refer to TM-185, "Removal and Installation".
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038869

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to MWI-55, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the unified meter and A/C amp. Refer to MWI-137, "Exploded View".
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038870

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to BRC-134, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-159, "Exploded View".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038871

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to BRC-48, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-156, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038872

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to PCS-19, "Diagnosis Procedure".

Is the inspection result normal?

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

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011038873

1.CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M24	6	14	Not existed

Is the inspection result normal?

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

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4.CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

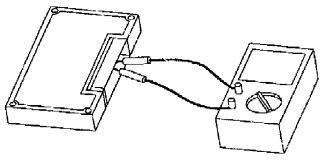
1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.

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

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

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

ECM and IPDM E/R



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Is the measurement value within the specification?

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

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.
Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

6.CHECK UNIT REPRODUCTION

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

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication system.
   NOTE:
   ECM and IPDM E/R have a termination circuit. Check other units first.
4. Connect the battery cable to the negative terminal. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.
   NOTE:
   Although unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.
Non-reproduced>>Replace the unit whose connector was disconnected.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000011038874

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.

- ECM
- AV control unit

4. Check the continuity between the AV control unit harness connector and the data link connector.

- Models with navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M151	90	M24	6	Existed
	74		14	Existed

- Models without navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M217	81	M24	6	Existed
	80		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the AV control unit and the data link connector.
NO >> Repair the main line between the AV control unit and the data link connector.

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

Diagnosis Procedure

INFOID:0000000011038875

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
- ECM
- Unified meter and A/C amp.
4. Check the continuity between the data link connector and the unified meter and A/C amp. harness connector.

Data link connector		Unified meter and A/C amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M67	56	Existed
	14		72	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.
NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

MAIN LINE BETWEEN M&A AND ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000011038876

1.CHECK CONNECTOR

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

- Harness connector M7
- Harness connector B1

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- Unified meter and A/C amp.
- Harness connectors M7 and B1

2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	34	Existed
	72		35	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M7.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B11 and B460.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B1	34	B11	3	Existed
	35		19	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the driver seat control unit.
NO >> Repair the main line between the harness connectors B1 and B11.

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000011038877

1.CHECK CONNECTOR

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

- Harness connector B1
- Harness connector M7
- Harness connector M6
- Harness connector E106

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B1 and M7.
2. Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	36	34	Existed
	37	35	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the driver seat control unit and the harness connector B1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M6 and E106.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	36	M6	85	Existed
	37		86	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connectors M7 and M6.

4.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the driver seat control unit and the ABS actuator and electric unit (control unit).

NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038880

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M107	114	113	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the ECM branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to EC-164, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038881

WARNING:

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

1.CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace the main harness.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "Work Flow".

Is the inspection result normal?

YES >> Replace the main harness.
NO >> Replace parts whose air bag system has a malfunction.

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038882

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M16	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to EXL-65, "AFS CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to EXL-219, "Exploded View".
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038883

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M151	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M217	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Base audio without navigation: AV-93, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-268, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-477, "AV CONTROL UNIT : Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio without navigation: AV-128, "Exploded View"
- BOSE audio without navigation: AV-316, "Exploded View"
- BOSE audio with navigation: AV-520, "Exploded View"

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038884

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to BCS-46, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-97, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038885

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038886

1.CHECK CONNECTOR

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

- A/T assembly
- Harness connector F103
- Harness connector M116

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F51	3	8	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the joint connector. Refer to TM-185, "Removal and Installation".
2. Check the continuity between the A/T assembly harness connector side and the TCM harness connector side of the joint connector.

A/T assembly harness connector side	TCM harness connector side	Continuity
Terminal No.	Terminal No.	
3	3	Existed
8	8	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace the joint connector.

4.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-125, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve & TCM. Refer to TM-185, "Removal and Installation".
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038887

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to MWI-55, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the unified meter and A/C amp. Refer to MWI-137, "Exploded View".
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038888

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to BRC-134, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-159, "Exploded View".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038889

1.CHECK CONNECTOR

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

- Driver seat control unit
- Harness connector B460
- Harness connector B11

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B451	3	19	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to ADP-56, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-219, "Exploded View".
YES (Past error)>>Error was detected in the driver seat control unit branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038890

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to BRC-48, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-156, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038892

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to PCS-19, "Diagnosis Procedure".

Is the inspection result normal?

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

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011038893

1.CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M24	6	14	Not existed

Is the inspection result normal?

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

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4.CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

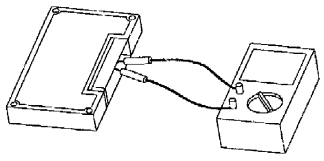
1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.

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

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

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

ECM and IPDM E/R



LKIA0037E

Is the measurement value within the specification?

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

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.
Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

6.CHECK UNIT REPRODUCTION

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

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication system.
   NOTE:
   ECM and IPDM E/R have a termination circuit. Check other units first.
4. Connect the battery cable to the negative terminal. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.
   NOTE:
   Although unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.
Non-reproduced>>Replace the unit whose connector was disconnected.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000011038894

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.

- ECM
- AV control unit

4. Check the continuity between the AV control unit harness connector and the data link connector.

- Models with navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M151	90	M24	6	Existed
	74		14	Existed

- Models without navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M217	81	M24	6	Existed
	80		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the AV control unit and the data link connector.
NO >> Repair the main line between the AV control unit and the data link connector.

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

Diagnosis Procedure

INFOID:0000000011038895

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.

- ECM
- Unified meter and A/C amp.

4. Check the continuity between the data link connector and the unified meter and A/C amp. harness connector.

Data link connector		Unified meter and A/C amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M67	56	Existed
	14		72	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.
NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

MAIN LINE BETWEEN M&A AND ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000011038897

1.CHECK CONNECTOR

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

- Harness connector M7
- Harness connector B1

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- Unified meter and A/C amp.
- Harness connectors M7 and B1

2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	34	Existed
	72		35	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M7.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B11 and B460.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B1	34	B11	3	Existed
	35		19	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the driver seat control unit.
NO >> Repair the main line between the harness connectors B1 and B11.

MAIN LINE BETWEEN ADP AND BSW CIRCUIT

Diagnosis Procedure

INFOID:0000000011038898

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
- ECM
- Harness connectors B460 and B11
- BSW control module
4. Check the continuity between the harness connector and the BSW control module harness connector.

Harness connector		BSW control module harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B11	3	B50	14	Existed
	19		15	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the driver seat control unit and the BSW control module.
NO >> Repair the main line between the harness connector B11 and the BSW control module.

MAIN LINE BETWEEN BSW AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000011038899

1.CHECK CONNECTOR

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

- Harness connector B1
- Harness connector M7
- Harness connector M6
- Harness connector E106

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- BSW control module
- Harness connectors B1 and M7

2. Check the continuity between the BSW control module harness connector and the harness connector.

BSW control module harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B50	14	B1	36	Existed
	15		37	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the BSW control module and the harness connector B1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M6 and E106.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	36	M6	85	Existed
	37		86	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connectors M7 and M6.

4.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the BSW control module and the ABS actuator and electric unit (control unit).
NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038900

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M107	114	113	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the ECM branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to EC-164, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038901

WARNING:

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

1.CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace the main harness.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "Work Flow".

Is the inspection result normal?

YES >> Replace the main harness.
NO >> Replace parts whose air bag system has a malfunction.

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038902

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M16	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to EXL-65, "AFS CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to EXL-219, "Exploded View".
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038903

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M151	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M217	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Base audio without navigation: AV-93, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-268, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-477, "AV CONTROL UNIT : Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio without navigation: AV-128, "Exploded View"
- BOSE audio without navigation: AV-316, "Exploded View"
- BOSE audio with navigation: AV-520, "Exploded View"

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

LANE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038904

1.CHECK CONNECTOR

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

- Lane camera unit
- Harness connector R7
- Harness connector M110

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of lane camera unit.
2. Check the resistance between the lane camera unit harness connector terminals.

Lane camera unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
R10	4	8	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to DAS-298, "LANE CAMERA UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the lane camera unit. Refer to DAS-334, "Exploded View".
YES (Past error)>>Error was detected in the lane camera unit branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038905

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to BCS-46, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-97, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038906

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038907

1.CHECK CONNECTOR

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

- A/T assembly
- Harness connector F103
- Harness connector M116

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F51	3	8	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the joint connector. Refer to TM-185, "Removal and Installation".
2. Check the continuity between the A/T assembly harness connector side and the TCM harness connector side of the joint connector.

A/T assembly harness connector side	TCM harness connector side	Continuity
Terminal No.	Terminal No.	
3	3	Existed
8	8	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace the joint connector.

4.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-125, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve & TCM. Refer to TM-185, "Removal and Installation".
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038908

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to MWI-55, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the unified meter and A/C amp. Refer to MWI-137, "Exploded View".
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038909

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to BRC-134, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-159, "Exploded View".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038910

1.CHECK CONNECTOR

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

- Driver seat control unit
- Harness connector B460
- Harness connector B11

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B451	3	19	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to ADP-56, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-219, "Exploded View".
YES (Past error)>>Error was detected in the driver seat control unit branch line.
NO >> Repair the power supply and the ground circuit.

BSW BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038911

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of BSW control module.
2. Check the resistance between the BSW control module harness connector terminals.

BSW control module harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B50	14	15	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the BSW control module branch line (CAN communication circuit side). Refer to LAN-41, "System Diagram".

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BSW control module. Refer to DAS-409, "BSW CONTROL MODULE : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BSW control module. Refer to DAS-418, "Removal and Installation".
YES (Past error)>>Error was detected in the BSW control module branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038912

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to BRC-48, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-156, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

ICC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038913

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ICC sensor integrated unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E67	3	6	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the ICC sensor integrated unit branch line (CAN communication circuit side). Refer to LAN-41, "System Diagram".

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to CCS-134, "ICC SENSOR INTEGRATED UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ICC sensor integrated unit. Refer to CCS-174, "Exploded View".
YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038914

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to PCS-19, "Diagnosis Procedure".

Is the inspection result normal?

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

APA BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038915

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of accelerator pedal actuator.
2. Check the resistance between the accelerator pedal actuator harness connector terminals.

Accelerator pedal actuator harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E113	5	3	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the accelerator pedal actuator branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the accelerator pedal actuator. Refer to DAS-141, "ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the accelerator pedal actuator. Refer to DAS-197, "Exploded View".
YES (Past error)>>Error was detected in the accelerator pedal actuator branch line.
NO >> Repair the power supply and the ground circuit.

BCU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038916

1.CHECK CONNECTOR

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

- Brake booster control unit
- Harness connector B201
- Harness connector M117
- Harness connector M6
- Harness connector E106

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Brake booster control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B250	14	5	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair or replace (if shield line is open) the brake booster control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the brake booster control unit. Refer to CCS-134, "BRAKE BOOSTER CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the brake booster control unit. Refer to CCS-175, "Exploded View".
YES (Past error)>>Error was detected in the brake booster control unit branch line.
NO >> Repair the power supply and the ground circuit.

RDR-L BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038917

1.CHECK CONNECTOR

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

- Side radar LH
- Harness connector B104
- Harness connector B102
- Harness connector B101
- Harness connector B69

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of side radar LH.
2. Check the resistance between the side radar LH harness connector terminals.

Side radar LH harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B105	4	3	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the side radar LH branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the side radar LH. Refer to DAS-409, "SIDE RADAR LH : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the side radar LH. Refer to DAS-419, "Removal and Installation".
YES (Past error)>>Error was detected in the side radar LH branch line.
NO >> Repair the power supply and the ground circuit.

RDR-R BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038918

1.CHECK CONNECTOR

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

- Side radar RH
- Harness connector B106
- Harness connector B103
- Harness connector B101
- Harness connector B69

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of side radar RH.
2. Check the resistance between the side radar RH harness connector terminals.

Side radar RH harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B107	4	3	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the side radar RH branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the side radar RH. Refer to DAS-410, "SIDE RADAR RH : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the side radar RH. Refer to DAS-419, "Removal and Installation".
YES (Past error)>>Error was detected in the side radar RH branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011038919

1.CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M24	6	14	Not existed

Is the inspection result normal?

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

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4.CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

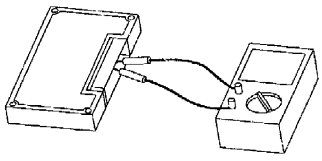
1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.

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

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

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

ECM and IPDM E/R



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Is the measurement value within the specification?

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

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.
Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

6.CHECK UNIT REPRODUCTION

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

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication system.
   NOTE:
   ECM and IPDM E/R have a termination circuit. Check other units first.
4. Connect the battery cable to the negative terminal. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.
   NOTE:
   Although unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.
Non-reproduced>>Replace the unit whose connector was disconnected.

ITS COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011038920

1.CHECK CAN DIAGNOSIS

Check the CAN diagnosis results from CONSULT to see that the CAN communication circuit has no malfunction.

NOTE:

For identification of CAN communication circuit, ITS communication circuit and BSW communication circuit, refer to LAN-41, "System Diagram".

Is the CAN communication circuit normal?

YES >> GO TO 2.
NO >> Check and repair CAN communication circuit.

2.CONNECTOR INSPECTION

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

- ICC sensor integrated unit
- Accelerator pedal actuator
- Brake booster control unit
- Harness connector B201
- Harness connector M117
- Harness connector M6
- Harness connector E106

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the terminal and connector.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- ICC sensor integrated unit
- Brake booster control unit

2. Check the continuity between the ICC sensor integrated unit harness connector and the brake booster control unit harness connector.

ICC sensor integrated unit harness connector		Brake booster control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E67	2	B250	14	Existed
	5		5	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the ICC sensor integrated unit branch line (ITS communication circuit side). Refer to LAN-41, "System Diagram".

4.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

1. Disconnect the connector of accelerator pedal actuator.
2. Check the continuity between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Continuity
Connector No.	Terminal No.		
E67	2	5	Not existed

Is the inspection result normal?

YES >> GO TO 5.
NO >> Check the harness and repair or replace (if shield line is short) the root cause.

5.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the ICC sensor integrated unit harness connector and the ground.

ICC sensor integrated unit harness connector		Ground	Continuity
Connector No.	Terminal No.		
E67	2		Not existed
	5		Not existed

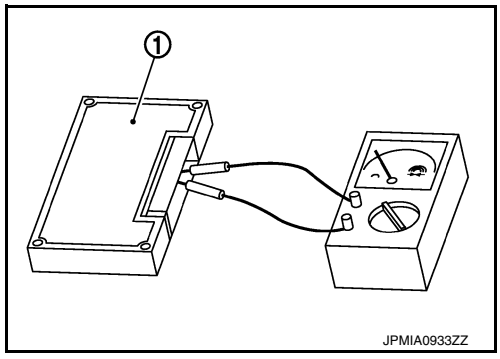
Is the inspection result normal?

YES >> GO TO 6.
NO >> Check the harness and repair or replace (if shield line is short) the root cause.

6.CHECK TERMINATION CIRCUIT

1. Remove the ICC sensor integrated unit and the brake booster control unit.
2. Check the resistance between the ICC sensor integrated unit terminals.

1 : ICC sensor integrated unit and brake booster control unit



ICC sensor integrated unit		Resistance (Ω)
Terminal No.		
2	5	Approx. 108 – 132

3. Check the resistance between the brake booster control unit terminals.

Brake booster control unit		Resistance (Ω)
Terminal No.		
14	5	Approx. 108 – 132

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace the ICC sensor integrated unit and/or the brake booster control unit.

7.CHECK SYMPTOM

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

Inspection result

Reproduced>>Replace the accelerator pedal actuator.
Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

BSW COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011038921

1.CHECK CAN DIAGNOSIS

Check the CAN diagnosis results from CONSULT to see that the CAN communication circuit has no malfunction.

NOTE:
For identification of CAN communication circuit, ITS communication circuit, and BSW communication circuit, refer to LAN-41, "System Diagram".

Is the CAN communication circuit normal?

YES >> GO TO 2.
NO >> Check and repair CAN communication circuit.

2.CONNECTOR INSPECTION

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

- BSW control module
- Side radar LH
- Side radar RH
- Harness connector B69
- Harness connector B101
- Harness connector B103
- Harness connector B106

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the terminal and connector.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- BSW control module
- Side radar RH

2. Check the continuity between the BSW control module harness connector and the side radar RH harness connector.

BSW control module harness connector		Side radar RH harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B50	7	B107	4	Existed
	8		3	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the BSW control module branch line (BSW communication circuit side). Refer to LAN-41, "System Diagram".

4.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

1. Disconnect the connector of side radar LH.
2. Check the continuity between the BSW control module harness connector terminals.

BSW control module harness connector			Continuity
Connector No.	Terminal No.		
B50	7	8	Not existed

Is the inspection result normal?

YES >> GO TO 5.
NO >> Check the harness and repair the root cause.

5.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the BSW control module harness connector and the ground.

BSW control module harness connector		Ground	Continuity
Connector No.	Terminal No.		
B50	7		Not existed
	8		Not existed

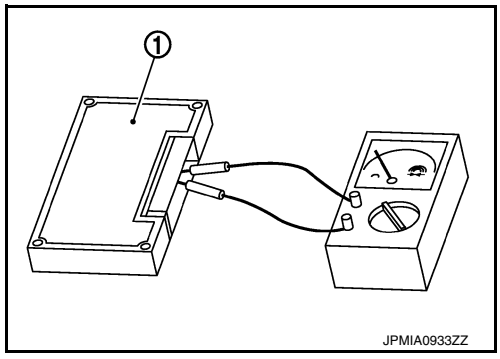
Is the inspection result normal?

YES >> GO TO 6.
NO >> Check the harness and repair the root cause.

6.CHECK TERMINATION CIRCUIT

1. Remove the BSW control module and the side radar RH.
2. Check the resistance between the BSW control module terminals.

1 : BSW control module and side radar RH



BSW control module		Resistance (Ω)
Terminal No.		
7	8	Approx. 108 – 132

3. Check the resistance between the side radar RH terminals.

Side radar RH		Resistance (Ω)
Terminal No.		
4	3	Approx. 108 – 132

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace the BSW control module and/or the side radar RH.

7.CHECK SYMPTOM

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

Inspection result

Reproduced>>Replace the side radar LH.
Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000011038922

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.

- ECM
- AV control unit

4. Check the continuity between the AV control unit harness connector and the data link connector.

- Models with navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M151	90	M24	6	Existed
	74		14	Existed

- Models without navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M217	81	M24	6	Existed
	80		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the AV control unit and the data link connector.
NO >> Repair the main line between the AV control unit and the data link connector.

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

Diagnosis Procedure

INFOID:0000000011038923

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
- ECM
- Unified meter and A/C amp.
4. Check the continuity between the data link connector and the unified meter and A/C amp. harness connector.

Data link connector		Unified meter and A/C amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M67	56	Existed
	14		72	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.
NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

MAIN LINE BETWEEN M&A AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000011038924

1.CHECK CONNECTOR

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

- Harness connector M6
- Harness connector E106

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- Unified meter and A/C amp.
- Harness connectors M6 and E106

2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M6	85	Existed
	72		86	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M6.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the ABS actuator and electric unit (control unit).
NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038925

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M107	114	113	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the ECM branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to EC-164, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038926

WARNING:

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

1.CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace the main harness.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "Work Flow".

Is the inspection result normal?

YES >> Replace the main harness.
NO >> Replace parts whose air bag system has a malfunction.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038927

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M151	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M217	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Base audio without navigation: AV-93, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-268, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-477, "AV CONTROL UNIT : Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio without navigation: AV-128, "Exploded View"
- BOSE audio without navigation: AV-316, "Exploded View"
- BOSE audio with navigation: AV-520, "Exploded View"

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

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038936

1.CHECK CONNECTOR

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

- AWD control unit
- Harness connector F103
- Harness connector M116

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

AWD control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F108	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to DLN-47, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AWD control unit. Refer to DLN-59, "Removal and Installation".
YES (Past error)>>Error was detected in the AWD control unit branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038928

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to BCS-46, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-97, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038929

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038930

1.CHECK CONNECTOR

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

- A/T assembly
- Harness connector F103
- Harness connector M116

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F51	3	8	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the joint connector. Refer to TM-185, "Removal and Installation".
2. Check the continuity between the A/T assembly harness connector side and the TCM harness connector side of the joint connector.

A/T assembly harness connector side	TCM harness connector side	Continuity
Terminal No.	Terminal No.	
3	3	Existed
8	8	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace the joint connector.

4.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-125, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve & TCM. Refer to TM-185, "Removal and Installation".
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038931

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to MWI-55, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the unified meter and A/C amp. Refer to MWI-137, "Exploded View".
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038932

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to BRC-134, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-159, "Exploded View".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038933

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to BRC-48, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-156, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038934

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to PCS-19, "Diagnosis Procedure".

Is the inspection result normal?

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

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011038935

1.CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M24	6	14	Not existed

Is the inspection result normal?

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

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4.CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

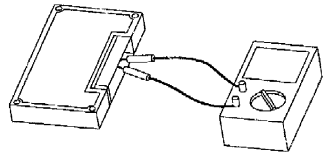
1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.

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

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

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

ECM and IPDM E/R



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Is the measurement value within the specification?

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

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.
Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

6.CHECK UNIT REPRODUCTION

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

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication system.
   NOTE:
   ECM and IPDM E/R have a termination circuit. Check other units first.
4. Connect the battery cable to the negative terminal. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.
   NOTE:
   Although unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.
Non-reproduced>>Replace the unit whose connector was disconnected.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000011038937

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.

- ECM
- AV control unit

4. Check the continuity between the AV control unit harness connector and the data link connector.

- Models with navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M151	90	M24	6	Existed
	74		14	Existed

- Models without navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M217	81	M24	6	Existed
	80		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the AV control unit and the data link connector.
NO >> Repair the main line between the AV control unit and the data link connector.

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

Diagnosis Procedure

INFOID:0000000011038938

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
- ECM
- Unified meter and A/C amp.
4. Check the continuity between the data link connector and the unified meter and A/C amp. harness connector.

Data link connector		Unified meter and A/C amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M67	56	Existed
	14		72	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.
NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

MAIN LINE BETWEEN M&A AND ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000011038939

1.CHECK CONNECTOR

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

- Harness connector M7
- Harness connector B1

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- Unified meter and A/C amp.
- Harness connectors M7 and B1

2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	34	Existed
	72		35	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M7.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B11 and B460.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B1	34	B11	3	Existed
	35		19	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the driver seat control unit.
NO >> Repair the main line between the harness connectors B1 and B11.

MAIN LINE BETWEEN ADP AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000011038940

1.CHECK CONNECTOR

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

- Harness connector B1
- Harness connector M7
- Harness connector M6
- Harness connector E106

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B1 and M7.
2. Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	36	34	Existed
	37	35	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the driver seat control unit and the harness connector B1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M6 and E106.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	36	M6	85	Existed
	37		86	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connectors M7 and M6.

4.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the driver seat control unit and the ABS actuator and electric unit (control unit).

NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038941

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M107	114	113	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the ECM branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to EC-164, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038942

WARNING:

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

1.CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace the main harness.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "Work Flow".

Is the inspection result normal?

YES >> Replace the main harness.
NO >> Replace parts whose air bag system has a malfunction.

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038943

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M16	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to EXL-65, "AFS CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to EXL-219, "Exploded View".
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038944

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M151	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M217	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Base audio without navigation: AV-93, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-268, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-477, "AV CONTROL UNIT : Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio without navigation: AV-128, "Exploded View"
- BOSE audio without navigation: AV-316, "Exploded View"
- BOSE audio with navigation: AV-520, "Exploded View"

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

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038954

1.CHECK CONNECTOR

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

- AWD control unit
- Harness connector F103
- Harness connector M116

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

AWD control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F108	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to DLN-47, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AWD control unit. Refer to DLN-59, "Removal and Installation".
YES (Past error)>>Error was detected in the AWD control unit branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038945

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to BCS-46, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-97, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038946

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038947

1.CHECK CONNECTOR

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

- A/T assembly
- Harness connector F103
- Harness connector M116

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F51	3	8	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the joint connector. Refer to TM-185, "Removal and Installation".
2. Check the continuity between the A/T assembly harness connector side and the TCM harness connector side of the joint connector.

A/T assembly harness connector side	TCM harness connector side	Continuity
Terminal No.	Terminal No.	
3	3	Existed
8	8	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace the joint connector.

4.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-125, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve & TCM. Refer to TM-185, "Removal and Installation".
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038948

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to MWI-55, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the unified meter and A/C amp. Refer to MWI-137, "Exploded View".
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038949

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to BRC-134, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-159, "Exploded View".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038950

1.CHECK CONNECTOR

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

- Driver seat control unit
- Harness connector B460
- Harness connector B11

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B451	3	19	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to ADP-56, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-219, "Exploded View".
YES (Past error)>>Error was detected in the driver seat control unit branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038951

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to BRC-48, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-156, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038952

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to PCS-19, "Diagnosis Procedure".

Is the inspection result normal?

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

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011038953

1.CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M24	6	14	Not existed

Is the inspection result normal?

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

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4.CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

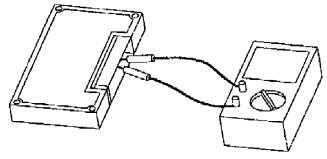
1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.

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

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

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

ECM and IPDM E/R



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Is the measurement value within the specification?

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

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.
Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

6.CHECK UNIT REPRODUCTION

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

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication system.
   NOTE:
   ECM and IPDM E/R have a termination circuit. Check other units first.
4. Connect the battery cable to the negative terminal. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.
   NOTE:
   Although unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.
Non-reproduced>>Replace the unit whose connector was disconnected.

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN AV AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000011038956

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.

- ECM
- AV control unit

4. Check the continuity between the AV control unit harness connector and the data link connector.

- Models with navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M151	90	M24	6	Existed
	74		14	Existed

- Models without navigation system

AV control unit harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M217	81	M24	6	Existed
	80		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the AV control unit and the data link connector.
NO >> Repair the main line between the AV control unit and the data link connector.

MAIN LINE BETWEEN DLC AND M&A CIRCUIT

Diagnosis Procedure

INFOID:0000000011038957

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
- ECM
- Unified meter and A/C amp.
4. Check the continuity between the data link connector and the unified meter and A/C amp. harness connector.

Data link connector		Unified meter and A/C amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M24	6	M67	56	Existed
	14		72	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.
NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

MAIN LINE BETWEEN M&A AND ADP CIRCUIT

Diagnosis Procedure

INFOID:0000000011038958

1.CHECK CONNECTOR

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

- Harness connector M7
- Harness connector B1

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- Unified meter and A/C amp.
- Harness connectors M7 and B1

2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	34	Existed
	72		35	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the unified meter and A/C amp. and the harness connector M7.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B11 and B460.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B1	34	B11	3	Existed
	35		19	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the driver seat control unit.
NO >> Repair the main line between the harness connectors B1 and B11.

MAIN LINE BETWEEN ADP AND BSW CIRCUIT

Diagnosis Procedure

INFOID:0000000011038959

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.

- ECM
- Harness connectors B460 and B11
- BSW control module

4. Check the continuity between the harness connector and the BSW control module harness connector.

Harness connector		BSW control module harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B11	3	B50	14	Existed
	19		15	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the driver seat control unit and the BSW control module.
NO >> Repair the main line between the harness connector B11 and the BSW control module.

MAIN LINE BETWEEN BSW AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000011038960

1.CHECK CONNECTOR

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

- Harness connector B1
- Harness connector M7
- Harness connector M6
- Harness connector E106

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- BSW control module
- Harness connectors B1 and M7

2. Check the continuity between the BSW control module harness connector and the harness connector.

BSW control module harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B50	14	B1	36	Existed
	15		37	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the BSW control module and the harness connector B1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors M6 and E106.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	36	M6	85	Existed
	37		86	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the main line between the harness connectors M7 and M6.

4.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	85	E41	35	Existed
	86		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the BSW control module and the ABS actuator and electric unit (control unit).
NO >> Repair the main line between the harness connector E106 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038961

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M107	114	113	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the ECM branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to EC-164, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".
YES (Past error)>>Error was detected in the ECM branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038962

WARNING:

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

1.CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace the main harness.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to SRC-3, "Work Flow".

Is the inspection result normal?

YES >> Replace the main harness.
NO >> Replace parts whose air bag system has a malfunction.

AFS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038963

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

AFS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M16	30	7	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to EXL-65, "AFS CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to EXL-219, "Exploded View".
YES (Past error)>>Error was detected in the AFS control unit branch line.
NO >> Repair the power supply and the ground circuit.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038964

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M151	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M217	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Base audio without navigation: AV-93, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio without navigation: AV-268, "AV CONTROL UNIT : Diagnosis Procedure"
- BOSE audio with navigation: AV-477, "AV CONTROL UNIT : Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to the following.
- Base audio without navigation: AV-128, "Exploded View"
- BOSE audio without navigation: AV-316, "Exploded View"
- BOSE audio with navigation: AV-520, "Exploded View"

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

LANE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038965

1.CHECK CONNECTOR

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

- Lane camera unit
- Harness connector R7
- Harness connector M110

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of lane camera unit.
2. Check the resistance between the lane camera unit harness connector terminals.

Lane camera unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
R10	4	8	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to DAS-298, "LANE CAMERA UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the lane camera unit. Refer to DAS-334, "Exploded View".
YES (Past error)>>Error was detected in the lane camera unit branch line.
NO >> Repair the power supply and the ground circuit.

4WD BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038983

1.CHECK CONNECTOR

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

- AWD control unit
- Harness connector F103
- Harness connector M116

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

AWD control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F108	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to DLN-47, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the AWD control unit. Refer to DLN-59, "Removal and Installation".
YES (Past error)>>Error was detected in the AWD control unit branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038966

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to BCS-46, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-97, "Exploded View".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038967

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038968

1.CHECK CONNECTOR

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

- A/T assembly
- Harness connector F103
- Harness connector M116

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

A/T assembly harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F51	3	8	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK HARNESS FOR OPEN CIRCUIT

1. Remove the joint connector. Refer to TM-185, "Removal and Installation".
2. Check the continuity between the A/T assembly harness connector side and the TCM harness connector side of the joint connector.

A/T assembly harness connector side	TCM harness connector side	Continuity
Terminal No.	Terminal No.	
3	3	Existed
8	8	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace the joint connector.

4.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-125, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the control valve & TCM. Refer to TM-185, "Removal and Installation".
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038969

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Unified meter and A/C amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	56	72	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to MWI-55, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the unified meter and A/C amp. Refer to MWI-137, "Exploded View".
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038970

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to BRC-134, "Wiring Diagram - BRAKE CONTROL SYSTEM -".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-159, "Exploded View".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038971

1.CHECK CONNECTOR

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

- Driver seat control unit
- Harness connector B460
- Harness connector B11

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B451	3	19	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to ADP-56, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-219, "Exploded View".
YES (Past error)>>Error was detected in the driver seat control unit branch line.
NO >> Repair the power supply and the ground circuit.

BSW BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038972

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of BSW control module.
2. Check the resistance between the BSW control module harness connector terminals.

BSW control module harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B50	14	15	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the BSW control module branch line (CAN communication circuit side). Refer to LAN-41, "System Diagram".

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BSW control module. Refer to DAS-409, "BSW CONTROL MODULE : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BSW control module. Refer to DAS-418, "Removal and Installation".
YES (Past error)>>Error was detected in the BSW control module branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038973

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to BRC-48, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-156, "Exploded View".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

ICC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038974

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ICC sensor integrated unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E67	3	6	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the ICC sensor integrated unit branch line (CAN communication circuit side). Refer to LAN-41, "System Diagram".

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to CCS-134, "ICC SENSOR INTEGRATED UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the ICC sensor integrated unit. Refer to CCS-174, "Exploded View".
YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038975

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to PCS-19, "Diagnosis Procedure".

Is the inspection result normal?

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

APA BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038976

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of accelerator pedal actuator.
2. Check the resistance between the accelerator pedal actuator harness connector terminals.

Accelerator pedal actuator harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E113	5	3	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the accelerator pedal actuator branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the accelerator pedal actuator. Refer to DAS-141, "ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the accelerator pedal actuator. Refer to DAS-197, "Exploded View".
YES (Past error)>>Error was detected in the accelerator pedal actuator branch line.
NO >> Repair the power supply and the ground circuit.

BCU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038977

1.CHECK CONNECTOR

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

- Brake booster control unit
- Harness connector B201
- Harness connector M117
- Harness connector M6
- Harness connector E106

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Brake booster control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B250	14	5	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair or replace (if shield line is open) the brake booster control unit branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the brake booster control unit. Refer to CCS-134, "BRAKE BOOSTER CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the brake booster control unit. Refer to CCS-175, "Exploded View".
YES (Past error)>>Error was detected in the brake booster control unit branch line.
NO >> Repair the power supply and the ground circuit.

RDR-L BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038978

1.CHECK CONNECTOR

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

- Side radar LH
- Harness connector B104
- Harness connector B102
- Harness connector B101
- Harness connector B69

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of side radar LH.
2. Check the resistance between the side radar LH harness connector terminals.

Side radar LH harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B105	4	3	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the side radar LH branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the side radar LH. Refer to DAS-409, "SIDE RADAR LH : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the side radar LH. Refer to DAS-419, "Removal and Installation".
YES (Past error)>>Error was detected in the side radar LH branch line.
NO >> Repair the power supply and the ground circuit.

RDR-R BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000011038979

1.CHECK CONNECTOR

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

- Side radar RH
- Harness connector B106
- Harness connector B103
- Harness connector B101
- Harness connector B69

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of side radar RH.
2. Check the resistance between the side radar RH harness connector terminals.

Side radar RH harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B107	4	3	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the side radar RH branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the side radar RH. Refer to DAS-410, "SIDE RADAR RH : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the side radar RH. Refer to DAS-419, "Removal and Installation".
YES (Past error)>>Error was detected in the side radar RH branch line.
NO >> Repair the power supply and the ground circuit.

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011038980

1.CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M24	6	14	Not existed

Is the inspection result normal?

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

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4.CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

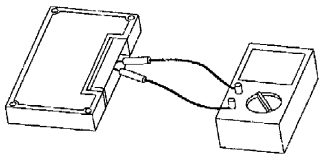
1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.

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

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

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

ECM and IPDM E/R



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Is the measurement value within the specification?

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

5.CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 6.
Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

6.CHECK UNIT REPRODUCTION

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

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication system.
   NOTE:
   ECM and IPDM E/R have a termination circuit. Check other units first.
4. Connect the battery cable to the negative terminal. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.
   NOTE:
   Although unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.
Non-reproduced>>Replace the unit whose connector was disconnected.

ITS COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011038981

1.CHECK CAN DIAGNOSIS

Check the CAN diagnosis results from CONSULT to see that the CAN communication circuit has no malfunction.

NOTE:
For identification of CAN communication circuit, ITS communication circuit and BSW communication circuit, refer to LAN-41, "System Diagram".

Is the CAN communication circuit normal?

YES >> GO TO 2.
NO >> Check and repair CAN communication circuit.

2.CONNECTOR INSPECTION

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

- ICC sensor integrated unit
- Accelerator pedal actuator
- Brake booster control unit
- Harness connector B201
- Harness connector M117
- Harness connector M6
- Harness connector E106

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the terminal and connector.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- ICC sensor integrated unit
- Brake booster control unit

2. Check the continuity between the ICC sensor integrated unit harness connector and the brake booster control unit harness connector.

ICC sensor integrated unit harness connector		Brake booster control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E67	2	B250	14	Existed
	5		5	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the ICC sensor integrated unit branch line (ITS communication circuit side). Refer to LAN-41, "System Diagram".

4.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

1. Disconnect the connector of accelerator pedal actuator.
2. Check the continuity between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Continuity
Connector No.	Terminal No.		
E67	2	5	Not existed

Is the inspection result normal?

YES >> GO TO 5.
NO >> Check the harness and repair or replace (if shield line is short) the root cause.

5.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the ICC sensor integrated unit harness connector and the ground.

ICC sensor integrated unit harness connector		Ground	Continuity
Connector No.	Terminal No.		
E67	2		Not existed
	5		Not existed

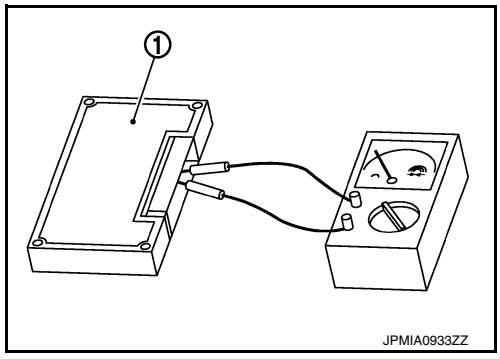
Is the inspection result normal?

YES >> GO TO 6.
NO >> Check the harness and repair or replace (if shield line is short) the root cause.

6.CHECK TERMINATION CIRCUIT

1. Remove the ICC sensor integrated unit and the brake booster control unit.
2. Check the resistance between the ICC sensor integrated unit terminals.

1 : ICC sensor integrated unit and brake booster control unit



ICC sensor integrated unit		Resistance (Ω)
Terminal No.		
2	5	Approx. 108 – 132

3. Check the resistance between the brake booster control unit terminals.

Brake booster control unit		Resistance (Ω)
Terminal No.		
14	5	Approx. 108 – 132

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace the ICC sensor integrated unit and/or the brake booster control unit.

7.CHECK SYMPTOM

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

Inspection result

Reproduced>>Replace the accelerator pedal actuator.
Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

BSW COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000011038982

1.CHECK CAN DIAGNOSIS

Check the CAN diagnosis results from CONSULT to see that the CAN communication circuit has no malfunction.

NOTE:

For identification of CAN communication circuit, ITS communication circuit, and BSW communication circuit, refer to LAN-41, "System Diagram".

Is the CAN communication circuit normal?

YES >> GO TO 2.
NO >> Check and repair CAN communication circuit.

2.CONNECTOR INSPECTION

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

- BSW control module
- Side radar LH
- Side radar RH
- Harness connector B69
- Harness connector B101
- Harness connector B103
- Harness connector B106

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the terminal and connector.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- BSW control module
- Side radar RH

2. Check the continuity between the BSW control module harness connector and the side radar RH harness connector.

BSW control module harness connector		Side radar RH harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B50	7	B107	4	Existed
	8		3	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair the BSW control module branch line (BSW communication circuit side). Refer to LAN-41, "System Diagram".

4.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

1. Disconnect the connector of side radar LH.
2. Check the continuity between the BSW control module harness connector terminals.

BSW control module harness connector			Continuity
Connector No.	Terminal No.		
B50	7	8	Not existed

Is the inspection result normal?

YES >> GO TO 5.
NO >> Check the harness and repair the root cause.

5.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the BSW control module harness connector and the ground.

BSW control module harness connector		Ground	Continuity
Connector No.	Terminal No.		
B50	7		Not existed
	8		Not existed

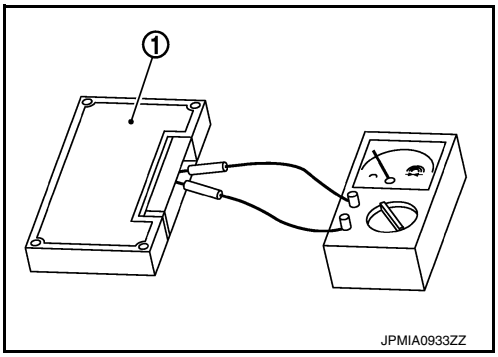
Is the inspection result normal?

YES >> GO TO 6.
NO >> Check the harness and repair the root cause.

6.CHECK TERMINATION CIRCUIT

1. Remove the BSW control module and the side radar RH.
2. Check the resistance between the BSW control module terminals.

1 : BSW control module and side radar RH



BSW control module		Resistance (Ω)
Terminal No.		
7	8	Approx. 108 – 132

3. Check the resistance between the side radar RH terminals.

Side radar RH		Resistance (Ω)
Terminal No.		
4	3	Approx. 108 – 132

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace the BSW control module and/or the side radar RH.

7.CHECK SYMPTOM

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

Inspection result

Reproduced>>Replace the side radar LH.
Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.