SECTION **SECTION POWER SUPPLY, GROUND & CIRCUIT ELEMENTS**

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BASIC INSPECTION

BATTERY

How to Handle Battery

CAUTION:

- If it becomes necessary to start the engine with a booster battery and jumper cables, use a 12-volt booster battery.
- After connecting battery cables, ensure that they are tightly clamped to battery terminals for good contact.
- Never add distilled water through the hole used to check specific gravity.

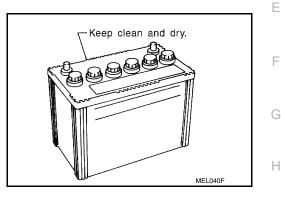
METHODS OF PREVENTING OVER-DISCHARGE

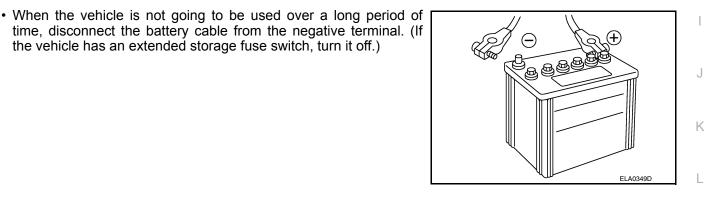
The following precautions must be taken to prevent over-discharging a battery.

 The battery surface (particularly its top) should always be kept clean and drv.

the vehicle has an extended storage fuse switch, turn it off.)

- The terminal connections should be clean and tight.
- · At every routine maintenance, check the electrolyte level. This also applies to batteries designated as "low maintenance" and "maintenance-free".





Work Flow

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BATTERY DIAGNOSIS WITH EXP-800 NI OR GR8-1200 NI

To diagnose and confirm the condition of the battery, use the following special service tools:

- EXP-800 NI Battery and electrical diagnostic analyzer
- GR8-1200 NI Multitasking battery and electrical diagnostic station

NOTE:

Refer to the applicable instruction manual for proper battery diagnosis procedures.

BATTERY DIAGNOSIS WITHOUT EXP-800 NI OR GR8-1200 NI

Check Electrolyte Level

WARNING:

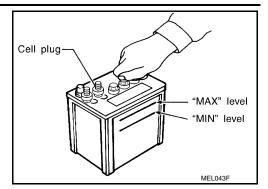
Never allow battery fluid to come in contact with skin, eyes, fabrics, or painted surfaces. After touching a battery, never touch or rub your eyes until you have thoroughly washed your hands. If acid contacts eyes, skin or clothing, immediately flush with water for 15 minutes and seek medical attention. Failure to do this may cause personal injury or damage to clothing or the painted surfaces.

BATTERY

< BASIC INSPECTION >

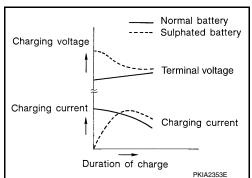
- Remove the cell plug using a suitable tool.
- Add distilled water up to the MAX level.

[POWER SUPPLY & GROUND CIRCUIT]



SULPHATION

- A battery will be completely discharged if it is left unattended for a long time and the specific gravity will become less than 1.100. This may result in sulphation on the cell plates.
- To determine if a battery has been "sulphated", note its voltage and current when charging it. As shown in the figure, less current and higher voltage are observed in the initial stage of charging sulphated batteries.
- A sulphated battery may sometimes be brought back into service by means of a long, slow charge, 12 hours or more, followed by a battery capacity test.



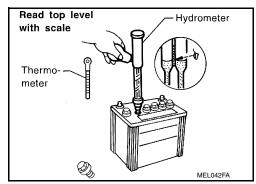
Specific Gravity Check

NOTE:

Check the charge condition of the battery.

Periodically check the specific gravity of the electrolyte. Keep a close check on charge condition to prevent over-discharge.

- 1. Read hydrometer and thermometer indications at eye level.
- 2. Use the chart below to correct your hydrometer reading according to electrolyte temperature.



Hydrometer Temperature Correction

Battery electrolyte temperature [°C (°F)]	Add to specific gravity reading
71 (160)	0.032
66 (150)	0.028
60 (140)	0.024
54 (130)	0.020
49 (120)	0.016
43 (110)	0.012
38 (100)	0.008
32 (90)	0.004
27 (80)	0
21 (70)	-0.004
16 (60)	-0.008
10 (50)	-0.012

BATTERY

< BASIC INSPECTION >

Battery electrolyte temperature [°C (°F)]	Add to specific gravity reading
4 (40)	-0.016
-1 (30)	-0.020
-7 (20)	-0.024
-12 (10)	-0.028
-18 (0)	-0.032

Approximate charge condition
Fully charged
3/4 charged
1/2 charged
1/4 charged
Almost discharged
Completely discharged

Charging The Battery

CAUTION:

- Never "quick charge" a fully discharged battery.
- Keep the battery away from open flame while it is being charged.
- When connecting the charger, connect the leads first, then turn on the charger. Never turn on the charger first, as this may cause a spark.
- If battery electrolyte temperature rises above 55 °C (131 °F), stop charging. Always charge battery at a temperature below 55 °C (131 °F).

Charging Rates (Standard Charge)

Approximate charge condi- tion	Charge current (A)	Charge time (h)
Fully charged	5	2
3/4 charged		2.5
1/2 charged		5
1/4 charged		7.5
Almost discharged		9
Completely discharged		10
Charging Rates (Quick Charge)		
Approximate charge condi-		

Approximate charge condi- tion	Charge current (A)	Charge time (h)
Fully charged	_	—
3/4 charged	13	
1/2 charged	26 0.5	0.5
1/4 charged		0.0
Almost discharged		
Completely discharged	—	_

NOTE:

The ammeter reading on your battery charger will automatically decrease as the battery charges. This indicates that the voltage of the battery is increasing normally as the state of charge improves. The charging amps indicated above refer to initial charge rate.

• If, after charging, the specific gravity of any two cells varies more than 0.050, the battery should be replaced.

[POWER SUPPLY & GROUND CIRCUIT]

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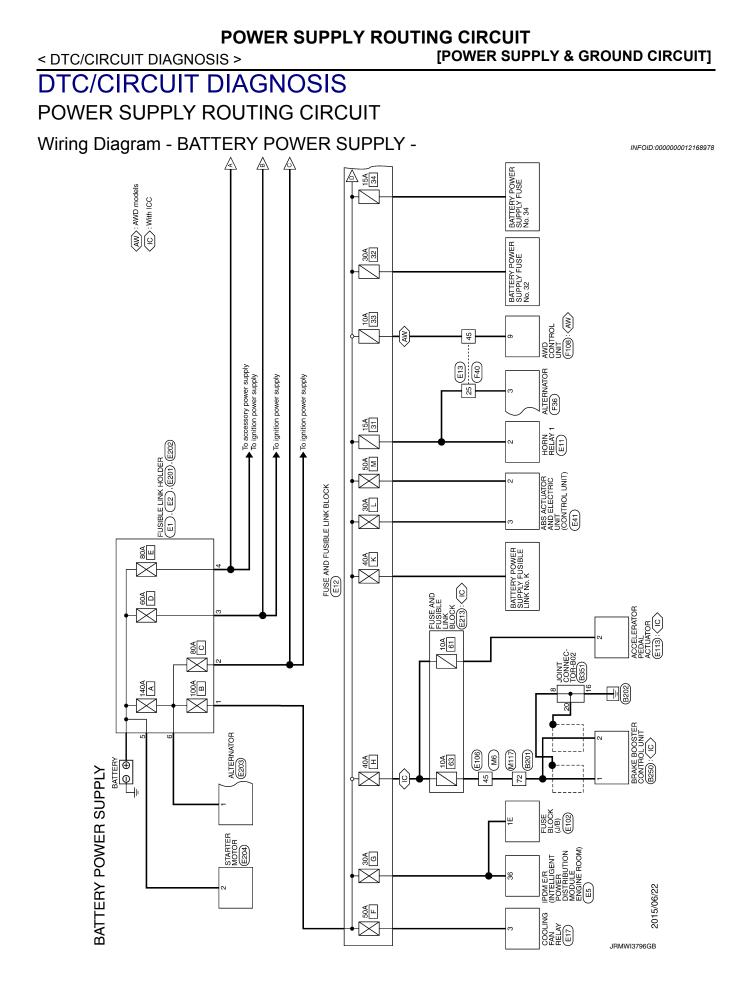
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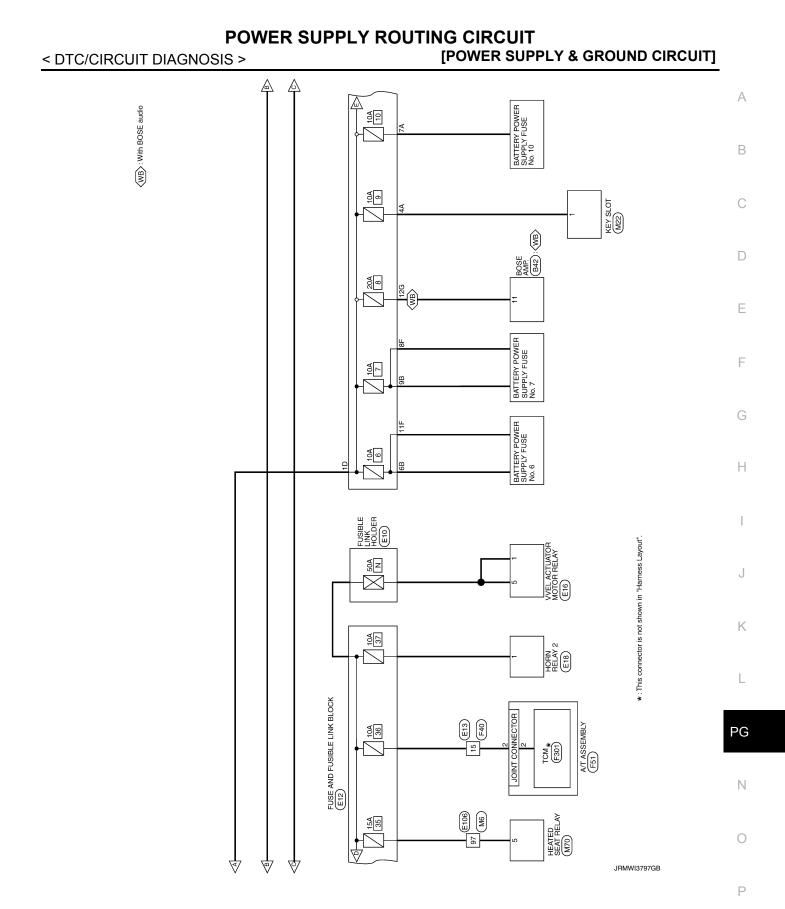
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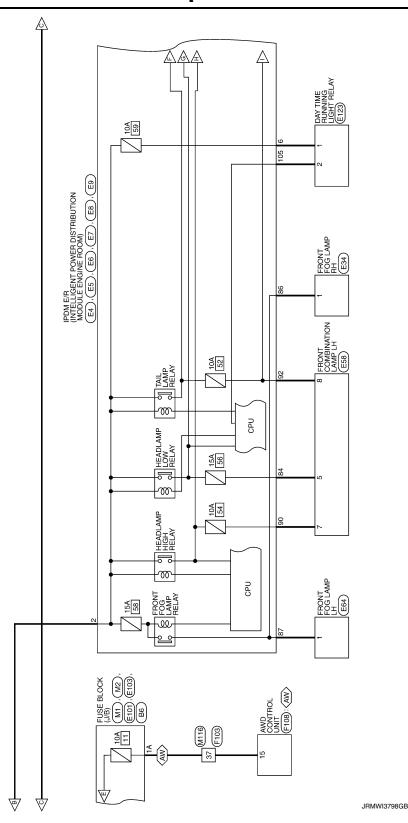
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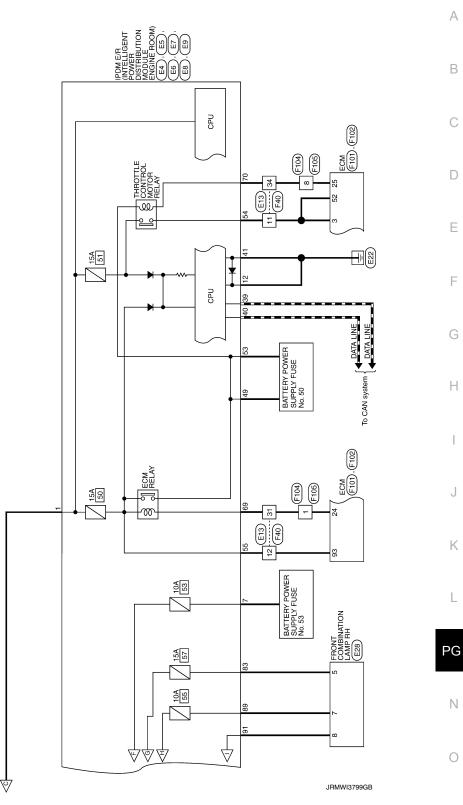




< DTC/CIRCUIT DIAGNOSIS >



POWER SUPPLY ROUTING CIRCUIT [POWER SUPPLY & GROUND CIRCUIT]

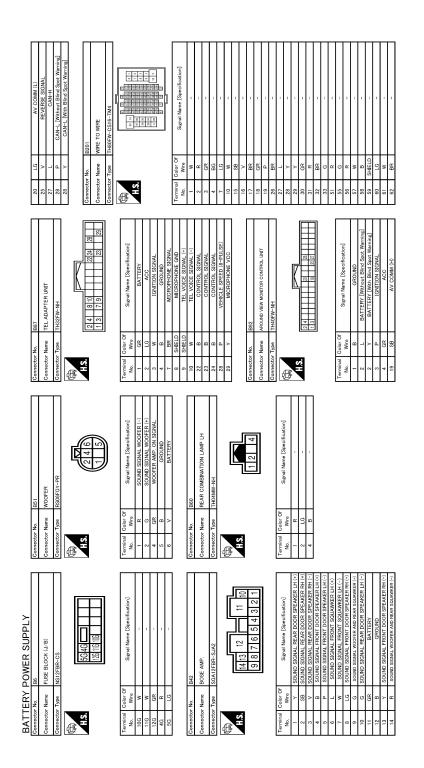


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POWER SUPPLY ROUTING CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

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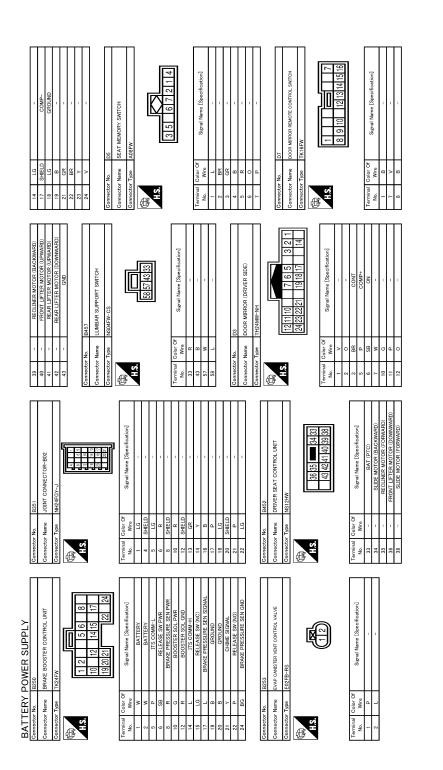
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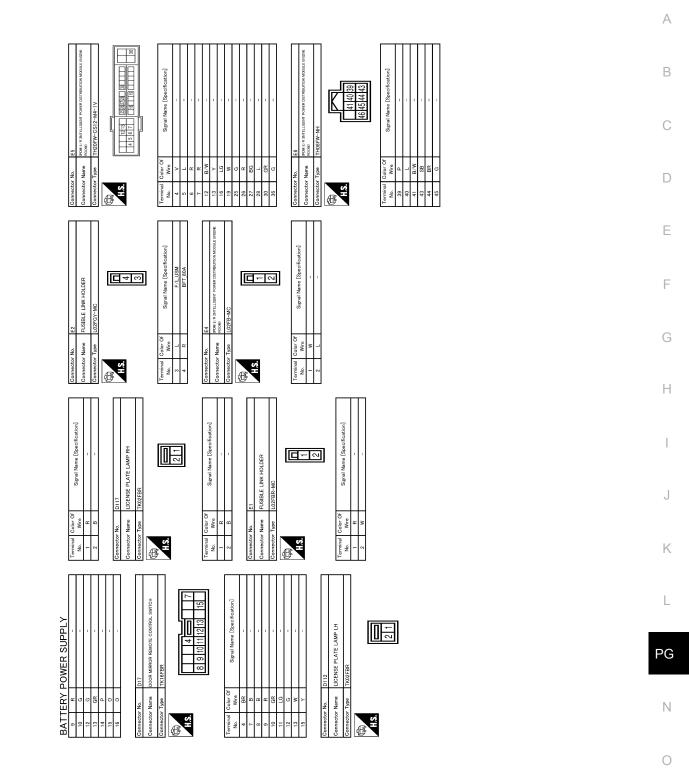


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POWER SUPPLY ROUTING CIRCUIT

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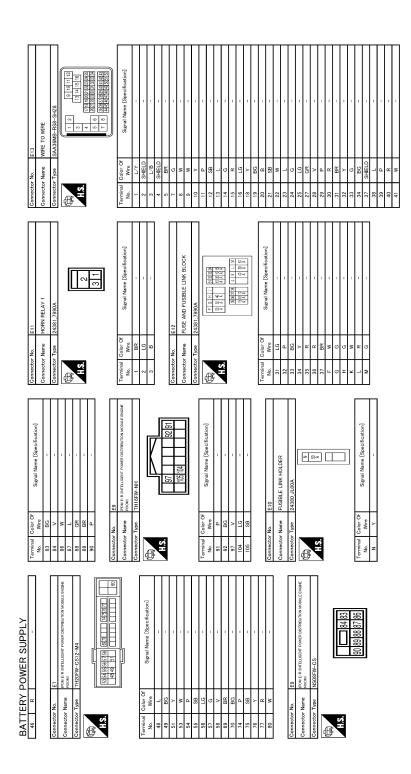
[POWER SUPPLY & GROUND CIRCUIT]



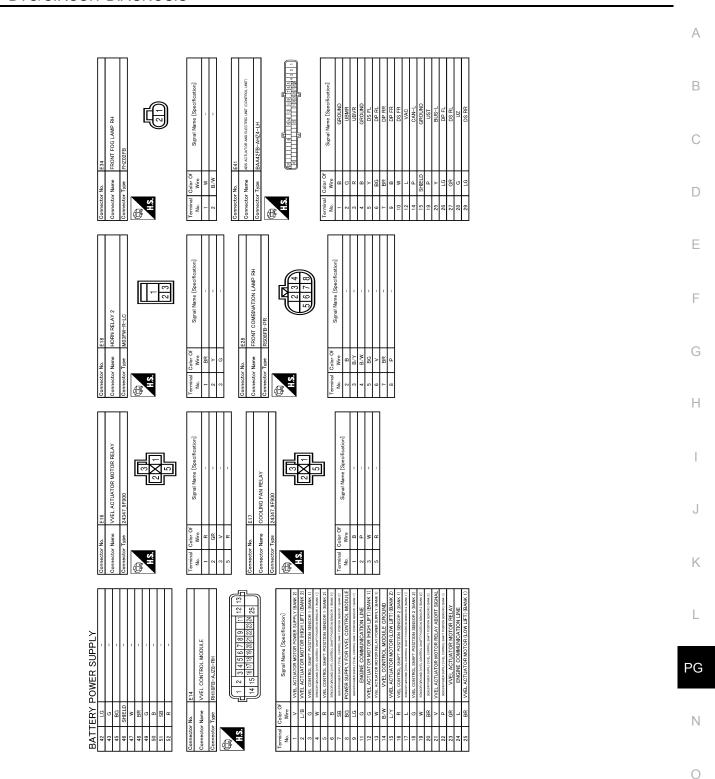
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< DTC/CIRCUIT DIAGNOSIS >

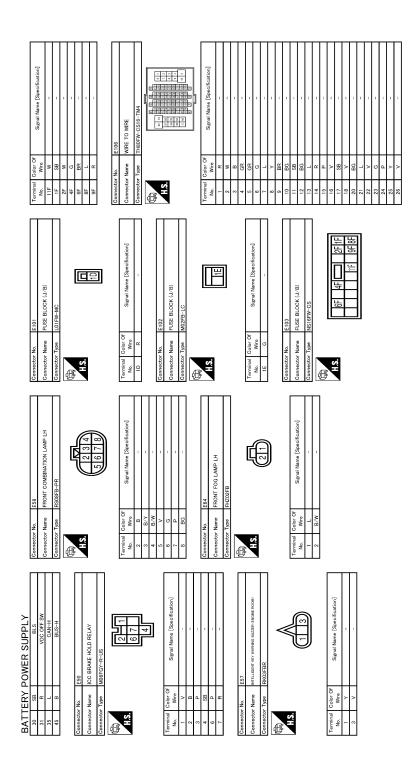


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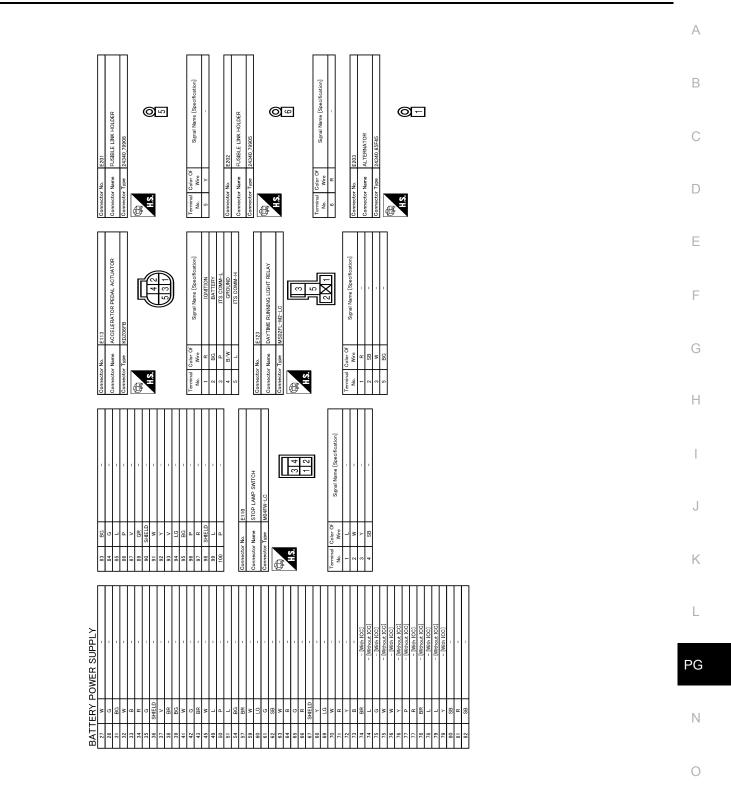
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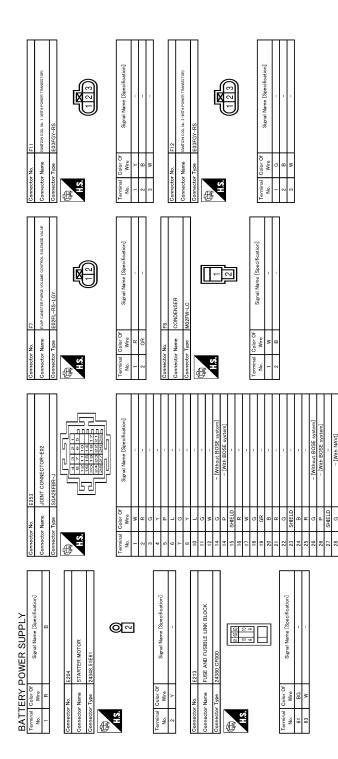


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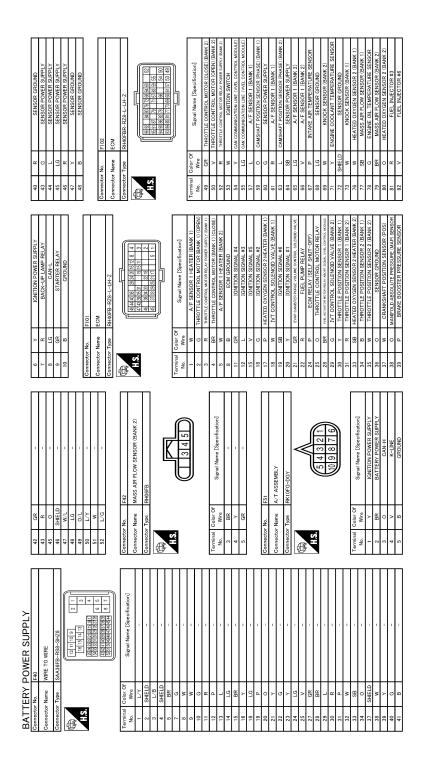
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A FLOW SENSOR (BANK I) A FLOW SENSOR (BANK I) CIOR	В
P31 MASS AIR HSU2FB	С
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eeification]	Ε
F28 Prover vuerx transc controls vuerx transc Prover vuerx transc Signal Name [Specification] Signal Name [Specification]	F
Connector No. F22 Connector Name W/4 Connector Name W/4 Connector Name M/4 Lange Connector Name	G
	Η
F15 Betra content memoratorio Destraction Signal Name (Specification) Signal Name (Specification) Signal Name (Specification) Signal Name (Specification) Signal Name (Specification)	I
	J
Connector Numerican Numeri	Κ
IR SUPPLY w. a. a. a men count transition Signal Name [Specification] Signal Name [Specification]	L
POWER SUPPLY IP13 IP10 IP12 IP13 IP14 IP14 IP14 IP14 IP14 IP16 IP14 IP16	PG
BATTERY POWER SUPPLY Connector Nu. F13 Connector Nue E037CV-R8 Connector Nue E14 Connector Nue E14 Connector Nue E14 Connector Nue E14 Connector Nue E037CV-R8 Connector Nue E037CV-R8	Ν
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< DTC/CIRCUIT DIAGNOSIS >

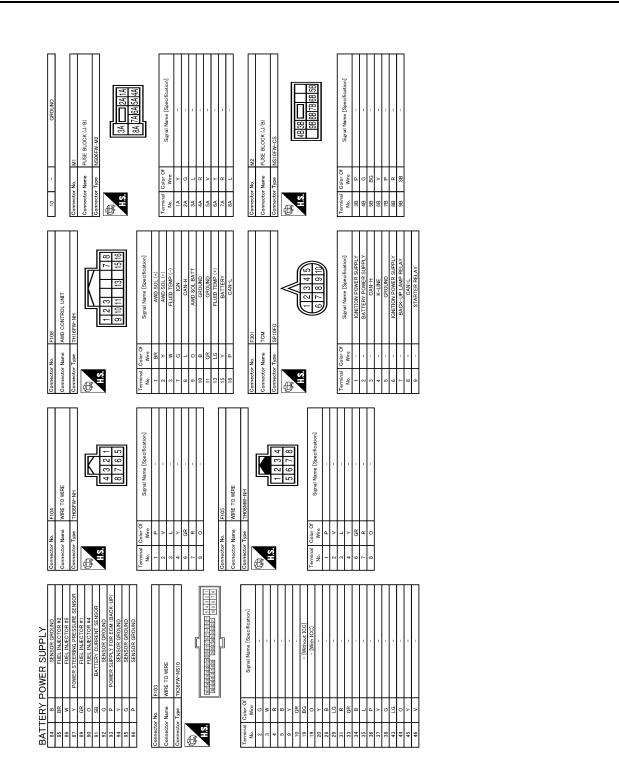
POWER SUPPLY ROUTING CIRCUIT [POWER SUPPLY & GROUND CIRCUIT]



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POWER SUPPLY ROUTING CIRCUIT S > [POWER SUPPLY & GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS >



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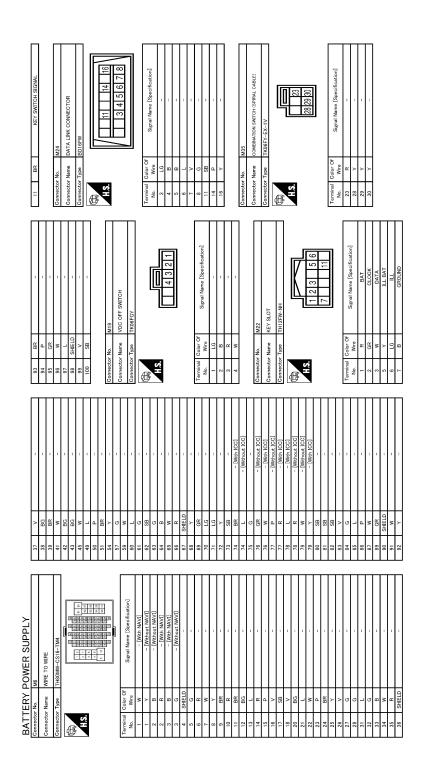
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POWER SUPPLY ROUTING CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

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< DTC/CIRCUIT DIAGNOSIS >

Signal Name [Specification] 2 2 2 2 2 2 2 2 2 2 3 2 2 2 2 0 1 8 8 ⁰ WIRE TO WIRE Name > 8 > ≥ 8 2 Ήс 요 이 필 > 이 照 Wire ≤ 8 GH R R ctor 强 HS. erminal No. Signal Name [Specification] Γ WIRE TO WIRE в [] Color Of Wire а к к ^B ≻ ≥ ∞ ∞ Name BG L P G - ector H.S. No. E
 128
 124
 114
 104
 107

 127
 123
 114
 106
 002
 99

 126
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 106
 002
 99

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 121
 114
 106
 102
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 Signal Name [Specification] þ COMMUNIC, TA LINK CON STER VENT TOP LAMP (ECM Name Vire H.S. erminal No. 112 8 8 8 11 17 23 AUTOMATIC DRIVE POSITIONER CONTROL UNIT Signal Name [Specification] Signal Name [Specification] 25 **2**2 29 20 BATTERY POWER SUPPLY STRG_SENS_V DOWNWARE UPWARD/FRONT GND 12 GLOVE BOX LAMP A02FW u B olor Of Wire olor Ol Wire er Name Connector Name /be HS. H.S. - 2 Terminal No. Ēģ ß ß

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POWER SUPPLY ROUTING CIRCUIT

[POWER SUPPLY & GROUND CIRCUIT]

132 BR POWER MIDON SW LOMM 133 CR PUSH-BUTTON ISHITION SW LIPOWER 134 CR ECENTER-SENSOR 000 139 LC TEEP RESENTE 130 CR ECENTER-SENSOR 000 131 CR ECENTER-SENSOR 000 132 CR ECENTER-SENSOR 000 133 CR TEEP RESENTE 140 CR COMEI SW UTPUTI 141 CR COMEI SW UTPUTI 142 CR COMEI SW UTPUTI 143 CR COMEI SW UTPUTI 144 CR COMEI SW UTPUTI 145 CR COMEI SW UTPUTI 1	
BATTERY POWER SUPPLY 71 85 73 90 74 90 75 90 76 7 77 7 78 7 79 90 70 7 71 70 75 90 76 7 77 7 78 7 79 7 70 7 70 7 70 7 71 7 71 7 71 7 7 <th 7<<="" td=""></th>	

POWER SUPPLY ROUTING CIRCUIT _S > [POWER SUPPLY & GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS >

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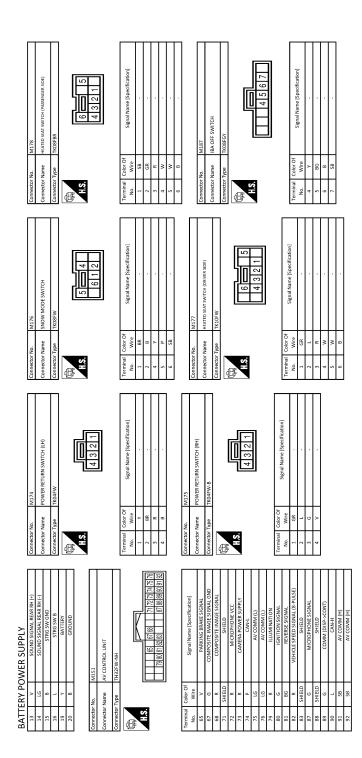
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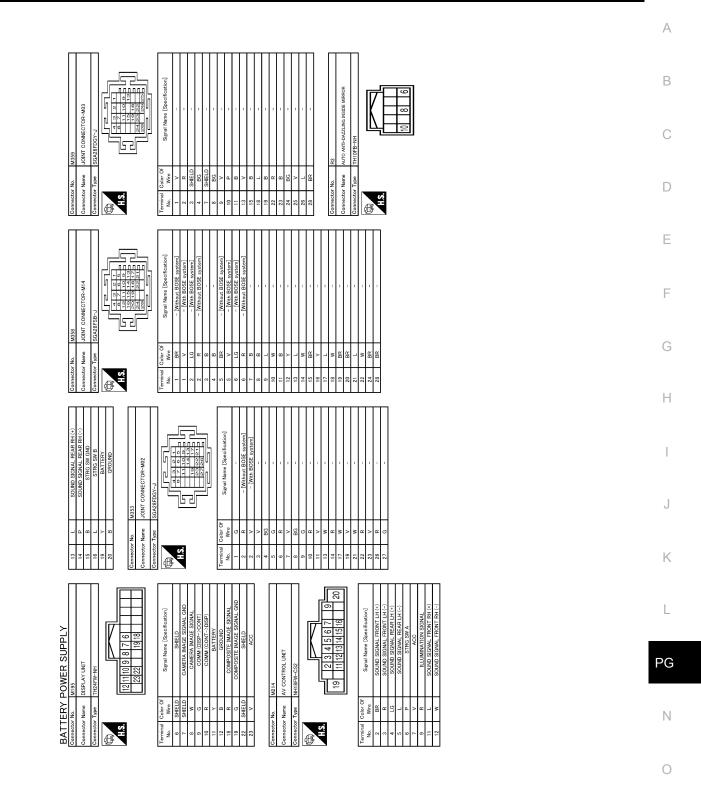


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POWER SUPPLY ROUTING CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]



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BATTERY POWER SUPPLY	Signal Name [Specification]	IGN	GROUND	BAT
ERY F	Color Of Wire	BR	8	U
BATT	Terminal No.	9	8	10

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POWER SUPPLY ROUTING CIRCUIT [POWER SUPPLY & GROUND CIRCUIT] < DTC/CIRCUIT DIAGNOSIS > Wiring Diagram - BATTERY POWER SUPPLY FUSIBLE LINK No. K -INFOID:000000012168979 BATTERY POWER SUPPLY FUSIBLE LINK No. K (PM): With automatic drive positioner M6 M125 (M126) Connector No. Terminal No. Connect to M118 1 BCM (BODY CONTROL MODULE) (M79) 25 AUTOMATIC DRIVE POSITIONER CONTROL UNIT CIRCUIT BREAKER (M62): PM (B452) 33 DRIVER SEAT CONTROL UNIT (B457) 33 LUMBAR SUPPORT SWITCH (B11) (B460) (B1)

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

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POWER SUPPLY ROUTING CIRCUIT [POWER SUPPLY & GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS >

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Wiring Diagram - BATTERY POWER SUPPLY FUSE No. 6 -

BATTERY POWER SUPPLY FUSE No. 6

FUSE BLOCK (J/B)

INFOID:000000012168980

ON: Without NAVI

AD: With auto anti-dazzling inside mirror

RP: With rear seatback power return system

AV: With around view monitor

10A 6 FUSE BLOCK (J/B) M2, E103			AV : With around view mor
11F 6B (M125)			
2 M126	Connector No.	Terminal No.	Connect to
•	(M22)	5	KEY SLOT
•	(M24)	16	DATA LINK CONNECTOR
•	(M74)	4	CLOCK
28 (M117) (B201) (M117) (B201) (M117) (B201) (M108) (B1) (M108) (M108) (B1) (M108) (M108) (M108) (M108) (M108) (M108) (M108) (B226)	17	REAR SEATBACK POWER RETURN CONTROL UNIT
	(B246)	2	REAR SEATBACK RELEASE RELAY (LH)
	(B247)	2	REAR SEATBACK RELEASE RELAY (RH)
	(E57)	1	INTELLIGENT KEY WARNING BUZZER (ENGINE ROOM)
	R3	10	AUTO ANTI-DAZZLING INSIDE MIRROR
	(M67)	54	UNIFIED METER AND A/C AMP.
	(M53)	1	COMBINATION METER
•	(M50)	8	PUSH-BUTTON IGNITION SWITCH
AV 31 M4 B5	B92	2	AROUND VIEW MONITOR CONTROL UNIT
NV 14 (NV (M7) (B1) (M117) (B201)	M195	11	DISPLAY UNIT
	(B87)	1	TEL ADAPTER UNIT
	B236)	12	SATELLITE RADIO TUNER
	E123	3	DAYTIME RUNNING LIGHT RELAY

2015/06/22

JRMWI3820GB

POWER SUPPLY ROUTING CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

FUSE BLOCK (J/B) M2, E103

[POWER SUPPLY & GROUND CIRCUIT]

Wiring Diagram - BATTERY POWER SUPPLY FUSE No. 7 - INFOLD:00000012168981 BATTERY POWER SUPPLY FUSE No. 7

10	Connector No.	Terminal No.	Connect to
10 2 JOINT CONNECTOR-E02 (E253) 6	(E50)	7	ICC BRAKE HOLD RELAY
	E110	1	STOP LAMP SWITCH
	M123	116	BCM (BODY CONTROL MODULE)

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< DTC/CIRCUIT DIAGNOSIS >

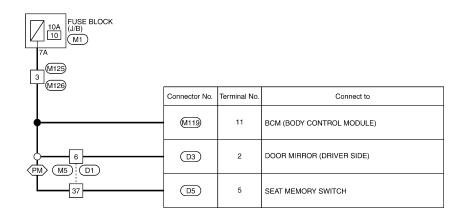
[POWER SUPPLY & GROUND CIRCUIT]

Wiring Diagram - BATTERY POWER SUPPLY FUSE No. 10 -

BATTERY POWER SUPPLY FUSE No. 10

INFOID:000000012168982

PM: With automatic drive positioner



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POWER SUPPLY ROUTING CIRCUIT

<pre>< DTC/CIRCUIT DIAGNOSIS ></pre>			[POWER SUPPLY	& GROUND CIRCUIT]	
Wiring Diagram - BATTERY PO	OWER	SUPF	PLY FUSE No. 32 -	INFOID:000000012168983	
BATTERY POWER SUPPLY	FUSE No	o. 32			A
30A			RP: With rear sea	tback power return system	В
96 (E106) (M6)					С
(//117)					D
					Е
	Connector No.	Terminal No.	Connect to		
	B227	16	REAR SEATBACK POWER RETURN CONTROL UNIT		F
•	B246	5	REAR SEATBACK RELEASE RELAY (LH)		
	B247)	5	REAR SEATBACK RELEASE RELAY (RH)		G

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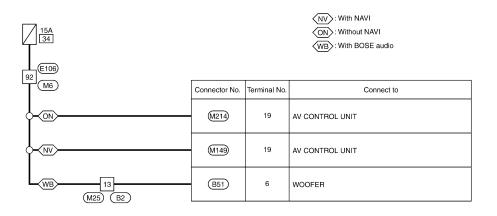
< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

INFOID:000000012168984

Wiring Diagram - BATTERY POWER SUPPLY FUSE No. 34 -

BATTERY POWER SUPPLY FUSE No. 34



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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

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Wiring Diagram - BATTERY POWER SUPPLY FUSE No. 50 -

BATTERY POWER SUPPLY FUSE No. 50

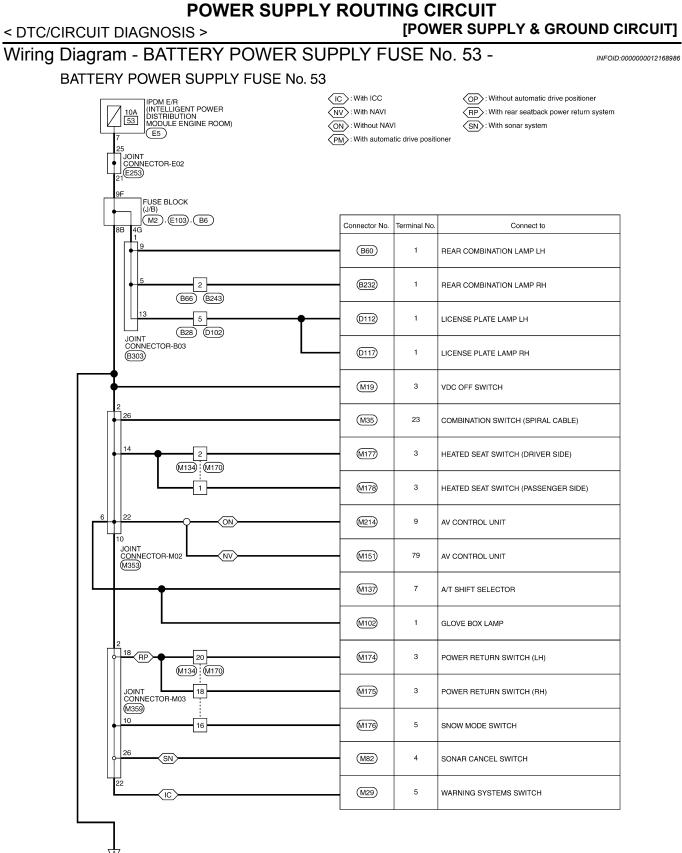
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) E7				B C
49 53	Connector No.	Terminal No.	Connect to	D
9 (E13) (F40)	F 8	1	CONDENSER	
	(F11)	3	IGNITION COIL No. 1 (WITH POWER TRANSISTOR)	E
	(F12)	3	IGNITION COIL No. 2 (WITH POWER TRANSISTOR)	F
	F13	3	IGNITION COIL No. 3 (WITH POWER TRANSISTOR)	I
	(F14)	3	IGNITION COIL No. 4 (WITH POWER TRANSISTOR)	G
	F15	3	IGNITION COIL No. 5 (WITH POWER TRANSISTOR)	
	(F16)	3	IGNITION COIL No. 6 (WITH POWER TRANSISTOR)	Н
	F28	2	INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 1)	I
	F29	2	INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 2)	
	B253	1	EVAP CANISTER VENT CONTROL VALVE	J
(E106) (M6)	M107	125	ECM	K
4 (M110) (F103)	F7	1	EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE	
	F31	5	MASS AIR FLOW SENSOR (BANK 1)	L
10	F42	5	MASS AIR FLOW SENSOR (BANK 2)	PG
	E14)	8	VVEL CONTROL MODULE	

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JRMWI3826GB

POWER SUPPLY ROUTING CIRCUIT [POWER SUPPLY & GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS >

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	Connector No.	Terminal No.	Connect to
	M72	4	MULTIFUNCTION SWITCH
	(M74)	2	CLOCK
	M132	2	FRONT POWER SOCKET
	M187	5	IBA OFF SWITCH
52 (M5) (D1) (PM)	D7	9	DOOR MIRROR REMOTE CONTROL SWITCH
	D17)	9	DOOR MIRROR REMOTE CONTROL SWITCH
10 (M106) (R1)	R2	11	ROOF MODULE (CONSOLE LAMP)

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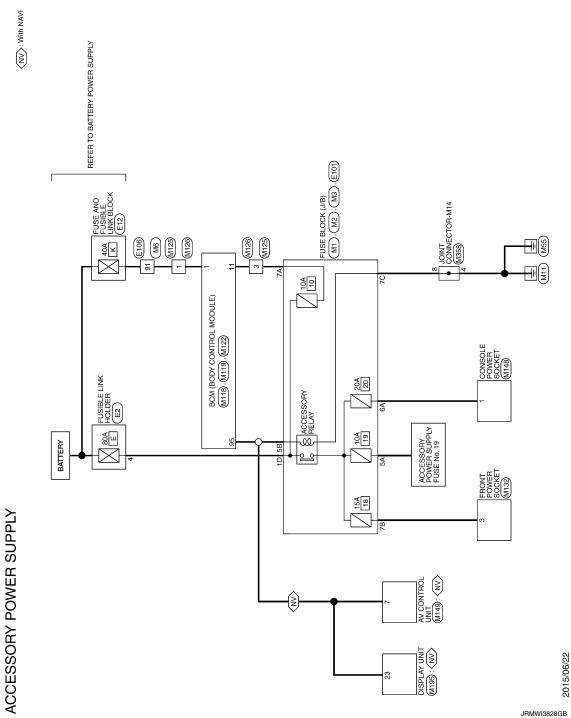
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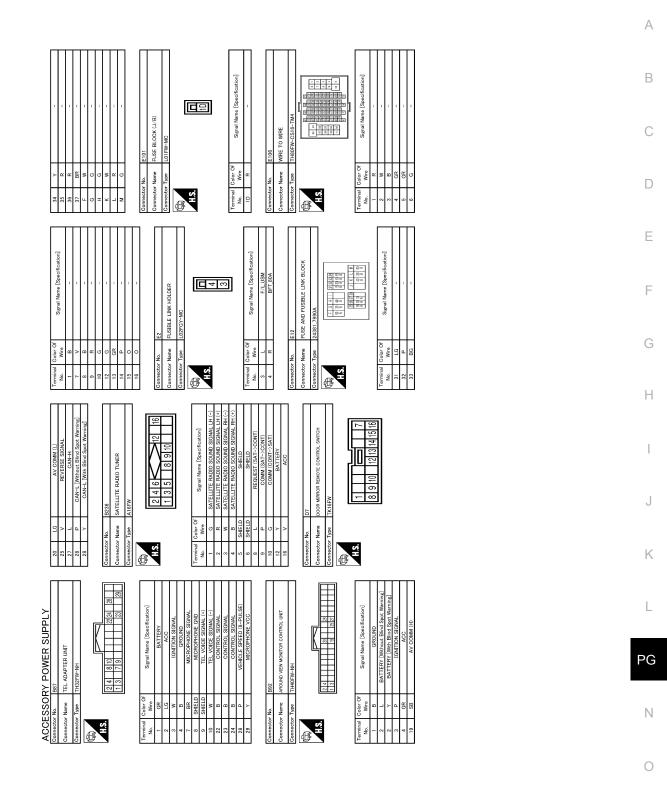
[POWER SUPPLY & GROUND CIRCUIT]

Wiring Diagram - ACCESSORY POWER SUPPLY -

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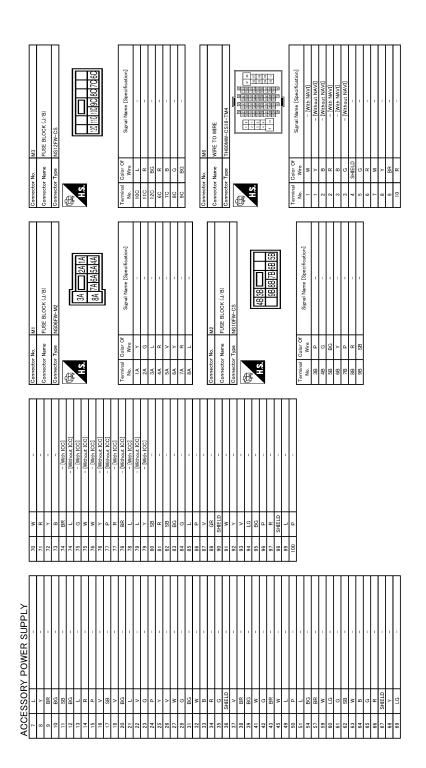


POWER SUPPLY ROUT	NG CIRCUIT
SIS >	[POWER SUPPLY & GROUND CIRCUIT]



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44 1G Th-VFHOLE SINGNE SIGNAL 44 45 P AMBERTY SENSOR SIGNAL 44 45 P Sun.AMD SENSOR SIGNAL 44 45 Sun.AMD SENSOR SIGNAL 44 Sun.AMD SENSOR SIGNAL 44 45 NEADE SIGNAL 44 Sun.AMD SENSOR SIGNAL 44 55 P MITINA DOWER SUPPLY 44 56 D MITINA DOWER SUPPLY 44 57 D MITINA DOWER SUPPLY 44 58 D MITINA DOWER SUPPLY 44 59 D MITINA DOWER SUPPLY 44 51 D MITINA SUPPLY 44	
74 ER - (With ICC) 74 L - (With ICC) 75 G - (With ICC) 76 K - (With ICC) 77 L - (With ICC) 76 K - (With ICC) 77 L - (With ICC) 78 K - (With ICC) 79 V - (With ICC) 70 V - (With ICC) 70 V - (With ICC) 71 V - (With ICC) 72 K - (With ICC) 73 K - (With ICC) 74 V - (With ICC) 75 K - (COCOVIC) 75 K - (With ICC) <td< td=""><td></td></td<>	
ACCESSORY POWER SUPPLY 1 8	

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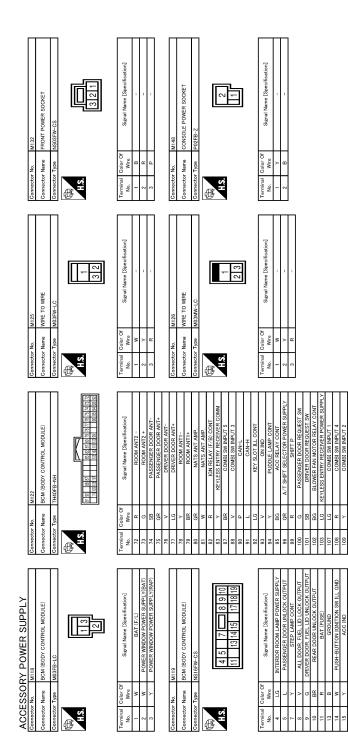
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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]



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CIRCUIT DIAGNUSIS	>	
Connector No. M38 Connector No. M38 Connector Name JONT CONNECTOR-N14 Connector Type SGA28ESP-J		22 W - 23 BR - 23 BR -
	Terminual International II Color Gala Signal Name [Specification] 1 G Signal Name [Specification] 2 V - 2 V - 3 V - 4 BG - 5 F - 6 R - 7 V - 9 C - 10 R - 11 V - 13 V - 14 R - 13 V - 14 R - 13 V - 14 R - 12 V - 23 R - 23 R - 23 R -	
10 R 11 Y 16 R 16 R 16 R 19 G 23 S 16 L 23 V 10 C 23 V 10 C 10 C 10 C 10 C 10 C 10 C 10 C 10 C	Terminal MHIBW-G2 1 1 1 1 1 1 1 1 1 1 2 3 3 4 1 1 2 3 2 3 2 3 2 3 2 3 2 3 2 1 2 3 3 1 4 1 2 2 3 4 2 2 3 4 4 1 5 2 6 7 7 3 4 2 13 4 14 1 15 1 16 1 17 3 18 2 19 1 11	
	Terminal Terminal Wer Coler Of Supral Name (Specification) 1 Wer Southo Statikut. Endert LH 2 C Southo Statikut. Endert LH 3 C Southo Statikut. Endert LH 4 P Southo Statikut. Endert LH 5 C Southo Statikut. Endert LH 6 P Statikut. Endert LH 1 V Southo Statikut. Endert LH 1 P Southo Statikut. Endert LH 1 P Southo Statikut. Endert LH 1 P Southo Statikut. Endert Endert LH 1 P Southo Statikut. Endert Endert LH 1 P Southo Statikut. Endert Endert Endert LH 1 P Southo Statikut. Endert Endet	Terminal Color of New 123 1

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POWER SUPPLY ROUTING CIRCUIT [POWER SUPPLY & GROUND CIRCUIT]

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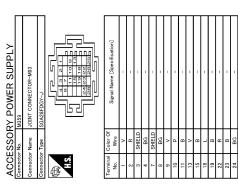
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POWER SUPPL < DTC/CIRCUIT DIAGNOSIS >	Y RO	-	G CIRCUIT POWER SUPPLY & GROU	ND CIRCUIT]
Wiring Diagram - ACCESSORY POWE	R SUF	PLY I	FUSE No. 19 -	INFOID:000000012168988
ACCESSORY POWER SUPPLY FUSE I	No. 19			
		<	ON : Without NAVI AV : With around view monitor OP : Without automatic drive positioner	
TUSE BLOCK (J/B)				
3	Connector No.	Terminal No.	Connect to	
	(M81)	13	SONAR CONTROL UNIT	
	(M67)	41	UNIFIED METER AND A/C AMP.	_
JOINT CONNECTOR-M02 (M353)	(M72)	3	MULTIFUNCTION SWITCH	
<-23 ON>	M214)	7	AV CONTROL UNIT	
27 ON 15	B87	2	TEL ADAPTER UNIT	
1 9 0P 46 (M5) (D1)	D7	7	DOOR MIRROR REMOTE CONTROL SWITCH	
JOINT CONNECTOR-M03 (M359) (M117) (B201)	B236	16	SATELLITE RADIO TUNER	
13 AV 15 15 M4 B5	B92	4	AROUND VIEW MONITOR CONTROL UNIT	

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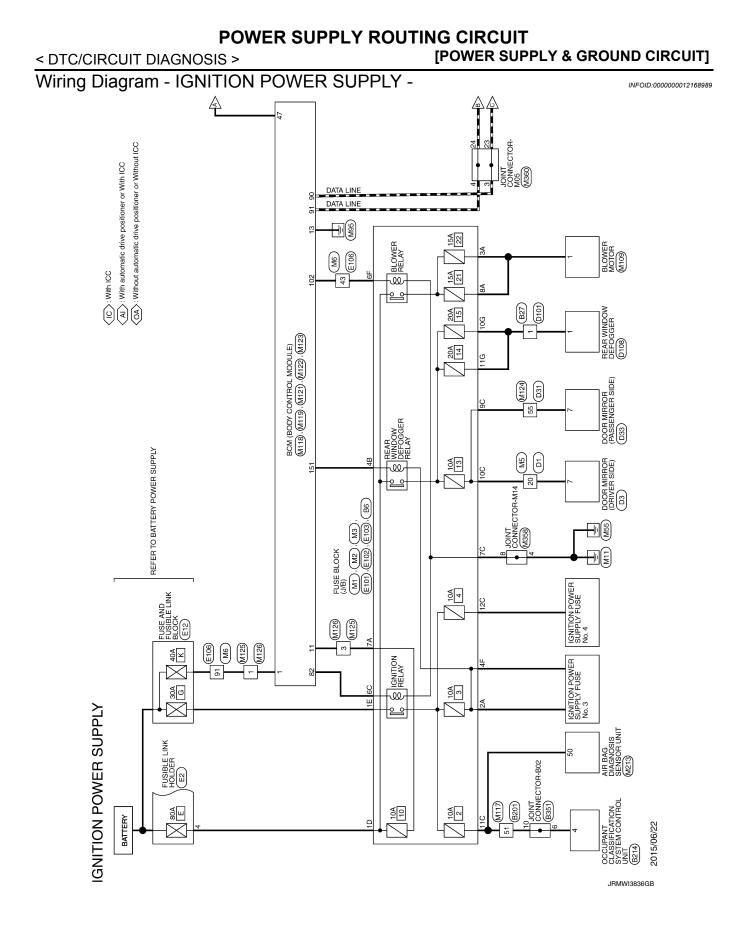
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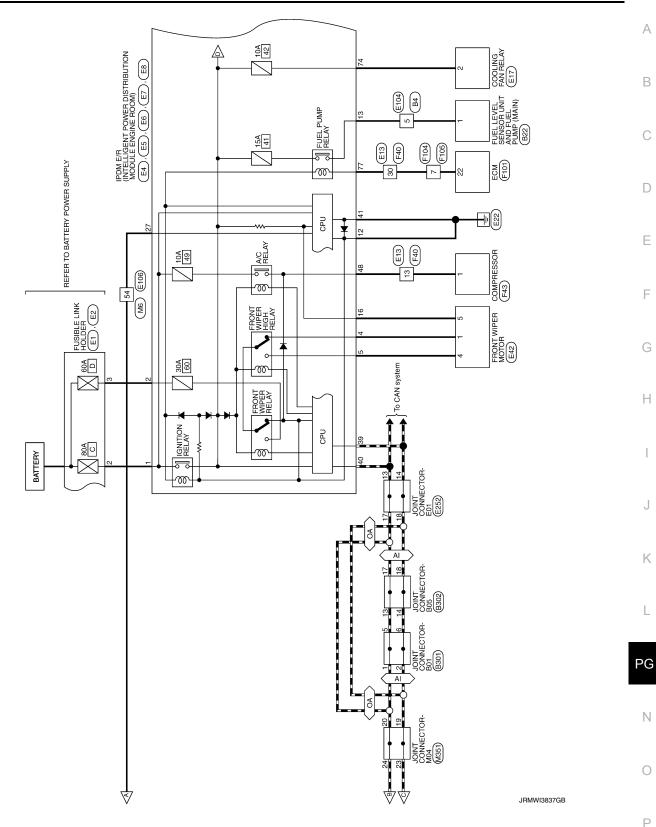
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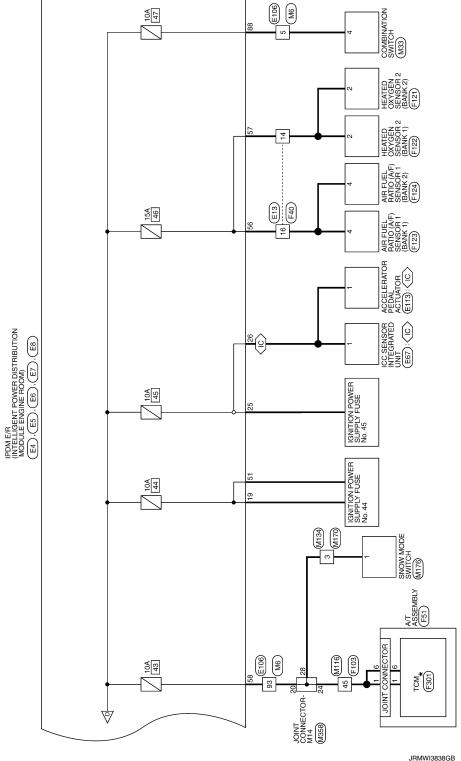
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POWER SUPPLY ROUTING CIRCUIT S > [POWER SUPPLY & GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS >



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

Connector No. B105 Connector Name Connector Type AcOAR LH Connector Type AcOARE-WM-SP ALS	Terminal Bind Stori Vir	
Connector No. B50 Connector Name Connector Name Connector Type HISR-NH B76 B76 B76 B76 B114	Terminal No. Control No. Signal Name (Specification) No. No. Signal Name (Specification) 1 1 1 Bind Ster Warming COMM+1 1 1 1 1 1	
Connector No. B22 Connector Name And Anti-Angene And	Terminal Bolis Color Ol Pro- Bolis Signal Name (Specification) 1 1 1 2 1 1 3 1 1 4 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
IGNITION POWER SUPPLY Connector No. Bd Connector Name Connector Name Conne Connector Name Connector Name	Terminal No. Control No. Signal Name (Specification) 1 W Signal Name (Specification) 2 Specification Signal Name (Specification) 3 Specification Signal Name (Specification) 9 R - - 9 R - - 9 R - - 11 L - - 11 N N - 11 N - - 12 N N <	

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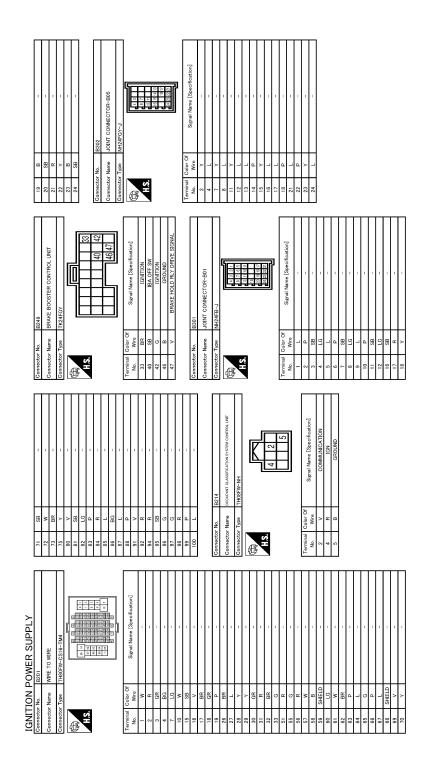
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POWER SUPPLY ROUTING CIRCUIT S > [POWER SUPPLY & GROUND CIRCUIT]

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Revision: July 2016



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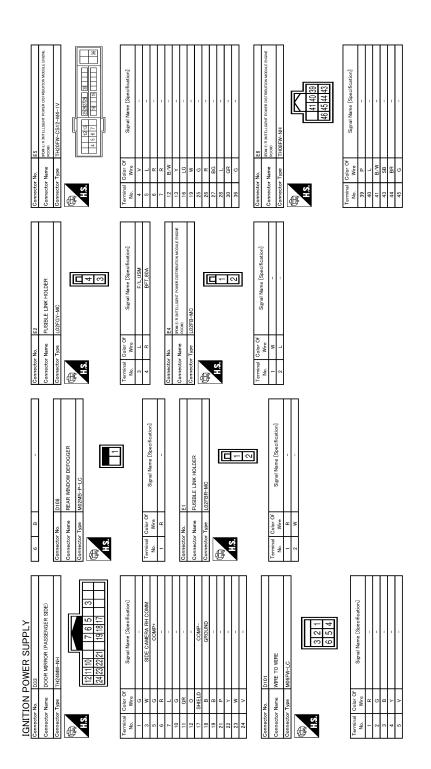
POWER SUPPLY ROUTING CIRCUIT [POWER SUPPLY & GROUND CIRCUIT]

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Commetter Mu. Commetter Mu. Connector Name Connector Name Connector Name Connector Name 7 P 9 P 13 U 21 B 13 U 23 P 45 P 47 Y 48 P 49 P 41 Y 45 P	D
R SIDE)	Е
D3 D4 D5 D5 D5 D5 D5 D5 D5 D5 D5 D5	F
52 R 133 339 339 133 339 339 11 1 1 13 31 1 13 31 1 13 1 1 13 1 1 13 1 1 13 1 1 13 1 1 13 1 1 13 1 1 13 1 1 13 1 1 13 1 1 13 1 1 13 1 1 13 1 1 13 1 1 13 1 1 13 1 1 13 1 1 13 1 1 13 1 1 14 1 1 15 1	G
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Muthout automatic drive positioner]	I
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Sgral Name [Specification]	PG
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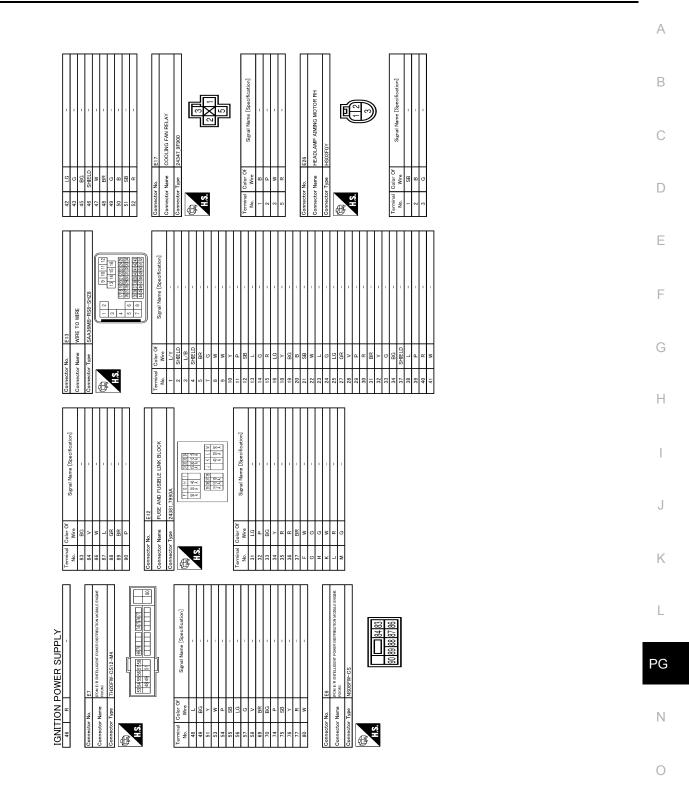
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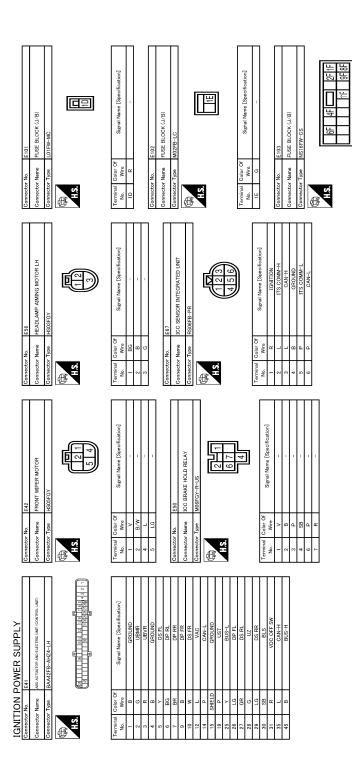
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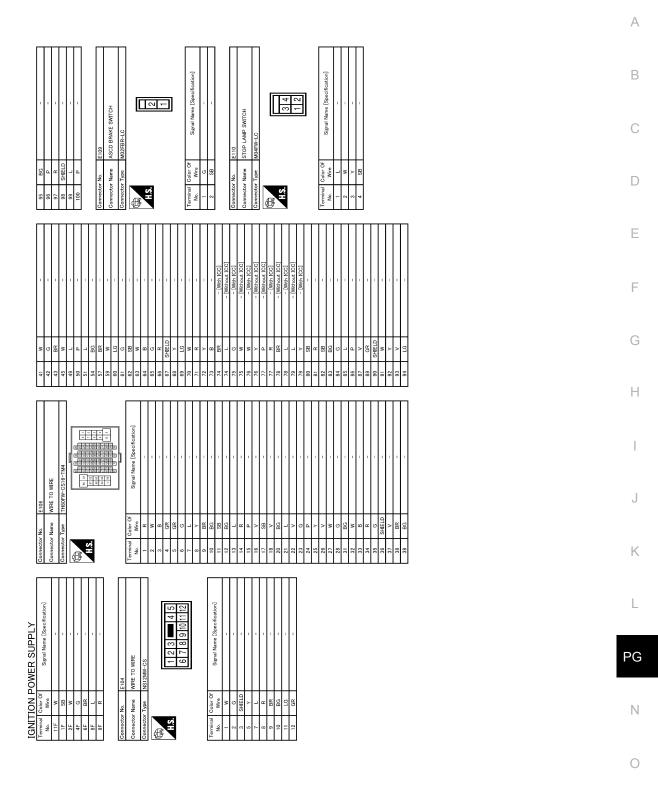
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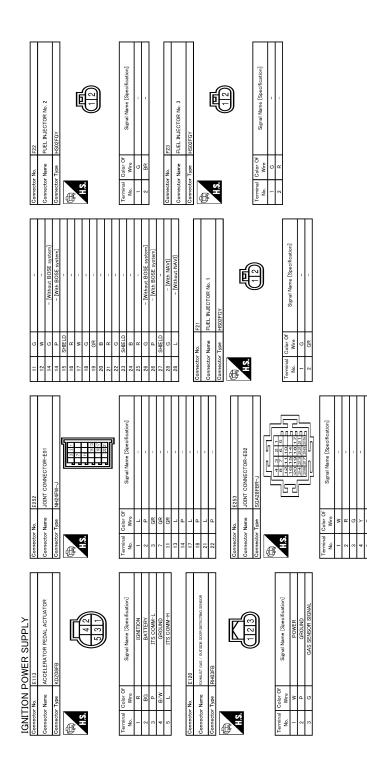
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[POWER SUPPLY & GROUND CIRCUIT]



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Connector Nu. F14 Connector Nume Connector Nume Connector Type Connector Nume Connector Nume Connector Num Connector Num Connector Num Connector Num Connector Num Connector Num Connector Num Connector Num Connector Num Num Connector Num Num Connector Num Connector Num F31 Connector Num F31 <th< th=""><th>Terminal Calin Of Mine Sund Mane [Saeofication] 1 P BITTEND POWER SUPPLY 2 P BITTEND POWER SUPPLY 3 0 CMM H 4 V CMM H 5 B CMM H 6 Y CMM H 7 R BACKUP POWER SUPPLY 9 C CMM H 10 B CMTMON POWER SUPPLY 10 B CALINE 10 B GROUND 10 B CRAVEL</th></th<>	Terminal Calin Of Mine Sund Mane [Saeofication] 1 P BITTEND POWER SUPPLY 2 P BITTEND POWER SUPPLY 3 0 CMM H 4 V CMM H 5 B CMM H 6 Y CMM H 7 R BACKUP POWER SUPPLY 9 C CMM H 10 B CMTMON POWER SUPPLY 10 B CALINE 10 B GROUND 10 B CRAVEL
21 Y - 22 G - - 23 (γ) - - 33 (γ) - - 33 (γ) - - 33 (γ) - - 33 (γ) - - 34 (γ) - - 35 (γ) - - 36 (γ) - - 37 (γ) - - 38 (γ) - - 41 (β) - - 42 (γ) - - 43 (γ) - - 44 (γ) - -	Connector Num Fig.3 Connector Nume Connector Num Connector Num Connector Num Connector Num Connector Num Num Signal Num Num Num
Connector No. F26 Connector Name REL NLECTOR No. 6 Connector Name REL NLECTOR No. 6 Connector Name Connector Name Image: State of the image of the im	Terminal No. Color Virginal No. Signal Name (Sacrification) 1 L/Y - 2 Syndi Name (Sacrification) - 2 Sugnal Name (Sacrification) - 3 L/B - - 4 SHELD - - 2 SHELD - - 3 L/B - - 4 SHELD - - 2 G N - - 11 R H - - 13 L - - - 13 L - - - 10 G - - - 20 O - - - 20 P - - - 20 O - - - 20 O - - - 20 O - - -
	Terminal Color Of Wee Signal Name (Sacerfication) 1 Q

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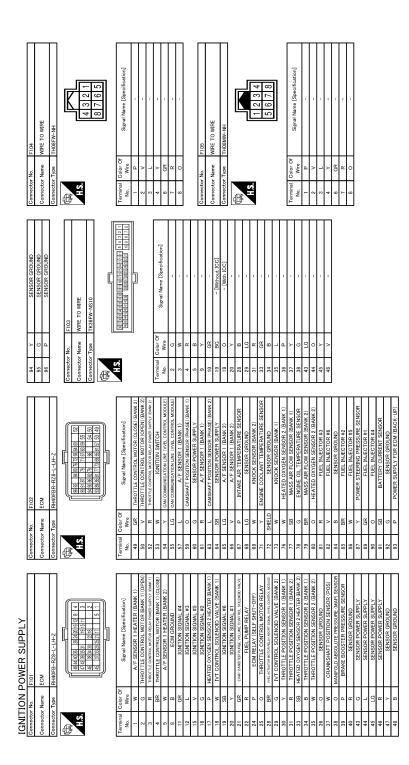
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POWER SUPPLY ROUTING CIRCUIT

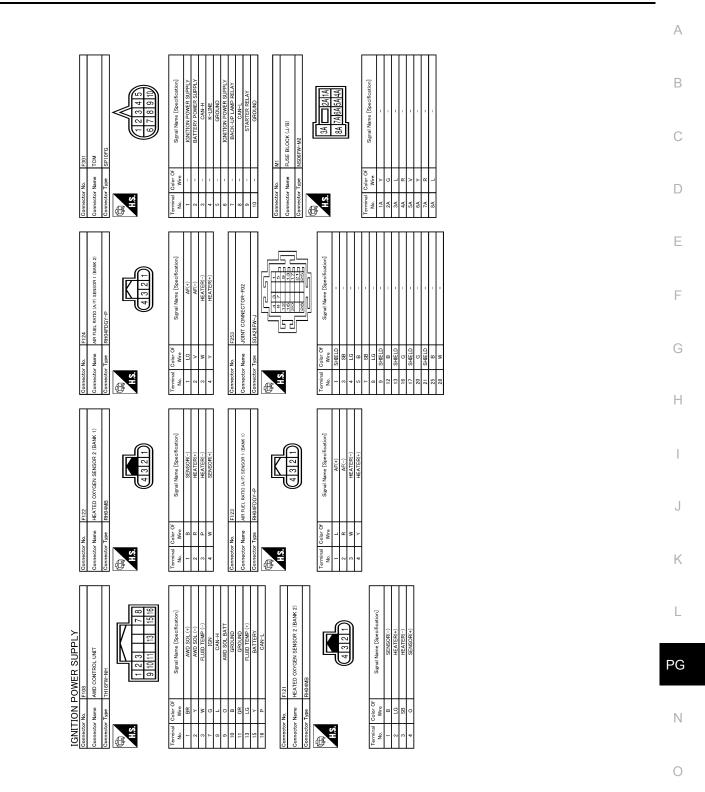
[POWER SUPPLY & GROUND CIRCUIT]



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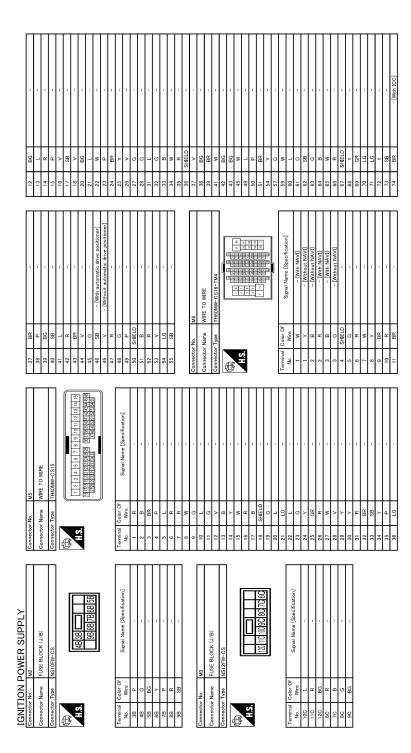
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POWER SUPPLY ROUTING CIRCUIT S > [POWER SUPPLY & GROUND CIRCUIT]



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7 P CAV-L 8 6 B H55-R 11 R SMR-1(-) SMR-1(-) 15 0 SMR-1(-) SMR-1(-) 19 50 SMR-1(-) SMR-1(-) 19 50 SMR-1(-) SMR-1(-) 19 50 SMR-1(-) SMR-1(-) 20 10 SMR-1(-) SMR-1(-) 21 10 SMR-1(-) SMR-1(-) 22 10 10 SMR-1(-) 23 10 N SMR-1(-) 23 10 N N 23 10 N N 24 10 N N 25 10 N N 26 1 1 N 27 1 N N	
Matrix Matrix 70 1 - (Webaur ICO) 70 1 - (Webaur ICO) 71 1 - (Webaur ICO) 72 1 - (Webaur ICO) 73 1 - (Webaur ICO) 74 1 - (Webaur ICO) 75 1 - (Webaur ICO) 76 1 1 - (Webaur ICO) 76 1 1 - (Webaur ICO) 76 1 1 1 76 1 1 1 76 1 1 1 76 1 1 1 76 1 1 1 77 1 1 1 76 1 1 1 76 1 1 1 77 1 1 1 77	

< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

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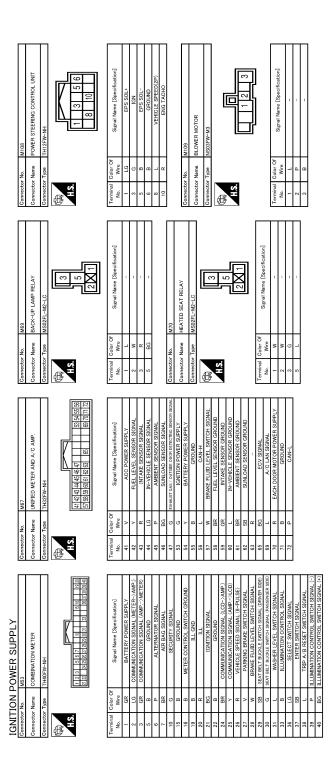
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Connector No. MI 13 Connector Name Connector Name Connector Type Mile H 13 14 15 17 16 19 14 15 17 16 19	Terminal (bb) Color (bb) Signal Name (Specification) 0.0 1.0 INTERIOR ROM LAMP POWE SIPPLY. 2 V ALL DOOR TELL IDL LOCK OUTPUT (D) 2 V ALL DOOR TELL IDL LOCK OUTPUT (D) 1 R PLANE POWE AND (D) 1 R PLANE DOOR TELL IDL LOCK OUTPUT (D) 1 R PLANE DOOR TEL	
71 38 - 72 W - 73 G - 75 W - 75 W - 80 V - 81 S - 81 S - 82 V - 83 P - 84 P - 84 P - 84 P - 86 B0 -	87 L - - 91 V -	
Connector No. M117 Connector Nume TO WRE Connector Types THEOMAY SIG-THA	Turninal Na. Calor Of Ward Signal Mane (Specification) 1 L - 2 C - 3 CB - 4 Signal Mane (Specification) - 10 Vice - 11 Vice - 12 N - 13 C - 14 Vice - 15 Vice - 16 Vice - 17 Vice - 18 Vice - 19 Vice - 20 Vice - 21 R - 22 LG - 23 R - 23 R - 24 R - 23 R - 24 R - 25 R - 26 R - <td< td=""><td></td></td<>	
IGNITION POWER SUPPLY Connector Name Connector Name Connector Name N	Terminal No. Color Of Wave Signal Name (Saee fraction) 2 P C 3 L - 4 R - 9 R - 10 R - 10 R - 23 L - 24 B - 23 L - 24 L - 23 L - 24 L - 46 B - 46 B -	

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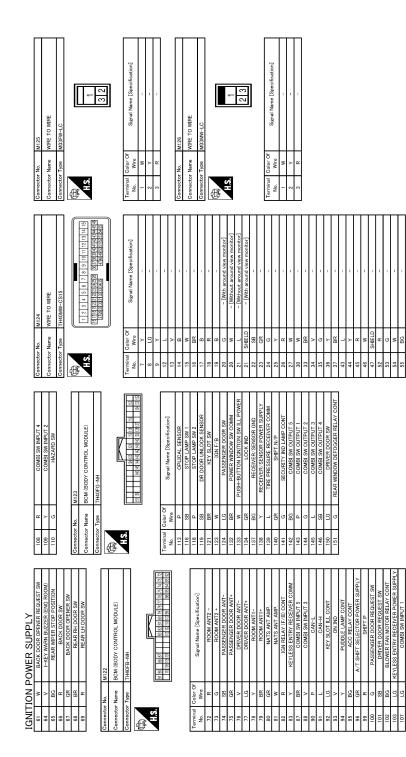
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Revision: July 2016



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4 6 ···· Connector:Name M131 Connector:Name A/ CORTEQL UNIT Connector:Name A/ CORTEQL UNIT Connector:Name A/ CORTEQL UNIT Connector:Name A/ CORNEQL UNIT Connector:Name A/ CORNEQL UNIT Connector:Name A/ COMMINIT Connector:Name A/ COMMINIT Connector:Name Connector:Name Connector:Name A/ COMMINIT Connector:Name Connector:Name Connector:Name Connector:Name Connector:Name A/ COMMINIT Statue: Connector:Name Statue: Conneconecon	

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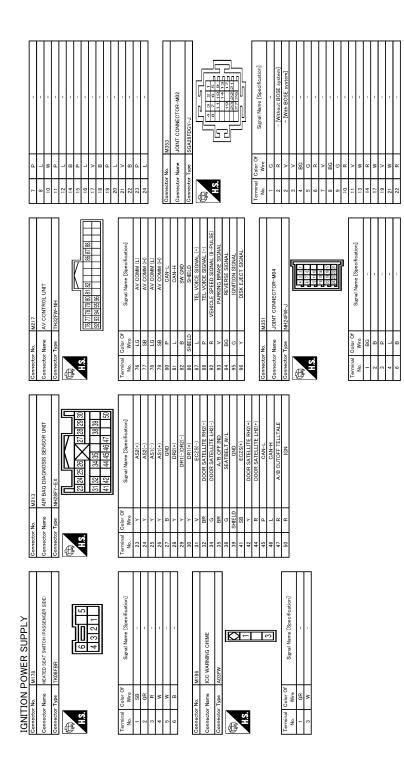
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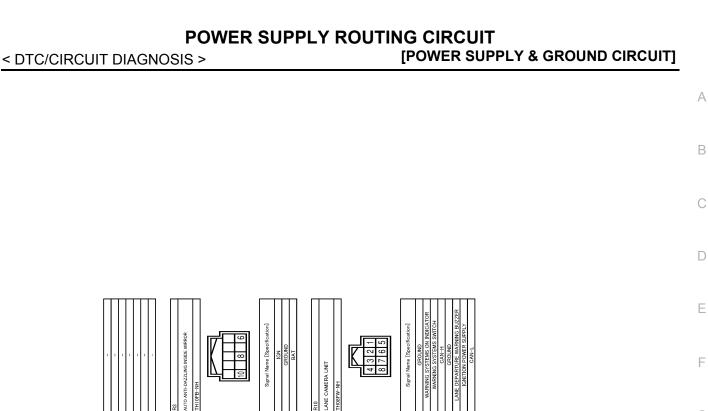
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M360 JOINT CONNECTOR-M05

Connector Name

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JOINT CONNECTOR-M14

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IGNITION POWER SUPPLY

M354 JOINT CONNECTOR-M15

· Name

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[POWER SUPPLY & GROUND CIRCUIT]

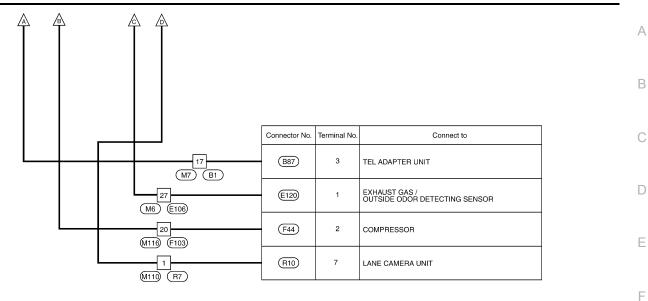
Wiring Diagram - IGNITION POWER SUPPLY FUSE No. 3 -

IGNITION POWER SUPPLY FUSE No. 3

FUSE BLOCK (J/B) 2A 4F	(WA): W (NV): W	/ithout ICC /ith active AFS	AV : With around view monitor AD <td:>With auto anti-dazzling inside mirror PM : With automatic drive positioner OP : Without automatic drive positioner</td:>
	Connector No.	Terminal No.	Connect to
22 JOINT 26 CONNECTOR-E02	(E26)	3	HEADLAMP AIMING MOTOR RH
	(E50)	3	ICC BRAKE HOLD RELAY
	(E56)	3	HEADLAMP AIMING MOTOR LH
	(E109)	1	ASCD BRAKE SWITCH
	(E110)	3	STOP LAMP SWITCH
61 (E106) (M6) (NV)	(M217)	95	AV CONTROL UNIT
	M151)	80	AV CONTROL UNIT
AD 4 (M106) (R1)	R3	6	AUTO ANTI-DAZZLING INSIDE MIRROR
JOINT CONNECTOR-M02	(M16)	1	AFS CONTROL UNIT
5 (M353)	(M24)	8	DATA LINK CONNECTOR
9	(M29)	3	WARNING SYSTEMS SWITCH
	(M45)	1	LANE DEPARTURE WARNING BUZZER
	(M67)	53	UNIFIED METER AND A/C AMP.
	(M70)	2	HEATED SEAT RELAY
23	M160	1	IONIZER
	M177	5	HEATED SEAT SWITCH (DRIVER SIDE)
JOINT 2	M178	5	HEATED SEAT SWITCH (PASSENGER SIDE)
(M354) 7 AV 16 15 $(M4)$ $B5$	(B92)	3	AROUND VIEW MONITOR CONTROL UNIT
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[POWER SUPPLY & GROUND CIRCUIT]

Wiring Diagram - IGNITION POWER SUPPLY FUSE No. 4 -

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IGNITION POWER SUPPLY FUSE No. 4

10A 10A (J/B) 12C USE BLOCK (J/B) M3			
	Connector No.	Terminal No.	Connect to
• •	 (M69)	1	BACK-UP LAMP RELAY
4 JOINT CONNECTOR-M02	 (M69)	3	BACK-UP LAMP RELAY
8	 (M53)	21	COMBINATION METER

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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

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Wiring Diagram - IGNITION POWER SUPPLY FUSE No. 44 -

IGNITION POWER SUPPLY FUSE No. 44

IPDM E/R INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) ES , (E7				
JOINT CONNECTOR-F02	Connector No.	Terminal No.	Connect to	
(F253) 10 16 20 1 (E13) (F40) 28 (F10) (F120)	(F21)	1	FUEL INJECTOR No. 1	
	(F22)	1	FUEL INJECTOR No. 2	
	(F23)	1	FUEL INJECTOR No. 3	
	(F24)	1	FUEL INJECTOR No. 4	
	F25	1	FUEL INJECTOR No. 5	
	F26	1	FUEL INJECTOR No. 6	
	(F102)	53	ECM	
59 (E106) (M6)	M123	123	BCM (BODY CONTROL MODULE)	

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< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

Wiring Diagram - IGNITION POWER SUPPLY FUSE No. 45 -

IGNITION POWER SUPPLY FUSE No. 45

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AW: AWD models
(IC): With ICC

IPDM E/R INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) 25 (E5)			
JOINT 11 CONNECTOR-E02	Connector No.	Terminal No.	Connect to
11 CUNNEUTON-EU2 3 (E253) 7	(E41)	28	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
(E106) (M6)	(M37)	8	STEERING ANGLE SENSOR
	M143	4	YAW RATE / SIDE G SENSOR
•	M108	3	POWER STEERING CONTROL UNIT
	M186)	1	ICC WARNING CHIME
AW 38 (IC) (M116) (F103)	(F108)	7	AWD CONTROL UNIT
(M117) (6201)	(B249)	33	BRAKE BOOSTER CONTROL UNIT
	(B249)	42	BRAKE BOOSTER CONTROL UNIT
(M117) (B201) (B244) (B67)	(B50)	16	BSW CONTROL MODULE
B 3 (B69); (B101) (B102) (B104)	(B105)	5	SIDE RADAR LH
	(B107)	5	SIDE RADAR RH

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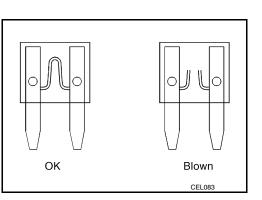
POWER SUPPLY ROUTING CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

Fuse

- If fuse is blown, be sure to eliminate cause of malfunction before installing new fuse.
- Use fuse of specified rating. Never use fuse of more than specified rating.
- Do not partially install fuse; always insert it into fuse holder properly.
- Remove fuse for "ELECTRICAL PARTS (BAT)" if vehicle is not used for a long period of time.



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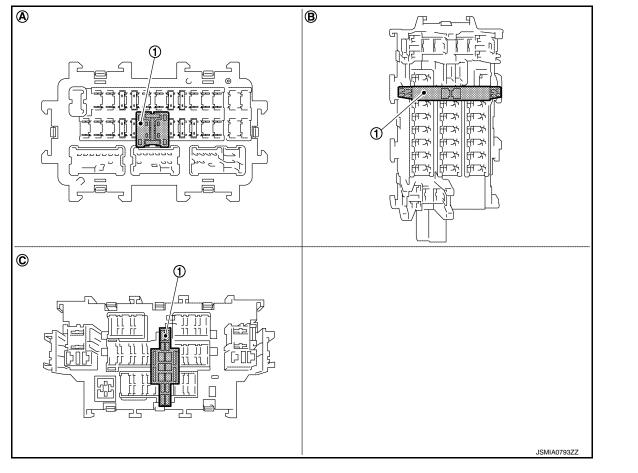
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EXTENDED STORAGE FUSE SWITCH (IF EQUIPPED)

The following switch may be mounted on the fuse block (Junction Box) for transportation and storage.



- 1. Extended storage fuse switch
- А. Туре А В. Туре В
- Remove the extended storage fuse switch when replacing the fuse of extended storage fuse switch.
- Remove the extended storage fuse switch if it causes the interference when the fuse or the other fuses is checked.

C. Type C

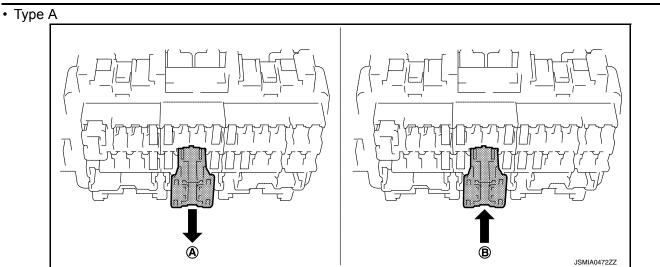
How To Extended Storage Fuse Switch ON/OFF **CAUTION**:

- Turn the ignition switch OFF when operating the extended storage fuse switch.
- Under normal conditions, keep the extended storage fuse switch in ON state. Never operate the extended storage fuse switch except when necessary.

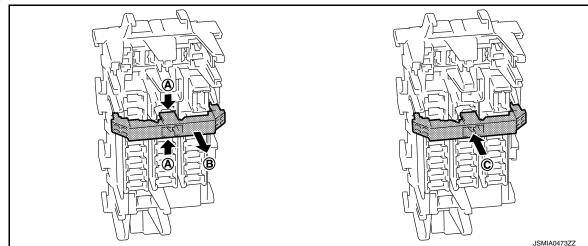
POWER SUPPLY ROUTING CIRCUIT

[POWER SUPPLY & GROUND CIRCUIT]

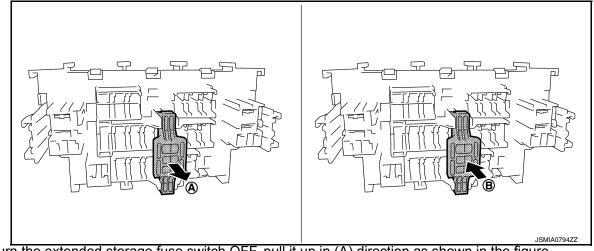
< DTC/CIRCUIT DIAGNOSIS >



- To turn the extended storage fuse switch OFF, pull it up in (A) direction as shown in the figure.
- To turn the extended storage fuse switch ON, press it in (B) direction as shown in the figure.
- Type B



- To turn the extended storage fuse switch OFF, hold (A) of the switch and pull up in (B) direction as shown in the figure.
- To turn the extended storage fuse switch ON, press it in (C) direction as shown in the figure.
- Type C



- To turn the extended storage fuse switch OFF, pull it up in (A) direction as shown in the figure.
- To turn the extended storage fuse switch ON, press it in (B) direction as shown in the figure.

How To Remove Extended Storage Fuse Switch

Туре А

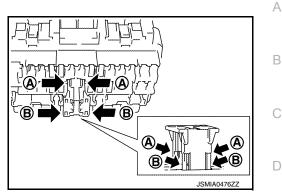
Revision: July 2016

POWER SUPPLY ROUTING CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

- 1. Turn the ignition switch OFF.
- Turn the extended storage fuse switch OFF. 2.
- Press pawl (A) and tilt to disengage the extended storage fuse 3. switch. Press pawl (B) and tilt to remove the extended storage fuse switch.



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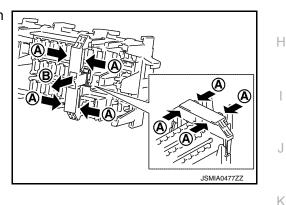
PG

NOTE:

- Extended storage fuse switch and fuse are removed together. Remove fuse from extended storage fuse switch, if necessary.
- Extended storage fuse switch is for transportation and storage. Reinstallation is not required after the removal.

Type B

- 1. Turn the ignition switch OFF.
- 2. Turn the extended storage fuse switch OFF.
- Hold (A) and pull up the extended storage fuse switch hard in 3. (B) direction.

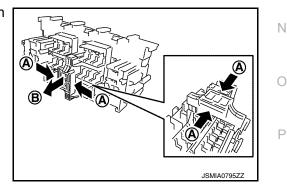


NOTE:

- Extended storage fuse switch and fuse may be removed together. Remove fuse from extended storage fuse switch, if necessary.
- Extended storage fuse switch is for transportation and storage. Reinstallation is not required after the removal.

Type C

- 1. Turn the ignition switch OFF.
- 2. Turn the extended storage fuse switch OFF.
- Hold (A) and pull up the extended storage fuse switch hard in 3. (B) direction.



NOTE:

 Extended storage fuse switch and fuse are removed together. Remove fuse from extended storage fuse switch, if necessary.



• Extended storage fuse switch is for transportation and storage. Reinstallation is not required after the removal.

Fusible Link

A melted fusible link can be detected either by visual inspection or by feeling with finger tip. If its condition is questionable, use circuit tester or test lamp.

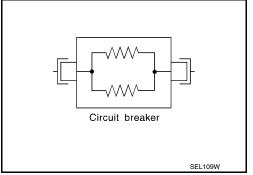
1 : Fusible link

CAUTION:

- If fusible link should melt, it is possible that critical circuit (power supply or large current carrying circuit) is shorted. In such a case, carefully check and eliminate cause of malfunction.
- Never wrap outside of fusible link with vinyl tape. Important: Never let fusible link touch any other wiring harness, vinyl or rubber parts.

Circuit Breaker

The PTC thermistor generates heat in response to current flow. The temperature (and resistance) of the thermistor element varies with current flow. Excessive current flow will cause the element's temperature to rise. When the temperature reaches a specified level, the electrical resistance will rise sharply to control the circuit current. Reduced current flow will cause the element to cool. Resistance falls accordingly and normal circuit current flow is allowed to resume.



[POWER SUPPLY & GROUND CIRCUIT]

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GROUND DISTRIBUTION

Engine Room Harness

ENGINE ROOM HARNESS

OWER SUPPLY	' & GROUN	ID CIRCUIT]
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INFOID:000000012168997

WA : With	active AFS
CC: With	ICC

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		I		D
	Connector No.	Terminal	Connect to	
	E5	12	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)	E
•	E6	41	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)	
•	E17)	1	COOLING FAN RELAY	F
A max and a max	E26	2	HEADLAMP AIMING MOTOR RH	G
•	E28	2	FRONT COMBINATION LAMP RH	0
•	E28	3	FRONT COMBINATION LAMP RH	Н
•	E30	1	HOOD SWITCH	
•	E32	2	WASHER LEVEL SWITCH	I
•	E34)	2	FRONT FOG LAMP RH	J
•	E37)	1	COOLING FAN CONTROL MODULE	
•	E58	4	FRONT COMBINATION LAMP LH	K
	E113	4	ACCELERATOR PEDAL ACTUATOR	L
	E121)	2	DAYTIME RUNNING LIGHT RH	
				PG
	Connector No.	Terminal	Connect to	
	E41	1	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)	Ν
	(E41)	4	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)	
(E43)				0
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Revision: July 2016

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]	Connector No.	Terminal	Connect to
E46		(E14)	14	VVEL CONTROL MODULE
		E28	4	FRONT COMBINATION LAMP RH
•		(E42)	2	FRONT WIPER MOTOR
•		(E47)	2	BRAKE FLUID LEVEL SWITCH
((E50)	2	ICC BRAKE HOLD RELAY
C	WA	(E56)	2	HEADLAMP AIMING MOTOR LH
•	• • -	(E58)	2	FRONT COMBINATION LAMP LH
		(E58)	3	FRONT COMBINATION LAMP LH
•		(E62)	2	HORN (HIGH)
•		(E64)	2	FRONT FOG LAMP LH
		(E67)	4	ICC SENSOR INTEGRATED UNIT
		(E70)	2	HORN (LOW)
		E122	2	DAYTIME RUNNING LIGHT LH

2015/06/22

JRMWI3871GB

Engine Control Harness

ENGINE CONTROL HARNESS

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	[Connector No.	Terminal No.	Connect to
	f	(F51)	5	A/T ASSEMBLY
F 33		(F51)	10	A/T ASSEMBLY
	[Connector No.	Terminal No.	Connect to
		(F8)	2	CONDENSER
4		(F11)	2	IGNITION COIL NO. 1 (WITH POWER TRANSISTOR)
		(F12)	2	IGNITION COIL NO. 2 (WITH POWER TRANSISTOR)
•		(F13)	2	IGNITION COIL NO. 3 (WITH POWER TRANSISTOR)
•		(F14)	2	IGNITION COIL NO. 4 (WITH POWER TRANSISTOR)
•		(F15)	2	IGNITION COIL NO. 5 (WITH POWER TRANSISTOR)
		(F16)	2	IGNITION COIL NO.6 (WITH POWER TRANSISTOR)

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2015/06/22

GROUND DISTRIBUTION

[POWER SUPPLY & GROUND CIRCUIT]

Main Harness

MAIN HARNESS

INFOID:000000012168999



AV: With around view monitor

WA: With active AFS

AW: AWD models

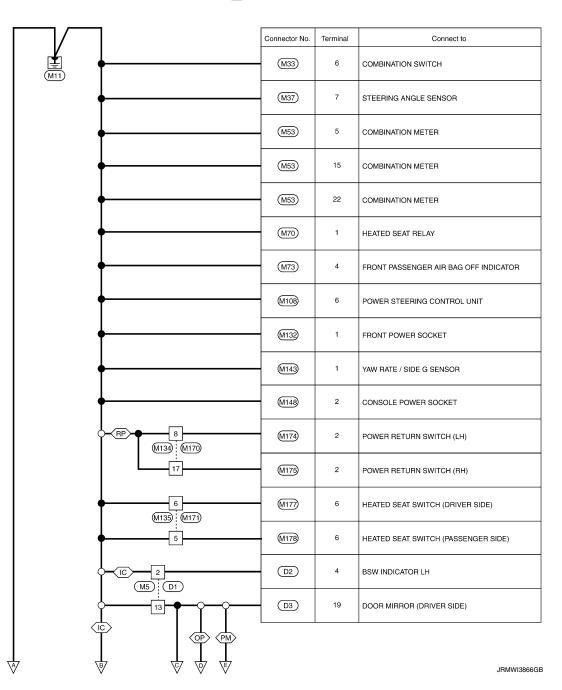
AD: With auto anti-dazzling inside mirror

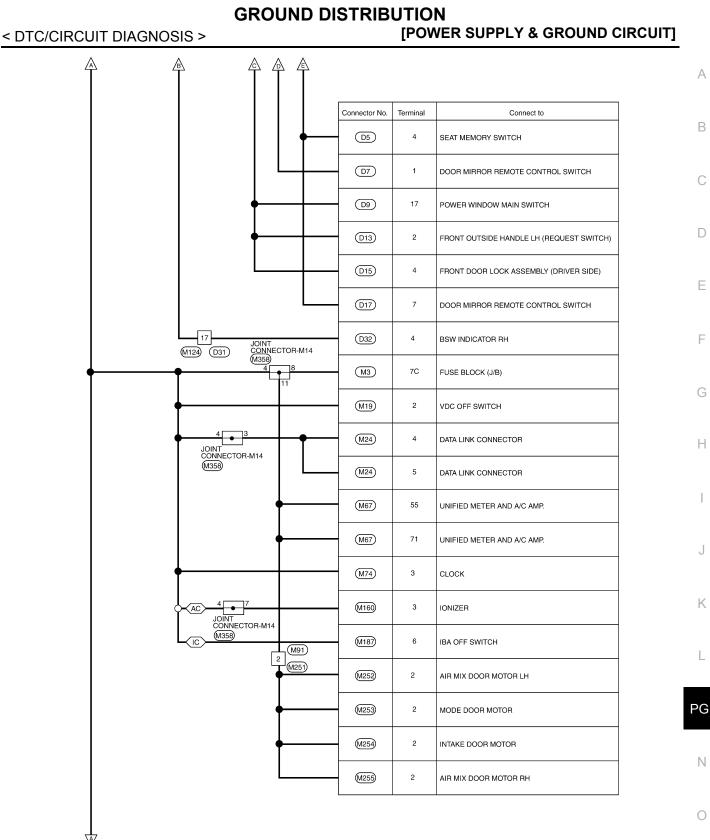


- SN: With sonar system
- NV: With NAVI

- ON: Without NAVI

RP: With rear seatback power return system





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GROUND DISTRIBUTION

[POWER SUPPLY & GROUND CIRCUIT]

\land				
	7	Connector No.	Terminal	Connect to
(M55)	PM JOINT JOINT JOINT CONNECTOR- CONNECTOR- CONNECTOR- M11 M12	M31)	1	TILT & TELESCOPIC SWITCH
	(M363) (M363) (M356) (MV) 9 0 8 4 0 1 16 0 15 15 15 15 15 15 15 15 15 15 15 15 15	(M47)	24	SONAR CONTROL UNIT
	PM-JOINT CONVECTOR-M12	M79	30	AUTOMATIC DRIVE POSITIONER CONTROL UNIT
	CONNECTOR-M12 (M356) SN 9 8 4 1 16 15	(M81)	24	SONAR CONTROL UNIT
	JOINT JOINT 14 CONNECTOR- CONNECTOR- M11 M11 (M363) (M363)	(M82)	3	SONAR CANCEL SWITCH
		(B92)	1	AROUND VIEW MONITOR CONTROL UNIT
	JOINT CONNECTOR- M15 (M354) NV	M149	20	AV CONTROL UNIT
	JOINT CONNECTOR-M15	M194)	1	DISPLAY UNIT
	(M354) (NV)	M195	12	DISPLAY UNIT
		M213	27	AIR BAG DIAGNOSIS SENSOR UNIT
	8 4 JOINT CONNECTOR-	M214)	20	AV CONTROL UNIT
	M15 M354			
	7	Connector No.	Terminal	Connect to
M95		M16	25	AFS CONTROL UNIT
		(M22)	7	KEY SLOT
	JOINT CONNECTOR- M13 (M362)	M29	6	WARNING SYSTEMS SWITCH
		M45	3	LANE DEPARTURE WARNING BUZZER
		(M50)	1	PUSH-BUTTON IGNITION SWITCH
	JOINT CONNECTOR-M03	(M72)	1	MULTIFUNCTION SWITCH
	(M359)	M102	2	GLOVE BOX LAMP
	∲	M107	123	ECM
	│	M107	124	ECM
				JRMWI3868GB

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	Connector No.	Terminal	Connect to] B
↓ ↓	M107	127	ECM	
	M107	128	ECM	C
•	M109	3	BLOWER MOTOR]
•	M119	13	BCM (BODY CONTROL MODULE)	
•	M137	4	A/T SHIFT SELECTOR	E
4 (M134) (M170)	M176	2	SNOW MODE SWITCH	F
5 25 5 25 5 JOINT MI16 F103 CONVECTOR-E02	(F101)	8	ECM	
(-AW) - 34	(F108)	10	AWD CONTROL UNIT	G
(M110); (F103) 33	F108	11	AWD CONTROL UNIT	
(M100) : (R1)	R3	8	AUTO ANTI-DAZZLING INSIDE MIRROR	ŀ
	R4	10	SUNROOF MOTOR ASSEMBLY	
9 (M106) (R1)	R10	1	LANE CAMERA UNIT	
	R10	5	LANE CAMERA UNIT	J
G R11	R12	1	VANITY MIRROR LAMP LH	k
	R13	1	VANITY MIRROR LAMP RH	
18 (M106) (R1) (R2) (R11)	R16	2	SUNROOF SWITCH	L
14 (M124) (D31)	 	19	DOOR MIRROR (PASSENGER SIDE)	PO
↓	D38	11	FRONT POWER WINDOW SWITCH (PASSENGER SIDE)	
	D43	2	FRONT OUTSIDE HANDLE RH (REQUEST SWITCH)	Ν
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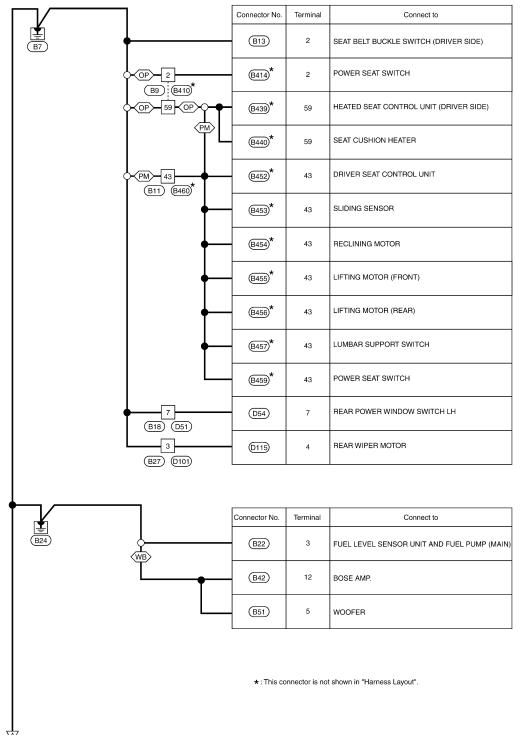
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Body Harness

BODY HARNESS

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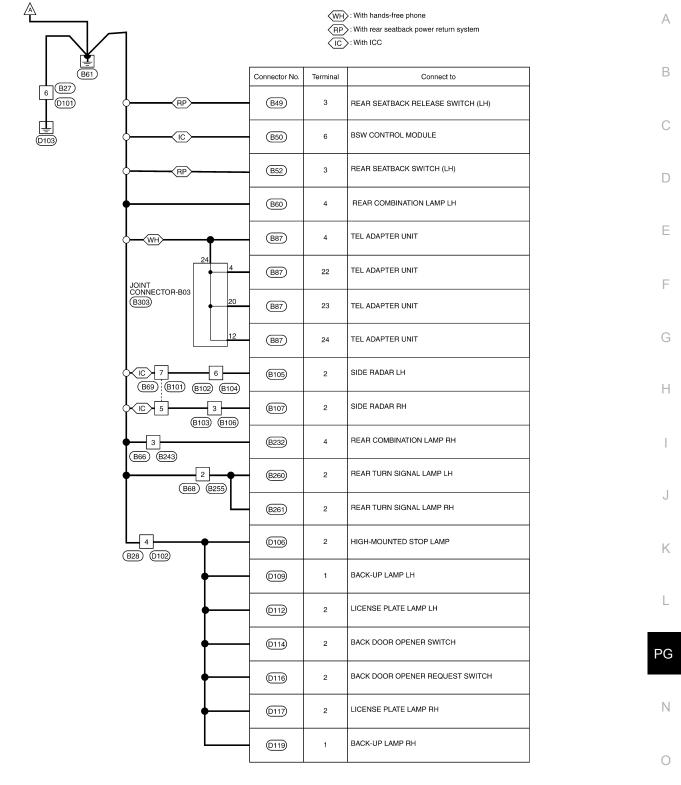
OP: Without automatic drive positioner



JRMWI3873GB

GROUND DISTRIBUTION

[POWER SUPPLY & GROUND CIRCUIT]



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				WB>: With BOSE audio
		Connector No.	Terminal	Connect to
B202		B213	2	SEAT BELT BUCKLE SWITCH (PASSENGER SIDE)
		B214)	5	OCCUPANT CLASSIFICATION SYSTEM CONTROL UNIT
	2 (B203) (B420)*	B434*	2	POWER SEAT SWITCH
	59	B462*	59	HEATED SEAT CONTROL UNIT (PASSENGER SIDE)
		B463*	59	SEAT CUSHION HEATER
	7	D74	7	REAR POWER WINDOW SWITCH RH
	_			
		Connector No.	Terminal	Connect to
E ■ B224		B226)	32	REAR SEATBACK POWER RETURN CONTROL UNIT
	Ť •	B227)	13	REAR SEATBACK POWER RETURN CONTROL UNIT
		B233	3	REAR SEATBACK RELEASE SWITCH (RH)
		B233 B239	3	REAR SEATBACK RELEASE SWITCH (RH) REAR SEATBACK SWITCH (RH)
		B239	3	REAR SEATBACK SWITCH (RH)
		(B239) (B249)	3 46	REAR SEATBACK SWITCH (RH) BRAKE BOOSTER CONTROL UNIT
	(B234):(6501)*	(6239) (6249) (6250)	3 46 19	REAR SEATBACK SWITCH (RH) BRAKE BOOSTER CONTROL UNIT BRAKE BOOSTER CONTROL UNIT
	22 B234 (B50)* 10 10 (B503)* (B510)*	(6239) (6249) (6250) (6250)	3 46 19 20	REAR SEATBACK SWITCH (RH) BRAKE BOOSTER CONTROL UNIT BRAKE BOOSTER CONTROL UNIT BRAKE BOOSTER CONTROL UNIT

WB: With BOSE audio

2015/06/22

JRMWI3875GB

GROUND DISTRIBUTION

[POWER SUPPLY & GROUND CIRCUIT]

Door Harness

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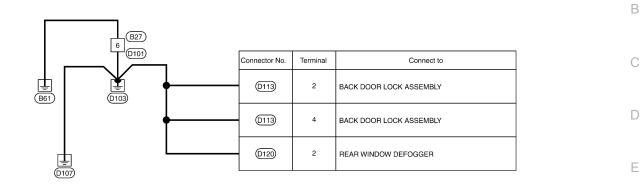
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DOOR HARNESS



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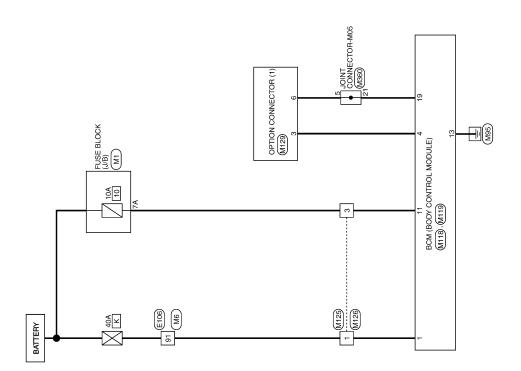
JRMWI3877GB

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OPTION HARNESS

Wiring Diagram - OPTION HARNESS -

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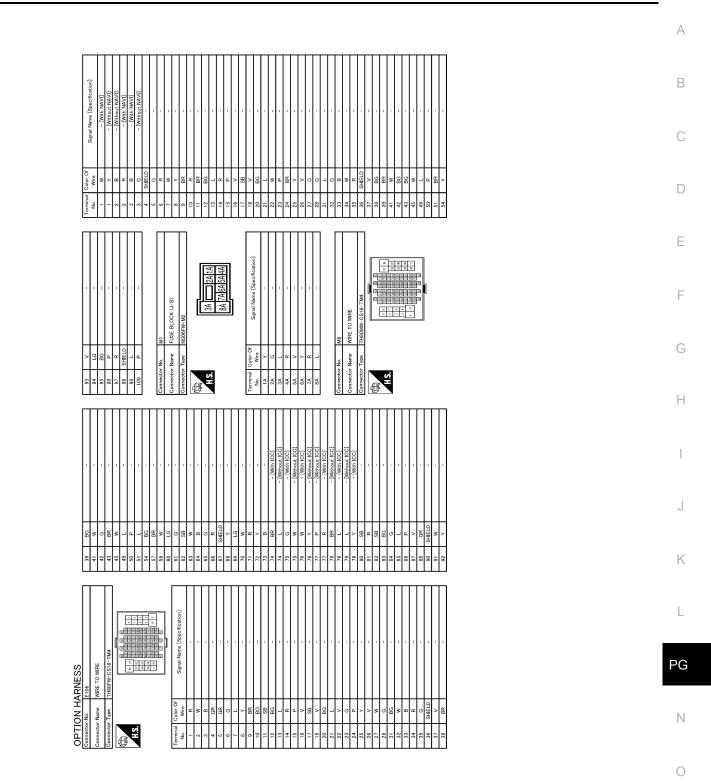
OPTION HARNESS

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OPTION HARNESS

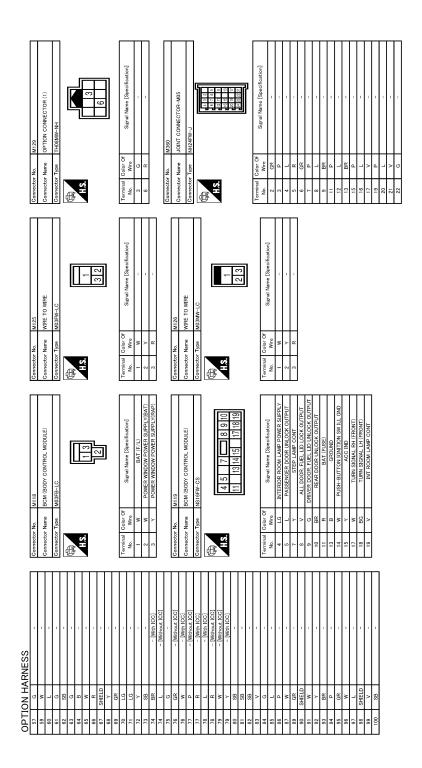
[POWER SUPPLY & GROUND CIRCUIT]



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[POWER SUPPLY & GROUND CIRCUIT]



JRMWI3794GB

OPTION HARNESS

< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

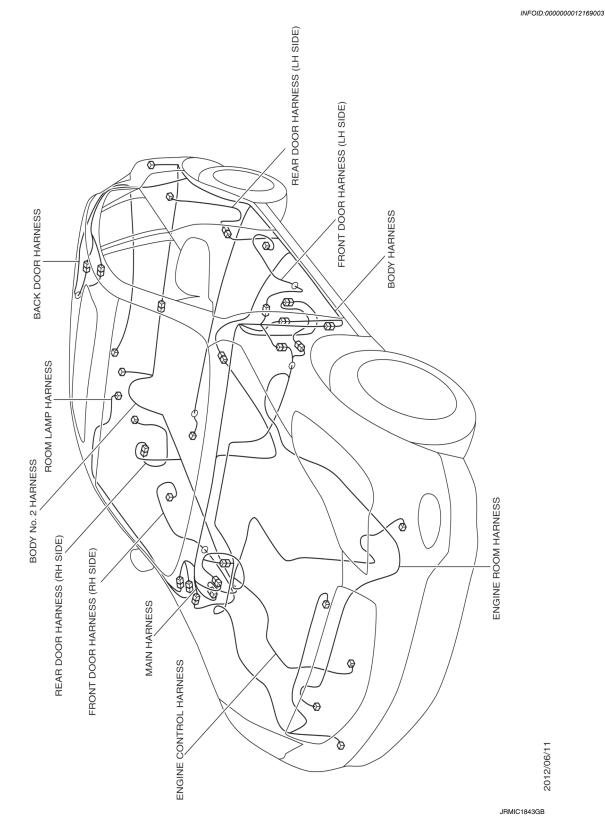
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OPTION HARNESS

< DTC/CIRCUIT DIAGNOSIS > HARNESS LAYOUT

[POWER SUPPLY & GROUND CIRCUIT]

Outline



OUTLINE

Engine Room Harness

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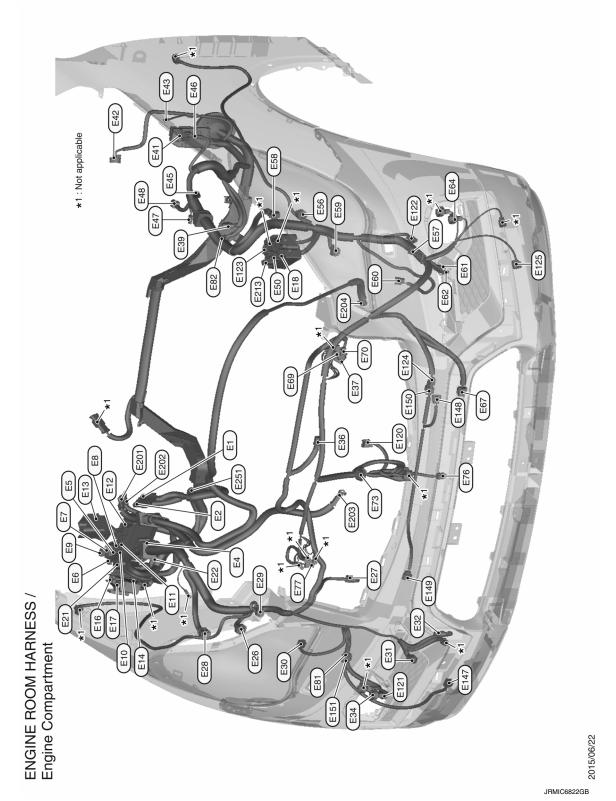
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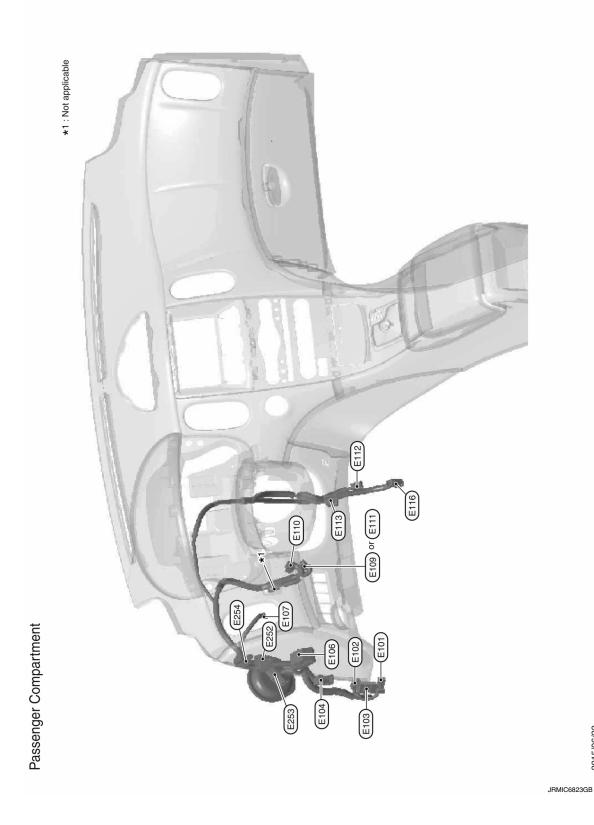
ENGINE COMPARTMENT



< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

PASSENGER COMPARTMENT



2015/06/22

Engine Control Harness

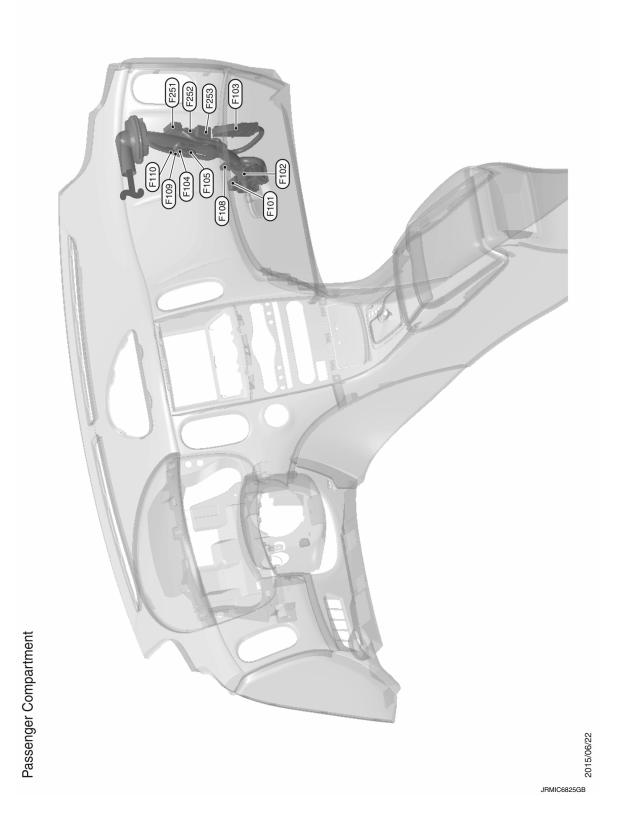
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ENGINE COMPARTMENT



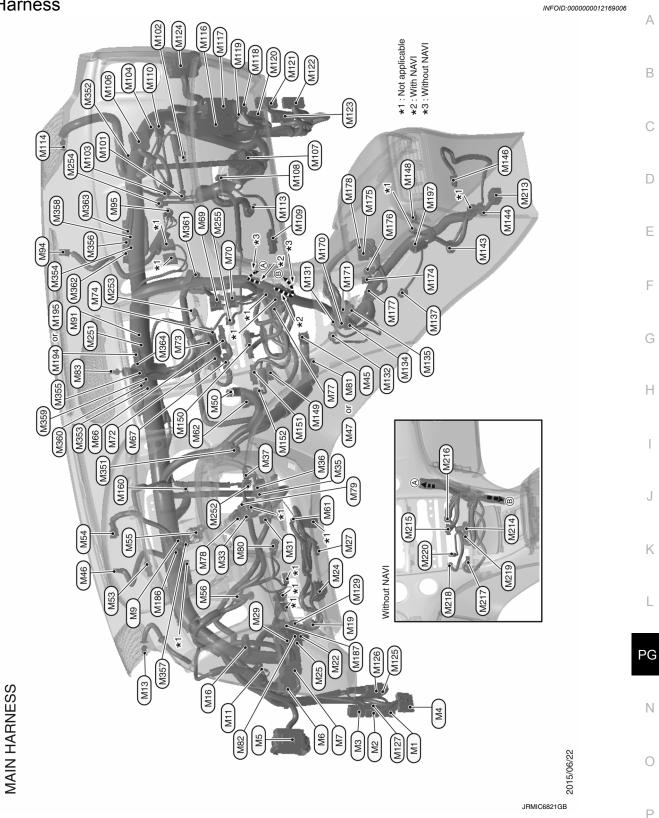
PASSENGER COMPARTMENT



< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

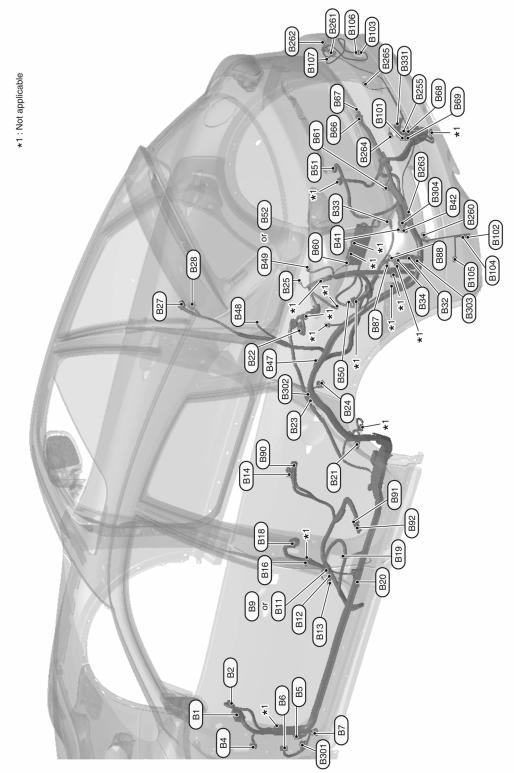
Main Harness



Body Harness

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BODY HARNESS



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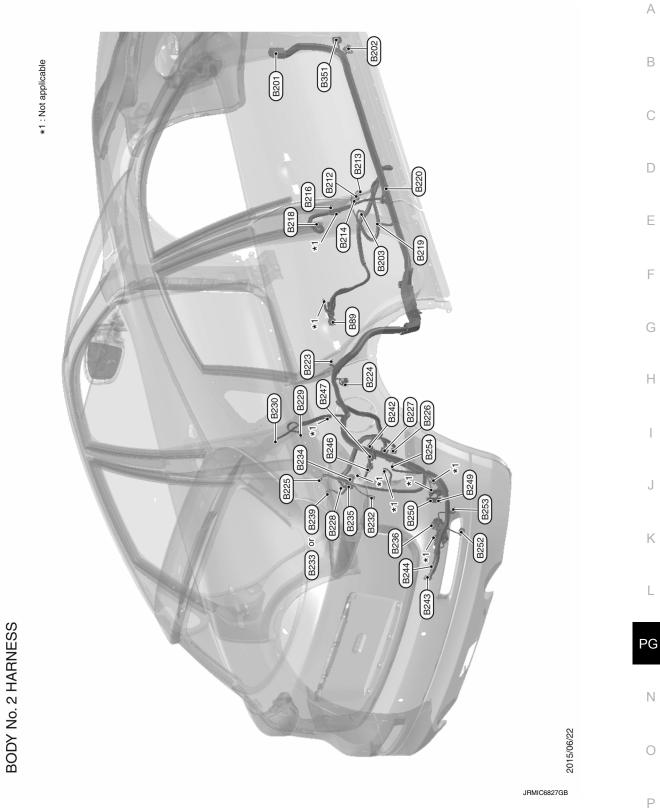
2015/06/22

BODY HARNESS

[POWER SUPPLY & GROUND CIRCUIT]

BODY No. 2 HARNESS

< DTC/CIRCUIT DIAGNOSIS >

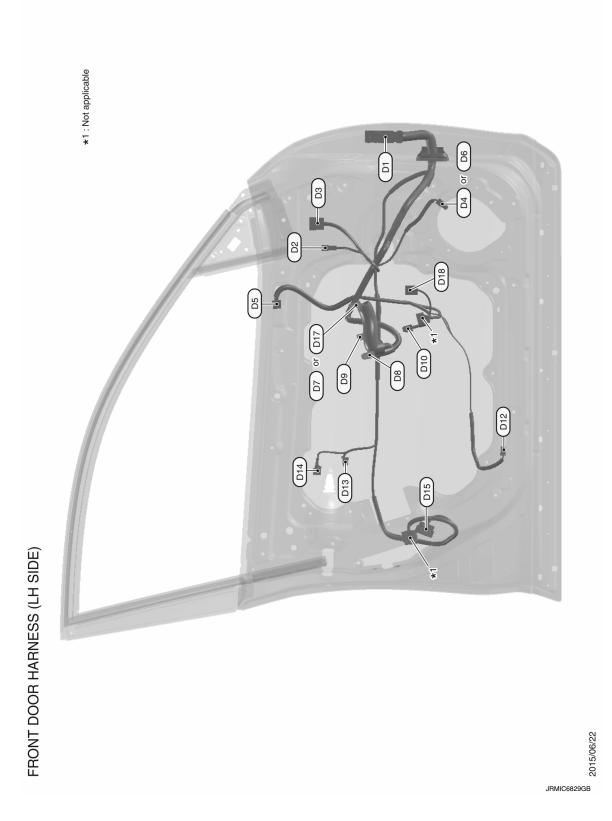


Door Harness

[POWER SUPPLY & GROUND CIRCUIT]

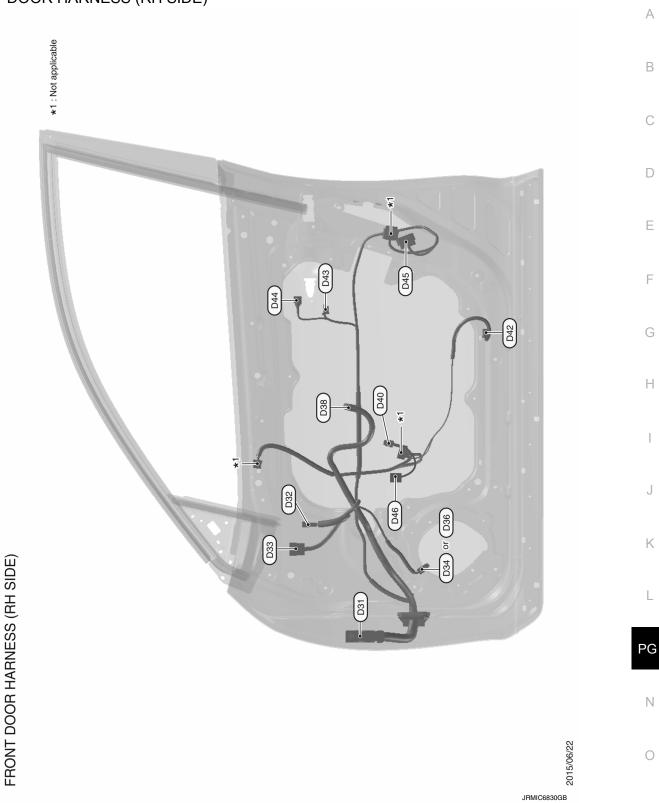
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< DTC/CIRCUIT DIAGNOSIS >

FRONT DOOR HARNESS (RH SIDE)



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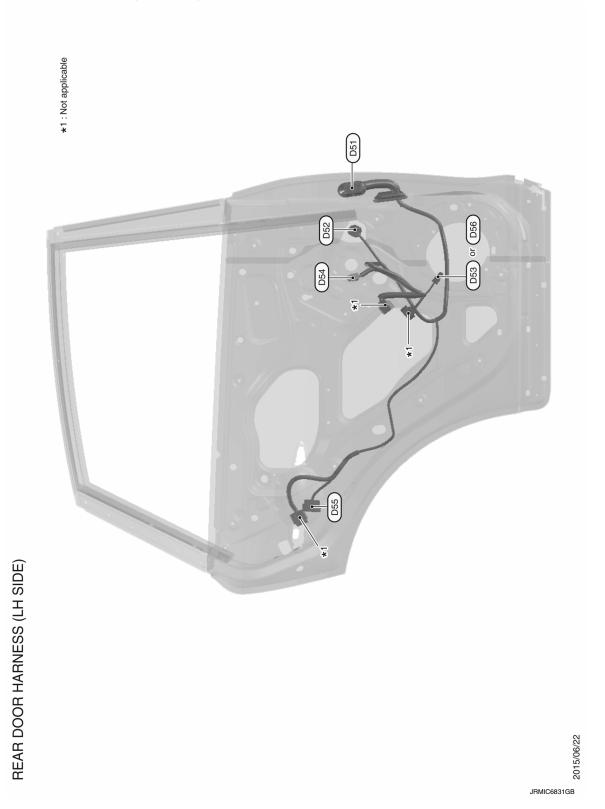
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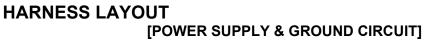
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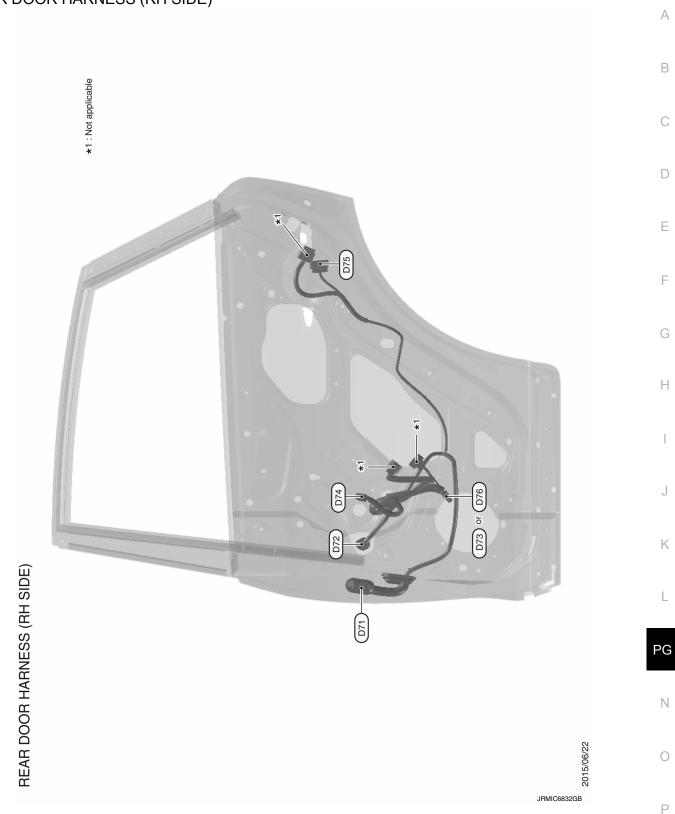
REAR DOOR HARNESS (LH SIDE)



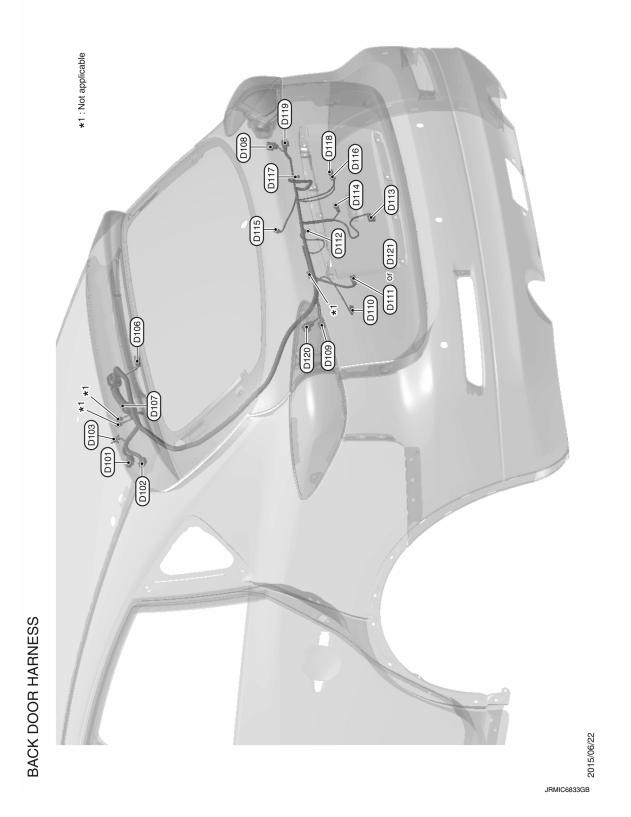
IT DIAGNOSIS >

REAR DOOR HARNESS (RH SIDE)





BACK DOOR HARNESS

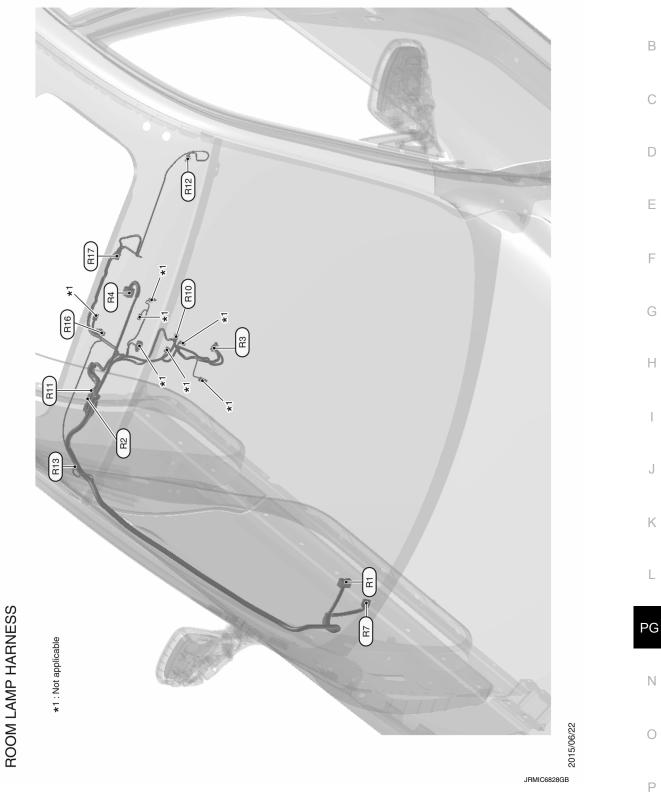


[POWER SUPPLY & GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS > Room Lamp Harness

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HARNESS CONNECTOR

HARNESS CONNECTOR

Description

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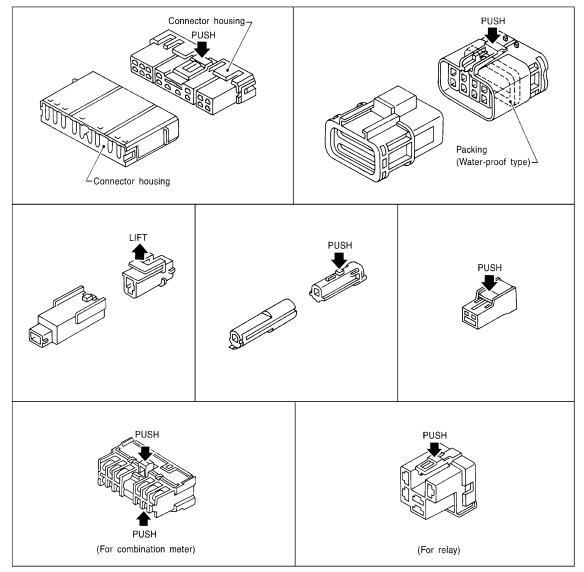
HARNESS CONNECTOR (TAB-LOCKING TYPE)

- The tab-locking type connectors help prevent accidental looseness or disconnection.
- The tab-locking type connectors are disconnected by pushing or lifting the locking tab(s). Refer to the figure below.

CAUTION:

Never pull the harness or wires when disconnecting the connector.

[Example]



SEL769DA

HARNESS CONNECTOR (SLIDE-LOCKING TYPE)

- A new style slide-locking type connector is used on certain systems and components, especially those related to OBD.
- The slide-locking type connectors help prevent incomplete locking and accidental looseness or disconnection.
- The slide-locking type connectors are disconnected by pushing or pulling the slider. Refer to the figure below.

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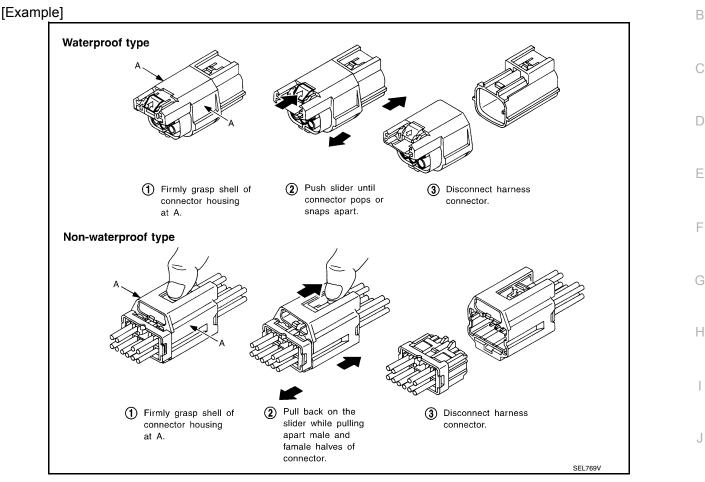
PG-106

HARNESS CONNECTOR

< DTC/CIRCUIT DIAGNOSIS >

CAUTION:

- Never pull the harness or wires when disconnecting the connector.
- Be careful not to damage the connector support bracket when disconnecting the connector.



HARNESS CONNECTOR (LEVER LOCKING TYPE)

- Lever locking type harness connectors are used on certain control units and control modules such as ECM, ABS actuator and electric unit (control unit), etc.
- Lever locking type harness connectors are also used on super multiple junction (SMJ) connectors.
- Always confirm the lever is fully locked in place by moving the lever as far as it will go to ensure full connection.

CAUTION:

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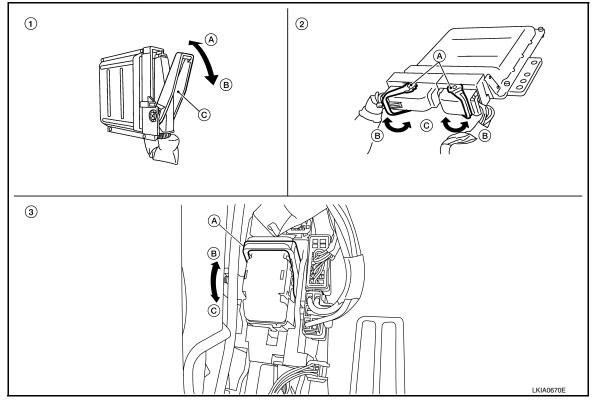
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HARNESS CONNECTOR

< DTC/CIRCUIT DIAGNOSIS >

[POWER SUPPLY & GROUND CIRCUIT]

Always confirm the lever is fully released (loosened) before attempting to disconnect or connect these connectors to avoid damage to the connector housing or terminals.



- 1. Control unit with single lever
 - A. Fasten
 - B. Loosen
 - C. Lever

2. Control unit with dual levers A. Levers

B. Fasten

C. Loosen

- 3. SMJ connector
 - A. Lever
 - B. Fasten
 - C. Loosen

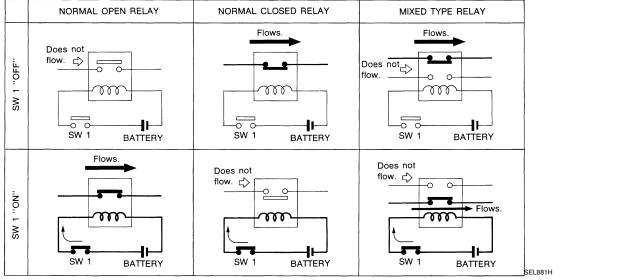
< DTC/CIRCUIT DIAGNOSIS >

STANDARDIZED RELAY

Description

NORMAL OPEN, NORMAL CLOSED AND MIXED TYPE RELAYS

Relays can mainly be divided into three types: normal open, normal closed and mixed type relays.



TYPE OF STANDARDIZED RELAYS

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1M 1 Make 2M ······ 2 Make 1T ······ 1 Transfer 1M-1B ······ 1 Make 1 Break 1**M** 2M 1M 2M 000 000 \sim 1M•1B 1T 1T 1B

C 1M

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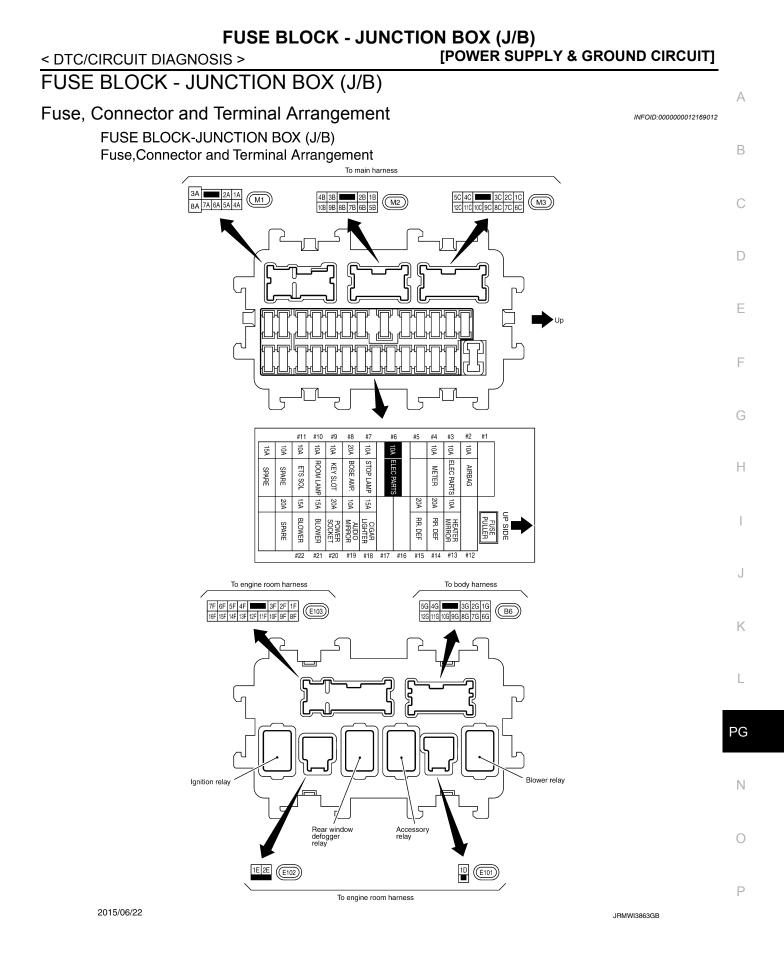
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[POWER SUPPLY & GROUND CIRCUIT]

< DTC/CIRCUIT DIAGNOSIS >

STANDARDIZED RELAY

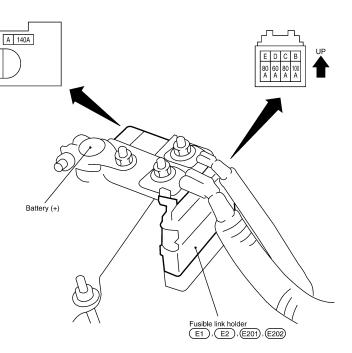
Туре	Outer view	Circuit	Connector symbol and connection	Case color
1T				BLACK
2M				BROWN
1M•1B				GRAY
1M				BLUE
The arrangement of terminal numbers on the actual relays may differ from those shown above.				SEL188W

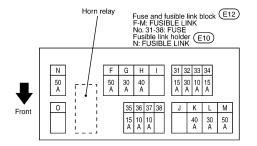


FUSE, FUSIBLE LINK AND RELAY BOX

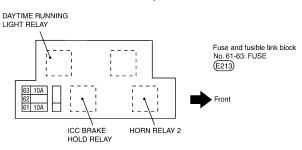
Fuse and Fusible Link Arrangement

FUSE, FUSIBLE LINK AND RELAY BOX Fuse and Fusible Link Arrangement



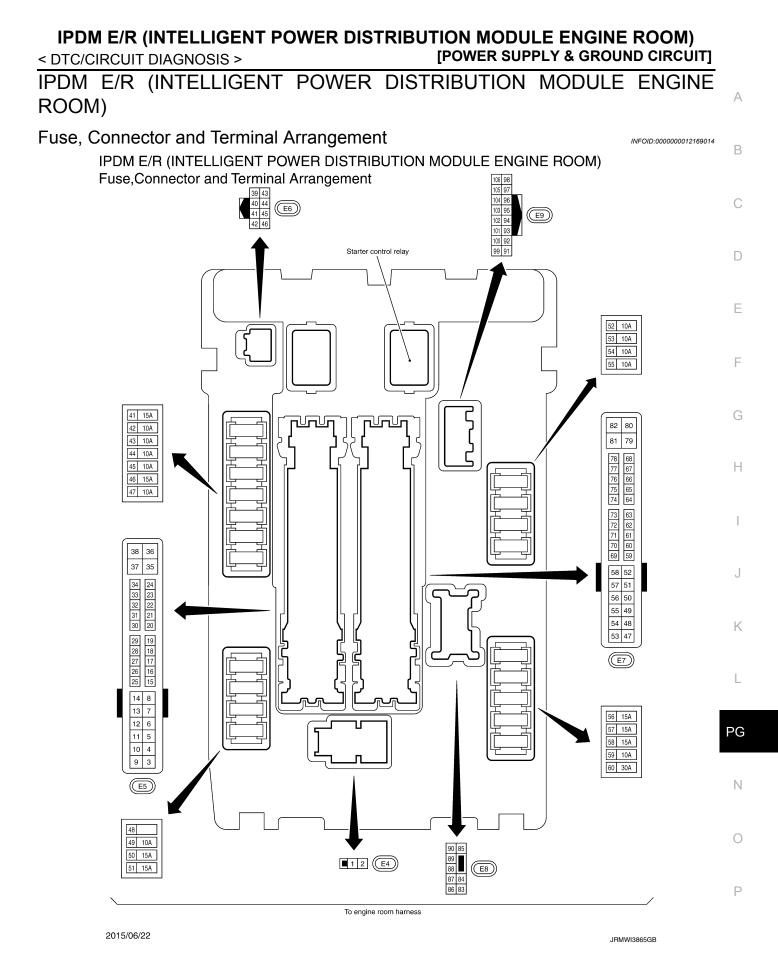


Fuse, fusible link and relay box



2015/06/22

JRMWI3864GB



< PRECAUTION > PRECAUTION

PRECAUTIONS

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

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

WARNING:

Always observe the following items for preventing accidental activation.

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

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

WARNING:

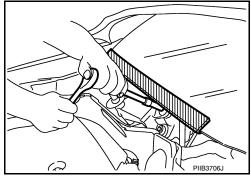
Always observe the following items for preventing accidental activation.

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

Precaution for Procedure without Cowl Top Cover

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



Precautions for Removing Battery Terminal

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

- Always use a 12V battery as power source.
- Never disconnect battery terminal while engine is running.

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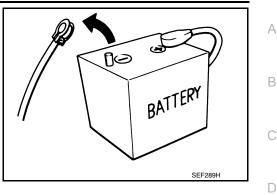
PRECAUTIONS

< PRECAUTION >

[POWER SUPPLY & GROUND CIRCUIT]

- When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.
- For vehicles with the engine listed below, remove the battery terminal after a lapse of the specified time:

BR08DE	: 4 minutes	YD25DDTi	: 2 minutes
D4D engine	: 20 minutes	YS23DDT	: 4 minutes
HRA2DDT	: 12 minutes	YS23DDTT	: 4 minutes
K9K engine	: 4 minutes	ZD30DDTi	: 60 seconds
M9R engine	: 4 minutes	ZD30DDTT	: 60 seconds
R9M engine	: 4 minutes		
V9X engine	: 4 minutes		



NOTE:

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

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

NOTE:

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

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.

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PREPARATION PREPARATION

Special Service Tools

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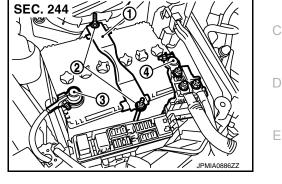
Tool number (TechMate No.) Tool name		Description
— (—) Model GR8-1200 NI Multitasking battery and electrical di- agnostic station	AWIIA1239ZZ	Tests batteries, starting and charging sys- tems and charges batteries. For operating instructions, refer to diagnostic station instruction manual.
— (—) Model EXP-800 NI Battery and electrical diagnostic ana- lyzer	JSMIA0806ZZ	Tests batteries and charging systems. For operating instructions, refer to diagnostic analyzer instruction manual.

< REMOVAL AND INSTALLATION > **REMOVAL AND INSTALLATION**

BATTERY

Exploded View

- 1 : Battery fix frame
- 2 : Battery fix frame mounting nuts
- : Battery terminal (-) 3
- : Battery terminal (+) 4



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Removal and Installation

REMOVAL

- 1. Remove battery cover.
- 2. Remove the clips (A), and remove hoodledge cover RH (1).



- 4. Remove cover of battery positive terminal.
- 5. Loosen battery terminal nuts (1), and disconnect both battery cables from battery terminals. Refer to PG-114, "Precautions for Removing Battery Terminal". CAUTION:

When disconnecting, disconnect the battery cable from the negative terminal first.

- 6. Remove battery fix frame mounting nuts (2) and battery fix frame (3).
- 7. Remove battery.

INSTALLATION

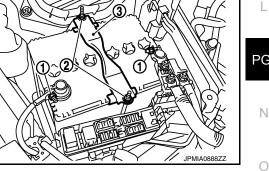
Install in the reverse order of removal.

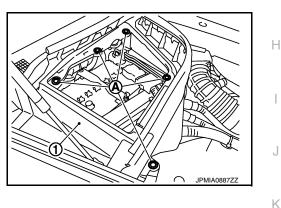
CAUTION:

When connecting, connect the battery cable to the positive terminal first.

Battery fix frame mounting nut ●: 3.9 N·m (0.40 kg-m, 35 in-lb) **Battery terminal nut '**: 5.4 N⋅m (0.55 kg-m, 48 in-lb)









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< REMOVAL AND INSTALLATION >

Reset electronic systems as necessary. Refer to <u>GI-60</u>, "ADDITIONAL SERVICE WHEN REMOVING BAT-TERY NEGATIVE TERMINAL : Required Procedure After Battery Disconnection".

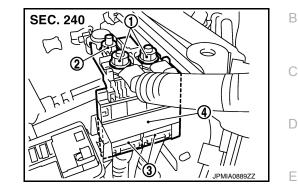
BATTERY TERMINAL WITH FUSIBLE LINK < REMOVAL AND INSTALLATION > [POWER SUPPLY & GROUND CIRCUIT]

BATTERY TERMINAL WITH FUSIBLE LINK

Exploded View

1

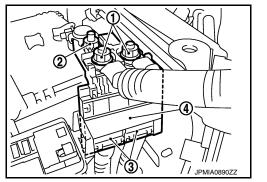
- 2 : Fusible link holder mounting nut
- 3 : Harness connector
- 4 : Battery terminal with fusible link



Removal and Installation

REMOVAL

- 1. Remove battery cover.
- Disconnect the battery cable from the negative terminal. Refer to <u>PG-114</u>, "Precautions for Removing Battery Terminal".
- 3. Remove cover of battery positive terminal.
- 4. Remove harness mounting nuts (1) and fusible link holder mounting nut (2).
- 5. Disconnect harness connector (3) and remove battery terminal with fusible link (4).



INSTALLATION Install in the reverse order of removal.

Harness mounting nut

Subset 13.5 N·m (1.4 kg-m, 10 ft-lb) Fusible link holder mounting nut

^O: 13.5 N⋅m (1.4 kg-m, 10 ft-lb)

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[POWER SUPPLY & GROUND CIRCUIT]

SERVICE DATA AND SPECIFICATIONS (SDS) SERVICE DATA AND SPECIFICATIONS (SDS)

Battery

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Туре		80D23L	
20 hour rate capacity	[V - Ah]	12 - 62	
Cold cranking current (For reference value) [A]		582	