SECTION PCS
POWER CONTROL SYSTEM

CONTENTS

IPDM E/R

POWER DISTRIBUTION SYSTEM

PRECAUTION

PRECAUTIONS

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

INFOID:0000000006220159

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:

- **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 the “SRS AIR BAG”.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.**

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

WARNING:

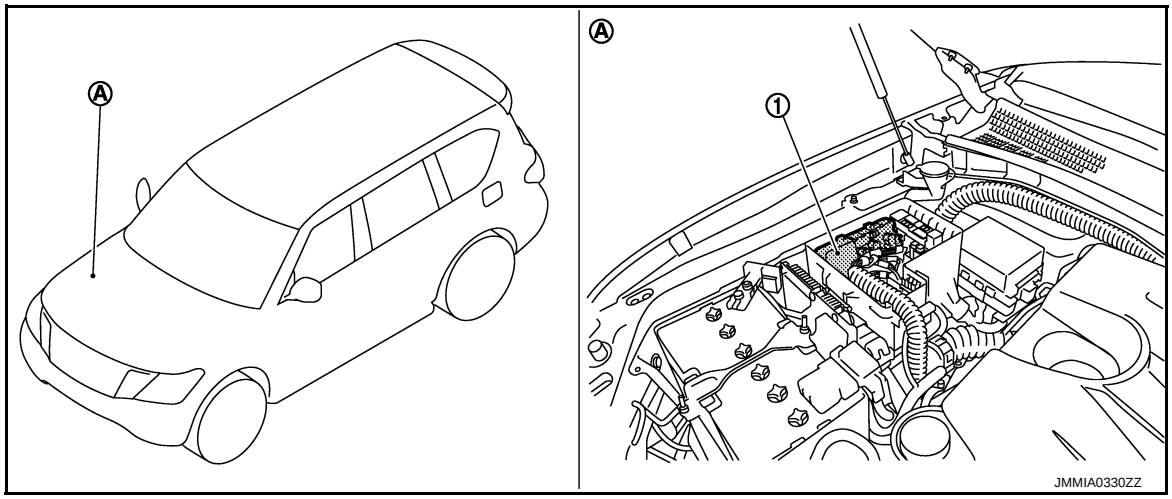
- **When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious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

SYSTEM DESCRIPTION

COMPONENT PARTS

Component Parts Location

INFOID:0000000006220160



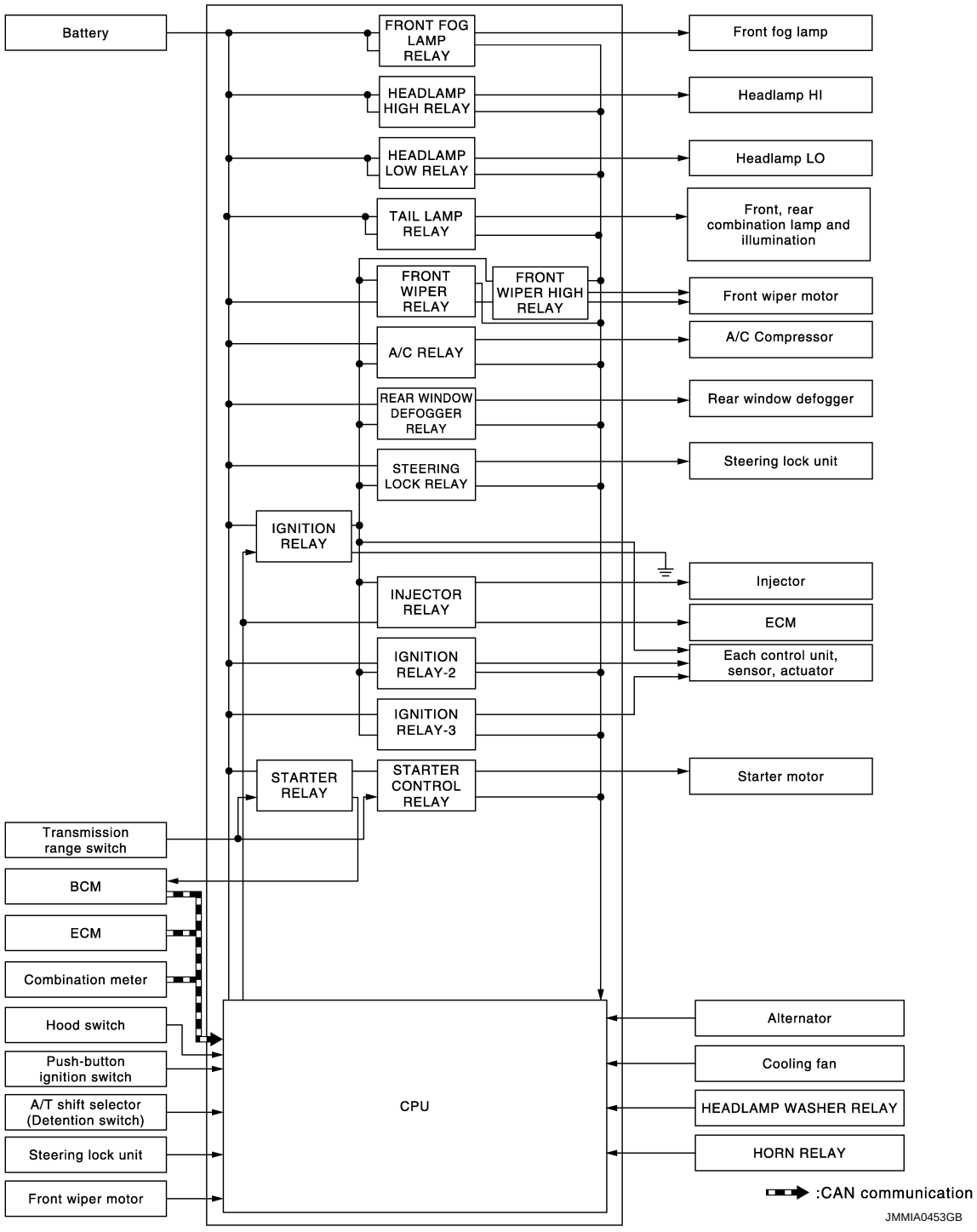
1. IPDM E/R
A. Engine room (RH)

SYSTEM

RELAY CONTROL SYSTEM

RELAY CONTROL SYSTEM : System Diagram

INFOID:0000000006220161



RELAY CONTROL SYSTEM : System Description

INFOID:0000000006220162

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

CAUTION:

IPDM E/R integrated relays cannot be removed.

Control relay	Input/output	Transmit unit	Control part	Reference page
• Headlamp low relay • Headlamp high relay	• Low beam request signal • High beam request signal	BCM (CAN)	• Headlamp (LO) • Headlamp (HI)	EXL-10
Front fog lamp relay	Front fog light request signal	BCM (CAN)	Front fog lamp	EXL-20
Tail lamp relay	Position light request signal	BCM (CAN)	• Parking lamp • License plate lamp • Tail lamp • Side marker lamp	EXL-18
			Illuminations	INL-6
• Front wiper relay • Front wiper high relay	Front wiper request signal	BCM (CAN)	Front wiper motor	WW-7
	Front wiper stop position signal	Front wiper motor		
Rear window defogger relay	Rear window defogger control signal	BCM (CAN)	Rear window defogger	DEF-6
• Horn relay • Theft warning horn relay	• Theft warning horn request signal • Horn reminder signal	BCM (CAN)	Horn (high) Horn (low)	SEC-17
• Starter relay[NOTE] • Starter control relay	Starter control relay signal	BCM (CAN)	Starter motor	SEC-10, SEC-10
	Steering lock unit condition signal	Steering lock unit		
	Starter relay control signal	TCM		
Steering lock relay	Steering lock relay signal	BCM (CAN)	Steering lock unit	SEC-10
	Steering lock unit condition signal	Steering lock unit		
	A/T shift selector (detention switch) signal	A/T shift selector (detention switch)		
A/C relay	A/C compressor request signal	ECM (CAN)	A/C compressor (Magnet clutch)	HAC-17
Headlamp washer relay	Headlamp washer request signal	BCM (CAN)	Headlamp washer pump	WW-13
• Ignition relay • Ignition relay-2 • Ignition relay-3	Ignition switch ON signal	BCM (CAN)	Each control unit, sensor, actuator and relay (ignition power supply)	PCS-29
	Vehicle speed signal	Combination meter (CAN)		
	Push-button ignition switch signal	Push-button ignition switch		

NOTE:

BCM controls the starter relay.

RELAY CONTROL SYSTEM : Fail-Safe

INFOID:0000000006220163

CAN COMMUNICATION CONTROL

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

If No CAN Communication Is Available With ECM

Control part	Fail-safe operation
Cooling fan	• Transmits the pulse duty signal (PWM signal) 100% when the ignition switch is turned ON. • Transmits the pulse duty signal (PWM signal) 0% when the ignition switch is turned OFF.
A/C compressor	A/C relay OFF
Alternator	Transmits the power generation command signal (PWM signal) 0%

If No CAN Communication Is Available With BCM

Control part	Fail-safe operation
Headlamp	• Turns ON the headlamp low relay when the ignition switch is turned ON • Turns OFF the headlamp low relay when the ignition switch is turned OFF • Headlamp high relay OFF
• Parking lamp • License plate lamp • Illumination • Tail lamp	• Turns ON the tail lamp relay when the ignition switch is turned ON • Turns OFF the tail lamp relay when the ignition switch is turned OFF
Front wiper motor	• The status just before activation of fail-safe control is maintained until the ignition switch is turned OFF while the front wiper is operating at LO or HI speed. • The wiper is operated at LO speed until the ignition switch is turned OFF if the fail-safe control is activated while the front wiper is set in the INT mode and the front wiper motor is operating. • Return automatically wiper to stop position when ignition switch is turned ON if fail-safe control is activated while front wiper motor is operated and wiper stops in the other position than stop position.
Front fog lamp	Front fog lamp relay OFF
Horn	Horn OFF
Ignition relay	The status just before activation of fail-safe is maintained.
Starter motor	Starter control relay OFF
Steering lock unit	Steering lock relay OFF

IGNITION RELAY MALFUNCTION DETECTION FUNCTION

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

Voltage judgment		IPDM E/R judgment	Operation
Ignition relay contact side	Ignition relay excitation coil side		
ON	ON	Ignition relay ON normal	—
OFF	OFF	Ignition relay OFF normal	—
ON	OFF	Ignition relay ON stuck	• Detects DTC “B2098: IGN RELAY ON” • Turns ON the tail lamp relay for 10 minutes
OFF	ON	Ignition relay OFF stuck	Detects DTC “B2099: IGN RELAY OFF”

FRONT WIPER PROTECTION FUNCTION

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

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

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

STARTER MOTOR PROTECTION FUNCTION

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

POWER CONTROL SYSTEM

POWER CONTROL SYSTEM : System Diagram

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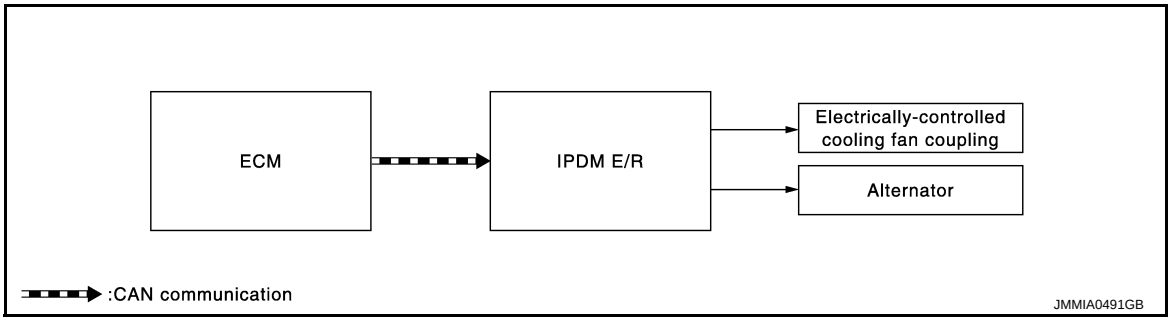

POWER CONTROL SYSTEM : System Description

INFOID:0000000006220165

COOLING FAN CONTROL

IPDM E/R outputs cooling fan control signal (PWM signal) to the electrically-controlled cooling fan coupling according to the status of the cooling fan speed request signal received from ECM via CAN communication. Refer to EC-41, "COOLING FAN CONTROL : System Diagram".

ALTERNATOR CONTROL

IPDM E/R outputs power generation command signal (PWM signal) to the alternator according to the status of the power generation command value signal received from ECM via CAN communication. Refer to CHG-7, "POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : System Diagram".

SIGNAL BUFFER SYSTEM

SIGNAL BUFFER SYSTEM : System Diagram

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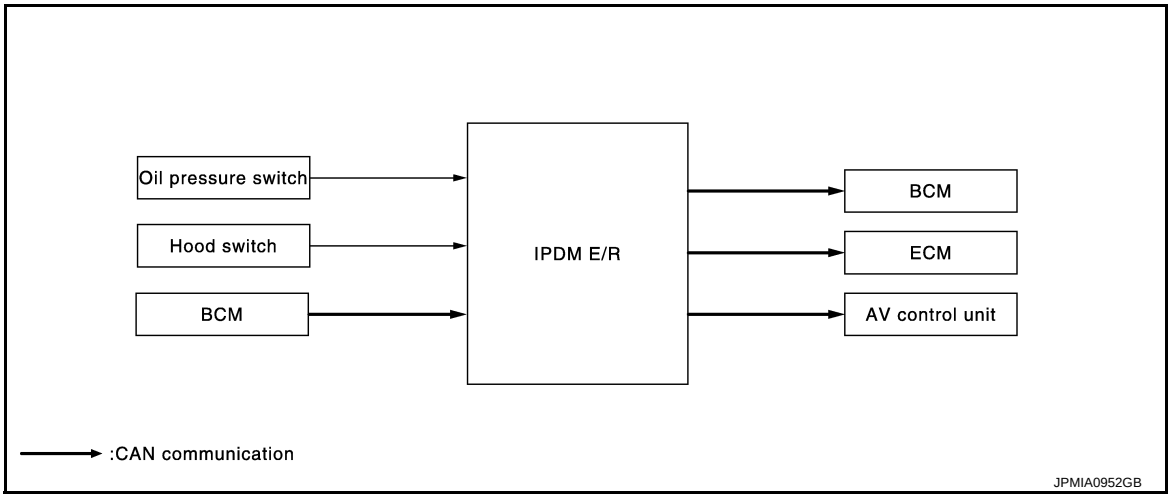

SIGNAL BUFFER SYSTEM : System Description

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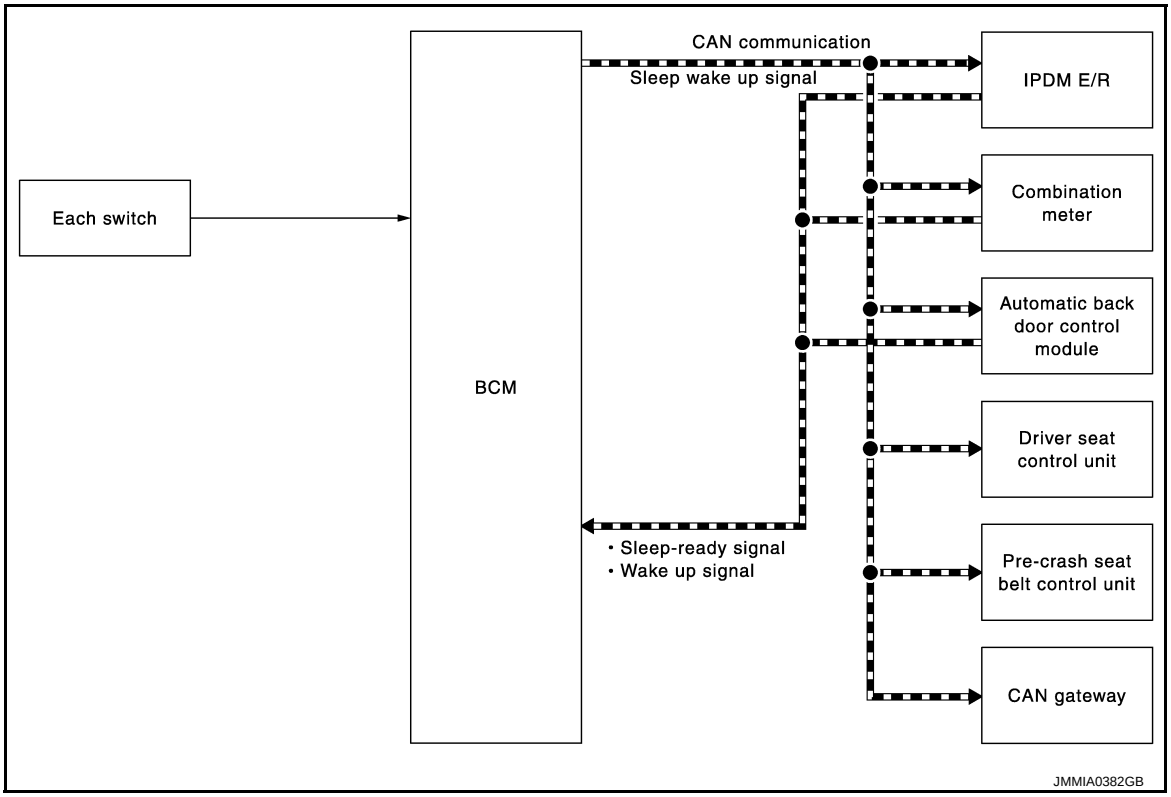
- IPDM E/R reads the status of the oil pressure switch and transmits the oil pressure switch signal to BCM via CAN communication. Refer to MWI-15, "OIL PRESSURE WARNING LAMP : System Diagram".
- IPDM E/R reads the status of the hood switch and transmits the hood switch signal to BCM via CAN communication. Refer to SEC-17, "VEHICLE SECURITY SYSTEM : System Diagram".
- IPDM E/R receives the rear window defogger control signal from BCM via CAN communication and transmits it to ECM and AV control unit via CAN communication. Refer to DEF-6, "System Diagram".

POWER CONSUMPTION CONTROL SYSTEM

POWER CONSUMPTION CONTROL SYSTEM : System Diagram

INFOID:0000000006220168



POWER CONSUMPTION CONTROL SYSTEM : System Description

INFOID:0000000006220169

OUTLINE

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

Normal mode (wake-up)
- CAN communication is normally performed with other control units.
- Individual unit control by IPDM E/R is normally performed.

Low power consumption mode (sleep)
- Low power consumption control is active.
- CAN transmission is stopped.

SLEEP MODE ACTIVATION

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

WAKE-UP OPERATION

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

DIAGNOSIS SYSTEM (IPDM E/R)

Diagnosis Description

INFOID:0000000006220170

AUTO ACTIVE TEST

Description

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

- Oil pressure warning lamp
- Rear window defogger
- Front wiper (LO, HI)
- Parking lamp
- License plate lamp
- Tail lamp
- Side marker lamp
- Front fog lamp
- Headlamp (LO, HI)
- A/C compressor (magnet clutch)

Operation Procedure

CAUTION:

Never perform auto active test in the following conditions.

- **Engine is running.**
- **CONSULT-III is connected.**

1. Close the hood and lift the wiper arms from the windshield. (Prevent windshield damage due to wiper operation)
   NOTE:
   When auto active test is performed with hood opened, sprinkle water on windshield beforehand.
2. Turn the ignition switch OFF.
3. Turn the ignition switch ON, and within 20 seconds, press the driver door switch 10 times. Then turn the ignition switch OFF.
   CAUTION:
   Close passenger door.
4. Turn the ignition switch ON within 10 seconds. After that the horn sounds once and the auto active test starts.
   CAUTION:
   Engine starts when ignition switch is turned ON while brake pedal is depressed.
5. The oil pressure warning lamp starts blinking when the auto active test starts.
6. After a series of the following operations is repeated 3 times, auto active test is completed.

NOTE:

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

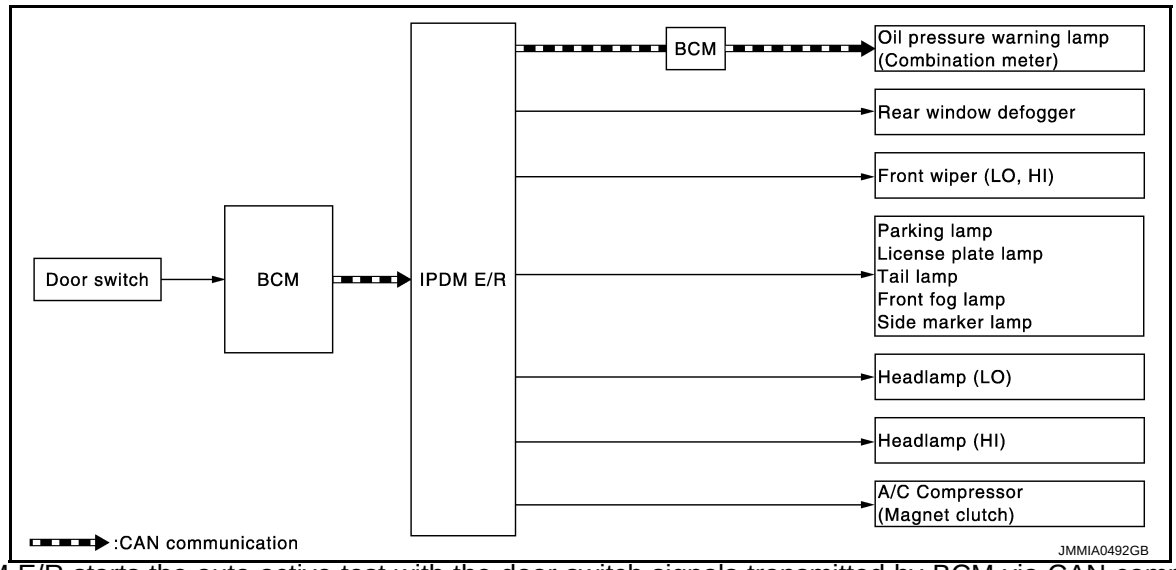
Inspection in Auto Active Test

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

Operation sequence	Inspection location	Operation
1	Oil pressure warning lamp	Blinks continuously during operation of auto active test
2	Rear window defogger	10 seconds
3	Front wiper	LO for 5 seconds → HI for 5 seconds
4	• Parking lamp • License plate lamp • Tail lamp • Side marker lamp • Front fog lamp	10 seconds

Operation sequence	Inspection location	Operation
5	Headlamp	LO for 10 seconds →HI ON ⇔ OFF 5 times
6	A/C compressor (magnet clutch)	ON ⇔ OFF 5 times

Concept of auto active test



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

Diagnosis chart in auto active test

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

Symptom	Inspection contents		Possible cause
Oil pressure warning lamp does not operate	Perform auto active test. Does the oil pressure warning lamp blink?	YES	• Harness or connector between IPDM E/R and oil pressure switch • Oil pressure switch • IPDM E/R
		NO	• CAN communication signal between IPDM E/R and BCM • CAN communication signal between BCM and combination meter • Combination meter

CONSULT-III Function (IPDM E/R)

INFOID:0000000006220171

APPLICATION ITEM

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

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

SELF DIAGNOSTIC RESULT

Refer to PCS-22, "DTC Index".

DATA MONITOR

Monitor item

Monitor Item [Unit]	MAIN SIGNALS	Description
RAD FAN REQ [1/2/3/4]	×	Displays the value of the cooling fan speed request signal received from ECM via CAN communication.
AC COMP REQ [Off/On]	×	Displays the status of the A/C compressor request signal received from ECM via CAN communication.
TAIL&CLR REQ [Off/On]	×	Displays the status of the position light request signal received from BCM via CAN communication.
HL LO REQ [Off/On]	×	Displays the status of the low beam request signal received from BCM via CAN communication.
HL HI REQ [Off/On]	×	Displays the status of the high beam request signal received from BCM via CAN communication.
FR FOG REQ [Off/On]	×	Displays the status of the front fog light request signal received from BCM via CAN communication.
FR WIP REQ [Stop/1LOW/Low/Hi]	×	Displays the status of the front wiper request signal received from BCM via CAN communication.
WIP AUTO STOP [STOP P/ACT P]	×	Displays the status of the front wiper auto stop signal judged by IPDM E/R.
WIP PROT [Off/BLOCK]	×	Displays the status of the front wiper fail-safe operation judged by IPDM E/R.
IGN RLY1 -REQ [Off/On]		Displays the status of the ignition switch ON signal received from BCM via CAN communication.
IGN RLY [Off/On]	×	Displays the status of the ignition relay judged by IPDM E/R.

Monitor Item [Unit]	MAIN SIGNALS	Description
PUSH SW [Off/On]		Displays the status of the push-button ignition switch judged by IPDM E/R.
INTER/NP SW [Off/On]		Displays the status of the shift position judged by IPDM E/R.
ST RLY CONT [Off/On]		Displays the status of the starter relay status signal received from BCM via CAN communication.
IHBT RLY -REQ [Off/On]		Displays the status of the starter control relay signal received from BCM via CAN communication.
ST/INHI RLY [Off/ ST ON/INHI ON/UNKWN]		Displays the status of the starter relay and starter control relay judged by IPDM E/R.
DETENT SW [Off/On]		Displays the status of the A/T shift selector (detention switch) judged by IPDM E/R.
S/L RLY -REQ [Off/On]		Displays the status of the steering lock relay signal received from BCM via CAN communication.
S/L STATE [LOCK/UNLK/UNKWN]		Displays the status of the steering lock judged by IPDM E/R.
OIL P SW [Open/Close]		Displays the status of the oil pressure switch judged by IPDM E/R.
HOOD SW [Off/On]		Displays the status of the hood switch judged by IPDM E/R.
HL WASHER REQ [Off/On]		Displays the status of the headlamp washer request signal received from BCM via CAN communication.
THFT HRN REQ [Off/On]		Displays the status of the theft warning horn request signal received from BCM via CAN communication.
HORN CHIRP [Off/On]		Displays the status of the horn reminder signal received from BCM via CAN communication.

ACTIVE TEST

Test item

Test item	Operation	Description
CORNERING LAMP	LH	**NOTE:** This item is indicated, but cannot be tested.
	RH	
HORN	On	Operates horn relay for 20 ms.
REAR DEFOGGER	Off	OFF
	On	Operates the rear window defogger relay.
FRONT WIPER	Off	OFF
	Lo	Operates the front wiper relay.
	Hi	Operates the front wiper relay and front wiper high relay.
MOTOR FAN*	1	OFF
	2	Transmits 50% pulse duty signal (PWM signal) to the cooling fan control module.
	3	Transmits 75% pulse duty signal (PWM signal) to the cooling fan control module.
	4	Transmits 100% pulse duty signal (PWM signal) to the cooling fan control module.
HEAD LAMP WASHER	On	Operates the headlamp washer relay for 1 second.

Test item	Operation	Description
EXTERNAL LAMPS	Off	OFF
	TAIL	Operates the tail lamp relay.
	Lo	Operates the headlamp low relay.
	Hi	Operates the headlamp low relay and ON/OFF the headlamp high relay at 1 second intervals.
	Fog	Operates the front fog lamp relay.

*: Operates while the engine is running.

ECU DIAGNOSIS INFORMATION

IPDM E/R

Reference Value

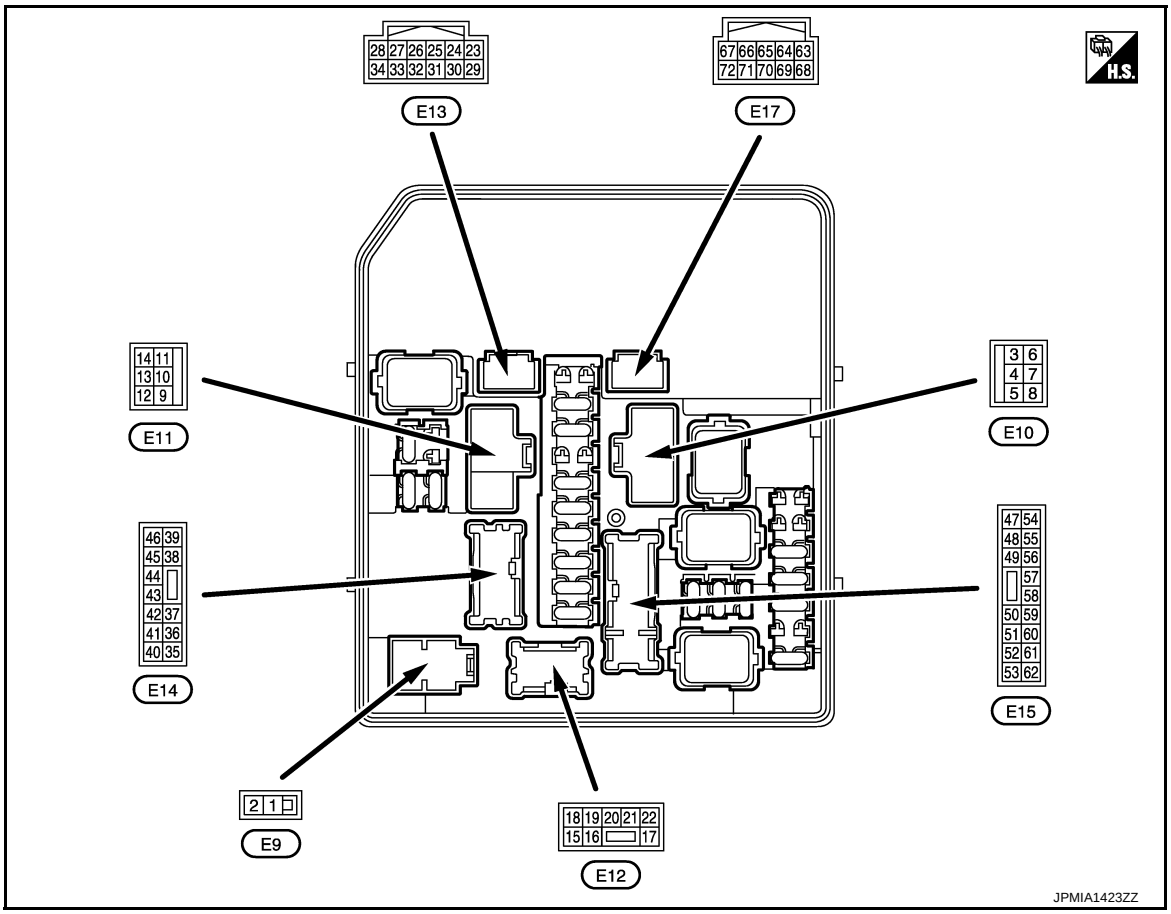
INFOID:0000000006220172

VALUES ON THE DIAGNOSIS TOOL

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

Monitor Item	Condition		Value/Status
ST/INHI RLY	Ignition switch ON		Off
	At engine cranking		INHI ON → ST ON
	The status of starter relay or starter control relay cannot be recognized by the battery voltage malfunction, etc. when the starter relay is ON and the starter control relay is OFF.		UNKWN
DETENT SW	Ignition switch ON	• Pull the selector lever with selector lever in P position. • Selector lever in any position other than P.	Off
	Release the selector lever with selector lever in P position.		On
S/L RLY -REQ	None of the conditions below are present.		Off
	• Open the driver door after the ignition switch is turned OFF (for a few seconds). • Press the push-button ignition switch when the steering lock is activated.		On
S/L STATE	Steering lock is locked.		LOCK
	Steering lock is unlocked.		UNLK
	[DTC: B210A] is detected.		UNKWN
OIL P SW	Ignition switch OFF or ACC		Open
	Ignition switch ON (engine running)		
	Ignition switch ON (engine stopped)		Close
HOOD SW	Close the hood		Off
	Open the hood		On
HL WASHER REQ	Not operating		Off
	Headlamp washer operating		On
THFT HRN REQ	Not operation		Off
	• Panic alarm is activated • Theft warning alarm is activated		On
HORN CHIRP	Not operation		Off
	Door locking with Intelligent Key (horn chirp mode)		On

TERMINAL LAYOUT



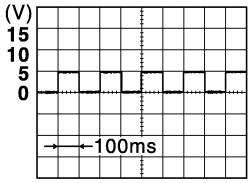
PHYSICAL VALUES

Terminal NO. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
1 (W)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
2 (G)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
3 (R)	Ground	Starter motor	Output	Ignition switch ON		0 V
				At engine cranking		Battery voltage
4 (L)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
5 (P/L)	Ground	Ignition relay power supply	Output	Ignition switch OFF or ACC		0 V
				Ignition switch ON		Battery voltage
7 (W/G)	Ground	Ignition relay power supply	Output	Ignition switch OFF or ACC		0 V
				Ignition switch ON		Battery voltage
8 (W)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
9 (B)	Ground	Ground	—	Ignition switch ON		0 V
14 (L)	Ground	Rear window defogger	Output	Ignition switch ON	Rear window defogger switch OFF	0 V
					Rear window defogger switch ON	Battery voltage

Terminal NO. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
17 (B)	Ground	Cooling fan motor ground	Output	Ignition switch ON		0 V
18 (B)	Ground	Ground	—	Ignition switch ON		0 V
19 (V)	Ground	Front fog lamp (RH)	Output	Lighting switch 2ND or AUTO (Light is illuminated)	Front fog lamp switch OFF	0 V
					Front fog lamp switch ON	Battery voltage
20 (W)	Ground	Front fog lamp (LH)	Output	Lighting switch 2ND or AUTO (Light is illuminated)	Front fog lamp switch OFF	0 V
					Front fog lamp switch ON	Battery voltage
21 (L)	Ground	Headlamp washer relay control	Output	Ignition switch ON	Headlamp washer activated	0 V
					Headlamp washer deactivated	12 V
23 (GR/R)	Ground	Cranking request	Output	Select lever P or N (Ignition switch ON)		0 V
				Select lever in any position other than P or N (Ignition switch ON)		12 V
				Engine running		12 V
24 (W/G)	Ground	Oil pressure switch	Input	Ignition switch ON	Engine stopped	0 V
					Engine running	12 V
25 (L/Y)	Ground	Front wiper stop position	Input	Ignition switch ON	Front wiper stop position	0 V
					Any position other than front wiper stop position	12 V
26 (P)	Ground	CAN-L	Input/ Output	—		—
27 (L)	Ground	CAN-H	Input/ Output	—		—
30 (R/W)	Ground	Starter relay control	Output	• Ignition switch OFF or ACC • At engine cranking		0 V
				• Ignition switch ON • Engine running		12 V
31 (B)	Ground	Injector relay control	Output	• Approximately 1 second after turning the ignition switch ON • Engine running		0 - 1.5 V
				Approximately 1 second or more after turning the ignition switch ON		Battery voltage
32 (LG)	Ground	Hood switch	Input	Close the hood		12 V
				Open the hood		0 V
33 (R)	Ground	Alternator control	Output	Ignition switch OFF or ACC		0 V
				Ignition switch ON		6 V
34 (P/B)	Ground	Horn relay control	Output	The horn is deactivated		Battery voltage
				The horn is activated		0 V

Terminal NO. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
35 (W)	Ground	ECM relay power supply	Output	Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		0 V
				• Ignition switch ON • Ignition switch OFF (For a few seconds after turning ignition switch OFF)		Battery voltage
36 (V)	Ground	ECM relay power supply	Output	Ignition switch OFF or ACC		0 V
				Ignition switch ON		Battery voltage
37 (L)	Ground	Parking lamp (RH)	Output	Ignition switch ON	Lighting switch OFF	0 V
					Lighting switch 1ST	Battery voltage
38 (Y)	Ground	Tail lamp (RH)	Output	Ignition switch ON	Lighting switch OFF	0 V
					Lighting switch 1ST	Battery voltage
39 (L/B)	Ground	Front wiper HI	Output	Ignition switch ON	Front wiper switch OFF	0 V
					Front wiper switch LO	9 V
					Front wiper switch HI	Battery voltage
41 (L/G)	Ground	ECM relay control	Output	Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		Battery voltage
				• Ignition switch ON • Ignition switch OFF (For a few seconds after turning ignition switch OFF)		0 - 1.5 V
42 (L)	Ground	Battery power supply	Output	Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		0 V
				• Ignition switch ON • Ignition switch OFF (For a few seconds after turning ignition switch OFF)		Battery voltage
43 (LG)	Ground	Parking lamp (LH)	Output	Ignition switch ON	Lighting switch OFF	0 V
					Lighting switch 1ST	Battery voltage
44 (L/W)	Ground	Tail lamp (LH), license plate lamp	Output	Ignition switch ON	Lighting switch OFF	0 V
					Lighting switch 1ST	Battery voltage
45 (Y/R)	Ground	Front wiper LO	Output	Ignition switch ON	Front wiper switch OFF	0 V
					Front wiper switch LO	Battery voltage
46 (L/W)	Ground	Steering lock unit power supply	Output	Ignition switch ACC or ON		0 V
				Ignition switch OFF	A few seconds after opening the driver door	Battery voltage
				Ignition switch LOCK	Press the push-button ignition switch	Battery voltage
48 (BR)	Ground	P/N position	Input	Select lever in any position other than P or N (Ignition switch ON)		0 V
				Select lever P or N (Ignition switch ON)		12 V
49 (R)	Ground	Headlamp HI (RH)	Output	Lighting switch 2ND or AUTO (Light is illuminated)	Lighting switch other than HI and PASS	0 V
					• Lighting switch HI • Lighting switch PASS	Battery voltage

Terminal NO. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
50 (LG/B)	Ground	Headlamp HI (LH)	Output	Lighting switch 2ND or AUTO (Light is illuminated)	Lighting switch other than H and PASS	0 V
					• Lighting switch HI • Lighting switch PASS	Battery voltage
51 (BR/Y)	Ground	Headlamp LO (LH)	Output	Lighting switch OFF		0 V
				Lighting switch 2ND or AUTO (light is illuminated)		Battery voltage
52 (W)	Ground	Headlamp LO (RH)	Output	Lighting switch OFF		0 V
				Lighting switch 2ND or AUTO (light is illuminated)		Battery voltage
54 (SB)	Ground	ECM power supply	Output	Approximately 1 second or more than after turning the ignition switch ON		0 V
				• Approximately 1 second after turning the ignition switch ON • Engine running		Battery voltage
55 (O)	Ground	Throttle control motor relay power supply	Output	Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		0 V
				• Ignition switch ON • Ignition switch OFF (For a few seconds after turning ignition switch OFF)		Battery voltage
56 (L)	Ground	A/C compressor power supply	Output	Engine running	A/C switch OFF	0 V
					A/C switch ON (A/C compressor is operating)	Battery voltage
57 (V)	Ground	Ignition relay power supply	Output	Ignition switch OFF or ACC		0 V
				Ignition switch ON		Battery voltage
58 (BR/R)	Ground	Ignition relay power supply	Output	Ignition switch OFF or ACC		0 V
				Ignition switch ON		Battery voltage
59 (W/B)	Ground	Ignition relay power supply	Output	Ignition switch OFF or ACC		0 V
				Ignition switch ON		Battery voltage
60 (V/R)	Ground	Throttle control motor relay control	Output	Ignition switch ON → OFF		0 - 1.0 V ↓ Battery voltage ↓ 0 V
				Ignition switch ON		0 - 1.0 V
61 (W)	Ground	Ignition relay power supply	Output	Ignition switch OFF or ACC		0 V
				Ignition switch ON		Battery voltage
62 (SB)	Ground	Ignition relay power supply	Output	Ignition switch OFF or ACC		0 V
				Ignition switch ON		Battery voltage
63 (P)	Ground	Steering lock unit condition-2	Input	Steering lock is unlocked		0 V
				Steering lock is locked		12 V
64 (G/Y)	Ground	A/T shift selector (detention switch)	Input	Ignition switch ON	Select lever P	0 V
					Select lever in any position other than P	12 V
65 (L)	Ground	Steering lock unit condition-1	Input	Steering lock is unlocked		12 V
				Steering lock is locked		0 V

Terminal NO. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
66 (SB)	Ground	Push-button ignition switch	Input	Press the push-button ignition switch		0 V
				Release the push-button ignition switch		12 V
68 (O)	Ground	Ignition relay monitor	Input	Ignition switch OFF or ACC		12 V
				Ignition switch ON		0 V
69 (W/B)	Ground	Ignition power supply	Output	Ignition switch OFF or ACC		0 V
				Ignition switch ON		Battery voltage
72 (Y/R)	Ground	Cooling fan control	Output	Ignition switch	OFF	5 V
					ACC	0 V
					ON	 JMMIA0404GB 2. 5 V
				Engine running		

Fail-Safe

INFOID:0000000006220173

CAN COMMUNICATION CONTROL

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

If No CAN Communication Is Available With ECM

Control part	Fail-safe operation
Cooling fan	• Transmits the pulse duty signal (PWM signal) 100% when the ignition switch is turned ON. • Transmits the pulse duty signal (PWM signal) 0% when the ignition switch is turned OFF.
A/C compressor	A/C relay OFF
Alternator	Transmits the power generation command signal (PWM signal) 0%

If No CAN Communication Is Available With BCM

Control part	Fail-safe operation
Headlamp	• Turns ON the headlamp low relay when the ignition switch is turned ON • Turns OFF the headlamp low relay when the ignition switch is turned OFF • Headlamp high relay OFF
• Parking lamp • License plate lamp • Illumination • Tail lamp • Side marker lamp	• Turns ON the tail lamp relay when the ignition switch is turned ON • Turns OFF the tail lamp relay when the ignition switch is turned OFF
Front wiper motor	• The status just before activation of fail-safe control is maintained until the ignition switch is turned OFF while the front wiper is operating at LO or HI speed. • The wiper is operated at LO speed until the ignition switch is turned OFF if the fail-safe control is activated while the front wiper is set in the INT mode and the front wiper motor is operating. • Return automatically wiper to stop position when ignition switch is turned ON if fail-safe control is activated while front wiper motor is operated and wiper stops in the other position than stop position.
Front fog lamp	Front fog lamp relay OFF
Horn	Horn OFF

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

IGNITION RELAY MALFUNCTION DETECTION FUNCTION

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

Voltage judgment		IPDM E/R judgment	Operation
Ignition relay contact side	Ignition relay excitation coil side		
ON	ON	Ignition relay ON normal	—
OFF	OFF	Ignition relay OFF normal	—
ON	OFF	Ignition relay ON stuck	• Detects DTC “B2098: IGN RELAY ON” • Turns ON the tail lamp relay for 10 minutes
OFF	ON	Ignition relay OFF stuck	Detects DTC “B2099: IGN RELAY OFF”

FRONT WIPER PROTECTION FUNCTION

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

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

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

STARTER MOTOR PROTECTION FUNCTION

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

DTC Index

INFOID:0000000006220174

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

×: Applicable

CONSULT display	Fail-safe	Refer to
No DTC is detected. further testing may be required.	—	—
U1000: CAN COMM CIRCUIT	×	PCS-28
B2098: IGN RELAY ON	×	PCS-29

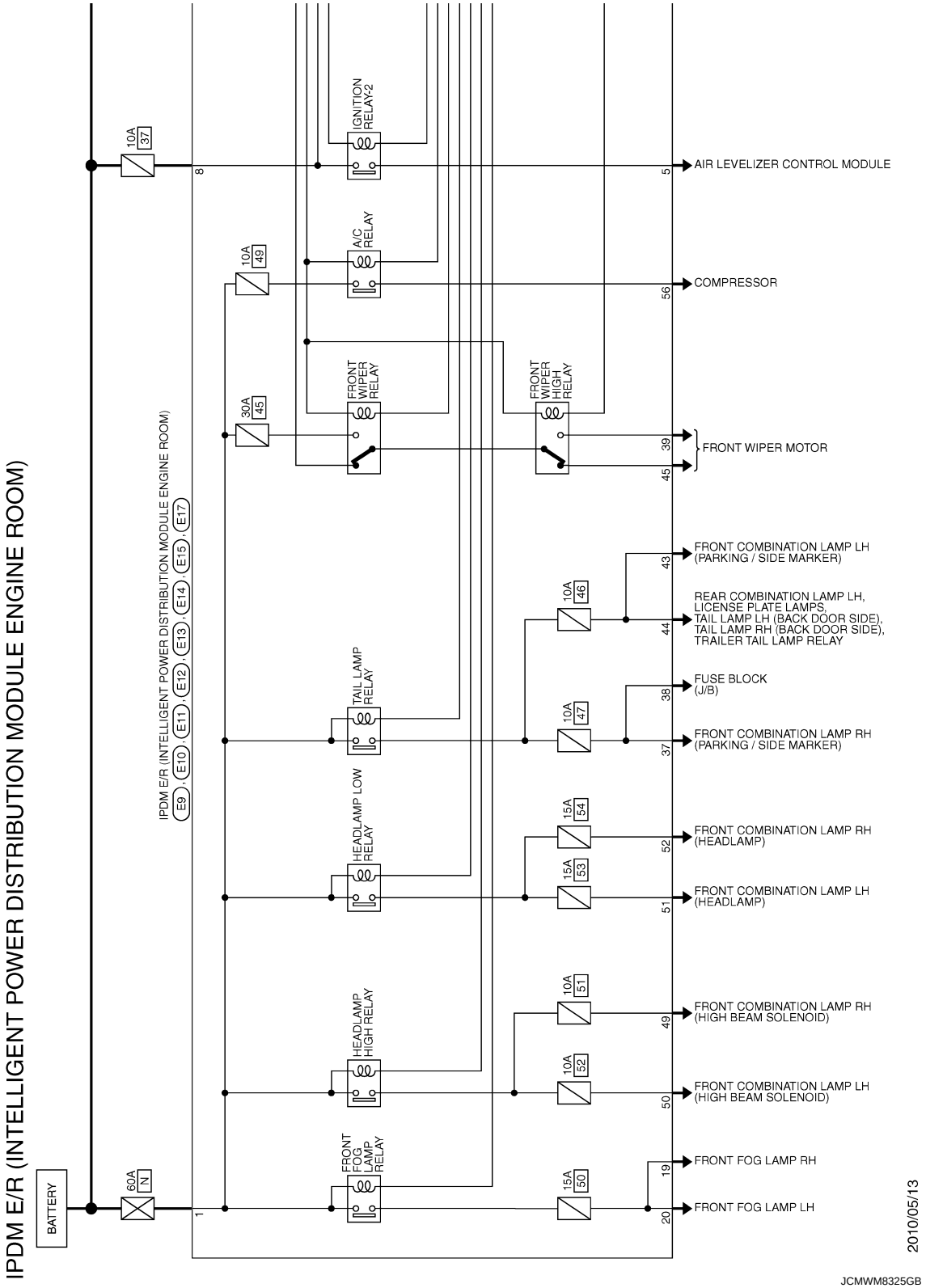
CONSULT display	Fail-safe	Refer to
B2099: IGN RELAY OFF	—	PCS-30
B209F: CRANK REQ CIR OPEN	—	SEC-123
B20A0: CRANK REQ CIR SHORT	—	SEC-125
B2108: S/L RELAY ON	—	SEC-127
B2109: S/L RELAY OFF	—	SEC-128
B210A: S/L STATE SW	—	SEC-129
B210B: PNP RLY ON	—	SEC-131
B210C: PNP RLY OFF	—	SEC-132
B210D: STARTER RELAY ON	—	SEC-133
B210E: STARTER RELAY OFF	—	SEC-134
B210F: INTRLCK/PNP SW ON	—	SEC-136
B2110: INTRLCK/PNP SW OFF	—	SEC-138

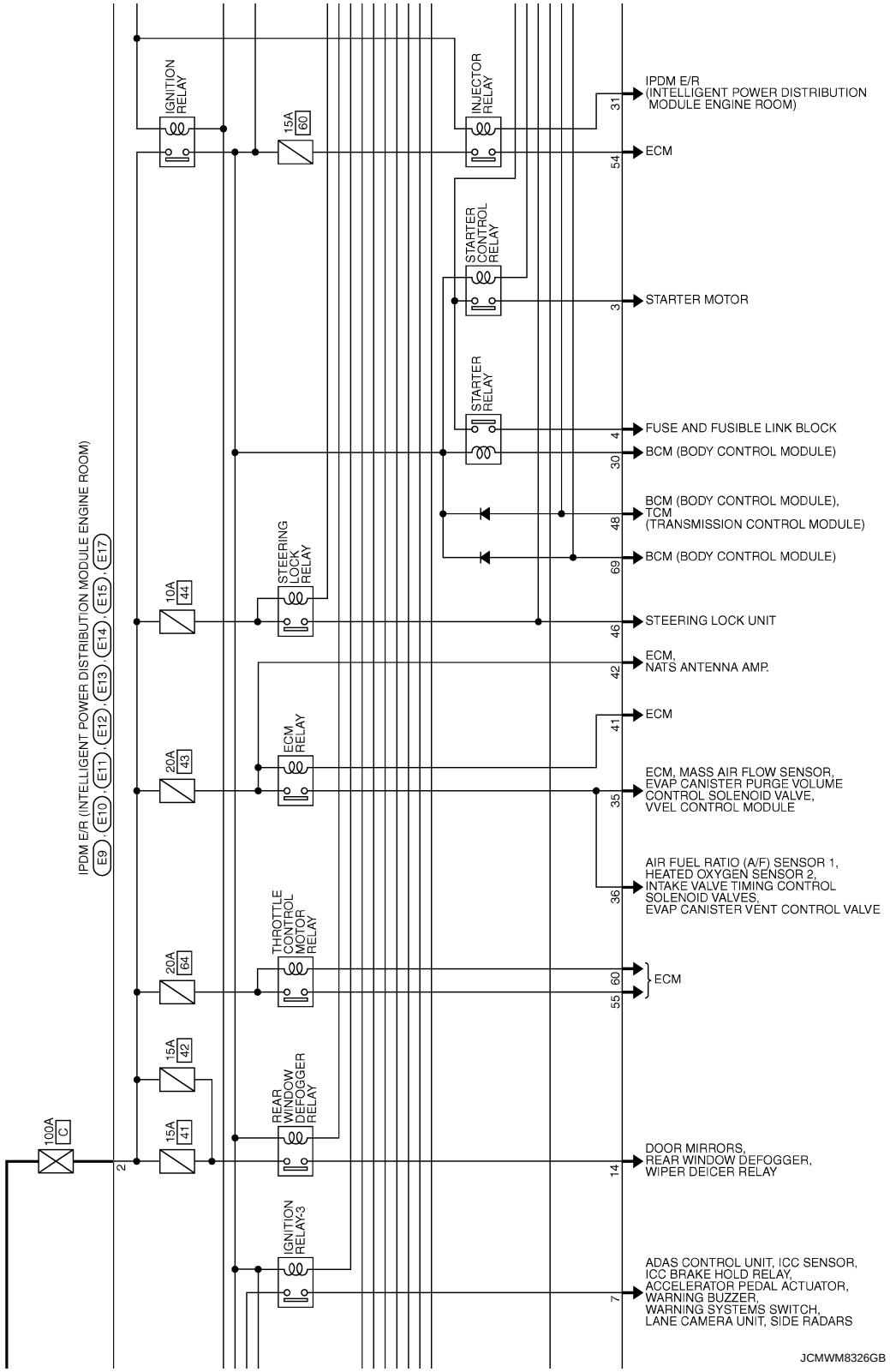
WIRING DIAGRAM

IPDM E/R

Wiring Diagram

INFOID:0000000006220175




IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
(E9), (E10), (E11), (E12), (E13), (E14), (E15), (E17)
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15A 60
INJECTOR RELAY
STARTER CONTROL RELAY
STARTER RELAY
10A 44
STEERING LOCK RELAY
20A 43
ECM RELAY
20A 64
THROTTLE CONTROL MOTOR RELAY
15A 42
15A 41
REAR WINDOW DEFOGGER RELAY
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31 IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
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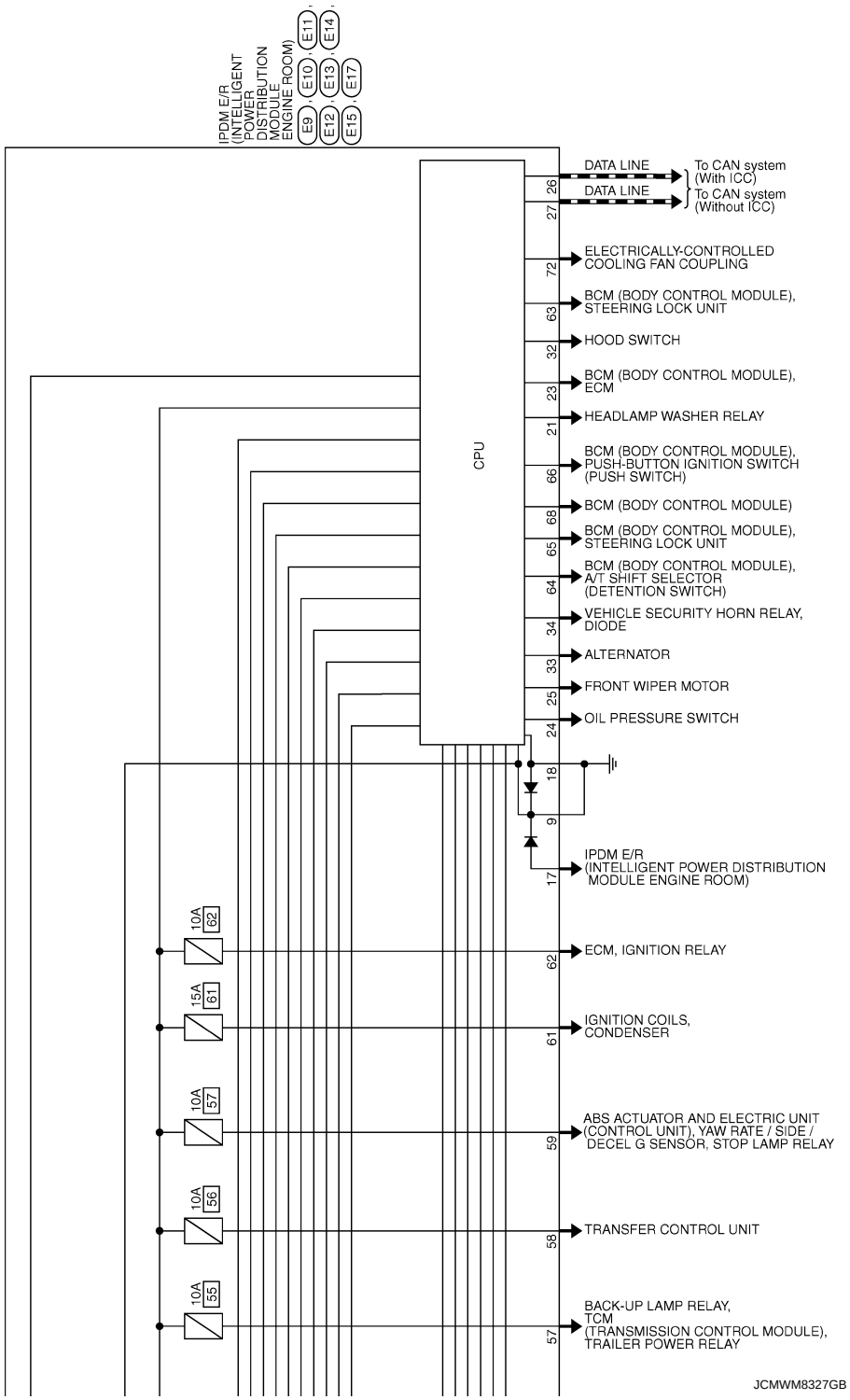
3 STARTER MOTOR
4 FUSE AND FUSIBLE LINK BLOCK
30 BCM (BODY CONTROL MODULE)
48 BCM (BODY CONTROL MODULE), TCM (TRANSMISSION CONTROL MODULE)
69 BCM (BODY CONTROL MODULE)
46 STEERING LOCK UNIT
42 ECM, NATS ANTENNA AMP.
41 ECM
35 ECM, MASS AIR FLOW SENSOR, EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE, VVEL CONTROL MODULE
36 AIR FUEL RATIO (A/F) SENSOR 1, HEATED OXYGEN SENSOR 2, INTAKE VALVE TIMING CONTROL SOLENOID VALVES, EVAP CANISTER VENT CONTROL VALVE
60 ECM
55 ECM
14 DOOR MIRRORS, REAR WINDOW DEFOGGER, WIPER DEICER RELAY
7 ADAS CONTROL UNIT, ICC SENSOR, ICC BRAKE HOLD RELAY, ACCELERATOR PEDAL ACTUATOR, WARNING BUZZER, WARNING SYSTEMS SWITCH, LANE CAMERA UNIT, SIDE RADARS
JCMWM8326GB


IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
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DATA LINE
To CAN system (Without ICC)
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23
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21
BCM (BODY CONTROL MODULE), PUSH-BUTTON IGNITION SWITCH (PUSH SWITCH)
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ECM, IGNITION RELAY
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61
10A 57
ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT), YAW RATE / SIDE / DECEL G SENSOR, STOP LAMP RELAY
59
10A 56
TRANSFER CONTROL UNIT
58
10A 55
BACK-UP LAMP RELAY, TCM (TRANSMISSION CONTROL MODULE), TRAILER POWER RELAY
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JCMWM8327GB

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

Connector No.	E9
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	L02FB-MC

Terminal No.	Color of Wire	Signal Name [Specification]
1	W	–
2	G	–

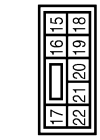
Connector No.	E10
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	M06FW-LC

Terminal No.	Color of Wire	Signal Name [Specification]
3	R	–
4	L	–
5	P/L	–
7	W/G	–
8	W	–

Connector No.	E11
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	M06FB-LC

Terminal No.	Color of Wire	Signal Name [Specification]
9	B	–
14	L	–

Connector No.	E12
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	NS08FBR-GS



Terminal No.	Color of Wire	Signal Name [Specification]
17	B	–
18	B	–
19	V	–
20	W	–
21	L	–

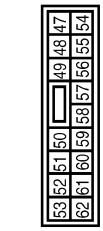
Connector No.	E13
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH12FW-NH

Terminal No.	Color of Wire	Signal Name [Specification]
23	GR/R	–
24	W/G	–
25	L/Y	–
26	P	–
27	L	–
30	R/W	–
31	B	–
32	LG	–
33	R	–
34	P/B	–

Connector No.	E14
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	NS12FBR-GS

Terminal No.	Color of Wire	Signal Name [Specification]
35	W	–
36	V	–
37	L	–
38	Y	–
39	L/B	–
41	L/G	–
42	L	–
43	LG	–
44	L/W	–
45	Y/R	–
46	L/W	–

Connector No.	E15
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	NS16FW-CS



Terminal No.	Color of Wire	Signal Name [Specification]
48	BR	–
49	R	–
50	LG/B	–
51	BR/Y	–
52	W	–
54	SB	–
55	O	–
56	L	–
57	V	–
58	BR/R	–
59	W/B	–

Connector No.	E17
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH10FB-NH

Terminal No.	Color of Wire	Signal Name [Specification]
60	V/R	–
61	W	–
62	SB	–
63	P	–
64	G/Y	–
65	L	–
66	SB	–
68	O	–
69	W/B	–
72	Y/R	–

JCMWM8328GB

DTC/CIRCUIT DIAGNOSIS

U1000 CAN COMM CIRCUIT

Description

INFOID:0000000006220176

CAN (Controller Area Network) is a serial communication line for real time applications. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Modern vehicle is equipped with many electronic control unit, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN-H line, CAN-L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.
CAN Communication Signal Chart. Refer to LAN-28, "CAN COMMUNICATION SYSTEM : CAN Communication Signal Chart".

DTC Logic

INFOID:0000000006220177

DTC DETECTION LOGIC

DTC	CONSULT-III display description	DTC Detection Condition	Possible cause
U1000	CAN COMM CIRCUIT	When IPDM E/R cannot communicate CAN communication signal continuously for 2 seconds or more	CAN communication system

Diagnosis Procedure

INFOID:0000000006220178

1.PERFORM SELF DIAGNOSTIC

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

Is DTC “U1000” displayed?

YES >> Refer to LAN-18, "Trouble Diagnosis Flow Chart".
NO >> Refer to GI-40, "Intermittent Incident".

B2098 IGNITION RELAY ON STUCK

Description

INFOID:0000000006220179

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

- Press and hold the push-button ignition switch for 2 seconds or more.
- Press the push-button ignition switch 3 times within 1.5 seconds.

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

DTC Logic

INFOID:0000000006220180

DTC DETECTION LOGIC

DTC	CONSULT-III display description	DTC Detection Condition	Possible causes
B2098	IGN RELAY ON	The ignition relay ON is detected for 1 second at ignition switch OFF (CPU monitors the status at the contact and excitation coil circuits of the ignition relay inside it)	Ignition relay malfunction

Diagnosis Procedure

INFOID:0000000006220181

1. PERFORM SELF DIAGNOSIS

1. Turn the ignition switch ON.
2. Erase “Self Diagnostic Result” of IPDM E/R.
3. Turn the ignition switch OFF, and wait for 1 second or more.
4. Turn the ignition switch ON. Check “Self Diagnostic Result” again.

Is DTC “B2098” displayed?

YES >> Replace IPDM E/R. Refer to PCS-32, "Removal and Installation".
NO >> Refer to GI-40, "Intermittent Incident".

B2099 IGNITION RELAY OFF STUCK

Description

INFOID:0000000006220182

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

- Press and hold the push-button ignition switch for 2 seconds or more.
- Press the push-button ignition switch 3 times within 1.5 seconds.

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

DTC Logic

INFOID:0000000006220183

DTC DETECTION LOGIC

DTC	CONSULT-III display description	DTC Detection Condition	Possible causes
B2099	IGN RELAY OFF	The ignition relay OFF is detected for 1 second at ignition switch ON (CPU monitors the status at the contact and excitation coil circuits of the ignition relay inside it)	Ignition relay malfunction

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

Diagnosis Procedure

INFOID:0000000006220184

1.PERFORM SELF DIAGNOSIS

1. Turn the ignition switch ON.
2. Erase “Self Diagnostic Result”.
3. Turn the ignition switch OFF.
4. Turn the ignition switch ON. Check “Self Diagnostic Result” again.

Is DTC “B2099” displayed?

YES >> Replace IPDM E/R. Refer to PCS-32, "Removal and Installation".
NO >> Refer to GI-40, "Intermittent Incident".

POWER SUPPLY AND GROUND CIRCUIT

Diagnosis Procedure

INFOID:0000000006220185

1.CHECK FUSES AND FUSIBLE LINK

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

Signal name	Fuses and fusible link No.
Battery power supply	C (100 A)
	N (60 A)
	37 (10 A)

Is the fuse fusing?

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

2.CHECK POWER SUPPLY CIRCUIT

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

(+)		(–)	Voltage (Approx.)
IPDM E/R			
Connector	Terminal		
E9	1	Ground	Battery voltage
	2		
E10	8		

Is the measurement value normal?

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

3.CHECK GROUND CIRCUIT

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

IPDM E/R		Ground	Continuity
Connector	Terminal		
E11	9		Existed
E12	18		

Does continuity exist?

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

REMOVAL AND INSTALLATION

IPDM E/R

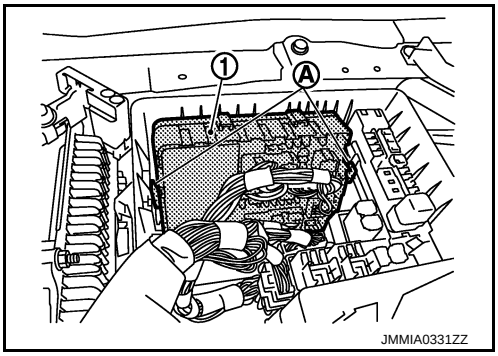
Removal and Installation

INFOID:0000000006220186

CAUTION:
IPDM E/R integrated relays are not serviceable parts, and must not be removed from the unit.

REMOVAL

1. Disconnect the battery cable from the negative terminal.
2. Remove the IPDM E/R cover A.
3. Remove the IPDM E/R (1) while pressing the pawls (A).



4. Disconnect the harness connector and then remove the IPDM E/R.

INSTALLATION
Install in the reverse order of removal.

PRECAUTION

PRECAUTIONS

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

INFOID:0000000006220187

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:

- **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 the “SRS AIR BAG”.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.**

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

WARNING:

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

Precaution Necessary for Steering Wheel Rotation after Battery Disconnect

INFOID:0000000006220188

NOTE:

- Before removing and installing any control units, first turn the push-button ignition switch to the LOCK position, then disconnect both battery cables.
- After finishing work, confirm that all control unit connectors are connected properly, then re-connect both battery cables.
- Always use CONSULT-III to perform self-diagnosis as a part of each function inspection after finishing work. If a DTC is detected, perform trouble diagnosis according to self-diagnosis results.

For vehicle with steering lock unit, if the battery is disconnected or discharged, the steering wheel will lock and cannot be turned.
If turning the steering wheel is required with the battery disconnected or discharged, follow the operation procedure below before starting the repair operation.

OPERATION PROCEDURE

1. Connect both battery cables.
   NOTE:
   Supply power using jumper cables if battery is discharged.
2. Turn the push-button ignition switch to ACC position.
   (At this time, the steering lock will be released.)
3. Disconnect both battery cables. The steering lock will remain released with both battery cables disconnected and the steering wheel can be turned.
4. Perform the necessary repair operation.

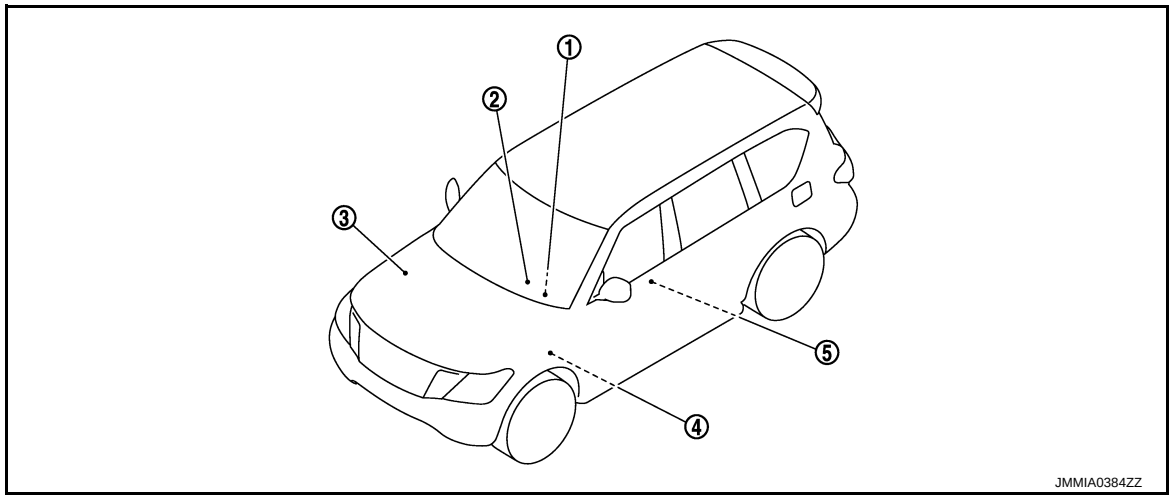
5. When the repair work is completed, re-connect both battery cables. With the brake pedal released, turn the push-button ignition switch from ACC position to ON position, then to LOCK position. (The steering wheel will lock when the push-button ignition switch is turned to LOCK position.)
6. Perform self-diagnosis check of all control units using CONSULT-III.

SYSTEM DESCRIPTION

COMPONENT PARTS

Component Parts Location

INFOID:0000000006220189



1. BCM
   Refer to BCS-4, "BODY CONTROL SYSTEM : Component Parts Location".
2. Push-button ignition switch
3. IPDM E/R
   Refer to PCS-4, "Component Parts Location".
4. Stop lamp switch
5. TCM
   Refer to TM-10, "A/T CONTROL SYSTEM : Component Parts Location".

Component Description

INFOID:0000000006220190

BCM	Reference
BCM	PCS-35
Ignition relay (Built-in IPDM E/R)	PCS-35
Ignition relay-1	
Accessory relay	PCS-36
Blower relay	PCS-36
Push-button ignition switch	PCS-36
Stop lamp switch	SEC-10
TCM (Transmission range switch)	SEC-10

BCM

INFOID:0000000006220191

BCM controls the various electrical components and simultaneously supplies power according to the power supply position.
BCM checks the power supply position internally.

Ignition Relay

INFOID:0000000006220192

BCM turns ON the following relays to supply ignition power supply or ignition switch ON signal to each ECU when the ignition switch is turned ON.
- Ignition relay-1
- Ignition relay (inside IPDM E/R)
- Blower relay

BCM compares following status comparing.
- Ignition relay-1 control signal, and power supply position judged by BCM
- Ignition relay (inside IPDM E/R) control request, and Ignition relay (inside IPDM E/R) status

Accessory Relay

INFOID:0000000006220193

BCM turns ON the accessory relays to supply accessory power supply or ignition switch ACC signal to each ECU when the ignition switch is turned ACC or ON.
BCM compares status of accessory relay control signal, and power supply position judged by BCM.

Blower Relay

INFOID:0000000006220194

BCM turns ON the following relays to supply ignition power supply or ignition switch ON signal to each ECU when the ignition switch is turned ON.
- Ignition relay-1
- Ignition relay (inside IPDM E/R)
- Blower relay

BCM compares status of blower relay control signal, and power supply position judged by BCM.

Push-Button Ignition Switch

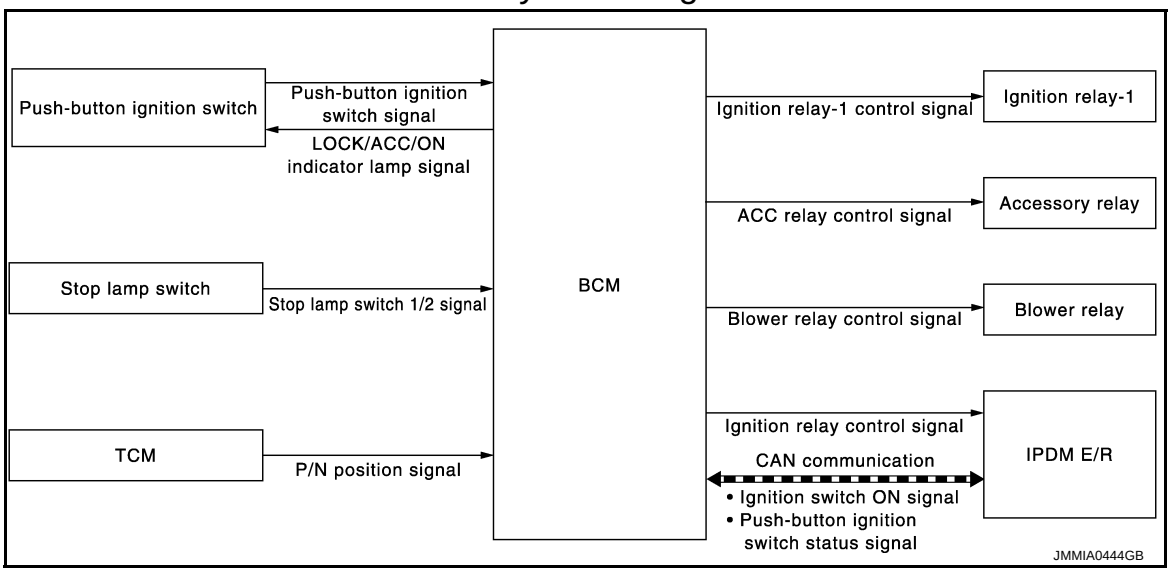
INFOID:0000000006220195

BCM transmits the change in the power supply position with the push-button ignition switch to IPDM E/R via CAN communication line. IPDM E/R transmits the power supply position status via CAN communication line to BCM.

SYSTEM
POWER DISTRIBUTION SYSTEM

POWER DISTRIBUTION SYSTEM : System Diagram

INFOID:0000000006220196



POWER DISTRIBUTION SYSTEM : System Description

INFOID:0000000006220197

SYSTEM DESCRIPTION

- PDS (POWER DISTRIBUTION SYSTEM) is the system that BCM controls with the operation of the push-button ignition switch and performs the power distribution to each power circuit. This system is used instead of the mechanical power supply changing mechanism with the operation of the conventional key cylinder.
- The push-button ignition switch can be operated when Intelligent Key is in the following condition. Refer to Engine Start Function for details.
  - Intelligent Key is in the detection area of the inside key antenna.
  - Intelligent Key backside is contacted to push-button ignition switch.
- The push-button ignition switch operation is input to BCM as a signal. BCM changes the power supply position according to the status and operates the following relays to supply power to each power circuit.
  - Ignition relay (inside IPDM E/R)
  - Ignition relay-1
  - ACC relay
  - Blower relay

  NOTE:
  The engine switch operation changes due to the conditions of brake pedal, selector lever and vehicle speed.
- The power supply position can be confirmed with the lighting of the indicators near the push-button ignition switch.

BATTERY SAVER SYSTEM

When all the following conditions are met for 60 minutes, the battery saver system will cut off the power supply to prevent battery discharge.

- The ignition switch is in the ACC position
- All doors are closed
- Selector lever is in the P position

Reset Condition of Battery Saver System

In order to prevent the battery from discharging, the battery saver system will cut off the power supply when all doors are closed, the selector lever is on P position and the ignition switch is left on ACC position for 1 hour. If any of the following conditions are met the battery saver system is released and the steering will change automatically to lock position from OFF position.

- Opening any door
- Operating with door request switch on door lock
- Operating with Intelligent Key on door lock

Press push-button ignition switch and ignition switch will change to ACC position from OFF position.

STEERING LOCK OPERATION

Steering is locked by steering lock unit when ignition switch is in the OFF position, selector lever is in the P position and any of the following conditions are met.

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

POWER SUPPLY POSITION CHANGE TABLE BY PUSH-BUTTON IGNITION SWITCH OPERATION

The power supply position changing operation can be performed with the following operations.

NOTE:

- When an Intelligent Key is within the detection area of inside key antenna and when Intelligent Key backside is contacted to push-button ignition switch, it is equivalent to the operations below.
- When starting the engine, the BCM monitors under the engine start conditions,
- Brake pedal operating condition
- Selector lever position
- Vehicle speed

Vehicle speed: less than 4 km/h (2.5 MPH)

Power supply position	Engine start/stop condition		Push-button ignition switch operation frequency
	Selector lever position	Brake pedal operation condition	
LOCK → ACC	—	Not depressed	1
LOCK → ACC → ON	—	Not depressed	2
LOCK → ACC → ON → OFF	—	Not depressed	3
LOCK → START ACC → START ON → START	P or N position	Depressed	1
Engine is running → OFF	—	—	1

Vehicle speed: 4 km/h (2.5 MPH) or more

Power supply position	Engine start/stop condition		Push-button ignition switch operation frequency
	Selector lever position	Brake pedal operation condition	
Engine is running → ACC	—	—	Emergency stop operation
Engine stall return operation while driving	N position	Not depressed	1

Emergency stop operation

- Press and hold the push-button ignition switch for 2 seconds or more.
- Press the push-button ignition switch 3 times or more within 1.5 seconds.

DIAGNOSIS SYSTEM (BCM)
COMMON ITEM
COMMON ITEM : CONSULT-III Function (BCM - COMMON ITEM)

INFOID:0000000006376369

APPLICATION ITEM
CONSULT-III performs the following functions via CAN communication with BCM.

Diagnosis mode	Function Description
Work Support	Changes the setting for each system function.
Self Diagnostic Result	Displays the diagnosis results judged by BCM. Refer to BCS-57, "DTC Index".
CAN Diag Support Monitor	Monitors the reception status of CAN communication viewed from BCM. Refer to CONSULT-III operation manual.
Data Monitor	The BCM input/output signals are displayed.
Active Test	The signals used to activate each device are forcibly supplied from BCM.
Ecu Identification	The BCM part number is displayed.
Configuration	• Read and save the vehicle specification. • Write the vehicle specification when replacing BCM.

SYSTEM APPLICATION
BCM can perform the following functions for each system.
NOTE:
It can perform the diagnosis modes except the following for all sub system selection items.

×: Applicable item

System	Sub system selection item	Diagnosis mode		
		Work Support	Data Monitor	Active Test
Door lock	DOOR LOCK	×	×	×
Rear window defogger	REAR DEFOGGER		×	×
Warning chime	BUZZER		×	×
Interior room lamp timer	INT LAMP	×	×	×
Exterior lamp	HEAD LAMP	×	×	×
Wiper and washer	WIPER	×	×	×
Turn signal and hazard warning lamps	FLASHER	×	×	×
—	AIR CONDITONER*		×	×
• Intelligent Key system • Engine start system	INTELLIGENT KEY	×	×	×
Combination switch	COMB SW		×	
Body control system	BCM	×		
IVIS	IMMU	×	×	×
Interior room lamp battery saver	BATTERY SAVER	×	×	×
Back door	TRUNK		×	
Vehicle security system	THEFT ALM	×	×	×
RAP system	RETAINED PWR		×	
Signal buffer system	SIGNAL BUFFER		×	×

*: This item is indicated, but not used.

FREEZE FRAME DATA (FFD)
The BCM records the following vehicle condition at the time a particular DTC is detected, and displays on CONSULT-III.

CONSULT screen item	Indication/Unit	Description	
Vehicle Speed	km/h	Vehicle speed of the moment a particular DTC is detected	
Odo/Trip Meter	km	Total mileage (Odometer value) of the moment a particular DTC is detected	
Vehicle Condition	SLEEP>LOCK	Power position status of the moment a particular DTC is detected	While turning BCM status from low power consumption mode to normal mode (Power supply position is “LOCK”)
	SLEEP>OFF		While turning BCM status from low power consumption mode to normal mode (Power supply position is “OFF”.)
	LOCK>ACC		While turning power supply position from “LOCK” to “ACC”
	ACC>ON		While turning power supply position from “ACC” to “IGN”
	RUN>ACC		While turning power supply position from “RUN” to “ACC” (Vehicle is stopping and selector lever is except P position.)
	CRANK>RUN		While turning power supply position from “CRANKING” to “RUN” (From cranking up the engine to run it)
	RUN>URGENT		While turning power supply position from “RUN“ to “ACC” (Emergency stop operation)
	ACC>OFF		While turning power supply position from “ACC” to “OFF”
	OFF>LOCK		While turning power supply position from “OFF” to “LOCK”
	OFF>ACC		While turning power supply position from “OFF” to “ACC”
	ON>CRANK		While turning power supply position from “IGN” to “CRANKING”
	OFF>SLEEP		While turning BCM status from normal mode (Power supply position is “OFF”.) to low power consumption mode
	LOCK>SLEEP		While turning BCM status from normal mode (Power supply position is “LOCK”.) to low power consumption mode
	LOCK		Power supply position is “LOCK” (Ignition switch OFF with steering is locked.)
	OFF		Power supply position is “OFF” (Ignition switch OFF with steering is unlocked.)
	ACC		Power supply position is “ACC” (Ignition switch ACC)
	ON		Power supply position is “IGN” (Ignition switch ON with engine stopped)
	ENGINE RUN		Power supply position is “RUN” (Ignition switch ON with engine running)
	CRANKING		Power supply position is “CRANKING” (At engine cranking)
IGN Counter	0 - 39	The number of times that ignition switch is turned ON after DTC is detected • The number is 0 when a malfunction is detected now. • The number increases like 1 → 2 → 3...38 → 39 after returning to the normal condition whenever ignition switch OFF → ON. • The number is fixed to 39 until the self-diagnosis results are erased if it is over 39.	

INTELLIGENT KEY

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

INFOID:0000000006376370

WORK SUPPORT

Monitor item	Description
INSIDE ANT DIAGNOSIS	This function allows inside key antenna self-diagnosis
LOCK/UNLOCK BY I-KEY	Door lock/unlock function by door request switch mode can be changed to operation in this mode • On: Operate • Off: Non-operation

Monitor item	Description
ENGINE START BY I-KEY	Engine start function mode can be changed to operation with this mode • On: Operate • Off: Non-operation
TRUNK/GLASS HATCH OPEN	Buzzer reminder function mode by back door opener switch can be changed to operation with this mode • On: Operate • Off: Non-operation
PANIC ALARM SET	Panic alarm button pressing time on Intelligent Key button can be selected from the following with this mode • MODE 1: 0.5 sec • MODE 2: Non-operation • MODE 3: 1.5 sec
TRUNK OPEN DELAY	Back door open button pressing to Intelligent Key button can be selected as per the following in this mode • MODE 1: Press and hold • MODE 2: Press twice • MODE 3: Press and hold, or press twice
LO- BATT OF KEY FOB WARN	Intelligent Key low battery warning mode can be changed to operation with this mode • On: Operate • Off: Non-operation
ANTI KEY LOCK IN FUNCTI	Key reminder function mode can be changed to operation with this mode • On: Operate • Off: Non-operation
HAZARD ANSWER BACK	Hazard reminder function mode by door request switch and Intelligent Key button can be selected from the following with this mode • Lock Only: Door lock operation only • Unlock Only: Door unlock operation only • Lock/Unlock: Lock and unlock operation • Off: Non-operation
ANS BACK I-KEY LOCK	Buzzer reminder function (lock operation) mode by door request switch can be selected from the following with this mode • Horn Chirp: Sound horn • Buzzer: Sound Intelligent Key warning buzzer • Off: Non-operation
ANS BACK I-KEY UNLOCK	Buzzer reminder function (unlock operation) mode by door request switch can be changed to operation with this mode • On: Operate • Off: Non-operation
SHORT CRANKING OUTPUT	Starter motor can operate during the times below • 70 msec • 100 msec • 200 msec
CONFIRM KEY FOB ID	It can be checked whether Intelligent Key ID code is registered or not in this mode
AUTO LOCK SET	Auto door lock operation time can be changed in this mode • MODE 1: OFF • MODE 2: 30 sec • MODE 3: 1 minute • MODE 4: 2 minutes • MODE 5: 3 minutes • MODE 6: 4 minutes • MODE 7: 5 minutes
HORN WITH KEYLESS LOCK	Horn reminder function mode by Intelligent Key button can be selected from the following with this mode • On: Operate • Off: Non-operation

Monitor item	Description
PW DOWN SET	Unlock button pressing time on Intelligent Key button can be selected from the following with this mode • MODE 1: 3 sec • MODE 2: Non-operation • MODE 3: 5 sec
WELCOME LIGHT SELECT	Welcome light function mode can be selected from the following with this mode • Puddle/Outside Handle • Room lamp • Head & Tail Lamps (this item is displayed, but cannot be used) • Heart Beat
WELCOME LIGHT OP SET	Welcome light function mode can be changed to operation with this mode • On: Operate • Off: Non-operation

SELF-DIAG RESULT

Refer to BCS-57, "DTC Index".

DATA MONITOR

Monitor Item	Condition
REQ SW -DR	Indicates [On/Off] condition of door request switch (driver side)
REQ SW -AS	Indicates [On/Off] condition of door request switch (passenger side)
REQ SW -BD/TR	Indicates [On/Off] condition of back door request switch
PUSH SW	Indicates [On/Off] condition of push-button ignition switch
CLUTCH SW	**NOTE:** This item is displayed, but cannot be monitored
BRAKE SW 1	Indicates [On/Off]* condition of stop lamp switch power supply
BRAKE SW 2	Indicates [On/Off] condition of stop lamp switch
DETE/CANCL SW	Indicates [On/Off] condition of P position
SFT PN/N SW	Indicates [On/Off] condition of P or N position
S/L -LOCK	Indicates [On/Off] condition of steering lock unit (LOCK)
S/L -UNLOCK	Indicates [On/Off] condition of steering lock unit (UNLOCK)
S/L RELAY -F/B	Indicates [On/Off] condition of steering lock relay
UNLK SEN -DR	Indicates [On/Off] condition of driver door UNLOCK status
PUSH SW -IPDM	Indicates [On/Off] condition of push-button ignition switch
IGN RLY1 -F/B	Indicates [On/Off] condition of ignition relay 1
DETE SW -IPDM	Indicates [On/Off] condition of P position
SFT PN -IPDM	Indicates [On/Off] condition of P or N position
SFT P -MET	Indicates [On/Off] condition of P position
SFT N -MET	Indicates [On/Off] condition of N position
ENGINE STATE	Indicates [Stop/Stall/Crank/Run] condition of engine states
S/L LOCK-IPDM	Indicates [On/Off] condition of steering lock unit (LOCK)
S/L UNLK-IPDM	Indicates [On/Off] condition of steering lock unit (UNLOCK)
S/L RELAY-REQ	Indicates [On/Off] condition of steering lock relay
VEH SPEED 1	Display the vehicle speed signal received from combination meter by numerical value [Km/h]
VEH SPEED 2	Display the vehicle speed signal received from ABS or VDC or TCM by numerical value [Km/h]
DOOR STAT-DR	Indicates [LOCK/READY/UNLK] condition of unlock sensor
DOOR STAT-AS	Indicates [LOCK/READY/UNLK] condition of passenger side door status
ID OK FLAG	Indicates [Set/Reset] condition of key ID
PRMT ENG STRT	Indicates [Set/Reset] condition of engine start possibility

Monitor Item	Condition
PRMT RKE STRT	**NOTE:** This item is displayed, but cannot be monitored
TRNK/HAT MNTR	**NOTE:** This item is displayed, but cannot be monitored
RKE-LOCK	Indicates [On/Off] condition of LOCK signal from Intelligent Key
RKE-UNLOCK	Indicates [On/Off] condition of UNLOCK signal from Intelligent Key
RKE-TR/BD	**NOTE:** This item is displayed, but cannot be monitored
RKE-PANIC	Indicates [On/Off] condition of PANIC button of Intelligent Key
RKE-MODE CHG	Indicates [On/Off] condition of MODE CHANGE signal from Intelligent Key
RKE OPE COUN1	When remote keyless entry receiver receives the signal transmitted while operating on Intelligent Key, the numerical value start changing
RKE OPE COUN2	**NOTE:** This item is displayed, but cannot be monitored

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

ACTIVE TEST

Test item	Description
BATTERY SAVER	This test is able to check interior room lamp operation • On: Operate • Off: Non-operation
OUTSIDE BUZZER	This test is able to check Intelligent Key warning buzzer operation • On: Operate • Off: Non-operation
INSIDE BUZZER	This test is able to check warning chime in combination meter operation • Take Out: Take away warning chime sounds when CONSULT-III screen is touched • Key: Key warning chime sounds when CONSULT-III screen is touched • Knob: OFF position warning chime sounds when CONSULT-III screen is touched • Off: Non-operation
INDICATOR	This test is able to check warning lamp operation • KEY ON: “KEY” Warning lamp illuminates when CONSULT-III screen is touched • KEY IND: “KEY” Warning lamp blinks when CONSULT-III screen is touched • Off: Non-operation
INT LAMP	This test is able to check interior room lamp operation • On: Operate • Off: Non-operation
LCD	This test is able to check meter display information • Engine start information displays when “BP N” on CONSULT-III screen is touched • Engine start information displays when “BP I” on CONSULT-III screen is touched • Key ID warning displays when “ID NG” on CONSULT-III screen is touched • Steering lock information displays when “ROTAT” on CONSULT-III screen is touched • P position warning displays when “SFT P” on CONSULT-III screen is touched • INSRT: This item is displayed, but cannot be monitored • BATT: This item is displayed, but cannot be monitored • Take away through window warning displays when “NO KY” on CONSULT-III screen is touched • Take away warning display when “OUTKEY” on CONSULT-III screen is touched • OFF position warning display when “LK WN” on CONSULT-III screen is touched
FLASHER	This test is able to check security hazard lamp operation The hazard lamps are activated after “LH/RH/Off” on CONSULT-III screen is touched
P RANGE	This test is able to check A/T shift selector power supply • On: Operate • Off: Non-operation
ENGINE SW ILLUMI	This test is able to check push-button ignition switch illumination operation Push-ignition switch illumination illuminates when “ON” on CONSULT-III screen is touched

Test item	Description
LOCK INDICATOR	This test is able to check LOCK indicator (push-button ignition switch) operation • On: Operate • Off: Non-operation
ACC INDICATOR	This test is able to check ACC indicator (push-button ignition switch) operation • On: Operate • Off: Non-operation
IGNITION ON IND	This test is able to check ON indicator (push-button ignition switch) operation • On: Operate • Off: Non-operation
HORN	This test is able to check horn operation • On: Operate • Off: Non-operation
TRUNK/BACK DOOR	**NOTE:** This item is displayed, but cannot be used

ECU DIAGNOSIS INFORMATION

BCM

List of ECU Reference

INFOID:0000000006220200

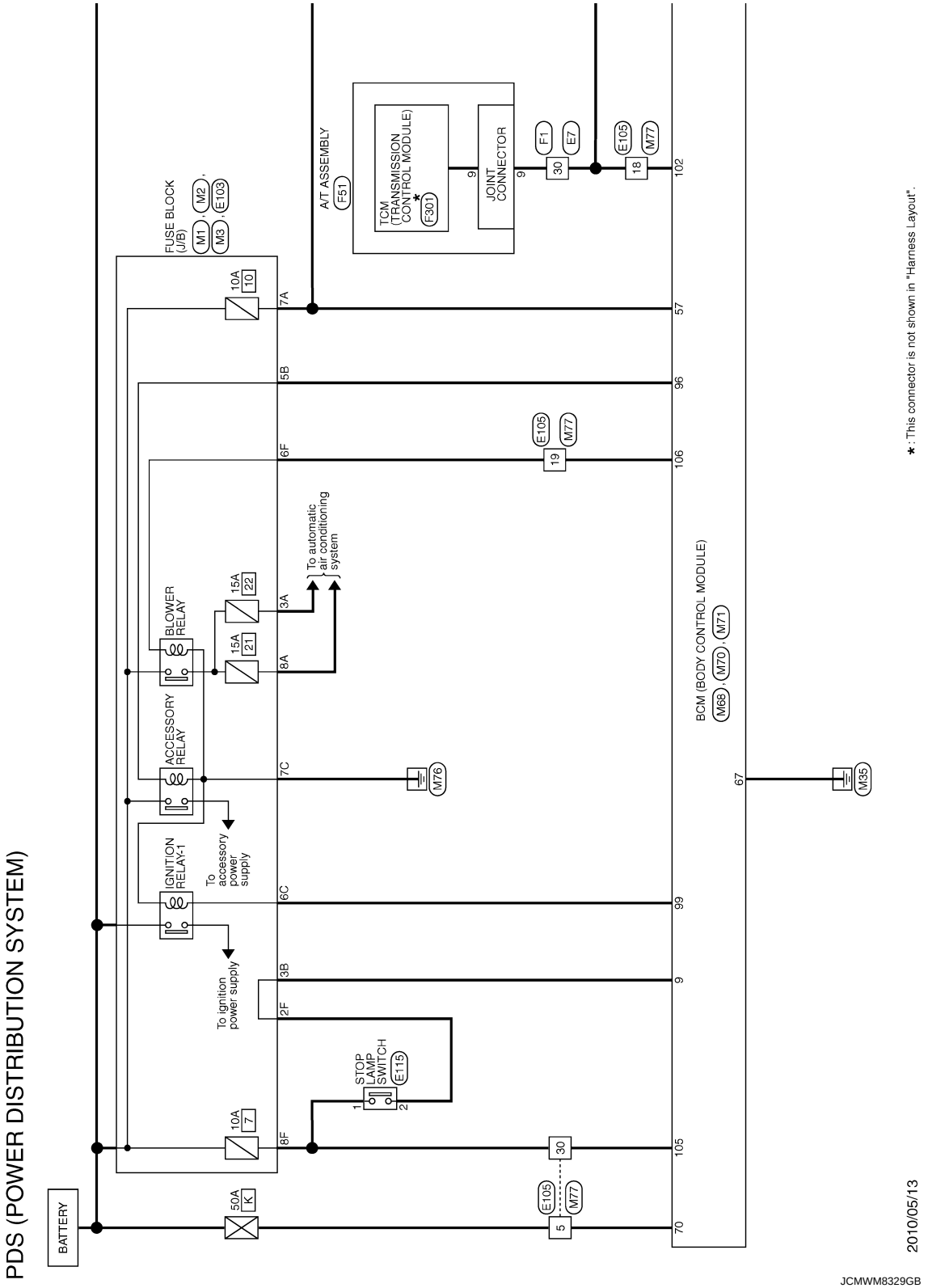
ECU	Reference
BCM	BCS-33, "Reference Value"
	BCS-54, "Fail-safe"
	BCS-56, "DTC Inspection Priority Chart"
	BCS-57, "DTC Index"

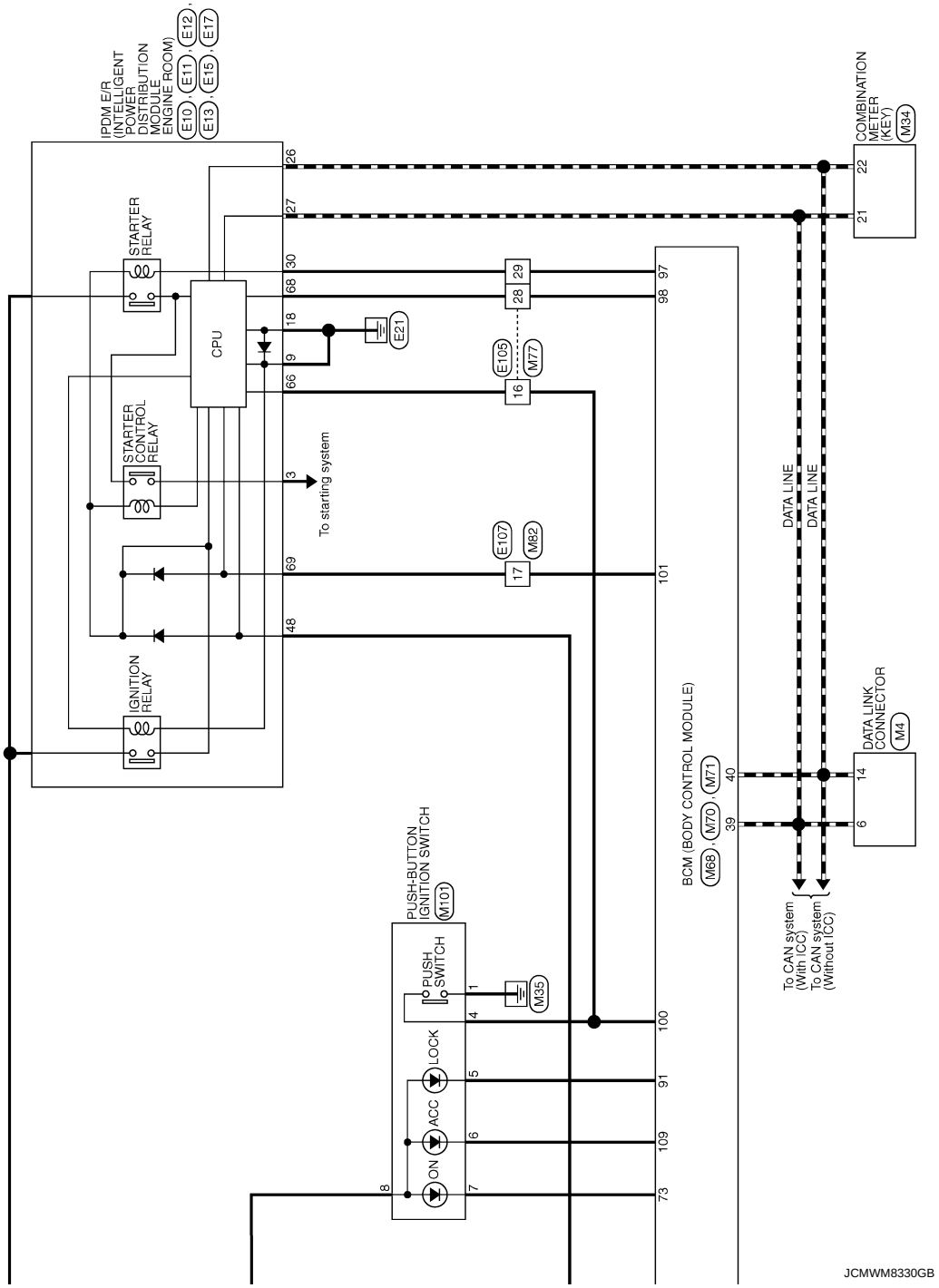
WIRING DIAGRAM

POWER DISTRIBUTION SYSTEM

Wiring Diagram

INFOID:0000000006220201




IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) (E10), (E11), (E12), (E13), (E15), (E17)
STARTER RELAY
STARTER CONTROL RELAY
IGNITION RELAY
CPU
To starting system
COMBINATION METER (KEY) (M34)
DATA LINE
DATA LINK CONNECTOR (M4)
BCM (BODY CONTROL MODULE) (M68), (M70), (M71)
PUSH-BUTTON IGNITION SWITCH (M101)
PUSH SWITCH
LOCK
ACC
ON
E21
E105
M77
E107
M82
M35
To CAN system (With ICC)
To CAN system (Without ICC)
JCMWM8330GB

PDS (POWER DISTRIBUTION SYSTEM)

Connector No.	E7
Connector Name	WIRE TO WIRE
Connector Type	TH32MW-NH

H.S.

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

Terminal No.	Color of Wire	Signal Name [Specification]
1	W	–
2	G	–
3	L/O	–
4	LG	–
5	W/L	–
6	G/O	–
7	L/R	–
8	LG/R	–
14	R	–
16	SB	–
17	R/W	–
18	Y/G	–
19	BR/Y	–
20	P/B	–
21	R/B	–
22	Y	–
23	BR	–
24	P/L	–
29	P	–
30	BR	–
31	L	–
32	P	–

3	R	–
4	L	–
5	P/L	–
7	W/G	–
8	W	–

Connector No.	E11
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	M06FB-LC

H.S.

11	10	9
14	13	12

Terminal No.	Color of Wire	Signal Name [Specification]
9	B	–
14	L	–

Connector No.	E12
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	NS08FBR-CS

H.S.

17		16	15
22	21	20	19	18

Terminal No.	Color of Wire	Signal Name [Specification]
17	B	–
18	B	–
19	V	–
20	W	–
21	L	–

Connector No.	E10
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	M06FW-LC

H.S.

5	4	3
8	7	6

Terminal No.	Color of Wire	Signal Name [Specification]

Connector No.	E13
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH12FW-NH

H.S.

28	27	26	25	24	23
34	33	32	31	30	29

Terminal No.	Color of Wire	Signal Name [Specification]
23	GR/R	–
24	W/G	–
25	L/Y	–
26	P	–
27	L	–
30	R/W	–
31	B	–
32	LG	–
33	R	–
34	P/B	–

Connector No.	E15
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	NS16FW-CS

H.S.

53	52	51	50		49	48	47
62	61	60	59	58	57	56	55	54

Terminal No.	Color of Wire	Signal Name [Specification]
48	BR	–
49	R	–
50	LG/B	–
51	BR/Y	–
52	W	–
54	SB	–
55	O	–
56	L	–
57	V	–
58	BR/R	–
59	W/B	–
60	V/R	–

61	W	–
62	SB	–

Connector No.	E17
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH10FB-NH

H.S.

67	66	65	64	63
72	71	70	69	68

Terminal No.	Color of Wire	Signal Name [Specification]
63	P	–
64	G/Y	–
65	L	–
66	SB	–
68	O	–
69	W/B	–
72	Y/R	–

Connector No.	E103
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS16FW-CS

H.S.

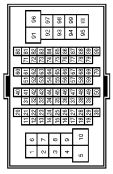
7F	6F	5F	4F		3F	2F	1F
16F	15F	14F	13F	12F	11F	10F	9F	8F

Terminal No.	Color of Wire	Signal Name [Specification]
1F	W/B	–
2F	R	–
4F	GR	–
6F	Y/G	–
8F	L/B	–
9F	Y	–
10F	G	–
14F	Y	–
15F	L	–

JCMWM8331GB

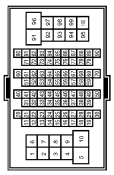
PDS (POWER DISTRIBUTION SYSTEM)

Connector No.	E105
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
1	L	–
2	L/W	–
3	R/B	–
4	L	–
5	Y	–
7	W/G	–
8	P/B	–
9	W/B	–
10	L	–
11	L	–
12	P	–
13	P/B	–
14	BR	–
15	L/B	–
16	SB	–
17	P	–
18	BR	–
19	Y/G	–
20	BR/Y	–
21	Y/V	–
22	L	–
23	Y	–
24	L/W	–
26	L	–
27	L/W	–
28	O	–
29	R/W	–
30	L/B	–
31	Y	–
32	GR/R	–
34	Y	–
35	R	–
36	B/R	–
37	G/Y	–
38	G	–
40	SB	–
41	W/R	–
42	R	–
43	V	–
51	L/O	–
52	BR/W	–
53	BR/Y	–
54	GR/L	–
60	W	–
61	B	–
62	R	–
63	G	–
64	SHIELD	–
91	BR	–
92	L/W	–
94	Y/B	–
95	G/R	–
97	R	–
98	G/B	–
100	W/R	–

Connector No.	E107
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
1	L	–
4	V/W	–
5	G/R	–
6	P	–
9	GR/L	–
10	Y/R	–
11	L/R	–
12	W/G	–
13	BR/Y	–
14	LG	–
15	BR/W	–
17	W/B	–
18	GR/R	–
20	W/R	–
21	B	–
22	R/L	–
23	G/R	–
24	R/W	–
25	W/L	–
26	R	–
27	L	–
28	G/B	–
37	G/Y	–
38	G/Y	–
39	O	–
40	W	–
41	R	–
42	B	–
43	Y	–
44	G	–
45	SHIELD	–
46	G/O	–
47	G/R	–
48	SHIELD	–
49	W	–
50	SHIELD	–
51	Y/R	–
52	GR	–
53	LG/B	–
54	LG/R	–
55	R/G	–
56	B/R	–
57	SB	–
60	G	–
61	B	–
62	W	–
63	R	–
64	SHIELD	–
65	L/Y	–
66	V	–
67	B/W	–
91	G/R	–
95	SB	–
96	G/R	–
97	GR/L	–
98	G/W	–
99	R/Y	–
100	L	–

Connector No.	E115
Connector Name	STOP LAMP SWITCH
Connector Type	M04FW-LC

Terminal No.	Color of Wire	Signal Name [Specification]
1	L/B	–
2	R	–
3	G	–
4	L/R	–

JCMWM8332GB

PDS (POWER DISTRIBUTION SYSTEM)

Connector No.	F1
Connector Name	WIRE TO WIRE
Connector Type	TH32FW-NH

H.S.

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

Terminal No.	Color of Wire	Signal Name [Specification]
1	W	–
2	G	–
3	L/O	–
4	LG	–
5	W/L	–
6	G/O	–
7	L/R	–
8	LG/R	–
14	R	–
16	SB	–
17	R/W	–
18	Y/G	–
19	BR/Y	–
20	P/B	–
21	R/B	–
22	Y	–
23	BR/W	–
24	P/L	–
29	P	–
30	BR	–
31	L	–
32	P	–

1	V	–
2	P	–
3	L	–
4	SB	–
5	B	–
6	V	–
7	R	–
8	P	–
9	BR	–
10	B	–

Connector No.	F301
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Type	SP10FG

H.S.

1 2 3 4 5
6 7 8 9 10

Terminal No.	Color of Wire	Signal Name [Specification]
1	–	VIGN
2	–	BATT
3	–	CAN-H
4	–	K LINE
5	–	GND
6	–	VIGN
7	–	REV LAMP RLY
8	–	CAN-L
9	–	START RLY
10	–	GND

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

H.S.

5 4 3 2 1
10 9 8 7 6

Terminal No.	Color of Wire	Signal Name [Specification]

Connector No.	M1
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS06FW-M2

H.S.

3A 2A 1A
8A 7A 6A 5A 4A

Terminal No.	Color of Wire	Signal Name [Specification]

1A	Y	–
2A	GR	–
3A	W	–
4A	Y/G	–
5A	V	–
6A	L/W	–
7A	LG	–
8A	W	–

Connector No.	M2
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS10FW-CS

H.S.

4B 3B 2B 1B
10B 9B 8B 7B 6B 5B

Terminal No.	Color of Wire	Signal Name [Specification]
1B	R	–
3B	R	–
4B	B	–
5B	BR	–
6B	Y	–
7B	G	–
8B	L/O	–
10B	W/B	–

Connector No.	M3
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS12FW-CS

H.S.

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

Terminal No.	Color of Wire	Signal Name [Specification]
6C	R	–
7C	B	–
8C	W	–
10C	GR	–

I1C	R/L	–
I2C	GR/L	–

Connector No.	M4
Connector Name	DATA LINK CONNECTOR
Connector Type	BD16FW

H.S.

11 12 13 14 16
3 4 5 6 7 8

Terminal No.	Color of Wire	Signal Name [Specification]
3	LG	–
4	B	–
5	B	–
6	L	–
7	SB	–
8	GR	–
11	SB	–
12	R	–
13	L	–
14	P	–
16	Y	–

JCMWM8333GB

PDS (POWER DISTRIBUTION SYSTEM)

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

Terminal No.	Color of Wire	Signal Name [Specification]
1	Y	BATTERY POWER SUPPLY
2	GR	IGNITION SIGNAL
3	B	GROUND
4	B	GROUND
5	B	ILL GND
7	R	TOW MODE SIGNAL
8	P/L	TRIP RESET SWITCH SIGNAL
11	G	ENTER SWITCH SIGNAL
12	O	SELECT SWITCH SIGNAL
13	W/R	ILLUMINATION CONTROL SWITCH SIGNAL (+)
14	R	ILLUMINATION CONTROL SWITCH SIGNAL (-)
15	R/W	AIR BAG SIGNAL
18	W/R	AMBIENT SENSOR SIGNAL
19	V/W	A/C AUTO AMP. CONNECTION RECOGNITION SIGNAL
20	B	AMBIENT SENSOR GROUND
21	L	CAN-H
22	P	CAN-L
23	B	GROUND
24	V	FUEL LEVEL SENSOR GROUND
25	O/L	ALTERNATOR SIGNAL
26	W	PARKING BRAKE SWITCH SIGNAL
28	GR/R	SECURITY SIGNAL
29	BR	WASHER LEVEL SWITCH SIGNAL
30	SB	VEHICLE SPEED SIGNAL (2-PULSE)
31	BR/W	VEHICLE SPEED SIGNAL (8-PULSE)
33	W	SNOW MODE SIGNAL
34	BR/Y	FUEL LEVEL SENSOR SIGNAL
35	O/B	SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE)
36	G/Y	PASSENGER SEAT BELT WARNING SIGNAL
37	R/Y	NON-MANUAL MODE SIGNAL
38	L/W	MANUAL MODE SHIFT DOWN SIGNAL
39	Y/B	MANUAL MODE SHIFT UP SIGNAL
40	G/W	MANUAL MODE SIGNAL

Connector No.	M68
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FB-NH

Terminal No.	Color of Wire	Signal Name [Specification]
2	BR/Y	COMBI SW INPUT 5
3	GR	COMBI SW INPUT 4
4	L	COMBI SW INPUT 3
5	G	COMBI SW INPUT 2
6	V	COMBI SW INPUT 1
8	V	POWER WINDOW SW COMM
9	R	STOP LAMP SW 1
11	R	L&R SENSOR SERIAL LINK
14	P/B	OPTICAL SENSOR
16	L/O	DIMMER SIGNAL
17	Y/G	SENSOR PWR SPLY
18	B/Y	RECEIVER/SENSOR GND
19	BR	RECEIVER PWR SPLY
20	G/R	KYLS ENT RECEIVER COMM
21	P	NATS ANT AMP.
22	W/B	KYLS ENT RECEIVER RSSI
23	GR/R	SECURITY IND CONT
24	SB	DONGLE LINK
25	LG/R	NATS ANT AMP.
29	W	HAZARD SW
30	W/L	BK DOOR OPNR SW
31	W/G	DR DOOR UNLOCK SENSOR
32	LG	COMBI SW OUTPUT 5
33	Y	COMBI SW OUTPUT 4
34	W	COMBI SW OUTPUT 3
35	R/W	COMBI SW OUTPUT 2
36	SB	COMBI SW OUTPUT 1
37	G/Y	SHIFT P
39	L	CAN-H
40	P	CAN-L

Connector No.	M70
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	FEA09FW-FHA6-SA

Terminal No.	Color of Wire	Signal Name [Specification]
56	W/R	INT ROOM LAMP PWR SPLY
57	LG	BAT (FUSE)
59	G	PASSENGER DOOR UNLK OUTPUT
60	G	TURN SIGNAL LH OUTPUT
61	G/Y	TURN SIGNAL RH OUTPUT
62	R	STEP LAMP CONT
63	BR	ROOM LAMP TIMER CONT
64	GR/R	CRANKING REQUEST
65	R	ALL DOOR LOCK OUTPUT
66	V	DR DOOR, FUEL LID UNLK OUTPUT
67	B	GND
68	Y	PW PWR SPLY (IGN)
69	W	PW PWR SPLY (BAT)
70	Y	BAT (F/L)

Connector No.	M71
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FW-NH

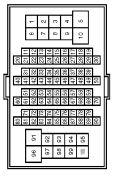
Terminal No.	Color of Wire	Signal Name [Specification]
72	P	PUDDLE LAMP CONT
73	W	ON IND
74	Y/B	TRAILER TURN SIG RH CONT
75	LG/R	DRIVER DOOR REQUEST SW
76	P/L	PASSENGER DOOR REQUEST SW
77	O/L	TRAILER TURN SIG LH CONT
78	P/B	DRIVER DOOR ANT+
79	V	DRIVER DOOR ANT-

Terminal No.	Color of Wire	Signal Name [Specification]
80	LG/B	PASSENGER DOOR ANT+
81	Y/R	PASSENGER DOOR ANT-
82	W/G	BACK DOOR ANT+
83	B/W	BACK DOOR ANT-
84	BR	ROOM ANT1+
85	Y	ROOM ANT1-
86	W	ROOM ANT2+
87	B	ROOM ANT2-
88	V	LAGGAGE ROOM ANT+
89	G	LAGGAGE ROOM ANT-
90	Y	PUSH-BTN IGN SW ILL PWR
91	O	LOCK IND
92	L	LOW SIDE PUSH LED
93	GR/R	I-KEY WARN BUZZER
94	Y/G	S/L UNIT COMM
95	W	S/L UNIT PWR SPLY
96	BR	ACC RELAY CONT
97	R/W	STARTER RELAY CONT
98	O	IGN RELAY (PDM E/R) CONT
99	R	IGN RELAY (F/B) CONT
100	SB	PUSH SW
101	W/B	IGN PWR SPLY 2
102	BR	SHIFT N/P
104	R/B	A/T SHIFT SELECT PWR SPLY
105	O/L	STOP LAMP SW 2
106	Y/G	BLWR FAN MTR RELAY CONT
107	L	S/L CONDITION1
108	P	S/L CONDITION2
109	L/W	ACC IND

JCMWM8334GB

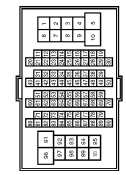
PDS (POWER DISTRIBUTION SYSTEM)

Connector No.	M77
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
1	W	–
2	L/W	–
3	R/B	–
4	L	–
5	Y	–
7	W/G	–
8	P/B	–
9	W/B	–
10	L	–
11	L	– [With ICC]
12	P	– [Without ICC]
12	R	–
13	P/B	–
14	BR	–
15	O/L	–
16	SB	–
17	P	–
18	BR	–
19	Y/G	–
20	BR/Y	–
21	V	–
22	L	–
23	Y	–
24	L/W	–
26	L	–
27	L/W	–
28	O	–
29	R/W	–
30	O/L	–
31	Y	–
32	GR/R	–
34	Y	–
35	R	–
36	B/O	–
37	G/Y	–
38	G	–
40	SB	–
41	W/R	–
42	R	–
43	V	–
51	L/O	–
52	BR/W	–
53	BR/Y	–
54	GR/L	–
60	W	–
61	B	–
62	G	–
63	R	–
64	SHIELD	–
91	BR	–
92	L/W	–
94	Y/B	–
95	L/R	–
97	R	–
98	O/L	–
100	W/B	–

Connector No.	M82
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
1	L	–
4	V/W	–
5	G/R	–
6	P	–
9	GR/L	–
10	Y/R	–
11	L/R	–
12	W/G	–
13	BR/Y	–
14	LG	–
15	BR/W	–
17	W/B	–
18	GR/R	–
20	W/R	–
21	B	–
22	R/L	–
23	G/R	–
24	R/W	–
25	W/L	–
26	R	–
27	L	–
28	B/SB	–
37	G/Y	–
38	G/Y	–
39	O	–
40	W	–
41	R	–
42	B	–
43	Y	–
44	G	–
45	SHIELD	–
46	G/O	–
47	G/R	–
48	SHIELD	–
49	W	–
50	SHIELD	–
51	Y/R	–
52	GR	–
53	LG/B	–
54	LG/R	–
55	R/G	–
56	B/O	–
57	SB	–
60	G	–
61	B	–
62	W	–
63	R	–
64	SHIELD	–
65	L/Y	–
66	V	–
67	B/W	–
91	G/R	–
95	SB	–
96	G/R	–
97	GR/L	–
98	G/W	–
99	P	–
100	L	–

Connector No.	M10I
Connector Name	PUSH-BUTTON IGNITION SWITCH
Connector Type	TK08FBR

Terminal No.	Color of Wire	Signal Name [Specification]
1	B	–
2	B	–
3	Y	–
4	SB	–
5	O	–
6	L/W	–
7	W	–
8	LG	–

JCMWM8335GB

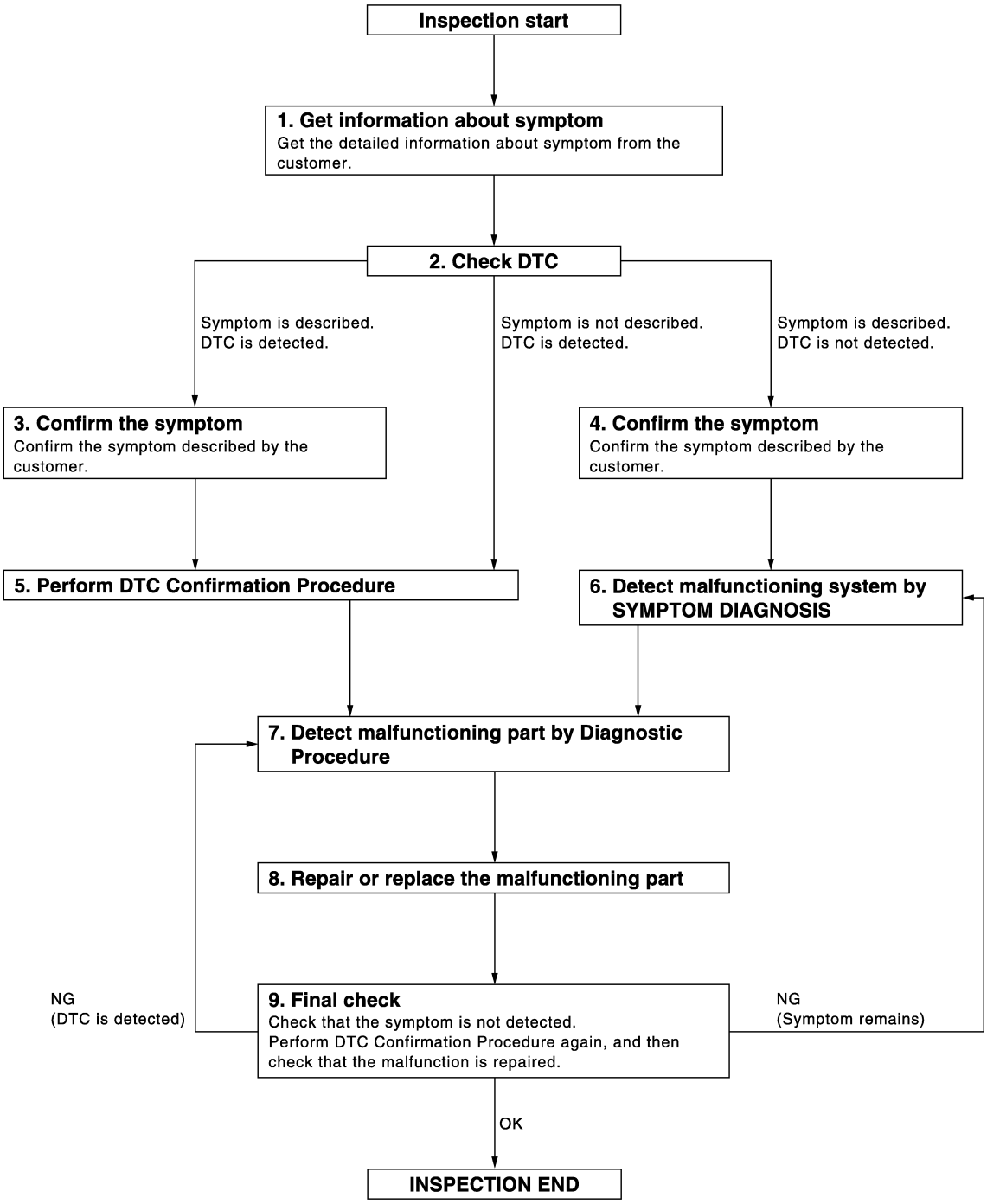
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow

INFOID:0000000006220202

OVERALL SEQUENCE



JMKIA3449GB

DETAILED FLOW

1.GET INFORMATION ABOUT SYMPTOM

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

>> GO TO 2.

2.CHECK DTC

1. Check DTC for BCM and IPDM E/R.
2. Perform the following procedure if DTC is displayed.

- Record DTC and freeze frame data (Print them out with CONSULT-III.)
- Erase DTC.
- Study the relationship between the cause detected by DTC and the symptom described by the customer.

3. Check related service bulletins for information.

Are any symptoms described and any DTC detected?

Symptom is described, DTC is displayed>>GO TO 3.
Symptom is described, DTC is not displayed>>GO TO 4.
Symptom is not described, DTC is displayed>>GO TO 5.

3.CONFIRM THE SYMPTOM

Confirm the symptom described by the customer.
Connect CONSULT-III to the vehicle in the “DATA MONITOR” mode and check real time diagnosis results.
Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 5.

4.CONFIRM THE SYMPTOM

Confirm the symptom described by the customer.
Connect CONSULT-III to the vehicle in the “DATA MONITOR ” mode and check real time diagnosis results.
Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 6.

5.PERFORM DTC CONFIRMATION PROCEDURE

Perform DTC Confirmation Procedure for the displayed DTC, and then check that DTC is detected again.
At this time, always connect CONSULT-III to the vehicle, and check diagnostic results in real time.
If two or more DTCs are detected, refer to BCS-56, "DTC Inspection Priority Chart", and determine trouble diagnosis order.

NOTE:
Perform Component Function Check if DTC Confirmation Procedure is not included in Service Manual. This simplified check procedure is an effective alternative, although DTC cannot be detected during this check.
If the result of Component Function Check is NG, it is the same as the detection of DTC by DTC Confirmation Procedure.

Is DTC detected?

YES >> GO TO 7.
NO >> Refer to GI-40, "Intermittent Incident".

6.DETECT MALFUNCTIONING SYSTEM BY SYMPTOM DIAGNOSIS

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

>> GO TO 7.

7.DETECT MALFUNCTIONING PART BY DIAGNOSTIC PROCEDURE

Inspect according to Diagnostic Procedure of the system.

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

Is malfunctioning part detected?

YES >> GO TO 8.
NO >> Check voltage of related BCM terminals using CONSULT-III.

8. REPAIR OR REPLACE THE MALFUNCTIONING PART

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

>> GO TO 9.

9. FINAL CHECK

When DTC was detected in step 2, perform DTC Confirmation Procedure or Component Function Check again, and then check that the malfunction is repaired securely.
When symptom was described by the customer, refer to confirmed symptom in step 3 or 4, and check that the symptom is not detected.

Does the symptom reappear?

YES (DTC is detected)>>GO TO 7.
YES (Symptom remains)>>GO TO 6.
NO >> INSPECTION END

DTC/CIRCUIT DIAGNOSIS

B2614 ACC RELAY CIRCUIT

DTC Logic

INFOID:0000000006220203

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2614	BCM	An immediate operation of accessory relay is requested by BCM, but there is no response for more than 2 second.	• Harness or connectors (Accessory relay circuit is open or shorted) • BCM • Accessory relay

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn the power supply position to ACC under the following conditions, and wait for 2 second or more.
- Selector lever is in the P position
- Do not depress brake pedal
2. Check “Self-diagnosis result” of BCM with CONSULT-III.

Is DTC detected?

YES >> Go to PCS-56, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000006220204

1.CHECK ACCESSORY RELAY POWER SUPPLY-1

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

(+) Accessory relay Terminal	(–)	Condition		Voltage (V) (Approx.)
1	Ground	Ignition switch	OFF	0
			ACC or ON	12

Is the inspection result normal?

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

2.CHECK ACCESSORY RELAY POWER SUPPLY CIRCUIT

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

Accessory relay	BCM		Continuity
Terminal	Connector	Terminal	
1	M71	96	Existed

4. Check continuity between accessory relay harness connector and ground.

Accessory relay	Ground	Continuity
Terminal		
1		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-81, "Removal and Installation".
NO >> Repair or replace harness.

3.CHECK ACCESSORY RELAY GROUND CIRCUIT

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

Accessory relay	Ground	Continuity
Terminal		
2		Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair accessory relay ground circuit.

4.CHECK ACCESSORY RELAY POWER SUPPLY CIRCUIT-2

1. Turn ignition switch ACC.
2. Check voltage between accessory relay harness connector and ground.

(+)	(–)	Voltage (V) (Approx.)
Accessory relay		
Terminal		
5	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 5.
NO >> Check continuity open or short between accessory relay and battery.

5.CHECK ACCESSORY RELAY

Refer to PCS-57, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace accessory relay.

6.CHECK INTERMITTENT INCIDENT

Refer to GI-40, "Intermittent Incident".

>> INSPECTION END

Component Inspection

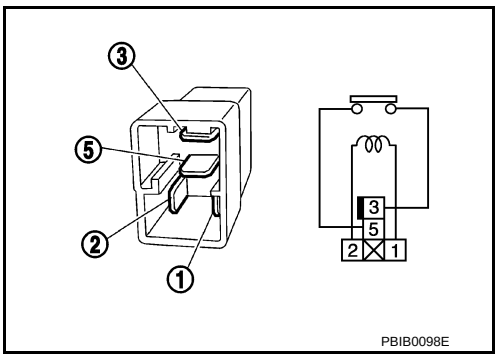
INFOID:0000000006220205

1.CHECK ACCESSORY RELAY

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

3. Check the continuity between accessory relay terminals.

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



Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace accessory relay

B2615 BLOWER RELAY CIRCUIT

DTC Logic

INFOID:0000000006220206

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2615	BCM	BCM detects a difference of signal for 1 second or more between the following items. • Blower relay ON/OFF request • Blower relay feedback	• Harness or connectors (Blower relay circuit is open or shorted) • BCM • Blower relay

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions, and wait for 1 second or more.
- Selector lever is in the P position
- Do not depress brake pedal
2. Check “Self-diagnosis result” of BCM with CONSULT-III.

Is DTC detected?

YES >> Go to PCS-59, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000006220207

1.CHECK BLOWER RELAY POWER SUPPLY

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

(+) Blower relay Terminal	(–)	Condition		Voltage (V) (Approx.)
1	Ground	Ignition switch	OFF or ACC	0
			ON	12

Is the inspection result normal?

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

2.CHECK BLOWER RELAY POWER SUPPLY CIRCUIT

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

Blower relay	BCM		Continuity
Terminal	Connector	Terminal	
1	M71	106	Existed

4. Check continuity between blower relay harness connector and ground.

Blower relay Terminal	Ground	Continuity
1		Not existed

Is the inspection result normal?

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

3.CHECK BLOWER RELAY GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between blower relay harness connector and ground.

Blower relay	Ground	Continuity
Terminal		
2		Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair blower relay ground circuit.

4.CHECK BLOWER RELAY POWER SUPPLY CIRCUIT-2

1. Turn ignition switch ON or ACC.
2. Check voltage between blower relay harness connector and ground.

(+)	(–)	Voltage (V) (Approx.)
Blower relay		
Terminal		
5	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 5.
NO >> Check continuity open or short between blower relay and battery.

5.CHECK BLOWER RELAY

Refer to PCS-60, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace blower relay.

6.CHECK INTERMITTENT INCIDENT

Refer to GI-40, "Intermittent Incident".

>> INSPECTION END

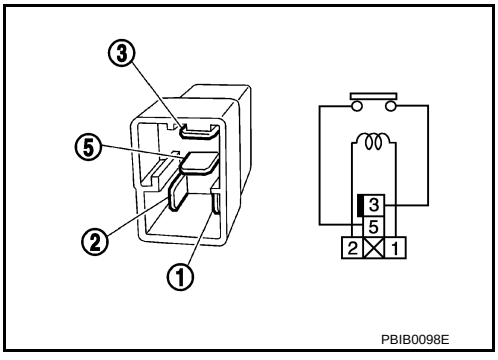
Component Inspection

INFOID:0000000006220208

1.CHECK BLOWER RELAY

1. Turn ignition switch OFF.
2. Remove blower relay.
3. Check the continuity between blower relay terminals.

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



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Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace blower relay

B2616 IGNITION RELAY CIRCUIT

DTC Logic

INFOID:0000000006220209

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2616	BCM	An immediate operation of ignition relay-1 is requested by BCM, but there is no response for more than 1 second	• Harness or connectors (Ignition relay-1 circuit is open or shorted) • BCM • Ignition relay-1

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions, and wait for 1 second or more.
- Selector lever is in the P position
- Do not depress brake pedal
2. Check “Self-diagnosis result” of BCM with CONSULT-III.

Is DTC detected?

YES >> Go to PCS-61, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000006220210

1.CHECK IGNITION RELAY-1 POWER SUPPLY

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

(+) Ignition relay-1 Terminal	(–)	Condition		Voltage (V) (Approx.)
2	Ground	Ignition switch	OFF or ACC	0
			ON	12

Is the inspection result normal?

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

2.CHECK IGNITION RELAY-1 POWER SUPPLY CIRCUIT

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

Ignition relay-1	BCM		Continuity
Terminal	Connector	Terminal	
2	M71	99	Existed

4. Check continuity between ignition relay-1 harness connector and ground.

Ignition relay-1 Terminal	Ground	Continuity
2		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-81, "Removal and Installation".
NO >> Repair or replace harness.

3.CHECK IGNITION RELAY-1 GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between ignition relay-1 harness connector and ground.

Ignition relay-1	Ground	Continuity
Terminal		
1		Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair ignition relay-1 ground circuit.

4.CHECK IGNITION RELAY-1 POWER SUPPLY CIRCUIT-2

1. Turn ignition switch ON.
2. Check voltage between ignition relay-1 harness connector and ground.

(+)	(–)	Voltage (V) (Approx.)
Ignition relay-1		
Terminal		
5	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 5.
NO >> Check continuity open or short between ignition relay-1 and battery.

5.CHECK IGNITION RELAY-1

Refer to PCS-62, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace ignition relay-1.

6.CHECK INTERMITTENT INCIDENT

Refer to GI-40, "Intermittent Incident".

>> INSPECTION END

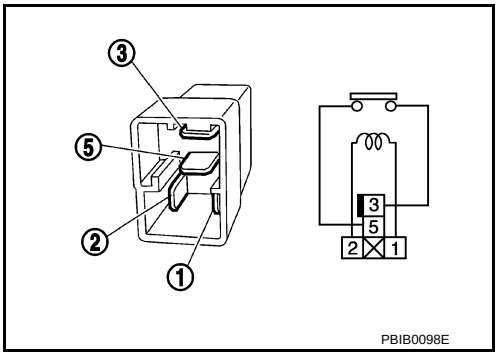
Component Inspection

INFOID:0000000006220211

1.CHECK IGNITION RELAY-1

1. Turn ignition switch OFF.
2. Remove ignition relay-1.
3. Check the continuity between ignition relay-1 terminals.

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



Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace Ignition relay-1.

B2618 BCM

DTC Logic

INFOID:0000000006220212

DTC DETECTION LOGIC

NOTE:

- If DTC B2618 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to BCS-70, "DTC Logic".
- If DTC B2618 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to BCS-71, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2618	BCM	An immediate operation of ignition relay (IPDM E/R) is requested by BCM, but there is no response for more than 1 second	BCM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions, and wait for 1 second or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
2. Check “Self-diagnosis result” of BCM with CONSULT-III.

Is DTC detected?

YES >> Go to PCS-63, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000006220213

1.INSPECTION START

1. Turn ignition switch ON.
2. Select “Self-diagnosis result” of BCM with CONSULT-III.
3. Touch “ERASE”.
4. Perform DTC Confirmation Procedure.
   See PCS-63, "DTC Logic".

Is the 1st trip DTC B2618 displayed again?

YES >> Replace BCM. Refer to BCS-81, "Removal and Installation"
NO >> INSPECTION END

B261A PUSH-BUTTON IGNITION SWITCH

DTC Logic

INFOID:0000000006220214

DTC DETECTION LOGIC

NOTE:

- If DTC B261A is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to BCS-70, "DTC Logic".
- If DTC B261A is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to BCS-71, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B261A	PUSH-BTN IGN SW	BCM detects a difference of signal for 1 second or more between the following items. • Push-button ignition switch signal • Push-button ignition switch status signal (CAN)	• Harness or connectors (Push-button ignition switch circuit is open or shorted.) • BCM • IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Press the push-button ignition switch under the following conditions, and wait for 1 second or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
2. Check “Self-diagnosis result” of BCM with CONSULT-III.

Is DTC detected?

YES >> Go to PCS-64, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000006220215

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

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

(+)		(–)	Voltage (V) (Approx.)
Push-button ignition switch			
Connector	Terminal		
M101	4	Ground	12

Is the inspection result normal?

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

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

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

BCM		Push-button ignition switch		Continuity
Connector	Terminal	Connector	Terminal	
M71	100	M101	4	Existed

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

Push-button ignition switch		Ground	Continuity
Connector	Terminal		
M101	4		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-81, "Removal and Installation".
NO >> Repair or replace harness.

3. CHECK IGNITION SWITCH OUTPUT SIGNAL (IPDM E/R)

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

(+)		(–)	Voltage (V) (Approx.)
IPDM E/R			
Connector	Terminal		
E17	66	Ground	12

Is the inspection result normal?

YES >> Replace IPDM E/R.
NO >> GO TO 4.

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

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

IPDM E/R		Push-button ignition switch		Continuity
Connector	Terminal	Connector	Terminal	
E17	66	M101	4	Existed

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

Push-button ignition switch		Ground	Continuity
Connector	Terminal		
M101	4		Not existed

Is the inspection result normal?

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

5. CHECK INTERMITTENT INCIDENT

Refer to GI-40, "Intermittent Incident".

>> INSPECTION END

B26F1 IGNITION RELAY

DTC Logic

INFOID:0000000006220216

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B26F1	IGN RELAY OFF	BCM transmits the ignition relay control signal (ON: 0 V) or ignition switch ON signal (ON) (CAN), but does not receives ignition switch ON signal (ON) (CAN) from IPDM E/R.	• Harness or connectors (Ignition relay circuit is open) • BCM • IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions, and wait for 2 seconds or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
2. Check “Self-diagnosis result” of BCM with CONSULT-III.

Is DTC detected?

YES >> Go to PCS-66, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000006220217

1.CHECK IPDM E/R SELF-DIAGNOSTIC RESULT

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

Is DTC detected?

YES >> Repair or replace the malfunctioning part. Refer to PCS-22, "DTC Index".
NO >> GO TO 2.

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

Check voltage between BCM harness connector and ground.

(+)		(–)	Condition		Voltage (V) (Approx.)
BCM					
Connector	Terminal				
M71	98	Ground	Ignition switch	ON	0

Is the inspection result normal?

YES >> GO TO 3.
NO >> Replace BCM. Refer to BCS-81, "Removal and Installation".

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

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

BCM		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
M71	98	E17	68	Existed

Is the inspection result normal?

YES >> Replace IPDM E/R.

NO >> Repair or replace harness.

B26F2 IGNITION RELAY

DTC Logic

INFOID:0000000006220218

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B26F2	IGN RELAY ON	BCM transmits the ignition relay control signal (OFF: 12 V) or ignition switch ON signal (OFF) (CAN), but does not receives ignition switch ON signal (OFF) (CAN) from IPDM E/R.	• Harness or connectors (Ignition relay circuit is short) • BCM • IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions, and wait for 2 seconds or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
2. Check “Self-diagnosis result” of BCM with CONSULT-III.

Is DTC detected?

YES >> Go to PCS-68, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000006220219

1.CHECK IPDM E/R SELF-DIAGNOSTIC RESULT

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

Is DTC detected?

YES >> Repair or replace the malfunctioning part. Refer to PCS-22, "DTC Index".
NO >> GO TO 2.

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

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

(+)		(–)	Condition		Voltage (V) (Approx.)
IPDM E/R					
Connector	Terminal				
E17	68	Ground	Ignition switch	OFF or ACC	12

Is the inspection result normal?

YES >> Replace IPDM E/R.
NO >> GO TO 3.

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

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

IPDM E/R		Ground	Continuity
Connector	Terminal		
E17	68		Not existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace harness.

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

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

(+)		(–)	Condition		Voltage (V) (Approx.)
IPDM E/R					
Connector	Terminal				
E17	68	Ground	Ignition switch	OFF or ACC	12

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-81, "Removal and Installation".
NO >> Replace IPDM E/R.

B26F6 BCM

DTC Logic

INFOID:0000000006220220

DTC DETECTION LOGIC

NOTE:

- If DTC B26F6 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to BCS-70, "DTC Logic".
- If DTC B26F6 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to BCS-71, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B26F6	BCM	Ignition relay ON signal is not transmitted from IPDM E/R when BCM turns ignition relay ON.	BCM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions, and wait for 1 second or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
2. Check “Self-diagnosis result” of BCM with CONSULT-III.

Is DTC detected?

YES >> Go to PCS-70, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000006220221

1.INSPECTION START

1. Turn ignition switch ON.
2. Select “Self-diagnosis result” of BCM with CONSULT-III.
3. Touch “ERASE”.
4. Perform DTC Confirmation Procedure.
   See PCS-70, "DTC Logic".

Is DTC detected?

YES >> Replace BCM. Refer to BCS-81, "Removal and Installation"
NO >> INSPECTION END

PUSH-BUTTON IGNITION SWITCH

Component Function Check

INFOID:0000000006220222

1.CHECK FUNCTION

1. Select “PUSH SW” in “Data Monitor” of BCM with CONSULT-III.
2. Check the push-button ignition switch signal under the following conditions.

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

Is the indication normal?

YES >> INSPECTION END.
NO >> Go to PCS-71, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000006220223

1.CHECK PUSH-BUTTON IGNITION SWITCH OUTPUT SIGNAL 1

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

(+)		(–)	Voltage (V) (Approx.)
Push-button ignition switch			
Connector	Terminal		
M101	4	Ground	12

Is the inspection result normal?

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

2.CHECK PUSH-BUTTON IGNITION SWITCH CIRCUIT 1

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

BCM		Push-button ignition switch		Continuity
Connector	Terminal	Connector	Terminal	
M71	100	M101	4	Existed

3. Check continuity between BCM harness connector and ground.

BCM		Ground	Continuity
Connector	Terminal		
M71	100		Not existed

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-81, "Removal and Installation".
NO >> Repair or replace harness.

3.CHECK PUSH-BUTTON IGNITION SWITCH OUTPUT SIGNAL 2

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

(+)		(–)	Voltage (V) (Approx.)
IPDM E/R			
Connector	Terminal		
E17	66	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

4.CHECK PUSH-BUTTON IGNITION SWITCH CIRCUIT 2

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

IPDM E/R		Push-button ignition switch		Continuity
Connector	Terminal	Connector	Terminal	
E17	66	M101	4	Existed

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

IPDM E/R		Ground	Continuity
Connector	Terminal		
E17	66		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R.
NO >> Repair or replace harness.

5.CHECK PUSH-BUTTON IGNITION SWITCH GROUND CIRCUIT

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

Push-button ignition switch		Ground	Continuity
Connector	Terminal		
M101	1		Existed

Is the inspection result normal?

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

6.CHECK PUSH-BUTTON IGNITION SWITCH

Refer to PCS-72, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace push-button ignition switch.

7.CHECK INTERMITTENT INCIDENT

Refer to GI-40, "Intermittent Incident".

>> INSPECTION END

Component Inspection

INFOID:0000000006220224

1.CHECK PUSH-BUTTON IGNITION SWITCH

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

Push-button ignition switch		Condition	Continuity
Terminal			
4	1	Pressed	Existed
		Not pressed	Not existed

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace push-button ignition switch.

PUSH-BUTTON IGNITION SWITCH POSITION INDICATOR

Description

INFOID:0000000006220225

Push-button ignition switch changes the power supply position.
BCM maintains the power supply position status.
BCM changes the power supply position with the operation of the push-button ignition switch.

Component Function Check

INFOID:0000000006220226

1.CHECK FUNCTION

Check push-button ignition switch (“LOCK INDICATOR”, “ACC INDICATOR” and “IGNITION ON IND”) in Active Test of BCM with CONSULT-III.

Test item		Description	
LOCK INDICATOR ACC INDICATOR IGNITION ON IND	ON	Position indicator	Illuminates
	OFF		Does not illuminate

Is the inspection result normal?

YES >> INSPECTION END.
NO >> Refer to PCS-74, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000006220227

1.CHECK PUSH-BUTTON IGNITION SWITCH INPUT SIGNAL

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

(+)		(–)	Voltage (V) (Approx.)
Push-button ignition switch			
Connector	Terminal		
M101	8	Ground	Battery voltage

Is the inspection normal?

YES >> GO TO 2.
NO-1 >> Check 10 A fuse [No.10, located in fuse block (J/B)].
NO-2 >> Check harness for open or short between push-button ignition switch and fuse.

2.CHECK BCM INPUT

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

(+)		(–)	Voltage (V) (Approx.)
BCM			
Connector	Terminal		
M101	73	Ground	Battery voltage
	91		
	109		

Is the inspection normal?

YES >> Replace BCM. Refer to BCS-81, "Removal and Installation".
NO >> GO TO 3.

3.CHECK PUSH-BUTTON IGNITION SWITCH CIRCUIT

1. Disconnect push-button ignition switch connector.

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

Indicator	BCM		Push-button ignition switch		Continuity
	Connector	Terminal	Connector	Terminal	
LOCK	M71	91	M101	5	Existed
ACC		109		6	
ON		73		7	

3. Check continuity between BCM harness connector and ground.

Indicator	BCM			Continuity
	Connector	Terminal		
LOCK	M71	91	Ground	Not existed
ACC		109		
ON		73		

Is the inspection normal?

YES >> Replace push-button ignition switch.
NO >> Repair or replace harness.

SYMPTOM DIAGNOSIS

PUSH-BUTTON IGNITION SWITCH DOES NOT OPERATE

Description

INFOID:0000000006220228

Check that vehicle is under the condition shown in “Conditions of vehicle” before starting diagnosis, and check each symptom.

NOTE:

The engine start function, door lock function, power distribution system, and NATS-IVIS/NVIS in the Intelligent Key system are closely related to each other regarding control. The vehicle security function can operate only when the door lock and power distribution system are operating normally.

Conditions of Vehicle (Operating Conditions)

- “ENGINE START BY I-KEY” in “WORK SUPPORT” is ON when setting on CONSULT-III.
- One or more of Intelligent Keys with registered Intelligent Key ID is in the vehicle.

Diagnosis Procedure

INFOID:0000000006220229

1.PERFORM WORK SUPPORT

Perform “INSIDE ANT DIAGNOSIS” on Work Support of “INTELLIGENT KEY”.
Refer to DLK-41, "INTELLIGENT KEY : CONSULT-III Function (BCM - INTELLIGENT KEY)".

>> GO TO 2.

2.PERFORM SELF-DIAGNOSIS RESULT

Perform Self-Diagnosis Result of “BCM”.

Is DTC detected?

YES >> Refer to BCS-57, "DTC Index".
NO >> GO TO 3.

3.CHECK PUSH-BUTTON IGNITION SWITCH

Check push-button ignition switch.
Refer to PCS-71, "Component Function Check".

Is the operation normal?

YES >> GO TO 4.
NO >> Repair or replace malfunctioning parts.

4.CONFIRM THE OPERATION

Confirm the operation again.

Is the inspection normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> GO TO 1.

PUSH-BUTTON IGNITION SWITCH POSITION INDICATOR DOES NOT ILLUMINATE

Description

INFOID:0000000006220230

- Before performing the diagnosis in the following table, check “Work Flow”. Refer to PCS-53, "Work Flow".
- Check that vehicle is under the condition shown in “Conditions of vehicle” before starting diagnosis, and check each symptom.

Conditions of Vehicle (Operating Conditions)

- “ENGINE START BY I-KEY” in “WORK SUPPORT” is ON when setting on CONSULT-III.
- One or more of Intelligent Keys with registered Intelligent Key ID is in the vehicle.

Diagnosis Procedure

INFOID:0000000006220231

1.CHECK PUSH-BUTTON IGNITION SWITCH INDICATOR

Check push-button ignition switch indicator.
Refer to PCS-74, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace the malfunctioning parts.

2.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> GO TO 1.

REMOVAL AND INSTALLATION

PUSH-BUTTON IGNITION SWITCH

Exploded View

INFOID:0000000006376371

Refer to IP-13, "Exploded View".

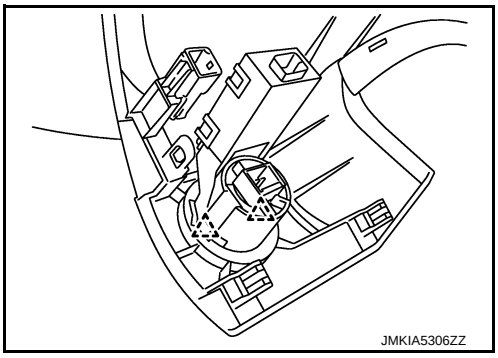
Removal and Installation

INFOID:0000000006376372

REMOVAL

1. Remove the cluster lid A. Refer to IP-14, "Removal and Installation".
2. Disengage the push-button ignition switch fixing pawl and then remove push-button ignition switch.

: Pawl



INSTALLATION

Install in the reverse order of removal.