

SECTION **PG**

POWER SUPPLY, GROUND & CIRCUIT ELEMENTS

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PRECAUTIONS

PRECAUTIONS

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Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

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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 and SB section 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 which 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 section.
- 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.

Wiring Diagrams and Trouble Diagnosis

EKS00FSI

When you read wiring diagrams, refer to the following:

- Refer to [GI-13, "How to Read Wiring Diagrams"](#) in GI section.
- Refer to [PG-4, "POWER SUPPLY ROUTING CIRCUIT"](#) for power distribution.

When you perform trouble diagnosis, refer to the following:

- Refer to [GI-10, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#) in GI section.
- Refer to [GI-25, "How to Perform Efficient Diagnosis for an Electrical Incident"](#) in GI section.

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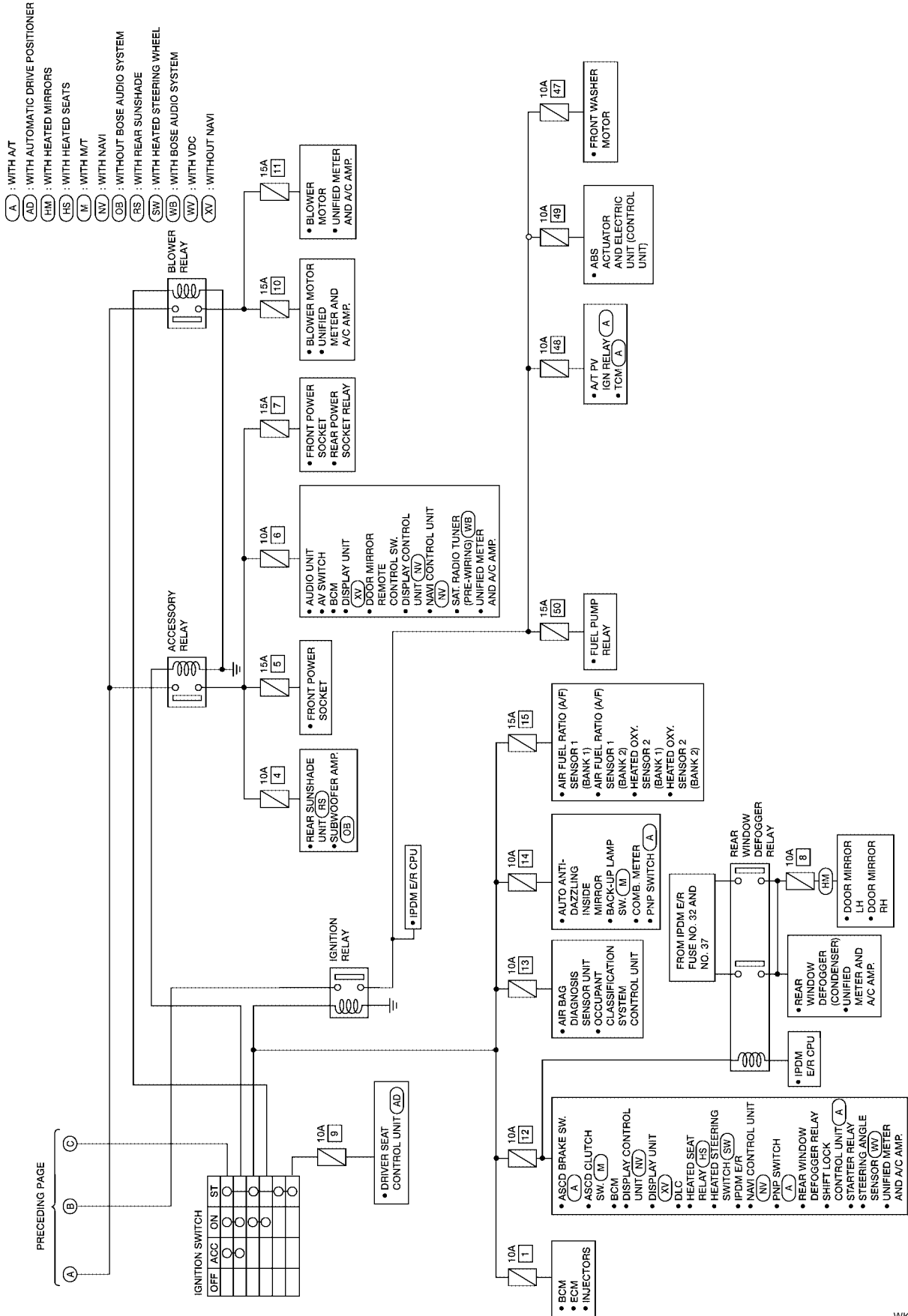
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POWER SUPPLY ROUTING CIRCUIT

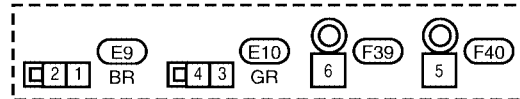
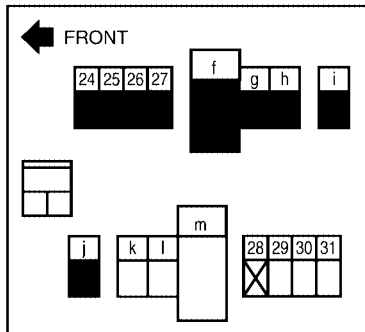
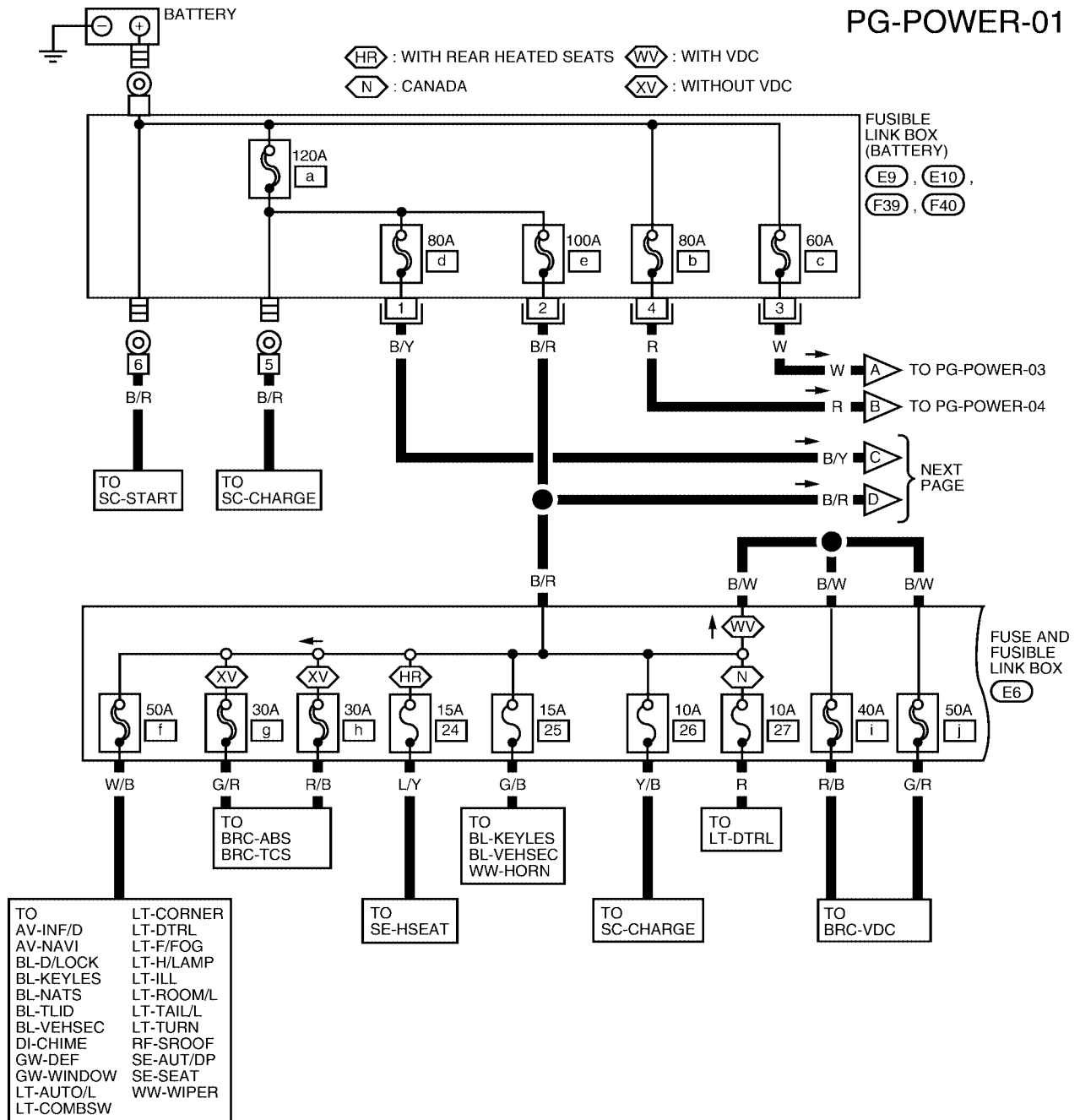


POWER SUPPLY ROUTING CIRCUIT

EKS009HY

Wiring Diagram — POWER — BATTERY POWER SUPPLY — IGNITION SW. IN ANY POSITION

PG-POWER-01

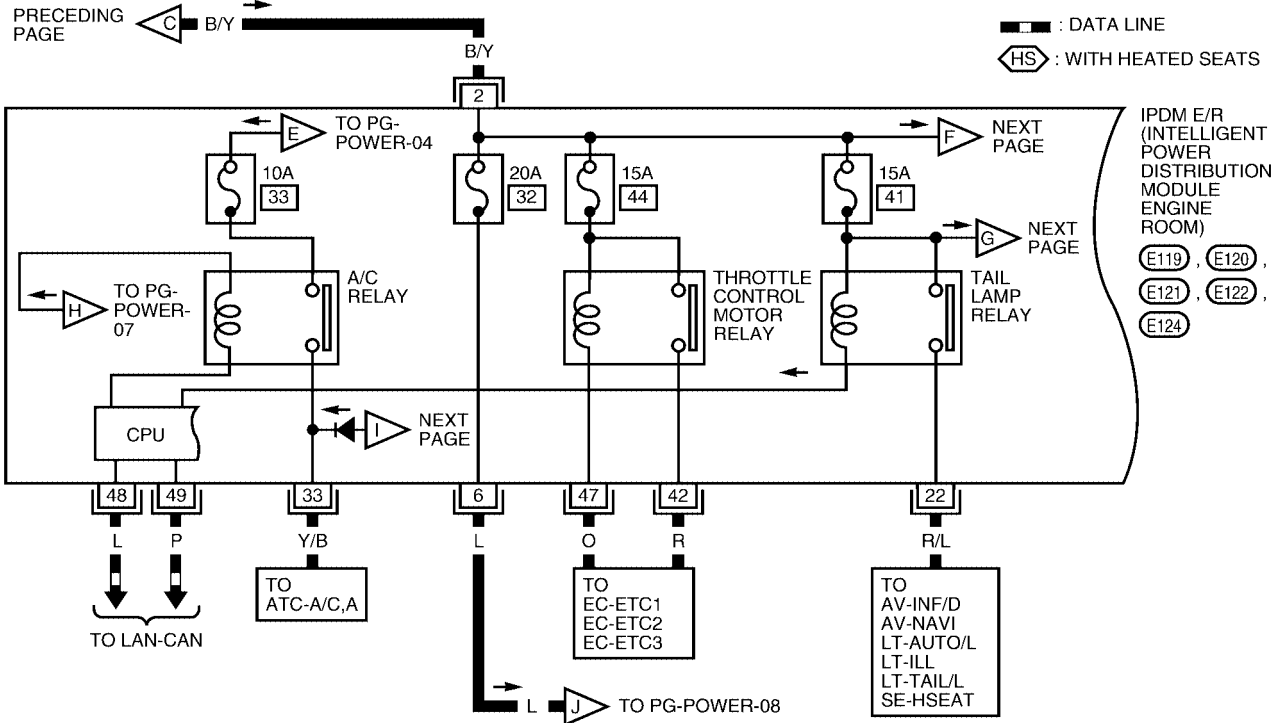


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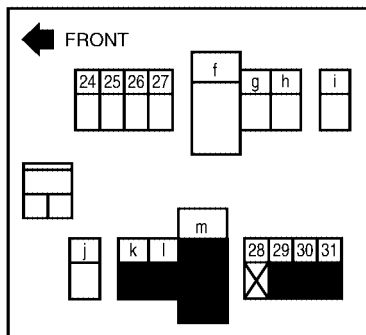
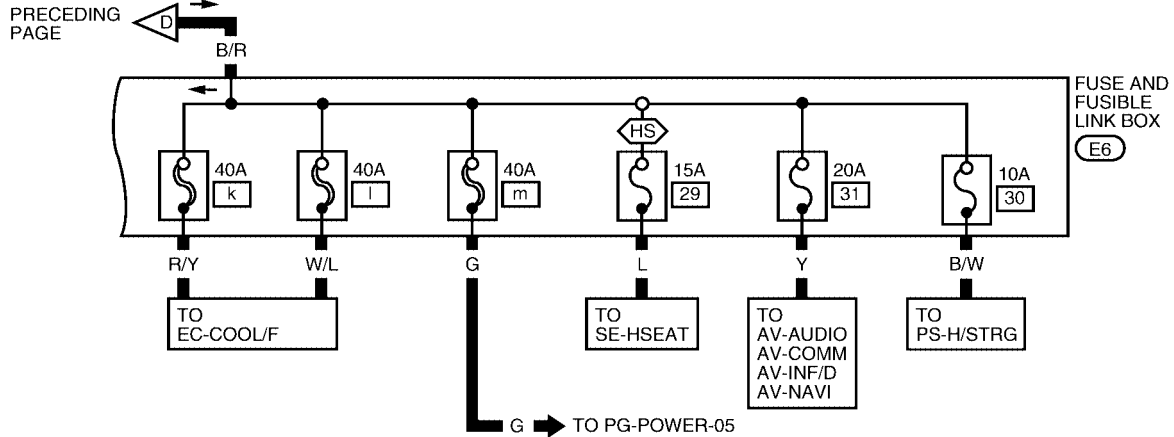
POWER SUPPLY ROUTING CIRCUIT

PG-POWER-02

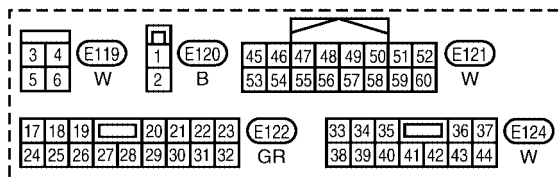
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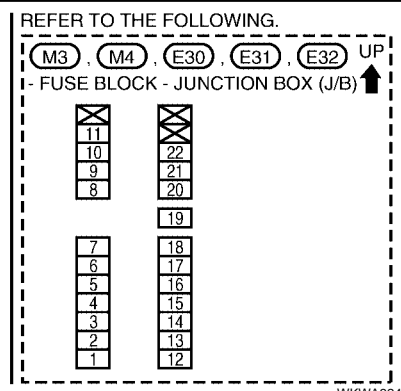
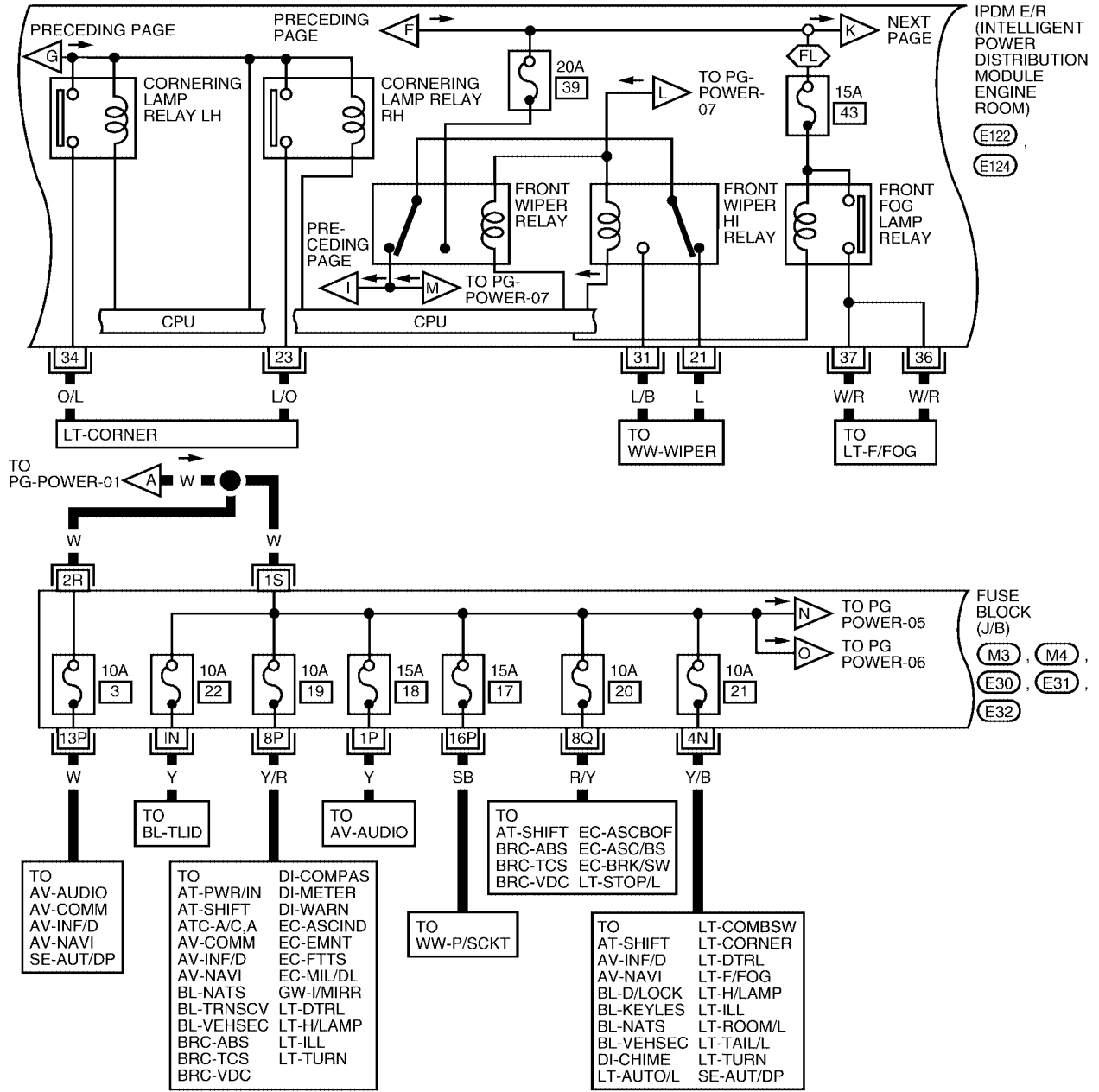


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POWER SUPPLY ROUTING CIRCUIT

PG-POWER-03

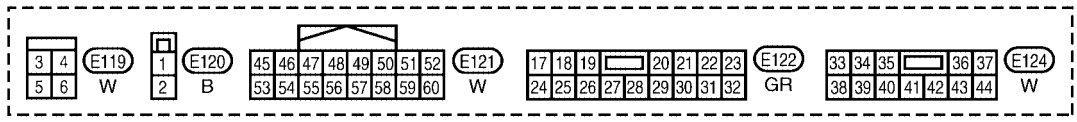
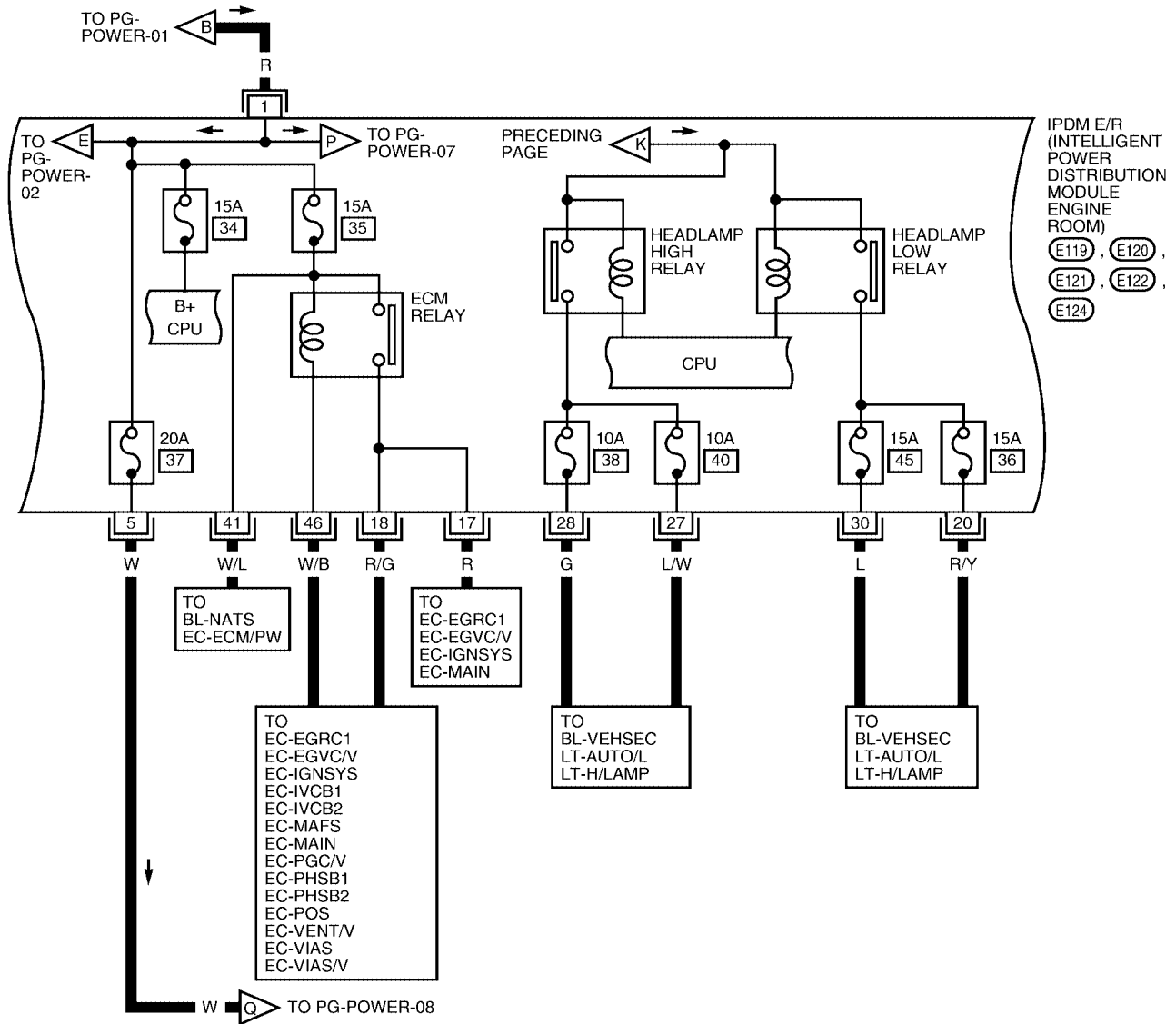
⬡(FL) : WITH FRONT FOG LAMPS



WKWA3246E

POWER SUPPLY ROUTING CIRCUIT

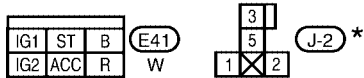
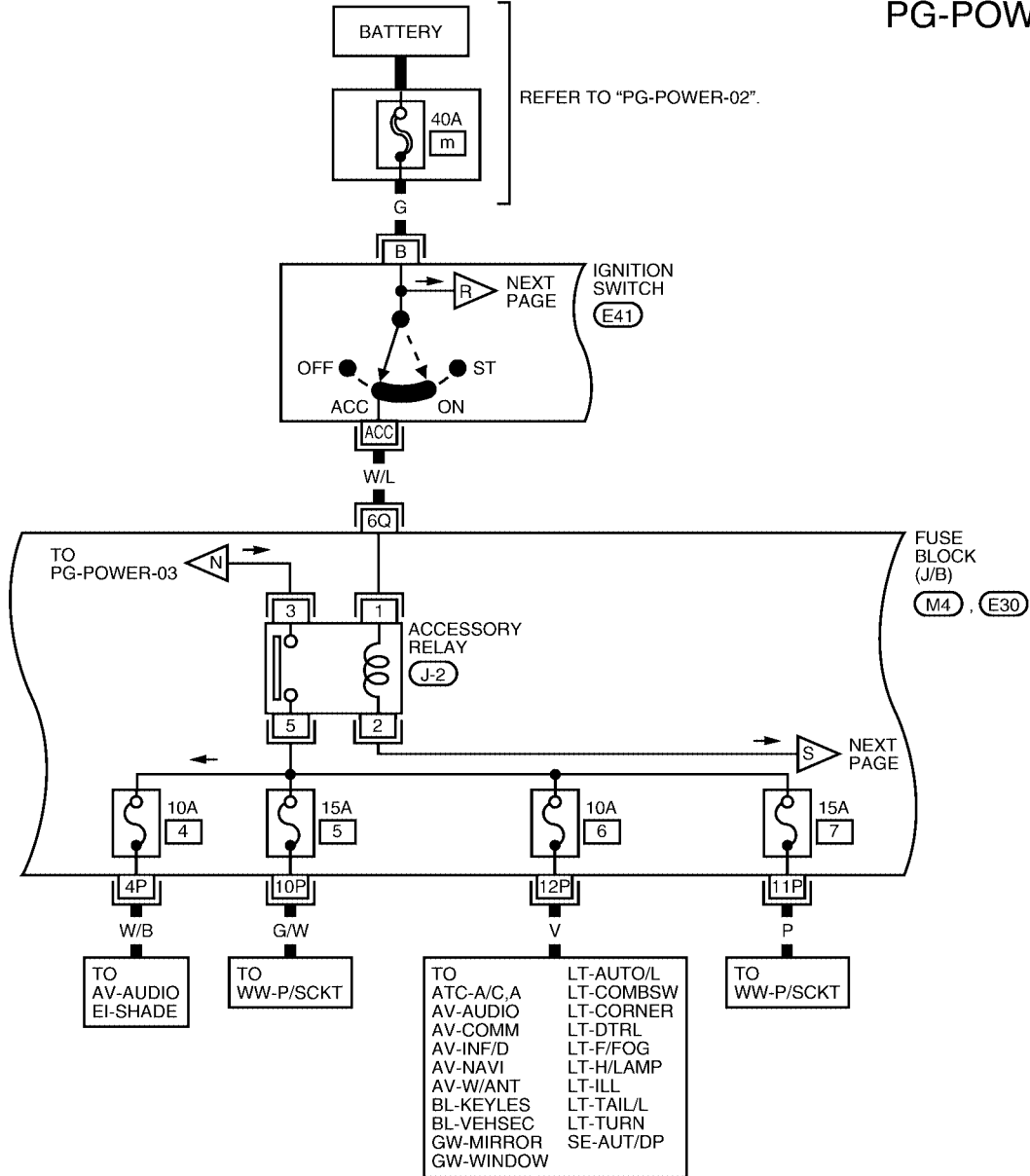
PG-POWER-04



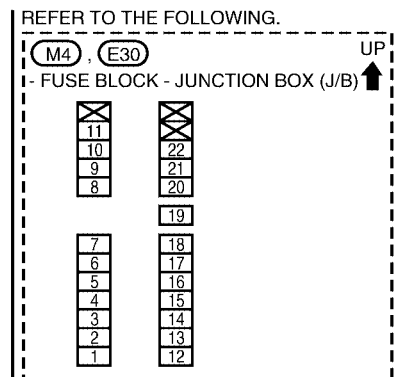
POWER SUPPLY ROUTING CIRCUIT

ACCESSORY POWER SUPPLY — IGNITION SW. IN ACC OR ON

PG-POWER-05



* : THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT".

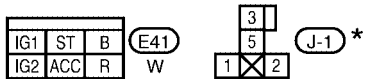
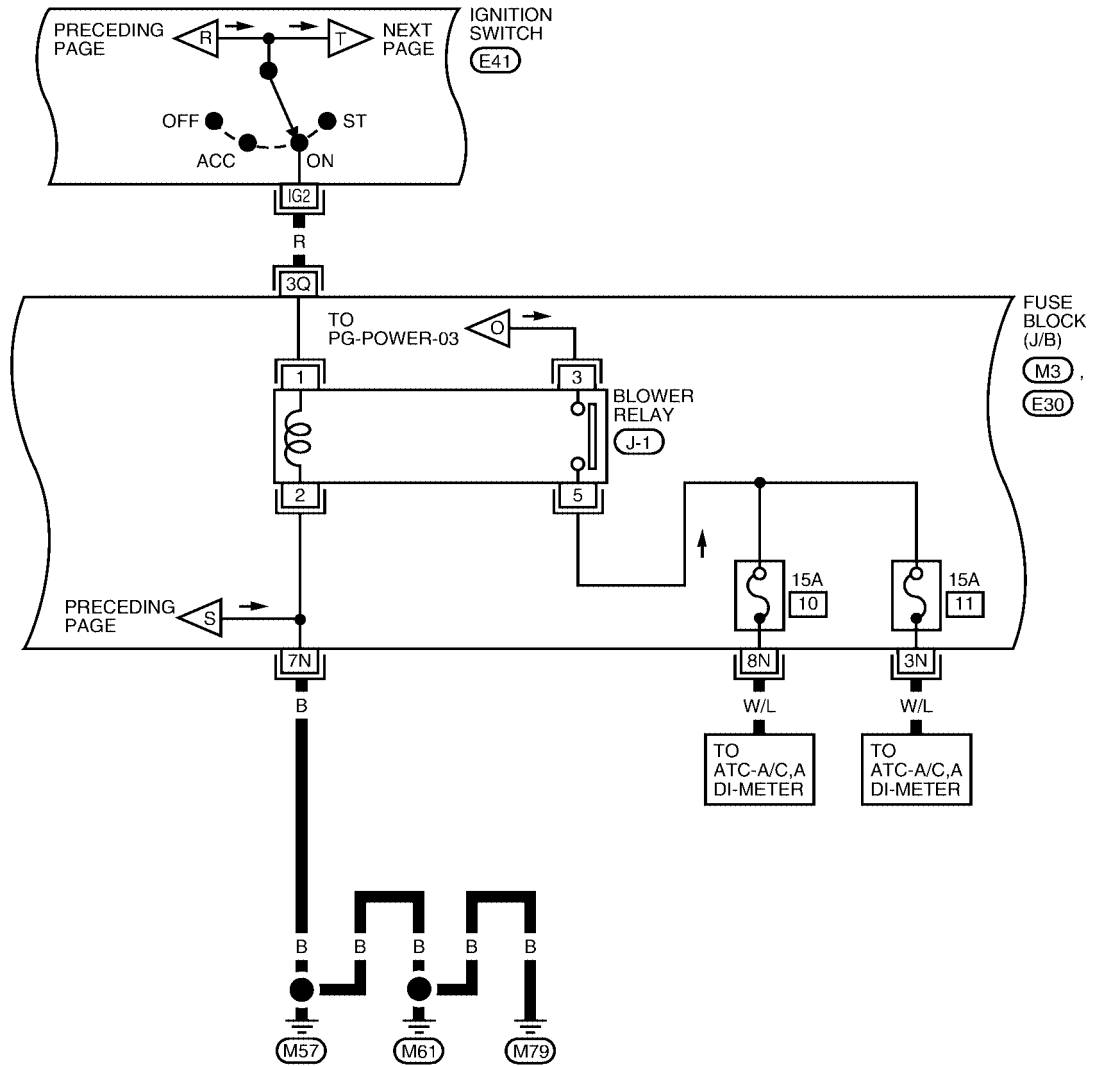


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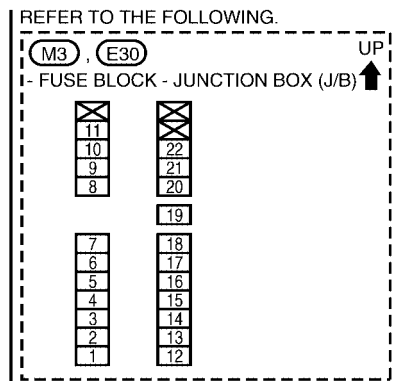
POWER SUPPLY ROUTING CIRCUIT

IGNITION POWER SUPPLY — IGNITION SW. IN ON

PG-POWER-06



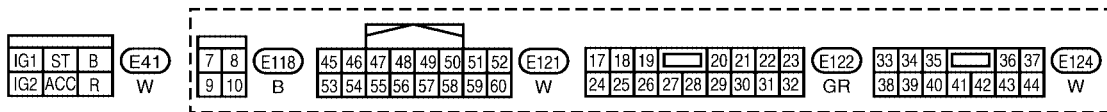
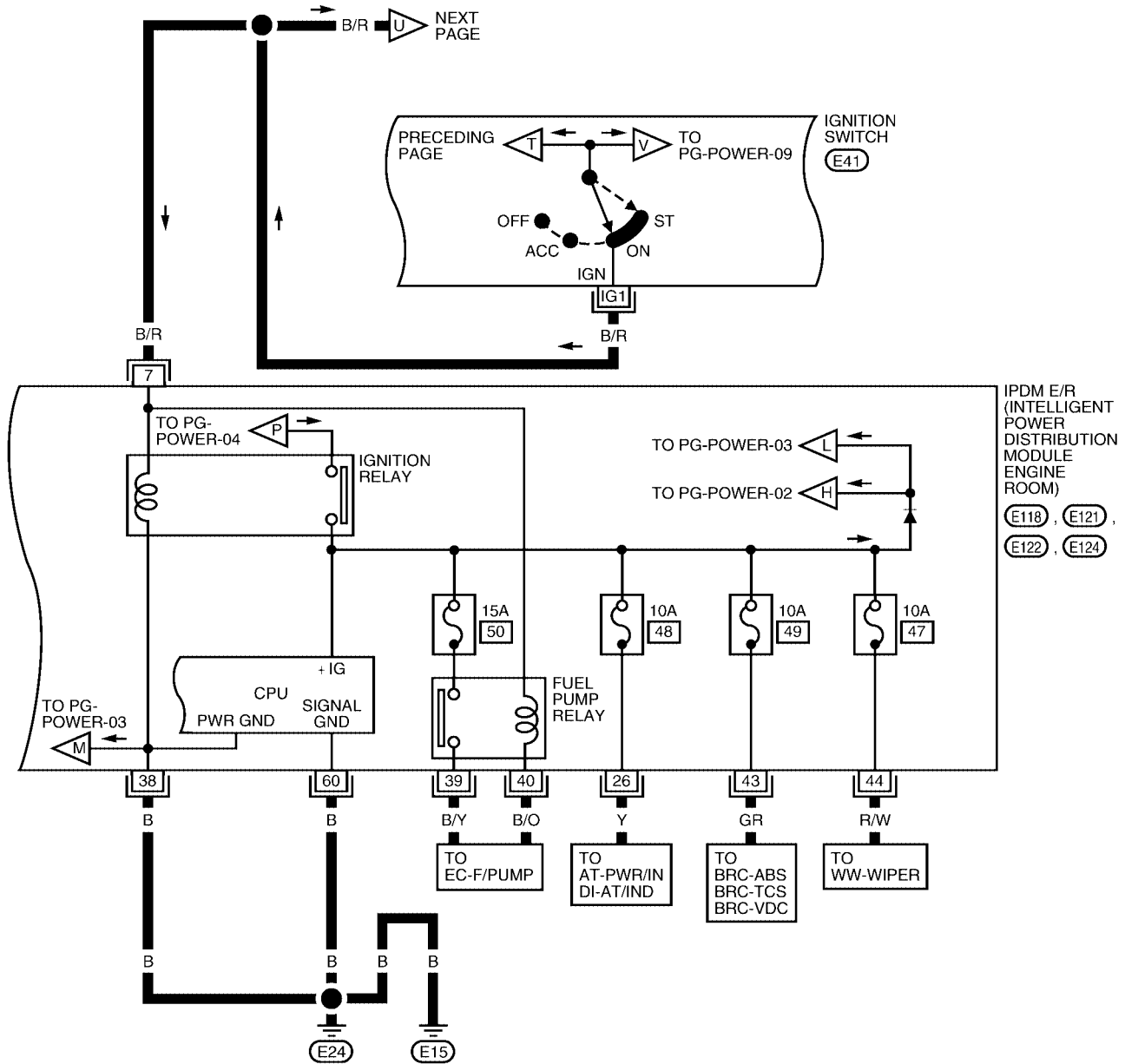
*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT".



POWER SUPPLY ROUTING CIRCUIT

IGNITION POWER SUPPLY — IGNITION SW. IN ON AND/OR START

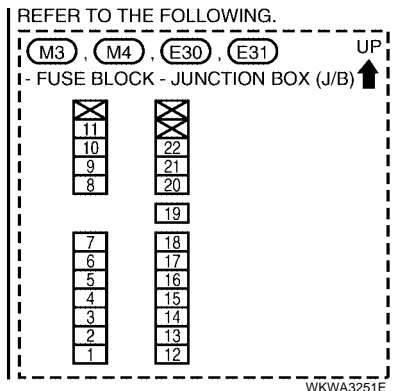
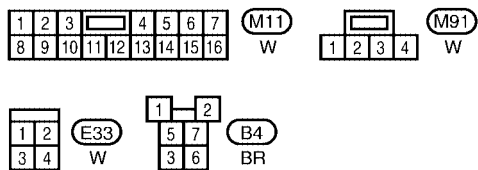
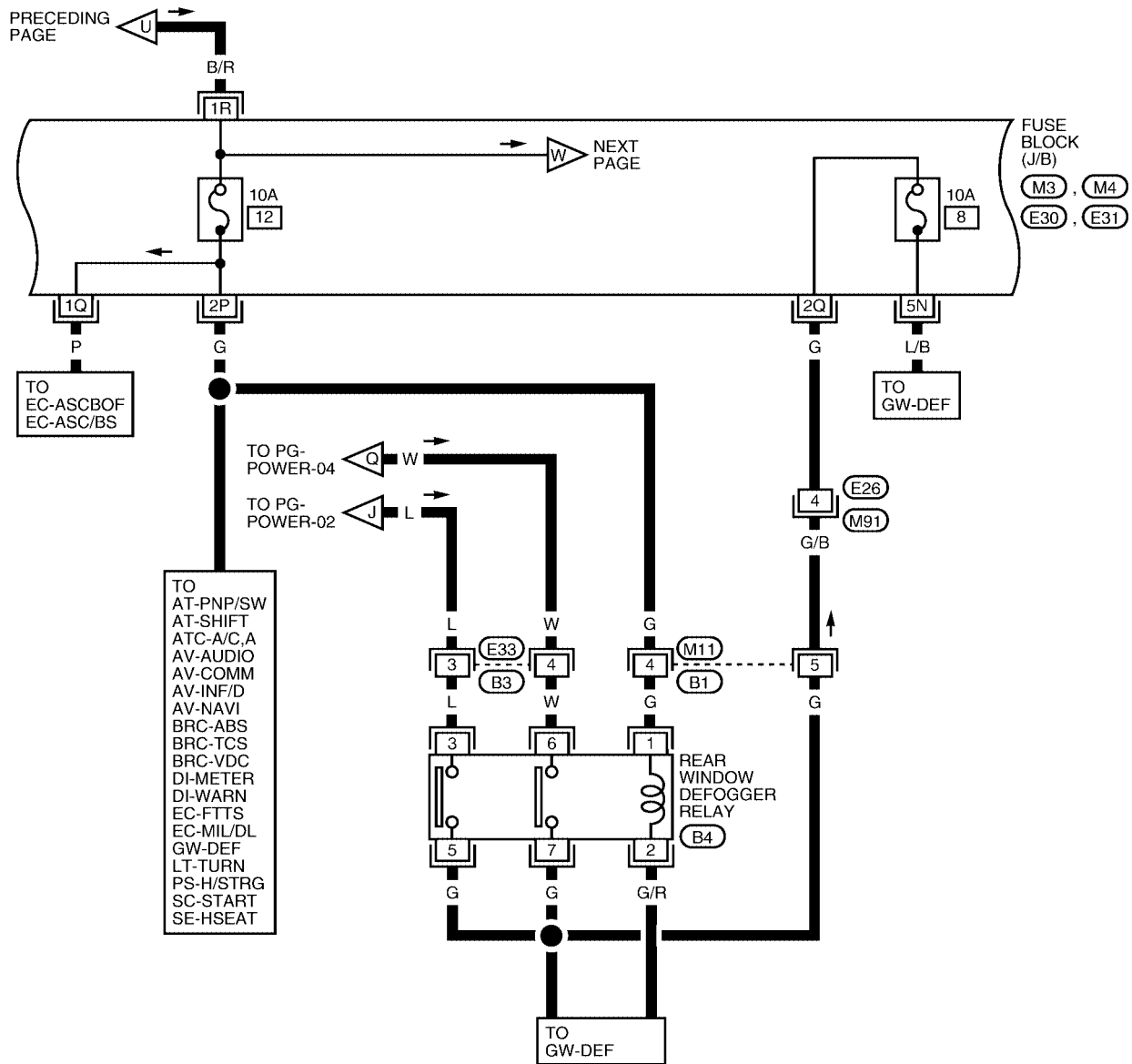
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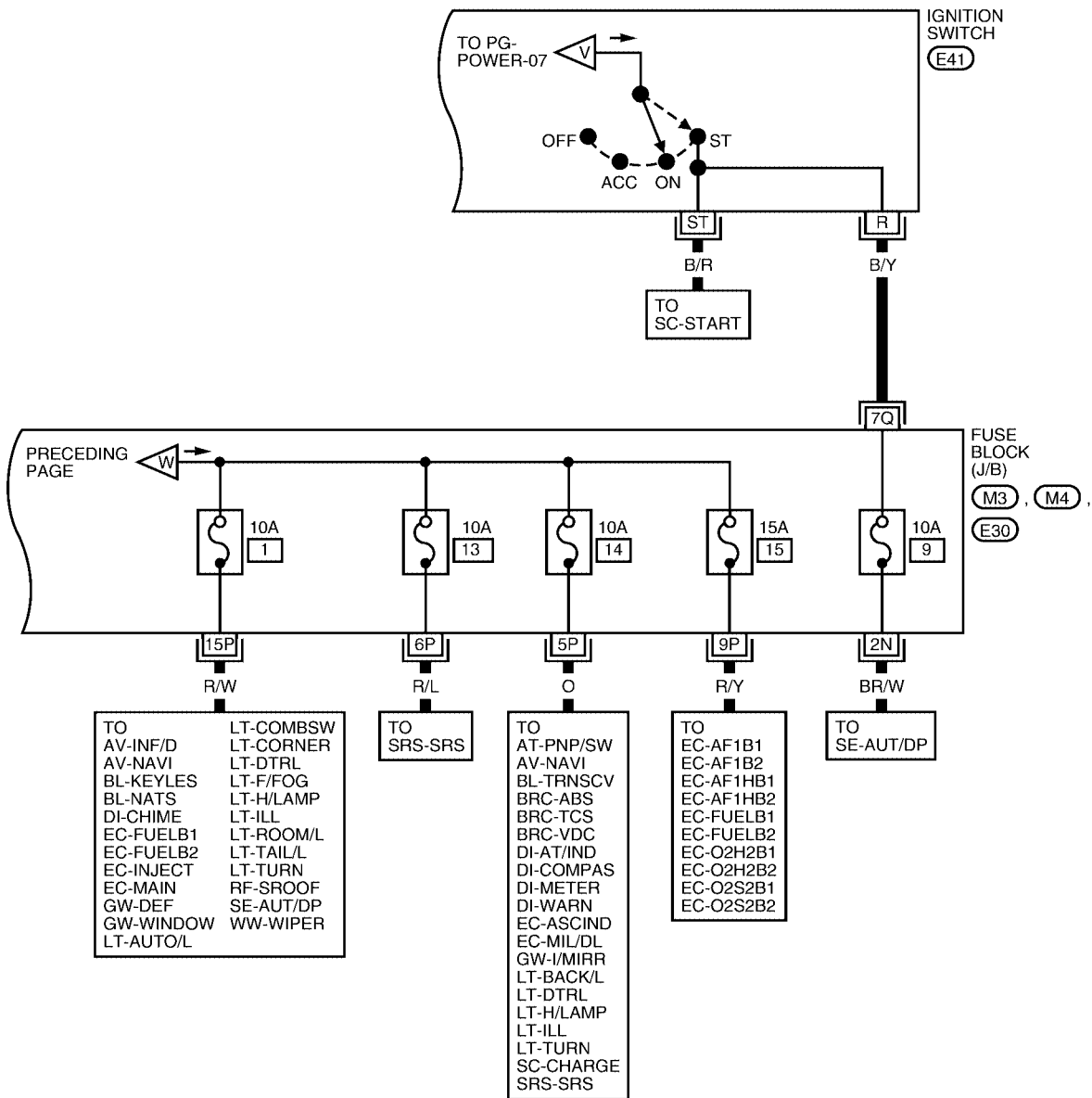
POWER SUPPLY ROUTING CIRCUIT

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POWER SUPPLY ROUTING CIRCUIT

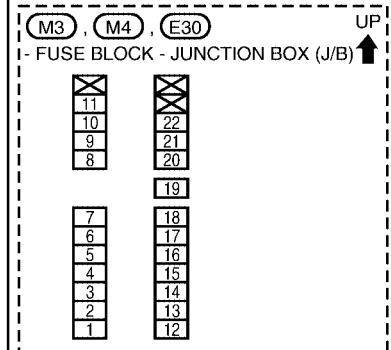
PG-POWER-09



IG1	ST	B	(E41)
IG2	ACC	R	

W

REFER TO THE FOLLOWING.



WKWA3252E

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

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

PFP:284B7

System Description

EKS009HZ

- IPDM E/R (Intelligent Power Distribution Module Engine Room) integrates the relay box and fuse block which were originally placed in engine compartment. It controls integrated relays via IPDM E/R control circuit.
- IPDM E/R-integrated control circuit performs ON-OFF operation of relays, CAN communication control, oil pressure switch signal reception, etc.
- It controls operation of each electrical component via BCM and CAN communication lines.

CAUTION:

None of the IPDM E/R-integrated relays can be removed.

SYSTEMS CONTROLLED BY IPDM E/R

1. Lamp control
Using CAN communication lines, it receives signal from BCM and controls the following lamps:
 - Head lamps (Hi, Lo)
 - Parking lamps
 - Tail lamps
 - Cornering lamps
 - Front fog lamps
2. Wiper control
Using CAN communication lines, it receives signals from BCM and controls the front wipers.
3. Rear window defogger relay control
Using CAN communication lines, it receives signals from BCM and controls the rear window defogger relay.
4. A/C compressor control
Using CAN communication lines, it receives signals from ECM and controls the A/C compressor (magnetic clutch).
5. Cooling fan control
Using CAN communication lines, it receives signals from ECM and controls cooling fan.
6. Horn control
Using CAN communication lines, it receives signals from BCM and controls horn relay.

CAN COMMUNICATION LINE CONTROL

With CAN communication, by connecting each control unit using two communication lines (CAN L-line, CAN H-line), it is possible to transmit a maximum amount of information with minimum wiring. Each control unit can transmit and receive data, and reads necessary information only.

1. Fail-safe control
 - When CAN communication with other control units is impossible, IPDM E/R performs fail-safe control. After CAN communication returns to normal operation, it also returns to normal control.
 - Operation of control parts by IPDM E/R during fail-safe mode is as follows:

Controlled system	Fail-safe mode
Headlamp	<ul style="list-style-type: none">● With the ignition switch ON, the headlamp (low) is ON.● With the ignition switch OFF, the headlamp (low) is OFF.
Tail and parking lamps	<ul style="list-style-type: none">● With the ignition switch ON, the tail and parking lamps are ON.● With the ignition switch OFF, the tail and parking lamps are OFF.
Cooling fan	<ul style="list-style-type: none">● With the ignition switch ON, the cooling fan HI operates.● With the ignition switch OFF, the cooling fan stops.
Front wiper	Until the ignition switch is turned off, the front wiper LO and HI remains in the same status it was in just before fail-safe control was initiated.
Rear window defogger	Rear window defogger relay OFF
A/C compressor	A/C compressor OFF
Front fog lamps	Front fog lamp relay OFF

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

IPDM E/R STATUS CONTROL

In order to save power, IPDM E/R switches status by itself based on each operating condition.

1. CAN communication status
 - CAN communication is normally performed with other control units.
 - Individual unit control by IPDM E/R is normally performed.
 - When sleep request signal is received from BCM, mode is switched to sleep waiting status.
2. Sleep waiting status
 - Process to stop CAN communication is activated.
 - All systems controlled by IPDM E/R are stopped. When 1 second has elapsed after CAN communication with other control units is stopped, mode switches to sleep status.
3. Sleep status
 - IPDM E/R operates in low current-consumption mode.
 - CAN communication is stopped.
 - When a change in CAN communication signal is detected, mode switches to CAN communication status.
 - When a change in ignition switch signal is detected, mode switches to CAN communication status.

Function of Detecting Ignition Relay Malfunction

EKS00910

- When the integrated ignition relay is stuck in a "closed contact" position and cannot be turned OFF, IPDM E/R turns ON tail and parking lamps for 10 minutes to indicate IPDM E/R malfunction.
- When the state of the integrated ignition relay does not agree with the state of the ignition switch signal received via CAN communication, the IPDM E/R activates the tail lamp relay.

Ignition switch signal	Ignition relay status	Tail lamp relay
ON	ON	—
OFF	OFF	—
ON	OFF	—
OFF	ON	ON (10 minutes)

NOTE:

When the ignition switch is turned ON, the tail lamps are OFF.

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

CONSULT-II Function (IPDM E/R)

EKS00911

CONSULT-II can display each diagnostic item using the diagnostic test modes shown following.

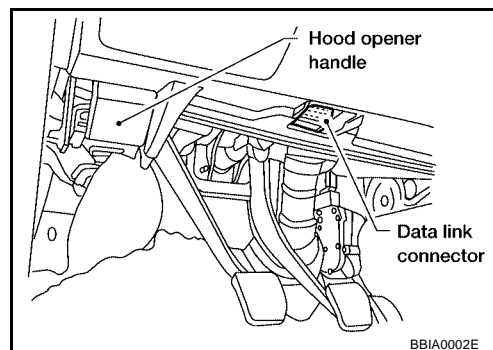
IPDM E/R diagnostic mode	Description
SELF-DIAG RESULTS	Displays IPDM E/R self-diagnosis results.
DATA MONITOR	Displays IPDM E/R input/output data in real time.
CAN DIAG SUPPORT MNTR	The result of transmit/receive diagnosis of CAN communication can be read.
ACTIVE TEST	Operation of electrical loads can be checked by sending drive signal to them.

CONSULT-II BASIC OPERATION

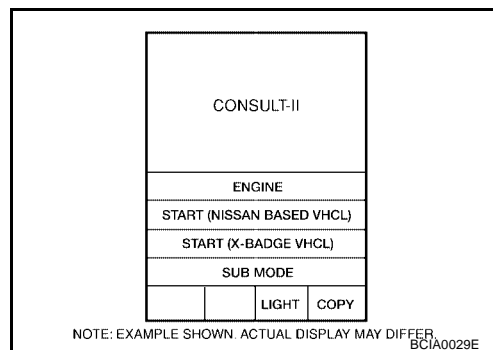
CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carries out CAN communication.

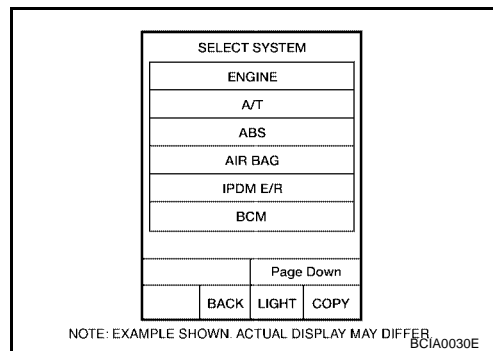
1. With the ignition switch OFF, connect CONSULT-II and CONSULT-II CONVERTER to the data link connector, then turn ignition switch ON.



2. Touch "START (NISSAN BASED VHCL)".

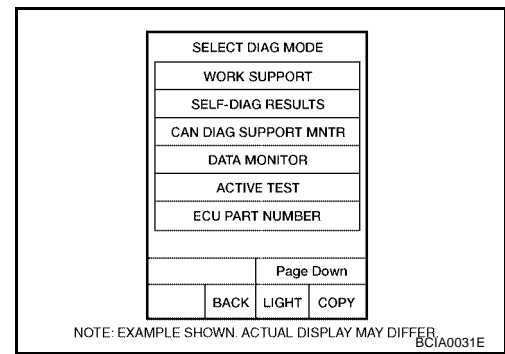


3. Touch "IPDM E/R" on "SELECT SYSTEM" screen.
 - If "IPDM E/R" is not displayed, print "SELECT SYSTEM" screen, then refer to [GI-37, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).



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

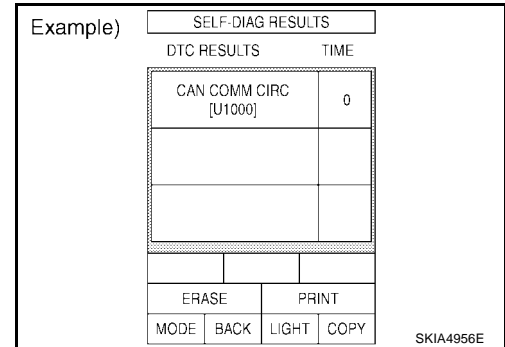
- Select the desired part to be diagnosed on the “SELECT DIAG MODE” screen.



SELF-DIAGNOSTIC RESULTS

Operation Procedure

- Touch “SELF-DIAG RESULTS” on “SELECT DIAG MODE” screen.
- Self-diagnosis results are displayed.



Display Item List

Display items	CONSULT-II display code	Error return condition	TIME		Possible causes
			CRNT	PAST	
NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	—	—	—	—	—
CAN COMM CIRC	U1000	<ul style="list-style-type: none"> If CAN communication reception/transmission data has an error, or if any of the control units fail, data reception/transmission cannot be confirmed. When the data in CAN communication is not received before the specified time. 	X	X	Any of items listed below have errors: <ul style="list-style-type: none"> TRANSMIT DIAG ECM BCM/SEC

NOTE:

The details for display of the period are as follows:

- CRNT: Error currently detected with IPDM E/R.
- PAST: Error detected in the past and placed in IPDM E/R memory.

DATA MONITOR

Operation Procedure

- Touch “DATA MONITOR” on “SELECT DIAG MODE” screen.
- Touch “ALL SIGNALS”, “MAIN SIGNALS” or “SELECTION FROM MENU” on the “DATA MONITOR” screen.

ALL SIGNALS	All signals will be monitored.
MAIN SIGNALS	Monitors the predetermined item(s).
SELECTION FROM MENU	Selects and monitors individual signal(s).

- Touch “START”.
- Touch the required monitoring item on “SELECTION FROM MENU”.

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

5. Touch "RECORD" while monitoring to record the status of the item being monitored. To stop recording, touch "STOP".

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

All Signals, Main Signals, Selection From Menu

Item name	CONSULT-II screen display	Display or unit	Monitor item selection			Description
			ALL SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
Motor fan request	MOTOR FAN REQ	1/2/3/4	X	X	X	Signal status input from ECM
Compressor request	AC COMP REQ	ON/OFF	X	X	X	Signal status input from ECM
Position lights request	TAIL & CLR REQ	ON/OFF	X	X	X	Signal status input from BCM
Headlamp LO request	HL LO REQ	ON/OFF	X	X	X	Signal status input from BCM
Headlamp HI request	HL HI REQ	ON/OFF	X	X	X	Signal status input from BCM
Front fog lights request	FR FOG REQ	ON/OFF	X	X	X	Signal status input from BCM
FR wiper request	FR WIP REQ	STOP/1LO/LO/HI	X	X	X	Signal status input from BCM
Wiper auto stop	WIP AUTO STOP	ACT P/STOP P	X	X	X	Output status of IPDM E/R
Wiper protection	WIP PROT	OFF/LS/HS/Block	X		X	Control status of IPDM E/R
Starter request	ST RLY REQ	ON/OFF	X		X	Status of input signal ^{NOTE}
Ignition relay status	IGN RLY	ON/OFF	X	X	X	Ignition relay status monitored with IPDM E/R
Rear defogger request	RR DEF REQ	ON/OFF	X	X	X	Signal status input from BCM
Oil pressure switch	OIL P SW	OPEN/CLOSE	X		X	Signal status input from IPDM E/R
Theft warning horn request	THFT HRN REQ	ON/OFF	X		X	Signal status input from BCM
Horn chirp	HORN CHIRP	ON/OFF	X		X	Output status of IPDM E/R
Cornering lamp request	CRNRNG LMP REQ	OFF/LEFT/RIGHT	X		X	Signal status input from BCM

NOTE:

Perform monitoring of IPDM E/R data with the ignition switch ON. When the ignition switch is in ACC position, display may not be correct.

ACTIVE TEST

Operation Procedure

1. Touch "ACTIVE TEST" on "SELECT DIAG-MODE" screen.
2. Touch item to be tested, and check operation.
3. Touch "START".
4. Touch "STOP" while testing to stop the operation.

Test name	CONSULT-II screen display	Description
Tail lamp output	TAIL LAMP	With a certain ON-OFF operation, the tail lamp relay can be operated.
Rear defogger output	REAR DEFOGGER	With a certain ON-OFF operation, the rear defogger relay can be operated.
Front wiper (HI, LO) output	FRONT WIPER	With a certain operation (OFF, HI ON, LO ON), the front wiper relay (Lo, Hi) can be operated.
Cooling fan output	MOTOR FAN	With a certain operation (1, 2, 3, 4), the cooling fan can be operated.
Lamp (HI, LO, FOG) output	LAMPS	With a certain operation (OFF, HI ON, LO ON, FOG ON), the lamp relay (Lo, Hi, Fog) can be operated.

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

Test name	CONSULT-II screen display	Description
Cornering lamp output	CORNERING LAMP	With a certain operation (OFF, ON), the cornering lamp relay (RH, LH) can be operated.
Horn output	HORN	With a certain ON-OFF operation, the horn relay can be operated.

Auto Active Test DESCRIPTION

EKS00912

- In auto active test mode, operation inspection can be performed when IPDM E/R sends a drive signal to the following systems:
 - Rear window defogger
 - Front wipers
 - Tail and parking lamps
 - Cornering lamps
 - Front fog lamps
 - Headlamps (Hi, Lo)
 - A/C compressor (magnetic clutch)
 - Cooling fan

OPERATION PROCEDURE

1. Close hood and front door RH, and lift wiper arms away from windshield (to prevent glass damage by wiper operation).

NOTE:

When auto active test is performed with hood opened, sprinkle water on windshield beforehand.

2. Turn ignition switch OFF.
3. Turn ignition switch ON and, within 20 seconds, press front door switch LH 10 times. Then turn ignition switch OFF.
4. Turn ignition switch ON within 10 seconds after ignition switch OFF.
5. When auto active test mode is actuated, horn chirps once.
6. After a series of operations is repeated three times, auto active test is completed.

NOTE:

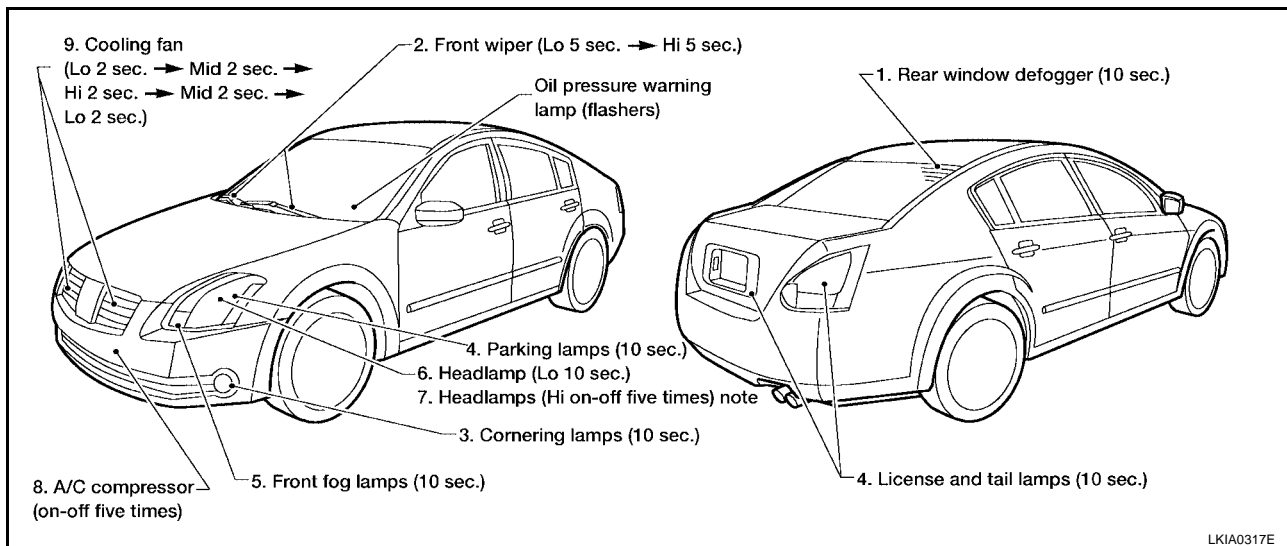
When auto active test mode has to be cancelled halfway, turn ignition switch OFF.

CAUTION:

Be sure to perform [BL-29, "Door Switch Check"](#) when the auto active test cannot be performed.

INSPECTION IN AUTO ACTIVE TEST MODE

- When auto active test mode is actuated, the following nine steps are repeated three times.



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

NOTE:

Turns ON-OFF the solenoid to switch Hi/Lo. In this case, the bulb does not illuminate.

Concept of Auto Active Test

- IPDM E/R actuates auto active test mode when it receives door switch signal from BCM via CAN communication line. Therefore, when auto active test mode is activated successfully, CAN communication between IPDM E/R and BCM is normal.
- If any of the systems controlled by IPDM E/R cannot be operated, possible cause can be easily diagnosed using auto active test.

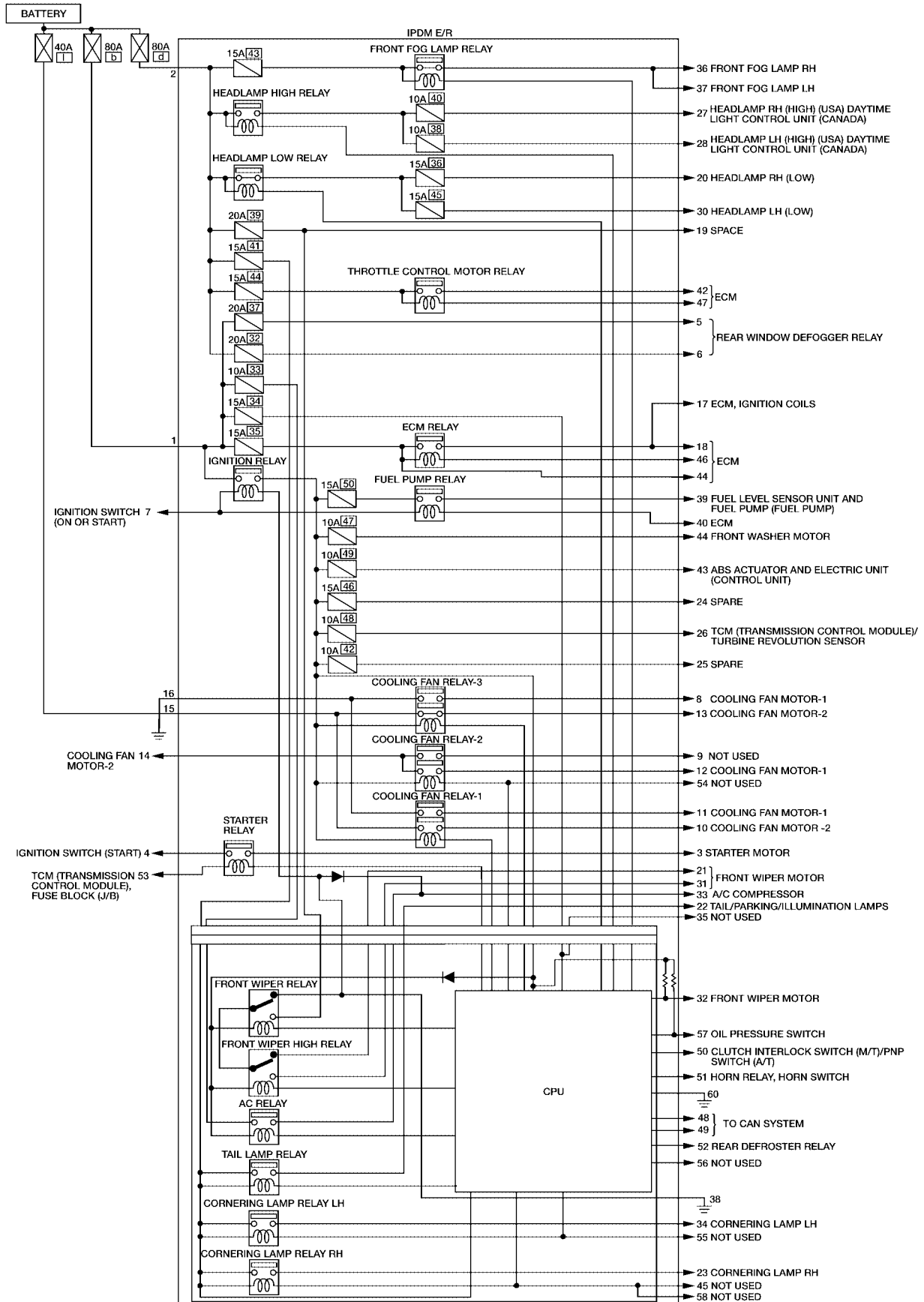
Diagnosis chart in auto active test mode

Symptom	Inspection contents	Possible cause	
Any of front wipers, tail and parking lamps, front fog lamps, cornering lamps, and head lamps (Hi, Lo) do not operate.	Perform auto active test. Does system in question operate?	YES	● BCM signal input system
		NO	<ul style="list-style-type: none"> ● Lamp/wiper motor malfunction ● Lamp/wiper motor ground circuit malfunction ● Harness/connector malfunction between IPDM E/R and system in question ● IPDM E/R (integrated relay) malfunction
Rear window defogger does not operate.	Perform auto active test. Does rear window defogger operate?	YES	● BCM signal input circuit
		NO	<ul style="list-style-type: none"> ● Rear window defogger relay circuit ● Open circuit of rear window defogger ● IPDM E/R malfunction
A/C compressor does not operate.	Perform auto active test. Does magnetic clutch operate?	YES	<ul style="list-style-type: none"> ● BCM signal input circuit ● CAN communication signal between BCM and ECM. ● CAN communication signal between ECM and IPDM E/R
		NO	<ul style="list-style-type: none"> ● Magnetic clutch malfunction ● Harness/connector malfunction between IPDM E/R and magnetic clutch ● IPDM E/R (integrated relay) malfunction
Cooling fan does not operate.	Perform auto active test. Does cooling fan operate?	YES	<ul style="list-style-type: none"> ● ECM signal input circuit ● CAN communication signal between ECM and IPDM E/R
		NO	<ul style="list-style-type: none"> ● Cooling fan motor malfunction ● Harness/connector malfunction between IPDM E/R and cooling fan motor ● IPDM E/R (integrated relay) malfunction
Oil pressure warning lamp does not operate.	Perform auto active test. Does oil pressure warning lamp blink?	YES	<ul style="list-style-type: none"> ● Harness/connector malfunction between IPDM E/R and oil pressure switch ● Oil pressure switch malfunction
		NO	<ul style="list-style-type: none"> ● CAN communication signal between BCM and Unified Meter and A/C Amp ● Combination meter

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

EKS00913

Schematic

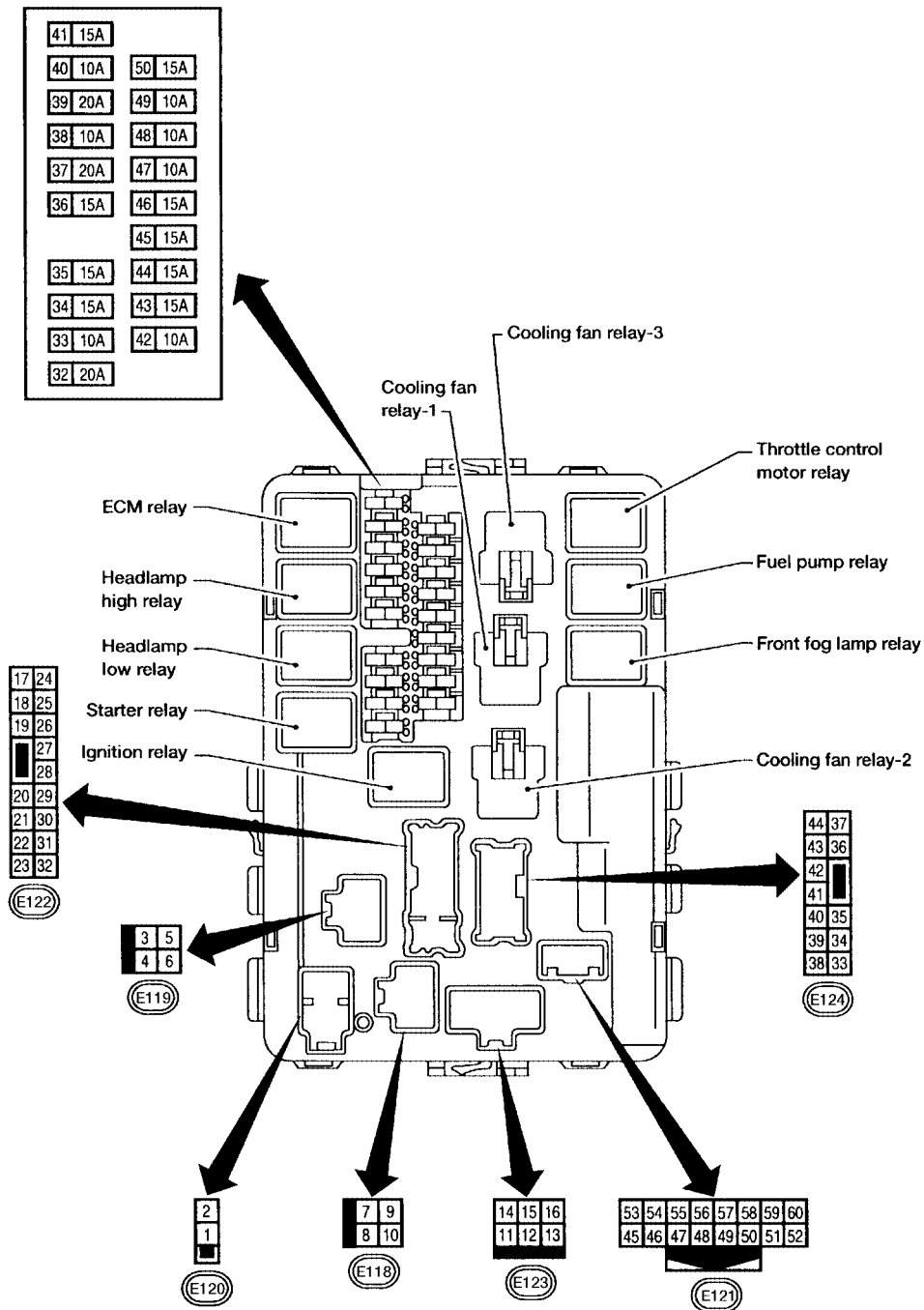


WKWA2066E

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

IPDM E/R Terminal Arrangement

EKS00914



LKWA0247E

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

IPDM E/R Power/Ground Circuit Inspection

EKS00915

1. FUSE AND FUSIBLE LINK INSPECTION

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

Terminal No.	Signal name	Fuse, fusible link No.
1, 2	Battery power	a, b, d

OK or NG

- OK >> GO TO 2.
- NG >> Replace fuse or fusible link.

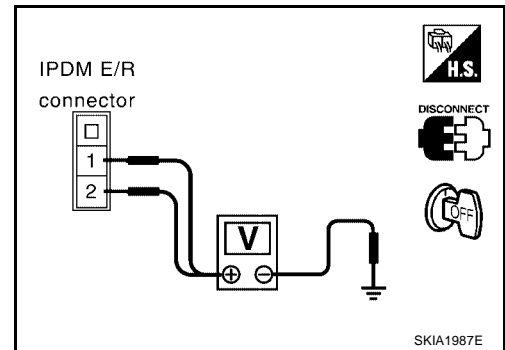
2. POWER CIRCUIT INSPECTION

1. Disconnect IPDM E/R harness connector E120.
2. Check voltage between IPDM E/R harness connector E120 terminals 1 (R), 2 (B/Y) and ground.

Battery voltage should exist

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace IPDM E/R power circuit harness.



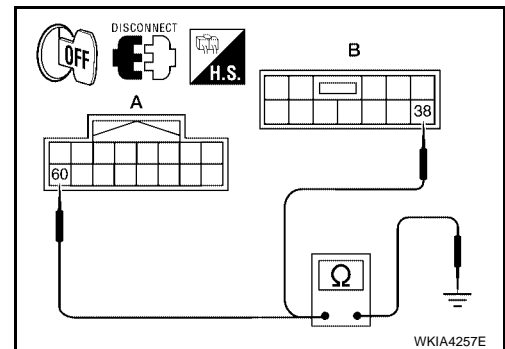
3. GROUND CIRCUIT INSPECTION

1. Disconnect IPDM E/R harness connectors E121 and E124.
2. Check continuity between IPDM E/R harness connector (A) E121 terminal 60 (B), (B) E124 terminal 38 (B) and ground.

Continuity should exist

OK or NG

- OK >> Inspection End.
- NG >> Repair or replace ground circuit harness of IPDM E/R.



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

Inspection with CONSULT-II (Self-Diagnosis)

EKS00916

CAUTION:

If a CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on which control unit(s) carry out CAN communication.

1. SELF-DIAGNOSIS RESULT CHECK

1. Connect CONSULT-II and select "IPDM E/R" on the Diagnosis System Selection screen.
2. Select "SELF-DIAG RESULTS" on the diagnosis mode selection screen.
3. Check display content in self-diagnosis results.

CONSULT-II Display	CONSULT-II display code	TIME		Details of diagnosis result
		CRNT	PAST	
NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	—	—	—	No malfunction
CAN COMM CIRC	U1000	X	X	Any of items listed below have errors: <ul style="list-style-type: none">● TRANSMIT DIAG● ECM● BCM/SEC

NOTE:

The Details for Display for the Period are as follows:

- CRNT: Error currently detected by IPDM E/R.
- PAST: Error detected in the past and stored in IPDM E/R memory.

Contents displayed

NO DTC DETECTED. FURTHER TESTING MAY BE REQUIRED.>>INSPECTION END.

CAN COMM CIRC>>Print out the self diagnosis results and refer to [LAN-7, "CAN COMMUNICATION"](#) .

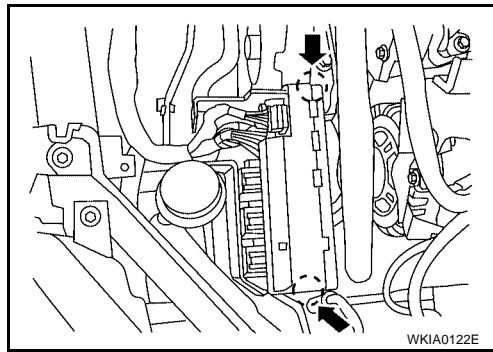
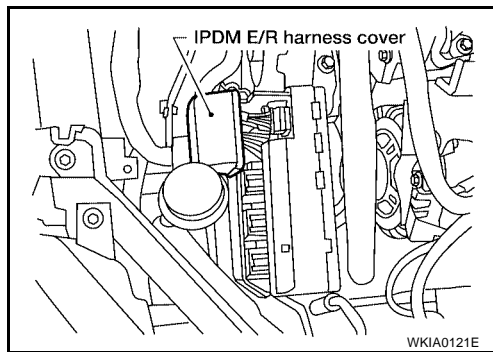
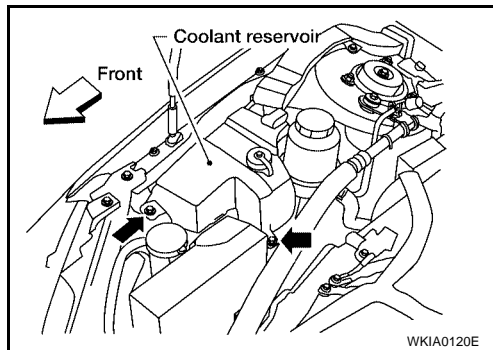
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

EKS00917

Removal and Installation of IPDM E/R

REMOVAL

1. Disconnect negative battery cable.
2. Remove engine side cover RH.
3. Remove 2 bolts and position coolant reservoir aside.
4. Remove IPDM E/R upper cover.
5. Remove IPDM E/R harness cover.
6. Release 2 clips and pull IPDM E/R up from case.
7. Disconnect IPDM E/R connectors and remove the IPDM E/R.



INSTALLATION

Installation is in the reverse order of removal.

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GROUND CIRCUIT

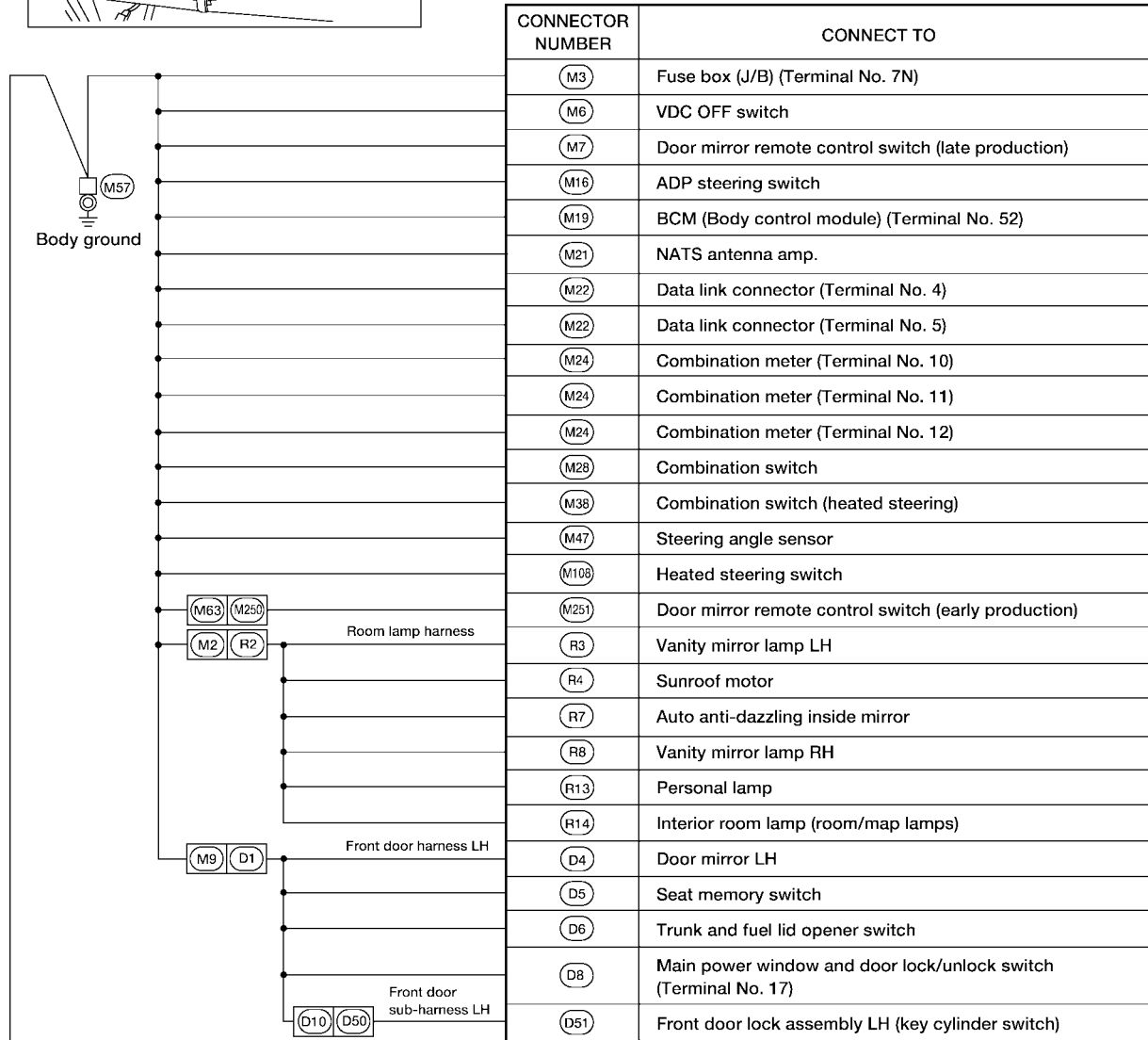
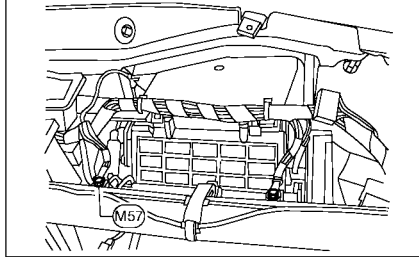
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GROUND CIRCUIT

Ground Distribution MAIN HARNESS

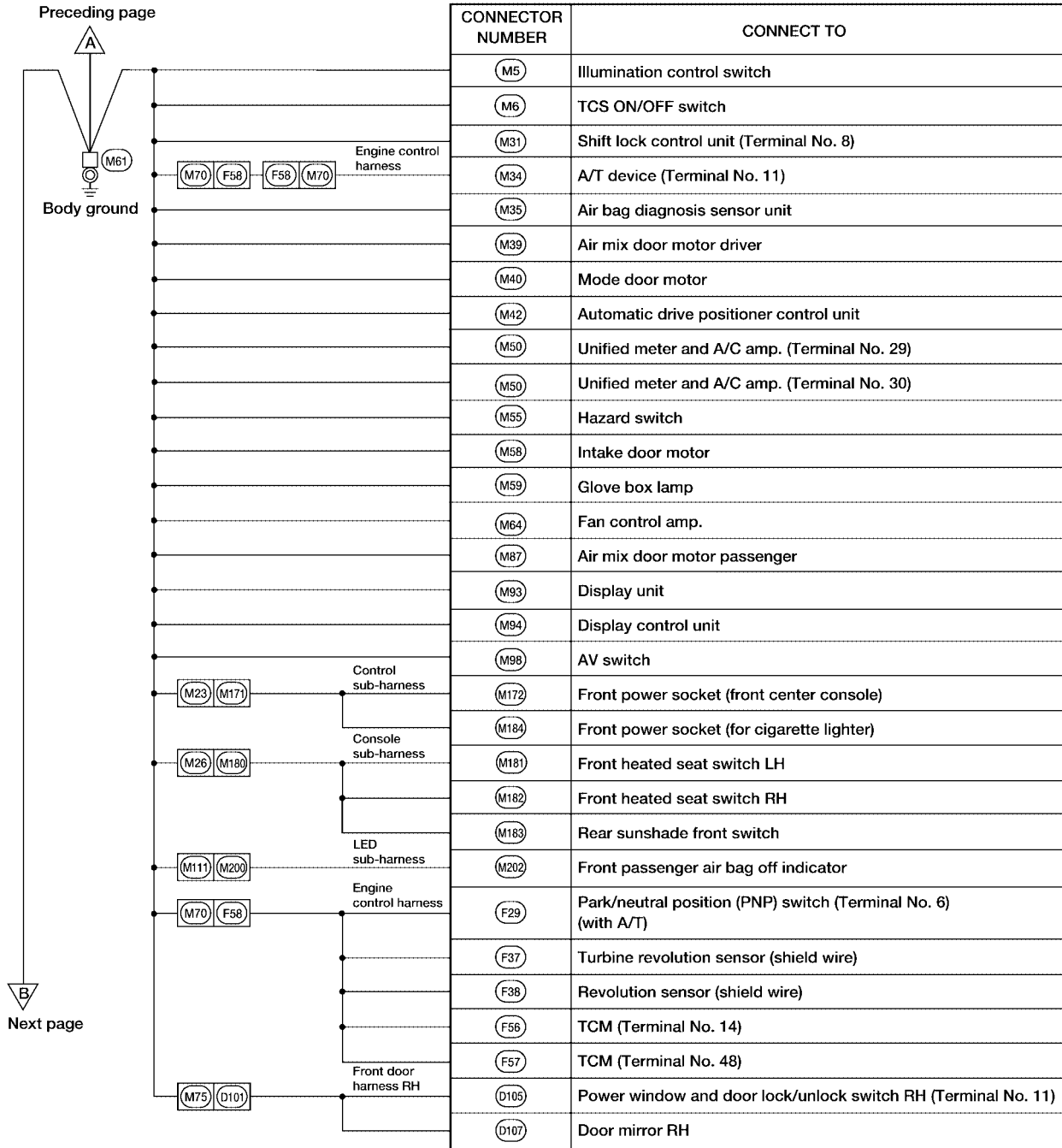
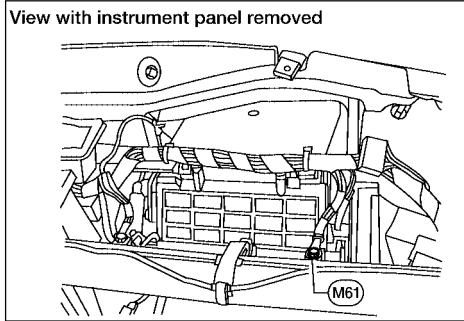
View with instrument panel removed



Next page

WKIA3211E

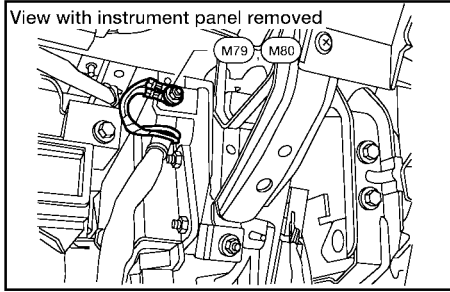
GROUND CIRCUIT



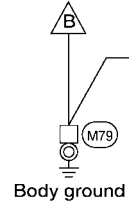
WKIA3212E

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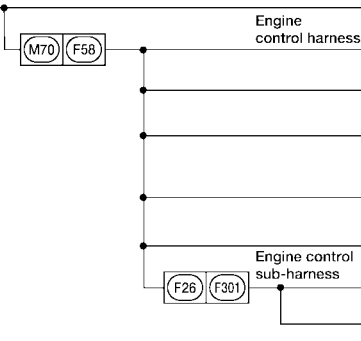
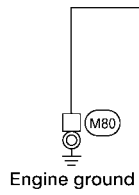
GROUND CIRCUIT



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CONNECTOR NUMBER	CONNECT TO
M56	Front power socket
M82	ECM (Terminal No. 116)
M96	Navi control unit (Terminal No. 1)
M96	Navi control unit (Terminal No. 4)

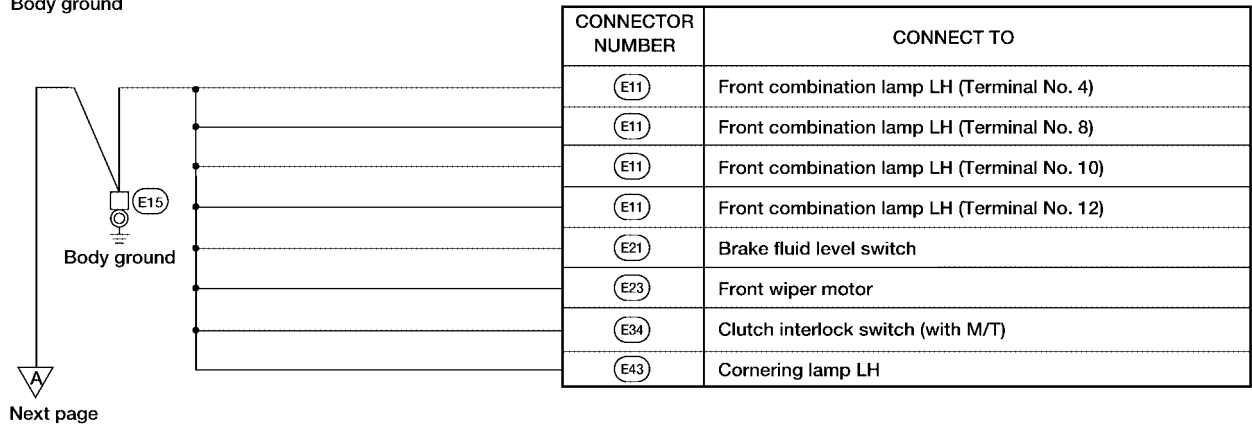
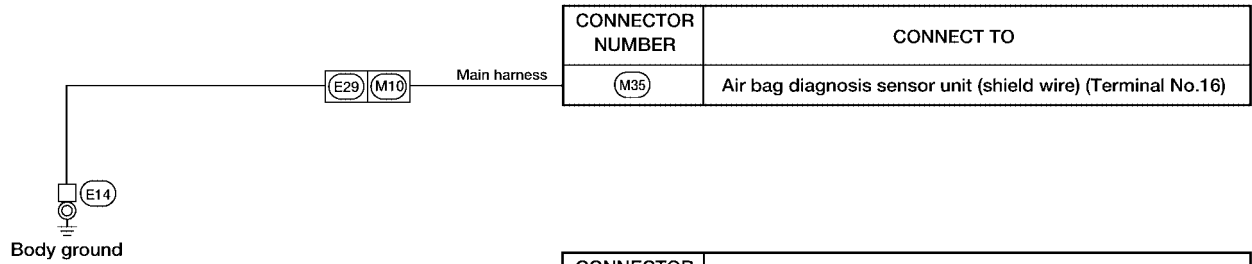
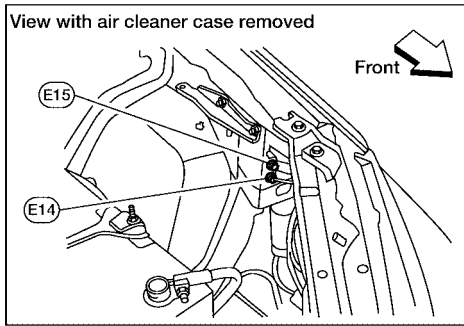


CONNECTOR NUMBER	CONNECT TO
M82	ECM (Terminal No. 115)
F11	Crankshaft position sensor (POS)
F23	Camshaft position sensor (PHASE) (Bank 2)
F42	Park/neutral position (PNP) switch (Terminal No. 2) (with M/T)
F50	Electric throttle control actuator (throttle position sensor) (shield wire)
F54	ECM (terminal NO. 1)
F302	Knock sensor (shield wire)
F303	Camshaft position sensor (PHASE) (Bank 1)

WKIA3214E

GROUND CIRCUIT

ENGINE ROOM HARNESS



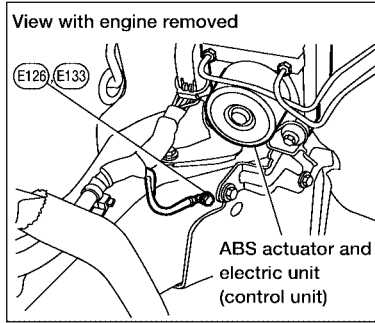
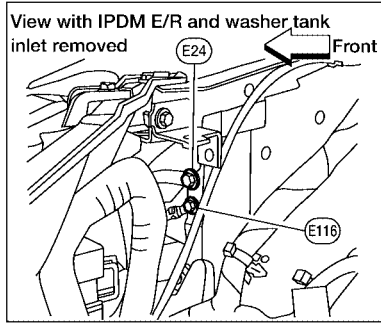
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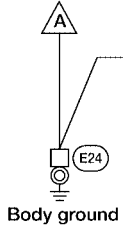
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GROUND CIRCUIT

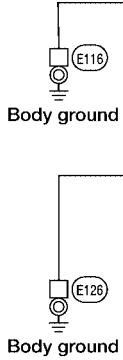


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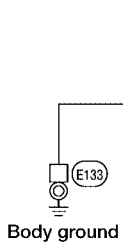


CONNECTOR NUMBER	CONNECT TO
E106	Washer fluid level switch
E107	Front combination lamp RH (Terminal No. 4)
E107	Front combination lamp RH (Terminal No. 8)
E107	Front combination lamp RH (Terminal No. 10)
E107	Front combination lamp RH (Terminal No. 12)
E114	Cooling fan motor 2
E121	IPDM E/R (Terminal No. 50)
E121	IPDM E/R (Terminal No. 60)
E123	IPDM E/R (Terminal No. 16)
E124	IPDM E/R (Terminal No. 38)
E137	Cornering lamp RH

CONNECTOR NUMBER	CONNECT TO
E112	Generator



CONNECTOR NUMBER	CONNECT TO
E125	Yaw rate/side/decel G sensor (shield wire)
M46	ABS actuator and electric unit (control unit) (Terminal No. 16)
E125	ABS actuator and electric unit (control unit) (Terminal No. 30)
E125	ABS actuator and electric unit (control unit) (Terminal No. 31) (with VDC)

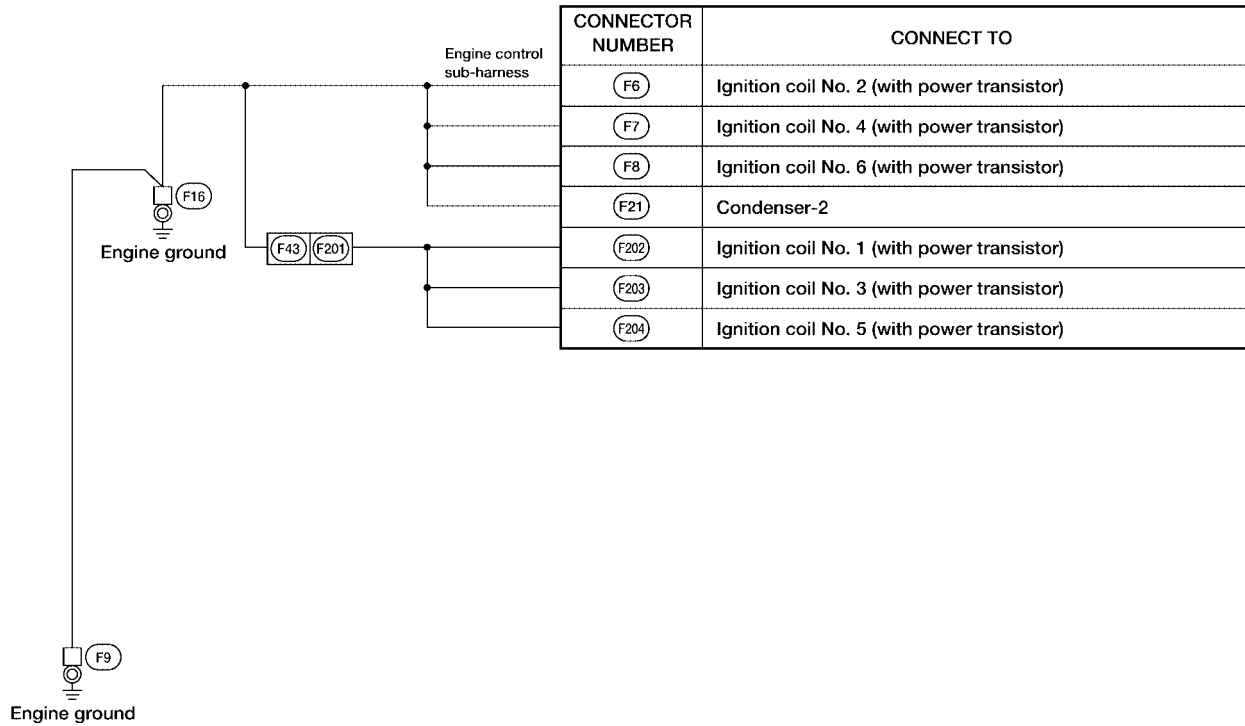
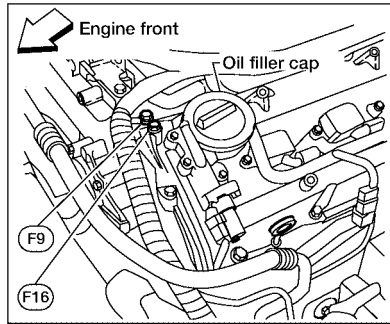


CONNECTOR NUMBER	CONNECT TO
E125	ABS actuator and electric unit (control unit) (Terminal No. 46) (with VDC)

WKIA3215E

GROUND CIRCUIT

ENGINE CONTROL HARNESS



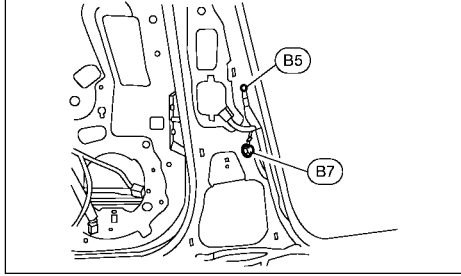
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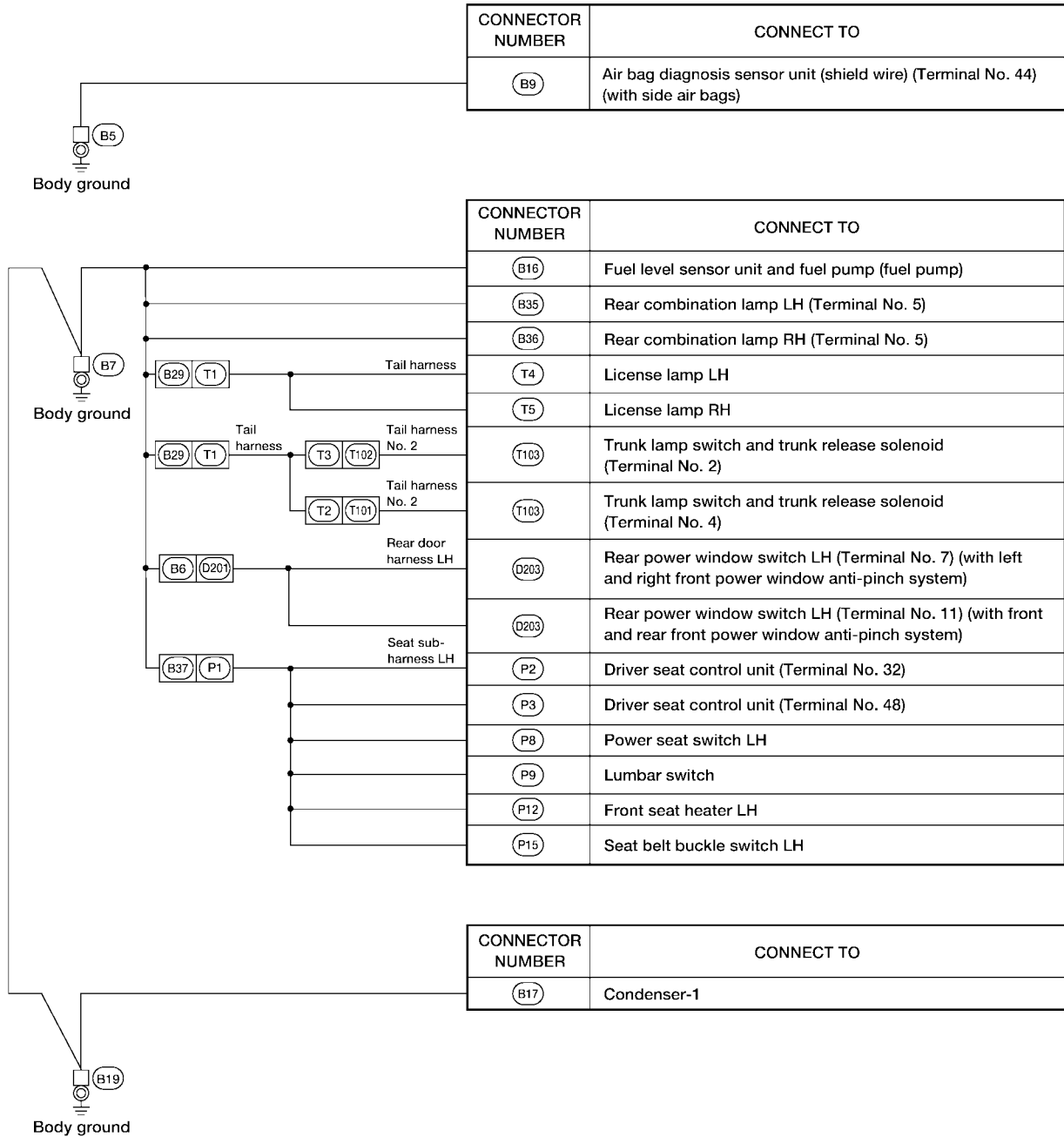
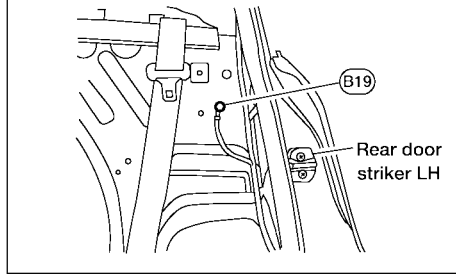
GROUND CIRCUIT

BODY HARNESS

View with center pillar garnish LH removed



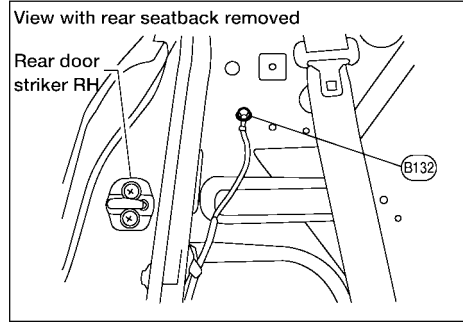
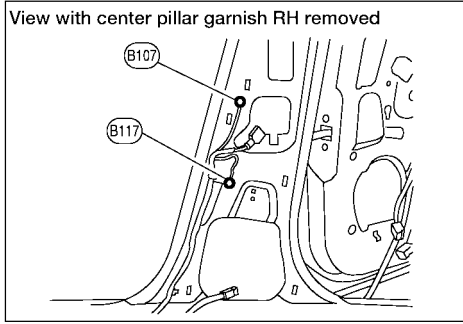
View with rear seatback removed



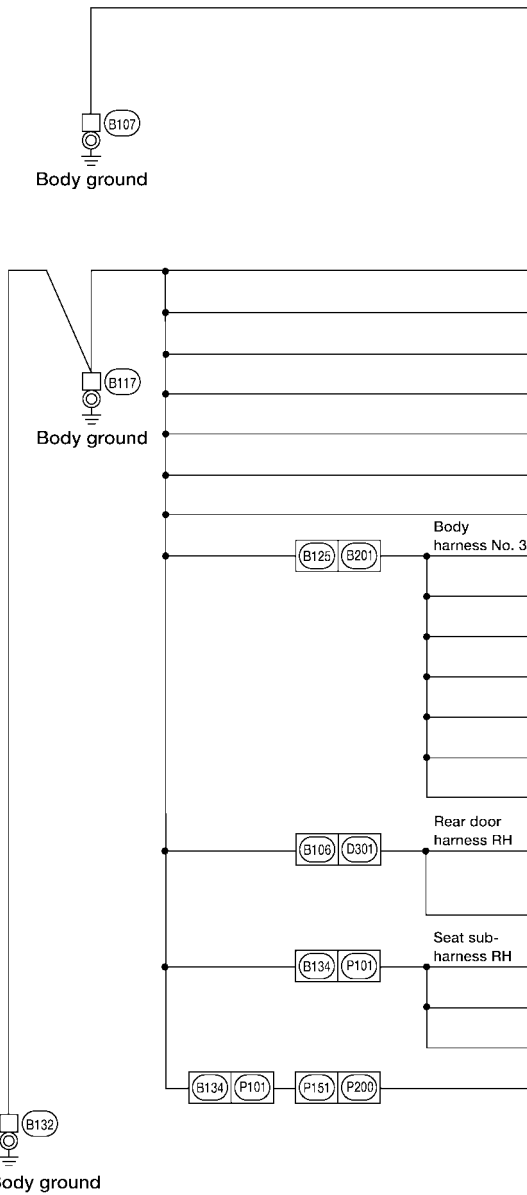
WKIA3217E

GROUND CIRCUIT

BODY NO. 2 HARNESS



CONNECTOR NUMBER	CONNECT TO
B113	Air bag diagnosis sensor unit (shield wire) (Terminal No. 40)



CONNECTOR NUMBER	CONNECT TO
B105	Rear power socket relay
B109	Heated seat relay
B126	Subwoofer RH
B127	BOSE speaker amp.
B129	High mounted stop lamp
B130	Rear sunshade unit (built-in motor)
B133	Subwoofer amp.
B202	Rear power socket
B203	Rear heated seat switch LH
B204	Rear heated seat switch RH
B205	Rear seat heater LH
B206	Rear seat heater RH
B207	Rear sunshade rear switch
B208	Rear console lamp
D303	Rear power window switch RH (Terminal No. 7) (with left and right front power window anti-pinch system)
D303	Rear power window switch RH (Terminal No. 11) (with front and rear power window anti-pinch system)
P102	Power seat switch RH
P106	Front seat heater RH
P115	Seat belt buckle switch RH
P201	Occupant classification system control unit

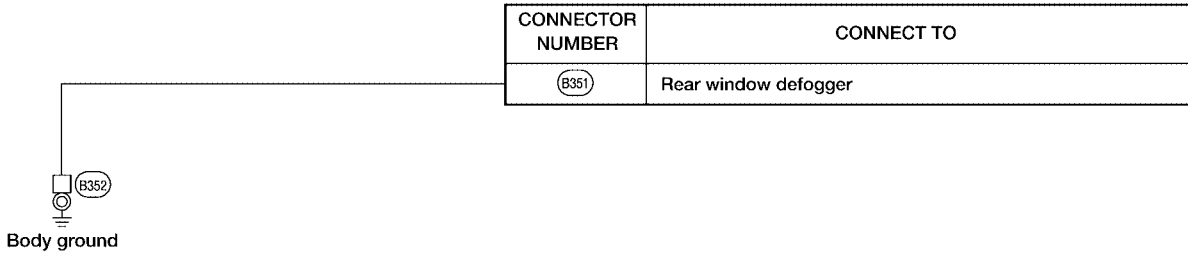
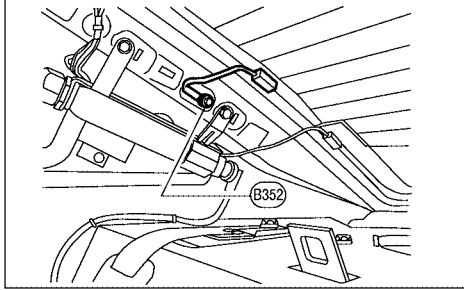
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WKIA3218E

GROUND CIRCUIT

View with rear pillar finisher RH removed



WKIA3224E

HARNESS

PF24010

EKS00919

HARNESS

Harness Layout

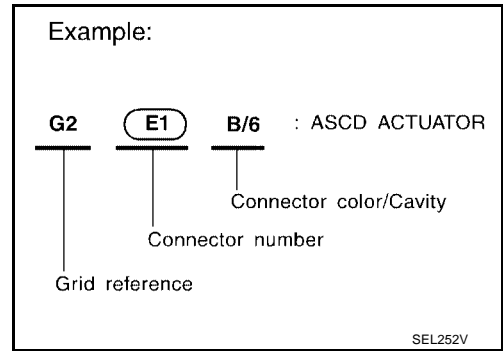
HOW TO READ HARNESS LAYOUT

The following Harness Layouts use a map style grid to help locate connectors on the drawings:

- Main Harness
- Engine Room Harness LH View (Engine Compartment)
- Engine Room Harness RH View (Engine Compartment)
- Engine Control Harness
- Body Harness and Tail Harness
- Body No. 2 Harness and Body No. 3 Harness

To use the grid reference

1. Find the desired connector number on the connector list.
2. Find the grid reference.
3. On the drawing, find the crossing of the grid reference letter column and number row.
4. Find the connector number in the crossing zone.
5. Follow the line (if used) to the connector.



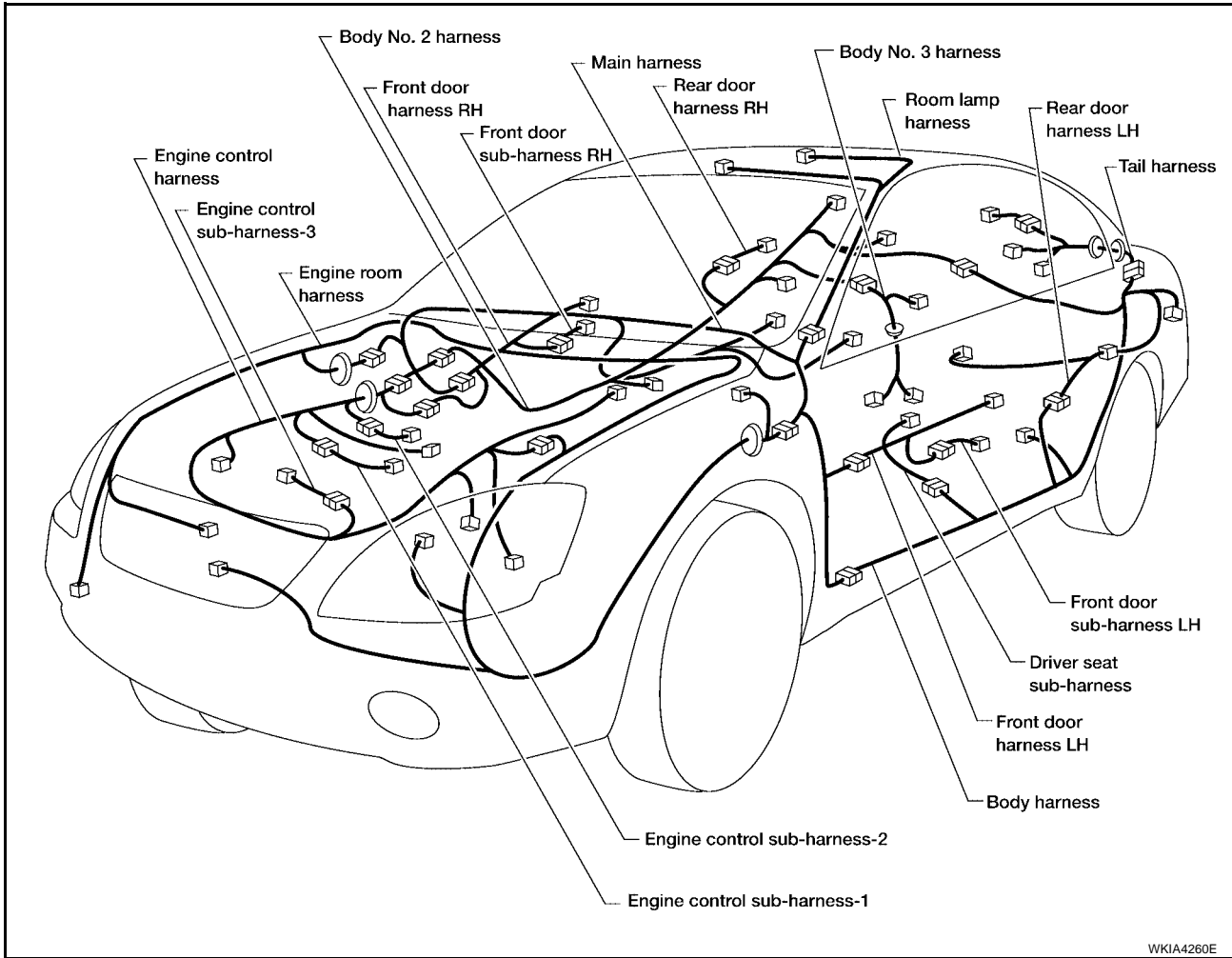
CONNECTOR SYMBOL

Main symbols of connector (in Harness Layout) are indicated below.

Connector type	Water proof type		Standard type	
	Male	Female	Male	Female
● Cavity: 4 or Less				
● Relay connector				
● Cavity: From 5 to 8				
● Cavity: 9 or More				
● Ground terminal etc.	—			

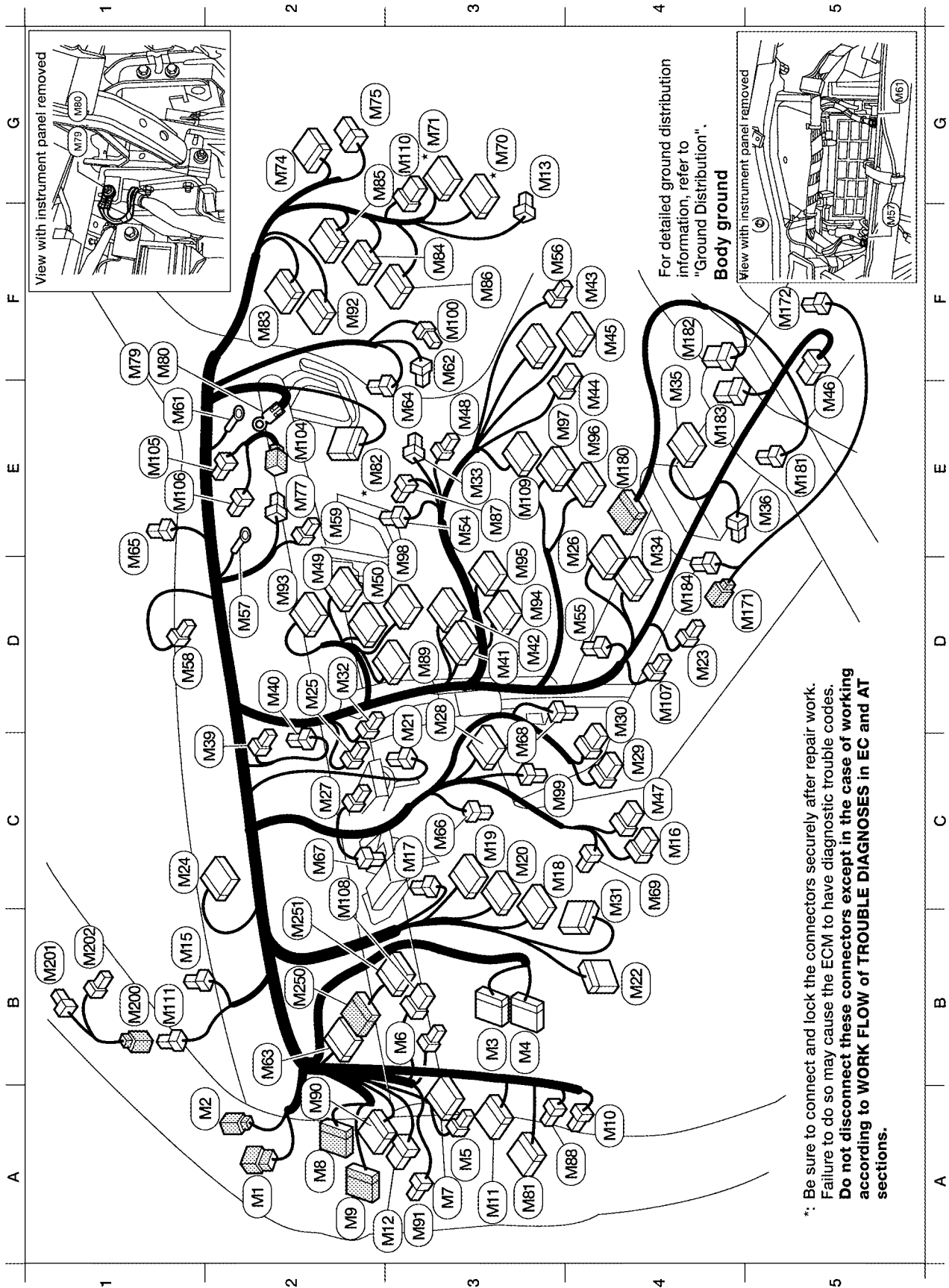
HARNESS

OUTLINE



HARNESS

MAIN HARNESS



*: Be sure to connect and lock the connectors securely after repair work. Failure to do so may cause the ECM to have diagnostic trouble codes. **Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSES in EC and AT sections.**

WKIA3262E

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HARNESSES

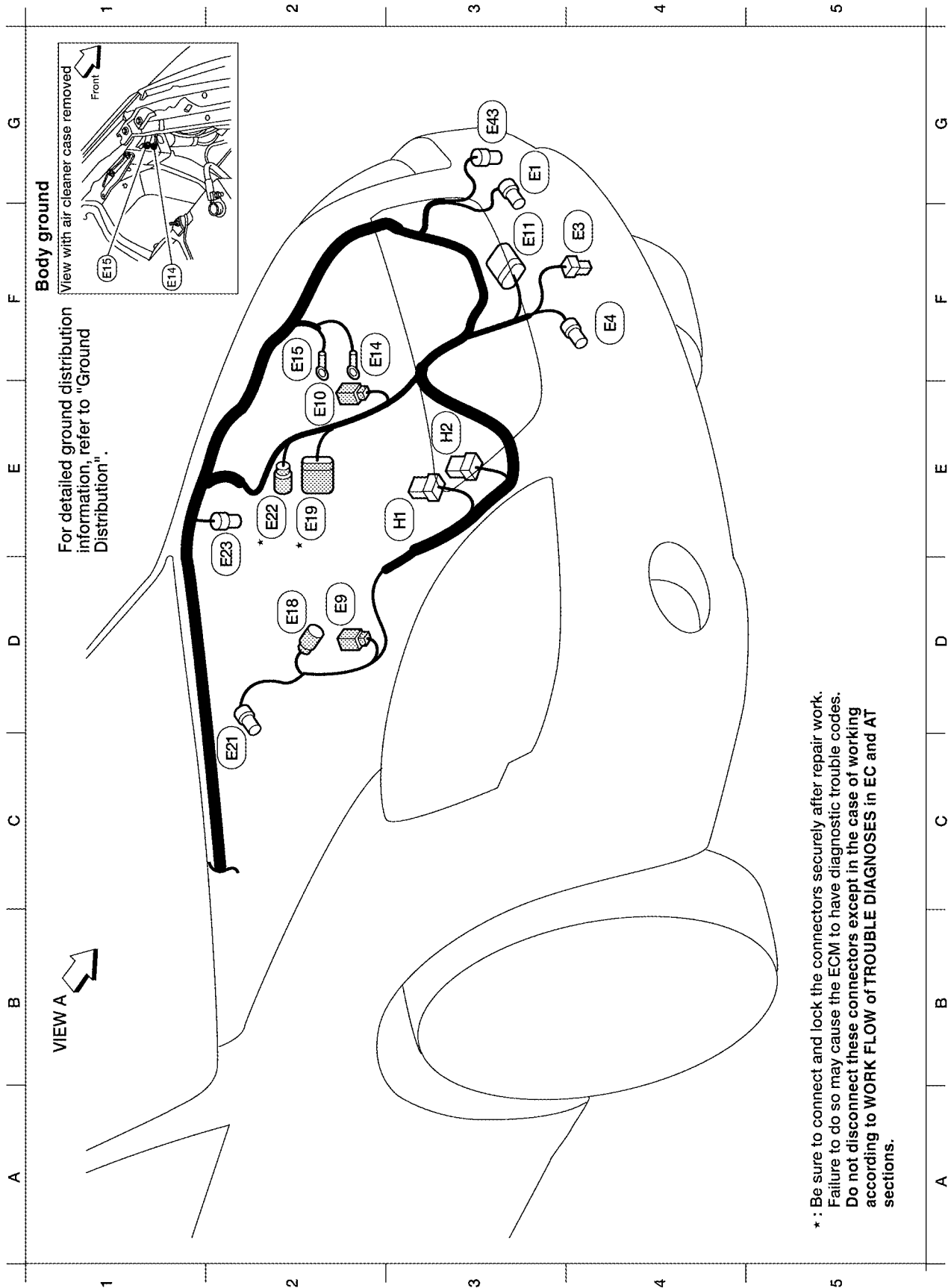
A2	(M1) W/8 : To (R1)	D3	(M41) W/32 : Automatic drive positioner control unit	F3	(M86) W/16 : To (E103)
A1	(M2) W/3 : To (R2)	D3	(M42) W/16 : Automatic drive positioner control unit	E3	(M87) W/3 : Air mix door motor (passenger)
B3	(M3) W/8 : Fuse block (J/B)	F4	(M43) W/10 : Audio unit	A4	(M88) B/2 : To (E42)
B3	(M4) W/16 : Fuse block (J/B)	F4	(M44) W/6 : Audio unit	D3	(M89) W/24 : Unified meter and A/C amp.
A3	(M5) W/3 : Illumination control switch	F4	(M45) W/16 : Audio unit	A2	(M90) W/16 : To (E25)
B3	(M6) GR/6 : TCS on/off switch (with TCS) or VDC off switch (with VDC)	E5	(M46) B/6 : Yaw rate/side/decel G sensor	A3	(M91) W/4 : To (E26)
A3	(M7) BR/16 : Door mirror remote control switch (with auto drive positioner) (late production)	C4	(M47) W/8 : Steering angle sensor	F2	(M92) W/10 : To (E31)
A3	(M7) W/16 : Door mirror remote control switch (without auto drive positioner) (late production)	E3	(M48) W/2 : Antenna amp.	D2	(M93) W/24 : Display unit
A2	(M8) W/24 : To (D2)	D2	(M49) GR/20 : Unified meter and A/C amp.	D3	(M94) W/24 : Display control unit (with NAVI)
A2	(M9) W/12 : To (D1)	D2	(M50) GR/16 : Unified meter and A/C amp.	D3	(M95) W/32 : Display control unit (with NAVI)
A4	(M10) Y/4 : To (E29)	E3	(M54) W/2 : Trunk lid opener cancel switch	E4	(M96) W/24 : NAVI control unit (with NAVI)
A3	(M11) W/16 : To (B1)	D4	(M55) W/4 : Hazard switch	E3	(M97) GR/24 : NAVI control unit (with NAVI)
A3	(M12) W/6 : To (B2)	F3	(M56) B/2 : Front power socket	D3	(M98) W/16 : AV switch
F3	(M13) L/4 : Heated steering relay	E2	(M57) - : Body ground	C3	(M99) W/2 : Foot lamp LH
B1	(M15) W/3 : Optical sensor	D1	(M58) W/3 : Intake door motor	F3	(M100) W/2 : Foot lamp RH
C4	(M16) GR/6 : ADP steering switch	E2	(M59) BR/2 : Glove box lamp	E2	(M104) Y/4 : To (M77)
C3	(M17) W/2 : Circuit breaker	E2	(M61) - : Body ground	E1	(M105) B/2 : Passenger airbag module
C3	(M18) W/40 : BCM (body control module)	F3	(M62) W/2 : Blower motor	E1	(M106) O/2 : Passenger airbag module
C3	(M19) B/15 : BCM (body control module)	B2	(M63) W/12 : To (M259) (with auto drive positioner (early production))	D4	(M107) BR/2 : A/T device (illumination) (with A/T)
C3	(M20) W/15 : BCM (body control module)	B2	(M63) W/12 : To (M259) (with auto drive positioner (early production))	B3	(M108) W/6 : Heated steering wheel switch
D3	(M21) W/4 : NATS antenna amp.	B2	(M63) W/10 : To (M259) (without auto drive positioner (early production))	E3	(M109) W/12 : Audio unit
B4	(M22) W/16 : Data link connector	E3	(M64) W/4 : Fan control amp.	G3	(M110) W/6 : To (B136)
D4	(M23) W/2 : To (M17)	E1	(M65) B/2 : Sunload sensor	B1	(M111) W/4 : To (M200)
C1	(M24) W/24 : Combination meter	C3	(M66) W/2 : Telescopic motor	D4	(M171) W/2 : To (M23)
D2	(M25) W/2 : Ignition keyhole illumination	C2	(M67) W/3 : Telescopic motor	F5	(M172) 2 : Front power socket (front center console)
E4	(M26) BR/16 : To (M139)	D3	(M68) W/2 : Tilt motor	E4	(M180) BR/16 : To (M26)
C2	(M27) W/4 : Key switch and key lock solenoid	C4	(M69) W/3 : Tilt motor	E5	(M161) BR/6 : Front heated seat switch LH
D3	(M28) W/16 : Combination switch	G3	(M70) W/16 : To (F56)	F4	(M182) W/6 : Front heated seat switch RH
C4	(M29) Y/6 : Spiral cable	G3	(M71) W/16 : To (F59)	E4	(M183) W/6 : Rear sunshade front switch
D4	(M30) GR/8 : Combination switch (spiral cable)	G2	(M74) W/16 : To (G102)	D4	(M184) 2 : Front power socket (for cigarette lighter)
C4	(M31) GR/10 : Shift lock control unit (with A/T)	G2	(M75) W/8 : To (G101)	B1	(M200) W/4 : To (M111)
D2	(M32) W/2 : In-vehicle sensor	E2	(M77) Y/4 : To (M104) (to front passenger air bag)	B1	(M201) W/2 : Security indicator lamp
E3	(M33) W/2 : Intake sensor	E2	(M79) - : Body ground	B1	(M202) W/3 : Front passenger air bag off indicator
D4	(M34) W/16 : A/T device	E2	(M80) - : Body ground	B2	(M259) W/10 : To (M63) (without auto drive positioner) (early production)
E4	(M35) Y/28 : Air bag diagnosis sensor unit	E2	(M80) - : Body ground	B2	(M259) W/10 : To (M63) (without auto drive positioner) (early production)
E5	(M36) B/1 : Parking brake switch	A3	(M81) GR/20 : To (B20)	B3	(M251) W/16 : Door mirror remote control switch (without auto drive positioner) (early production)
C2	(M39) W/3 : Air mix door motor (driver)	E2	(M82) B/40 : ECM	B3	(M251) BR/16 : Door mirror remote control switch (with auto drive positioner) (early production)
D2	(M40) W/3 : Mode door motor	F2	(M83) W/20 : To (E134)	G2	(M85) GR/24 : To (G102)
		F3	(M84) W/18 : To (G101)		

* : Refer to previous page.

HARNESS

ENGINE ROOM HARNESS (LH VIEW)

Engine Compartment



* : Be sure to connect and lock the connectors securely after repair work. Failure to do so may cause the ECM to have diagnostic trouble codes. Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSES in EC and AT sections.

Refer to [PG-44, "ENGINE ROOM HARNESS \(RH VIEW\)"](#) for continuation of engine room harness.

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PG

HARNESS

G3	(E1)	B/2	: Ambient sensor
F4	(E3)	B/1	: Horn (low)
F4	(E4)	Y/2	: Crash zone sensor
E3	(H-1)	W/3	: Horn relay (inside fuse and fusible link box)
E3	(H-2)	L/4	: Daytime light relay
D2	(E8)	BR/2	: Fusible link box (battery)
E2	(E10)	GR/2	: Fusible link box (battery)
F3	(E11)	GR/12	: Front combination lamp LH
F2	(E14)	-	: Body ground
F2	(E15)	-	: Body ground
D2	(E18)	B/2	: Front wheel sensor LH
E2	*(E19)	GR/9	: To (F33)
C2	(E21)	GR/2	: Brake fluid level switch
E2	*(E22)	B/2	: To (F35)
E2	(E23)	GR/6	: Front wiper motor
G3	(E43)	GR/2	: Cornering lamp LH

*: Be sure to connect and lock the connectors securely after repair work.
 Failure to do so may cause the ECM to have diagnostic trouble codes.
Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSES in EC and AT sections.

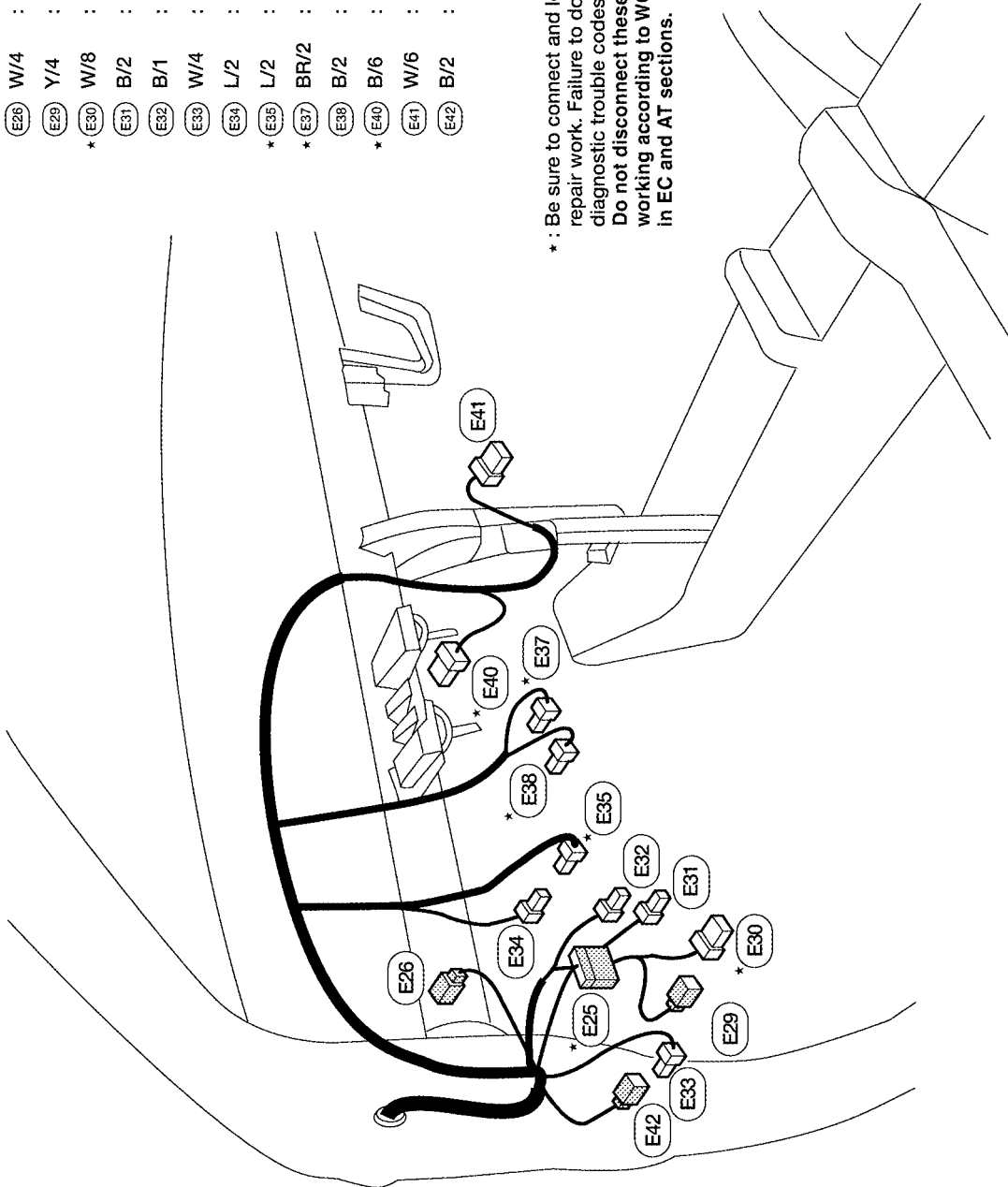
WKIA3265E

HARNESS

Passenger Compartment

- * E25 W/16 : To M90
- E26 W/4 : To M91
- E29 Y/4 : To M10
- * E30 W/8 : Fuse block J/B
- E31 B/2 : Fuse block J/B
- E32 B/1 : Fuse block J/B
- E33 W/4 : To B3
- E34 L/2 : Clutch interlock switch (with M/T)
- * E35 L/2 : ASCD clutch switch (with M/T)
- * E37 BR/2 : ASCD brake switch
- E38 B/2 : Stop lamp switch
- * E40 B/6 : Accelerator pedal position sensor
- E41 W/6 : Ignition switch
- E42 B/2 : To M88

* : Be sure to connect and lock the connectors securely after repair work. Failure to do so may cause the ECM to have diagnostic trouble codes.
 Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSES in EC and AT sections.

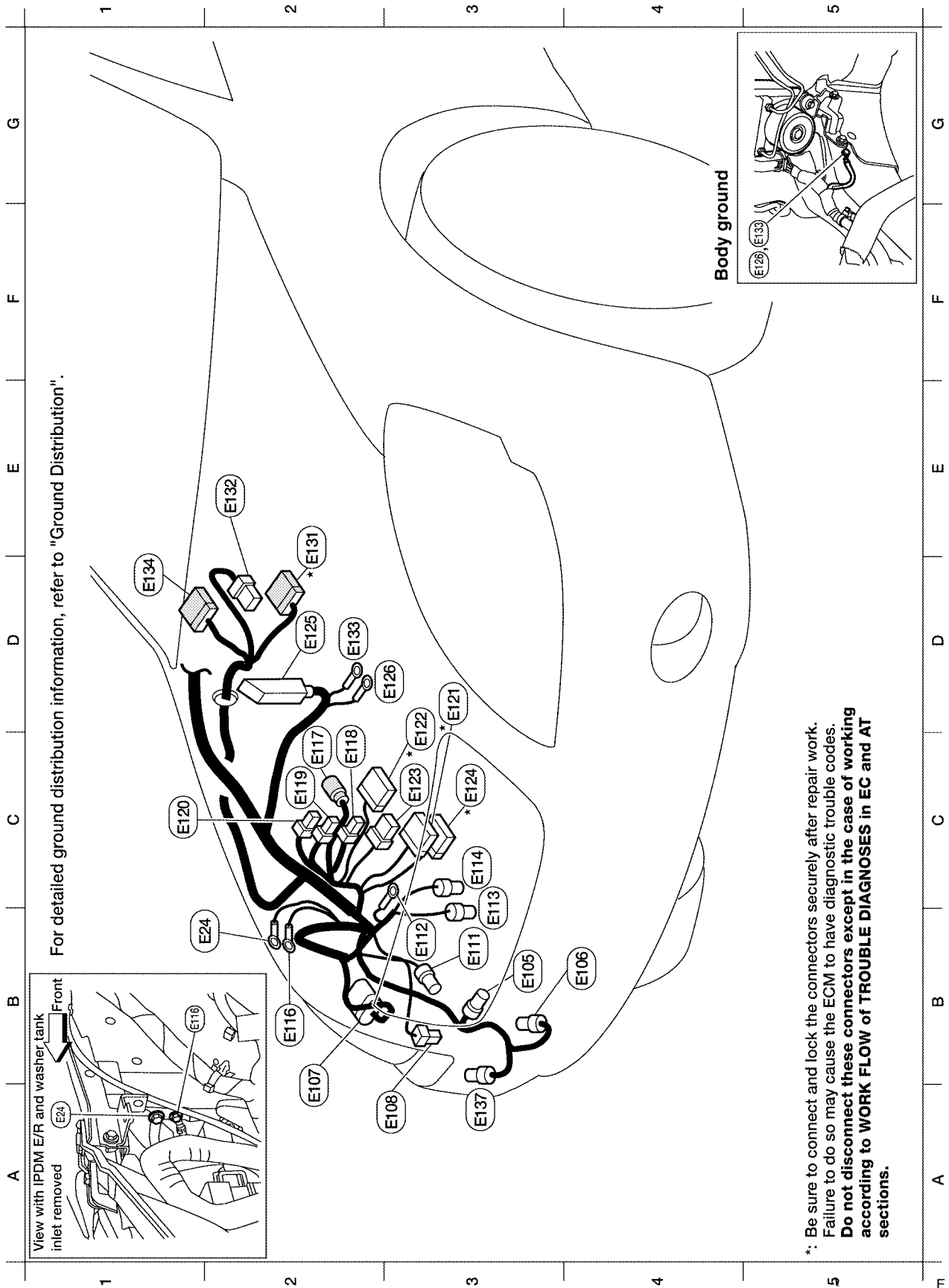


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WKIA3266E

HARNESS

ENGINE ROOM HARNESS (RH VIEW) Engine Compartment



Refer to [PG-41, "ENGINE ROOM HARNESS \(LH VIEW\)"](#) for continuation of engine room harness.

HARNESSES

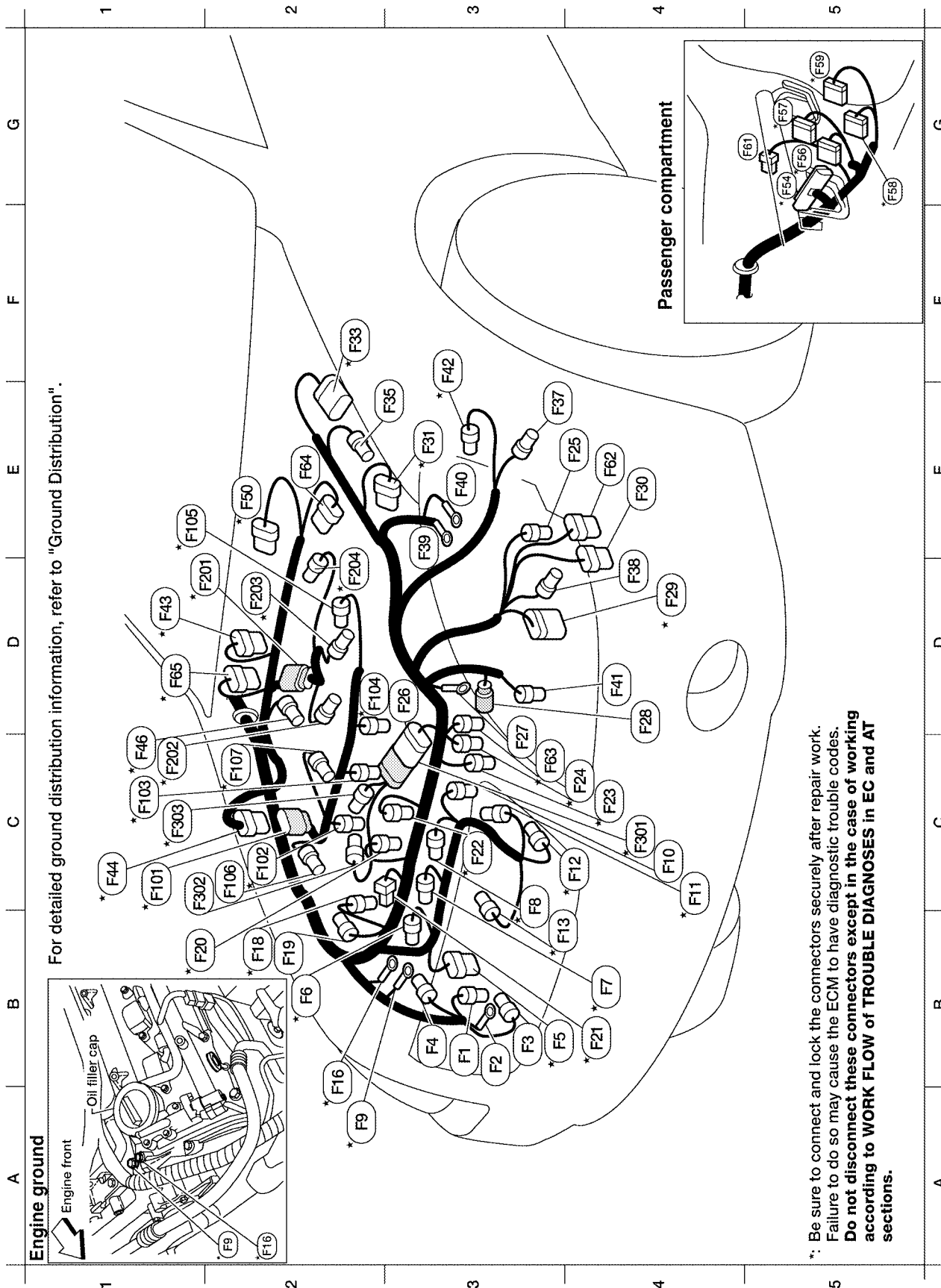
B2	(E24)	-	: Body ground
B3	(E105)	GR/2	: Front washer motor
B4	(E108)	BR/2	: Washer fluid level switch
B2	(E107)	GR/12	: Front combination lamp RH
B3	(E108)	B/1	: Horn (high)
B3	(E111)	B/3	: Refrigerant pressure sensor
B3	(E112)	-	: Generator (ground)
B3	(E113)	GR/4	: Cooling fan motor-1
C3	(E114)	GR/4	: Cooling fan motor-2
B2	(E118)	-	: Body ground
C2	(E117)	GR/2	: Front wheel sensor RH
C2	(E118)	B/4	: IPDM E/R (Intelligent Power Distribution Module Engine Room)
C2	(E119)	W/4	: IPDM E/R (Intelligent Power Distribution Module Engine Room)
C1	(E120)	B/2	: IPDM E/R (Intelligent Power Distribution Module Engine Room)
D3	* (E121)	W/16	: IPDM E/R (Intelligent Power Distribution Module Engine Room)
D3	* (E122)	GR/16	: IPDM E/R (Intelligent Power Distribution Module Engine Room)
C3	(E123)	W/6	: IPDM E/R (Intelligent Power Distribution Module Engine Room)
C3	* (E124)	W/12	: IPDM E/R (Intelligent Power Distribution Module Engine Room)
D2	(E125)	GR/30	: ABS actuator and electric unit (control unit) (except with VDC)
D2	(E125)	B/46	: ABS actuator and electric unit (control unit) (with VDC)
D3	(E126)	-	: Body ground
E2	* (E131)	W/10	: To (N92)
E2	(E132)	W/8	: To (E104)
D2	(E133)	-	: Body ground (with VDC)
D1	(E134)	W/20	: To (N83)
A3	(E137)	GR/2	: Cornering lamp RH

*: Be sure to connect and lock the connectors securely after repair work.
 Failure to do so may cause the ECM to have diagnostic trouble codes.
Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSES in EC and AT sections.

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HARNESS

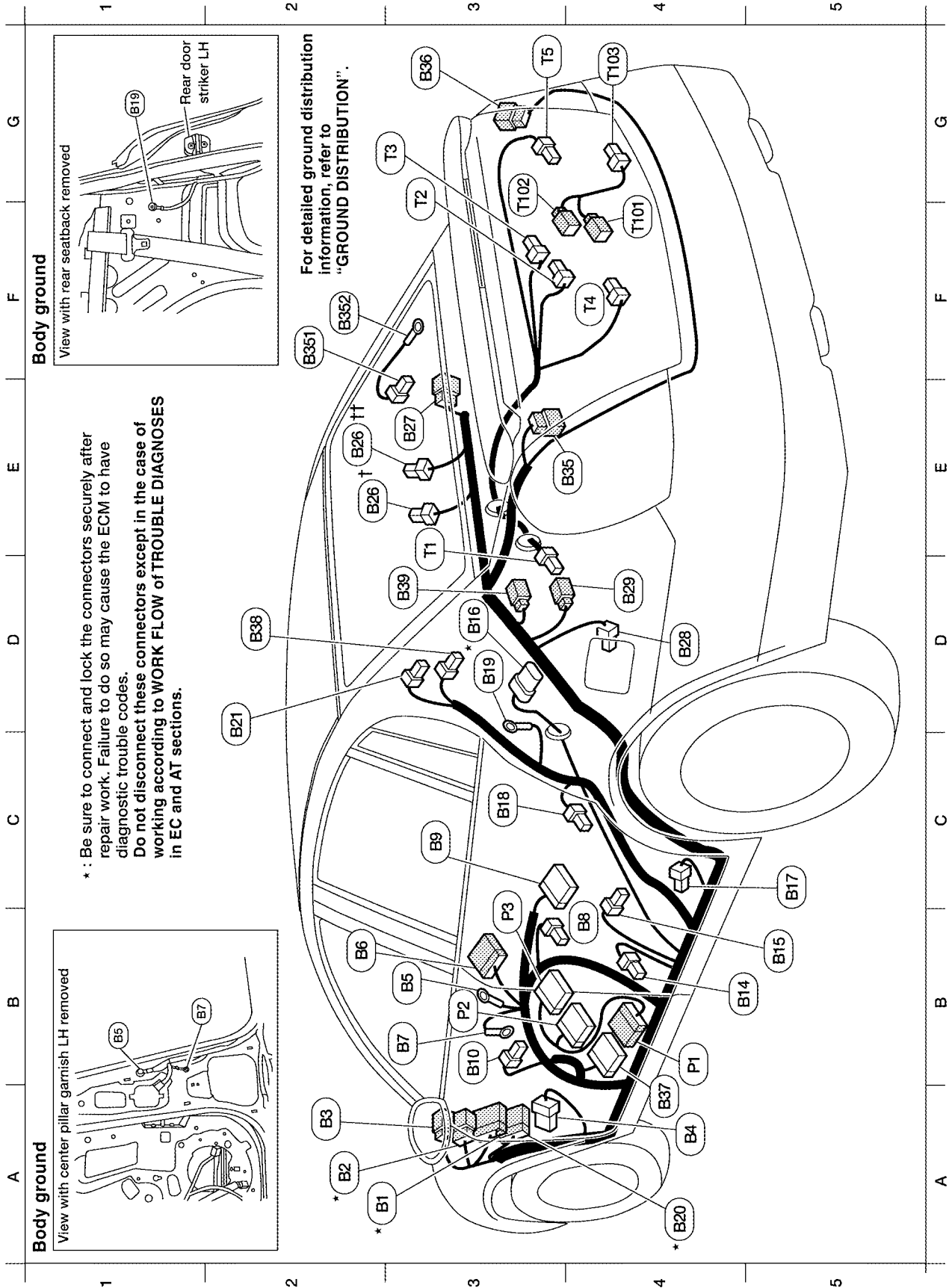
ENGINE CONTROL HARNESS



WKIA3268E

HARNESS

BODY HARNESS AND TAIL HARNESS



WKIA3270E

HARNESS

Body harness

A2 * (B1) W/16 : To (M11)
 A2 * (B2) W/6 : To (M12)
 A2 (B3) W/4 : To (E33)

A4 (B4) BR/6 : Rear window defogger relay

B3 (B5) - : Body ground

B2 (B6) W/12 : To (D20)

B3 (B7) - : Body ground

B4 (B8) W/3 : Front door switch LH

C3 (B9) Y/12 : Air bag diagnosis sensor unit

B3 (B10) Y/2 : Front LH side air bag module

B5 (B14) Y/2 : Front LH seat belt pre-tensioner

B5 * (B15) Y/2 : LH side air bag (satellite) sensor

D3 (B16) GR/5 : Fuel level sensor unit and fuel pump

C5 (B17) W/2 : Condenser-1

C3 (B18) W/1 : Rear door switch LH

D3 * (B19) - : Body ground

A4 (B20) GR/20 : To (M81)

D2 (B21) W/1 : Condenser

E2 (E26)[†] W/2 : Subwoofer LH (without BOSE audio system)

E2 (E26)^{††} W/6 : Subwoofer LH (with BOSE audio system)

E3 (E27) W/8 : To (E31)

D4 (E28) W/4 : Fuel lid opener actuator

D4 (E29) W/4 : To (T1)

E4 (E35) W/6 : Rear combination lamp LH

G3 (E36) W/6 : Rear combination lamp RH

B4 (B37) W/18 : To (P1)

D2 (E38) Y/2 : LH side curtain air bag module

D3 (B39) W/2 : Diode - 5

Driver seat sub-harness

B4 (P1) W/18 : To (B37)

A5 (P2) W/32 : Driver seat control unit

B5 (P3) W/16 : Driver seat control unit

Tail harness

E3 (T1) W/4 : To (E23)

F3 (T2) B/2 : To (T101)

G3 (T3) W/2 : To (T102)

F4 (T4) B/2 : License lamp LH

G3 (T5) B/2 : License lamp RH

F4 (T101) B/2 : To (T2)

G3 (T102) W/2 : To (T3)

G4 (T103) W/4 : Trunk lamp switch and trunk release solenoid

Rear defogger ground harness

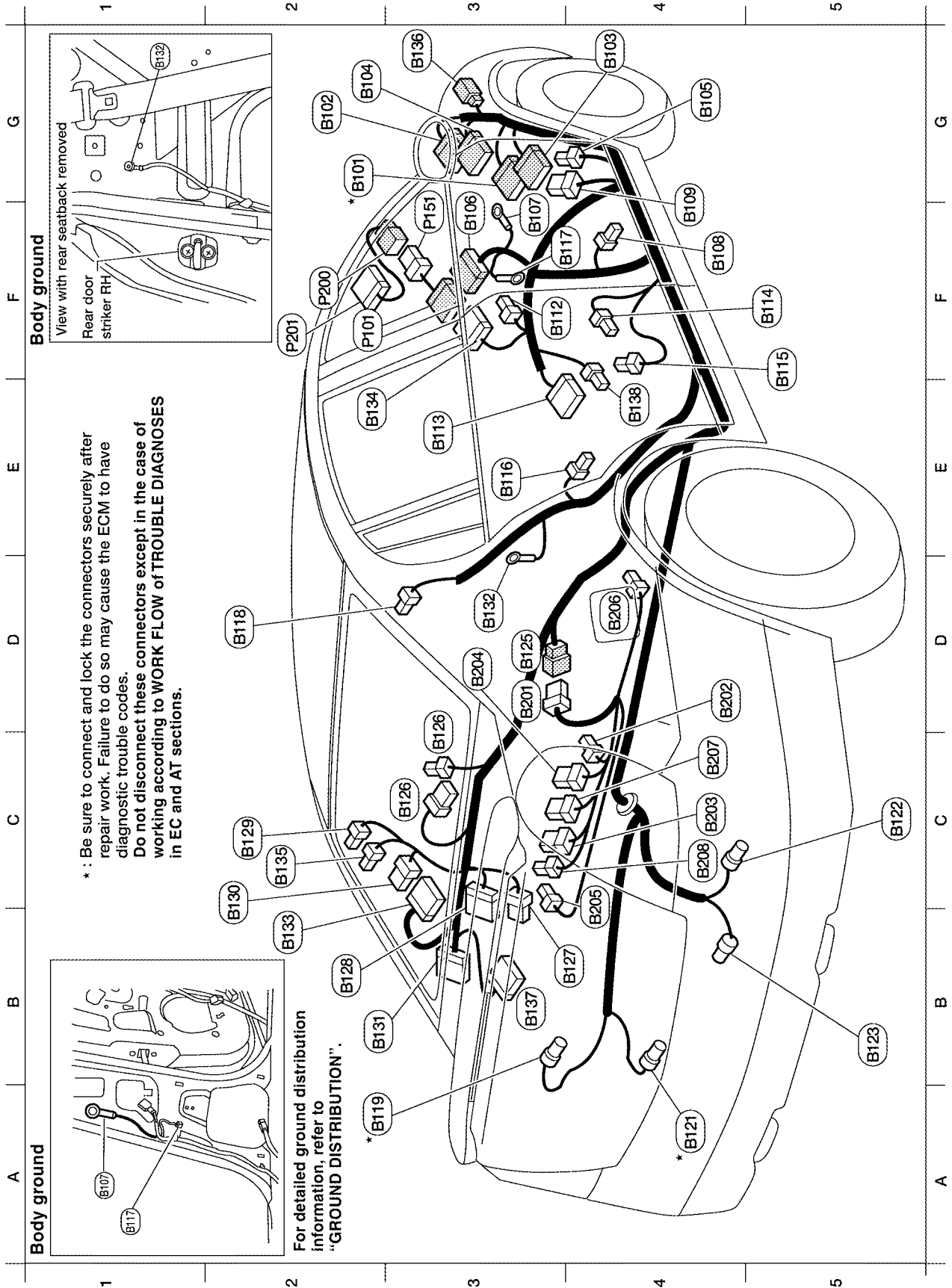
F2 (E35) B/1 : Rear window defogger

F2 (E35) - : Body ground

: Be sure to connect and lock the connectors securely after repair work. Failure to do so may cause the ECM to have diagnostic trouble codes.
 Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSES in EC and AT sections.

HARNESS

BODY NO. 2 HARNESS AND BODY NO. 3 HARNESS



WKIA3272E

Body harness No. 2

G2	* (E107)	W/18	: To (M82)
G2	(E102)	GR/24	: To (M85)
G4	(E103)	W/16	: To (M86)
G2	(E104)	W/8	: To (E132)
G4	(E105)	L/4	: To rear power socket relay
F3	(E106)	W/12	: To (G301)
F3	(E107)	-	: Body ground
F4	(E108)	W/3	: Front door switch RH
F4	(E109)	BR/6	: Heated seat relay
F4	(E112)	Y/2	: Front RH side air bag module
E3	(E113)	Y/12	: Air bag diagnosis sensor unit
F5	(E114)	Y/2	: RH side air bag (satellite) sensor
F5	(E115)	Y/2	: Front RH seat belt pre-tensioner
E3	(E116)	W/1	: Rear door switch RH
F3	(E117)	-	: Body ground
D2	* (E118)	Y/2	: RH side curtain air bag module
A2	* (E119)	GR/3	: EVAP control system pressure sensor
A4	(E121)	B/2	: EVAP canister vent control valve
C5	(E122)	GR/2	: Rear wheel sensor RH
B5	(E123)	L/2	: Rear wheel sensor LH
D3	(E125)	W/10	: To (E201)
C3	(E126)	W/2	: Subwoofer RH (without BOSE audio system)
C3	(E126)	BR/6	: Subwoofer RH (with BOSE audio system)
B4	(E127)	GR/8	: BOSE speaker amp.
B2	(E128)	B/24	: BOSE speaker amp.
C2	(E129)	W/2	: High mounted stop lamp

C2	(E130)	W/6	: Rear sunshade unit
B2	(E131)	W/8	: To (E27)
D3	(E132)	-	: Body ground
B2	(E133)	W/10	: Subwoofer amp. (without BOSE audio system)
E2	(E134)	W/16	: To (P16)
C2	(E135)	W/2	: Trunk room lamp
G3	(E136)	W/10	: To (M19)
B3	(E137)	W/16	: Satellite radio tuner (pre-wiring)
E4	(E138)	B/3	: Belt tension sensor
F3	(P101)	W/16	: To (E134)
F3	(E151)	W/8	: To (P200)
F2	(P201)	B/18	: Occupant classification system control unit

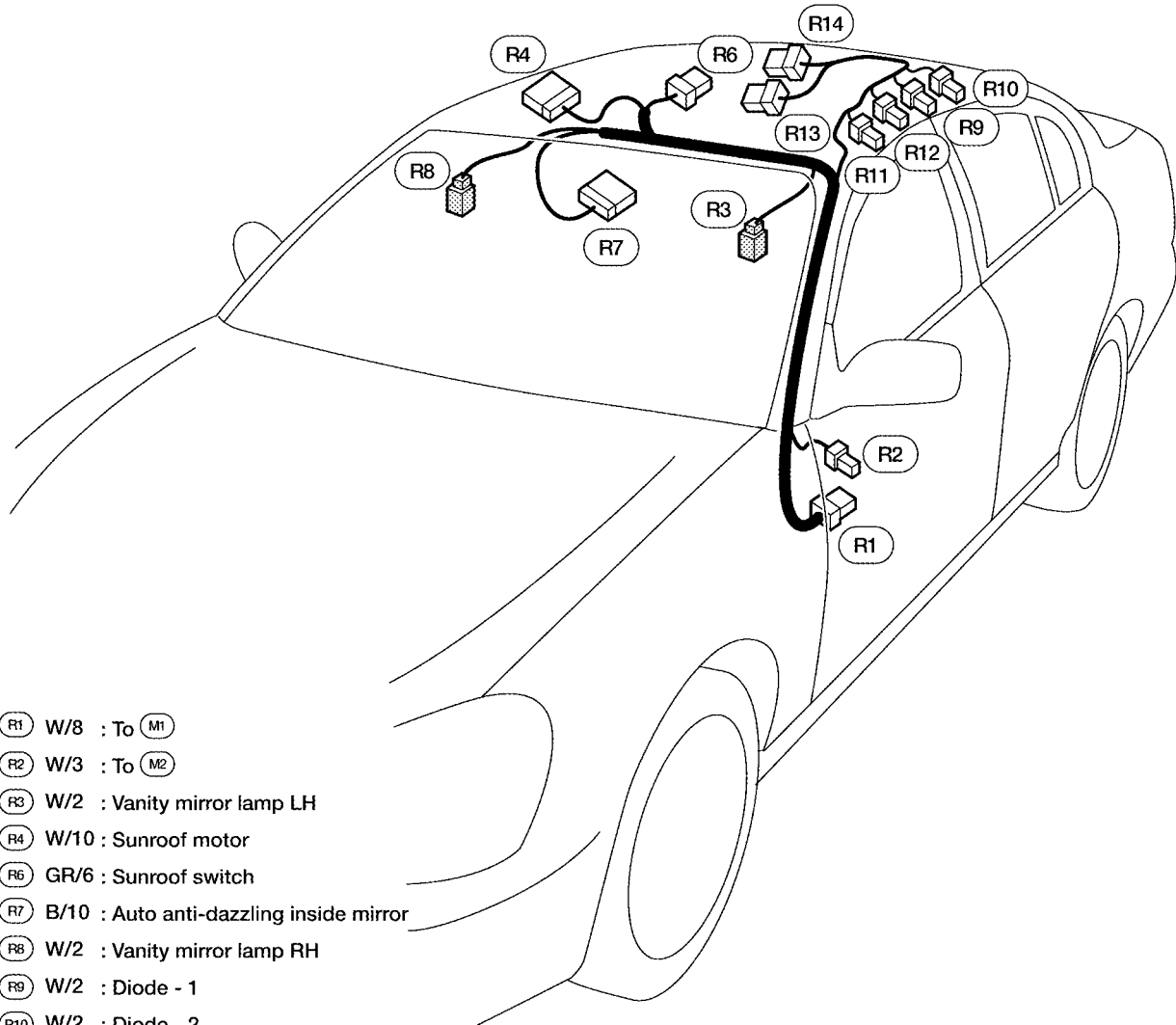
Body harness No. 3

D3	(E201)	W/10	: To (E125)
D4	(E202)	B/2	: Rear power socket
C4	(E203)	W/6	: Rear heated seat switch LH
D3	(E204)	BR/6	: Rear heated seat switch RH
C4	(E205)	W/3	: Rear seat heater LH
D4	(E206)	W/3	: Rear seat heater RH
C4	(E207)	W/6	: Rear sunshade rear switch
C4	(E208)	W/4	: Rear console lamp
F2	(P200)	W/8	: To (P15)

* : Be sure to connect and lock the connectors securely after repair work. Failure to do so may cause the ECM to have diagnostic trouble codes.
 Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSES in EC and AT sections.

HARNESS

ROOM LAMP HARNESS



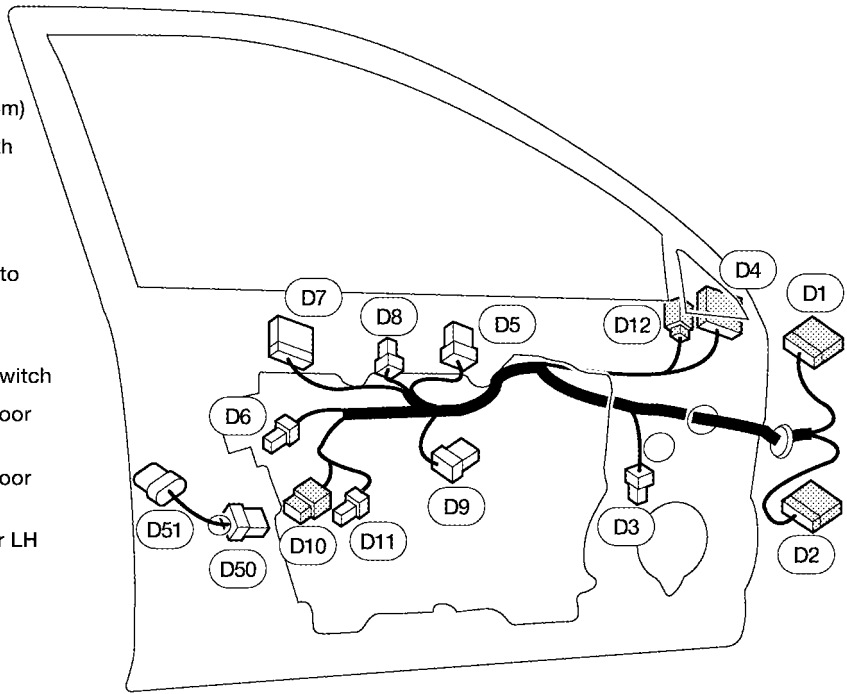
- (R1) W/8 : To (M1)
- (R2) W/3 : To (M2)
- (R3) W/2 : Vanity mirror lamp LH
- (R4) W/10 : Sunroof motor
- (R6) GR/6 : Sunroof switch
- (R7) B/10 : Auto anti-dazzling inside mirror
- (R8) W/2 : Vanity mirror lamp RH
- (R9) W/2 : Diode - 1
- (R10) W/2 : Diode - 2
- (R11) W/2 : Diode - 3
- (R12) W/2 : Diode - 4
- (R13) W/6 : Personal lamp (with sunroof)
- (R14) W/8 : Interior room lamp (without sunroof)

WKIA3274E

HARNESS

FRONT DOOR LH HARNESS

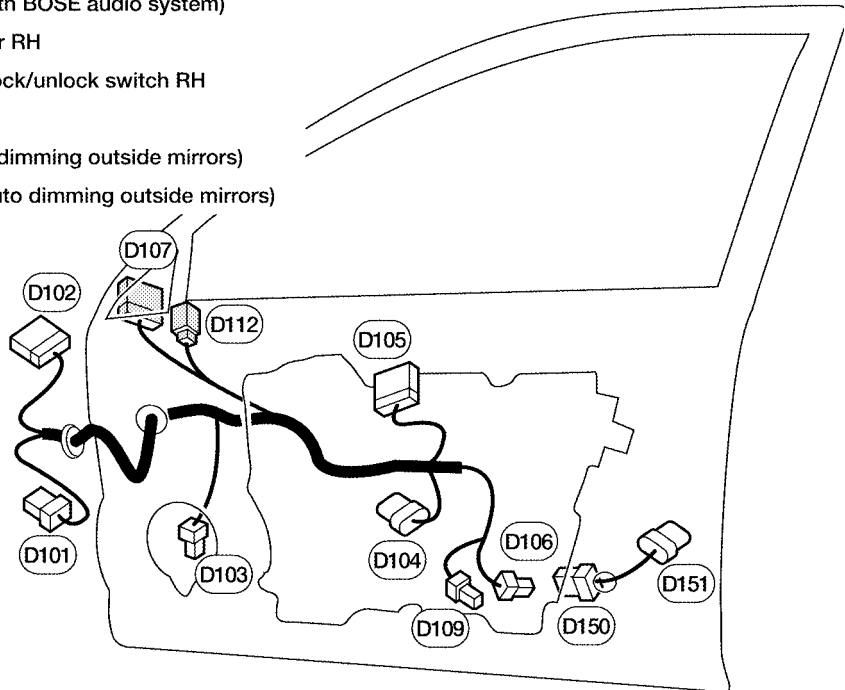
- (D1) W/12 : To (M9)
 - (D2) W/24 : To (M8)
 - (D3) W/2 : Front door speaker LH (without BOSE audio system)
 - (D3) BR/2 : Front door speaker LH (with BOSE audio system)
 - (D4) W/16 : Door mirror LH (with auto dimming outside mirrors)
 - (D4) W/12 : Door mirror LH (without auto dimming outside mirrors)
 - (D5) W/8 : Seat memory switch
 - (D6) W/4 : Trunk and fuel lid opener switch
 - (D7) W/16 : Main power window and door lock/unlock switch
 - (D8) W/3 : Main power window and door lock/unlock switch
 - (D9) W/6 : Front power window motor LH
 - (D10) W/6 : To (D50)
 - (D11) W/2 : Front step lamp LH
 - (D12) BR/2 : Tweeter LH
- Front door LH sub-harness
- (D50) W/6 : To (D10)
 - (D51) B/6 : Front door lock assembly LH (key cylinder switch)



WKIA3275E

FRONT DOOR RH HARNESS

- (D101) W/8 : To (M75)
 - (D102) W/16 : To (M74)
 - (D103) W/2 : Front door speaker RH (without BOSE audio system)
 - (D103) BR/2 : Front door speaker RH (with BOSE audio system)
 - (D104) W/6 : Front power window motor RH
 - (D105) W/16 : Power window and door lock/unlock switch RH
 - (D106) W/2 : To (D150)
 - (D107) W/16 : Door mirror RH (with auto dimming outside mirrors)
 - (D107) W/12 : Door mirror RH (without auto dimming outside mirrors)
 - (D109) W/2 : Front step lamp RH
 - (D112) BR/2 : Tweeter RH
- Front door RH sub-harness
- (D150) W/2 : To (D106)
 - (D151) W/6 : Front door lock actuator RH



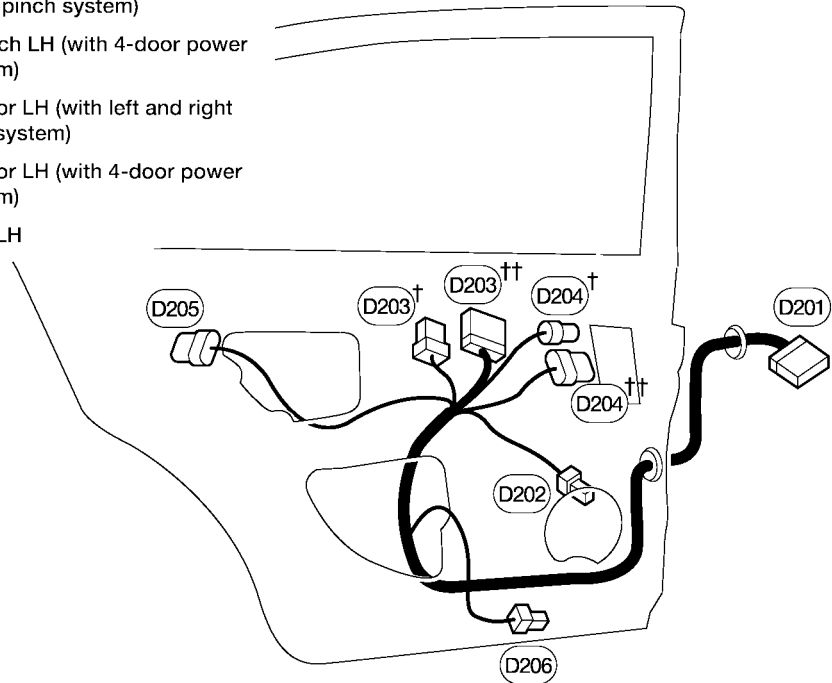
WKIA3276E

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HARNESS

REAR DOOR LH HARNESS

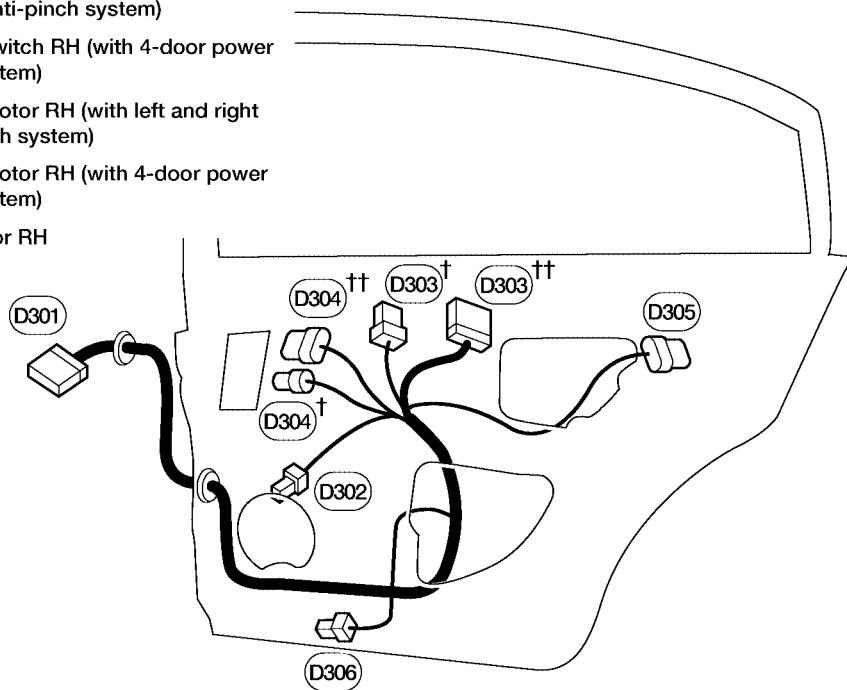
- (D201) W/12 : To (B6)
- (D202) BR/2 : Rear door speaker LH (with BOSE audio system)
- (D202) W/2 : Rear door speaker LH (without BOSE audio system)
- (D203)[†] W/8 : Rear power window switch LH (with left and right front power window anti-pinch system)
- (D203)^{††} W/16 : Rear power window switch LH (with 4-door power window anti-pinch system)
- (D204)[†] GR/2 : Rear power window motor LH (with left and right front window anti-pinch system)
- (D204)^{††} GR/6 : Rear power window motor LH (with 4-door power window anti-pinch system)
- (D205) B/6 : Rear door lock actuator LH
- (D206) W/2 : Rear step lamp LH



WKIA3277E

REAR DOOR RH HARNESS

- (D301) W/12 : To (B106)
- (D302) W/2 : Rear door speaker RH (without BOSE audio system)
- (D302) BR/2 : Rear door speaker RH (with BOSE audio system)
- (D303)[†] W/8 : Rear power window switch RH (with left and right front power window anti-pinch system)
- (D303)^{††} W/16 : Rear power window switch RH (with 4-door power window anti-pinch system)
- (D304)[†] GR/2 : Rear power window motor RH (with left and right front window anti-pinch system)
- (D304)^{††} GR/6 : Rear power window motor RH (with 4-door power window anti-pinch system)
- (D305) B/6 : Rear door lock actuator RH
- (D306) W/2 : Rear step lamp RH



WKIA0515E

HARNESSES

Wiring Diagram Codes (Cell Codes)

EKS0091A

Use the chart below to find out what each wiring diagram code stands for.

Refer to the wiring diagram code in the alphabetical index to find the location (page number) of each wiring diagram.

Code	Section	Wiring Diagram Name
1STSIG	AT	A/T 1st Signal
2NDSIG	AT	A/T 2nd Signal
3RDSIG	AT	A/T 3rd Signal
4THSIG	AT	A/T 4th Signal
5THSIG	AT	A/T 5th Signal
A/C,A	ATC	Auto Air Conditioner
AF1B1	EC	Air Fuel Ratio Sensor 1 Bank 1
AF1B2	EC	Air Fuel Ratio Sensor 1 Bank 2
AF1HB1	EC	Air Fuel Ratio Sensor 1 Heater Bank 1
AF1HB2	EC	Air Fuel Ratio Sensor 1 Heater Bank 2
AUTO/L	LT	Auto Light Control
ABS	BRC	Anti-Lock Brake System
APPS1	EC	Accelerator Pedal Position Sensor
APPS2	EC	Accelerator Pedal Position Sensor
APPS3	EC	Accelerator Pedal Position Sensor
ASCBOF	EC	ASCD Brake Switch
ASC/BS	EC	ASCD Brake Switch
ASCIND	EC	ASCD Indicator
ASC/SW	EC	ASCD Steering Switch
AT/IND	DI	A/T Indicator Lamp
AUDIO	AV	Audio
AUT/DP	SE	Automatic Drive Positioner
BACK/L	LT	Back-up Lamp
BRK/SW	EC	Brake Switch
CAN	AT	CAN Communication Line
CAN	EC	CAN Communication Line
CAN	LAN	CAN System
CHARGE	SC	Charging System
CHIME	DI	Warning Chime
COOL/F	EC	Cooling Fan Control
COMBSW	LT	Combination Switch
COMM	AV	Audio Visual Communication System
COMPAS	DI	Compass
CORNER	LT	Cornering Lamps
D/LOCK	BL	Power Door Lock
DEF	GW	Rear Window Defogger
DTRL	LT	Headlamp - With Daytime Light System
ECM/PW	EC	ECM Power Supply for Back-Up
ECTS	EC	Engine Coolant Temperature Sensor
EGRC1	EC	EGR Function
EGR/TS	EC	EGR Temperature Sensor
EGVC/V	EC	EGR Volume Control Valve
EMNT	EC	Engine Mount
ETC1	EC	Electric Throttle Control Function
ETC2	EC	Throttle Control Motor Relay
ETC3	EC	Throttle Control Motor
F/FOG	LT	Front Fog Lamp

HARNESSES

F/PUMP	EC	Fuel Pump
FTS	AT	A/T Fluid Temperature Sensor
FTSP	AT	A/T Fluid Temperature Sensor Failure
FTTS	EC	Fuel Tank Temperature Sensor
FUELB1	EC	Fuel Injection System Bank 1
FUELB2	EC	Fuel Injection System Bank 2
H/LAMP	LT	Headlamp
HORN	WW	Horn
HSEAT	SE	Heated Seat
H/STRG	PS	Heated Steering Wheel
I/MIRR	GW	Inside Mirror (Auto Anti-Dazzling Mirror)
IATS	EC	Intake Air Temperature Sensor
IGNSYS	EC	Ignition System
ILL	LT	Illumination
INF/D	AV	Vehicle Information and Integrated Switch System
INJECT	EC	Injector
IVCB1	EC	Intake Valve Timing Control Solenoid Valve Bank 1
IVCB2	EC	Intake Valve Timing Control Solenoid Valve Bank 2
KEYLES	BL	Remote Keyless Entry System
KS	EC	Knock Sensor
MAFS	EC	Mass Air Flow Sensor
MAIN	EC	Main Power Supply and Ground Circuit
METER	DI	Speedometer, Tachometer, Temp., Oil and Fuel Gauges
MIL/DL	EC	Malfunction Indicator Lamp
MIRROR	GW	Door Mirror
MMSW	AT	Manual Mode Switch
NATS	BL	Nissan Anti-Theft System
NAVI	AV	Navigation System
O2H2B1	EC	Rear Heated Oxygen Sensor 2 (Rear) Heater Bank 1
O2H2B2	EC	Rear Heated Oxygen Sensor 2 (Rear) Heater Bank 2
O2S2B1	EC	Heated Oxygen Sensor 2 (Rear) Bank 1
O2S2B2	EC	Heated Oxygen Sensor 2 (Rear) Bank 2
PC/A	AT	Line Pressure Solenoid Valve
PC/B	AT	Shift Pressure Solenoid Valve
PC/C	AT	Pressure Control Solenoid Valve
PC/CS	AT	Pressure Control Solenoid Valve Failure
PGC/V	EC	EVAP Canister Purge Volume Control Solenoid Valve
PHSB1	EC	Camshaft Position Sensor (PHASE) (Bank 1)
PHSB2	EC	Camshaft Position Sensor (PHASE) (Bank 2)
PNP/SW	AT	Park/Neutral Position Switch
PNP/SW	EC	Park/Neutral Position Switch
POS	EC	Crankshaft Position Sensor (CKPS) (POS)
POWER	PG	Power Supply Routing
PRE/SE	EC	EVAP Control System Pressure Sensor
P/SCKT	WW	Power Socket
PS/SEN	EC	Power Steering Oil Pressure Sensor
PWR/IN	AT	TCM Ignition Power
ROOM/L	LT	Interior Room Lamp
RP/SEN	EC	Refrigerant Pressure Sensor
S/SIG	EC	Start Signal
SEAT	SE	Power Seat
SEN/PW	EC	Sensor Power Supply

HARNESSES

SFTFNC	AT	Unusual Shifting	A
SHADE	EI	Rear Sunshade	
SHIFT	AT	A/T Shift Lock System	
SROOF	RF	Sunroof	B
SRS	SRS	Supplemental Restraint System	
SSV/A	AT	Shift Solenoid Valve A	
SSV/B	AT	Shift Solenoid Valve B	C
SSV/C	AT	Shift Solenoid Valve C	
SSV/CS	AT	Shift Solenoid Valve C Failure	
SSV/D	AT	Shift Solenoid Valve D	D
SSV/E	AT	Shift Solenoid Valve E	
START	SC	Starting System	
STOP/L	LT	Stop Lamp	E
TLID	BL	Trunk Lid Opener	
TAIL/L	LT	Parking, License and Tail Lamps	
TCCSIG	AT	A/T TCC Signal (Lock Up)	F
TCS	BRC	Traction Control System	
TPS1	EC	Throttle Position Sensor	
TPS2	EC	Throttle Position Sensor	G
TPS3	EC	Throttle Position Sensor	
TRNSCV	BL	HOMELINK® Universal Transceiver	
TRSC	AT	Turbine Revolution Sensor	H
TURN	LT	Turn Signal and Hazard Warning Lamps	
VDC	BRC	Vehicle Dynamic Control System	
VEHSEC	BL	Vehicle Security System	I
VENT/V	EC	EVAP Canister Vent Control Valve	
VIAS	EC	Variable Air Induction Control System	
VIAS/V	EC	Variable Air Induction Control System Valve	J
VSSATC	AT	Revolution Sensor	
W/ANT	AV	Audio Antenna	
WARN	DI	Warning Lamps	PG
WINDOW	GW	Power Window	
WIPER	WW	Front Wiper and Washer	L

M

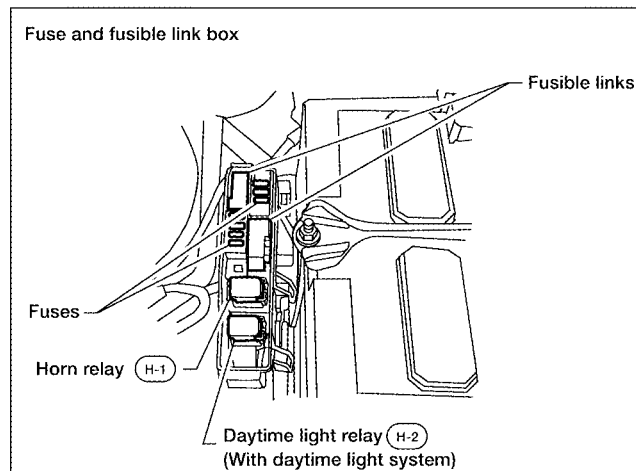
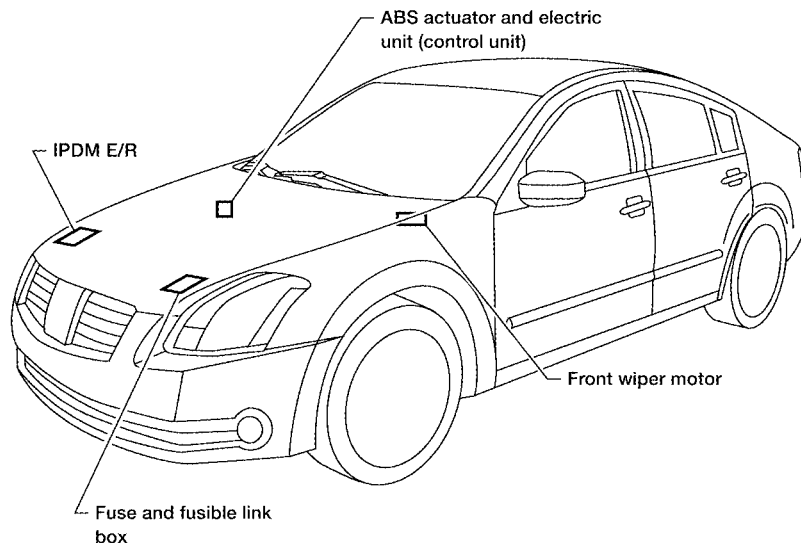
ELECTRICAL UNITS LOCATION

ELECTRICAL UNITS LOCATION

PF2:25230

Electrical Units Location ENGINE COMPARTMENT

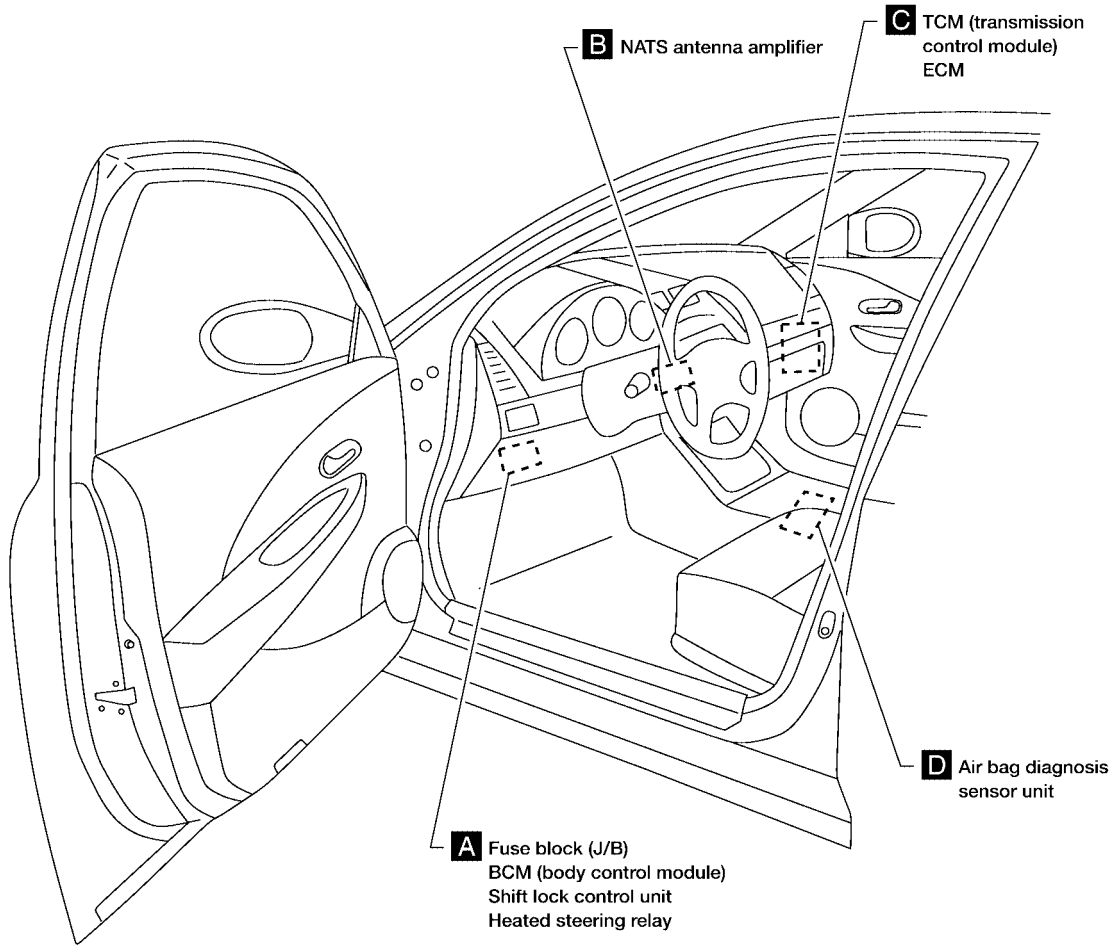
EKS009/B



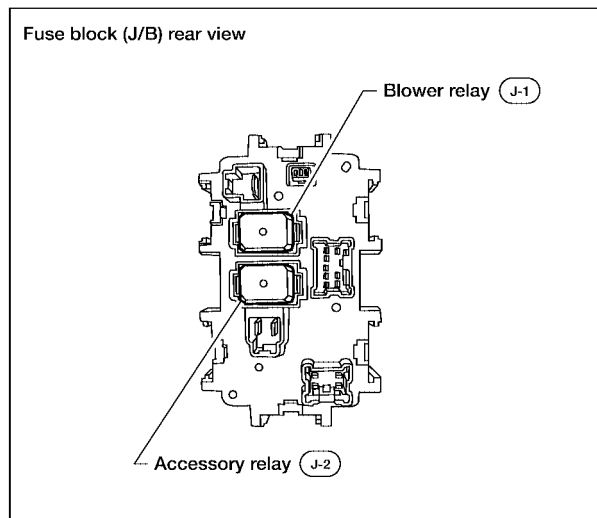
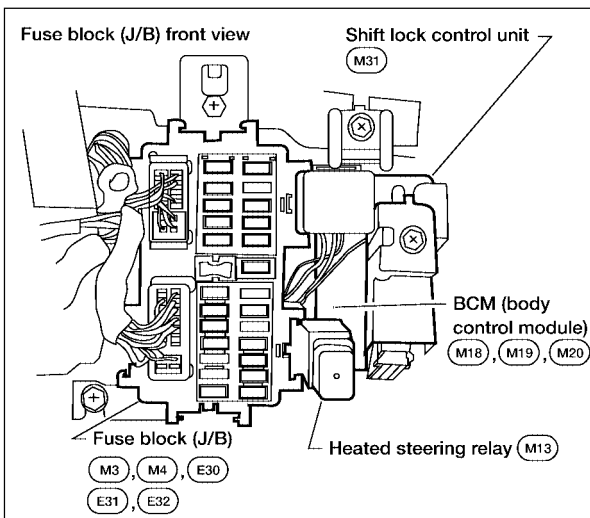
WKIA4273E

ELECTRICAL UNITS LOCATION

PASSENGER COMPARTMENT

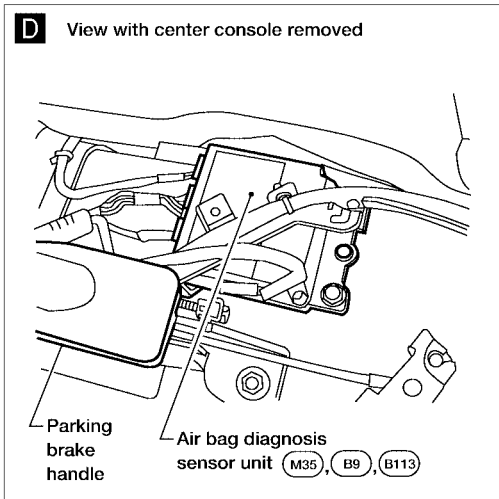
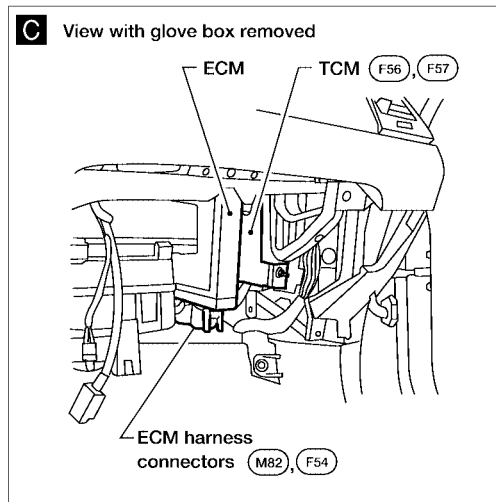
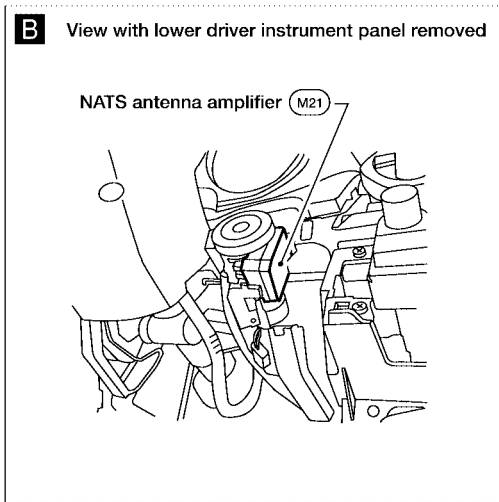


A Instrument panel side LH



WKIA3221E

ELECTRICAL UNITS LOCATION

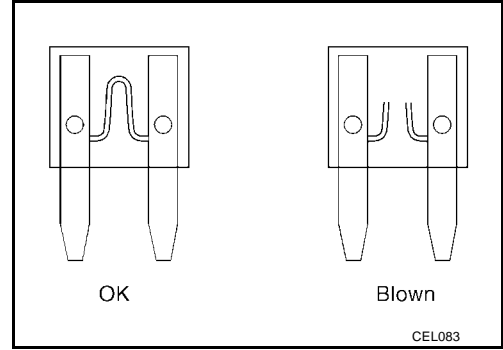


ELECTRICAL UNITS LOCATION

Fuse

EKS0091C

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



Fusible Link

EKS0091D

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

CAUTION:

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

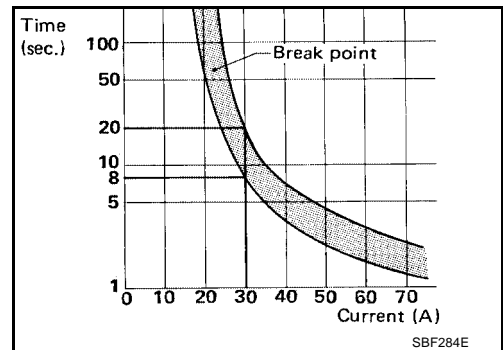
Circuit Breaker (Built Into BCM)

EKS0091E

For example, when current is 30A, the circuit is broken within 8 to 20 seconds.

A circuit breaker is used for the following systems:

- Power seat
- Power windows
- Power door locks
- Remote keyless entry system



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HARNESS CONNECTOR

PF:P:B4341

EKS0091F

HARNESS CONNECTOR

Description

HARNESS CONNECTOR (TAB-LOCKING TYPE)

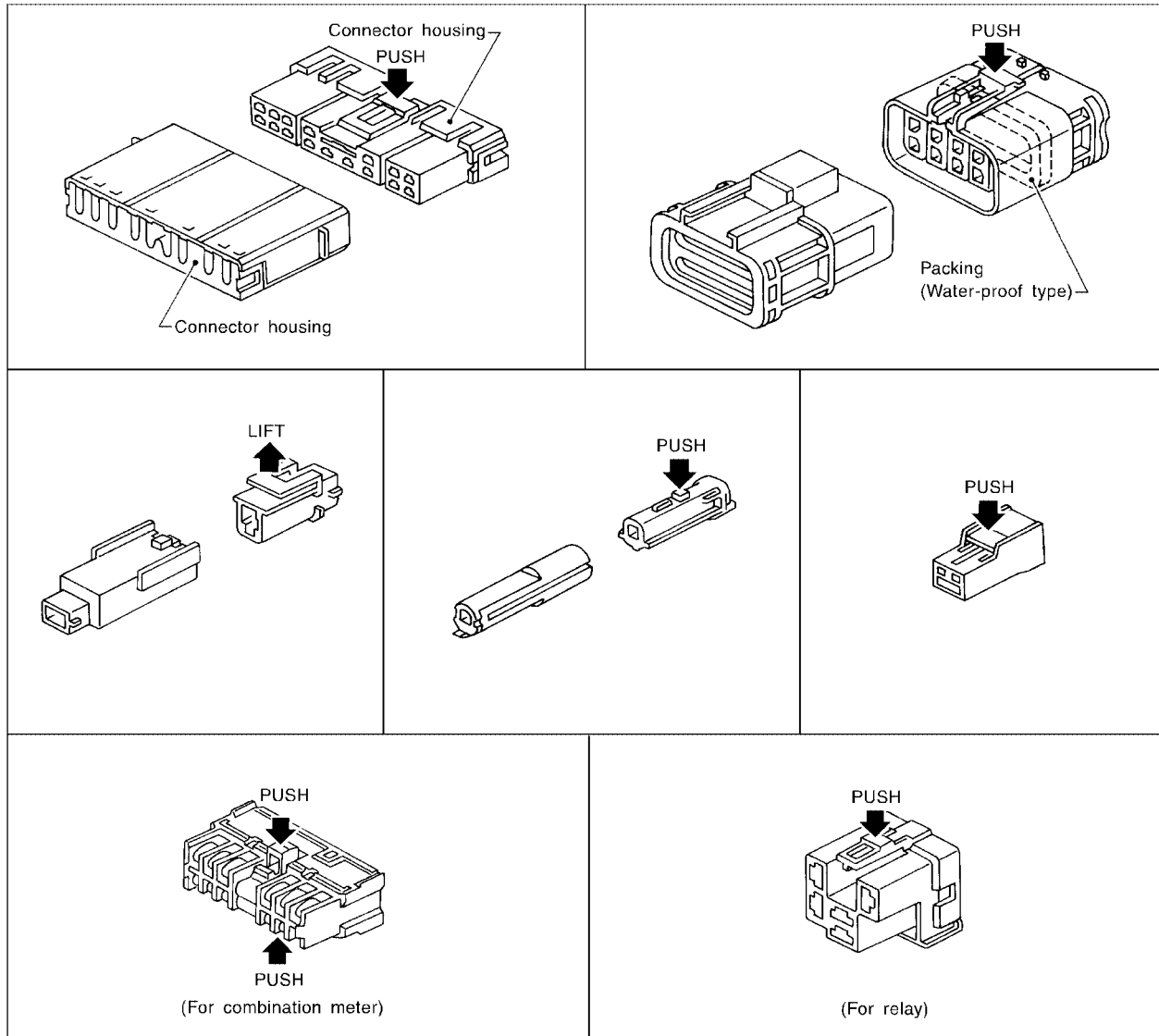
- The tab-locking type connectors help prevent accidental looseness or disconnection.
- The tab-locking type connectors are disconnected by pushing or lifting the locking tab(s). Refer to the illustration below.

Refer to the next page for description of the slide-locking type connector.

CAUTION:

Do not pull the harness or wires when disconnecting the connector.

[Example]



SEL769DA

HARNES CONNECTOR

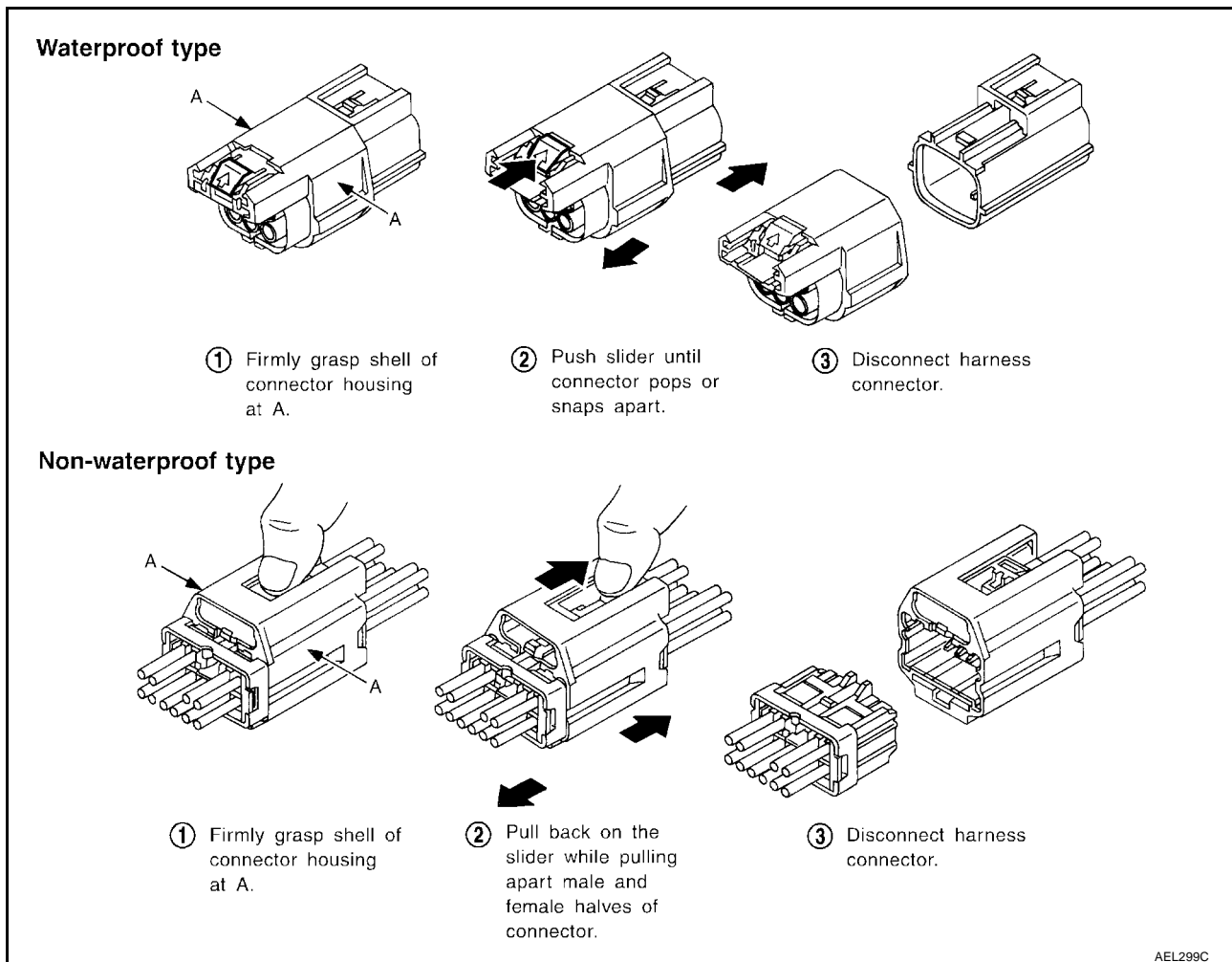
HARNES CONNECTOR (SLIDE-LOCKING TYPE)

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

CAUTION:

- Do not pull the harness or wires when disconnecting the connector.
- Be careful not to damage the connector support bracket when disconnecting the connector.

[Example]



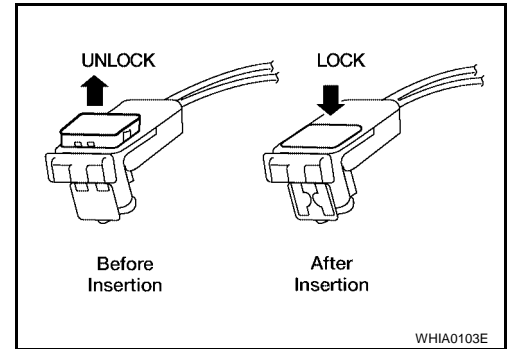
HARNES CONNECTOR (DIRECT-CONNECT SRS COMPONENT TYPE)

- SRS direct-connect type harness connectors are used on certain SRS components such as air bag modules and seat belt pre-tensioners.
- Always pull up to release black locking tab prior to removing connector from SRS component.
- Always push down to lock black locking tab after installing connector to SRS component. When locked, the black locking tab is level with the connector housing.

HARNESS CONNECTOR

CAUTION:

- Do not pull the harness or wires when removing connectors from SRS components.





ELECTRICAL UNITS

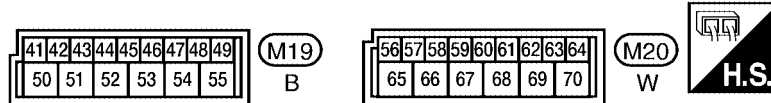
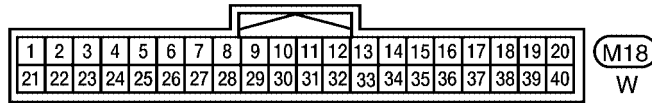
ELECTRICAL UNITS Terminal Arrangement

PF:23710

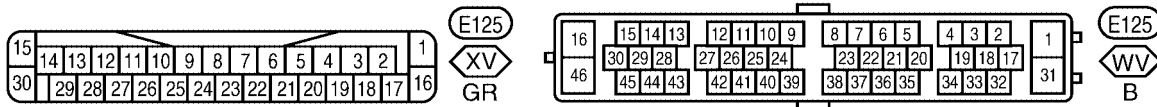
EKS009IG

 : WITHOUT VDC
 : WITH VDC

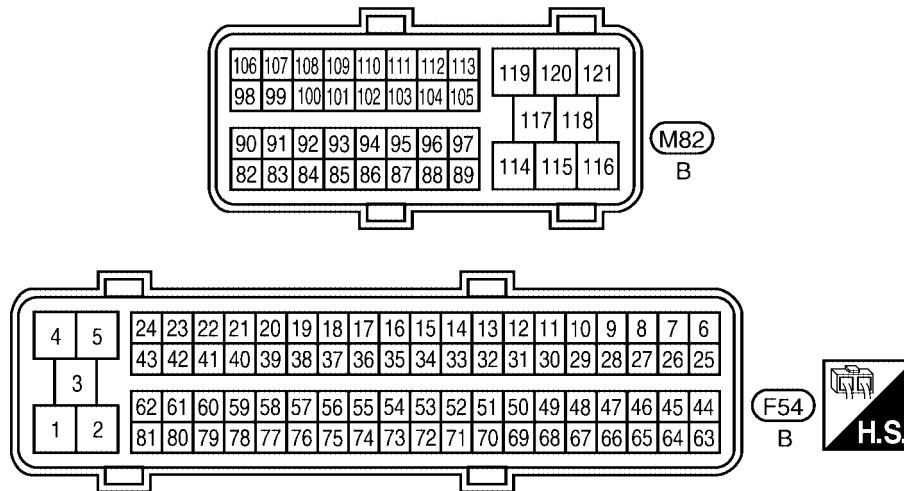
BCM (BODY CONTROL MODULE)



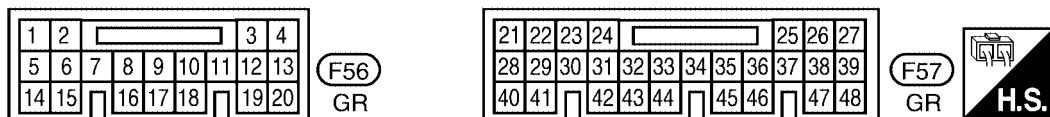
ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)



ECM



TCM (TRANSMISSION CONTROL MODULE)



WKIA4261E

STANDARDIZED RELAY

PFP:25230

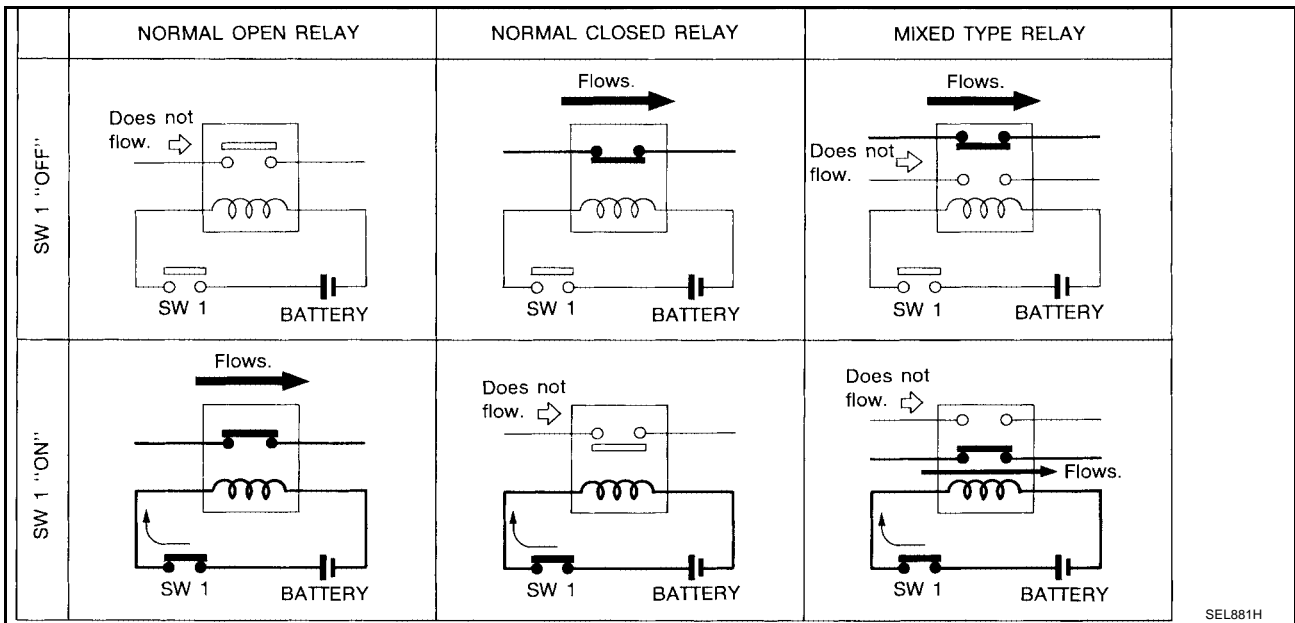
EKS009IH

STANDARDIZED RELAY

Description

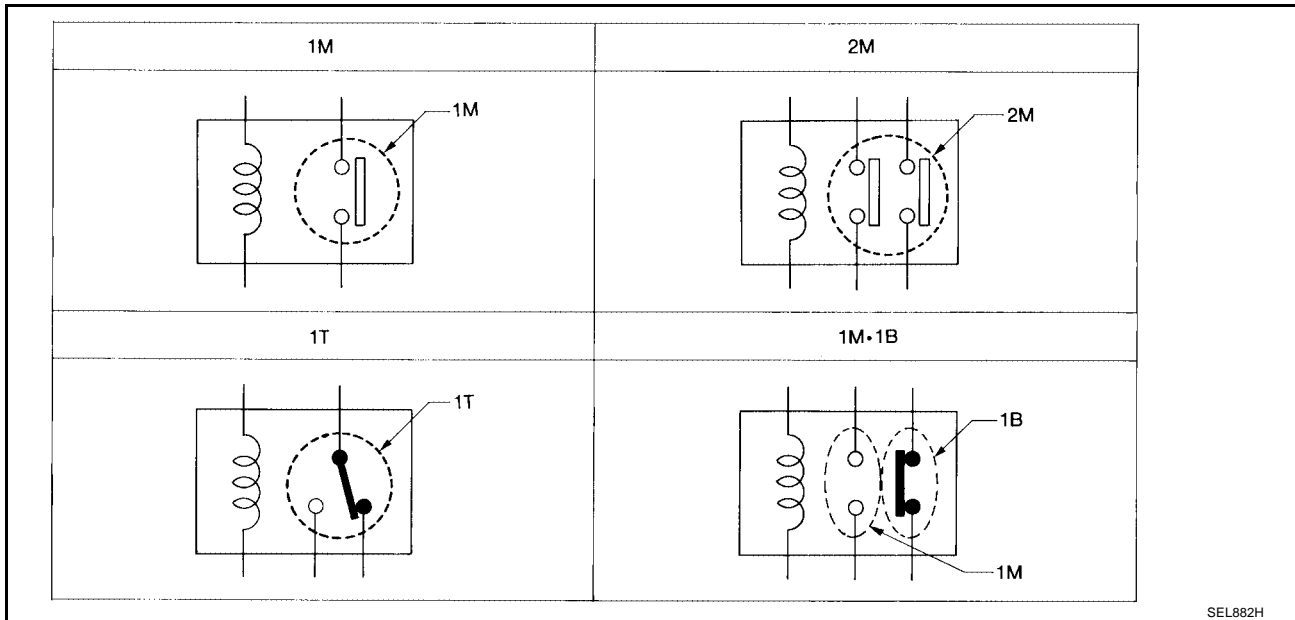
NORMAL OPEN, NORMAL CLOSED AND MIXED TYPE RELAYS

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



SEL881H

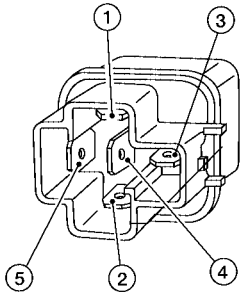
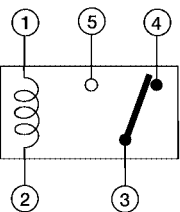
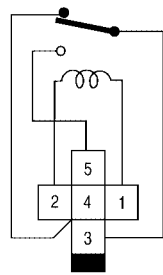
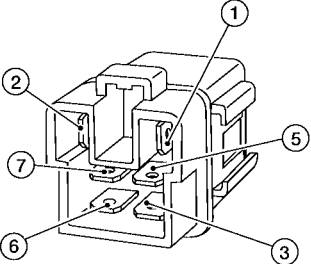
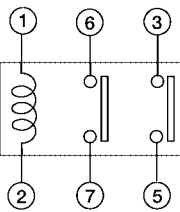
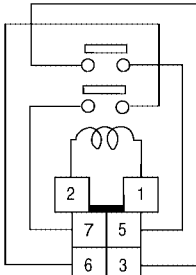
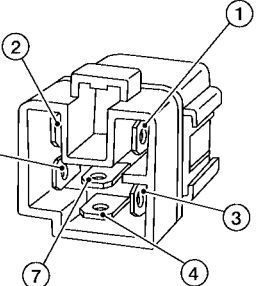
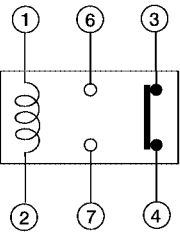
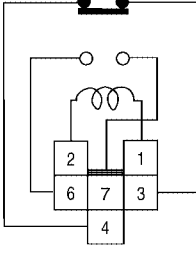
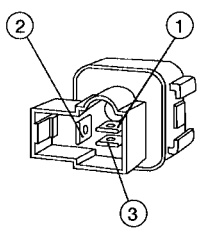
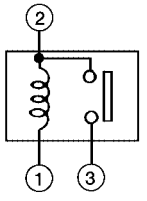
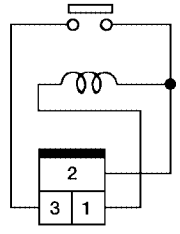
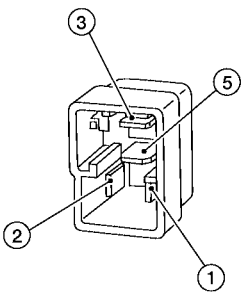
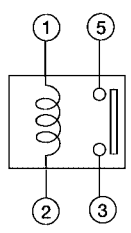
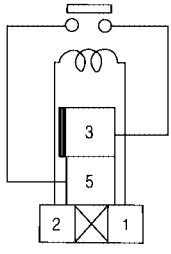
TYPE OF STANDARDIZED RELAYS



SEL882H

1M	1 Make	2M	2 Make
1T	1 Transfer	1M-1B	1 Make 1 Break

STANDARDIZED RELAY

Type	Outer view	Circuit	Connector Symbol and connection	Case color
1T				BLACK
2M				BROWN
1M-1B				GRAY
1M				BLACK
				BLUE

The arrangement of terminal numbers on the actual relays may differ from those shown above.

WKIA0253E

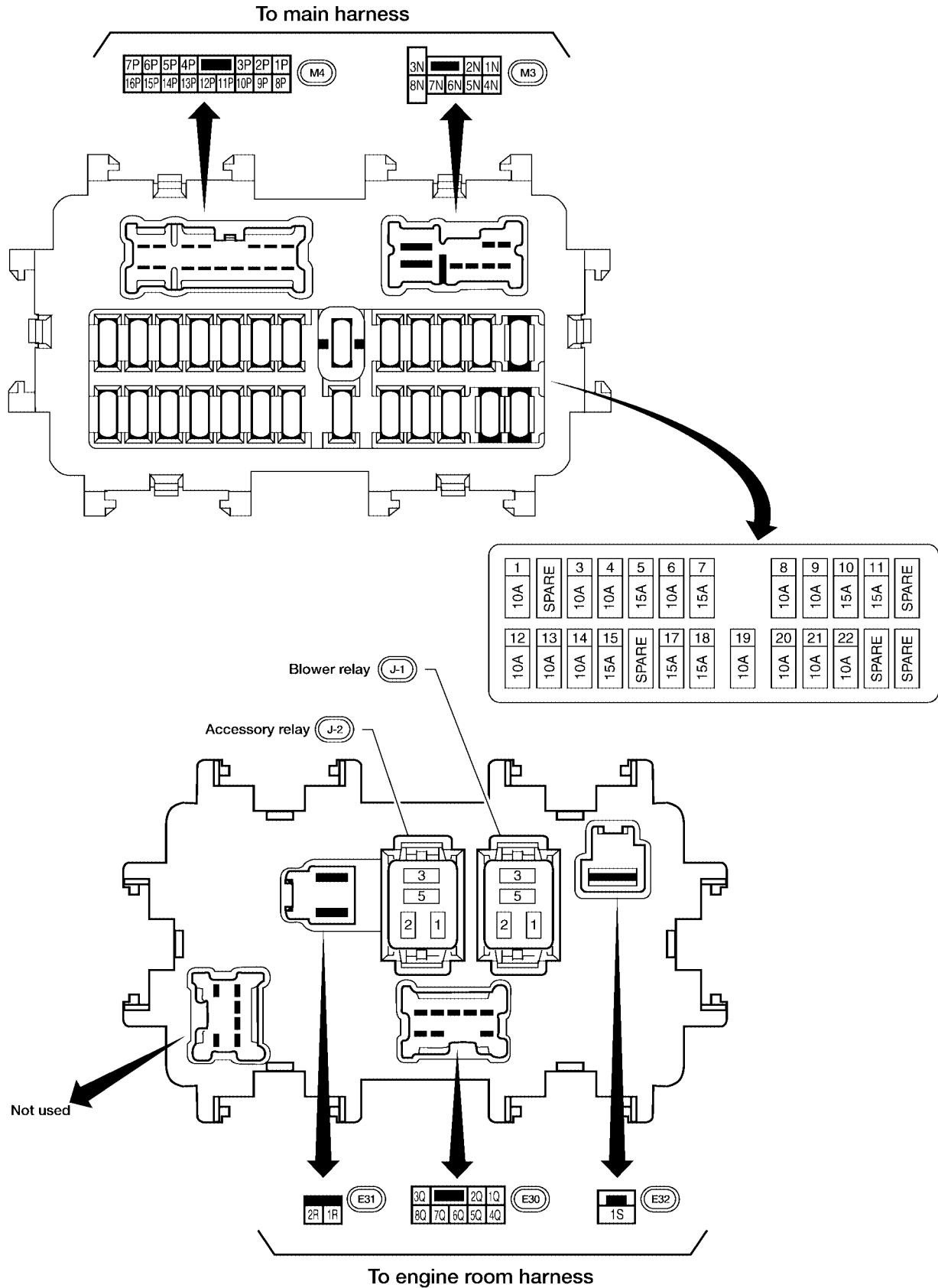
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FUSE BLOCK-JUNCTION BOX(J/B)

PF24350

EKS009II

FUSE BLOCK-JUNCTION BOX(J/B) Terminal Arrangement



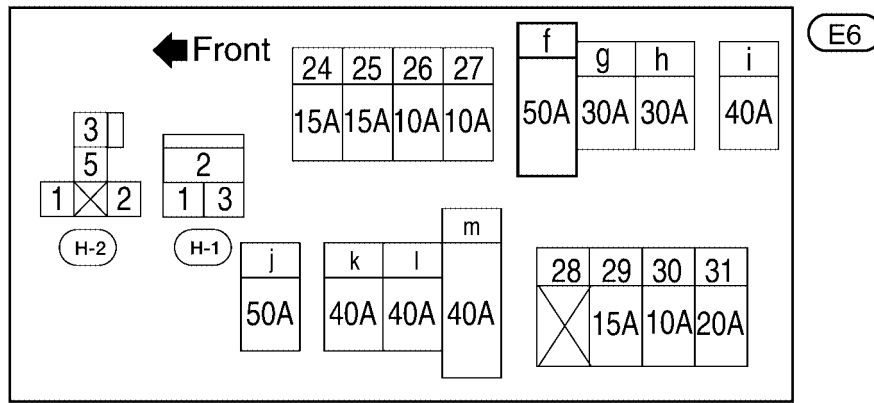
FUSE AND FUSIBLE LINK BOX

FUSE AND FUSIBLE LINK BOX

PFP:24381

Terminal Arrangement

EKS009J



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FUSE AND FUSIBLE LINK BOX
