SECTION LAN

LAN SYSTEM

CONTENTS

CAN FUNDAMENTAL

PRECAUTION 5

PRECAUTIONS 5
Precautions for Trouble Diagnosis 5
Precautions for Harness Repair 5

SYSTEM DESCRIPTION 6

CAN COMMUNICATION SYSTEM 6
System Description 6
System Diagram 6
CAN Communication Control Circuit 7

DIAG ON CAN 8
Description 8
System Diagram 8

TROUBLE DIAGNOSIS 9
Condition of Error Detection 9
Symptom When Error Occurs in CAN Communication System 9
CAN Diagnosis with CONSULT 12
Self-Diagnosis 12
CAN Diagnostic Support Monitor 12
How to Use CAN Communication Signal Chart 14

BASIC INSPECTION 15

DIAGNOSIS AND REPAIR WORKFLOW 15
Trouble Diagnosis Flow Chart 15
Trouble Diagnosis Procedure 15

CAN

HOW TO USE THIS MANUAL 20

HOW TO USE THIS SECTION 20
Caution 20
Abbreviation List 20

PRECAUTION 21

PRECAUTIONS 21
Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" 21
Precautions for Trouble Diagnosis 21
Precautions for Harness Repair 21

BASIC INSPECTION 23

DIAGNOSIS AND REPAIR WORKFLOW 23
Interview Sheet 23

SYSTEM DESCRIPTION 24

CAN COMMUNICATION SYSTEM 24
CAN System Specification Chart 24
CAN Communication Signal Chart 24

WIRING DIAGRAM 28

CAN SYSTEM 28
Wiring Diagram 28

DTC/CIRCUIT DIAGNOSIS 36

CAN COMMUNICATION SYSTEM 36
Component Parts Location 36

MALFUNCTION AREA CHART 37
Main Line 37
Branch Line 37
Short Circuit 37

MAIN LINE BETWEEN ADP AND DLC CIRCUIT 38
Diagnosis Procedure 38

MAIN LINE BETWEEN DLC AND HVAC CIRCUIT 39
Diagnosis Procedure 39

MAIN LINE BETWEEN HVAC AND ABS CIRCUIT 40

Diagnosis Procedure 40

MAIN LINE BETWEEN HVAC AND A-BAG CIRCUIT 41
Diagnosis Procedure 41

MAIN LINE BETWEEN A-BAG AND ABS CIRCUIT 42
Diagnosis Procedure 42

ECM BRANCH LINE CIRCUIT 43
Diagnosis Procedure 43

ADP BRANCH LINE CIRCUIT 44
Diagnosis Procedure 44

BCM BRANCH LINE CIRCUIT 45
Diagnosis Procedure 45

DLC BRANCH LINE CIRCUIT 46
Diagnosis Procedure 46

M&A BRANCH LINE CIRCUIT 47
Diagnosis Procedure 47

AV BRANCH LINE CIRCUIT 48
Diagnosis Procedure 48

HVAC BRANCH LINE CIRCUIT 49
Diagnosis Procedure 49

STRG BRANCH LINE CIRCUIT 50
Diagnosis Procedure 50

A-BAG BRANCH LINE CIRCUIT 51
Diagnosis Procedure 51

ABS BRANCH LINE CIRCUIT 52
Diagnosis Procedure 52

TCM BRANCH LINE CIRCUIT 53
Diagnosis Procedure 53

IPDM-E BRANCH LINE CIRCUIT 54
Diagnosis Procedure 54

CAN COMMUNICATION CIRCUIT 55
Diagnosis Procedure 55

CAN SYSTEM (TYPE 1)

DTC/CIRCUIT DIAGNOSIS 57

MAIN LINE BETWEEN DLC AND HVAC CIRCUIT 57
Diagnosis Procedure 57

MAIN LINE BETWEEN HVAC AND A-BAG CIRCUIT 58
Diagnosis Procedure 58

MAIN LINE BETWEEN A-BAG AND ABS CIRCUIT 59
Diagnosis Procedure 59

ECM BRANCH LINE CIRCUIT 60
Diagnosis Procedure 60

BCM BRANCH LINE CIRCUIT 61
Diagnosis Procedure 61

DLC BRANCH LINE CIRCUIT 62
Diagnosis Procedure 62

M&A BRANCH LINE CIRCUIT 63
Diagnosis Procedure 63

HVAC BRANCH LINE CIRCUIT 64
Diagnosis Procedure 64

STRG BRANCH LINE CIRCUIT 65
Diagnosis Procedure 65

A-BAG BRANCH LINE CIRCUIT 66
Diagnosis Procedure 66

ABS BRANCH LINE CIRCUIT 67
Diagnosis Procedure 67

TCM BRANCH LINE CIRCUIT 68
Diagnosis Procedure 68

IPDM-E BRANCH LINE CIRCUIT 69
Diagnosis Procedure 69

CAN COMMUNICATION CIRCUIT 70
Diagnosis Procedure 70

CAN SYSTEM (TYPE 2)

DTC/CIRCUIT DIAGNOSIS 72

MAIN LINE BETWEEN DLC AND HVAC CIRCUIT 72
Diagnosis Procedure 72

MAIN LINE BETWEEN HVAC AND A-BAG CIRCUIT 73
Diagnosis Procedure 73

MAIN LINE BETWEEN A-BAG AND ABS CIRCUIT 74
Diagnosis Procedure 74

ECM BRANCH LINE CIRCUIT 75
Diagnosis Procedure 75

BCM BRANCH LINE CIRCUIT 76
Diagnosis Procedure 76

DLC BRANCH LINE CIRCUIT 77
Diagnosis Procedure 77

M&A BRANCH LINE CIRCUIT 78
Diagnosis Procedure 78

AV BRANCH LINE CIRCUIT 79
Diagnosis Procedure 79

HVAC BRANCH LINE CIRCUIT 80
Diagnosis Procedure 80

STRG BRANCH LINE CIRCUIT 81
Diagnosis Procedure 81

A-BAG BRANCH LINE CIRCUIT 82
Diagnosis Procedure 82

ABS BRANCH LINE CIRCUIT 83
Diagnosis Procedure 83

TCM BRANCH LINE CIRCUIT 84
Diagnosis Procedure 84

IPDM-E BRANCH LINE CIRCUIT 85
Diagnosis Procedure 85

CAN COMMUNICATION CIRCUIT 86
Diagnosis Procedure 86

CAN SYSTEM (TYPE 3)

DTC/CIRCUIT DIAGNOSIS 88

MAIN LINE BETWEEN ADP AND DLC CIRCUIT 88
Diagnosis Procedure 88

MAIN LINE BETWEEN DLC AND HVAC CIRCUIT 89
Diagnosis Procedure 89

MAIN LINE BETWEEN HVAC AND A-BAG CIRCUIT 90
Diagnosis Procedure 90

MAIN LINE BETWEEN A-BAG AND ABS CIRCUIT 91
Diagnosis Procedure 91

ECM BRANCH LINE CIRCUIT 92
Diagnosis Procedure 92

ADP BRANCH LINE CIRCUIT 93
Diagnosis Procedure 93

BCM BRANCH LINE CIRCUIT 94
Diagnosis Procedure 94

DLC BRANCH LINE CIRCUIT 95
Diagnosis Procedure 95

M&A BRANCH LINE CIRCUIT 96
Diagnosis Procedure 96

AV BRANCH LINE CIRCUIT 97
Diagnosis Procedure 97

HVAC BRANCH LINE CIRCUIT 98
Diagnosis Procedure 98

STRG BRANCH LINE CIRCUIT 99
Diagnosis Procedure 99

A-BAG BRANCH LINE CIRCUIT 100
Diagnosis Procedure 100

ABS BRANCH LINE CIRCUIT 101
Diagnosis Procedure 101

TCM BRANCH LINE CIRCUIT 102
Diagnosis Procedure 102

IPDM-E BRANCH LINE CIRCUIT 103
Diagnosis Procedure 103

CAN COMMUNICATION CIRCUIT 104
Diagnosis Procedure 104

CAN SYSTEM (TYPE 5)

DTC/CIRCUIT DIAGNOSIS 106

MAIN LINE BETWEEN ADP AND DLC CIRCUIT 106
Diagnosis Procedure 106

MAIN LINE BETWEEN DLC AND HVAC CIRCUIT 107
Diagnosis Procedure 107

MAIN LINE BETWEEN HVAC AND ABS CIRCUIT 108
Diagnosis Procedure 108

ECM BRANCH LINE CIRCUIT 109
Diagnosis Procedure 109

ADP BRANCH LINE CIRCUIT 110
Diagnosis Procedure 110

BCM BRANCH LINE CIRCUIT 111
Diagnosis Procedure 111

DLC BRANCH LINE CIRCUIT 112
Diagnosis Procedure 112

M&A BRANCH LINE CIRCUIT 113
Diagnosis Procedure 113

AV BRANCH LINE CIRCUIT 114
Diagnosis Procedure 114

HVAC BRANCH LINE CIRCUIT 115
Diagnosis Procedure 115

STRG BRANCH LINE CIRCUIT 116
Diagnosis Procedure 116

ABS BRANCH LINE CIRCUIT 117
Diagnosis Procedure 117

TCM BRANCH LINE CIRCUIT 118
Diagnosis Procedure 118

IPDM-E BRANCH LINE CIRCUIT 119
Diagnosis Procedure 119

CAN COMMUNICATION CIRCUIT ..... 120 Diagnosis Procedure 120

PRECAUTION

PRECAUTIONS

Precautions for Trouble Diagnosis

INFOID:0000000009471905

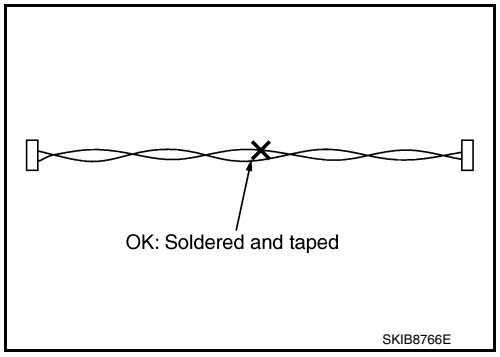
CAUTION:

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

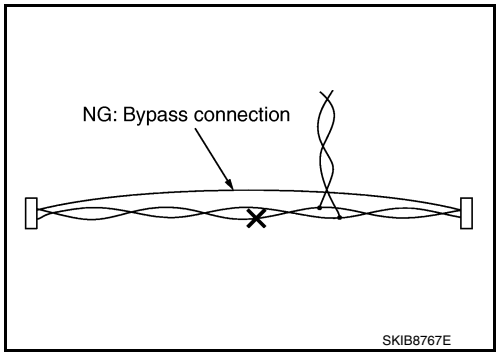
Precautions for Harness Repair

INFOID:0000000009471906

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



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



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

SYSTEM DESCRIPTION

CAN COMMUNICATION SYSTEM

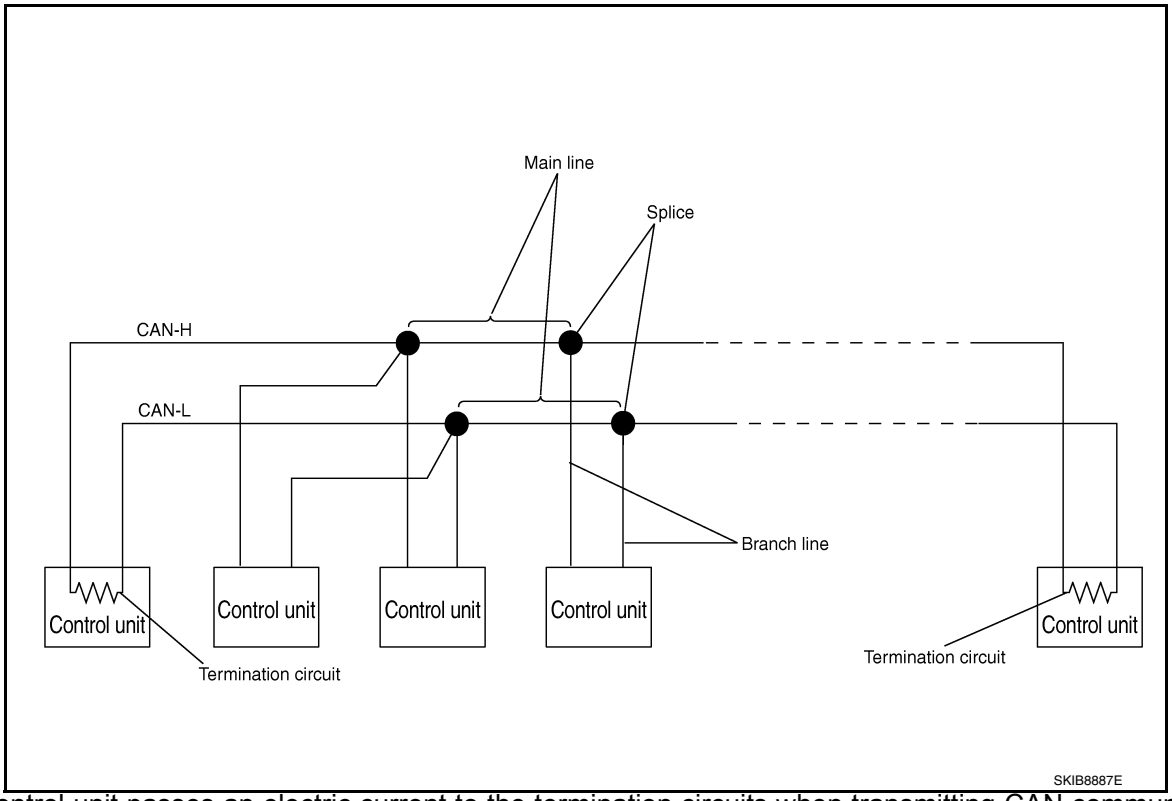
System Description

INFOID:0000000009471907

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

System Diagram

INFOID:0000000009471908

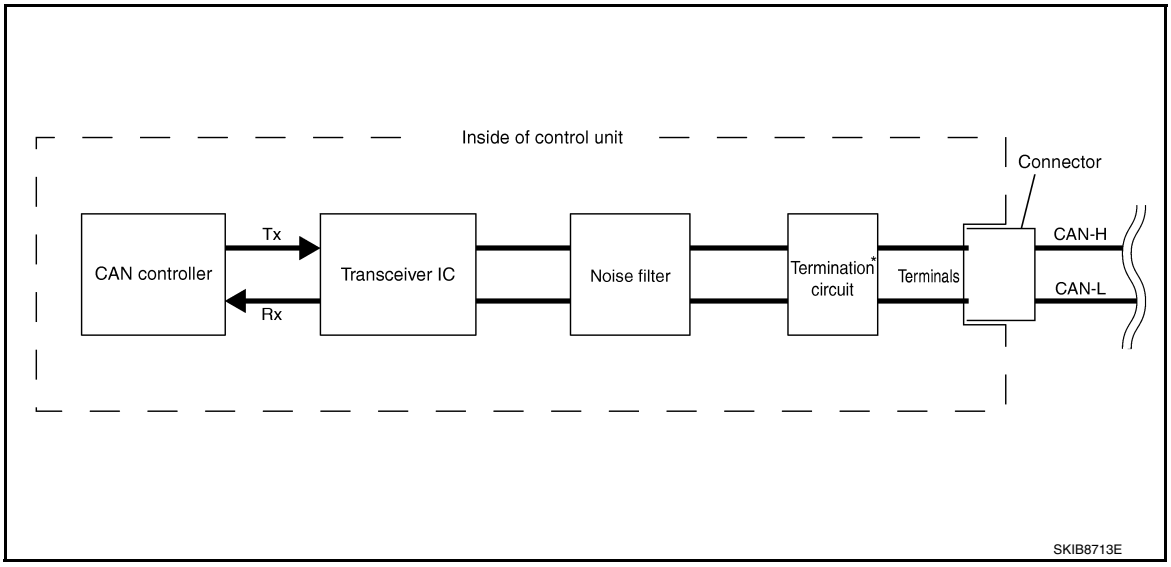


Each control unit passes an electric current to the termination circuits when transmitting CAN communication signal. The termination circuits produce an electrical potential difference between CAN-H and CAN-L. CAN communication system transmits and receives CAN communication signals by the potential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

Component	Description
Main line	CAN communication line between splices
Branch line	CAN communication line between splice and a control unit
Splice	A point connecting a branch line with a main line
Termination circuit	Refer to LAN-7, "CAN Communication Control Circuit".

CAN Communication Control Circuit

INFOID:0000000009471909



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

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

DIAG ON CAN

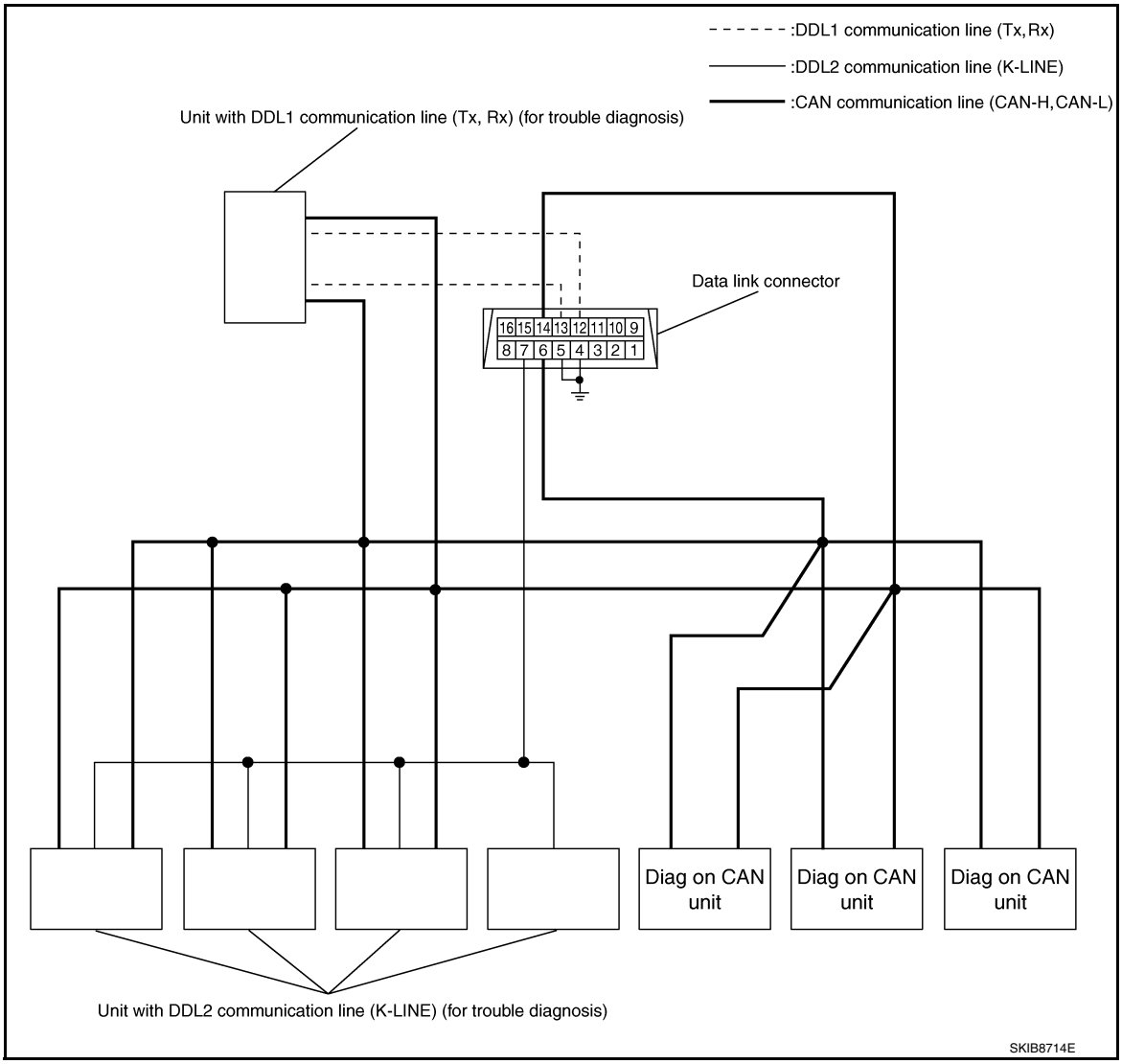
Description

INFOID:0000000009471910

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

System Diagram

INFOID:0000000009471911



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

TROUBLE DIAGNOSIS

Condition of Error Detection

INFOID:0000000009471912

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

CAN COMMUNICATION SYSTEM ERROR

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

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

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

CAUTION:

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

Symptom When Error Occurs in CAN Communication System

INFOID:0000000009471913

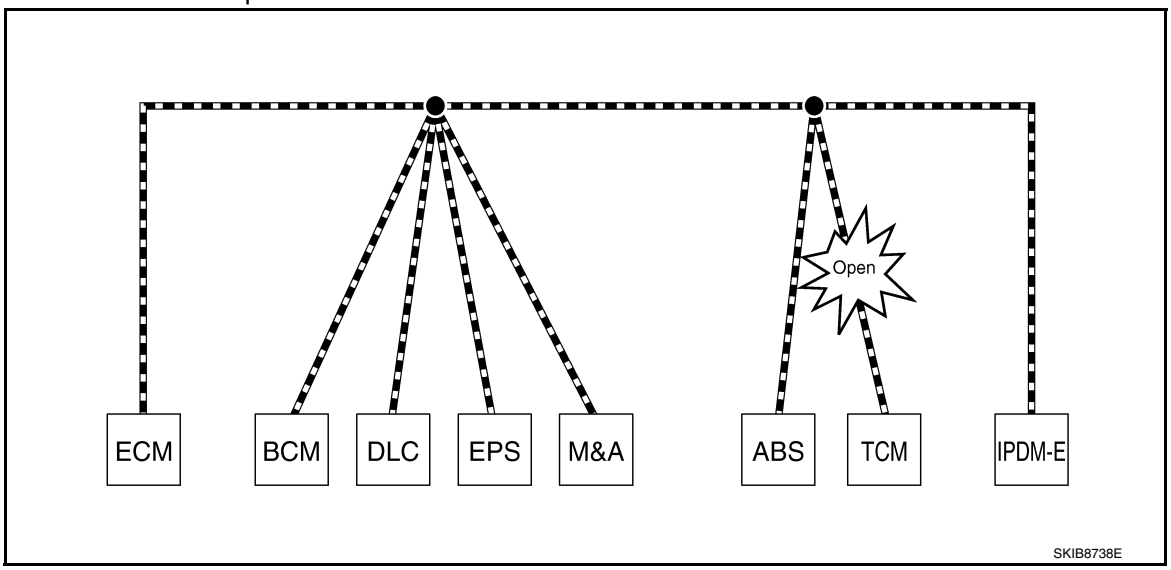
In CAN communication system, multiple units mutually transmit and receive signals. Each unit cannot transmit and receive signals if any error occurs on CAN communication line. Under this condition, multiple control units related to the root cause malfunction or go into fail-safe mode.

ERROR EXAMPLE

NOTE:

- Each vehicle differs in symptom of each unit under fail-safe mode and CAN communication line wiring.
- Refer to LAN-20, "Abbreviation List" for the unit abbreviation.

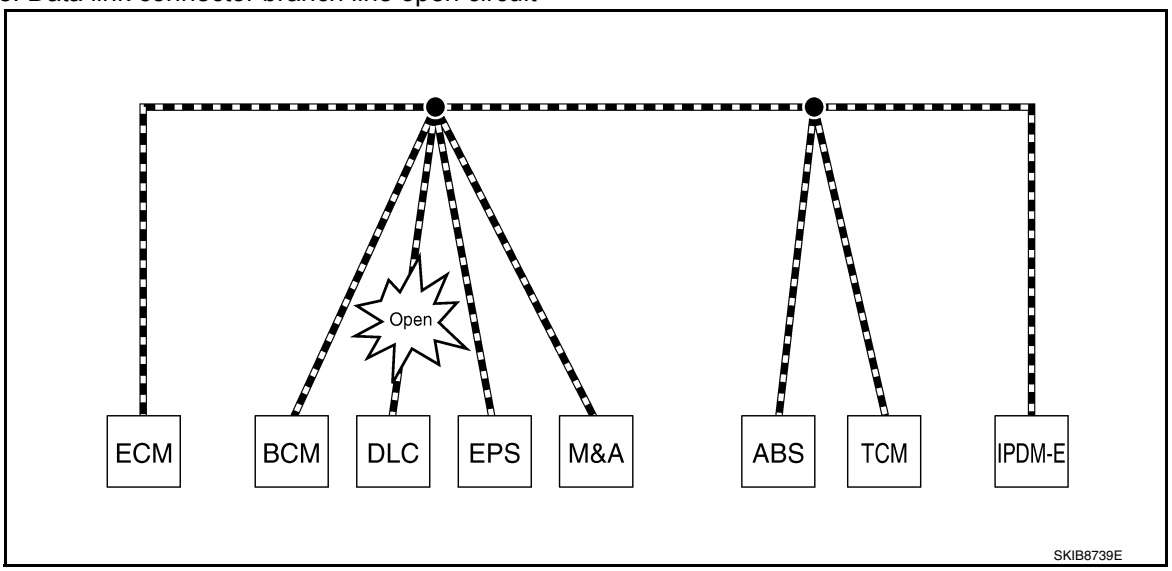
Example: TCM branch line open circuit



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

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

Example: Data link connector branch line open circuit

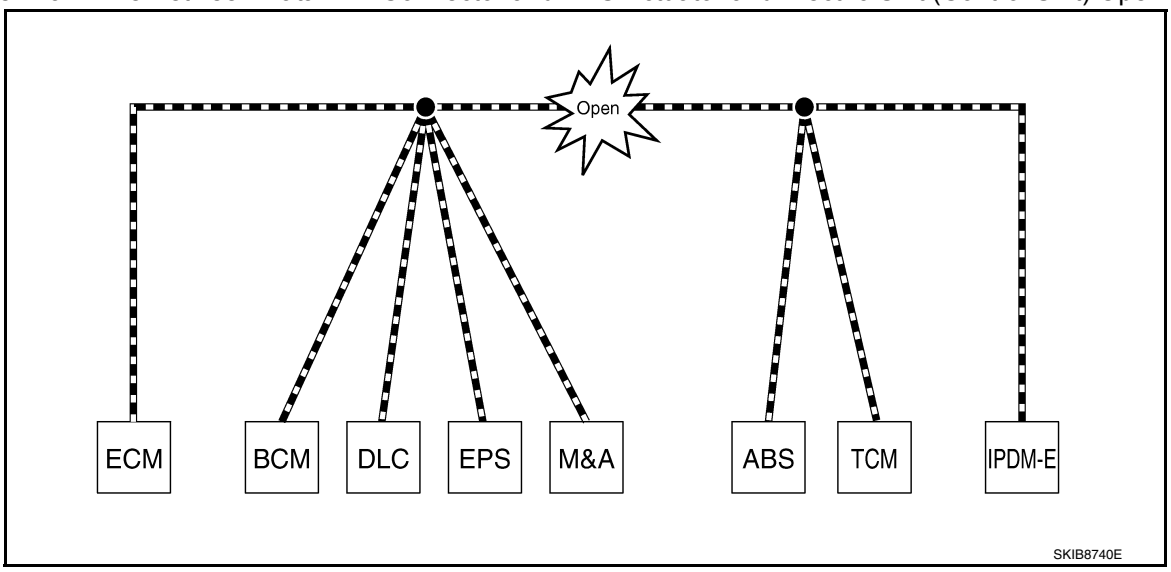


Unit name	Symptom
ECM	Normal operation.
BCM	
EPS control unit	
Combination meter	
ABS actuator and electric unit (control unit)	
TCM	
IPDM E/R	

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

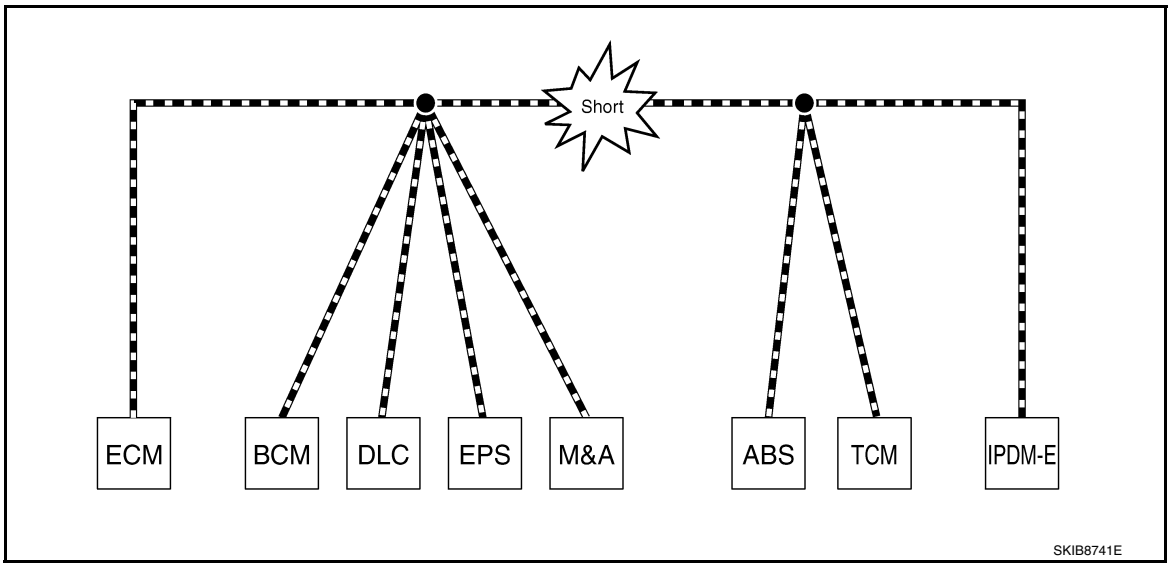
Error	Difference of symptom
Data link connector branch line open circuit	Normal operation.
CAN-H, CAN-L harness short-circuit	Most of the units which are connected to the CAN communication system enter fail-safe mode or are deactivated.

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



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

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



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

CAN Diagnosis with CONSULT

INFOID:0000000009471914

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

Self-Diagnosis

INFOID:0000000009471915

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

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

CAN Diagnostic Support Monitor

INFOID:0000000009471916

MONITOR ITEM (CONSULT)

Example: CAN DIAG SUPPORT MNTR indication

Without PAST

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

With PAST

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

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Without PAST

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

With PAST

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

MONITOR ITEM (ON-BOARD DIAGNOSIS)

NOTE:

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

Example: Vehicle Display

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

How to Use CAN Communication Signal Chart

INFOID:0000000009471917

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

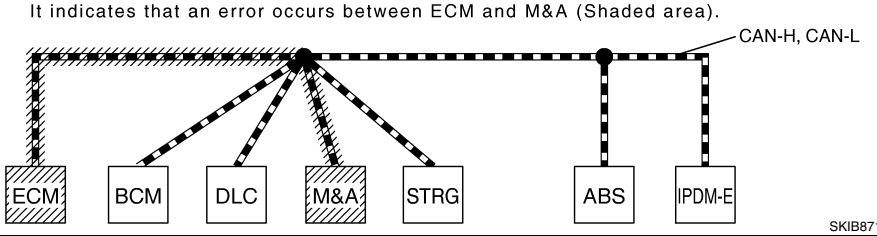
Example: Tachometer does not move even though the engine rotates.

T: Transmit R: Receive

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

No communication between ECM and M&A.

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

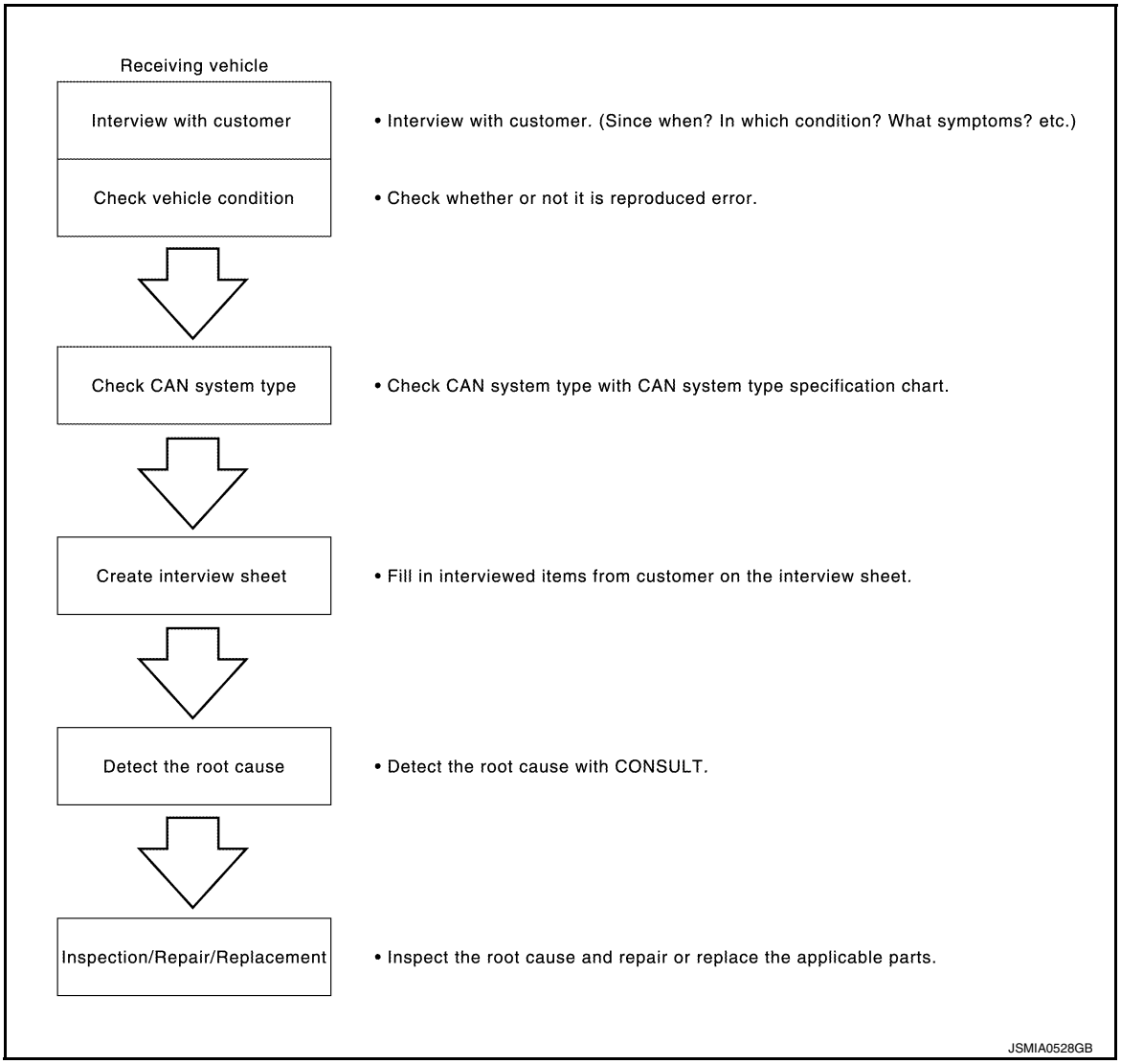


BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Trouble Diagnosis Flow Chart

INFOID:0000000009471918



Trouble Diagnosis Procedure

INFOID:0000000009471919

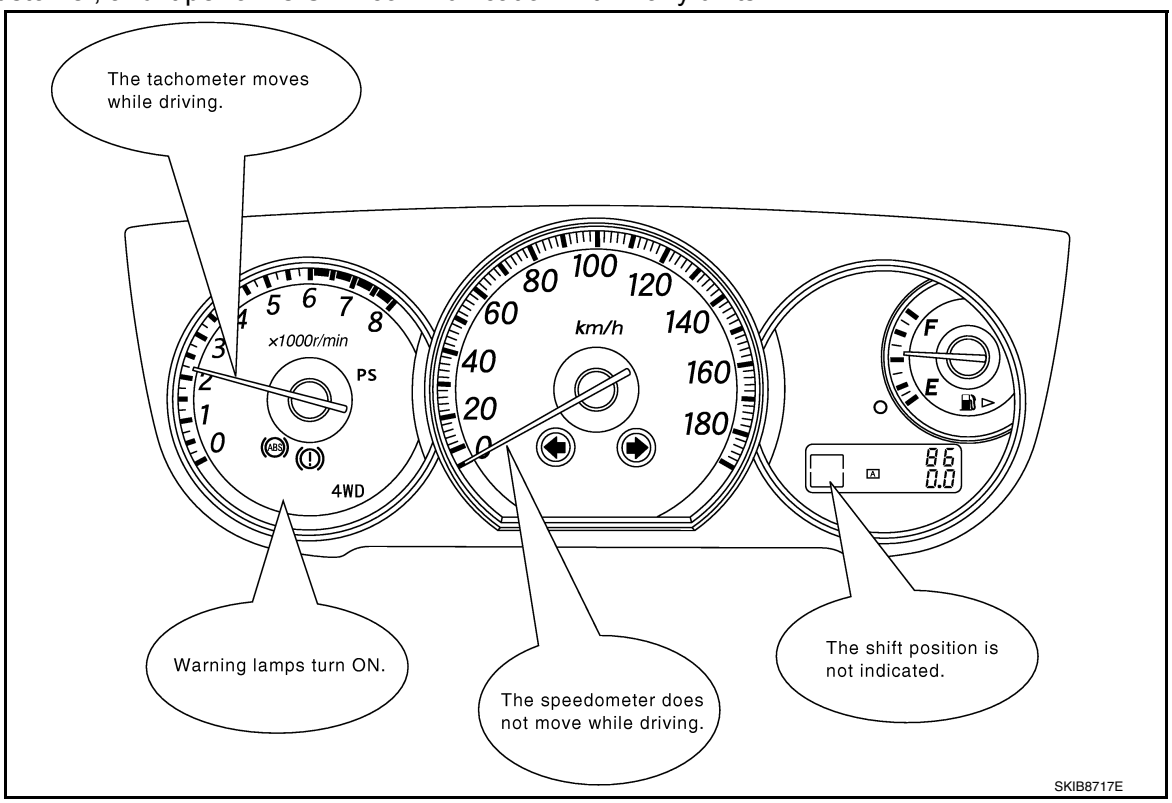
INTERVIEW WITH CUSTOMER

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

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

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

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



INSPECTION OF VEHICLE CONDITION

Check whether the symptom is reproduced or not.

NOTE:

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

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

Determine CAN system type based on vehicle equipment.

NOTE:

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

CAN System Type Specification Chart (Style A)

NOTE:

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

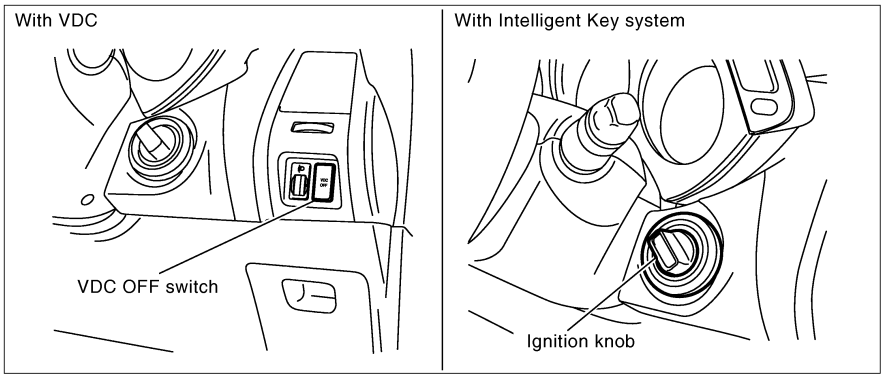
Example:
Vehicle is equipped as follows: Wagon, AWD, VQ35DE, CVT, VDC, and Intelligent Key system. (oval) shows an example of CAN system type.)

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

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

×: Applicable

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



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

For the above case, CAN system type is "6".

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CAN System Type Specification Chart (Style B)
NOTE:

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

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

CAN System Specification Chart

Refer to the specification as shown in the chart.

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

×: Applicable

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

SPECIFICATION CHART B

Determine CAN system type from the following specification chart.

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

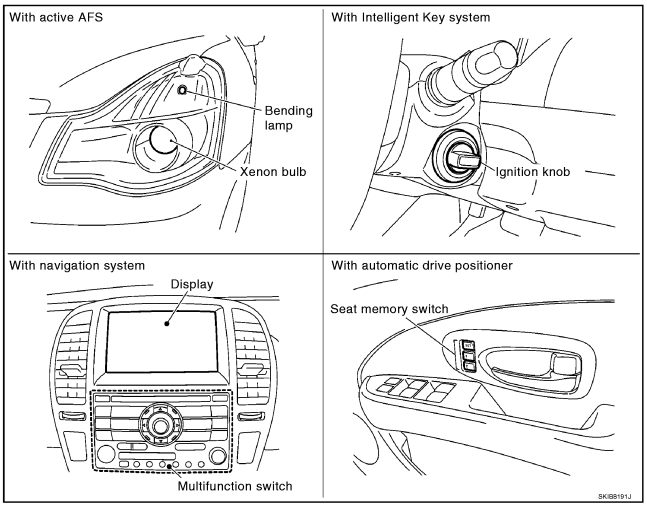
×: Applicable

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

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION

NOTE:

Check CAN system type from the vehicle shape and equipment.



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

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

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CREATE INTERVIEW SHEET

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

Interview Sheet (Example)

CAN Communication System Diagnosis Interview Sheet

Date received: 3, Feb. 2006

Type: DBA-KG11

VIN No.: KG11-005040

Model: BDRARGZ397EDA-E-J-

First registration: 10, Jan. 2001

Mileage: 62,140

CAN system type: Type 19

Symptom (Results from interview with customer)

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

Condition at inspection

Error Symptom: (Present) / Past

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

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DETECT THE ROOT CAUSE

CAN diagnosis function of CONSULT detects the root cause.

HOW TO USE THIS MANUAL

HOW TO USE THIS SECTION

Caution

INFOID:0000000009471920

- This section describes information peculiar to a vehicle and inspection procedures.
- For trouble diagnosis procedure, refer to LAN-15, "Trouble Diagnosis Procedure".

Abbreviation List

INFOID:0000000009471921

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

Abbreviation	Unit name
A-BAG	Air bag diagnosis sensor unit
ABS	ABS actuator and electric unit (control unit)
ADP	Driver seat control unit
AV	AV control unit
BCM	BCM
DLC	Data link connector
ECM	ECM
HVAC	A/C auto amp.
IPDM-E	IPDM E/R
M&A	Combination meter
STRG	Steering angle sensor
TCM	TCM

PRECAUTION

PRECAUTIONS

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

INFOID:0000000009471922

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 SR 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 SR 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.**

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

WARNING:

- **When working near the Airbag Diagnosis Sensor Unit or other Airbag 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 three minutes before performing any service.**

Precautions for Trouble Diagnosis

INFOID:0000000009471923

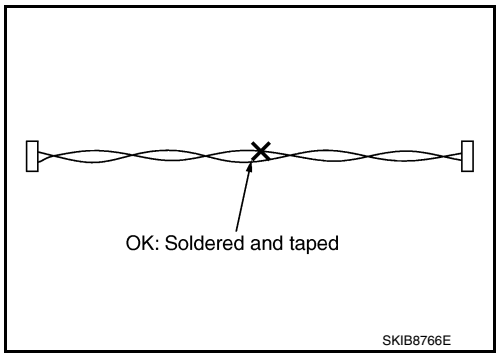
CAUTION:

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

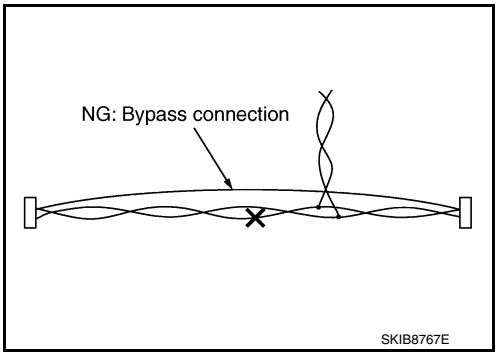
Precautions for Harness Repair

INFOID:0000000009471924

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



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



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

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Interview Sheet

INFOID:0000000009471925

CAN Communication System Diagnosis Interview Sheet

Date received:

Type: VIN No.:

Model:

First registration: Mileage:

CAN system type:

Symptom (Results from interview with customer)

Condition at inspection

Error symptom : Present / Past

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SYSTEM DESCRIPTION

CAN COMMUNICATION SYSTEM

CAN System Specification Chart

INFOID:0000000009471926

Determine CAN system type from the following specification chart.

NOTE:

Refer to LAN-15, "Trouble Diagnosis Procedure" for how to use CAN system specification chart.

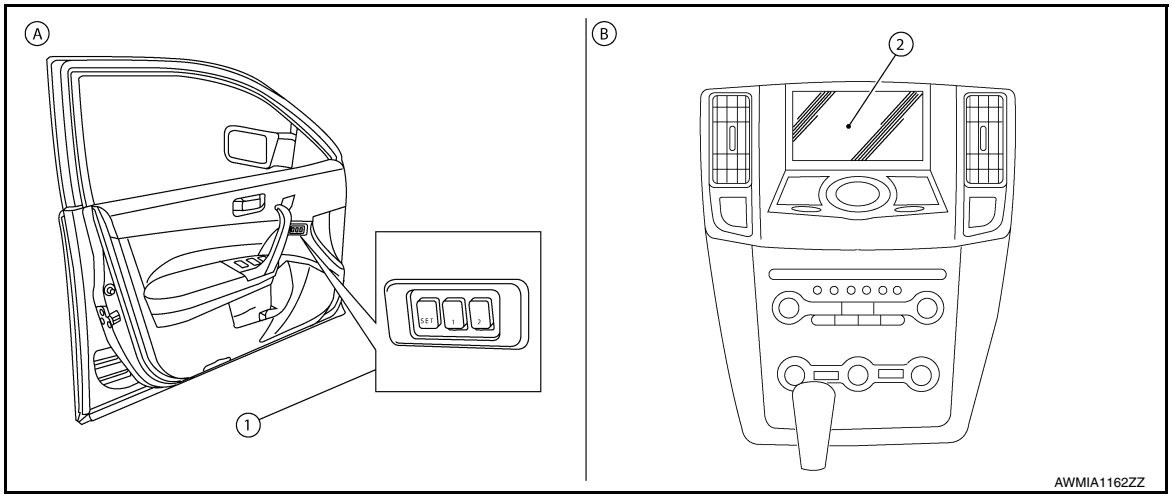
Body type	Sedan			
Axle	2WD			
Engine	VQ35DE			
Transmission	CVT			
Brake control	VDC			
Destination	Except for Mexico			For Mexico
Automatic drive positioner			×	×
Color display		×	×	×
CAN system type	1	2	3	5

×: Applicable

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION

NOTE:

Check CAN system type from the vehicle shape and equipment.



1. Seat memory switches
2. Color display

A. With automatic drive positioner
B. With color display

CAN Communication Signal Chart

INFOID:0000000009471927

Refer to LAN-14, "How to Use CAN Communication Signal Chart" for how to use CAN communication signal chart.

NOTE:

Refer to LAN-20, "Abbreviation List" for the abbreviations of the connecting units.

T: Transmit R: Receive

Signal name/Connecting unit	ECM	ADP	BCM	M&A	AV	HVAC	STRG	ABS	TCM	IPDM-E
A/C compressor request signal	T									R
Accelerator pedal position signal	T							R	R	

Signal name/Connecting unit	ECM	ADP	BCM	M&A	AV	HVAC	STRG	ABS	TCM	IPDM-E
ASCD CRUISE indicator signal	T			R						
ASCD SET indicator signal	T			R						
Closed throttle position signal	T								R	
Cooling fan speed request signal	T									R
Engine and CVT integrated control signal	T								R	
	R								T	
Engine coolant temperature signal	T		R	R	R	R		R	R	
Engine speed signal	T			R	R	R		R	R	
Engine status signal	T		R							
Fuel consumption monitor signal	T			R						
				T	R					
Fuel filler cap warning display signal	T			R						
Malfunction indicator lamp signal	T			R						
Power generation command value signal	T									R
System setting signal		T	T		R					
		R	R		T					
A/C switch signal	R		T			T				
Blower fan motor switch signal	R		T			T				
Steering angle sensor signal					R*1		T	R		
Buzzer output signal			T	R						
Cornering lamp request signal			T							R
Day time running light request signal			T			R				R
Door lock/unlock status signal		R	T							
Door switch signal		R	T	R	R					R
Front fog light request signal			T	R		R				R
Front wiper request signal			T			R		R		R
High beam request signal			T	R		R		R		R
Horn chirp signal			T							R
Ignition switch signal		R	T							R
			R							T
Key fob door unlock signal		R	T							
Key fob ID signal		R	T							
Key switch signal		R	T							
Key warning signal			T	R						
Low beam request signal			T			R				R
Oil pressure switch signal			T	R						
			R	R						T
Position light request signal			T	R		R		R		R
Rear window defogger control signal			T			R				R
	R				R	R				T
Rear window defogger switch signal			T			R				R
Sleep wake up signal		R	T	R						R
Stop lamp switch signal			T						R	

Signal name/Connecting unit	ECM	ADP	BCM	M&A	AV	HVAC	STRG	ABS	TCM	IPDM-E
Theft warning horn request signal			T							R
Trunk switch signal			T	R	R					
Turn indicator signal			T	R		R		R		
Distance to empty signal				T	R					
Fuel filler cap warning reset signal	R			T						
Fuel level low warning signal				T	R					
Fuel level sensor signal	R			T						
Manual mode shift down signal				T					R	
Manual mode shift up signal				T					R	
Manual mode signal				T					R	
Market information signal				T	R					
Non-manual mode signal				T					R	
Paddle shifter shift down signal*2				T					R	
Paddle shifter shift up signal*2				T					R	
Parking brake switch signal			R	T	R			R		
Seat belt buckle switch signal			R	T						
Sleep-ready signal			R	T						
			R							T
Vehicle speed signal	R	R	R	T	R					R
			R	R				T	R	
A/C control signal					T	R				
					R	T				
ABS operation signal								T	R	
ABS warning lamp signal				R				T		
Brake warning lamp signal				R				T		
SLIP indicator lamp signal				R				T		
TCS operation signal								T	R	
VDC OFF indicator lamp signal				R				T		
VDC operation signal								T	R	
CVT indicator lamp signal				R					T	
CVT self-diagnosis signal	R								T	
Input shaft revolution signal	R							R	T	
Manual mode indicator signal				R				R	T	
Output shaft revolution signal	R							R	T	
P range signal		R	R	R	R			R	T	
R range signal		R	R	R	R			R	T	
Shift position signal				R					T	
A/C compressor feedback signal						R				T
Cooling fan speed signal	R									T
Detention switch signal		R	R							T
Front wiper stop position signal			R							T
High beam status signal	R				R					T

Signal name/Connecting unit	ECM	ADP	BCM	M&A	AV	HVAC	STRG	ABS	TCM	IPDM-E
Hood switch signal			R		R					T
Low beam status signal	R				R					T
Push-button ignition switch status signal			R							T
Steering lock unit status signal			R							T

*1: Models with rear view monitor

*2: Models with paddle shifter

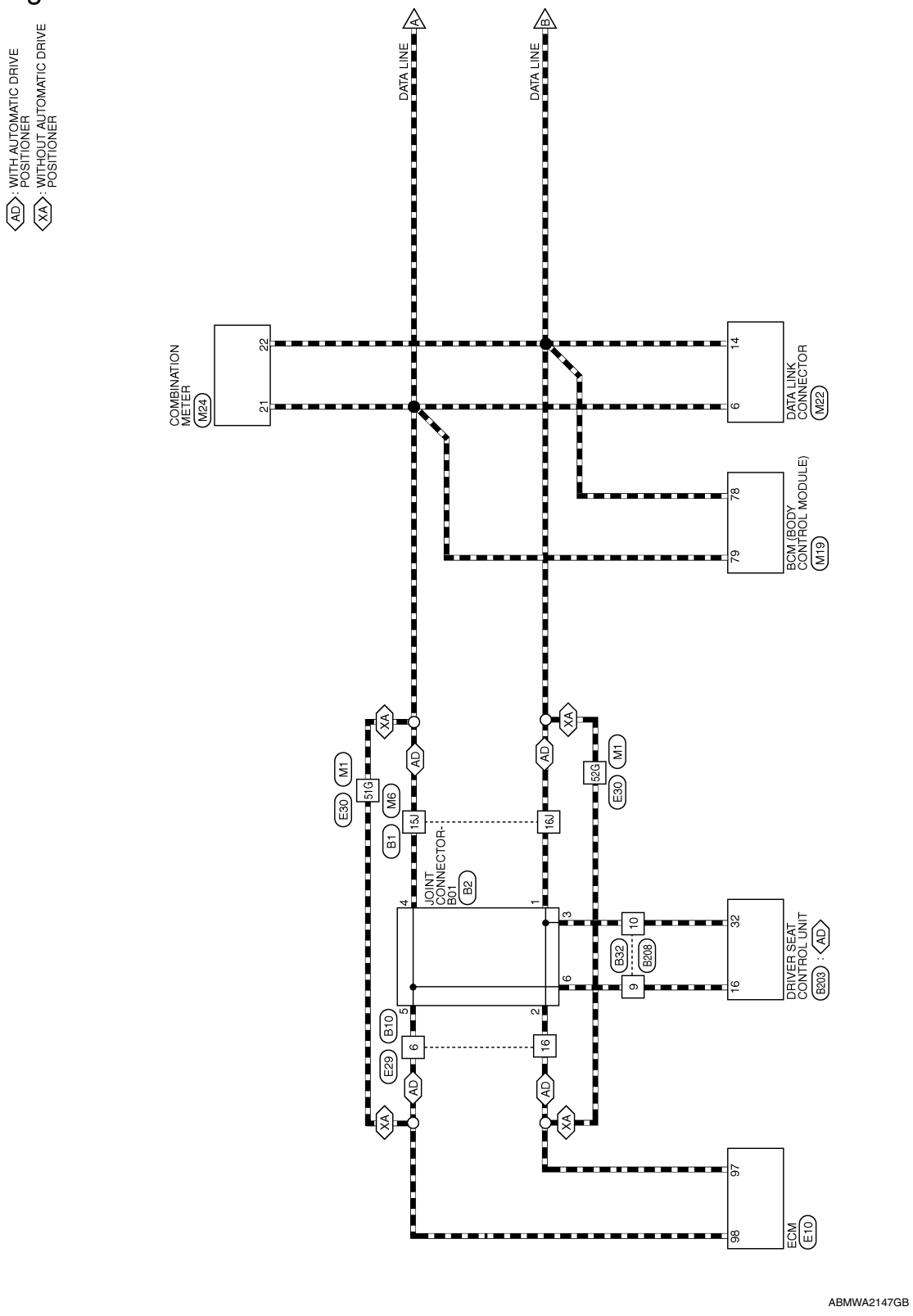
NOTE:
CAN data of the air bag diagnosis sensor unit is not used by usual service work, thus it is omitted.

WIRING DIAGRAM

CAN SYSTEM

Wiring Diagram

INFOID:0000000009471928



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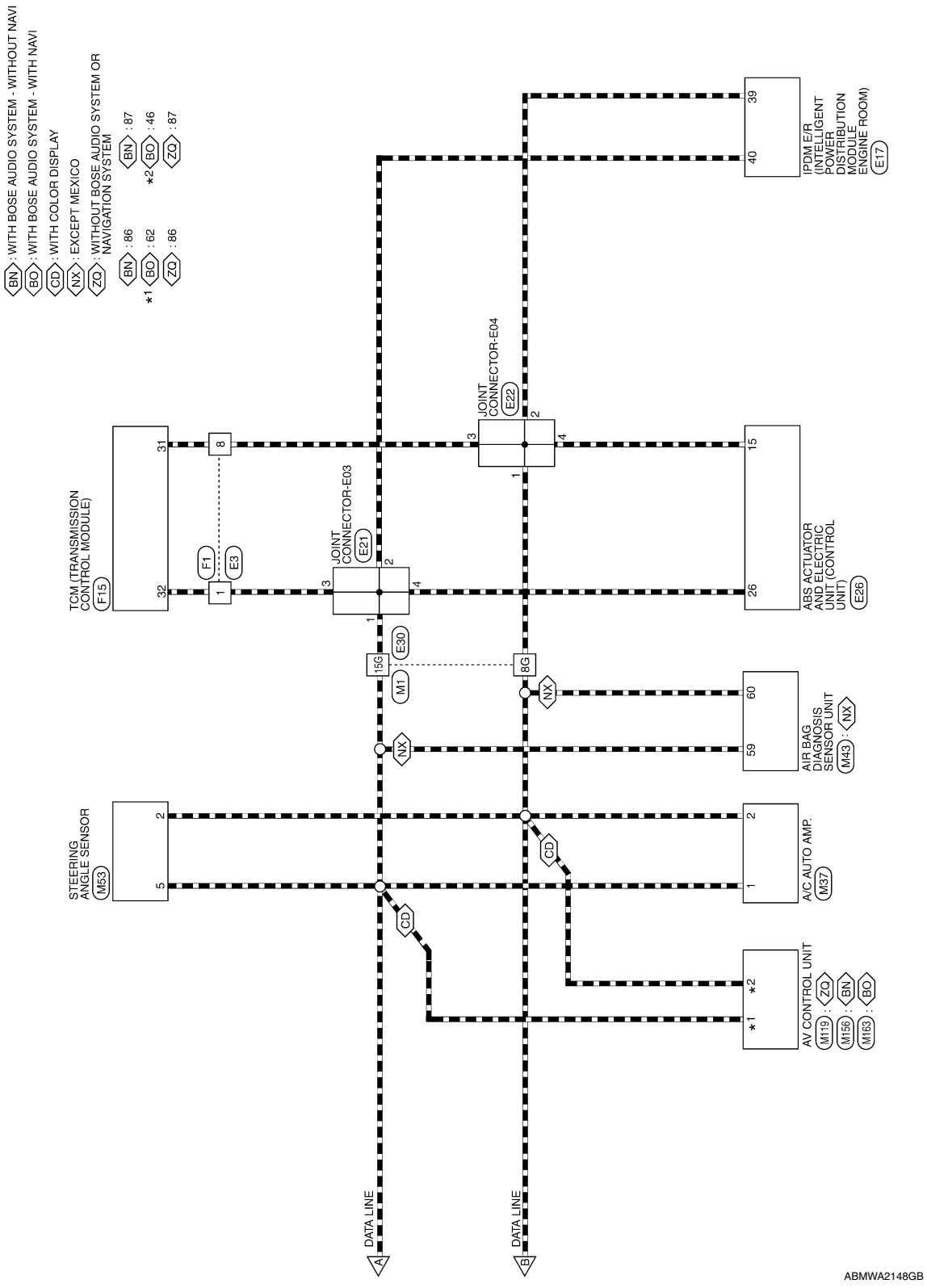
BN : WITH BOSE AUDIO SYSTEM - WITHOUT NAVI
BO : WITH BOSE AUDIO SYSTEM - WITH NAVI
CD : WITH COLOR DISPLAY
NX : EXCEPT MEXICO
ZQ : WITHOUT BOSE AUDIO SYSTEM OR NAVIGATION SYSTEM
BN : 86
*1 BO : 62
ZQ : 86
BN : 87
*2 BO : 46
ZQ : 87
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) E17
39
40
JOINT CONNECTOR-E04 E22
TCM (TRANSMISSION CONTROL MODULE) F15
31
32
F1
E3
JOINT CONNECTOR-E03 E21
ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) E26
15
26
15G
E30
M1
8G
NX
AIR BAG DIAGNOSIS SENSOR UNIT (M43) : NX
60
59
STEERING ANGLE SENSOR M53
2
5
A/C AUTO AMP. M37
CD
AV CONTROL UNIT
M119 : ZQ
M156 : BN
M163 : BO
DATA LINE A
DATA LINE B
ABMWA2148GB

CAN SYSTEM CONNECTORS

Connector No.	M1
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

9G	8G	7G	6G	5G	4G	3G	2G	1G
17G	16G	15G	14G	13G	12G	11G	10G	
26G	25G	24G	23G	22G	21G	20G	19G	18G
34G	33G	32G	31G	30G	29G	28G	27G	
41G	40G	39G	38G	37G	36G	35G		
50G	49G	48G	47G	46G	45G	44G	43G	42G
58G	57G	56G	55G					
63G	62G	61G	60G	59G	54G	53G	52G	51G
72G	71G	70G	69G	68G	67G	66G		
80G	79G	78G	77G	76G	75G	74G	73G	65G	64G
				83G		82G		81G

Terminal No.	Color of Wire	Signal Name
8G	P	–
15G	L	–
51G	L	–
52G	P	–

Connector No.	M6
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

9J	8J	7J	6J	5J	4J	3J	2J	1J
17J	16J	15J	14J	13J	12J	11J	10J	
25J	24J	23J	22J					
30J	29J	28J	27J	26J	21J	20J	19J	18J
37J	36J	35J	34J	33J	32J	31J		
46J	45J	44J	43J	42J	41J	40J	39J	38J
55J	54J	53J	52J	51J	50J	49J		
63J	62J	61J	60J	59J	58J	57J	56J	48J	47J
70J	69J	68J	67J	66J	65J	64J		
79J	78J	77J	76J	75J	74J	73J	72J	71J
87J	86J	85J	84J					
92J	91J	90J	89J	88J	83J	82J	81J	80J
99J	98J	97J	96J	95J	94J	93J		

Terminal No.	Color of Wire	Signal Name
15J	L	–
16J	P	–

Connector No.	M19
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	BLACK

H.S.

79	78	77	76	75	74	73	72	71	70	69	68	67	66	65	64	63	62	61	60
99	98	97	96	95	94	93	92	91	90	89	88	87	86	85	84	83	82	81	80

Terminal No.	Color of Wire	Signal Name
78	P	CAN-L
79	L	CAN-H

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Connector No.	M22
Connector Name	DATA LINK CONNECTOR
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
6	L	–
14	P	–

Connector No.	M24
Connector Name	COMBINATION METER
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
21	L	CAN-H
22	P	CAN-L

Connector No.	M37
Connector Name	A/C AUTO AMP.
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
1	L	CAN-H
2	P	CAN-L

Connector No.	M43
Connector Name	AIR BAG DIAGNOSIS SENSOR UNIT (EXCEPT FOR MEXICO)
Connector Color	YELLOW

H.S.

Terminal No.	Color of Wire	Signal Name
59	L	CAN-H
60	P	CAN-L

Connector No.	M53
Connector Name	STEERING ANGLE SENSOR
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
2	P	–
5	L	–

Connector No.	M119
Connector Name	AV CONTROL UNIT (COLOR DISPLAY - WITHOUT BOSE AUDIO SYSTEM OR NAVIGATION SYSTEM)
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
86	L	CAN-H
87	P	CAN-L

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Connector No.	E3
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

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

Terminal No.	Color of Wire	Signal Name
1	L	–
8	P	–

Connector No.	M163
Connector Name	AV CONTROL UNIT (COLOR DISPLAY - WITH BOSE AUDIO SYSTEM AND NAVIGATION SYSTEM)
Connector Color	WHITE

H.S.

33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64

Terminal No.	Color of Wire	Signal Name
46	P	CAN-L
62	L	CAN-H

Connector No.	M156
Connector Name	AV CONTROL UNIT (COLOR DISPLAY - WITH BOSE AUDIO SYSTEM WITHOUT NAVIGATION SYSTEM)
Connector Color	WHITE

H.S.

91	90	89	88	87	86	85	84	83	82	81	80	79	78	77	76
107	106	105	104	103	102	101	100	99	98	97	96	95	94	93	92

Terminal No.	Color of Wire	Signal Name
86	L	CAN-H
87	P	CAN-L

Connector No.	E21
Connector Name	JOINT CONNECTOR-E03
Connector Color	WHITE

H.S.

4	3	2	1

Terminal No.	Color of Wire	Signal Name
1	L	–
2	L	–
3	L	–
4	L	–

Connector No.	E17
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE

H.S.

42	41	40	39
46	45	44	43

Terminal No.	Color of Wire	Signal Name
39	P	CAN-L
40	L	CAN-H

Connector No.	E10
Connector Name	ECM
Connector Color	BLACK

H.S.

81	85	89	93	97	101	105	109
82	86	90	94	98	102	106	110
83	87	91	95	99	103	107	111
84	88	92	96	100	104	108	112

Terminal No.	Color of Wire	Signal Name
97	P	CAN-L
98	L	CAN-H

ABMIA5014GB

Connector No.	E22
Connector Name	JOINT CONNECTOR-E04
Connector Color	WHITE

H.S.

4	3	2	1

Terminal No.	Color of Wire	Signal Name
1	P	–
2	P	–
3	P	–
4	P	–

Connector No.	E26
Connector Name	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
Connector Color	BLACK

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

Terminal No.	Color of Wire	Signal Name
15	P	CAN-L
26	L	CAN-H

Connector No.	E29
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

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

Terminal No.	Color of Wire	Signal Name
6	L	–
16	P	–

Connector No.	E30
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
8G	P	–
15G	L	–
51G	L	–
52G	P	–

Connector No.	F1
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

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

Terminal No.	Color of Wire	Signal Name
1	L	–
8	P	–

ABMIA5015GB

Terminal No.	Color of Wire	Signal Name
15J	L	–
16J	P	–

Connector No.	B1
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

1J	2J	3J	4J	5J	6J	7J	8J	9J
10J	11J	12J	13J	14J	15J	16J	17J	
18J	19J	20J	21J	22J	23J	24J	25J	
26J	27J	28J	29J	30J	31J	32J	33J	34J
35J	36J	37J	38J	39J	40J	41J	42J	43J
44J	45J	46J	47J	48J	49J	50J	51J	52J
53J	54J	55J	56J	57J	58J	59J	60J	61J
62J	63J	64J	65J	66J	67J	68J	69J	70J
71J	72J	73J	74J	75J	76J	77J	78J	79J
80J	81J	82J	83J	84J	85J	86J	87J	88J
89J	90J	91J	92J	93J	94J	95J	96J	97J
98J	99J							

Connector No.	B32
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

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

Terminal No.	Color of Wire	Signal Name
9	L	–
10	P	–

Connector No.	B10
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

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

Terminal No.	Color of Wire	Signal Name
6	L	–
16	P	–

Connector No.	F15
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Color	BLACK

H.S.

1	2	3	4	5	6	7	8	9	10	41	42
11	12	13	14	15	16	17	18	19	20	43	44
21	22	23	24	25	26	27	28	29	30	45	46
31	32	33	34	35	36	37	38	39	40	47	48

Terminal No.	Color of Wire	Signal Name
31	P	CAN-L
32	L	CAN-H

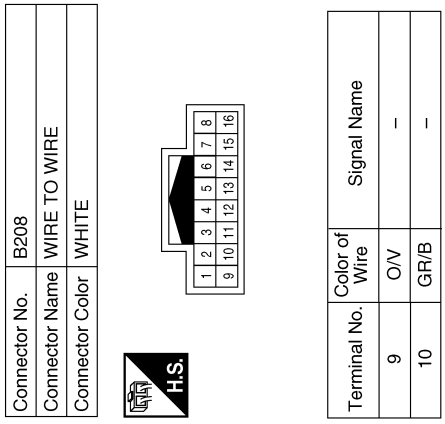
Connector No.	B2
Connector Name	JOINT CONNECTOR-B01
Connector Color	BLACK

H.S.

6	5	4	3	2	1

Terminal No.	Color of Wire	Signal Name
1	P	–
2	P	–
3	P	–
4	L	–
5	L	–
6	L	–

ABMIA2437GB



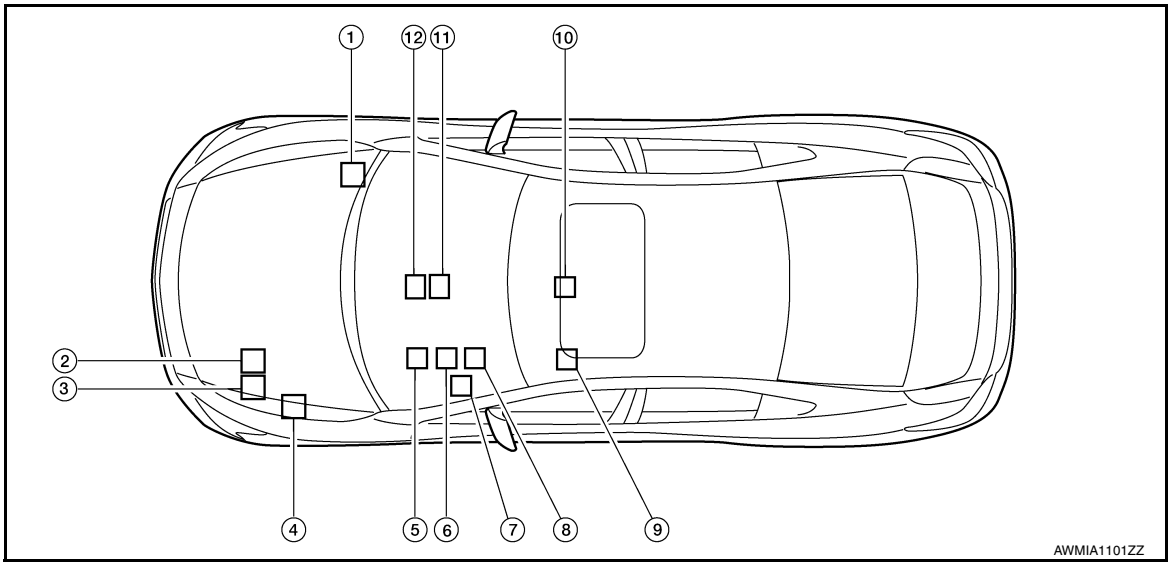
ABMIA5057GB

DTC/CIRCUIT DIAGNOSIS

CAN COMMUNICATION SYSTEM

Component Parts Location

INFOID:0000000009471929



1. ABS actuator and electric unit (control unit) E26
2. TCM F15
3. ECM E10
4. IPDM E/R E17
5. BCM M19
6. Combination meter M24
7. Data link connector M22
8. Steering angle sensor M53
9. Driver seat control unit B203
10. Air bag diagnosis sensor unit M43
11. A/C auto amp. M37
12. AV control unit
    M156: With BOSE audio system - without navigation system
    M163: With BOSE audio system - with navigation system
    M119: With MID audio system

MALFUNCTION AREA CHART

Main Line

INFOID:0000000009471930

Malfunction area	Reference
Main line between driver seat control unit and data link connector	LAN-38, "Diagnosis Procedure"
Main line between data link connector and A/C auto amp.	LAN-39, "Diagnosis Procedure"
Main line between A/C auto amp. and ABS actuator and electric unit (control unit)	LAN-40, "Diagnosis Procedure"
Main line between A/C auto amp. and air bag diagnosis sensor unit	LAN-41, "Diagnosis Procedure"
Main line between air bag diagnosis sensor unit and ABS actuator and electric unit (control unit)	LAN-42, "Diagnosis Procedure"

Branch Line

INFOID:0000000009471931

Malfunction area	Reference
ECM branch line circuit	LAN-43, "Diagnosis Procedure"
Driver seat control unit branch line circuit	LAN-44, "Diagnosis Procedure"
BCM branch line circuit	LAN-45, "Diagnosis Procedure"
Data link connector branch line circuit	LAN-46, "Diagnosis Procedure"
Combination meter branch line circuit	LAN-47, "Diagnosis Procedure"
AV control unit branch line circuit	LAN-48, "Diagnosis Procedure"
A/C auto amp. branch line circuit	LAN-49, "Diagnosis Procedure"
Steering angle sensor branch line circuit	LAN-50, "Diagnosis Procedure"
Air bag diagnosis sensor unit branch line circuit	LAN-51, "Diagnosis Procedure"
ABS actuator and electric unit (control unit) branch line circuit	LAN-52, "Diagnosis Procedure"
TCM branch line circuit	LAN-53, "Diagnosis Procedure"
IPDM E/R branch line circuit	LAN-54, "Diagnosis Procedure"

Short Circuit

INFOID:0000000009471932

Malfunction area	Reference
CAN communication circuit	LAN-55, "Diagnosis Procedure"

MAIN LINE BETWEEN ADP AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000009471933

1.CHECK CONNECTOR

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

- Harness connector B1
- Harness connector M6

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- Harness connectors B208 and B32
- Harness connectors B1 and M6

2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B32	9	B1	15J	Existed
	10		16J	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the harness connectors B32 and B1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M6	15J	M22	6	Existed
	16J		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the driver seat control unit and the data link connector.
NO >> Repair the main line between the harness connector M6 and the data link connector.

MAIN LINE BETWEEN DLC AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:0000000009471934

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

- ECM
- A/C auto amp.

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

Data link connector		A/C auto amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M22	6	M37	1	Existed
	14		2	Existed

Is the inspection result normal?

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

MAIN LINE BETWEEN HVAC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000009471935

1.CHECK CONNECTOR

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

- Harness connector M1
- Harness connector E30

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- A/C auto amp.
- Harness connectors M1 and E30

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

A/C auto amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M37	1	M1	15G	Existed
	2		8G	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the A/C auto amp. and the harness connector M1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E30	15G	E26	26	Existed
	8G		15	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the A/C auto amp. and the ABS actuator and electric unit (control unit).
NO >> Repair the main line between the harness connector E30 and the ABS actuator and electric unit (control unit).

MAIN LINE BETWEEN HVAC AND A-BAG CIRCUIT

Diagnosis Procedure

INFOID:0000000009471936

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

- A/C auto amp.
- Harness connectors M1 and E30

4. Check the continuity between the A/C auto amp. harness connector and the harness connector.

A/C auto amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M37	1	M1	15G	Existed
	2		8G	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the A/C auto amp. and the air bag diagnosis sensor unit.
NO >> Repair the main line between the A/C auto amp. and the air bag diagnosis sensor unit.

MAIN LINE BETWEEN A-BAG AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000009471937

1.CHECK CONNECTOR

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

- Harness connector M1
- Harness connector E30

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- A/C auto amp.
- Harness connectors M1 and E30

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

A/C auto amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M37	1	M1	15G	Existed
	2		8G	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the air bag diagnosis sensor unit and the harness connector M1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E30	15G	E26	26	Existed
	8G		15	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the air bag diagnosis sensor unit and the ABS actuator and electric unit (control unit).
NO >> Repair the main line between the harness connector E30 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009471938

1.CHECK CONNECTOR

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

- Models without automatic drive positioner
• ECM
• Harness connector E30
• Harness connector M1
- Models with automatic drive positioner
• ECM
• Harness connector E29
• Harness connector B10

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E10	98	97	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to EC-157, "Diagnosis Procedure".

Is the inspection result normal?

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

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009471939

1.CHECK CONNECTOR

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

- Driver seat control unit
- Harness connector B208
- Harness connector B32

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B203	16	32	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to ADP-47, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-169, "Removal and Installation".
YES (Past error)>>Error was detected in the driver seat control unit branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009471940

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	79	78	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to BCS-36, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-79, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009471941

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009471942

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	21	22	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the combination meter branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to MWI-37, "COMBINATION METER : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-122, "Removal and Installation".
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009471943

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

- Models with BOSE audio system - without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M156	86	87	Approx. 54 – 66

- Models with BOSE audio system - with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M163	62	46	Approx. 54 – 66

- Models with MID audio system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M119	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Models without BOSE audio with color display: AV-231, "AV CONTROL UNIT : Diagnosis Procedure"
- Models with BOSE audio with color display: AV-388, "AV CONTROL UNIT : Diagnosis Procedure"
- Models with BOSE audio with color display with navigation system: AV-571, "AV CONTROL UNIT : Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to the following.
- Models without BOSE audio with color display: AV-311, "Removal and Installation"
- Models with BOSE audio with color display: AV-481, "Removal and Installation"
- Models with BOSE audio with color display with navigation system: AV-652, "Removal and Installation"

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

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009471944

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the A/C auto amp. branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.
- Models with color display: HAC-60, "A/C AUTO AMP. : Diagnosis Procedure"
- Models with monochrome display: HAC-165, "A/C AUTO AMP. : Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Models with color display: HAC-100, "Removal and Installation"
- Models monochrome display: HAC-203, "Removal and Installation"

YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009471945

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M53	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to BRC-83, "Wiring Diagram".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-109, "Removal and Installation".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009471946

WARNING:

Always observe the following items for preventing accidental activation.

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

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

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

Is the inspection result normal?

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

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009471947

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E26	26	15	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to BRC-83, "Wiring Diagram".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-106, "Removal and Installation".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009471948

1.CHECK CONNECTOR

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

- TCM
- Harness connector F1
- Harness connector E3

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F15	32	31	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-126, "Wiring Diagram".

Is the inspection result normal?

YES (Present error)>>Replace the TCM. Refer to TM-168, "Removal and Installation".
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009471949

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E17	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to PCS-18, "Diagnosis Procedure".

Is the inspection result normal?

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

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000009471950

1.CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M22	6	14	Not existed

Is the inspection result normal?

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

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

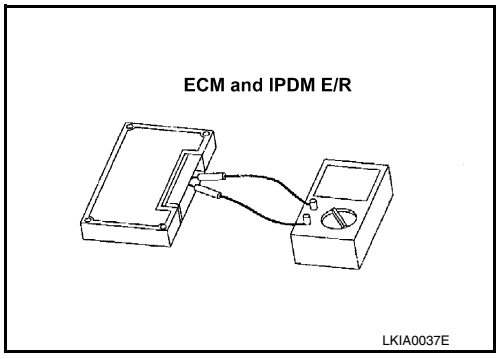
Is the inspection result normal?

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

4.CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

ECM		Resistance (Ω)
Terminal No.		
98	97	Approx. 108 – 132



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

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

Is the measurement value within the specification?

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

5.CHECK SYMPTOM

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

Inspection result

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

6.CHECK UNIT REPRODUCTION

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

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

Inspection result

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

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN DLC AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:0000000009990290

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

- ECM
- A/C auto amp.

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

Data link connector		A/C auto amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M22	6	M37	1	Existed
	14		2	Existed

Is the inspection result normal?

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

MAIN LINE BETWEEN HVAC AND A-BAG CIRCUIT

Diagnosis Procedure

INFOID:0000000009990291

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
- A/C auto amp.
- Harness connectors M1 and E30
4. Check the continuity between the A/C auto amp. harness connector and the harness connector.

A/C auto amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M37	1	M1	15G	Existed
	2		8G	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the A/C auto amp. and the air bag diagnosis sensor unit.
NO >> Repair the main line between the A/C auto amp. and the air bag diagnosis sensor unit.

MAIN LINE BETWEEN A-BAG AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000009990292

1.CHECK CONNECTOR

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

- Harness connector M1
- Harness connector E30

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- A/C auto amp.
- Harness connectors M1 and E30

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

A/C auto amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M37	1	M1	15G	Existed
	2		8G	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the air bag diagnosis sensor unit and the harness connector M1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E30	15G	E26	26	Existed
	8G		15	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the air bag diagnosis sensor unit and the ABS actuator and electric unit (control unit).
NO >> Repair the main line between the harness connector E30 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990293

1.CHECK CONNECTOR

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

- Models without automatic drive positioner
  - ECM
  - Harness connector E30
  - Harness connector M1
- Models with automatic drive positioner
  - ECM
  - Harness connector E29
  - Harness connector B10

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E10	98	97	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to EC-157, "Diagnosis Procedure".

Is the inspection result normal?

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990294

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	79	78	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to BCS-36, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-79, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990295

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990296

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	21	22	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the combination meter branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to MWI-37, "COMBINATION METER : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-122, "Removal and Installation".
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990297

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the A/C auto amp. branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Models with color display: HAC-60, "A/C AUTO AMP. : Diagnosis Procedure"
- Models with monochrome display: HAC-165, "A/C AUTO AMP. : Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Models with color display: HAC-100, "Removal and Installation"
- Models monochrome display: HAC-203, "Removal and Installation"

YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990298

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M53	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to BRC-83, "Wiring Diagram".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-109, "Removal and Installation".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990299

WARNING:

Always observe the following items for preventing accidental activation.

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

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

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

Is the inspection result normal?

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

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990300

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E26	26	15	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to BRC-83, "Wiring Diagram".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-106, "Removal and Installation".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990301

1.CHECK CONNECTOR

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

- TCM
- Harness connector F1
- Harness connector E3

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F15	32	31	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-126, "Wiring Diagram".

Is the inspection result normal?

YES (Present error)>>Replace the TCM. Refer to TM-168, "Removal and Installation".
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990302

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E17	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to PCS-18, "Diagnosis Procedure".

Is the inspection result normal?

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

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000009990303

1.CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M22	6	14	Not existed

Is the inspection result normal?

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

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

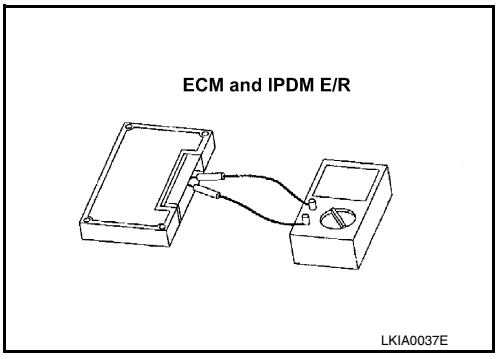
Is the inspection result normal?

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

4.CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

ECM		Resistance (Ω)
Terminal No.		
98	97	Approx. 108 – 132



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

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

Is the measurement value within the specification?

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

5.CHECK SYMPTOM

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

Inspection result

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

6.CHECK UNIT REPRODUCTION

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

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

Inspection result

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

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN DLC AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:0000000009990306

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

- ECM
- A/C auto amp.

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

Data link connector		A/C auto amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M22	6	M37	1	Existed
	14		2	Existed

Is the inspection result normal?

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

MAIN LINE BETWEEN HVAC AND A-BAG CIRCUIT

Diagnosis Procedure

INFOID:0000000009990307

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

- A/C auto amp.
- Harness connectors M1 and E30

4. Check the continuity between the A/C auto amp. harness connector and the harness connector.

A/C auto amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M37	1	M1	15G	Existed
	2		8G	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the A/C auto amp. and the air bag diagnosis sensor unit.
NO >> Repair the main line between the A/C auto amp. and the air bag diagnosis sensor unit.

MAIN LINE BETWEEN A-BAG AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000009990308

1.CHECK CONNECTOR

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

- Harness connector M1
- Harness connector E30

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- A/C auto amp.
- Harness connectors M1 and E30

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

A/C auto amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M37	1	M1	15G	Existed
	2		8G	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the air bag diagnosis sensor unit and the harness connector M1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E30	15G	E26	26	Existed
	8G		15	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the air bag diagnosis sensor unit and the ABS actuator and electric unit (control unit).
NO >> Repair the main line between the harness connector E30 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990309

1.CHECK CONNECTOR

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

- Models without automatic drive positioner
• ECM
• Harness connector E30
• Harness connector M1
- Models with automatic drive positioner
• ECM
• Harness connector E29
• Harness connector B10

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E10	98	97	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to EC-157, "Diagnosis Procedure".

Is the inspection result normal?

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

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990310

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	79	78	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to BCS-36, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-79, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990311

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990312

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	21	22	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the combination meter branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to MWI-37, "COMBINATION METER : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-122, "Removal and Installation".
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990313

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

- Models with BOSE audio system - without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M156	86	87	Approx. 54 – 66

- Models with BOSE audio system - with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M163	62	46	Approx. 54 – 66

- Models with MID audio system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M119	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Models without BOSE audio with color display: AV-231, "AV CONTROL UNIT : Diagnosis Procedure"
- Models with BOSE audio with color display: AV-388, "AV CONTROL UNIT : Diagnosis Procedure"
- Models with BOSE audio with color display with navigation system: AV-571, "AV CONTROL UNIT : Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to the following.
- Models without BOSE audio with color display: AV-311, "Removal and Installation"
- Models with BOSE audio with color display: AV-481, "Removal and Installation"
- Models with BOSE audio with color display with navigation system: AV-652, "Removal and Installation"

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

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990314

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the A/C auto amp. branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Models with color display: HAC-60, "A/C AUTO AMP. : Diagnosis Procedure"
- Models with monochrome display: HAC-165, "A/C AUTO AMP. : Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Models with color display: HAC-100, "Removal and Installation"
- Models monochrome display: HAC-203, "Removal and Installation"

YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990315

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M53	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to BRC-83, "Wiring Diagram".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-109, "Removal and Installation".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990316

WARNING:

Always observe the following items for preventing accidental activation.

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

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

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

Is the inspection result normal?

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

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990317

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E26	26	15	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to BRC-83, "Wiring Diagram".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-106, "Removal and Installation".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990318

1.CHECK CONNECTOR

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

- TCM
- Harness connector F1
- Harness connector E3

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F15	32	31	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-126, "Wiring Diagram".

Is the inspection result normal?

YES (Present error)>>Replace the TCM. Refer to TM-168, "Removal and Installation".
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990319

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E17	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to PCS-18, "Diagnosis Procedure".

Is the inspection result normal?

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

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000009990320

1.CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M22	6	14	Not existed

Is the inspection result normal?

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

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

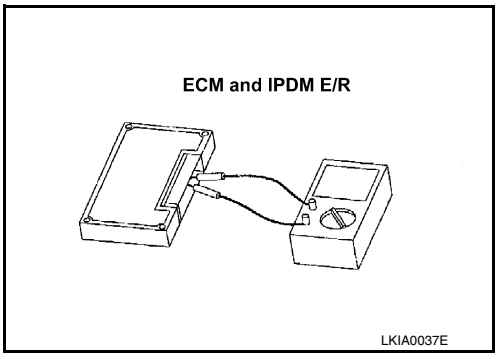
Is the inspection result normal?

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

4.CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

ECM		Resistance (Ω)
Terminal No.		
98	97	Approx. 108 – 132



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

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

Is the measurement value within the specification?

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

5.CHECK SYMPTOM

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

Inspection result

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

6.CHECK UNIT REPRODUCTION

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

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

Inspection result

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

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN ADP AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000009990321

1.CHECK CONNECTOR

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

- Harness connector B1
- Harness connector M6

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- Harness connectors B208 and B32
- Harness connectors B1 and M6

2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B32	9	B1	15J	Existed
	10		16J	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the harness connectors B32 and B1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M6	15J	M22	6	Existed
	16J		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the driver seat control unit and the data link connector.
NO >> Repair the main line between the harness connector M6 and the data link connector.

MAIN LINE BETWEEN DLC AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:0000000009990322

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Data link connector		A/C auto amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M22	6	M37	1	Existed
	14		2	Existed

Is the inspection result normal?

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

MAIN LINE BETWEEN HVAC AND A-BAG CIRCUIT

Diagnosis Procedure

INFOID:0000000009990323

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect the following harness connectors.
- A/C auto amp.
- Harness connectors M1 and E30
4. Check the continuity between the A/C auto amp. harness connector and the harness connector.

A/C auto amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M37	1	M1	15G	Existed
	2		8G	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the A/C auto amp. and the air bag diagnosis sensor unit.
NO >> Repair the main line between the A/C auto amp. and the air bag diagnosis sensor unit.

MAIN LINE BETWEEN A-BAG AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000009990324

1.CHECK CONNECTOR

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

- Harness connector M1
- Harness connector E30

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- A/C auto amp.
- Harness connectors M1 and E30

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

A/C auto amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M37	1	M1	15G	Existed
	2		8G	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the air bag diagnosis sensor unit and the harness connector M1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E30	15G	E26	26	Existed
	8G		15	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the air bag diagnosis sensor unit and the ABS actuator and electric unit (control unit).
NO >> Repair the main line between the harness connector E30 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990325

1.CHECK CONNECTOR

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

- Models without automatic drive positioner
  - ECM
  - Harness connector E30
  - Harness connector M1
- Models with automatic drive positioner
  - ECM
  - Harness connector E29
  - Harness connector B10

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E10	98	97	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to EC-157, "Diagnosis Procedure".

Is the inspection result normal?

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

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990326

1.CHECK CONNECTOR

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

- Driver seat control unit
- Harness connector B208
- Harness connector B32

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B203	16	32	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to ADP-47, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-169, "Removal and Installation".
YES (Past error)>>Error was detected in the driver seat control unit branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990327

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	79	78	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to BCS-36, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-79, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990328

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990329

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	21	22	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the combination meter branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to MWI-37, "COMBINATION METER : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-122, "Removal and Installation".
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990330

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

- Models with BOSE audio system - without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M156	86	87	Approx. 54 – 66

- Models with BOSE audio system - with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M163	62	46	Approx. 54 – 66

- Models with MID audio system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M119	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Models without BOSE audio with color display: AV-231, "AV CONTROL UNIT : Diagnosis Procedure"
- Models with BOSE audio with color display: AV-388, "AV CONTROL UNIT : Diagnosis Procedure"
- Models with BOSE audio with color display with navigation system: AV-571, "AV CONTROL UNIT : Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to the following.
- Models without BOSE audio with color display: AV-311, "Removal and Installation"
- Models with BOSE audio with color display: AV-481, "Removal and Installation"
- Models with BOSE audio with color display with navigation system: AV-652, "Removal and Installation"

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

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990331

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the A/C auto amp. branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Models with color display: HAC-60, "A/C AUTO AMP. : Diagnosis Procedure"
- Models with monochrome display: HAC-165, "A/C AUTO AMP. : Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Models with color display: HAC-100, "Removal and Installation"
- Models monochrome display: HAC-203, "Removal and Installation"

YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990332

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M53	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to BRC-83, "Wiring Diagram".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-109, "Removal and Installation".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990333

WARNING:

Always observe the following items for preventing accidental activation.

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

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

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

Is the inspection result normal?

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

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990334

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E26	26	15	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to BRC-83, "Wiring Diagram".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-106, "Removal and Installation".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990335

1.CHECK CONNECTOR

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

- TCM
- Harness connector F1
- Harness connector E3

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F15	32	31	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-126, "Wiring Diagram".

Is the inspection result normal?

YES (Present error)>>Replace the TCM. Refer to TM-168, "Removal and Installation".
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990336

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E17	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to PCS-18, "Diagnosis Procedure".

Is the inspection result normal?

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

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000009990337

1.CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M22	6	14	Not existed

Is the inspection result normal?

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

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

Is the inspection result normal?

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

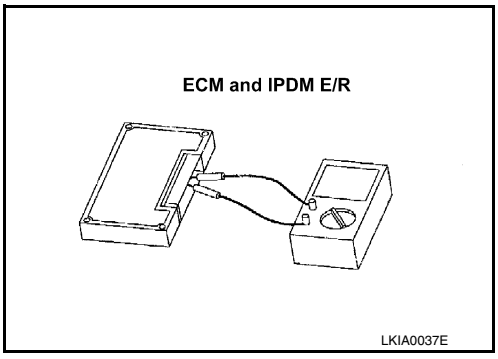
4.CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

ECM		Resistance (Ω)
Terminal No.		
98	97	Approx. 108 – 132

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

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



Is the measurement value within the specification?

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

5.CHECK SYMPTOM

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

Inspection result

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

6. CHECK UNIT REPRODUCTION

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

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

Inspection result

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

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN ADP AND DLC CIRCUIT

Diagnosis Procedure

INFOID:0000000009990339

1.CHECK CONNECTOR

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

- Harness connector B1
- Harness connector M6

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- Harness connectors B208 and B32
- Harness connectors B1 and M6

2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B32	9	B1	15J	Existed
	10		16J	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the harness connectors B32 and B1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M6	15J	M22	6	Existed
	16J		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the driver seat control unit and the data link connector.
NO >> Repair the main line between the harness connector M6 and the data link connector.

MAIN LINE BETWEEN DLC AND HVAC CIRCUIT

Diagnosis Procedure

INFOID:0000000009990340

1.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Data link connector		A/C auto amp. harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M22	6	M37	1	Existed
	14		2	Existed

Is the inspection result normal?

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

MAIN LINE BETWEEN HVAC AND ABS CIRCUIT

Diagnosis Procedure

INFOID:0000000009990341

1.CHECK CONNECTOR

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

- Harness connector M1
- Harness connector E30

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.

- A/C auto amp.
- Harness connectors M1 and E30

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

A/C auto amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M37	1	M1	15G	Existed
	2		8G	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair the main line between the A/C auto amp. and the harness connector M1.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E30	15G	E26	26	Existed
	8G		15	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.
YES (Past error)>>Error was detected in the main line between the A/C auto amp. and the ABS actuator and electric unit (control unit).
NO >> Repair the main line between the harness connector E30 and the ABS actuator and electric unit (control unit).

ECM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990342

1.CHECK CONNECTOR

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

- Models without automatic drive positioner
• ECM
• Harness connector E30
• Harness connector M1
- Models with automatic drive positioner
• ECM
• Harness connector E29
• Harness connector B10

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E10	98	97	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ECM. Refer to EC-157, "Diagnosis Procedure".

Is the inspection result normal?

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

ADP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990343

1.CHECK CONNECTOR

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

- Driver seat control unit
- Harness connector B208
- Harness connector B32

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Driver seat control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B203	16	32	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to ADP-47, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to ADP-169, "Removal and Installation".
YES (Past error)>>Error was detected in the driver seat control unit branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990344

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M19	79	78	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to BCS-36, "Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the BCM. Refer to BCS-79, "Removal and Installation".
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990345

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M22	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990346

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	21	22	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the combination meter branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to MWI-37, "COMBINATION METER : Diagnosis Procedure".

Is the inspection result normal?

YES (Present error)>>Replace the combination meter. Refer to MWI-122, "Removal and Installation".
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990347

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

- Models with BOSE audio system - without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M156	86	87	Approx. 54 – 66

- Models with BOSE audio system - with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M163	62	46	Approx. 54 – 66

- Models with MID audio system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M119	86	87	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Models without BOSE audio with color display: AV-231, "AV CONTROL UNIT : Diagnosis Procedure"
- Models with BOSE audio with color display: AV-388, "AV CONTROL UNIT : Diagnosis Procedure"
- Models with BOSE audio with color display with navigation system: AV-571, "AV CONTROL UNIT : Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to the following.
- Models without BOSE audio with color display: AV-311, "Removal and Installation"
- Models with BOSE audio with color display: AV-481, "Removal and Installation"
- Models with BOSE audio with color display with navigation system: AV-652, "Removal and Installation"

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

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990348

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.
NO >> Repair the A/C auto amp. branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.
- Models with color display: HAC-60, "A/C AUTO AMP. : Diagnosis Procedure"
- Models with monochrome display: HAC-165, "A/C AUTO AMP. : Diagnosis Procedure"

Is the inspection result normal?

YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Models with color display: HAC-100, "Removal and Installation"
- Models monochrome display: HAC-203, "Removal and Installation"

YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990349

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M53	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to BRC-83, "Wiring Diagram".

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to BRC-109, "Removal and Installation".
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990352

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E26	26	15	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to BRC-83, "Wiring Diagram".

Is the inspection result normal?

YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to BRC-106, "Removal and Installation".
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

TCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990353

1.CHECK CONNECTOR

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

- TCM
- Harness connector F1
- Harness connector E3

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F15	32	31	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to TM-126, "Wiring Diagram".

Is the inspection result normal?

YES (Present error)>>Replace the TCM. Refer to TM-168, "Removal and Installation".
YES (Past error)>>Error was detected in the TCM branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:0000000009990354

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E17	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to PCS-18, "Diagnosis Procedure".

Is the inspection result normal?

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

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:0000000009990355

1.CONNECTOR INSPECTION

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

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M22	6	14	Not existed

Is the inspection result normal?

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

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M22	6		Not existed
	14		Not existed

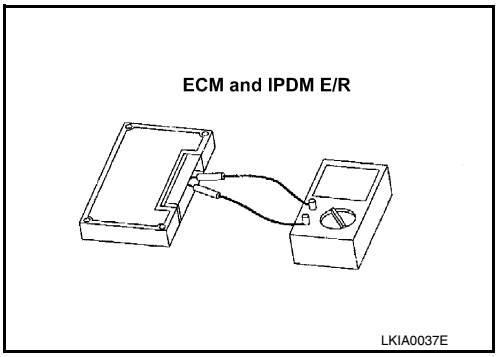
Is the inspection result normal?

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

4.CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

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

ECM		Resistance (Ω)
Terminal No.		
98	97	Approx. 108 – 132



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

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

Is the measurement value within the specification?

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

5.CHECK SYMPTOM

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

Inspection result

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

6.CHECK UNIT REPRODUCTION

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

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

Inspection result

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