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**LAN SYSTEM**

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Diagnosis Procedure .....	324	<b>ITS COMMUNICATION CIRCUIT .....</b>	<b>344</b>
		Diagnosis Procedure .....	344

# PRECAUTION

## PRECAUTIONS

### Precautions for Trouble Diagnosis

INFOID:000000005568425

**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.

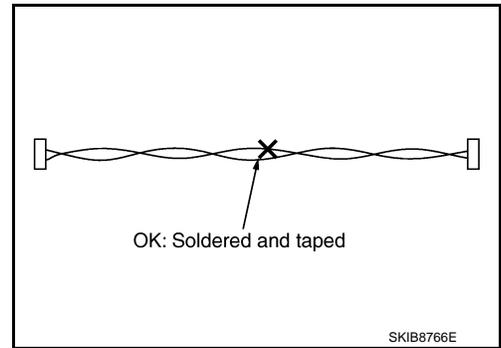
### Precautions for Harness Repair

INFOID:000000005568426

- Solder the repaired area and wrap tape around the soldered area.

**NOTE:**

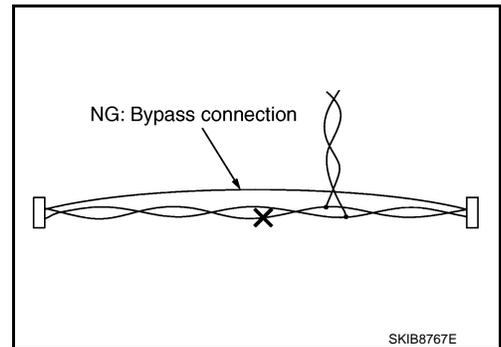
A fray of twisted lines must be within 110 mm (4.33 in).



- Bypass connection is never allowed at the repaired area.

**NOTE:**

Bypass connection may cause CAN communication and ITS 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 and ITS communication line.

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## SYSTEM DESCRIPTION

### CAN COMMUNICATION SYSTEM

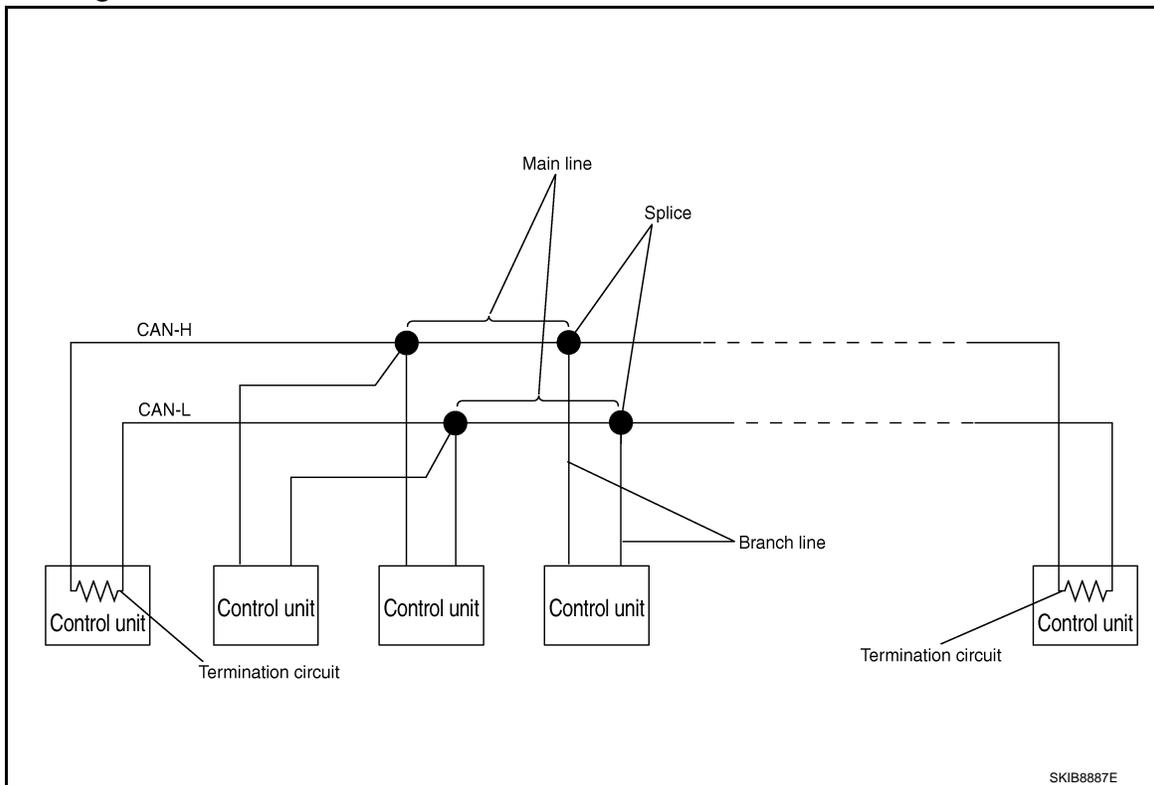
#### System Description

INFOID:000000005568427

- 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:000000005568428



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 <a href="#">LAN-11, "CAN Communication Control Circuit"</a> .

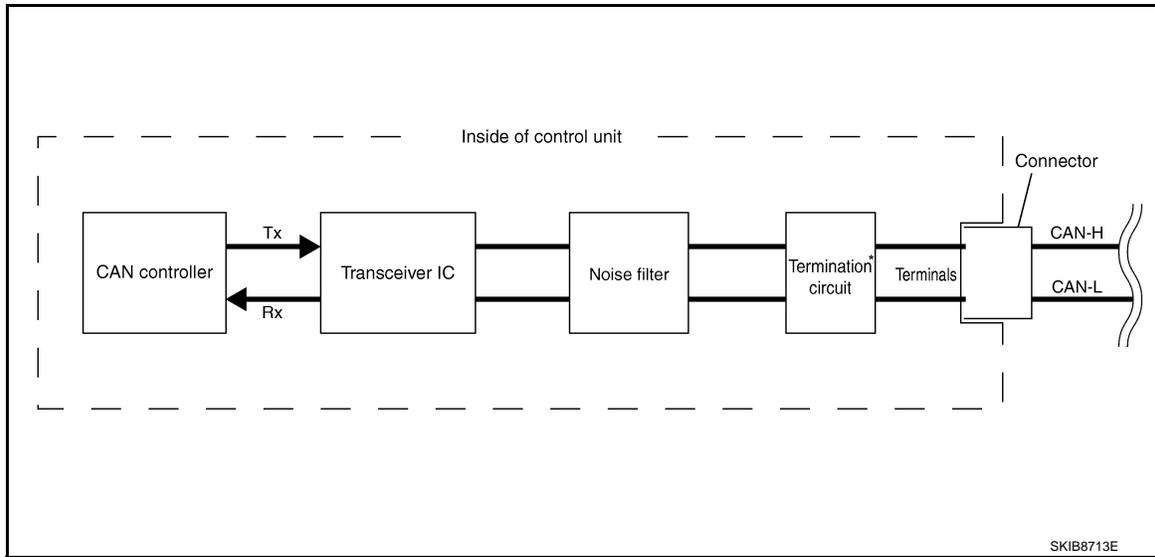
# CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

## CAN Communication Control Circuit

INFOID:000000005568429



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.

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## DIAG ON CAN

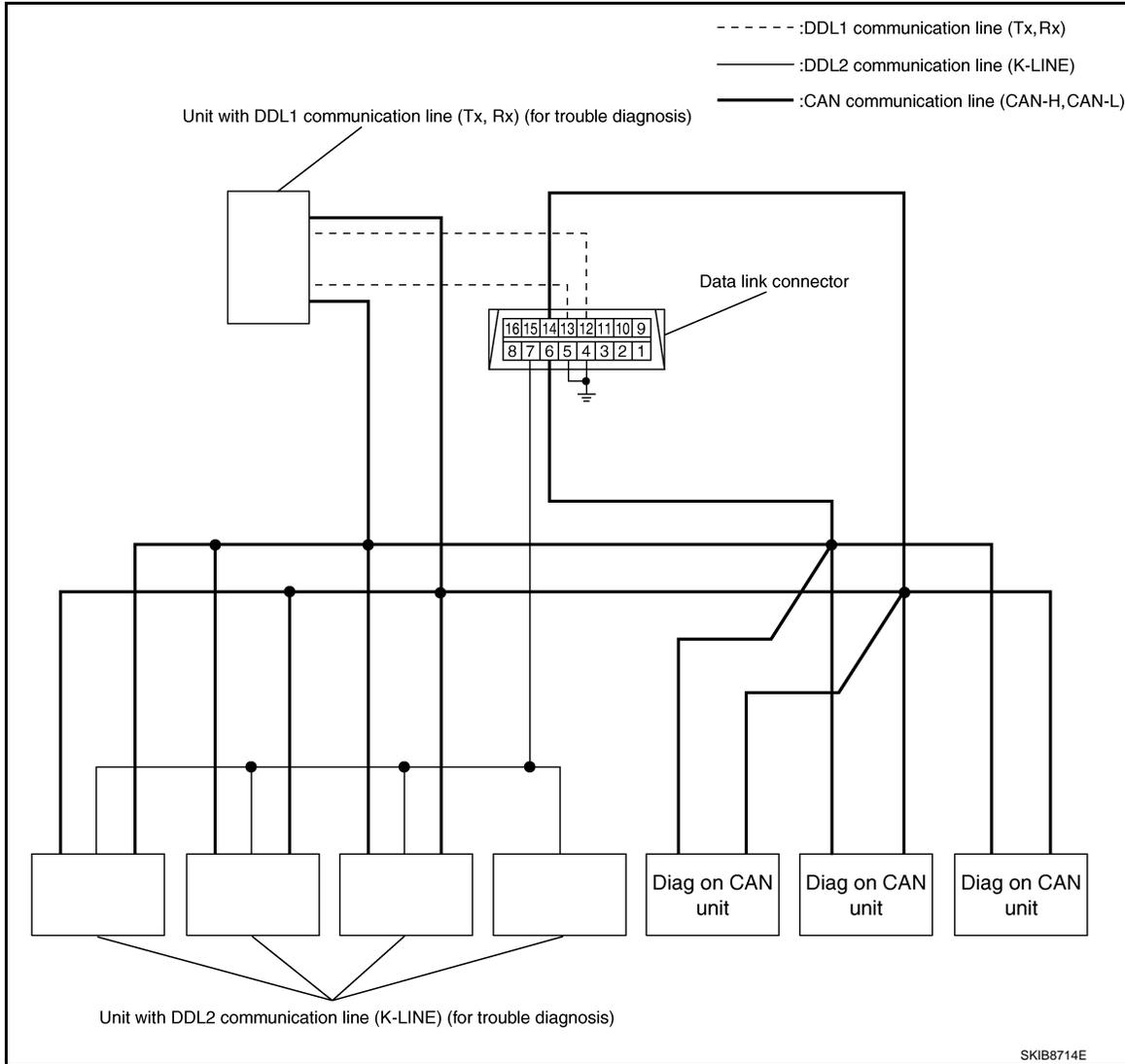
### Description

INFOID:000000005568430

“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:000000005568431



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:000000005568432

DTC of CAN communication is indicated on SELF-DIAG RESULTS on CONSULT-III if a CAN communication signal is not transmitted or received between units for 2 seconds or more.

**NOTE:**

DTCs of CAN communication are as follows:

- U0101
- U0140
- U0164
- U1000
- U1001

## 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-III under the above conditions. Erase the memory of the self-diagnosis of each unit.**

## Symptom When Error Occurs in CAN Communication System

INFOID:000000005568433

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-25, "Abbreviation List"](#) for the unit abbreviation.

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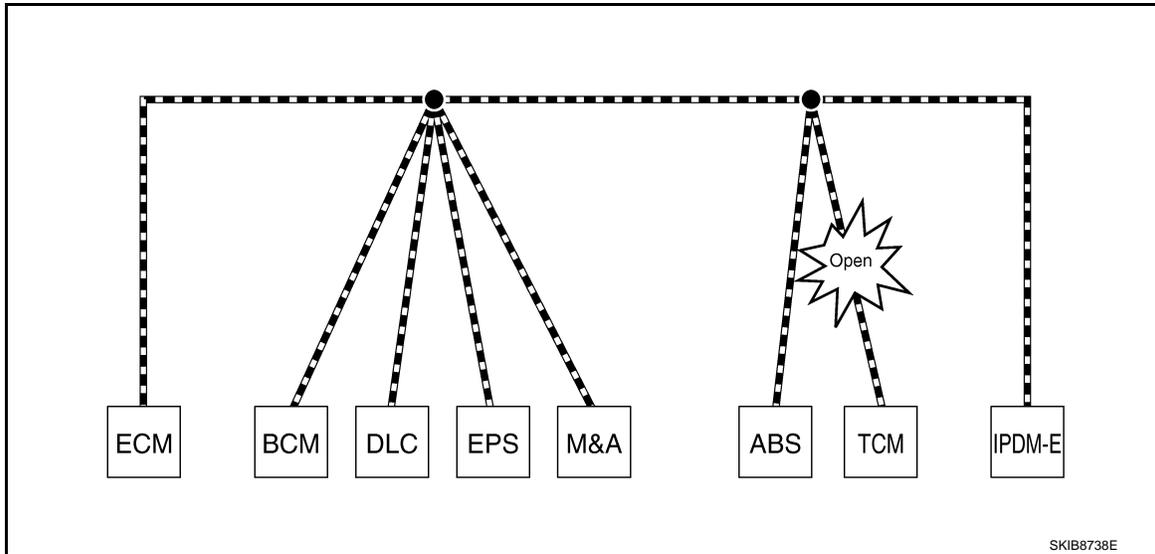
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# TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

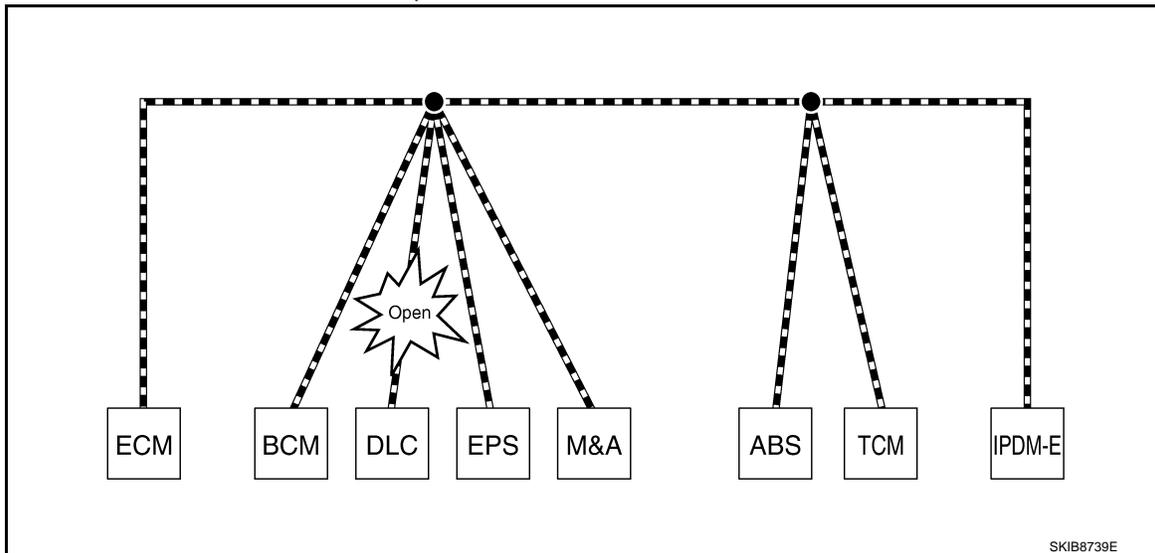
[CAN FUNDAMENTAL]

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.
EPS control unit	Normal operation.
Combination meter	<ul style="list-style-type: none"> <li>• Shift position indicator and OD OFF indicator turn OFF.</li> <li>• Warning lamps turn ON.</li> </ul>
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



# TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

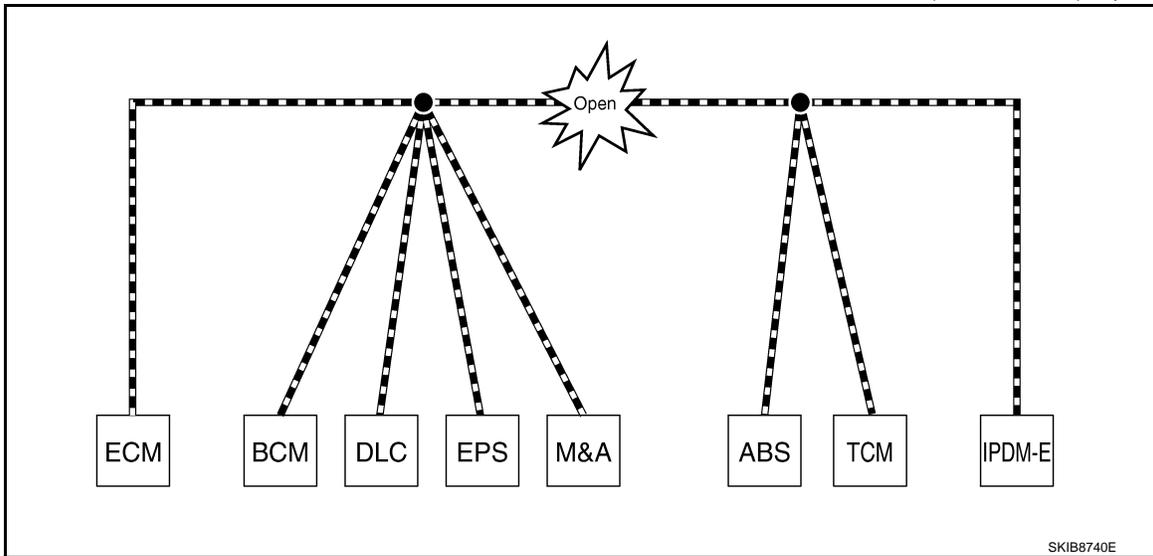
Unit name	Symptom
ECM	Normal operation.
BCM	
EPS control unit	
Combination meter	
ABS actuator and electric unit (control unit)	
TCM	
IPDM E/R	

**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-III 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	<ul style="list-style-type: none"> <li>• Reverse warning chime does not sound.</li> <li>• The front wiper moves under continuous operation mode even though the front wiper switch being in the intermittent position.</li> </ul>
EPS control unit	The steering effort increases.
Combination meter	<ul style="list-style-type: none"> <li>• The shift position indicator and OD OFF indicator turn OFF.</li> <li>• The speedometer is inoperative.</li> <li>• The odo/trip meter stops.</li> </ul>
ABS actuator and electric unit (control unit)	Normal operation.
TCM	No impact on operation.
IPDM E/R	When the ignition switch is ON, <ul style="list-style-type: none"> <li>• The headlamps (Lo) turn ON.</li> <li>• The cooling fan continues to rotate.</li> </ul>

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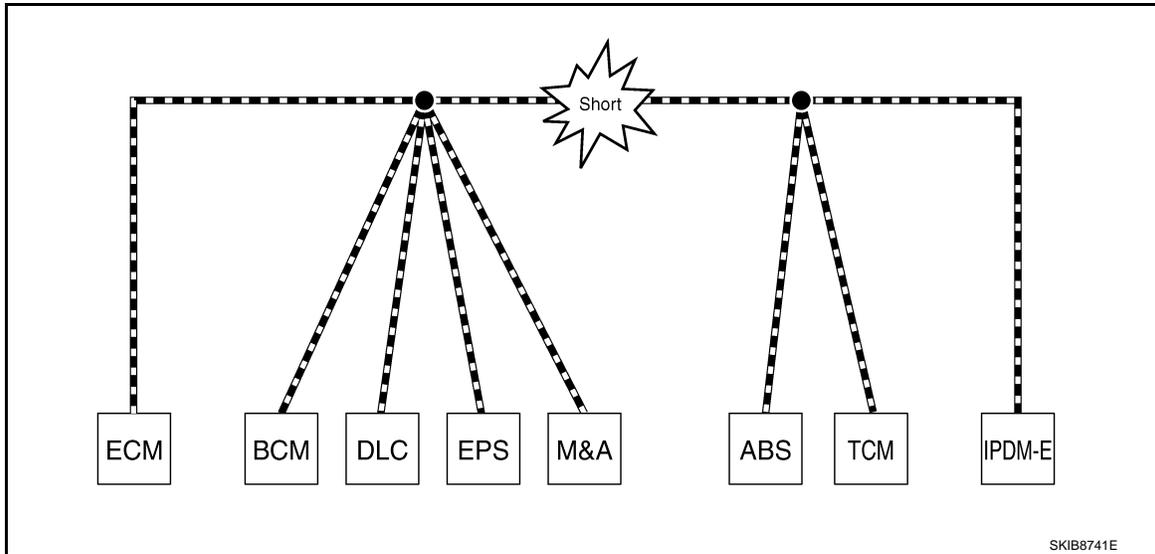
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# TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

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



Unit name	Symptom
ECM	<ul style="list-style-type: none"> <li>• Engine torque limiting is affected, and shift harshness increases.</li> <li>• Engine speed drops.</li> </ul>
BCM	<ul style="list-style-type: none"> <li>• Reverse warning chime does not sound.</li> <li>• The front wiper moves under continuous operation mode even though the front wiper switch being in the intermittent position.</li> <li>• The room lamp does not turn ON.</li> <li>• The engine does not start (if an error or malfunction occurs while turning the ignition switch OFF.)</li> <li>• The steering lock does not release (if an error or malfunction occurs while turning the ignition switch OFF.)</li> </ul>
EPS control unit	The steering effort increases.
Combination meter	<ul style="list-style-type: none"> <li>• The tachometer and the speedometer do not move.</li> <li>• Warning lamps turn ON.</li> <li>• Indicator lamps do not turn ON.</li> </ul>
ABS actuator and electric unit (control unit)	Normal operation.
TCM	No impact on operation.
IPDM E/R	When the ignition switch is ON, <ul style="list-style-type: none"> <li>• The headlamps (Lo) turn ON.</li> <li>• The cooling fan continues to rotate.</li> </ul>

## CAN Diagnosis with CONSULT-III

INFOID:000000005568434

CAN diagnosis on CONSULT-III extracts the root cause by receiving the following information.

- Response to the system call
- Control unit diagnosis information
- Self-diagnosis
- CAN diagnostic support monitor

# TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

## Self-Diagnosis

INFOID:000000005568435

DTC	Self-diagnosis item (CONSULT-III indication)	DTC detection condition	Inspection/Action	
U0101	LOST COMM (TCM)	When ECM is not transmitting or receiving CAN communication signal of OBD (emission-related diagnosis) from TCM for 2 seconds or more.	Start the inspection. Refer to the applicable section of the indicated control unit.	
U0140	LOST COMM (BCM)	When ECM is not transmitting or receiving CAN communication signal of OBD (emission-related diagnosis) from BCM for 2 seconds or more.		
U0164	LOST COMM (HVAC)	When ECM is not transmitting or receiving CAN communication signal of OBD (emission-related diagnosis) from A/C auto amp. or unified meter and A/C amp. for 2 seconds or more.		
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.
		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" or "P0607".	
P0607	ECM			

## CAN Diagnostic Support Monitor

INFOID:000000005568436

### MONITOR ITEM (CONSULT-III)

Example: CAN DIAG SUPPORT MNTR indication

Without PAST			With PAST		
ECM			ECM		
	PRSNT	PAST		PRSNT	PAST
INITIAL DIAG	OK		TRANSMIT DIAG	OK	OK
TRANSMIT DIAG	OK		VDC/TCS/ABS	-	-
TCM	OK		METER/M&A	OK	OK
VDC/TCS/ABS	UNKWN		BCM/SEC	OK	OK
METER/M&A	OK		ICC	-	-
ICC	UNKWN		HVAC	-	-
BCM/SEC	OK		TCM	OK	OK
IPDM E/R	OK		EPS	-	-
			IPDM E/R	OK	OK
			e4WD	-	-
			AWD/4WD	OK	OK

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Without PAST

Item	PRSNT	Description
Initial diagnosis	OK	Normal at present
	NG	Control unit error (Except for some control units)

# TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

Item	PRSNT	Description
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	PRSNT	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.
	-	-	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)	

# TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

## How to Use CAN Communication Signal Chart

INFOID:000000005568437

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

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

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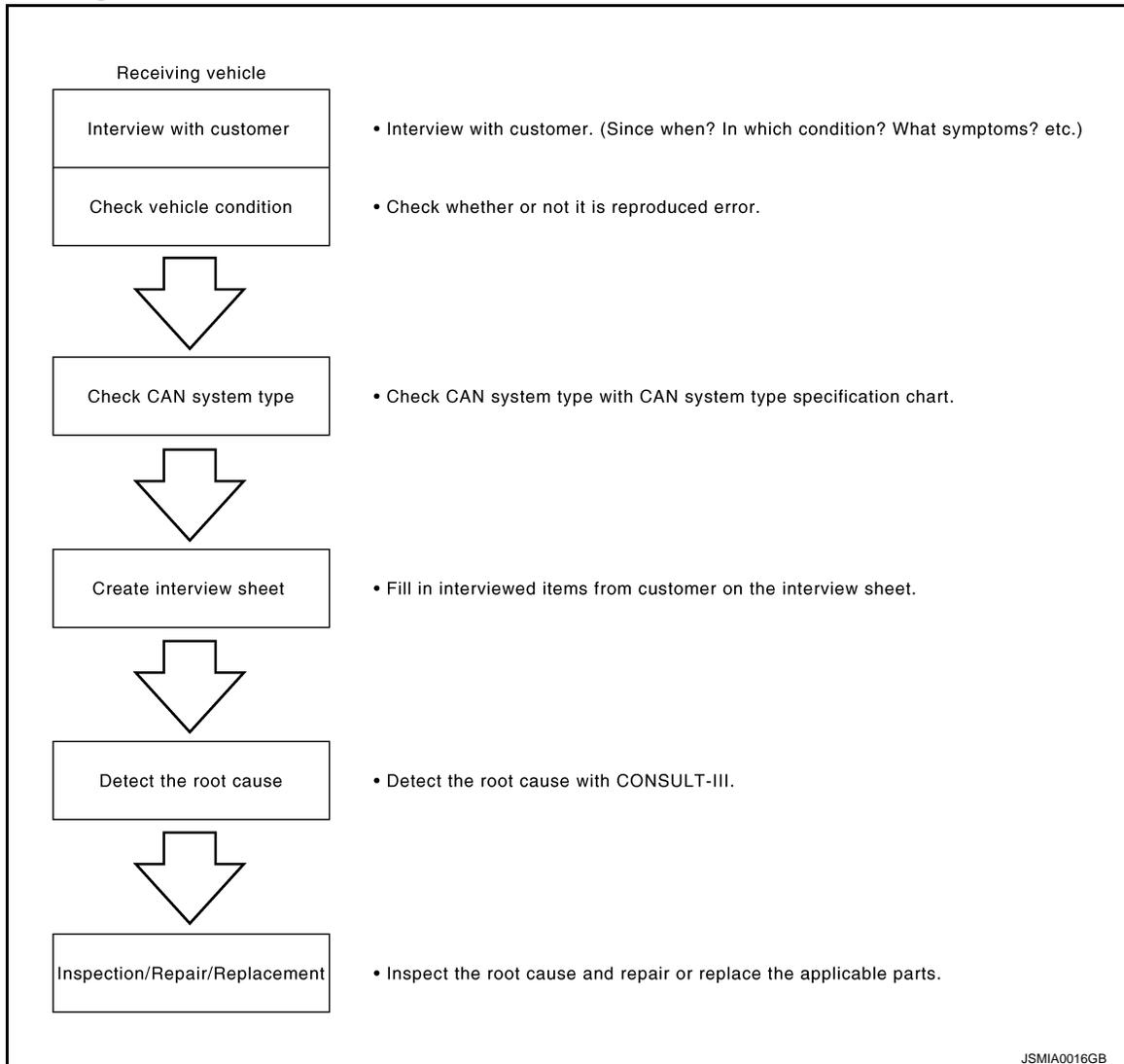
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## BASIC INSPECTION

### DIAGNOSIS AND REPAIR WORKFLOW

#### Trouble Diagnosis Flow Chart

INFOID:000000005568438



#### Trouble Diagnosis Procedure

INFOID:000000005568439

##### 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:

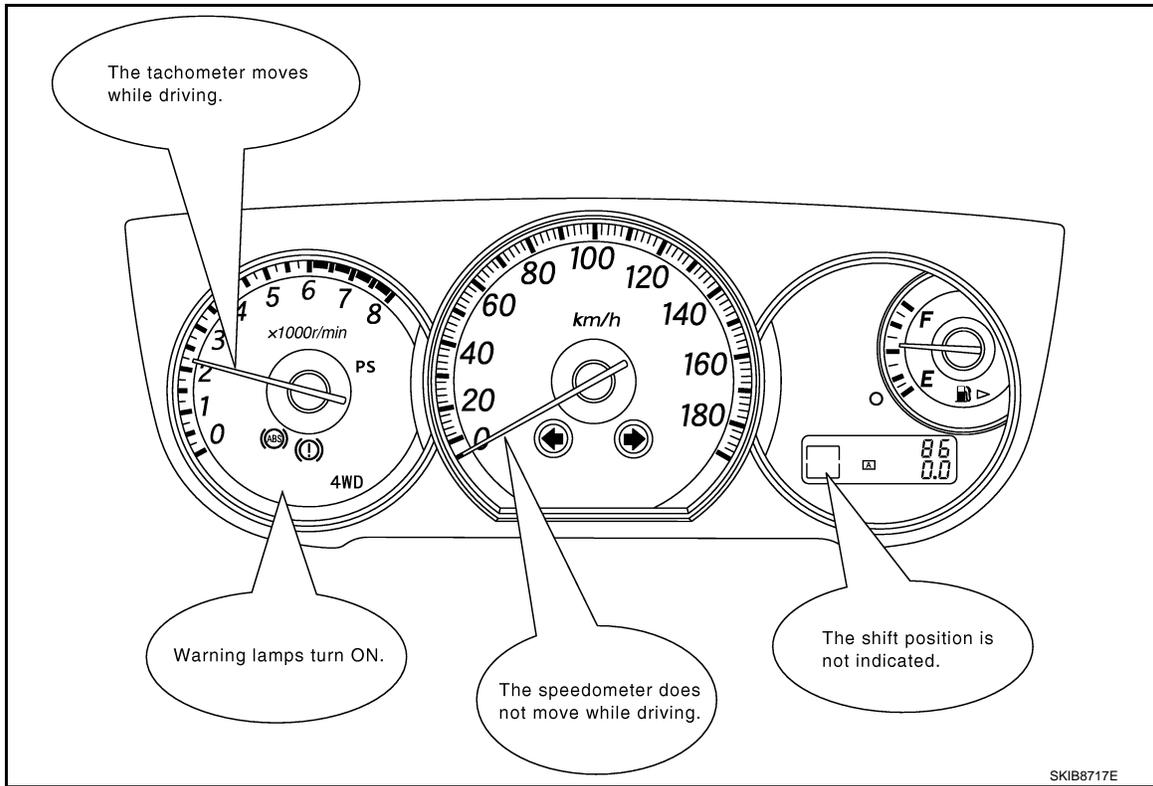
- Check normal units as well as error symptoms.
- Example: Circuit between ECM and the combination meter is judged normal if the customer indicates tachometer functions normally.
- When a CAN communication system error is present, multiple control units may malfunction or go into fail-safe mode.

# DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

- 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-III 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:

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# DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

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

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

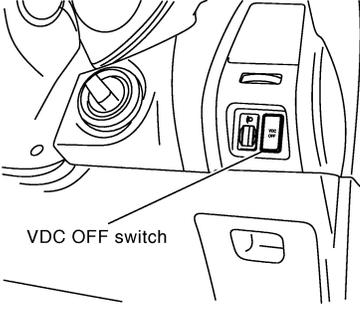
**CAN System Specification Chart**  
Determine CAN system type from the following specification chart.

Body type	Wagon					
Axle	2WD			AWD		
Engine	QR25DE		VQ35DE			
Transmission	A/T		CVT			
Brake control	ABS			VDC		
Intelligent Key system		X		X		X
CAN system type	1	2	3	4	5	6
CAN communication signal chart	XX-XX. "TYPE 1/TYPE 2"		XX-XX. "TYPE 3/TYPE 4"		XX-XX. "TYPE 5/TYPE 6"	

X : Applicable

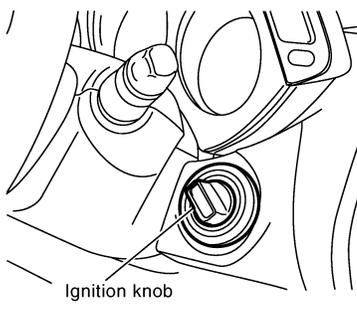
**VEHICLE EQUIPMENT IDENTIFICATION INFORMATION**  
**NOTE:**  
Check CAN system type from the vehicle shape and equipment.

With VDC



VDC OFF switch

With Intelligent Key system



Ignition knob

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

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CAN System Type Specification Chart (Style B)

**NOTE:**



# DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

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)	
<ul style="list-style-type: none"><li>•Headlamps suddenly turn ON while driving the vehicle.</li><li>•The engine does not restart after stopping the vehicle and turning the ignition switch OFF.</li><li>•The cooling fan continues rotating while turning the ignition switch ON.</li></ul>	
Condition at inspection	
Error Symptom: Present / Past	
<p>The engine does not start. While turning the ignition switch ON,</p> <ul style="list-style-type: none"><li>•The headlamps (Lo) turn ON, and the cooling fan continues rotating.</li><li>•The interior lamp does not turn ON.</li></ul>	

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## DETECT THE ROOT CAUSE

CAN diagnosis function of CONSULT-III detects the root cause.

# HOW TO USE THIS SECTION

< HOW TO USE THIS MANUAL >

[CAN]

## HOW TO USE THIS MANUAL

### HOW TO USE THIS SECTION

#### Caution

INFOID:000000005241882

- This section describes information peculiar to a vehicle and inspection procedures.
- For trouble diagnosis procedure, refer to [LAN-20, "Trouble Diagnosis Procedure"](#).

#### Abbreviation List

INFOID:000000005241883

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

Abbreviation	Unit name
4WD	AWD control unit
A-BAG	Air bag diagnosis sensor unit
ABS	ABS actuator and electric unit (control unit)
ADP	Driver seat control unit
AFS	AFS control unit
APA	Accelerator pedal actuator
AV	AV control unit
BCM	BCM
BCU	Brake booster control unit
CGW	CAN gateway
DLC	Data link connector
ECM	ECM
E-SUS	E-SUS control unit
ICC	ICC sensor integrated unit
IPDM-E	IPDM E/R
LANE	Lane camera unit
M&A	Unified meter and A/C amp.
PSB	Pre-crash seat belt control unit
RAS	RAS control unit
STRG	Steering angle sensor
TCM	TCM
TPMS	Low tire pressure warning control unit

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# PRECAUTION

## PRECAUTIONS

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

INFOID:000000005241884

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

**WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the "SRS AIR BAG".
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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

**WARNING:**

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

### Precautions for Trouble Diagnosis

INFOID:000000005241885

**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.

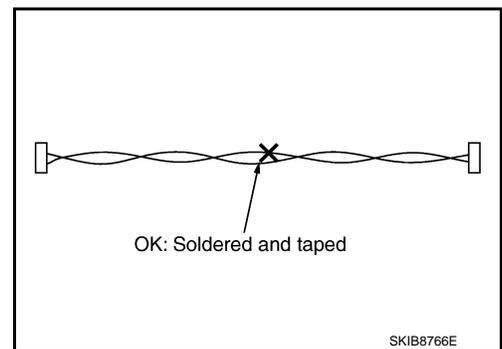
### Precautions for Harness Repair

INFOID:000000005241886

- 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).



# PRECAUTIONS

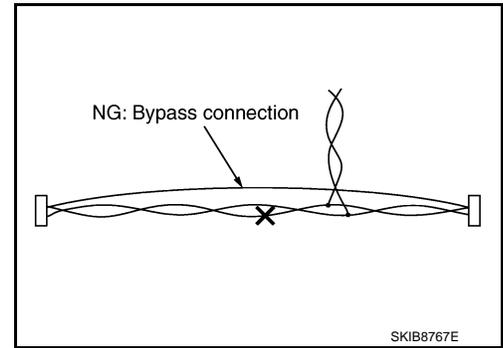
[CAN]

## < PRECAUTION >

- Bypass connection is never allowed at the repaired area.

**NOTE:**

Bypass connection may cause CAN communication and ITS 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 and ITS communication line.

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# DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN]

## BASIC INSPECTION

### DIAGNOSIS AND REPAIR WORKFLOW

#### Interview Sheet

INFOID:000000005241887

#### CAN Communication System Diagnosis Interview Sheet

Date received:

Type:

VIN No.:

Model:

First registration:

Mileage:

CAN system type:

Symptom (Results from interview with customer)

Condition at inspection

Error symptom : Present / Past

SKIB8898E

## SYSTEM DESCRIPTION

### CAN COMMUNICATION SYSTEM

#### CAN System Specification Chart

INFOID:000000005241888

Determine CAN system type from the following specification chart.

**NOTE:**

Refer to [LAN-20. "Trouble Diagnosis Procedure"](#) for how to use CAN system specification chart.

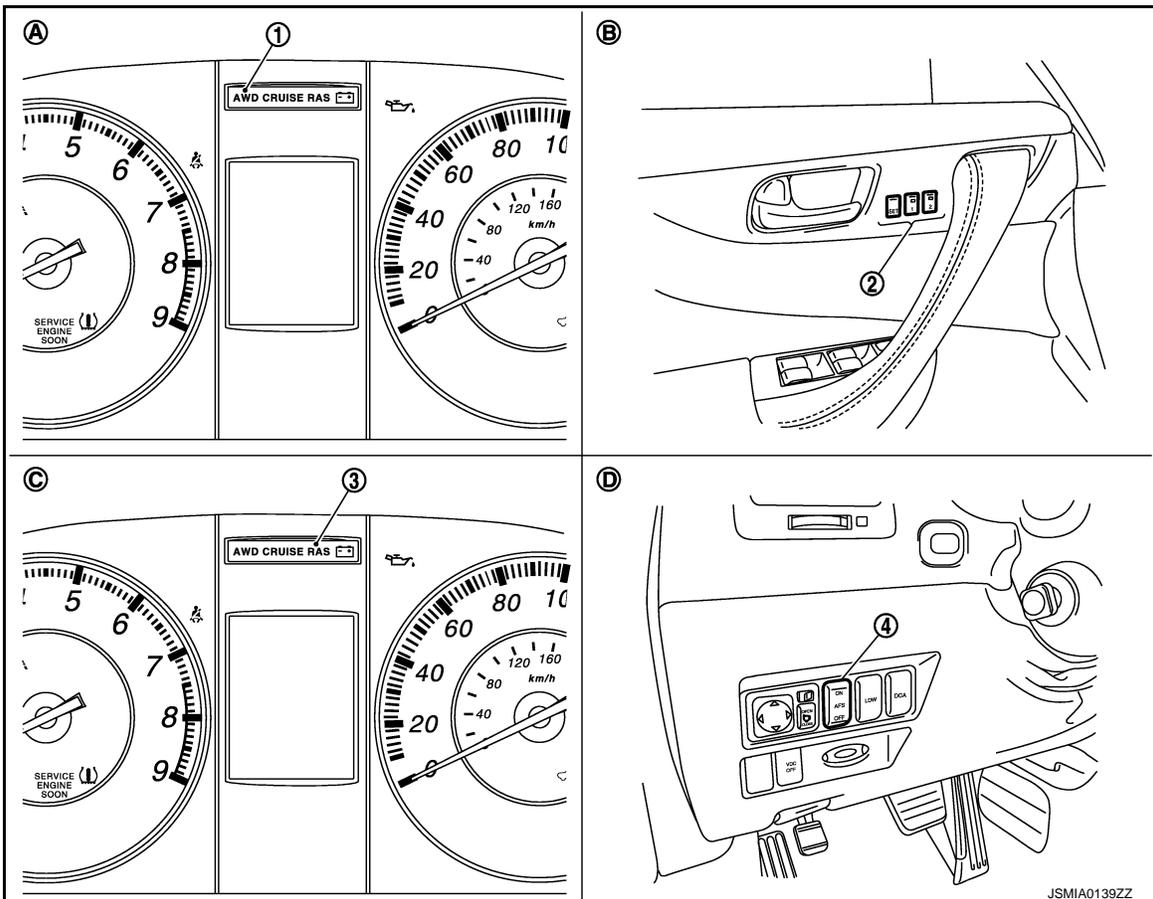
Body type	Wagon									
Axle	2WD					AWD				
Engine	VQ35HR					VK50VE				
Transmission	A/T									
Brake control	VDC									
Automatic drive positioner		×	×		×	×	×	×	×	×
Rear active steer							×			×
Active AFS			×			×			×	×
CAN system type	1	2	3	4	5	6	7	8	9	10

×: Applicable

#### VEHICLE EQUIPMENT IDENTIFICATION INFORMATION

**NOTE:**

Check CAN system type from the vehicle shape and equipment.



- 1. AWD warning lamp
- 2. Seat memory switch
- 3. RAS warning lamp
- 4. AFS OFF switch

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# CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	4WD	TCM	AV	BCM	M&A	STRG	TPMS	ADP	E-SUS	RAS	CGW	ABS	IPDM-E	AFS	ICC	LANE	PSB
Input speed signal	R		T										R*2			R		
Manual mode indicator signal			T			R												
N range signal			T		R													
Output shaft revolution signal	R		T										R*2			R		
P range signal			T		R				R									
R range signal			T						R									
Shift position signal			T			R							R		R	R		
A/C switch/indicator signal				T		R												
				R		T												
Rear window defogger switch signal				T	R													
System selection signal				T												R		
System setting signal				T	R				R									
				R	T													
				R					T									
Buzzer output signal					T	R												
													R			T		
Door switch signal				R	T	R			R					R				R
Door unlock signal					T				R									
Front fog light request signal					T									R				
Front wiper request signal					T								R*2	R		R		
High beam request signal					T	R								R				
Horn reminder signal					T									R				
Ignition switch ON signal					T									R				R
					R									T				
Ignition switch signal					T				R									
					R									R				
Interlock/PNP switch signal					T									R				
					R									T				
Key ID signal					T				R									
Key switch signal					T				R									
Key warning lamp signal					T	R												
Low beam request signal					T									R				
Meter display signal					T	R												
						R										T		
Meter ring illumination request signal					T	R												
Oil pressure switch signal					T	R												
					R									T				
Position light request signal					T	R								R				
Rear window defogger control signal					T									R				
	R			R										T				
Sleep wake up signal					T	R			R			R	R					R
Starter control relay signal					T									R				

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# CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	4WD	TCM	AV	BCM	M&A	STRG	TPMS	ADP	E-SUS	RAS	CGW	ABS	IPDM-E	AFS	ICC	LANE	PSB
Starter relay status signal					T	R								R				
					R									T				
Starting mode signal					T				R									
Steering lock relay signal					T									R				
					R									T				
Theft warning horn request signal					T									R				
Tire pressure signal					T	R												
				R	R			T										
Turn indicator signal					T	R							R				R	
A/C evaporator temperature signal	R					T												
A/C switch signal	R					T												
Ambient temperature signal						T											R	
Blower fan motor switch signal	R					T												
Distance to empty signal				R		T												
Fuel level low warning signal				R		T												
Fuel level sensor signal	R					T												
Manual mode shift down signal			R			T												
Manual mode shift up signal			R			T												
Manual mode signal			R			T												
Non-manual mode signal			R			T												
Odometer signal					R	T												
Paddle shifter shift down signal*1			R			T												
Paddle shifter shift up signal*1			R			T												
Parking brake switch signal		R			R	T										R		
Seat belt buckle switch signal					R	T												
Sleep-ready signal					R	T												
					R									T				
Target A/C evaporator temperature signal	R					T												
Vehicle speed signal	R		R	R	R	T			R					R	R			R
	R	R			R	R		R		R	R		T			R	R	
Wake up signal					R	T												
Steering angle sensor malfunction signal							T											R
Steering angle sensor signal				R			T			R	R		R		R	R		R
Steering angle speed signal							T											R
Steering calibration signal							T											R
Tire pressure data signal				R				T										
Sports mode indicator signal						R				T								
RAS signal											T		R					
RAS warning lamp signal						R					T		R					

# CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	4WD	TCM	AV	BCM	M&A	STRG	TPMS	ADP	E-SUS	RAS	CGW	ABS	IPDM-E	AFS	ICC	LANE	PSB
A/T shift schedule change demand signal			R										T					
ABS malfunction signal													T			R		
ABS operation signal			R										T			R		R
ABS warning lamp signal						R							T					
Brake pressure control signal										R			T					
Brake warning lamp signal						R							T					
Front wiper status signal													T				R	
LDP buzzer request signal													T				R	
LDP condition signal													T				R	
LDP malfunction signal													T				R	
LDP meter indication request signal													T				R	
LDP operation signal													T				R	
LDW switch signal (FCW switch signal)													T			R		
													R				T	
Side G sensor signal			R										T					
SLIP indicator lamp signal						R							T					
TCS malfunction signal													T			R		
TCS operation signal													T			R		
VDC malfunction signal			R										T			R		
VDC OFF indicator lamp signal						R							T					
VDC OFF switch signal													T			R		
VDC operation signal													T			R		
A/C compressor feedback signal	R					R								T				
Detention switch signal					R									T				
Front wiper stop position signal					R									T				
High beam status signal	R													T	R			
Hood switch signal					R									T				
Low beam status signal	R													T	R			
Push-button ignition switch status signal					R									T				
Steering lock unit status signal					R									T				
AFS OFF indicator lamp signal						R									T			
IBA OFF indicator lamp signal						R										T		
IBA operation signal																T		R
ICC operation signal	R												R			T		
ICC warning lamp signal						R										T		
LDP ON signal													R			T		
LDW ON signal																T	R	
Target approach warning signal													R			T		
Detected lane condition signal													R				T	
Lane camera status signal													R				T	

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# CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	4WD	TCM	AV	BCM	M&A	STRG	TPMS	ADP	E-SUS	RAS	CGW	ABS	IPDM-E	AFS	ICC	LANE	PSB
Lane departure buzzer operation signal													R				T	
Lane departure warning lamp signal						R							R				T	
LDP ON indicator lamp signal						R							R				T	
LDW operation signal													R				T	

\*1: Models with paddle shifter

\*2: Models with LDP

**NOTE:**

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

# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

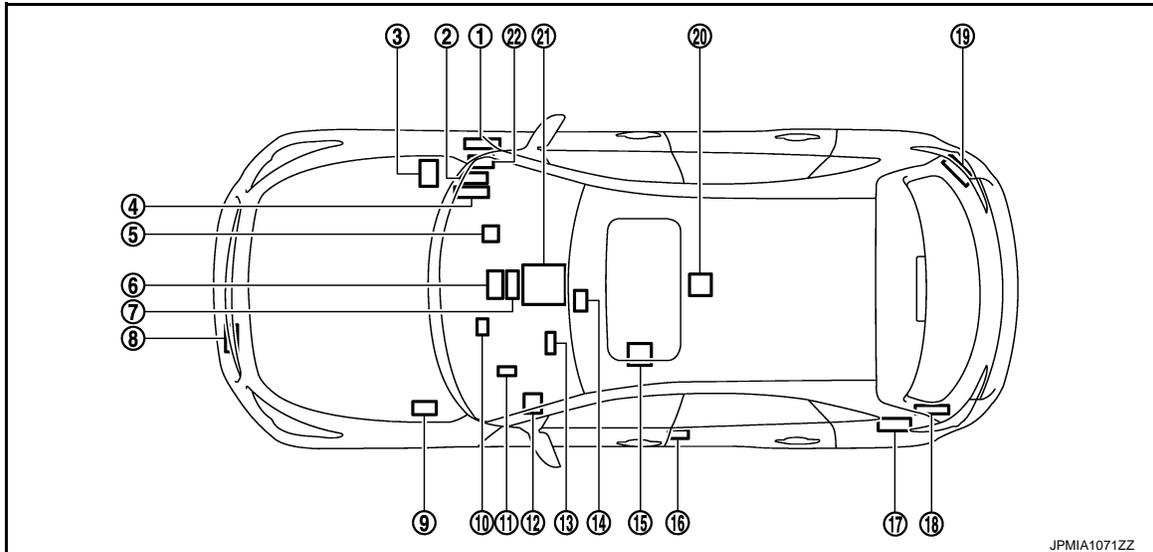
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## DTC/CIRCUIT DIAGNOSIS

### CAN COMMUNICATION SYSTEM

#### Component Parts Location

INFOID:000000005241890



- |  |   |   |
|--|---|---|
| 1. BCM M122  | 2. AWD control unit M105                      | 3. IPDM E/R E6  |
| 4. ECM<br>M107: VQ engine models<br>M160: VK engine models | 5. Low tire pressure warning control unit M96 | 6. AV control unit<br>M204: Without navigation system<br>M210: With navigation system |
| 7. Unified meter and A/C amp. M67                          | 8. ICC sensor integrated unit E67             | 9. ABS actuator and electric unit (control unit) E41                                  |
| 10. Accelerator pedal actuator E115                        | 11. Data link connector M24                   | 12. AFS control unit M16  |
| 13. Steering angle sensor M37                              | 14. Lane camera unit R8                       | 15. Driver seat control unit B451   |
| 16. Pre-crash seat belt control unit B9                    | 17. RAS control unit B37                      | 18. E-SUS control unit B38  |
| 19. Brake booster control unit B250                        | 20. Air bag diagnosis sensor unit M147        | 21. A/T assembly F51  |
| 22. CAN gateway M125                                       |   |   |

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# CAN COMMUNICATION SYSTEM

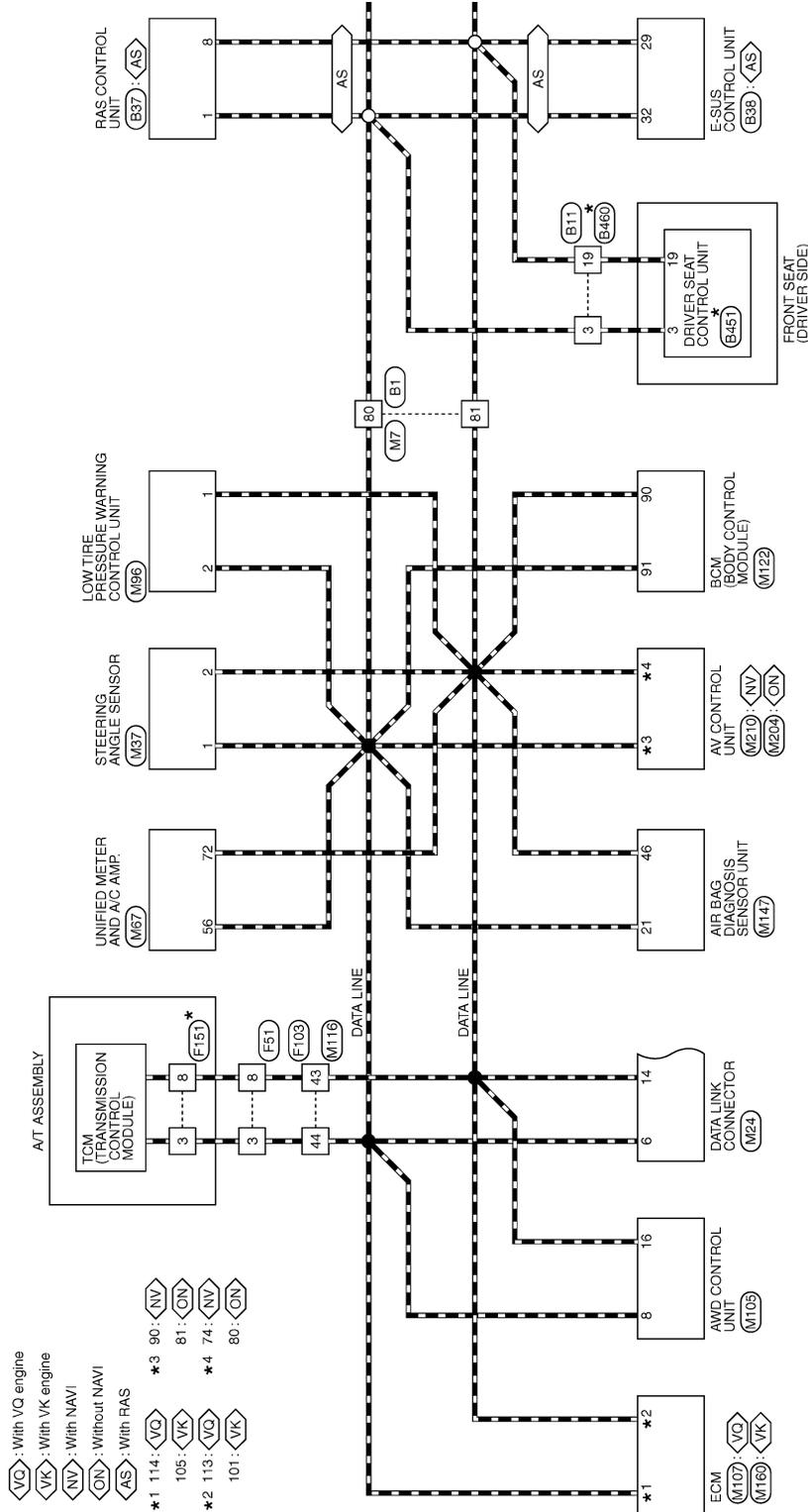
[CAN]

< DTC/CIRCUIT DIAGNOSIS >

## Wiring Diagram - CAN SYSTEM (WITH ACTIVE AFS) -

INFOID:000000005241891

### CAN SYSTEM (WITH ACTIVE AFS)



- ◁VG▷: With VQ engine
- ◁VK▷: With VK engine
- ◁NV▷: With NAVI
- ◁ON▷: Without NAVI
- ◁AS▷: With RAS
- \*1 114: ◁VG▷
- 105: ◁VK▷
- \*2 113: ◁VG▷
- 101: ◁VK▷
- \*3 90: ◁NV▷
- 81: ◁ON▷
- \*4 74: ◁NV▷
- 80: ◁ON▷

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

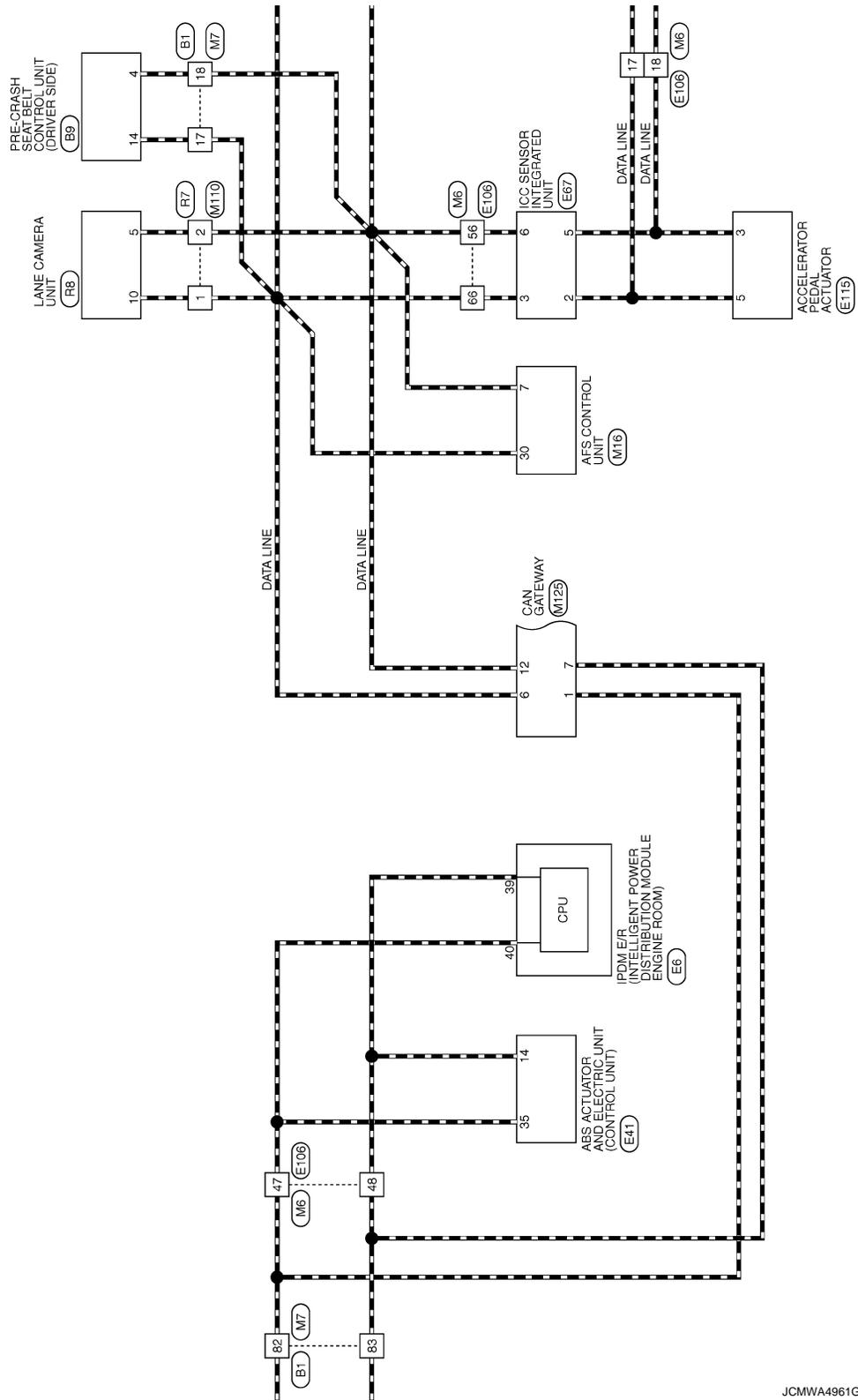
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# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

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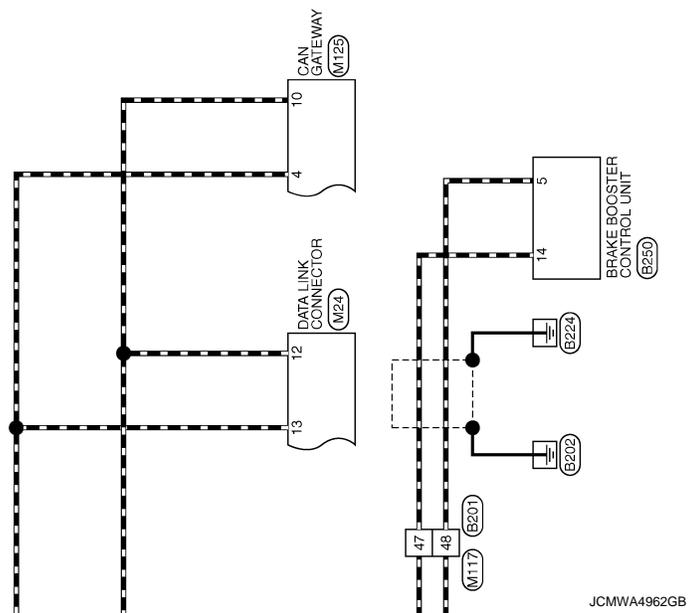
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# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]



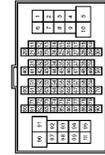
# CAN COMMUNICATION SYSTEM

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## CAN SYSTEM (WITH ACTIVE AFS)

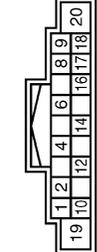
Connector No.	B1
Connector Name	WIRE TO WIRE
Connector Type	THBDFW-CS16-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
1	G	-
2	L	-
3	W	-
5	G	-
6	G	-
7	P	-
8	O	-
9	W	-
10	SB	-
11	SB	-
12	B	-
13	G	-
14	R	-
15	W	-
16	SHIELD	-
17	L	-
18	P	-
19	G	-
20	Y	-
21	W	-
23	V	-
24	P	-
25	BR	-
26	GR	-
27	O	-
28	W	-
29	SHIELD	-
38	B	-
39	B	-
40	LG	-
41	G	-
42	GR	-
43	SB	-
44	V	-
45	GR	-
50	B	-
51	V	-
52	SB	-

53	SHIELD	-
54	BR	-
55	Y	-
56	SHIELD	-
57	P	-
58	L	-
60	L	-
61	P	-
62	GR	-
63	G	-
64	O	-
65	W	-
66	V	-
67	LG	-
68	Y	-
69	G	-
70	GR	-
71	G	-
72	B	-
73	W	-
74	V	-
75	O	-
76	LG	-
77	L	-
78	GR	-
79	W	-
80	L	-
81	P	-
82	P	-
83	P	-
84	SB	-
85	R	-
86	Y	-
87	B	-
88	G	-
89	BR	-
90	W	-
91	R	-
92	O	-
93	BR	-
94	V	-
95	Y	-
96	O	-
97	W	-
98	GR	-
99	W	-

Connector No.	B9
Connector Name	FIRE-CRASH SEAT BELT CONTROL UNIT (DRIVER SIDE)
Connector Type	TH18FW-CS2



Terminal No.	Color of Wire	Signal Name [Specification]
1	SB	SIG BAT
2	G	OUT 1
4	P	CAN LO
6	LG	BUCKLE SW LH NO
8	G	LOCAL COMM 2
9	BR	SHIELD GND
10	B	SENS POWER 1
12	R	OUT 2
14	L	CAN HI
16	W	LOCAL COMM 1
17	W	SENS GND 1
18	B	SIG GND
19	W	MOTOR GAT
20	B	MOTOR GND

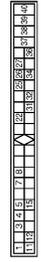
Connector No.	B11
Connector Name	WIRE TO WIRE
Connector Type	NS18FW-CS



Terminal No.	Color of Wire	Signal Name [Specification]
1	G	-
3	L	-
17	LG	-
19	P	-
21	Y	-
32	B	-
33	SB	-
40	R	-

48	B	-
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Connector No.	B27
Connector Name	RAS CONTROL UNIT
Connector Type	AS8FW-M4



Terminal No.	Color of Wire	Signal Name [Specification]
1	L	CAN-H
4	Y	R-ANG SEN MAIN SIG
5	W	R-ANG SEN VCC
7	R	R-ANG SEN SUB SIG
8	P	CAN-L
15	G	R-ANG SEN GND
22	GR	STOP LAMP SW
25	SB	R-MTR RLY
27	G	IGN
34	GR	GND
38	LG	EPS-SOL+
37	P	R-MTR PWR SUPPLY
38	G/Y	R-MTR (GR)
39	G/R	R-MTR (LH)
40	B	R-MTR GND

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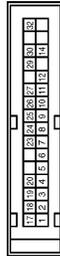
# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

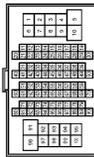
## CAN SYSTEM (WITH ACTIVE AFS)

Connector No.	B38
Connector Name	F-SUS CONTROL UNIT
Connector Type	AAB32FL



Terminal No.	Color of Wire	Signal Name [Specification]
1	L	IGN2
2	P	ACTUATOR FR-
3	V	ACTUATOR FR+
4	G	ACTUATOR FL-
5	Y	ACTUATOR FL+
6	LG	ACTUATOR RL-
7	V	ACTUATOR RL+
8	L	ACTUATOR RR-
9	P	ACTUATOR RR+
10	O	FRONT WHEEL G SENSOR SIG LH
11	SB	FRONT BODY G SENSOR SIG RH
12	R	FRONT BODY G SENSOR SIG LH
14	G	REAR BODY G SENSOR SIG
17	L	IGN1
18	B	IGN2
19	B	GND1
20	W	MODE SW SIG
23	G	MODE LAMP SIG
24	W	FRONT WHEEL G SENSOR SIG RH
25	Y	REAR BODY G SENSOR-
26	BR	FRONT G SENSOR-
27	GR	FRONT G SENSOR+
29	P	CAN-L
30	LG	REAR BODY G SENSOR-
32	L	CAN-H

Connector No.	B201
Connector Name	WIRE TO WIRE
Connector Type	TH80PW-CS16-1M4



Terminal No.	Color of Wire	Signal Name [Specification]
1	G	
2	R	
3	BR	
4	SB	
6	O	
7	GR	
8	W	
10	G	
11	BR	
12	Y	
13	SHIELD	
14	G	
15	R	
16	SHIELD	
17	LG	
18	GR	
19	V	
20	SB	
21	LG	
22	B	- [With entertainment system]
23	W	- [With entertainment system]
24	R	- [With entertainment system]
25	SHIELD	- [With entertainment system]
26	SB	- [With entertainment system]
27	V	
28	SHIELD	
29	O	
30	P	
31	W	
32	GR	
33	SB	
40	LG	- [With ICC]
40	V	- [Without ICC]
41	SB	- [With ICC]

41	Y	- [Without ICC]
42	V	- [With ICC]
43	W	- [Without ICC]
43	BR	- [With ICC]
44	B	- [Without ICC]
44	R	
45	G	
46	O	- [With ICC]
46	SHIELD	- [Without ICC]
47	L	- [With ICC]
47	B	- [Without ICC]
48	P	- [With ICC]
48	R	- [Without ICC]
49	G	- [With ICC]
49	W	- [Without ICC]
50	SHIELD	
51	W	
52	R	
53	G	
54	L	
55	SB	
60	GR	
61	LG	
62	SB	
63	P	
64	BR	
65	O	
66	Y	
67	W	
68	SHIELD	
69	G	
71	SB	
72	V	
73	LG	
74	W	
75	BR	
76	V	
77	LG	
80	O	
81	G	
82	P	
83	Y	
84	R	
85	SB	
86	GR	
87	L	
91	V	
92	W	
93	R	
94	LG	
95	GR	
96	W	

97	G	
98	O	
99	L	
100	Y	

Connector No.	B260
Connector Name	BRAKE BOOSTER CONTROL UNIT
Connector Type	TK24FW



Terminal No.	Color of Wire	Signal Name [Specification]
1	W	BATTERY
2	W	BATTERY
5	P	ITS COMM-L
6	SB	RELEASE SW PWR
8	R	BRAKE PRESSURE SEN PWR
10	G	BOOSTER SOL PWR
12	R	BOOSTER SOL GND
14	L	ITS COMM-H
15	V	RELEASE SW (NO)
17	G	BRAKE PRESSURE SEN SIGNAL
19	B	GND
20	B	GND
21	GR	CHIME SIGNAL
22	BR	RELEASE SW (NO)
24	O	BRAKE PRESSURE SEN GND

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# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## CAN SYSTEM (WITH ACTIVE AFS)

Connector No.	B451
Connector Name	DRIVER SEAT CONTROL UNIT
Connector Type	TH2ZFV



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

Terminal No.	Color of Wire	Signal Name [Specification]
1	L/W	RX
3	R/Y	CAN-H
9	W/G	PULSE (RECLINING)
10	P/B	PULSE (RR LIFTING)
11	BR	SLIDING SW (BACKWARD)
12	SB	RECLINING SW (BACKWARD)
13	LG/R	FRONT LIFTING SW (DOWNWARD)
14	G/B	REAR LIFTING SW (DOWNWARD)
16	O	VCC
17	Y/R	TX
19	V	CAN-L
21	L/Y	P RANGE SW
24	B	PULSE (SLIDING)
28	Y/B	PULSE (R LIFTING)
26	Y	SLIDING SW (FORWARD)
27	R/G	RECLINING SW (FORWARD)
28	W/B	FRONT LIFTING SW (UPWARD)
29	P/L	REAR LIFTING SW (UPWARD)
31	GR	SENSOR GND
32	B/W	GND (SIGNAL)



19	3	1	17	40	59
20	32	43	21	133	30

Terminal No.	Color of Wire	Signal Name [Specification]
1	L/W	--
3	R/Y	--

Connector No.	B460
Connector Name	WIPE TO WIRE
Connector Type	NS (BMW-LC)

17	Y/R	--
19	V	--
21	L/Y	--
32	B/W	--
33	R	--
40	R/W	--
48	B	--

Connector No.	E6
Connector Name	IPSW/IR INTELLIGENT POWER DISTRIBUTION MODULE (ENGINE ROOM)
Connector Type	TH08FV-NH



42	41	40	39
46	45	44	43

Terminal No.	Color of Wire	Signal Name [Specification]
39	P	--
40	L	--
41	B	--
42	Y	--
43	SB	--
44	W	--
45	G	--
46	BR	--

Connector No.	E41
Connector Name	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
Connector Type	BAA42FB-AH24-LH



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	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	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Terminal No.	Color of Wire	Signal Name [Specification]
1	B	GND
2	G	UBWR
3	R	UBVR
4	B	GND
5	Y	DS FL

6	O	DP RL
7	BR	DP RR
9	B	DP FR
10	W	DS FR
12	L	VAC
14	P	CAN-L
15	SHIELD	AGND
19	P	UST
25	Y	BUS-L
26	R	DP FL
27	GR	DS RL
28	G	UZ
29	LG	DS RR
30	SB	BLS
31	R	VDC OFF SW
35	L	CAN-H
45	B	BUS-H

Connector No.	E67
Connector Name	ICC SENSOR INTEGRATED UNIT
Connector Type	RS08FB-PR



1	2	3
4	5	6

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

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# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## CAN SYSTEM (WITH ACTIVE AFS)

Connector No.	E106
Connector Name	WIRE TO WIRE
Connector Type	TH80PW-CS16-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
1	G	-
2	O	-
3	SB	-
4	LG	-
5	Y	-
6	W	-
7	G	-
8	V	-
9	R	-
10	BR	-
11	B	-
12	G	-
13	R	-
14	W	-
15	SHIELD	-
16	SB	-
17	L	-
18	P	-
19	G	-
20	W	- [With ICC]
21	Y	- [Without ICC]
22	R	- [With ICC]
23	G	- [Without ICC]
24	L	- [With ICC]
25	P	- [Without ICC]
26	L	- [With ICC]
27	SHIELD	- [Without ICC]
28	G	-
29	LG	-
30	O	-
31	BR	-
32	W	-
33	Y	-
34	O	-
35	SB	-

36	P	-
37	Y	-
38	GR	-
39	LG	-
40	LG	-
41	V	-
42	R	-
43	G	-
44	GR	-
45	W	-
46	W	-
47	L	-
48	P	-
49	SB	-
50	BR	-
51	B	-
52	Y	-
53	O	-
54	R	-
55	SB	-
56	P	-
59	P	-
60	SB	-
61	V	-
62	P	-
63	LG	-
64	L	-
65	O	-
66	L	-
68	L	-
70	SHIELD	-
71	G	-
72	G	-
73	R	-
74	BR	-
76	L	-
77	W	-
78	Y	-
80	SB	-
81	L	-
82	W	-
83	LG	-
84	GR	-
85	G	-
86	P	-
87	W	-
88	O	-
89	LG	-
90	BR	-
91	GR	-
92	BR	-
93	SB	-
94	W	-

95	Y	-
96	W	-
100	Y	-

Connector No.	E115
Connector Name	ACCELERATOR PEDAL ACTUATOR
Connector Type	KD206FB



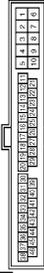
Terminal No.	Color of Wire	Signal Name [Specification]
1	R	IGNITION
2	O	BATTERY
3	P	ITS COMM-L
4	B	GND
5	L	ITS COMM-H

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



Terminal No.	Color of Wire	Signal Name [Specification]
1	Y	-
2	R	- [With VK engine]
2	BR	- [With VQ engine]
3	L	-
4	V	-
5	B	-
6	Y	-
7	R	-
8	P	-
9	LG	- [With VK engine]
9	GR	- [With VQ engine]
10	B	-

Connector No.	F103
Connector Name	WIRE TO WIRE
Connector Type	TK38FW-NS10



Terminal No.	Color of Wire	Signal Name [Specification]
1	SHIELD	-
2	G	-
3	W	-
4	GR	- [With VK engine]
4	R	- [With VQ engine]
5	R	- [With VK engine]
5	B	- [With VQ engine]
6	SHIELD	-
7	B	-
9	W	- [With VK engine]
9	Y	- [With VQ engine]
10	L	- [With VK engine]
10	GR	- [With VQ engine]
17	GR	-
18	R	-
19	O	-
20	Y	-
26	BR	-
27	L	-
28	B	-
29	LG	-
31	R	-
34	LG	-
35	BR	-
36	W	-
37	Y	-
38	Y	-
43	P	-
44	L	-
45	Y	-
46	V	-

# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

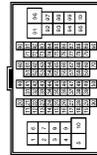
## CAN SYSTEM (WITH ACTIVE AFS)

Connector No.	F151
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Type	SP10FG



Terminal No.	Color of Wire	Signal Name (Specification)
1	W	VIGN
2	B	BATT
3	R	CAN-H
4	O	CAN-L
5	G	K LINE
6	GR	GND
7	L	REV LAMP RLY
8	BR	CAN-L
9	Y	START RLY
10	W/B	GND

Connector No.	M8
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4



Terminal No.	Color of Wire	Signal Name (Specification)
1	G	-
2	O	-
3	SB	-
4	LG	-
5	GR	-
6	W	-
7	G	-
8	W	-
9	P	-
10	BR	-
11	B	-
12	G	-

64	L	-
65	O	-
66	L	-
69	V	-
70	SHIELD	-
71	O	-
72	GR	-
73	W	-
74	SB	-
76	V	-
77	V	-
78	Y	-
80	O	-
81	L	-
82	W	-
83	Y	-
84	L	-
85	P	-
86	BR	-
87	P	-
88	V	-
89	G	-
90	P	-
91	R	-
92	R	-
93	GR	-
94	L	-
95	G	-
96	W	-
100	Y	-

13	R	-
14	W	-
15	SHIELD	-
16	BR	-
17	L	-
18	P	-
19	G	-
20	W	- [With ICC]
20	GR	- [Without ICC]
21	BR	- [With ICC]
21	R	- [Without ICC]
22	R	- [With ICC]
22	L	- [Without ICC]
23	G	-
24	L	- [With ICC]
24	P	- [Without ICC]
25	Y	- [With ICC]
25	W	- [Without ICC]
26	SHIELD	-
28	GR	-
29	V	-
30	O	-
31	BR	-
32	W	-
33	Y	-
34	L	-
35	L	-
36	P	-
37	G	-
38	R	-
39	G	-
41	L	-
42	W	-
43	R	-
44	LG	-
45	GR	-
46	W	-
47	L	-
48	P	-
49	O	-
50	LG	-
51	SB	-
52	Y	-
53	O	-
54	BR	-
55	SB	-
56	P	-
58	SB	-
60	SB	-
61	V	-
62	P	-
63	R	-

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# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

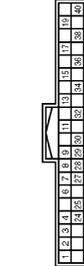
## CAN SYSTEM (WITH ACTIVE AFS)

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



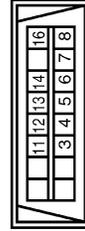
Terminal No.	Color of Wire	Signal Name [Specification]
1	G	
2	B	
3	W	
5	G	
6	P	
7	V	
8	O	
9	W	
10	W	
11	O	
12	B	
13	G	
14	R	
15	W	
16	SHIELD	
17	L	
18	P	
19	G	
20	R	
21	LG	
23	V	
24	P	
25	BR	
26	GR	
27	O	
28	W	
29	SHIELD	
38	B	
39	B	
40	LG	
41	G	
42	Y	
43	SB	
44	W	
45	B	
50	B	
51	V	
52	LG	

Connector No.	M16
Connector Name	AFS CONTROL UNIT
Connector Type	TH40FW-NH



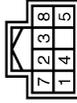
Terminal No.	Color of Wire	Signal Name [Specification]
1	Y	IGN
2	LG	PSG-R
4	Y	PSV-R
6	W	HSV-R
7	P	CAN-L
8	B	HSC-R
9	GR	PS-R
11	R	SMR-1 (-)
13	B	SMR-2 (-)
15	G	SML-1 (+)
17	W	SML-2 (+)
19	SB	AMDS-R
24	V	PSV-L
25	B	GND
27	BR	PSG-L
28	SB	HS-R
29	O	PS-L
30	L	CAN-H
32	G	SMR-2 (+)
34	W	SMR-1 (+)
36	R	SML-2 (-)
38	B	SML-1 (-)
40	O	AMDS-L

Connector No.	M24
Connector Name	DATA LINK CONNECTOR
Connector Type	BD16FW



Terminal No.	Color of Wire	Signal Name [Specification]
3	LG	
4	B	
5	L	
9	L	
7	GR	
8	G	
11	SB	
12	P	
13	L	
14	P	
15	O	

Connector No.	M37
Connector Name	STEERING ANGLE SENSOR
Connector Type	TH08FW-NH



Terminal No.	Color of Wire	Signal Name [Specification]
1	L	CAN-H
2	P	CAN-L
7	B	GND
8	GR	IGN

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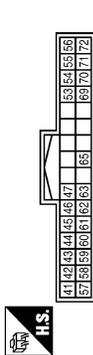
# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## CAN SYSTEM (WITH ACTIVE AFS)

Connector No.	M87
Connector Name	UNIFIED METER AND A/C AMP.
Connector Type	TH22FW-NH



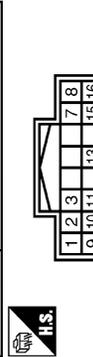
Terminal No.	Color of Wire	Signal Name [Specification]
41	V	ACC POWER SUPPLY
42	Y	FUEL LEVEL SENSOR SIGNAL
43	R	INTAKE SENSOR SIGNAL
44	LG	IN-VEHICLE SENSOR SIGNAL
45	P	AMBIENT SENSOR SIGNAL
46	O	SUNLOAD SENSOR SIGNAL
47	V	GAS SENSOR SIGNAL
53	G	IGNITION POWER SUPPLY
54	O	BATTERY POWER SUPPLY
55	B	GROUND
56	L	CAN-H
57	W	BRAKE FLUID LEVEL SWITCH SIGNAL
58	B	FUEL LEVEL SENSOR GROUND
59	GR	INTAKE SENSOR GROUND
60	L	IN-VEHICLE SENSOR GROUND
61	BR	AMBIENT SENSOR GROUND
62	SB	SUNLOAD SENSOR GROUND
63	R	ION MODE SIGNAL
65	O	ECV SIGNAL
69	L	A/C LAN SIGNAL
70	R	EACH DOOR MOTOR POWER SUPPLY
71	B	GROUND
72	P	CAN-L

Connector No.	M86
Connector Name	LOW TIRE PRESSURE WARNING CONTROL UNIT
Connector Type	TH32FW-NH



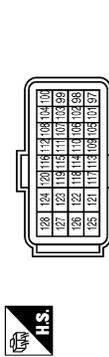
Terminal No.	Color of Wire	Signal Name [Specification]
1	P	CAN-(L)
2	L	CAN-(A)
3	O	RR TUNER (SG)
4	L	RL TUNER (SG)
5	R	FR TUNER (SG)
6	P	FL TUNER (SG)
7	SB	RR TUNER (VCC)
8	R	RL TUNER (VCC)
9	GR	FR TUNER (VCC)
10	G	FL TUNER (VCC)
12	SB	SW
15	Y	IGN
19	W	RR TUNER (RSS)
20	BR	RL TUNER (RSS)
21	LG	FR TUNER (RSS)
22	V	FL TUNER (RSS)
23	B	RR TUNER (GND)
24	Y	RL TUNER (GND)
25	W	FR TUNER (GND)
26	P	FL TUNER (GND)
30	LG	BCM FLASHER
32	B	GND

Connector No.	M105
Connector Name	AWD CONTROL UNIT
Connector Type	TH16FW-NH



Terminal No.	Color of Wire	Signal Name [Specification]
1	BR	AWD SOL (+)
2	Y	AWD SOL (-)
3	W	OIL TEMP (-)
7	GR	IGN
8	L	CAN-H
9	O	AWD SOL BAT
10	B	GND
11	B	GND
12	LG	OIL TEMP (+)
15	Y	VB
16	P	CAN-L

Connector No.	M107
Connector Name	ECM
Connector Type	RN24FGY-R24-R-LH-Z



Terminal No.	Color of Wire	Signal Name [Specification]
97	R	APSI
98	Y	APSZ [With ICC]
98	P	APSZ [Without ICC]
99	G	AVCC-APSI [With ICC]
99	L	AVCC-APSI [Without ICC]
100	W	GND-A(APSI)
101	SB	ASQDSW
102	LG	FTFRS
103	L	AVCC-APSZ [With ICC]
103	G	AVCC-APSZ [Without ICC]
104	BR	GND-A(APSZ) [With ICC]
104	GR	GND-A(APSZ) [Without ICC]
105	L	PDPRESS
106	W	IF
107	BR	AVCC-FTFRS
108	V	GND-ASQD
109	G	NEUT-H
110	R	TACHO
111	O	AVCC-PDPRESS
112	V	GND-A
113	P	VEHCAN-LI
114	L	VEHCAN-HI
116	W	GND-A-PDPRES
117	GR	KLINE
121	LG	GDCV
122	P	BRAKE
123	B	GND
124	B	GND
125	GR	VER
126	BR	BNC SW
127	B	GND
128	B	GND

Connector No.	M110
Connector Name	WIRE TO WIRE
Connector Type	TH16MP-NH



Terminal No.	Color of Wire	Signal Name [Specification]
1	L	
2	P	
4	B	
5	BR	
6	GR	
7	SB	
8	LG	
9	SHIELD	
10	R	
11	G	
15	R	
16	Y	

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# CAN COMMUNICATION SYSTEM

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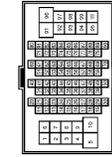
[CAN]

## CAN SYSTEM (WITH ACTIVE AFS)

Connector No.	M116
Connector Name	WIRE TO WIRE
Connector Type	TH38MW-NS10



Connector No.	M117
Connector Name	WIRE TO WIRE
Connector Type	TH60MW-CSI (F-TM)



Terminal No.	Color of Wire	Signal Name [Specification]
1	B	-
2	W	-
3	L	-
4	B	- [With VK engine]
4	R	- [With VO engine]
5	R	- [With VK engine]
5	B	- [With VO engine]
6	B	-
7	B	-
9	L	- [With VK engine]
9	R	- [With VO engine]
10	R	-
17	LG	-
18	R	-
18	O	-
19	Y	-
20	V	-
27	L	-
28	B	-
29	LG	-
31	W	-
34	LG	-
35	BR	-
36	W	-
37	Y	-
38	O	-
43	P	-
44	L	-
45	G	-
46	Y	-

Terminal No.	Color of Wire	Signal Name [Specification]
1	GR	-
2	BR	-
3	V	-
4	SB	-
6	Y	-
7	B	-
8	W	-
10	W	-
11	BR	-
12	GR	-
13	SHIELD	-
14	L	-
15	P	-
16	SHIELD	-
17	Y	-
18	Y	-
19	LG	-
20	SB	-
21	LG	-
22	B	- [With entertainment system]
22	GR	- [Without entertainment system]
23	W	- [With entertainment system]
23	V	- [Without entertainment system]
24	R	- [With entertainment system]
24	W	- [Without entertainment system]
25	SHIELD	- [With entertainment system]
25	R	- [Without entertainment system]
26	SB	-
27	V	-
28	SHIELD	-
29	O	-
30	P	-
31	W	-
32	W	-
33	SB	-
40	V	-
41	SB	- [With VK engine]
41	Y	- [Without VK engine]

95	V	-
96	G	-
97	L	-
98	L	-
99	LG	-
100	Y	-

42	V	- [With ICC]
42	W	- [Without ICC]
43	P	- [With ICC]
43	B	- [Without ICC]
44	R	- [With ICC]
45	L	- [Without ICC]
45	G	- [With ICC]
46	O	- [Without ICC]
46	SHIELD	- [With ICC]
47	L	- [Without ICC]
47	B	- [With ICC]
48	P	- [Without ICC]
48	R	- [With ICC]
49	G	- [Without ICC]
49	W	- [With ICC]
50	SHIELD	- [Without ICC]
51	O	-
52	GR	-
53	G	-
54	L	-
55	P	-
60	LG	-
61	R	-
62	SB	-
63	V	-
64	Y	-
65	BR	-
66	O	-
67	W	-
68	SHIELD	-
69	G	-
71	SB	-
72	V	-
73	V	-
74	LG	-
75	R	- [With VK engine]
75	BR	- [With VO engine]
76	V	-
77	LG	-
80	R	-
81	L	-
82	Y	-
83	O	-
84	W	-
85	SB	-
86	B	-
87	P	-
91	L	-
92	L	-
93	G	-
94	W	- [With VK engine]
94	O	- [Without VK engine]

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# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## CAN SYSTEM (WITH ACTIVE AFS)

Connector No.	M122
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FB-NH

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
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Terminal No.	Color of Wire	Signal Name [Specification]
72	R	ROOM ANT2-
73	G	ROOM ANT2+
74	SB	PASSENGER DOOR ANT-
75	BR	PASSENGER DOOR ANT+
76	V	DRIVER DOOR ANT-
77	LG	DRIVER DOOR ANT+
78	Y	ROOM ANT1-
79	BR	ROOM ANT1+
80	GR	NATS ANT AMP
81	W	NATS ANT AMP
82	P	IGN RELAY (F/B) CONT
83	GR	KEYLESS ENTRY RECEIVER SIGNAL
84	V	COMBI SW INPUT 5
88	SB	COMBI SW INPUT 3
90	P	PUSH SW
91	L	CAN-L
92	LG	CAN-H
93	V	ON IND
95	O	ACC RELAY CONT
96	GR	A/T SHIFT SELECTOR POWER SUPPLY
97	L	S/L CONDITION 1
98	P	S/L CONDITION 2
99	R	SHIFT P
100	G	PASSENGER DOOR REQUEST SW
101	SB	DRIVER DOOR REQUEST SW
102	O	BLOWER FAN MOTOR RELAY CONT
103	BR	KEYLESS ENTRY RECEIVER POWER SUPPLY
106	W	S/L UNIT POWER SUPPLY
107	LG	COMBI SW INPUT 1
108	R	COMBI SW INPUT 4
109	Y	COMBI SW INPUT 2
110	G	HAZARD SW
111	GR	S/L UNIT COMM

Connector No.	M125
Connector Name	CAN GATEWAY
Connector Type	TH12RW-NH

1	2	3	4	5	6	7	8	9	10	11	12
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Terminal No.	Color of Wire	Signal Name [Specification]
1	L	CAN-H
3	GR	BATTERY
4	L	CAN-H
5	B	GND
6	L	CAN-H
7	P	CAN-L
9	LG	IGNITION
10	P	CAN-L
11	B	GND
12	P	CAN-L

Connector No.	M147
Connector Name	AIR BAG DIAGNOSIS SENSOR UNIT
Connector Type	TK28FY-EX-SC

21	22	23	24	25	26	27	28	29	30	31	32	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	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000
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Terminal No.	Color of Wire	Signal Name [Specification]
1	LG	IGN
2	B	GND
3	Y	DR1 (+)
4	Y	DR1 (-) DR2 (-)
5	Y	ASI (+)
6	Y	ASI (-)
11	SB	EG25 (+)
12	V	EG25 (-)
15	P	AIR BAG W/L
16	SHIELD	GND
18	P	CUTOFF TELLTALE
21	L	CAN-H

24	G	SEAT BELT
45	Y	DR2 (+)
46	P	CAN-H
47	Y	AS2 (+)
48	Y	AS2 (-)
49	L	ODS INPUT

Connector No.	M160
Connector Name	ECM
Connector Type	RM24FGY-R28-R-LH-Z

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	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	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	1
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# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## CAN SYSTEM (WITH ACTIVE AFS)

Connector No.	M210
Connector Name	AV CONTROL UNIT
Connector Type	TH12FW-NH



61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92
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Terminal No.	Color of Wire	Signal Name [Specification]
64	GR	DRIVER DOOR SW SIGNAL
65	V	PARKING BRAKE SIGNAL
67	B	COMPOSITE IMAGE SIGNAL GND
68	R	COMPOSITE IMAGE SIGNAL
71	SHIELD	MICROPHONE SHIELD
72	G	MICROPHONE VCC
73	R	COMM (CONT->DISP)
74	P	CAN-L
75	LG	AV COMM (L)
76	LG	AV COMM (L)
79	R	ILLUMINATION
80	G	IGNITION SIGNAL
81	O	REVERSE SIGNAL
82	R	VEHICLE SPEED SIGNAL (3-PULSE)
83	SHIELD	SHIELD
84	W	COMPOSITE IMAGE SYNC SIGNAL
87	R	MICROPHONE SIGNAL
88	SHIELD	SHIELD
89	G	COMM (DISP->CONT)
90	L	CAN-H
91	SB	AV COMM (H)
92	SB	AV COMM (H)

Connector No.	R7
Connector Name	WIRE TO WIRE
Connector Type	TH18FW-NH



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

Terminal No.	Color of Wire	Signal Name [Specification]
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1	L	-
2	P	-
4	B	-
5	BR	-
6	GR	-
7	SB	-
8	Y	-
9	SHIELD	-
10	R	-
11	G	-
15	R	-
16	V	-

Connector No.	R8
Connector Name	LANE CAMERA UNIT
Connector Type	TH12FW-NH



6	5	4	3	1
12	10	9		

Terminal No.	Color of Wire	Signal Name [Specification]
1	Y	IGNITION
3	R	BUZZER OUTPUT
4	SB	FCW/LDW ON IND
5	P	CAN-L
6	B	GND
9	V	FCW/LDW SW INPUT
10	L	CAN-H
12	B	GND

JCMWA4972GB

# CAN COMMUNICATION SYSTEM

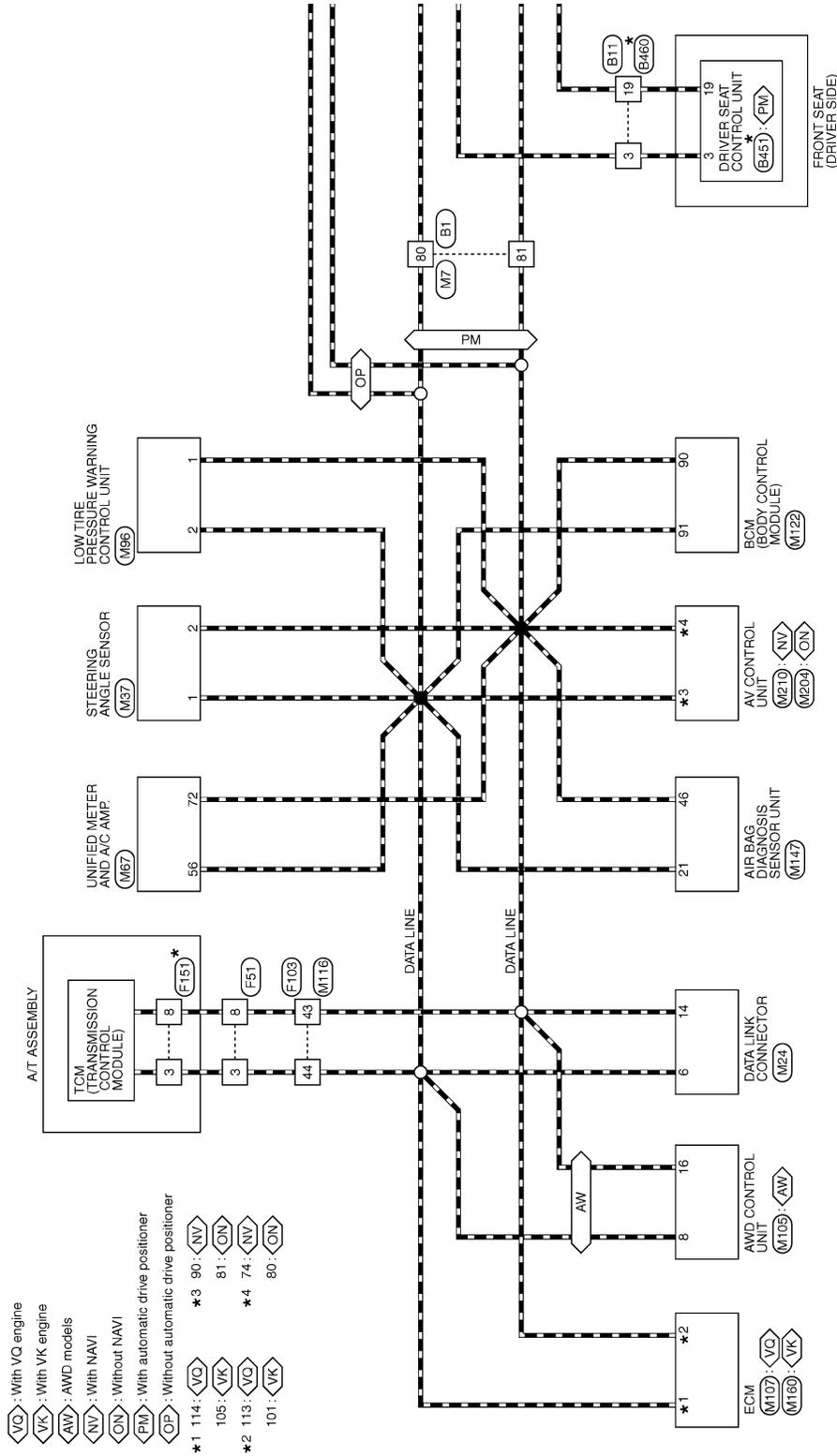
[CAN]

< DTC/CIRCUIT DIAGNOSIS >

## Wiring Diagram - CAN SYSTEM (WITHOUT ACTIVE AFS) -

INFOID:000000005241892

### CAN SYSTEM (WITHOUT ACTIVE AFS)



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

2009/07/29

JCMWA4973GB

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
N  
O  
P

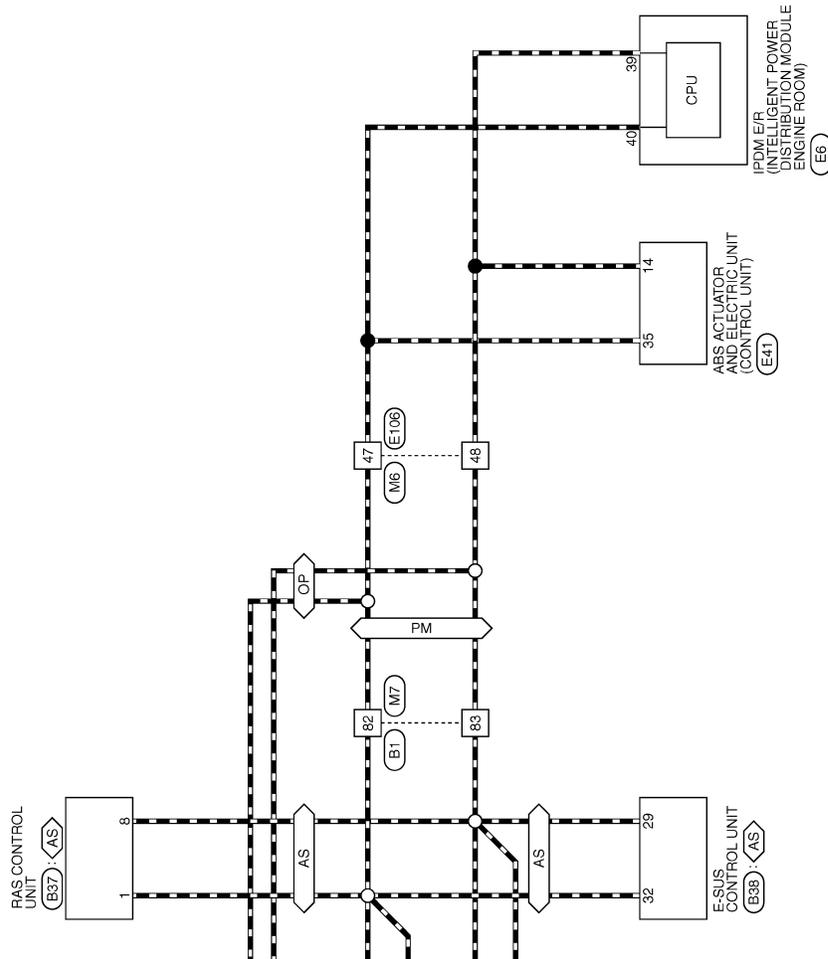
LAN

# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

PM : With automatic drive positioner  
 OP : Without automatic drive positioner  
 AS : With FAS



JCMWA4974GB

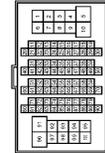
# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

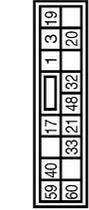
## CAN SYSTEM (WITHOUT ACTIVE AFS)

Connector No.	B1
Connector Name	WIRE TO WIRE
Connector Type	TH00FW-CS16-TM4



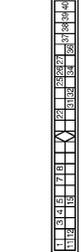
Terminal No.	Color of Wire	Signal Name [Specification]
1	G	-
2	L	-
3	W	-
5	G	-
6	G	-
7	P	-
8	O	-
9	W	-
10	SB	-
11	SB	-
12	B	-
13	G	-
14	R	-
15	W	-
16	SHIELD	-
17	L	-
18	P	-
19	G	-
20	Y	-
21	W	-
23	V	-
24	P	-
25	BR	-
26	GR	-
27	O	-
28	W	-
29	SHIELD	-
38	B	-
39	B	-
40	LG	-
41	G	-
42	GR	-
43	SB	-
44	V	-
45	GR	-
50	B	-
51	V	-
52	SB	-

Connector No.	B11
Connector Name	WIRE TO WIRE
Connector Type	NS16FW-CS



Terminal No.	Color of Wire	Signal Name [Specification]
1	G	-
3	L	-
17	LG	-
19	P	-
21	Y	-
32	B	-
33	SB	-
40	R	-
48	B	-

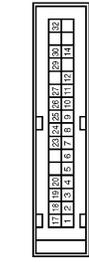
Connector No.	B27
Connector Name	FAS CONTROL UNIT
Connector Type	AS08FW-M4



Terminal No.	Color of Wire	Signal Name [Specification]
1	L	CAN-H
4	Y	R-ANG SEN MAIN SIG
5	W	R-ANG SEN VCC
7	R	R-ANG SEN SUB SIG
8	P	CAN-L
15	G	R-ANG SEN GND
22	GR	STOP LAMP SW
25	SB	R-MTR RLY
27	G	IGN
34	GR	GND
36	LG	EFS SOL+
37	P	R-MTR PWR SUPPLY
38	G/Y	R-MTR (RH)

39	G/R	R-MTR (LH)
40	B	R-MTR GND

Connector No.	B38
Connector Name	E-SUS CONTROL UNIT
Connector Type	AS02FL



Terminal No.	Color of Wire	Signal Name [Specification]
1	L	IGN2
2	P	ACTUATOR FR-
3	V	ACTUATOR FR+
4	G	ACTUATOR FL-
5	Y	ACTUATOR FL+
6	LG	ACTUATOR RL-
7	Y	ACTUATOR RL+
8	L	ACTUATOR RR-
9	P	ACTUATOR RR+
10	O	FRONT WHEEL G SENSOR SIG LH
11	SB	FRONT BODY G SENSOR SIG RH
12	R	FRONT BODY G SENSOR SIG LH
14	G	REAR BODY G SENSOR SIG
17	L	IGN1
18	B	GND2
19	B	GND1
20	W	MODE SW SIG
23	G	MODE LAMP SIG
24	W	FRONT WHEEL G SENSOR SIG RH
25	Y	REAR BODY G SENSOR-
26	BR	FRONT G SENSOR-
27	GR	FRONT G SENSOR+
29	P	CAN-L
30	LG	REAR BODY G SENSOR+
32	L	CAN-H

A B C D E F G H I J K L N O P

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# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## CAN SYSTEM (WITHOUT ACTIVE AFS)

Connector No.	B451
Connector Name	DRIVER SEAT CONTROL UNIT
Connector Type	TH32FW



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

Terminal No.	Color of Wire	Signal Name [Specification]
1	L/W	RX
3	R/Y	CAN-H
9	W/G	PULSE (RECLINING)
10	P/B	PULSE (RR LIFTING)
11	BR	SLIDING SW (BACKWARD)
12	SB	RECLINING SW (BACKWARD)
13	LG/R	FRONT LIFTING SW (DOWNWARD)
14	G/B	REAR LIFTING SW (DOWNWARD)
16	O	VCC
17	Y/R	TX
19	V	CAN-L
21	L/Y	P RANGE SW
24	R	PULSE (SLIDING)
25	Y/B	PULSE (R LIFTING)
26	Y	SLIDING SW (FORWARD)
27	R/G	RECLINING SW (FORWARD)
28	W/B	FRONT LIFTING SW (UPWARD)
29	P/L	REAR LIFTING SW (UPWARD)
31	GR	SENSOR GND
32	B/W	GND (SIGNAL)



19	3	1	17	40	59
20	32	48	21	33	80

Terminal No.	Color of Wire	Signal Name [Specification]
1	L/W	
3	R/Y	

Connector No.	B460
Connector Name	WIRE TO WIRE
Connector Type	NS1(BMW-LC)



17	Y/R	-
19	V	-
21	L/Y	-
32	B/W	-
33	R	-
40	R/W	-
48	B	-

Connector No.	E6
Connector Name	POWER IN INTELLIGENT POWER DISTRIBUTION MODULE (ENGINE ROOM)
Connector Type	TH03FW-NH



42	41	40	39
46	45	44	43

Terminal No.	Color of Wire	Signal Name [Specification]
39	P	-
40	L	-
41	B	-
42	Y	-
43	SB	-
44	W	-
45	G	-
46	BR	-

Connector No.	E41
Connector Name	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
Connector Type	BAA42FB-AH24-LH



Terminal No.	Color of Wire	Signal Name [Specification]
1	B	GND
2	G	UBMR
3	R	UBVR
4	B	GND
5	Y	DS PL

6	O	DP RL
7	BR	DP RR
9	B	DP FR
10	W	DS FR
12	L	VAC
14	P	CAN-L
15	SHIELD	AGND
19	P	UST
25	Y	BUS-L
26	R	DP FL
27	GR	DS RL
28	G	UZ
29	LG	DS RR
30	SB	BLS
31	R	VDC OFF SW
35	L	CAN-H
45	B	BUS-H

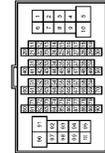
# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## CAN SYSTEM (WITHOUT ACTIVE AFS)

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



Terminal No.	Color of Wire	Signal Name [Specification]
1	G	-
2	O	-
3	SB	-
4	LG	-
5	Y	-
6	W	-
7	G	-
8	V	-
9	R	-
10	BR	-
11	B	-
12	G	-
13	R	-
14	W	-
15	SHIELD	-
16	SB	-
17	L	-
18	P	-
19	G	-
20	W	- [With ICC] - [Without ICC]
21	BR	- [With ICC] - [Without ICC]
22	V	- [With ICC] - [Without ICC]
23	G	- [With ICC] - [Without ICC]
24	L	- [With ICC] - [Without ICC]
25	P	- [With ICC] - [Without ICC]
26	L	- [Without ICC]
26	SHIELD	-
28	G	-
29	LG	-
30	O	-
31	BR	-
32	W	-
33	Y	-
34	O	-
35	SB	-

36	P	-
37	Y	-
38	GR	-
39	LG	-
41	LG	-
42	V	-
43	R	-
44	G	-
45	GR	-
46	W	-
47	L	-
48	P	-
49	SB	-
50	BR	-
51	B	-
52	O	-
53	O	-
54	R	-
55	SB	-
56	P	-
59	P	-
60	SB	-
61	V	-
62	P	-
63	LG	-
64	L	-
65	L	-
66	O	-
68	L	-
69	L	-
70	SHIELD	-
71	G	-
72	G	-
73	R	-
74	BR	-
76	L	-
77	W	-
78	Y	-
80	SB	-
81	L	-
82	W	-
83	LG	-
84	GR	-
85	G	-
86	P	-
87	W	-
88	O	-
89	LG	-
90	BR	-
91	GR	-
92	BR	-
93	SB	-
94	W	-

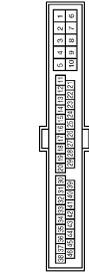
95	Y	-
96	W	-
100	Y	-

Connector No.	F51
Connector Name	A/T ASSEMBLY
Connector Type	FRK10FG-DGY



Terminal No.	Color of Wire	Signal Name [Specification]
1	Y	-
2	R	- [With VK engine] - [With V2 engine]
3	BR	-
4	V	-
5	B	-
6	Y	-
7	R	-
8	P	-
9	LG	- [With VK engine] - [With V2 engine]
10	B	-

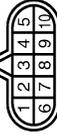
Connector No.	F103
Connector Name	WIRE TO WIRE
Connector Type	TK38FW-NS10



Terminal No.	Color of Wire	Signal Name [Specification]
1	SHIELD	-
2	G	-
3	W	-
4	GR	-
4	R	- [With VK engine] - [With V2 engine]

5	R	- [With VK engine] - [With V2 engine]
5	B	-
6	SHIELD	-
7	B	-
9	W	- [With VK engine]
9	Y	- [With V2 engine]
10	L	- [With VK engine] - [With V2 engine]
10	GR	-
17	GR	-
18	R	-
19	O	-
20	Y	-
26	BR	-
27	L	-
28	B	-
29	LG	-
31	R	-
34	LG	-
35	BR	-
36	W	-
37	Y	-
38	Y	-
43	P	-
44	L	-
45	Y	-
46	Y	-

Connector No.	F151
Connector Name	TGM (TRANSMISSION CONTROL MODULE)
Connector Type	SPT10FG



Terminal No.	Color of Wire	Signal Name [Specification]
1	W	VIGN
2	B	BATT
3	R	CAN-H
4	O	K LINE
5	G	GND
6	GR	VIGN
7	L	REV LAMP RLY
8	BR	CAN-L
9	Y	START RLY
10	W/B	GND

A B C D E F G H I J K L N O P

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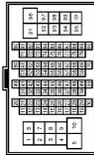
# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## CAN SYSTEM (WITHOUT ACTIVE AFS)

Connector No.	M16
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4



94	L	-
95	G	-
96	W	-
100	Y	-

35	L	-
36	P	-
37	G	-
38	R	-
39	G	-
41	L	-
42	W	-
43	R	-
44	LG	-
45	GR	-
46	W	-
47	L	-
48	P	-
49	O	-
50	LG	-
51	SB	-
52	Y	-
53	O	-
54	BR	-
55	SB	-
56	P	-
59	SB	-
60	SB	-
61	V	-
62	P	-
63	R	-
64	L	-
65	O	-
66	L	-
68	V	-
70	SHIELD	-
71	O	-
72	GR	-
73	W	-
74	SB	-
76	V	-
77	V	-
78	Y	-
80	O	-
81	L	-
82	W	-
83	Y	-
84	L	-
85	P	-
86	BR	-
87	P	-
88	V	-
89	G	-
90	P	-
91	R	-
92	R	-
93	GR	-

Terminal No.	Color of Wire	Signal Name (Specification)
1	G	-
2	O	-
3	SB	-
4	LG	-
5	GR	-
6	W	-
7	G	-
8	W	-
9	P	-
10	BR	-
11	B	-
12	G	-
13	R	-
14	W	-
15	SHIELD	-
16	BR	-
17	L	-
18	P	-
19	G	-
20	W	- [With ICC]
20	GR	- [Without ICC]
21	BR	- [With ICC]
21	R	- [Without ICC]
22	R	- [With ICC]
22	L	- [Without ICC]
23	G	-
24	L	- [With ICC]
24	P	- [Without ICC]
25	Y	- [With ICC]
25	W	- [Without ICC]
26	SHIELD	-
28	GR	-
29	V	-
30	O	-
31	BR	-
32	W	-
33	Y	-
34	L	-

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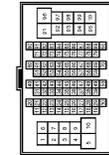
# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

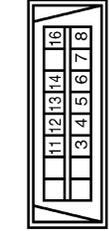
## CAN SYSTEM (WITHOUT ACTIVE AFS)

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



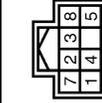
Terminal No.	Color of Wire	Signal Name [Specification]
1	G	-
2	B	-
3	W	-
5	G	-
6	P	-
7	V	-
8	O	-
9	W	-
10	W	-
11	O	-
12	B	-
13	G	-
14	R	-
15	W	-
16	SHIELD	-
17	L	-
18	P	-
19	G	-
20	R	-
21	LG	-
23	V	-
24	P	-
25	BR	-
26	GR	-
27	O	-
28	W	-
29	SHIELD	-
38	B	-
39	B	-
40	LG	-
41	G	-
42	Y	-
43	SB	-
44	W	-
45	B	-
50	B	-
51	V	-
52	V	-
53	LG	-

Connector No.	M24
Connector Name	DATA LINK CONNECTOR
Connector Type	BD16FW



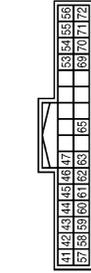
Terminal No.	Color of Wire	Signal Name [Specification]
3	LG	-
4	B	-
5	B	-
6	L	-
7	GR	-
8	G	-
11	SB	-
12	P	-
13	L	-
14	P	-
16	O	-

Connector No.	M37
Connector Name	STEERING ANGLE SENSOR
Connector Type	TH80FW-NH



Terminal No.	Color of Wire	Signal Name [Specification]
1	L	CAN-H
2	P	CAN-L
7	B	GND
8	GR	IGN

Connector No.	M67
Connector Name	UNIFIED METER AND A/C AMP.
Connector Type	TH22FW-NH



Terminal No.	Color of Wire	Signal Name [Specification]
41	V	ACC POWER SUPPLY
42	Y	FUEL LEVEL SENSOR SIGNAL
43	R	INTAKE SENSOR SIGNAL
44	LG	IN-VEHICLE SENSOR SIGNAL
45	P	AMBIENT SENSOR SIGNAL
46	O	SUNLOAD SENSOR SIGNAL
47	V	GAS SENSOR SIGNAL
53	G	IGNITION POWER SUPPLY
54	O	BATTERY POWER SUPPLY
55	B	GROUND
56	L	CAN-H
57	W	BRAKE FLUID LEVEL SWITCH SIGNAL
58	B	FUEL LEVEL SENSOR GROUND
59	GR	INTAKE SENSOR GROUND
60	L	IN-VEHICLE SENSOR GROUND
61	BR	AMBIENT SENSOR GROUND
62	SB	SUNLOAD SENSOR GROUND
63	R	ION MODE SIGNAL
65	O	ECV SIGNAL
69	L	A/C LAN SIGNAL
70	R	EACH DOOR MOTOR POWER SUPPLY
71	B	GROUND
72	P	CAN-L

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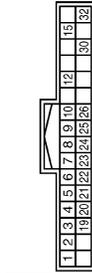
# CAN COMMUNICATION SYSTEM

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[CAN]

## CAN SYSTEM (WITHOUT ACTIVE AFS)

Connector No.	M86
Connector Name	LOW TIRE PRESSURE WARNING CONTROL UNIT
Connector Type	TH32FW-NH



Terminal No.	Color of Wire	Signal Name [Specification]
1	P	CAN-(L)
2	L	CAN-(H)
3	O	RR TUNER (SIG)
4	L	RL TUNER (SIG)
5	R	FR TUNER (SIG)
6	P	FL TUNER (SIG)
7	SB	RR TUNER (VCC)
8	R	RL TUNER (VCC)
9	GR	FR TUNER (VCC)
10	G	FL TUNER (VCC)
12	SB	SW
15	Y	IGN
18	W	RR TUNER (GSS)
19	W	RL TUNER (GSS)
20	BR	RR TUNER (GSS)
21	LG	RL TUNER (GSS)
22	V	FR TUNER (GSS)
23	B	FL TUNER (GSS)
24	Y	RR TUNER (GND)
25	W	RL TUNER (GND)
26	P	FR TUNER (GND)
30	LG	FL TUNER (GND)
32	B	BCM FLASHER GND



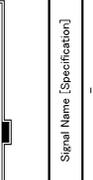
Connector No.	M107
Connector Name	ECM
Connector Type	RH24FGY-RZ8-R-LH-Z



Terminal No.	Color of Wire	Signal Name [Specification]
97	R	APSI
98	Y	APSS2 [With ICC]
99	P	APSS2 [Without ICC]
99	G	AVCC-APSI [With ICC]
100	L	AVCC-APSI [Without ICC]
100	W	GND-AAPSI
101	SB	ASCDSW
102	LG	FTPRS
103	L	AVCC-APSS2 [With ICC]
103	G	AVCC-APSS2 [Without ICC]
104	BR	GND-AAPSS2 [With ICC]
104	GR	GND-AAPSS2 [Without ICC]
105	L	POPPRESS
106	W	TF
107	BR	AVCC-FTPRS
108	V	GND-AAS2D
109	G	NEUT-H
110	R	TACHO
111	O	AVCC-POPPRESS
112	V	GND-A
113	P	VEHCAN-L1
114	L	VEHCAN-H1
116	W	GND-A-POPPRES
117	GR	KLINE
121	LG	GDCV



Connector No.	M116
Connector Name	WIRE TO WIRE
Connector Type	TK38MW-NSID



Terminal No.	Color of Wire	Signal Name [Specification]
1	B	-
2	W	-
3	L	-
4	B	- [With V6 engine]
4	R	- [With V6 engine]
5	R	- [With V6 engine]
5	B	- [With V6 engine]
6	B	-
7	B	-
9	L	- [With V6 engine]
9	R	- [With V6 engine]
10	R	-
17	LG	-
18	R	-
19	O	-
20	Y	-
26	V	-
27	L	-
28	B	-
29	LG	-
31	W	-
34	LG	-
35	BR	-
36	W	-
37	Y	-
38	O	-
43	P	-
44	L	-
44	L	-
45	G	-

1	BR	AMD SOL (+)
2	Y	AMD SOL (-)
3	W	OIL TEMP (-)
7	GR	IGN
8	L	CAN-H
8	L	AMD SOL BAT
10	B	GND
11	B	GND
13	LG	OIL TEMP (+)
15	Y	VB
16	P	CAN-L

Connector No.	M107
Connector Name	ECM
Connector Type	RH24FGY-RZ8-R-LH-Z

122	P	BRAKE
123	B	GND
124	B	GND
125	GR	VER
126	BR	BKCSW
127	B	GND
128	B	GND

Connector No.	M118
Connector Name	WIRE TO WIRE
Connector Type	TK38MW-NSID

46	Y	-
----	---	---

Connector No.	M122
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH46FB-NH

Terminal No.	Color of Wire	Signal Name [Specification]
72	R	ROOM ANT2-
73	G	ROOM ANT2+
74	SB	PASSENGER DOOR ANT-
75	BR	PASSENGER DOOR ANT+
76	V	DRIVER DOOR ANT-
77	LG	DRIVER DOOR ANT+
78	Y	ROOM ANT1-
79	BR	ROOM ANT1+
80	GR	NATS ANT AMP
81	W	NATS ANT AMP
82	P	IGN RELAY (E/B) CONT
83	GR	KEYLESS ENTRY RECEIVER SIGNAL
87	BR	COMBI SW INPUT 5
88	V	COMBI SW INPUT 3
89	SB	PUSH SW
90	P	CAN-L
91	L	CAN-H
92	LG	KEY SLOT ILL
93	V	ON IND
95	O	ACC RELAY CONT
96	GR	A/T SHIF SELECTOR POWER SUPPLY
97	L	S/L CONDITION 1
98	P	SHIFT P
99	R	S/L CONDITION 2
100	G	PASSENGER DOOR REQUEST SW
101	SB	DRIVER DOOR REQUEST SW
102	O	BLOWER FAN MOTOR RELAY CONT
103	BR	KEYLESS ENTRY RECEIVER POWER SUPPLY
106	W	S/L UNIT POWER SUPPLY
107	LG	COMBI SW INPUT 1
108	R	COMBI SW INPUT 4
109	Y	COMBI SW INPUT 2
110	G	HAZARD SW
111	GR	S/L UNIT COMM

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## CAN SYSTEM (WITHOUT ACTIVE AFS)

Connector No.	M147
Connector Name	AIR BAG DIAGNOSIS SENSOR UNIT
Connector Type	TK38FY-EX-SC

21	24	49	1
11	46	48	47
16	12	15	18
			2
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			48
			49

Terminal No.	Color of Wire	Signal Name [Specification]
1	LG	IGN
2	B	GND
3	Y	DR1 (+)
4	Y	DR1 (-) DR2 (-)
5	Y	AS1 (+)
6	Y	AS1 (-)
11	SB	EC2S (+)
12	V	EC2S (-)
15	P	AIR BAG W/L
16	SHIELD	GND
18	P	CUTOFF TELLTALE
21	L	CAN-H
24	G	SEAT BELT
45	Y	DR2 (+)
46	P	CAN-L
47	Y	AS2 (+)
48	Y	AS2 (-)
49	L	ODS INPUT

Connector No.	M100
Connector Name	ECM
Connector Type	RH24FGY-R28-R-LH-Z

128	129	130	131	132	133	134	135	136	137	138	139	140
121	122	123	124	125	126	127	128	129	130	131	132	133
125	127	128	129	130	131	132	133	134	135	136	137	138

Terminal No.	Color of Wire	Signal Name [Specification]
97	R	TACHO
98	L	AVCC2-APSZ [With ICC]
99	G	AVCC2-APSZ [Without ICC]
100	G	AVCC-APSI [With ICC]

Terminal No.	Color of Wire	Signal Name [Specification]
100	L	AVCC-APSI [Without ICC]
101	P	VEFCAN-L
102	SB	ASCDSW
104	R	APSI
105	L	VEFCAN-H
106	L	IGNSW
108	Y	APSZ [With ICC]
108	P	APSZ [Without ICC]
110	P	BRAKE
111	V	GND-ASCDSW
112	LG	FPONCK
114	GR	K-LINE
115	BR	GND-APSZ [With ICC]
115	GR	GND-APSZ [Without ICC]
116	G	NEUT-H
117	BR	BNGSW
118	R	BATT
119	W	GND-APSI
120	W	TF
121	GR	VBR
123	B	GND
125	R	FCOM
127	LG	GDCV
128	B	GND

Connector No.	M204
Connector Name	AV CONTROL UNIT
Connector Type	TH32FW-NH

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

Terminal No.	Color of Wire	Signal Name [Specification]
76	LG	AV COMM (L)
77	SB	AV COMM (H)
78	LG	AV COMM (L)
79	SB	AV COMM (H)
80	P	CAN-L
81	L	CAN-H
82	BR	SW GND
86	SHIELD	SHIELD
87	L	TEL VOICE SIGNAL (+)
88	P	TEL VOICE SIGNAL (-)
92	R	VEHICLE SPEED SIGNAL (8-PULSE)
93	V	PARKING BRAKE SIGNAL

Terminal No.	Color of Wire	Signal Name [Specification]
94	O	REVERSE SIGNAL
95	G	IGNITION SIGNAL
96	SB	DISK EJECT SIGNAL
102	R	AUX SOUND SIGNAL GND
103	W	AUX SOUND SIGNAL LH (+)
104	R	AUX SOUND SIGNAL RH (+)

Connector No.	M210
Connector Name	AV CONTROL UNIT
Connector Type	TH32FW-NH

15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105

Terminal No.	Color of Wire	Signal Name [Specification]
84	GR	DRIVER DOOR SW SIGNAL
85	V	PARKING BRAKE SIGNAL
86	B	COMPOSITE IMAGE SIGNAL GND
87	B	COMPOSITE IMAGE SIGNAL
71	SHIELD	MICROPHONE SHIELD
72	G	MICROPHONE VCC
73	R	COMM (CONT->DISP)
74	P	CAN-L
75	LG	AV COMM (L)
76	LG	AV COMM (L)
79	R	ILLUMINATION
80	G	IGNITION SIGNAL
81	O	REVERSE SIGNAL
82	R	VEHICLE SPEED SIGNAL (8-PULSE)
83	SHIELD	SHIELD
84	W	COMPOSITE IMAGE SYNC SIGNAL
87	R	MICROPHONE SIGNAL
88	SHIELD	SHIELD
89	G	COMM (DISP->CONT)
90	L	CAN-H
91	SB	AV COMM (H)
92	SB	AV COMM (H)

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# MALFUNCTION AREA CHART

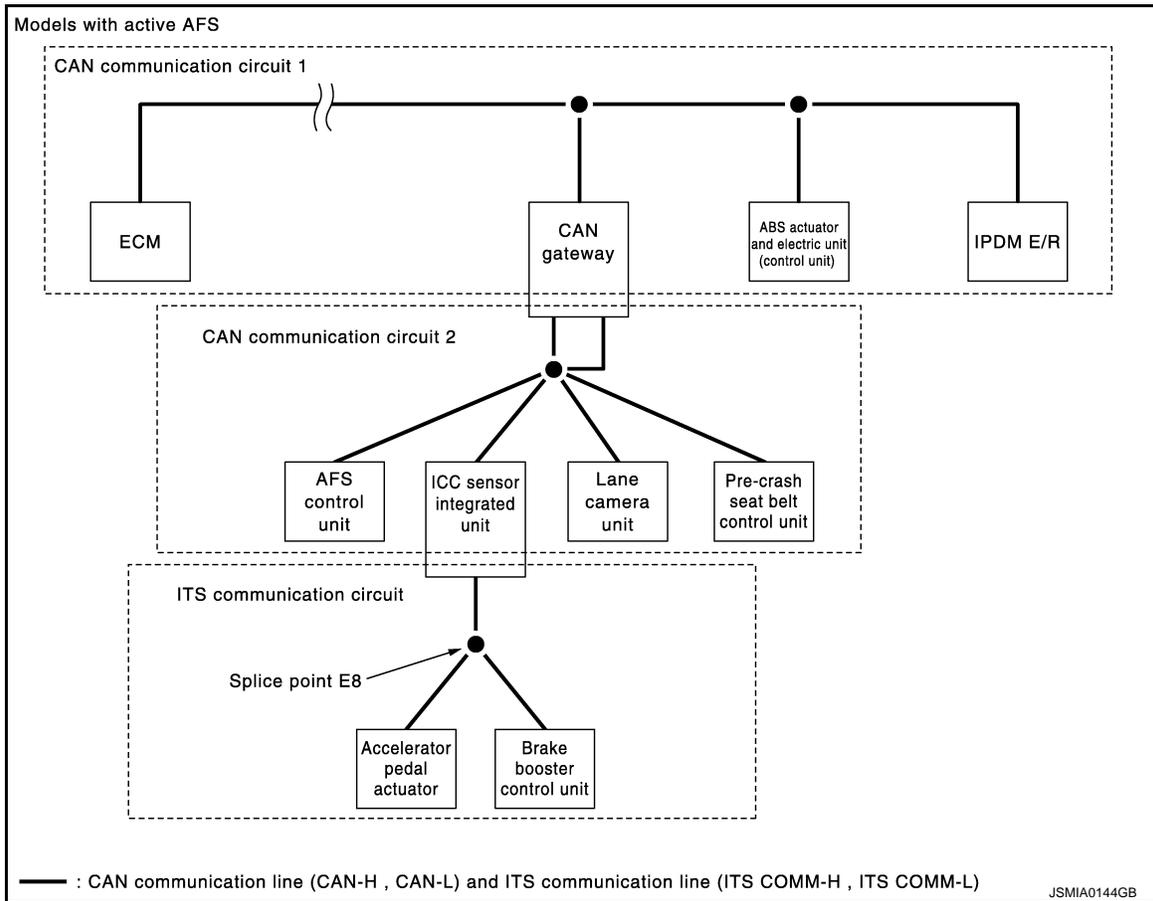
< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## MALFUNCTION AREA CHART

### System Diagram

INFOID:000000005241893



### CAN Communication Circuit

INFOID:000000005241894

#### MAIN LINE

Malfunction area	Reference
Main line between data link connector and unified meter and A/C amp.	<a href="#">LAN-60. "Diagnosis Procedure"</a>
Main line between unified meter and A/C amp. and driver seat control unit	<a href="#">LAN-61. "Diagnosis Procedure"</a>
Main line between driver seat control unit and CAN gateway	<a href="#">LAN-62. "Diagnosis Procedure"</a>
Main line between CAN gateway and ABS actuator and electric unit (control unit)	<a href="#">LAN-63. "Diagnosis Procedure"</a>
Main line between unified meter and A/C amp. and ABS actuator and electric unit (control unit)	<a href="#">LAN-64. "Diagnosis Procedure"</a>
Main line between driver seat control unit and ABS actuator and electric unit (control unit)	<a href="#">LAN-65. "Diagnosis Procedure"</a>

#### BRANCH LINE

Malfunction area	Reference
ECM branch line circuit	<a href="#">LAN-67. "Diagnosis Procedure"</a>
AWD control unit branch line circuit	<a href="#">LAN-68. "Diagnosis Procedure"</a>

# MALFUNCTION AREA CHART

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

Malfunction area	Reference
Data link connector branch line circuit	<a href="#">LAN-69, "Diagnosis Procedure"</a>
TCM branch line circuit	<a href="#">LAN-70, "Diagnosis Procedure"</a>
Air bag diagnosis sensor unit branch line circuit	<a href="#">LAN-71, "Diagnosis Procedure"</a>
AV control unit branch line circuit	<a href="#">LAN-72, "Diagnosis Procedure"</a>
BCM branch line circuit	<a href="#">LAN-73, "Diagnosis Procedure"</a>
Unified meter and A/C amp. branch line circuit	<a href="#">LAN-74, "Diagnosis Procedure"</a>
Steering angle sensor branch line circuit	<a href="#">LAN-75, "Diagnosis Procedure"</a>
Low tire pressure warning control unit branch line circuit	<a href="#">LAN-76, "Diagnosis Procedure"</a>
Driver seat control unit branch line circuit	<a href="#">LAN-77, "Diagnosis Procedure"</a>
E-SUS control unit branch line circuit	<a href="#">LAN-78, "Diagnosis Procedure"</a>
RAS control unit branch line circuit	<a href="#">LAN-79, "Diagnosis Procedure"</a>
CAN gateway branch line circuit (CAN communication circuit 1)	<a href="#">LAN-80, "Diagnosis Procedure"</a>
CAN gateway branch line circuit (CAN communication circuit 2)	<a href="#">LAN-81, "Diagnosis Procedure"</a>
ABS actuator and electric unit (control unit) branch line circuit	<a href="#">LAN-82, "Diagnosis Procedure"</a>
IPDM E/R branch line circuit	<a href="#">LAN-83, "Diagnosis Procedure"</a>
AFS control unit branch line circuit	<a href="#">LAN-84, "Diagnosis Procedure"</a>
ICC sensor integrated unit branch line circuit	<a href="#">LAN-85, "Diagnosis Procedure"</a>
Lane camera unit branch line circuit	<a href="#">LAN-86, "Diagnosis Procedure"</a>
Pre-crash seat belt control unit branch line circuit	<a href="#">LAN-87, "Diagnosis Procedure"</a>

## SHORT CIRCUIT

Malfunction area	Reference
CAN communication circuit	<a href="#">LAN-90, "Diagnosis Procedure"</a>
CAN communication circuit 1	<a href="#">LAN-92, "Diagnosis Procedure"</a>
CAN communication circuit 2	<a href="#">LAN-94, "Diagnosis Procedure"</a>

## ITS Communication Circuit

INFOID:000000005241895

## BRANCH LINE

Malfunction area	Reference
Accelerator pedal actuator branch line circuit	<a href="#">LAN-88, "Diagnosis Procedure"</a>
Brake booster control unit branch line circuit	<a href="#">LAN-89, "Diagnosis Procedure"</a>

## SHORT CIRCUIT OR OPEN CIRCUIT

Malfunction area	Reference
ITS communication circuit	<a href="#">LAN-96, "Diagnosis Procedure"</a>

# MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## MAIN LINE BETWEEN DLC AND M&A CIRCUIT

### Diagnosis Procedure

INFOID:000000005241896

#### 1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

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

#### Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

# MAIN LINE BETWEEN M&A AND ADP CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

## MAIN LINE BETWEEN M&A AND ADP CIRCUIT

### Diagnosis Procedure

INFOID:000000005241897

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M7
  - Harness connector B1

Is the inspection result normal?

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

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - Unified meter and A/C amp.
  - Harness connectors M7 and B1
2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	80	Existed
	72		81	Existed

Is the inspection result normal?

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

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	80	82	Existed
	81	83	Existed

Is the inspection result normal?

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

LAN

# MAIN LINE BETWEEN ADP AND CGW CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## MAIN LINE BETWEEN ADP AND CGW CIRCUIT

### Diagnosis Procedure

INFOID:000000005241898

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector B1
  - Harness connector M7

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Connector No.	Terminal No.		Continuity
B1	82	80	Existed
	83	81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the harness connector M7 and the CAN gateway harness connector.

Harness connector		CAN gateway harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	82	M125	1	Existed
	83		7	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 CAN gateway.

NO >> Repair the main line between the harness connector M7 and the CAN gateway.

# MAIN LINE BETWEEN CGW AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## MAIN LINE BETWEEN CGW AND ABS CIRCUIT

### Diagnosis Procedure

INFOID:000000005241899

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - CAN gateway
  - Harness connectors M6 and E106
2. Check the continuity between the CAN gateway harness connector and the harness connector.

CAN gateway harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M125	1	M6	47	Existed
	7		48	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the CAN gateway and the harness connector M6.

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	47	E41	35	Existed
	48		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 CAN gateway and the ABS actuator and electric unit (control unit).

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

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# MAIN LINE BETWEEN M&A AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## MAIN LINE BETWEEN M&A AND ABS CIRCUIT

### Diagnosis Procedure

INFOID:000000005241900

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - Unified meter and A/C amp.
  - Harness connectors M6 and E106
2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M6	47	Existed
	72		48	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	47	E41	35	Existed
	48		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the ABS actuator and electric unit (control unit).

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

# MAIN LINE BETWEEN ADP AND ABS CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

## MAIN LINE BETWEEN ADP AND ABS CIRCUIT

### Diagnosis Procedure

INFOID:000000005241901

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector B1
  - Harness connector M7
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Connector No.	Terminal No.		Continuity
B1	82	80	Existed
	83	81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	82	M6	47	Existed
	83		48	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connectors M7 and M6.

#### 4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	47	E41	35	Existed
	48		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the driver seat control unit and the ABS actuator and electric unit (control unit).

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## MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

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

# ECM BRANCH LINE CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

## ECM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241906

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
  2. Check the resistance between the ECM harness connector terminals.
- VQ engine models

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

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M160	105	101	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 the following.

- VQ engine models: [EC-142, "Diagnosis Procedure"](#)
- VK engine models: [EC-736, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- VQ engine models: [EC-23, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
  - VK engine models: [EC-579, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#)

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

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# 4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## 4WD BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241907

#### 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 AWD 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 AWD control unit.
2. Check the resistance between the AWD control unit harness connector terminals.

AWD control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M105	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-27, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AWD control unit. Refer to [DLN-58, "Exploded View"](#).  
YES (Past error)>>Error was detected in the AWD control unit branch line.  
NO >> Repair the power supply and the ground circuit.

# DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## DLC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241908

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

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

Is the measurement value within the specification?

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

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# TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## TCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241909

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - A/T assembly
  - Harness connector F103
  - Harness connector M116

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- VQ engine models: [TM-119, "Diagnosis Procedure"](#)
- VK engine models: [TM-301, "Diagnosis Procedure"](#)

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. (Replace A/T assembly if control valve with TCM is not listed in the latest parts list.) Refer to the following.

- VQ engine models: [TM-11, "Component Parts Location"](#)
- VK engine models: [TM-193, "Component Parts Location"](#)

YES (Past error)>>Error was detected in the TCM branch line.

NO >> Repair the power supply and the ground circuit.

# A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## A-BAG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241910

#### **WARNING:**

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

#### **1**.CHECK CONNECTOR

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the main harness.

#### **2**.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-5, "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

NO >> Replace parts whose air bag system has a malfunction.

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# AV BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## AV BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241911

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
  2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without navigation: [AV-101, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Single monitor): [AV-291, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Twin monitor): [AV-510, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without navigation: [AV-136, "Exploded View"](#)
  - With navigation (Single monitor): [AV-333, "Exploded View"](#)
  - With navigation (Twin monitor): [AV-562, "Exploded View"](#)

YES (Past error)>>Error was detected in the AV control unit branch line.

- NO >> Repair the power supply and the ground circuit.

# BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## BCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241912

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-40, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-83, "Exploded View"](#).  
YES (Past error)>>Error was detected in the BCM branch line.  
NO >> Repair the power supply and the ground circuit.

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# M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## M&A BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241913

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [HAC-68, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [HAC-179, "Exploded View"](#).  
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.  
NO >> Repair the power supply and the ground circuit.

# STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## STRG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241914

#### 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 ( $\Omega$ )
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-112, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-137, "Exploded View"](#).  
YES (Past error)>>Error was detected in the steering angle sensor branch line.  
NO >> Repair the power supply and the ground circuit.

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# TPMS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## TPMS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241915

#### 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 low tire pressure warning 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 low tire pressure warning control unit.
2. Check the resistance between the low tire pressure warning control unit harness connector terminals.

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M96	2	1	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the low tire pressure warning control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-39, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-76, "Exploded View"](#).  
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.  
NO >> Repair the power supply and the ground circuit.

# ADP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## ADP BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241916

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Driver seat control unit
  - Harness connector B460
  - Harness connector B11

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [ADP-59, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-215, "Exploded View"](#).

YES (Past error)>>Error was detected in the driver seat control unit branch line.

NO >> Repair the power supply and the ground circuit.

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# E-SUS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## E-SUS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241917

#### 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 E-SUS 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 E-SUS control unit.
2. Check the resistance between the E-SUS control unit harness connector terminals.

E-SUS control unit harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
B38	32	29	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the E-SUS control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the E-SUS control unit. Refer to [SCS-41, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the E-SUS control unit. Refer to [SCS-61, "Exploded View"](#).  
YES (Past error)>>Error was detected in the E-SUS control unit branch line.  
NO >> Repair the power supply and the ground circuit.

# RAS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## RAS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241918

#### 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 RAS 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 RAS control unit.
2. Check the resistance between the RAS control unit harness connector terminals.

RAS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B37	1	8	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the RAS control unit. Refer to [STC-81, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the RAS control unit. Refer to [STC-109, "Removal and Installation"](#).  
YES (Past error)>>Error was detected in the RAS control unit branch line.  
NO >> Repair the power supply and the ground circuit.

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# CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 1)

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 1)

### Diagnosis Procedure

INFOID:000000005241919

#### 1. CHECK DTC

Check DTC of the CAN gateway with CONSULT-III.

Is U1010 or B2600 indicated?

- YES >> Perform a diagnosis of the indicated DTC.
- NO >> GO TO 2.

#### 2. 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 CAN gateway for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

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

CAN gateway harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
M125	1	7	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 4.
- NO >> Repair the CAN gateway branch line (CAN communication circuit 1).

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the CAN gateway. Refer to [LAN-106. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the CAN gateway. Refer to [LAN-112. "Exploded View"](#).
- YES (Past error)>>Error was detected in the CAN gateway branch line (CAN communication circuit 1).
- NO >> Repair the power supply and the ground circuit.

# CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 2)

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

## CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 2)

### Diagnosis Procedure

INFOID:000000005241920

#### 1.CHECK DTC

Check DTC of the CAN gateway with CONSULT-III.

Is U1010 or B2600 indicated?

- YES >> Perform a diagnosis of the indicated DTC.
- NO >> GO TO 2.

#### 2.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 CAN gateway for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair the CAN gateway branch line (CAN communication circuit 2).

#### 4.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the CAN gateway. Refer to [LAN-106, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the CAN gateway. Refer to [LAN-112, "Exploded View"](#).
- YES (Past error)>>Error was detected in the CAN gateway branch line (CAN communication circuit 2).
- NO >> Repair the power supply and the ground circuit.

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# ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## ABS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241921

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-97, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-134, "Exploded View"](#).  
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.  
NO >> Repair the power supply and the ground circuit.

# IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## IPDM-E BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241922

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-34, "Exploded View"](#).  
YES (Past error)>>Error was detected in the IPDM E/R branch line.  
NO >> Repair the power supply and the ground circuit.

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# AFS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## AFS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241923

#### 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).
  - AFS control unit
  - CAN gateway

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway.
2. Disconnect the connector of AFS control unit.
3. Check the resistance between the AFS control unit harness connector terminals.

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

Is the measurement value within the specification?

YES >> GO TO 4.

NO >> Repair the AFS control unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [EXL-64, "AFS CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to [EXL-237, "Exploded View"](#).

YES (Past error)>>Error was detected in the AFS control unit branch line.

NO >> Repair the power supply and the ground circuit.

# ICC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## ICC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241924

#### 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).
  - ICC sensor integrated unit
  - Harness connector E106
  - Harness connector M6
  - CAN gateway

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 4.

NO >> Repair the ICC sensor integrated unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [CCS-140, "ICC SENSOR INTEGRATED UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [CCS-184, "Exploded View"](#).

YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.

NO >> Repair the power supply and the ground circuit.

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# LANE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## LANE BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241925

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Lane camera unit
  - Harness connector R7
  - Harness connector M110
  - CAN gateway

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway.
2. Disconnect the connector of lane camera unit.
3. Check the resistance between the lane camera unit harness connector terminals.

Lane camera unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
R8	10	5	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 4.

NO >> Repair the lane camera unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [CCS-495, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the lane camera unit. Refer to [CCS-536, "Exploded View"](#).

YES (Past error)>>Error was detected in the lane camera unit branch line.

NO >> Repair the power supply and the ground circuit.

# PSB BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## PSB BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241926

#### 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).
  - Pre-crash seat belt control unit
  - Harness connector B1
  - Harness connector M7
  - CAN gateway

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway.
2. Disconnect the connector of pre-crash seat belt control unit.
3. Check the resistance between the pre-crash seat belt control unit harness connector terminals.

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B9	14	4	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 4.

NO >> Repair the pre-crash seat belt control unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SBC-35, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SBC-73, "Exploded View"](#).

YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.

NO >> Repair the power supply and the ground circuit.

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# APA BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## APA BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241927

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

Accelerator pedal actuator harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E115	5	3	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the accelerator pedal actuator. Refer to [CCS-319, "ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the accelerator pedal actuator. Refer to [ACC-4, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Exploded View"](#).  
YES (Past error)>>Error was detected in the accelerator pedal actuator branch line.  
NO >> Repair the power supply and the ground circuit.

# BCU BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## BCU BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005241928

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Brake booster control unit
  - Harness connector B201
  - Harness connector M117
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the brake booster control unit. Refer to [CCS-140. "BRAKE BOOSTER CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the brake booster control unit. Refer to [CCS-185. "Exploded View"](#).

YES (Past error)>>Error was detected in the brake booster control unit branch line.

NO >> Repair the power supply and the ground circuit.

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# CAN COMMUNICATION CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

## CAN COMMUNICATION CIRCUIT

### Diagnosis Procedure

INFOID:000000005241929

#### 1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

#### 4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
  - VQ engine models

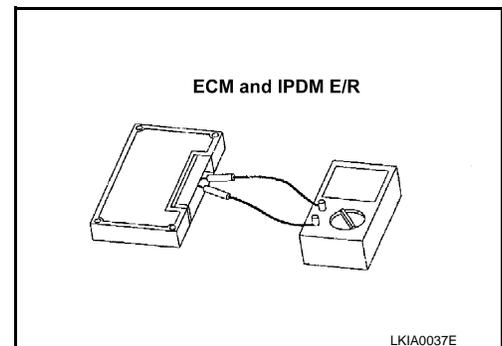
ECM		Resistance ( $\Omega$ )
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance ( $\Omega$ )
Terminal No.		
105	101	Approx. 108 – 132

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

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



# CAN COMMUNICATION CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

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.

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# CAN COMMUNICATION CIRCUIT 1

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## CAN COMMUNICATION CIRCUIT 1

### Diagnosis Procedure

INFOID:000000005241930

#### 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 circuit 1.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

#### 4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
  - VQ engine models

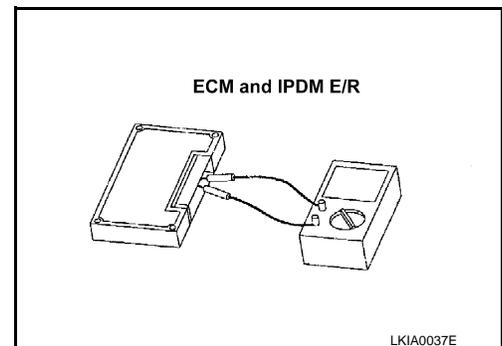
ECM		Resistance ( $\Omega$ )
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance ( $\Omega$ )
Terminal No.		
105	101	Approx. 108 – 132

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

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



# CAN COMMUNICATION CIRCUIT 1

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

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 circuit 1.

**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.

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# CAN COMMUNICATION CIRCUIT 2

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

## CAN COMMUNICATION CIRCUIT 2

### Diagnosis Procedure

INFOID:000000005241931

#### 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 circuit 2.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M24	13	Not existed
	12	

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	13		Not existed
	12		Not existed

Is the inspection result normal?

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

#### 4. CHECK CAN GATEWAY TERMINATION CIRCUIT

1. Remove the CAN gateway.
2. Check the resistance between the CAN gateway terminals.

1 : CAN gateway

CAN gateway		Resistance ( $\Omega$ )
Terminal No.		
4	10	Approx. 108 – 132
6	12	Approx. 108 – 132

Is the measurement value within the specification?

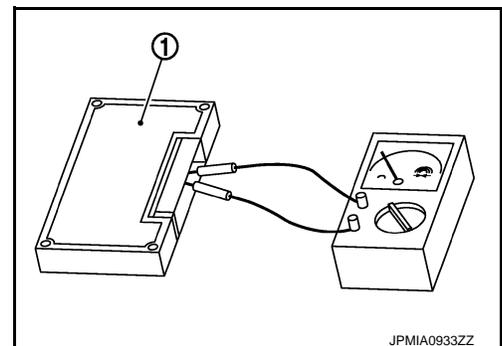
- YES >> GO TO 5.  
NO >> Replace the CAN gateway.

#### 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.



## CAN COMMUNICATION CIRCUIT 2

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

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 circuit 2.

**NOTE:**

CAN gateway 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.

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# ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## ITS COMMUNICATION CIRCUIT

### Diagnosis Procedure

INFOID:000000005241932

#### 1.CHECK CAN DIAGNOSIS

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

**NOTE:**

For identification of CAN communication circuit and ITS communication circuit, refer to [LAN-58, "System Diagram"](#).

Is the CAN communication circuit normal?

YES >> GO TO 2.

NO >> Check and repair CAN communication circuit.

#### 2.CONNECTOR INSPECTION

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - ICC sensor integrated unit
  - Accelerator pedal actuator
  - Harness connector E106
  - Harness connector M6
  - Harness connector M117
  - Harness connector B201
  - Brake booster control unit

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the terminal and connector.

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - ICC sensor integrated unit
  - Brake booster control unit
2. Check the continuity between the ICC sensor integrated unit harness connector and the brake booster control unit harness connector.

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

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the ICC sensor integrated unit branch line. (ITS communication line). Refer to [LAN-58, "System Diagram"](#).

#### 4.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

YES >> GO TO 5.

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

# ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## 5. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

YES >> GO TO 6.

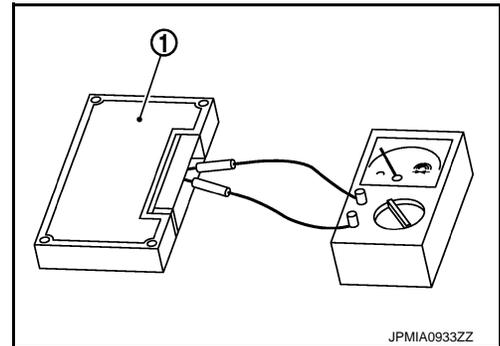
NO >> Check the harness and repair or replace (if shield line is short) the root cause.

## 6. CHECK TERMINATION CIRCUIT

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

1 : ICC sensor integrated unit and brake booster control unit

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



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

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

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace the ICC sensor integrated unit and/or the brake booster control unit.

## 7. CHECK SYMPTOM

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

Inspection result

Reproduced>>Replace the accelerator pedal actuator.

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

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LAN

## BASIC INSPECTION

### INSPECTION AND ADJUSTMENT

#### ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (CAN GATEWAY)

#### ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (CAN GATEWAY) :

##### Description

INFOID:000000005241933

##### BEFORE REPLACEMENT

When replacing CAN gateway, save or print current vehicle specification with CONSULT-III configuration before replacement.

**NOTE:**

If "READ CONFIGURATION" can not be used, use the "WRITE CONFIGURATION - Manual selection" after replacing CAN gateway.

##### AFTER REPLACEMENT

**CAUTION:**

- When replacing CAN gateway, you must perform "WRITE CONFIGURATION" with CONSULT-III.
- Complete the procedure of "WRITE CONFIGURATION" in order.
- If you set incorrect "WRITE CONFIGURATION", incidents might occur.
- Configuration is different for each vehicle model. Confirm configuration of each vehicle model.
- Never perform "WRITE CONFIGURATION" except for new CAN gateway.

#### ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (CAN GATEWAY) :

##### Special Repair Requirement

INFOID:000000005241934

### 1. SAVING VEHICLE SPECIFICATION

**Ⓜ**CONSULT-III Configuration

Perform "READ CONFIGURATION" to save or print current vehicle specification. Refer to [LAN-98, "CONFIGURATION \(CAN GATEWAY\) : Description"](#).

**NOTE:**

If "READ CONFIGURATION" can not be used, use the "WRITE CONFIGURATION - Manual selection" after replacing CAN gateway.

&gt;&gt; GO TO 2.

### 2. REPLACE CAN GATEWAY

Replace CAN gateway. Refer to [LAN-112, "Exploded View"](#).

&gt;&gt; GO TO 3.

### 3. WRITING VEHICLE SPECIFICATION

**Ⓜ**CONSULT-III Configuration

Perform "WRITE CONFIGURATION - Config file" or "WRITE CONFIGURATION - Manual selection" to write vehicle specification. Refer to [LAN-99, "CONFIGURATION \(CAN GATEWAY\) : Special Repair Requirement"](#).

&gt;&gt; WORK END

#### CONFIGURATION (CAN GATEWAY)

#### CONFIGURATION (CAN GATEWAY) : Description

INFOID:000000005241935

Vehicle specification needs to be written with CONSULT-III because it is not written after replacing CAN gateway.

Configuration has three functions as follows

# INSPECTION AND ADJUSTMENT

< BASIC INSPECTION >

[CAN GATEWAY]

Function	Description
READ CONFIGURATION	<ul style="list-style-type: none"><li>• Reads the vehicle configuration of current CAN gateway.</li><li>• Saves the read vehicle configuration.</li></ul>
WRITE CONFIGURATION - Manual selection	Writes the vehicle configuration with manual selection.
WRITE CONFIGURATION - Config file	Writes the vehicle configuration with saved data.

## CAUTION:

- When replacing CAN gateway, you must perform “WRITE CONFIGURATION” with CONSULT-III.
- Complete the procedure of “WRITE CONFIGURATION” in order.
- If you set incorrect “WRITE CONFIGURATION”, incidents might occur.
- Configuration is different for each vehicle model. Confirm configuration of each vehicle model.
- Never perform “WRITE CONFIGURATION” except for new CAN gateway.

## CONFIGURATION (CAN GATEWAY) : Special Repair Requirement

INFOID:000000005241936

### 1. WRITING MODE SELECTION

ⓂCONSULT-III Configuration  
Select “CONFIGURATION” of CAN gateway.

When writing saved data>>GO TO 2.  
When writing manually>>GO TO 3.

### 2. PERFORM “WRITE CONFIGURATION - CONFIG FILE”

ⓂCONSULT-III Configuration  
Perform “WRITE CONFIGURATION - Config file”.

>> WORK END

### 3. PERFORM “WRITE CONFIGURATION - MANUAL SELECTION”

ⓂCONSULT-III Configuration

1. Select “WRITE CONFIGURATION - Manual selection”.
2. Select “SETTING”.
3. When “COMMAND FINISHED”, select “End”.

>> GO TO 4.

### 4. CHECK “SELF DIAGNOSTIC RESULT”

1. Perform “All DTC Reading” using CONSULT-III.
2. Check that all ECU self-diagnosis result have no U1000,U1001 and U1002.

>> WORK END

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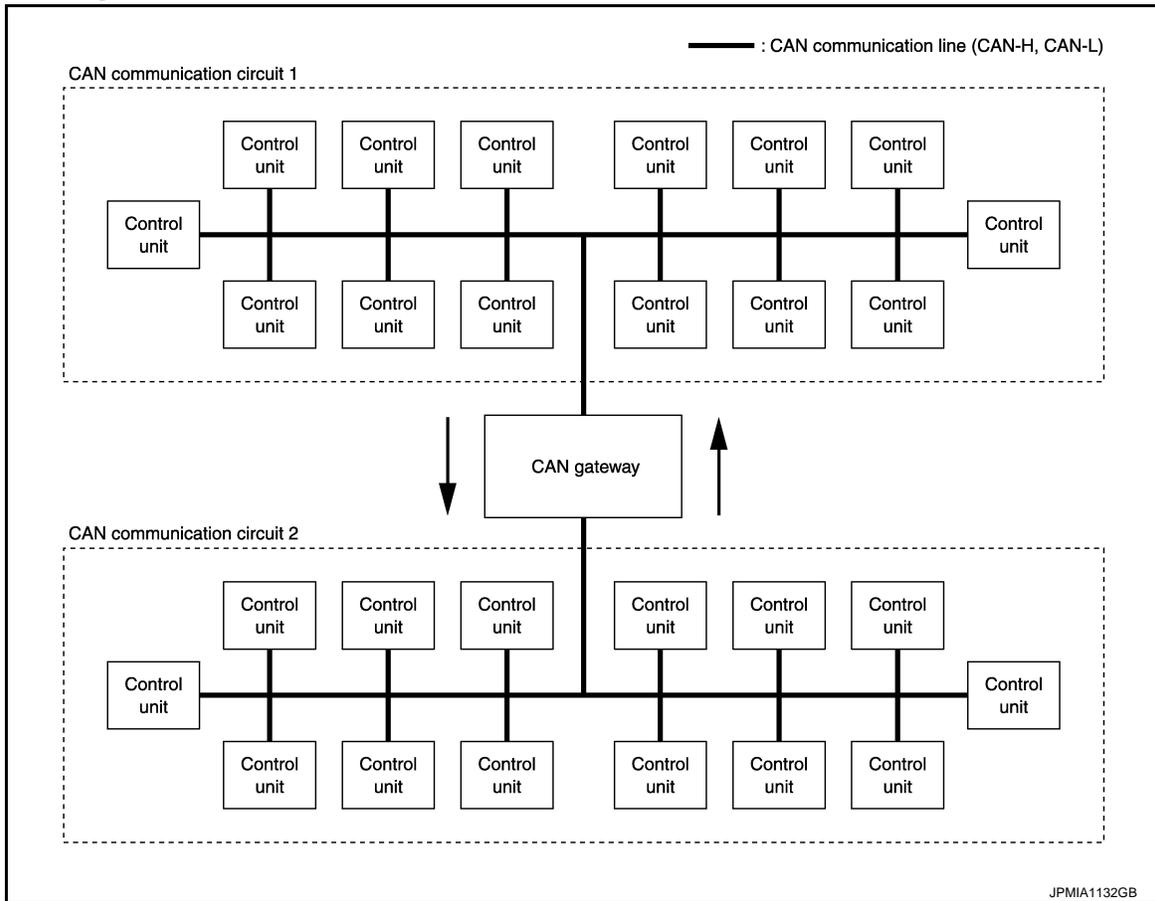
LAN

## SYSTEM DESCRIPTION

### CAN GATEWAY SYSTEM

#### System Diagram

INFOID:000000005241938



#### System Description

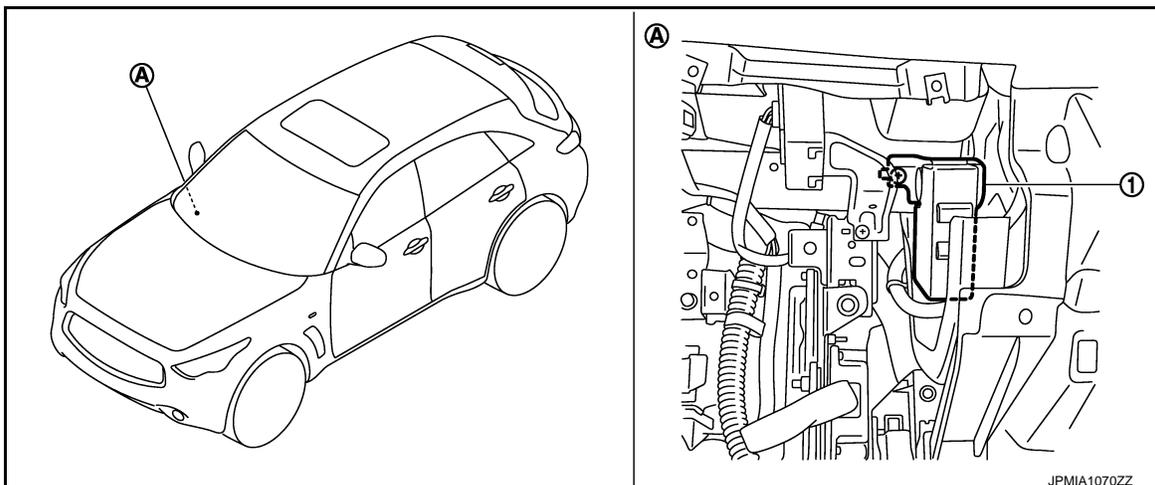
INFOID:000000005241939

#### OUTLINE

The CAN gateway system communicates between two CAN communication circuits. This system selects and transmits only necessary information.

#### Component Parts Location

INFOID:000000005241940



# CAN GATEWAY SYSTEM

< SYSTEM DESCRIPTION >

[CAN GATEWAY]

- 1. CAN gateway
- A. Over the glove box

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# DIAGNOSIS SYSTEM (CAN GATEWAY)

< SYSTEM DESCRIPTION >

[CAN GATEWAY]

## DIAGNOSIS SYSTEM (CAN GATEWAY)

### CONSULT-III Function (CAN gateway)

INFOID:000000005241941

#### APPLICATION ITEM

CONSULT-III performs the following functions via CAN communication with CAN gateway.

Diagnosis mode	Function Description
Ecu Identification	The CAN gateway part number is displayed.
Self Diagnostic Result	Displays the diagnosis results judged by CAN gateway.
CAN Diag Support Monitor	The results of transmit/receive diagnosis of CAN communication can be read.
Configuration	<ul style="list-style-type: none"><li>• Read and save the vehicle specification.</li><li>• Write the vehicle specification when replacing CAN gateway.</li></ul>

#### SELF DIAGNOSTIC RESULT

Refer to [LAN-110, "DTC Index"](#).

# DTC/CIRCUIT DIAGNOSIS

## U1000 CAN COMM CIRCUIT

### Description

INFOID:000000005241942

CAN (Controller Area Network) is a serial communication line for real time applications. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Modern vehicle is equipped with many electronic control unit, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with two communication lines (CAN-H and CAN-L) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.  
 CAN Communication Signal Chart. Refer to [LAN-30, "CAN Communication Signal Chart"](#).

### DTC Logic

INFOID:000000005241943

### DTC DETECTION LOGIC

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

### Diagnosis Procedure

INFOID:000000005241944

#### 1. PERFORM SELF DIAGNOSTIC

1. Turn the ignition switch ON and wait for 2 seconds or more.
2. Check "Self Diagnostic Result".

Is "U1000: CAN COMM CIRCUIT" displayed?

- YES >> Refer to [LAN-20, "Trouble Diagnosis Flow Chart"](#).
- NO >> Refer to [GI-36, "Intermittent Incident"](#).

LAN

# U1010 CONTROL UNIT (CAN)

< DTC/CIRCUIT DIAGNOSIS >

[CAN GATEWAY]

## U1010 CONTROL UNIT (CAN)

### Description

INFOID:000000005241945

CAN (Controller Area Network) is a serial communication line for real time applications. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Modern vehicle is equipped with many electronic control unit, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with two communication lines (CAN-H and CAN-L) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only. CAN Communication Signal Chart. Refer to [LAN-30. "CAN Communication Signal Chart"](#).

### DTC Logic

INFOID:000000005241946

### DTC DETECTION LOGIC

DTC	CONSULT-III display description	DTC Detection Condition	Possible cause
U1010	CONTROL UNIT(CAN)	When an error is detected during the initial diagnosis for CAN controller of CAN gateway.	CAN gateway

### Diagnosis Procedure

INFOID:000000005241947

#### 1. REPLACE CAN GATEWAY

When DTC "U1010: CONTROL UNIT(CAN)" is detected, replace CAN gateway.

>> Replace CAN gateway. Refer to [LAN-112. "Exploded View"](#).

# B2600 CONFIG ERROR

< DTC/CIRCUIT DIAGNOSIS >

[CAN GATEWAY]

## B2600 CONFIG ERROR

### Description

INFOID:000000005241948

The CAN gateway requires initial settings to judge necessary information, according to a vehicle specification.

### DTC Logic

INFOID:000000005241949

### DTC DETECTION LOGIC

DTC	CONSULT-III display description	DTC Detection Condition	Probable cause
B2600	CONFIG ERROR WRONG DATA	When errors are detected in the configuration data stored in the CAN gateway.	CAN gateway
	CONFIG ERROR NOT CONFIGURED	When no data are stored in the CAN gateway.	

### Diagnosis Procedure

INFOID:000000005241950

#### 1. REPLACE CAN GATEWAY

When DTC "B2600: CONFIG ERROR" is detected, replace CAN gateway.

>> Replace CAN gateway. Refer to [LAN-112, "Exploded View"](#).

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# POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN GATEWAY]

## POWER SUPPLY AND GROUND CIRCUIT

### Diagnosis Procedure

INFOID:000000005241951

#### 1.CHECK FUSE

Check that the following fuse are not blown.

Signal name	Fuse No.
Battery power supply	11
Ignition power supply	3*

\*: VK engine models

#### Is the fuse fusing?

YES >> Replace the blown fuse after repairing the affected circuit if a fuse is blown.

NO >> GO TO 2.

#### 2.CHECK POWER SUPPLY CIRCUIT

Check voltage between CAN gateway harness connector and ground.

Terminals		Condition	Voltage (Approx.)
(+)	(-)		
CAN gateway		Ignition switch	Battery voltage
Connector	Terminal		
M125	3	OFF	
	9*	ON	

\*: VK engine models

#### Is the measurement value normal?

YES >> GO TO 3.

NO >> Repair harness or connector.

#### 3.CHECK GROUND CIRCUIT

Check continuity between CAN gateway harness connector and ground.

CAN gateway		Ground	Continuity
Connector	Terminal		
M125	5		Existed
	11		

#### Does continuity exist?

YES >> INSPECTION END

NO >> Repair harness or connector.

# CAN GATEWAY

< ECU DIAGNOSIS INFORMATION >

[CAN GATEWAY]

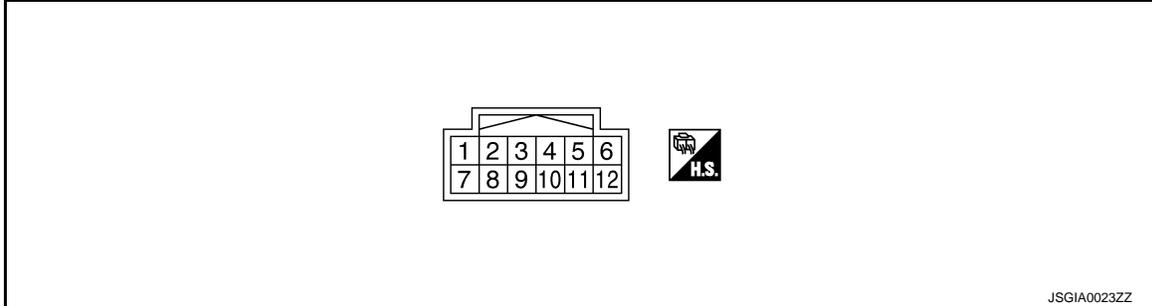
## ECU DIAGNOSIS INFORMATION

### CAN GATEWAY

Reference Value

INFOID:000000005241952

#### TERMINAL LAYOUT



#### PHYSICAL VALUES

Terminal No. (Wire color)		Description		Condition	Value (Approx.)	
+	-	Signal name	Input/ Output			
1 (L)	—	CAN-H	Input/ Output	—	—	
3 (GR)	Ground	Battery power supply	Input	Ignition switch OFF	Battery voltage	
4 (L)	—	CAN-H	Input/ Output	—	—	
5 (B)	Ground	Ground	—	Ignition switch ON	0 V	
6 (L)	—	CAN-H	Input/ Output	—	—	
7 (P)	—	CAN-L	Input/ Output	—	—	
9 (LG)	Ground	Ignition power supply (VK engine models)	Input	Ignition switch	OFF or ACC	0 V
					ON	Battery voltage
10 (P)	—	CAN-L	Input/ Output	—	—	
11 (B)	Ground	Ground	—	Ignition switch ON	0 V	
12 (P)	—	CAN-L	Input/ Output	—	—	

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# CAN GATEWAY

< ECU DIAGNOSIS INFORMATION >

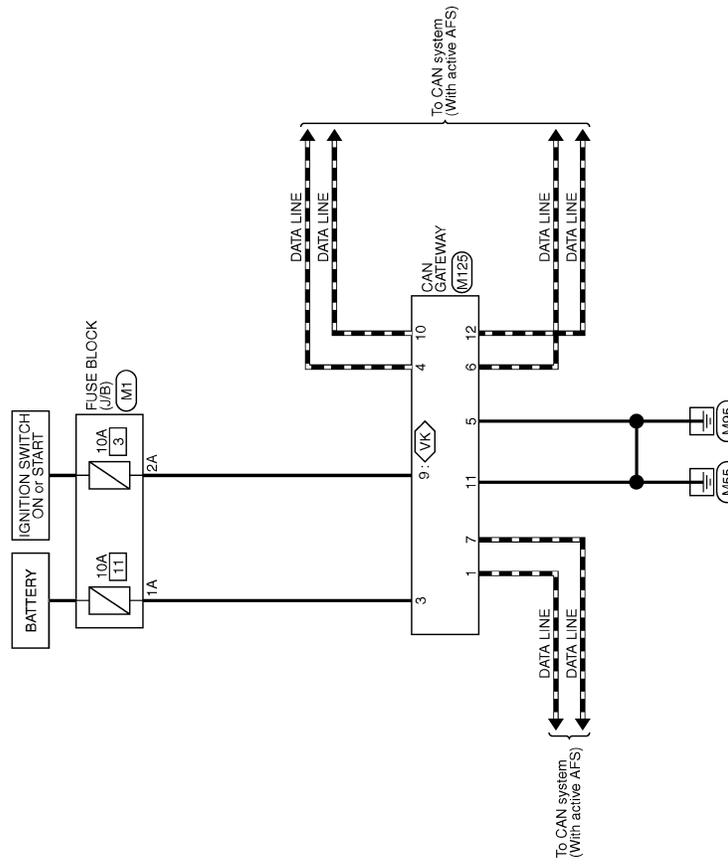
[CAN GATEWAY]

## Wiring Diagram - CAN GATEWAY SYSTEM -

INFOID:000000005241953

### CAN GATEWAY SYSTEM

⬠VK: With VK engine



2009/07/29

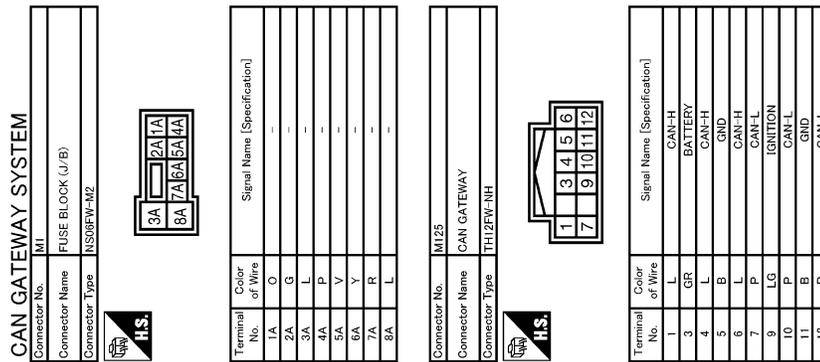
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# CAN GATEWAY

< ECU DIAGNOSIS INFORMATION >

[CAN GATEWAY]

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JCMWA4983GB

## DTC Inspection Priority Chart

INFOID:000000005241954

If some DTCs are displayed at the same time, perform inspections one by one based on the following priority chart.



# CAN GATEWAY

< ECU DIAGNOSIS INFORMATION >

[CAN GATEWAY]

Priority	DTC
1	<ul style="list-style-type: none"> <li>• B2600: CONFIG ERROR</li> <li>• U1010: CONTROL UNIT(CAN)</li> </ul>
2	U1000: CAN COMM CIRCUIT

## DTC Index

INFOID:000000005241955

**NOTE:**

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

DTC	Fail-safe	Reference
No DTC is detected. Further testing may be required.	—	—
U1000: CAN COMM CIRCUIT	—	<a href="#">LAN-103</a>
U1010: CONTROL UNIT(CAN)	—	<a href="#">LAN-104</a>
B2600: CONFIG ERROR	WRONG DATA	<a href="#">LAN-105</a>
	NOT CONFIGURED	

# PRECAUTION

## PRECAUTIONS

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

INFOID:000000005241956

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

**WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the "SRS AIR BAG".
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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

**WARNING:**

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

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# REMOVAL AND INSTALLATION

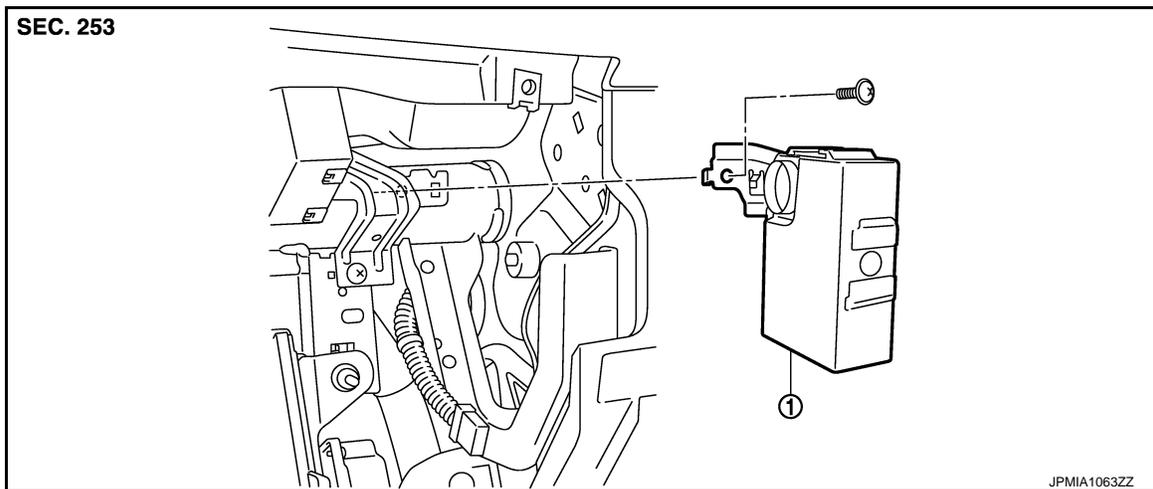
## CAN GATEWAY

### Exploded View

INFOID:000000005241957

#### CAUTION:

Before replacing CAN gateway, perform "READ CONFIGURATION" to save or print current vehicle specification. Refer to [LAN-98, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(CAN GATEWAY\) : Description"](#).



1. CAN gateway

### Removal and Installation

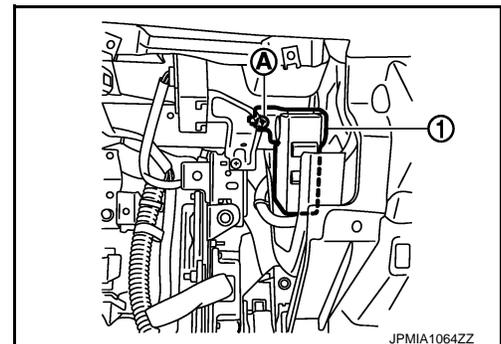
INFOID:000000005241958

#### CAUTION:

Before replacing CAN gateway, perform "READ CONFIGURATION" to save or print current vehicle specification. Refer to [LAN-98, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(CAN GATEWAY\) : Description"](#).

#### REMOVAL

1. Remove instrument lower panel RH. Refer to [IP-11, "Exploded View"](#).
2. Remove CAN gateway mounting screw (A).
3. Remove CAN gateway (1) and disconnect the connector.



#### INSTALLATION

Install in the reverse order of removal.

#### CAUTION:

Be sure to perform "WRITE CONFIGURATION" when replacing CAN gateway. Refer to [LAN-98, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(CAN GATEWAY\) : Description"](#).

# MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## DTC/CIRCUIT DIAGNOSIS

### MAIN LINE BETWEEN DLC AND M&A CIRCUIT

#### Diagnosis Procedure

INFOID:000000005576876

#### 1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

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

#### Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

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# MAIN LINE BETWEEN M&A AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## MAIN LINE BETWEEN M&A AND ABS CIRCUIT

### Diagnosis Procedure

INFOID:000000005576880

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - Unified meter and A/C amp.
  - Harness connectors M6 and E106
2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M6	47	Existed
	72		48	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	47	E41	35	Existed
	48		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the ABS actuator and electric unit (control unit).

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

# ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## ECM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576882

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
  2. Check the resistance between the ECM harness connector terminals.
- VQ engine models

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

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M160	105	101	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 the following.

- VQ engine models: [EC-142, "Diagnosis Procedure"](#)
- VK engine models: [EC-736, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- VQ engine models: [EC-23, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
  - VK engine models: [EC-579, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#)

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

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# DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## DLC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000576884

#### 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 ( $\Omega$ )
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

# TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## TCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000576885

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - A/T assembly
  - Harness connector F103
  - Harness connector M116

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- VQ engine models: [TM-119, "Diagnosis Procedure"](#)
- VK engine models: [TM-301, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. (Replace A/T assembly if control valve with TCM is not listed in the latest parts list.) Refer to the following.
- VQ engine models: [TM-11, "Component Parts Location"](#)
  - VK engine models: [TM-193, "Component Parts Location"](#)
- YES (Past error)>>Error was detected in the TCM branch line.  
NO >> Repair the power supply and the ground circuit.

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# A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## A-BAG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576886

#### **WARNING:**

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

#### **1**.CHECK CONNECTOR

---

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the main harness.

#### **2**.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

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Check the air bag diagnosis sensor unit. Refer to [SRC-5, "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

NO >> Replace parts whose air bag system has a malfunction.

## AV BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576887

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
  2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without navigation: [AV-101, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Single monitor): [AV-291, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Twin monitor): [AV-510, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without navigation: [AV-136, "Exploded View"](#)
  - With navigation (Single monitor): [AV-333, "Exploded View"](#)
  - With navigation (Twin monitor): [AV-562, "Exploded View"](#)

YES (Past error)>>Error was detected in the AV control unit branch line.

- NO >> Repair the power supply and the ground circuit.

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# BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## BCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576888

#### 1.CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-40. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-83. "Exploded View"](#).  
YES (Past error)>>Error was detected in the BCM branch line.  
NO >> Repair the power supply and the ground circuit.

# M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## M&A BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576889

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [HAC-68, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [HAC-179, "Exploded View"](#).  
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.  
NO >> Repair the power supply and the ground circuit.

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# STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## STRG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576890

#### 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 ( $\Omega$ )
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-112, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-137, "Exploded View"](#).  
YES (Past error)>>Error was detected in the steering angle sensor branch line.  
NO >> Repair the power supply and the ground circuit.

# TPMS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## TPMS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000576891

#### 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 low tire pressure warning 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 low tire pressure warning control unit.
2. Check the resistance between the low tire pressure warning control unit harness connector terminals.

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M96	2	1	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the low tire pressure warning control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-39, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-76, "Exploded View"](#).  
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.  
NO >> Repair the power supply and the ground circuit.

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# ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## ABS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000576897

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-97, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-134, "Exploded View"](#).  
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.  
NO >> Repair the power supply and the ground circuit.

# IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## IPDM-E BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576898

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-34, "Exploded View"](#).  
YES (Past error)>>Error was detected in the IPDM E/R branch line.  
NO >> Repair the power supply and the ground circuit.

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# CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## CAN COMMUNICATION CIRCUIT

### Diagnosis Procedure

INFOID:000000005576905

#### 1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

#### 4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
  - VQ engine models

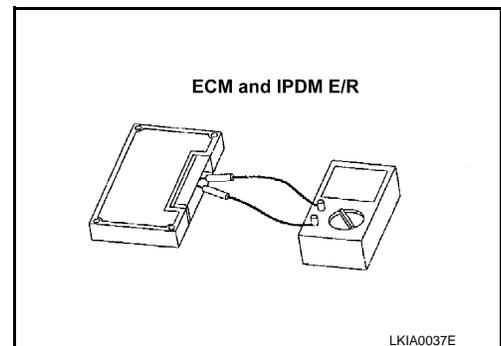
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
105	101	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



# CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

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.

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# MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## DTC/CIRCUIT DIAGNOSIS

### MAIN LINE BETWEEN DLC AND M&A CIRCUIT

#### Diagnosis Procedure

INFOID:000000005576915

#### 1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

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

#### Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

# MAIN LINE BETWEEN M&A AND ADP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## MAIN LINE BETWEEN M&A AND ADP CIRCUIT

### Diagnosis Procedure

INFOID:000000005576916

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M7
  - Harness connector B1

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - Unified meter and A/C amp.
  - Harness connectors M7 and B1
2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	80	Existed
	72		81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	80	82	Existed
	81	83	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the driver seat control unit.

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

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# MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## MAIN LINE BETWEEN ADP AND ABS CIRCUIT

### Diagnosis Procedure

INFOID:000000005576920

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector B1
  - Harness connector M7
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Connector No.	Terminal No.		Continuity
B1	82	80	Existed
	83	81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	82	M6	47	Existed
	83		48	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connectors M7 and M6.

#### 4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	47	E41	35	Existed
	48		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the driver seat control unit and the ABS actuator and electric unit (control unit).

# MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

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

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# ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## ECM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576921

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
  2. Check the resistance between the ECM harness connector terminals.
- VQ engine models

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

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M160	105	101	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 the following.

- VQ engine models: [EC-142, "Diagnosis Procedure"](#)
- VK engine models: [EC-736, "Diagnosis Procedure"](#)

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to the following.

- VQ engine models: [EC-23, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
- VK engine models: [EC-579, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#)

YES (Past error)>>Error was detected in the ECM branch line.

NO >> Repair the power supply and the ground circuit.

# DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## DLC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576923

#### 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 ( $\Omega$ )
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

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# TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## TCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576924

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - A/T assembly
  - Harness connector F103
  - Harness connector M116

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- VQ engine models: [TM-119, "Diagnosis Procedure"](#)
- VK engine models: [TM-301, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. (Replace A/T assembly if control valve with TCM is not listed in the latest parts list.) Refer to the following.
- VQ engine models: [TM-11, "Component Parts Location"](#)
  - VK engine models: [TM-193, "Component Parts Location"](#)
- YES (Past error)>>Error was detected in the TCM branch line.  
NO >> Repair the power supply and the ground circuit.

# A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## A-BAG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000576925

#### **WARNING:**

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

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-5, "Work Flow"](#).

Is the inspection result normal?

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

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## AV BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576926

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
  2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without navigation: [AV-101, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Single monitor): [AV-291, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Twin monitor): [AV-510, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without navigation: [AV-136, "Exploded View"](#)
  - With navigation (Single monitor): [AV-333, "Exploded View"](#)
  - With navigation (Twin monitor): [AV-562, "Exploded View"](#)

YES (Past error)>>Error was detected in the AV control unit branch line.

- NO >> Repair the power supply and the ground circuit.

# BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## BCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000576927

#### 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 ( $\Omega$ )
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-40, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-83, "Exploded View"](#).  
YES (Past error)>>Error was detected in the BCM branch line.  
NO >> Repair the power supply and the ground circuit.

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# M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## M&A BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576928

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [HAC-68, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [HAC-179, "Exploded View"](#).  
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.  
NO >> Repair the power supply and the ground circuit.

# STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## STRG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576929

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-112, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-137, "Exploded View"](#).  
YES (Past error)>>Error was detected in the steering angle sensor branch line.  
NO >> Repair the power supply and the ground circuit.

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# TPMS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## TPMS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576930

#### 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 low tire pressure warning 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 low tire pressure warning control unit.
2. Check the resistance between the low tire pressure warning control unit harness connector terminals.

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M96	2	1	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the low tire pressure warning control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-39, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-76, "Exploded View"](#).  
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.  
NO >> Repair the power supply and the ground circuit.

# ADP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## ADP BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576931

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Driver seat control unit
  - Harness connector B460
  - Harness connector B11

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [ADP-59, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-215, "Exploded View"](#).  
YES (Past error)>>Error was detected in the driver seat control unit branch line.  
NO >> Repair the power supply and the ground circuit.

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# ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## ABS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576936

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-97, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-134, "Exploded View"](#).  
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.  
NO >> Repair the power supply and the ground circuit.

# IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## IPDM-E BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576937

#### 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 ( $\Omega$ )
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

#### 3.CHECK POWER SUPPLY AND GROUND CIRCUIT

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

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-34, "Exploded View"](#).  
YES (Past error)>>Error was detected in the IPDM E/R branch line.  
NO >> Repair the power supply and the ground circuit.

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# CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## CAN COMMUNICATION CIRCUIT

### Diagnosis Procedure

INFOID:000000005576944

#### 1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

#### 4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
  - VQ engine models

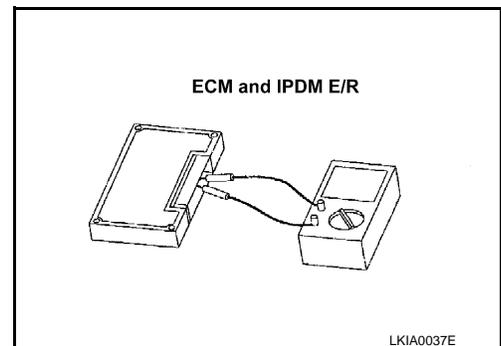
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
105	101	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



# CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

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.

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# MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## DTC/CIRCUIT DIAGNOSIS

### MAIN LINE BETWEEN DLC AND M&A CIRCUIT

#### Diagnosis Procedure

INFOID:000000005576954

#### 1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

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

#### Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

# MAIN LINE BETWEEN M&A AND ADP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## MAIN LINE BETWEEN M&A AND ADP CIRCUIT

### Diagnosis Procedure

INFOID:000000005576955

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M7
  - Harness connector B1

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - Unified meter and A/C amp.
  - Harness connectors M7 and B1
2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	80	Existed
	72		81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	80	82	Existed
	81	83	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the driver seat control unit.

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

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# MAIN LINE BETWEEN ADP AND CGW CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## MAIN LINE BETWEEN ADP AND CGW CIRCUIT

### Diagnosis Procedure

INFOID:00000000576956

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector B1
  - Harness connector M7

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Connector No.	Terminal No.		Continuity
B1	82	80	Existed
	83	81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the harness connector M7 and the CAN gateway harness connector.

Harness connector		CAN gateway harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	82	M125	1	Existed
	83		7	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 CAN gateway.

NO >> Repair the main line between the harness connector M7 and the CAN gateway.

# MAIN LINE BETWEEN CGW AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## MAIN LINE BETWEEN CGW AND ABS CIRCUIT

### Diagnosis Procedure

INFOID:00000000576957

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - CAN gateway
  - Harness connectors M6 and E106
2. Check the continuity between the CAN gateway harness connector and the harness connector.

CAN gateway harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M125	1	M6	47	Existed
	7		48	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the CAN gateway and the harness connector M6.

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	47	E41	35	Existed
	48		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 CAN gateway and the ABS actuator and electric unit (control unit).

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

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# ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## ECM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576960

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
  2. Check the resistance between the ECM harness connector terminals.
- VQ engine models

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

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M160	105	101	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 the following.

- VQ engine models: [EC-142, "Diagnosis Procedure"](#)
- VK engine models: [EC-736, "Diagnosis Procedure"](#)

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to the following.

- VQ engine models: [EC-23, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
- VK engine models: [EC-579, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#)

YES (Past error)>>Error was detected in the ECM branch line.

NO >> Repair the power supply and the ground circuit.

# DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## DLC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576962

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

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

Is the measurement value within the specification?

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

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# TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## TCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576963

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - A/T assembly
  - Harness connector F103
  - Harness connector M116

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- VQ engine models: [TM-119, "Diagnosis Procedure"](#)
- VK engine models: [TM-301, "Diagnosis Procedure"](#)

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. (Replace A/T assembly if control valve with TCM is not listed in the latest parts list.) Refer to the following.

- VQ engine models: [TM-11, "Component Parts Location"](#)
- VK engine models: [TM-193, "Component Parts Location"](#)

YES (Past error)>>Error was detected in the TCM branch line.

NO >> Repair the power supply and the ground circuit.

# A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## A-BAG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576964

#### **WARNING:**

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

#### **1.** CHECK CONNECTOR

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

Is the inspection result normal?

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

#### **2.** CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-5, "Work Flow"](#).

Is the inspection result normal?

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

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## AV BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576965

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
  2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without navigation: [AV-101, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Single monitor): [AV-291, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Twin monitor): [AV-510, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without navigation: [AV-136, "Exploded View"](#)
  - With navigation (Single monitor): [AV-333, "Exploded View"](#)
  - With navigation (Twin monitor): [AV-562, "Exploded View"](#)

YES (Past error)>>Error was detected in the AV control unit branch line.

- NO >> Repair the power supply and the ground circuit.

# BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## BCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576966

#### 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 ( $\Omega$ )
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-40, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-83, "Exploded View"](#).  
YES (Past error)>>Error was detected in the BCM branch line.  
NO >> Repair the power supply and the ground circuit.

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# M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## M&A BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576967

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [HAC-68, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [HAC-179, "Exploded View"](#).  
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.  
NO >> Repair the power supply and the ground circuit.

# STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## STRG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576968

#### 1.CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-112, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-137, "Exploded View"](#).  
YES (Past error)>>Error was detected in the steering angle sensor branch line.  
NO >> Repair the power supply and the ground circuit.

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# TPMS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## TPMS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576969

#### 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 low tire pressure warning 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 low tire pressure warning control unit.
2. Check the resistance between the low tire pressure warning control unit harness connector terminals.

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M96	2	1	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the low tire pressure warning control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-39, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-76, "Exploded View"](#).  
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.  
NO >> Repair the power supply and the ground circuit.

# ADP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## ADP BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576970

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Driver seat control unit
  - Harness connector B460
  - Harness connector B11

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [ADP-59, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-215, "Exploded View"](#).  
YES (Past error)>>Error was detected in the driver seat control unit branch line.  
NO >> Repair the power supply and the ground circuit.

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# CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 1)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 1)

### Diagnosis Procedure

INFOID:000000005576973

#### 1. CHECK DTC

Check DTC of the CAN gateway with CONSULT-III.

Is U1010 or B2600 indicated?

- YES >> Perform a diagnosis of the indicated DTC.
- NO >> GO TO 2.

#### 2. 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 CAN gateway for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

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

CAN gateway harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
M125	1	7	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 4.
- NO >> Repair the CAN gateway branch line (CAN communication circuit 1).

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the CAN gateway. Refer to [LAN-106. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the CAN gateway. Refer to [LAN-112. "Exploded View"](#).
- YES (Past error)>>Error was detected in the CAN gateway branch line (CAN communication circuit 1).
- NO >> Repair the power supply and the ground circuit.

# CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 2)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 2)

### Diagnosis Procedure

INFOID:000000005576974

#### 1. CHECK DTC

Check DTC of the CAN gateway with CONSULT-III.

Is U1010 or B2600 indicated?

- YES >> Perform a diagnosis of the indicated DTC.
- NO >> GO TO 2.

#### 2. 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 CAN gateway for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair the CAN gateway branch line (CAN communication circuit 2).

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the CAN gateway. Refer to [LAN-106, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the CAN gateway. Refer to [LAN-112, "Exploded View"](#).
- YES (Past error)>>Error was detected in the CAN gateway branch line (CAN communication circuit 2).
- NO >> Repair the power supply and the ground circuit.

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# ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## ABS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576975

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-97, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-134, "Exploded View"](#).  
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.  
NO >> Repair the power supply and the ground circuit.

# IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## IPDM-E BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576976

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-34, "Exploded View"](#).  
YES (Past error)>>Error was detected in the IPDM E/R branch line.  
NO >> Repair the power supply and the ground circuit.

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# AFS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## AFS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576977

#### 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).
  - AFS control unit
  - CAN gateway

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway.
2. Disconnect the connector of AFS control unit.
3. Check the resistance between the AFS control unit harness connector terminals.

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

Is the measurement value within the specification?

YES >> GO TO 4.

NO >> Repair the AFS control unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [EXL-64, "AFS CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to [EXL-237, "Exploded View"](#).

YES (Past error)>>Error was detected in the AFS control unit branch line.

NO >> Repair the power supply and the ground circuit.

## ICC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000576978

#### 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).
  - ICC sensor integrated unit
  - Harness connector E106
  - Harness connector M6
  - CAN gateway

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

- YES >> GO TO 3.  
 NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

- YES >> GO TO 4.  
 NO >> Repair the ICC sensor integrated unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [CCS-140, "ICC SENSOR INTEGRATED UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [CCS-184, "Exploded View"](#).  
 YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.  
 NO >> Repair the power supply and the ground circuit.

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LAN

# LANE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## LANE BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576979

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Lane camera unit
  - Harness connector R7
  - Harness connector M110
  - CAN gateway

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway.
2. Disconnect the connector of lane camera unit.
3. Check the resistance between the lane camera unit harness connector terminals.

Lane camera unit harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
R8	10	5	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 4.

NO >> Repair the lane camera unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [CCS-495, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the lane camera unit. Refer to [CCS-536, "Exploded View"](#).

YES (Past error)>>Error was detected in the lane camera unit branch line.

NO >> Repair the power supply and the ground circuit.

# PSB BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## PSB BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000576980

#### 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).
  - Pre-crash seat belt control unit
  - Harness connector B1
  - Harness connector M7
  - CAN gateway

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway.
2. Disconnect the connector of pre-crash seat belt control unit.
3. Check the resistance between the pre-crash seat belt control unit harness connector terminals.

Pre-crash seat belt control unit harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
B9	14	4	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 4.

NO >> Repair the pre-crash seat belt control unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SBC-35, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SBC-73, "Exploded View"](#).

YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.

NO >> Repair the power supply and the ground circuit.

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# APA BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## APA BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576981

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

Accelerator pedal actuator harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E115	5	3	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the accelerator pedal actuator. Refer to [CCS-319, "ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the accelerator pedal actuator. Refer to [ACC-4, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Exploded View"](#).  
YES (Past error)>>Error was detected in the accelerator pedal actuator branch line.  
NO >> Repair the power supply and the ground circuit.

## BCU BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576982

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Brake booster control unit
  - Harness connector B201
  - Harness connector M117
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the brake booster control unit. Refer to [CCS-140. "BRAKE BOOSTER CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the brake booster control unit. Refer to [CCS-185. "Exploded View"](#).

YES (Past error)>>Error was detected in the brake booster control unit branch line.

NO >> Repair the power supply and the ground circuit.

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LAN

# CAN COMMUNICATION CIRCUIT 1

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## CAN COMMUNICATION CIRCUIT 1

### Diagnosis Procedure

INFOID:000000005576984

#### 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 circuit 1.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

#### 4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
  - VQ engine models

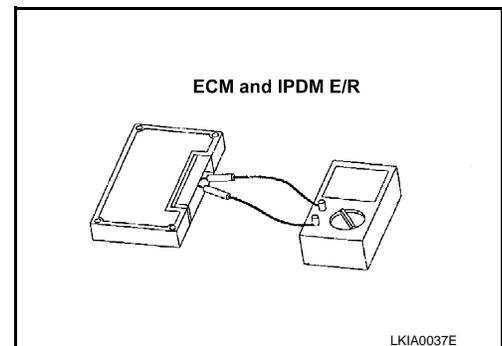
ECM		Resistance ( $\Omega$ )
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance ( $\Omega$ )
Terminal No.		
105	101	Approx. 108 – 132

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

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



LKIA0037E

# CAN COMMUNICATION CIRCUIT 1

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

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 circuit 1.

**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.

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# CAN COMMUNICATION CIRCUIT 2

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## CAN COMMUNICATION CIRCUIT 2

### Diagnosis Procedure

INFOID:000000005576985

#### 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 circuit 2.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M24	13	Not existed
	12	

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	13		Not existed
	12		Not existed

Is the inspection result normal?

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

#### 4. CHECK CAN GATEWAY TERMINATION CIRCUIT

1. Remove the CAN gateway.
2. Check the resistance between the CAN gateway terminals.

1 : CAN gateway

CAN gateway		Resistance ( $\Omega$ )
Terminal No.		
4	10	Approx. 108 – 132
6	12	Approx. 108 – 132

Is the measurement value within the specification?

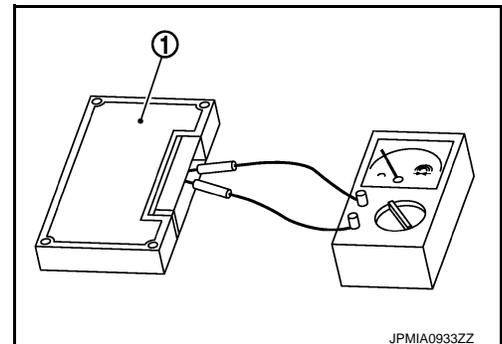
- YES >> GO TO 5.  
NO >> Replace the CAN gateway.

#### 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.



## CAN COMMUNICATION CIRCUIT 2

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

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 circuit 2.

**NOTE:**

CAN gateway 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.

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# ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## ITS COMMUNICATION CIRCUIT

### Diagnosis Procedure

INFOID:000000005576986

#### 1. CHECK CAN DIAGNOSIS

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

**NOTE:**

For identification of CAN communication circuit and ITS communication circuit, refer to [LAN-58, "System Diagram"](#).

Is the CAN communication circuit normal?

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

#### 2. CONNECTOR INSPECTION

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - ICC sensor integrated unit
  - Accelerator pedal actuator
  - Harness connector E106
  - Harness connector M6
  - Harness connector M117
  - Harness connector B201
  - Brake booster control unit

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - ICC sensor integrated unit
  - Brake booster control unit
2. Check the continuity between the ICC sensor integrated unit harness connector and the brake booster control unit harness connector.

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

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair the ICC sensor integrated unit branch line. (ITS communication line). Refer to [LAN-58, "System Diagram"](#).

#### 4. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

# ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

## 5. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

YES >> GO TO 6.

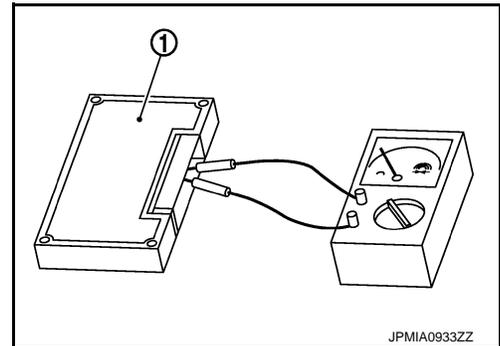
NO >> Check the harness and repair or replace (if shield line is short) the root cause.

## 6. CHECK TERMINATION CIRCUIT

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

1 : ICC sensor integrated unit and brake booster control unit

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



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

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

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace the ICC sensor integrated unit and/or the brake booster control unit.

## 7. CHECK SYMPTOM

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

Inspection result

Reproduced>>Replace the accelerator pedal actuator.

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

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# MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

## DTC/CIRCUIT DIAGNOSIS

### MAIN LINE BETWEEN DLC AND M&A CIRCUIT

#### Diagnosis Procedure

INFOID:000000005576993

#### 1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

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

#### Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

# MAIN LINE BETWEEN M&A AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

## MAIN LINE BETWEEN M&A AND ABS CIRCUIT

### Diagnosis Procedure

INFOID:000000005576997

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - Unified meter and A/C amp.
  - Harness connectors M6 and E106
2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M6	47	Existed
	72		48	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	47	E41	35	Existed
	48		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the ABS actuator and electric unit (control unit).

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

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# ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

## ECM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005576999

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
  2. Check the resistance between the ECM harness connector terminals.
- VQ engine models

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

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M160	105	101	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 the following.

- VQ engine models: [EC-142, "Diagnosis Procedure"](#)
- VK engine models: [EC-736, "Diagnosis Procedure"](#)

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to the following.

- VQ engine models: [EC-23, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
- VK engine models: [EC-579, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#)

YES (Past error)>>Error was detected in the ECM branch line.

NO >> Repair the power supply and the ground circuit.

# 4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

## 4WD BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577000

#### 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 AWD 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 AWD control unit.
2. Check the resistance between the AWD control unit harness connector terminals.

AWD control unit harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
M105	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-27, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AWD control unit. Refer to [DLN-58, "Exploded View"](#).  
YES (Past error)>>Error was detected in the AWD control unit branch line.  
NO >> Repair the power supply and the ground circuit.

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# DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

## DLC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577001

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

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

Is the measurement value within the specification?

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

# TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

## TCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577002

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - A/T assembly
  - Harness connector F103
  - Harness connector M116

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- VQ engine models: [TM-119, "Diagnosis Procedure"](#)
- VK engine models: [TM-301, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. (Replace A/T assembly if control valve with TCM is not listed in the latest parts list.) Refer to the following.
- VQ engine models: [TM-11, "Component Parts Location"](#)
  - VK engine models: [TM-193, "Component Parts Location"](#)
- YES (Past error)>>Error was detected in the TCM branch line.  
NO >> Repair the power supply and the ground circuit.

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# A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

## A-BAG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577003

#### **WARNING:**

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

#### **1.** CHECK CONNECTOR

---

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

Is the inspection result normal?

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

#### **2.** CHECK AIR BAG DIAGNOSIS SENSOR UNIT

---

Check the air bag diagnosis sensor unit. Refer to [SRC-5, "Work Flow"](#).

Is the inspection result normal?

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

## AV BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577004

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
  2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without navigation: [AV-101, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Single monitor): [AV-291, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Twin monitor): [AV-510, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without navigation: [AV-136, "Exploded View"](#)
  - With navigation (Single monitor): [AV-333, "Exploded View"](#)
  - With navigation (Twin monitor): [AV-562, "Exploded View"](#)

YES (Past error)>>Error was detected in the AV control unit branch line.

- NO >> Repair the power supply and the ground circuit.

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# BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

## BCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577005

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-40, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-83, "Exploded View"](#).  
YES (Past error)>>Error was detected in the BCM branch line.  
NO >> Repair the power supply and the ground circuit.

# M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

## M&A BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577006

#### 1.CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [HAC-68, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [HAC-179, "Exploded View"](#).  
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.  
NO >> Repair the power supply and the ground circuit.

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# STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

## STRG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577007

#### 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 ( $\Omega$ )
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-112, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-137, "Exploded View"](#).  
YES (Past error)>>Error was detected in the steering angle sensor branch line.  
NO >> Repair the power supply and the ground circuit.

# TPMS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

## TPMS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577008

#### 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 low tire pressure warning 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 low tire pressure warning control unit.
2. Check the resistance between the low tire pressure warning control unit harness connector terminals.

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M96	2	1	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the low tire pressure warning control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-39, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-76, "Exploded View"](#).  
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.  
NO >> Repair the power supply and the ground circuit.

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# ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

## ABS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577014

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-97, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-134, "Exploded View"](#).  
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.  
NO >> Repair the power supply and the ground circuit.

# IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

## IPDM-E BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577015

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-34, "Exploded View"](#).  
YES (Past error)>>Error was detected in the IPDM E/R branch line.  
NO >> Repair the power supply and the ground circuit.

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# CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

## CAN COMMUNICATION CIRCUIT

### Diagnosis Procedure

INFOID:000000005577022

#### 1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

#### 4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
  - VQ engine models

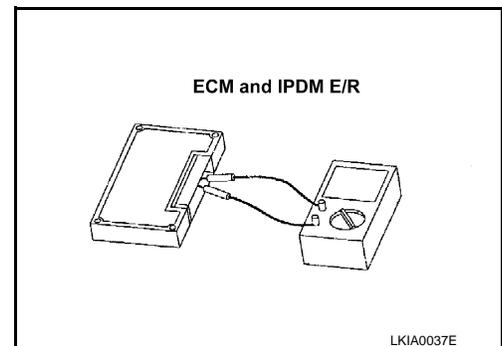
ECM		Resistance ( $\Omega$ )
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance ( $\Omega$ )
Terminal No.		
105	101	Approx. 108 – 132

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

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



# CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

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.

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# MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## DTC/CIRCUIT DIAGNOSIS

### MAIN LINE BETWEEN DLC AND M&A CIRCUIT

#### Diagnosis Procedure

INFOID:000000005577032

#### 1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

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

#### Is the inspection result normal?

YES (Present error)>>>Check CAN system type decision again.

YES (Past error)>>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.

NO >>> Repair the main line between the data link connector and the unified meter and A/C amp.

# MAIN LINE BETWEEN M&A AND ADP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## MAIN LINE BETWEEN M&A AND ADP CIRCUIT

### Diagnosis Procedure

INFOID:000000005577033

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M7
  - Harness connector B1

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - Unified meter and A/C amp.
  - Harness connectors M7 and B1
2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	80	Existed
	72		81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	80	82	Existed
	81	83	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the driver seat control unit.

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

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# MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## MAIN LINE BETWEEN ADP AND ABS CIRCUIT

### Diagnosis Procedure

INFOID:000000005577037

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector B1
  - Harness connector M7
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Connector No.	Terminal No.		Continuity
B1	82	80	Existed
	83	81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	82	M6	47	Existed
	83		48	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connectors M7 and M6.

#### 4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	47	E41	35	Existed
	48		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the driver seat control unit and the ABS actuator and electric unit (control unit).

# MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

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

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# ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## ECM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577038

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
  2. Check the resistance between the ECM harness connector terminals.
- VQ engine models

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

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M160	105	101	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 the following.

- VQ engine models: [EC-142, "Diagnosis Procedure"](#)
- VK engine models: [EC-736, "Diagnosis Procedure"](#)

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to the following.

- VQ engine models: [EC-23, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
- VK engine models: [EC-579, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#)

YES (Past error)>>Error was detected in the ECM branch line.

NO >> Repair the power supply and the ground circuit.

# 4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## 4WD BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577039

#### 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 AWD 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 AWD control unit.
2. Check the resistance between the AWD control unit harness connector terminals.

AWD control unit harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
M105	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-27, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AWD control unit. Refer to [DLN-58, "Exploded View"](#).  
YES (Past error)>>Error was detected in the AWD control unit branch line.  
NO >> Repair the power supply and the ground circuit.

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# DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## DLC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577040

#### 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 ( $\Omega$ )
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

# TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## TCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577041

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - A/T assembly
  - Harness connector F103
  - Harness connector M116

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- VQ engine models: [TM-119, "Diagnosis Procedure"](#)
- VK engine models: [TM-301, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. (Replace A/T assembly if control valve with TCM is not listed in the latest parts list.) Refer to the following.
- VQ engine models: [TM-11, "Component Parts Location"](#)
  - VK engine models: [TM-193, "Component Parts Location"](#)

YES (Past error)>>Error was detected in the TCM branch line.

NO >> Repair the power supply and the ground circuit.

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# A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## A-BAG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577042

#### **WARNING:**

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

#### **1**.CHECK CONNECTOR

---

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the main harness.

#### **2**.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

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Check the air bag diagnosis sensor unit. Refer to [SRC-5, "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

NO >> Replace parts whose air bag system has a malfunction.

# AV BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## AV BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577043

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
  2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without navigation: [AV-101, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Single monitor): [AV-291, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Twin monitor): [AV-510, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without navigation: [AV-136, "Exploded View"](#)
  - With navigation (Single monitor): [AV-333, "Exploded View"](#)
  - With navigation (Twin monitor): [AV-562, "Exploded View"](#)

YES (Past error)>>Error was detected in the AV control unit branch line.

- NO >> Repair the power supply and the ground circuit.

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# BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## BCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577044

#### 1.CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-40. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-83. "Exploded View"](#).  
YES (Past error)>>Error was detected in the BCM branch line.  
NO >> Repair the power supply and the ground circuit.

# M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## M&A BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577045

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [HAC-68, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [HAC-179, "Exploded View"](#).  
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.  
NO >> Repair the power supply and the ground circuit.

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# STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## STRG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577046

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-112, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-137, "Exploded View"](#).  
YES (Past error)>>Error was detected in the steering angle sensor branch line.  
NO >> Repair the power supply and the ground circuit.

# TPMS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## TPMS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577047

#### 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 low tire pressure warning 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 low tire pressure warning control unit.
2. Check the resistance between the low tire pressure warning control unit harness connector terminals.

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M96	2	1	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the low tire pressure warning control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-39, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-76, "Exploded View"](#).  
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.  
NO >> Repair the power supply and the ground circuit.

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# ADP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## ADP BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577048

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Driver seat control unit
  - Harness connector B460
  - Harness connector B11

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [ADP-59, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-215, "Exploded View"](#).

YES (Past error)>>Error was detected in the driver seat control unit branch line.

NO >> Repair the power supply and the ground circuit.

# ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## ABS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577053

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-97, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-134, "Exploded View"](#).  
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.  
NO >> Repair the power supply and the ground circuit.

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# IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## IPDM-E BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577054

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-34, "Exploded View"](#).  
YES (Past error)>>Error was detected in the IPDM E/R branch line.  
NO >> Repair the power supply and the ground circuit.

# CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

## CAN COMMUNICATION CIRCUIT

### Diagnosis Procedure

INFOID:000000005577061

#### 1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

#### 4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
  - VQ engine models

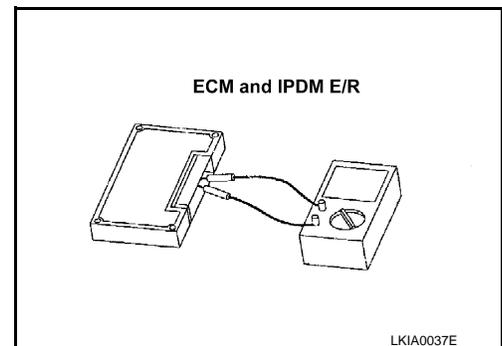
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
105	101	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



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# CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 5)]

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Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the IPDM E/R.

## 5.CHECK SYMPTOM

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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

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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.

# MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## DTC/CIRCUIT DIAGNOSIS

### MAIN LINE BETWEEN DLC AND M&A CIRCUIT

#### Diagnosis Procedure

INFOID:000000005577071

#### 1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

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

#### Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

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# MAIN LINE BETWEEN M&A AND ADP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## MAIN LINE BETWEEN M&A AND ADP CIRCUIT

### Diagnosis Procedure

INFOID:000000005577072

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M7
  - Harness connector B1

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - Unified meter and A/C amp.
  - Harness connectors M7 and B1
2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	80	Existed
	72		81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	80	82	Existed
	81	83	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the driver seat control unit.

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

# MAIN LINE BETWEEN ADP AND CGW CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## MAIN LINE BETWEEN ADP AND CGW CIRCUIT

### Diagnosis Procedure

INFOID:000000005577073

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector B1
  - Harness connector M7

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Connector No.	Terminal No.		Continuity
B1	82	80	Existed
	83	81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the harness connector M7 and the CAN gateway harness connector.

Harness connector		CAN gateway harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	82	M125	1	Existed
	83		7	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 CAN gateway.

NO >> Repair the main line between the harness connector M7 and the CAN gateway.

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# MAIN LINE BETWEEN CGW AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## MAIN LINE BETWEEN CGW AND ABS CIRCUIT

### Diagnosis Procedure

INFOID:000000005577074

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - CAN gateway
  - Harness connectors M6 and E106
2. Check the continuity between the CAN gateway harness connector and the harness connector.

CAN gateway harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M125	1	M6	47	Existed
	7		48	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the CAN gateway and the harness connector M6.

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	47	E41	35	Existed
	48		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 CAN gateway and the ABS actuator and electric unit (control unit).

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

# ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## ECM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577077

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
  2. Check the resistance between the ECM harness connector terminals.
- VQ engine models

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

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M160	105	101	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 the following.

- VQ engine models: [EC-142, "Diagnosis Procedure"](#)
- VK engine models: [EC-736, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- VQ engine models: [EC-23, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
  - VK engine models: [EC-579, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#)

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

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# 4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## 4WD BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577078

#### 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 AWD 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 AWD control unit.
2. Check the resistance between the AWD control unit harness connector terminals.

AWD control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M105	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-27, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AWD control unit. Refer to [DLN-58, "Exploded View"](#).  
YES (Past error)>>Error was detected in the AWD control unit branch line.  
NO >> Repair the power supply and the ground circuit.

# DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## DLC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577079

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

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

Is the measurement value within the specification?

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

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# TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## TCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577080

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - A/T assembly
  - Harness connector F103
  - Harness connector M116

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- VQ engine models: [TM-119, "Diagnosis Procedure"](#)
- VK engine models: [TM-301, "Diagnosis Procedure"](#)

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. (Replace A/T assembly if control valve with TCM is not listed in the latest parts list.) Refer to the following.

- VQ engine models: [TM-11, "Component Parts Location"](#)
- VK engine models: [TM-193, "Component Parts Location"](#)

YES (Past error)>>Error was detected in the TCM branch line.

NO >> Repair the power supply and the ground circuit.

# A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## A-BAG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000577081

#### **WARNING:**

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

#### **1**.CHECK CONNECTOR

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

Is the inspection result normal?

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

#### **2**.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-5, "Work Flow"](#).

Is the inspection result normal?

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

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## AV BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577082

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
  2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without navigation: [AV-101, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Single monitor): [AV-291, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Twin monitor): [AV-510, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without navigation: [AV-136, "Exploded View"](#)
  - With navigation (Single monitor): [AV-333, "Exploded View"](#)
  - With navigation (Twin monitor): [AV-562, "Exploded View"](#)

YES (Past error)>>Error was detected in the AV control unit branch line.

- NO >> Repair the power supply and the ground circuit.

# BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## BCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000577083

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-40, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-83, "Exploded View"](#).  
YES (Past error)>>Error was detected in the BCM branch line.  
NO >> Repair the power supply and the ground circuit.

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# M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## M&A BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577084

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [HAC-68, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [HAC-179, "Exploded View"](#).  
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.  
NO >> Repair the power supply and the ground circuit.

# STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## STRG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000577085

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-112, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-137, "Exploded View"](#).  
YES (Past error)>>Error was detected in the steering angle sensor branch line.  
NO >> Repair the power supply and the ground circuit.

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# TPMS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## TPMS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577086

#### 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 low tire pressure warning 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 low tire pressure warning control unit.
2. Check the resistance between the low tire pressure warning control unit harness connector terminals.

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M96	2	1	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the low tire pressure warning control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-39, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-76, "Exploded View"](#).  
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.  
NO >> Repair the power supply and the ground circuit.

# ADP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## ADP BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577087

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Driver seat control unit
  - Harness connector B460
  - Harness connector B11

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [ADP-59, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-215, "Exploded View"](#).

YES (Past error)>>Error was detected in the driver seat control unit branch line.

NO >> Repair the power supply and the ground circuit.

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# CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 1)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 1)

### Diagnosis Procedure

INFOID:000000005577090

#### 1. CHECK DTC

Check DTC of the CAN gateway with CONSULT-III.

Is U1010 or B2600 indicated?

- YES >> Perform a diagnosis of the indicated DTC.
- NO >> GO TO 2.

#### 2. 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 CAN gateway for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

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

CAN gateway harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
M125	1	7	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 4.
- NO >> Repair the CAN gateway branch line (CAN communication circuit 1).

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the CAN gateway. Refer to [LAN-106. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the CAN gateway. Refer to [LAN-112. "Exploded View"](#).
- YES (Past error)>>Error was detected in the CAN gateway branch line (CAN communication circuit 1).
- NO >> Repair the power supply and the ground circuit.

# CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 2)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 2)

### Diagnosis Procedure

INFOID:000000005577091

#### 1. CHECK DTC

Check DTC of the CAN gateway with CONSULT-III.

Is U1010 or B2600 indicated?

- YES >> Perform a diagnosis of the indicated DTC.
- NO >> GO TO 2.

#### 2. 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 CAN gateway for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair the CAN gateway branch line (CAN communication circuit 2).

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the CAN gateway. Refer to [LAN-106, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the CAN gateway. Refer to [LAN-112, "Exploded View"](#).
- YES (Past error)>>Error was detected in the CAN gateway branch line (CAN communication circuit 2).
- NO >> Repair the power supply and the ground circuit.

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# ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## ABS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577092

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-97, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-134, "Exploded View"](#).  
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.  
NO >> Repair the power supply and the ground circuit.

# IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## IPDM-E BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577093

#### 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 ( $\Omega$ )
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-34, "Exploded View"](#).  
YES (Past error)>>Error was detected in the IPDM E/R branch line.  
NO >> Repair the power supply and the ground circuit.

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# AFS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## AFS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577094

#### 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).
  - AFS control unit
  - CAN gateway

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

- YES >> GO TO 3.  
NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway.
2. Disconnect the connector of AFS control unit.
3. Check the resistance between the AFS control unit harness connector terminals.

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

Is the measurement value within the specification?

- YES >> GO TO 4.  
NO >> Repair the AFS control unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [EXL-64, "AFS CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AFS control unit. Refer to [EXL-237, "Exploded View"](#).  
YES (Past error)>>Error was detected in the AFS control unit branch line.  
NO >> Repair the power supply and the ground circuit.

## ICC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577095

#### 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).
  - ICC sensor integrated unit
  - Harness connector E106
  - Harness connector M6
  - CAN gateway

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

- YES >> GO TO 3.  
 NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

- YES >> GO TO 4.  
 NO >> Repair the ICC sensor integrated unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [CCS-140, "ICC SENSOR INTEGRATED UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [CCS-184, "Exploded View"](#).  
 YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.  
 NO >> Repair the power supply and the ground circuit.

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# LANE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## LANE BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577096

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Lane camera unit
  - Harness connector R7
  - Harness connector M110
  - CAN gateway

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway.
2. Disconnect the connector of lane camera unit.
3. Check the resistance between the lane camera unit harness connector terminals.

Lane camera unit harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
R8	10	5	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 4.

NO >> Repair the lane camera unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [CCS-495, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the lane camera unit. Refer to [CCS-536, "Exploded View"](#).

YES (Past error)>>Error was detected in the lane camera unit branch line.

NO >> Repair the power supply and the ground circuit.

PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:00000000577097

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).
  - Pre-crash seat belt control unit
  - Harness connector B1
  - Harness connector M7
  - CAN gateway

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

- YES >> GO TO 3.  
 NO >> Check the harness and repair the root cause (CAN communication circuit 2).

3.CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway.
2. Disconnect the connector of pre-crash seat belt control unit.
3. Check the resistance between the pre-crash seat belt control unit harness connector terminals.

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B9	14	4	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 4.  
 NO >> Repair the pre-crash seat belt control unit branch line.

4.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SBC-35, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SBC-73, "Exploded View"](#).  
 YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.  
 NO >> Repair the power supply and the ground circuit.

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# APA BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## APA BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577098

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

Accelerator pedal actuator harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E115	5	3	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the accelerator pedal actuator. Refer to [CCS-319, "ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the accelerator pedal actuator. Refer to [ACC-4, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Exploded View"](#).  
YES (Past error)>>Error was detected in the accelerator pedal actuator branch line.  
NO >> Repair the power supply and the ground circuit.

## BCU BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577099

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Brake booster control unit
  - Harness connector B201
  - Harness connector M117
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the brake booster control unit. Refer to [CCS-140. "BRAKE BOOSTER CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the brake booster control unit. Refer to [CCS-185. "Exploded View"](#).  
 YES (Past error)>>Error was detected in the brake booster control unit branch line.  
 NO >> Repair the power supply and the ground circuit.

LAN

# CAN COMMUNICATION CIRCUIT 1

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## CAN COMMUNICATION CIRCUIT 1

### Diagnosis Procedure

INFOID:00000000577101

#### 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 circuit 1.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

#### 4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
  - VQ engine models

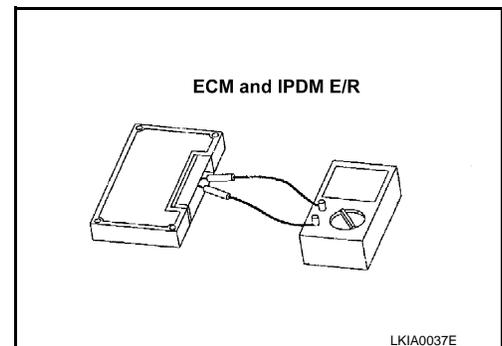
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
105	101	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



# CAN COMMUNICATION CIRCUIT 1

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

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 circuit 1.

**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.

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# CAN COMMUNICATION CIRCUIT 2

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## CAN COMMUNICATION CIRCUIT 2

### Diagnosis Procedure

INFOID:000000005577102

#### 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 circuit 2.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M24	13	Not existed
	12	

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	13	Ground	Not existed
	12		Not existed

Is the inspection result normal?

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

#### 4. CHECK CAN GATEWAY TERMINATION CIRCUIT

1. Remove the CAN gateway.
2. Check the resistance between the CAN gateway terminals.

1 : CAN gateway

CAN gateway		Resistance ( $\Omega$ )
Terminal No.		
4	10	Approx. 108 – 132
6	12	Approx. 108 – 132

Is the measurement value within the specification?

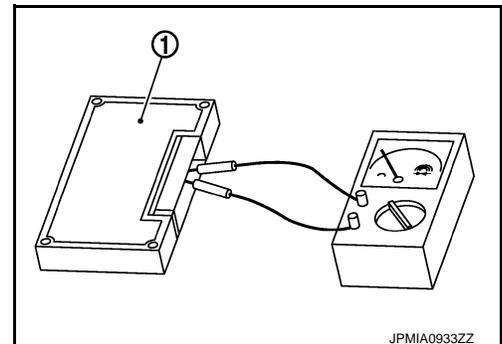
- YES >> GO TO 5.  
NO >> Replace the CAN gateway.

#### 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.



## CAN COMMUNICATION CIRCUIT 2

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 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 circuit 2.

**NOTE:**

CAN gateway 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.

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# ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## ITS COMMUNICATION CIRCUIT

### Diagnosis Procedure

INFOID:000000005577103

#### 1. CHECK CAN DIAGNOSIS

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

**NOTE:**

For identification of CAN communication circuit and ITS communication circuit, refer to [LAN-58, "System Diagram"](#).

Is the CAN communication circuit normal?

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

#### 2. CONNECTOR INSPECTION

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - ICC sensor integrated unit
  - Accelerator pedal actuator
  - Harness connector E106
  - Harness connector M6
  - Harness connector M117
  - Harness connector B201
  - Brake booster control unit

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - ICC sensor integrated unit
  - Brake booster control unit
2. Check the continuity between the ICC sensor integrated unit harness connector and the brake booster control unit harness connector.

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

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair the ICC sensor integrated unit branch line. (ITS communication line). Refer to [LAN-58, "System Diagram"](#).

#### 4. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

# ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 6)]

## 5. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

YES >> GO TO 6.

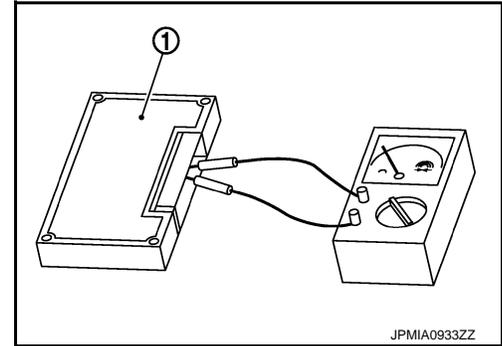
NO >> Check the harness and repair or replace (if shield line is short) the root cause.

## 6. CHECK TERMINATION CIRCUIT

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

1 : ICC sensor integrated unit and brake booster control unit

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



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

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

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace the ICC sensor integrated unit and/or the brake booster control unit.

## 7. CHECK SYMPTOM

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

Inspection result

Reproduced>>Replace the accelerator pedal actuator.

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

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# MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## DTC/CIRCUIT DIAGNOSIS

### MAIN LINE BETWEEN DLC AND M&A CIRCUIT

#### Diagnosis Procedure

INFOID:000000005577110

#### 1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

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

#### Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

# MAIN LINE BETWEEN M&A AND ADP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## MAIN LINE BETWEEN M&A AND ADP CIRCUIT

### Diagnosis Procedure

INFOID:000000005577111

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M7
  - Harness connector B1

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - Unified meter and A/C amp.
  - Harness connectors M7 and B1
2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	80	Existed
	72		81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	80	82	Existed
	81	83	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the driver seat control unit.

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

LAN

# MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## MAIN LINE BETWEEN ADP AND ABS CIRCUIT

### Diagnosis Procedure

INFOID:000000005577115

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector B1
  - Harness connector M7
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Connector No.	Terminal No.		Continuity
B1	82	80	Existed
	83	81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	82	M6	47	Existed
	83		48	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connectors M7 and M6.

#### 4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	47	E41	35	Existed
	48		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the driver seat control unit and the ABS actuator and electric unit (control unit).

# MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

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

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# ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## ECM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577116

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
  2. Check the resistance between the ECM harness connector terminals.
- VQ engine models

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

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M160	105	101	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 the following.

- VQ engine models: [EC-142, "Diagnosis Procedure"](#)
- VK engine models: [EC-736, "Diagnosis Procedure"](#)

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to the following.

- VQ engine models: [EC-23, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
- VK engine models: [EC-579, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#)

YES (Past error)>>Error was detected in the ECM branch line.

NO >> Repair the power supply and the ground circuit.

# 4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## 4WD BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577117

#### 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 AWD 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 AWD control unit.
2. Check the resistance between the AWD control unit harness connector terminals.

AWD control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M105	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-27, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AWD control unit. Refer to [DLN-58, "Exploded View"](#).  
YES (Past error)>>Error was detected in the AWD control unit branch line.  
NO >> Repair the power supply and the ground circuit.

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# DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## DLC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577118

#### 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 ( $\Omega$ )
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

# TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## TCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577119

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - A/T assembly
  - Harness connector F103
  - Harness connector M116

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- VQ engine models: [TM-119, "Diagnosis Procedure"](#)
- VK engine models: [TM-301, "Diagnosis Procedure"](#)

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. (Replace A/T assembly if control valve with TCM is not listed in the latest parts list.) Refer to the following.

- VQ engine models: [TM-11, "Component Parts Location"](#)
- VK engine models: [TM-193, "Component Parts Location"](#)

YES (Past error)>>Error was detected in the TCM branch line.

NO >> Repair the power supply and the ground circuit.

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# A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## A-BAG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577120

#### **WARNING:**

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

#### **1**.CHECK CONNECTOR

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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

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Check the air bag diagnosis sensor unit. Refer to [SRC-5, "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

NO >> Replace parts whose air bag system has a malfunction.

# AV BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## AV BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577121

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
  2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without navigation: [AV-101, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Single monitor): [AV-291, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Twin monitor): [AV-510, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without navigation: [AV-136, "Exploded View"](#)
  - With navigation (Single monitor): [AV-333, "Exploded View"](#)
  - With navigation (Twin monitor): [AV-562, "Exploded View"](#)

YES (Past error)>>Error was detected in the AV control unit branch line.

- NO >> Repair the power supply and the ground circuit.

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# BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## BCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577122

#### 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 ( $\Omega$ )
Connector No.	Terminal No.		
M122	91	90	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-40. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-83. "Exploded View"](#).  
YES (Past error)>>Error was detected in the BCM branch line.  
NO >> Repair the power supply and the ground circuit.

# M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## M&A BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577123

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [HAC-68, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [HAC-179, "Exploded View"](#).  
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.  
NO >> Repair the power supply and the ground circuit.

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# STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## STRG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577124

#### 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 ( $\Omega$ )
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-112, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-137, "Exploded View"](#).  
YES (Past error)>>Error was detected in the steering angle sensor branch line.  
NO >> Repair the power supply and the ground circuit.

# TPMS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## TPMS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577125

#### 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 low tire pressure warning 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 low tire pressure warning control unit.
2. Check the resistance between the low tire pressure warning control unit harness connector terminals.

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M96	2	1	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the low tire pressure warning control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-39, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-76, "Exploded View"](#).  
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.  
NO >> Repair the power supply and the ground circuit.

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# ADP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## ADP BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577126

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Driver seat control unit
  - Harness connector B460
  - Harness connector B11

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [ADP-59, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-215, "Exploded View"](#).

YES (Past error)>>Error was detected in the driver seat control unit branch line.

NO >> Repair the power supply and the ground circuit.

# ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## ABS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577131

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-97, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-134, "Exploded View"](#).  
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.  
NO >> Repair the power supply and the ground circuit.

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# IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## IPDM-E BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000577132

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-34, "Exploded View"](#).  
YES (Past error)>>Error was detected in the IPDM E/R branch line.  
NO >> Repair the power supply and the ground circuit.

# CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## CAN COMMUNICATION CIRCUIT

### Diagnosis Procedure

INFOID:000000005577139

#### 1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

#### 4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
  - VQ engine models

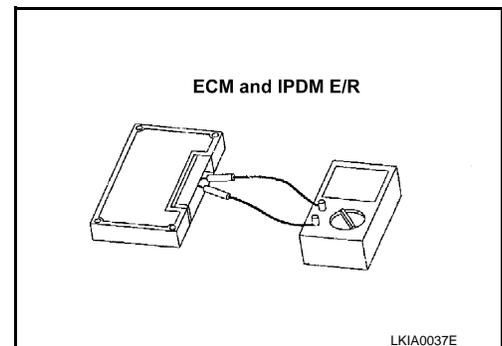
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
105	101	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



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# CAN COMMUNICATION CIRCUIT

[CAN SYSTEM (TYPE 7)]

< DTC/CIRCUIT DIAGNOSIS >

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.

# MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## DTC/CIRCUIT DIAGNOSIS

### MAIN LINE BETWEEN DLC AND M&A CIRCUIT

#### Diagnosis Procedure

INFOID:000000005577150

#### 1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

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

#### Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

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# MAIN LINE BETWEEN M&A AND ADP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## MAIN LINE BETWEEN M&A AND ADP CIRCUIT

### Diagnosis Procedure

INFOID:00000000577151

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M7
  - Harness connector B1

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - Unified meter and A/C amp.
  - Harness connectors M7 and B1
2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	80	Existed
	72		81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	80	82	Existed
	81	83	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the driver seat control unit.

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

# MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## MAIN LINE BETWEEN ADP AND ABS CIRCUIT

### Diagnosis Procedure

INFOID:000000005577155

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector B1
  - Harness connector M7
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Connector No.	Terminal No.		Continuity
B1	82	80	Existed
	83	81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	82	M6	47	Existed
	83		48	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connectors M7 and M6.

#### 4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	47	E41	35	Existed
	48		14	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the driver seat control unit and the ABS actuator and electric unit (control unit).

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## MAIN LINE BETWEEN ADP AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

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

# ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## ECM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577156

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
  2. Check the resistance between the ECM harness connector terminals.
- VQ engine models

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

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M160	105	101	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 the following.

- VQ engine models: [EC-142, "Diagnosis Procedure"](#)
- VK engine models: [EC-736, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- VQ engine models: [EC-23, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
  - VK engine models: [EC-579, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#)

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

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# 4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## 4WD BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577157

#### 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 AWD 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 AWD control unit.
2. Check the resistance between the AWD control unit harness connector terminals.

AWD control unit harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
M105	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-27, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AWD control unit. Refer to [DLN-58, "Exploded View"](#).  
YES (Past error)>>Error was detected in the AWD control unit branch line.  
NO >> Repair the power supply and the ground circuit.

# DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## DLC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577158

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

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

Is the measurement value within the specification?

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

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# TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## TCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577159

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - A/T assembly
  - Harness connector F103
  - Harness connector M116

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- VQ engine models: [TM-119, "Diagnosis Procedure"](#)
- VK engine models: [TM-301, "Diagnosis Procedure"](#)

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. (Replace A/T assembly if control valve with TCM is not listed in the latest parts list.) Refer to the following.

- VQ engine models: [TM-11, "Component Parts Location"](#)
- VK engine models: [TM-193, "Component Parts Location"](#)

YES (Past error)>>Error was detected in the TCM branch line.

NO >> Repair the power supply and the ground circuit.

# A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## A-BAG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577160

#### **WARNING:**

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

#### **1**.CHECK CONNECTOR

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

Is the inspection result normal?

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

#### **2**.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-5, "Work Flow"](#).

Is the inspection result normal?

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

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# AV BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## AV BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577161

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
  2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without navigation: [AV-101, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Single monitor): [AV-291, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Twin monitor): [AV-510, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without navigation: [AV-136, "Exploded View"](#)
  - With navigation (Single monitor): [AV-333, "Exploded View"](#)
  - With navigation (Twin monitor): [AV-562, "Exploded View"](#)

YES (Past error)>>Error was detected in the AV control unit branch line.

- NO >> Repair the power supply and the ground circuit.

# BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## BCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577162

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-40, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-83, "Exploded View"](#).  
YES (Past error)>>Error was detected in the BCM branch line.  
NO >> Repair the power supply and the ground circuit.

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# M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## M&A BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577163

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [HAC-68, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [HAC-179, "Exploded View"](#).  
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.  
NO >> Repair the power supply and the ground circuit.

# STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## STRG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577164

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-112, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-137, "Exploded View"](#).  
YES (Past error)>>Error was detected in the steering angle sensor branch line.  
NO >> Repair the power supply and the ground circuit.

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# TPMS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## TPMS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577165

#### 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 low tire pressure warning 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 low tire pressure warning control unit.
2. Check the resistance between the low tire pressure warning control unit harness connector terminals.

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M96	2	1	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the low tire pressure warning control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-39, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-76, "Exploded View"](#).  
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.  
NO >> Repair the power supply and the ground circuit.

# ADP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## ADP BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577166

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Driver seat control unit
  - Harness connector B460
  - Harness connector B11

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [ADP-59, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-215, "Exploded View"](#).

YES (Past error)>>Error was detected in the driver seat control unit branch line.

NO >> Repair the power supply and the ground circuit.

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# E-SUS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## E-SUS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577167

#### 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 E-SUS 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 E-SUS control unit.
2. Check the resistance between the E-SUS control unit harness connector terminals.

E-SUS control unit harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
B38	32	29	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the E-SUS control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the E-SUS control unit. Refer to [SCS-41, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the E-SUS control unit. Refer to [SCS-61, "Exploded View"](#).  
YES (Past error)>>Error was detected in the E-SUS control unit branch line.  
NO >> Repair the power supply and the ground circuit.

# RAS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## RAS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577168

#### 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 RAS 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 RAS control unit.
2. Check the resistance between the RAS control unit harness connector terminals.

RAS control unit harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
B37	1	8	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the RAS control unit. Refer to [STC-81, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the RAS control unit. Refer to [STC-109, "Removal and Installation"](#).  
YES (Past error)>>Error was detected in the RAS control unit branch line.  
NO >> Repair the power supply and the ground circuit.

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# ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## ABS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000577171

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-97, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-134, "Exploded View"](#).  
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.  
NO >> Repair the power supply and the ground circuit.

# IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## IPDM-E BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577172

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-34, "Exploded View"](#).  
YES (Past error)>>Error was detected in the IPDM E/R branch line.  
NO >> Repair the power supply and the ground circuit.

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# CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

## CAN COMMUNICATION CIRCUIT

### Diagnosis Procedure

INFOID:000000005577179

#### 1. CONNECTOR INSPECTION

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

#### 4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
  - VQ engine models

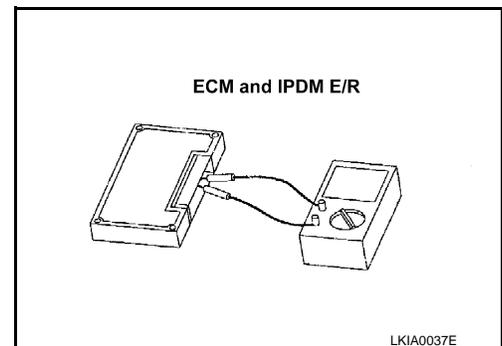
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
105	101	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



# CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 8)]

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.

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# MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## DTC/CIRCUIT DIAGNOSIS

### MAIN LINE BETWEEN DLC AND M&A CIRCUIT

#### Diagnosis Procedure

INFOID:000000005577189

#### 1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

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

#### Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

# MAIN LINE BETWEEN M&A AND ADP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## MAIN LINE BETWEEN M&A AND ADP CIRCUIT

### Diagnosis Procedure

INFOID:000000005577190

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M7
  - Harness connector B1

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - Unified meter and A/C amp.
  - Harness connectors M7 and B1
2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	80	Existed
	72		81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	80	82	Existed
	81	83	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the driver seat control unit.

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

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# MAIN LINE BETWEEN ADP AND CGW CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## MAIN LINE BETWEEN ADP AND CGW CIRCUIT

### Diagnosis Procedure

INFOID:00000000577191

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector B1
  - Harness connector M7

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Connector No.	Terminal No.		Continuity
B1	82	80	Existed
	83	81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the harness connector M7 and the CAN gateway harness connector.

Harness connector		CAN gateway harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	82	M125	1	Existed
	83		7	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 CAN gateway.

NO >> Repair the main line between the harness connector M7 and the CAN gateway.

# MAIN LINE BETWEEN CGW AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## MAIN LINE BETWEEN CGW AND ABS CIRCUIT

### Diagnosis Procedure

INFOID:000000005577192

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - CAN gateway
  - Harness connectors M6 and E106
2. Check the continuity between the CAN gateway harness connector and the harness connector.

CAN gateway harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M125	1	M6	47	Existed
	7		48	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the CAN gateway and the harness connector M6.

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	47	E41	35	Existed
	48		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 CAN gateway and the ABS actuator and electric unit (control unit).

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

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# ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## ECM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577195

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
  2. Check the resistance between the ECM harness connector terminals.
- VQ engine models

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

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M160	105	101	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 the following.

- VQ engine models: [EC-142, "Diagnosis Procedure"](#)
- VK engine models: [EC-736, "Diagnosis Procedure"](#)

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to the following.

- VQ engine models: [EC-23, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
- VK engine models: [EC-579, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#)

YES (Past error)>>Error was detected in the ECM branch line.

NO >> Repair the power supply and the ground circuit.

# 4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## 4WD BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577196

#### 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 AWD 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 AWD control unit.
2. Check the resistance between the AWD control unit harness connector terminals.

AWD control unit harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
M105	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-27, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AWD control unit. Refer to [DLN-58, "Exploded View"](#).  
YES (Past error)>>Error was detected in the AWD control unit branch line.  
NO >> Repair the power supply and the ground circuit.

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# DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## DLC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577197

#### 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 ( $\Omega$ )
Connector No.	Terminal No.		
M24	6	14	Approx. 54 – 66

Is the measurement value within the specification?

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

# TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## TCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577198

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - A/T assembly
  - Harness connector F103
  - Harness connector M116

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- VQ engine models: [TM-119, "Diagnosis Procedure"](#)
- VK engine models: [TM-301, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the control valve with TCM. (Replace A/T assembly if control valve with TCM is not listed in the latest parts list.) Refer to the following.
- VQ engine models: [TM-11, "Component Parts Location"](#)
  - VK engine models: [TM-193, "Component Parts Location"](#)
- YES (Past error)>>Error was detected in the TCM branch line.  
NO >> Repair the power supply and the ground circuit.

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# A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## A-BAG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577199

#### **WARNING:**

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

#### **1.** CHECK CONNECTOR

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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

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Check the air bag diagnosis sensor unit. Refer to [SRC-5, "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

NO >> Replace parts whose air bag system has a malfunction.

# AV BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## AV BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000557200

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
  2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without navigation: [AV-101, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Single monitor): [AV-291, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Twin monitor): [AV-510, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without navigation: [AV-136, "Exploded View"](#)
  - With navigation (Single monitor): [AV-333, "Exploded View"](#)
  - With navigation (Twin monitor): [AV-562, "Exploded View"](#)

YES (Past error)>>Error was detected in the AV control unit branch line.

- NO >> Repair the power supply and the ground circuit.

# BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## BCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577201

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-40. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-83. "Exploded View"](#).  
YES (Past error)>>Error was detected in the BCM branch line.  
NO >> Repair the power supply and the ground circuit.

# M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## M&A BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577202

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [HAC-68, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [HAC-179, "Exploded View"](#).  
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.  
NO >> Repair the power supply and the ground circuit.

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# STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## STRG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577203

#### 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 ( $\Omega$ )
Connector No.	Terminal No.		
M37	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-112, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-137, "Exploded View"](#).  
YES (Past error)>>Error was detected in the steering angle sensor branch line.  
NO >> Repair the power supply and the ground circuit.

# TPMS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## TPMS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577204

#### 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 low tire pressure warning 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 low tire pressure warning control unit.
2. Check the resistance between the low tire pressure warning control unit harness connector terminals.

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M96	2	1	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the low tire pressure warning control unit branch line.

#### 3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-39, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-76, "Exploded View"](#).  
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.  
NO >> Repair the power supply and the ground circuit.

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# ADP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## ADP BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577205

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Driver seat control unit
  - Harness connector B460
  - Harness connector B11

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the driver seat control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [ADP-59, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-215, "Exploded View"](#).

YES (Past error)>>Error was detected in the driver seat control unit branch line.

NO >> Repair the power supply and the ground circuit.

# CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 1)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 1)

### Diagnosis Procedure

INFOID:00000000557208

#### 1. CHECK DTC

Check DTC of the CAN gateway with CONSULT-III.

Is U1010 or B2600 indicated?

- YES >> Perform a diagnosis of the indicated DTC.
- NO >> GO TO 2.

#### 2. 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 CAN gateway for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

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

CAN gateway harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M125	1	7	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 4.
- NO >> Repair the CAN gateway branch line (CAN communication circuit 1).

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the CAN gateway. Refer to [LAN-106. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the CAN gateway. Refer to [LAN-112. "Exploded View"](#).
- YES (Past error)>>Error was detected in the CAN gateway branch line (CAN communication circuit 1).
- NO >> Repair the power supply and the ground circuit.

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# CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 2)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 2)

### Diagnosis Procedure

INFOID:000000005577209

#### 1. CHECK DTC

Check DTC of the CAN gateway with CONSULT-III.

Is U1010 or B2600 indicated?

- YES >> Perform a diagnosis of the indicated DTC.
- NO >> GO TO 2.

#### 2. 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 CAN gateway for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair the CAN gateway branch line (CAN communication circuit 2).

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the CAN gateway. Refer to [LAN-106, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the CAN gateway. Refer to [LAN-112, "Exploded View"](#).
- YES (Past error)>>Error was detected in the CAN gateway branch line (CAN communication circuit 2).
- NO >> Repair the power supply and the ground circuit.

# ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## ABS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000557210

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-97, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-134, "Exploded View"](#).  
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.  
NO >> Repair the power supply and the ground circuit.

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# IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## IPDM-E BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000557211

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-34, "Exploded View"](#).  
YES (Past error)>>Error was detected in the IPDM E/R branch line.  
NO >> Repair the power supply and the ground circuit.

# AFS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## AFS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000557212

#### 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).
  - AFS control unit
  - CAN gateway

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector		Continuity	
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

- YES >> GO TO 3.  
NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway.
2. Disconnect the connector of AFS control unit.
3. Check the resistance between the AFS control unit harness connector terminals.

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

Is the measurement value within the specification?

- YES >> GO TO 4.  
NO >> Repair the AFS control unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [EXL-64, "AFS CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AFS control unit. Refer to [EXL-237, "Exploded View"](#).  
YES (Past error)>>Error was detected in the AFS control unit branch line.  
NO >> Repair the power supply and the ground circuit.

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## ICC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577213

#### 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).
  - ICC sensor integrated unit
  - Harness connector E106
  - Harness connector M6
  - CAN gateway

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

- YES >> GO TO 3.  
 NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

- YES >> GO TO 4.  
 NO >> Repair the ICC sensor integrated unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [CCS-140, "ICC SENSOR INTEGRATED UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [CCS-184, "Exploded View"](#).  
 YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.  
 NO >> Repair the power supply and the ground circuit.

# LANE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## LANE BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000557214

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Lane camera unit
  - Harness connector R7
  - Harness connector M110
  - CAN gateway

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway.
2. Disconnect the connector of lane camera unit.
3. Check the resistance between the lane camera unit harness connector terminals.

Lane camera unit harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
R8	10	5	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 4.

NO >> Repair the lane camera unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [CCS-495, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the lane camera unit. Refer to [CCS-536, "Exploded View"](#).

YES (Past error)>>Error was detected in the lane camera unit branch line.

NO >> Repair the power supply and the ground circuit.

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PSB BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000005577215

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).
  - Pre-crash seat belt control unit
  - Harness connector B1
  - Harness connector M7
  - CAN gateway

Is the inspection result normal?

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

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

- YES >> GO TO 3.  
 NO >> Check the harness and repair the root cause (CAN communication circuit 2).

3. CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway.
2. Disconnect the connector of pre-crash seat belt control unit.
3. Check the resistance between the pre-crash seat belt control unit harness connector terminals.

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B9	14	4	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 4.  
 NO >> Repair the pre-crash seat belt control unit branch line.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SBC-35, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SBC-73, "Exploded View"](#).  
 YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.  
 NO >> Repair the power supply and the ground circuit.

# APA BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## APA BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000557216

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

Accelerator pedal actuator harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
E115	5	3	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the accelerator pedal actuator. Refer to [CCS-319, "ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the accelerator pedal actuator. Refer to [ACC-4, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Exploded View"](#).  
YES (Past error)>>Error was detected in the accelerator pedal actuator branch line.  
NO >> Repair the power supply and the ground circuit.

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## BCU BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000557217

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Brake booster control unit
  - Harness connector B201
  - Harness connector M117
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the brake booster control unit. Refer to [CCS-140. "BRAKE BOOSTER CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the brake booster control unit. Refer to [CCS-185. "Exploded View"](#).  
YES (Past error)>>Error was detected in the brake booster control unit branch line.  
NO >> Repair the power supply and the ground circuit.

# CAN COMMUNICATION CIRCUIT 1

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## CAN COMMUNICATION CIRCUIT 1

### Diagnosis Procedure

INFOID:00000000557219

#### 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 circuit 1.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

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

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

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

#### 4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
  - VQ engine models

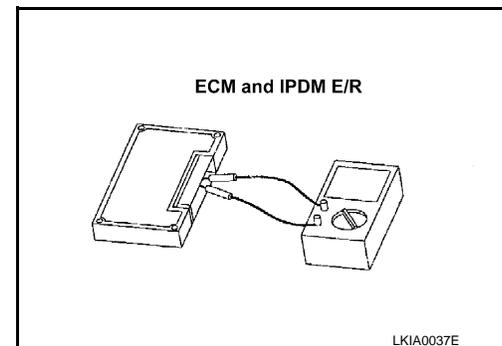
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
105	101	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



# CAN COMMUNICATION CIRCUIT 1

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

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Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the ECM and/or the IPDM E/R.

## 5.CHECK SYMPTOM

---

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

Inspection result

Reproduced>>GO TO 6.

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

## 6.CHECK UNIT REPRODUCTION

---

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

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect one of the unit connectors of CAN communication circuit 1.

**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.

# CAN COMMUNICATION CIRCUIT 2

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## CAN COMMUNICATION CIRCUIT 2

### Diagnosis Procedure

INFOID:00000000557220

#### 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 circuit 2.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

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

#### 2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M24	13	Not existed
	12	

Is the inspection result normal?

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

#### 3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	13	Ground	Not existed
	12		Not existed

Is the inspection result normal?

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

#### 4. CHECK CAN GATEWAY TERMINATION CIRCUIT

1. Remove the CAN gateway.
2. Check the resistance between the CAN gateway terminals.

1 : CAN gateway

CAN gateway		Resistance (Ω)
Terminal No.		
4	10	Approx. 108 – 132
6	12	Approx. 108 – 132

Is the measurement value within the specification?

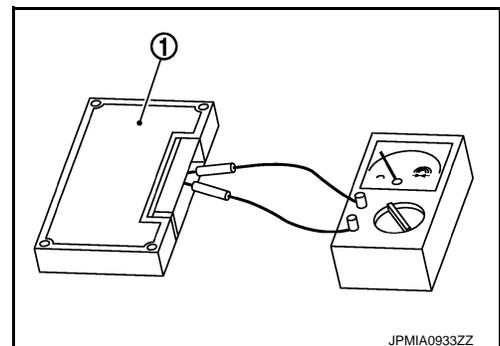
- YES >> GO TO 5.  
 NO >> Replace the CAN gateway.

#### 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.



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## CAN COMMUNICATION CIRCUIT 2

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

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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 circuit 2.

**NOTE:**

CAN gateway have a termination circuit. Check other units first.

4. Connect the battery cable to the negative terminal. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.

**NOTE:**

Although unit-related error symptoms occur, do not confuse them with other symptoms.

#### Inspection result

Reproduced>>Connect the connector. Check other units as per the above procedure.

Non-reproduced>>Replace the unit whose connector was disconnected.

# ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## ITS COMMUNICATION CIRCUIT

### Diagnosis Procedure

INFOID:00000000557221

#### 1. CHECK CAN DIAGNOSIS

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

**NOTE:**

For identification of CAN communication circuit and ITS communication circuit, refer to [LAN-58, "System Diagram"](#).

Is the CAN communication circuit normal?

YES >> GO TO 2.

NO >> Check and repair CAN communication circuit.

#### 2. CONNECTOR INSPECTION

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - ICC sensor integrated unit
  - Accelerator pedal actuator
  - Harness connector E106
  - Harness connector M6
  - Harness connector M117
  - Harness connector B201
  - Brake booster control unit

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the terminal and connector.

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - ICC sensor integrated unit
  - Brake booster control unit
2. Check the continuity between the ICC sensor integrated unit harness connector and the brake booster control unit harness connector.

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

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the ICC sensor integrated unit branch line. (ITS communication line). Refer to [LAN-58, "System Diagram"](#).

#### 4. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

YES >> GO TO 5.

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

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# ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 9)]

## 5. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

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

Is the inspection result normal?

YES >> GO TO 6.

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

## 6. CHECK TERMINATION CIRCUIT

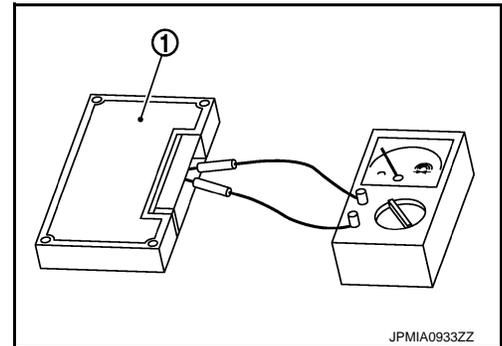
- Remove the ICC sensor integrated unit and the brake booster control unit.
- Check the resistance between the ICC sensor integrated unit terminals.

1 : ICC sensor integrated unit and brake booster control unit

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

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

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



Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace the ICC sensor integrated unit and/or the brake booster control unit.

## 7. CHECK SYMPTOM

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

Inspection result

Reproduced>>Replace the accelerator pedal actuator.

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

# MAIN LINE BETWEEN DLC AND M&A CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## DTC/CIRCUIT DIAGNOSIS

### MAIN LINE BETWEEN DLC AND M&A CIRCUIT

#### Diagnosis Procedure

INFOID:000000005577228

#### 1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

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

#### Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the data link connector and the unified meter and A/C amp.

NO >> Repair the main line between the data link connector and the unified meter and A/C amp.

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# MAIN LINE BETWEEN M&A AND ADP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## MAIN LINE BETWEEN M&A AND ADP CIRCUIT

### Diagnosis Procedure

INFOID:000000005577229

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M7
  - Harness connector B1

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - Unified meter and A/C amp.
  - Harness connectors M7 and B1
2. Check the continuity between the unified meter and A/C amp. harness connector and the harness connector.

Unified meter and A/C amp. harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M67	56	M7	80	Existed
	72		81	Existed

Is the inspection result normal?

YES >> GO TO 3.

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

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

Check the continuity between the harness connector terminals.

Connector No.	Terminal No.		Continuity
B1	80	82	Existed
	81	83	Existed

Is the inspection result normal?

YES (Present error)>>Check CAN system type decision again.

YES (Past error)>>Error was detected in the main line between the unified meter and A/C amp. and the driver seat control unit.

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

# MAIN LINE BETWEEN ADP AND CGW CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## MAIN LINE BETWEEN ADP AND CGW CIRCUIT

### Diagnosis Procedure

INFOID:00000000557230

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector B1
  - Harness connector M7

Is the inspection result normal?

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

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Connector No.	Terminal No.		Continuity
B1	82	80	Existed
	83	81	Existed

Is the inspection result normal?

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

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the harness connector M7 and the CAN gateway harness connector.

Harness connector		CAN gateway harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M7	82	M125	1	Existed
	83		7	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 CAN gateway.  
 NO >> Repair the main line between the harness connector M7 and the CAN gateway.

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# MAIN LINE BETWEEN CGW AND ABS CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## MAIN LINE BETWEEN CGW AND ABS CIRCUIT

### Diagnosis Procedure

INFOID:000000005577231

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - CAN gateway
  - Harness connectors M6 and E106
2. Check the continuity between the CAN gateway harness connector and the harness connector.

CAN gateway harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M125	1	M6	47	Existed
	7		48	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the CAN gateway and the harness connector M6.

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		ABS actuator and electric unit (control unit) harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E106	47	E41	35	Existed
	48		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 CAN gateway and the ABS actuator and electric unit (control unit).

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

# ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## ECM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000557234

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ECM.
  2. Check the resistance between the ECM harness connector terminals.
- VQ engine models

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

- VK engine models

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M160	105	101	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 the following.

- VQ engine models: [EC-142, "Diagnosis Procedure"](#)
- VK engine models: [EC-736, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to the following.
- VQ engine models: [EC-23, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#)
  - VK engine models: [EC-579, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Special Repair Requirement"](#)

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

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# 4WD BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## 4WD BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577235

#### 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 AWD 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 AWD control unit.
2. Check the resistance between the AWD control unit harness connector terminals.

AWD control unit harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
M105	8	16	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AWD control unit. Refer to [DLN-27, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the AWD control unit. Refer to [DLN-58, "Exploded View"](#).  
YES (Past error)>>Error was detected in the AWD control unit branch line.  
NO >> Repair the power supply and the ground circuit.

# DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## DLC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577236

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

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

Is the measurement value within the specification?

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

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# TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## TCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577237

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - A/T assembly
  - Harness connector F103
  - Harness connector M116

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the TCM branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCM. Refer to the following.

- VQ engine models: [TM-119, "Diagnosis Procedure"](#)
- VK engine models: [TM-301, "Diagnosis Procedure"](#)

Is the inspection result normal?

YES (Present error)>>Replace the control valve with TCM. (Replace A/T assembly if control valve with TCM is not listed in the latest parts list.) Refer to the following.

- VQ engine models: [TM-11, "Component Parts Location"](#)
- VK engine models: [TM-193, "Component Parts Location"](#)

YES (Past error)>>Error was detected in the TCM branch line.

NO >> Repair the power supply and the ground circuit.

# A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## A-BAG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577238

#### **WARNING:**

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

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-5, "Work Flow"](#).

Is the inspection result normal?

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

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## AV BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577239

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
  2. Check the resistance between the AV control unit harness connector terminals.
- Models with navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M210	90	74	Approx. 54 – 66

- Models without navigation system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M204	81	80	Approx. 54 – 66

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without navigation: [AV-101, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Single monitor): [AV-291, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With navigation (Twin monitor): [AV-510, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without navigation: [AV-136, "Exploded View"](#)
  - With navigation (Single monitor): [AV-333, "Exploded View"](#)
  - With navigation (Twin monitor): [AV-562, "Exploded View"](#)

YES (Past error)>>Error was detected in the AV control unit branch line.

- NO >> Repair the power supply and the ground circuit.

# BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## BCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000557240

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-40, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-83, "Exploded View"](#).  
YES (Past error)>>Error was detected in the BCM branch line.  
NO >> Repair the power supply and the ground circuit.

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# M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## M&A BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577241

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the unified meter and A/C amp. Refer to [HAC-68, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the unified meter and A/C amp. Refer to [HAC-179, "Exploded View"](#).  
YES (Past error)>>Error was detected in the unified meter and A/C amp. branch line.  
NO >> Repair the power supply and the ground circuit.

# STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## STRG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577242

#### 1.CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2.CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

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

#### 3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-112, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-137, "Exploded View"](#).  
YES (Past error)>>Error was detected in the steering angle sensor branch line.  
NO >> Repair the power supply and the ground circuit.

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# TPMS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## TPMS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577243

#### 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 low tire pressure warning 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 low tire pressure warning control unit.
2. Check the resistance between the low tire pressure warning control unit harness connector terminals.

Low tire pressure warning control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M96	2	1	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the low tire pressure warning control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the low tire pressure warning control unit. Refer to [WT-39, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the low tire pressure warning control unit. Refer to [WT-76, "Exploded View"](#).  
YES (Past error)>>Error was detected in the low tire pressure warning control unit branch line.  
NO >> Repair the power supply and the ground circuit.

# ADP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## ADP BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000557244

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Driver seat control unit
  - Harness connector B460
  - Harness connector B11

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

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

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the driver seat control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the driver seat control unit. Refer to [ADP-59, "DRIVER SEAT CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the driver seat control unit. Refer to [ADP-215, "Exploded View"](#).  
YES (Past error)>>Error was detected in the driver seat control unit branch line.  
NO >> Repair the power supply and the ground circuit.

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# E-SUS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## E-SUS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577245

#### 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 E-SUS 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 E-SUS control unit.
2. Check the resistance between the E-SUS control unit harness connector terminals.

E-SUS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B38	32	29	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the E-SUS control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the E-SUS control unit. Refer to [SCS-41, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the E-SUS control unit. Refer to [SCS-61, "Exploded View"](#).  
YES (Past error)>>Error was detected in the E-SUS control unit branch line.  
NO >> Repair the power supply and the ground circuit.

# RAS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## RAS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000557246

#### 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 RAS 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 RAS control unit.
2. Check the resistance between the RAS control unit harness connector terminals.

RAS control unit harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
B37	1	8	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the RAS control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the RAS control unit. Refer to [STC-81, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the RAS control unit. Refer to [STC-109, "Removal and Installation"](#).  
YES (Past error)>>Error was detected in the RAS control unit branch line.  
NO >> Repair the power supply and the ground circuit.

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# CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 1)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 1)

### Diagnosis Procedure

INFOID:000000005577247

#### 1. CHECK DTC

Check DTC of the CAN gateway with CONSULT-III.

Is U1010 or B2600 indicated?

- YES >> Perform a diagnosis of the indicated DTC.
- NO >> GO TO 2.

#### 2. 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 CAN gateway for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 3.
- NO >> Repair the terminal and connector.

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of CAN gateway.
2. Check the resistance between the CAN gateway harness connector terminals.

CAN gateway harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
M125	1	7	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 4.
- NO >> Repair the CAN gateway branch line (CAN communication circuit 1).

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the CAN gateway. Refer to [LAN-106. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the CAN gateway. Refer to [LAN-112. "Exploded View"](#).
- YES (Past error)>>Error was detected in the CAN gateway branch line (CAN communication circuit 1).
- NO >> Repair the power supply and the ground circuit.

# CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 2)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## CGW BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT 2)

### Diagnosis Procedure

INFOID:00000000557248

#### 1.CHECK DTC

Check DTC of the CAN gateway with CONSULT-III.

Is U1010 or B2600 indicated?

YES >> Perform a diagnosis of the indicated DTC.

NO >> GO TO 2.

#### 2.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 CAN gateway for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the terminal and connector.

#### 3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the CAN gateway branch line (CAN communication circuit 2).

#### 4.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the CAN gateway. Refer to [LAN-106, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the CAN gateway. Refer to [LAN-112, "Exploded View"](#).

YES (Past error)>>Error was detected in the CAN gateway branch line (CAN communication circuit 2).

NO >> Repair the power supply and the ground circuit.

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# ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## ABS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577249

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the ABS actuator and electric unit (control unit) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.  
NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of ABS actuator and electric unit (control unit).
2. Check the resistance between the ABS actuator and electric unit (control unit) harness connector terminals.

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E41	35	14	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the ABS actuator and electric unit (control unit) branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-97, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-134, "Exploded View"](#).  
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.  
NO >> Repair the power supply and the ground circuit.

# IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## IPDM-E BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000557250

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the IPDM E/R for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.  
NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of IPDM E/R.
2. Check the resistance between the IPDM E/R harness connector terminals.

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E6	40	39	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the IPDM E/R branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-19, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-34, "Exploded View"](#).  
YES (Past error)>>Error was detected in the IPDM E/R branch line.  
NO >> Repair the power supply and the ground circuit.

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# AFS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## AFS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577251

#### 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).
  - AFS control unit
  - CAN gateway

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway.
2. Disconnect the connector of AFS control unit.
3. Check the resistance between the AFS control unit harness connector terminals.

AFS control unit harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
M16	30	7	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 4.

NO >> Repair the AFS control unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the AFS control unit. Refer to [EXL-64, "AFS CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the AFS control unit. Refer to [EXL-237, "Exploded View"](#).

YES (Past error)>>Error was detected in the AFS control unit branch line.

NO >> Repair the power supply and the ground circuit.

## ICC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000557252

#### 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).
  - ICC sensor integrated unit
  - Harness connector E106
  - Harness connector M6
  - CAN gateway

Is the inspection result normal?

- YES >> GO TO 2.  
 NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

- YES >> GO TO 3.  
 NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway.
2. Disconnect the connector of ICC sensor integrated unit.
3. Check the resistance between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E67	3	6	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 4.  
 NO >> Repair the ICC sensor integrated unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ICC sensor integrated unit. Refer to [CCS-140, "ICC SENSOR INTEGRATED UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ICC sensor integrated unit. Refer to [CCS-184, "Exploded View"](#).  
 YES (Past error)>>Error was detected in the ICC sensor integrated unit branch line.  
 NO >> Repair the power supply and the ground circuit.

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# LANE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## LANE BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577253

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Lane camera unit
  - Harness connector R7
  - Harness connector M110
  - CAN gateway

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway.
2. Disconnect the connector of lane camera unit.
3. Check the resistance between the lane camera unit harness connector terminals.

Lane camera unit harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
R8	10	5	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 4.

NO >> Repair the lane camera unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the lane camera unit. Refer to [CCS-495, "LANE CAMERA UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the lane camera unit. Refer to [CCS-536, "Exploded View"](#).

YES (Past error)>>Error was detected in the lane camera unit branch line.

NO >> Repair the power supply and the ground circuit.

# PSB BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## PSB BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:0000000057254

#### 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).
  - Pre-crash seat belt control unit
  - Harness connector B1
  - Harness connector M7
  - CAN gateway

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector			Continuity
Connector No.	Terminal No.		
M125	6	4	Existed
	12	10	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check the harness and repair the root cause (CAN communication circuit 2).

#### 3. CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway.
2. Disconnect the connector of pre-crash seat belt control unit.
3. Check the resistance between the pre-crash seat belt control unit harness connector terminals.

Pre-crash seat belt control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B9	14	4	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 4.

NO >> Repair the pre-crash seat belt control unit branch line.

#### 4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the pre-crash seat belt control unit. Refer to [SBC-35, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the pre-crash seat belt control unit. Refer to [SBC-73, "Exploded View"](#).

YES (Past error)>>Error was detected in the pre-crash seat belt control unit branch line.

NO >> Repair the power supply and the ground circuit.

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# APA BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## APA BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000005577255

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the terminals and connectors of the accelerator pedal actuator for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

- YES >> GO TO 2.  
NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of accelerator pedal actuator.
2. Check the resistance between the accelerator pedal actuator harness connector terminals.

Accelerator pedal actuator harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E115	5	3	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.  
NO >> Repair the accelerator pedal actuator branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the accelerator pedal actuator. Refer to [CCS-319, "ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the accelerator pedal actuator. Refer to [ACC-4, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Exploded View"](#).  
YES (Past error)>>Error was detected in the accelerator pedal actuator branch line.  
NO >> Repair the power supply and the ground circuit.

# BCU BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## BCU BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:00000000557256

#### 1. CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Brake booster control unit
  - Harness connector B201
  - Harness connector M117
  - Harness connector M6
  - Harness connector E106

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of brake booster control unit.
2. Check the resistance between the brake booster control unit harness connector terminals.

Brake booster control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
B250	14	5	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair or replace (if shield line is open) the brake booster control unit branch line.

#### 3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the brake booster control unit. Refer to [CCS-140. "BRAKE BOOSTER CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the brake booster control unit. Refer to [CCS-185. "Exploded View"](#).

YES (Past error)>>Error was detected in the brake booster control unit branch line.

NO >> Repair the power supply and the ground circuit.

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# CAN COMMUNICATION CIRCUIT 1

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## CAN COMMUNICATION CIRCUIT 1

### Diagnosis Procedure

INFOID:000000005577258

#### 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 circuit 1.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

- YES >> GO TO 2.  
 NO >> Repair the terminal and connector.

#### 2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M24	6                      14	Not existed

Is the inspection result normal?

- YES >> GO TO 3.  
 NO >> Check the harness and repair the root cause.

#### 3. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector and the ground.

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	6		Not existed
	14		Not existed

Is the inspection result normal?

- YES >> GO TO 4.  
 NO >> Check the harness and repair the root cause.

#### 4. CHECK ECM AND IPDM E/R TERMINATION CIRCUIT

1. Remove the ECM and the IPDM E/R.
2. Check the resistance between the ECM terminals.
  - VQ engine models

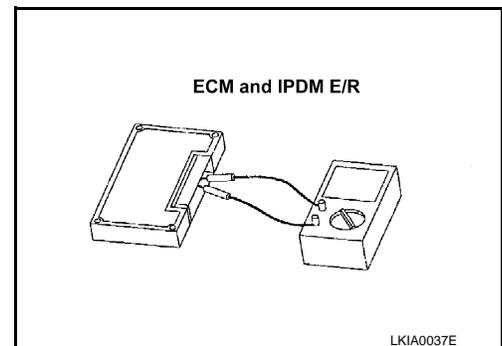
ECM		Resistance (Ω)
Terminal No.		
114	113	Approx. 108 – 132

- VK engine models

ECM		Resistance (Ω)
Terminal No.		
105	101	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



# CAN COMMUNICATION CIRCUIT 1

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

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 circuit 1.

**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.

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# CAN COMMUNICATION CIRCUIT 2

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## CAN COMMUNICATION CIRCUIT 2

### Diagnosis Procedure

INFOID:000000005577259

#### 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 circuit 2.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

- YES >> GO TO 2.  
NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M24	13                      12	Not existed

Is the inspection result normal?

- YES >> GO TO 3.  
NO >> Check the harness and repair the root cause.

#### 3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector and the ground.

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M24	13		Not existed
	12		Not existed

Is the inspection result normal?

- YES >> GO TO 4.  
NO >> Check the harness and repair the root cause.

#### 4.CHECK CAN GATEWAY TERMINATION CIRCUIT

1. Remove the CAN gateway.
2. Check the resistance between the CAN gateway terminals.

1 : CAN gateway

CAN gateway		Resistance ( $\Omega$ )
Terminal No.		
4	10	Approx. 108 – 132
6	12	Approx. 108 – 132

Is the measurement value within the specification?

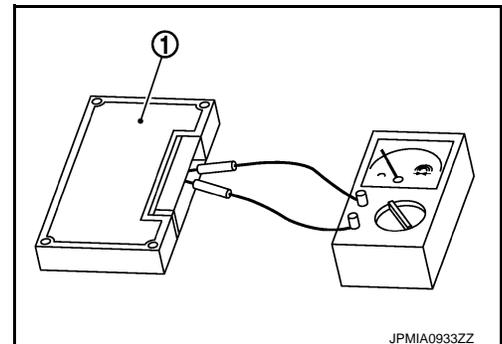
- YES >> GO TO 5.  
NO >> Replace the CAN gateway.

#### 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.



## CAN COMMUNICATION CIRCUIT 2

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

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 circuit 2.

**NOTE:**

CAN gateway 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.

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# ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## ITS COMMUNICATION CIRCUIT

### Diagnosis Procedure

INFOID:000000005577260

#### 1. CHECK CAN DIAGNOSIS

Check the CAN diagnosis results from CONSULT-III to see that the CAN communication circuit has no malfunction.

**NOTE:**

For identification of CAN communication circuit and ITS communication circuit, refer to [LAN-58, "System Diagram"](#).

Is the CAN communication circuit normal?

- YES >> GO TO 2.
- NO >> Check and repair CAN communication circuit.

#### 2. CONNECTOR INSPECTION

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - ICC sensor integrated unit
  - Accelerator pedal actuator
  - Harness connector E106
  - Harness connector M6
  - Harness connector M117
  - Harness connector B201
  - Brake booster control unit

Is the inspection result normal?

- YES >> GO TO 3.
- NO >> Repair the terminal and connector.

#### 3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
  - ICC sensor integrated unit
  - Brake booster control unit
2. Check the continuity between the ICC sensor integrated unit harness connector and the brake booster control unit harness connector.

ICC sensor integrated unit harness connector		Brake booster control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E67	2	B250	14	Existed
	5		5	Existed

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair the ICC sensor integrated unit branch line. (ITS communication line). Refer to [LAN-58, "System Diagram"](#).

#### 4. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

1. Disconnect the connector of accelerator pedal actuator.
2. Check the continuity between the ICC sensor integrated unit harness connector terminals.

ICC sensor integrated unit harness connector			Continuity
Connector No.	Terminal No.		
E67	2	5	Not existed

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Check the harness and repair or replace (if shield line is short) the root cause.

# ITS COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 10)]

## 5. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the ICC sensor integrated unit harness connector and the ground.

ICC sensor integrated unit harness connector		Ground	Continuity
Connector No.	Terminal No.		
E67	2		Not existed
	5		Not existed

Is the inspection result normal?

YES >> GO TO 6.

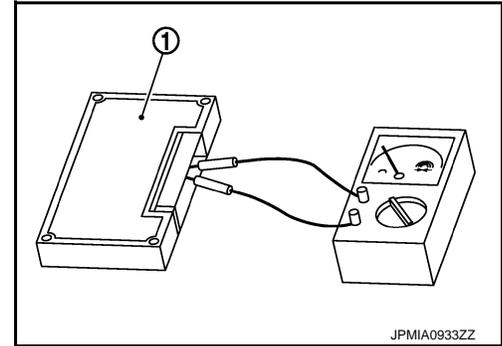
NO >> Check the harness and repair or replace (if shield line is short) the root cause.

## 6. CHECK TERMINATION CIRCUIT

- Remove the ICC sensor integrated unit and the brake booster control unit.
- Check the resistance between the ICC sensor integrated unit terminals.

1 : ICC sensor integrated unit and brake booster control unit

ICC sensor integrated unit		Resistance (Ω)
Terminal No.		
2	5	Approx. 108 – 132



- Check the resistance between the brake booster control unit terminals.

Brake booster control unit		Resistance (Ω)
Terminal No.		
14	5	Approx. 108 – 132

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace the ICC sensor integrated unit and/or the brake booster control unit.

## 7. CHECK SYMPTOM

Connect all the connectors. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.

Inspection result

Reproduced>>Replace the accelerator pedal actuator.

Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

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LAN