

# SECTION LAN

## LAN SYSTEM

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# PRECAUTION

## PRECAUTIONS

### Precautions for Trouble Diagnosis

INFOID:000000004927089

**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.

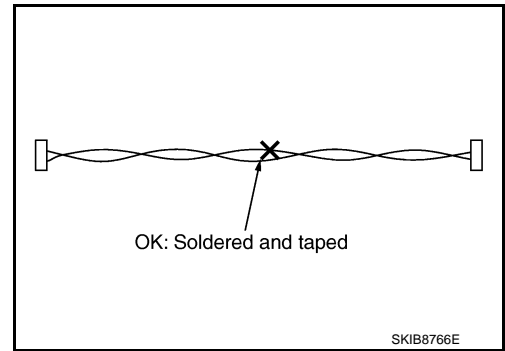
### Precautions for Harness Repair

INFOID:000000004927090

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

**NOTE:**

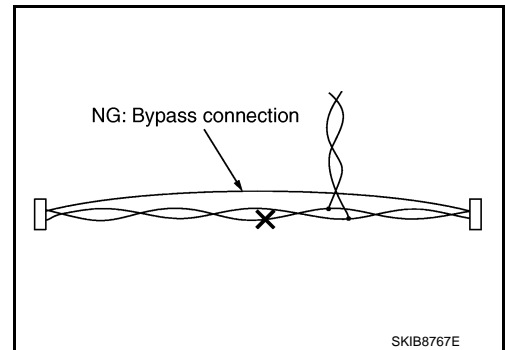
A fray of twisted lines must be within 110 mm (4.33 in).



- Bypass connection is never allowed at the repaired area.

**NOTE:**

Bypass connection may cause CAN communication error. The spliced wire becomes separated and the characteristics of twisted line are lost.



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

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## SYSTEM DESCRIPTION

### CAN COMMUNICATION SYSTEM

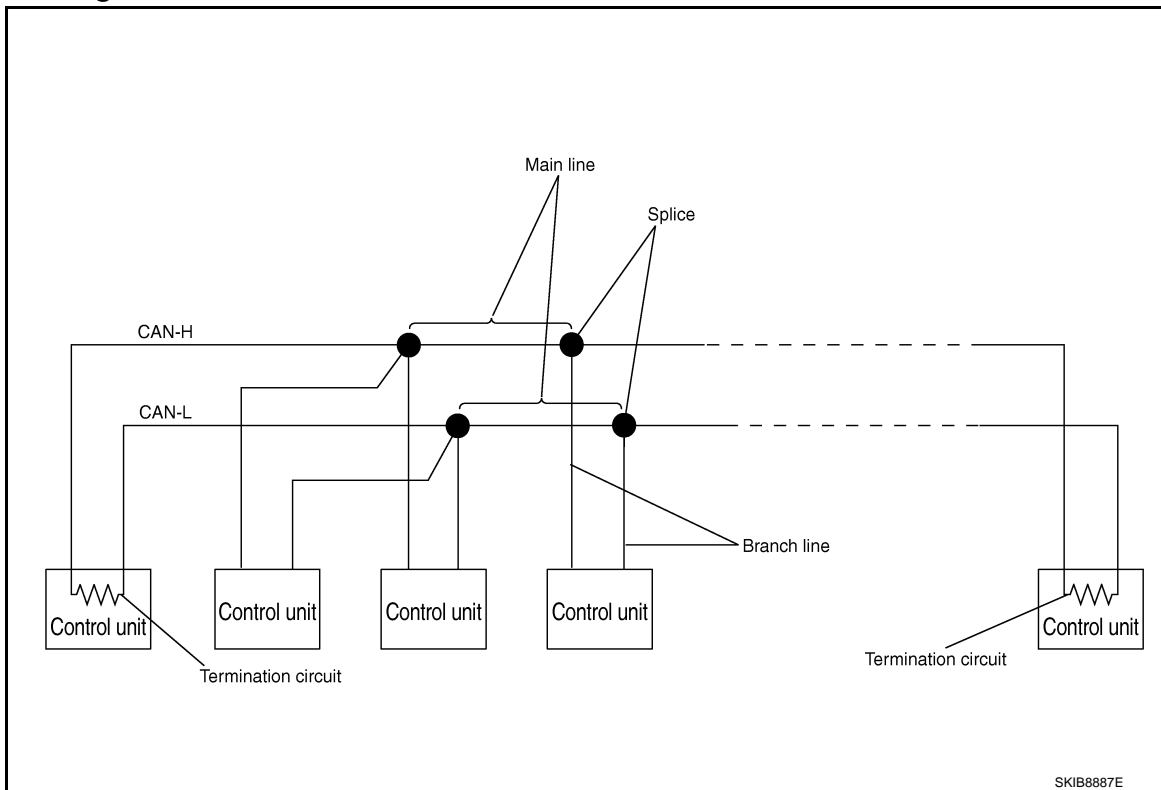
#### System Description

INFOID:000000004927091

- 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:000000004927092



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-5, "CAN Communication Control Circuit"</a> .

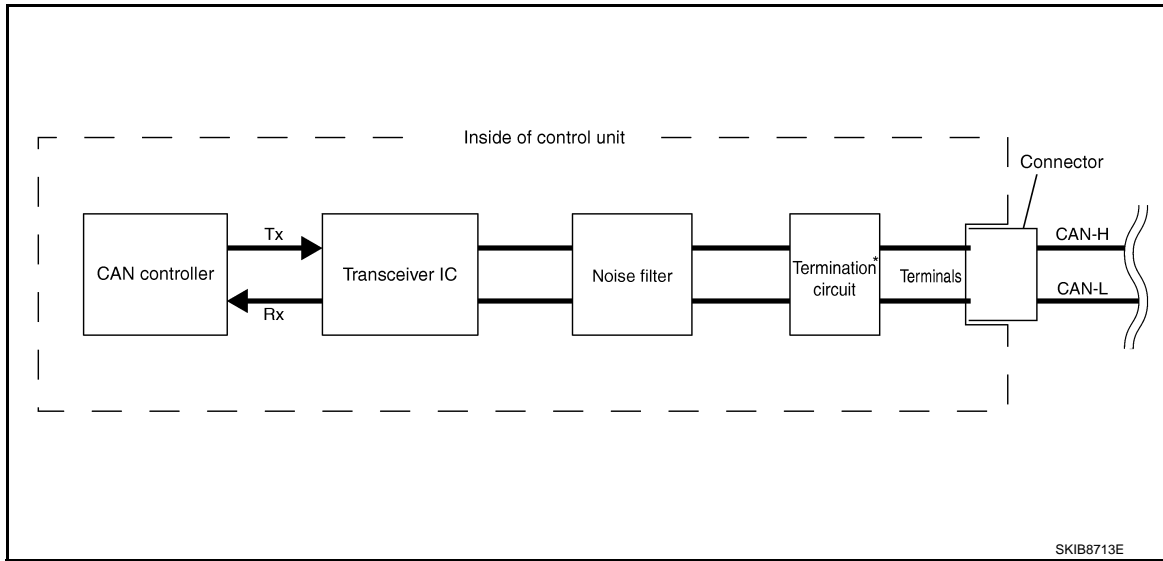
# CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

## CAN Communication Control Circuit

INFOID:000000004927093



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

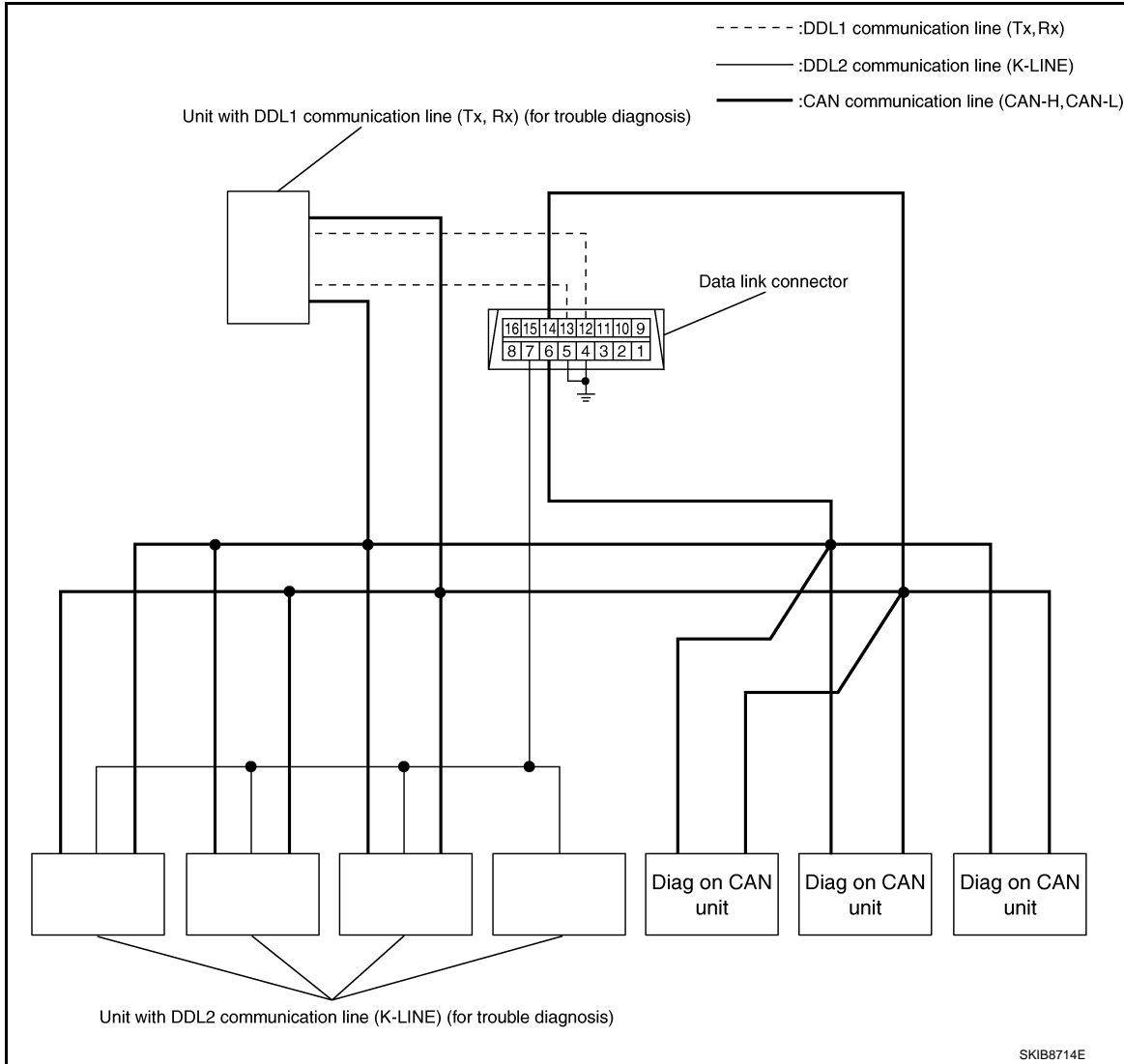
### Description

INFOID:000000004927094

“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:000000004927095



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:000000004927096

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 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:000000004927097

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-19, "Abbreviation List"](#) for the unit abbreviation.

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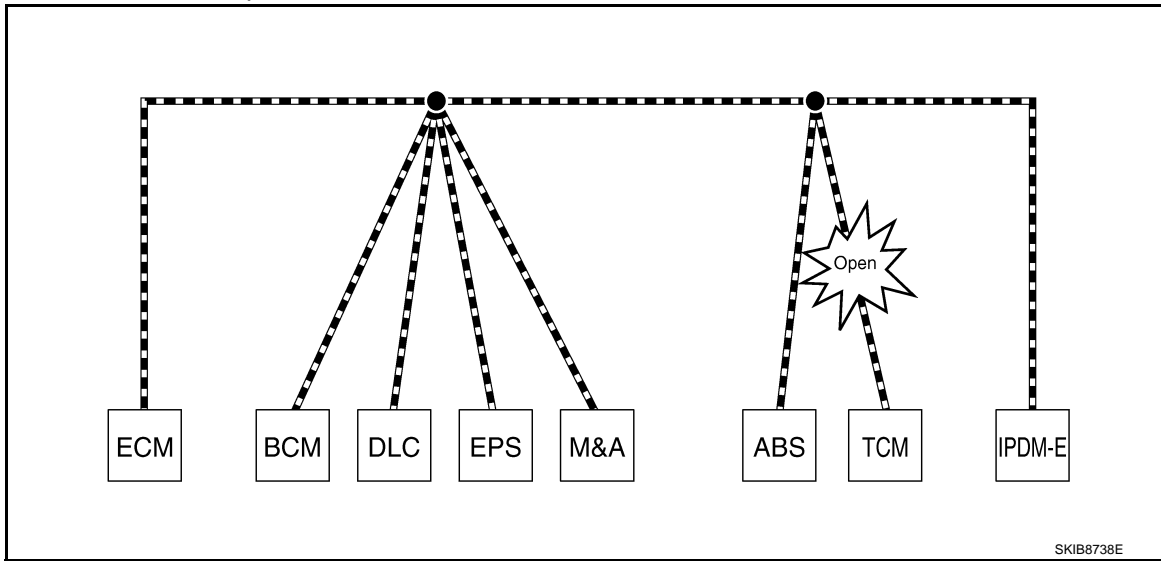
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# TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

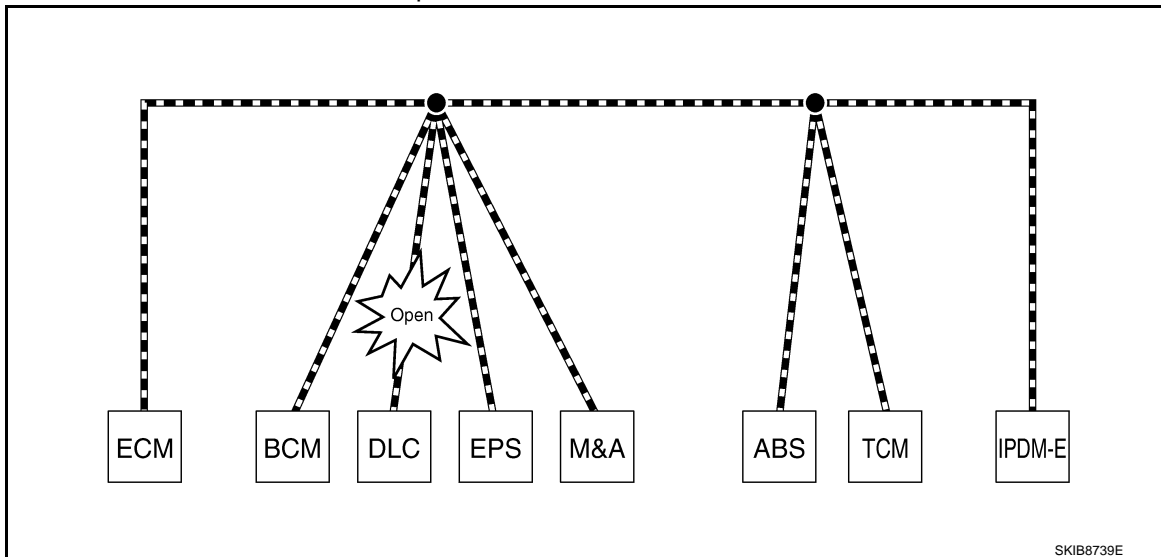
[CAN FUNDAMENTAL]

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]

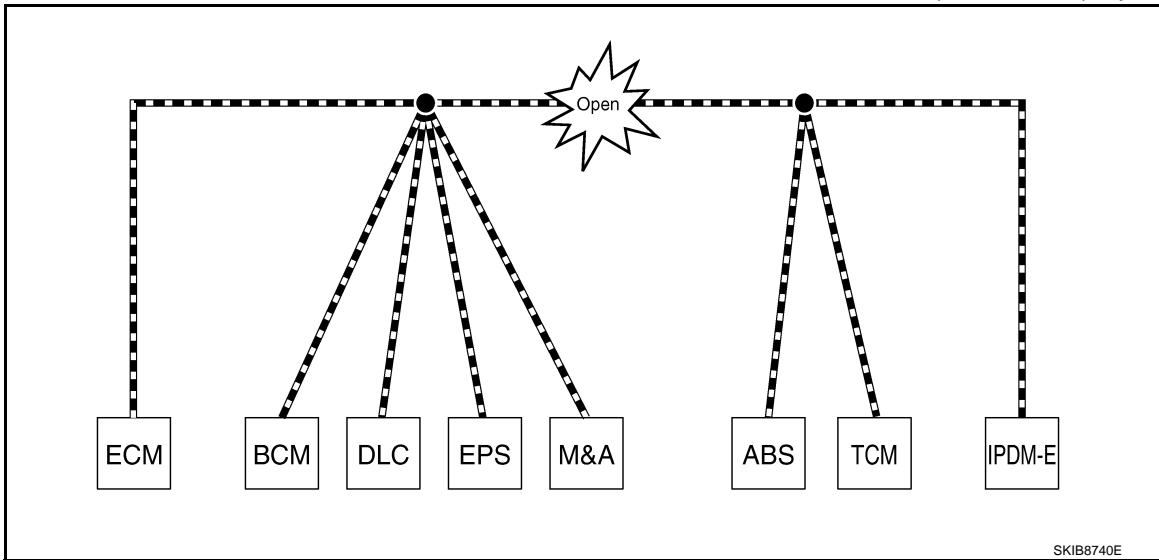
Unit name	Symptom
ECM	Normal operation.
BCM	
EPS control unit	
Combination meter	
ABS actuator and electric unit (control unit)	
TCM	
IPDM E/R	

**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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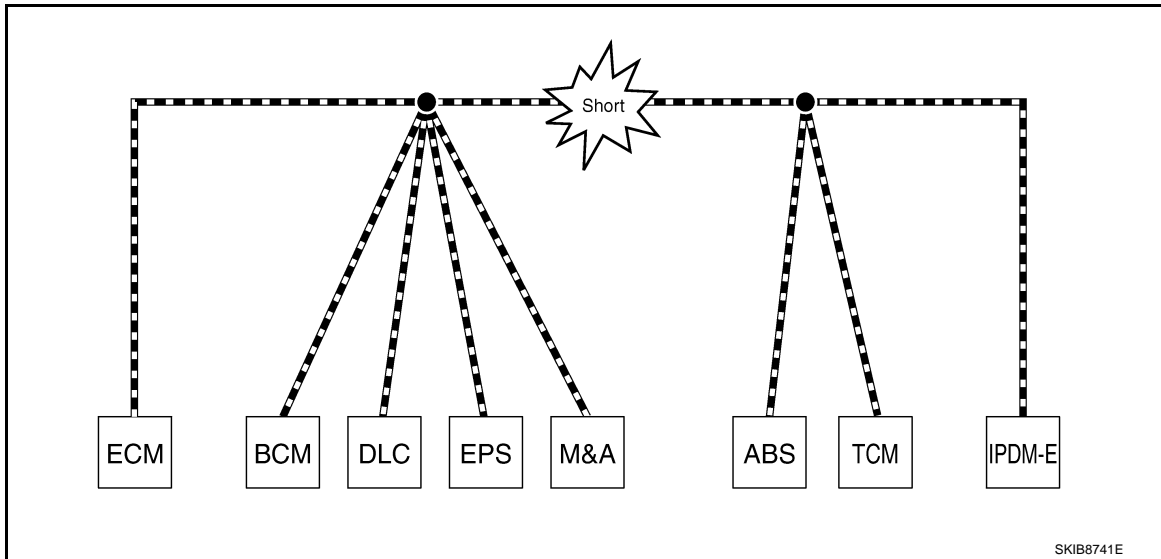
LAN

# 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:000000004927098

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:000000004927099

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:000000004927100

### MONITOR ITEM (CONSULT-III)

Example: CAN DIAG SUPPORT MNTR indication

Without PAST				With PAST			
ECM				ECM			
	PRSENT	PAST		PRSENT	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	PRSENT	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:000000004927101

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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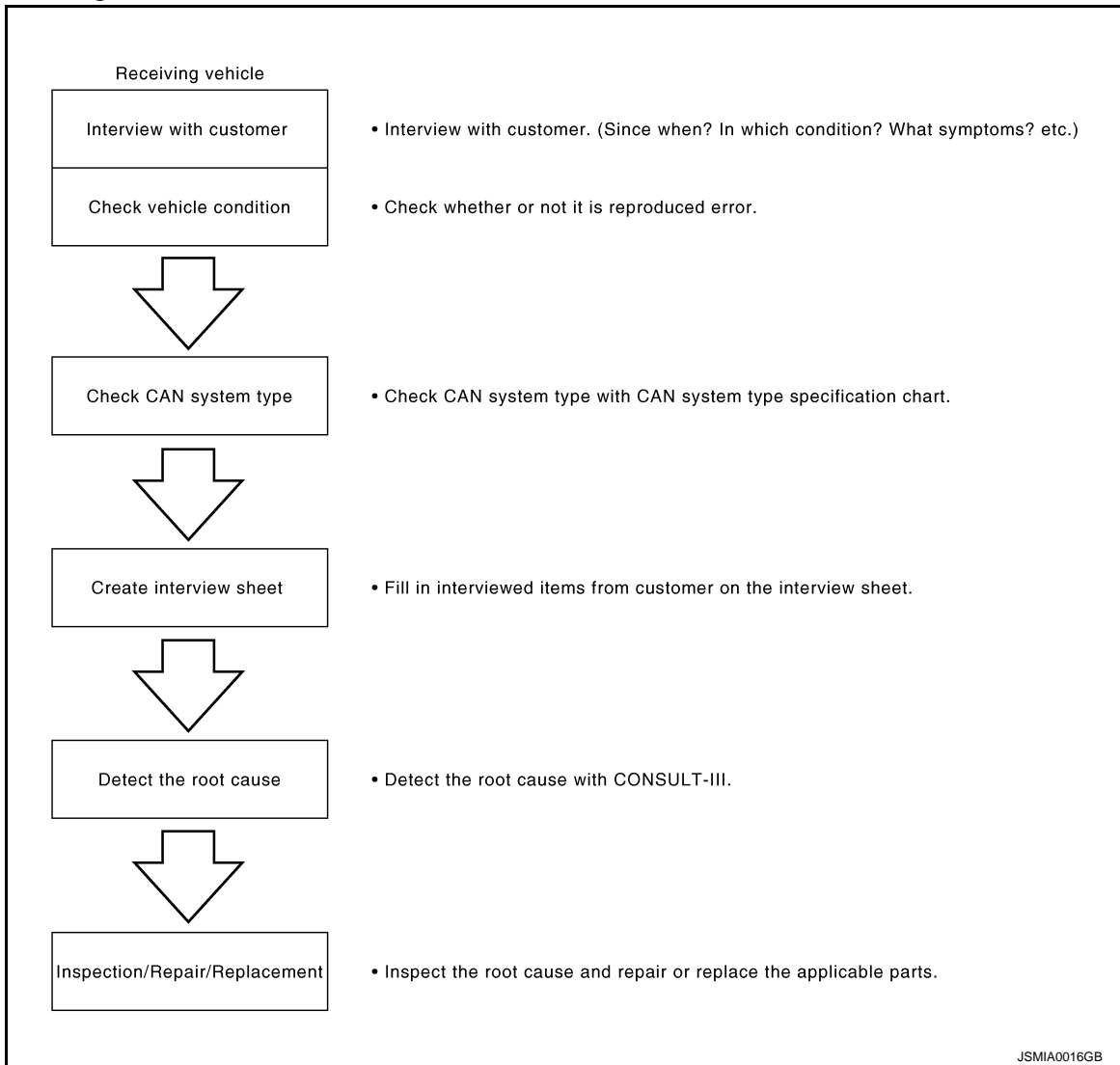
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## BASIC INSPECTION

### DIAGNOSIS AND REPAIR WORKFLOW

#### Trouble Diagnosis Flow Chart

INFOID:000000004927102



#### Trouble Diagnosis Procedure

INFOID:000000004927103

##### 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:

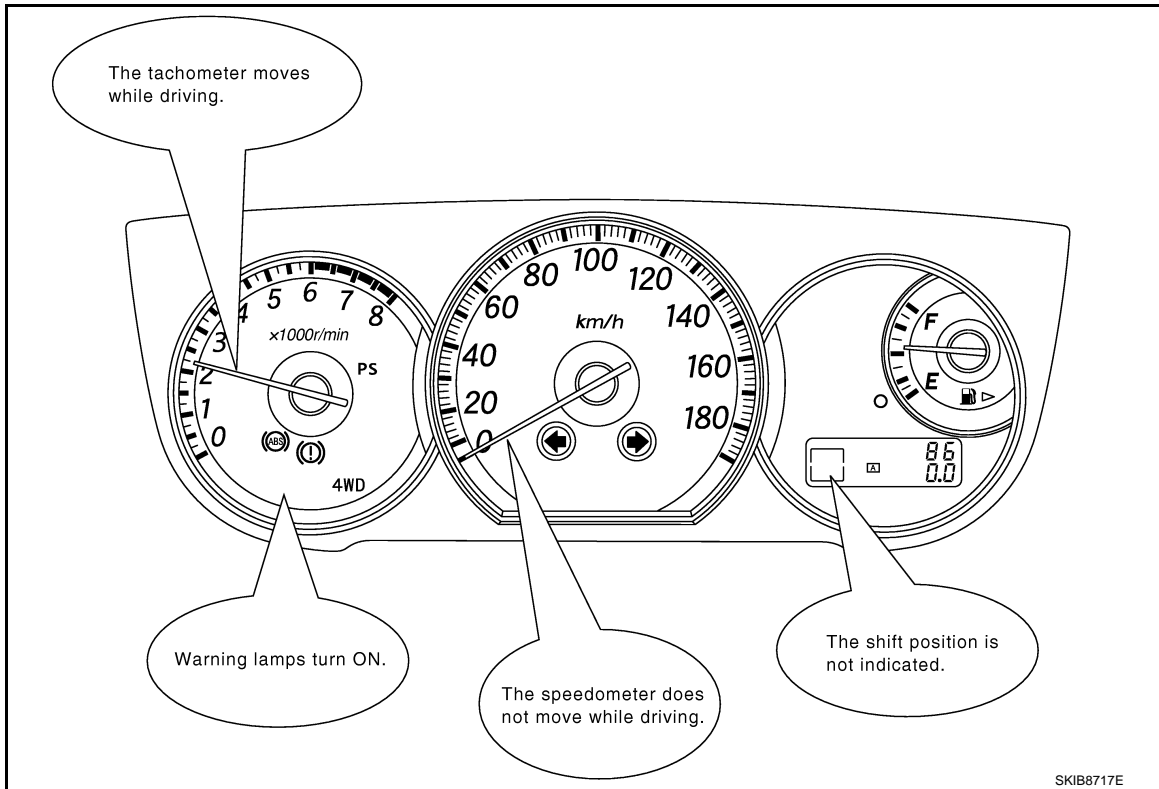
- Check normal units as well as error symptoms.
- Example: Circuit between ECM and the combination meter is judged normal if the customer indicates tachometer functions normally.
- When a CAN communication system error is present, multiple control units may malfunction or go into fail-safe mode.

# 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)

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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.)

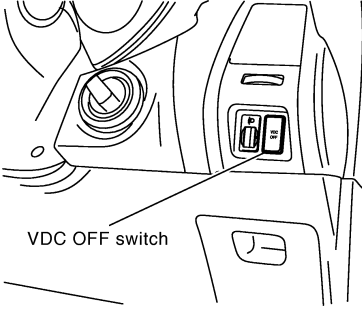
**CAN System Specification Chart**  
Determine CAN system type from the following specification chart.

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

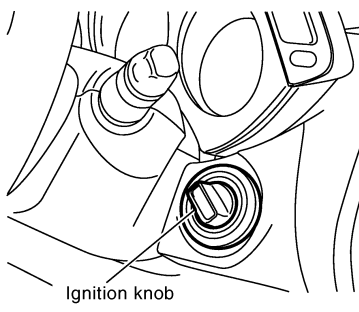
**VEHICLE EQUIPMENT IDENTIFICATION INFORMATION**  
**NOTE:**  
Check CAN system type from the vehicle shape and equipment.

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]

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

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

**CAN System Specification Chart**  
Refer to the specification as shown in the chart.

Body type	Sedan		
Axle	2WD		AWD
Engine	HR15DE	MR20DE	HR15DE
Transmission	A/T	CVT	A/T
Brake control		ABS	
Specification chart	XXX SPECIFICATION CHART A	YYY SPECIFICATION CHART B	ZZZ SPECIFICATION CHART C

x: Applicable

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

**SPECIFICATION CHART B**  
Determine CAN system type from the following specification chart.

Body type	Sedan											
Axle	2WD											
Engine	MR20DE											
Transmission	CVT											
Brake control	ABS											
Active AFS		x			x	x		x	x		x	
Intelligent Key system			x		x		x	x	x	x	x	
Navigation system				x		x	x		x		x	
Automatic drive positioner								x	x	x	x	
CAN system type	9	10	11	12	13	14	15	16	17	18	19	20
CAN communication signal chart	XXX TYPE MINPA 12V/16V/18V/20V/24V/28V/30V/32V/36V/40V/42V/44V/48V/52V/56V/60V/64V/68V/72V/76V/80V/84V/88V/92V/96V/100V/104V/108V/112V/116V/120V/124V/128V/132V/136V/140V/144V/148V/152V/156V/160V/164V/168V/172V/176V/180V/184V/188V/192V/196V/200V											

x: Applicable

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

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

<p>With active AFS</p> <p>Bending lamp Xenon bulb</p>	<p>With Intelligent Key system</p> <p>Ignition knob</p>
<p>With navigation system</p> <p>Display Multifunction switch</p>	<p>With automatic drive positioner</p> <p>Seat memory switch</p>

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

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

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## CREATE INTERVIEW SHEET

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

# 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:000000004927057

- This section describes information peculiar to a vehicle and inspection procedures.
- For trouble diagnosis procedure, refer to [LAN-14, "Trouble Diagnosis Procedure"](#).

### Abbreviation List

INFOID:000000004927058

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

Abbreviation	Unit name
A-BAG	Air bag diagnosis sensor unit
ABS	ABS actuator and electric unit (control unit)
BCM	BCM
DLC	Data link connector
ECM	ECM
EPS	EPS control unit
IPDM-E	IPDM E/R
M&A	Combination meter
STRG	Steering angle sensor
TCM	TCM

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## PRECAUTION

### PRECAUTIONS

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

INFOID:000000005015290

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:000000004927060

**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.

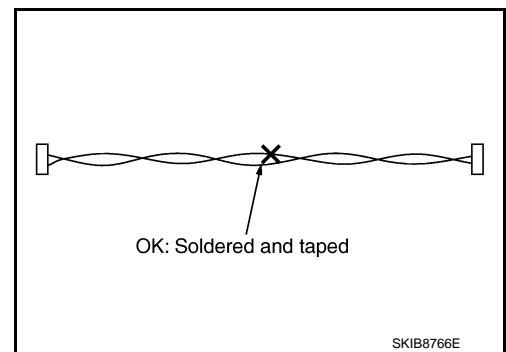
#### Precautions for Harness Repair

INFOID:000000004927061

- 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

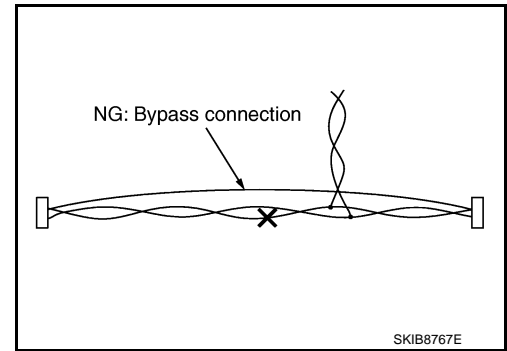
[CAN]

< PRECAUTION >

- Bypass connection is never allowed at the repaired area.

**NOTE:**

Bypass connection may cause CAN communication 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.

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# BASIC INSPECTION

## DIAGNOSIS AND REPAIR WORKFLOW

### Interview Sheet

INFOID:000000004927062

#### 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

# CAN COMMUNICATION SYSTEM

[CAN]

< SYSTEM DESCRIPTION >

## SYSTEM DESCRIPTION

### CAN COMMUNICATION SYSTEM

#### CAN System Specification Chart

INFOID:000000004927063

Determine CAN system type from the following specification chart.

**NOTE:**

Refer to [LAN-14. "Trouble Diagnosis Procedure"](#) for how to use CAN system specification chart.

Body type	5-door wagon	
Axle	2WD	
Engine	MR18DE	
Transmission	M/T	CVT
Brake control	VDC	
CAN system type	1	2

#### CAN Communication Signal Chart

INFOID:000000004927064

Refer to [LAN-13. "How to Use CAN Communication Signal Chart"](#) for how to use CAN communication signal chart.

**NOTE:**

Refer to [LAN-19. "Abbreviation List"](#) for the abbreviations of the connecting units.

T: Transmit R: Receive

Signal name/Connecting unit	ECM	ABS	IPDM-E	TCM	EPS	M&A	STRG	BCM
A/C compressor request signal	T		R					
Accelerator pedal position signal	T	R		R				
ASCD CRUISE indicator signal	T					R		
Closed throttle position signal	T			R				
Cooling fan speed request signal	T		R					
Engine and CVT integrated control signal	T			R				
	R			T				
Engine coolant temperature signal	T					R		
Engine speed signal	T	R		R		R		
Engine status signal	T				R			R
Fuel consumption monitor signal	T					R		
Malfunctioning indicator lamp signal	T					R		
Power generation command value signal	T		R					
Stop lamp switch signal	T			R				
ABS warning lamp signal		T				R		
Brake warning lamp signal		T				R		
SLIP indicator lamp signal		T				R		
VDC OFF switch signal		T				R		
Vehicle speed signal (ABS)	R	T		R	R	R		R
Detention switch signal			T					R
Front wiper stop position signal			T					R
High beam status signal	R		T					

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# CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	ABS	IPDM-E	TCM	EPS	M&A	STRG	BCM
Ignition switch ON signal			T					R
			R					T
Ignition switch signal			T					R
Interlock/PNP switch signal			T					R
			R					T
Low beam status signal	R		T					
Oil pressure switch signal			T					R
						R		T
Rear window defogger control signal	R		T					
Sleep-ready signal						T		R
			T					R
Starter control relay signal			T					R
			R					T
Starter relay status signal			T					R
			R					T
Steering lock relay signal			T					R
			R					T
CVT self-diagnosis signal	R			T				
Input shaft revolution signal	R			T				
OD OFF indicator signal				T		R		
Output shaft revolution signal	R			T				
Shift position signal		R		T		R		R
EPS operation signal	R				T			
EPS warning lamp signal					T	R		
Odometer signal						T		R
Overdrive control switch signal				R		T		
Parking brake switch signal						T		R
Vehicle speed signal (Meter)					R	T		R
Wake up signal						T		R
Steering angle sensor signal		R					T	
A/C on signal	R							T
Blower fan on signal	R							T
Buzzer output signal						R		T
Daytime running light request signal			R					T
Door switch signal			R			R		T
Engine start operation indicator lamp signal						R		T
Front fog light request signal			R			R		T
Front wiper request signal			R					T
High beam request signal			R			R		T
Key warning lamp signal						R		T
Low beam request signal			R					T
Low tire pressure warning lamp signal						R		T
Position light request signal			R			R		T



# CAN COMMUNICATION SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name/Connecting unit	ECM	ABS	IPDM-E	TCM	EPS	M&A	STRG	BCM
Rear window defogger control signal			R					T
Shift P warning lamp signal						R		T
Sleep wake up signal			R			R		T
Steering lock unit status signal			R					T
Theft warning horn request signal			R					T
Turn indicator signal						R		T

**NOTE:**

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

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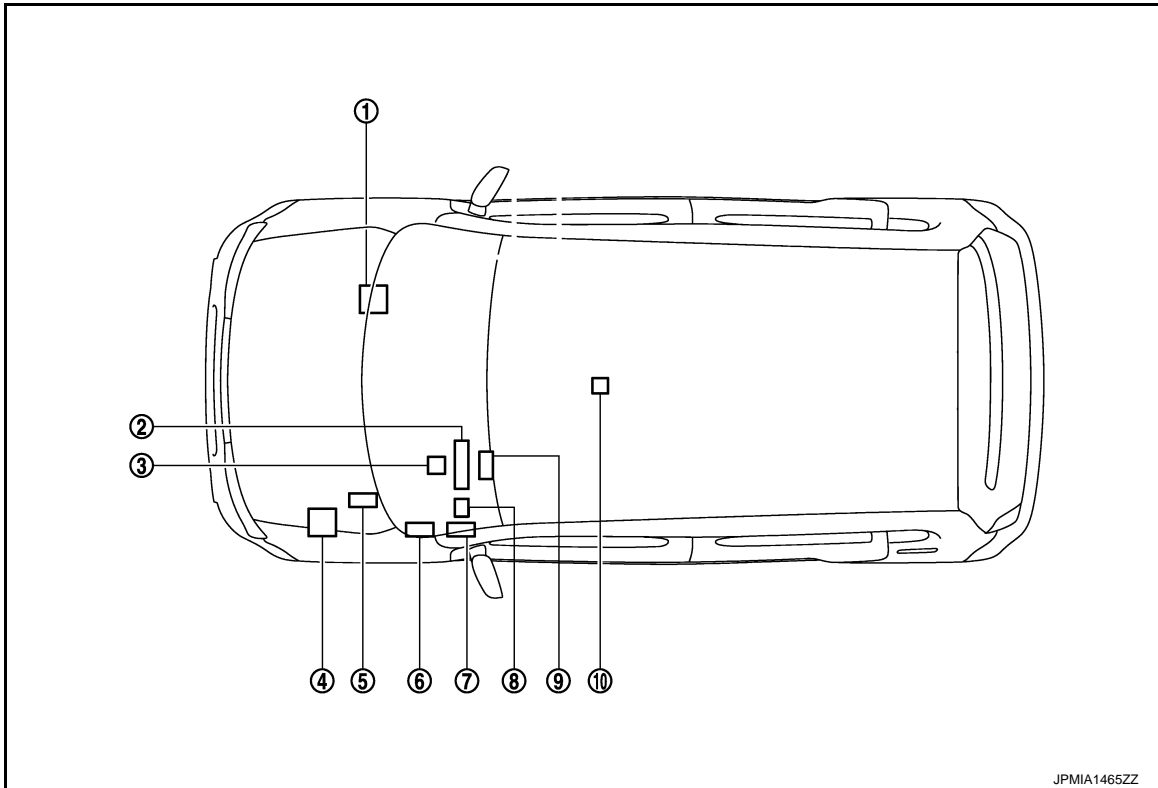
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## DTC/CIRCUIT DIAGNOSIS

### CAN COMMUNICATION SYSTEM

#### Component Parts Location

INFOID:000000004927065



- |   |                           |                              |
|---|---------------------------|------------------------------|
| 1. ABS actuator and electric unit (control unit) E36                | 2. Combination meter M34  | 3. EPS control unit M37      |
| 4. IPDM E/R E13   | 5. ECM E16                | 6. TCM E18                   |
| 7. BCM<br>M65: Without Intelligent Key<br>M68: With Intelligent Key | 8. Data link connector M4 | 9. Steering angle sensor M30 |
| 10. Air bag diagnosis sensor unit M59                               |                           |                              |

# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

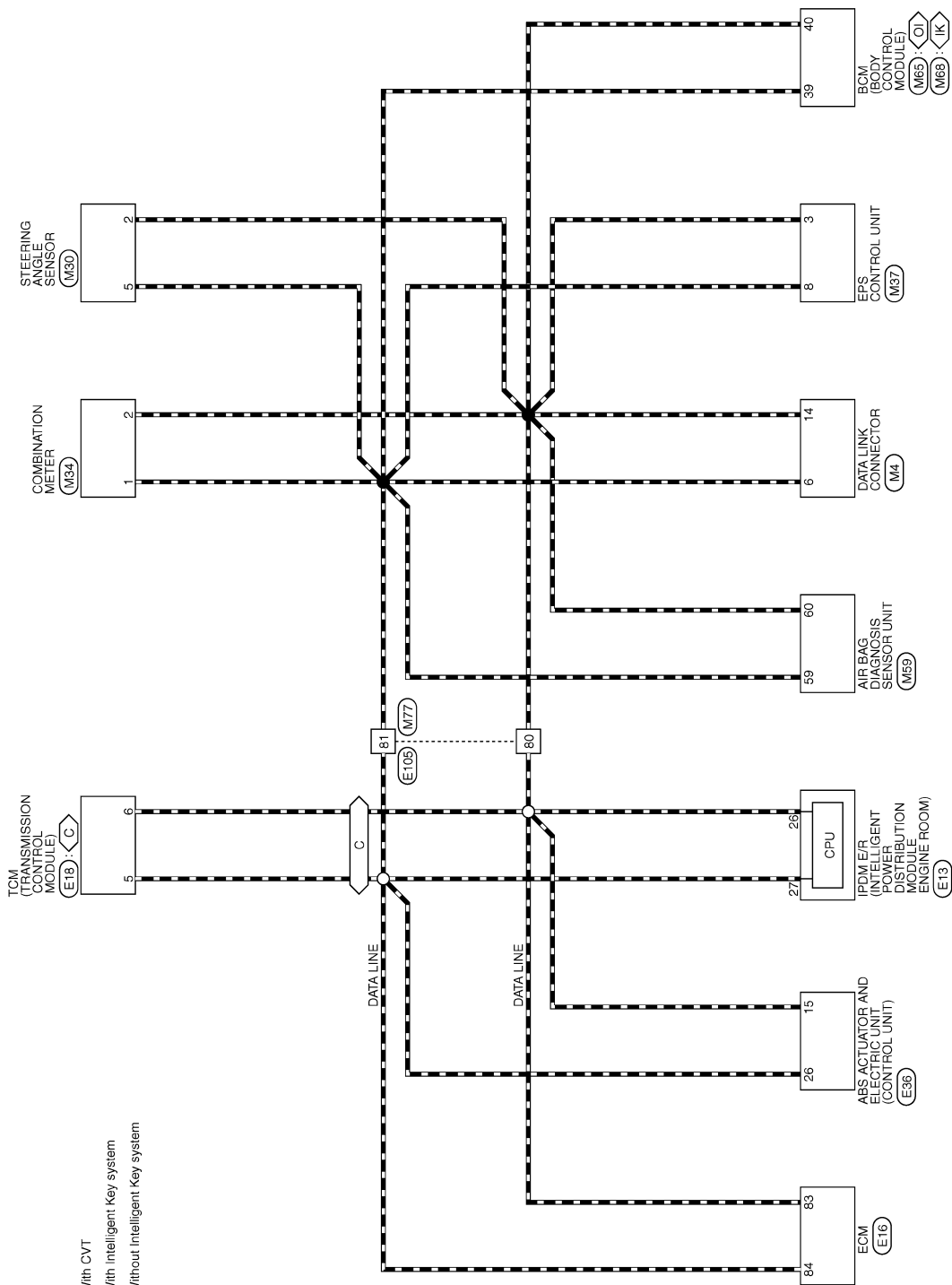
[CAN]

## Wiring Diagram - CAN SYSTEM -

INFOID:000000004927066

### CAN SYSTEM

- : With CVT
- : With Intelligent Key system
- : Without Intelligent Key system



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# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

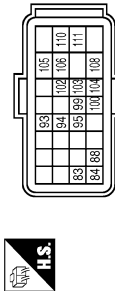
## CAN SYSTEM

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



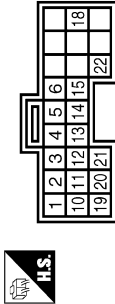
Terminal No.	Color of Wire	Signal Name [Specification]
26	P	-
27	L	-

Connector No.	E16
Connector Name	ECM
Connector Type	RH2FB-RZ6-L-RH



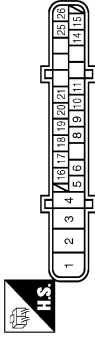
Terminal No.	Color of Wire	Signal Name [Specification]
83	L	CAN-L
84	P	CAN-H

Connector No.	E18
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Type	TK24FW



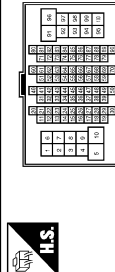
Terminal No.	Color of Wire	Signal Name [Specification]
5	L	-
6	P	-

Connector No.	E36
Connector Name	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
Connector Type	BAAZ2FB-AH24-RH



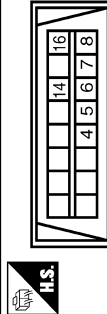
Terminal No.	Color of Wire	Signal Name [Specification]
15	P	CAN-L
26	L	CAN-H

Connector No.	E105
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS1F-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
80	P	-
81	L	-

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



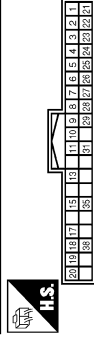
Terminal No.	Color of Wire	Signal Name [Specification]
6	L	-
14	P	-

Connector No.	M30
Connector Name	STEERING ANGLE SENSOR
Connector Type	TH08FW-NH



Terminal No.	Color of Wire	Signal Name [Specification]
2	P	CAN-L
5	L	CAN-H

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



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

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# CAN COMMUNICATION SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

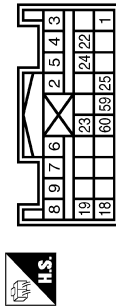
## CAN SYSTEM

Connector No.	M37
Connector Name	EPS CONTROL UNIT
Connector Type	TH88FB



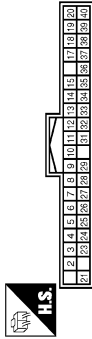
Terminal No.	Color of Wire	Signal Name [Specification]
3	P	CAN-L
8	L	CAN-H

Connector No.	M59
Connector Name	AIR BAG DIAGNOSIS SENSOR UNIT
Connector Type	NW2BFY-EX



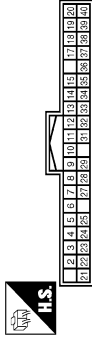
Terminal No.	Color of Wire	Signal Name [Specification]
59	L	CAN-H
60	P	CAN-L

Connector No.	M65
Connector Name	BCM (BODY CONTROL MODULE) (WITHOUT INTELLIGENT KEY)
Connector Type	TH88FW-NH



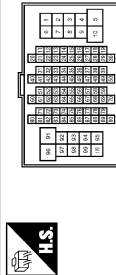
Terminal No.	Color of Wire	Signal Name [Specification]
39	L	CAN-H
40	P	CAN-L

Connector No.	M68
Connector Name	ECM (BODY CONTROL MODULE) (WITH INTELLIGENT KEY)
Connector Type	TH88FB-NH



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

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



Terminal No.	Color of Wire	Signal Name [Specification]
80	P	-
81	L	-

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# MALFUNCTION AREA CHART

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## MALFUNCTION AREA CHART

### Main Line

INFOID:000000004927067

Malfunction area	Reference
Main line between IPDM E/R and data link connector	<a href="#">LAN-31, "Diagnosis Procedure"</a>

### Branch Line

INFOID:000000004927068

Malfunction area	Reference
ECM branch line circuit	<a href="#">LAN-32, "Diagnosis Procedure"</a>
ABS actuator and electric unit (control unit) branch line circuit	<a href="#">LAN-33, "Diagnosis Procedure"</a>
IPDM E/R branch line circuit	<a href="#">LAN-34, "Diagnosis Procedure"</a>
TCM branch line circuit	<a href="#">LAN-35, "Diagnosis Procedure"</a>
Air bag diagnosis sensor unit branch line circuit	<a href="#">LAN-36, "Diagnosis Procedure"</a>
Data link connector branch line circuit	<a href="#">LAN-37, "Diagnosis Procedure"</a>
EPS control unit branch line circuit	<a href="#">LAN-38, "Diagnosis Procedure"</a>
Combination meter branch line circuit	<a href="#">LAN-39, "Diagnosis Procedure"</a>
Steering angle sensor branch line circuit	<a href="#">LAN-40, "Diagnosis Procedure"</a>
BCM branch line circuit	<a href="#">LAN-41, "Diagnosis Procedure"</a>

### Short Circuit

INFOID:000000004927069

Malfunction area	Reference
CAN communication circuit	<a href="#">LAN-42, "Diagnosis Procedure"</a>

# MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

### Diagnosis Procedure

INFOID:000000004927322

#### 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 E105
  - Harness connector M77

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.
  - IPDM E/R
  - Harness connectors E105 and M77
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E105	81	Existed
	26		80	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E105.

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

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	81	M4	6	Existed
	80		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 IPDM E/R and the data link connector.

NO >> Repair the main line between the harness connector M77 and the data link connector.

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# ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## ECM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927073

#### 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.

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E16	84	83	Approx. 108 – 132

Is the measurement value within the specification?

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

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

Check the power supply and the ground circuit of the ECM. Refer to [EC-117, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to [EC-15, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#).  
YES (Past error)>>Error was detected in the ECM branch line.  
NO >> Repair the power supply and the ground circuit.



# ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## ABS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927081

#### 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.		
E36	26	15	Approx. 54 – 66

Is the measurement value within the specification?

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

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

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-65, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-101, "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]

## IPDM-E BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927083

#### 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.		
E13	27	26	Approx. 54 – 66

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 the following.

- Models with Intelligent Key: [PCS-19, "Diagnosis Procedure"](#)
- Models without Intelligent Key: [PCS-50, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to the following.
- Models with Intelligent Key: [PCS-35, "Exploded View"](#)
  - Models without Intelligent Key: [PCS-65, "Exploded View"](#)
- YES (Past error)>>Error was detected in the IPDM E/R branch line.  
NO >> Repair the power supply and the ground circuit.

# TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## TCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927082

#### 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 TCM 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 TCM.
2. Check the resistance between the TCM harness connector terminals.

TCM harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
E18	5	6	Approx. 54 – 66

Is the measurement value within the specification?

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

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

Check the power supply and the ground circuit of the TCM. Refer to [TM-135, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the TCM. Refer to [TM-211, "Exploded View"](#).  
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]

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### A-BAG BRANCH LINE CIRCUIT

#### Diagnosis Procedure

INFOID:000000004927310

#### 1. 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.

# DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## DLC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927075

#### 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.		
M4	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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# EPS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## EPS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927076

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

EPS control unit harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
M37	8	3	Approx. 54 – 66

Is the measurement value within the specification?

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

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

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-8, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the EPS control unit. Refer to [STC-32, "Exploded View"](#).  
YES (Past error)>>Error was detected in the EPS control unit branch line.  
NO >> Repair the power supply and the ground circuit.

# M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## M&A BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927079

#### 1. CHECK CONNECTOR

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

Is the inspection result normal?

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

#### 2. CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
M34	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

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

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-39, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-97, "Exploded View"](#).  
YES (Past error)>>Error was detected in the combination meter branch line.  
NO >> Repair the power supply and the ground circuit.

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# STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

## STRG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927080

#### 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.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

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

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-80, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-104, "Exploded View"](#).  
YES (Past error)>>Error was detected in the steering angle sensor 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:000000004927077

#### 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.
- Models with Intelligent Key system

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M68	39	40	Approx. 108 – 132

- Models without Intelligent Key system

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M65	39	40	Approx. 108 – 132

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 the following.

- Models with Intelligent Key system: [BCS-43, "Diagnosis Procedure"](#)
- Models without Intelligent Key system: [BCS-119, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to the following.
- Models with Intelligent Key system: [BCS-82, "Exploded View"](#)
  - Models without Intelligent Key system: [BCS-148, "Exploded View"](#)

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

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

# CAN COMMUNICATION CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

## CAN COMMUNICATION CIRCUIT

### Diagnosis Procedure

INFOID:000000004927084

#### 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.	
M4	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.		
M4	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 BCM TERMINATION CIRCUIT

1. Remove the ECM and the BCM.
2. Check the resistance between the ECM terminals.

1 : ECM or BCM

ECM		Resistance ( $\Omega$ )
Terminal No.		
84	83	Approx. 108 – 132

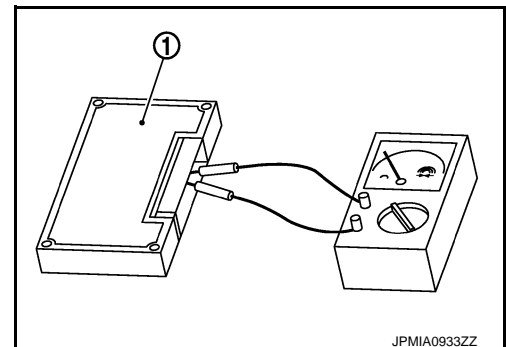
3. Check the resistance between the BCM terminals.

BCM		Resistance ( $\Omega$ )
Terminal No.		
39	40	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 5.  
NO >> Replace the ECM and/or the BCM.

#### 5. CHECK SYMPTOM



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# CAN COMMUNICATION CIRCUIT

[CAN]

## < DTC/CIRCUIT DIAGNOSIS >

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 BCM 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 IPDM-E AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## DTC/CIRCUIT DIAGNOSIS

### MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

#### Diagnosis Procedure

INFOID:000000004927704

#### 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 E105
  - Harness connector M77

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.
  - IPDM E/R
  - Harness connectors E105 and M77
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E105	81	Existed
	26		80	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E105.

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

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	81	M4	6	Existed
	80		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 IPDM E/R and the data link connector.

NO >> Repair the main line between the harness connector M77 and the data link connector.

# ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## ECM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927707

#### 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.

ECM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E16	84	83	Approx. 108 – 132

Is the measurement value within the specification?

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

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

Check the power supply and the ground circuit of the ECM. Refer to [EC-117, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the ECM. Refer to [EC-15, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#).

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

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

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# ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## ABS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927708

#### 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.		
E36	26	15	Approx. 54 – 66

Is the measurement value within the specification?

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

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

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-65, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-101, "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:000000004927709

#### 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.		
E13	27	26	Approx. 54 – 66

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 the following.

- Models with Intelligent Key: [PCS-19, "Diagnosis Procedure"](#)
- Models without Intelligent Key: [PCS-50, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to the following.
- Models with Intelligent Key: [PCS-35, "Exploded View"](#)
  - Models without Intelligent Key: [PCS-65, "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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## A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

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### A-BAG BRANCH LINE CIRCUIT

#### Diagnosis Procedure

INFOID:000000004927711

#### 1. 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.



# DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## DLC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927713

#### 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.		
M4	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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EPS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000004927714

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 EPS 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 EPS control unit.
2. Check the resistance between the EPS control unit harness connector terminals.

EPS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	8	3	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-8, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the EPS control unit. Refer to [STC-32, "Exploded View"](#).  
 YES (Past error)>>Error was detected in the EPS control unit branch line.  
 NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000004927716

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-39, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-97, "Exploded View"](#).  
 YES (Past error)>>Error was detected in the combination meter 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:000000004927717

#### 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.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

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

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-80, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-104, "Exploded View"](#).  
YES (Past error)>>Error was detected in the steering angle sensor branch line.  
NO >> Repair the power supply and the ground circuit.

# BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## BCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927718

#### 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.
- Models with Intelligent Key system

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M68	39	40	Approx. 108 – 132

- Models without Intelligent Key system

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M65	39	40	Approx. 108 – 132

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 the following.

- Models with Intelligent Key system: [BCS-43, "Diagnosis Procedure"](#)
- Models without Intelligent Key system: [BCS-119, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to the following.
- Models with Intelligent Key system: [BCS-82, "Exploded View"](#)
  - Models without Intelligent Key system: [BCS-148, "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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# CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

## CAN COMMUNICATION CIRCUIT

### Diagnosis Procedure

INFOID:000000004927719

#### 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.	
M4	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.		
M4	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 BCM TERMINATION CIRCUIT

1. Remove the ECM and the BCM.
2. Check the resistance between the ECM terminals.

1 : ECM or BCM

ECM		Resistance ( $\Omega$ )
Terminal No.		
84	83	Approx. 108 – 132

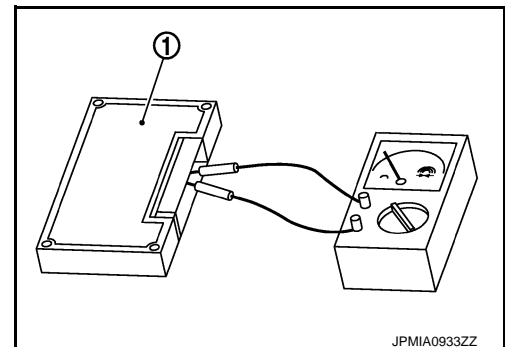
3. Check the resistance between the BCM terminals.

BCM		Resistance ( $\Omega$ )
Terminal No.		
39	40	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 5.  
NO >> Replace the ECM and/or the BCM.

#### 5. CHECK SYMPTOM



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# CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

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 BCM 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 IPDM-E AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## DTC/CIRCUIT DIAGNOSIS

### MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

#### Diagnosis Procedure

INFOID:000000004927681

#### 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 E105
  - Harness connector M77

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.
  - IPDM E/R
  - Harness connectors E105 and M77
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E105	81	Existed
	26		80	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E105.

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

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	81	M4	6	Existed
	80		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 IPDM E/R and the data link connector.

NO >> Repair the main line between the harness connector M77 and the data link connector.



# ECM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## ECM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927684

#### 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.

ECM harness connector			Resistance ( $\Omega$ )
Connector No.	Terminal No.		
E16	84	83	Approx. 108 – 132

Is the measurement value within the specification?

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

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

Check the power supply and the ground circuit of the ECM. Refer to [EC-117, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ECM. Refer to [EC-15, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement"](#).  
YES (Past error)>>Error was detected in the ECM branch line.  
NO >> Repair the power supply and the ground circuit.

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# ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## ABS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927685

#### 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.		
E36	26	15	Approx. 54 – 66

Is the measurement value within the specification?

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

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

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-65, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-101, "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:000000004927686

#### 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.		
E13	27	26	Approx. 54 – 66

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 the following.

- Models with Intelligent Key: [PCS-19, "Diagnosis Procedure"](#)
- Models without Intelligent Key: [PCS-50, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to the following.
- Models with Intelligent Key: [PCS-35, "Exploded View"](#)
  - Models without Intelligent Key: [PCS-65, "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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# TCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## TCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927687

#### 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 TCM 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 TCM.
2. Check the resistance between the TCM harness connector terminals.

TCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E18	5	6	Approx. 54 – 66

Is the measurement value within the specification?

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

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

Check the power supply and the ground circuit of the TCM. Refer to [TM-135, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the TCM. Refer to [TM-211, "Exploded View"](#).  
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:000000004927688

#### 1. 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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# DLC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## DLC BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927690

#### 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.		
M4	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.

## EPS BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927691

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

EPS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	8	3	Approx. 54 – 66

Is the measurement value within the specification?

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

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

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-8, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the EPS control unit. Refer to [STC-32, "Exploded View"](#).  
 YES (Past error)>>Error was detected in the EPS control unit branch line.  
 NO >> Repair the power supply and the ground circuit.

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M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000004927693

1.CHECK CONNECTOR

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

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	1	2	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-39, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-97, "Exploded View"](#).  
 YES (Past error)>>Error was detected in the combination meter 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:000000004927694

#### 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.		
M30	5	2	Approx. 54 – 66

Is the measurement value within the specification?

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

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

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-80, "Wiring Diagram - BRAKE CONTROL SYSTEM -"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-104, "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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## BCM BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000004927695

#### 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.
- Models with Intelligent Key system

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M68	39	40	Approx. 108 – 132

- Models without Intelligent Key system

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M65	39	40	Approx. 108 – 132

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 the following.

- Models with Intelligent Key system: [BCS-43, "Diagnosis Procedure"](#)
- Models without Intelligent Key system: [BCS-119, "Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to the following.
- Models with Intelligent Key system: [BCS-82, "Exploded View"](#)
  - Models without Intelligent Key system: [BCS-148, "Exploded View"](#)

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

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

# CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

## CAN COMMUNICATION CIRCUIT

### Diagnosis Procedure

INFOID:000000004927696

#### 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.	
M4	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.		
M4	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 BCM TERMINATION CIRCUIT

1. Remove the ECM and the BCM.
2. Check the resistance between the ECM terminals.

1 : ECM or BCM

ECM		Resistance (Ω)
Terminal No.		
84	83	Approx. 108 – 132

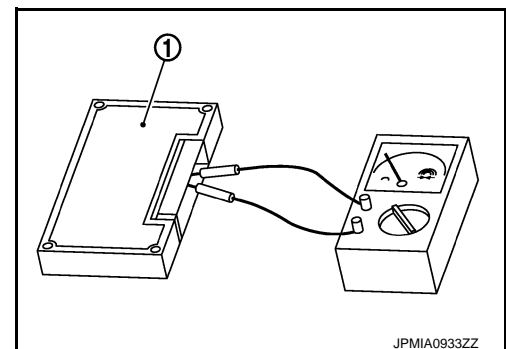
3. Check the resistance between the BCM terminals.

BCM		Resistance (Ω)
Terminal No.		
39	40	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 5.  
NO >> Replace the ECM and/or the BCM.

#### 5. CHECK SYMPTOM



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## CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

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 BCM 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.