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SECTION

DRIVE MODE SYSTEM

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PRECAUTION

PRECAUTIONS

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

INFOID:000000011462033

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:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see "SRS AIR BAG".
- Never 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:

Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never 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 Removing Battery Terminal

INFOID:000000011462034

- When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.

NOTE:

ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

- For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.

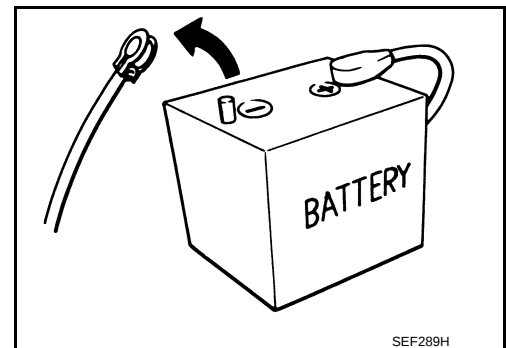
NOTE:

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

- After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.

NOTE:

The removal of 12V battery may cause a DTC detection error.

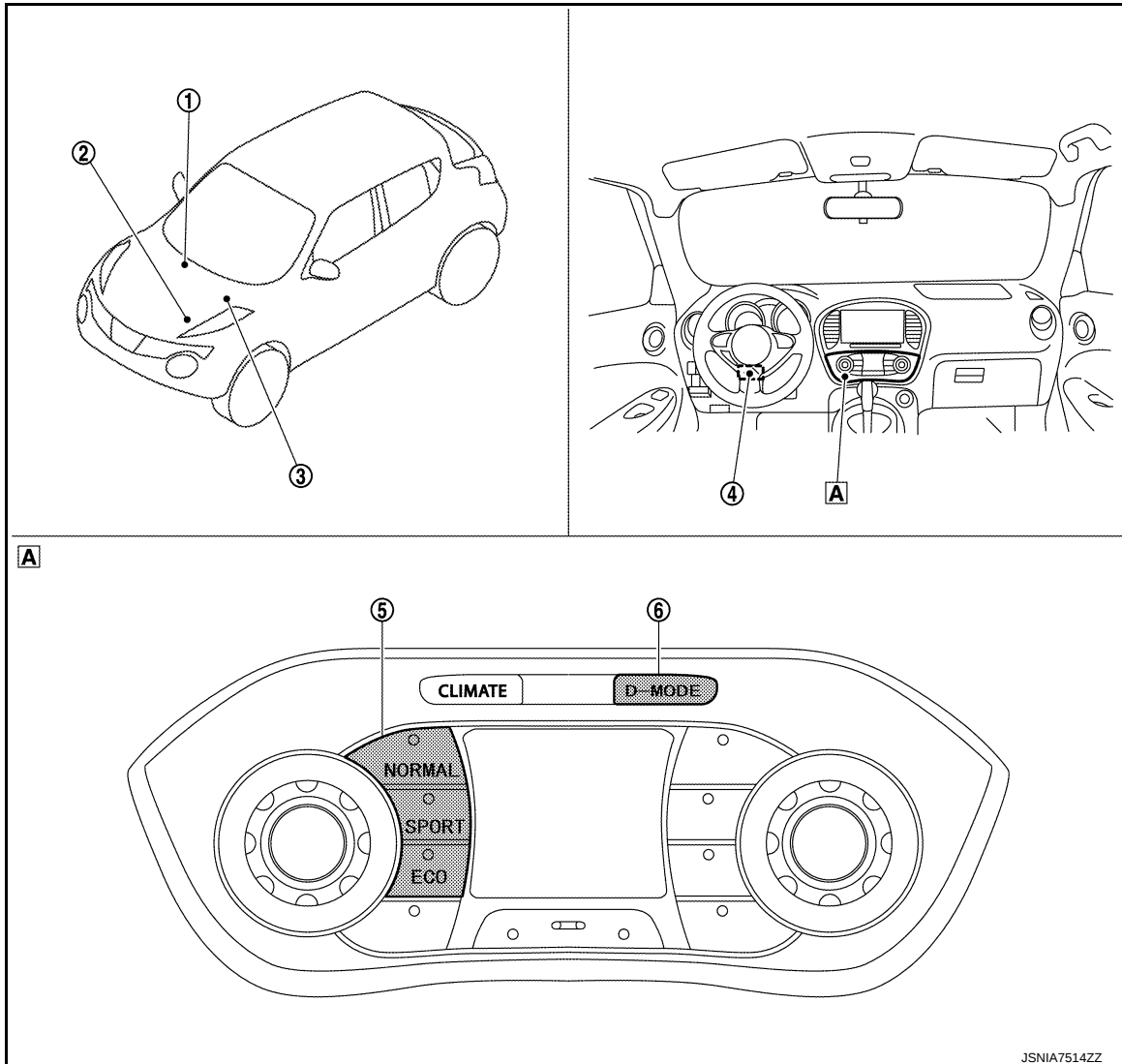


SYSTEM DESCRIPTION

COMPONENT PARTS

Component Parts Location

INFOID:0000000011462035



- | | | |
|---|--|--|
| 1. A/C auto amp
Refer to HAC-6, "Component Parts Location" . | 2. ECM
Refer to EC-26, "ENGINE CONTROL SYSTEM : Component Parts Location" (MR FOR NISMO RS MODELS) or EC-588, "ENGINE CONTROL SYSTEM : Component Parts Location" (MR EXCEPT FOR NISMO RS MODELS). | 3. TCM
Refer to TM-154, "CVT CONTROL SYSTEM : Component Parts Location" (RE0F10B) or TM-358, "CVT CONTROL SYSTEM : Component Parts Location" (RE0F10D). |
| 4. EPS control unit
Refer to STC-5, "Component Parts Location" . | 5. Drive mode switch <ul style="list-style-type: none"> • NORMAL switch • SPORT switch • ECO switch | 6. D-MODE select switch |
| A. Multi display unit | | |

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[INTEGRATED CONTROL SYSTEM]

Component Description

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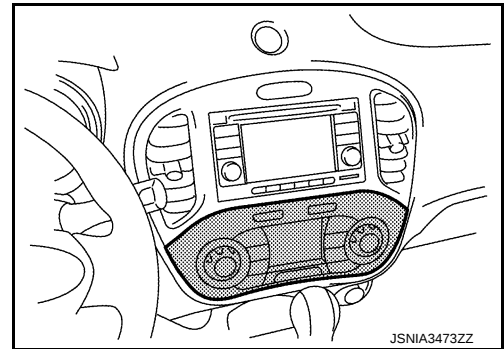
Part name	Description
Multi display unit	Transmits the ON/OFF status of each mode of the drive mode switch (NORMAL, SPORT, ECO) to TCM (CVT models), ECM (M/T models), EPS control unit and the A/C auto amp via CAN communication.
ECM	Based on the mode signals received from TCM (CVT models) or multi display unit (M/T models) via CAN communication, changes over the throttle position and other characteristics.
TCM	Based on the mode signals received from the multi display unit via CAN communication, changes over the gear shift line and other characteristics.
EPS control unit	Based on the mode signals received from the multi display unit via CAN communication, changes over the steering assist characteristic.
A/C auto amp	Based on the ECO mode signal received from the multi display unit via CAN communication, changes over the set temperature correction.

Multi Display Unit

INFOID:0000000011462037

DESCRIPTION

- The multi display unit connects to other units via CAN communication and performs the drive mode control.
- The following 3 drive modes are available, NORMAL, SPORT, and ECO.
- The drive mode can be changed over as desired by pressing the D-MODE select switch. The characteristics of the engine, CVT, steering and air conditioner are changed accordingly.
- The display shows the current drive mode (NORMAL, SPORT, ECO) as well as the vehicle information for the mode.



VEHICLE INFORMATION DISPLAY

Drive Mode

Item	Display content	Display
NORMAL mode	• Displays the input voltage to the multi display unit in 5 grades. • Displays the engine torque in 5 grades.	

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[INTEGRATED CONTROL SYSTEM]

Item	Display content	Display
SPORT mode	Displays the boost pressure in 5 grades.	 AVA1257
ECO mode	Displays the instantaneous fuel consumption in 5 grades.	 AVA1305

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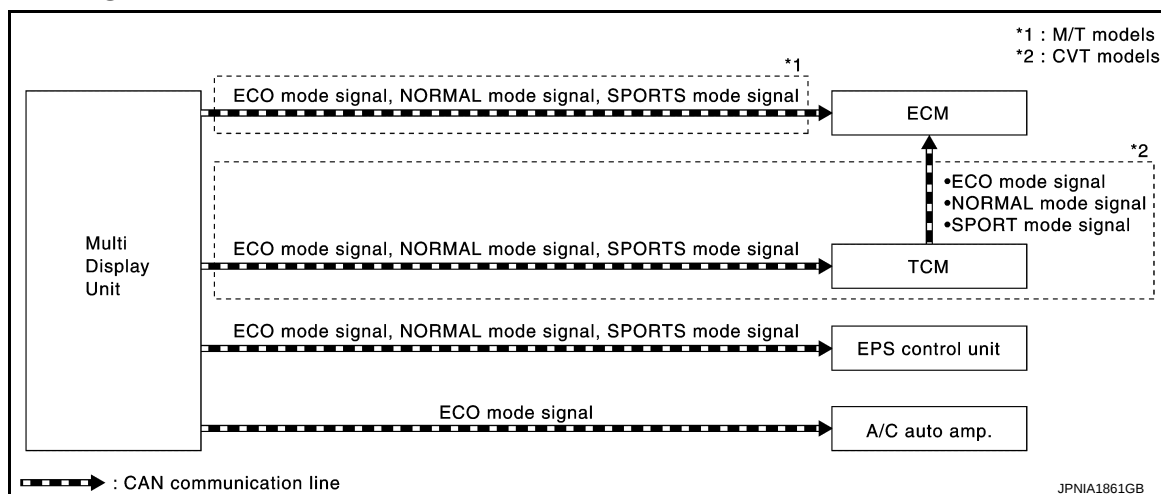
DMS

SYSTEM

System Description

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SYSTEM DIAGRAM



- The multi display unit transmits the operation status of the drive mode switch to other units via CAN communication as the mode signal (refer below).
 - NORMAL: ON/OFF
 - SPORT: ON/OFF
 - ECO: ON/OFF
- Based on the mode signals received from TCM (CVT models) or multi display unit (M/T models) via CAN communication, ECM changes over the throttle position and other characteristics.
- Based on the mode signals received from the multi display unit via CAN communication, TCM changes over the gear shift line and other characteristics.
- Based on the mode signals received from the multi display unit via CAN communication, EPS C/U changes the steering assist characteristic.
- Based on the ECO mode signal received from the multi display unit via CAN communication, the A/C auto amp changes over the set temperature correction.

CONTROL DESCRIPTION

- The drive mode switch in the controller of the multi display unit is used to change over the vehicle mode and thus change the control characteristics for the engine, transaxle, steering, and air conditioner.

Function Apply List

		MR16DDT	
		M/T	CVT
SPORTS	ENGINE	×	×
	CVT		×
	STEERING	×	×
ECO	ENGINE	×	×
	CVT		×
	AIR CONDITIONER	×	×

- With the NORMAL mode as the base mode, the control of vehicle characteristics is changed over to the following modes.
 - SPORT: The control characteristics for the engine, transaxle, and steering system are changed so that a sporty feel is created in the driving behavior.
 - ECO: The control characteristics for the engine, transaxle, and automatic air conditioner are changed to help improve the practical fuel economy.

SYSTEM

< SYSTEM DESCRIPTION >

[INTEGRATED CONTROL SYSTEM]

Control item		Control mode			Control
		SPORT	NORMAL	ECO	
ENGINE	Throttle position characteristic	× Half open	—	—	Improves the engine response to acceleration pedal operation and enhances the torque feel.
		—	—	× Late opening	Accelerates gently to assist in ECO driving.
	Speed limiter for throttle position	—	—	×	Controls the throttle position to a smaller level than NORMAL to help improve the practical fuel consumption.
TRANSAXLE	High speed gear shift line	×	—	—	Keeps the engine speed at a high level and improves the acceleration dynamism and response.
	Step shift	×	—	—	Performs gear shifting like A/T does.
	Downshift upon braking	×	—	—	performs downshift upon braking before cornering to prevent a drop in the engine speed.
	Cornering ratio hold	×	—	—	Helps the vehicle clear a curve smoothly by restricting shift changes during cornering.
	Acceleration off ratio hold	×	—	—	Quick accelerator pedal release avoids upshifting and maintains constant gear ratio. This brings a direct feel of acceleration when the accelerator pedal is depressed again.
	Low speed gear shift line	—	—	×	Improves the practical fuel economy by controlling the engine speed to a low level.
STEERING	Assist characteristic	×	—	—	Changes the steering assist characteristic to enhance a stable steering feel.
AIR CONDITIONER	Air inlet control	—	—	×	Reduces the engine load by optimizing the air conditioner control to a level that does not adversely affect the interior comfort and thus helps improve the practical fuel economy.
	Blower fan control	—	—	×	

ENGINE, TRANSAXLE, STEERING, AIR CONDITIONER CONTROL

- For details on the engine control, refer to [EC-68. "INTEGRATED CONTROL SYSTEM : System Description"](#) (MR FOR NISMO RS MODELS) or [EC-643. "INTEGRATED CONTROL SYSTEM : System Description"](#) (MR EXCEPT FOR NISMO RS MODELS).
- For details on the transaxle control, refer to [TM-183. "INTEGRATED CONTROL SYSTEM : System Description"](#) (RE0F10B) or [TM-388. "INTEGRATED CONTROL SYSTEM : System Description"](#) (RE0F10D).
- For details on the steering control, refer to [STC-7. "EPS SYSTEM : System Description"](#).
- For details on the air conditioner control, refer to [HAC-18. "ECO Mode Control"](#).

DMS

HANDLING PRECAUTION**NISSAN Dynamic Control System**

INFOID:0000000011462039

- The engine torque, engine power, boost pressure, and instantaneous fuel consumption are provided for information purposes only. They are not intended to prompt the driver to adjust driving style. The readings may be slightly delayed relative to the actual vehicle behaviors. This is not a malfunction.
- The voltmeter reading cannot be used as an indicator for battery replacement because it indicates the input voltage to the multi display unit, not the battery voltage.
- The ECO information screen is operable only while the vehicle is stopped.
- If no time setting is performed, the daily and weekly fuel consumption history data are not displayed.
- The readings may differ from the actual values depending on driving conditions.

ECU DIAGNOSIS INFORMATION

MULTI DISPLAY UNIT

List of ECU Reference

INFOID:0000000011462040

ECU	Reference
Multi display unit	AV-205. "Reference Value"
	AV-207. "DTC Inspection Priority Chart"
	AV-208. "DTC Index"

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INTEGRATED CONTROL SYSTEM

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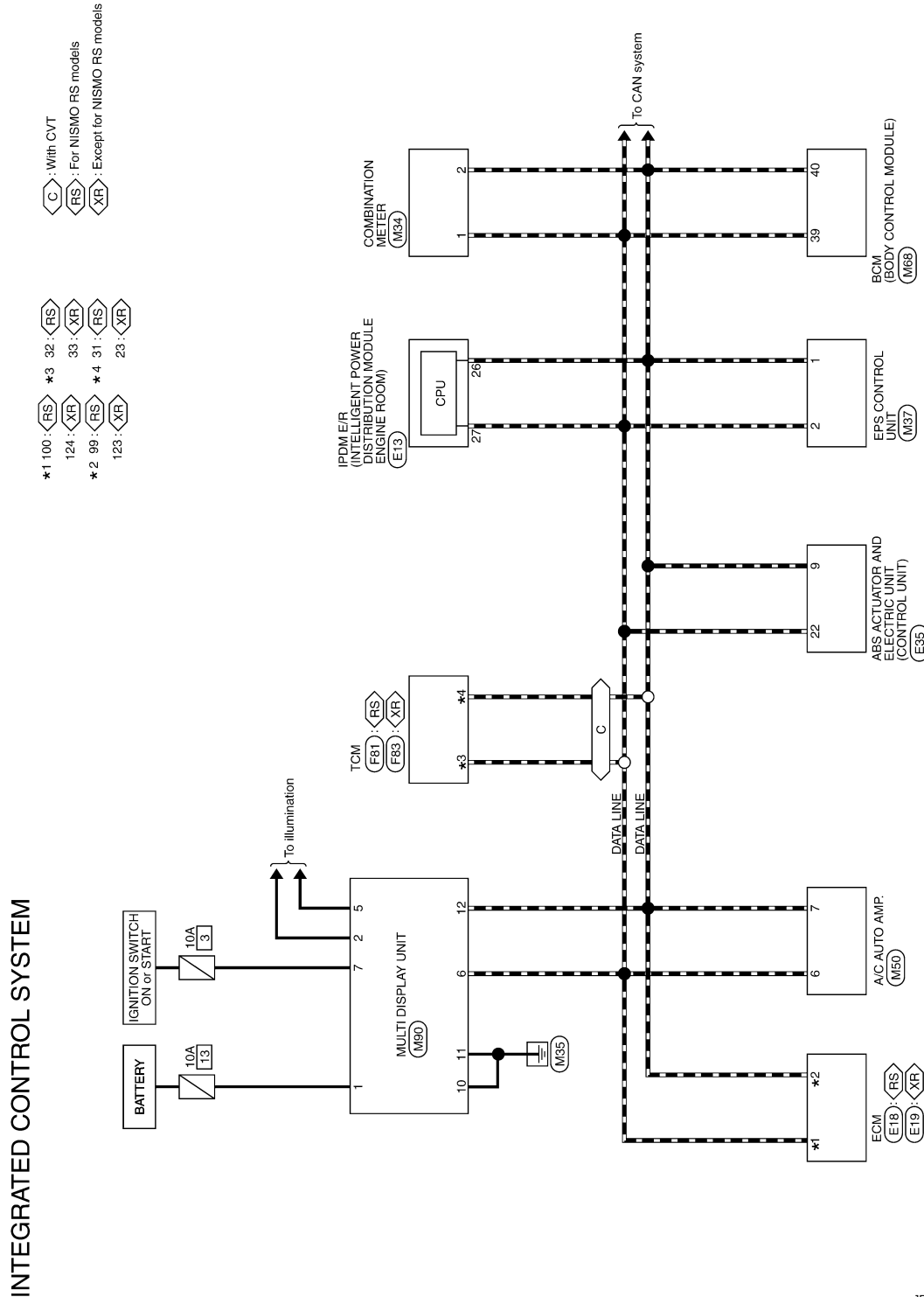
[INTEGRATED CONTROL SYSTEM]

WIRING DIAGRAM

INTEGRATED CONTROL SYSTEM

Wiring Diagram

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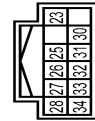
INTEGRATED CONTROL SYSTEM

< WIRING DIAGRAM >

[INTEGRATED CONTROL SYSTEM]

INTEGRATED CONTROL SYSTEM

Connector No.	E13
Connector Name	INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM
Connector Type	TH12EW-NH



Terminal No.	Color	Wire	Signal Name [Specification]
23	SB	-	-
24	SB	-	-
25	R	-	-
26	R	-	-
27	L	-	-
28	Y	-	-
30	V	-	-
31	Y	-	-
32	R	-	-
33	G	-	-
34	L	-	-

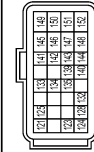
Connector No.	E18
Connector Name	ECM
Connector Type	RH24FCY-R2B-R-RH



Terminal No.	Color	Wire	Signal Name [Specification]
99	P	-	CAN COMMUNICATION LINE (CAN-L)
100	L	-	CAN COMMUNICATION LINE (CAN-H)
101	V	-	SENSOR POWER SUPPLY
102	R	-	ACCELERATOR PEDAL POSITION SENSOR 1
103	BR	-	DATA LINK CONNECTOR
104	R	-	SENSOR GROUND
105	GR	-	POWER SUPPLY FOR ECM (BACKUP)
106	Y	-	CLUTCH PEDAL POSITION SWITCH
108	GR	-	-

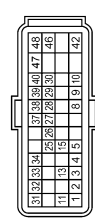
109	O	-	IGNITION SWITCH
110	D	-	ACCELERATOR PEDAL POSITION SENSOR 1
111	B	-	SENSOR GROUND
112	BR	-	ECM RELAY (SELF-SWITCH-OFF)
115	R	-	STOP LAMP SWITCH
116	G	-	BRAKE PEDAL POSITION SWITCH
117	Y	-	FUEL PUMP RELAY
118	O	-	SENSOR POWER SUPPLY
119	W	-	ACCELERATOR PEDAL POSITION SENSOR 2
120	Y	-	POWER SUPPLY FOR ECM
121	G	-	THROTTLE CONTROL MOTOR POWER SUPPLY
122	GR	-	ECM GROUND
124	GR	-	ECM GROUND
125	L	-	A/F SENSOR 1 HEATER
126	W	-	HEATED OXIDATION SENSOR 2 HEATER
127	GR	-	ECM GROUND

Connector No.	E19
Connector Name	ECM
Connector Type	RH24FB-R2B-L-LH



Terminal No.	Color	Wire	Signal Name [Specification]
121	L	-	EVAP CONTROL SYSTEM PRESSURE SENSOR
123	P	-	CAN COMMUNICATION LINE (CAN-L)
124	L	-	CAN COMMUNICATION LINE (CAN-H)
125	G	-	SENSOR POWER SUPPLY
128	SB	-	FUEL TANK TEMPERATURE SENSOR
132	GR	-	CLUTCH PEDAL POSITION SWITCH
133	LG	-	IGNITION SWITCH
134	P	-	ASD STEERING SWITCH
135	B	-	SENSOR GROUND
139	R	-	STOP LAMP SWITCH
140	G	-	BRAKE PEDAL POSITION SWITCH
141	L	-	EVAP CANISTER VENT CONTROL VALVE
142	O	-	SENSOR POWER SUPPLY
143	W	-	ACCELERATOR PEDAL POSITION SENSOR 2
144	Y	-	SENSOR GROUND
145	G	-	POWER SUPPLY FOR ECM

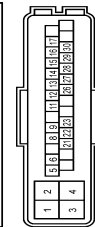
Connector No.	F81
Connector Name	TCM
Connector Type	RH40FB-R2B-L-RH



Terminal No.	Color	Wire	Signal Name [Specification]
1	G	-	R RANGE SW
2	W	-	RANGE SW
3	W	-	D RANGE SW
4	V	-	-
5	B	-	GROUND
8	BR	-	CLOCK SEL 2
9	G	-	CHP SELECT (SEL 1)
10	W	-	DATE I/O (SEL 3)
11	L	-	P RANGE SW
13	SB	-	CVT FLUID TEMPERATURE SENSOR
15	P	-	SECONDARY PRESSURE SENSOR
25	Y	-	SENSOR GROUND
26	LG	-	SENSOR POWER SUPPLY
27	GR	-	STEP MOTOR D
28	Y	-	STEP MOTOR C
29	BR	-	STEP MOTOR G
30	R	-	STEP MOTOR R
31	P	-	CAN-L
32	L	-	CAN-H
33	BG	-	PRIMARY SPEED SENSOR
34	R	-	SECONDARY SPEED SENSOR
37	L	-	LOCK-UP SELECT SOLENOID VALVE
38	G	-	TORQUE CONVERTER CLUTCH SOLENOID VALVE
39	W	-	SECONDARY PRESSURE SOLENOID VALVE
40	Y	-	LINE PRESSURE SOLENOID VALVE
42	B	-	GROUND
46	LG	-	IGNITION POWER SUPPLY
47	BG	-	BATTERY POWER SUPPLY MEMORY BACK-UP
48	Y	-	IGNITION POWER SUPPLY

146	V	-	SENSOR POWER SUPPLY
147	GR	-	SENSOR GROUND
148	Y	-	SENSOR GROUND
149	GR	-	ECM GROUND
150	R	-	ACCELERATOR PEDAL POSITION SENSOR 1
151	GR	-	SENSOR GROUND
152	GR	-	ECM GROUND

Connector No.	E35
Connector Name	ABS ACTUATOR AND ELECTRIC PART CONTROL UNIT
Connector Type	RH28FB-MJ4-UH



Terminal No.	Color	Wire	Signal Name [Specification]
1	W	-	BAT (MTR)
2	L	-	BAT (SOL)
3	B	-	GND (SOL)
4	B	-	GND (MTR)
5	R	-	VDC OFF SW
6	G	-	ASCD CANCEL SW
8	L	-	STOP LAMP SW
9	P	-	CAN-L
11	BR	-	DP RR
12	W	-	DS FR
13	G	-	VDC
14	R	-	SERIAL+
15	Y	-	DS RR
16	V	-	IGN
17	W	-	REVERSE SIGNAL
21	Y	-	DP FR
22	L	-	CAN-H
23	LG	-	DP FL
26	G	-	PR LH SENS VB
27	BR	-	DS FL
28	W	-	SERIAL-
30	BE	-	PR LH SENS SIG

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INTEGRATED CONTROL SYSTEM

< WIRING DIAGRAM >

[INTEGRATED CONTROL SYSTEM]

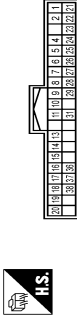
INTEGRATED CONTROL SYSTEM

Connector No.	FS3
Connector Name	TCM
Connector Type	RH40EP-R28-L-RH



Terminal No.	Color Of Wire	Signal Name [Specification]
2	BR	-
3	W	D RANGE SW
4	LG	N RANGE SW
5	LG	R RANGE SW
6	G	P RANGE SW
7	SB	SENSOR GROUND
11	Y	CVT FLUID TEMPERATURE SENSOR
12	SB	SECONDARY PRESSURE SENSOR
16	P	PRIMARY PRESSURE SENSOR
23	P	INPUT SPEED SENSOR
24	V	LINE PRESSURE SOLENOID VALVE
26	LG	CAN-H
30	Y	OUTPUT SPEED SENSOR
33	L	WASHER FLUID LEVEL SIGNAL
34	P	SECURITY SIGNAL
35	EG	SELECT SOLENOID VALVE
37	L	TORQUE CONVERTER CLUTCH SOLENOID VALVE
38	LG	SECONDARY PRESSURE SOLENOID VALVE
39	G	PRIMARY PRESSURE SOLENOID VALVE
40	W	GROUND
41	B	GROUND
42	B	GROUND
45	V	BATTERY POWER SUPPLY
46	GR	BATTERY POWER SUPPLY
47	LG	IGNITION POWER SUPPLY
48	W	IGNITION POWER SUPPLY

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	VEHICLE SPEED SIGNAL (8-PULSE)
4	Y	PADDLE SHIFTER UP SWITCH SIGNAL
5	G	FUEL LEVEL SENSOR SIGNAL
6	BR	AIR BAG SIGNAL
7	R	-
8	P	SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE)
9	W	PARKING BRAKE SWITCH SIGNAL
10	SB	BRAKE FLUID LEVEL SWITCH SIGNAL
11	G	ILLUMINATION CONTROL SIGNAL
13	GR	MANUAL MODE SHIFT UP SIGNAL
14	R	ACC POWER SUPPLY
15	L	MANUAL MODE SHIFT DOWN SIGNAL
16	W	WASHER FLUID LEVEL SIGNAL
17	GR	SECURITY SIGNAL
18	R	AMBIENT SENSOR SIGNAL
19	GR	AMBIENT SENSOR GROUND
20	R	GROUND
21	B	GROUND
22	B	GROUND
23	B	GROUND
24	L	FUEL LEVEL SENSOR GROUND
25	B	VDC GROUND
26	V	PADDLE SHIFTER DOWN SWITCH SIGNAL
27	LG	BATTERY POWER SUPPLY
28	GR	IGNITION SIGNAL
29	V	PASSENGER SEAT BELT WARNING SIGNAL
31	P	A/C AUTO AMP CONNECTION RECOGNITION SIGNAL
32	Y	MANUAL MODE SIGNAL
33	Y	NON-MANUAL MODE SIGNAL
38	P	ALTERNATOR SIGNAL

Connector No.	M37
Connector Name	EPS CONTROL UNIT
Connector Type	TH08FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	CAN-L
2	P	CAN-H
4	LG	IGN

Connector No.	M50
Connector Name	A/C AUTO AMP.
Connector Type	TH40FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
2	LG	IN-VEHICLE SENSOR SIGNAL
3	V	INTAKE SENSOR SIGNAL
4	GR	AMBIENT SENSOR SIGNAL
5	P	SUNLOAD SENSOR SIGNAL
6	L	CAN-H
7	P	INTAKE DOOR MOTOR PER POWER SUPPLY
8	W	A/C AUTO AMP CONNECTION RECOGNITION SIGNAL
9	P	SENSOR GROUND
10	R	BATTERY POWER SUPPLY
12	Y	POWER TRANSISTOR CONTROL SIGNAL
13	GR	BLOWER FAN ON SIGNAL
14	GR	A/C ON SIGNAL
15	Y	A/MIX DRIVE SIGNAL 4
17	BR	A/MIX DRIVE SIGNAL 4
18	GR	A/MIX DRIVE SIGNAL 3
19	W	A/MIX DRIVE SIGNAL 2

20	L	A/MIX DRIVE SIGNAL 1
21	G	IGNITION POWER SUPPLY
22	SB	INTAKE DOOR MOTOR PBR F/S SIGNAL
30	B	GROUND
35	G	REC DRIVE SIGNAL
36	V	FRE DRIVE SIGNAL
37	R	MODE DRIVE SIGNAL 4
38	P	MODE DRIVE SIGNAL 3
39	Y	MODE DRIVE SIGNAL 2
40	V	MODE DRIVE SIGNAL 1

Connector No.	M83
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40EP-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
2	L	COMBI SW INPUT 5
3	GR	COMBI SW INPUT 4
4	BR	COMBI SW INPUT 3
5	BR	COMBI SW INPUT 2
6	W	COMBI SW INPUT 1
7	L	KEY CYL UNLOCK SW
8	R	KEY CYL LOCK SW
9	R	STOP LAMP SW 1
10	W	-
12	GR	DOOR LK & UNLK SW LOCK
13	BR	DOOR LK & UNLK SW UNLOCK
14	SB	OPTICAL SENS
15	W	REAR WINDOW DEF SW
17	Y	OPTICAL SENS PWR SPPLY
18	V	RECEIVER GND
21	P	NAIS ANT AMP
22	L	SECURITY SIGNAL
24	SB	DOUBLE LINK
25	LG	NAIS ANT AMP
26	BR	THERMO AMP
27	Y	A/C SW
28	LG	BLOWER FAN SW
29	SB	HAZARD SW
30	L	BK DOOR OPENER SW

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INTEGRATED CONTROL SYSTEM

31	GR	DR DOOR UNLK SENS
32	LG	COMBI SW OUTPUT 1
33	V	COMBI SW OUTPUT 2
34	V	COMBI SW OUTPUT 3
35	R	COMBI SW OUTPUT 2
36	P	COMBI SW OUTPUT 1
37	G	DETENT SW
38	SB	RECEIVER COMM
39	L	CAN-H
40	P	CAN-L

Connector No.	M80
Connector Name	MULTI DISPLAY UNIT
Connector Type	TH12FH-14H



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	BATTERY POWER SUPPLY
2	V	ILLUMINATION SIGNAL
3	GR	ILLUMINATION SIGNAL GROUND
4	LG	IGNITION SIGNAL
5	LG	IGNITION SIGNAL
10	B	GND
11	B	GND
12	P	CAN-L

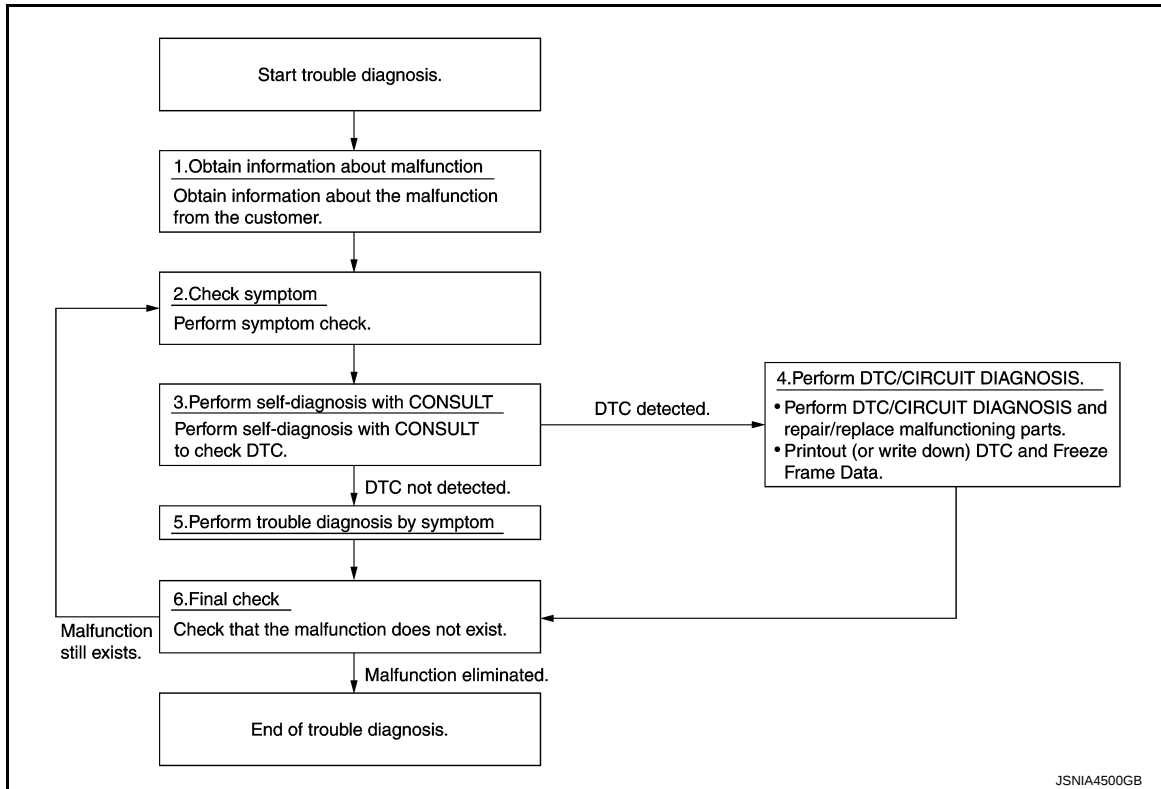
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow

INFOID:0000000011462042

DESCRIPTION OF TROUBLE DIAGNOSIS FLOWCHART



DETAILS OF TROUBLE DIAGNOSIS FLOWCHART

1. OBTAIN INFORMATION ABOUT SYMPTOM

Interview the customer to obtain as much information as possible about the conditions and environment under which the malfunction occurs.

>> GO TO 2.

2. CHECK SYMPTOM

- Check the symptom based on the information obtained from the customer.
- Check if any other malfunctions are present.

>> GO TO 3.

3. CONSULT SELF-DIAGNOSIS

1. Perform "MULTI DISPLAY" "self diagnosis" by connecting CONSULT.
2. When DTC is detected, follow the instructions below:
 - Record DTC and Freeze Frame Data.

NOTE:

If "CAN COM CIRC [U1000]" is displayed, start the diagnosis from the CAN communication system. Refer to [AV-215, "Diagnosis Procedure"](#).

Is any DTC No. displayed?

YES >> GO TO 4.

NO >> GO TO 5.

4. DTC/SYSTEM DIAGNOSIS

DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

[INTEGRATED CONTROL SYSTEM]

1. Perform a DTC/system diagnosis and repair or replace any malfunctioning part.
2. When DTC is detected, follow the instructions below:
 - Record DTC and Freeze Frame Data.

>> GO TO 6.

5.PERFORM DIAGNOSIS BY SYMPTOM

Perform a diagnosis by symptom and repair or replace any malfunctioning part.

>> GO TO 6.

6.FINAL CHECK

Check that the multi display unit functions normally.

Does it operate normally?

- YES >> End of trouble diagnosis
NO >> GO TO 2.

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

DMS

REMOVAL AND INSTALLATION

MULTI DISPLAY UNIT

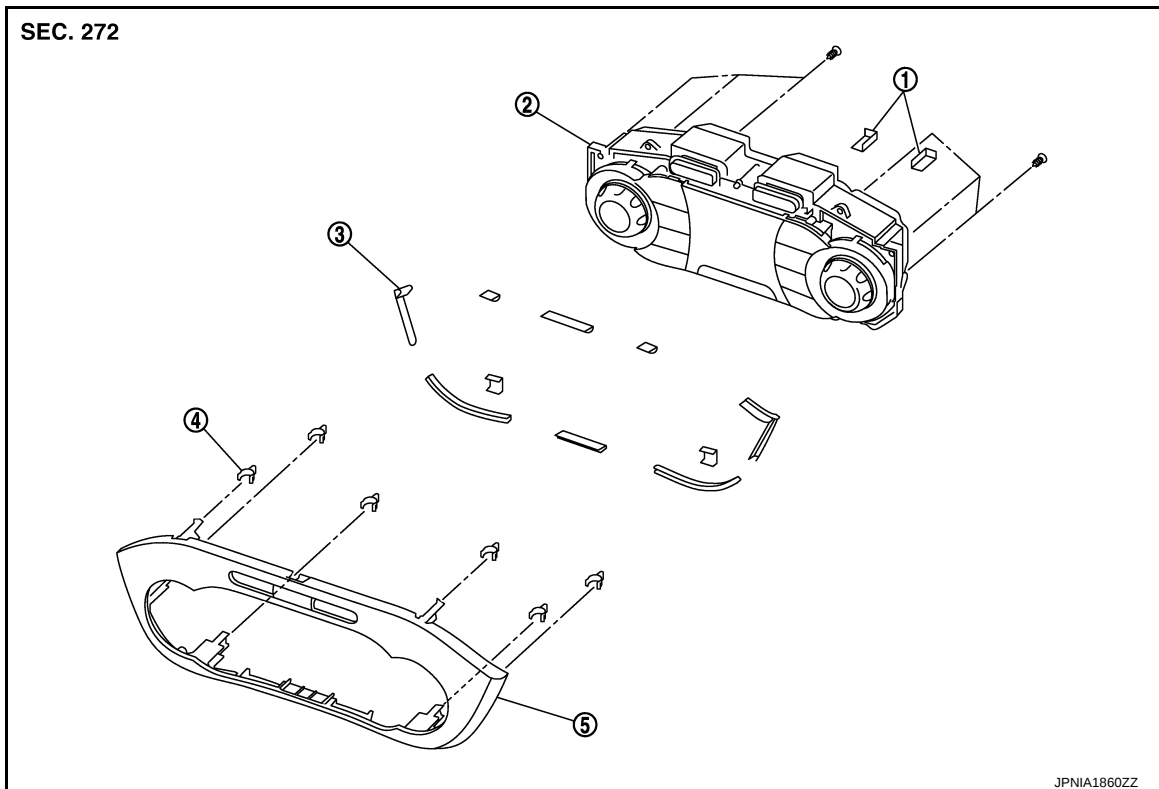
Exploded View

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REMOVAL

Refer to [IP-12. "Exploded View"](#).

DISASSEMBLY



1. Silencer tape

2. Multi display unit

3. Silencer tape

4. Clip

5. Control finisher

Removal and Installation

INFOID:000000011462044

REMOVAL

Refer to [IP-12. "Exploded View"](#).**CAUTION:**

- When performing the work, use a shop cloth to protect the parts from damage.
- Always fix the harness clamp in position.

INSTALLATION

Install in the reverse order of removal.