SECTION LAN

LAN SYSTEM

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PRECAUTIONS

PFP:00001

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

EKS002JG

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. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

WARNING:

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

Precautions For Trouble Diagnosis

EKS002JH

CAN SYSTEM

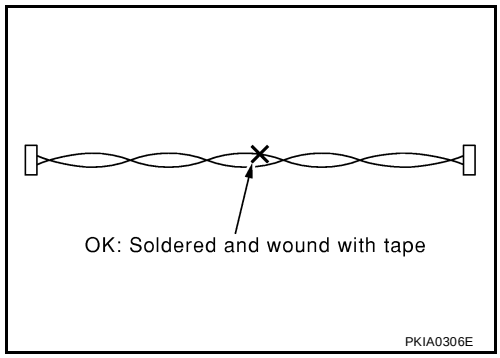
- Do not apply voltage of 7.0V or higher to the measurement terminals.
- Use the tester with its open terminal voltage being 7.0V or less.
- Be sure to turn ignition switch off and disconnect negative battery terminal before checking the circuit.

Precautions For Harness Repair

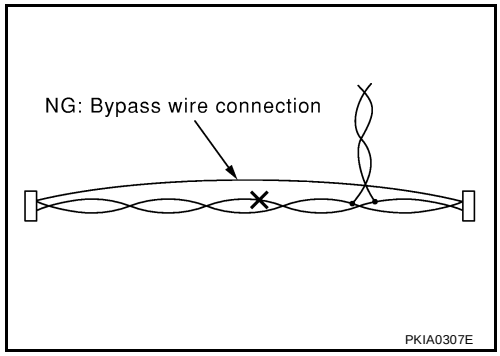
EKS002JI

CAN SYSTEM

- Solder the repaired parts, and wrap with tape. [Frays of twisted line must be within 110 mm (4.33 in)]



- Do not perform bypass wire connections for the repair parts. (The spliced wire will become separated and the characteristics of twisted line will be lost.)



CAN COMMUNICATION

PFP:23710

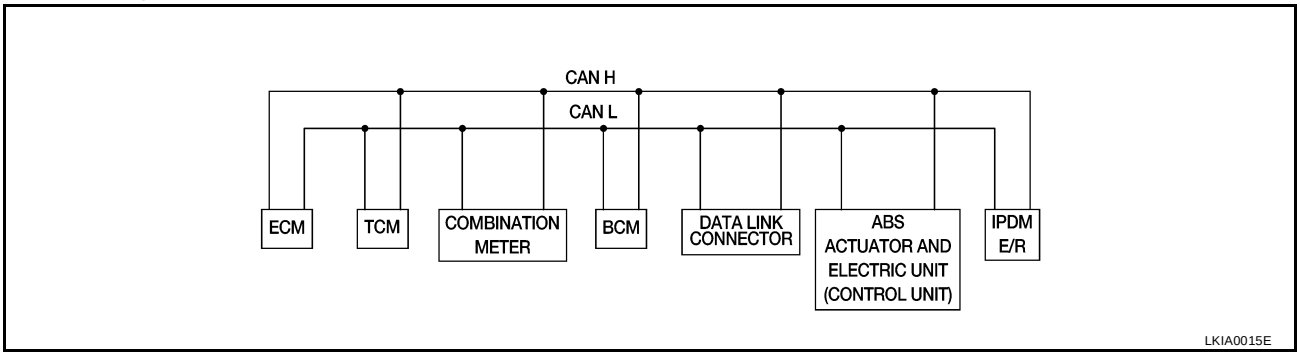
System Description

EKS003ZH

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

FOR TCS MODELS

System diagram



Input/output signal chart

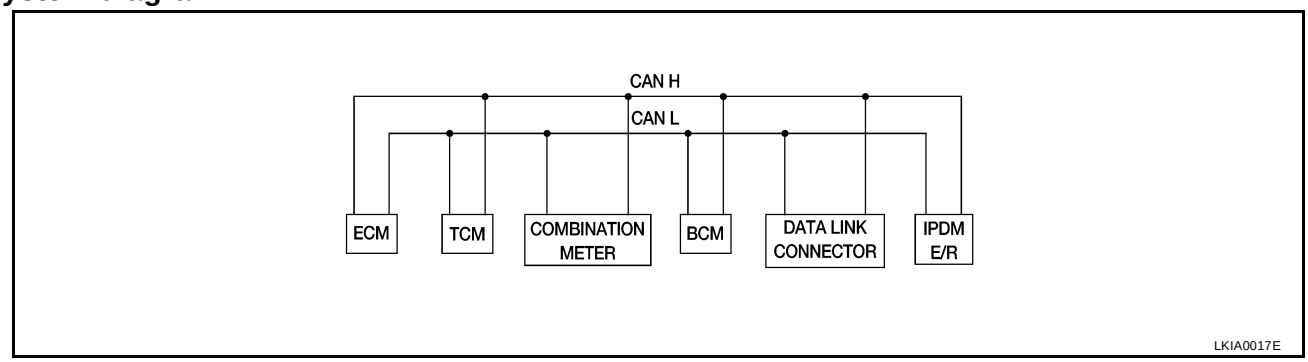
T: Transmit R: Receive

Signals	ECM	TCM	COMBINATION METER	BCM	ABS/TCS control unit	IPDM E/R
Engine speed signal	T		R		R	
Engine coolant temperature signal	T		R			
Accelerator pedal position signal	T					
Fuel consumption monitor signal	T		R			
A/T warning lamp signal		T	R			
A/T position indicator signal	R	T	R	R(R range only)	R	
ABS operation signal	R				T	
TCS operation signal	R	R			T	
Air conditioner switch signal	R			T		
Air conditioner compressor signal	R					T
A/C compressor request signal	T					R
Cooling fan motor operation signal	R					T
Cooling fan speed request signal	T					R
Position lights request			R	T		R
Position lights status				R		T
Low beam request				T		R
Low beam status	R			R		T
High beam request			R	T		R
High beam status	R			R		T
Front fog lights request				T		R
Front fog light status				R		T
OD cancel switch signal		R	T			R
Brake switch signal		R	T			

Signals	ECM	TCM	COMBINATION METER	BCM	ABS/TCS control unit	IPDM E/R
Vehicle speed signal	R		T			
	R		T	R		
Oil pressure switch			R			T
Sleep request1			R	T		
Sleep request2				T		R
N range switch signal		R	T			
P range switch signal		R	T			
Seat belt buckle switch signal			T	R		
Door switch signal			R	T		R
Tail lamp request			R	T		R
Turn indicator signal			R	T		
Buzzer output signal			R	T		
Trunk switch signal			R	T		
ASCD main switch signal	T		R			
ASCD cruise signal	T		R			
Wiper operation				R		T
Wiper stop position signal				R		T
Rear window defogger switch signal				T		R
Rear window defogger control signal	R			R		T

FOR A/T MODELS

System diagram



Input/output signal chart

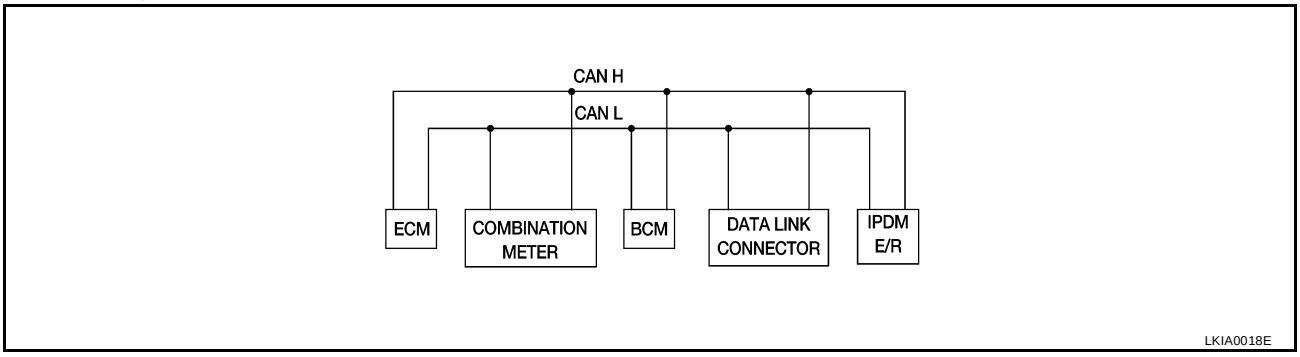
T: Transmit R: Receive

Signals	ECM	TCM	COMBINATION METER	BCM	IPDM E/R
Engine speed signal	T		R		
Engine coolant temperature signal	T		R		
Accelerator pedal position signal	T				R
Fuel consumption monitor signal	T		R		
A/T warning lamp signal		T	R		
A/T position indicator signal	R	T	R	R(R range only)	
Air conditioner switch signal	R			T	
Air conditioner compressor signal	R				T
A/C compressor request signal	T				R

Signals	ECM	TCM	COMBINATION METER	BCM	IPDM E/R
Blower fan switch signal	R(QR25DE)			T	
Cooling fan motor operation signal	R			T	
Cooling fan speed request signal	T				R
Position lights request			R	T	R
Position lights status				R	T
Low beam request				T	R
Low beam status	R			R	T
High beam request			R	T	R
High beam status	R			R	T
Front fog lights request				T	R
Front fog light status				R	T
OD cancel switch signal		R	T		R
Brake switch signal		R	T		
Vehicle speed signal	R		T		
	R		T	R	
Oil pressure switch			R		T
Sleep request1			R	T	
Sleep request2				T	R
N range switch signal		R	T		
P range switch signal		R	T		
Seat belt buckle switch signal			T	R	
Door switch signal			R	T	R
Tail lamp request			R	T	R
Turn indicator signal			R	T	
Buzzer output signal			R	T	
Trunk switch signal			R	T	
ASCD main switch signal	T		R		
ASCD cruise signal	T		R		
Wiper operation				R	T
Wiper stop position signal				R	T
Rear window defogger switch signal				T	R
Rear window defogger control signal	R			R	T

FOR M/T MODELS

System diagram



Input/output signal chart

T: Transmit R: Receive

Signals	ECM	COMBINATION METER	BCM	IPDM E/R
Engine speed signal	T			
Engine coolant temperature signal	T			
Fuel consumption monitor signal	T			
Air conditioner switch signal	R		T	
Air conditioner compressor signal	R			T
A/C compressor request signal	T			R
Blower fan switch signal	R(QR25DE)		T	
Cooling fan motor operation signal	R			T
Cooling fan speed request signal	T			R
Position lights request		R	T	R
Position lights status			R	T
Low beam request			T	R
Low beam status	R		R	T
High beam request		R	T	R
High beam status	R		R	T
Front fog lights request			T	R
Front fog light status			R	T
Vehicle speed signal	R	T		
Oil pressure switch		R		T
Sleep request1		R	T	
Sleep request2			T	R
Seat belt buckle switch signal		T	R	
Door switch signal		R	T	R
Tail lamp request		R	T	R
Turn indicator signal		R	T	
Buzzer output signal		R	T	
Trunk switch signal		R	T	
ASCD main switch signal	T	R		
ASCD cruise signal	T	R		
Wiper operation			R	T
Wiper stop position signal			R	T
Rear window defogger switch signal			T	R
Rear window defogger control signal	R		R	T

CAN SYSTEM (FOR TCS MODELS)

PFP:23710

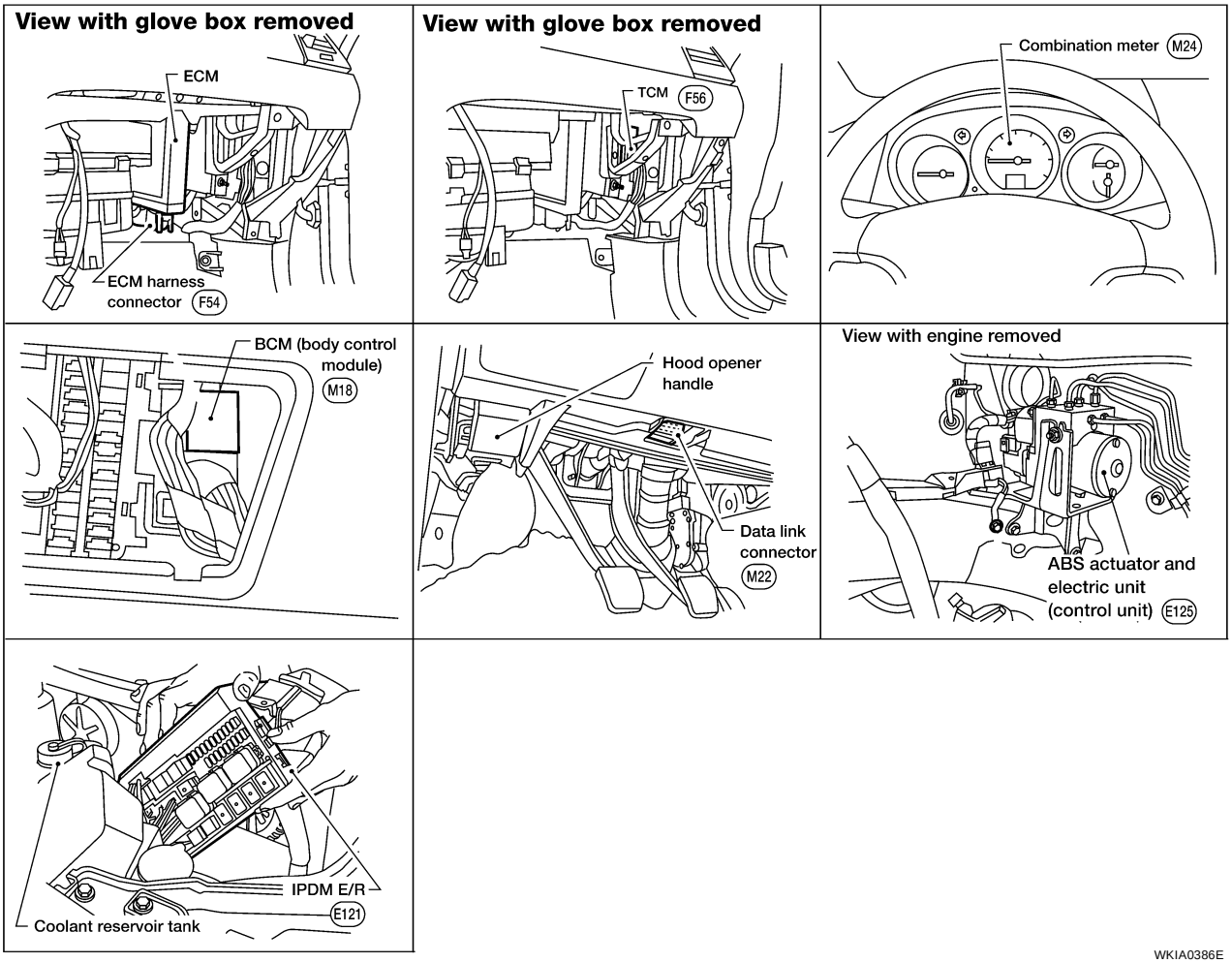
System Description

EKS003ZI

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

Component Parts and Harness Connector Location

EKS003ZJ



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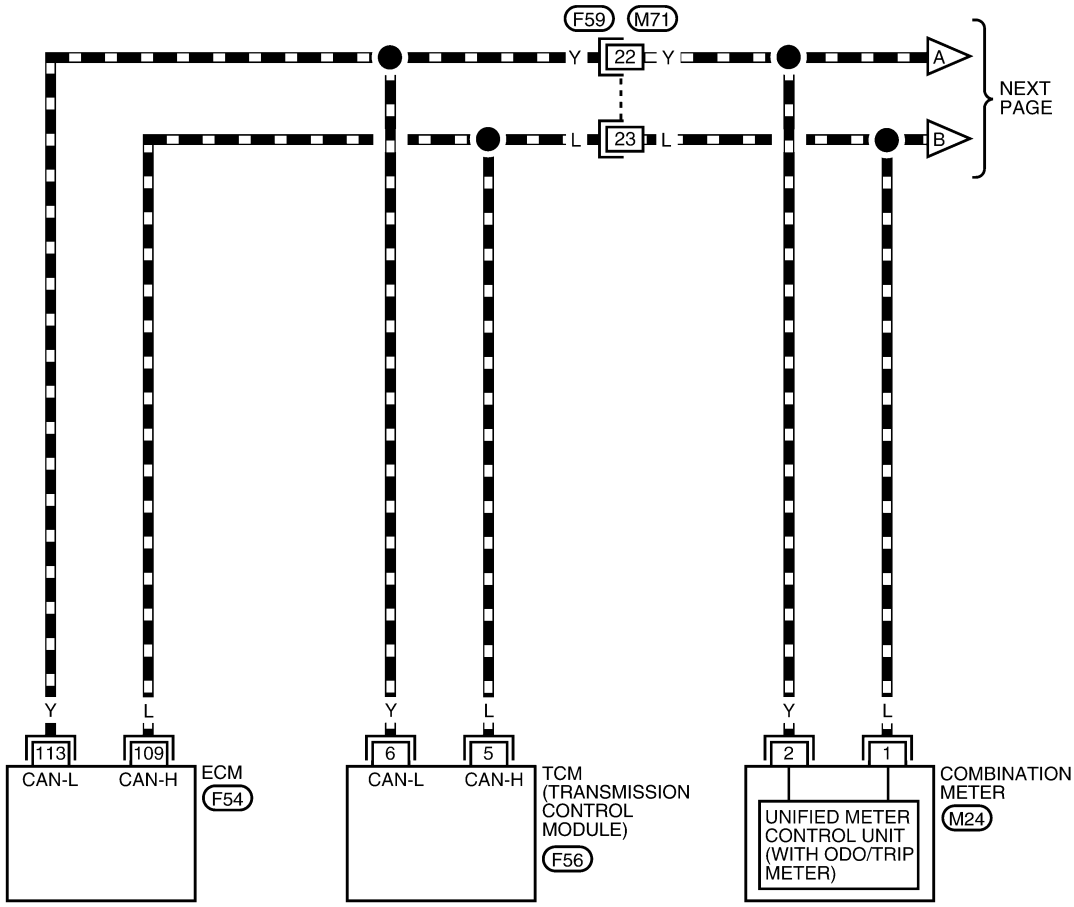
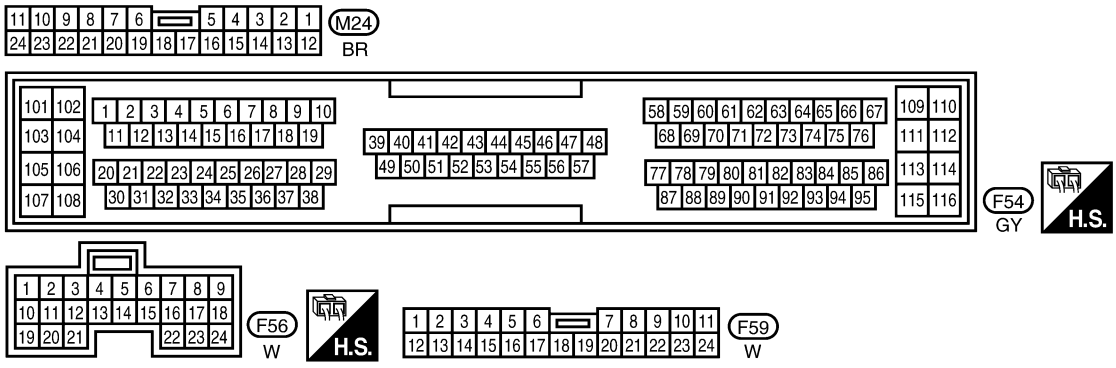
Wiring Diagram — CAN —

EKS003ZK

LAN-CAN-01





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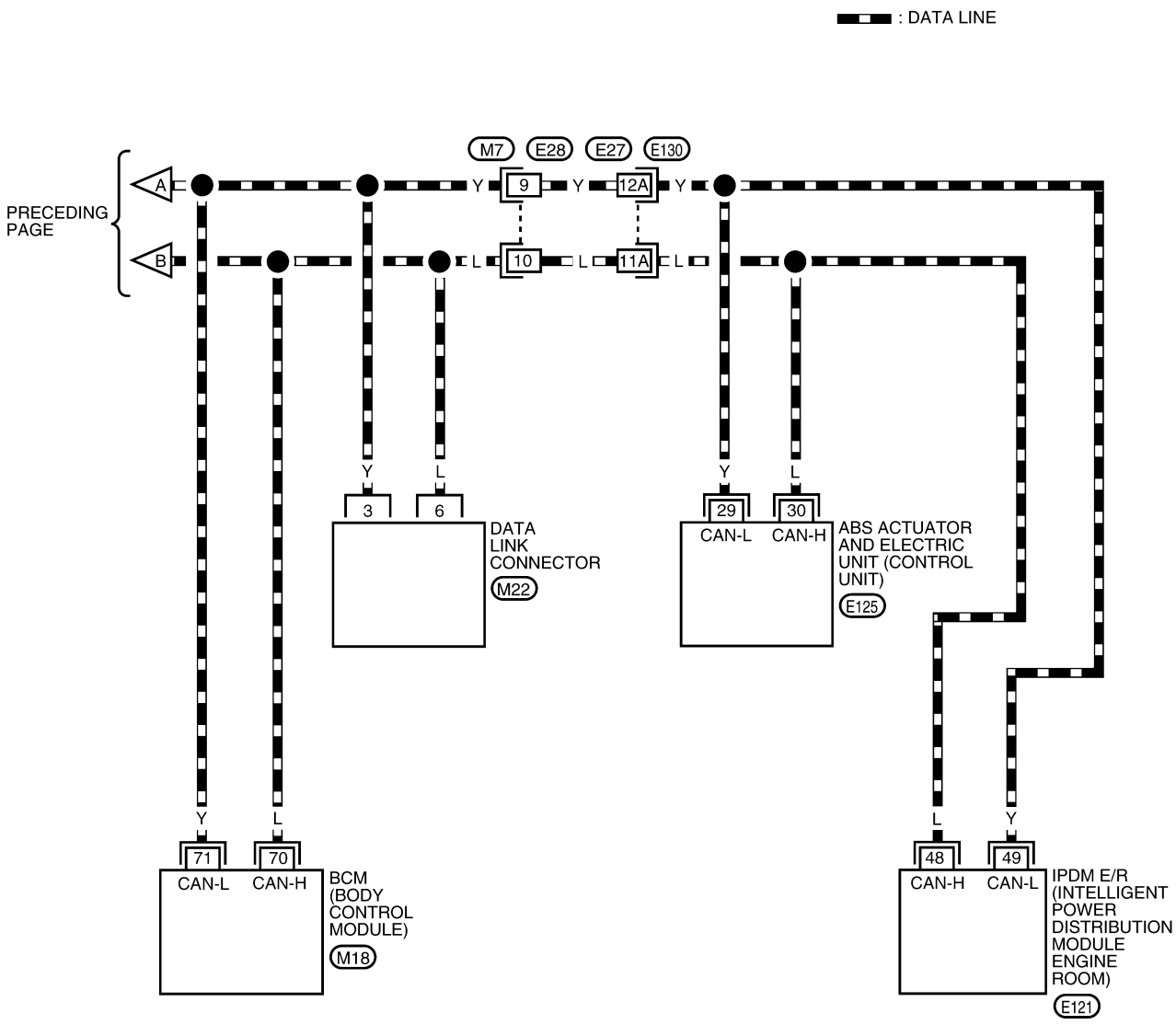

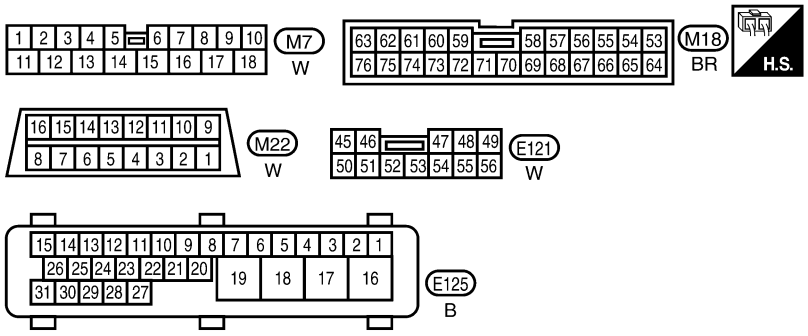

REFER TO THE FOLLOWING.
(E130) - SUPER MULTIPLE JUNCTION (SMJ)

LKWA0065E

Work Flow

EKS003ZL

1. Print all the data of “SELF-DIAG RESULTS” and “DATA MONITOR” for “ENGINE”, “A/T”, “BCM”, and “ABS” displayed on CONSULT-II. Refer to EC-730 for “ENGINE” and AT-40 for “A/T”. Refer to BCS-14 for “BCM”. Refer to BRC-15 for “ABS”.
2. Attach the printed sheet of “SELF-DIAG RESULTS” and “DATA MONITOR” onto the check sheet. Refer to LAN-12, "CHECK SHEET" .
3. Based on the data monitor results, put check marks onto the items with “UNKWN” or “NG” in the check sheet table. Refer to LAN-12, "CHECK SHEET" .

   NOTE:
   If “NG” is displayed on “CAN COMM” for the diagnosed control unit, replace the control unit.
4. According to the check sheet results (example), start inspection. Refer to LAN-13, "CHECK SHEET RESULTS (EXAMPLE)" .

CHECK SHEET

Check sheet table

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 3	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–	CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1	CAN CIRC 2	CAN CIRC 3	–	–	–	–

Symptoms:

Attach copy of ENGINE SELF-DIAG RESULTS

Attach copy of A/T SELF-DIAG RESULTS

Attach copy of BCM SELF-DIAG RESULTS

Attach copy of ABS SELF-DIAG RESULTS

Attach copy of ENGINE DATA MONITOR

Attach copy of A/T DATA MONITOR

Attach copy of BCM DATA MONITOR

Attach copy of ABS DATA MONITOR

LKIA0040E

CHECK SHEET RESULTS (EXAMPLE)

Case 1: Replace ECM

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 3	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–	CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1	CAN CIRC 2	CAN CIRC 3	–	–	–	–

ENGINE	CAN COMM	CAN CIRC 1 ✓	–	CAN CIRC 2 ✓	CAN CIRC 4 ✓	CAN CIRC 6 ✓	CAN CIRC 3 ✓	CAN CIRC 7 ✓
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2 ✓	–	CAN CIRC 4	–	CAN CIRC 3	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–	CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1	CAN CIRC 2	CAN CIRC 3 ✓	–	–	–	–

Case 2: Replace TCM

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2 ✓	CAN CIRC 4	CAN CIRC 6	CAN CIRC 3	CAN CIRC 7
A/T	CAN COMM ✓	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–	CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1	CAN CIRC 2	CAN CIRC 3 ✓	–	–	–	–

ENGINE	CAN COMM	CAN CIRC 1 ✓	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 3	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2 ✓	–	CAN CIRC 4 ✓	–	CAN CIRC 3 ✓	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–	CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1	CAN CIRC 2	CAN CIRC 3	–	–	–	–

Case 3: Replace BCM

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 3	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3	–
BCM	CAN COMM ✓	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–	CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1	CAN CIRC 2	CAN CIRC 3	–	–	–	–

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 3	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2 ✓	–	CAN CIRC 4 ✓	–	–	CAN CIRC 3 ✓
ABS	CAN COMM	CAN CIRC 1	CAN CIRC 2	CAN CIRC 3	–	–	–	–

Case 4: Replace ABS actuator and electric unit (control unit)

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 3 ✓	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3 ✓	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–	CAN CIRC 3
ABS	CAN COMM ✓	CAN CIRC 1	CAN CIRC 2	CAN CIRC 3	–	–	–	–

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 3	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–	CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1	CAN CIRC 2 ✓	CAN CIRC 3 ✓	–	–	–	–

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Case 5

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	✓ CAN CIRC 4	✓ CAN CIRC 6	✓ CAN CIRC 3	✓ CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	✓ CAN CIRC 4	–	✓ CAN CIRC 3	–
BCM	CAN COMM	CAN CIRC 1	✓ CAN CIRC 2	–	CAN CIRC 4	–	–	CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1	✓ CAN CIRC 2	✓ CAN CIRC 3	–	–	–	–

Case 6

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	✓ CAN CIRC 6	✓ CAN CIRC 3	✓ CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	✓ CAN CIRC 3	–
BCM	CAN COMM	CAN CIRC 1	✓ CAN CIRC 2	–	✓ CAN CIRC 4	–	–	CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1	✓ CAN CIRC 2	✓ CAN CIRC 3	–	–	–	–

Case 7

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	✓ CAN CIRC 3	✓ CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	✓ CAN CIRC 3	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–	✓ CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1	✓ CAN CIRC 2	✓ CAN CIRC 3	–	–	–	–

Case 8

ENGINE	CAN COMM	✓ CAN CIRC 1	–	✓ CAN CIRC 2	✓ CAN CIRC 4	✓ CAN CIRC 6	✓ CAN CIRC 3	✓ CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	✓ CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3	–
BCM	CAN COMM	CAN CIRC 1	✓ CAN CIRC 2	–	CAN CIRC 4	–	–	CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1	✓ CAN CIRC 2	CAN CIRC 3	–	–	–	–

Case 9

ENGINE	CAN COMM	CAN CIRC 1	–	✓ CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 3	CAN CIRC 7
A/T	CAN COMM	✓ CAN CIRC 1	✓ CAN CIRC 2	–	✓ CAN CIRC 4	–	✓ CAN CIRC 3	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–	CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1	CAN CIRC 2	✓ CAN CIRC 3	–	–	–	–

Case 10

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	✓ CAN CIRC 4	CAN CIRC 6	CAN CIRC 3	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	✓ CAN CIRC 4	–	CAN CIRC 3	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	✓ CAN CIRC 4	–	–	CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1	CAN CIRC 2	CAN CIRC 3	–	–	–	–

Case 11

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	✓ CAN CIRC 6	CAN CIRC 3	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3	–
BCM	CAN COMM	✓ CAN CIRC 1	✓ CAN CIRC 2	–	✓ CAN CIRC 4	–	–	✓ CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1	CAN CIRC 2	CAN CIRC 3	–	–	–	–

LKIA0042E

Case 12

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 3 ✓	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3 ✓	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–	CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1 ✓	CAN CIRC 2	CAN CIRC 3	–	–	–	–

Case 13

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 3	CAN CIRC 7 ✓
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–	CAN CIRC 3 ✓
ABS	CAN COMM	CAN CIRC 1	CAN CIRC 2	CAN CIRC 3	–	–	–	–

Case 14

ENGINE	CAN COMM	CAN CIRC 1 ✓	–	CAN CIRC 2 ✓	CAN CIRC 4 ✓	CAN CIRC 6 ✓	CAN CIRC 3 ✓	CAN CIRC 7 ✓
A/T	CAN COMM	CAN CIRC 1 ✓	CAN CIRC 2 ✓	–	CAN CIRC 4 ✓	–	CAN CIRC 3 ✓	–
BCM	CAN COMM	CAN CIRC 1 ✓	CAN CIRC 2 ✓	–	CAN CIRC 4 ✓	–	–	CAN CIRC 3 ✓
ABS	CAN COMM	CAN CIRC 1 ✓	CAN CIRC 2	CAN CIRC 3	–	–	–	–

Case 15

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2 ✓	CAN CIRC 4	CAN CIRC 6	CAN CIRC 3 ✓	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–	CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1	CAN CIRC 2	CAN CIRC 3	–	–	–	–

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 3	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2 ✓	–	CAN CIRC 4 ✓	–	CAN CIRC 3	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–	CAN CIRC 3
ABS	CAN COMM	CAN CIRC 1	CAN CIRC 2 ✓	CAN CIRC 3	–	–	–	–

LKIA0043E

NOTE:
If “NG” is displayed on “CAN COMM” for the diagnosed control unit, replace the control unit.

INSPECTION

Proceed trouble diagnosis according to the check sheet results (example).
Case 1: Replace ECM.
Case 2: Replace TCM.
Case 3: Replace BCM.
Case 4: Replace ABS actuator and electric unit (control unit). Refer to BRC-90, "Removal and Installation" .
Case 5: Check harness between TCM and combination meter. Refer to LAN-16, "Circuit Check Between TCM and Combination Meter" .
Case 6: Check harness between combination meter and BCM. Refer to LAN-17, "Circuit Check Between Combination Meter and BCM" .
Case 7: Check harness between BCM and ABS actuator and electric unit (control unit). Refer to LAN-18, "Circuit Check Between BCM and ABS Actuator and Electric Unit (Control Unit)" .
Case 8: Check ECM circuit. Refer to LAN-20, "ECM Circuit Check" .
Case 9: Check TCM circuit. Refer to LAN-20, "TCM Circuit Check" .
Case 10: Check combination meter circuit. Refer to LAN-21, "Combination Meter Circuit Check" .
Case 11: Check BCM circuit. Refer to LAN-21, "BCM Circuit Check" .
Case 12: Check ABS actuator and electric unit (control unit) circuit. Refer to LAN-22, "ABS Actuator and Electric Unit (Control Unit) Circuit Check" .
Case 13: Check IPDM E/R circuit. Refer to LAN-22, "IPDM E/R Circuit Check" .
Case 14: Check CAN communication circuit. Refer to LAN-23, "CAN Communication Circuit Check" .
Case 15: Check IPDM E/R ignition relay circuit. Refer to LAN-26, "IPDM E/R Ignition Relay Circuit Check" .

Circuit Check Between TCM and Combination Meter

EKS003ZM

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check following terminals and connector for damage, bent or loose connection (control module-side, meter-side and harness-side).

- TCM.
- Combination meter.
- Between TCM and combination meter.

OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

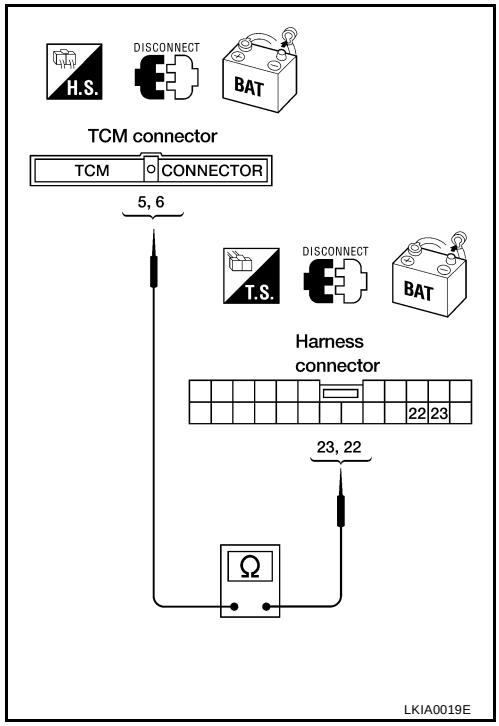
2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect TCM connector and harness connector F59.
2. Check continuity between TCM harness connector F56 terminals 5 (L), 6 (Y) and harness connector F59 terminals 23 (L), 22 (Y).

5 (L) – 23 (L) : Continuity should exist.
6 (Y) – 22 (Y) : Continuity should exist.

OK or NG

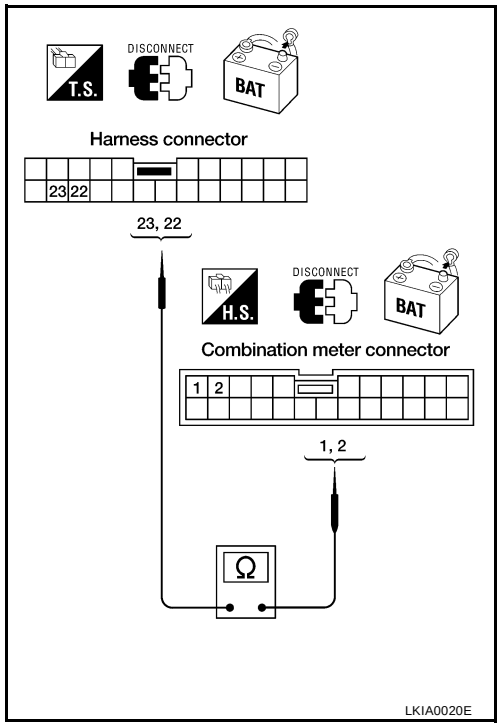
OK >> GO TO 3.
NG >> Repair harness.



3. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect combination meter connector.
2. Check continuity between harness connector M71 terminals 23 (L), 22 (Y) and combination meter harness connector M24 terminals 1 (L), 2 (Y).

23 (L) – 1 (L) : Continuity should exist.
22 (Y) – 2 (Y) : Continuity should exist.



OK or NG

OK >> Reconnect all connectors to perform “SELF-DIAG RESULTS” and “DATA MONITOR” for “ENGINE”, “A/T”, “BCM”, and “ABS”. Refer to EC-730 for “ENGINE” and AT-40 for “A/T”. Refer to BCS-14 for “BCM”. Refer to BRC-58 for “ABS”.

NG >> Repair harness.

Circuit Check Between Combination Meter and BCM

EKS003ZN

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check following terminals and connector for damage, bent or loose connection (meter-side, control module-side and harness-side).

- Combination meter.
- BCM.

OK or NG

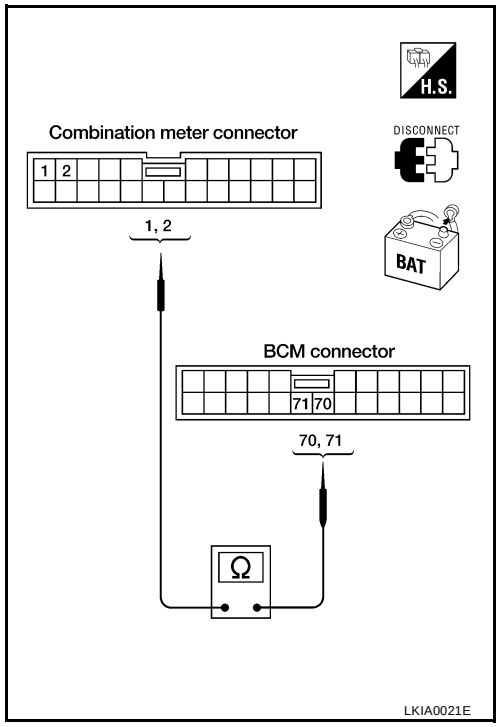
OK >> GO TO 2.

NG >> Repair terminal or connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect combination meter connector and BCM connector.
2. Check continuity between combination meter harness connector M24 terminals 1 (L), 2 (Y) and BCM harness connector M18 terminals 70 (L), 71 (Y).

1 (L) – 70 (L) : Continuity should exist.
2 (Y) – 71 (Y) : Continuity should exist.



OK or NG

OK >> Reconnect all connectors to perform “SELF-DIAG RESULTS” and “DATA MONITOR” for “ENGINE”, “A/T”, “BCM”, and “ABS”. Refer to EC-730 for “ENGINE” and AT-40 for “A/T”. Refer to BCS-14 for “BCM”. Refer to BRC-58 for “ABS”.

NG >> Repair harness.

Circuit Check Between BCM and ABS Actuator and Electric Unit (Control Unit)

EKS003ZO

1. CHECK CONNECOTR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check following terminals and connector for damage, bent or loose connection (control module-side, control unit-side and harness-side).

- BCM.
- ABS actuator and electric unit (control unit).
- Between BCM and ABS actuator and electric unit (control unit).

OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

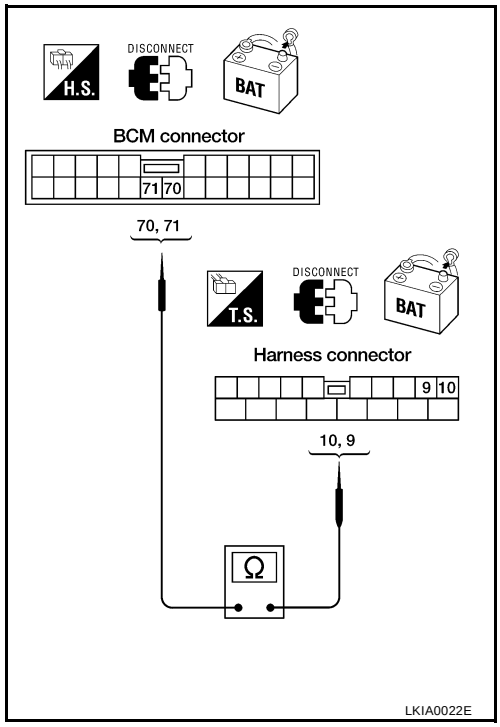
2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect BCM connector and harness connector M7.
2. Check continuity between BCM harness connector M18 terminals 70 (L), 71 (Y) and harness connector M7 terminals 10 (L), 9 (Y).

70 (L) – 10 (L) **: Continuity should exist.**
71 (Y) – 9 (Y) **: Continuity should exist.**

OK or NG

OK >> GO TO 3.
NG >> Repair harness.



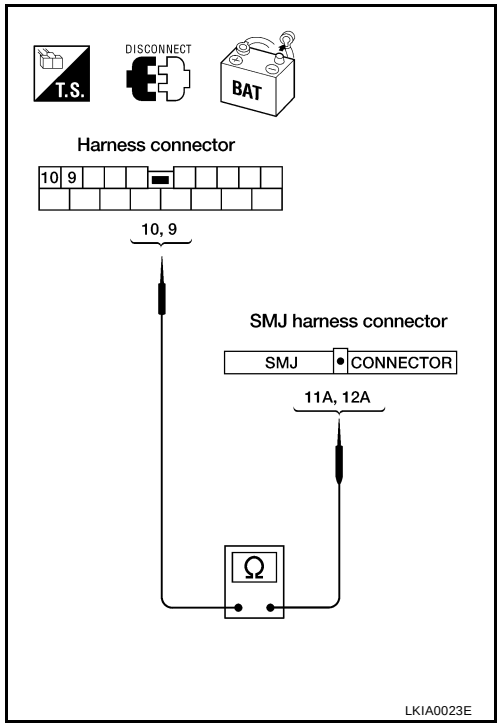
3. CHECK HARNESS FOR OPEN CIRCUITT

1. Disconnect harness connector E27.
2. Check continuity between harness connector E28 terminals 10 (L), 9 (Y) and harness connector E27 terminals 11A (L), 12A (Y).

10 (L) – 11A (L) **: Continuity should exist.**
9 (Y) – 12A (Y) **: Continuity should exist.**

OK or NG

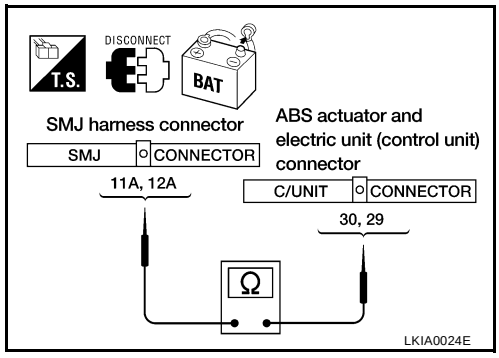
OK >> GO TO 4.
NG >> Repair harness.



4. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect ABS actuator and electric unit (control unit) connector.
2. Check continuity between harness connector E130 terminals 11A (L), 12A (Y) and ABS actuator and electric unit (control unit) connector harness connector E125 terminals 30 (L), 29 (Y).

11A (L) – 30 (L) : Continuity should exist.
12A (Y) – 29 (Y) : Continuity should exist.



OK or NG

OK >> Reconnect all connectors to perform “SELF-DIAG RESULTS” and “DATA MONITOR” for “ENGINE”, “A/T”, “BCM”, and “ABS”. Refer to EC-730 for “ENGINE” and AT-40 for “A/T”. Refer to BCS-14 for “BCM”. Refer to BRC-58 for “ABS”.

NG >> Repair harness.

ECM Circuit Check

EKS003ZP

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check the terminals and connector of ECM for damage, bent or loose connection (control module-side and harness-side).

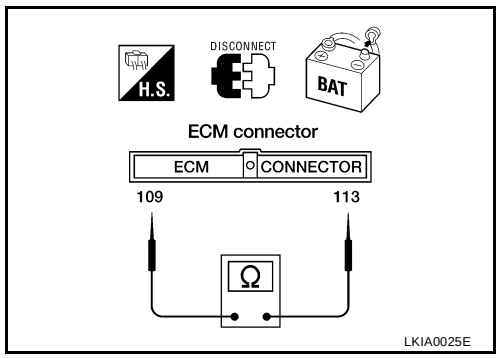
OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect ECM connector.
2. Check resistance between ECM harness connector F54 terminals 109 (L) and 113 (Y).

109 (L) – 113 (Y) : Approx. 108 – 132Ω



OK or NG

OK >> Replace ECM.
NG >> Repair harness between harness connector F59 and ECM.

TCM Circuit Check

EKS003ZQ

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check the terminals and connector of TCM for damage, bent or loose connection (control module-side and harness-side).

OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

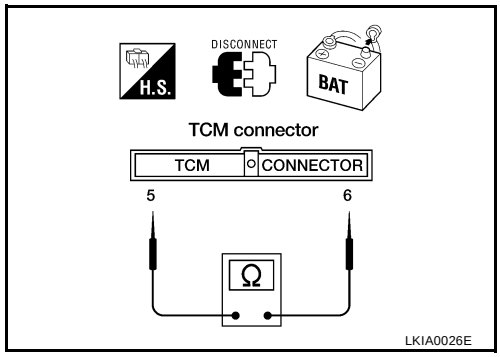
2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect TCM connector.
2. Check resistance between TCM harness connector F56 terminals 5 (L) and 6 (Y).

5 (L) – 6 (Y) : Approx. 54 – 66Ω

OK or NG

OK >> Replace TCM.
NG >> Repair harness between harness connector F59 and TCM.



Combination Meter Circuit Check

EKS003ZR

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check terminals and connector of combination meter for damage, bent or loose connection (meter-side and harness-side).

OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

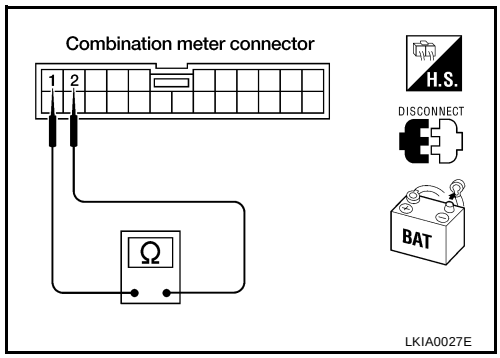
2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect combination meter connector.
2. Check resistance between combination meter harness connector M24 terminals 1 (L) and 2 (Y).

1 (L) – 2 (Y) : Approx. 54 – 66Ω

OK or NG

OK >> Replace combination meter.
NG >> Repair harness between harness connector M71 and combination meter.



BCM Circuit Check

EKS003ZS

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check the terminals and connector of BCM for damage, bent or loose connection (control module-side and harness-side).

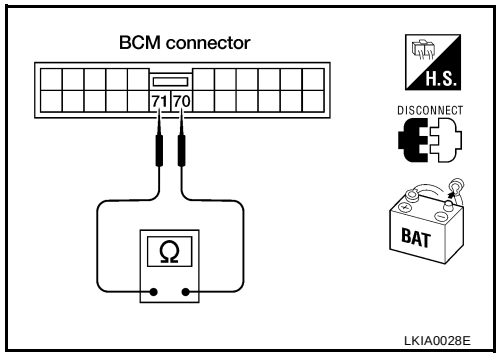
OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect BCM connector.
2. Check resistance between BCM harness connector M18 terminals 70 (L) and 71 (Y).

70 (L) – 71 (Y) : Approx. 54 – 66Ω



OK or NG

OK >> Replace BCM.
NG >> Repair harness between harness connector M7 and BCM.

ABS Actuator and Electric Unit (Control Unit) Circuit Check

EKS003ZT

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check the terminals and connector of ABS actuator and electric unit (control unit) for damage, bent or loose connection (control unit-side and harness-side).

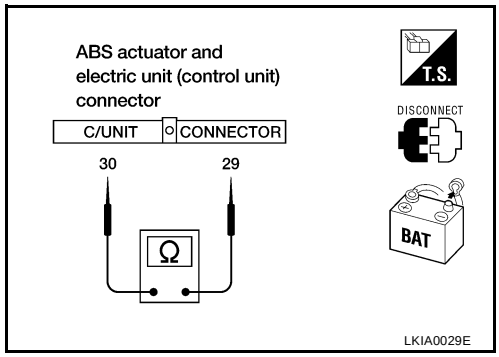
OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect ABS actuator and electric unit (control unit) connector.
2. Check resistance between ABS actuator and electric unit (control unit) harness connector E125 terminals 30 (L) and 29 (Y).

30 (L) – 29 (Y) : Approx. 54 – 66Ω



OK or NG

OK >> Replace ABS actuator and electric unit (control unit).
NG >> Repair harness between harness connector E130 and ABS actuator and electric unit (control unit). Refer to BRC-90, "Removal and Installation" .

IPDM E/R Circuit Check

EKS003ZU

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check the terminals and connector of IPDM E/R for damage, bent or loose connection (control module-side and harness-side).

OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

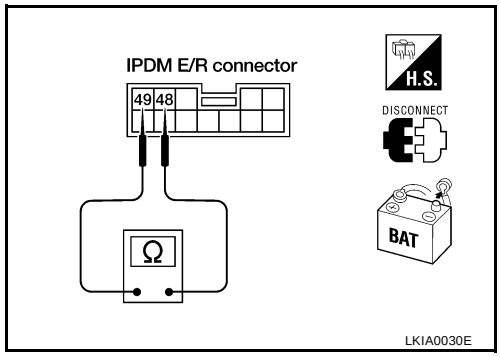
1. Disconnect IPDM E/R connector.
2. Check resistance between IPDM E/R harness connector E121 terminals 48 (L) and 49 (Y).

48 (L) – 49 (Y) : Approx. 108 – 132Ω

OK or NG

OK >> Replace IPDM E/R. Refer to PG-24, "Removal and Installation of IPDM E/R" .

NG >> Repair harness between harness connector E130 and IPDM E/R.



CAN Communication Circuit Check

EKS003ZV

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check following terminals and connector for damage, bent or loose connection (control module-side, control unit-side, meter-side and harness-side).

- ECM.
- TCM.
- Combination meter.
- BCM.
- ABS actuator and electric unit (control unit).
- IPDM E/R.
- Between ECM and IPDM E/R.

OK or NG

OK >> GO TO 2.

NG >> Repair terminal or connector.

2. CHECK HARNESS FOR SHORT CIRCUIT

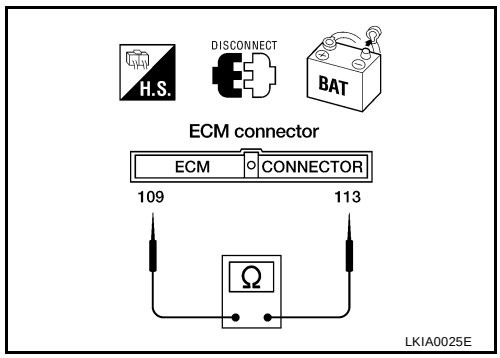
1. Disconnect ECM connector, TCM connector and harness connector F59.
2. Check continuity between ECM harness connector F54 terminals 109 (L) and 113 (Y).

109 (L) – 113 (Y) : Continuity should not exist.

OK or NG

OK >> GO TO 3.

NG >> ● Repair harness between ECM and harness connector F59.
● Repair harness between TCM and harness connector F59.

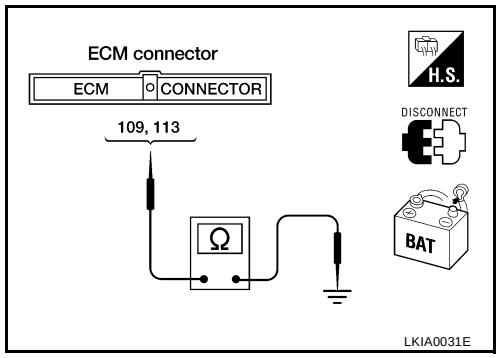


3. CHECK HARNESS FOR SHORT CIRCUIT

Check continuity between ECM harness connector F54 terminals 109 (L), 113 (Y) and ground.

109 (L) – ground : Continuity should not exist.

113 (Y) – ground : Continuity should not exist.



OK or NG

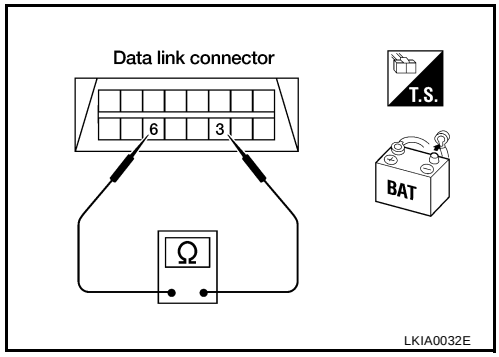
OK >> GO TO 4.

NG >>
- Repair harness between ECM and harness connector F59.
- Repair harness between TCM and harness connector F59.

4. CHECK HARNESS FOR SHORT CIRCUIT

1. Disconnect combination meter connector, BCM connector and harness connector M7.
2. Check continuity between data link connector M22 terminals 6 (L) and 3 (Y).

6 (L) – 3 (Y) : Continuity should not exist.



OK or NG

OK >> GO TO 5.

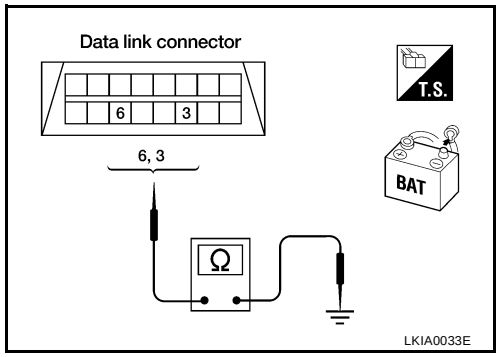
NG >>
- Repair harness between harness connector M71 and harness connector M7.
- Repair harness between harness connector M71 and combination meter.
- Repair harness between harness connector M71 and data link connector.
- Repair harness between harness connector M71 and BCM.

5. CHECK HARNESS FOR SHORT CIRCUIT

Check continuity between data link connector M22 terminals 6 (L), 3 (Y) and ground.

6 (L) – ground : Continuity should not exist.

3 (Y) – ground : Continuity should not exist.



OK or NG

OK >> GO TO 6.

NG >>
- Repair harness between harness connector M71 and harness connector M7.
- Repair harness between harness connector M71 and combination meter.
- Repair harness between harness connector M71 and data link connector.
- Repair harness between harness connector M71 and BCM.

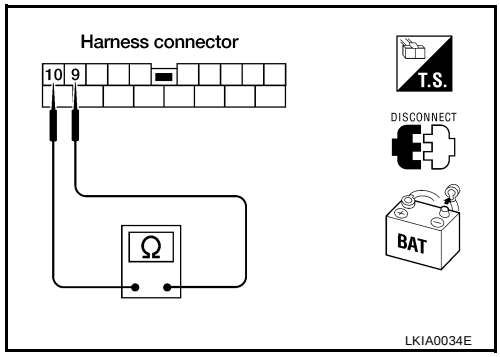
6. CHECK HARNESS FOR SHORT CIRCUIT

1. Disconnect harness connector E27.
2. Check continuity between harness connector E28 terminals 10 (L) and 9 (Y).

10 (L) – 9 (Y) : Continuity should not exist.

OK or NG

OK >> GO TO 7.
NG >> Repair harness between harness connector E28 and harness connector E27.



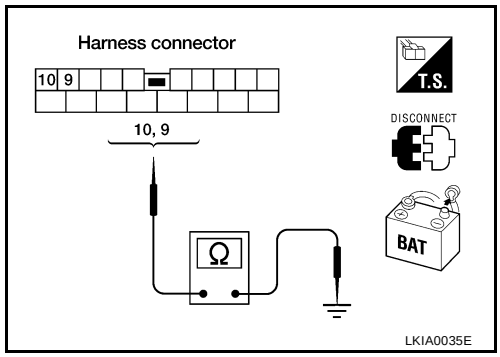
7. CHECK HARNESS FOR SHORT CIRCUIT

Check continuity between harness connector E28 terminals 10 (L), 9 (Y) and ground.

10 (L) – ground : Continuity should not exist.
9 (Y) – ground : Continuity should not exist.

OK or NG

OK >> GO TO 8.
NG >> Repair harness between harness connector E28 and harness connector E27.



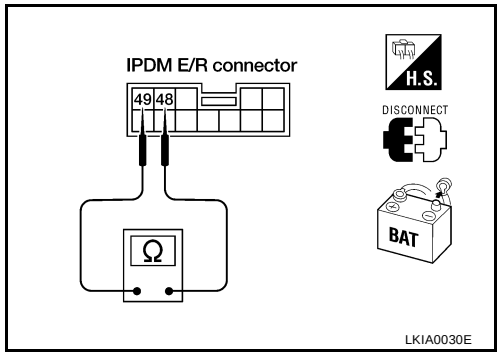
8. CHECK HARNESS FOR SHORT CIRCUIT

1. Disconnect ABS actuator and electric unit (control unit) connector and IPDM E/R connector.
2. Check continuity between IPDM E/R harness connector E121 terminals 48 (L) and 49 (Y).

48 (L) – 49 (Y) : Continuity should not exist.

OK or NG

OK >> GO TO 9.
NG >>
- Repair harness between harness connector E130 and ABS actuator and electric unit (control unit).
- Repair harness between harness connector E130 and IPDM E/R.



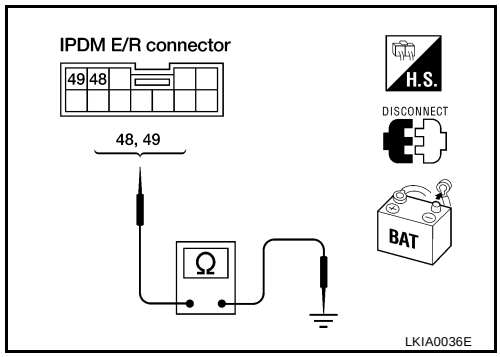
9. CHECK HARNESS FOR SHORT CIRCUIT

Check continuity between IPDM E/R harness connector E121 terminals 48 (L), 49 (Y) and ground.

48 (L) – ground : Continuity should not exist.
49 (Y) – ground : Continuity should not exist.

OK or NG

OK >> GO TO 10.
NG >>
- Repair harness between harness connector E130 and ABS actuator and electric unit (control unit).
- Repair harness between harness connector E130 and IPDM E/R.



10. ECM/IPDM E/R INTERNAL CIRCUIT INSPECTION

Perform components inspection. Refer to LAN-26, "ECM/IPDM E/R INTERNAL CIRCUIT INSPECTION"

OK or NG

OK >> Reconnect all connectors to perform “SELF-DIAG RESULTS” and “DATA MONITOR” for “ENGINE”, “A/T”, “BCM”, and “ABS”. Refer to EC-730 for “ENGINE” and Refer to AT-40 for “A/T”. Refer to BCS-14 for “BCM”. Refer to BRC-58 for “ABS”.

NG >> Replace ECM and/or IPDM E/R.

IPDM E/R Ignition Relay Circuit Check

EKS003ZW

Check the following. If no problem is found, replace the IPDM E/R. Refer to PG-24, "Removal and Installation of IPDM E/R" .

- IPDM E/R Power Circuit. Refer to PG-23, "IPDM E/R Power/Ground Circuit Inspection" .
- Ignition Power Supply Circuit. Refer to PG-10, "IGNITION POWER SUPPLY — IGNITION SW. IN ON" .

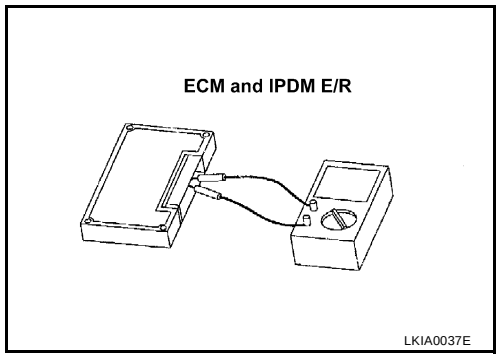
Component Inspection

EKS003ZX

ECM/IPDM E/R INTERNAL CIRCUIT INSPECTION

- Remove ECM and IPDM E/R from vehicle. Refer to PG-24, "Removal and Installation of IPDM E/R" .
- Check resistance between ECM terminals 109 and 113.
- Check resistance between IPDM E/R terminals 48 and 49.

Unit	Terminal	Resistance value (Ω) (Approx.)
ECM	109 – 113	108 - 132
IPDM E/R	48 – 49	



CAN SYSTEM (FOR A/T MODELS)

PFP:23710

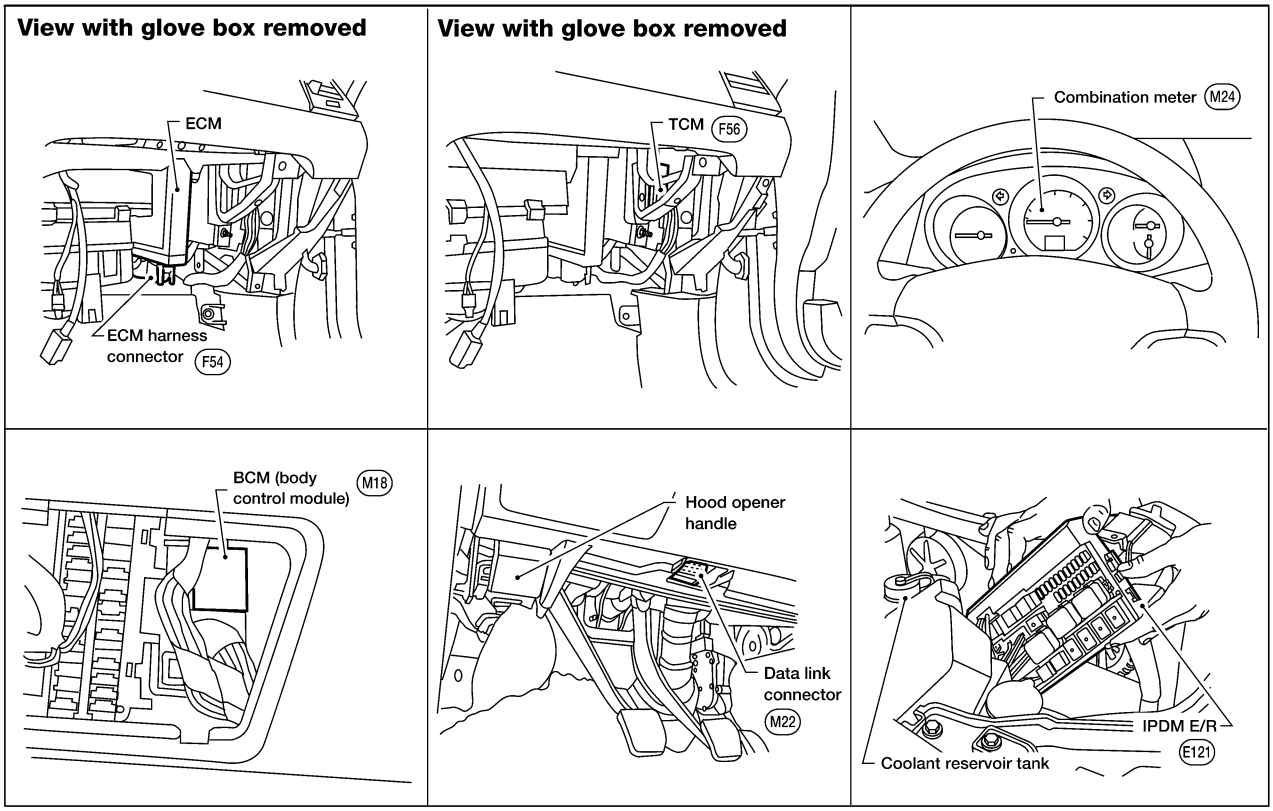
System Description

EKS003ZY

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

Component Parts and Harness Connector Location

EKS003ZZ

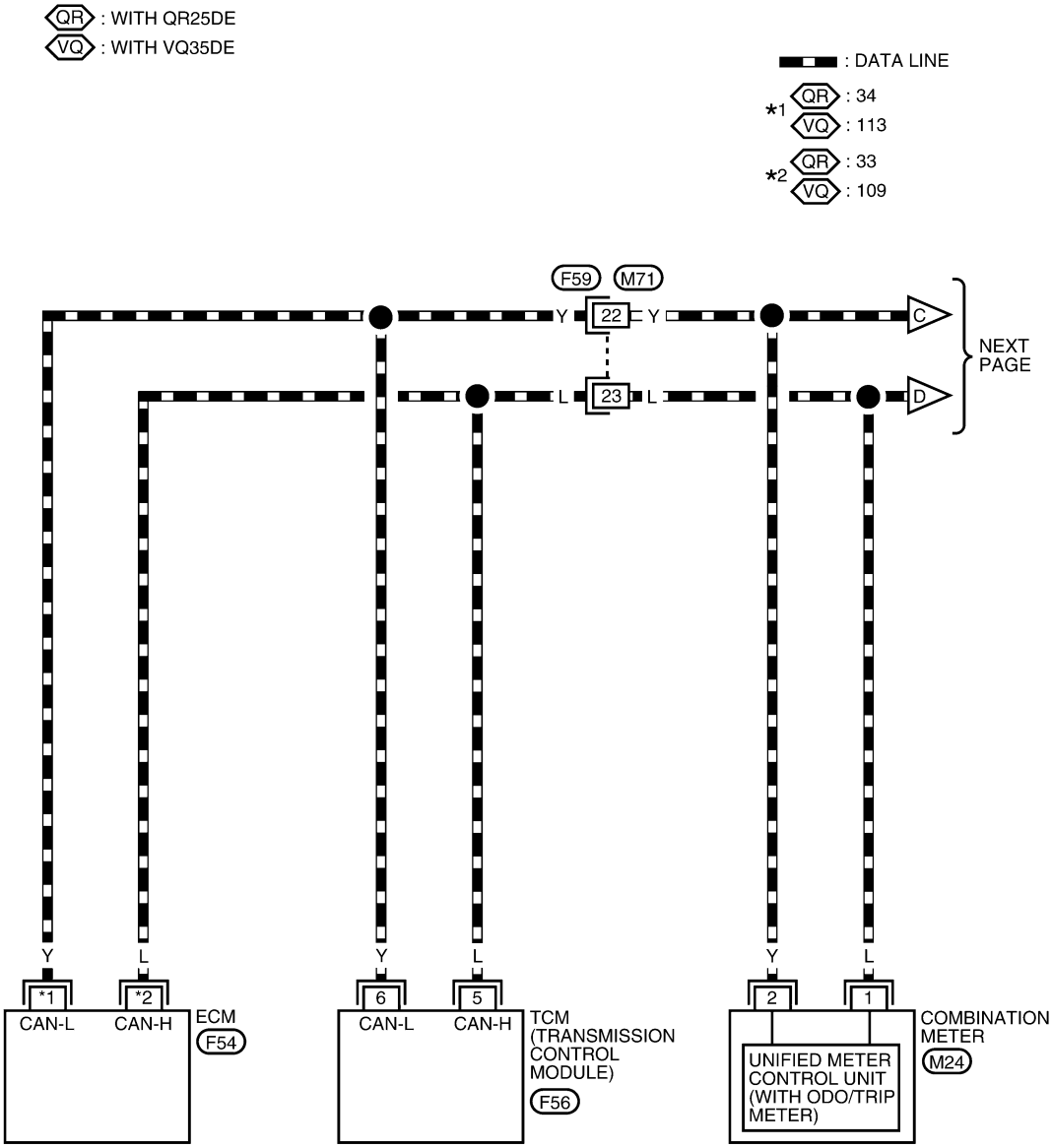


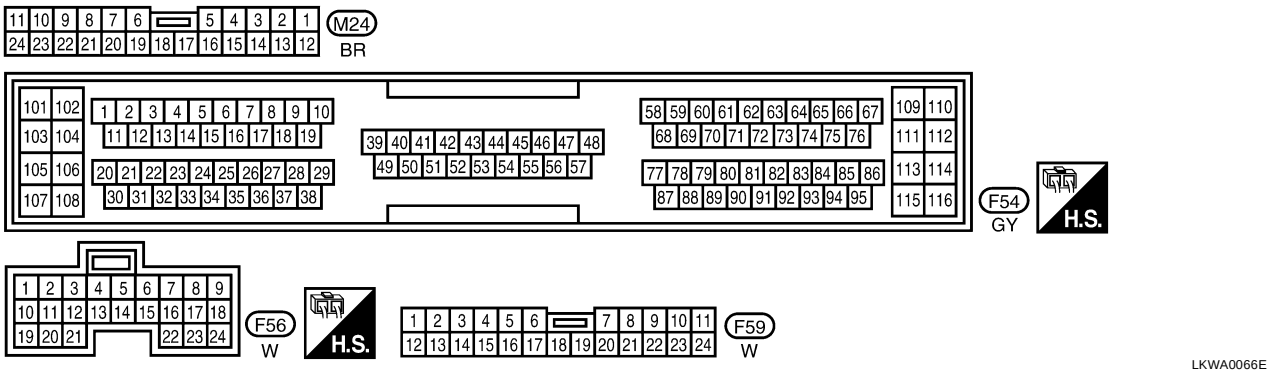
WKIA0387E

Wiring Diagram — CAN —

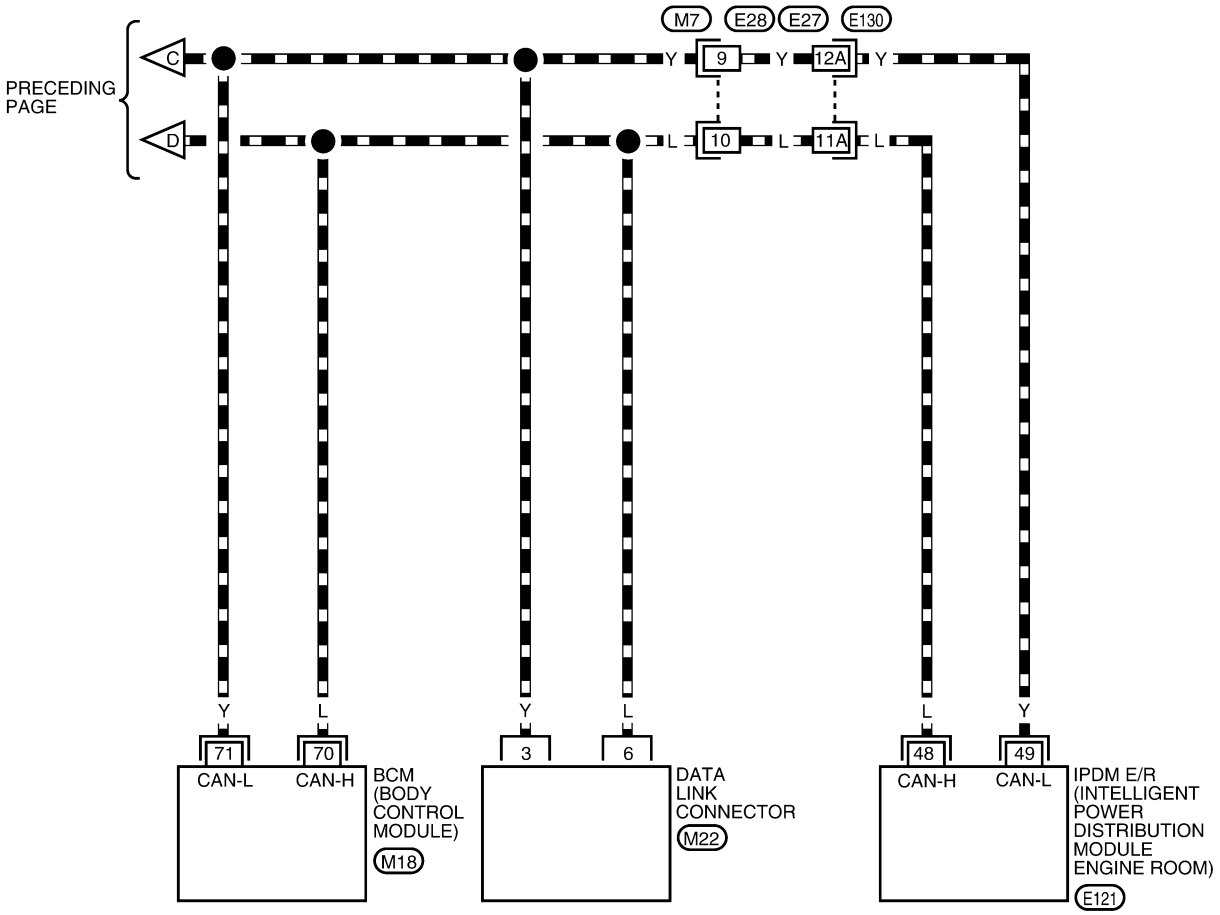
EKS00400

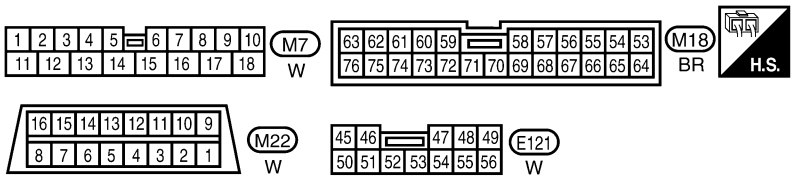
LAN-CAN-03





LKWA0066E





REFER TO THE FOLLOWING.
E130 - SUPER MULTIPLE JUNCTION (SMJ)

LKWA0067E

Work Flow

EKS00401

1. Print all the data of “SELF-DIAG RESULTS” and “DATA MONITOR” for “ENGINE”, “A/T” and “BCM” displayed on CONSULT-II. Refer to EC-106 (QR25DE engine models), EC-730 (VQ35DE engine models) for “ENGINE” and AT-40 for “A/T”. Refer to BCS-14 for “BCM”.
2. Attach the printed sheet of “SELF-DIAG RESULTS” and “DATA MONITOR” onto the check sheet. Refer to LAN-31, "CHECK SHEET" .
3. Based on the data monitor results, put check marks onto the items with “UNKWN” or “NG” in the check sheet table. Refer to LAN-31, "CHECK SHEET" .

   NOTE:
   If “NG” is displayed on “CAN COMM” for the diagnosed control unit, replace the control unit.
4. According to the check sheet results (example), start inspection. Refer to LAN-32, "CHECK SHEET RESULTS (EXAMPLE)" .

CHECK SHEET

Check sheet table

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3

Symptoms:

Attach copy of ENGINE SELF-DIAG RESULTS

Attach copy of A/T SELF-DIAG RESULTS

Attach copy of BCM SELF-DIAG RESULTS

Attach copy of ENGINE DATA MONITOR

Attach copy of A/T DATA MONITOR

Attach copy of BCM DATA MONITOR

LKIA0044E

CHECK SHEET RESULTS (EXAMPLE)

Case 1: Replace ECM

ENGINE	CAN COMM ✓	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2 ✓	CAN CIRC 4 ✓	CAN CIRC 6 ✓	CAN CIRC 7 ✓
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3

Case 2: Replace TCM

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2 ✓	CAN CIRC 4	CAN CIRC 6	CAN CIRC 7
A/T	CAN COMM ✓	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3

Case 3: Replace BCM

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–
BCM	CAN COMM ✓	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2 ✓	–	CAN CIRC 4 ✓	–	CAN CIRC 3 ✓

Case 4

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4 ✓	CAN CIRC 6 ✓	CAN CIRC 7 ✓
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4 ✓	–	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2 ✓	–	CAN CIRC 4	–	CAN CIRC 3

Case 5

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6 ✓	CAN CIRC 7 ✓
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2 ✓	–	CAN CIRC 4 ✓	–	CAN CIRC 3

Case 6

ENGINE	CAN COMM	CAN CIRC 1 ✓	–	CAN CIRC 2 ✓	CAN CIRC 4 ✓	CAN CIRC 6 ✓	CAN CIRC 7 ✓
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2 ✓	–	CAN CIRC 4	–	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2 ✓	–	CAN CIRC 4	–	CAN CIRC 3

LKIA0045E

Case 7

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2 ✓	CAN CIRC 4	CAN CIRC 6	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1 ✓	CAN CIRC 2 ✓	–	CAN CIRC 4 ✓	–	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3

Case 8

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4 ✓	CAN CIRC 6	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4 ✓	–	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4 ✓	–	CAN CIRC 3

Case 9

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6 ✓	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–
BCM	CAN COMM	CAN CIRC 1 ✓	CAN CIRC 2 ✓	–	CAN CIRC 4 ✓	–	CAN CIRC 3 ✓

Case 10

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 7 ✓
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3 ✓

Case 11

ENGINE	CAN COMM	CAN CIRC 1 ✓	–	CAN CIRC 2 ✓	CAN CIRC 4 ✓	CAN CIRC 6 ✓	CAN CIRC 7 ✓
A/T	CAN COMM	CAN CIRC 1 ✓	CAN CIRC 2 ✓	–	CAN CIRC 4 ✓	–	–
BCM	CAN COMM	CAN CIRC 1 ✓	CAN CIRC 2 ✓	–	CAN CIRC 4 ✓	–	CAN CIRC 3 ✓

Case 12

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2 ✓	CAN CIRC 4	CAN CIRC 6	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3

Case 13

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 2	CAN CIRC 4	CAN CIRC 6	CAN CIRC 7
A/T	CAN COMM	CAN CIRC 1	CAN CIRC 2 ✓	–	CAN CIRC 4 ✓	–	–
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	–	CAN CIRC 4	–	CAN CIRC 3

LKIA0046E

NOTE:
If “NG” is displayed on “CAN COMM” for the diagnosed control unit, replace the control unit.

INSPECTION

Proceed trouble diagnosis according to the check sheet results (example).
Case 1: Replace ECM.
Case 2: Replace TCM.
Case 3: Replace BCM.
Case 4: Check harness between TCM and combination meter. Refer to LAN-34, "Circuit Check Between TCM and Combination Meter" .
Case 5: Check Harness between combination meter and BCM. Refer to LAN-35, "Circuit Check Between Combination Meter and BCM" .
Case 6: Check ECM circuit. Refer to LAN-36, "ECM Circuit Check" .
Case 7: Check TCM circuit. Refer to LAN-37, "TCM Circuit Check" .
Case 8: Check combination meter circuit. Refer to LAN-37, "Combination Meter Circuit Check" .
Case 9: Check BCM circuit. Refer to LAN-38, "BCM Circuit Check" .
Case 10: Check IPDM E/R circuit. Refer to LAN-38, "IPDM E/R Circuit Check" .
Case 11: Check CAN communication circuit. Refer to LAN-39, "CAN Communication Circuit Check" .
Case 12: Check IPDM E/R ignition relay circuit. Refer to LAN-42, "IPDM E/R Ignition Relay Circuit Check" .
Case 13: Check IPDM E/R. Refer to LAN-42, "IPDM E/R Check" .

Circuit Check Between TCM and Combination Meter

EKS00402

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check following terminals and connector for damage, bent or loose connection (control module-side, meter-side and harness-side).

- TCM.
- Combination meter.
- Between TCM and combination meter.

OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

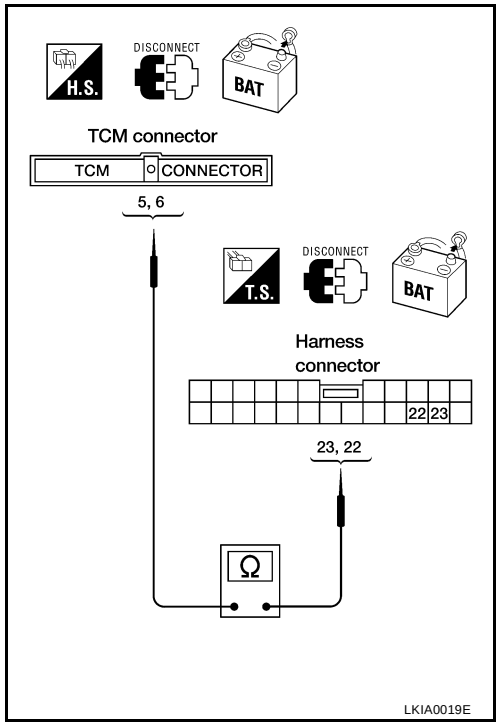
2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect TCM connector and harness connector F59.
2. Check continuity between TCM harness connector F56 terminals 5 (L), 6 (Y) and harness connector F59 terminals 23 (L), 22 (Y).

5 (L) – 23 (L) : Continuity should exist.
6 (Y) – 22 (Y) : Continuity should exist.

OK or NG

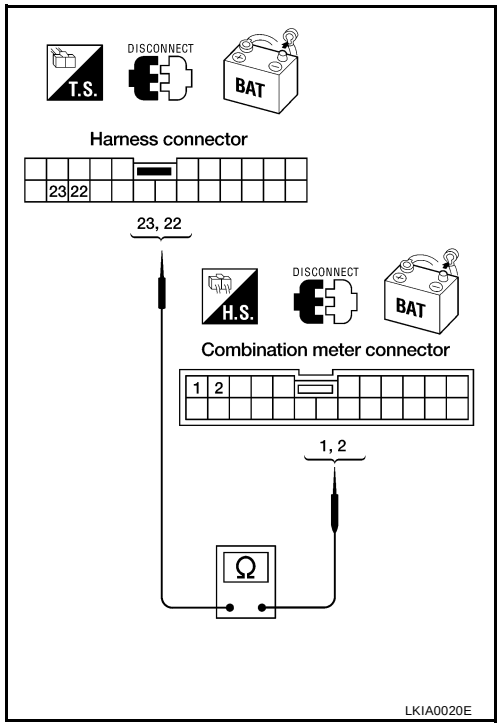
OK >> GO TO 3.
NG >> Repair harness.



3. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect combination meter connector.
2. Check continuity between harness connector M71 terminals 23 (L), 22 (Y) and combination meter harness connector M24 terminals 1 (L), 2 (Y).

23 (L) – 1 (L) : Continuity should exist.
22 (Y) – 2 (Y) : Continuity should exist.



OK or NG

OK >> Reconnect all connectors to perform “SELF-DIAG RESULTS” and “DATA MONITOR” for “ENGINE”, “A/T” and “BCM”. Refer to EC-106 (QR25DE engine models), EC-730 (VQ35DE engine models) for “ENGINE” and AT-40 for “A/T”. Refer to BCS-14 for “BCM”.

NG >> Repair harness.

Circuit Check Between Combination Meter and BCM

EKS00403

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check following terminals and connector for damage, bent or loose connection (meter-side, control module-side and harness-side).

- Combination meter.
- BCM.

OK or NG

OK >> GO TO 2.

NG >> Repair terminal or connector.

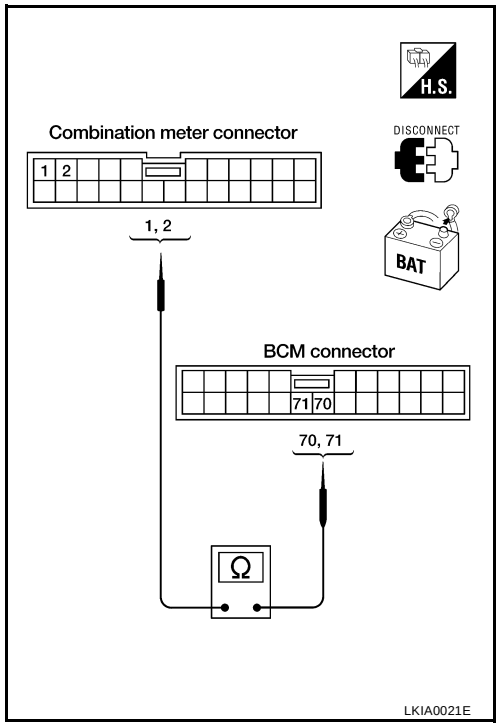
2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect combination meter connector and BCM connector.
2. Check continuity between combination meter harness connector M24 terminals 1 (L), 2 (Y) and BCM harness connector M18 terminals 70 (L), 71 (Y).

1 (L) – 70 (L) : Continuity should exist.
2 (Y) – 71 (Y) : Continuity should exist.

OK or NG

OK >> Reconnect all connectors to perform “SELF-DIAG RESULTS” and “DATA MONITOR” for “ENGINE”, “A/T” and “BCM”. Refer to EC-106 (QR25DE engine models), EC-730 (VQ35DE engine models) for “ENGINE” and AT-40 for “A/T”. Refer to BCS-14 for “BCM”.
NG >> Repair harness.



ECM Circuit Check

EKS00404

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check the terminals and connector of ECM for damage, bent or loose connection. (control module-side and harness-side)

OK or NG

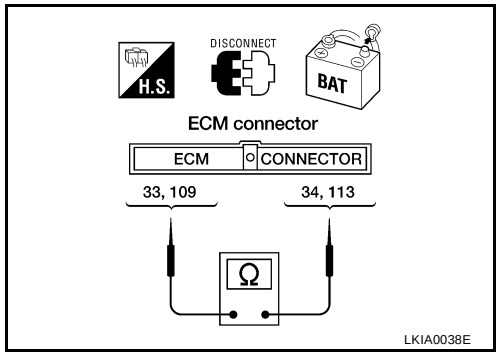
OK >> GO TO 2.
NG >> Repair terminal or connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect ECM connector.
2. Check the following.

- Resistance between ECM harness connector F54 terminals 33 (L) and 34 (Y) (QR25DE models).
- Resistance between ECM harness connector F54 terminals 109 (L) and 113 (Y) (VQ35DE models).

33 (L) – 34 (Y) (QR25DE models) : Approx. 108 – 132Ω
109 (L) – 113 (Y) (VQ35DE models) : Approx. 108 – 132Ω



OK or NG

OK >> Replace ECM.
NG >> Repair harness between harness connector F59 and ECM.

TCM Circuit Check

EKS00405

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check the terminals and connector of TCM for damage, bent or loose connection (control module-side and harness-side).

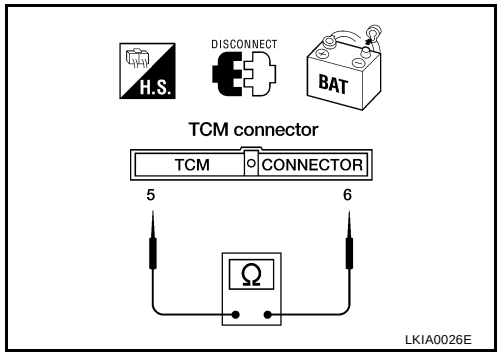
OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect TCM connector.
2. Check resistance between TCM harness connector F56 terminals 5 (L) and 6 (Y).

5 (L) – 6 (Y) : Approx. 54 – 66Ω



OK or NG

OK >> Replace TCM.
NG >> Repair harness between harness connector F59 and TCM.

Combination Meter Circuit Check

EKS00406

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check terminals and connector of combination meter for damage, bent or loose connection (meter-side and harness-side).

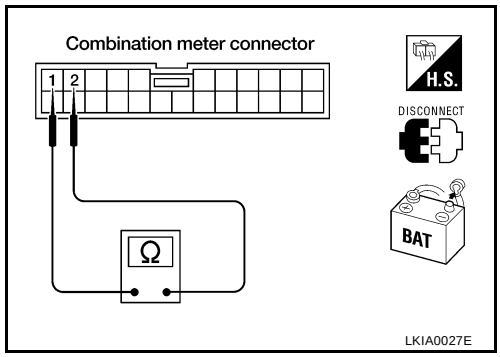
OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect combination meter connector.
2. Check resistance between combination meter harness connector M24 terminals 1 (L) and 2 (Y).

1 (L) – 2 (Y) : Approx. 54 – 66Ω



OK or NG

OK >> Replace combination meter. Refer to DI-21, "Removal and Installation" .
NG >> Repair harness between harness connector M71 and combination meter.

BCM Circuit Check

EKS00407

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check the terminals and connector of BCM for damage, bent or loose connection (control module-side and harness-side).

OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

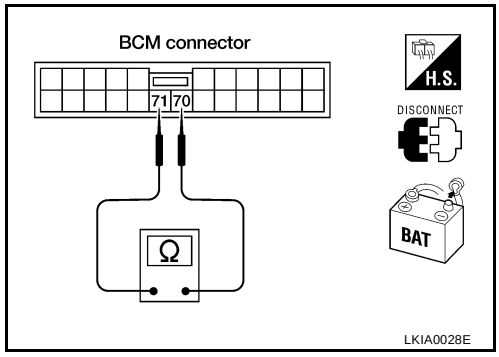
2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect BCM connector.
2. Check resistance between BCM harness connector M18 terminals 70 (L) and 71 (Y).

70 (L) – 71 (Y) : Approx. 54 – 66Ω

OK or NG

OK >> Replace BCM.
NG >> Repair harness between harness connector M7 and BCM.



IPDM E/R Circuit Check

EKS00408

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check the terminals and connector of IPDM E/R for damage, bent or loose connection (control module-side and harness-side).

OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

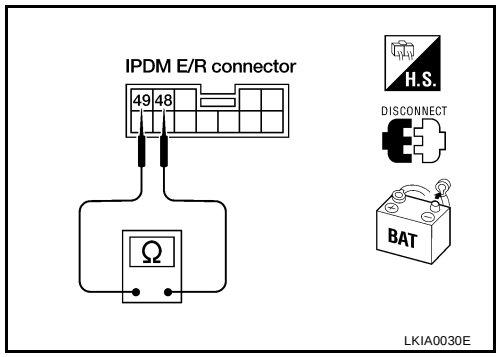
2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect IPDM E/R connector.
2. Check resistance between IPDM E/R harness connector E121 terminals 48 (L) and 49 (Y).

48 (L) – 49 (Y) : Approx. 108 – 132Ω

OK or NG

OK >> Replace IPDM E/R.
NG >> Repair harness between data link connector and IPDM E/R.



CAN Communication Circuit Check

EKS00409

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check following terminals and connector for damage, bent or loose connection (control module-side, meter-side and harness-side).

- ECM.
- TCM.
- Combination meter.
- BCM.
- IPDM E/R.
- Between ECM and IPDM E/R.

OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

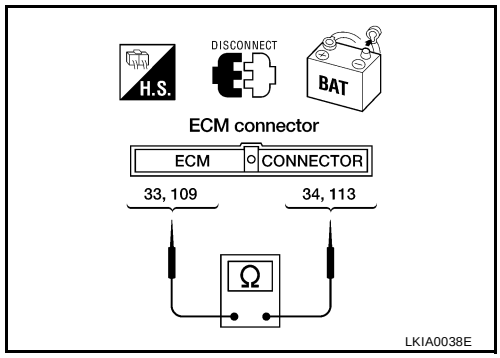
2. CHECK HARNESS FOR SHORT CIRCUIT

1. Disconnect ECM connector, TCM connector and harness connector F59.
2. Check the following.

- Continuity between ECM harness connector F54 terminals 33 (L) and 34 (Y) (QR25DE models).
- Continuity between ECM harness connector F54 terminals 109 (L) and 113 (Y) (VQ35DE models).

33 (L) – 34 (Y) (QR25DE models) : **Continuity should not exist.**

109 (L) – 113 (Y) (VQ35DE models) : **Continuity should not exist.**



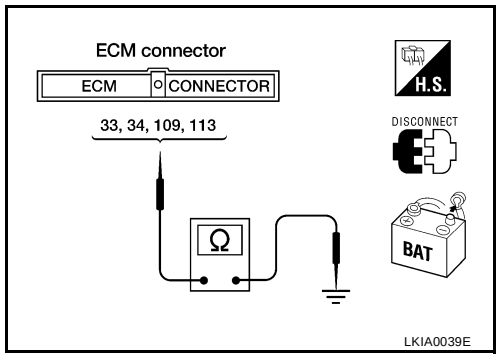
OK or NG

OK >> GO TO 3.
NG >> ● Repair harness between ECM and harness connector F59.
● Repair harness between TCM and harness connector F59.

3. CHECK HARNESS FOR SHORT CIRCUIT

1. Check the following.

- Continuity between ECM harness connector F54 terminals 33 (L), 34 (Y) and ground. (QR25DE models)
- Continuity between ECM harness connector F54 terminals 109 (L), 113 (Y) and ground. (VQ35DE models)



33 (L) – ground (QR25DE models)	**: Continuity should not exist.**
34 (Y) – ground (QR25DE models)	**: Continuity should not exist.**
109 (L) – ground (VQ35DE models)	**: Continuity should not exist.**
113 (Y) – ground (VQ35DE models)	**: Continuity should not exist.**

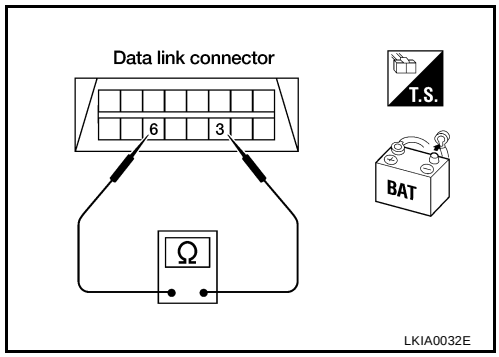
OK or NG

OK >> GO TO 4.

NG >> ● Repair harness between ECM and harness connector F59.
● Repair harness between TCM and harness connector F59.

4. CHECK HARNESS FOR SHORT CIRCUIT

1. Disconnect combination meter connector, BCM connector and harness connector M7.
2. Check continuity between data link connector M22 terminals 6 (L) and 3 (Y).



6 (L) – 3 (Y) : Continuity should not exist.

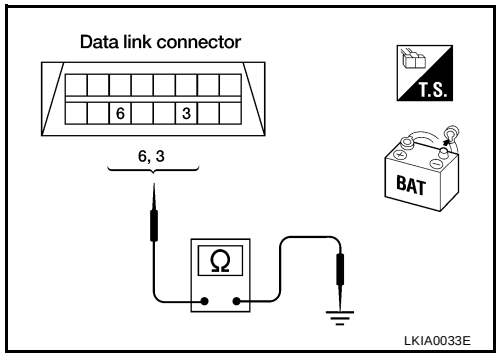
OK or NG

OK >> GO TO 5.

NG >> ● Repair harness between harness connector M71 and harness connector M7.
● Repair harness between harness connector M71 and combination meter.
● Repair harness between harness connector M71 and data link connector.
● Repair harness between harness connector M71 and BCM.

5. CHECK HARNESS FOR SHORT CIRCUIT

Check continuity between data link connector M22 terminals 6 (L), 3 (Y) and ground.



6 (L) – ground : Continuity should not exist.

3 (Y) – ground : Continuity should not exist.

OK or NG

OK >> GO TO 6.

NG >> ● Repair harness between harness connector M71 and harness connector M7.
● Repair harness between harness connector M71 and combination meter.
● Repair harness between harness connector M71 and data link connector.
● Repair harness between harness connector M71 and BCM.

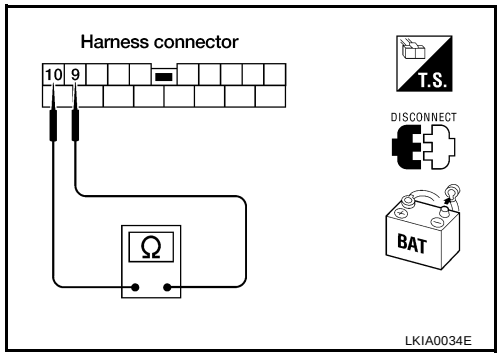
6. CHECK HARNESS FOR SHORT CIRCUIT

1. Disconnect harness connector E27.
2. Check continuity between harness connector E28 terminals 10 (L) and 9 (Y).

10 (L) – 9 (Y) : Continuity should not exist.

OK or NG

OK >> GO TO 7.
NG >> Repair harness between harness connector E28 and harness connector E27.



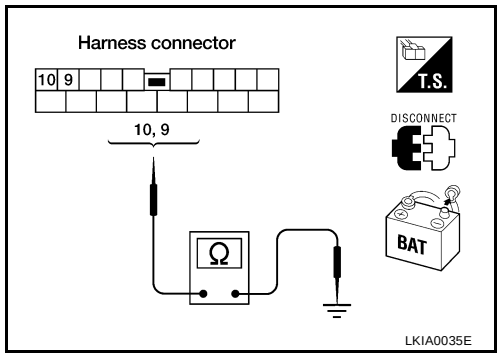
7. CHECK HARNESS FOR SHORT CIRCUIT

Check continuity between harness connector E28 terminals 10 (L), 9 (Y) and ground.

10 (L) – ground : Continuity should not exist.
9 (Y) – ground : Continuity should not exist.

OK or NG

OK >> GO TO 8.
NG >> Repair harness between harness connector E28 and harness connector E27.



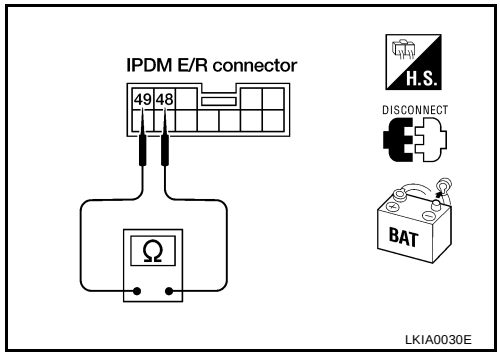
8. CHECK HARNESS FOR SHORT CIRCUIT

1. Disconnect IPDM E/R connector.
2. Check continuity between IPDM E/R harness connector E121 terminals 48 (L) and 49 (Y).

48 (L) – 49 (Y) : Continuity should not exist.

OK or NG

OK >> GO TO 9.
NG >> Repair harness between harness connector E130 and IPDM E/R .



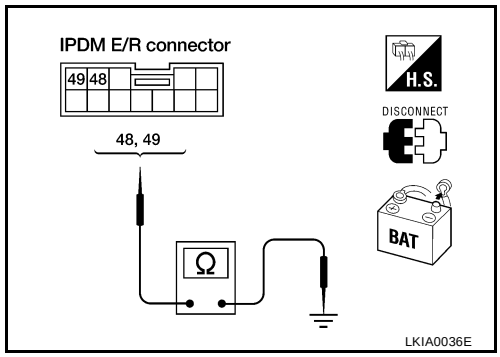
9. CHECK HARNESS FOR SHORT CIRCUIT

Check continuity between IPDM E/R harness connector E121 terminals 48 (L), 49 (Y) and ground.

48 (L) – ground : Continuity should not exist.
49 (Y) – ground : Continuity should not exist.

OK or NG

OK >> GO TO 10.
NG >> Repair harness between harness connector E130 and IPDM E/R.



10. ECM/IPDM E/R INTERNAL CIRCUIT INSPECTION

Perform components inspection. Refer to LAN-42, "ECM/IPDM E/R INTERNAL CIRCUIT INSPECTION" .

OK or NG

OK >> Reconnect all connectors to perform “SELF-DIAG RESULTS” and “DATA MONITOR” for “ENGINE”, “A/T” and “BCM”. Refer to EC-106 (QR25DE engine models), EC-730 (VQ35DE engine models) for “ENGINE” and AT-40 for “A/T”. Refer to BCS-14 for “BCM”.

NG >> Replace ECM and/or IPDM E/R. Refer to PG-24, "Removal and Installation of IPDM E/R" .

IPDM E/R Ignition Relay Circuit Check

EKS0040A

Check the following. If no problem is found, replace the IPDM E/R. Refer to PG-24, "Removal and Installation of IPDM E/R" .

- IPDM E/R Power Circuit. Refer to PG-23, "IPDM E/R Power/Ground Circuit Inspection" .
- Ignition Power Supply Circuit. Refer to PG-10, "IGNITION POWER SUPPLY — IGNITION SW. IN ON" .

IPDM E/R Check

EKS0040B

1. CHECK IPDM E/R

1. Turn ignition switch ON and then OFF.
2. Check for illuminated parking lamps and tail lamps.

Parking lamps and tail lamps should not illuminate.

OK or NG

OK >> Replace the TCM.

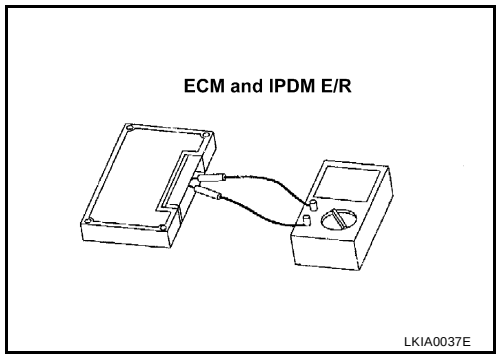
NG >> Replace the IPDM E/R. Refer to PG-24, "Removal and Installation of IPDM E/R" .

Component Inspection

EKS0040C

ECM/IPDM E/R INTERNAL CIRCUIT INSPECTION

- Remove ECM and IPDM E/R from vehicle. Refer to PG-24, "Removal and Installation of IPDM E/R" .
- Check resistance between ECM terminals 33 and 34 (QR25DE models).
- Check resistance between ECM terminals 109 and 113 (VQ35DE models).
- Check resistance between IPDM E/R terminals 48 and 49.



Unit	Terminal	Resistance value (Ω) (Approx.)
ECM (QR25DE models)	33 – 34	108 - 132
ECM (VQ35DE models)	109 – 113	
IPDM E/R	48 – 49	

CAN SYSTEM (FOR M/T MODELS)

PFP:23710

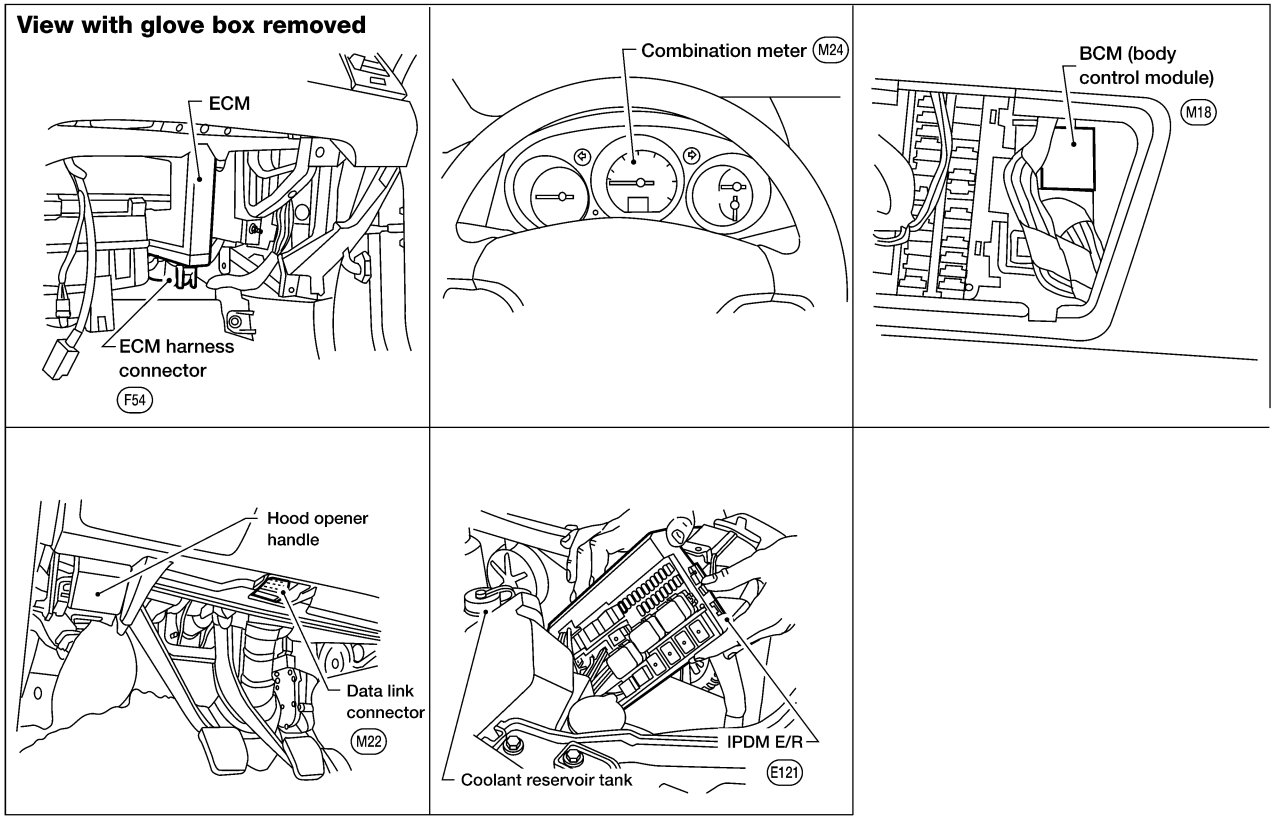
System Description

EKS0040D

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

Component Parts and Harness Connector Location

EKS0040E

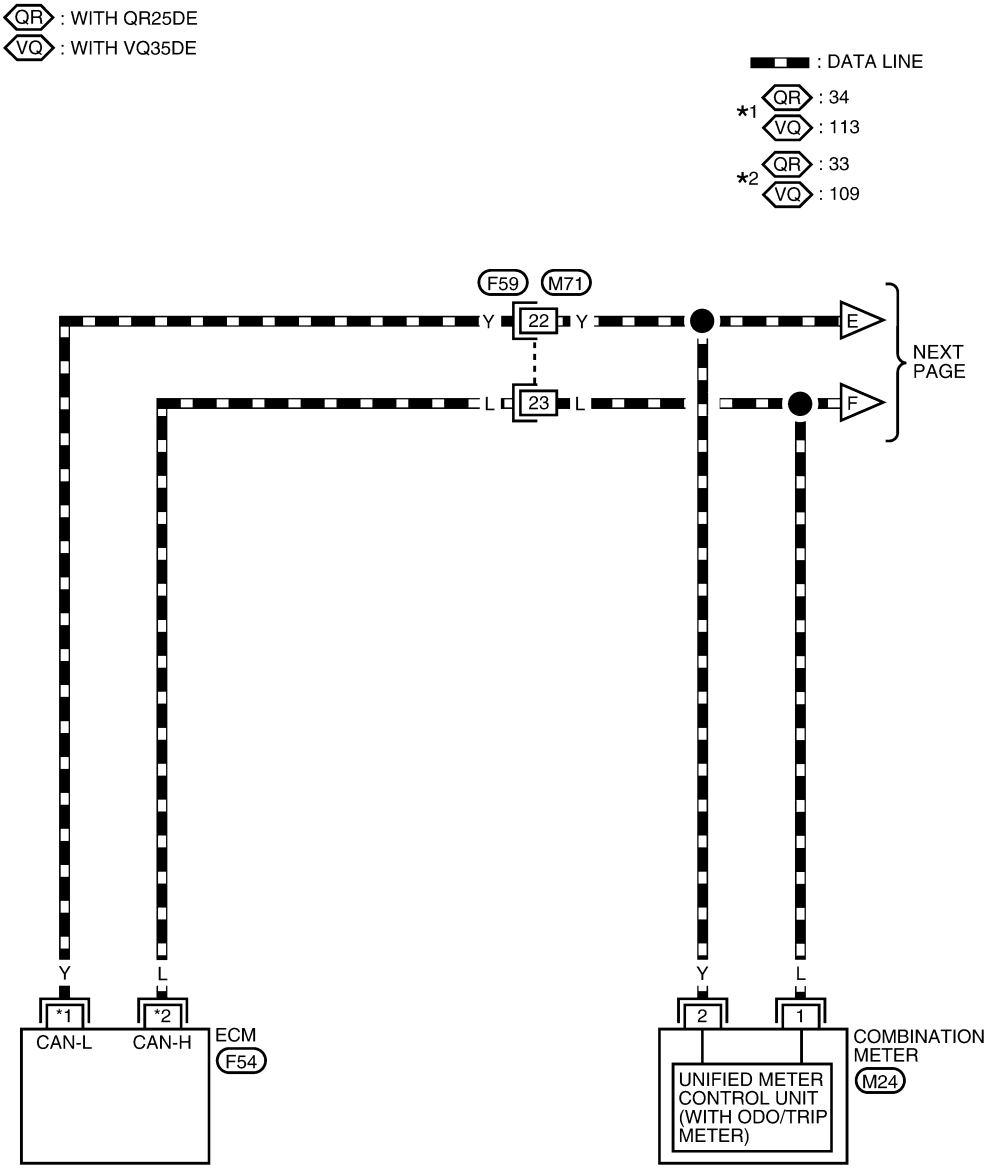


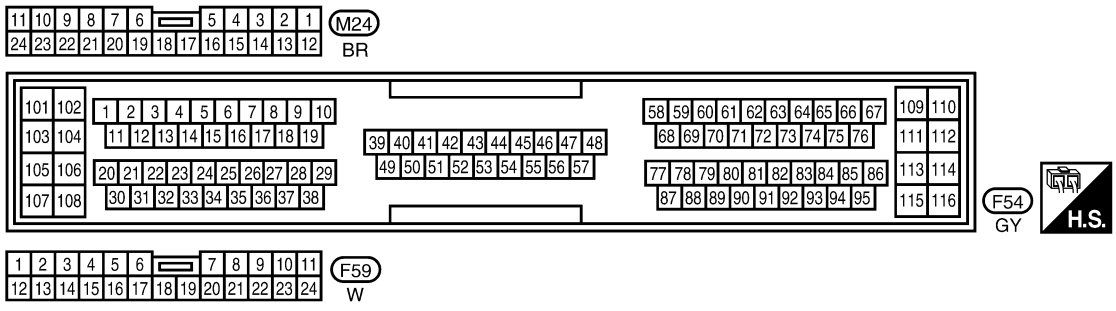
WKIA0388E

Wiring Diagram — CAN —

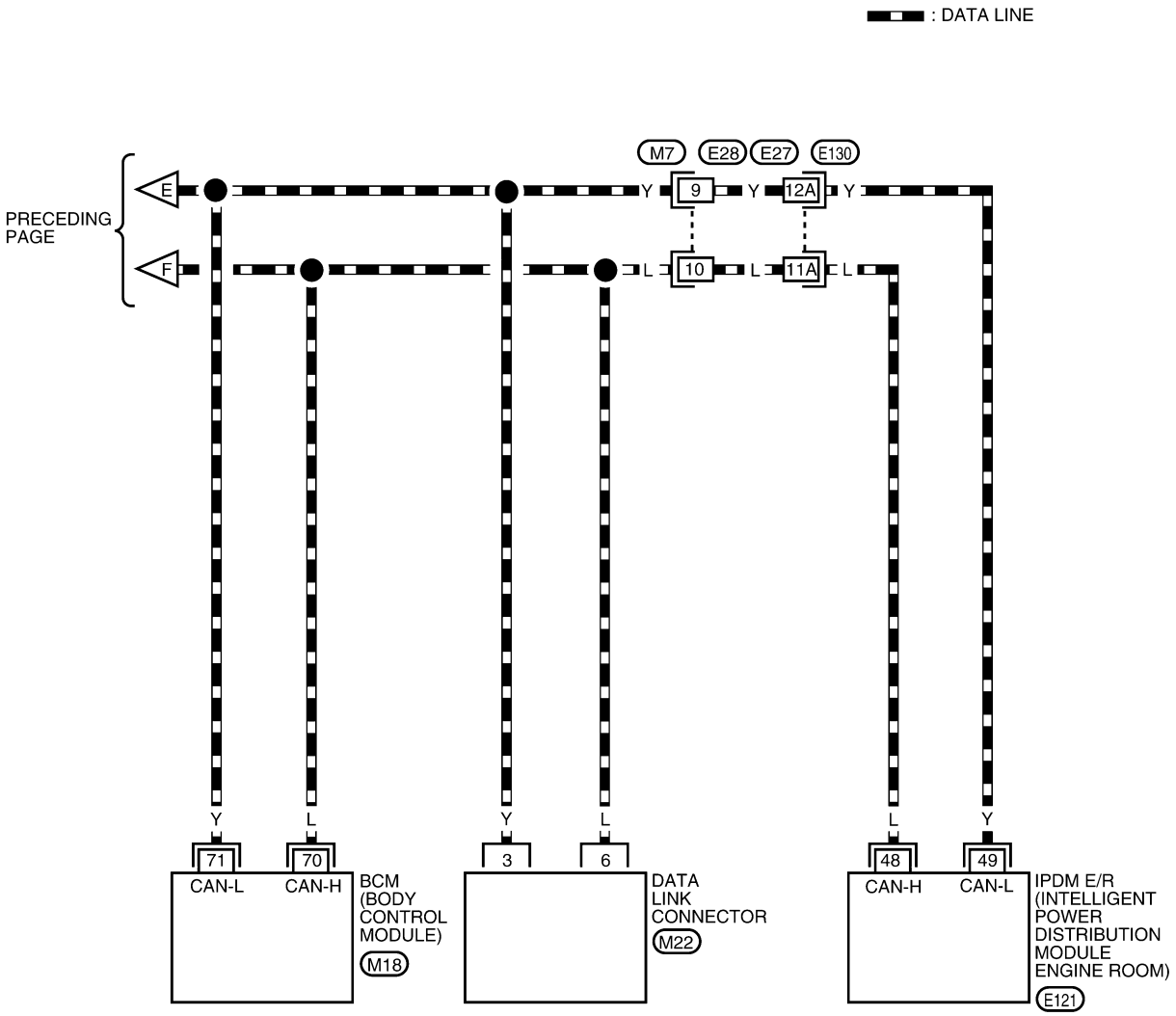
EKS0040F

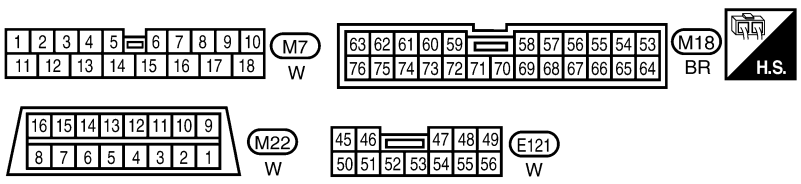
LAN-CAN-05





LKWA0068E





REFER TO THE FOLLOWING.
E130 - SUPER MULTIPLE JUNCTION (SMJ)

LKWA0069E

Work Flow

EKS0040G

1. Print all the data of “SELF-DIAG RESULTS” and “DATA MONITOR” for “ENGINE” and “BCM” displayed on CONSULT-II. Refer to EC-106 (QR25DE engine models), EC-730 (VQ35DE engine models) for “ENGINE” and BCS-14 for “BCM”.
2. Attach the printed sheet of “SELF-DIAG RESULTS” and “DATA MONITOR” onto the check sheet. Refer to LAN-47, "CHECK SHEET" .
3. Based on the data monitor results, put check marks onto the items with “UNKWN” or “NG” in the check sheet table. Refer to LAN-47, "CHECK SHEET" .

   NOTE:
   If “NG” is displayed on “CAN COMM” for the diagnosed control unit, replace the control unit.
4. According to the check sheet results (example), start inspection. Refer to LAN-48, "CHECK SHEET RESULTS (EXAMPLE)" .

CHECK SHEET

Check sheet table

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 4	CAN CIRC 6	CAN CIRC 7
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	CAN CIRC 4	–	CAN CIRC 3

Symptoms:

Attach copy of
ENGINE SELF-DIAG
RESULTS

Attach copy of
BCM SELF-DIAG
RESULTS

Attach copy of
ENGINE DATA MONITOR

Attach copy of
BCM DATA MONITOR

LKIA0047E

CHECK SHEET RESULTS (EXAMPLE)

Case 1: Replace ECM

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 4	CAN CIRC 6	CAN CIRC 7
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	CAN CIRC 4	–	CAN CIRC 3

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 4 ✓	CAN CIRC 6 ✓	CAN CIRC 7 ✓
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	CAN CIRC 4	–	CAN CIRC 3

Case 2: Replace BCM

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 4	CAN CIRC 6	CAN CIRC 7
BCM	CAN COMM ✓	CAN CIRC 1	CAN CIRC 2	CAN CIRC 4	–	CAN CIRC 3

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 4	CAN CIRC 6	CAN CIRC 7
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2 ✓	CAN CIRC 4 ✓	–	CAN CIRC 3 ✓

Case 3

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 4	CAN CIRC 6 ✓	CAN CIRC 7 ✓
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2 ✓	CAN CIRC 4 ✓	–	CAN CIRC 3

Case 4

ENGINE	CAN COMM	CAN CIRC 1 ✓	–	CAN CIRC 4 ✓	CAN CIRC 6 ✓	CAN CIRC 7 ✓
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2 ✓	CAN CIRC 4	–	CAN CIRC 3

Case 5

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 4 ✓	CAN CIRC 6	CAN CIRC 7
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	CAN CIRC 4 ✓	–	CAN CIRC 3

Case 6

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 4	CAN CIRC 6 ✓	CAN CIRC 7
BCM	CAN COMM	CAN CIRC 1 ✓	CAN CIRC 2 ✓	CAN CIRC 4 ✓	–	CAN CIRC 3 ✓

Case 7

ENGINE	CAN COMM	CAN CIRC 1	–	CAN CIRC 4	CAN CIRC 6	CAN CIRC 7 ✓
BCM	CAN COMM	CAN CIRC 1	CAN CIRC 2	CAN CIRC 4	–	CAN CIRC 3 ✓

Case 8

ENGINE	CAN COMM	CAN CIRC 1 ✓	–	CAN CIRC 4 ✓	CAN CIRC 6 ✓	CAN CIRC 7 ✓
BCM	CAN COMM	CAN CIRC 1 ✓	CAN CIRC 2 ✓	CAN CIRC 4 ✓	–	CAN CIRC 3 ✓

LKIA0048E

NOTE:
If “NG” is displayed on “CAN COMM” for the diagnosed control unit, replace the control unit.

INSPECTION

Proceed trouble diagnosis according to the check sheet results (example).
Case 1: Replace ECM.
Case 2: Replace BCM.

Case 3: Check harness between combination meter and BCM. Refer to LAN-49, "Circuit Check Between Combination Meter and BCM" .
Case 4: Check ECM circuit. Refer to LAN-50, "ECM Circuit Check" .
Case 5: Check combination meter circuit. Refer to LAN-50, "Combination Meter Circuit Check"
Case 6: Check BCM circuit. Refer to LAN-51, "BCM Circuit Check" .
Case 7: Check IPDM E/R circuit. Refer to LAN-51, "IPDM E/R Circuit Check" .
Case 8: Check CAN communication circuit. Refer to LAN-52, "CAN Communication Circuit Check" .

Circuit Check Between Combination Meter and BCM

EKS0040H

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check following terminals and connector for damage, bent or loose connection (meter-side, control module-side and harness-side).

- Combination meter.
- BCM.

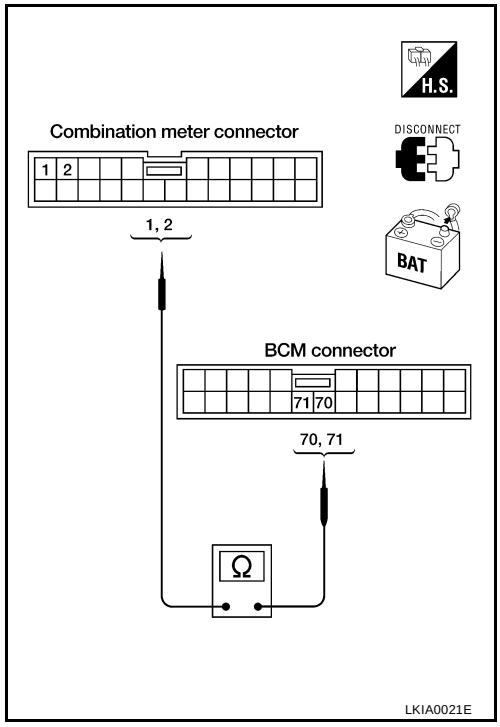
OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect combination meter connector and BCM connector.
2. Check continuity between combination meter harness connector M24 terminals 1 (L), 2 (Y) and BCM harness connector M18 terminals 70 (L), 71 (Y).

1 (L) – 70 (L) : Continuity should exist.
2 (Y) – 71 (Y) : Continuity should exist.



OK or NG

OK >> Reconnect all connectors to perform “SELF-DIAG RESULTS” and “DATA MONITOR” for “ENGINE” and “BCM”. Refer to EC-106 (QR25DE engine models), EC-730 (VQ35DE engine models) for “ENGINE” and BCS-14 for “BCM”.
NG >> Repair harness.

ECM Circuit Check

EKS0040I

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check following terminals and connector for damage, bent or loose connection (control module-side and harness-side).

- ECM.
- Harness connector F59.
- Harness connector M71.

OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

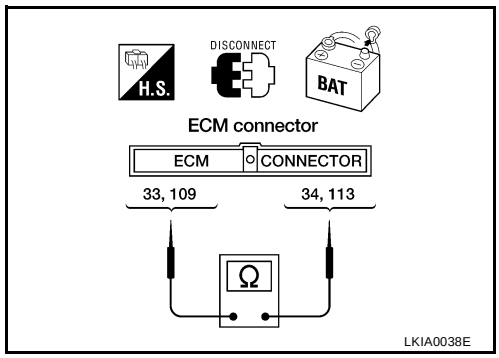
2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect ECM connector.
2. Check the following.

- Resistance between ECM harness connector F54 terminals 33 (L) and 34 (Y) (QR25DE models).
- Resistance between ECM harness connector F54 terminals 109 (L) and 113 (Y) (VQ35DE models).

33 (L) – 34 (Y) (QR25DE models) : Approx. 108 – 132Ω

109 (L) – 113 (Y) (VQ35DE models) : Approx. 108 – 132Ω



OK or NG

OK >> Replace ECM.
NG >> Repair harness between harness connector M7 and ECM.

Combination Meter Circuit Check

EKS0040J

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check terminals and connector of combination meter for damage, bent or loose connection (meter-side and harness-side).

OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

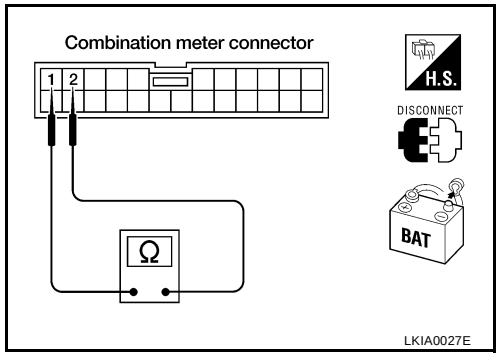
2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect combination meter connector.
2. Check resistance between combination meter harness connector M24 terminals 1 (L) and 2 (Y).

1 (L) – 2 (Y) : Approx. 54 – 66Ω

OK or NG

OK >> Replace combination meter. Refer to DI-21, "Removal and Installation" .
NG >> Repair harness between harness connector M71 and combination meter.



BCM Circuit Check

EKS0040K

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check the terminals and connector of BCM for damage, bent or loose connection (control module-side and harness-side).

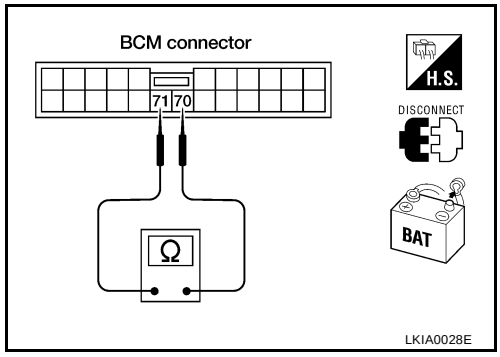
OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect BCM connector.
2. Check resistance between BCM harness connector M18 terminals 70 (L) and 71 (Y).

70 (L) – 71 (Y) : Approx. 54 – 66Ω



OK or NG

OK >> Replace BCM.
NG >> Repair harness between harness connector M7 and BCM.

IPDM E/R Circuit Check

EKS0040L

1. CHECK CONNECTOR

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

- IPDM E/R.
- Harness connector E130.
- Harness connector E27.
- Harness connector E28.
- Harness connector M7.

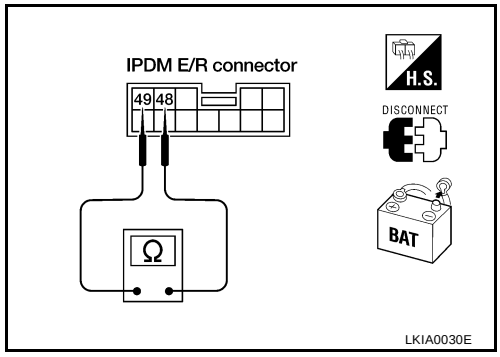
OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect IPDM E/R connector.
2. Check resistance between IPDM E/R harness connector E121 terminals 48 (L) and 49 (Y).

48 (L) – 49 (Y) : Approx. 108 – 132Ω



OK or NG

OK >> Replace IPDM E/R. Refer to PG-24, "Removal and Installation of IPDM E/R" .
NG >> Repair harness between data link connector and IPDM E/R.

CAN Communication Circuit Check

EKS0040M

1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect the negative battery terminal.
3. Check following terminals and connector for damage, bent or loose connection (control module-side, meter-side and harness-side).

- ECM.
- Combination meter.
- BCM.
- IPDM E/R.
- Between ECM and IPDM E/R.

OK or NG

OK >> GO TO 2.
NG >> Repair terminal or connector.

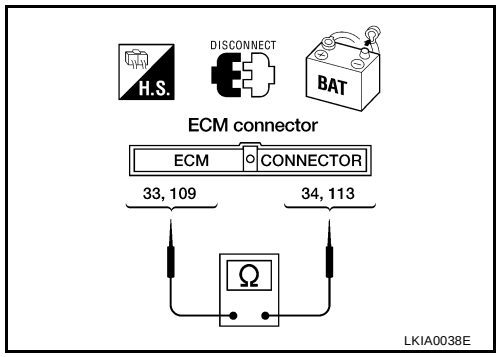
2. CHECK HARNESS FOR SHORT CIRCUIT

1. Disconnect ECM connector and harness connector F59.
2. Check the following.

- Continuity between ECM harness connector F54 terminals 33 (L) and 34 (Y) (QR25DE models)
- Continuity between ECM harness connector F54 terminals 109 (L) and 113 (Y) (VQ35DE models).

33 (L) – 34 (Y) (QR25DE models) : Continuity should not exist.

109 (L) – 113 (Y) (VQ35DE models) : Continuity should not exist.



OK or NG

OK >> GO TO 3.
NG >> Repair harness between ECM and harness connector F59.

3. CHECK HARNESS FOR SHORT CIRCUIT

1. Check the following.

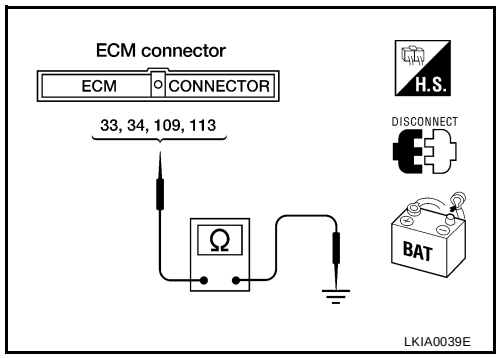
- Continuity between ECM harness connector F54 terminals 33 (L), 34 (Y) and ground (QR25DE models).
- Continuity between ECM harness connector F54 terminals 109 (L), 113 (Y) and ground (VQ35DE models).

33 (L) – ground (QR25DE models) : Continuity should not exist.

34 (Y) – ground (QR25DE models) : Continuity should not exist.

109 (L) – ground (VQ35DE models) : Continuity should not exist.

113 (Y) – ground (VQ35DE models) : Continuity should not exist.



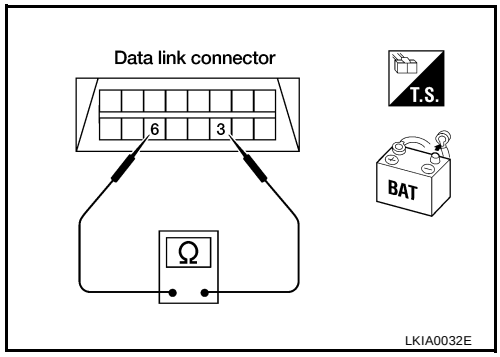
OK or NG

OK >> GO TO 4.
NG >> Repair harness between ECM and harness connector F59.

4. CHECK HARNESS FOR SHORT CIRCUIT

1. Disconnect combination meter connector, BCM connector and harness connector M7.
2. Check continuity between data link connector M22 terminals 6 (L) and 3 (Y).

6 (L) – 3 (Y) : Continuity should not exist.



OK or NG

OK >> GO TO 5.

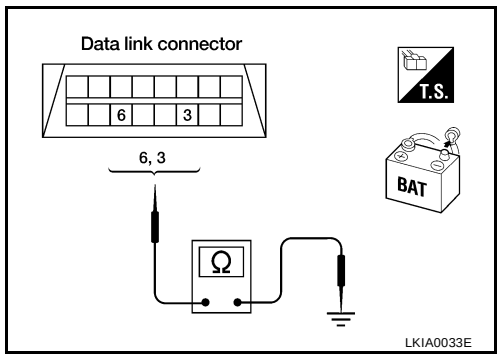
NG >>
- Repair harness between harness connector M71 and harness connector M7.
- Repair harness between harness connector M71 and combination meter.
- Repair harness between harness connector M71 and data link connector.
- Repair harness between harness connector M71 and BCM.

5. CHECK HARNESS FOR SHORT CIRCUIT

Check continuity between data link connector M22 terminals 6 (L), 3 (Y) and ground.

6 (L) – ground : Continuity should not exist.

3 (Y) – ground : Continuity should not exist.



OK or NG

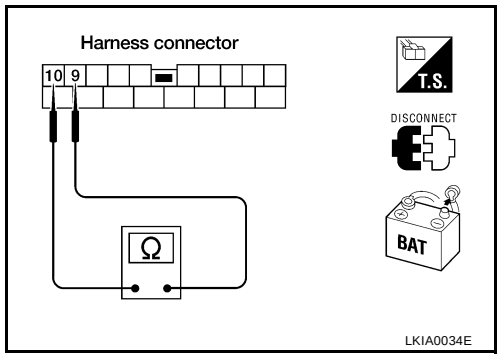
OK >> GO TO 6.

NG >>
- Repair harness between harness connector M71 and harness connector M7.
- Repair harness between harness connector M71 and combination meter.
- Repair harness between harness connector M71 and data link connector.
- Repair harness between harness connector M71 and BCM.

6. CHECK HARNESS FOR SHORT CIRCUIT

1. Disconnect harness connector E27.
2. Check continuity between harness connector E28 terminals 10 (L) and 9 (Y).

10 (L) – 9 (Y) : Continuity should not exist.



OK or NG

OK >> GO TO 7.

NG >> Repair harness between harness connector E28 and harness connector E27.

7. CHECK HARNESS FOR SHORT CIRCUIT

Check continuity between harness connector E28 terminals 10 (L), 9 (Y) and ground.

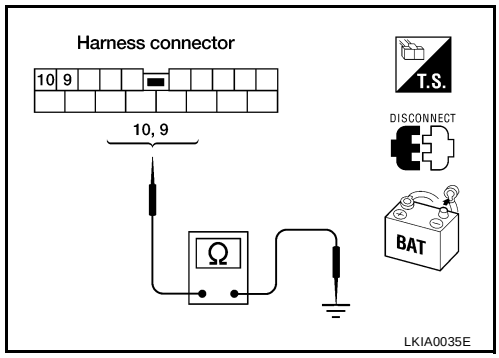
10 (L) – ground : Continuity should not exist.

9 (Y) – ground : Continuity should not exist.

OK or NG

OK >> GO TO 8.

NG >> Repair harness between harness connector E28 and harness connector E27.



8. CHECK HARNESS FOR SHORT CIRCUIT

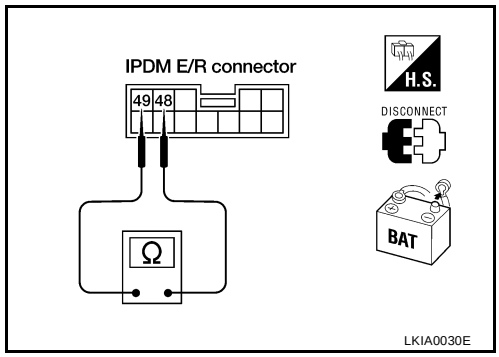
1. Disconnect IPDM E/R connector.
2. Check continuity between IPDM E/R harness connector E121 terminals 48 (L) and 49 (Y).

48 (L) – 49 (Y) : Continuity should not exist.

OK or NG

OK >> GO TO 9.

NG >> Repair harness between harness connector E130 and IPDM E/R.



9. CHECK HARNESS FOR SHORT CIRCUIT

Check continuity between IPDM E/R harness connector E121 terminals 48 (L), 49 (Y) and ground.

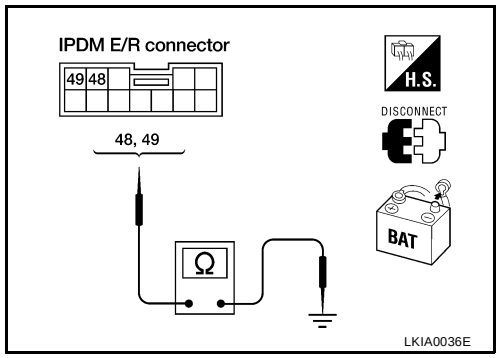
48 (L) – ground : Continuity should not exist.

49 (Y) – ground : Continuity should not exist.

OK or NG

OK >> GO TO 10.

NG >> Repair harness between harness connector E130 and IPDM E/R.



10. ECM/IPDM E/R INTERNAL CIRCUIT INSPECTION

Perform components inspection. Refer to LAN-55, "ECM/IPDM E/R INTERNAL CIRCUIT INSPECTION" .

OK or NG

OK >> Reconnect all connectors to perform “SELF-DIAG RESULTS” and “DATA MONITOR” for “ENGINE” and “BCM”. Refer to EC-106 (QR25DE engine models), EC-730 (VQ35DE engine models) for “ENGINE” and BCS-14 for “BCM”.

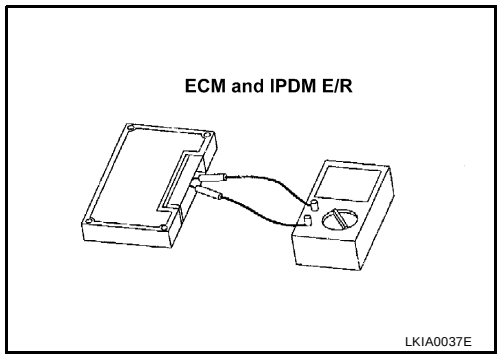
NG >> Replace ECM and/or IPDM E/R. Refer to PG-24, "Removal and Installation of IPDM E/R" .

Component Inspection

EKS0040N

ECM/IPDM E/R INTERNAL CIRCUIT INSPECTION

- Remove ECM and IPDM E/R from vehicle. Refer to PG-24, "Removal and Installation of IPDM E/R" .
- Check resistance between ECM terminals 33 and 34 (QR25DE models).
- Check resistance between ECM terminals 109 and 113 (VQ35DE models).
- Check resistance between IPDM E/R terminals 48 and 49.



Unit	Terminal	Resistance value (Ω) (Approx.)
ECM (QR25DE models)	33 – 34	108 - 132
ECM (VQ35DE models)	109 – 113	
IPDM E/R	48 – 49	