SECTION PCS
POWER CONTROL SYSTEM

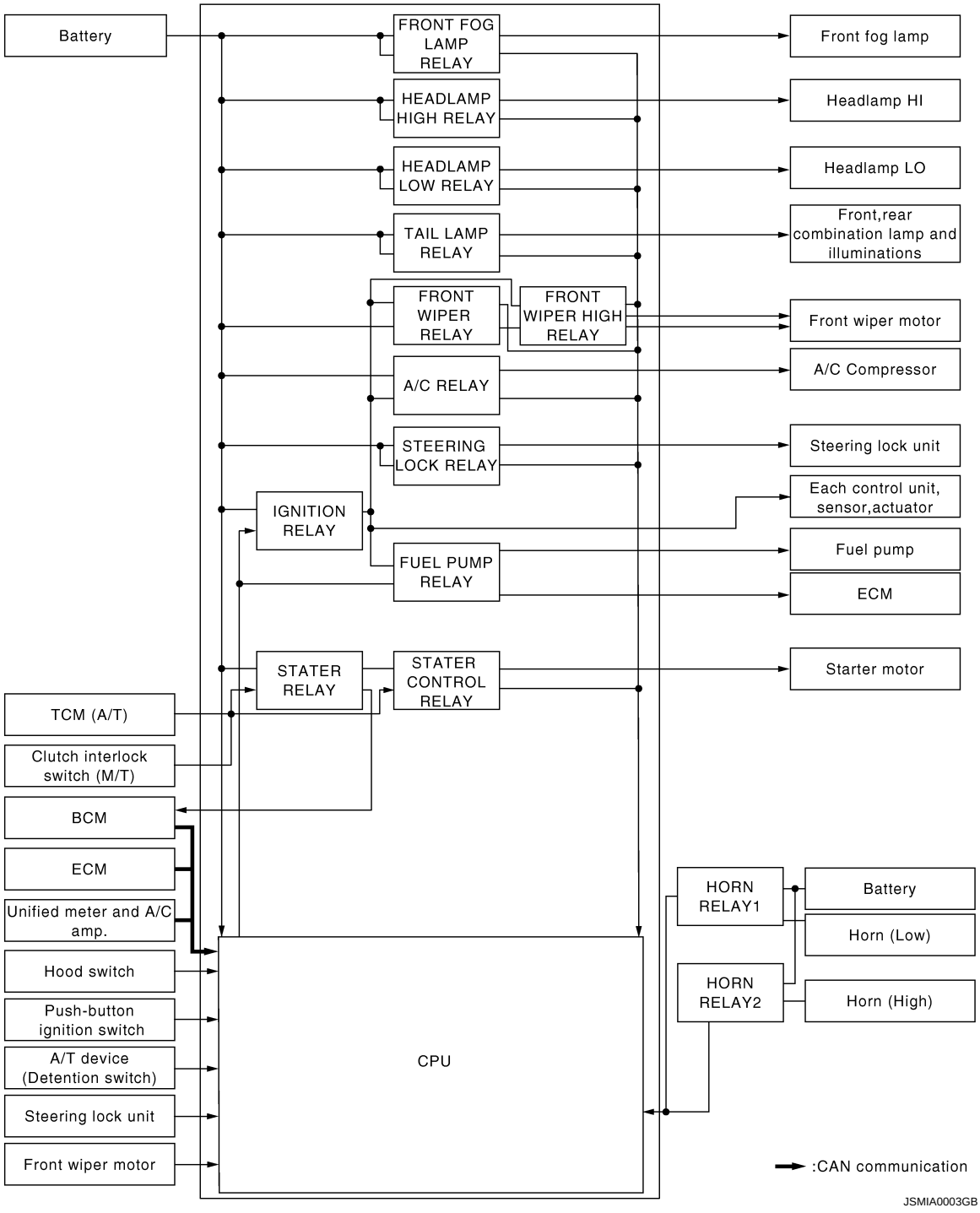
CONTENTS

FUNCTION DIAGNOSIS

RELAY CONTROL SYSTEM

System Diagram

INFOID:0000000000964170



System Description

INFOID:0000000000964171

IPDM E/R activates the internal control circuit to perform the relay ON-OFF control according to the input signals from various sensors and the request signals received from control units via CAN communication.

CAUTION:

IPDM E/R integrated relays cannot be removed.

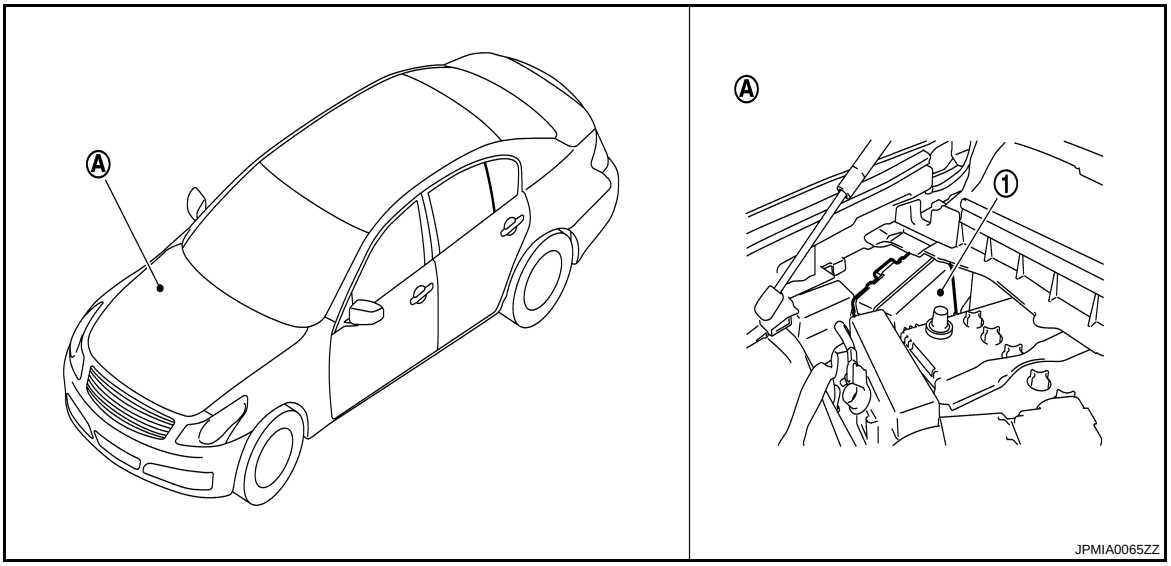
Control relay	Input/output	Transmit unit	Control part	Reference page
• Headlamp low relay • Headlamp high relay	• Low beam request signal • High beam request signal	BCM (CAN)	• Headlamp low • Headlamp High	EXL-9
Front fog lamp relay	Front fog light request signal	BCM (CAN)	Front fog lamp	EXL-23
Tail lamp relay	Position light request signal	BCM (CAN)	• Parking lamp • Side marker lamp • License plate lamp • Tail lamp • Illuminations	EXL-27, INL-11
• Front wiper relay • Front wiper high relay	Front wiper request signal	BCM (CAN)	Front wiper	WW-6
	Front wiper auto stop signal	Front wiper motor		
• Horn relay 1 • Horn relay 2	• Theft warning horn request signal • Horn reminder signal	BCM (CAN)	• Horn (Low) • Horn (High)	SEC-27
• Starter relay[NOTE] • Starter control relay	Starter control relay signal	BCM (CAN)	Starter motor	SEC-95, SEC-97
	Steering lock unit condition signal	Steering lock unit		
	Starter relay control signal	TCM		
		Clutch interlock switch		
Steering lock relay	Steering lock relay signal	BCM (CAN)	Steering lock unit	SEC-89
	Steering lock unit condition signal	Steering lock unit		
	A/T device (Detention switch) signal	A/T device (Detention switch)		
A/C relay	A/C compressor request signal	ECM (CAN)	A/C compressor (magnet clutch)	HAC-90
Ignition relay	Ignition switch ON signal	BCM (CAN)	Ignition relay	PCS-16
	Vehicle speed signal	Unified meter and A/C amp. (CAN)		
	Push-button ignition switch signal	Push-button ignition switch		

NOTE:

BCM controls the starter relay.

Component Parts Location

INFOID:0000000000964172

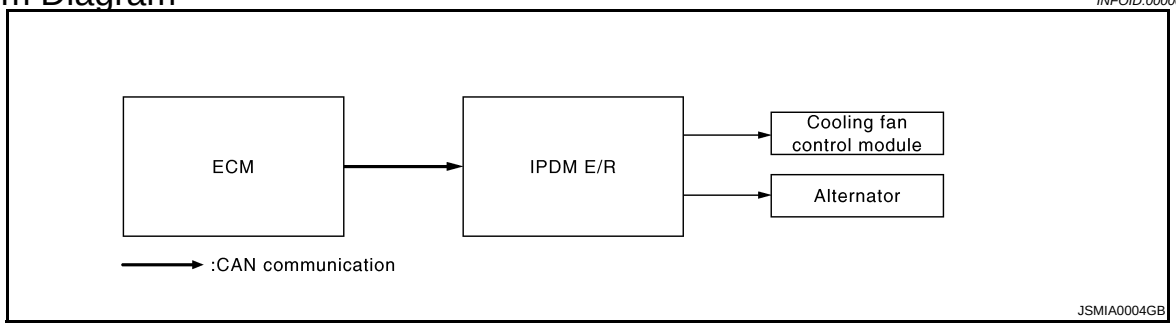


1. IPDM E/R
A. Engine room dash panel (RH)

POWER CONTROL SYSTEM

System Diagram

INFOID:0000000000964173



System Description

INFOID:0000000000964174

COOLING FAN CONTROL

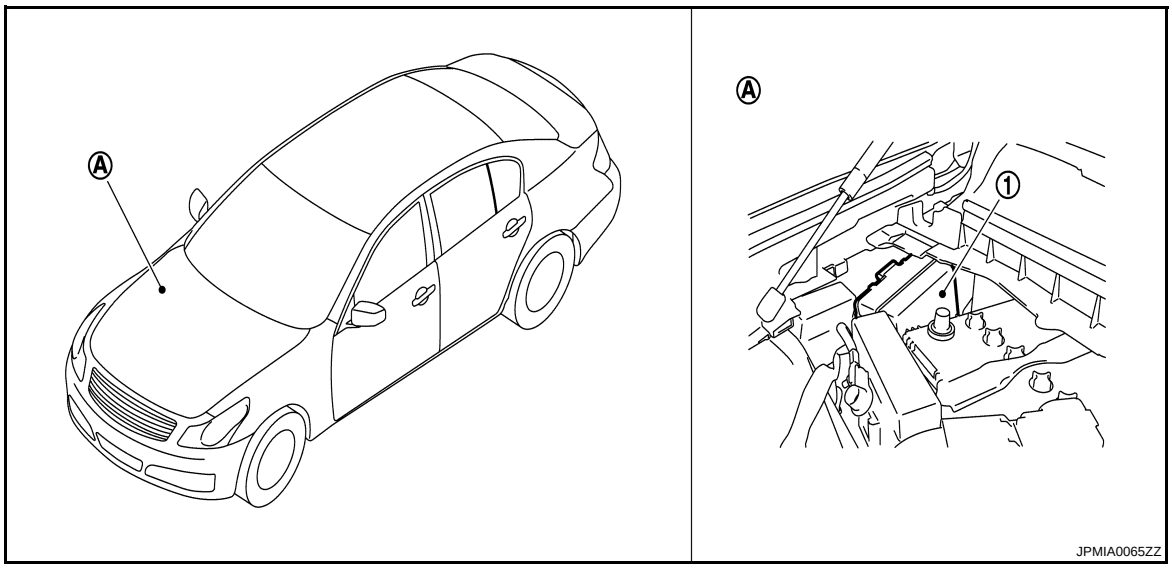
IPDM E/R outputs pulse duty signal (PWM signal) to the cooling fan control module according to the status of the cooling fan speed request signal received from ECM via CAN communication. Refer to EC-67, "System Description".

ALTERNATOR CONTROL

IPDM E/R outputs power generation command signal (PWM signal) to the alternator according to the status of the power generation command value signal received from ECM via CAN communication. Refer to CHG-8, "System Description".

Component Parts Location

INFOID:0000000000964175

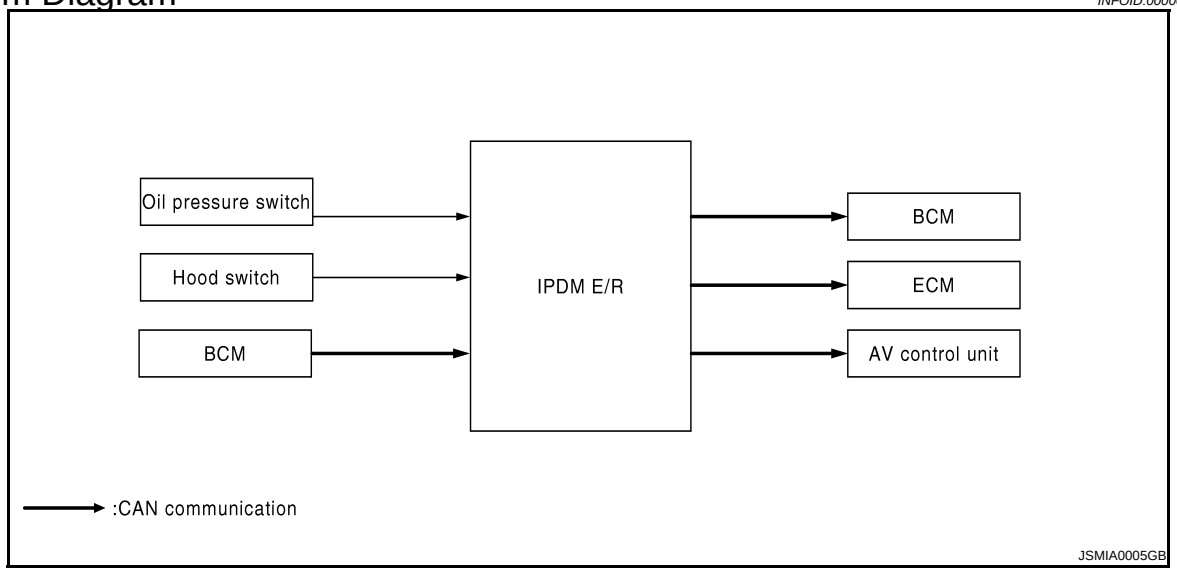


1. IPDM E/R
A. Engine room dash panel (RH)

SIGNAL BUFFER SYSTEM

System Diagram

INFOID:0000000000964176



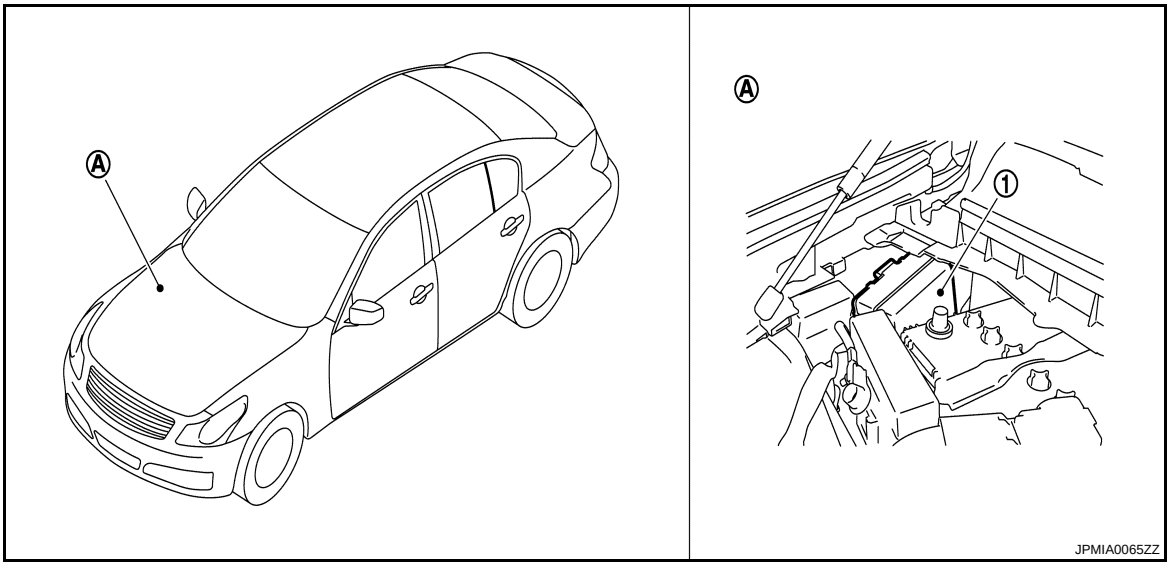
System Description

INFOID:0000000000964177

- IPDM E/R reads the status of the oil pressure switch and transmits the oil pressure switch signal to BCM via CAN communication. Refer to MWI-22, "WARNING LAMPS/INDICATOR LAMPS : System Description".
- IPDM E/R reads the status of the hood switch and transmits the hood switch signal to BCM via CAN communication. Refer to SEC-114, "Description".
- IPDM E/R receives the rear window defogger status signal from BCM via CAN communication and transmits it to ECM and AV control unit via CAN communication. Refer to DEF-4, "System Description".

Component Parts Location

INFOID:0000000000964178

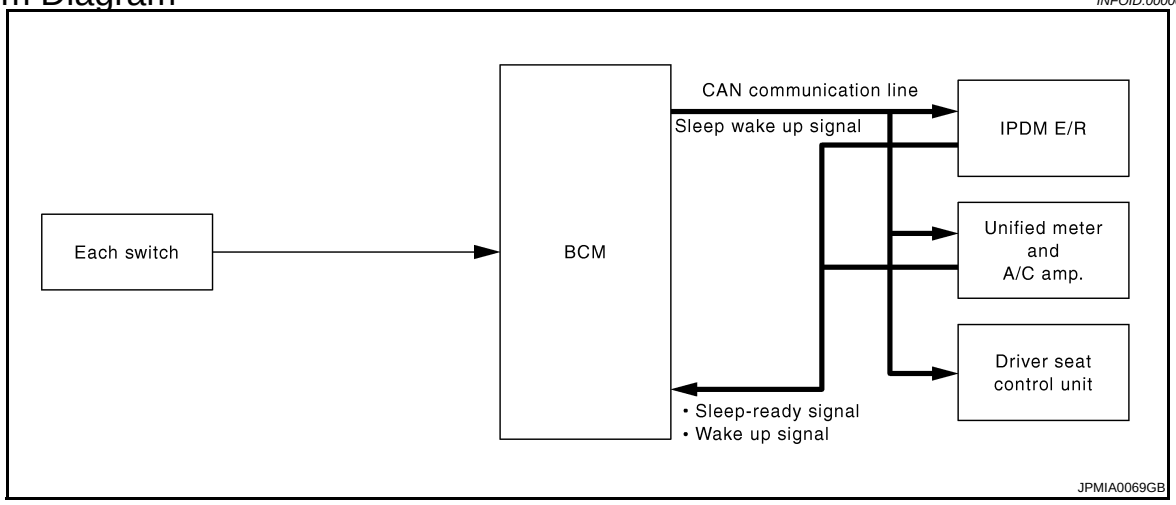


1. IPDM E/R
A. Engine room dash panel (RH)

POWER CONSUMPTION CONTROL SYSTEM

System Diagram

INFOID:0000000000964179



System Description

INFOID:0000000000964180

OUTLINE

- IPDM E/R incorporates a power consumption control function that reduces the power consumption according to the vehicle status.
- IPDM E/R changes its status (control mode) with the sleep wake up signal received from BCM via CAN communication.

Normal mode (wake-up)
- CAN communication is normally performed with other control units.
- Individual unit control by IPDM E/R is normally performed.

Low power consumption mode (sleep)
- Low power consumption control is active.
- CAN transmission is stopped.

SLEEP MODE ACTIVATION

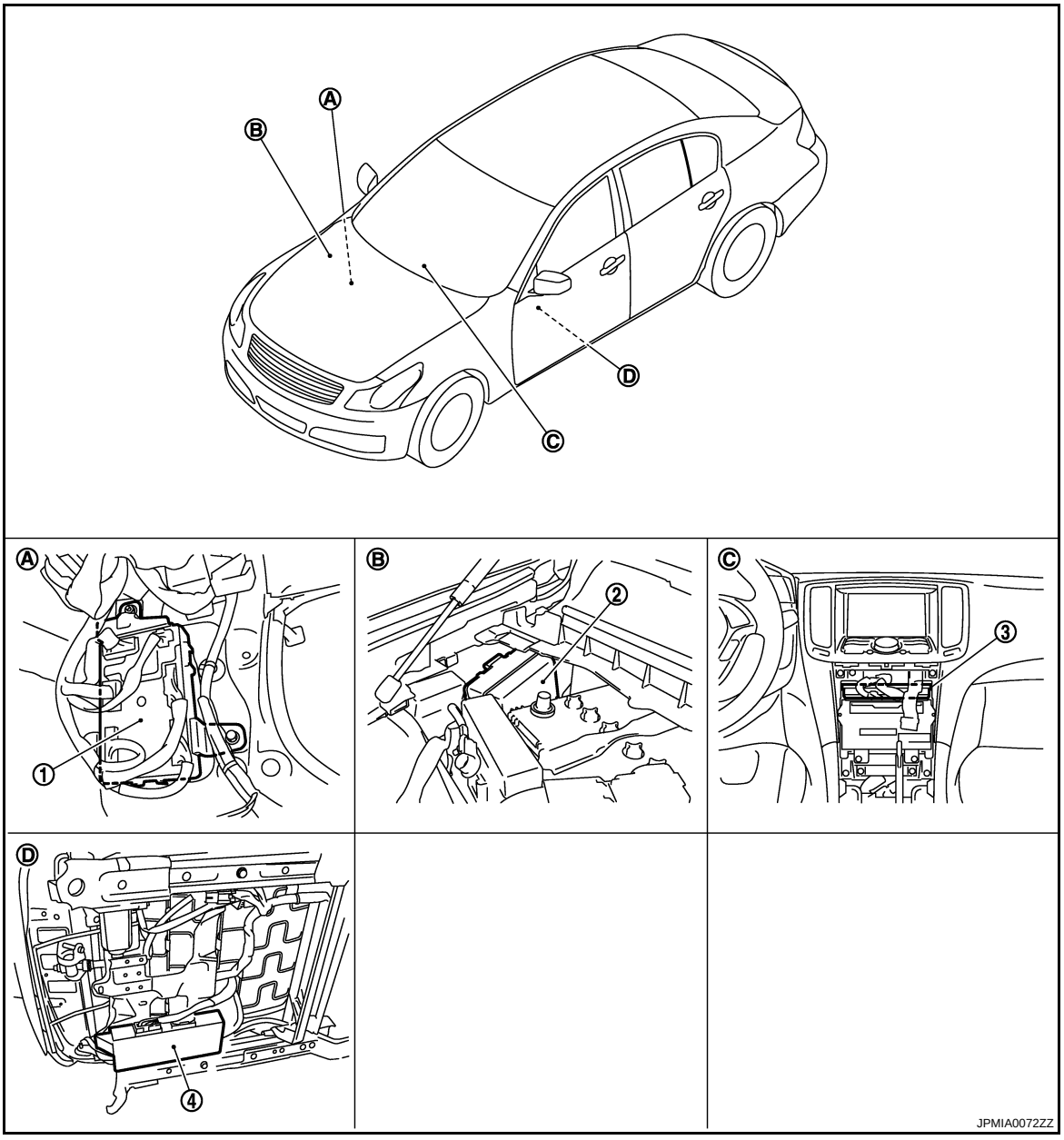
- IPDM E/R judges that the sleep-ready conditions are fulfilled when the ignition switch is OFF and none of the conditions below are present. Then it transmits a sleep-ready signal (ready) to BCM via CAN communication.
  - Front wiper fail-safe operation
  - Outputting signals to actuators
  - Switches or relays operating
  - Auto active test is starting
  - Emergency OFF
  - Hood switch status is kept for 50 ms or more.
  - Output requests are being received from control units via CAN communication.
- IPDM E/R stops CAN communication and enters the low power consumption mode when it receives a sleep wake up signal (sleep) from BCM and the sleep-ready conditions are fulfilled.

WAKE-UP OPERATION

- IPDM E/R changes from the low power consumption mode to the normal mode when it receives a sleep wake-up signal (wake up) from BCM or any of the following conditions is fulfilled. In addition, it transmits a sleep-ready signal (not-ready) to BCM via CAN communication to report the CAN communication start.
  - Ignition switch ON
  - The hood switch status changes.
  - An output request is received from a control unit via CAN communication.

Component Parts Location

INFOID:0000000000964181



1. BCM
2. IPDM E/R
3. Unified meter and A/C amp.
4. Driver seat control unit
A. Dash side lower (passenger side)
B. Engine room dash panel (RH)
C. Behind Cluster lid C
D. Backside of the seat cushion (driver seat)

DIAGNOSIS SYSTEM (IPDM E/R)

Diagnosis Description

INFOID:0000000000964182

AUTO ACTIVE TEST

Description

In auto active test mode, the IPDM E/R sends a drive signal to the following systems to check their operation.

- Oil pressure warning lamp
- Front wiper (LO, HI)
- Parking lamps
- License plate lamps
- Side maker lamps
- Tail lamps
- Front fog lamps
- Headlamps (LO, HI)
- A/C compressor (magnet clutch)
- Cooling fan (cooling fan control module)

Operation Procedure

1. Close the hood and lift the wiper arms from the windshield. (Prevent windshield damage due to wiper operation)
   NOTE:
   When auto active test is performed with hood opened, sprinkle water on windshield beforehand.
2. Turn ignition switch OFF.
3. Turn the ignition switch ON, and within 20 seconds, press the driver door switch 10 times. Then turn the ignition switch OFF.
   CAUTION:
   Close passenger door.
4. Turn the ignition switch ON within 10 seconds. After that the horn sounds once and the auto active test starts.
5. The oil pressure warning lamp starts blinking when the auto active test starts.
6. After a series of the following operations is repeated 3 times, auto active test is completed.

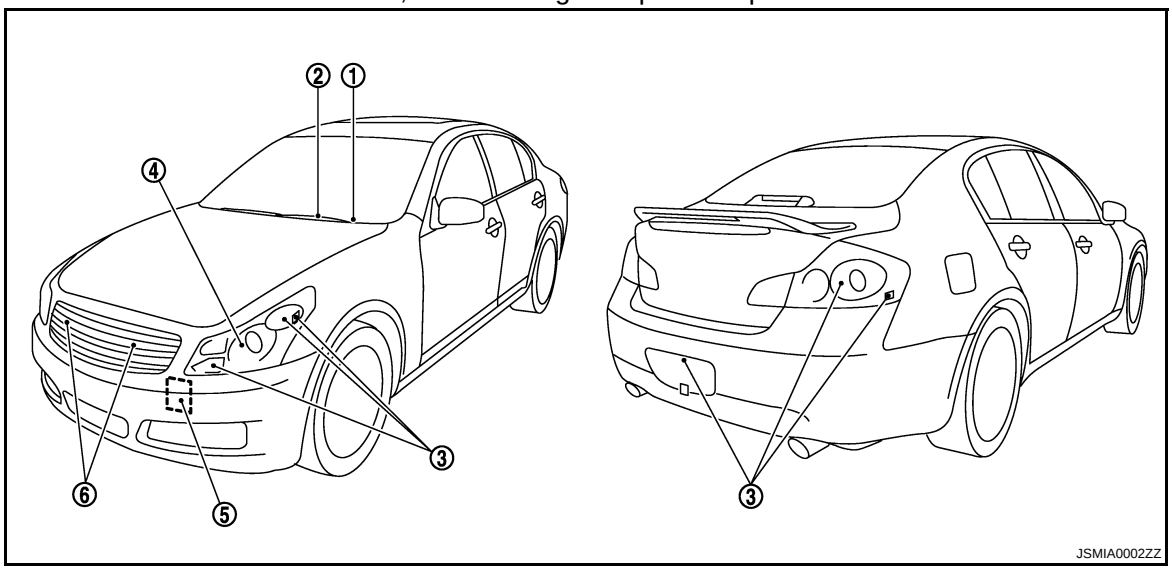
NOTE:
When auto active test mode has to be cancelled halfway through test, turn ignition switch OFF.

CAUTION:

- **If auto active test mode cannot be actuated, check door switch system. Refer to DLK-65, "Component Function Check".**
- **Do not start the engine.**

Inspection in Auto Active Test Mode

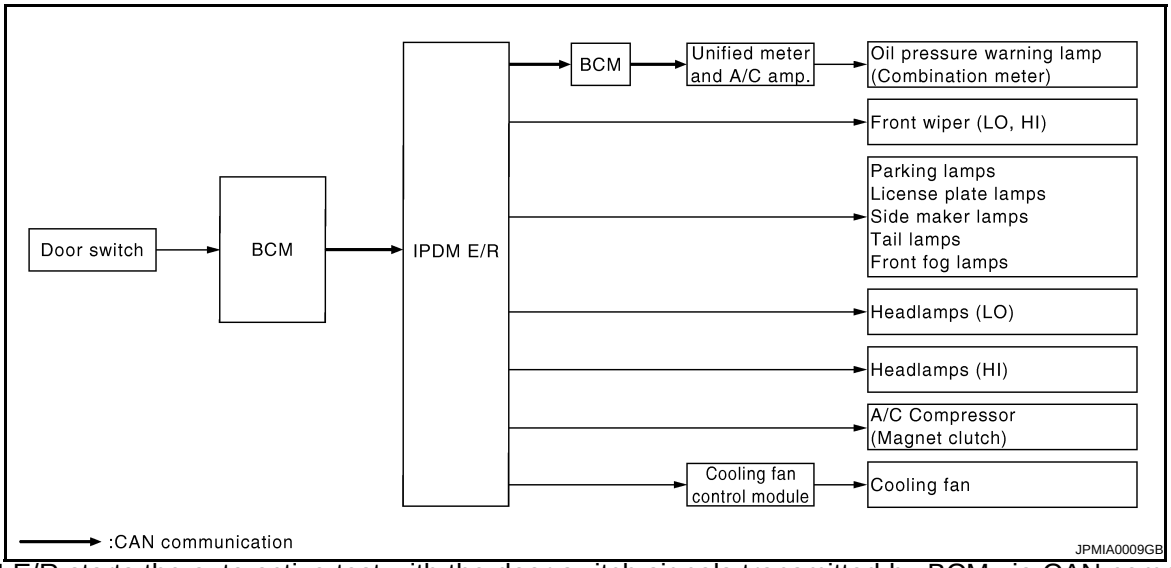
When auto active test mode is actuated, the following 6 steps are repeated 3 times.



Operation sequence	Inspection Location	Operation
1	Oil pressure warning lamp	Blinks continuously during operation of auto active test
2	Front wiper	LO for 5 seconds → HI for 5 seconds
3	• Parking lamps • License plate lamps • Side maker lamps • Tail lamps • Front fog lamps	10 seconds
4	Headlamps	LO ⇔ HI 5 times
5	A/C compressor (magnet clutch)	ON ⇔ OFF 5 times
6*	Cooling fan	MID for 5 seconds → HI for 5 seconds

*: Outputs duty ratio of 50% for 5 seconds → duty ratio of 100% for 5 seconds on the cooling fan control module.

Concept of auto active test



- IPDM E/R starts the auto active test with the door switch signals transmitted by BCM via CAN communication. Therefore, the CAN communication line between IPDM E/R and BCM is considered normal if the auto active test starts successfully.
- The auto active test facilitates troubleshooting if any systems controlled by IPDM E/R cannot be operated.

Diagnosis chart in auto active test mode

Symptom	Inspection contents		Possible cause
Any of the following components do not operate • Parking lamps • License plate lamps • Side maker lamps • Tail lamps • Front fog lamps • Headlamp (HI, LO) • Front wiper	Perform auto active test. Does the applicable system operate?	YES	BCM signal input circuit
		NO	• Lamp or motor • Lamp or motor ground circuit • Harness or connector between IPDM E/R and applicable system • IPDM E/R

Symptom	Inspection contents		Possible cause
A/C compressor does not operate	Perform auto active test. Does the magnet clutch operate?.	YES	• Unified meter and A/C amp. signal input circuit • CAN communication signal between unified meter and A/C amp. and ECM • CAN communication signal between ECM and IPDM E/R
		NO	• Magnet clutch • Harness or connector between IPDM E/R and magnet clutch • IPDM E/R
Oil pressure warning lamp does not operate	Perform auto active test. Does the oil pressure warning lamp blink?	YES	• Harness or connector between IPDM E/R and oil pressure switch • Oil pressure switch • IPDM E/R
		NO	• CAN communication signal between IPDM E/R and BCM • CAN communication signal between BCM and unified meter and A/C amp. • Combination meter
Cooling fan does not operate	Perform auto active test. Does the cooling fan operate?	YES	• ECM signal input circuit • CAN communication signal between ECM and IPDM E/R
		NO	• Cooling fan • Harness or connector between cooling fan and cooling fan control module • Cooling fan control module • Harness or connector between IPDM E/R and cooling fan control module • Cooling fan relay • Harness or connector between IPDM E/R and cooling fan relay • IPDM E/R

CONSULT - III Function (IPDM E/R)

INFOID:0000000000964183

APPLICATION ITEM

CONSULT-III performs the following functions via CAN communication with IPDM E/R.

Diagnosis mode	Description
Ecu Identification	Allows confirmation of IPDM E/R part number.
Self Diagnostic Result	Displays the diagnosis results judged by IPDM E/R.
Data Monitor	Displays the real-time input/output data from IPDM E/R input/output data.
Active Test	IPDM E/R can provide a drive signal to electronic components to check their operations.
CAN Diag Support Monitor	The results of transmit/receive diagnosis of CAN communication can be read.

SELF DIAGNOSTIC

Refer to PCS-31, "DTC Index".

DATA MONITOR

Monitor item

Monitor Item [Unit]	MAIN SIGNALS	Description
RADFAN REQ [%]	×	Displays the value of the cooling fan speed signal received from ECM via CAN communication.
AC COMP REQ [Off/On]	×	Displays the status of the A/C compressor request signal received from ECM via CAN communication.
TAIL&CLR REQ [Off/On]	×	Displays the status of the position light request signal received from BCM via CAN communication.
HL LO REQ [Off/On]	×	Displays the status of the low beam request signal received from BCM via CAN communication.
HL HI REQ [Off/On]	×	Displays the status of the high beam request signal received from BCM via CAN communication.
FR FOG REQ [Off/On]	×	Displays the status of the front fog light request signal received from BCM via CAN communication.
FR WIP REQ [Stop/1LOW/Low/Hi]	×	Displays the status of the front wiper request signal received from BCM via CAN communication.
WIP AUTO STOP [STOP P/ACT P]	×	Displays the status of the front wiper auto stop signal judged by IPDM E/R.
WIP PROT [Off/BLOCK]	×	Displays the status of the front wiper fail-safe operation judged by IPDM E/R.
IGN RLY1 -REQ [Off/On]		Displays the status of the ignition switch ON signal received from BCM via CAN communication.
IGN RLY [Off/On]	×	Displays the status of the ignition relay judged by IPDM E/R.
PUSH SW [Off/On]		Displays the status of the push-button ignition switch judged by IPDM E/R.
INTER/NP SW [Off/On]		Displays the status of the clutch interlock switch (M/T models) or A/T shift position (A/T models) judged by IPDM E/R.
ST RLY REQ [Off/On]		**NOTE:** The item is indicated, but not used.
ST RLY CONT [Off/On]		Displays the status of the starter relay status signal received from BCM via CAN communication.
IHBT RLY -REQ [Off/On]		Displays the status of the starter control relay signal received from BCM via CAN communication.
ST/INHI RLY [Off/ ST /INHI]		Displays the status of the starter relay and starter control relay judged by IPDM E/R.
DETENT SW [Off/On]		Displays the status of the A/T device (detention switch) judged by IPDM E/R.
S/L RLY -REQ [Off/On]		Displays the status of the steering lock relay request received from BCM via CAN communication.
S/L STATE [LOCK/UNLK/UNKWN]		Displays the status of the steering lock judged by IPDM E/R.
DTRL REQ [Off]		**NOTE:** The item is indicated, but not monitored.
OIL P SW [Open/Close]		Displays the status of the oil pressure switch judged by IPDM E/R.
HOOD SW [Off/On]		Displays the status of the hood switch judged by IPDM E/R.
HL WASHER REQ [Off]		**NOTE:** The item is indicated, but not monitored.
THFT HRN REQ [Off/On]		Displays the status of the theft warning horn request signal received from BCM via CAN communication.

Monitor Item [Unit]	MAIN SIGNALS	Description
HORN CHIRP [Off/On]		Displays the status of the horn reminder signal received from BCM via CAN communication.
CRNRNG LMP REQ [Off]		**NOTE:** The item is indicated, but not monitored.

ACTIVE TEST

Test item

Test item	Operation	Description
CORNERING LAMP	Off	**NOTE:** The item is indicated, but cannot be tested.
	LH	
	RH	
HORN	On	Operates horn relay 1 and horn relay 2 for 20 ms.
FRONT WIPER	Off	OFF
	Lo	Operates the front wiper relay.
	Hi	Operates the front wiper relay and front wiper high relay.
MOTOR FAN	1	OFF
	2	Outputs 50% pulse duty signal (PWM signal) to the cooling fan control module.
	3	Outputs 80% pulse duty signal (PWM signal) to the cooling fan control module.
	4	Outputs 100% pulse duty signal (PWM signal) to the cooling fan control module.
HEAD LAMP WASHER	On	**NOTE:** The item is indicated, but cannot be tested.
EXTERNAL LAMPS	Off	OFF
	TAIL	Operates the tail lamp relay.
	Lo	Operates the headlamp low relay.
	Hi	Operates the headlamp low relay and ON/OFF the headlamp high relay at 1 second intervals.
	Fog	Operates the front fog lamp relay.

COMPONENT DIAGNOSIS

U1000 CAN COMM CIRCUIT

Description

INFOID:0000000000964184

CAN (Controller Area Network) is a serial communication line for real time applications. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Modern vehicle is equipped with many electronic control unit, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 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.
CAN Communication Signal Chart. Refer to LAN-28, "CAN Communication Signal Chart".

DTC Logic

INFOID:0000000000964185

DTC DETECTION LOGIC

DTC	CONSULT-III display description	DTC Detection Condition	Possible cause
U1000	CAN COMM CIRCUIT	When IPDM E/R cannot communicate CAN communication signal continuously for 2 seconds or more	In CAN communication system, any item (or items) of the following listed below is malfunctioning. • Transmission • Receiving (ECM) • Receiving (BCM) • Receiving (Unified meter and A/C amp.)

DTC CONFIRMATION PROCEDURE

Diagnosis Procedure

INFOID:0000000000964186

1.PERFORM SELF DIAGNOSTIC

1. Turn ignition switch ON and wait for 2 second or more.
2. Check “Self Diagnostic Result” of IPDM E/R.

Is “CAN COMM CIRCUIT” displayed?

YES >> Refer to LAN-18, "Trouble Diagnosis Flow Chart".
NO >> Refer to GI-39, "Intermittent Incident".

B2098 IGNITION RELAY ON STUCK

Description

INFOID:0000000000964187

- IPDM E/R operates the ignition relay when it receives an ignition switch ON signal from BCM via CAN communication.
- Turn the ignition relay OFF by pressing the push-button ignition switch once when the vehicle speed is 4 km/h (2.5 MPH) or less.
- Turn the ignition relay OFF with the following operation when the vehicle speed is more than 4 km/h (2.5 MPH) or when an abnormal condition occurs in CAN communication from the unified meter and A/C amp.(Emergency OFF)

- Press and hold the push-button ignition switch for 2 seconds or more.
- Press the push-button ignition switch 3 time within 1.5 seconds.

NOTE:
The ignition relay does not turn ON for 3 seconds after emergency OFF even if the push-button ignition switch is pressed.

DTC Logic

INFOID:0000000000964188

DTC DETECTION LOGIC

DTC	CONSULT-III display description	DTC Detection Condition	Possible causes
B2098	IGN RELAY ON	The ignition relay ON is detected for 1 second at ignition switch OFF (CPU monitors the status at the contact and excitation coil circuits of the ignition relay inside it)	Ignition relay malfunction

Diagnosis Procedure

INFOID:0000000000964189

1.PERFORM SELF DIAGNOSIS

1. Turn the ignition switch ON.
2. Erase “Self Diagnostic Result” of IPDM E/R.
3. Turn ignition switch OFF, and wait for 1 second or more.
4. Turn the ignition switch ON. Check “Self Diagnostic Result” again.

Is “IGN RELAY ON” displayed?

YES >> Replace IPDM E/R.
NO >> Refer to GI-39, "Intermittent Incident".

B2099 IGNITION RELAY OFF STUCK

Description

INFOID:0000000000964190

- IPDM E/R operates the ignition relay when it receives an ignition switch ON signal from BCM via CAN communication.
- Turn the ignition relay OFF by pressing the push-button ignition switch once when the vehicle speed is 4 km/h (2.5 MPH) or less.
- Turn the ignition relay OFF with the following operation when the vehicle speed is more than 4 km/h (2.5 MPH) or when an abnormal condition occurs in CAN communication from the unified meter and A/C amp.(Emergency OFF)

- Press and hold the push-button ignition switch for 2 seconds or more.
- Press the push-button ignition switch 3 time within 1.5 seconds.

NOTE:
The ignition relay does not turn ON for 3 seconds after emergency OFF even if the push-button ignition switch is pressed.

DTC Logic

INFOID:0000000000964191

DTC DETECTION LOGIC

DTC	CONSULT-III display description	DTC Detection Condition	Possible causes
B2099	IGN RELAY OFF	The ignition relay OFF is detected for 1 second at ignition switch ON (CPU monitors the status at the contact and excitation coil circuits of the ignition relay inside it)	Ignition relay malfunction

Diagnosis Procedure

INFOID:0000000000964192

1.PERFORM SELF DIAGNOSIS

1. Turn the ignition switch ON.
2. Erase “Self Diagnostic Result”.
3. Turn ignition switch OFF.
4. Turn the ignition switch ON. Check “Self Diagnostic Result” again.

Is “IGN RELAY OFF” displayed?

YES >> Replace IPDM E/R.
NO >> Refer to GI-39, "Intermittent Incident".

POWER SUPPLY AND GROUND CIRCUIT

Diagnosis Procedure

INFOID:0000000000964193

1.CHECK FUSES AND FUSIBLE LINK

Check that the following IPDM E/R fuses or fusible links are not blown.

Terminal No.	Signal name	Fuses and fusible link No.
1	Battery power supply	C
—		50
		51

Is the fuse fusing?

YES >> Replace the blown fuse or fusible link after repairing the affected circuit if a fuse or fusible link is blown.
NO >> GO TO 2.

2.CHECK POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector.
3. Check voltage between IPDM E/R harness connector and ground.

Terminals			Voltage (Approx.)
(+)		(–)	
IPDM E/R			
Connector	Terminal	Ground	
E4	1		Battery voltage
	2		

Is the measurement value normal?

YES >> GO TO 3.
NO >> Repair harness or connector.

3.CHECK GROUND CIRCUIT

Check continuity between IPDM E/R harness connectors and ground.

IPDM E/R		Ground	Continuity
Connector	Terminal		
E5	12		Existed
E6	41		

Does continuity exist?

YES >> INSPECTION END
NO >> Repair harness or connector.

ECU DIAGNOSIS

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

Reference Value

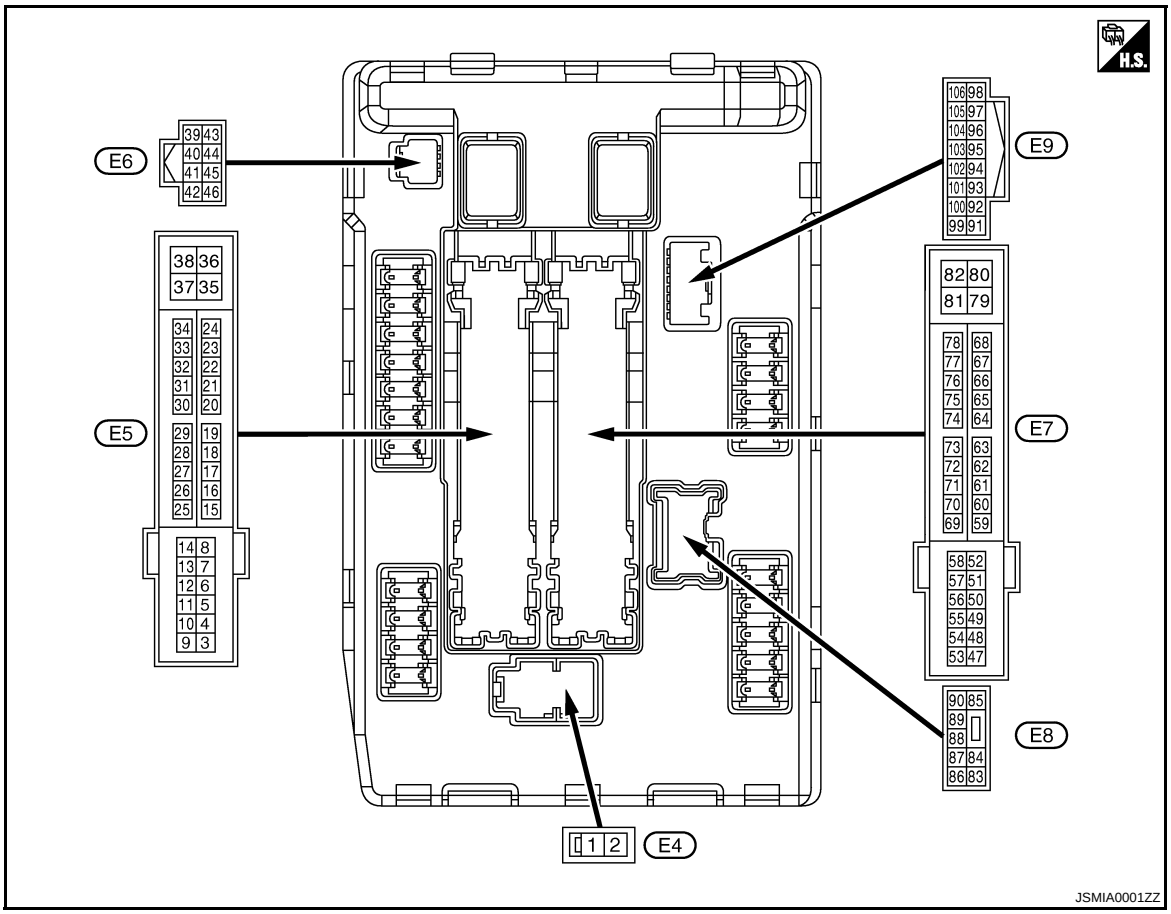
INFOID:0000000000964194

VALUES ON THE DIAGNOSIS TOOL

Monitor Item	Condition		Value/Status
RADFAN REQ	Engine idle speed	Changes depending on engine coolant temperature, air conditioner operation status, vehicle speed, etc.	0 - 100 %
AC COMP REQ	Engine running	A/C switch OFF	Off
		A/C switch ON (Compressor is operating)	On
TAIL&CLR REQ	Lighting switch OFF		Off
	Lighting switch 1ST, 2ND, HI or AUTO (Light is illuminated)		On
HL LO REQ	Lighting switch OFF		Off
	Lighting switch 2ND HI or AUTO (Light is illuminated)		On
HL HI REQ	Lighting switch OFF		Off
	Lighting switch HI		On
FR FOG REQ	Lighting switch 2ND or AUTO (Light is illuminated)	Front fog lamp switch OFF	Off
		• Front fog lamp switch ON • Daytime running light activated (Only for Canada)	On
FR WIP REQ	Ignition switch ON	Front wiper switch OFF	STOP
		Front wiper switch INT	1LOW
		Front wiper switch LO	Low
		Front wiper switch HI	Hi
WIP AUTO STOP	Ignition switch ON	Front wiper stop position	STOP P
		Any position other than front wiper stop position	ACT P
WIP PROT	Ignition switch ON	Front wiper operates normally	Off
		Front wiper stops at fail-safe operation	BLOCK
IGN RLY1 -REQ	Ignition switch OFF or ACC		Off
	Ignition switch ON		On
IGN RLY	Ignition switch OFF or ACC		Off
	Ignition switch ON		On
PUSH SW	Release the push-button ignition switch		Off
	Press the push-button ignition switch		On
INTER/NP SW	Ignition switch ON	A/T selector lever in any position other than P or N (A/T models)	Off
		Release clutch pedal (M/T models)	
	Ignition switch ON	A/T selector lever in P or N position (A/T models)	On
		Depress clutch pedal (M/T models)	

Monitor Item	Condition		Value/Status
ST RLY REQ	Ignition switch ON		Off
	At engine cranking		On
ST RLY CONT	Ignition switch ON		Off
	At engine cranking		On
IHBT RLY -REQ	Ignition switch ON		Off
	At engine cranking		On
ST/INHI RLY	Ignition switch ON		Off
	At engine cranking		ST →INHI
	The status of starter relay or starter control relay cannot be recognized by the battery voltage malfunction, etc. when the starter relay is ON and the starter control relay is OFF		UNKWN
DETENT SW	Ignition switch ON	• Press the selector button with A/T selector lever in P position • A/T selector lever in any position other than P	Off
	Release the A/T selector button with A/T selector lever in P position **NOTE:** The lever is fixed ON for M/T		On
S/L RLY -REQ	None of the conditions below are present		Off
	• Open the driver door after the ignition switch is turned OFF (for a few seconds) • Press the push-button ignition switch when the steering lock is activated • Depress the clutch pedal when the steering lock is activated		On
S/L STATE	Steering lock is activated		LOCK
	Steering lock is deactivated		UNLK
	[DTC B210A] is detected		UNKWN
DTRL REQ	**NOTE:** The item is indicated, but not monitored.		Off
OIL P SW	Ignition switch OFF, ACC or engine running		Open
	Ignition switch ON		Close
HOOD SW	Close the hood		Off
	Open the hood		On
HL WASHER REQ	**NOTE:** The item is indicated, but not monitored.		Off
THFT HRN REQ	Not operation		Off
	• Panic alarm is activated • Horn is activated with VEHICLE SECURITY (THEFT WARNING) SYSTEM		On
HORN CHIRP	Not operating		Off
	Door locking with Intelligent Key (horn chirp mode)		On
CRNRNG LMP REQ	**NOTE:** The item is indicated, but not monitored.		Off

TERMINAL LAYOUT

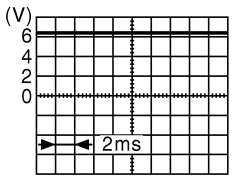
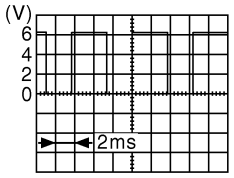
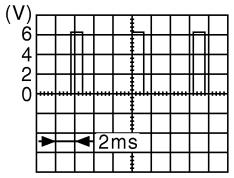


PHYSICAL VALUES

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
		Signal name	Input/ Output			
+	–					
1 (W)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
2 (L)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
4 (V)	Ground	Front wiper LO	Output	Ignition switch ON	Front wiper switch OFF	0 V
					Front wiper switch LO	Battery voltage
5 (L)	Ground	Front wiper HI	Output	Ignition switch ON	Front wiper switch OFF	0 V
					Front wiper switch HI	Battery voltage
7 (R)	Ground	Tail, license plate lamps & interior lamps	Output	Ignition switch ON	Lighting switch OFF	0 V
					Lighting switch 1ST	Battery voltage
11 (BR)	Ground	Steering lock unit power supply	Output	Ignition switch OFF	A few seconds after opening the driver door	Battery voltage
				Ignition switch LOCK	Press the push-button ignition switch	Battery voltage
				Ignition switch ACC or ON		0 V
12 (B/W)	Ground	Ground	—	Ignition switch ON		0 V

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
13 (Y)	Ground	Fuel pump power supply	Output	Approximately 1 second or more after turning the ignition switch ON		0 V
				• Approximately 1 second after turning the ignition switch ON • Engine running		Battery voltage
16 (LG)	Ground	Front wiper auto stop	Input	Ignition switch ON	Front wiper stop position	0 V
					Any position other than front wiper stop position	Battery voltage
19 (W)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
25 (G)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
26*1 (R)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
27 (O)	Ground	Ignition relay monitor	Input	Ignition switch OFF or ACC		Battery voltage
				Ignition switch ON		0 V
28 (L)	Ground	Push-button ignition switch	Input	Press the push-button ignition switch		0 V
				Release the push-button ignition switch		Battery voltage
30 (GR)	Ground	Starter relay control	Input	A/T models	A/T selector lever in any position other than P or N (ignition switch ON)	0 V
					A/T selector lever P or N (ignition switch ON)	Battery voltage
				M/T models	Release the clutch pedal	0 V
					Depress the clutch pedal	Battery voltage
32 (L)	Ground	Steering lock unit condition-1	Input	Steering lock is activated		0 V
				Steering lock is deactivated		Battery voltage
33 (P)	Ground	Steering lock unit condition-2	Input	Steering lock is activated		Battery voltage
				Steering lock is deactivated		0 V
36 (G)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
39 (P)	—	CAN - L	Input/ Output	—		—
40 (L)	—	CAN - H	Input/ Output	—		—
41 (B/W)	Ground	Ground	—	Ignition switch ON		0 V
42 (Y)	Ground	Cooling fan relay control	Input	Ignition switch OFF or ACC		0 V
				Ignition switch ON		0.7 V
43 (SB)	Ground	A/T device (Detention switch)	Input	Ignition switch ON	Press the A/T selector button (A/T selector lever P)	Battery voltage
					• A/T selector lever in any position other than P • Release the A/T selector button (A/T selector lever P)	0 V
44 (W)	Ground	Horn relay control	Input	The horn is deactivated		Battery voltage
				The horn is activated		0 V

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
45 (G)	Ground	Anti theft horn relay control	Input	The horn is deactivated		Battery voltage
				The horn is activated		0 V
46 (BR)	Ground	Starter relay control	Input	A/T models	A/T selector lever in any position other than P or N (ignition switch ON)	0 V
					A/T selector lever P or N (ignition switch ON)	Battery voltage
				M/T models	Release the clutch pedal	0 V
					Depress the clutch pedal	Battery voltage
48 (L)	Ground	A/C relay power supply	Output	Engine running	A/C switch OFF	0 V
					A/C switch ON (A/C compressor is operating)	Battery voltage
49 (R)	Ground	ECM relay power supply	Output	Ignition switch OFF (For a few seconds after turning ignition switch OFF)		0 V
				• Ignition switch ON • Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		Battery voltage
51 (G)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
53 (W)	Ground	ECM relay power supply	Output	Ignition switch OFF (For a few seconds after turning ignition switch OFF)		0 V
				• Ignition switch ON • Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		Battery voltage
54 (R)	Ground	Throttle control motor relay power supply	Output	Ignition switch OFF (For a few seconds after turning ignition switch OFF)		0 V
				• Ignition switch ON • Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		Battery voltage
55 (BR)	Ground	ECM power supply	Output	Ignition switch OFF		Battery voltage
56 (V)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
57 (R)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
58 (Y)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
69 (W)	Ground	ECM relay control	Output	Ignition switch OFF (For a few seconds after turning ignition switch OFF)		Battery voltage
				• Ignition switch ON • Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		0 - 1.5 V

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
70 (O)	Ground	Throttle control motor relay control	Output	Ignition switch ON → OFF		0 -1.0 V ↓ Battery voltage ↓ 0 V
				Ignition switch ON		0 - 1.0 V
73*2 (P)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
74 (G)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
75 (Y)	Ground	Oil pressure switch	Input	Ignition switch ON	Engine stopped	0 V
					Engine running	Battery voltage
76 (V)	Ground	Power generation command signal	Output	Ignition switch ON		 JPMIA0001GB 6.3 V
				40% is set on “ACTIVE TEST”, “ALTERNATOR DUTY” of “ENGINE”		 JPMIA0002GB 3.8 V
				80% is set on “ACTIVE TEST”, “ALTERNATOR DUTY” of “ENGINE”		 JPMIA0003GB 1.4 V
77 (L)	Ground	Fuel pump relay control	Output	• Approximately 1 second after turning the ignition switch ON • Engine running		0 - 1.0 V
				Approximately 1 second or more after turning the ignition switch ON		Battery voltage
80 (W)	Ground	Starter motor	Output	At engine cranking		Battery voltage
83 (R)	Ground	Headlamp LO (RH)	Output	Ignition switch ON	Lighting switch OFF	0 V
					Lighting switch 2ND	Battery voltage
84 (P)	Ground	Headlamp LO (LH)	Output	Ignition switch ON	Lighting switch OFF	0 V
					Lighting switch 2ND	Battery voltage

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
86 (W)	Ground	Front fog lamp (RH)	Output	Lighting switch 2ND	• Front fog lamp switch ON • Daytime running light activated (Only for Canada)	Battery voltage
					Front fog lamp switch OFF	0 V
87 (L)	Ground	Front fog lamp (LH)	Output	Lighting switch 2ND	• Front fog lamp switch ON • Daytime running light activated (Only for Canada)	Battery voltage
					Front fog lamp switch OFF	0 V
88 (G)	Ground	Washer pump power supply	Output	Ignition switch ON		Battery voltage
89 (BR)	Ground	Headlamp HI (RH)	Output	Ignition switch ON	• Lighting switch HI • Lighting switch PASS	Battery voltage
					Lighting switch OFF	0 V
90 (P)	Ground	Headlamp HI (LH)	Output	Ignition switch ON	• Lighting switch HI • Lighting switch PASS	Battery voltage
					Lighting switch OFF	0 V
91 (P)	Ground	Parking lamp (RH)	Output	Ignition switch ON	Lighting switch 1ST	Battery voltage
					Lighting switch OFF	0 V
92 (O)	Ground	Parking lamp (LH)	Output	Ignition switch ON	Lighting switch 1ST	Battery voltage
					Lighting switch OFF	0 V
97 (V)	Ground	Cooling fan control	Output	Engine idling		0 - 5 V
104 (LG)	Ground	Hood switch	Input	Close the hood		Battery voltage
				Open the hood		0 V

*1: Only for the models with ICC system

*2: M/T models only

Wiring Diagram — IPDM E/R —

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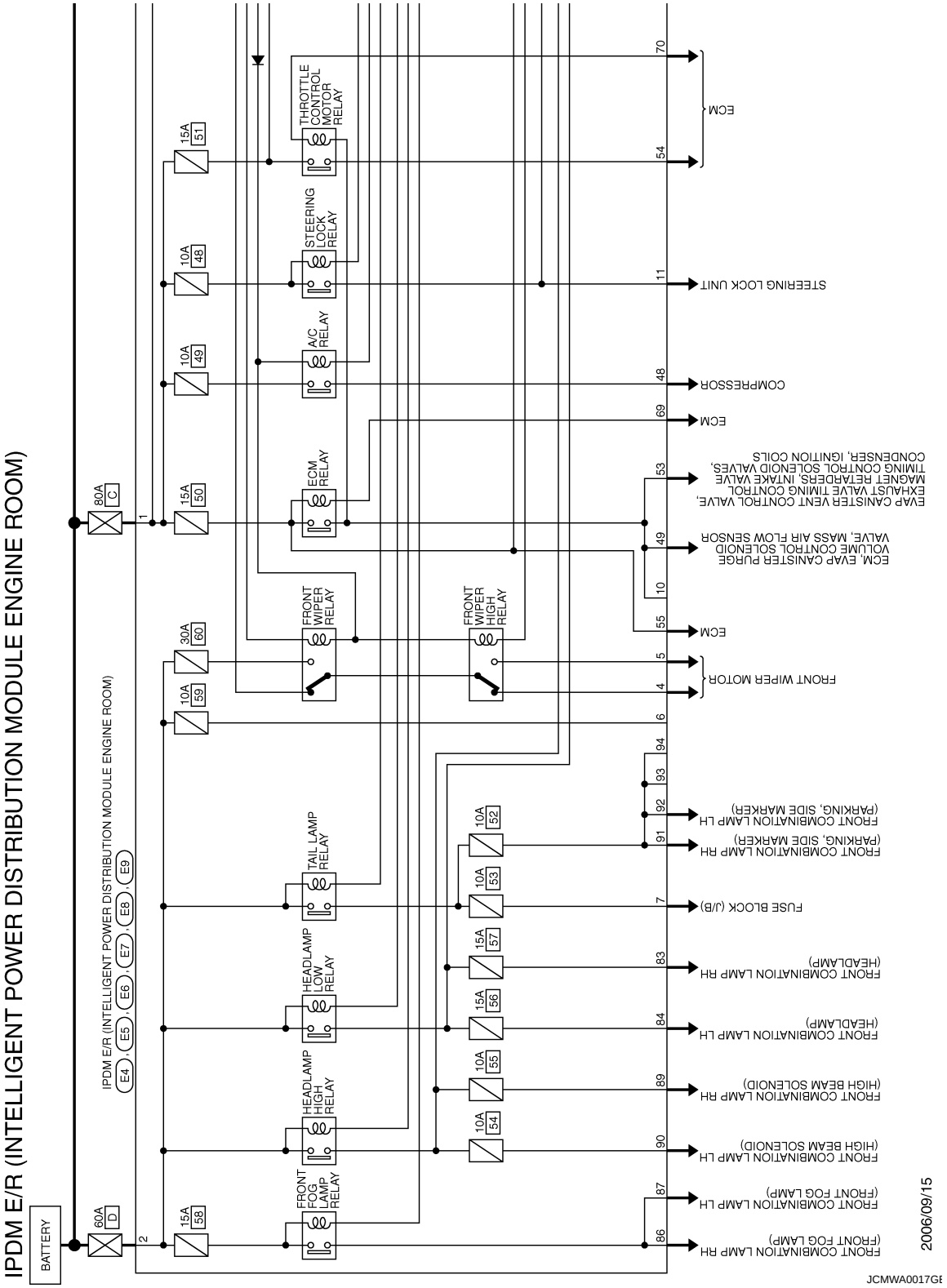

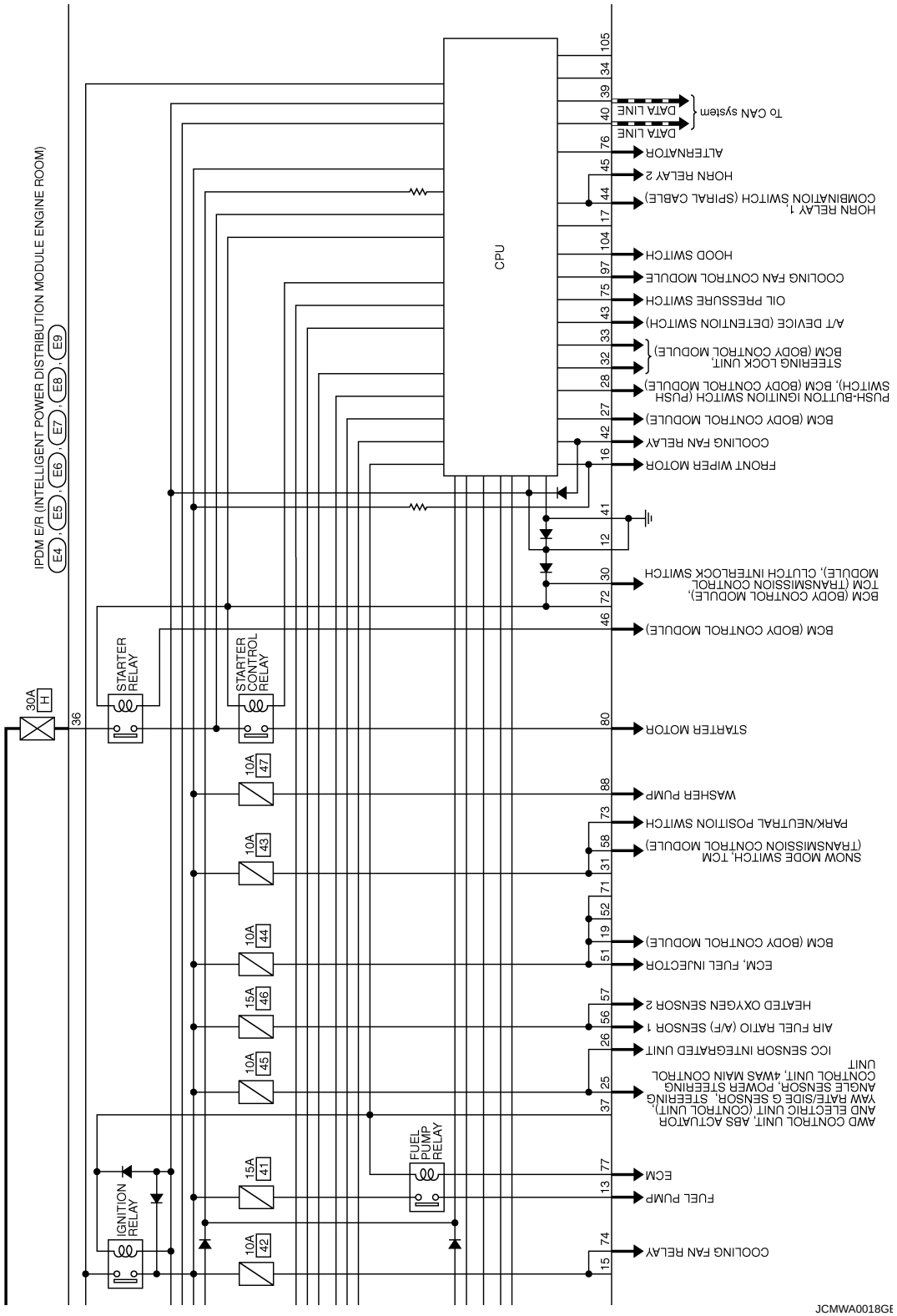
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
E4, E5, E6, E7, E8, E9
CPU
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37
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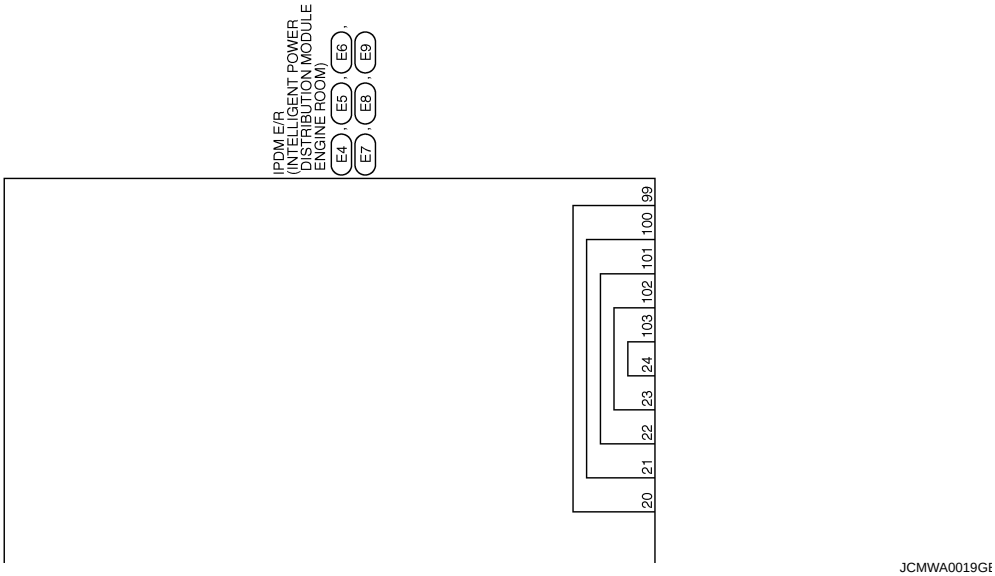
13
74
15
36
30A H
STARTER RELAY
STARTER CONTROL RELAY
IGNITION RELAY
FUEL PUMP RELAY
10A 47
10A 43
10A 44
15A 46
10A 45
15A 41
10A 42
DATA LINE
DATA LINE
To CAN system
ALTERNATOR
HORN RELAY 2
HORN RELAY 1, COMBINATION SWITCH (SPIRAL CABLE)
HOOD SWITCH
COOLING FAN CONTROL MODULE
OIL PRESSURE SWITCH
A/T DEVICE (DETENTION SWITCH)
STEERING LOCK UNIT, BCM (BODY CONTROL MODULE)
PUSH-BUTTON IGNITION SWITCH (PUSH SWITCH), BCM (BODY CONTROL MODULE)
BCM (BODY CONTROL MODULE)
COOLING FAN RELAY
FRONT WIPER MOTOR
BCM (BODY CONTROL MODULE), TCM (TRANSMISSION CONTROL MODULE), CLUTCH INTERLOCK SWITCH
BCM (BODY CONTROL MODULE)
STARTER MOTOR
WASHER PUMP
PARK/NEUTRAL POSITION SWITCH
SNOW MODE SWITCH, TCM (TRANSMISSION CONTROL MODULE)
BCM (BODY CONTROL MODULE)
ECM, FUEL INJECTOR
HEATED OXYGEN SENSOR 2
AIR FUEL RATIO (A/F) SENSOR 1
ICC SENSOR INTEGRATED UNIT
AWD CONTROL UNIT, ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT), YAW RATE/SIDE G SENSOR, STEERING ANGLE SENSOR, POWER STEERING CONTROL UNIT, 4WAS MAIN CONTROL UNIT
ECM
FUEL PUMP
COOLING FAN RELAY
JCMWA0018GB


IPDM E/R
(INTELLIGENT POWER
DISTRIBUTION MODULE
ENGINE ROOM)
E4
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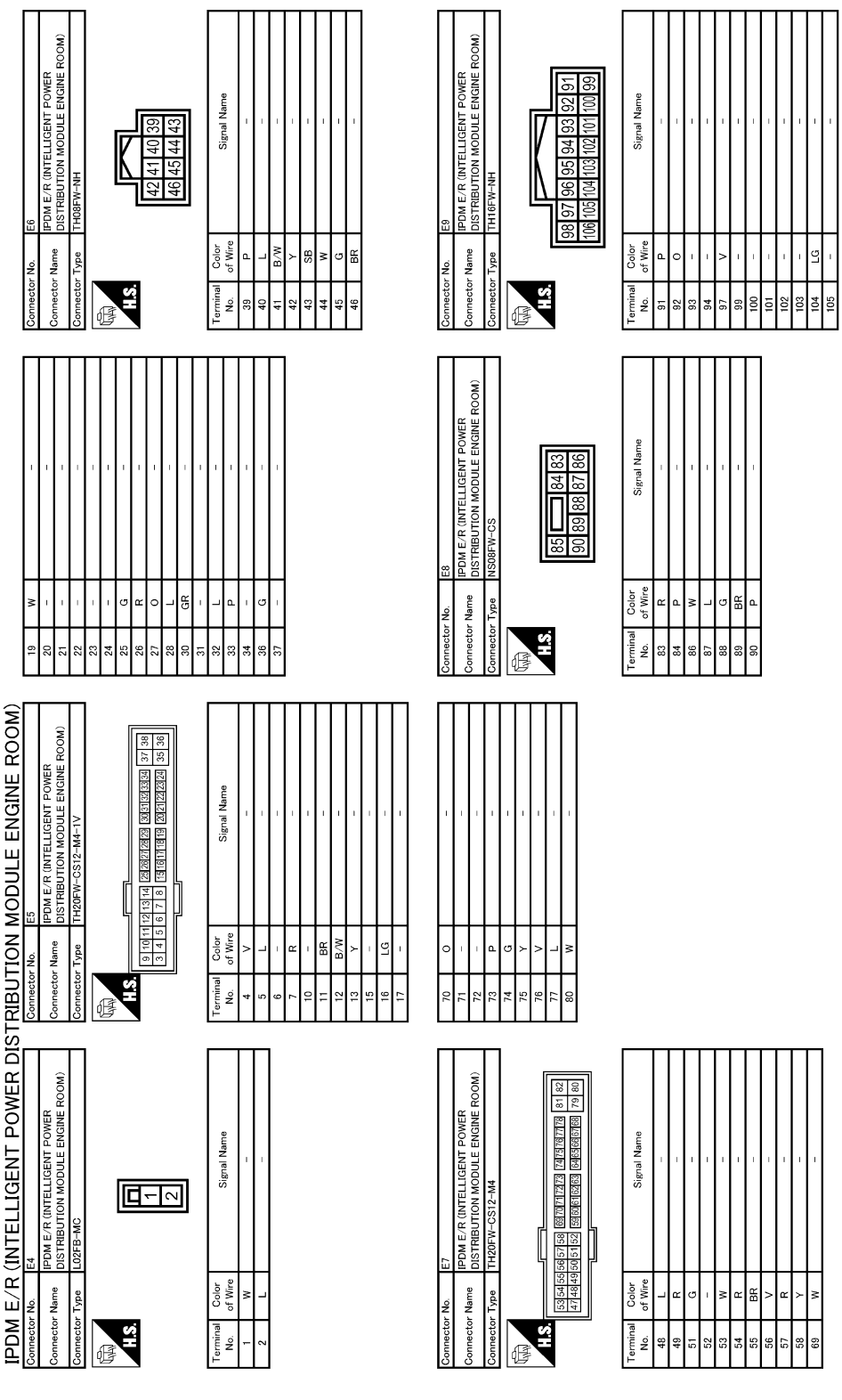

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Fail Safe

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CAN COMMUNICATION CONTROL

When CAN communication with ECM and BCM is impossible, IPDM E/R performs fail-safe control. After CAN communication recovers normally, it also returns to normal control.

If No CAN Communication Is Available With ECM

Control part	Fail-safe operation
Cooling fan	• Outputs the pulse duty signal (PWM signal) 100% when the ignition switch is turned ON • Outputs the pulse duty signal (PWM signal) 0% when the ignition switch is turned OFF
A/C compressor	A/C relay OFF
Alternator	Outputs the power generation command signal (PWM signal) 0%

If No CAN Communication Is Available With BCM

Control part	Fail-safe operation
Headlamp	• Turns ON the headlamp low relay when the ignition switch is turned ON • Turns OFF the headlamp low relay when the ignition switch is turned OFF • Headlamp high relay OFF
• Parking lamps • License plate lamps • Side maker lamps • Illuminations • Tail lamps	• Turns ON the tail lamp relay when the ignition switch is turned ON • Turns OFF the tail lamp relay when the ignition switch is turned OFF
Front wiper	• The status just before activation of fail-safe control is maintained until the ignition switch is turned OFF while the front wiper is operating at LO or HI speed. • The wiper is operated at LO speed until the ignition switch is turned OFF if the fail-safe control is activated while the front wiper is set in the INT mode and the front wiper motor is operating.
Front fog lamps	Front fog lamp relay OFF
Horn	Horn OFF
Ignition relay	The status just before activation of fail-safe is maintained.
Starter motor	Starter control relay OFF
Steering lock unit	Steering lock relay OFF

IGNITION RELAY MALFUNCTION DETECTION FUNCTION

- IPDM E/R monitors the voltage at the contact circuit and excitation coil circuit of the ignition relay inside it.
- IPDM E/R judges the ignition relay error if the voltage differs between the contact circuit and the excitation coil circuit.
- If the ignition relay cannot turn OFF due to contact seizure, it activates the tail lamp relay for 10 minutes to alert the user to the ignition relay malfunction when the ignition switch is turned OFF.

DTC	Ignition switch	Ignition relay	Tail lamp relay
—	ON	ON	—
—	OFF	OFF	—
B2098: IGN RELAY ON	OFF	ON	ON (10 minutes)
B2099: IGN RELAY OFF	ON	OFF	—

NOTE:

The tail lamp turns OFF when the ignition switch is turned ON.

FRONT WIPER CONTROL

IPDM E/R detects front wiper stop position by a front wiper auto stop signal.
When a front wiper auto stop signal is in the conditions listed below, IPDM E/R stops power supply to wiper after repeating a front wiper 10 second activation and 20 second stop five times.

Ignition switch	Front wiper switch	Auto stop signal
ON	OFF	Front wiper stop position signal cannot be input 10 seconds.
	ON	The signal does not change for 10 seconds.

NOTE:

This operation status can be confirmed on the IPDM E/R “Data Monitor” that displays “BLOCK” for the item “WIP PROT” while the wiper is stopped.

STARTER MOTOR PROTECTION FUNCTION

IPDM E/R turns OFF the starter control relay to protect the starter motor when the starter control relay remains active for 90 seconds.

DTC Index

INFOID:0000000000964197

CONSULT display	Fail-safe	TIME[NOTE]		Refer to
No DTC is detected. further testing may be required.	—	—	—	—
U1000: CAN COMM CIRCUIT	×	CRNT	1 –39[*1]	PCS-15
			CRNT[*2]	
B2098: IGN RELAY ON	×	CRNT	1 – 39	PCS-16
B2099: IGN RELAY OFF	—	CRNT	1 – 39	PCS-17
B2108: STRG LCK RELAY ON	—	CRNT	1 – 39	SEC-89
B2109: STRG LCK RELAY OFF	—	CRNT	1 – 39	SEC-90
B210A: STRG LCK STATE SW	—	CRNT	1 – 39	SEC-91
B210B: START CONT RLY ON	—	CRNT	1 – 39	SEC-95
B210C: START CONT RLY OFF	—	CRNT	1 – 39	SEC-96
B210D: STARTER RELAY ON	—	CRNT	1 – 39	SEC-97
B210E: STARTER RELAY OFF	—	CRNT	1 – 39	SEC-98
B210F: INTRLCK/PNP SW ON	—	CRNT	1 – 39	SEC-100
B2110: INTRLCK/PNP SW OFF	—	CRNT	1 – 39	SEC-104

*1: Only for the models with AFS

*2: Only for the models without AFS (The display is fixed to CRNT until the self-diagnosis results are erased when the malfunctions were found in the past.)

NOTE:

The details of TIME display are as follows.

- CRNT: The malfunctions that are detected now
- 1 - 39: The number is indicated when it is normal at present and a malfunction was detected in the past. It increases like 0 → 1 → 2 · · · 38 → 39 after returning to the normal condition whenever IGN OFF → ON. It is fixed to 39 until the self-diagnosis results are erased if it is over 39. It returns to 0 when a malfunction is detected again in the process.

PRECAUTION

PRECAUTIONS

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

INFOID:0000000000964198

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 and SB section of this Service Manual.

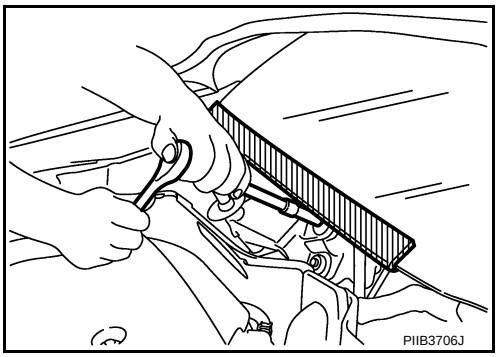
WARNING:

- **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 harnesses or harness connectors.**

Precaution for Procedure without Cowl Top Cover

INFOID:0000000000964199

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc.



ON-VEHICLE REPAIR

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

Exploded View

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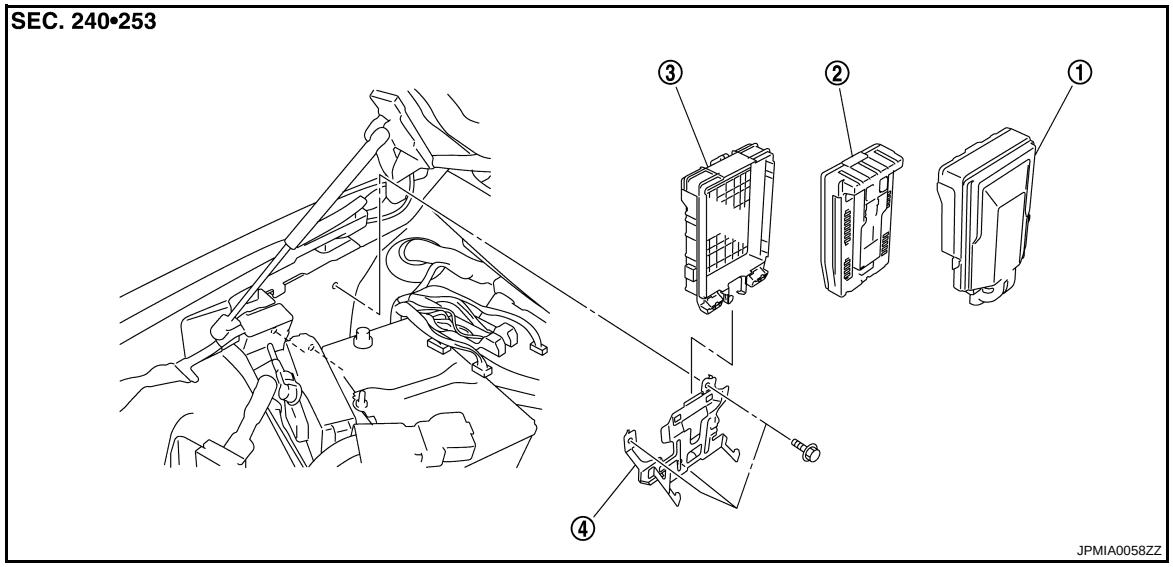


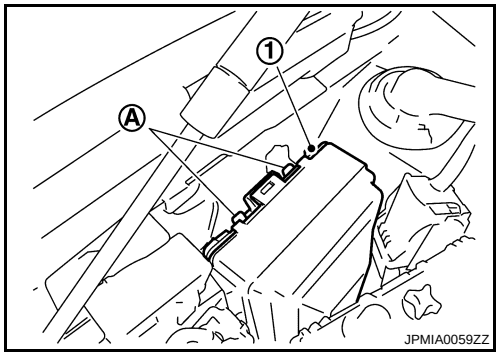
1. IPDM E/R cover A
2. IPDM E/R
3. IPDM E/R cover B
4. Bracket

Removal and Installation

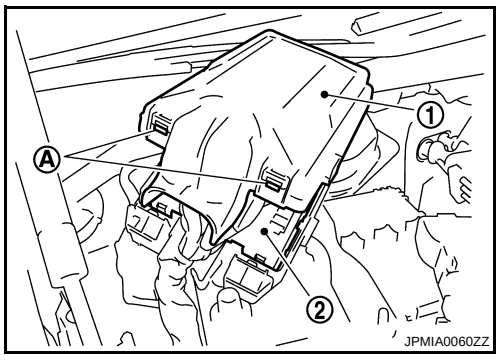
INFOID:0000000000964201

REMOVAL

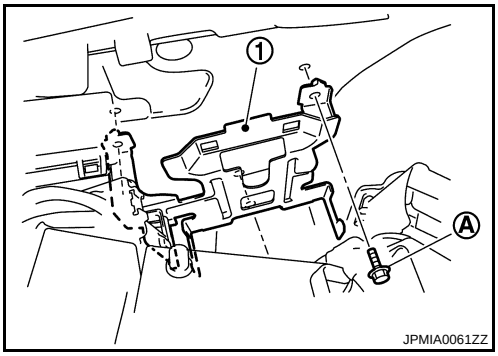
1. Disconnect the battery cable from the negative terminal.
2. Remove cowl top cover (RH). Refer to EXT-18, "Exploded View".
3. Pull up the IPDM E/R assembly while pressing the pawl (A) on the back of the IPDM E/R cover B (1).



4. Remove the IPDM E/R cover A while pressing the pawl (A) at the lower end of the IPDM E/R cover A (1).
5. Disconnect the harness connector and remove IPDM E/R (2).



6. Remove the bolt (A) and remove the bracket (1) from the vehicle.



INSTALLATION

Install in the reverse order of removal.

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Work Flow

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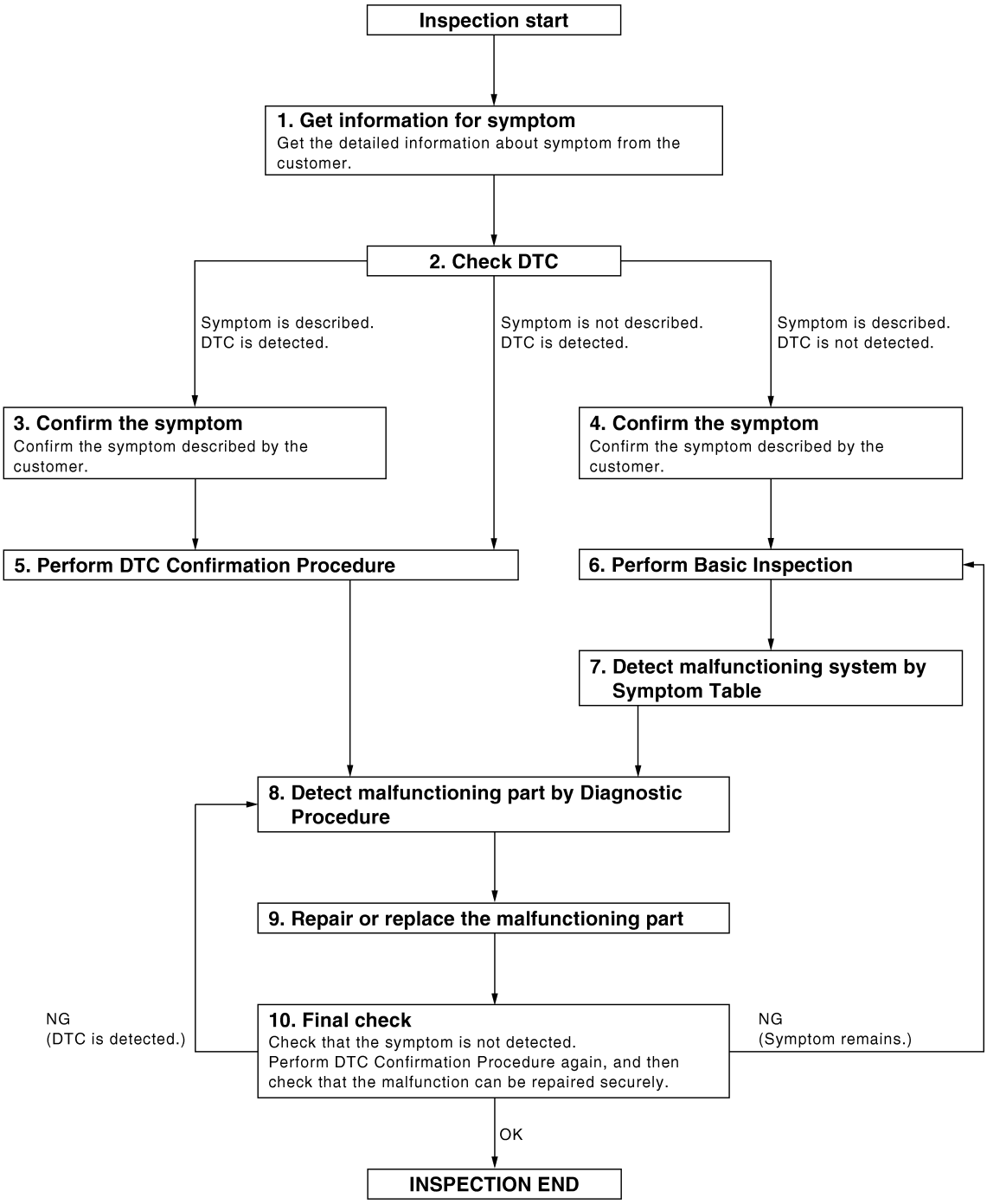
OVERALL SEQUENCE



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DETAILED FLOW

1.GET INFORMATION FOR SYMPTOM

Get the detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurred).

>> GO TO 2.

2.CHECK DTC

1. Check DTC.
2. Perform the following procedure if DTC is displayed.
- Record DTC and freeze frame data (Print them out with CONSULT-III.)
- Erase DTC.
- Study the relationship between the cause detected by DTC and the symptom described by the customer.
3. Check related service bulletins for information.

Is any symptom described and any DTC detected?

Symptom is described, DTC is displayed>>GO TO 3.
Symptom is described, DTC is not displayed>>GO TO 4.
Symptom is not described, DTC is displayed>>GO TO 5.

3.CONFIRM THE SYMPTOM

Confirm the symptom described by the customer.
Connect CONSULT-III to the vehicle in “DATA MONITOR” mode and check real time diagnosis results.
Verify relation ship between the symptom and the condition when the symptom is detected.

>> GO TO 5.

4.CONFIRM THE SYMPTOM

Confirm the symptom described by the customer.
Connect CONSULT-III to the vehicle in “DATA MONITOR ” mode and check real time diagnosis results.
Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 6.

5.PERFORM DTC CONFIRMATION PROCEDURE

Perform DTC Confirmation Procedure for the displayed DTC, and then check that DTC is detected again.
At this time, always connect CONSULT-III to the vehicle, and check diagnostic results in real time.
If two or more DTCs are detected, refer to PCS-100, "DTC Inspection Priority Chart" and determine trouble diagnosis order.

NOTE:

- Freeze frame data is useful if the DTC is not detected.
- Perform Component Function Check if DTC Confirmation Procedure is not included in Service Manual. This simplified check procedure is an effective alternative though DTC cannot be detected during this check.
  If the result of Component Function Check is NG, it is the same as the detection of DTC by DTC Confirmation Procedure.

Is DTC detected?

Yes >> GO TO 8.
No >> Refer to GI-39, "Intermittent Incident".

6.PERFORM BASIC INSPECTION

Perform Refer to Service Manual.

Inspection End>>GO TO 7.

7.DETECT MALFUNCTIONING SYSTEM BY SYMPTOM TABLE

Detect malfunctioning system according to PCS-119, "Symptom Table" based on the confirmed symptom in step 4, and determine the trouble diagnosis order based on possible causes and symptom.

>> GO TO 8.

8. DETECT MALFUNCTIONING PART BY DIAGNOSTIC PROCEDURE

Inspect according to Diagnostic Procedure of the system.

NOTE:

The Diagnostic Procedure described based on open circuit inspection. A short circuit inspection is also required for the circuit check in the Diagnostic Procedure.

Is malfunctioning part detected?

Yes >> GO TO 9.
No >> Check voltage of related BCM terminals using CONSULT-III.

9. REPAIR OR REPLACE THE MALFUNCTIONING PART

1. Repair or replace the malfunctioning part.
2. Reconnect parts or connectors disconnected during Diagnostic Procedure again after repair and replacement.
3. Check DTC. If DTC is displayed, erase it.

>> GO TO 10.

10. FINAL CHECK

When DTC was detected in step 2, perform DTC Confirmation Procedure or Component Function Check again, and then check that the malfunction have been fully repaired.

When symptom was described from the customer, refer to confirmed symptom in step 3 or 4 and check that the symptom is not detected.

OK or NG

NG (DTC is detected)>>GO TO 8.
NG (Symptom remains)>>GO TO 6.
OK >> **INSPECTION END**

FUNCTION DIAGNOSIS

POWER DISTRIBUTION SYSTEM

System Description

INFOID:0000000000964203

INPUT/OUTPUT SIGNAL CHART

Switch	Input Signal to BCM	BCM system	Actuator
Push-button ignition switch	Push switch	Power destribution system	• Ignition relay (IPDM E/R) • Ignition relay (fuse block) • ACC relay • Blower relay
AT device (A/T models)	P range		
PNP switch (A/T models)	N, P range		
Clutch interlock switch (M/T models)	Clutch ON/OFF		
Stop lamp switch	Brake ON/OFF		

SYSTEM DESCRIPTION

- PDS (POWER DISTRIBUTION SYSTEM) is the system that BCM controls with the operation of the push-button ignition switch and performs the power distribution to each power circuit. This system is used instead of the mechanical power supply changing mechanism with the operation of the conventional key cylinder.
- The push-button ignition switch can be operated when Intelligent Key is in the following condition. Refer to Engine Start Function for details.
  - Intelligent Key is in the detection area of the interior antenna
  - Insert Intelligent Key in to the key slot
- The push-button ignition switch operation is input to BCM as a signal. BCM changes the power supply position according to the status and operates the following relays to supply power to each power circuit.
  - Ignition relay (inside IPDM E/R)
  - Ignition relay (inside fuse block)
  - ACC relay
  - Blower fan relay

  NOTE:
  The engine switch operation changes due to the conditions of brake pedal, A/T selector lever and vehicle speed.
- The power supply position can be confirmed with the lighting of the indicators near the push-button ignition switch.

PUSH-BUTTON IGNITION SWITCH OPERATION PROCEDURE

The power supply position changing operation can be performed with the following operation.

NOTE:

- When an Intelligent Key is within the detection area of inside key antenna and when it is inserted in to the key slot, it is equivalent to the operations below.
- When starting the engine, the BCM monitors under the engine start conditions,
  - Brake pedal operating condition (A/T models)
  - A/T selector lever position (A/T models)
  - Clutch pedal operating condition (M/T models)
  - Vehicle speed
- Unless each start condition is fulfilled, the engine will not respond regardless of how many times the engine switch is pressed. At that time, illumination repeats the position in the order of LOCK→ACC→ON→OFF.

Power supply position	Engine start/stop condition		Push-button ignition switch operation frequency
	Brake pedal (A/T)/clutch pedal (M/T)	A/T selector lever position	
LOCK → ACC	Not depressed	Any position	1
LOCK → ACC → ON	Not depressed	Any position	2
LOCK → ACC → ON → OFF	Not depressed	Any position	3

Power supply position	Engine start/stop condition		Push-button ignition switch operation frequency
	Brake pedal (A/T)/clutch pedal (M/T)	A/T selector lever position	
LOCK → START ACC → START ON → START (Engine start)	Depressed	P or N position (*1)	1 [If the switch is pressed once, the engine starts from any power supply position (LOCK, ACC, and ON)]
Engine is running → OFF (Engine stop)	—	Any position	1
Engine is running → ACC (Engine stop)	—	Any position other than P (*2)	1
Engine stall return operation while driving	—	N position	1

*1: When the A/T selector lever position is N position, the engine start condition is different according to the vehicle speed.

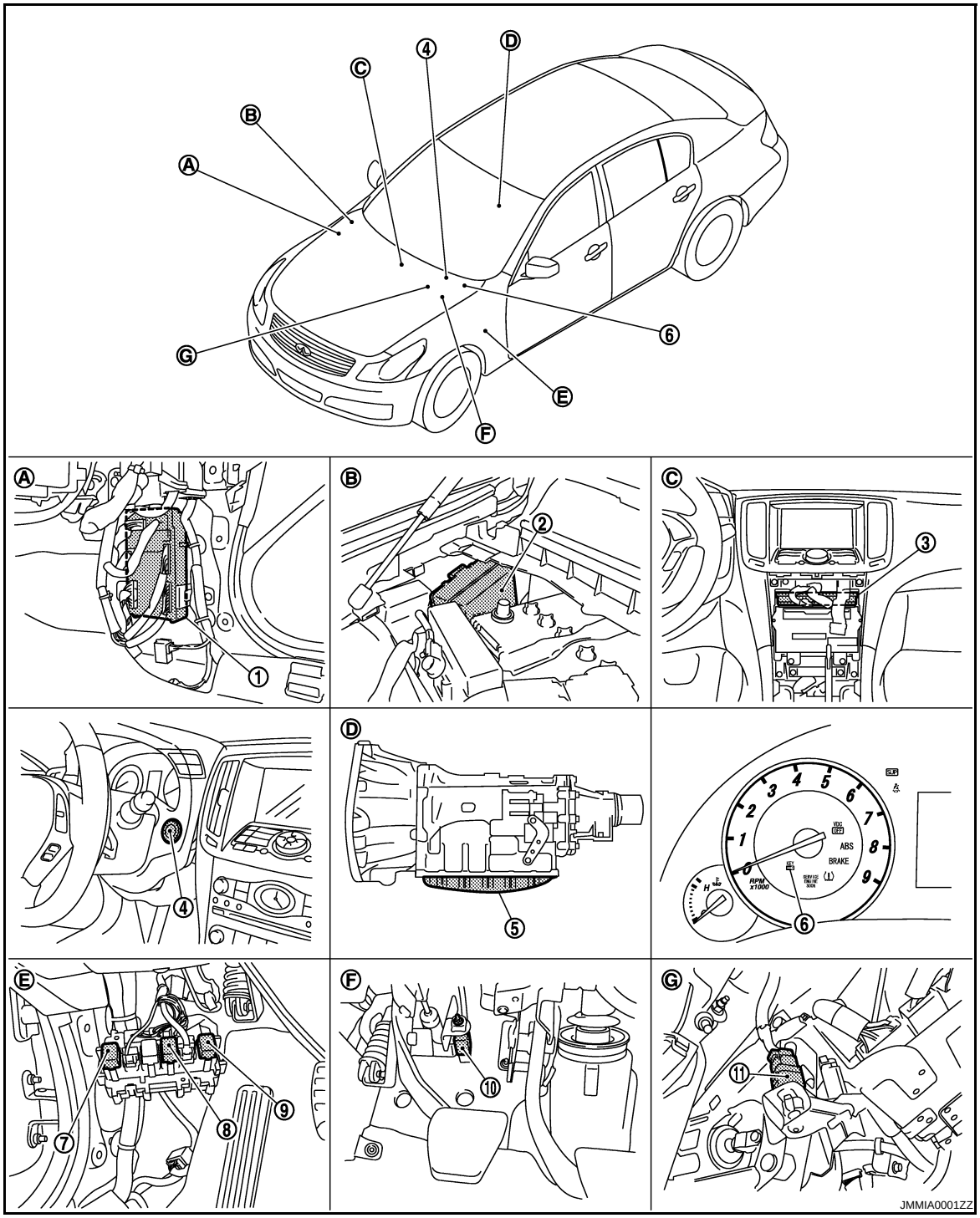
- At vehicle speed of 4 km/h or less, the engine can start only when the brake pedal is depressed.
- At vehicle speed of 4 km/h or more, the engine can start even if the brake pedal is not depressed. (It is the same as “Engine stall return operation while driving”.)

*2: When the A/T selector lever position is in any position other than P position and when the vehicle speed is 5 km/h or more, the engine stop condition is different.

- Press and hold the push-button ignition switch for 2 seconds or more. (When the push-button ignition switch is pressed for too short a time, the operation may be invalid, so properly press and hold to prevent the incorrect operation.)
- Press the push-button ignition switch 3 times or more within 1.5 seconds. (Emergency stop operation)

Component Parts Location

INFOID:0000000000964204



1. BCM M118, M119, M120, M121, M122, M123
2. IPDM E/R E5, E6
3. Unified meter and A/C AMP. M66, M67
4. Push button ignition switch M50
5. TCM F151
6. Combination meter (Key warning lamp) M53
7. Ignition relay
8. Accessory relay
9. Blower relay
10. Clutch interlock switch E111
11. Stop lamp switch E110
A. Dash side lower (Passenger side).
B. Engine room dash panel (RH).
C. Behind cluster lid C.
D. Inside of A/T (built into A/T).
E. View with dash side LH removed.
F View with instrument driver lower cover removed.
G. View with instrument driver lower cover removed.

Component Description

INFOID:0000000000964205

BCM	Reference
IPDM E/R	PCS-3
Ignition relay (Built-in IPDM E/R)	PCS-63
Ignition relay (Built-in fuse block)	PCS-60
Accessory relay	PCS-52
Blower relay	PCS-57
Stop lamp	SEC-47
Park/neutral position switch	SEC-61
Clutch switch	SEC-100
Push-button ignition switch	SEC-49

DIAGNOSIS SYSTEM (BCM)
COMMON ITEM
COMMON ITEM : CONSULT-III Function (BCM - COMMON ITEM)

INFOID:0000000000964206

APPLICATION ITEM
CONSULT-III performs the following functions via CAN communication with BCM.

Diagnosis mode	Function Description
WORK SUPPORT	Changes the setting for each system function.
SELF-DIAG RESULTS	Displays the diagnosis results judged by BCM. Refer to BCS-74, "DTC Index".
CAN DIAG SUPPORT MNTR	Monitors the reception status of CAN communication viewed from BCM.
DATA MONITOR	The BCM input/output signals are displayed.
ACTIVE TEST	The signals used to activate each device are forcibly supplied from BCM.
ECU IDENTIFICATION	The BCM part number is displayed.
CONFIGURATION	This function is not used even though it is displayed.

SYSTEM APPLICATION
BCM can perform the following functions for each system.
NOTE:
It can perform the diagnosis modes except the following for all sub system selection items.

System	Sub system selection item	Diagnosis mode		
		WORK SUPPORT	DATA MONITOR	ACTIVE TEST
Door lock	DOOR LOCK	×	×	×
Rear window defogger	REAR DEFOGGER		×	×
Warning chime	BUZZER		×	×
Interior room lamp timer	INT LAMP	×	×	×
Exterior lamp	HEAD LAMP	×	×	×
Wiper and washer	WIPER	×	×	×
Turn signal and hazard warning lamps	FLASHER	×	×	×
Air conditioner*	AIR CONDITONER		×	
Intelligent Key system	INTELLIGENT KEY	×	×	×
Combination switch	COMB SW		×	
BCM	BCM	×		
IVIS - NATS	IMMU		×	×
Interior room lamp battery saver	BATTERY SAVER	×	×	×
Trunk open	TRUNK		×	
Vehicle security system	THEFT ALM	×	×	×
RAP system	RETAINED PWR		×	
Signal buffer system	SIGNAL BUFFER		×	×
TPMS	TPMS (AIR PRESSURE MONITOR)	×	×	×

*: This item is displayed, but is not used.

INTELLIGENT KEY
INTELLIGENT KEY : CONSULT-III Function (BCM - INTELLIGENT KEY)

INFOID:0000000000964207

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

Diagnosis mode	Function Description
WORK SUPPORT	Changes the setting for each system function.
SELF-DIAG RESULTS	Displays the diagnosis results judged by BCM.
DATA MONITOR	The BCM input/output signals are displayed.
ACTIVE TEST	The signals used to activate each device are forcibly supplied from BCM.

WORK SUPPORT

Monitor item	Description
REMO CONT ID CONFIR	It can be checked whether Intelligent Key ID code is registered or not in this mode.
LOCK/UNLOCK BY I-KEY	Door lock/unlock function by door request switch (driver side, passenger side and trunk) mode can be changed to operate (ON) or not operate (OFF) in this mode.
ENGINE START BY I-KEY	Engine start function mode can be changed to operate (ON) or not operate (OFF) with this mode.
TRUNK/GLASS HATCH OPEN	Buzzer reminder function mode by trunk opener request switch can be changed to operate (ON) or not operate (OFF) with this mode.
PANIC ALARM SET	Panic alarm button pressing time on Intelligent Key remote control button can be selected from the following with this mode. • 0.5 sec. • 1.5 sec. • OFF: Non-operation
PW DOWN SET	Unlock button pressing time on Intelligent Key button can be selected from the following with this mode. • 3 sec. • 5 sec. • OFF: Non-operation
TRUNK OPEN DELAY	Trunk button pressing time on Intelligent Key button can be selected from the following with this mode. • 0.5 sec. • 1.5 sec. • OFF: Non-operation
LO- BATT OF KEY FOB WARN	Intelligent Key low battery warning mode can be changed to operate (ON) or not operate (OFF) with this mode.
ANTI KEY LOCK IN FUNCTI	Key reminder function mode can be changed to operate (ON) or not operate (OFF) with this mode.
HORN WITH KEYLESS LOCK	Horn reminder function mode by Intelligent Key button can be changed to operate (ON) or not operate (OFF) with this mode.
HAZARD ANSWER BACK	Hazard reminder function mode can be selected from the following with this mode. • LOCK ONLY: Door lock operation only • UNLOCK ONLY: Door unlock operation only • LOCK AND UNLOCK: Lock/unlock operation • OFF: Non operation
ANS BACK I-KEY LOCK	Buzzer reminder function (lock operation) mode by door request switch (driver side and passenger side) can be selected from the following with this mode. • HORN CHIRP: Sound horn • BUZZER: Sound Intelligent Key warning buzzer • OFF: Non-operation
ANS BACK I-KEY UNLOCK	Buzzer reminder function (unlock operation) mode by door request switch can be changed to operate (ON) or not operate (OFF) with this mode.
SHORT CRANKING OUTPUT	Starter motor can operate during the times below. • 70 msec • 100 msec • 200 msec
INSIDE ANT DIAGNOSIS	This function allows inside key antenna self-diagnosis.

SELF-DIAG RESULT

Refer to BCS-74, "DTC Index".

DATA MONITOR

Monitor Item	Condition
REQ SW-DR	Indicates [ON/OFF] condition of door request switch (driver side).
REQ SW-AS	Indicates [ON/OFF] condition of door request switch (passenger side).
REQ SW-BD/TR	Indicates [ON/OFF] condition of trunk opener request switch.
PUSH SW	Indicates [ON/OFF] condition of push-button ignition switch.
CLUCH SW	Indicates [ON/OFF] condition of clutch switch.
BRAKE SW 1	Indicates [ON/OFF] condition of brake switch.
DETE/CANCL SW	Indicates [ON/OFF] condition of P position.
SFT PN/N SW	Indicates [ON/OFF] condition of P or N position.
S/L -LOCK	Indicates [ON/OFF] condition of steering lock (LOCK).
S/L -UNLOCK	Indicates [ON/OFF] condition of steering lock (UNLOCK).
S/L RELAY-F/B	Indicates [ON/OFF] condition of ignition switch.
UNLK SEN-DR	Indicates [ON/OFF] condition of driver door UNLOCK status.
PUSH SW -IPDM	Indicates [ON/OFF] condition of push-button ignition switch.
IGN RLY1 F/B	Indicates [ON/OFF] condition of ignition relay 1.
DETE SW -IPDM	Indicates [ON/OFF] condition of P position.
SFT PN -IPDM	Indicates [ON/OFF] condition of P or N position.
SFT P -MET	Indicates [ON/OFF] condition of P position.
SFT N -MET	Indicates [ON/OFF] condition of N position.
ENGINE STATE	Indicates [STOP/START/CRANK/RUN] condition of engine states.
S/L LOCK-IPDM	Indicates [ON/OFF] condition of steering lock (LOCK).
S/L UNLOCK-IPDM	Indicates [ON/OFF] condition of steering lock (UNLOCK).
S/L RELAY-REQ	Indicates [ON/OFF] condition of steering lock relay.
VEH SPEED 1	Display the vehicle speed signal received from combination meter by numerical value [Km/h].
VEH SPEED 2	Display the vehicle speed signal received from ABS or VDC or CVT by numerical value [Km/h].
DOOR STAT-DR	Indicates [LOCK/READY/UNLK] condition of driver side door status.
DOOR STAT-AS	Indicates [LOCK/READY/UNLK] condition of passenger side door status.
KEY SW -SLOT	Indicates [ON/OFF] condition of key slot.
RKE OPE COUN1	When remote keyless entry receiver receives the signal transmitted while operating on Intelligent Key, the numerical value start changing.
RKE OPE COUN2	**NOTE:** This item is displayed, but cannot be monitored.
TRNK/HAT MNTR	Indicates [ON/OFF] condition of trunk lid.
RKE-LOCK	Indicates [ON/OFF] condition of LOCK signal from Intelligent Key.
RKE-UNLOCK	Indicates [ON/OFF] condition of UNLOCK signal from Intelligent Key.
RKE-TR/BD	Indicates [ON/OFF] condition of TRUNK OPEN signal from Intelligent Key.
RKE-PANIC	Indicates [ON/OFF] condition of PANIC button of Intelligent Key.
RKE-P/W OPEN	Indicates [ON/OFF] condition of P/W DOWN signal from Intelligent Key.
RKE-MODE CHG	Indicates [ON/OFF] condition of MODE CHANGE signal from Intelligent Key.

ACTIVE TEST

Test item	Description
BATTERY SAVER	This test is able to check interior room lamp operation. The interior room lamp will be activated after “ON” on CONSULT-III screen is touched.
PW REMOTO DOWN SET	This test is able to check power window down operation. The power window down will be activated after “ON” on CONSULT-III screen is touched.

Test item	Description
OUTSIDE BUZZER	This test is able to check Intelligent Key warning buzzer operation. Intelligent Key warning buzzer sounds when “ON” on CONSULT-III screen is touched.
INSIDE BUZZER	This test is able to check warning chime in combination meter operation. • Take away warning chime sounds when “TAKE OUT” on CONSULT-III screen is touched. • Key warning chime sounds when “KEY WARN” on CONSULT-III screen is touched. • P position warning chime sounds when “P RNG WARN” on CONSULT-III screen is touched. • ACC warning chime sounds when “ACC WARN” on CONSULT-III screen is touched.
INDICATOR	This test is able to check warning lamp operation. • “KEY” Warning lamp illuminates when “KEY IND ON” on CONSULT-III screen is touched. • “KEY” Warning lamp flashes when “KEY IND FSH” on CONSULT-III screen is touched.
INT LAMP	This test is able to check interior room lamp operation. The interior room lamp will be activated after “ON” on CONSULT-III screen is touched.
LCD	This test is able to check meter display information • Engine start information displays when “BRAKE/P” on CONSULT-III screen is touched. • Engine start information displays when “BRAKE/P/ON” on CONSULT-III screen is touched. • Key ID warning displays when “KEY ID NG” on CONSULT-III screen is touched. • Steering lock information displays when “STLCK RELES” on CONSULT-III screen is touched. • P position warning displays when “P RNG IND” on CONSULT-III screen is touched. • Intelligent Key insert information displays when “INSERT KEY” on CONSULT-III screen is touched. • Intelligent Key low battery warning displays when “KEY BAT LOW” on CONSULT-III screen is touched. • Take away through window warning displays when “TK AWAY WDW” on CONSULT-III screen is touched. • Take away warning display when “TAKE AWAY” on CONSULT-III screen is touched. • OFF position warning display when “IGN OFF WARN” on CONSULT-III screen is touched.
TRUNK/GLASS HATCH	This test is able to check trunk lid opener actuator open operation. This actuator opens when “ON” on CONSULT-III screen is touched.
FLASHER	This test is able to check security hazard lamp operation. The hazard lamps will be activated after “ON” on CONSULT-III screen is touched.
HORN	This test is able to check horn operation. The horn will be activated after “ON” on CONSULT-III screen is touched.
IGN CONT2	This test is able to check security hazard lamp operation. The hazard lamps will be activated after “ON” on CONSULT-III screen is touched.
P RANGE	This test is able to check A/T device power supply A/T device power is supplied when “ON” on CONSULT-III screen is touched.
ENGINE SW ILLUMI	This test is able to check push-ignition switch illumination operation. Push-ignition switch illumination illuminates when “ON” on CONSULT-III screen is touched.
LOCK INDCATOR	This test is able to check LOCK indicator in push-ignition switch operation. LOCK indicator in push-ignition switch illuminates when “ON” on CONSULT-III screen is touched.
ACC INDCATOR	This test is able to check ACC indicator in push-ignition switch operation. LOCK indicator in push-ignition switch illuminates when “ON” on CONSULT-III screen is touched.
IGNITION ON IND	This test is able to check INGITION ON indicator in push-ignition switch operation. LOCK indicator in push-ignition switch illuminates when “ON” on CONSULT-III screen is touched.
KEY SLOT ILLUMI	This test is able to check key slot illumination operation. Key slot illumination flash when “ON” on CONSULT-III screen is touched.

COMPONENT DIAGNOSIS

U1000 CAN COMM CIRCUIT

Description

INFOID:0000000000964208

CAN (Controller Area Network) is a serial communication line for real time applications. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Modern vehicle is equipped with many electronic control unit, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 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.
CAN Communication Signal Chart. Refer to LAN-28, "CAN Communication Signal Chart".

DTC Logic

INFOID:0000000000964209

DTC DETECTION LOGIC

DTC	CONSULT-III display description	DTC Detection Condition	Possible cause
U1000	CAN COMM CIRCUIT	When BCM cannot communicate CAN communication signal continuously for 2 seconds or more.	In CAN communication system, any item (or items) of the following listed below is malfunctioning. • Transmission • Receiving (ECM) • Receiving (VDC/TCS/ABS) • Receiving (METER/M&A) • Receiving (TCM) • Receiving (MULTI AV) • Receiving (IPDM E/R)

Diagnosis Procedure

INFOID:0000000000964210

1.PERFORM SELF DIAGNOSTIC

1. Turn ignition switch ON and wait for 2 second or more.
2. Check “Self Diagnostic Result”.

Is “CAN COMM CIRCUIT” displayed?

YES >> Refer to LAN-18, "Trouble Diagnosis Flow Chart".
NO >> Refer to GI-39, "Intermittent Incident".

U1010 CONTROL UNIT (CAN)

DTC Logic

INFOID:0000000000964211

DTC DETECTION LOGIC

DTC	CONSULT-III display description	DTC Detection Condition	Possible cause
U1010	CONTROL UNIT (CAN)	BCM detected internal CAN communication circuit malfunction.	BCM

Diagnosis Procedure

INFOID:0000000000964212

1.REPLACE BCM

When DTC [U1010] is detected, replace BCM.

>> Replace BCM.

Special Repair Requirement

INFOID:0000000000964213

1.REQUIRED WORK WHEN REPLACING BCM

Initialize IVIS by CONSULT-III. For the details of initialization refer to CONSULT-III operation manual NATS-IVIS/NVIS.

>> Work end.

B2553 IGNITION RELAY

Description

INFOID:0000000000964214

BCM turns ON the following relays to ignition power supply to each ECU when the ignition switch is turned ON.
- Ignition relay (inside fuse box)
- Ignition relay (inside IPDM E/R)
- Blower fan motor relay

BCM checks any ignition relay ON request for consistency with the actual ignition relay operation status.

DTC Logic

INFOID:0000000000964215

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2553	IGNITION RELAY	BCM detects a difference of signal for 2 seconds or more between the following information. • Ignition relay (fuse block) ON/OFF operation • Ignition relay (fuse block) feedback.	• Harness or connectors (ignition relay feedback circuit is open or short) • IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions, and wait for at least 2 seconds.
- A/T selector lever is in the P or N position.
- Release brake pedal.
2. Check “Self diagnostic result” with CONSULT-III.

Is DTC detected?

YES >> Go to PCS-48, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000000964216

1.CHECK DTC WITH IPDM E/R

Check “Self diagnostic result” with CONSULT-III. Refer to PCS-31, "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace.

2.CHECK IGNITION RELAY FEEDBACK INPUT SIGNAL

1. Turn ignition switch OFF.
2. Disconnect BCM harness connector M123.
3. Check voltage between BCM harness connector and ground under the following conditions.

BCM		Ground	Condition		Voltage [V]
Connector	Terminal				
M123	123	Ground	Ignition switch	OFF	0
				NO	Battery voltage

Is the inspection result normal?

YES >> Replace BCM? IPDM E/R?
NO >> GO TO 3.

3.CHECK IGNITION RELAY FEEDBACK CIRCUIT

1. Disconnect IPDM E/R harness connector E5.
2. Check continuity between BCM harness connector and IPDM E/R harness connector.

BCM		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
M123	123	E5	19	Existed

3. Check continuity between BCM harness connector and ground.

BCM		Ground	Continuity
Connector	Terminal		
M123	123	Ground	Not existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair harness or connector.

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B260A IGNITION RELAY

Description

INFOID:0000000000964217

BCM turns ON the following relays to ignition power supply to each ECU when the ignition switch is turned ON.
- Ignition relay (inside fuse box)
- Ignition relay (inside IPDM E/R)
- Blower fan motor relay

BCM checks any ignition relay ON request for consistency with the actual ignition relay operation status.

DTC Logic

INFOID:0000000000964218

DTC DETECTION LOGIC

NOTE:
- If DTC B260A is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to PCS-46, "DTC Logic".
- If DTC B260A is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to PCS-47, "DTC Logic".
- If DTC B260A is displayed with DTC B261A, first perform the trouble diagnosis for DTC B261A. Refer to SEC-86, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B260A	IGNITION RELAY	BCM detects a difference of signal for 2 second or more between the following information. • Ignition relay (IPDM E/R) operation request • Ignition relay feedback from IPDM E/R (CAN).	• Harness or connectors (Ignition relay operation circuit is open or shorted.) • IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions, and wait for at least 2 seconds.
- A/T selector lever is in the P or N position.
- Release the brake pedal.
2. Check “Self diagnostic result” with CONSULT-III.

Is DTC detected?

YES >> Go to EC-137, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000000964219

1.CHECK DTC WITH IPDM E/R

Check “Self diagnostic result” with CONSULT-III. Refer to PCS-31, "DTC Index".

Is DTC detected ?

YES >> Repair or replace.
NO >> GO TO 2.

2.CHECK IGNITION RELAY INPUT SIGNAL

1. Turn ignition switch OFF.
2. Disconnect BCM harness connector M121.
3. Check voltage between BCM harness connector and ground.

BCM		Ground	Voltage [V]
Connector	Terminal		
M121	47	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

3. CHECK IGNITION RELAY (IPDM E/R) CIRCUIT

1. Disconnect IPDM E/R harness connector E5.
2. Check continuity between IPDM E/R harness connector and BCM harness connector.

IPDM E/R		BCM		Continuity
Connector	Terminal	Connector	Terminal	
E5	27	M121	47	Existed

3. Check continuity between IPDM E/R harness connector and ground.

IPDM E/R		Ground	Continuity
Connector	Terminal		
E5	27	Ground	Not existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair harness or connector.

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2611 ACC RELAY

Description

INFOID:0000000000964220

BCM turns ON the ACC relay to supply ACC power to each ECU when the power supply position changes to ACC.
BCM check ACC relay ON request for consistency with the actual ACC relay operation status.

DTC Logic

INFOID:0000000000964221

DTC DETECTION LOGIC

NOTE:

- If DTC B2611 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to PCS-46, "DTC Logic" .
- If DTC B2611 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to PCS-47, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2611	ACC RELAY	BCM detects a difference of signal for 2 seconds or more between the following information. • ACC relay ON/OFF operation • ACC relay feedback.	• Harness or connectors (ACC relay feed back circuit is open or shorted)

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn the power supply position to ACC under the following conditions, and wait for at least 2 seconds.
- A/T selector lever is in P or N position
- Brake not depressed
2. Check “Self diagnostic result” with CONSULT-III.

Is DTC detected?

YES >> Go to PCS-52, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000000964222

1. CHECK ACC RELAY FEED BACK INPUT SIGNAL

1. Turn ignition switch OFF.
2. Disconnect BCM harness connector M123.
3. Check voltage between BCM harness connector and ground under the following conditions.

BCM		Ground	Condition		Voltage [V]
Connector	Terminal				
M123	122	Ground	Ignition switch	OFF	0
				ACC	Battery voltage

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 2.

2. CHECK ACC RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ACC relay.
3. Check voltage between ACC relay harness connector and ground.

ACC relay Terminal	Ground	Voltage [V]
5	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.
NO >> Check harness open or short between ACC relay and battery.

3.CHECK FUSE

Check 10A fuse [No. 19, located fuse block (J/B)].

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace fuse.

4.CHECK ACC RELAY FEEDBACK CIRCUIT

1. Check continuity between ACC relay harness connector and BCM harness connector.

ACC relay	BCM		Continuity
Terminal	Connector	Terminal	
3	M123	122	Existed

2. Check continuity between ACC relay harness connector and ground.

ACC relay Terminal	Ground	Continuity
3	Ground	Not existed

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair harness or connector.

5.CHECK INTERMITTENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2614 ACC RELAY CIRCUIT

Description

INFOID:0000000000964223

BCM controls the various electrical components and simultaneously supplies power according to the power supply position.
BCM checks the power supply position internally.

DTC Logic

INFOID:0000000000964224

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2614	ACC relay circuit	An immediate operation of ACC relay is requested by BCM, but there is no response for more than 1 second.	• Harness or connectors (ACC relay circuit is open or shorted) • ACC relay

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn the power supply position to ACC under the following conditions, and wait for at least 1 second.
- A/T selector lever is in the P or N position.
- Release the brake pedal.
2. Check “Self diagnostic result” with CONSULT-III.

Is DTC detected?

YES >> Go to PCS-54, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000000964225

1.CHECK ACCESSORY RELAY POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect accessory relay.
3. Check voltage between blower relay harness connector and ground under the following conditions.

Blower relay	Ground	Condition		Voltage (V)
Terminal				
1	Ground	Ignition	OFF	0
			ACC	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 2.

2.CHECK ACCESSORY RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM harness connector M122.
3. Check continuity between accessory relay harness connector and BCM harness connector.

Accessory relay	BCM		Continuity
Terminal	Connector	Terminal	
1	M122	122	Existed

4. Check continuity between accessory relay harness connector and ground.

Accessory relay Terminal	Ground	Continuity
1	Ground	Not existed

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair harness or connector.

3. CHECK ACCESSORY RELAY GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between accessory relay harness connector and ground.

Accessory relay Terminal	Ground	Continuity
2	Ground	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair accessory relay ground circuit.

4. CHECK ACCESSORY RELAY POWER SUPPLY CIRCUIT-2

Check voltage between accessory relay harness connector and ground.

Accessory relay Terminal	Ground	Voltage (V)
5	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 5.
NO >> Check continuity open or short between accessory relay and battery.

5. CHECK ACCESSORY RELAY

Refer to PCS-55, "Component Inspection (Accessory Relay)".

YES or NO

YES >> GO TO 6.
NO >> Replace accessory relay.

6. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection (Accessory Relay)

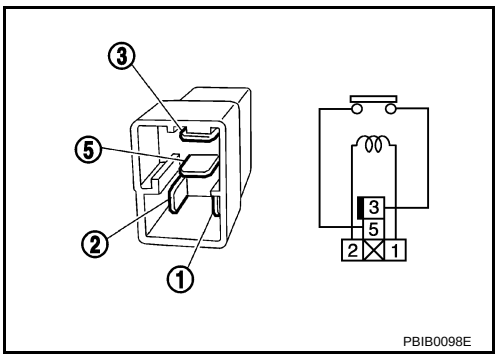
INFOID:0000000000964226

1. CHECK ACCESSORY RELAY

1. Turn ignition switch OFF.
2. Remove accessory relay.

3. Check the continuity between accessory relay terminals under the following conditions.

Terminals	Condition	Continuity
3 and 5	12V direct current supply between terminals 1 and 2	Existed
	No current supply	Not existed



Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace accessory relay

B2615 BLOWER RELAY CIRCUIT

Description

INFOID:0000000000964227

BCM controls the various electrical components and simultaneously supplies power according to the power supply position.
BCM checks the power supply position internally.

DTC Logic

INFOID:0000000000964228

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2615	Blower relay circuit	BCM detects a difference of signal for 1 second or more between the following information. • Blower relay ON/OFF request • Blower relay feedback	• Harness or connectors (Blower relay circuit is open or shorted) • Blower relay

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions, and wait for at least 1 second.
- A/T selector lever is in the P or N position.
- Release brake pedal.
2. Check “Self diagnostic result” with CONSULT-III.

Is DTC detected?

YES >> Go to PCS-57, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000000964229

1.CHECK BLOWER RELAY POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect blower relay.
3. Check voltage between blower relay harness connector and ground under the following conditions.

Blower relay Terminal	Ground	Condition	Voltage (V)
1	Ground	OFF or ACC	0
		ON	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 2.

2.CHECK BLOWER RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM harness connector M122.
3. Check continuity between blower relay harness connector and BCM harness connector.

Blower relay	BCM		Continuity
Terminal	Connector	Terminal	
1	M122	102	Existed

4. Check continuity between blower relay harness connector and ground.

Blower relay Terminal	Ground	Continuity
1	Ground	Not existed

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair harness or connector.

3.CHECK BLOWER RELAY GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between blower relay harness connector and ground.

Blower relay Terminal	Ground	Continuity
2	Ground	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair blower relay ground circuit.

4.CHECK BLOWER RELAY POWER SUPPLY CIRCUIT-2

Check voltage between blower relay harness connector and ground.

Blower relay Terminal	Ground	Voltage (V)
5	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 5.
NO >> Check continuity open or short between blower relay and battery.

5.CHECK BLOWER RELAY

Refer to PCS-58, "Component Inspection (Blower Relay)".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace blower relay.

6.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection (Blower Relay)

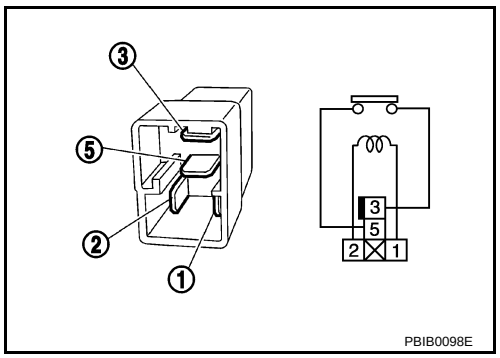
INFOID:0000000000964230

1.CHECK BLOWER RELAY

1. Turn ignition switch OFF.
2. Remove blower relay.

3. Check the continuity between blower relay terminals under the following conditions.

Terminals	Condition	Continuity
3 and 5	12V direct current supply between terminals 1 and 2	Existed
	No current supply	Not existed



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Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace blower relay

B2616 IGNITION RELAY CIRCUIT

Description

INFOID:0000000000964231

BCM controls the various electrical components and simultaneously supplies power according to the power supply position.
BCM checks the power supply position internally.

DTC Logic

INFOID:0000000000964232

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2616	Ignition relay circuit	An immediate operation of ignition relay (fuse block) is requested by BCM, but there is no response for more than 1 second	• Harness or connectors (Ignition relay circuit is open or shorted) • Ignition relay (Fuse block)

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions, and wait for at least 1 second.
- A/T selector lever is in the P or N position
- Release brake pedal
2. Check “Self diagnostic result” with CONSULT-III.

Is DTC detected?

YES >> Go to PCS-60, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000000964233

1.CHECK IGNITION RELAY POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect ignition relay.
3. Check voltage between ignition relay harness connector and ground under the following conditions.

Ignition relay Terminal	Ground	Condition	Voltage (V)
1	Ground	Ignition switch OFF or ACC	0
		Ignition switch ON	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 2.

2.CHECK IGNITION RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM harness connector M122.
3. Check continuity between ignition relay harness connector and BCM harness connector.

Blower relay	BCM		Continuity
Terminal	Connector	Terminal	
1	M122	82	Existed

4. Check continuity between blower relay harness connector and ground.

Ignition relay Terminal	Ground	Continuity
1	Ground	Not existed

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair harness or connector.

3. CHECK BLOWER RELAY GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between blower relay harness connector and ground.

Ignition relay Terminal	Ground	Continuity
2	Ground	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair ignition relay ground circuit.

4. CHECK IGNITION RELAY POWER SUPPLY CIRCUIT-2

Check voltage between ignition relay harness connector and ground.

Ignition relay Terminal	Ground	Voltage (V)
5	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 5.
NO >> Check continuity open or short between ignition relay and battery.

5. CHECK IGNITION RELAY

Refer to PCS-61, "Component Inspection (Ignition Relay)".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace ignition relay.

6. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection (Ignition Relay)

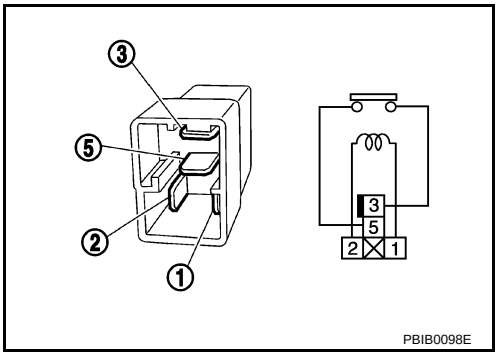
INFOID:0000000000964234

1. CHECK IGNITION RELAY

1. Turn ignition switch OFF.
2. Remove ignition relay.

3. Check the continuity between ignition relay terminals under the following conditions.

Terminals	Condition	Continuity
3 and 5	12V direct current supply between terminals 1 and 2	Existed
	No current supply	Not existed



Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace ICC brake hold relay

B2618 BCM

Description

INFOID:0000000000964235

BCM controls the various electrical components and simultaneously supplies power according to the power supply position.
BCM checks the power supply position internally.

DTC Logic

INFOID:0000000000964236

DTC DETECTION LOGIC

NOTE:

- If DTC B2618 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to PCS-46, "DTC Logic".
- If DTC B2618 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to PCS-47, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2618	BCM	An immediate operation of ignition relay (IPDM E/R) is requested by BCM, but there is no response for more than 1 second	• BCM

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions, and wait for at least 1 second.
- A/T selector lever is in the P or N position
- Release brake pedal
2. Check “Self diagnostic result” with CONSULT-III.

Is DTC detected?

YES >> Go to PCS-63, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000000964237

1. INSPECTION START

1. Turn ignition switch ON.
2. Select “Self diagnostic result” mode with CONSULT-III.
3. Touch “ERASE”.
4. **Perform DTC Confirmation Procedure.**
   See PCS-63, "DTC Logic".

Is the 1st trip DTC B2618 displayed again?

YES >> Replace BCM.
NO >> INSPECTION END

B261A PUSH-BUTTON IGNITION SWITCH

Description

INFOID:0000000000964238

BCM transmits the change in the power supply position with the push-button ignition switch to IPDM E/R via the CAN communication line. IPDM E/R transmits the power supply position status via CAN communication line to BCM.

DTC Logic

INFOID:0000000000964239

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B261A	PUSH-BUTTON IGNITION SWITCH	BCM detects a difference of signal for 1 second or more between the following information. • Power supply position by push-button ignition switch • Power supply position from IPDM E/R (CAN)	• Harness or connectors (Push-button ignition switch circuit is open or shorted.)

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Press the push-button ignition switch under the following conditions, and wait for at least 1 second.
- A/T selector lever is in the P or N position.
- Release the brake pedal.
2. Check “Self diagnostic result” with CONSULT-III.

Is DTC detected?

YES >> Go to PCS-64, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000000964240

1.CHECK PUSH-BUTTON IGNITION SWITCH OPERATION

Press push-button ignition switch and check if it turns to ON.

Does ignition switch turn to ON?

YES >> GO TO 2.
NO >> GO TO 4.

2.CHECK IGNITION SWITCH OUTPUT SIGNAL (IPDM E/R)

1. Disconnect push-button ignition switch harness connector.
2. Check voltage between IPDM E/R harness connector and ground.

IPDM E/R		Ground	Voltage [V]
Connector	Terminal		
E5	28	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.
NO >> Replace IPDM E/R. Refer to PCS-33, "Removal and Installation".

3.CHECK PUSH-BUTTON IGNITION SWITCH CIRCUIT (IPDM E/R)

1. Disconnect IPDM E/R harness connector E5 and BCM harness connector M122.
2. Check continuity between IPDM E/R harness connector and push-button ignition switch harness connector.

IPDM E/R		Push-button ignition switch		Continuity
Connector	Terminal	Connector	Terminal	
E5	28	M50	4	Existed

3. Check continuity between IPDM E/R harness connector and ground.

IPDM E/R		Ground	Continuity
Connector	Terminal		
E5	28	Ground	Not existed

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair harness or connector.

4. CHECK IGNITION SWITCH OUTPUT SIGNAL (BCM)

1. Disconnect push-button ignition switch harness connector.
2. Check voltage between BCM harness connector and ground.

BCM		Ground	Voltage [V]
Connector	Terminal		
M122	89	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace BCM. Refer to BCS-79, "Removal and Installation".

5. CHECK PUSH-BUTTON IGNITION SWITCH CIRCUIT (BCM)

1. Disconnect BCM harness connector and IPDM E/R harness connector.
2. Check continuity between BCM harness connector and push-button ignition switch harness connector.

BCM		Push-button ignition switch		Continuity
Connector	Terminal	Connector	Terminal	
M122	89	M50	4	Existed

3. Check continuity between BCM harness connector and ground.

BCM		Ground	Continuity
Connector	Terminal		
M122	89	Ground	Not existed

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair harness or connector.

6. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

POWER SUPPLY AND GROUND CIRCUIT

BCM

BCM : Diagnosis Procedure

INFOID:0000000000964241

1.CHECK FUSE AND FUSIBLE LINK

Check that the following fuse and fusible link are not blown.

Terminal No.	Signal name	Fuse and fusible link No.
1	Battery power supply	K
11		10

Is the fuse fusing?

YES >> Replace the blown fuse or fusible link after repairing the affected circuit if a fuse or fusible link is blown.
NO >> GO TO 2.

2.CHECK POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM connectors.
3. Check voltage between BCM harness connector and ground.

Terminals			Voltage (Approx.)
(+)		(–)	
BCM		Ground	
Connector	Terminal		
M118	1		Battery voltage
M119	11		

Is the measurement value normal?

YES >> GO TO 3.
NO >> Repair harness or connector.

3.CHECK GROUND CIRCUIT

Check continuity between BCM harness connector and ground.

BCM		Ground	Continuity
Connector	Terminal		
M119	13		Existed

Does continuity exist?

YES >> INSPECTION END
NO >> Repair harness or connector.

BCM : Special Repair Requirement

INFOID:0000000000964242

1.REQUIRED WORK WHEN REPLACING BCM

Initialize IVIS by CONSULT-III. For the details of initialization refer to CONSULT-III operation manual NATS-IVIS/NVIS.

>> Work end.

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : Diagnosis Procedure

INFOID:0000000000964243

1. CHECK FUSES AND FUSIBLE LINK

Check that the following IPDM E/R fuses or fusible links are not blown.

Terminal No.	Signal name	Fuses and fusible link No.
1	Battery power supply	C
—		50
		51

Is the fuse fusing?

YES >> Replace the blown fuse or fusible link after repairing the affected circuit if a fuse or fusible link is blown.
NO >> GO TO 2.

2. CHECK POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector.
3. Check voltage between IPDM E/R harness connector and ground.

Terminals			Voltage (Approx.)
(+)		(–)	
IPDM E/R			
Connector	Terminal	Ground	
E4	1		Battery voltage
	2		

Is the measurement value normal?

YES >> GO TO 3.
NO >> Repair harness or connector.

3. CHECK GROUND CIRCUIT

Check continuity between IPDM E/R harness connectors and ground.

IPDM E/R		Ground	Continuity
Connector	Terminal		
E5	12		Existed
E6	41		

Does continuity exist?

YES >> INSPECTION END
NO >> Repair harness or connector.

PUSH-BUTTON IGNITION SWITCH POSITION INDICATOR

Description

INFOID:0000000000964244

The switch that changes the power supply position.
BCM maintains the power supply position status.
BCM changes the power supply position with the operation of the push-button ignition switch.

Component Function Check

INFOID:0000000000964245

1.CHECK FUNCTION

With CONSULT-III

1. Check push-button ignition switch (“LOCK INDICATOR”,“ACC INDICATOR” and “IGNITION ON IND”) in Active Test Mode with CONSULT-III.

Test item		Description	
LOCK INDICATOR ACC INDICATOR IGNITION ON IND	ON	Position indicator	: Illuminate
	OFF		: Not illuminate

Is the inspection result normal?

YES >> INSPECTION END.
NO >> Refer to PCS-68, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000000964246

1.CHECK PUSH-BUTTON IGNITION SWITCH INPUT SIGNAL

1. Turn ignition switch OFF.
2. Disconnect push-button ignition switch harness connector.
3. Check voltage between push-button ignition switch harness connector and ground.

Push-button ignition switch		Ground	Voltage [V]
Connector	Terminal		
M50	8	Ground	Battery voltage

Is the inspection normal?

YES >> GO TO 2.
NO >> Check the following.
- 10A fuse [No.9, located in fuse block (J/B)]
- Harness for open or short between push-button ignition switch and fuse

2.CHECK PUSH-BUTTON IGNITION SWITCH CIRCUIT

1. Disconnect BCM harness connector and push button ignition switch harness connector.
2. Check continuity between BCM harness connector and push-button ignition switch harness connector.

Indicator	BCM Connector	Terminal	Push-button ignition switch connector	Terminal	Continuity
LOCK	M123	134	M50	5	Existed
ACC	M119	15		6	
ON	M122	93		7	

3. Check continuity between BCM harness connector and ground.

Indicator	BCM connector	Terminal	Ground	Continuity
LOCK	M123	134	Ground	Not existed
ACC	M119	15		
ON	M122	93		

Is the inspection normal?

YES >> GO TO 3.
NO >> Repair harness or connector.

3. CHECK PUSH-BUTTON IGNITION SWITCH

Refer to PCS-69, "Component Inspection".

Is the inspection normal?

YES >> GO TO 4.
NO >> Replace push-button ignition switch

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection

INFOID:0000000000964247

1. CHECK PUSH-BUTTON IGNITION SWITCH

Check push-button ignition switch.

Terminal		Push-button ignition switch position	Continuity
Push-button ignition switch			
8	5	LOCK	Existed
	6	ACC	
	7	ON	

Is the inspection result normal?

YES >> .INSPECTION END
NO >> Replace push-button ignition switch. Refer to PCS-122, "Removal and Installation".

ECU DIAGNOSIS

BCM (BODY CONTROL MODULE)

Reference Value

INFOID:0000000000964248

VALUES ON THE DIAGNOSIS TOOL

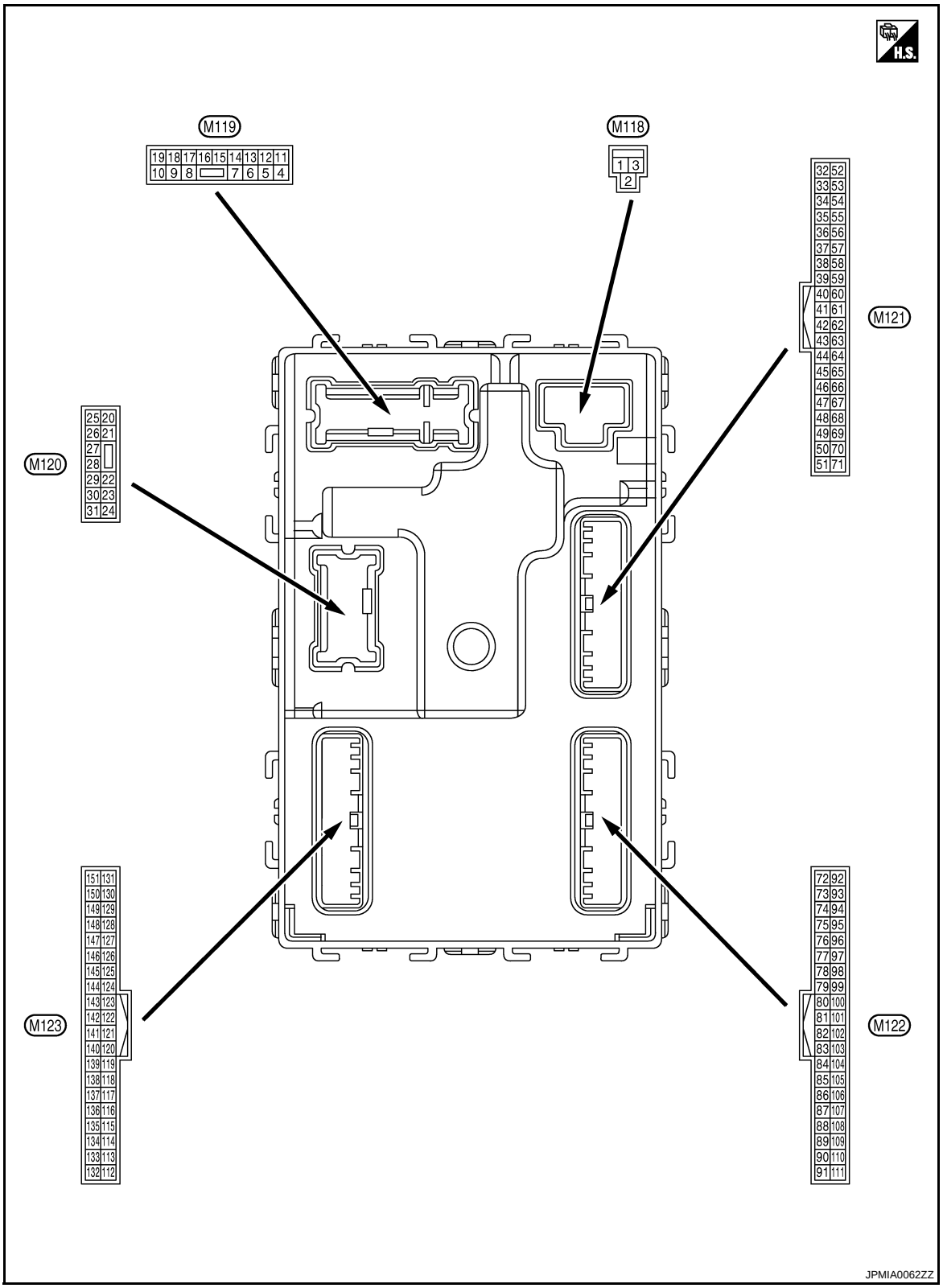
Monitor Item	Condition	Value/Status
FR WIPER HI	Other than front wiper switch HI	OFF
	Front wiper switch HI	ON
FR WIPER LOW	Other than front wiper switch LO	OFF
	Front wiper switch LO	ON
FR WASHER SW	Front washer switch OFF	OFF
	Front washer switch ON	ON
FR WIPER INT	Other than front wiper switch INT	OFF
	Front wiper switch INT	ON
FR WIPER STOP	Front wiper is not in STOP position	OFF
	Front wiper is in STOP position	ON
INT VOLUME	Wiper intermittent dial is in a dial position 1 - 7	Wiper intermittent dial position
TURN SIGNAL R	Other than turn signal switch RH	OFF
	Turn signal switch RH	ON
TURN SIGNAL L	Other than turn signal switch LH	OFF
	Turn signal switch LH	ON
TAIL LAMP SW	Other than lighting switch 1ST and 2ND	OFF
	Lighting switch 1ST or 2ND	ON
HI BEAM SW	Other than lighting switch HI	OFF
	Lighting switch HI	ON
HEAD LAMP SW 1	Other than lighting switch 2ND	OFF
	Lighting switch 2ND	ON
HEAD LAMP SW 2	Other than lighting switch 2ND	OFF
	Lighting switch 2ND	ON
PASSING SW	Other than lighting switch PASS	OFF
	Lighting switch PASS	ON
AUTO LIGHT SW	Other than lighting switch AUTO	OFF
	Lighting switch AUTO	ON
FR FOG SW	Front fog lamp switch OFF	OFF
	Front fog lamp switch ON	ON
RR FOG SW	**NOTE:** The item is indicated, but not monitored.	OFF
DOOR SW-DR	Driver door closed	OFF
	Driver door opened	ON
DOOR SW-AS	Passenger door closed	OFF
	Passenger door opened	ON
DOOR SW-RR	Rear RH door closed	OFF
	Rear RH door opened	ON

Monitor Item	Condition	Value/Status
DOOR SW-RL	Rear LH door closed	OFF
	Rear LH door opened	ON
DOOR SW-BK	**NOTE:** The item is indicated, but not monitored.	OFF
CDL LOCK SW	Other than power door lock switch LOCK	OFF
	Power door lock switch LOCK	ON
CDL UNLOCK SW	Other than power door lock switch UNLOCK	OFF
	Power door lock switch UNLOCK	ON
KEY CYL LK-SW	Other than driver door key cylinder LOCK position	OFF
	Driver door key cylinder LOCK position	ON
KEY CYL UN-SW	Other than driver door key cylinder UNLOCK position	OFF
	Driver door key cylinder UNLOCK position	ON
KEY CYL SW-TR	**NOTE:** The item is indicated, but not monitored.	OFF
HAZARD SW	Hazard switch is not pressed	OFF
	Hazard switch is pressed	ON
REAR DEF SW	**NOTE:** The item is indicated, but not monitored.	OFF
H/L WASH SW	**NOTE:** The item is indicated, but not monitored.	OFF
TR CANCEL SW	Trunk lid opener cancel switch OFF	OFF
	Trunk lid opener cancel switch ON	ON
TR/BD OPEN SW	Trunk lid opener switch OFF	OFF
	While the trunk lid opener switch is turned ON	ON
TRNK/HAT MNTR	Trunk lid closed	OFF
	Trunk lid opened	ON
RKE-LOCK	LOCK button of Intelligent Key is not pressed	OFF
	LOCK button of Intelligent Key is pressed	ON
RKE-UNLOCK	UNLOCK button of Intelligent Key is not pressed	OFF
	UNLOCK button of Intelligent Key is pressed	ON
RKE-TR/BD	TRUNK OPEN button of Intelligent Key is not pressed	OFF
	TRUNK OPEN button of Intelligent Key is pressed	ON
RKE-PANIC	PANIC button of Intelligent Key is not pressed	OFF
	PANIC button of Intelligent Key is pressed	ON
RKE-P/W OPEN	UNLOCK button of Intelligent Key is not pressed	OFF
	UNLOCK button of Intelligent Key is pressed and held	ON
RKE-MODE CHG	LOCK/UNLOCK button of Intelligent Key is not pressed and held simultaneously	OFF
	LOCK/UNLOCK button of Intelligent Key is pressed and held simultaneously	ON
OPTICAL SENSOR	Outside of the vehicle bright	Close to 5 V
	Outside of the vehicle dark	Close to 0 V
REQ SW-DR	Driver door request switch is not pressed	OFF
	Driver door request switch is pressed	ON
REQ SW-AS	Passenger door request switch is not pressed	OFF
	Passenger door request switch is pressed	ON

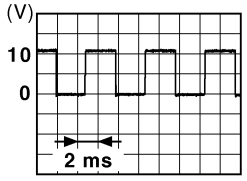
Monitor Item	Condition	Value/Status
REQ SW-BD/TR	Trunk request switch is not pressed	OFF
	Trunk request switch is pressed	ON
PUSH SW	Push-button ignition switch (push switch) is not pressed	OFF
	Push-button ignition switch (push switch) is pressed	ON
IGN RLY2 -F/B	Ignition switch in OFF or ACC position	OFF
	Ignition switch in ON position	ON
ACC RLY -F/B	Ignition switch in OFF position	OFF
	Ignition switch in ACC or ON position	ON
CLUCH SW	The clutch pedal is not depressed	OFF
	The clutch pedal is depressed	ON
BRAKE SW 1	The brake pedal is not depressed	ON
	The brake pedal is depressed	OFF
DETE/CANCL SW	Selector lever in P position	OFF
	Selector lever in any position other than P	ON
SFT PN/N SW	Selector lever in any position other than P and N	OFF
	Selector lever in P or N position	ON
S/L -LOCK	Steering is locked	OFF
	Steering is unlocked	ON
S/L -UNLOCK	Steering is unlocked	OFF
	Steering is locked	ON
S/L RELAY-F/B	Ignition switch is OFF or ACC position	OFF
	Ignition switch is ON position	ON
UNLK SEN-DR	Driver door is unlocked	OFF
	Driver door is locked	ON
PUSH SW -IPDM	Push-button ignition switch (push-switch) is not pressed	OFF
	Push-button ignition switch (push-switch) is pressed	ON
IGN RLY1 -F/B	Ignition switch is OFF or ACC position	OFF
	Ignition switch is ON position	ON
DETE SW -IPDM	Selector lever in P position	OFF
	Selector lever in any position other than P	ON
SFT PN -IPDM	Selector lever in any position other than P and N	OFF
	Selector lever in P or N position	ON
SFT P -MET	Selector lever in any position other than P	OFF
	Selector lever in P position	ON
SFT N -MET	Selector lever in any position other than N	OFF
	Selector lever in N position	ON
ENGINE STATE	Engine stopped	STOP
	While the engine stalls	STALL
	At engine cranking	CRANK
	Engine running	RUN
S/L LOCK-IPDM	Steering is locked	OFF
	Steering is unlocked	ON
S/L UNLK-IPDM	Steering is unlocked	OFF
	Steering is locked	ON

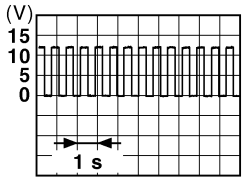
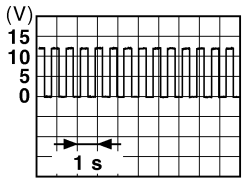
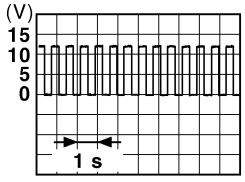
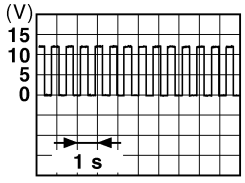
Monitor Item	Condition	Value/Status
S/L RELAY-REQ	Ignition switch in OFF or ACC position	OFF
	Ignition switch in ON position	ON
VEH SPEED 1	While driving	Equivalent to speedometer reading
VEH SPEED 2	While driving	Equivalent to speedometer reading
DOOR STAT-DR	Driver door is locked	LOCK
	Wait with selective UNLOCK operation (5 seconds)	READY
	Driver door is unlocked	UNLK
DOOR STAT-AS	Passenger door is locked	LOCK
	Wait with selective UNLOCK operation (5 seconds)	READY
	Passenger door is unlocked	UNLK
ID OK FLAG	Ignition switch in ACC or ON position	RESET
	Ignition switch in OFF position	SET
PRMT ENG STRT	The engine start is prohibited	RESET
	The engine start is permitted	SET
PRMT RKE STRT	**NOTE:** The item is indicated, but not monitored.	RESET
KEY SW -SLOT	Intelligent Key is not inserted into key slot	OFF
	Intelligent Key is inserted into key slot	ON
RKE OPE COUN1	During the operation of Intelligent Key	Operation frequency of Intelligent Key
RKE OPE COUN2	**NOTE:** The item is indicated, but not monitored.	—
AIR PRESS FL	Ignition switch ON (Only when the signal from the transmitter is received)	Air pressure of front LH tire
AIR PRESS FR	Ignition switch ON (Only when the signal from the transmitter is received)	Air pressure of front RH tire
AIR PRESS RR	Ignition switch ON (Only when the signal from the transmitter is received)	Air pressure of rear RH tire
AIR PRESS RL	Ignition switch ON (Only when the signal from the transmitter is received)	Air pressure of rear LH tire
ID REGST FL1	ID of front LH tire transmitter is registered	DONE
	ID of front LH tire transmitter is not registered	YET
ID REGST FR1	ID of front RH tire transmitter is registered	DONE
	ID of front RH tire transmitter is not registered	YET
ID REGST RR1	ID of rear RH tire transmitter is registered	DONE
	ID of rear RH tire transmitter is not registered	YET
ID REGST RL1	ID of rear LH tire transmitter is registered	DONE
	ID of rear LH tire transmitter is not registered	YET
WARNING LAMP	Tire pressure indicator OFF	OFF
	Tire pressure indicator ON	ON
BUZZER	Tire pressure warning alarm is not sounding	OFF
	Tire pressure warning alarm is sounding	ON

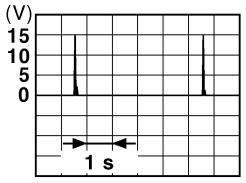
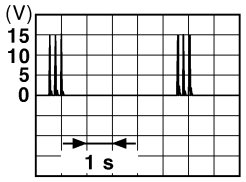
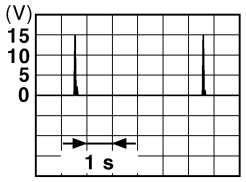
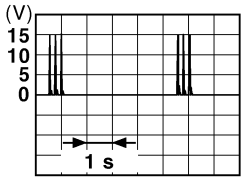
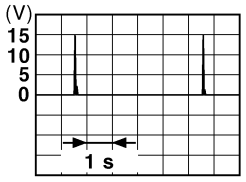
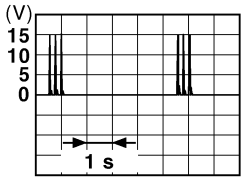
TERMINAL LAYOUT

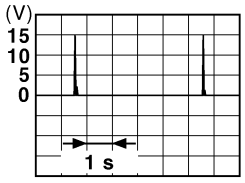
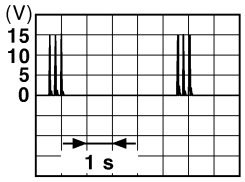
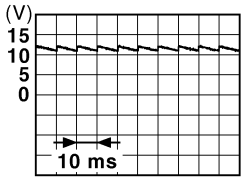
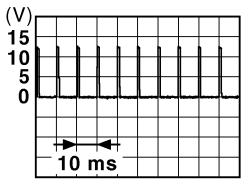


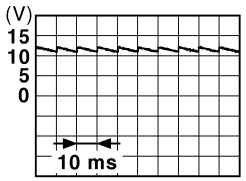
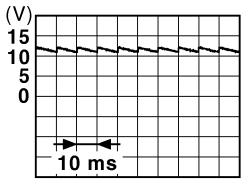
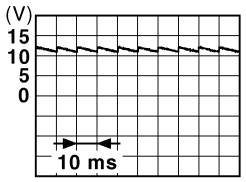
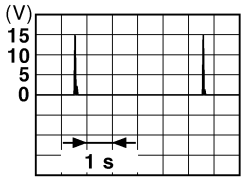
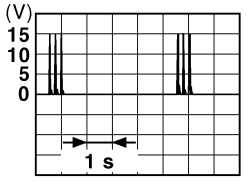
PHYSICAL VALUES

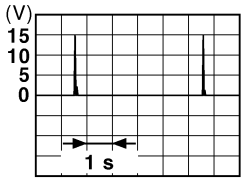
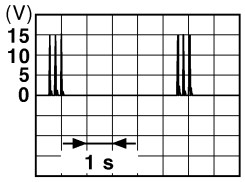
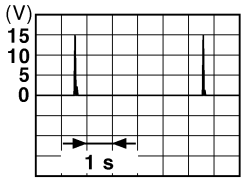
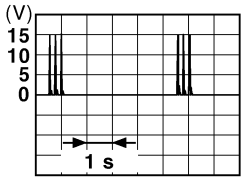
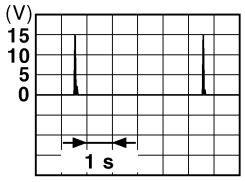
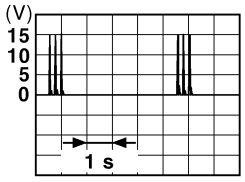
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
		Signal name	Input/ Output			
+	–					
1 (W)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
2 (Y)	Ground	P/W power supply (BAT)	Output	Ignition switch OFF		Battery voltage
3 (O)	Ground	P/W power supply (RAP)	Output	Ignition switch ON		Battery voltage
4 (LG)	Ground	Interior room lamp power supply	Output	After passing the interior room lamp battery saver operation time		0 V
				Any other time after passing the interior room lamp battery saver operation time		Battery voltage
5 (V)	Ground	Passenger door UNLOCK	Output	Passenger door	UNLOCK (Actuator is activated)	Battery voltage
					Other than UNLOCK (Actuator is not activated)	0 V
7 (Y)	Ground	Step lamp	Output	Step lamp	ON	0 V
					OFF	Battery voltage
8 (V)	Ground	All doors, fuel lid LOCK	Output	All doors, fuel lid	LOCK (Actuator is activated)	Battery voltage
					Other than LOCK (Actuator is not activated)	0 V
9 (G)	Ground	Driver door, fuel lid UNLOCK	Output	Driver door, fuel lid	UNLOCK (Actuator is activated)	Battery voltage
					Other than UNLOCK (Actuator is not activated)	0 V
10 (BR)	Ground	Rear RH door and rear LH door UNLOCK	Output	Rear RH door and rear LH door	UNLOCK (Actuator is activated)	Battery voltage
					Other than UNLOCK (Actuator is not activated)	0 V
11 (R)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
13 (B)	Ground	Ground	—	Ignition switch ON		0 V
14 (W)	Ground	Push-button ignition switch illumination ground	Output	Tail lamp	OFF	0 V
					ON	**NOTE:** When the illumination brightening/dimming level is in the neutral position  JSNIA0010GB
15 (Y)	Ground	ACC indicator lamp	Output	Ignition switch	OFF	Battery voltage
					ACC or ON	0 V

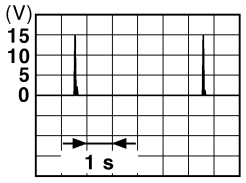
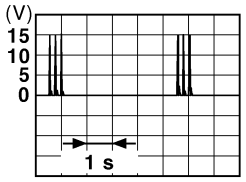
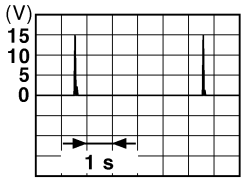
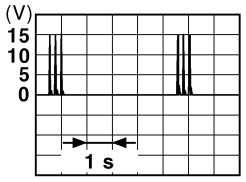
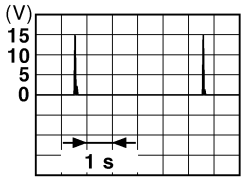
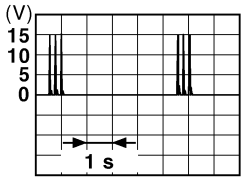
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
17 (W)	Ground	Turn signal (front RH)	Output	Ignition switch ON	Turn signal switch OFF	0 V
					Turn signal switch RH	 PKID0926E 6.5 V
18 (O)	Ground	Turn signal (front LH)	Output	Ignition switch ON	Turn signal switch OFF	0 V
					Turn signal switch LH	 PKID0926E 6.5 V
19 (V)	Ground	Room lamp timer control	Output	Interior room lamp	OFF	Battery voltage
					ON	0 V
20 (V)	Ground	Turn signal (rear RH)	Output	Ignition switch ON	Turn signal switch OFF	0 V
					Turn signal switch RH	 PKID0926E 6.5 V
23 (G)	Ground	Trunk lid opening.	Output	Trunk lid	Open (Trunk lid opener actuator is activated)	Battery voltage
					Close (Trunk lid opener actuator is not activated)	0 V
25 (G)	Ground	Turn signal (rear LH)	Output	Ignition switch ON	Turn signal switch OFF	0 V
					Turn signal switch LH	 PKID0926E 6.5 V
30 (R)	Ground	Trunk room lamp	Output	Trunk room lamp	ON	0 V
					OFF	Battery voltage

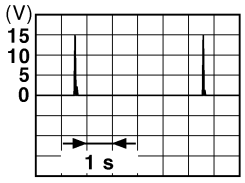
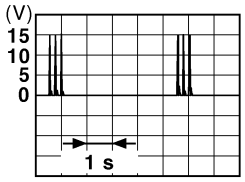
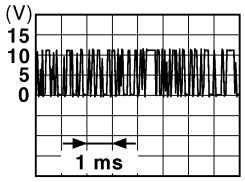
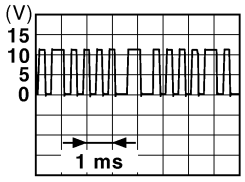
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
34 (SB)	Ground	Trunk room antenna 1 (-)	Output	Ignition switch OFF	When Intelligent Key is in the passenger compartment	 JMKIA0062GB
					When Intelligent Key is not in the passenger compartment	 JMKIA0063GB
35 (V)	Ground	Trunk room antenna 1 (+)	Output	Ignition switch OFF	When Intelligent Key is in the passenger compartment	 JMKIA0062GB
					When Intelligent Key is not in the passenger compartment	 JMKIA0063GB
38 (B)	Ground	Rear bumper antenna (-)	Output	When the trunk lid request switch is operated with ignition switch OFF	When Intelligent Key is in the antenna detection area	 JMKIA0062GB
					When Intelligent Key is not in the antenna detection area	 JMKIA0063GB

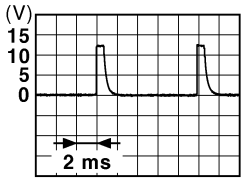
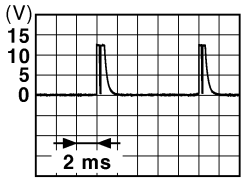
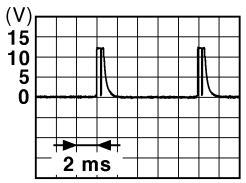
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
39 (W)	Ground	Rear bumper antenna (+)	Output	When the trunk lid request switch is operated with ignition switch OFF	When Intelligent Key is in the antenna detection area	 JMKIA0062GB
					When Intelligent Key is not in the antenna detection area	 JMKIA0063GB
47 (Y)	Ground	Ignition relay (IPDM E/R) control	Output	Ignition switch	OFF or ACC	Battery voltage
					ON	0 V
50 (R)	Ground	Trunk room lamp switch	Input	Trunk room lamp switch	OFF (Trunk is closed)	 JPMIA0011GB 11.8 V
					ON (Trunk is open)	0 V
52 (SB)	Ground	Starter relay control	Output	Ignition switch OFF (M/T models)	When the clutch pedal is depressed	Battery voltage
					When the clutch pedal is not depressed	0 V
				Ignition switch ON (A/T models)	When selector lever is in P or N position and the brake is depressed	Battery voltage
					When selector lever is in P or N position and the brake is not depressed	0 V
61 (W)	Ground	Trunk request switch	Input	Trunk request switch	ON (Pressed)	0 V
					OFF (Not pressed)	 JPMIA0016GB 1.0 V
64 (V)	Ground	Request switch buzzer	Output	Request switch buzzer	Sounding	0 V
					Not sounding	Battery voltage

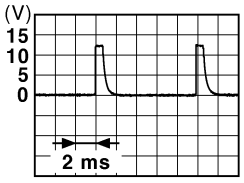
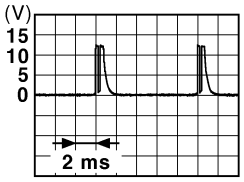
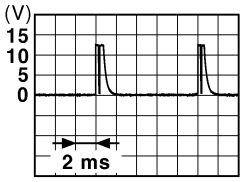
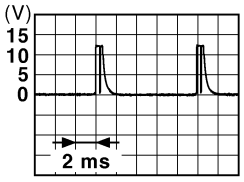
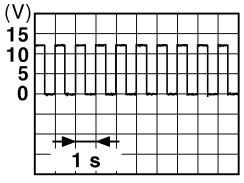
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
67 (GR)	Ground	Trunk lid opener switch	Input	Trunk lid opener switch	Pressed	0 V
					Not pressed	 JPMIA0011GB 11.8 V
68 (BR)	Ground	Rear RH door switch	Input	Rear RH door switch	OFF (When rear RH door closes)	 JPMIA0011GB 11.8 V
					ON (When rear RH door opens)	0 V
69 (R)	Ground	Rear LH door switch	Input	Rear LH door switch	OFF (When rear LH door closes)	 JPMIA0011GB 11.8 V
					ON (When rear LH door opens)	0 V
72 (R)	Ground	Room antenna 2 (-) (center console)	Output	Ignition switch OFF	When Intelligent Key is in the passenger compartment	 JMKIA0062GB
					When Intelligent Key is not in the passenger compartment	 JMKIA0063GB

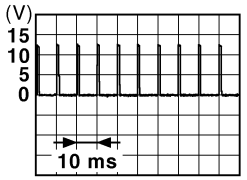
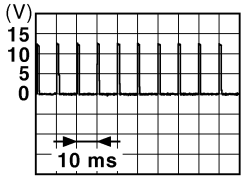
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
73 (G)	Ground	Room antenna 2 (+) (center console)	Output	Ignition switch OFF	When Intelligent Key is in the passenger compartment	 JMKIA0062GB
					When Intelligent Key is not in the passenger compartment	 JMKIA0063GB
74 (SB)	Ground	Passenger door antenna (-)	Output	When the passenger door request switch is operated with ignition switch OFF	When Intelligent Key is in the antenna detection area	 JMKIA0062GB
					When Intelligent Key is not in the antenna detection area	 JMKIA0063GB
75 (BR)	Ground	Passenger door antenna (+)	Output	When the passenger door request switch is operated with ignition switch OFF	When Intelligent Key is in the antenna detection area	 JMKIA0062GB
					When Intelligent Key is not in the antenna detection area	 JMKIA0063GB

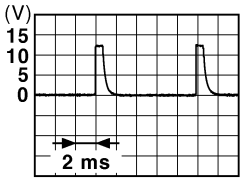
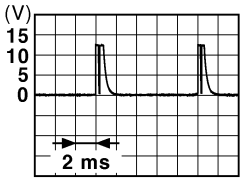
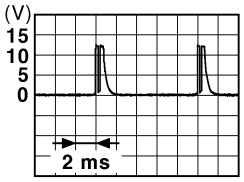
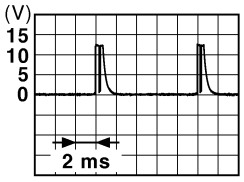
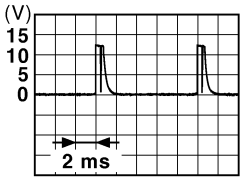
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
76 (V)	Ground	Driver door antenna (-)	Output	When the driver door request switch is operated with ignition switch OFF	When Intelligent Key is in the antenna detection area	 JMKIA0062GB
					When Intelligent Key is not in the antenna detection area	 JMKIA0063GB
77 (LG)	Ground	Driver door antenna (+)	Output	When the driver door request switch is operated with ignition switch OFF	When Intelligent Key is in the antenna detection area	 JMKIA0062GB
					When Intelligent Key is not in the antenna detection area	 JMKIA0063GB
78 (Y)	Ground	Room antenna (-) (instrument panel)	Output	Ignition switch OFF	When Intelligent Key is in the passenger compartment	 JMKIA0062GB
					When Intelligent Key is not in the passenger compartment	 JMKIA0063GB

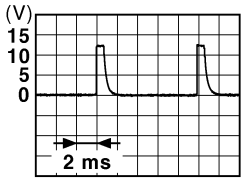
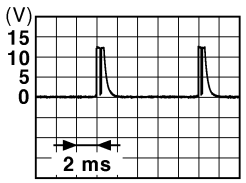
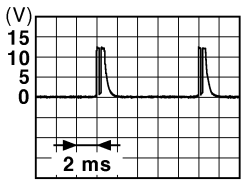
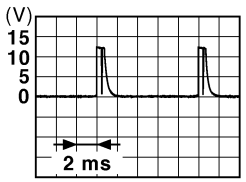
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
79 (BR)	Ground	Room antenna (+) (instrument panel)	Output	Ignition switch OFF	When Intelligent Key is in the passenger compartment	 JMKIA0062GB
					When Intelligent Key is not in the passenger compartment	 JMKIA0063GB
80 (GR)	Ground	NATS antenna amp (built in key slot)	Input/ Output	During waiting	Ignition switch is pressed while inserting the Intelligent Key into the key slot.	Just after pressing ignition switch. Pointer of tester should move.
81 (W)	Ground	NATS antenna amp (built in key slot)	Input/ Output	During waiting	Ignition switch is pressed while inserting the Intelligent Key into the key slot.	Just after pressing ignition switch. Pointer of tester should move.
82 (R)	Ground	Ignition relay (relay box) control	Output	Ignition switch	OFF or ACC	0 V
					ON	Battery voltage
83 (Y)	Ground	Remote keyless entry receiver signal	Input/ Output	During waiting		 JMKIA0064GB
				When operating either button on Intelligent Key		 JMKIA0065GB

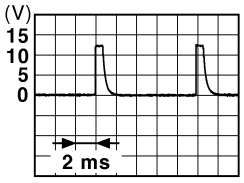
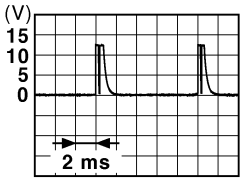
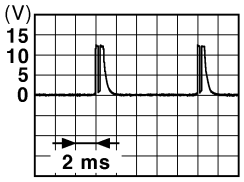
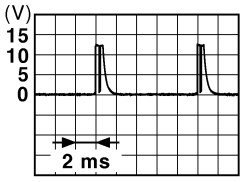
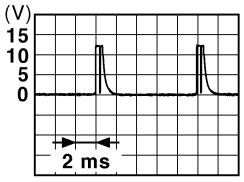
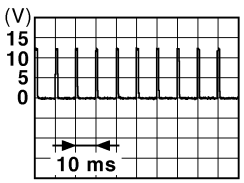
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
87 (BR)	Ground	Combination switch INPUT 5	Input	Combination switch	All switch OFF (Wiper intermittent dial 4)	 JPMIA0041GB 1.4 V
					Front fog lamp switch ON (Wiper intermittent dial 4)	 JPMIA0037GB 1.3 V
					Any of the conditions below with all switch OFF • Wiper intermittent dial 1 • Wiper intermittent dial 2 • Wiper intermittent dial 6 • Wiper intermittent dial 7	 JPMIA0040GB 1.3 V

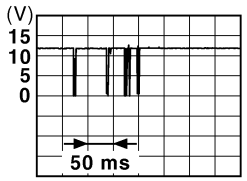
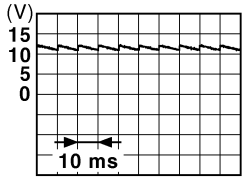
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
88 (V)	Ground	Combination switch INPUT 3	Input	Combination switch	All switch OFF (Wiper intermittent dial 4)	 JPMIA0041GB 1.4 V
					Lighting switch HI (Wiper intermittent dial 4)	 JPMIA0036GB 1.3 V
					Lighting switch 2ND (Wiper intermittent dial 4)	 JPMIA0037GB 1.3 V
					Any of the conditions below with all switches OFF • Wiper intermittent dial 1 • Wiper intermittent dial 2 • Wiper intermittent dial 3	 JPMIA0040GB 1.3 V
89 (BR)	Ground	Push-button ignition switch (push switch)	Input	Push-button ignition switch (push switch)	Pressed	0 V
					Not pressed	Battery voltage
90 (P)	Ground	CAN - L	Input/ Output	—		—
91 (L)	Ground	CAN - H	Input/ Output	—		—
92 (LG)	Ground	Key slot illumination	Output	Key slot illumination	OFF	0 V
					Blinking	 JPMIA0015GB 6.5 V
					ON	Battery voltage

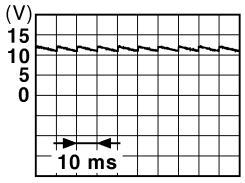
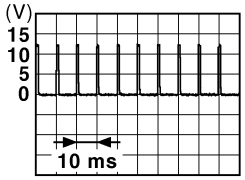
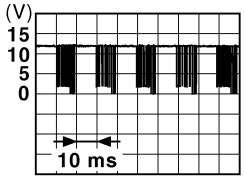
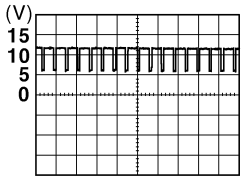
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
93 (V)	Ground	ON indicator lamp	Output	Ignition switch	OFF or ACC	0 V
					ON	Battery voltage
95 (O)	Ground	ACC relay control	Output	Ignition switch	OFF	0 V
					ACC or ON	Battery voltage
96 (GR)	Ground	A/T device (detention switch) power supply	Output	—		Battery voltage
97 (L)	Ground	Steering lock condition No. 1	Input	Steering lock	LOCK status	0 V
					UNLOCK status	Battery voltage
98 (P)	Ground	Steering lock condition No. 2	Input	Steering lock	LOCK status	Battery voltage
					UNLOCK status	0 V
99 (R)	Ground	Selector lever P position switch	Input	Selector lever	P position	0 V
					Any position other than P	Battery voltage
100 (G)	Ground	Passenger door request switch	Input	Passenger door request switch	ON (Pressed)	0 V
					OFF (Not pressed)	 JPMIA0016GB 1.0 V
101 (SB)	Ground	Driver door request switch	Input	Driver door request switch	ON (Pressed)	0 V
					OFF (Not pressed)	 JPMIA0016GB 1.0 V
102 (O)	Ground	Blower fan motor relay control	Output	Ignition switch	OFF or ACC	0 V
					ON	Battery voltage
103 (LG)	Ground	Remote keyless entry receiver power supply	Output	Ignition switch OFF		Battery voltage
106 (W)	Ground	Steering wheel lock unit power supply	Output	Ignition switch	OFF or ACC	Battery voltage
					ON	0 V

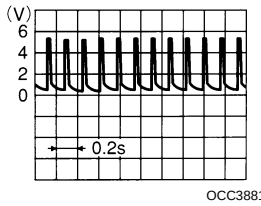
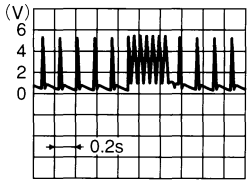
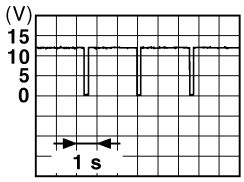
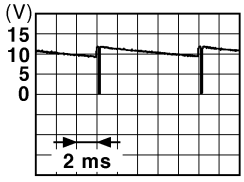
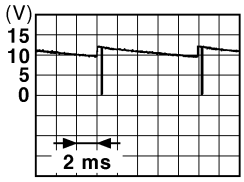
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
107 (LG)	Ground	Combination switch INPUT 1	Input	Combination switch (Wiper intermittent dial 4)	All switch OFF	 JPMIA0041GB 1.4 V
					Turn signal switch LH	 JPMIA0037GB 1.3 V
					Turn signal switch RH	 JPMIA0036GB 1.3 V
					Front wiper switch LO	 JPMIA0038GB 1.3 V
					Front washer switch ON	 JPMIA0039GB 1.3 V

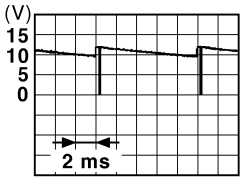
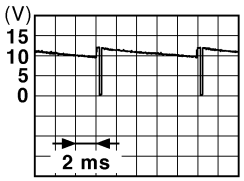
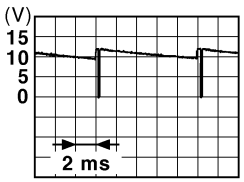
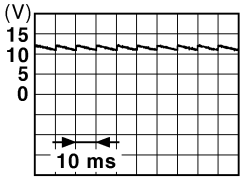
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
108 (R)	Ground	Combination switch INPUT 4	Input	Combination switch	All switch OFF (Wiper intermittent dial 4)	 JPMIA0041GB 1.4 V
					Lighting switch AUTO (Wiper intermittent dial 4)	 JPMIA0038GB 1.3 V
					Lighting switch 1ST (Wiper intermittent dial 4)	 JPMIA0036GB 1.3 V
					Any of the conditions below with all switches OFF • Wiper intermittent dial 1 • Wiper intermittent dial 5 • Wiper intermittent dial 6	 JPMIA0039GB 1.3 V

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
109 (Y)	Ground	Combination switch INPUT 2	Input	Combination switch (Wiper intermittent dial 4)	All switch OFF	 JPMIA0041GB 1.4 V
					Lighting switch PASS	 JPMIA0037GB 1.3 V
					Lighting switch 2ND	 JPMIA0036GB 1.3 V
					Front wiper switch INT	 JPMIA0038GB 1.3 V
					Front wiper switch HI	 JPMIA0040GB 1.3 V
110 (G)	Ground	Hazard switch	Input	Hazard switch	Pressed	0 V
					Not pressed	 JPMIA0012GB 1.1 V

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
111 (Y)	Ground	Steering lock unit communication	Input/ Output	Steering lock	LOCK status	Battery voltage
					LOCK or UNLOCK	 JMKIA0066GB
					For 15 seconds after UNLOCK	Battery voltage
					15 seconds or later after UNLOCK	0 V
113 (P)	Ground	Optical sensor signal	Input	Ignition switch ON	When bright outside of the vehicle	Close to 5 V
					When dark outside of the vehicle	Close to 0 V
114 (R)	Ground	Clutch interlock switch	Input	Clutch interlock switch	OFF (Clutch pedal is not depressed)	0 V
					ON (Clutch pedal is depressed)	Battery voltage
116 (SB)	Ground	Stop lamp switch 1	Input	—		Battery voltage
118 (P)	Ground	Stop lamp switch 2	Input	Stop lamp switch	OFF (Brake pedal is not depressed)	0 V
					ON (Brake pedal is depressed)	Battery voltage
				ICC brake hold relay (With ICC)	OFF	0 V
					ON	Battery voltage
119 (SB)	Ground	Front door lock assembly driver side (unlock sensor)	Input	Driver door	LOCK status	 JPMIA0011GB 11.8 V
					UNLOCK status	0 V
121 (R)	Ground	Key slot switch	Input	When Intelligent Key is inserted into key slot		Battery voltage
				When Intelligent Key is not inserted into key slot		0 V
122 (V)	Ground	ACC feedback signal	Input	Ignition switch	OFF	0 V
					ACC or ON	Battery voltage
123 (W)	Ground	IGN feedback signal	Input	Ignition switch	OFF or ACC	0 V
					ON	Battery voltage

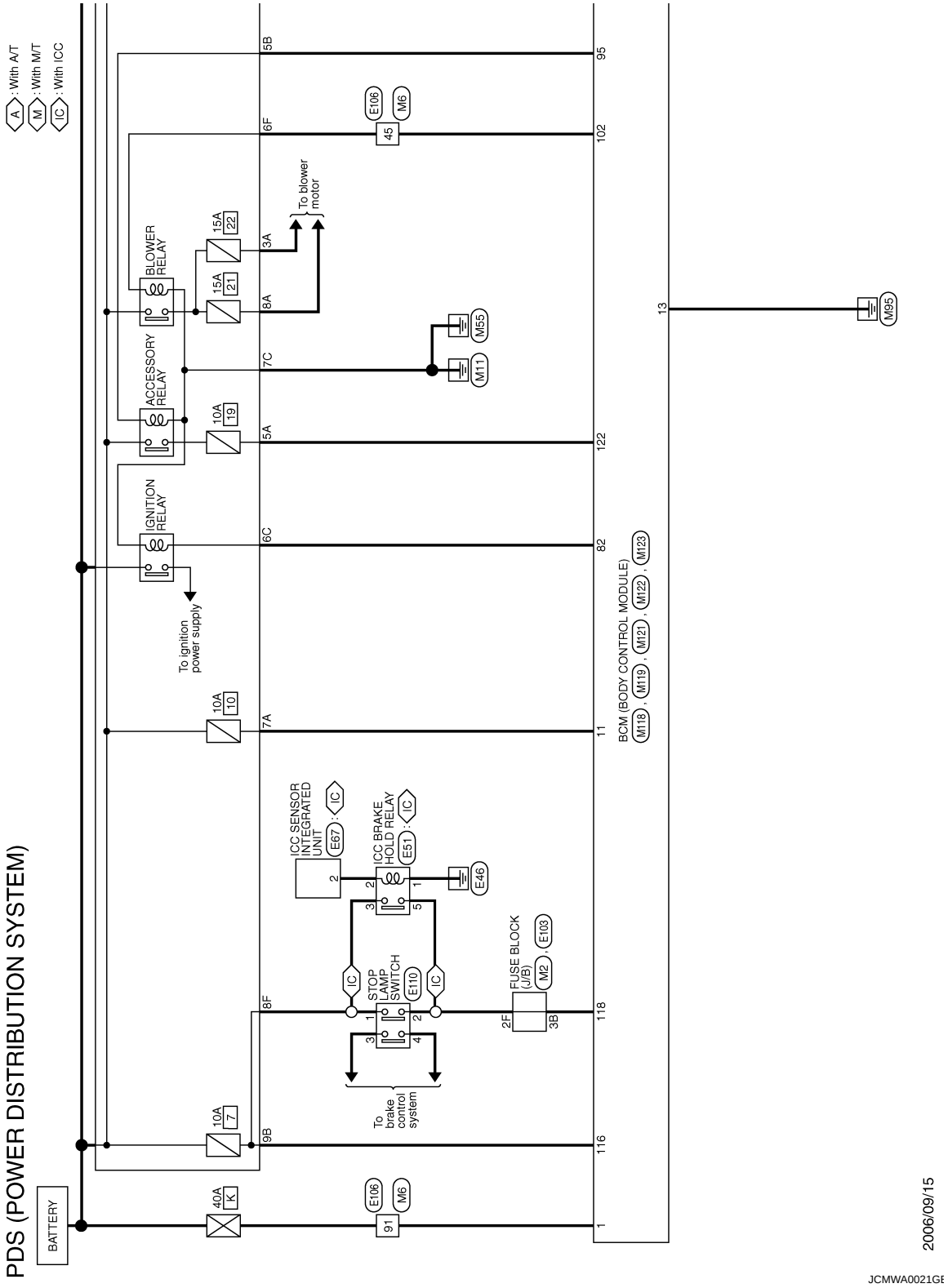
Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
124 (LG)	Ground	Passenger door switch	Input	Passenger door switch	OFF (When passenger door closes)	 JPMIA0011GB 11.8 V
					ON (When passenger door opens)	0 V
129 (O)	Ground	Trunk lid opener cancel switch	Input	Trunk lid opener cancel switch	CANCEL	 JPMIA0012GB 1.1 V
					ON	0 V
132 (V)	Ground	Power window switch communication	Input/ Output	Ignition switch ON		 JPMIA0013GB 10.2 V
				Ignition switch OFF or ACC		0 V
133 (W)	Ground	Push-button ignition switch illumination	Output	Push-button ignition switch illumination	ON (When tail lamps OFF)	5.5 V
					ON (When tail lamps ON)	**NOTE:** The pulse width of this wave is varied by the illumination brightening/dimming level.  JPMIA0159GB
					OFF	0 V
134 (GR)	Ground	LOCK indicator lamp	Output	LOCK indicator lamp	ON	0 V
					OFF	Battery voltage
137 (O)	Ground	Receiver and sensor ground	Input	Ignition switch ON		0 V
138 (V)	Ground	Receiver and sensor power supply output	Output	Ignition switch	OFF	0 V
					ACC or ON	5.0 V

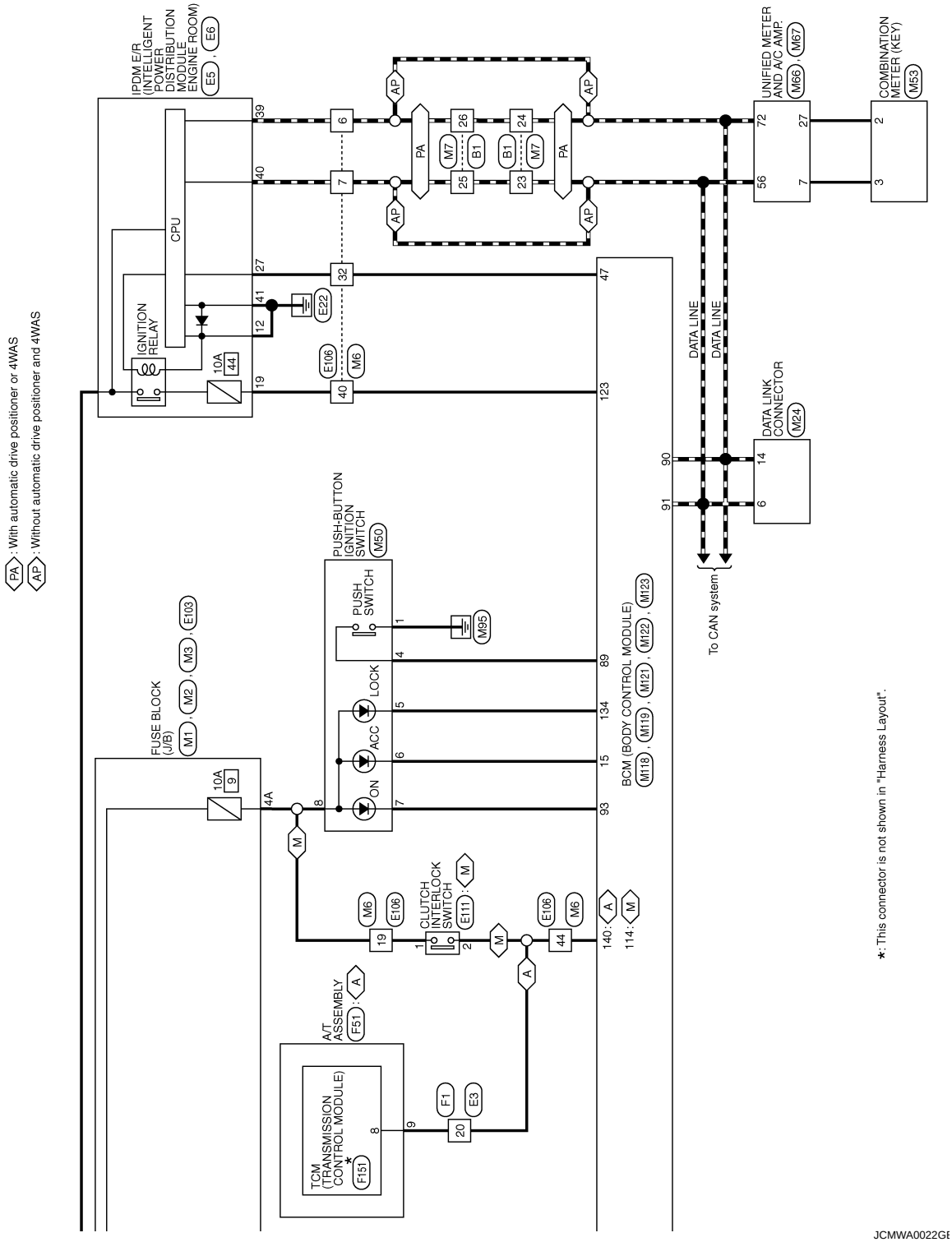
Terminal No. (Wire color) +	Terminal No. (Wire color) –	Description: Signal name	Description: Input/ Output	Condition		Value (Approx.)
139 (L)	Ground	Tire pressure receiver signal	Input/ Output	Ignition switch ON	Standby state	 OCC3881D
					When receiving the signal from the transmitter	 OCC3880D
140 (GR)	Ground	Selector lever P/N position signal	Input	Selector lever	P or N position	12.0 V
					Except P and N positions	0 V
141 (G)	Ground	Security indicator signal	Output	Security indicator	ON	0 V
					Blinking	 JPMIA0014GB 11.3 V
					OFF	Battery voltage
142 (O)	Ground	Combination switch OUTPUT 5	Output	Combination switch (Wiper intermittent dial 4)	All switch OFF	0 V
					Lighting switch 1ST	 JPMIA0031GB 10.7 V
					Lighting switch HI	
					Lighting switch 2ND	
					Turn signal switch RH	
143 (P)	Ground	Combination switch OUTPUT 1	Output	Combination switch	All switch OFF (Wiper intermittent dial 4)	0 V
					Front wiper switch HI (Wiper intermittent dial 4)	 JPMIA0032GB 10.7 V
					Any of the conditions below with all switch OFF • Wiper intermittent dial 1 • Wiper intermittent dial 2 • Wiper intermittent dial 3 • Wiper intermittent dial 6 • Wiper intermittent dial 7	

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
144 (G)	Ground	Combination switch OUTPUT 2	Output	Combination switch	All switch OFF (Wiper intermittent dial 4)	0 V
					Front washer switch ON (Wiper intermittent dial 4)	 JPMIA0033GB 10.7 V
					Any of the conditions below with all switches OFF • Wiper intermittent dial 1 • Wiper intermittent dial 5 • Wiper intermittent dial 6	
145 (L)	Ground	Combination switch OUTPUT 3	Output	Combination switch (Wiper intermittent dial 4)	All switches OFF	0 V
					Front wiper switch INT	 JPMIA0034GB 10.7 V
					Front wiper switch LO	
					Lighting switch AUTO	
146 (SB)	Ground	Combination switch OUTPUT 4	Output	Combination switch (Wiper intermittent dial 4)	All switch OFF	0 V
					Front fog lamp switch ON	 JPMIA0035GB 10.7 V
					Lighting switch 2ND	
					Lighting switch PASS	
					Turn signal switch LH	
149 (W)	Ground	Tire pressure warning check switch	Input	—		5 V
150 (GR)	Ground	Driver door switch	Input	Driver door switch	OFF (When driver door closes)	 JPMIA0011GB 11.8 V
					ON (When driver door opens)	0 V
151 (G)	Ground	Rear window defogger relay	Output	Rear window defogger	Active	0 V
					Not activated	Battery voltage

Wiring Diagram — PDS (POWER DISTRIBUTION SYSTEM) —

INFOID:0000000000964249



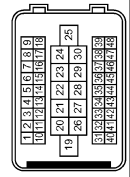

PA : With automatic drive positioner or 4WAS
AP : Without automatic drive positioner and 4WAS
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) E5, E6
CPU
IGNITION RELAY
10A 44
E22
E106 M6
UNIFIED METER AND A/C AMP. M66, M67
COMBINATION METER (KEY) M53
DATA LINE
DATA LINK CONNECTOR M24
To CAN system
PUSH-BUTTON IGNITION SWITCH M50
PUSH SWITCH
LOCK
ACC
ON
M95
FUSE BLOCK (J/B) M1, M2, M3, E103
10A 9
4A
BCM (BODY CONTROL MODULE) M118, M119, M121, M122, M123
CLUTCH INTERLOCK SWITCH E111
A/T ASSEMBLY F51
TCM (TRANSMISSION CONTROL MODULE)* F151
F1 E3
*: This connector is not shown in "Harness Layout".
JCMWA0022GB

PDS (POWER DISTRIBUTION SYSTEM)

Connector No.	B1
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4

Terminal No.	Color of Wire	Signal Name
23	L	–
24	P	–
25	L	–
26	P	–

Connector No.	E3
Connector Name	WIRE TO WIRE
Connector Type	SAA36MB-RS10-SJZ2



Terminal No.	Color of Wire	Signal Name
20	GR	–

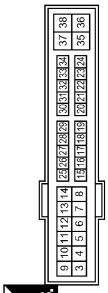
Connector No.	E51
Connector Name	ICC BRAKE HOLD RELAY
Connector Type	MS02FL-M2

Terminal No.	Color of Wire	Signal Name
1	B	–
2	V	–
3	R	–
5	P	–

Connector No.	E67
Connector Name	ICC SENSOR INTEGRATED UNIT
Connector Type	RS06FB-PR

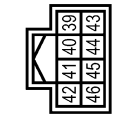
Terminal No.	Color of Wire	Signal Name
2	V	BRK LMP RLY

Connector No.	E5
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH20FW-CS12-M4-1V



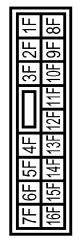
Terminal No.	Color of Wire	Signal Name
12	B/W	–
19	W	–
27	O	–

Connector No.	E6
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH08FW-NH



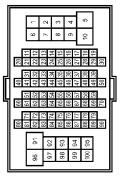
Terminal No.	Color of Wire	Signal Name
39	P	–
40	L	–
41	B/W	–

Connector No.	E103
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS16FW-CS



Terminal No.	Color of Wire	Signal Name
2F	W	–
6F	SB	–
8F	L	–

Connector No.	E106
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4



Terminal No.	Color of Wire	Signal Name
6	P	–
7	L	–
19	G	–
32	O	–
40	W	–
44	GR	–
45	SB	–
91	W	–

JCMWA0023GE

PDS (POWER DISTRIBUTION SYSTEM)

Connector No.	E110
Connector Name	STOP LAMP SWITCH
Connector Type	M04FW-LC

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

Connector No.	E111
Connector Name	CLUTCH INTERLOCK SWITCH
Connector Type	S02FL

Terminal No.	Color of Wire	Signal Name
1	G	–
2	GR	–

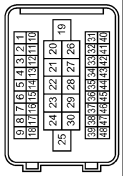
Connector No.	F151
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Type	SP10FBGY

Terminal No.	Color of Wire	Signal Name
8	G	START RLY

Connector No.	M1
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS08FW-M2

Terminal No.	Color of Wire	Signal Name
3A	L	–
4A	P	–
5A	V	–
7A	R	–
8A	L	–

Connector No.	F1
Connector Name	WIRE TO WIRE
Connector Type	SAA36FB-RS10-SJZ2

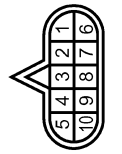


Terminal No.	Color of Wire	Signal Name
20	GR	–

Connector No.	M2
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS10FW-CS

Terminal No.	Color of Wire	Signal Name
3B	P	–
5B	O	–
9B	SB	–

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



Terminal No.	Color of Wire	Signal Name
9	GR	–

Connector No.	M3
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS12FW-CS

Terminal No.	Color of Wire	Signal Name
6C	R	–
7C	B	–

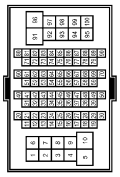
JCMWA0024GB

PDS (POWER DISTRIBUTION SYSTEM)

Connector No.	M6
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4

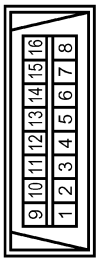
Terminal No.	Color of Wire	Signal Name
6	P	–
7	L	–
19	G	–
32	Y	–
40	W	–
44	GR	– [With A/T]
44	R	– [With M/T]
45	O	–
91	W	–

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



Terminal No.	Color of Wire	Signal Name
23	L	–
24	P	–
25	L	–
26	P	–

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



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

Connector No.	M50
Connector Name	PUSH-BUTTON IGNITION SWITCH
Connector Type	TK08FBR

Terminal No.	Color of Wire	Signal Name
1	B	–
4	BR	–
5	GR	–
6	Y	–
7	V	–
8	P	–

Connector No.	M53
Connector Name	COMBINATION METER
Connector Type	SAB40FW

Terminal No.	Color of Wire	Signal Name
2	LG	COMM (METER->AMP.)
3	GR	COMM (AMP.->METER)

Connector No.	M66
Connector Name	UNIFIED METER AND A/C AMP.
Connector Type	TH40FW-NH

Terminal No.	Color of Wire	Signal Name
7	GR	COMM (AMP.->METER)
27	LG	COMM (METER->AMP.)

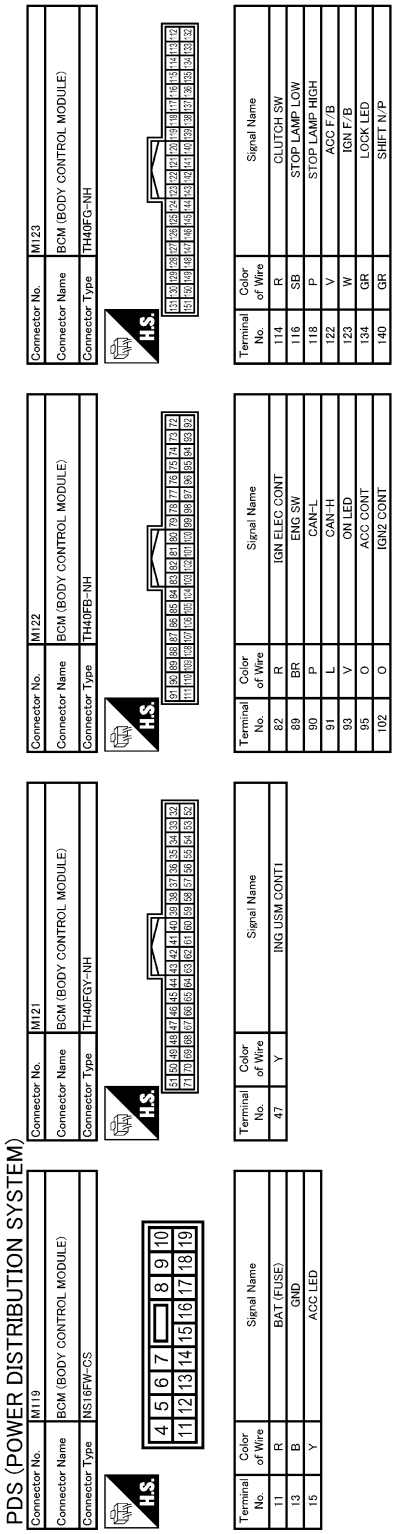
Connector No.	M67
Connector Name	UNIFIED METER AND A/C AMP.
Connector Type	TH32FW-NH

Terminal No.	Color of Wire	Signal Name
56	L	CAN-H
72	P	CAN-L

Connector No.	M118
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	M03FB-LC

Terminal No.	Color of Wire	Signal Name
1	W	BAT (F/L)

JCMWA0025GE



JCMWA0026GE

Fail Safe

INFOID:0000000000964250

Display contents of CONSULT	Fail-safe	Cancellation
B2013: ID DISCORD BCM-S/L	Inhibit engine cranking	Erase DTC
B2014: CHAIN OF S/L-BCM	Inhibit engine cranking	Erase DTC
B2190: NATS ANTTENA AMP	Inhibit engine cranking	Erase DTC

Display contents of CONSULT	Fail-safe	Cancellation
B2191: DIFFERENCE OF KEY	Inhibit engine cranking	Erase DTC
B2192: ID DISCORD BCM-ECM	Inhibit engine cranking	Erase DTC
B2193: CHAIN OF BCM-ECM	Inhibit engine cranking	Erase DTC
B2557: VEHICLE SPEED	Inhibit steering lock	When normal vehicle speed signals have been received from ABS actuator and electric unit (control unit) for 500 ms
B2560: STARTER CONT RELAY	Inhibit engine cranking	500 ms after the following CAN signal communication status has become consistent • Starter control relay signal • Starter relay status signal
B2563: HI VOLTAGE	• Inhibit engine cranking • Inhibit steering lock	500 ms after the power supply voltage decreases to less than 18 V
B2601: SHIFT POSITION	Inhibit steering lock	500 ms after the following signal reception status becomes consistent • Selector lever P position switch signal • P range signal (CAN)
B2602: SHIFT POSITION	Inhibit steering lock	5 seconds after the following BCM recognition conditions are fulfilled • Ignition switch is in the ON position • Selector lever P position switch signal: Except P position (battery voltage) • Vehicle speed: 4 /h or more
B2603: SHIFT POSI STATUS	Inhibit steering lock	500 ms after the following BCM recognition conditions are fulfilled • Ignition switch is in the ON position • Selector lever P position switch signal: Except P position (battery voltage) • Selector lever P/N position signal: Except P and N positions (0 V)
B2604: PNP SW	Inhibit steering lock	500 ms after any of the following BCM recognition conditions is fulfilled • Status 1 - Ignition switch is in the ON position - Selector lever P/N position signal: P and N position (battery voltage) - P range signal or N range signal (CAN): ON • Status 2 - Ignition switch is in the ON position - Selector lever P/N position signal: Except P and N positions (0 V) - P range signal and N range signal (CAN): OFF
B2605: PNP SW	Inhibit steering lock	500 ms after any of the following BCM recognition conditions is fulfilled • Ignition switch is in the ON position - Power position: IGN - Selector lever P/N position signal: Except P and N positions (0 V) - Interlock/PNP switch signal (CAN): OFF • Status 2 - Ignition switch is in the ON position - Selector lever P/N position signal: P or N position (battery voltage) - PNP switch signal (CAN): ON
B2606: S/L RELAY	Inhibit engine cranking	500 ms after the following CAN signal communication status has become consistent • Steering lock relay signal (Request signal) • Steering lock relay signal (Condition signal)
B2607: S/L RELAY	Inhibit engine cranking	500 ms after the following CAN signal communication status has become consistent • Steering lock relay signal (Request signal) • Steering lock relay signal (Condition signal)

Display contents of CONSULT	Fail-safe	Cancellation
B2608: STARTER RELAY	Inhibit engine cranking	500 ms after the following signal communication status becomes consistent • Starter motor relay control signal • Starter relay status signal (CAN)
B2609: S/L STATUS	• Inhibit engine cranking • Inhibit steering lock	When the following steering lock conditions agree • BCM steering lock control status • Steering lock condition No. 1 signal status • Steering lock condition No. 2 signal status
B260A: IGNITION RELAY	Inhibit engine cranking	500 ms after the following conditions are fulfilled • IGN relay (IPDM E/R) control signal: OFF (Battery voltage) • Ignition ON signal (CAN to IPDM E/R): OFF (Request signal) • Ignition ON signal (CAN from IPDM E/R): OFF (Condition signal)
B260F: ENG STATE SIG LOST	Maintains the power supply position attained at the time of DTC detection	When any of the following conditions is fulfilled • Power position changes to ACC • Receives engine status signal (CAN)
B2612: S/L STATUS	• Inhibit engine cranking • Inhibit steering lock	When any of the following conditions is fulfilled • Steering lock unit status signal (CAN) is received normally • The BCM steering lock control status matches the steering lock status recognized by the steering lock unit status signal (CAN from IPDM E/R)
B2617: STARTER RELAY CIRC	Inhibit engine cranking	1 second after the starter motor relay control inside BCM becomes normal
B2618: BCM	Inhibit engine cranking	1 second after the ignition relay (IPDM E/R) control inside BCM becomes normal
B2619: BCM	Inhibit engine cranking	1 second after the steering lock unit power supply output control inside BCM becomes normal
B261E: VEHICLE TYPE	Inhibit engine cranking	BCM initialization
B26E1: ENG STATE NO RECIV	Inhibit engine cranking	When any of the following conditions is fulfilled • Power position changes to ACC • Receives engine status signal (CAN)

DTC Inspection Priority Chart

INFOID:0000000000964251

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

Priority	DTC
1	• B2562: LOW VOLTAGE • B2563: HI VOLTAGE
2	• U1000: CAN COMM CIRCUIT • U1010: CONTROL UNIT (CAN)
3	• B2190: NATS ANTTENA AMP • B2191: DIFFERENCE OF KEY • B2192: ID DISCORD BCM-ECM • B2193: CHAIN OF BCM-ECM

Priority	DTC
4	• B2013: ID DISCORD BCM-S/L • B2014: CHAIN OF S/L-BCM • B2553: IGNITION RELAY • B2555: STOP LAMP • B2556: PUSH-BTN IGN SW • B2557: VEHICLE SPEED • B2560: STARTER CONT RELAY • B2601: SHIFT POSITION • B2602: SHIFT POSITION • B2603: SHIFT POSI STATUS • B2604: PNP SW • B2605: PNP SW • B2606: S/L RELAY • B2607: S/L RELAY • B2608: STARTER RELAY • B2609: S/L STATUS • B260A: IGNITION RELAY • B260B: STEERING LOCK UNIT • B260C: STEERING LOCK UNIT • B260D: STEERING LOCK UNIT • B260F: ENG STATE SIG LOST • B2611: ACC RELAY • B2612: S/L STATUS • B2614: ACC RELAY CIRC • B2615: BLOWER RELAY CIRC • B2616: IGN RELAY CIRC • B2617: STARTER RELAY CIRC • B2618: BCM • B2619: BCM • B261A: PUSH-BTN IGN SW • B261E: VEHICLE TYPE • B26E1: ENG STATE NO RECIV • C1729: VHCL SPEED SIG ERR • U0415: VEHICLE SPEED SIG
5	• C1704: LOW PRESSURE FL • C1705: LOW PRESSURE FR • C1706: LOW PRESSURE RR • C1707: LOW PRESSURE RL • C1708: [NO DATA] FL • C1709: [NO DATA] FR • C1710: [NO DATA] RR • C1711: [NO DATA] RL • C1712: [CHECKSUM ERR] FL • C1713: [CHECKSUM ERR] FR • C1714: [CHECKSUM ERR] RR • C1715: [CHECKSUM ERR] RL • C1716: [PRESSDATA ERR] FL • C1717: [PRESSDATA ERR] FR • C1718: [PRESSDATA ERR] RR • C1719: [PRESSDATA ERR] RL • C1720: [CODE ERR] FL • C1721: [CODE ERR] FR • C1722: [CODE ERR] RR • C1723: [CODE ERR] RL • C1724: [BATT VOLT LOW] FL • C1725: [BATT VOLT LOW] FR • C1726: [BATT VOLT LOW] RR • C1727: [BATT VOLT LOW] RL • C1734: CONTROL UNIT
6	• B2621: INSIDE ANTENNA • B2622: INSIDE ANTENNA • B2623: INSIDE ANTENNA

DTC Index

INFOID:0000000000964252

NOTE:
Details of time display
- CRNT: Displays when there is a malfunction now or after returning to the normal condition until turning ignition switch OFF → ON again.
- 1 - 39: Displayed if any previous malfunction is present when current condition is normal. It increases like 1 → 2 → 3...38 → 39 after returning to the normal condition whenever ignition switch OFF → ON. The counter remains at 39 even if the number of cycles exceeds it. It is counted from 1 again when turning ignition switch OFF → ON after returning to the normal condition if the malfunction is detected again.

CONSULT display	Fail-safe	Intelligent Key warning lamp ON	Tire pressure monitor warning lamp ON	Reference page
No DTC is detected. further testing may be required.	—	—	—	—
U1000: CAN COMM CIRCUIT	—	—	—	BCS-33
U1010: CONTROL UNIT (CAN)	—	—	—	BCS-34
U0415: VEHICLE SPEED SIG	—	—	—	BCS-35
B2013: ID DISCORD BCM-S/L	×	—	—	SEC-43
B2014: CHAIN OF S/L-BCM	×	—	—	SEC-44
B2190: NATS ANTTENA AMP	×	—	—	SEC-37
B2191: DIFFERENCE OF KEY	×	—	—	SEC-40
B2192: ID DISCORD BCM-ECM	×	—	—	SEC-41
B2193: CHAIN OF BCM-ECM	×	—	—	SEC-42
B2553: IGNITION RELAY	—	—	—	PCS-48
B2555: STOP LAMP	—	—	—	SEC-47
B2556: PUSH-BTN IGN SW	—	×	—	SEC-49
B2557: VEHICLE SPEED	×	×	—	SEC-51
B2560: STARTER CONT RELAY	×	×	—	SEC-52
B2562: LOW VOLTAGE	—	—	—	BCS-36
B2563: HI VOLTAGE	×	×	—	BCS-37
B2601: SHIFT POSITION	×	×	—	SEC-53
B2602: SHIFT POSITION	×	×	—	SEC-56
B2603: SHIFT POSI STATUS	×	×	—	SEC-58
B2604: PNP SW	×	×	—	SEC-61
B2605: PNP SW	×	×	—	SEC-63
B2606: S/L RELAY	×	×	—	SEC-65
B2607: S/L RELAY	×	×	—	SEC-66
B2608: STARTER RELAY	×	×	—	SEC-68
B2609: S/L STATUS	×	×	—	SEC-70
B260A: IGNITION RELAY	×	×	—	PCS-50
B260B: STEERING LOCK VNIT	—	×	—	SEC-74
B260C: STEERING LOCK VNIT	—	×	—	SEC-75
B260D: STEERING LOCK VNIT	—	×	—	SEC-76
B260F: ENG STATE SIG LOST	×	×	—	SEC-77
B2611: ACC RELAY	—	—	—	PCS-52
B2612: S/L STATUS	×	×	—	SEC-79
B2614: ACC RELAY CIRC	—	×	—	PCS-54
B2615: BLOWER RELAY CIRC	—	×	—	PCS-57

CONSULT display	Fail-safe	Intelligent Key warning lamp ON	Tire pressure monitor warning lamp ON	Reference page
B2616: IGN RELAY CIRC	—	×	—	PCS-60
B2617: STARTER RELAY CIRC	×	×	—	SEC-83
B2618: BCM	×	×	—	PCS-63
B2619: BCM	×	×	—	SEC-85
B261A: PUSH-BTN IGN SW	—	×	—	SEC-86
B261E: VEHICLE TYPE	×	× (Turn ON for 15 seconds)	—	SEC-88
B2621: INSIDE ANTENNA	—	—	—	DLK-58
B2622: INSIDE ANTENNA	—	—	—	DLK-60
B2623: INSIDE ANTENNA	—	—	—	DLK-62
B26E1: ENG STATE NO RES	×	×	—	SEC-78
C1704: LOW PRESSURE FL	—	—	×	WT-14
C1705: LOW PRESSURE FR	—	—	×	WT-14
C1706: LOW PRESSURE RR	—	—	×	WT-14
C1707: LOW PRESSURE RL	—	—	×	WT-14
C1708: [NO DATA] FL	—	—	×	WT-16
C1709: [NO DATA] FR	—	—	×	WT-16
C1710: [NO DATA] RR	—	—	×	WT-16
C1711: [NO DATA] RL	—	—	×	WT-16
C1712: [CHECKSUM ERR] FL	—	—	×	WT-19
C1713: [CHECKSUM ERR] FR	—	—	×	WT-19
C1714: [CHECKSUM ERR] RR	—	—	×	WT-19
C1715: [CHECKSUM ERR] RL	—	—	×	WT-19
C1716: [PRESSDATA ERR] FL	—	—	×	WT-22
C1717: [PRESSDATA ERR] FR	—	—	×	WT-22
C1718: [PRESSDATA ERR] RR	—	—	×	WT-22
C1719: [PRESSDATA ERR] RL	—	—	×	WT-22
C1720: [CODE ERR] FL	—	—	×	WT-24
C1721: [CODE ERR] FR	—	—	×	WT-24
C1722: [CODE ERR] RR	—	—	×	WT-24
C1723: [CODE ERR] RL	—	—	×	WT-24
C1724: [BATT VOLT LOW] FL	—	—	×	WT-27
C1725: [BATT VOLT LOW] FR	—	—	×	WT-27
C1726: [BATT VOLT LOW] RR	—	—	×	WT-27
C1727: [BATT VOLT LOW] RL	—	—	×	WT-27
C1729: VHCL SPEED SIG ERR	—	—	×	WT-30
C1734: CONTROL UNIT	—	—	×	WT-31

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

Reference Value

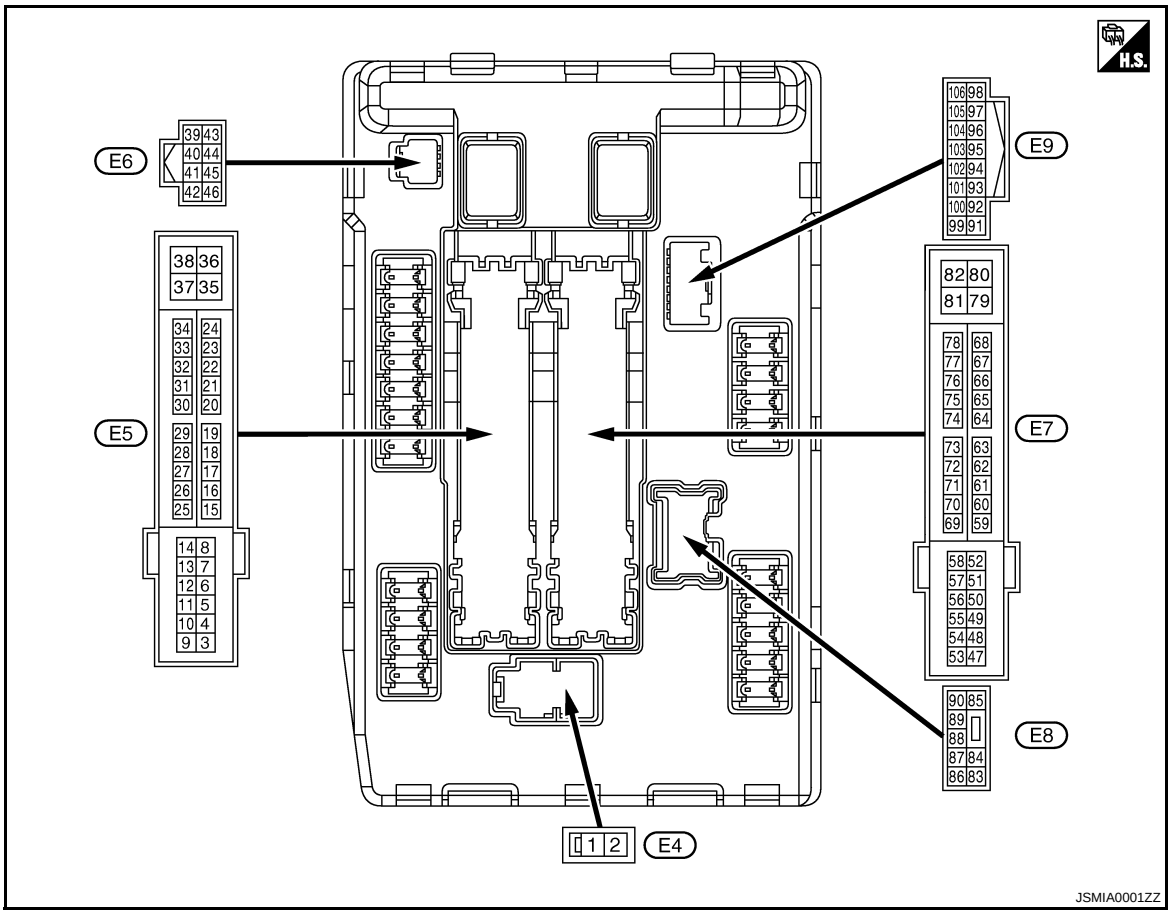
INFOID:0000000000964253

VALUES ON THE DIAGNOSIS TOOL

Monitor Item	Condition		Value/Status
RADFAN REQ	Engine idle speed	Changes depending on engine coolant temperature, air conditioner operation status, vehicle speed, etc.	0 - 100 %
AC COMP REQ	Engine running	A/C switch OFF	Off
		A/C switch ON (Compressor is operating)	On
TAIL&CLR REQ	Lighting switch OFF		Off
	Lighting switch 1ST, 2ND, HI or AUTO (Light is illuminated)		On
HL LO REQ	Lighting switch OFF		Off
	Lighting switch 2ND HI or AUTO (Light is illuminated)		On
HL HI REQ	Lighting switch OFF		Off
	Lighting switch HI		On
FR FOG REQ	Lighting switch 2ND or AUTO (Light is illuminated)	Front fog lamp switch OFF	Off
		• Front fog lamp switch ON • Daytime running light activated (Only for Canada)	On
FR WIP REQ	Ignition switch ON	Front wiper switch OFF	STOP
		Front wiper switch INT	1LOW
		Front wiper switch LO	Low
		Front wiper switch HI	Hi
WIP AUTO STOP	Ignition switch ON	Front wiper stop position	STOP P
		Any position other than front wiper stop position	ACT P
WIP PROT	Ignition switch ON	Front wiper operates normally	Off
		Front wiper stops at fail-safe operation	BLOCK
IGN RLY1 -REQ	Ignition switch OFF or ACC		Off
	Ignition switch ON		On
IGN RLY	Ignition switch OFF or ACC		Off
	Ignition switch ON		On
PUSH SW	Release the push-button ignition switch		Off
	Press the push-button ignition switch		On
INTER/NP SW	Ignition switch ON	A/T selector lever in any position other than P or N (A/T models)	Off
		Release clutch pedal (M/T models)	
	Ignition switch ON	A/T selector lever in P or N position (A/T models)	On
		Depress clutch pedal (M/T models)	
ST RLY REQ	Ignition switch ON		Off
	At engine cranking		On

Monitor Item	Condition		Value/Status
ST RLY CONT	Ignition switch ON		Off
	At engine cranking		On
IHBT RLY -REQ	Ignition switch ON		Off
	At engine cranking		On
ST/INHI RLY	Ignition switch ON		Off
	At engine cranking		ST →INHI
	The status of starter relay or starter control relay cannot be recognized by the battery voltage malfunction, etc. when the starter relay is ON and the starter control relay is OFF		UNKWN
DETENT SW	Ignition switch ON	• Press the selector button with A/T selector lever in P position • A/T selector lever in any position other than P	Off
	Release the A/T selector button with A/T selector lever in P position **NOTE:** The lever is fixed ON for M/T		On
S/L RLY -REQ	None of the conditions below are present		Off
	• Open the driver door after the ignition switch is turned OFF (for a few seconds) • Press the push-button ignition switch when the steering lock is activated • Depress the clutch pedal when the steering lock is activated		On
S/L STATE	Steering lock is activated		LOCK
	Steering lock is deactivated		UNLK
	[DTC B210A] is detected		UNKWN
DTRL REQ	**NOTE:** The item is indicated, but not monitored.		Off
OIL P SW	Ignition switch OFF, ACC or engine running		Open
	Ignition switch ON		Close
HOOD SW	Close the hood		Off
	Open the hood		On
HL WASHER REQ	**NOTE:** The item is indicated, but not monitored.		Off
THFT HRN REQ	Not operation		Off
	• Panic alarm is activated • Horn is activated with VEHICLE SECURITY (THEFT WARNING) SYSTEM		On
HORN CHIRP	Not operating		Off
	Door locking with Intelligent Key (horn chirp mode)		On
CRNRNG LMP REQ	**NOTE:** The item is indicated, but not monitored.		Off

TERMINAL LAYOUT

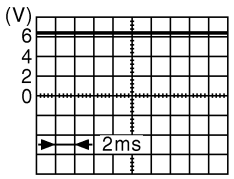
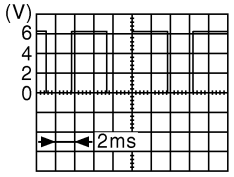
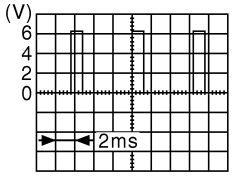


PHYSICAL VALUES

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
		Signal name	Input/ Output			
+	–					
1 (W)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
2 (L)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
4 (V)	Ground	Front wiper LO	Output	Ignition switch ON	Front wiper switch OFF	0 V
					Front wiper switch LO	Battery voltage
5 (L)	Ground	Front wiper HI	Output	Ignition switch ON	Front wiper switch OFF	0 V
					Front wiper switch HI	Battery voltage
7 (R)	Ground	Tail, license plate lamps & interior lamps	Output	Ignition switch ON	Lighting switch OFF	0 V
					Lighting switch 1ST	Battery voltage
11 (BR)	Ground	Steering lock unit power supply	Output	Ignition switch OFF	A few seconds after opening the driver door	Battery voltage
				Ignition switch LOCK	Press the push-button ignition switch	Battery voltage
				Ignition switch ACC or ON		0 V
12 (B/W)	Ground	Ground	—	Ignition switch ON		0 V

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
13 (Y)	Ground	Fuel pump power supply	Output	Approximately 1 second or more after turning the ignition switch ON		0 V
				• Approximately 1 second after turning the ignition switch ON • Engine running		Battery voltage
16 (LG)	Ground	Front wiper auto stop	Input	Ignition switch ON	Front wiper stop position	0 V
					Any position other than front wiper stop position	Battery voltage
19 (W)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
25 (G)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
26*1 (R)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
27 (O)	Ground	Ignition relay monitor	Input	Ignition switch OFF or ACC		Battery voltage
				Ignition switch ON		0 V
28 (L)	Ground	Push-button ignition switch	Input	Press the push-button ignition switch		0 V
				Release the push-button ignition switch		Battery voltage
30 (GR)	Ground	Starter relay control	Input	A/T models	A/T selector lever in any position other than P or N (ignition switch ON)	0 V
					A/T selector lever P or N (ignition switch ON)	Battery voltage
				M/T models	Release the clutch pedal	0 V
					Depress the clutch pedal	Battery voltage
32 (L)	Ground	Steering lock unit condition-1	Input	Steering lock is activated		0 V
				Steering lock is deactivated		Battery voltage
33 (P)	Ground	Steering lock unit condition-2	Input	Steering lock is activated		Battery voltage
				Steering lock is deactivated		0 V
36 (G)	Ground	Battery power supply	Input	Ignition switch OFF		Battery voltage
39 (P)	—	CAN - L	Input/ Output	—		—
40 (L)	—	CAN - H	Input/ Output	—		—
41 (B/W)	Ground	Ground	—	Ignition switch ON		0 V
42 (Y)	Ground	Cooling fan relay control	Input	Ignition switch OFF or ACC		0 V
				Ignition switch ON		0.7 V
43 (SB)	Ground	A/T device (Detention switch)	Input	Ignition switch ON	Press the A/T selector button (A/T selector lever P)	Battery voltage
					• A/T selector lever in any position other than P • Release the A/T selector button (A/T selector lever P)	0 V
44 (W)	Ground	Horn relay control	Input	The horn is deactivated		Battery voltage
				The horn is activated		0 V

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
45 (G)	Ground	Anti theft horn relay control	Input	The horn is deactivated		Battery voltage
				The horn is activated		0 V
46 (BR)	Ground	Starter relay control	Input	A/T models	A/T selector lever in any position other than P or N (ignition switch ON)	0 V
					A/T selector lever P or N (ignition switch ON)	Battery voltage
				M/T models	Release the clutch pedal	0 V
					Depress the clutch pedal	Battery voltage
48 (L)	Ground	A/C relay power supply	Output	Engine running	A/C switch OFF	0 V
					A/C switch ON (A/C compressor is operating)	Battery voltage
49 (R)	Ground	ECM relay power supply	Output	Ignition switch OFF (For a few seconds after turning ignition switch OFF)		0 V
				• Ignition switch ON • Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		Battery voltage
51 (G)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
53 (W)	Ground	ECM relay power supply	Output	Ignition switch OFF (For a few seconds after turning ignition switch OFF)		0 V
				• Ignition switch ON • Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		Battery voltage
54 (R)	Ground	Throttle control motor relay power supply	Output	Ignition switch OFF (For a few seconds after turning ignition switch OFF)		0 V
				• Ignition switch ON • Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		Battery voltage
55 (BR)	Ground	ECM power supply	Output	Ignition switch OFF		Battery voltage
56 (V)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
57 (R)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
58 (Y)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
69 (W)	Ground	ECM relay control	Output	Ignition switch OFF (For a few seconds after turning ignition switch OFF)		Battery voltage
				• Ignition switch ON • Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		0 - 1.5 V

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
70 (O)	Ground	Throttle control motor relay control	Output	Ignition switch ON → OFF		0 -1.0 V ↓ Battery voltage ↓ 0 V
				Ignition switch ON		0 - 1.0 V
73*2 (P)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
74 (G)	Ground	Ignition relay power supply	Output	Ignition switch OFF		0 V
				Ignition switch ON		Battery voltage
75 (Y)	Ground	Oil pressure switch	Input	Ignition switch ON	Engine stopped	0 V
					Engine running	Battery voltage
76 (V)	Ground	Power generation command signal	Output	Ignition switch ON		 JPMIA0001GB 6.3 V
				40% is set on “ACTIVE TEST”, “ALTERNATOR DUTY” of “ENGINE”		 JPMIA0002GB 3.8 V
				80% is set on “ACTIVE TEST”, “ALTERNATOR DUTY” of “ENGINE”		 JPMIA0003GB 1.4 V
77 (L)	Ground	Fuel pump relay control	Output	• Approximately 1 second after turning the ignition switch ON • Engine running		0 - 1.0 V
				Approximately 1 second or more after turning the ignition switch ON		Battery voltage
80 (W)	Ground	Starter motor	Output	At engine cranking		Battery voltage
83 (R)	Ground	Headlamp LO (RH)	Output	Ignition switch ON	Lighting switch OFF	0 V
					Lighting switch 2ND	Battery voltage
84 (P)	Ground	Headlamp LO (LH)	Output	Ignition switch ON	Lighting switch OFF	0 V
					Lighting switch 2ND	Battery voltage

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	–	Signal name	Input/ Output			
86 (W)	Ground	Front fog lamp (RH)	Output	Lighting switch 2ND	• Front fog lamp switch ON • Daytime running light activated (Only for Canada)	Battery voltage
					Front fog lamp switch OFF	0 V
87 (L)	Ground	Front fog lamp (LH)	Output	Lighting switch 2ND	• Front fog lamp switch ON • Daytime running light activated (Only for Canada)	Battery voltage
					Front fog lamp switch OFF	0 V
88 (G)	Ground	Washer pump power supply	Output	Ignition switch ON		Battery voltage
89 (BR)	Ground	Headlamp HI (RH)	Output	Ignition switch ON	• Lighting switch HI • Lighting switch PASS	Battery voltage
					Lighting switch OFF	0 V
90 (P)	Ground	Headlamp HI (LH)	Output	Ignition switch ON	• Lighting switch HI • Lighting switch PASS	Battery voltage
					Lighting switch OFF	0 V
91 (P)	Ground	Parking lamp (RH)	Output	Ignition switch ON	Lighting switch 1ST	Battery voltage
					Lighting switch OFF	0 V
92 (O)	Ground	Parking lamp (LH)	Output	Ignition switch ON	Lighting switch 1ST	Battery voltage
					Lighting switch OFF	0 V
97 (V)	Ground	Cooling fan control	Output	Engine idling		0 - 5 V
104 (LG)	Ground	Hood switch	Input	Close the hood		Battery voltage
				Open the hood		0 V

*1: Only for the models with ICC system

*2: M/T models only

Wiring Diagram — PDS (POWER DISTRIBUTION SYSTEM) —

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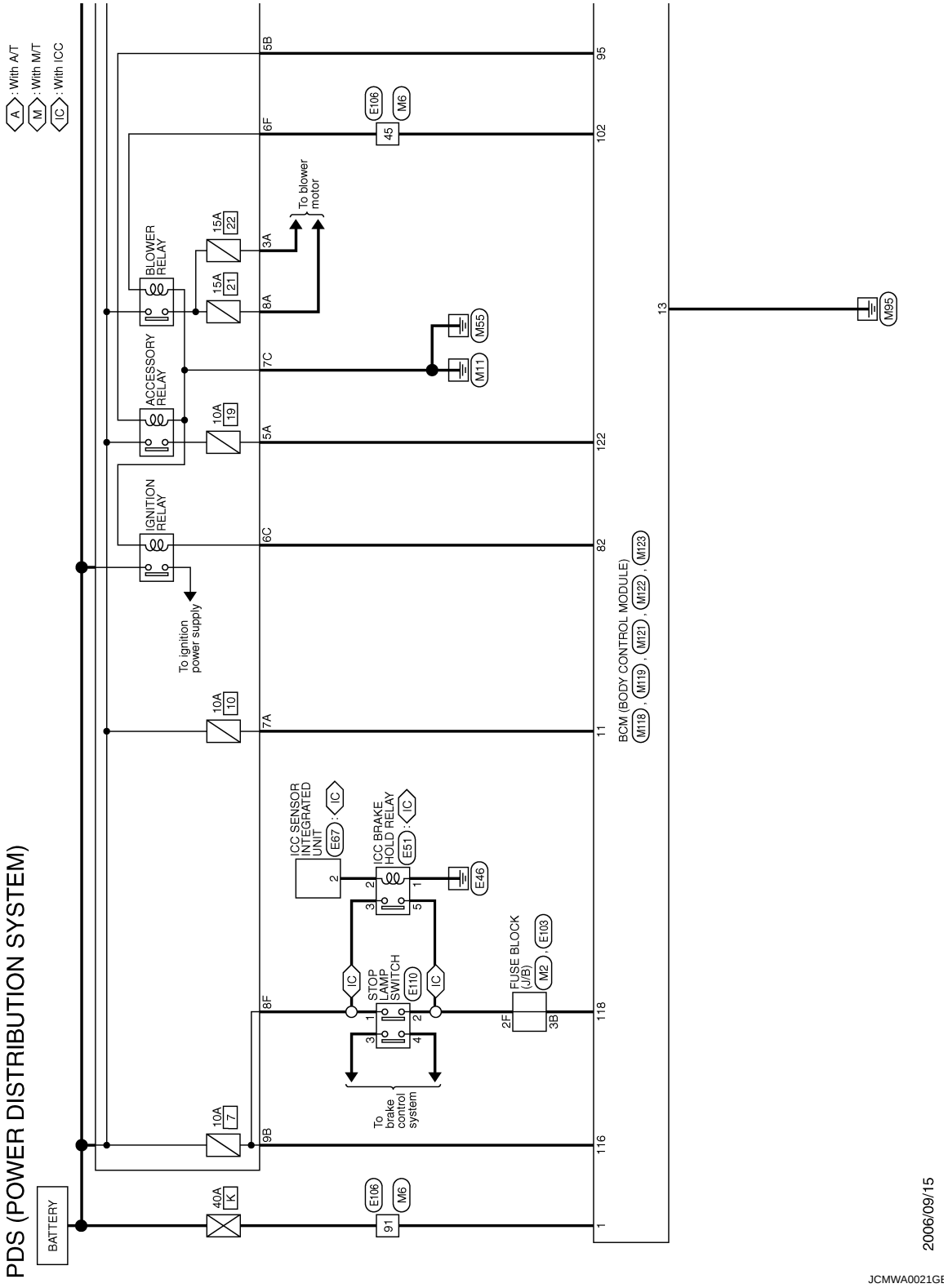
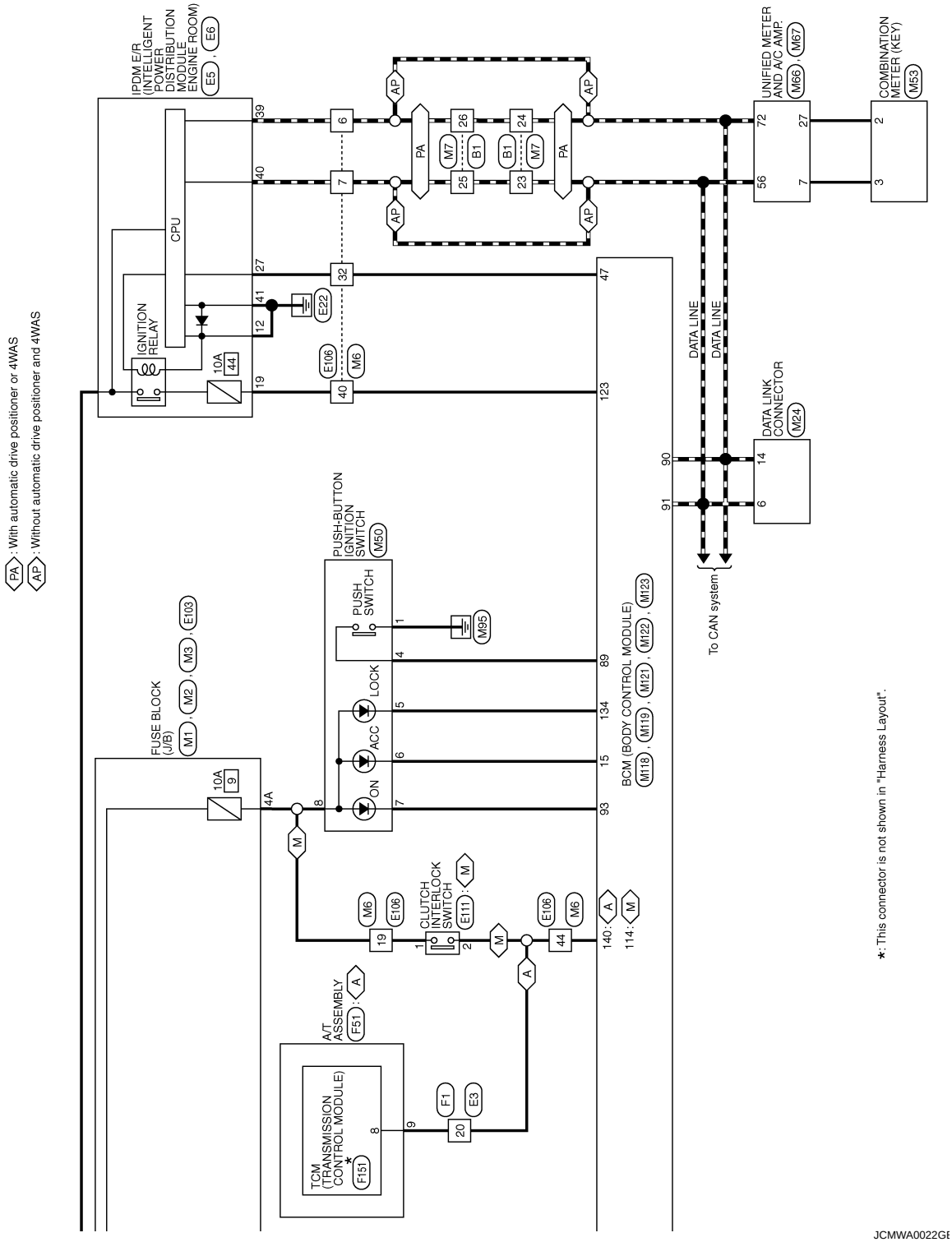



PA : With automatic drive positioner or 4WAS
AP : Without automatic drive positioner and 4WAS
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) E5, E6
CPU
IGNITION RELAY
10A 44
E22
E106
M6
UNIFIED METER AND A/C AMP. M66, M67
COMBINATION METER (KEY) M53
DATA LINE
DATA LINK CONNECTOR M24
To CAN system
PUSH-BUTTON IGNITION SWITCH M50
PUSH SWITCH
M95
LOCK
ACC
ON
FUSE BLOCK (J/B) M1, M2, M3, E103
10A 9
4A
BCM (BODY CONTROL MODULE) M118, M119, M121, M122, M123
CLUTCH INTERLOCK SWITCH E111
A/T ASSEMBLY F51
TCM (TRANSMISSION CONTROL MODULE)* F151
F1
E3
*: This connector is not shown in "Harness Layout".
JCMWA0022GB

PDS (POWER DISTRIBUTION SYSTEM)

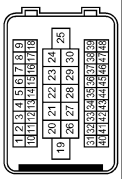
Connector No.	B1
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4

H.S.

Terminal No.	Color of Wire	Signal Name
23	L	–
24	P	–
25	L	–
26	P	–

Connector No.	E3
Connector Name	WIRE TO WIRE
Connector Type	SAA36MB-RS10-SJZ2

H.S.



Terminal No.	Color of Wire	Signal Name
20	GR	–

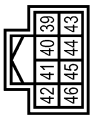
Connector No.	E5
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH20FW-CS12-M4-1V

H.S.

Terminal No.	Color of Wire	Signal Name
12	B/W	–
19	W	–
27	O	–

Connector No.	E6
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH08FW-NH

H.S.



Terminal No.	Color of Wire	Signal Name
39	P	–
40	L	–
41	B/W	–

Connector No.	E51
Connector Name	ICC BRAKE HOLD RELAY
Connector Type	MS02FL-M2

H.S.

Terminal No.	Color of Wire	Signal Name
1	B	–
2	V	–
3	R	–
5	P	–

Connector No.	E67
Connector Name	ICC SENSOR INTEGRATED UNIT
Connector Type	RS06FB-PR

H.S.

Terminal No.	Color of Wire	Signal Name
2	V	BRK LMP RLY

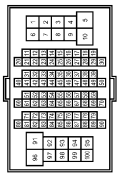
Connector No.	E103
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS16FW-CS

H.S.

Terminal No.	Color of Wire	Signal Name
2F	W	–
6F	SB	–
8F	L	–

Connector No.	E106
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4

H.S.



Terminal No.	Color of Wire	Signal Name
6	P	–
7	L	–
19	G	–
32	O	–
40	W	–
44	GR	–
45	SB	–
91	W	–

JCMWA0023GE

PDS (POWER DISTRIBUTION SYSTEM)

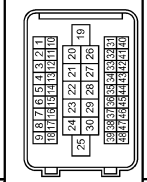
Connector No.	E110
Connector Name	STOP LAMP SWITCH
Connector Type	M04FW-LC

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

Connector No.	E111
Connector Name	CLUTCH INTERLOCK SWITCH
Connector Type	S02FL

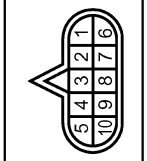
Terminal No.	Color of Wire	Signal Name
1	G	–
2	GR	–

Connector No.	F1
Connector Name	WIRE TO WIRE
Connector Type	SAA36FB-RS10-SJ22



Terminal No.	Color of Wire	Signal Name
20	GR	–

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



Terminal No.	Color of Wire	Signal Name
9	GR	–

Connector No.	F151
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Type	SP10FBGY

Terminal No.	Color of Wire	Signal Name
8	G	START RLY

Connector No.	M1
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS08FW-M2

Terminal No.	Color of Wire	Signal Name
3A	L	–
4A	P	–
5A	V	–
7A	R	–
8A	L	–

Connector No.	M2
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS10FW-CS

Terminal No.	Color of Wire	Signal Name
3B	P	–
5B	O	–
9B	SB	–

Connector No.	M3
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS12FW-CS

Terminal No.	Color of Wire	Signal Name
6C	R	–
7C	B	–

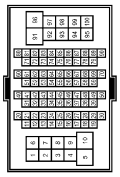
JCMWA0024GB

PDS (POWER DISTRIBUTION SYSTEM)

Connector No.	M6
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4

Terminal No.	Color of Wire	Signal Name
6	P	–
7	L	–
19	G	–
32	Y	–
40	W	–
44	GR	– [With A/T]
44	R	– [With M/T]
45	O	–
91	W	–

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



Terminal No.	Color of Wire	Signal Name
23	L	–
24	P	–
25	L	–
26	P	–

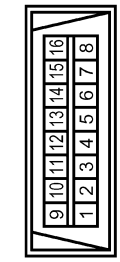
Connector No.	M53
Connector Name	COMBINATION METER
Connector Type	SAB40FW

Terminal No.	Color of Wire	Signal Name
2	LG	COMM (METER->AMP.)
3	GR	COMM (AMP.->METER)

Connector No.	M66
Connector Name	UNIFIED METER AND A/C AMP.
Connector Type	TH40FW-NH

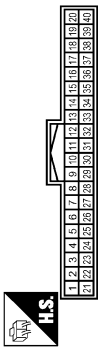
Terminal No.	Color of Wire	Signal Name
7	GR	COMM (AMP.->METER)
27	LG	COMM (METER->AMP.)

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



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

Connector No.	M67
Connector Name	UNIFIED METER AND A/C AMP.
Connector Type	TH32FW-NH

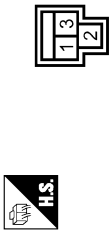


Terminal No.	Color of Wire	Signal Name
56	L	CAN-H
72	P	CAN-L

Connector No.	M50
Connector Name	PUSH-BUTTON IGNITION SWITCH
Connector Type	TK08FBR

Terminal No.	Color of Wire	Signal Name
1	B	–
4	BR	–
5	GR	–
6	Y	–
7	V	–
8	P	–

Connector No.	M118
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	M03FB-LC



Terminal No.	Color of Wire	Signal Name
1	W	BAT (F/L)

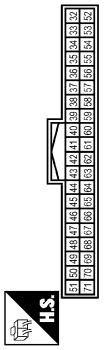
JCMWA0025GE

PDS (POWER DISTRIBUTION SYSTEM)

Connector No.	M119
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	NS16FW-CS

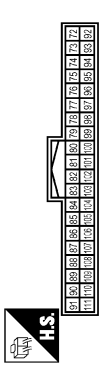
Terminal No.	Color of Wire	Signal Name
11	R	BAT (FUSE)
13	B	GND
15	Y	ACC LED

Connector No.	M121
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FGY-NH



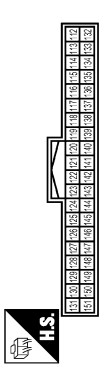
Terminal No.	Color of Wire	Signal Name
47	Y	ING USM CONT1

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



Terminal No.	Color of Wire	Signal Name
82	R	IGN ELEC CONT
89	BR	ENG SW
90	P	CAN-L
91	L	CAN-H
93	V	ON LED
95	O	ACC CONT
102	O	IGN2 CONT

Connector No.	M123
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FG-NH



Terminal No.	Color of Wire	Signal Name
114	R	CLUTCH SW
116	SB	STOP LAMP LOW
118	P	STOP LAMP HIGH
122	V	ACC F/B
123	W	IGN F/B
134	GR	LOCK LED
140	GR	SHIFT N/P

JCMWA0026GE

Fail Safe

INFOID:0000000000964255

CAN COMMUNICATION CONTROL

When CAN communication with ECM and BCM is impossible, IPDM E/R performs fail-safe control. After CAN communication recovers normally, it also returns to normal control.

If No CAN Communication Is Available With ECM

Control part	Fail-safe operation
Cooling fan	• Outputs the pulse duty signal (PWM signal) 100% when the ignition switch is turned ON • Outputs the pulse duty signal (PWM signal) 0% when the ignition switch is turned OFF
A/C compressor	A/C relay OFF
Alternator	Outputs the power generation command signal (PWM signal) 0%

If No CAN Communication Is Available With BCM

Control part	Fail-safe operation
Headlamp	• Turns ON the headlamp low relay when the ignition switch is turned ON • Turns OFF the headlamp low relay when the ignition switch is turned OFF • Headlamp high relay OFF
• Parking lamps • License plate lamps • Side maker lamps • Illuminations • Tail lamps	• Turns ON the tail lamp relay when the ignition switch is turned ON • Turns OFF the tail lamp relay when the ignition switch is turned OFF
Front wiper	• The status just before activation of fail-safe control is maintained until the ignition switch is turned OFF while the front wiper is operating at LO or HI speed. • The wiper is operated at LO speed until the ignition switch is turned OFF if the fail-safe control is activated while the front wiper is set in the INT mode and the front wiper motor is operating.
Front fog lamps	Front fog lamp relay OFF
Horn	Horn OFF
Ignition relay	The status just before activation of fail-safe is maintained.
Starter motor	Starter control relay OFF
Steering lock unit	Steering lock relay OFF

IGNITION RELAY MALFUNCTION DETECTION FUNCTION

- IPDM E/R monitors the voltage at the contact circuit and excitation coil circuit of the ignition relay inside it.
- IPDM E/R judges the ignition relay error if the voltage differs between the contact circuit and the excitation coil circuit.
- If the ignition relay cannot turn OFF due to contact seizure, it activates the tail lamp relay for 10 minutes to alert the user to the ignition relay malfunction when the ignition switch is turned OFF.

DTC	Ignition switch	Ignition relay	Tail lamp relay
—	ON	ON	—
—	OFF	OFF	—
B2098: IGN RELAY ON	OFF	ON	ON (10 minutes)
B2099: IGN RELAY OFF	ON	OFF	—

NOTE:

The tail lamp turns OFF when the ignition switch is turned ON.

FRONT WIPER CONTROL

IPDM E/R detects front wiper stop position by a front wiper auto stop signal.
When a front wiper auto stop signal is in the conditions listed below, IPDM E/R stops power supply to wiper after repeating a front wiper 10 second activation and 20 second stop five times.

Ignition switch	Front wiper switch	Auto stop signal
ON	OFF	Front wiper stop position signal cannot be input 10 seconds.
	ON	The signal does not change for 10 seconds.

NOTE:

This operation status can be confirmed on the IPDM E/R “Data Monitor” that displays “BLOCK” for the item “WIP PROT” while the wiper is stopped.

STARTER MOTOR PROTECTION FUNCTION

IPDM E/R turns OFF the starter control relay to protect the starter motor when the starter control relay remains active for 90 seconds.

DTC Index

INFOID:0000000000964256

CONSULT display	Fail-safe	TIME[NOTE]		Refer to
No DTC is detected. further testing may be required.	—	—	—	—
U1000: CAN COMM CIRCUIT	×	CRNT	1 –39[*1]	PCS-15
			CRNT[*2]	
B2098: IGN RELAY ON	×	CRNT	1 – 39	PCS-16
B2099: IGN RELAY OFF	—	CRNT	1 – 39	PCS-17
B2108: STRG LCK RELAY ON	—	CRNT	1 – 39	SEC-89
B2109: STRG LCK RELAY OFF	—	CRNT	1 – 39	SEC-90
B210A: STRG LCK STATE SW	—	CRNT	1 – 39	SEC-91
B210B: START CONT RLY ON	—	CRNT	1 – 39	SEC-95
B210C: START CONT RLY OFF	—	CRNT	1 – 39	SEC-96
B210D: STARTER RELAY ON	—	CRNT	1 – 39	SEC-97
B210E: STARTER RELAY OFF	—	CRNT	1 – 39	SEC-98
B210F: INTRLCK/PNP SW ON	—	CRNT	1 – 39	SEC-100
B2110: INTRLCK/PNP SW OFF	—	CRNT	1 – 39	SEC-104

*1: Only for the models with AFS

*2: Only for the models without AFS (The display is fixed to CRNT until the self-diagnosis results are erased when the malfunctions were found in the past.)

NOTE:

The details of TIME display are as follows.

- CRNT: The malfunctions that are detected now
- 1 - 39: The number is indicated when it is normal at present and a malfunction was detected in the past. It increases like 0 → 1 → 2 · · · 38 → 39 after returning to the normal condition whenever IGN OFF → ON. It is fixed to 39 until the self-diagnosis results are erased if it is over 39. It returns to 0 when a malfunction is detected again in the process.

SYMPTOM DIAGNOSIS

POWER DISTRIBUTION SYSTEM SYMPTOMS

Symptom Table

INFOID:0000000000964257

Before performing the diagnosis in the following table, check the contents of PCS-35, "Work Flow".

Symptom	Suspect Systems	Refer to
The power supply changing operation is normal. But the push-button ignition switch position indicator does not turn on.	1. Check push-button ignition switch position indicator.	PCS-68
	2. Check Intermittent Incident.	GI-39

ON-VEHICLE MAINTENANCE

PRE-INSPECTION FOR DIAGNOSTIC

Basic Inspection

INFOID:0000000000964258

The engine start function, door lock function, power distribution system and NATS-IVIS/NMS in the Intelligent Key system are closely related to each other regarding control. Narrow down the functional area in question by performing basic inspection to identify which function is malfunctioning. The vehicle security function can operate only when the door lock and power distribution system are operating normally. Therefore, it is easy to identify any factor unique to the vehicle security system by performing the vehicle security operation check after basic inspection.

1.CHECK DOOR LOCK OPERATION

1. Check the door lock for normal operation with the Intelligent Key controller and door request switch.
   Successful door lock operation with the Intelligent Key and request SW indicates that the remote keyless entry receiver and inside key antenna required for engine start are functioning normally.
   Identify the malfunctioning point by referring to the DLK section if the door cannot be unlocked.

Can the door be locked with the Intelligent Key and door request switch?

YES >> GO TO 2.
NO >> Refer to DLK-167, "Symptom Table".

2.CHECK ENGINE STARTING

1. Checks that the engine starts when operating the Intelligent Key inserted into the key slot.

Does the engine start?

YES >> GO TO 3.
NO >> Refer to SEC-201, "Symptom Table".

3.CHECK STEERING LOCKING

1. Does the steering lock when operating door switch after switching the power supply from ON position (or ACC position) to LOCK position?
   If door switch is malfunctioning, BCM cannot lock the steering. If BCM does not detect DTC, steering lock unit is normal.

Does steering lock?

YES >> GO TO 4.
NO >> Refer to DLK-65, "Component Function Check".

4.CHECK POWER SUPPLY INDICATOR SWITCHING

1. Press push-button ignition switch and position indicator will switch from LOCK, ACC to ON gradually when steering is locked. Checks that the position indicator is illuminated at different positions of the circuit.

Is each position indicator illuminating?

YES >> GO TO 5.
NO >> Refer to PCS-68, "Component Function Check".

5.CHECK VEHICLE SECURITY SYSTEM

1. Check the vehicle security system for normal operation.
   The vehicle security function can operate only when the door lock and power distribution functions are operating normally.
   Therefore, it is easy to identify any factor unique to the vehicle security by performing the vehicle security operation check after this basic inspection.

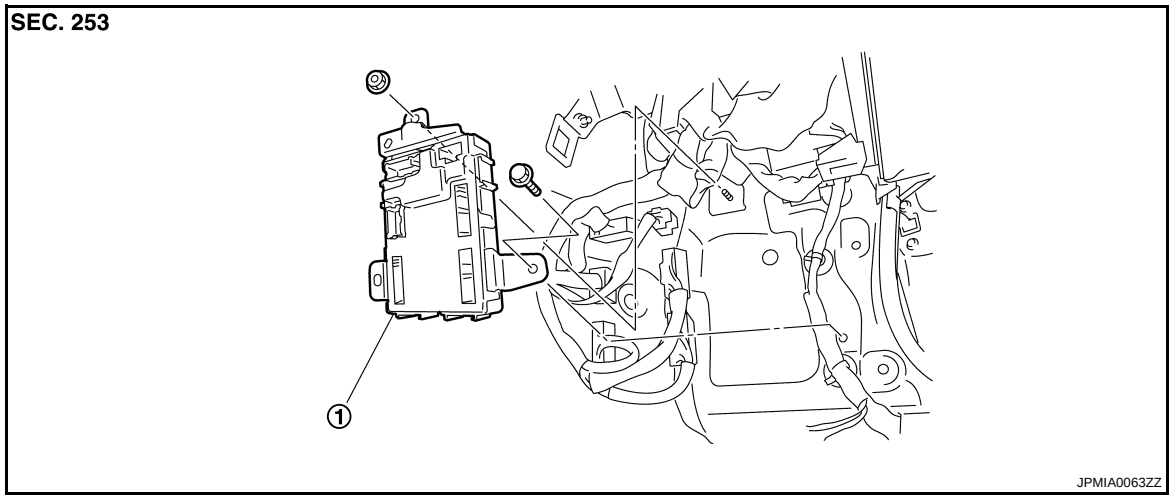
>> Go to SEC-204, "Vehicle Security Operation Check".

ON-VEHICLE REPAIR

BCM (BODY CONTROL MODULE)

Exploded View

INFOID:0000000000964259



1. BCM

Removal and Installation

INFOID:0000000000964260

REMOVAL

1. Remove instrument side finisher (RH). Refer to IP-12, "Removal and Installation".
2. Remove dash side finisher (passenger side). Refer to INT-13, "Removal and Installation".
3. Remove bolt and nut.
4. Remove BCM and disconnect the connector.

INSTALLATION

Install in the reverse order of removal.

PUSH BUTTON IGNITION SWITCH

Exploded View

INFOID:0000000000964261

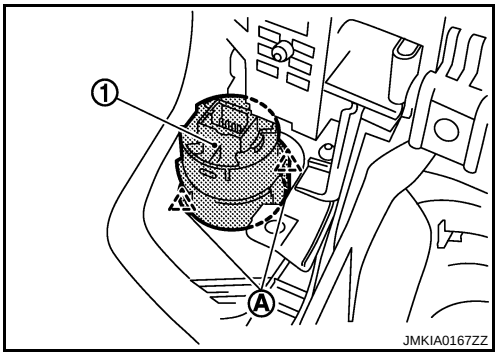
Refer to IP-11, "Exploded View".

Removal and Installation

INFOID:0000000000964262

REMOVAL

1. Remove the cluster lid A assembly. Refer to IP-12, "Removal and Installation".
2. Remove the push-button ignition switch (1) from cluster lid A assembly, and then remove pawl (A). Press push-button ignition switch (1) back to disengage from cluster lid A assembly.



INSTALLATION

Install in the reverse order of removal.