

SECTION **LAN**
LAN SYSTEM

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HOW TO USE THIS MANUAL

HOW TO USE THIS SECTION

Information

INFOID:000000010120345

- “CAN FUNDAMENTAL” of LAN Section describes the basic knowledge of the CAN communication system and the method of trouble diagnosis.
- For information peculiar to a vehicle and inspection procedure, refer to “CAN”.

PRECAUTION

PRECAUTIONS

Precautions for Trouble Diagnosis

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CAUTION:

Follow the instructions listed below. Failure to do this may cause damage to parts:

- Never apply 7.0 V or more to the measurement terminal.
- Use a tester with open terminal voltage of 7.0 V or less.
- Turn the power switch OFF and disconnect the 12V battery cable from the negative terminal when checking the harness. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).

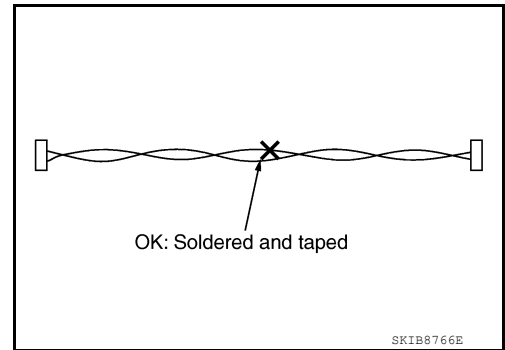
Precautions for Harness Repair

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

NOTE:

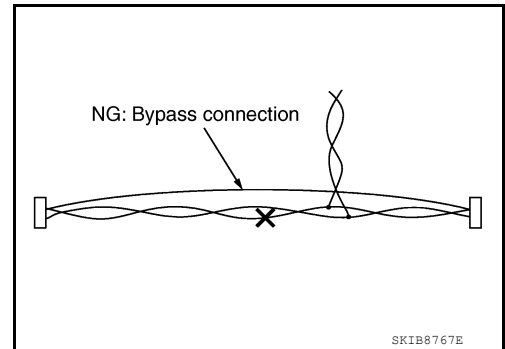
A fray of twisted lines must be within 110 mm (4.33 in).



- Bypass connection is never allowed at the repaired area.

NOTE:

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



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

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SYSTEM DESCRIPTION

SYSTEM

CAN COMMUNICATION SYSTEM

CAN COMMUNICATION SYSTEM : System Description

INFOID:000000010120348

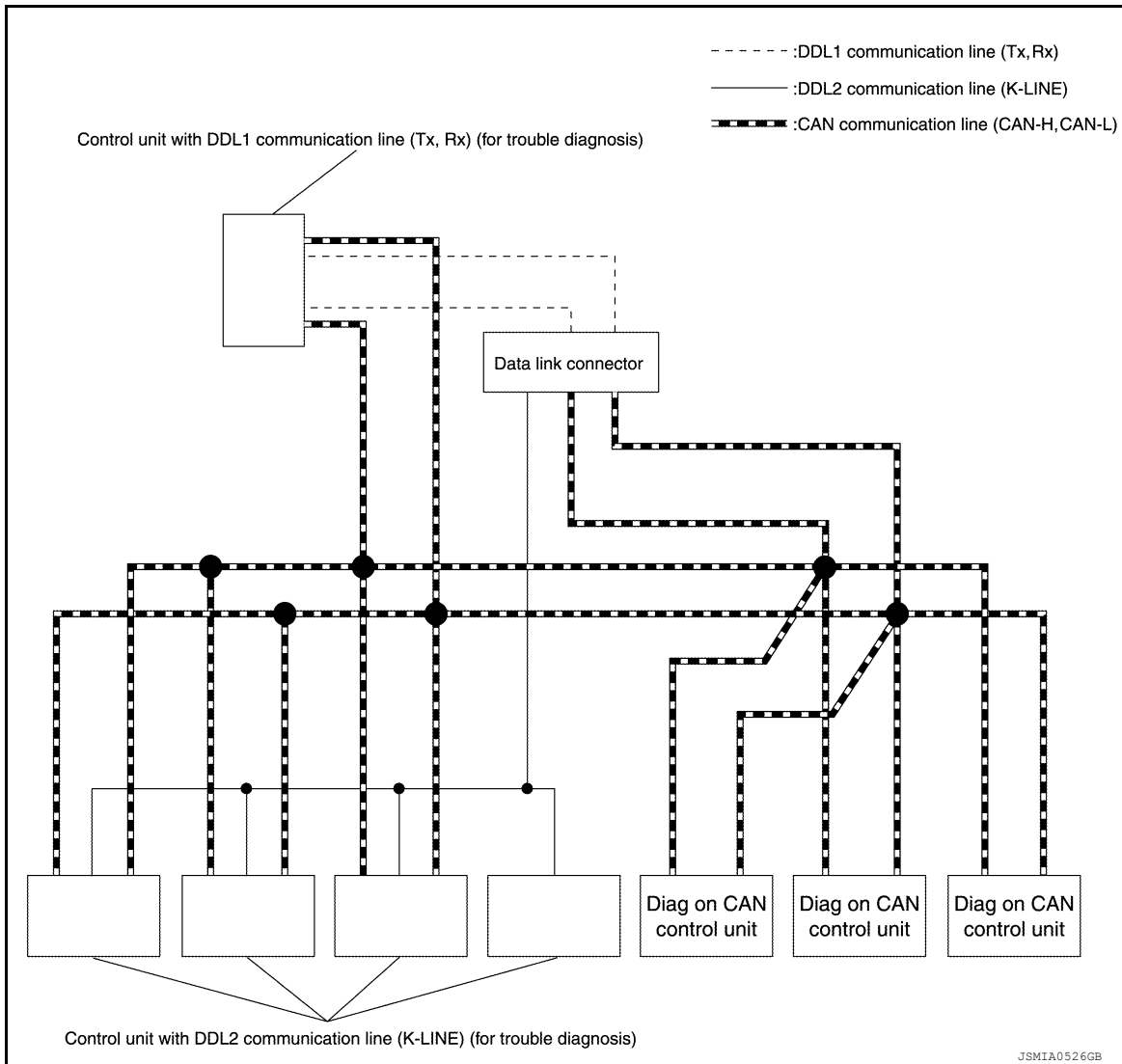
CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information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

DIAG ON CAN

DIAG ON CAN : System Description

INFOID:000000010120349

SYSTEM DIAGRAM



SYSTEM

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

Name	Harness	Description
DDL1	Tx Rx	For communications with the diagnostic tool. (CAN-H and CAN-L are used for controlling)
DDL2	K-LINE	For communications with the diagnostic tool. (CAN-H and CAN-L are used for controlling)
Diag on CAN	CAN-H CAN-L	For communications with the diagnostic tool. (CAN-H and CAN-L are also used for control and diagnoses.)

DESCRIPTION

“Diag on CAN” is a diagnosis method which uses the CAN communication line for the communication between the control unit and the diagnostic tool.

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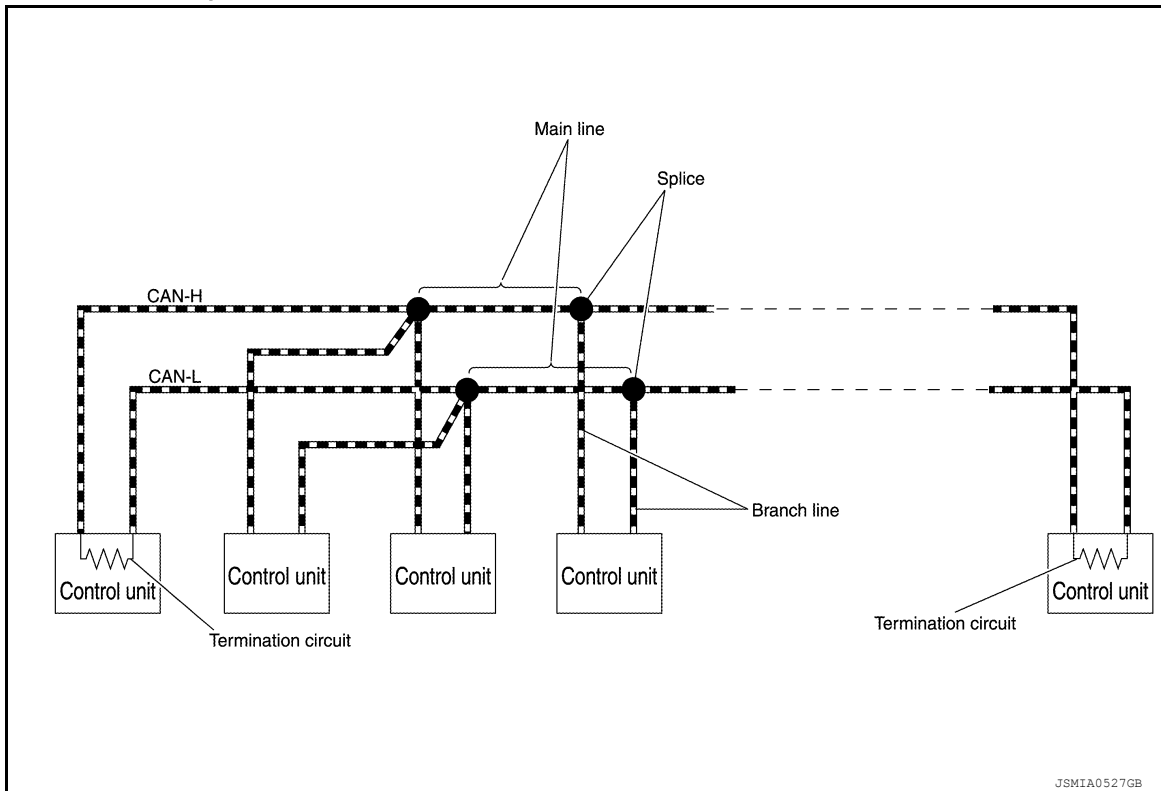
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TROUBLE DIAGNOSIS

Component Description

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Component	Description
Main line	CAN communication line between splices
Branch line	CAN communication line between splice and a control unit
Splice	A point connecting a branch line with a main line
Termination circuit	Circuit connected across the CAN communication system. (Resistor)

Condition of Error Detection

INFOID:000000010120351

DTC (e.g. U1000 and U1001) of CAN communication is indicated on SELF-DIAG RESULTS on CONSULT if a CAN communication signal is not transmitted or received between units for 2 seconds or more.

CAN COMMUNICATION SYSTEM ERROR

- CAN communication line open (CAN-H, CAN-L, or both)
- CAN communication line short (ground, between CAN communication lines, other harnesses)
- Error of CAN communication control circuit of the unit connected to CAN communication line

WHEN DTC OF CAN COMMUNICATION IS INDICATED EVEN THOUGH CAN COMMUNICATION SYSTEM IS NORMAL

- Removal/installation of parts: Error may be detected when removing and installing CAN communication unit and related parts while turning the ignition switch ON. (A DTC except for CAN communication may be detected.)
- Fuse blown out (removed): CAN communication of the unit may cease.
- Voltage drop: Error may be detected if voltage drops due to discharged 12V battery when turning the ignition switch ON (Depending on the control unit which carries out CAN communication).
- Error may be detected if the power supply circuit of the control unit, which carries out CAN communication, malfunctions (Depending on the control unit which carries out CAN communication).
- Error may be detected if reprogramming is not completed normally.

NOTE:

CAN communication system is normal if DTC of CAN communication is indicated on SELF-DIAG RESULTS of CONSULT under the above conditions. Erase the memory of the self-diagnosis of each control unit.

TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

Symptom When Error Occurs in CAN Communication System

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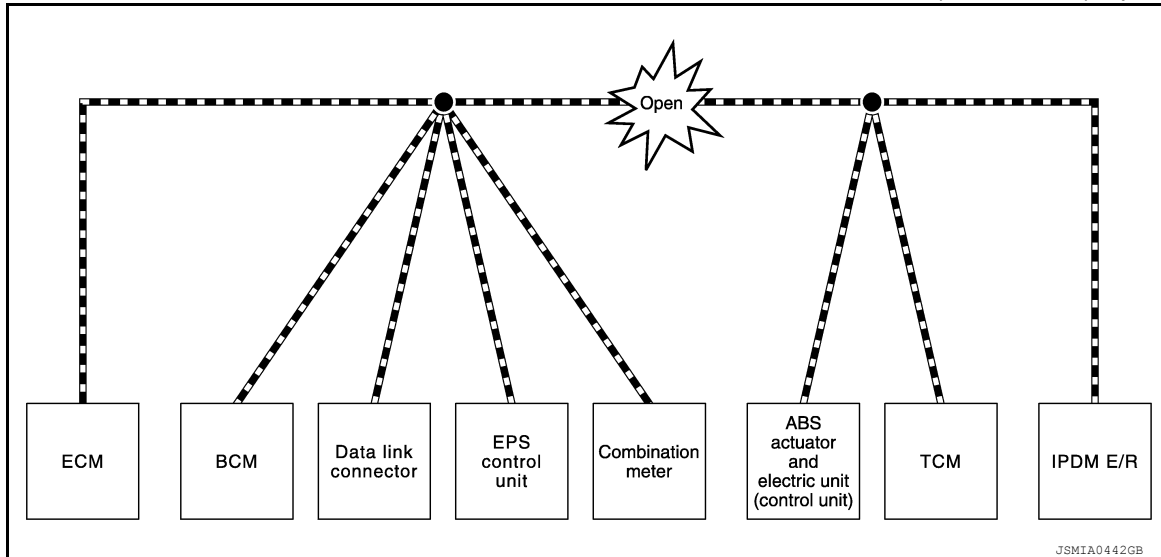
In CAN communication system, multiple control units mutually transmit and receive signals. Each control unit cannot transmit and receive signals if any error occurs on CAN communication line. Under this condition, multiple control units related to the root cause malfunction or go into fail-safe mode.

ERROR EXAMPLE

NOTE:

Each vehicle differs in symptom of each control unit under fail-safe mode and CAN communication line wiring.

Example: Main Line Between Data Link Connector and ABS Actuator and Electric Unit (Control Unit) Open Circuit



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

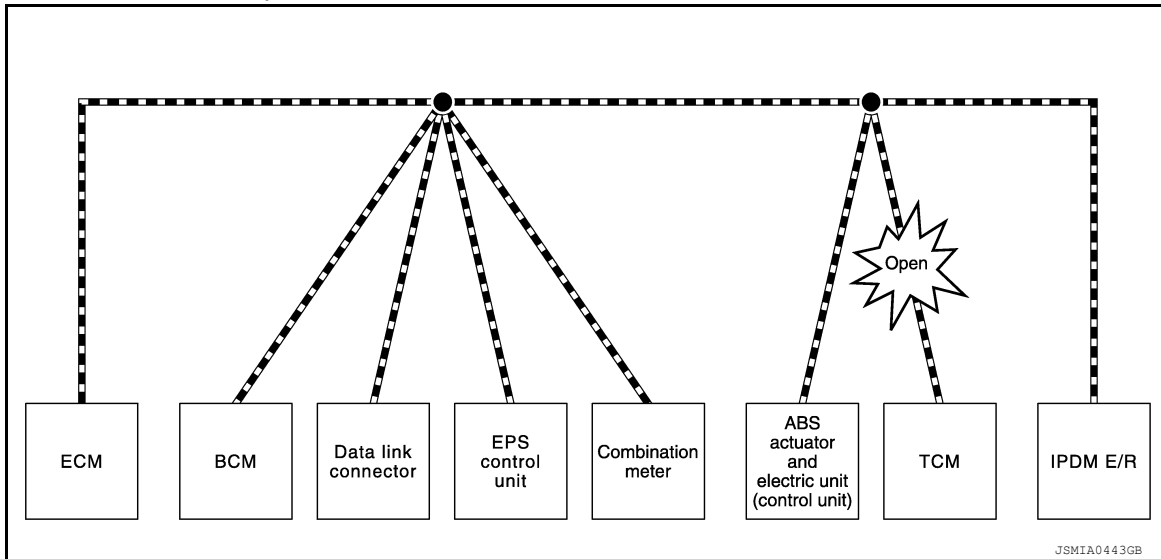
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TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

Example: TCM Branch Line Open Circuit



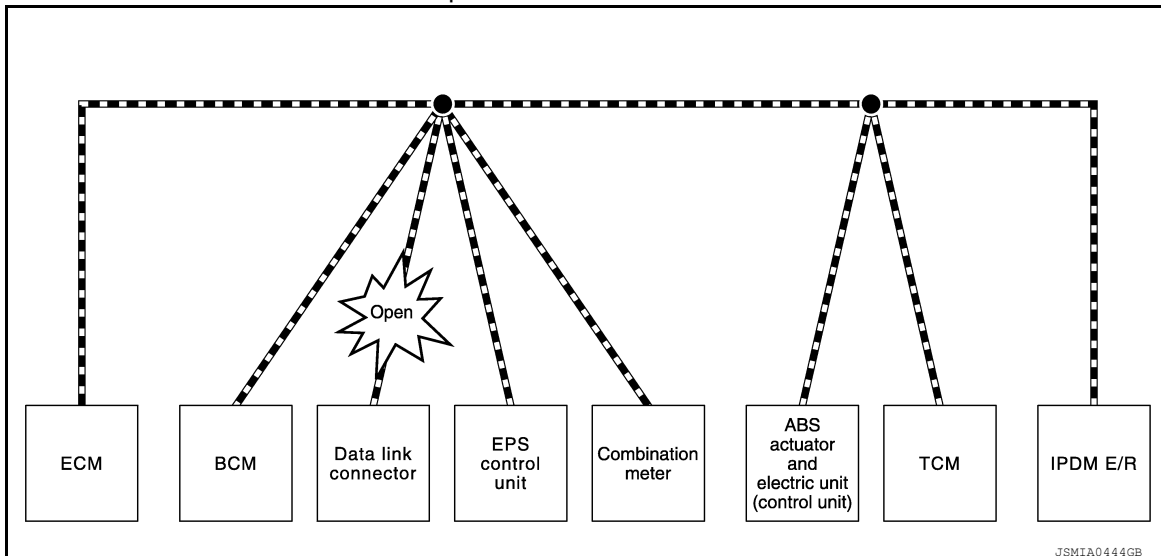
Unit name	Major symptom
ECM	Engine torque limiting is affected, and shift harshness increases.
BCM	Reverse warning buzzer does not sound.
EPS control unit	Normal operation.
Combination meter	<ul style="list-style-type: none"> Shift position indicator and O/D OFF indicator turn OFF. Warning lamps turn ON.
ABS actuator and electric unit (control unit)	Normal operation.
TCM	No impact on operation.
IPDM E/R	Normal operation.

NOTE:

The model (all control units on CAN communication system are Diag on CAN) cannot perform CAN diagnosis with CONSULT if the following error occurs. The error is judged by the symptom.

Error	Difference of symptom
Data link connector branch line open circuit	Normal operation.
CAN-H, CAN-L harness short-circuit	Most of the control units which are connected to the CAN communication system enter fail-safe mode or are deactivated.

Example: Data Link Connector Branch Line Open Circuit



TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

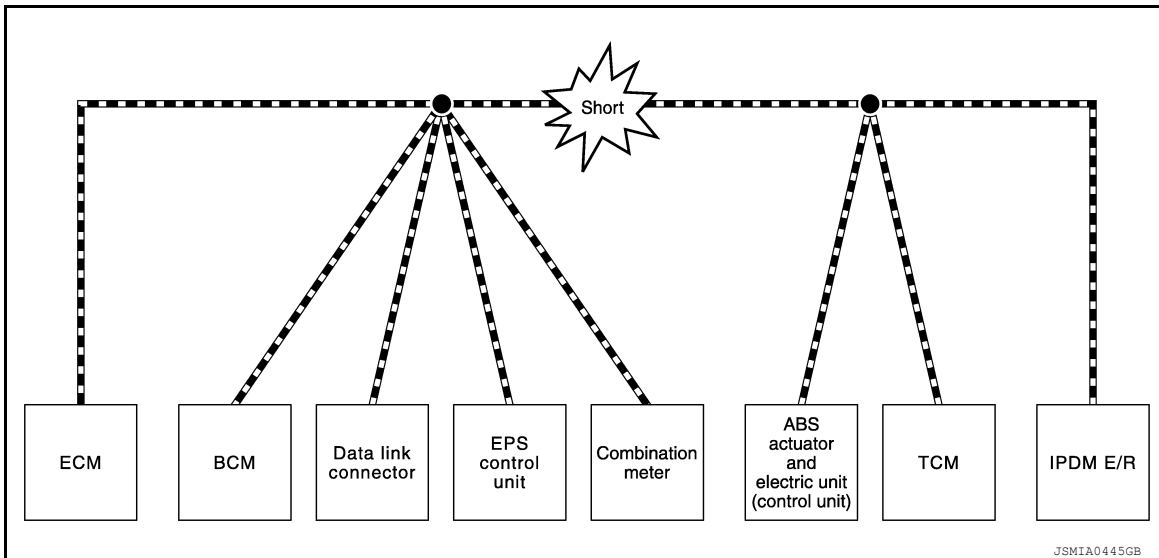
[CAN FUNDAMENTAL]

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

NOTE:

When data link connector branch line is open, transmission and reception of CAN communication signals are not affected. Therefore, no symptoms occur. However, be sure to repair malfunctioning circuit.

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



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

CAN Diagnosis with CONSULT

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

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TROUBLE DIAGNOSIS

[CAN FUNDAMENTAL]

< SYSTEM DESCRIPTION >

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

Self-Diagnosis

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If communication signals cannot be transmitted or received among control units communicating via CAN communication line, CAN communication-related DTC is displayed on the CONSULT “Self Diagnostic Result” screen.

NOTE:

The following table shows examples of CAN communication-related DTC. For other DTC, refer to the applicable sections.

DTC	Self-diagnosis item (CONSULT indication)	DTC detection condition		Inspection/Action
U1000	CAN COMM CIRCUIT	ECM	When ECM is not transmitting or receiving CAN communication signal of OBD (emission-related diagnosis) for 2 seconds or more.	Start the inspection. Refer to the applicable section of the indicated control unit.
		Except for ECM	When a control unit (except for ECM) is not transmitting or receiving CAN communication signal for 2 seconds or more.	
U1001	CAN COMM CIRCUIT	When ECM is not transmitting or receiving CAN communication signal other than OBD (emission-related diagnosis) for 2 seconds or more.		
U1002	SYSTEM COMM	When a control unit is not transmitting or receiving CAN communication signal for 2 seconds or less.		
U1010	CONTROL UNIT(CAN)	When an error is detected during the initial diagnosis for CAN controller of each control unit.		

CAN Diagnostic Support Monitor

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MONITOR ITEM (CONSULT)

Example: CAN DIAG SUPPORT MNTR indication

Without PAST				With PAST			
BCM				ENGINE			
MONITOR ITEM	PRESENT	PAST		MONITOR ITEM	PRESENT	PAST	
INITIAL DIAG	OK	-		TRANSMIT DIAG	OK	OK	
TRANSMIT DIAG	OK	-		VDC/TCS/ABS	OK	5	
ECM	OK	-		METER/M&A	Not diagnosed	-	
METER/M&A	OK	-		BCM/SEC	OK	OK	
TCM	OK	-		ICC	Not diagnosed	-	
IPDM E/R	OK	-		HVAC	Not diagnosed	-	
I-KEY	OK	-		TCM	OK	OK	
				EPS	OK	OK	
				IPDM E/R	OK	5	
				e4WD	Not diagnosed	-	
				AWD/4WD	Not diagnosed	-	

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Without PAST

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

TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

Item	PRESENT	Description
Transmission diagnosis	OK	Normal at present
	UNKWN	Unable to transmit signals for 2 seconds or more.
		Diagnosis not performed
Control unit name (Reception diagnosis)	OK	Normal at present
	UNKWN	Unable to receive signals for 2 seconds or more.
		Diagnosis not performed
		No control unit for receiving signals. (No applicable optional parts)

With PAST

Item	PRESENT	PAST	Description
Transmission diagnosis	OK	OK	Normal at present and in the past
		1 – 39	Normal at present, but unable to transmit signals for 2 seconds or more in the past. (The number indicates the number of ignition switch cycles from OFF to ON.)
	UNKWN	0	Unable to transmit signals for 2 seconds or more at present.
Control unit name (Reception diagnosis)	OK	OK	Normal at present and in the past
		1 – 39	Normal at present, but unable to receive signals for 2 seconds or more in the past. (The number indicates the number of ignition switch cycles from OFF to ON.)
	UNKWN	0	Unable to receive signals for 2 seconds or more at present.
	Not diagnosed	-	Diagnosis not performed.
No control unit for receiving signals. (No applicable optional parts)			

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TROUBLE DIAGNOSIS

< SYSTEM DESCRIPTION >

[CAN FUNDAMENTAL]

How to Use CAN Communication Signal Chart

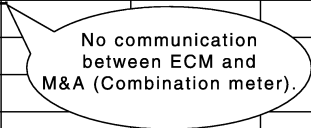
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The CAN communication signal chart lists the signals transmitted/received among control units. It is useful for detecting the root cause by finding a signal related to the symptom, and by checking transmission and reception unit.

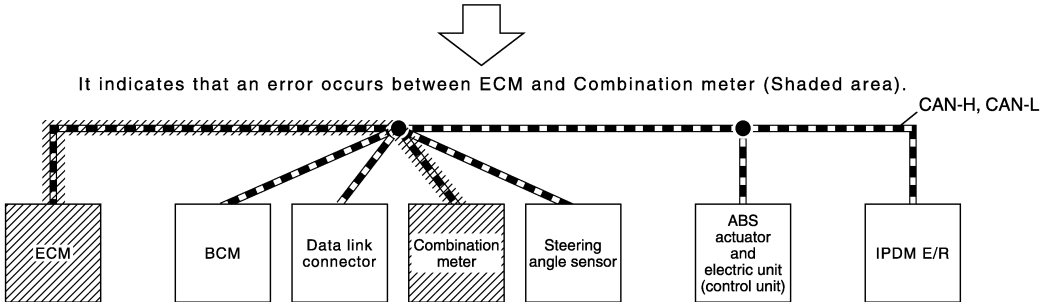
Example: Tachometer does not move even though the engine rotates.

T: Transmit R: Receive

Signal name/Connecting unit	ECM	BCM	M&A	STRG	ABS	IPDM-E
A/C compressor feedback signal	T		R			
A/C compressor request signal	T					R
Accelerator pedal position signal	T				R	
Cooling fan motor operation signal	T					R
Engine coolant temperature signal	T		R			
Engine speed signal	T		R		R	
Fuel consumption monitor signal	T		R			
Malfunction indicator lamp signal	T		R			
A/C switch signal	R	T				
Ignition switch signal		T				R
Sleep/wake up signal		T	R			R



No communication between ECM and M&A (Combination meter).



It indicates that an error occurs between ECM and Combination meter (Shaded area).

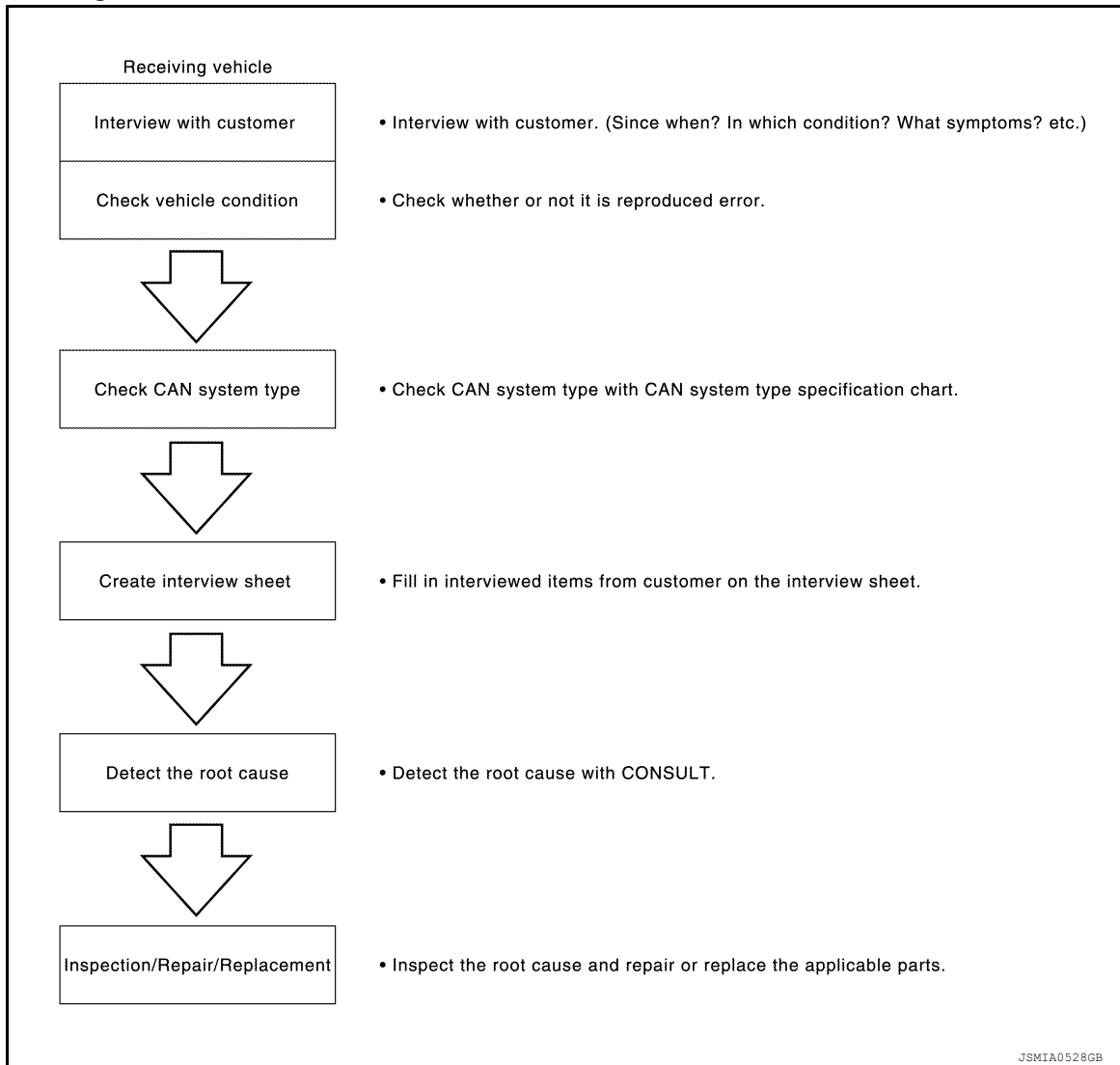
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BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Trouble Diagnosis Flow Chart

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Trouble Diagnosis Procedure

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INTERVIEW WITH CUSTOMER

Interview with the customer is important to detect the root cause of CAN communication system errors and to understand vehicle condition and symptoms for proper trouble diagnosis.

Points in interview

- What: Parts name, system name
- When: Date, Frequency
- Where: Road condition, Place
- In what condition: Driving condition/environment
- Result: Symptom

Notes for checking error symptoms:

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

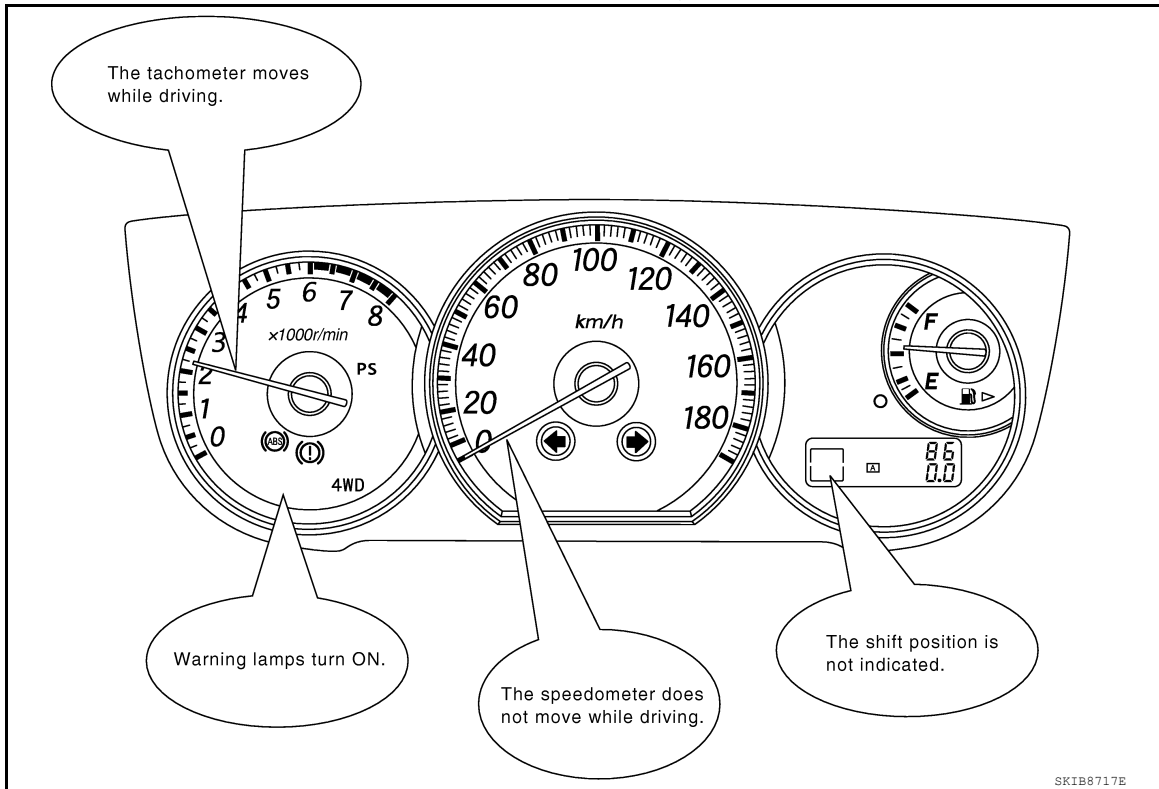
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DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

- Indication of the combination meter is important to detect the root cause because it is the most obvious to the customer, and it performs CAN communication with many units.



INSPECTION OF VEHICLE CONDITION

Check whether the symptom is reproduced or not.

NOTE:

Do not turn the ignition switch OFF or disconnect the 12V battery cable while reproducing the error. The error may temporarily correct itself, making it difficult to determine the root cause.

CHECK OF CAN SYSTEM TYPE (HOW TO USE CAN SYSTEM TYPE SPECIFICATION CHART)

Determine CAN system type based on vehicle equipment.

NOTE:

- This chart is used if CONSULT does not automatically recognize CAN system type.
- There are two styles for CAN system type specification charts. Depending on the number of available system types, either style A or style B may be used.

CAN System Type Specification Chart (Style A)

NOTE:

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

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

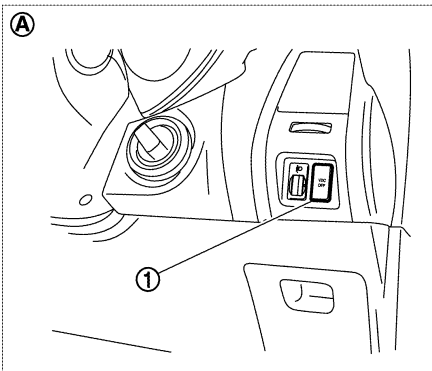
Example:
Vehicle is equipped as follows: Wagon, AWD, VQ35DE, CVT, VDC, and Intelligent Key system. (○ shows an example of CAN system type.)

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

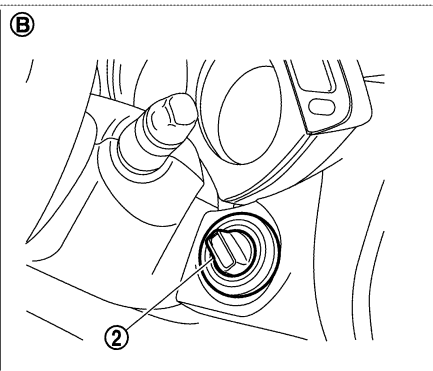
Body type	Wagon					
Axle	2WD			AWD		
Engine	QR25DE			VQ35DE		
Transmission	A/T			CVT		
Brake control	ABS			VDC		
Intelligent Key system		×		×		×
CAN system type	1	2	3	4	5	6
CAN communication control unit						
ECM	×	×	×	×	×	×
AWD control unit					×	×
Air bag diagnosis sensor unit	×	×	×	×	×	×
BCM	×	×	×	×	×	×
Intelligent Key unit		×		×		×
Steering angle sensor					×	×
EPS control unit	×	×	×	×	×	×
Combination meter	×	×	×	×	×	×
ABS actuator and electric unit (control unit)	×	×	×	×	×	×
TCM	×	×	×	×	×	×
IPDM E/R	×	×	×	×	×	×

× : Applicable

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



1. VDC OFF switch
A. With VDC



2. Ignition knob
B. With Intelligent Key system

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

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CAN System Type Specification Chart (Style B)

NOTE:

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

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

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

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

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

×: Applicable

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

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

Body type	Sedan											
Axle	2WD											
Engine	MR20DE											
Transmission	CVT											
Brake control	ABS											
Active AFS		×			×	×		×	×	×		
Intelligent Key system			×		×		×	×	×	×		
Navigation system				×		×		×		×		
Automatic drive positioner							×		×	×		
CAN system type	9	10	11	12	13	14	15	16	17	18	19	20
CAN communication control unit												
ECM	×	×	×	×	×	×	×	×	×	×	×	×
AFS control unit		×			×	×			×	×		×
BCM	×	×	×	×	×	×	×	×	×	×	×	×
IPDM E/R	×	×	×	×	×	×	×	×	×	×	×	×

×: Applicable

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

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

In the above example,

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

1. Bending lamp 2. Xenon bulb 3. Ignition knob
4. Display 5. Multifunction switch 6. Seat memory switch
A. With active AFS B. With Intelligent Key system C. With navigation system
D. With automatic drive positioner

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

CREATE INTERVIEW SHEET

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

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CAN FUNDAMENTAL]

Interview Sheet (Example)

CAN Communication System Diagnosis Interview Sheet	
Date received:	3, Feb. 2006
Type: DBA-KG11	VIN No.: KG11-005040
Model: BDRARGZG11EDA-E-J-	
First registration: 10, Jan. 2001	Mileage: 62,140
CAN system type:	Type 19
Symptom (Results from interview with customer)	
<ul style="list-style-type: none">· Headlamps suddenly turn ON while driving the vehicle.· The engine does not restart after stopping the vehicle and turning the ignition switch OFF.· The cooling fan continues rotating while turning the ignition switch ON.	
Condition at inspection	
Error Symptom: <u>Present</u> / Past	
<p>The engine does not start.</p> <p>While turning the ignition switch ON,</p> <ul style="list-style-type: none">· The headlamps (Lo) turn ON, and the cooling fan continues rotating.· The interior lamp does not turn ON.	

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DETECT THE ROOT CAUSE

CAN diagnosis function of CONSULT detects the root cause.

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HOW TO USE THIS SECTION

< HOW TO USE THIS MANUAL >

[CAN]

HOW TO USE THIS MANUAL

HOW TO USE THIS SECTION

Information

INFOID:000000010120359

- “CAN” of LAN Section describes information peculiar to a vehicle and inspection procedures.
- For trouble diagnosis procedure, refer to [LAN-17, "Trouble Diagnosis Flow Chart"](#) of “CAN FUNDAMENTAL”.

Abbreviation List

INFOID:000000010120360

Control unit name abbreviations in CONSULT CAN diagnosis and in this section are as per the following list.

Abbreviation	Control unit name
A-BAG	Air bag diagnosis sensor unit
ABS	ABS actuator and electric unit (control unit)
AV	AV control unit
AVM	Around view monitor control unit
BCM	BCM
BRAKE	Electrically-driven intelligent brake unit
DLC	Data link connector
E-SHIFT	Electric shift control module
EPS	EPS control unit
EV/HEV	VCM
HVAC	A/C auto amp.
HV BAT	Li-ion battery controller
INV/MC	Traction motor inverter
IPDM-E	IPDM E/R
M&A	Combination meter
OBC/PD MODULE	PDM (Power Delivery Module)
STRG	Steering angle sensor
TCU	TCU
VSP	Approaching vehicle sound for pedestrians (VSP) control unit

PRECAUTION

PRECAUTIONS

Precaution for Technicians Using Medical Electric

INFOID:000000010120361

OPERATION PROHIBITION

WARNING:

- Parts with strong magnet is used in this vehicle.
- Technicians using a medical electric device such as pacemaker must never perform operation on the vehicle, as magnetic field can affect the device function by approaching to such parts.

NORMAL CHARGE PRECAUTION

WARNING:

- If a technician uses a medical electric device such as an implantable cardiac pacemaker or an implantable cardioverter defibrillator, the possible effects on the devices must be checked with the device manufacturer before starting the charge operation.
- As radiated electromagnetic wave generated by PDM (Power Delivery Module) at normal charge operation may affect medical electric devices, a technician using a medical electric device such as implantable cardiac pacemaker or an implantable cardioverter defibrillator must not approach motor room [PDM (Power Delivery Module)] at the hood-opened condition during normal charge operation.

PRECAUTION AT TELEMATICS SYSTEM OPERATION

WARNING:

- If a technician uses implantable cardiac pacemaker or implantable cardioverter defibrillator (ICD), avoid the device implanted part from approaching within approximately 220 mm (8.66 in) from interior/exterior antenna.
- The electromagnetic wave of TCU might affect the function of the implantable cardiac pacemaker or the implantable cardioverter defibrillator (ICD), when using the service, etc.
- If a technician uses other medical electric devices than implantable cardiac pacemaker or implantable cardioverter defibrillator (ICD), the electromagnetic wave of TCU might affect the function of the device. The possible effects on the devices must be checked with the device manufacturer before TCU use.

PRECAUTION AT INTELLIGENT KEY SYSTEM OPERATION


WARNING:

- If a technician uses implantable cardiac pacemaker or implantable cardioverter defibrillator (ICD), avoid the device implanted part from approaching within approximately 220 mm (8.66 in) from interior/exterior antenna.
- The electromagnetic wave of Intelligent Key might affect the function of the implantable cardiac pacemaker or the implantable cardioverter defibrillator (ICD), at door operation, at each request switch operation, or at engine starting.
- If a technician uses other medical electric devices than implantable cardiac pacemaker or implantable cardioverter defibrillator (ICD), the electromagnetic wave of Intelligent Key might affect the function of the device. The possible effects on the devices must be checked with the device manufacturer before Intelligent Key use.

High Voltage Precautions

INFOID:000000010120362

DANGER:

 Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.

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PRECAUTIONS

< PRECAUTION >

[CAN]

- Be sure to wear insulated protective equipment before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

HIGH VOLTAGE HARNESS AND EQUIPMENT IDENTIFICATION

All the high voltage harnesses and connectors are orange. The Li-ion battery and other high voltage devices include an orange high voltage label. Never touch these harnesses and high voltage parts.

HANDLING OF HIGH VOLTAGE HARNESS AND TERMINALS

Immediately insulate disconnected high voltage connectors and terminals with insulating tape.

REGULATIONS ON WORKERS WITH MEDICAL ELECTRONICS

WARNING:

The vehicle contains parts that contain powerful magnets. If a person who is wearing a heart pacemaker or other medical device is close to these parts, the medical device may be affected by the magnets. Such persons must not perform work on the vehicle.

PROHIBITED ITEMS TO CARRY DURING THE WORK

Hybrid vehicles and electric vehicles contain parts with high voltage and intense magnetic force. Never carry metal products and magnetic recording media (e.g. cash card, prepaid card) to repair/inspect high voltage parts. If this is not observed, the metal products may create a risk of short circuit and the magnetic recording media may lose their magnetic recording.

POSTING A SIGN OF "DANGER! HIGH VOLTAGE AREA. KEEP OUT"

PRECAUTIONS

[CAN]

< PRECAUTION >

Indicate "HIGH VOLTAGE. DO NOT TOUCH" on the vehicle under repair/inspection to call attention to other workers.

DANGER: HIGH VOLTAGE REPAIR IN PROGRESS. DO NOT TOUCH! Person in charge: _____
DANGER: HIGH VOLTAGE REPAIR IN PROGRESS. DO NOT TOUCH! Person in charge: _____
Copy this page and put it after folding on the roof of the vehicle in service. <small>JSAIA1600GB</small>

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

INFOID:000000010120363

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

PRECAUTIONS

< PRECAUTION >

[CAN]

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 SR 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 SR 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.

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

WARNING:

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

Point to Be Checked Before Starting Maintenance Work

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The high voltage system may start automatically. It is required to check that the timer air conditioner and timer charge (during EVSE connection) are not set before starting maintenance work.

NOTE:

If the timer air conditioner or timer charge (during EVSE connection) is set, the high voltage system starts automatically even when the power switch is in OFF state.

Precautions for Removing Battery Terminal

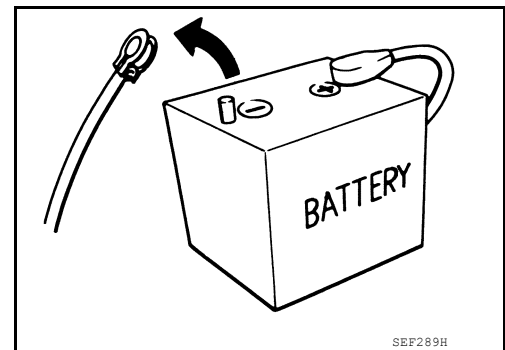
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- When removing the 12V battery terminal, turn OFF the power switch and wait at least 5 minutes.

NOTE:

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

- Always disconnect the battery terminal within 60 minutes after turning OFF the power switch. Even when the power switch is OFF, the 12V battery automatic charge control may automatically start after a lapse of 60 minutes from power switch OFF.
- Disconnect 12V battery terminal according to the following steps.



SEF289H

WORK PROCEDURE

1. Check that EVSE is not connected.

NOTE:

If EVSE is connected, the air conditioning system may be automatically activated by the timer A/C function.

2. Turn the power switch OFF → ON → OFF. Get out of the vehicle. Close all doors (including back door).
3. Check that the charge status indicator lamp does not blink and wait for 5 minutes or more.

NOTE:

If the battery is removed within 5 minutes after the power switch is turned OFF, plural DTCs may be detected.

4. Remove 12V battery terminal within 60 minutes after turning the power switch OFF → ON → OFF.

CAUTION:

- After all doors (including back door) are closed, if a door (including back door) is opened before battery terminals are disconnected, start over from Step 1.

PRECAUTIONS

[CAN]

< PRECAUTION >

- After turning the power switch OFF, if "Remote A/C" is activated by user operation, stop the air conditioner and start over from Step 1.

NOTE:

Once the power switch is turned ON → OFF, the 12V battery automatic charge control does not start for approximately 1 hour.

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

NOTE:

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

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

NOTE:

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

Precautions for Trouble Diagnosis

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CAUTION:

Follow the instructions listed below. Failure to do this may cause damage to parts:

- Never apply 7.0 V or more to the measurement terminal.
- Use a tester with open terminal voltage of 7.0 V or less.
- Turn the power switch OFF and disconnect the 12 V battery cable from the negative terminal when checking the harness. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).

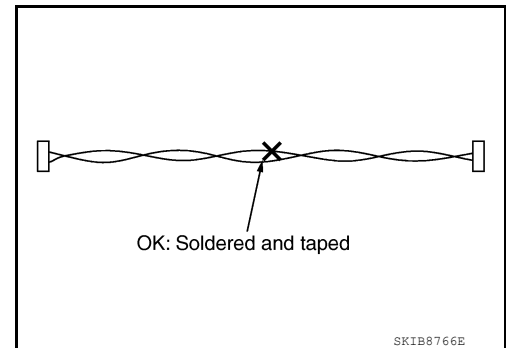
Precautions for Harness Repair

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

NOTE:

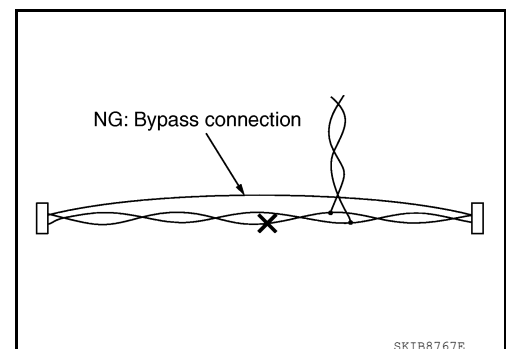
A fray of twisted lines must be within 110 mm (4.33 in).



- Bypass connection is never allowed at the repaired area.

NOTE:

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



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

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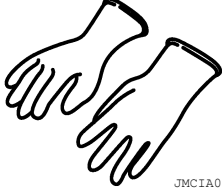
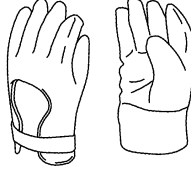

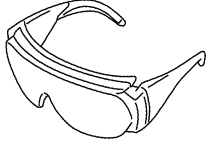
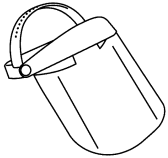
[CAN]

PREPARATION

PREPARATION

Commercial Service Tools

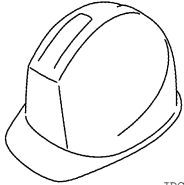
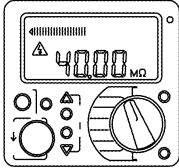
INFOID:000000010120368

Tool name		Description
Insulated gloves	 <p>JMCIA0149ZZ</p>	<p>Removing and installing high voltage components [Guaranteed insulation performance for 1000V/300A]</p>
Leather gloves	 <p>JPCIA0066ZZ</p>	<ul style="list-style-type: none"> • Removing and installing high voltage components • Protect insulated gloves <p>[Use leather gloves that can fasten the wrist tight]</p>
Insulated safety shoes	 <p>JPCIA0011ZZ</p>	<p>Removing and installing high voltage components</p>
Safety glasses	 <p>JPCIA0012ZZ</p>	<ul style="list-style-type: none"> • Removing and installing high voltage components • To protect eye from the spatter on the work to electric line <p>[ANSI Z87.1]</p>
Face shield	 <p>JPCIA0167ZZ</p>	<ul style="list-style-type: none"> • Removing and installing high voltage components • To protect face from the spatter on the work to electric line

PREPARATION

< PREPARATION >

[CAN]

Tool name		Description
Insulated helmet	 <small>JPCIA00132Z</small>	Removing and installing high voltage components
Insulation resistance tester (Multi tester)	 <small>JPCIA00142Z</small>	Measuring insulation resistance, voltage, and resistance

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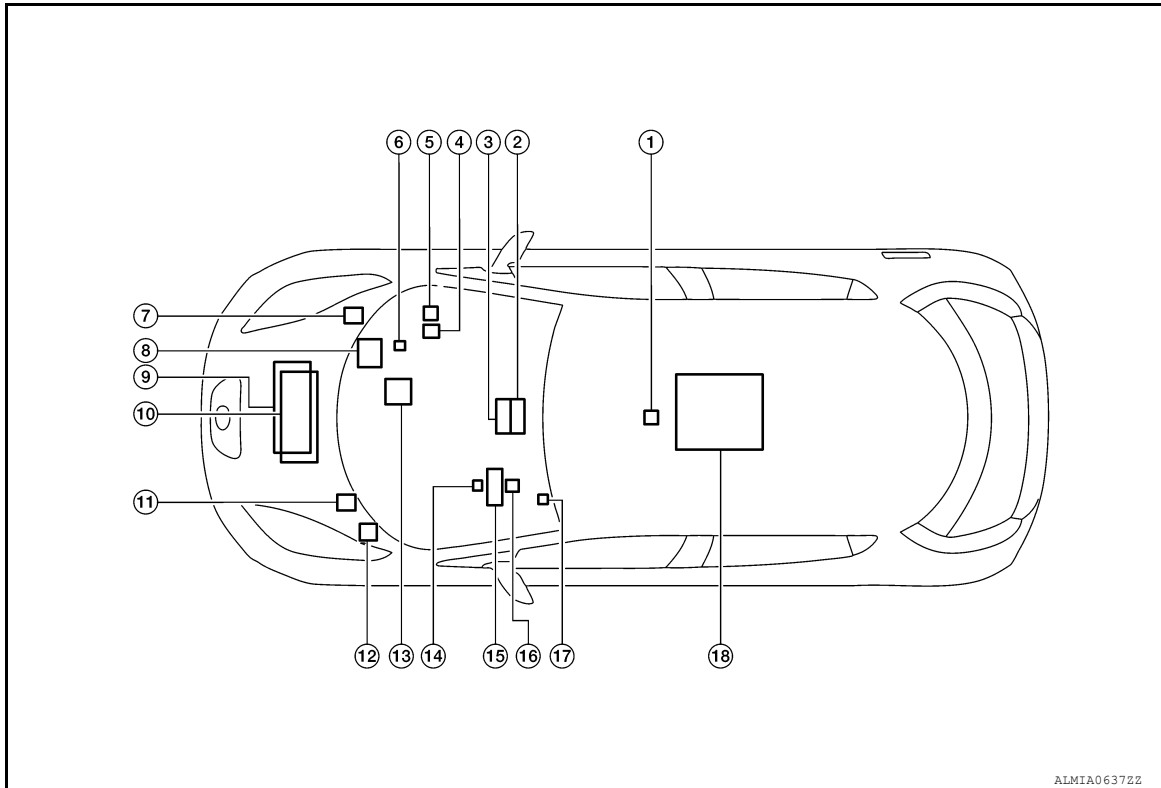
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SYSTEM DESCRIPTION

COMPONENT PARTS

Component Parts Location

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- | | | |
|---|--|--|
| ① Air bag diagnosis sensor unit | ② AV control unit | ③ A/C auto amp. |
| ④ TCU | ⑤ Around view monitor control unit | ⑥ Approaching vehicle sound for pedestrians (VSP) control unit |
| ⑦ ABS actuator and electric unit (control unit) | ⑧ VCM (Electric shift control module included) | ⑨ PDM (Power Delivery Module) |
| ⑩ Traction motor inverter | ⑪ Electrically-driven intelligent brake unit | ⑫ IPDM E/R |
| ⑬ BCM | ⑭ EPS control unit | ⑮ Combination meter |
| ⑯ Steering angle sensor | ⑰ Data link connector | ⑱ Li-ion battery |

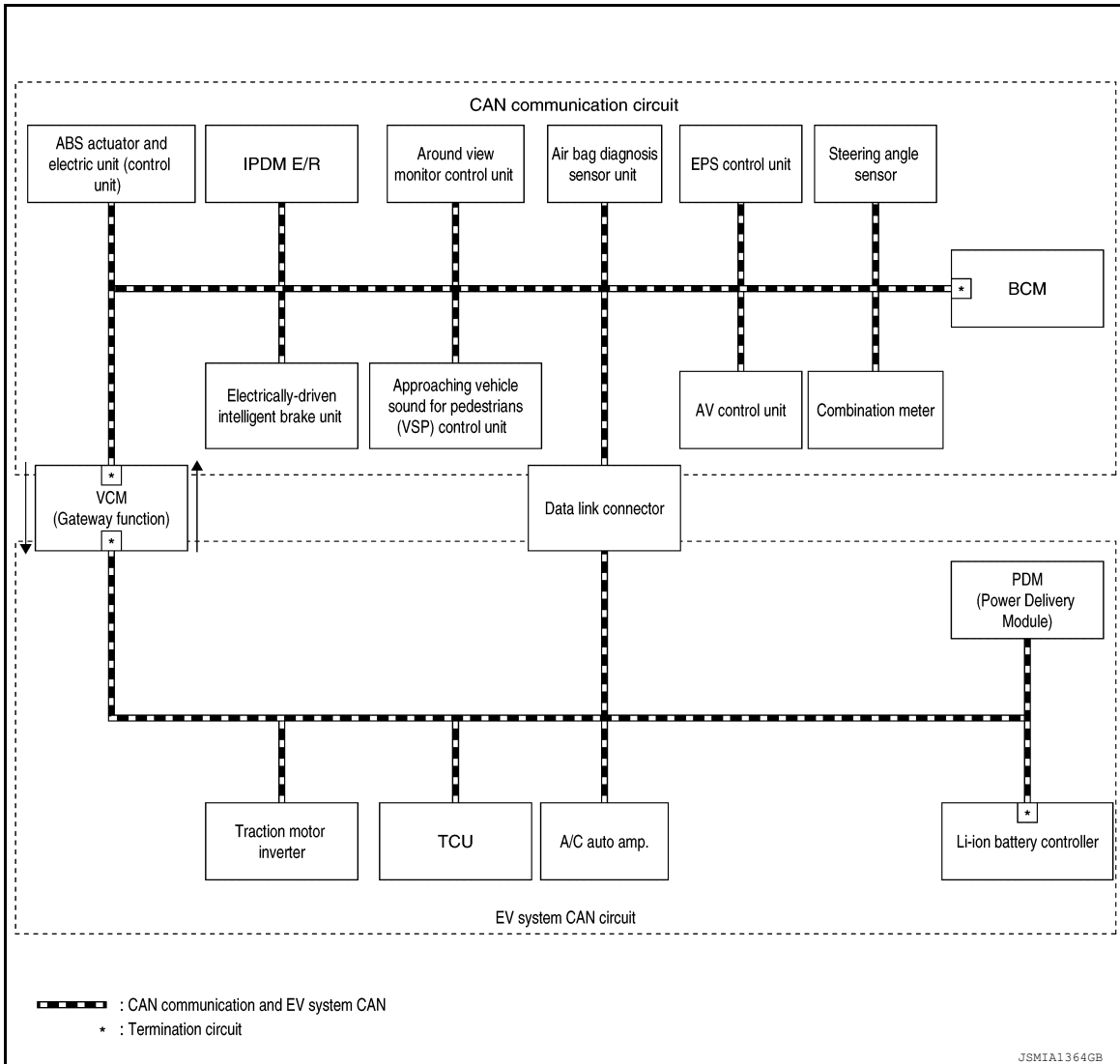
SYSTEM

CAN COMMUNICATION SYSTEM

CAN COMMUNICATION SYSTEM : System Description

INFOID:000000010120370

SYSTEM DIAGRAM



NOTE:

VCM includes electric shift control module.

DESCRIPTION

- CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN-H line, CAN-L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.
- VCM includes a gateway function and communicates signals between the CAN communication circuit and EV system CAN circuit. Refer to [EVC-18, "VCM"](#).

CAN Communication Signal Generation

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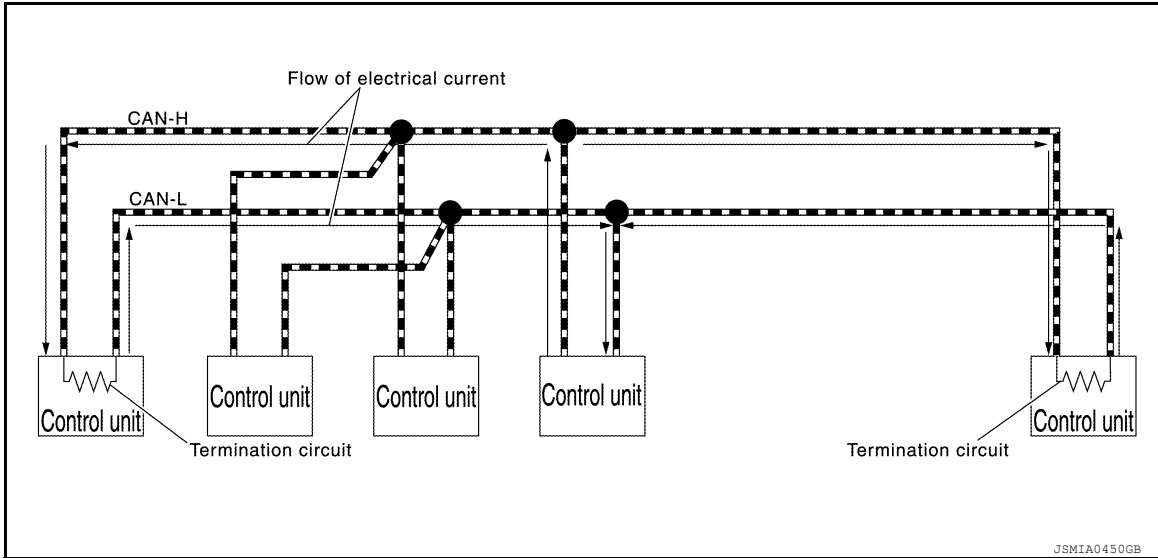
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SYSTEM

[CAN]

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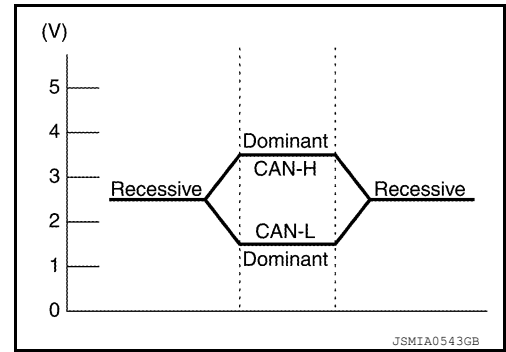
- Termination circuits (resistors) are connected across the CAN communication system. When transmitting a CAN communication signal, each control unit passes a current to the CAN-H line and the current returns to the CAN-L line.



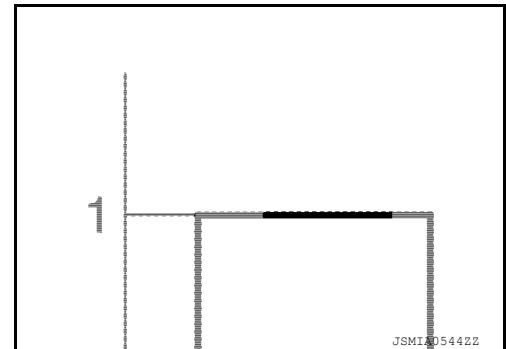
- The current flows separately into the termination circuits connected across the CAN communication system and the termination circuits drop voltage to generate a potential difference between the CAN-H line and the CAN-L line.

NOTE:

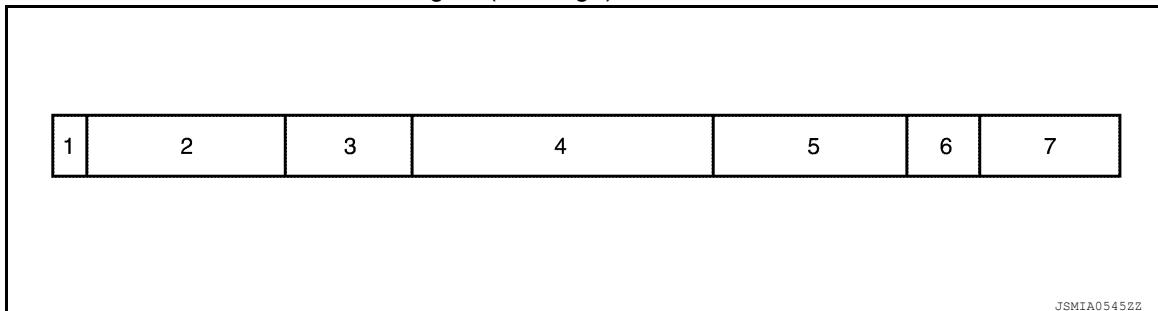
A signal with no current passage is called "Recessive" and one with current passage is called "Dominant".



- The system produces digital signals for signal communications, by using the potential difference.



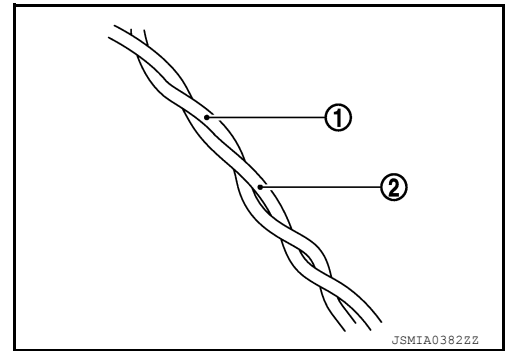
The Construction of CAN Communication Signal (Message)



No.	Message name	Description
1	Start of frame (1 bit)	Start of message.
2	Arbitration of field (11 bit)	Priorities of message-sending are shown when there is a possibility that multiple messages are sent at the same time.
3	Control field (6 bit)	Signal quantity in data field is shown.
4	Data field (0-64 bit)	Actual signal is shown.
5	CRC field (16 bit)	<ul style="list-style-type: none"> • The transmitting control unit calculates sending data in advance and writes the calculated value in a message. • The receiving control unit calculates received data and judges that the data reception is normal when the calculated value is the same as the value written in the sent data.
6	ACK field (2 bit)	The completion of normal reception is sent to the transmitting control unit.
7	End of frame (7 bit)	End of message.

CAN COMMUNICATION LINE

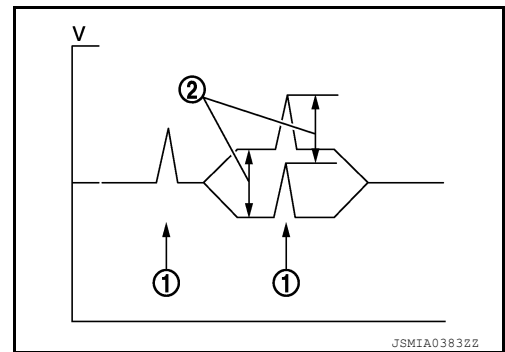
The CAN communication line is a twisted pair wire consisting of strands of CAN-H ① and CAN-L ② and has noise immunity.



NOTE:

The CAN communication system has the characteristics of noise-resistant because this system produces digital signals by using the potential difference between the CAN-H line and the CAN-L line and has the twisted pair wire structure.

Since the CAN-H line and the CAN-L line are always adjacent to each other, the same degree of noise occurs, respectively, when a noise ① occurs. Although the noise changes the voltage, the potential difference ② between the CAN-H line and the CAN-L line is insensitive to noise. Therefore, noise-resistant signals can be obtained.



CAN SIGNAL COMMUNICATIONS

Each control unit of the CAN communication system transmits signals through the CAN communication control circuit included in the control unit and receives only necessary signals from each control unit to perform various kinds of control.

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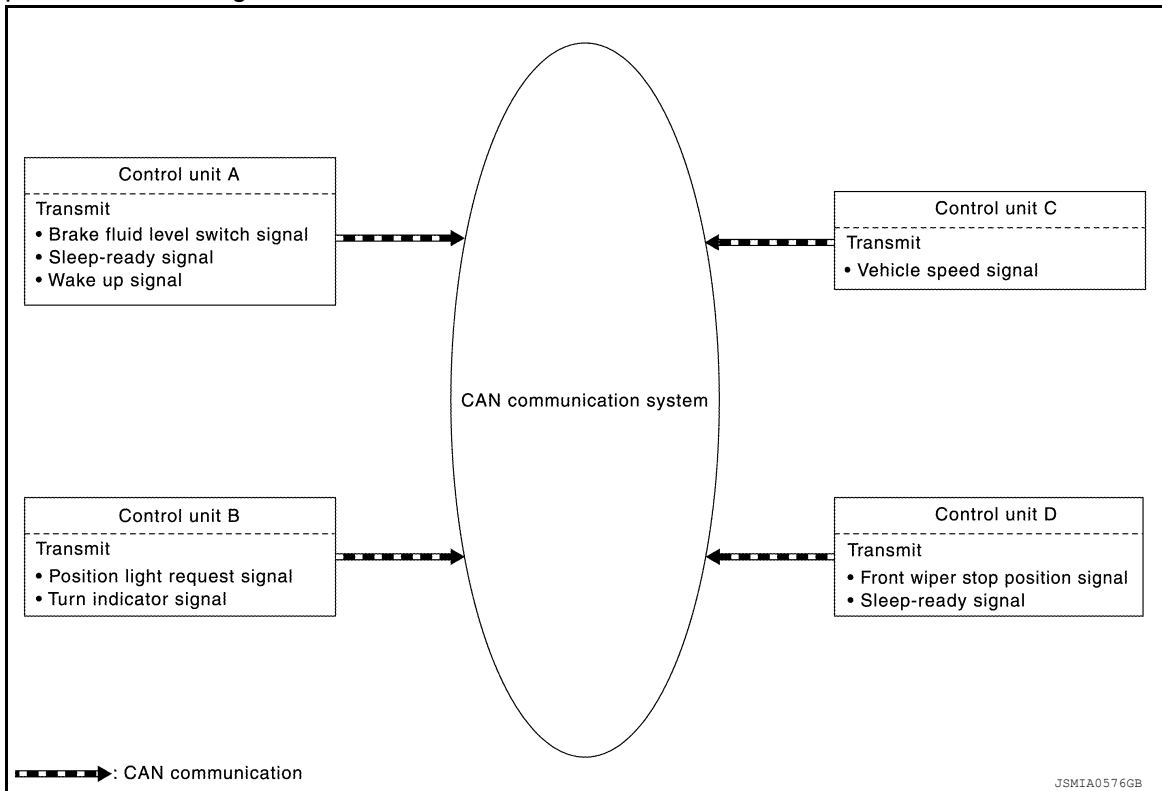
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SYSTEM

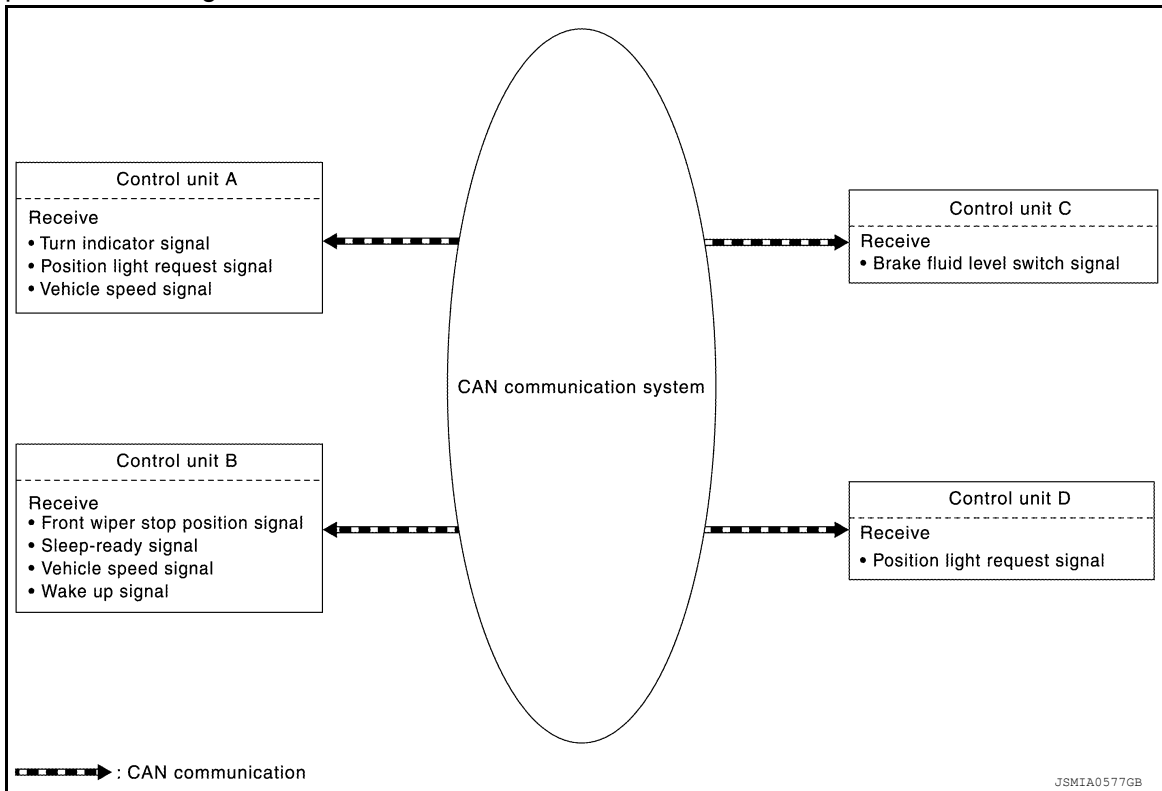
[CAN]

< SYSTEM DESCRIPTION >

• Example: Transmitted signals



• Example: Received signals



NOTE:

The above signal names and signal communications are provided for reference purposes. For CAN communications signals of this vehicle, refer to [LAN-37. "CAN COMMUNICATION SYSTEM : CAN Communication Signal Chart"](#).

SYSTEM

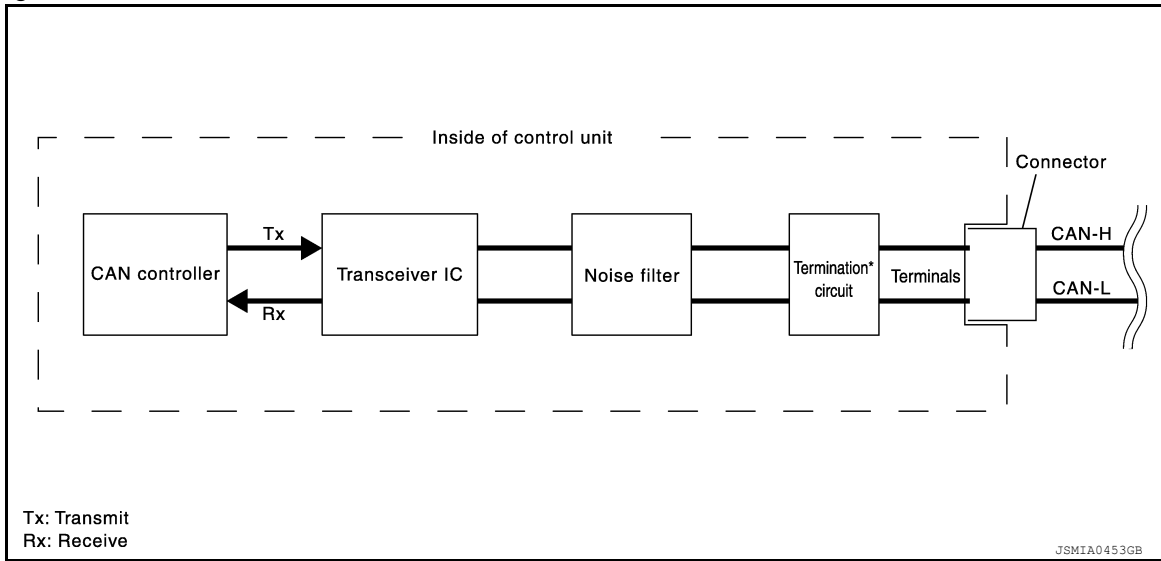
[CAN]

< SYSTEM DESCRIPTION >

CAN COMMUNICATION SYSTEM : CAN Communication Control Circuit

INFOID:000000010120371

CAN communication control circuit is incorporated into the control unit and transmits/receives CAN communication signals.



Component	System description
CAN controller	It controls CAN communication signal transmission and reception, error detection, etc.
Transceiver IC	It converts digital signal into CAN communication signal, and CAN communication signal into digital signal.
Noise filter	It eliminates noise of CAN communication signal.
Termination circuit* (Resistance of approx. 120 Ω)	Generates a potential difference between CAN-H and CAN-L.

*: These are the only control units wired with both ends of CAN communication system.

CAN COMMUNICATION SYSTEM : CAN System Specification Chart

INFOID:000000010120372

Determine CAN system type from the following specification chart.

NOTE:

Refer to [LAN-17, "Trouble Diagnosis Procedure"](#) for how to use CAN system specification chart.

Body type	Hatch back			
Motor type	EM57			
Axle	2WD			
Transmission	Reduction gear			
Brake control	VDC			
Color display (7inch)		x	x	x
Around view monitor system			x	x
Telematics system		x		x
CAN system type	1	2	3	4
CAN communication unit				
VCM	x	x	x	x
ABS actuator and electric unit (control unit)	x	x	x	x
Electrically-driven intelligent brake unit	x	x	x	x
IPDM E/R	x	x	x	x
Data link connector	x	x	x	x
EPS control unit	x	x	x	x

SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Body type	Hatch back			
Motor type	EM57			
Axle	2WD			
Transmission	Reduction gear			
Brake control	VDC			
Color display (7inch)		×	×	×
Around view monitor system			×	×
Telematics system		×		×
CAN system type	1	2	3	4
CAN communication unit				
Combination meter	×	×	×	×
Steering angle sensor	×	×	×	×
Air bag diagnosis sensor unit	×	×	×	×
AV control unit		×	×	×
Around view monitor control unit			×	×
Approaching vehicle sound for pedestrians (VSP) control unit	×	×	×	×
BCM	×	×	×	×
EV system CAN communication unit				
VCM	×	×	×	×
Traction motor inverter	×	×	×	×
PDM (Power Delivery Module)	×	×	×	×
Data link connector	×	×	×	×
A/C auto amp.	×	×	×	×
TCU		×		×
Li-ion battery controller	×	×	×	×

×: Applicable

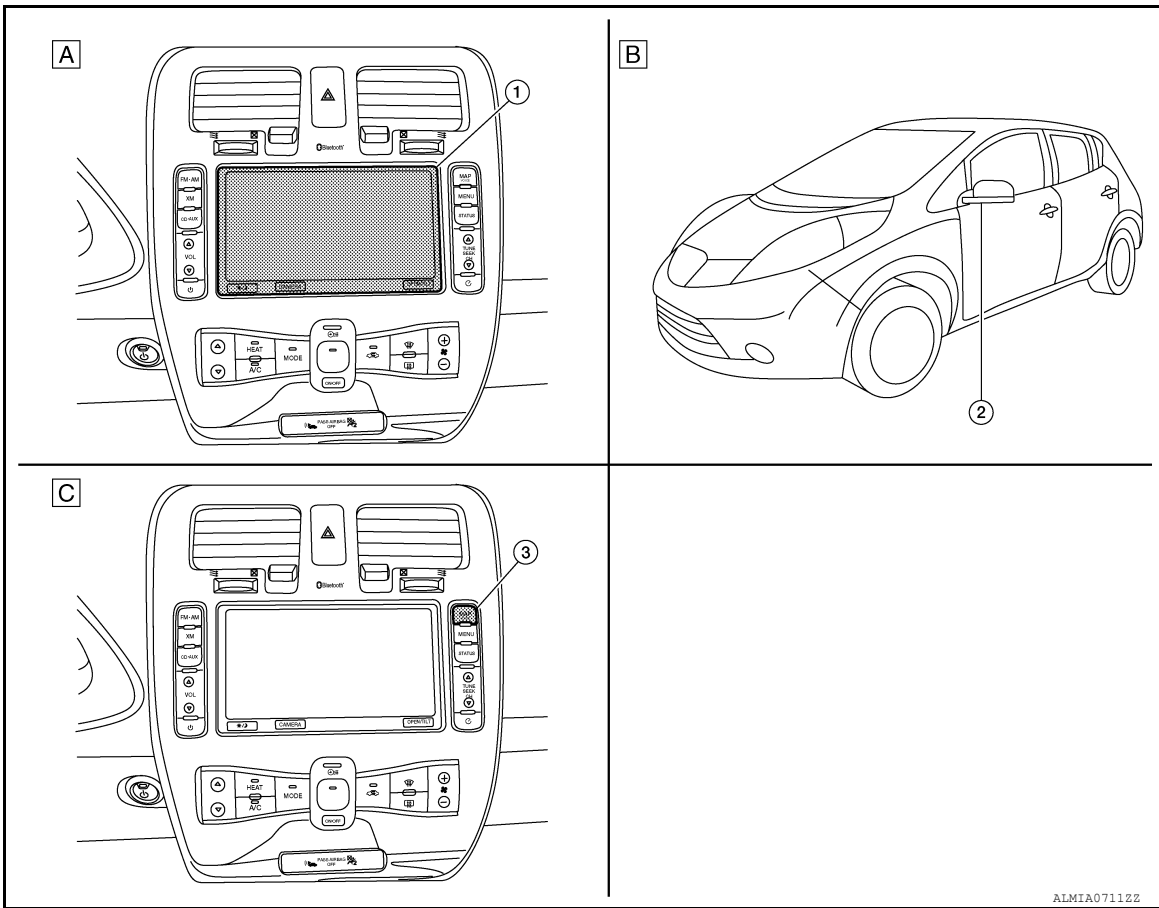
NOTE:

VCM includes electric shift control module.

VEHICLE EQUIPMENT IDENTIFICATION INFORMATION

NOTE:

Check CAN system type from the vehicle shape and equipment.



- ① 7 inch color display
- ② Side camera
- ③ Map switch
- A With navigation system
- B With around view monitor
- C With telematics

CAN COMMUNICATION SYSTEM : CAN Communication Signal Chart

INFOID:0000000010120373

Refer to [LAN-16. "How to Use CAN Communication Signal Chart"](#) for how to use CAN communication signal chart.

NOTE:

- Refer to [LAN-22. "Abbreviation List"](#) for the abbreviations of the connecting units.
- VCM includes electric shift control module.

T: Transmit R: Receive

Signal name	CAN communication circuit											EV system CAN circuit						
	BCM	VSP	STRG	M&A	EPS	AV	AVM	A-BAG	IPDM-E	BRAKE	ABS	EV/HEV	INV/IC	E-SHIFT	HVAC	TCU	OBC/PD MODULE	HV BAT
Buzzer output signal	T			R			R				T							
Charge port lid open request signal	T										R							
Daytime running light request signal*	T						R	R										
Door switch signal	T			R		R		R	R		R							
Front fog light request signal	T			R			R	R										
Front wiper request signal	T					R		R										
Front wiper service position signal	T							R										

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[CAN]

Signal name	CAN communication circuit											EV system CAN circuit						
	BCM	VSP	STRG	M&A	EPS	AV	AVM	A-BAG	IPDM-E	BRAKE	ABS	EV/HEV	INV/MC	E-SHIFT	HVAC	TCU	OBC/PD MODULE	HV BAT
High beam request signal	T			R			R		R									
Horn reminder signal	T								R									
Low beam request signal	T						R		R									
Low tire pressure warning lamp signal	T			R														
Meter display signal	T			R														
Position light request signal	T			R			R		R									
Rear window defogger control signal	T								R									
Sleep wake up signal	T	R		R		R			R	R		R						
Stop lamp switch signal	T	R		R		R				R	T							
Theft warning horn request signal	T								R				T	R				
TPMS malfunction warning lamp signal	T			R														
Turn indicator signal	T			R		R	R											
Steering angle sensor signal			T			R				R	R							
Brake fluid level switch signal				T							R							
Odometer signal	R			T		R						R						
Parking brake switch signal	R			T							R							
Seat belt buckle switch signal (driver side)	R			T														
Sleep-ready signal	R			T					T									
Sound set request signal		R		T														
Sound signal		R		T														
Vehicle speed signal (Meter)	R	R		T	R	R			R			R						
Wake up signal	R			T														
EPS warning lamp signal				R	T													
Current time signal						T						R						
Car crash information signal									T			R						
Light crash judgment signal									T			R						
Front wiper status signal									T			R						
Front wiper stop position signal	R								T									
High beam status signal									T			R						
Hood switch signal	R								T									
Interlock/PNP switch signal	R								T									
Low beam status signal	T								R									
P position signal	R								T									

SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name	CAN communication circuit											EV system CAN circuit							
	BCM	VSP	STRG	M&A	EPS	AV	AVM	A-BAG	IPDME	BRAKE	ABS	EV/HEV	INV/MC	E-SHIFT	HVAC	TCU	OBC/IPD MODULE	HV BAT	
Power switch ON signal	R								T										A
	T								R	R									B
Power switch (push switch) status signal	R								T										C
Brake assist request signal									T	R									D
Brake power supply backup operation request signal									T	R									E
Brake power supply backup operation signal									T	R									F
Brake system warning lamp request signal									T	R									G
Brake system warning lamp signal				R							T								H
Brake warning lamp request signal									T	R									I
Electrically-driven intelligent brake control signal									T	R									J
Target braking force signal									T		R								K
ABS actuator and electric unit (control unit) control signal									R	T									L
ABS warning lamp signal				R							T								LAN
Brake warning lamp signal				R							T								N
Decel G signal									R	T									O
Front LH wheel speed signal									R	T									P
Front RH wheel speed signal									R	T									
Master cylinder fluid pressure signal									R	T									
Rear LH wheel speed signal									R	T									
Rear RH wheel speed signal									R	T									
Side G signal									R	T									
TCS operation signal										T	R								
Torque limit request signal										T	R								
VDC malfunction signal									R	T									
VDC OFF indicator lamp signal				R						T									
VDC OFF switch signal									R	T		R							
VDC operation signal										T	R								
VDC warning lamp signal				R						T									
Vehicle speed signal (ABS)	R			R	R					R	T	R							
												T	R						
Yaw rate signal									R	T									
12-volt battery charge warning lamp request signal				R								T							
A/C consumption power status display signal												T							
A/C consumption signal				R		R						T							

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< SYSTEM DESCRIPTION >

[CAN]

Signal name	CAN communication circuit											EV system CAN circuit						
	BCM	VSP	STRG	M&A	EPS	AV	AVM	A-BAG	IPDM-E	BRAKE	ABS	EV/HEV	INV/MC	E-SHIFT	HVAC	TCU	OBC/PD MODULE	HV BAT
A/C expected consumption signal												T				R		
A/C maximum power signal												T			R			
A/C OFF average electricity consumption for driving range signal				R								T						
A/C ON average electricity consumption for driving range signal				T		R												
Accelerator pedal position signal				R							R	T						
ASCD status signal				R								T						
Charge connector lock switch status signal				R								T						
Charge sound request signal		R										T						
Charge status signal												T				R		
Compressor ON inhibition signal												T			R			
Current motor power signal				R		R						T						
Current regenerative torque signal										R		T						
Driving range difference signal				R								T						
Driving range flashing request signal				T		R												
Driving range flashing request signal				R								T						
Driving range request signal				R								T						
Driving range signal				R								T						
ECO mode indicator request signal				R								T						
ECO mode request signal												T			R			
ECO tree signal				R		R						T						
Electricity consumption signal				R								T						
F/S CHG relay status signal												T					R	
High voltage power supply status signal												T	R					
Instant ECO indicator signal				R								T						
Keep SOC request signal												T						R
Li-ion battery charging data signal						R						T						
Li-ion battery temperature signal				R								T						
Low battery charge warning lamp request signal				R								T						
Maximum charge power signal												T					R	
Maximum motor output power signal				R								T						
Maximum regenerable power signal				R								T						
Motor charge preparation request signal												T	R					
Motor discharge request signal												T	R					
Next charge start time signal				R								T						

SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name	CAN communication circuit											EV system CAN circuit						
	BCM	VSP	STRG	M&A	EPS	AV	AVM	A-BAG	IPDM-E	BRAKE	ABS	EV/HEV	INV/MC	E-SHIFT	HVAC	TCU	OBC/IPD MODULE	HV BAT
Next departure time signal				R							T							
Next Climate Ctrl. Timer time signal				R							T							
Others consumption signal				R		R					T							
Plug in warning display signal				R							T							
Power limitation cause signal				R							T							
Power limitation indicator lamp re-quest signal				R							T							
Power OFF permit signal	R										T							
Power steering start activation request signal					R						T							
Charge type signal				R							T						R	T
Climate Ctrl. Timer priority signal						R					T							
Climate Ctrl. Timer status signal											T				R			
Climate Ctrl. timer signal						R					T							
DC/DC activation signal											T					R		
Pulse signal OFF signal											T	R						
READY condition signal	R										T							
READY to drive indicator lamp re-quest signal		R		R							T							
Rear window defogger status signal											T				R			
Refrigerant pressure signal											T				R			
Regenerative torque command signal											T	R						
Remaining time to charge completion (100 V) signal				R		R					T					R		
Remaining time to charge completion (200 V) signal				R		R					T					R		
Shift position warning				R							T							
Shift P range request display signal				R							T							
Soon charge switch request signal				R							T							
System cut off signal											T	R						
Target DC/DC converter output signal											T					R		
Target Li-ion battery remained energy signal				R							T							R
Target motor torque signal											T	R						
Timer A/C request signal											T				R			
Traction motor consumption signal						R					T							
VCM activation/deactivation com-mand signal						R					T					R		
VCM control signal										R	R	T						
VCM status signal	R					R				R		T				R		

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< SYSTEM DESCRIPTION >

[CAN]

Signal name	CAN communication circuit											EV system CAN circuit						
	BCM	VSP	STRG	M&A	EPS	AV	AVM	A-BAG	IPDM-E	BRAKE	ABS	EV/HEV	INV/MC	E-SHIFT	HVAC	TCU	OBC/PD MODULE	HV BAT
Vehicle stop and parking brake operation request display signal				R								T						
Vibration control switching signal												T	R					
Diagnostic trouble code signal												R	T				T	T
High voltage discharge permit signal												R	T					T
High voltage power supply preparation completion signal												R	T					
Input high voltage signal												R	T					
Motor discharge status signal												R	T					
Motor speed signal												R	T					
Motor torque limit signal												R	T					
System main relay ON permit signal												R	T					T
Electric shift warning lamp signal				R								R		T				
Electric shift warning message signal				R								R		T				
Shift position signal	R	R		R						R	R	T	R	T				
Shift refuse buzzer signal				R								R		T				
A/C switch ON signal												R			T			
Ambient sensor signal				R								R			T			
Blower fan ON signal												R			T			
Cooling fan speed request signal												R			T			
Deice request signal												R			T			
Evaporator temperature signal												R			T			
Target evaporator temperature signal												R			T			
Timer A/C operation time signal												R			T			
HV harness interlock signal (PTC)												R			T			
Remote A/C request signal												R				T		
Remote charge request signal												R				T		
VCM sleep signal	R											R				T		
AC input type signal												R				R		T
EV system warning lamp request signal				R								R						T
EVSE PWM communication signal												R						T
DC/DC converter status signal												R						T
HV harness interlock signal (OBC)												R						T
Quick charge voltage signal												R						T

SYSTEM

< SYSTEM DESCRIPTION >

[CAN]

Signal name	CAN communication circuit											EV system CAN circuit						
	BCM	VSP	STRG	M&A	EPS	AV	AVM	A-BAG	IPDM-E	BRAKE	ABS	EV/HEV	INV/MC	E-SHIFT	HVAC	TCU	OBC/IPD MODULE	HV BAT
Quick charger connecting signal												R					T	
Insulation resistance signal												R						T
Li-ion battery capacity signal												R				R		T
				R								T						
Li-ion battery cell control signal												R						T
Li-ion battery charge completion signal												R						T
Li-ion battery chargeable power signal												R						T
Li-ion battery connector interlock signal												R						T
Li-ion battery current signal												R				R		T
Li-ion battery dischargeable power signal												R						T
Li-ion battery gradual capacity loss signal												R						T
				R								T				R		
Li-ion battery main relay cut request signal												R						T
Li-ion battery remained energy signal												R						T
				R								T				R		
Li-ion battery voltage signal												R				R		T
Next start time signal												R						T
Power limit cause (LBC) signal												R						T
Remaining time to charge completion signal												R				R		T

*: With daytime running light system

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< WIRING DIAGRAM >

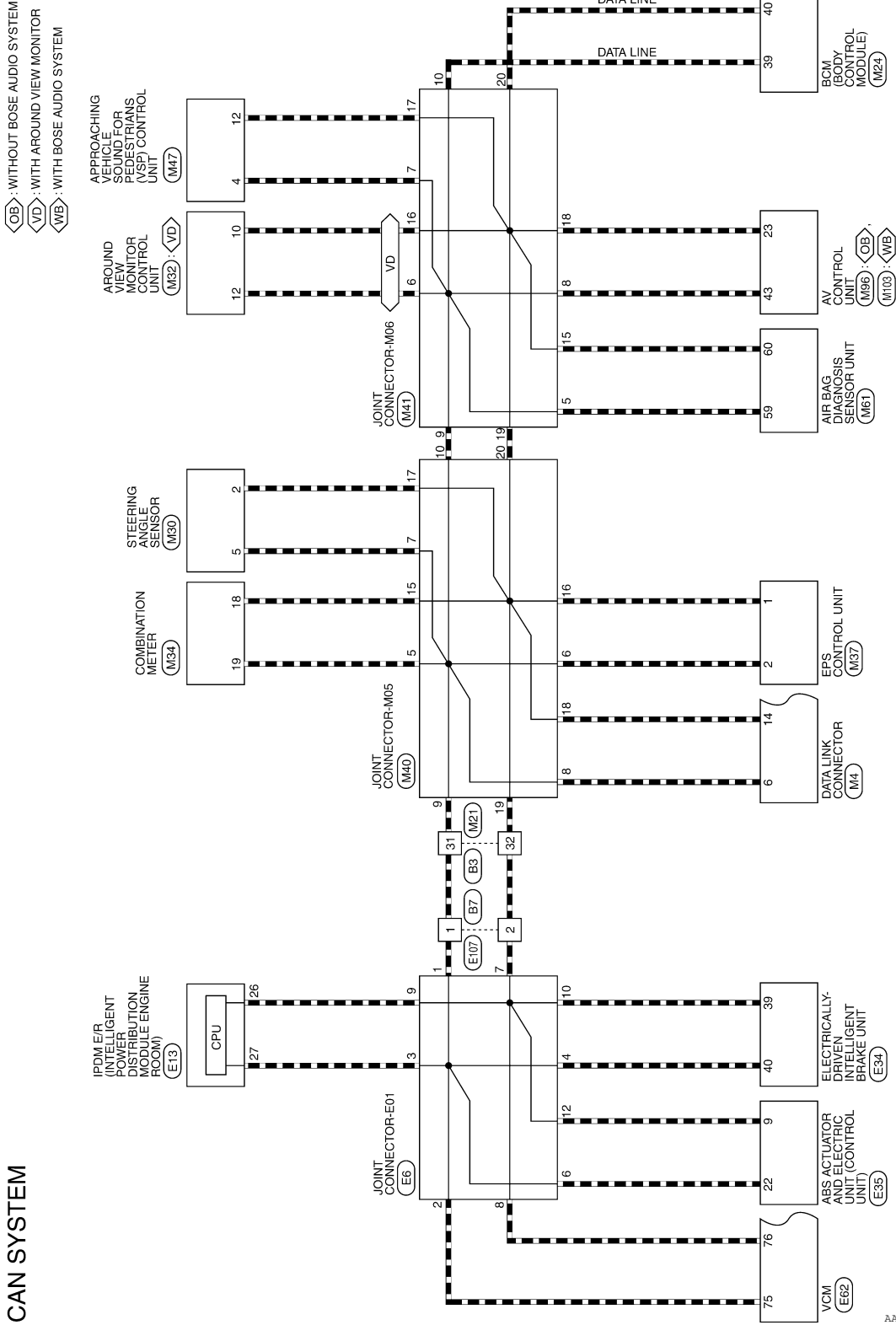
WIRING DIAGRAM

CAN SYSTEM

Wiring Diagram

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CAN SYSTEM



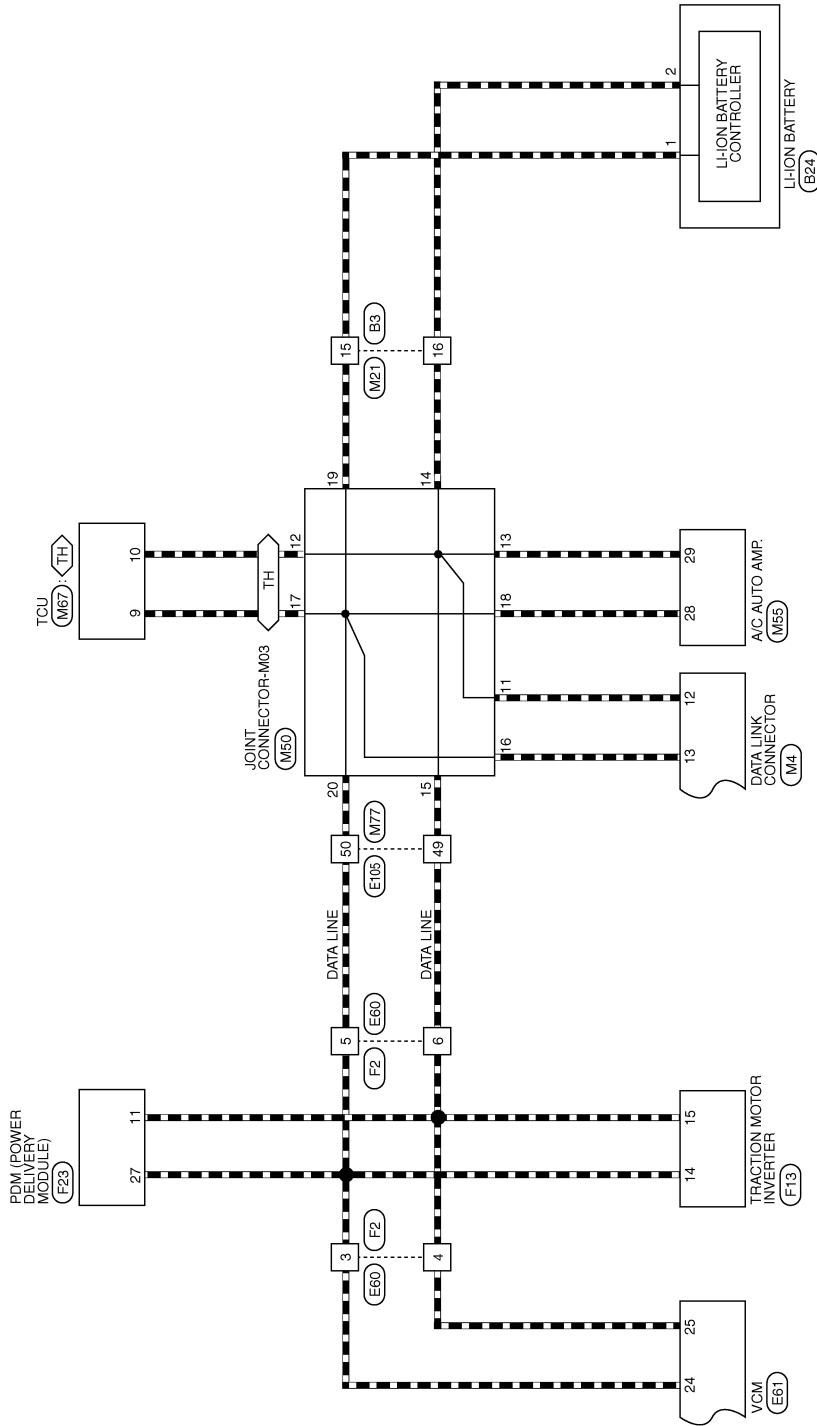
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< WIRING DIAGRAM >

[CAN]

TH: WITH TELEMATICS SYSTEM

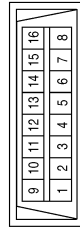


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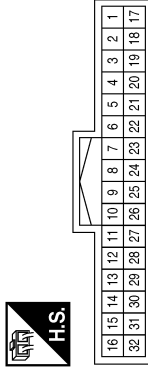
CAN SYSTEM CONNECTORS

Connector No.	M4
Connector Name	DATA LINK CONNECTOR
Connector Color	WHITE



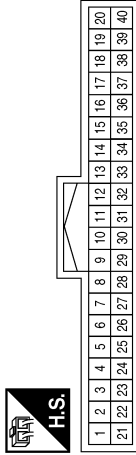
Terminal No.	Color of Wire	Signal Name
6	L	-
12	G	-
13	L	-
14	P	-

Connector No.	M21
Connector Name	WIRE TO WIRE
Connector Color	WHITE



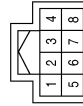
Terminal No.	Color of Wire	Signal Name
15	L	-
16	G	-
31	L	-
32	P	-

Connector No.	M24
Connector Name	ECM (BODY CONTROL MODULE)
Connector Color	BLACK



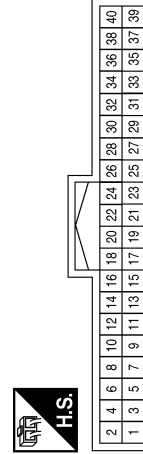
Terminal No.	Color of Wire	Signal Name
39	L	CAN-H
40	P	CAN-L

Connector No.	M30
Connector Name	STEERING ANGLE SENSOR
Connector Color	WHITE



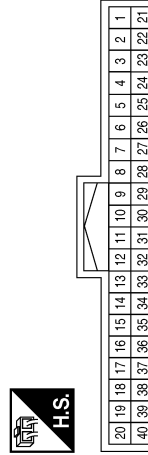
Terminal No.	Color of Wire	Signal Name
2	P	-
5	L	-

Connector No.	M32
Connector Name	AROUND VIEW MONITOR CONTROL UNIT
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
10	P	CAN-L
12	L	CAN-H

Connector No.	M34
Connector Name	COMBINATION METER
Connector Color	WHITE



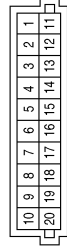
Terminal No.	Color of Wire	Signal Name
18	P	CAN-L
19	L	CAN-H

CAN SYSTEM

< WIRING DIAGRAM >

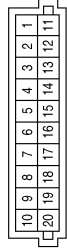
[CAN]

Connector No.	M41
Connector Name	JOINT CONNECTOR-M06
Connector Color	BLUE



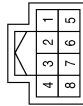
Terminal No.	Color of Wire	Signal Name
5	L	-
6	L	-
7	L	-
8	L	-
9	L	-
10	L	-
15	P	-
16	P	-
17	P	-
18	P	-
19	P	-
20	P	-

Connector No.	M40
Connector Name	JOINT CONNECTOR-M05
Connector Color	BLUE



Terminal No.	Color of Wire	Signal Name
5	L	-
6	L	-
7	L	-
8	L	-
9	L	-
10	L	-
15	P	-
16	P	-
17	P	-
18	P	-
19	P	-
20	P	-

Connector No.	M37
Connector Name	EPS CONTROL UNIT
Connector Color	WHITE



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

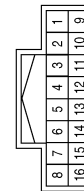
Terminal No.	Color of Wire	Signal Name
12	G	-
13	G	-
14	G	-
15	G	-
16	L	-
17	L	-
18	L	-
19	L	-
20	L	-

Connector No.	M50
Connector Name	JOINT CONNECTOR-M03
Connector Color	PINK



Terminal No.	Color of Wire	Signal Name
11	G	-

Connector No.	M47
Connector Name	APPROACHING VEHICLE SOUND FOR PEDESTRIANS (VSP) CONTROL UNIT
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
4	L	CAN-H
12	P	CAN-L

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CAN SYSTEM

< WIRING DIAGRAM >

[CAN]

Connector No.	M55
Connector Name	A/C AUTO AMP.
Connector Color	WHITE



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40

Terminal No.	Color of Wire	Signal Name
28	L	CAN-H
29	G	CAN-L

Connector No.	M61
Connector Name	AIR BAG DIAGNOSIS SENSOR UNIT
Connector Color	YELLOW



8	9	7	6	2	5	4	3
19	52		54	23		24	22
18	51		53	60	59	25	57
							1

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

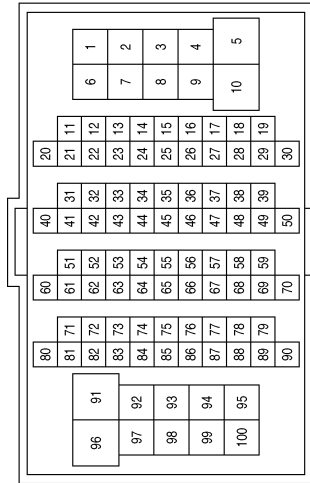
Connector No.	M67
Connector Name	TCU
Connector Color	WHITE



2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40
1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	35	37	39

Terminal No.	Color of Wire	Signal Name
9	L	EV CAN-H
10	G	EV CAN-L

Connector No.	M77
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
49	G	-
60	Y	-

Connector No.	M96
Connector Name	AV CONTROL UNIT (WITH NAVIGATION SYSTEM WITHOUT BOSE)
Connector Color	WHITE



21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60

Terminal No.	Color of Wire	Signal Name
23	P	CAN-L
43	L	CAN-H

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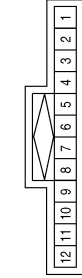
CAN SYSTEM

< WIRING DIAGRAM >

[CAN]

Terminal No.	Color of Wire	Signal Name
7	P	-
8	P	-
9	P	-
10	P	-
12	P	-

Connector No.	E6
Connector Name	JOINT CONNECTOR-E01
Connector Color	BLUE



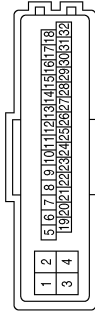
Terminal No.	Color of Wire	Signal Name
1	L	-
2	L	-
3	L	-
4	L	-
6	L	-

Connector No.	M103
Connector Name	AV CONTROL UNIT (WITH NAVIGATION SYSTEM WITH BOSE)
Connector Color	WHITE



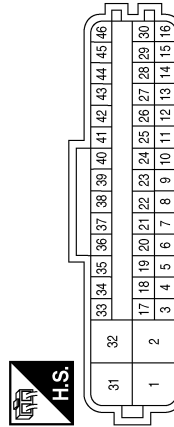
Terminal No.	Color of Wire	Signal Name
23	P	CAN-L
43	L	CAN-H

Connector No.	E35
Connector Name	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
Connector Color	BLACK



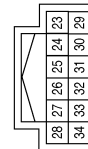
Terminal No.	Color of Wire	Signal Name
9	P	CAN-L
22	L	CAN-H

Connector No.	E34
Connector Name	ELECTRICALLY-DRIVEN INTELLIGENT BRAKE UNIT
Connector Color	WHITE



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

Connector No.	E13
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
26	P	CAN-L
27	L	CAN-H

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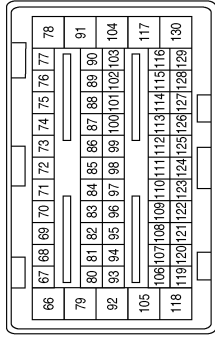
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CAN SYSTEM

< WIRING DIAGRAM >

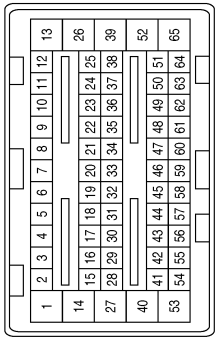
[CAN]

Connector No.	E62
Connector Name	VCM
Connector Color	BROWN



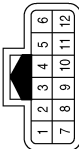
Terminal No.	Color of Wire	Signal Name
75	L	CAN-H
76	P	CAN-L

Connector No.	E61
Connector Name	VCM
Connector Color	BLACK



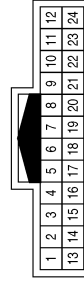
Terminal No.	Color of Wire	Signal Name
24	L	EV CAN-H
25	G	EV CAN-L

Connector No.	E60
Connector Name	WIRE TO WIRE
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
3	L	CAN-L
4	G	CAN-H
5	L	CAN-L
6	G	CAN-H

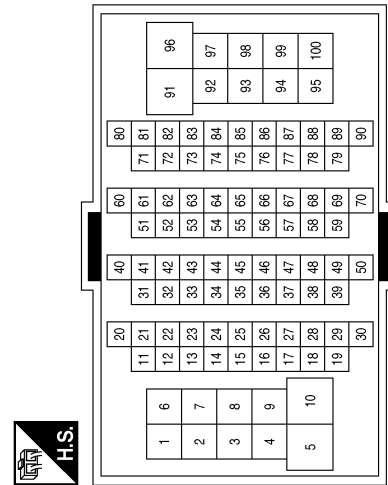
Connector No.	E107
Connector Name	WIRE TO WIRE
Connector Color	WHITE



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

Terminal No.	Color of Wire	Signal Name
26	W	-
27	B	-

Connector No.	E105
Connector Name	WIRE TO WIRE
Connector Color	WHITE



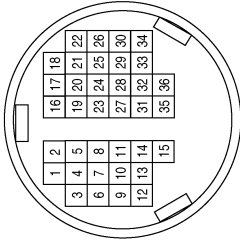
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CAN SYSTEM

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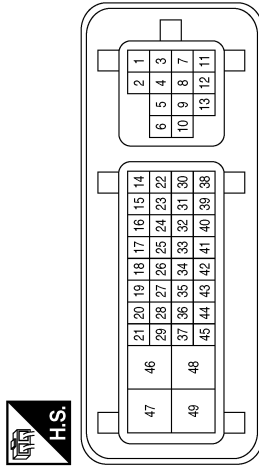
[CAN]

Connector No.	F23
Connector Name	PDM (POWER DELIVERY MODULE)
Connector Color	GREEN



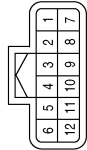
Terminal No.	Color of Wire	Signal Name
11	G	EV CAN-L
27	L	EV CAN-H

Connector No.	F13
Connector Name	TRACTION MOTOR INVERTER
Connector Color	BLACK



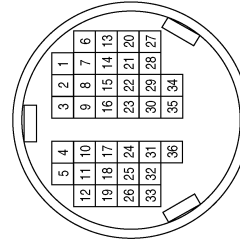
Terminal No.	Color of Wire	Signal Name
14	L	EV CAN-H
15	G	EV CAN-L

Connector No.	F2
Connector Name	WIRE TO WIRE
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
3	L	-
4	G	-
5	L	-
6	G	-

Connector No.	B24
Connector Name	LI-ION BATTERY
Connector Color	GREEN



Terminal No.	Color of Wire	Signal Name
1	L	EV CAN-H
2	G	EV CAN-L

Connector No.	B7
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	L	-
2	P	-

Connector No.	B3
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
15	L	-
16	G	-
31	L	-
32	P	-

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BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Interview Sheet

INFOID:000000010120375

NOTE:

Refer to [LAN-17, "Trouble Diagnosis Procedure"](#) for how to use interview sheet.

CAN Communication System Diagnosis Interview Sheet

Date received:

Type: VIN No.:

Model:

First registration: Mileage:

CAN system type:

Symptom (Results from interview with customer)

Condition at inspection

Error symptom : Present / Past

SKIB8898E

MALFUNCTION AREA CHART

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

DTC/CIRCUIT DIAGNOSIS

MALFUNCTION AREA CHART

CAN Communication Circuit

INFOID:0000000010120376

MAIN LINE

Malfunction area	Reference
Main line between IPDM E/R and data link connector	LAN-55. "Diagnosis Procedure"
Main line between data link connector and approaching vehicle sound for pedestrians (VSP) control unit	LAN-57. "Diagnosis Procedure"

BRANCH LINE

Malfunction area	Reference
VCM branch line circuit (CAN communication circuit)	LAN-60. "Diagnosis Procedure"
ABS actuator and electric unit (control unit) branch line circuit	LAN-61. "Diagnosis Procedure"
Electrically-driven intelligent brake unit branch line circuit	LAN-62. "Diagnosis Procedure"
IPDM E/R branch line circuit	LAN-63. "Diagnosis Procedure"
Data link connector branch line circuit (CAN communication circuit)	LAN-64. "Diagnosis Procedure"
EPS control unit branch line circuit	LAN-65. "Diagnosis Procedure"
Combination meter branch line circuit	LAN-66. "Diagnosis Procedure"
Steering angle sensor branch line circuit	LAN-67. "Diagnosis Procedure"
Air bag diagnosis sensor unit branch line circuit	LAN-68. "Diagnosis Procedure"
AV control unit branch line circuit	LAN-69. "Diagnosis Procedure"
Around view monitor control unit branch line circuit	LAN-70. "Diagnosis Procedure"
Approaching vehicle sound for pedestrians (VSP) control unit branch line circuit	LAN-71. "Diagnosis Procedure"
BCM branch line circuit	LAN-72. "Diagnosis Procedure"

SHORT CIRCUIT

Malfunction area	Reference
CAN communication circuit	LAN-81. "Diagnosis Procedure"

EV System CAN Circuit

INFOID:0000000010120377

MAIN LINE

Malfunction area	Reference
Main line between traction motor inverter and data link connector	LAN-58. "Diagnosis Procedure"

BRANCH LINE

Malfunction area	Reference
VCM branch line circuit (EV system CAN circuit)	LAN-73. "Diagnosis Procedure"
Traction motor inverter branch line circuit	LAN-74. "Diagnosis Procedure"
PDM (Power Delivery Module) branch line circuit	LAN-75. "Diagnosis Procedure"
Data link connector branch line circuit (EV system CAN circuit)	LAN-76. "Diagnosis Procedure"
A/C auto amp. branch line circuit	LAN-77. "Diagnosis Procedure"

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MALFUNCTION AREA CHART

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

Malfunction area	Reference
TCU branch line circuit	LAN-78. "Diagnosis Procedure"
Li-ion battery controller branch line circuit	LAN-79. "Diagnosis Procedure"

SHORT CIRCUIT

Malfunction area	Reference
EV system CAN circuit	LAN-83. "Diagnosis Procedure"

MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000010120378

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector E107
 - Harness connector B7
 - Harness connector B3
 - Harness connector M21

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - IPDM E/R
 - Harness connectors E107 and B7
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E107	1	Existed
	26		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E107.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B3 and M21.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B7	1	B3	31	Existed
	2		32	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connectors B7 and B3.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M21	31	M4	6	Existed
	32		14	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the IPDM E/R and the data link connector.

MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

NO >> Repair the main line between the harness connector M21 and the data link connector.

MAIN LINE BETWEEN DLC AND VSP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN DLC AND VSP CIRCUIT

Diagnosis Procedure

INFOID:000000010120379

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect the following harness connectors.
 - VCM
 - Approaching vehicle sound for pedestrians (VSP) control unit
4. Check the continuity between the data link connector harness connector and the approaching vehicle sound for pedestrians (VSP) control unit harness connector.

Data link connector		Approaching vehicle sound for pedestrians (VSP) control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M4	6	M47	4	Existed
	14		12	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the data link connector and the approaching vehicle sound for pedestrians (VSP) control unit harness connector.

NO >> Repair the main line between the data link connector and the approaching vehicle sound for pedestrians (VSP) control unit harness connector.

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MAIN LINE BETWEEN INV/MC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

MAIN LINE BETWEEN INV/MC AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000010120380

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector F2
 - Harness connector E60
 - Harness connector E105
 - Harness connector M77

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Traction motor inverter
 - Harness connectors F2 and E60
2. Check the continuity between the traction motor inverter harness connector and the harness connector.

Traction motor inverter harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
F13	14	F2	5	Existed
	15		6	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the traction motor inverter and the harness connector F2.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors E105 and M77.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E60	5	E105	50	Existed
	6		49	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connector E60 and the harness connector E105.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	50	M4	13	Existed
	49		12	Existed

Is the inspection result normal?

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

MAIN LINE BETWEEN INV/MC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

YES (Past error)>>Error was detected in the main line between the traction motor inverter and the data link connector.

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

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EV/HEV BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

EV/HEV BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

Diagnosis Procedure

INFOID:000000010120381

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the VCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

VCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E62	75	76	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the VCM branch line (CAN communication circuit side).

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the VCM. Refer to [EVC-138, "VCM : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the VCM. Refer to [EVC-423, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the VCM branch line (CAN communication circuit side).
NO >> Repair the power supply and the ground circuit.

ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010120382

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the ABS actuator and electric unit (control unit) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E35	22	9	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-137, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-162, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

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BRAKE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

BRAKE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010120383

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the electrically-driven intelligent brake unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of electrically-driven intelligent brake unit.
2. Check the resistance between the electrically-driven intelligent brake unit harness connector terminals.

Electrically-driven intelligent brake unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E34	40	39	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the electrically-driven intelligent brake unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the electrically-driven intelligent brake unit. Refer to [BR-470, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the electrically-driven intelligent brake unit. Refer to [BR-510, "Removal and installation"](#).
YES (Past error)>>Error was detected in the electrically-driven intelligent brake unit branch line.
NO >> Repair the power supply and the ground circuit.

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010120384

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the IPDM E/R for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E13	27	26	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-28, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-29, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

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DLC BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

DLC BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

Diagnosis Procedure

INFOID:000000010120385

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector		Resistance (Ω)
Connector No.	Terminal No.	
M4	6 14	Approx. 54 – 66

Is the measurement value within the specification?

- YES (Present error)>>Diagnose again. Refer to [LAN-17, "Trouble Diagnosis Flow Chart"](#).
YES (Past error)>>Error was detected in the data link connector branch line circuit (CAN communication circuit side).
NO >> Repair the data link connector branch line (CAN communication circuit side).

EPS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

EPS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010120386

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the EPS control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

EPS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	2	1	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the EPS control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-23, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the steering column assembly. Refer to [ST-35, "Removal and Installation"](#).

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

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

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M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010120387

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the combination meter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	19	18	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-85, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-102, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010120388

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the steering angle sensor for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M30	5 2	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the steering angle sensor branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-58, "Wiring Diagram"](#).

Is the inspection result normal?

YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-165, "Removal and Installation"](#).

YES (Past error)>>Error was detected in the steering angle sensor branch line.

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

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A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010120389

WARNING:

Always observe the following items for preventing accidental activation.

- Before servicing, turn power switch OFF, disconnect 12V battery negative terminal, and wait 3 minutes or more. (To discharge backup capacitor.)
- Never use unspecified tester or other measuring device.

1.CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26. "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the main harness.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-34. "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

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

AV BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010120390

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the AV control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
2. Check the resistance between the AV control unit harness connector terminals.
 - Without BOSE audio system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M96	43	23	Approx. 54 – 66

- With BOSE audio system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M103	43	23	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the AV control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without BOSE audio system: [AV-291, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With BOSE audio system: [AV-453, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

YES (Present error)>>Replace the AV control unit. Refer to the following.

- Without BOSE audio system: [AV-318, "Removal and Installation"](#)
- With BOSE audio system: [AV-488, "Removal and Installation"](#)

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

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

AVM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

AVM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010120391

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the around view monitor control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of around view monitor control unit.
2. Check the resistance between the around view monitor control unit harness connector terminals.

Around view monitor control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M32	12	10	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the around view monitor control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the around view monitor control unit. Refer to [AV-454, "AROUND VIEW MONITOR CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the around view monitor control unit. Refer to [AV-502, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the around view monitor control unit branch line.
NO >> Repair the power supply and the ground circuit.

VSP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

VSP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010120392

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the approaching vehicle sound for pedestrians (VSP) control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of approaching vehicle sound for pedestrians (VSP) control unit.
2. Check the resistance between the approaching vehicle sound for pedestrians (VSP) control unit harness connector terminals.

Approaching vehicle sound for pedestrians (VSP) control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M47	4	12	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the approaching vehicle sound for pedestrians (VSP) control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the approaching vehicle sound for pedestrians (VSP) control unit. Refer to [VSP-47, "APPROACHING VEHICLE SOUND FOR PEDESTRIANS \(VSP\) CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the approaching vehicle sound for pedestrians (VSP) control unit. Refer to [VSP-67, "Removal and Installation"](#).
- YES (Past error)>>Error was detected in the approaching vehicle sound for pedestrians (VSP) control unit branch line.
- NO >> Repair the power supply and the ground circuit.

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BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010120393

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the BCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	39	40	Approx. 108 – 132

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-66, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-72, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

EV/HEV BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

EV/HEV BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

Diagnosis Procedure

INFOID:000000010120394

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - VCM
 - Harness connector E60
 - Harness connector F2

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

VCM harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E61	24 25	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the VCM branch line (EV system CAN circuit side).

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the VCM. Refer to [EVC-138, "VCM : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the VCM. Refer to [EVC-423, "Removal and Installation"](#).

YES (Past error)>>Error was detected in the VCM branch line (EV system CAN circuit side).

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

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INV/MC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

INV/MC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010120395

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the traction motor inverter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of traction motor inverter.
2. Check the resistance between the traction motor inverter harness connector terminals.

Traction motor inverter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F13	14	15	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the traction motor inverter branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the traction motor inverter. Refer to [TMS-57, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the traction motor inverter. Refer to [TMS-103, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the traction motor inverter branch line.
NO >> Repair the power supply and the ground circuit.

OBC/PD MODULE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

OBC/PD MODULE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010120396

1.CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the PDM (Power Delivery Module) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of PDM (Power Delivery Module).
2. Check the resistance between the PDM (Power Delivery Module) harness connector terminals.

PDM (Power Delivery Module) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F23	27	11	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the PDM (Power Delivery Module) branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the PDM (Power Delivery Module). Refer to [VC-54, "PDM \(POWER DELIVERY MODULE\) : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the PDM (Power Delivery Module) branch line.
NO >> Repair the power supply and the ground circuit.

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DLC BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

DLC BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

Diagnosis Procedure

INFOID:000000010120397

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector		Resistance (Ω)
Connector No.	Terminal No.	
M4	13	Approx. 54 – 66
	12	

Is the measurement value within the specification?

- YES (Present error)>>Diagnose again. Refer to [LAN-17, "Trouble Diagnosis Flow Chart"](#).
YES (Past error)>>Error was detected in the data link connector branch line circuit (EV system CAN circuit side).
NO >> Repair the data link connector branch line (EV system CAN circuit side).

HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010120398

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the A/C auto amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M55	28	29	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Auto A/C (With heat pump): [HAC-173, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- Auto A/C (Without heat pump): [HAC-333, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Auto A/C (With heat pump): [HAC-187, "Removal and Installation"](#)
 - Auto A/C (Without heat pump): [HAC-347, "Removal and Installation"](#)
- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

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TCU BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

TCU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010120399

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the TCU for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

TCU harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	9	10	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCU. Refer to [AV-590, "TCU : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the TCU. Refer to [AV-594, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the TCU branch line.
NO >> Repair the power supply and the ground circuit.

HV BAT BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

HV BAT BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010120400

DANGER:



Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the Li-ion battery for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of Li-ion battery.
2. Check the resistance between the Li-ion battery harness connector terminals.

Li-ion battery harness connector		Resistance (Ω)
Connector No.	Terminal No.	
B24	1	Approx. 108 – 132
	2	

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the Li-ion battery branch line.

3. PRECONDITIONING

WARNING:

Disconnect the high voltage. Refer to [GI-33, "How to Disconnect High Voltage"](#).

Check voltage in high voltage circuit. (Check that condenser are discharged.)

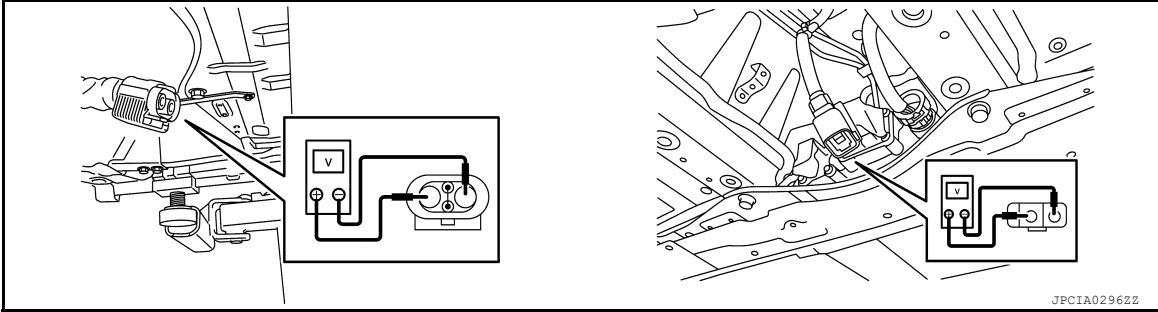
1. Lift up the vehicle and remove the Li-ion battery under covers. Refer to [EVB-181, "Exploded View"](#).
2. Disconnect high voltage harness connector and PTC heater harness connector from front side of Li-ion battery. Refer to [EVB-181, "Removal and Installation"](#).

HV BAT BRANCH LINE CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

3. Measure voltage between high voltage harness connector terminals and PTC heater harness connector terminals.



DANGER:



Touching high voltage components without using the appropriate protective equipment will cause electrocution.



Standard : 5 V or less

CAUTION:

For voltage measurements, use a tester which can measure to 500 V or higher.

>> GO TO 4.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Li-ion battery controller. Refer to [EVB-176, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> GO TO 5.

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

5. CHECK HARNESS FOR OPEN CIRCUIT

1. Remove Li-ion battery controller. Refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).
2. Check the continuity between vehicle communication harness (harness between Li-ion battery harness connector side and Li-ion battery controller side) connector terminals. Refer to [EVB-27, "Circuit Diagram"](#).

Vehicle communication harness		Continuity
Li-ion battery harness connector side (LB1)	Li-ion battery controller side (LB11)	
Terminal No.	Terminal No.	
1	1	Existed
2	13	Existed

Is the measurement value within the specification?

YES (Present error)>>Replace the Li-ion battery controller. Refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).

YES (Past error)>>Error was detected in the Li-ion battery controller branch line.

NO >> Repair the vehicle communication harness.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000010120401

1.CONNECTOR INSPECTION

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect all the control unit connectors on CAN communication circuit.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M4	6 14	Not existed

Is the inspection result normal?

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

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4.CHECK VCM AND BCM TERMINATION CIRCUIT

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

VCM		Resistance (Ω)
Terminal No.		
75	76	Approx. 108 – 132

3. Check the resistance between the BCM terminals.

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

Is the measurement value within the specification?

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

5.CHECK SYMPTOM

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CAN COMMUNICATION CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK CONTROL UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each control unit.

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26. "Precautions for Removing Battery Terminal"](#).
3. Disconnect one of the control unit connectors of CAN communication circuit.

NOTE:

VCM and BCM have a termination circuit. Check other control units first.

4. Connect the 12V battery cable to the negative terminal. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.

NOTE:

Although control unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other control units as per the above procedure.

Non-reproduced>>Replace the control unit whose connector was disconnected.

EV SYSTEM CAN CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN]

EV SYSTEM CAN CIRCUIT

Diagnosis Procedure

INFOID:000000010120402

DANGER:



Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

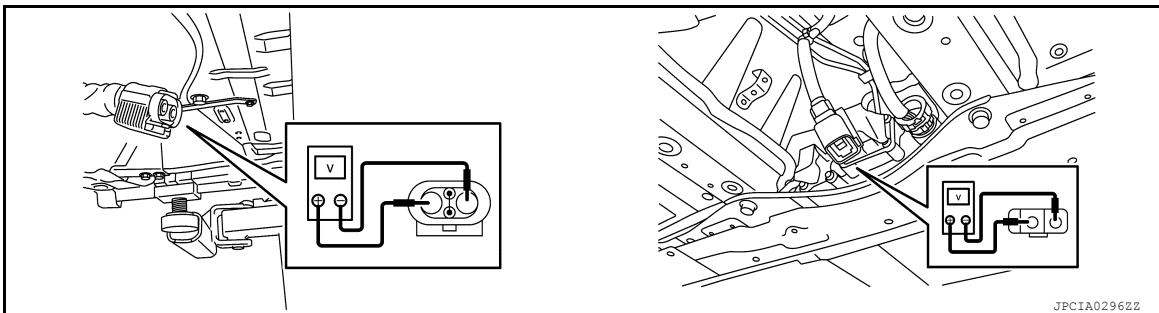
1. PRECONDITIONING

WARNING:

Disconnect the high voltage. Refer to [GI-33, "How to Disconnect High Voltage"](#).

Check voltage in high voltage circuit. (Check that condenser are discharged.)

1. Lift up the vehicle and remove the Li-ion battery under covers. Refer to [EVB-181, "Exploded View"](#).
2. Disconnect high voltage harness connector and PTC heater harness connector from front side of Li-ion battery. Refer to [EVB-181, "Removal and Installation"](#).
3. Measure voltage between high voltage harness connector terminals and PTC heater harness connector terminals.



DANGER:



Touching high voltage components without using the appropriate protective equipment will cause electrocution.



Standard

: 5 V or less

CAUTION:

For voltage measurements, use a tester which can measure to 500 V or higher.

>> GO TO 2.

2. CONNECTOR INSPECTION

EV SYSTEM CAN CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect all the control unit connectors on EV system CAN circuit. For the removal of Li-ion battery controller, refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the terminal and connector.

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M4	13	12	Not existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Check the harness and repair the root cause.

4.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	13		Not existed
	12		Not existed

Is the inspection result normal?

YES >> GO TO 5.

NO >> Check the harness and repair the root cause.

5.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the vehicle communication harness connector terminals. Refer to [EVB-27, "Circuit Diagram"](#).

Vehicle communication harness (LB1)		Continuity
Terminal No.		
1	2	Not existed

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair the vehicle communication harness.

6.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the vehicle communication harness connector and the ground. Refer to [EVB-27, "Circuit Diagram"](#).

Vehicle communication harness (LB1)	Ground	Continuity
Terminal No.		
1		Not existed
2		Not existed

Is the inspection result normal?

YES >> GO TO 7.

NO >> Repair the vehicle communication harness.

EV SYSTEM CAN CIRCUIT

[CAN]

< DTC/CIRCUIT DIAGNOSIS >

7. CHECK VCM AND LI-ION BATTERY CONTROLLER TERMINATION CIRCUIT

1. Remove the VCM.
2. Check the resistance between the VCM terminals.

VCM		Resistance (Ω)
Terminal No.		
24	25	Approx. 108 – 132

3. Remove the Li-ion battery controller. Refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).
4. Check the resistance between the Li-ion battery controller terminals.

Li-ion battery controller		Resistance (Ω)
Terminal No.		
1	13	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 8.
NO >> Replace the VCM and/or the Li-ion battery controller.

8. CHECK SYMPTOM

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

Inspection result

- Reproduced>>GO TO 9.
Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

9. CHECK CONTROL UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each control unit.

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect one of the control unit connectors of EV system CAN circuit.

WARNING:

Disconnect the high voltage when disconnecting the Li-ion battery connector (B24). Refer to [GI-33, "How to Disconnect High Voltage"](#).

NOTE:

VCM and Li-ion battery controller have a termination circuit. Check other control units first.

4. Connect the 12V battery cable to the negative terminal. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.

NOTE:

Although control unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

- Reproduced>>Connect the connector. Check other control units as per the above procedure.
Non-reproduced>>Replace the control unit whose connector was disconnected.

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MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000010415343

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector E107
 - Harness connector B7
 - Harness connector B3
 - Harness connector M21

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - IPDM E/R
 - Harness connectors E107 and B7
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E107	1	Existed
	26		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E107.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B3 and M21.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B7	1	B3	31	Existed
	2		32	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connectors B7 and B3.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M21	31	M4	6	Existed
	32		14	Existed

Is the inspection result normal?

MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

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

YES (Past error)>>Error was detected in the main line between the IPDM E/R and the data link connector.

NO >> Repair the main line between the harness connector M21 and the data link connector.

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MAIN LINE BETWEEN DLC AND VSP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

MAIN LINE BETWEEN DLC AND VSP CIRCUIT

Diagnosis Procedure

INFOID:000000010415344

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect the following harness connectors.
 - VCM
 - Approaching vehicle sound for pedestrians (VSP) control unit
4. Check the continuity between the data link connector harness connector and the approaching vehicle sound for pedestrians (VSP) control unit harness connector.

Data link connector		Approaching vehicle sound for pedestrians (VSP) control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M4	6	M47	4	Existed
	14		12	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the data link connector and the approaching vehicle sound for pedestrians (VSP) control unit harness connector.

NO >> Repair the main line between the data link connector and the approaching vehicle sound for pedestrians (VSP) control unit harness connector.

MAIN LINE BETWEEN INV/MC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

MAIN LINE BETWEEN INV/MC AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000010415345

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector F2
 - Harness connector E60
 - Harness connector E105
 - Harness connector M77

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Traction motor inverter
 - Harness connectors F2 and E60
2. Check the continuity between the traction motor inverter harness connector and the harness connector.

Traction motor inverter harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
F13	14	F2	5	Existed
	15		6	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the traction motor inverter and the harness connector F2.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors E105 and M77.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E60	5	E105	50	Existed
	6		49	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connector E60 and the harness connector E105.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	50	M4	13	Existed
	49		12	Existed

Is the inspection result normal?

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

MAIN LINE BETWEEN INV/MC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

YES (Past error)>>Error was detected in the main line between the traction motor inverter and the data link connector.

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

EV/HEV BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

EV/HEV BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

Diagnosis Procedure

INFOID:000000010415346

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the VCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

VCM harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E62	75 76	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the VCM branch line (CAN communication circuit side).

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the VCM. Refer to [EVC-138, "VCM : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the VCM. Refer to [EVC-423, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the VCM branch line (CAN communication circuit side).
NO >> Repair the power supply and the ground circuit.

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ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415347

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the ABS actuator and electric unit (control unit) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E35	22 9	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-137, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-162, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

BRAKE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

BRAKE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415348

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the electrically-driven intelligent brake unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of electrically-driven intelligent brake unit.
2. Check the resistance between the electrically-driven intelligent brake unit harness connector terminals.

Electrically-driven intelligent brake unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E34	40	39	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the electrically-driven intelligent brake unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the electrically-driven intelligent brake unit. Refer to [BR-470, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the electrically-driven intelligent brake unit. Refer to [BR-510, "Removal and installation"](#).

YES (Past error)>>Error was detected in the electrically-driven intelligent brake unit branch line.

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

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IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415349

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the IPDM E/R for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E13	27	26	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-28, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-29, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

DLC BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

Diagnosis Procedure

INFOID:000000010415350

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M4	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Diagnose again. Refer to [LAN-17, "Trouble Diagnosis Flow Chart"](#).

YES (Past error)>>Error was detected in the data link connector branch line circuit (CAN communication circuit side).

NO >> Repair the data link connector branch line (CAN communication circuit side).

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EPS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

EPS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415351

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the EPS control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

EPS control unit harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M37	2 1	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-23, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering column assembly. Refer to [ST-35, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the EPS control unit branch line.
NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415352

1.CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the combination meter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	19	18	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the combination meter branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-85, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the combination meter. Refer to [MWI-102, "Removal and Installation"](#).

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

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

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STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415353

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the steering angle sensor for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M30	5	Approx. 54 – 66
	2	

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-58, "Wiring Diagram"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-165, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415354

WARNING:

Always observe the following items for preventing accidental activation.

- Before servicing, turn power switch OFF, disconnect 12V battery negative terminal, and wait 3 minutes or more. (To discharge backup capacitor.)
- Never use unspecified tester or other measuring device.

1.CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26. "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the main harness.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-34. "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

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

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VSP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

VSP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415357

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the approaching vehicle sound for pedestrians (VSP) control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of approaching vehicle sound for pedestrians (VSP) control unit.
2. Check the resistance between the approaching vehicle sound for pedestrians (VSP) control unit harness connector terminals.

Approaching vehicle sound for pedestrians (VSP) control unit harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M47	4 12	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the approaching vehicle sound for pedestrians (VSP) control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the approaching vehicle sound for pedestrians (VSP) control unit. Refer to [VSP-47, "APPROACHING VEHICLE SOUND FOR PEDESTRIANS \(VSP\) CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the approaching vehicle sound for pedestrians (VSP) control unit. Refer to [VSP-67, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the approaching vehicle sound for pedestrians (VSP) control unit branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415358

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the BCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M24	39 40	Approx. 108 – 132

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-66, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-72, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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EV/HEV BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

EV/HEV BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

Diagnosis Procedure

INFOID:000000010415359

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - VCM
 - Harness connector E60
 - Harness connector F2

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

VCM harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E61	24	Approx. 108 – 132
	25	

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the VCM branch line (EV system CAN circuit side).

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the VCM. Refer to [EVC-138, "VCM : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the VCM. Refer to [EVC-423, "Removal and Installation"](#).

YES (Past error)>>Error was detected in the VCM branch line (EV system CAN circuit side).

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

INV/MC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

INV/MC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415360

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the traction motor inverter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of traction motor inverter.
2. Check the resistance between the traction motor inverter harness connector terminals.

Traction motor inverter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F13	14	15	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the traction motor inverter branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the traction motor inverter. Refer to [TMS-57, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the traction motor inverter. Refer to [TMS-103, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the traction motor inverter branch line.
NO >> Repair the power supply and the ground circuit.

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OBC/PD MODULE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

OBC/PD MODULE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415361

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the PDM (Power Delivery Module) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of PDM (Power Delivery Module).
2. Check the resistance between the PDM (Power Delivery Module) harness connector terminals.

PDM (Power Delivery Module) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F23	27	11	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the PDM (Power Delivery Module) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the PDM (Power Delivery Module). Refer to [VC-54, "PDM \(POWER DELIVERY MODULE\) : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the PDM (Power Delivery Module) branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

DLC BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

Diagnosis Procedure

INFOID:000000010415362

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector		Resistance (Ω)
Connector No.	Terminal No.	
M4	13	Approx. 54 – 66
	12	

Is the measurement value within the specification?

YES (Present error)>>Diagnose again. Refer to [LAN-17, "Trouble Diagnosis Flow Chart"](#).

YES (Past error)>>Error was detected in the data link connector branch line circuit (EV system CAN circuit side).

NO >> Repair the data link connector branch line (EV system CAN circuit side).

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HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415363

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the A/C auto amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M55	28	Approx. 54 – 66
	29	

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Auto A/C (With heat pump): [HAC-173, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- Auto A/C (Without heat pump): [HAC-333, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Auto A/C (With heat pump): [HAC-187, "Removal and Installation"](#)
 - Auto A/C (Without heat pump): [HAC-347, "Removal and Installation"](#)
- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

HV BAT BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415365

DANGER:



Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the Li-ion battery for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of Li-ion battery.
2. Check the resistance between the Li-ion battery harness connector terminals.

Li-ion battery harness connector		Resistance (Ω)
Connector No.	Terminal No.	
B24	1 2	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the Li-ion battery branch line.

3. PRECONDITIONING

WARNING:

Disconnect the high voltage. Refer to [GI-33, "How to Disconnect High Voltage"](#).

Check voltage in high voltage circuit. (Check that condenser are discharged.)

1. Lift up the vehicle and remove the Li-ion battery under covers. Refer to [EVB-181, "Exploded View"](#).
2. Disconnect high voltage harness connector and PTC heater harness connector from front side of Li-ion battery. Refer to [EVB-181, "Removal and Installation"](#).

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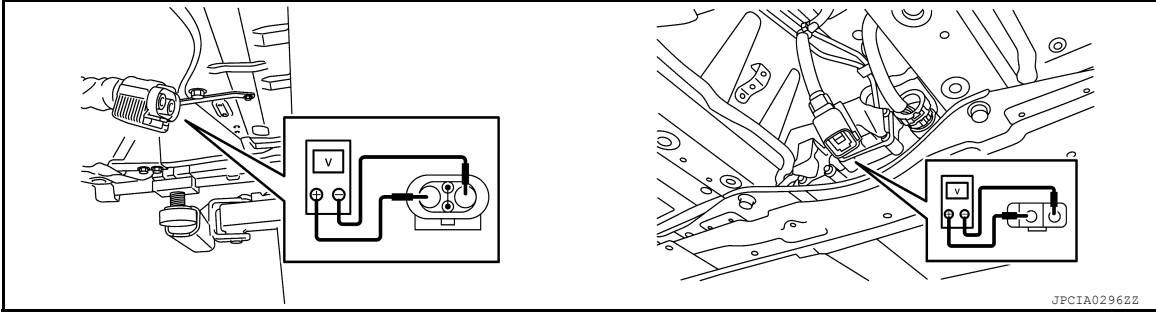
LAN

HV BAT BRANCH LINE CIRCUIT

[CAN SYSTEM (TYPE 1)]

< DTC/CIRCUIT DIAGNOSIS >

- Measure voltage between high voltage harness connector terminals and PTC heater harness connector terminals.



DANGER:



Touching high voltage components without using the appropriate protective equipment will cause electrocution.



Standard : 5 V or less

CAUTION:

For voltage measurements, use a tester which can measure to 500 V or higher.

>> GO TO 4.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Li-ion battery controller. Refer to [EVB-176, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> GO TO 5.

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

5. CHECK HARNESS FOR OPEN CIRCUIT

- Remove Li-ion battery controller. Refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).
- Check the continuity between vehicle communication harness (harness between Li-ion battery harness connector side and Li-ion battery controller side) connector terminals. Refer to [EVB-27, "Circuit Diagram"](#).

Vehicle communication harness		Continuity
Li-ion battery harness connector side (LB1)	Li-ion battery controller side (LB11)	
Terminal No.	Terminal No.	
1	1	Existed
2	13	Existed

Is the measurement value within the specification?

YES (Present error)>>Replace the Li-ion battery controller. Refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).

YES (Past error)>>Error was detected in the Li-ion battery controller branch line.

NO >> Repair the vehicle communication harness.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000010415366

1.CONNECTOR INSPECTION

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect all the control unit connectors on CAN communication circuit.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M4	6 14	Not existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check the harness and repair the root cause.

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	6		Not existed
	14		Not existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Check the harness and repair the root cause.

4.CHECK VCM AND BCM TERMINATION CIRCUIT

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

VCM		Resistance (Ω)
Terminal No.		
75	76	Approx. 108 – 132

3. Check the resistance between the BCM terminals.

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

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the VCM and/or the BCM.

5.CHECK SYMPTOM

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CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK CONTROL UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each control unit.

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26. "Precautions for Removing Battery Terminal"](#).
3. Disconnect one of the control unit connectors of CAN communication circuit.

NOTE:

VCM and BCM have a termination circuit. Check other control units first.

4. Connect the 12V battery cable to the negative terminal. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.

NOTE:

Although control unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other control units as per the above procedure.

Non-reproduced>>Replace the control unit whose connector was disconnected.

EV SYSTEM CAN CIRCUIT

Diagnosis Procedure

INFOID:000000010415367

DANGER:



Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

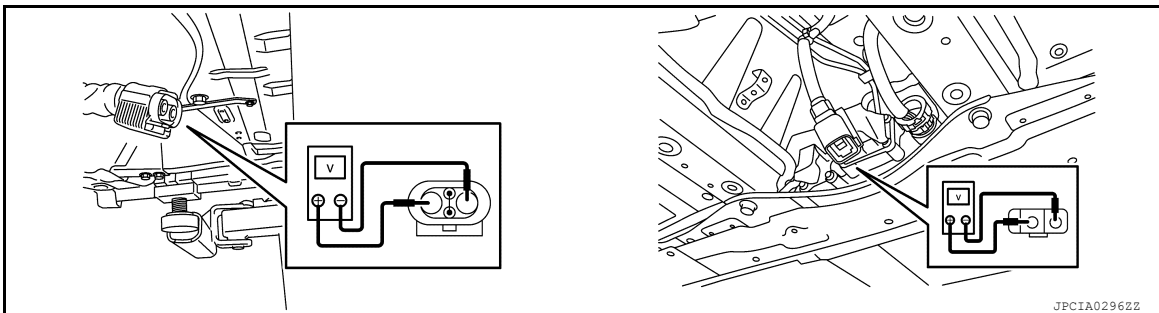
1. PRECONDITIONING

WARNING:

Disconnect the high voltage. Refer to [GI-33, "How to Disconnect High Voltage"](#).

Check voltage in high voltage circuit. (Check that condenser are discharged.)

1. Lift up the vehicle and remove the Li-ion battery under covers. Refer to [EVB-181, "Exploded View"](#).
2. Disconnect high voltage harness connector and PTC heater harness connector from front side of Li-ion battery. Refer to [EVB-181, "Removal and Installation"](#).
3. Measure voltage between high voltage harness connector terminals and PTC heater harness connector terminals.



DANGER:



Touching high voltage components without using the appropriate protective equipment will cause electrocution.



Standard

: 5 V or less

CAUTION:

For voltage measurements, use a tester which can measure to 500 V or higher.

>> GO TO 2.

2. CONNECTOR INSPECTION

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LAN

EV SYSTEM CAN CIRCUIT

[CAN SYSTEM (TYPE 1)]

< DTC/CIRCUIT DIAGNOSIS >

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect all the control unit connectors on EV system CAN circuit. For the removal of Li-ion battery controller, refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the terminal and connector.

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M4	13	12	Not existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Check the harness and repair the root cause.

4.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	13		Not existed
	12		Not existed

Is the inspection result normal?

YES >> GO TO 5.

NO >> Check the harness and repair the root cause.

5.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the vehicle communication harness connector terminals. Refer to [EVB-27, "Circuit Diagram"](#).

Vehicle communication harness (LB1)		Continuity
Terminal No.		
1	2	Not existed

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair the vehicle communication harness.

6.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the vehicle communication harness connector and the ground. Refer to [EVB-27, "Circuit Diagram"](#).

Vehicle communication harness (LB1)	Ground	Continuity
Terminal No.		
1		Not existed
2		Not existed

Is the inspection result normal?

YES >> GO TO 7.

NO >> Repair the vehicle communication harness.

EV SYSTEM CAN CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 1)]

7. CHECK VCM AND LI-ION BATTERY CONTROLLER TERMINATION CIRCUIT

1. Remove the VCM.
2. Check the resistance between the VCM terminals.

VCM		Resistance (Ω)
Terminal No.		
24	25	Approx. 108 – 132

3. Remove the Li-ion battery controller. Refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).
4. Check the resistance between the Li-ion battery controller terminals.

Li-ion battery controller		Resistance (Ω)
Terminal No.		
1	13	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 8.
NO >> Replace the VCM and/or the Li-ion battery controller.

8. CHECK SYMPTOM

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

Inspection result

- Reproduced>>GO TO 9.
Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

9. CHECK CONTROL UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each control unit.

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect one of the control unit connectors of EV system CAN circuit.

WARNING:

Disconnect the high voltage when disconnecting the Li-ion battery connector (B24). Refer to [GI-33, "How to Disconnect High Voltage"](#).

NOTE:

VCM and Li-ion battery controller have a termination circuit. Check other control units first.

4. Connect the 12V battery cable to the negative terminal. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.

NOTE:

Although control unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

- Reproduced>>Connect the connector. Check other control units as per the above procedure.
Non-reproduced>>Replace the control unit whose connector was disconnected.

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LAN

MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000010415376

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector E107
 - Harness connector B7
 - Harness connector B3
 - Harness connector M21

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - IPDM E/R
 - Harness connectors E107 and B7
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E107	1	Existed
	26		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E107.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B3 and M21.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B7	1	B3	31	Existed
	2		32	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connectors B7 and B3.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M21	31	M4	6	Existed
	32		14	Existed

Is the inspection result normal?

MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

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

YES (Past error)>>Error was detected in the main line between the IPDM E/R and the data link connector.

NO >> Repair the main line between the harness connector M21 and the data link connector.

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MAIN LINE BETWEEN DLC AND VSP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

MAIN LINE BETWEEN DLC AND VSP CIRCUIT

Diagnosis Procedure

INFOID:000000010415377

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect the following harness connectors.
 - VCM
 - Approaching vehicle sound for pedestrians (VSP) control unit
4. Check the continuity between the data link connector harness connector and the approaching vehicle sound for pedestrians (VSP) control unit harness connector.

Data link connector		Approaching vehicle sound for pedestrians (VSP) control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M4	6	M47	4	Existed
	14		12	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the data link connector and the approaching vehicle sound for pedestrians (VSP) control unit harness connector.

NO >> Repair the main line between the data link connector and the approaching vehicle sound for pedestrians (VSP) control unit harness connector.

MAIN LINE BETWEEN INV/MC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

MAIN LINE BETWEEN INV/MC AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000010415378

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector F2
 - Harness connector E60
 - Harness connector E105
 - Harness connector M77

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Traction motor inverter
 - Harness connectors F2 and E60
2. Check the continuity between the traction motor inverter harness connector and the harness connector.

Traction motor inverter harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
F13	14	F2	5	Existed
	15		6	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the traction motor inverter and the harness connector F2.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors E105 and M77.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E60	5	E105	50	Existed
	6		49	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connector E60 and the harness connector E105.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	50	M4	13	Existed
	49		12	Existed

Is the inspection result normal?

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

MAIN LINE BETWEEN INV/MC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

YES (Past error)>>Error was detected in the main line between the traction motor inverter and the data link connector.

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

EV/HEV BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

EV/HEV BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

Diagnosis Procedure

INFOID:000000010415379

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the VCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

VCM harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E62	75 76	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the VCM branch line (CAN communication circuit side).

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the VCM. Refer to [EVC-138, "VCM : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the VCM. Refer to [EVC-423, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the VCM branch line (CAN communication circuit side).
NO >> Repair the power supply and the ground circuit.

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ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415380

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the ABS actuator and electric unit (control unit) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E35	22 9	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-137, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-162, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

BRAKE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

BRAKE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415381

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the electrically-driven intelligent brake unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of electrically-driven intelligent brake unit.
2. Check the resistance between the electrically-driven intelligent brake unit harness connector terminals.

Electrically-driven intelligent brake unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E34	40	39	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the electrically-driven intelligent brake unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the electrically-driven intelligent brake unit. Refer to [BR-470, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the electrically-driven intelligent brake unit. Refer to [BR-510, "Removal and installation"](#).
YES (Past error)>>Error was detected in the electrically-driven intelligent brake unit branch line.
NO >> Repair the power supply and the ground circuit.

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LAN

IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415382

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the IPDM E/R for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E13	27	26	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-28, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-29, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

DLC BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

Diagnosis Procedure

INFOID:000000010415383

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M4	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Diagnose again. Refer to [LAN-17, "Trouble Diagnosis Flow Chart"](#).

YES (Past error)>>Error was detected in the data link connector branch line circuit (CAN communication circuit side).

NO >> Repair the data link connector branch line (CAN communication circuit side).

LAN

EPS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

EPS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415384

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the EPS control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

EPS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	2	1	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-23, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering column assembly. Refer to [ST-35, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the EPS control unit branch line.
NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415385

1.CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the combination meter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	19	18	Approx. 54 – 66

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-85, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the combination meter. Refer to [MWI-102, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the combination meter branch line.
NO >> Repair the power supply and the ground circuit.

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STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415386

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the steering angle sensor for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M30	5	Approx. 54 – 66
	2	

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-58, "Wiring Diagram"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-165, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415387

WARNING:

Always observe the following items for preventing accidental activation.

- Before servicing, turn power switch OFF, disconnect 12V battery negative terminal, and wait 3 minutes or more. (To discharge backup capacitor.)
- Never use unspecified tester or other measuring device.

1.CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26. "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the main harness.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-34. "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

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

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AV BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415388

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the AV control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
 2. Check the resistance between the AV control unit harness connector terminals.
- Without BOSE audio system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M96	43	23	Approx. 54 – 66

- With BOSE audio system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M103	43	23	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without BOSE audio system: [AV-291, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With BOSE audio system: [AV-453, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without BOSE audio system: [AV-318, "Removal and Installation"](#)
 - With BOSE audio system: [AV-488, "Removal and Installation"](#)

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

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

VSP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

VSP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415390

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the approaching vehicle sound for pedestrians (VSP) control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of approaching vehicle sound for pedestrians (VSP) control unit.
2. Check the resistance between the approaching vehicle sound for pedestrians (VSP) control unit harness connector terminals.

Approaching vehicle sound for pedestrians (VSP) control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M47	4	12	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the approaching vehicle sound for pedestrians (VSP) control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the approaching vehicle sound for pedestrians (VSP) control unit. Refer to [VSP-47, "APPROACHING VEHICLE SOUND FOR PEDESTRIANS \(VSP\) CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the approaching vehicle sound for pedestrians (VSP) control unit. Refer to [VSP-67, "Removal and Installation"](#).
- YES (Past error)>>Error was detected in the approaching vehicle sound for pedestrians (VSP) control unit branch line.
- NO >> Repair the power supply and the ground circuit.

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BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415391

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the BCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	39	40	Approx. 108 – 132

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-66, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-72, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

EV/HEV BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

EV/HEV BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

Diagnosis Procedure

INFOID:000000010415392

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - VCM
 - Harness connector E60
 - Harness connector F2

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

VCM harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E61	24 25	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the VCM branch line (EV system CAN circuit side).

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the VCM. Refer to [EVC-138, "VCM : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the VCM. Refer to [EVC-423, "Removal and Installation"](#).

YES (Past error)>>Error was detected in the VCM branch line (EV system CAN circuit side).

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

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INV/MC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

INV/MC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415393

1.CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the traction motor inverter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of traction motor inverter.
2. Check the resistance between the traction motor inverter harness connector terminals.

Traction motor inverter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F13	14	15	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the traction motor inverter branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the traction motor inverter. Refer to [TMS-57, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the traction motor inverter. Refer to [TMS-103, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the traction motor inverter branch line.
NO >> Repair the power supply and the ground circuit.

OBC/PD MODULE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

OBC/PD MODULE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415394

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the PDM (Power Delivery Module) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of PDM (Power Delivery Module).
2. Check the resistance between the PDM (Power Delivery Module) harness connector terminals.

PDM (Power Delivery Module) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F23	27	11	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the PDM (Power Delivery Module) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the PDM (Power Delivery Module). Refer to [VC-54, "PDM \(POWER DELIVERY MODULE\) : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).

YES (Past error)>>Error was detected in the PDM (Power Delivery Module) branch line.

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

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DLC BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

DLC BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

Diagnosis Procedure

INFOID:000000010415395

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M4	13	12	Approx. 54 – 66

Is the measurement value within the specification?

- YES (Present error)>>Diagnose again. Refer to [LAN-17, "Trouble Diagnosis Flow Chart"](#).
YES (Past error)>>Error was detected in the data link connector branch line circuit (EV system CAN circuit side).
NO >> Repair the data link connector branch line (EV system CAN circuit side).

HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415396

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the A/C auto amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M55	28	29	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Auto A/C (With heat pump): [HAC-173, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- Auto A/C (Without heat pump): [HAC-333, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Auto A/C (With heat pump): [HAC-187, "Removal and Installation"](#)
 - Auto A/C (Without heat pump): [HAC-347, "Removal and Installation"](#)
- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

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TCU BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

TCU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415458

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the TCU for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

TCU harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	9	10	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCU. Refer to [AV-590, "TCU : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the TCU. Refer to [AV-594, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the TCU branch line.
NO >> Repair the power supply and the ground circuit.

HV BAT BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

HV BAT BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415398

DANGER:



Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the Li-ion battery for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of Li-ion battery.
2. Check the resistance between the Li-ion battery harness connector terminals.

Li-ion battery harness connector		Resistance (Ω)
Connector No.	Terminal No.	
B24	1	Approx. 108 – 132
	2	

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the Li-ion battery branch line.

3. PRECONDITIONING

WARNING:

Disconnect the high voltage. Refer to [GI-33, "How to Disconnect High Voltage"](#).

Check voltage in high voltage circuit. (Check that condenser are discharged.)

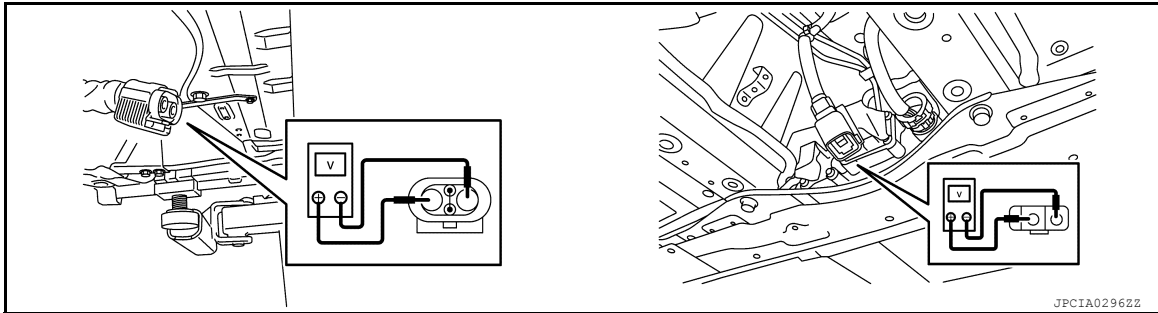
1. Lift up the vehicle and remove the Li-ion battery under covers. Refer to [EVB-181, "Exploded View"](#).
2. Disconnect high voltage harness connector and PTC heater harness connector from front side of Li-ion battery. Refer to [EVB-181, "Removal and Installation"](#).

HV BAT BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

- Measure voltage between high voltage harness connector terminals and PTC heater harness connector terminals.



DANGER:



Touching high voltage components without using the appropriate protective equipment will cause electrocution.



Standard : 5 V or less

CAUTION:

For voltage measurements, use a tester which can measure to 500 V or higher.

>> GO TO 4.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Li-ion battery controller. Refer to [EVB-176, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> GO TO 5.

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

5. CHECK HARNESS FOR OPEN CIRCUIT

- Remove Li-ion battery controller. Refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).
- Check the continuity between vehicle communication harness (harness between Li-ion battery harness connector side and Li-ion battery controller side) connector terminals. Refer to [EVB-27, "Circuit Diagram"](#).

Vehicle communication harness		Continuity
Li-ion battery harness connector side (LB1)	Li-ion battery controller side (LB11)	
Terminal No.	Terminal No.	
1	1	Existed
2	13	Existed

Is the measurement value within the specification?

YES (Present error)>>Replace the Li-ion battery controller. Refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).

YES (Past error)>>Error was detected in the Li-ion battery controller branch line.

NO >> Repair the vehicle communication harness.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000010415399

1.CONNECTOR INSPECTION

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect all the control unit connectors on CAN communication circuit.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M4	6 14	Not existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check the harness and repair the root cause.

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	6		Not existed
	14		Not existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Check the harness and repair the root cause.

4.CHECK VCM AND BCM TERMINATION CIRCUIT

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

VCM		Resistance (Ω)
Terminal No.		
75	76	Approx. 108 – 132

3. Check the resistance between the BCM terminals.

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

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the VCM and/or the BCM.

5.CHECK SYMPTOM

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK CONTROL UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each control unit.

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26. "Precautions for Removing Battery Terminal"](#).
3. Disconnect one of the control unit connectors of CAN communication circuit.

NOTE:

VCM and BCM have a termination circuit. Check other control units first.

4. Connect the 12V battery cable to the negative terminal. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.

NOTE:

Although control unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other control units as per the above procedure.

Non-reproduced>>Replace the control unit whose connector was disconnected.

EV SYSTEM CAN CIRCUIT

Diagnosis Procedure

INFOID:000000010415400

DANGER:



Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

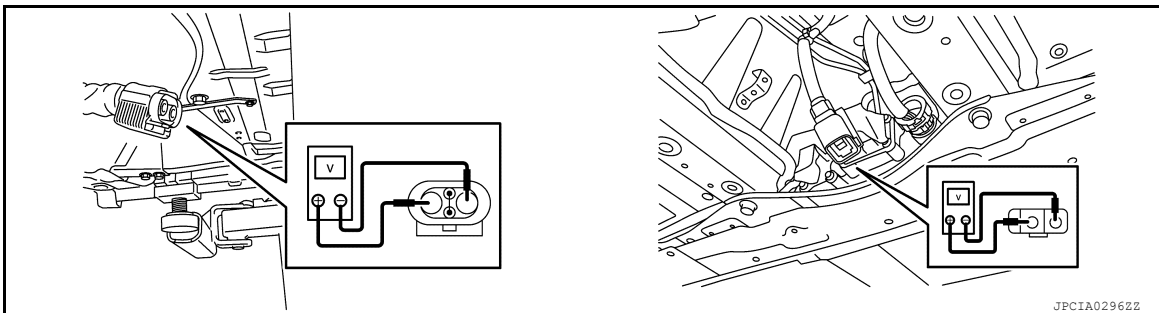
1. PRECONDITIONING

WARNING:

Disconnect the high voltage. Refer to [GI-33, "How to Disconnect High Voltage"](#).

Check voltage in high voltage circuit. (Check that condenser are discharged.)

1. Lift up the vehicle and remove the Li-ion battery under covers. Refer to [EVB-181, "Exploded View"](#).
2. Disconnect high voltage harness connector and PTC heater harness connector from front side of Li-ion battery. Refer to [EVB-181, "Removal and Installation"](#).
3. Measure voltage between high voltage harness connector terminals and PTC heater harness connector terminals.



DANGER:



Touching high voltage components without using the appropriate protective equipment will cause electrocution.



Standard

: 5 V or less

CAUTION:

For voltage measurements, use a tester which can measure to 500 V or higher.

>> GO TO 2.

2. CONNECTOR INSPECTION

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EV SYSTEM CAN CIRCUIT

[CAN SYSTEM (TYPE 2)]

< DTC/CIRCUIT DIAGNOSIS >

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect all the control unit connectors on EV system CAN circuit. For the removal of Li-ion battery controller, refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the terminal and connector.

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M4	13	12	Not existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Check the harness and repair the root cause.

4.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	13		Not existed
	12		Not existed

Is the inspection result normal?

YES >> GO TO 5.

NO >> Check the harness and repair the root cause.

5.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the vehicle communication harness connector terminals. Refer to [EVB-27, "Circuit Diagram"](#).

Vehicle communication harness (LB1)		Continuity
Terminal No.		
1	2	Not existed

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair the vehicle communication harness.

6.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the vehicle communication harness connector and the ground. Refer to [EVB-27, "Circuit Diagram"](#).

Vehicle communication harness (LB1)	Ground	Continuity
Terminal No.		
1		Not existed
2		Not existed

Is the inspection result normal?

YES >> GO TO 7.

NO >> Repair the vehicle communication harness.

EV SYSTEM CAN CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 2)]

7. CHECK VCM AND LI-ION BATTERY CONTROLLER TERMINATION CIRCUIT

1. Remove the VCM.
2. Check the resistance between the VCM terminals.

VCM		Resistance (Ω)
Terminal No.		
24	25	Approx. 108 – 132

3. Remove the Li-ion battery controller. Refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).
4. Check the resistance between the Li-ion battery controller terminals.

Li-ion battery controller		Resistance (Ω)
Terminal No.		
1	13	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 8.

NO >> Replace the VCM and/or the Li-ion battery controller.

8. CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 9.

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

9. CHECK CONTROL UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each control unit.

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect one of the control unit connectors of EV system CAN circuit.

WARNING:

Disconnect the high voltage when disconnecting the Li-ion battery connector (B24). Refer to [GI-33, "How to Disconnect High Voltage"](#).

NOTE:

VCM and Li-ion battery controller have a termination circuit. Check other control units first.

4. Connect the 12V battery cable to the negative terminal. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.

NOTE:

Although control unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other control units as per the above procedure.

Non-reproduced>>Replace the control unit whose connector was disconnected.

MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000010415403

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector E107
 - Harness connector B7
 - Harness connector B3
 - Harness connector M21

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - IPDM E/R
 - Harness connectors E107 and B7
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E107	1	Existed
	26		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E107.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B3 and M21.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B7	1	B3	31	Existed
	2		32	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connectors B7 and B3.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M21	31	M4	6	Existed
	32		14	Existed

Is the inspection result normal?

MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

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

YES (Past error)>>Error was detected in the main line between the IPDM E/R and the data link connector.

NO >> Repair the main line between the harness connector M21 and the data link connector.

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MAIN LINE BETWEEN DLC AND VSP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

MAIN LINE BETWEEN DLC AND VSP CIRCUIT

Diagnosis Procedure

INFOID:000000010415404

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect the following harness connectors.
 - VCM
 - Approaching vehicle sound for pedestrians (VSP) control unit
4. Check the continuity between the data link connector harness connector and the approaching vehicle sound for pedestrians (VSP) control unit harness connector.

Data link connector		Approaching vehicle sound for pedestrians (VSP) control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M4	6	M47	4	Existed
	14		12	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the data link connector and the approaching vehicle sound for pedestrians (VSP) control unit harness connector.

NO >> Repair the main line between the data link connector and the approaching vehicle sound for pedestrians (VSP) control unit harness connector.

MAIN LINE BETWEEN INV/MC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

MAIN LINE BETWEEN INV/MC AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000010415405

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector F2
 - Harness connector E60
 - Harness connector E105
 - Harness connector M77

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Traction motor inverter
 - Harness connectors F2 and E60
2. Check the continuity between the traction motor inverter harness connector and the harness connector.

Traction motor inverter harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
F13	14	F2	5	Existed
	15		6	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the traction motor inverter and the harness connector F2.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors E105 and M77.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E60	5	E105	50	Existed
	6		49	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connector E60 and the harness connector E105.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	50	M4	13	Existed
	49		12	Existed

Is the inspection result normal?

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

MAIN LINE BETWEEN INV/MC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

YES (Past error)>>Error was detected in the main line between the traction motor inverter and the data link connector.

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

EV/HEV BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

EV/HEV BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

Diagnosis Procedure

INFOID:000000010415406

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the VCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

VCM harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E62	75	Approx. 108 – 132
	76	

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the VCM branch line (CAN communication circuit side).

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the VCM. Refer to [EVC-138, "VCM : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the VCM. Refer to [EVC-423, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the VCM branch line (CAN communication circuit side).
NO >> Repair the power supply and the ground circuit.

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ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415407

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the ABS actuator and electric unit (control unit) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E35	22 9	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-137, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-162, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

BRAKE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

BRAKE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415408

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the electrically-driven intelligent brake unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of electrically-driven intelligent brake unit.
2. Check the resistance between the electrically-driven intelligent brake unit harness connector terminals.

Electrically-driven intelligent brake unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E34	40	39	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the electrically-driven intelligent brake unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the electrically-driven intelligent brake unit. Refer to [BR-470, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the electrically-driven intelligent brake unit. Refer to [BR-510, "Removal and installation"](#).

YES (Past error)>>Error was detected in the electrically-driven intelligent brake unit branch line.

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

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IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415409

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the IPDM E/R for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E13	27	26	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-28, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-29, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

DLC BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

Diagnosis Procedure

INFOID:000000010415410

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M4	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Diagnose again. Refer to [LAN-17, "Trouble Diagnosis Flow Chart"](#).

YES (Past error)>>Error was detected in the data link connector branch line circuit (CAN communication circuit side).

NO >> Repair the data link connector branch line (CAN communication circuit side).

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EPS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415411

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the EPS control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

EPS control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M37	2	1	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-23, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering column assembly. Refer to [ST-35, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the EPS control unit branch line.
 NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415412

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the combination meter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	19	18	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the combination meter branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-85, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the combination meter. Refer to [MWI-102, "Removal and Installation"](#).

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

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

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STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415413

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the steering angle sensor for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M30	5	Approx. 54 – 66
	2	

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-58, "Wiring Diagram"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-165, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415414

WARNING:

Always observe the following items for preventing accidental activation.

- Before servicing, turn power switch OFF, disconnect 12V battery negative terminal, and wait 3 minutes or more. (To discharge backup capacitor.)
- Never use unspecified tester or other measuring device.

1.CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26. "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the main harness.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-34. "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

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

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AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415415

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the AV control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
2. Check the resistance between the AV control unit harness connector terminals.
 - Without BOSE audio system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M96	43	23	Approx. 54 – 66

- With BOSE audio system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M103	43	23	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without BOSE audio system: [AV-291, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With BOSE audio system: [AV-453, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without BOSE audio system: [AV-318, "Removal and Installation"](#)
 - With BOSE audio system: [AV-488, "Removal and Installation"](#)

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

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

AVM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

AVM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415416

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the around view monitor control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of around view monitor control unit.
2. Check the resistance between the around view monitor control unit harness connector terminals.

Around view monitor control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M32	12	10	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the around view monitor control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the around view monitor control unit. Refer to [AV-454, "AROUND VIEW MONITOR CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the around view monitor control unit. Refer to [AV-502, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the around view monitor control unit branch line.
NO >> Repair the power supply and the ground circuit.

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VSP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

VSP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415417

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the approaching vehicle sound for pedestrians (VSP) control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of approaching vehicle sound for pedestrians (VSP) control unit.
2. Check the resistance between the approaching vehicle sound for pedestrians (VSP) control unit harness connector terminals.

Approaching vehicle sound for pedestrians (VSP) control unit harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M47	4 12	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the approaching vehicle sound for pedestrians (VSP) control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the approaching vehicle sound for pedestrians (VSP) control unit. Refer to [VSP-47, "APPROACHING VEHICLE SOUND FOR PEDESTRIANS \(VSP\) CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the approaching vehicle sound for pedestrians (VSP) control unit. Refer to [VSP-67, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the approaching vehicle sound for pedestrians (VSP) control unit branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415418

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the BCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M24	39 40	Approx. 108 – 132

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-66, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-72, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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EV/HEV BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

EV/HEV BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

Diagnosis Procedure

INFOID:000000010415419

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - VCM
 - Harness connector E60
 - Harness connector F2

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

VCM harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E61	24	Approx. 108 – 132
	25	

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the VCM branch line (EV system CAN circuit side).

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the VCM. Refer to [EVC-138, "VCM : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the VCM. Refer to [EVC-423, "Removal and Installation"](#).

YES (Past error)>>Error was detected in the VCM branch line (EV system CAN circuit side).

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

INV/MC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

INV/MC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415420

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the traction motor inverter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of traction motor inverter.
2. Check the resistance between the traction motor inverter harness connector terminals.

Traction motor inverter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F13	14	15	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the traction motor inverter branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the traction motor inverter. Refer to [TMS-57, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the traction motor inverter. Refer to [TMS-103, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the traction motor inverter branch line.
NO >> Repair the power supply and the ground circuit.

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OBC/PD MODULE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

OBC/PD MODULE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415421

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the PDM (Power Delivery Module) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of PDM (Power Delivery Module).
2. Check the resistance between the PDM (Power Delivery Module) harness connector terminals.

PDM (Power Delivery Module) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F23	27	11	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the PDM (Power Delivery Module) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the PDM (Power Delivery Module). Refer to [VC-54, "PDM \(POWER DELIVERY MODULE\) : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the PDM (Power Delivery Module) branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

DLC BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

Diagnosis Procedure

INFOID:000000010415422

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector		Resistance (Ω)
Connector No.	Terminal No.	
M4	13	Approx. 54 – 66
	12	

Is the measurement value within the specification?

YES (Present error)>>Diagnose again. Refer to [LAN-17, "Trouble Diagnosis Flow Chart"](#).

YES (Past error)>>Error was detected in the data link connector branch line circuit (EV system CAN circuit side).

NO >> Repair the data link connector branch line (EV system CAN circuit side).

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HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415423

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the A/C auto amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M55	28	29	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Auto A/C (With heat pump): [HAC-173, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- Auto A/C (Without heat pump): [HAC-333, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?


- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Auto A/C (With heat pump): [HAC-187, "Removal and Installation"](#)
 - Auto A/C (Without heat pump): [HAC-347, "Removal and Installation"](#)
- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

HV BAT BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415425

DANGER:

 Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the Li-ion battery for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of Li-ion battery.
2. Check the resistance between the Li-ion battery harness connector terminals.

Li-ion battery harness connector		Resistance (Ω)
Connector No.	Terminal No.	
B24	1 2	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the Li-ion battery branch line.

3. PRECONDITIONING

WARNING:

Disconnect the high voltage. Refer to [GI-33, "How to Disconnect High Voltage"](#).

Check voltage in high voltage circuit. (Check that condenser are discharged.)

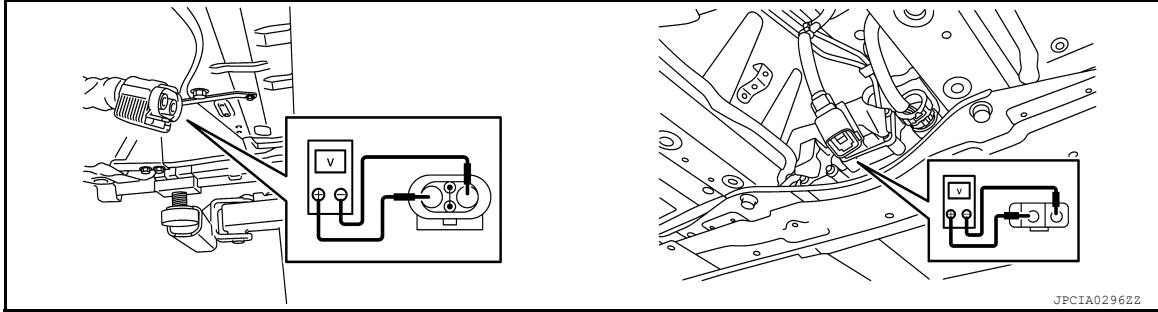
1. Lift up the vehicle and remove the Li-ion battery under covers. Refer to [EVB-181, "Exploded View"](#).
2. Disconnect high voltage harness connector and PTC heater harness connector from front side of Li-ion battery. Refer to [EVB-181, "Removal and Installation"](#).

HV BAT BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

- Measure voltage between high voltage harness connector terminals and PTC heater harness connector terminals.



DANGER:



Touching high voltage components without using the appropriate protective equipment will cause electrocution.



Standard : 5 V or less

CAUTION:

For voltage measurements, use a tester which can measure to 500 V or higher.

>> GO TO 4.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Li-ion battery controller. Refer to [EVB-176, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Repair the power supply and the ground circuit.

5. CHECK HARNESS FOR OPEN CIRCUIT

- Remove Li-ion battery controller. Refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).
- Check the continuity between vehicle communication harness (harness between Li-ion battery harness connector side and Li-ion battery controller side) connector terminals. Refer to [EVB-27, "Circuit Diagram"](#).

Vehicle communication harness		Continuity
Li-ion battery harness connector side (LB1)	Li-ion battery controller side (LB11)	
Terminal No.	Terminal No.	
1	1	Existed
2	13	Existed

Is the measurement value within the specification?

- YES (Present error)>>Replace the Li-ion battery controller. Refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).
- YES (Past error)>>Error was detected in the Li-ion battery controller branch line.
- NO >> Repair the vehicle communication harness.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000010415426

1.CONNECTOR INSPECTION

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect all the control unit connectors on CAN communication circuit.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M4	6 14	Not existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check the harness and repair the root cause.

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	6		Not existed
	14		Not existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Check the harness and repair the root cause.

4.CHECK VCM AND BCM TERMINATION CIRCUIT

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

VCM		Resistance (Ω)
Terminal No.		
75	76	Approx. 108 – 132

3. Check the resistance between the BCM terminals.

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

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> Replace the VCM and/or the BCM.

5.CHECK SYMPTOM

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK CONTROL UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each control unit.

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26. "Precautions for Removing Battery Terminal"](#).
3. Disconnect one of the control unit connectors of CAN communication circuit.

NOTE:

VCM and BCM have a termination circuit. Check other control units first.

4. Connect the 12V battery cable to the negative terminal. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.

NOTE:

Although control unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other control units as per the above procedure.

Non-reproduced>>Replace the control unit whose connector was disconnected.

EV SYSTEM CAN CIRCUIT

Diagnosis Procedure

INFOID:000000010415427

DANGER:



Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

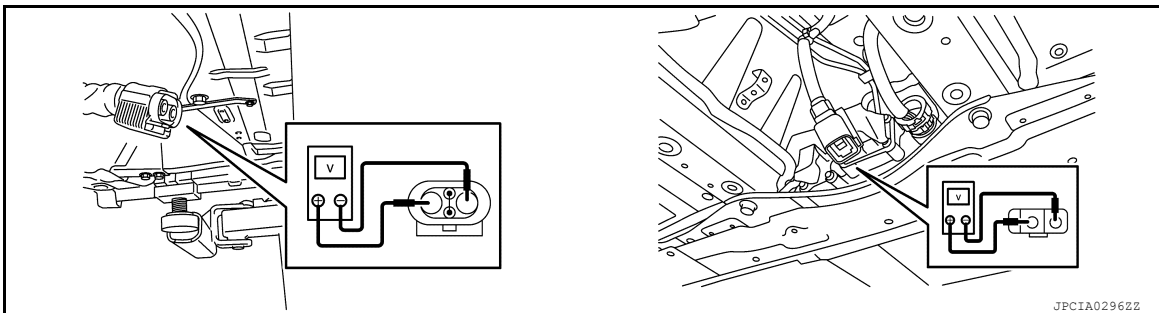
1. PRECONDITIONING

WARNING:

Disconnect the high voltage. Refer to [GI-33, "How to Disconnect High Voltage"](#).

Check voltage in high voltage circuit. (Check that condenser are discharged.)

1. Lift up the vehicle and remove the Li-ion battery under covers. Refer to [EVB-181, "Exploded View"](#).
2. Disconnect high voltage harness connector and PTC heater harness connector from front side of Li-ion battery. Refer to [EVB-181, "Removal and Installation"](#).
3. Measure voltage between high voltage harness connector terminals and PTC heater harness connector terminals.



DANGER:



Touching high voltage components without using the appropriate protective equipment will cause electrocution.



Standard

: 5 V or less

CAUTION:

For voltage measurements, use a tester which can measure to 500 V or higher.

>> GO TO 2.

2. CONNECTOR INSPECTION

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EV SYSTEM CAN CIRCUIT

[CAN SYSTEM (TYPE 3)]

< DTC/CIRCUIT DIAGNOSIS >

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect all the control unit connectors on EV system CAN circuit. For the removal of Li-ion battery controller, refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the terminal and connector.

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector			Continuity
Connector No.	Terminal No.		
M4	13	12	Not existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Check the harness and repair the root cause.

4.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	13		Not existed
	12		Not existed

Is the inspection result normal?

YES >> GO TO 5.

NO >> Check the harness and repair the root cause.

5.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the vehicle communication harness connector terminals. Refer to [EVB-27, "Circuit Diagram"](#).

Vehicle communication harness (LB1)		Continuity
Terminal No.		
1	2	Not existed

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair the vehicle communication harness.

6.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the vehicle communication harness connector and the ground. Refer to [EVB-27, "Circuit Diagram"](#).

Vehicle communication harness (LB1)	Ground	Continuity
Terminal No.		
1		Not existed
2		Not existed

Is the inspection result normal?

YES >> GO TO 7.

NO >> Repair the vehicle communication harness.

EV SYSTEM CAN CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 3)]

7. CHECK VCM AND LI-ION BATTERY CONTROLLER TERMINATION CIRCUIT

1. Remove the VCM.
2. Check the resistance between the VCM terminals.

VCM		Resistance (Ω)
Terminal No.		
24	25	Approx. 108 – 132

3. Remove the Li-ion battery controller. Refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).
4. Check the resistance between the Li-ion battery controller terminals.

Li-ion battery controller		Resistance (Ω)
Terminal No.		
1	13	Approx. 108 – 132

Is the measurement value within the specification?

YES >> GO TO 8.

NO >> Replace the VCM and/or the Li-ion battery controller.

8. CHECK SYMPTOM

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

Inspection result

Reproduced>>GO TO 9.

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

9. CHECK CONTROL UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each control unit.

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect one of the control unit connectors of EV system CAN circuit.

WARNING:

Disconnect the high voltage when disconnecting the Li-ion battery connector (B24). Refer to [GI-33, "How to Disconnect High Voltage"](#).

NOTE:

VCM and Li-ion battery controller have a termination circuit. Check other control units first.

4. Connect the 12V battery cable to the negative terminal. Check if the symptoms described in the "Symptom (Results from interview with customer)" are reproduced.

NOTE:

Although control unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other control units as per the above procedure.

Non-reproduced>>Replace the control unit whose connector was disconnected.

MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

DTC/CIRCUIT DIAGNOSIS

MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000010415430

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector E107
 - Harness connector B7
 - Harness connector B3
 - Harness connector M21

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - IPDM E/R
 - Harness connectors E107 and B7
2. Check the continuity between the IPDM E/R harness connector and the harness connector.

IPDM E/R harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E13	27	E107	1	Existed
	26		2	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the IPDM E/R and the harness connector E107.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors B3 and M21.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
B7	1	B3	31	Existed
	2		32	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connectors B7 and B3.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M21	31	M4	6	Existed
	32		14	Existed

Is the inspection result normal?

MAIN LINE BETWEEN IPDM-E AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

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

YES (Past error)>>Error was detected in the main line between the IPDM E/R and the data link connector.

NO >> Repair the main line between the harness connector M21 and the data link connector.

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MAIN LINE BETWEEN DLC AND VSP CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

MAIN LINE BETWEEN DLC AND VSP CIRCUIT

Diagnosis Procedure

INFOID:000000010415431

1. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect the following harness connectors.
 - VCM
 - Approaching vehicle sound for pedestrians (VSP) control unit
4. Check the continuity between the data link connector harness connector and the approaching vehicle sound for pedestrians (VSP) control unit harness connector.

Data link connector		Approaching vehicle sound for pedestrians (VSP) control unit harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M4	6	M47	4	Existed
	14		12	Existed

Is the inspection result normal?

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

YES (Past error)>>Error was detected in the main line between the data link connector and the approaching vehicle sound for pedestrians (VSP) control unit harness connector.

NO >> Repair the main line between the data link connector and the approaching vehicle sound for pedestrians (VSP) control unit harness connector.

MAIN LINE BETWEEN INV/MC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

MAIN LINE BETWEEN INV/MC AND DLC CIRCUIT

Diagnosis Procedure

INFOID:000000010415432

1.CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the following terminals and connectors for damage, bend and loose connection (connector side and harness side).
 - Harness connector F2
 - Harness connector E60
 - Harness connector E105
 - Harness connector M77

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the following harness connectors.
 - Traction motor inverter
 - Harness connectors F2 and E60
2. Check the continuity between the traction motor inverter harness connector and the harness connector.

Traction motor inverter harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
F13	14	F2	5	Existed
	15		6	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the main line between the traction motor inverter and the harness connector F2.

3.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the harness connectors E105 and M77.
2. Check the continuity between the harness connectors.

Harness connector		Harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
E60	5	E105	50	Existed
	6		49	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the main line between the harness connector E60 and the harness connector E105.

4.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

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

Harness connector		Data link connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
M77	50	M4	13	Existed
	49		12	Existed

Is the inspection result normal?

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

MAIN LINE BETWEEN INV/MC AND DLC CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

YES (Past error)>>Error was detected in the main line between the traction motor inverter and the data link connector.

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

EV/HEV BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

EV/HEV BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

Diagnosis Procedure

INFOID:000000010415433

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the VCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

VCM harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E62	75 76	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the VCM branch line (CAN communication circuit side).

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the VCM. Refer to [EVC-138, "VCM : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the VCM. Refer to [EVC-423, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the VCM branch line (CAN communication circuit side).
NO >> Repair the power supply and the ground circuit.

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ABS BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

ABS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415434

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the ABS actuator and electric unit (control unit) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

ABS actuator and electric unit (control unit) harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E35	22 9	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the ABS actuator and electric unit (control unit). Refer to [BRC-137, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the ABS actuator and electric unit (control unit). Refer to [BRC-162, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the ABS actuator and electric unit (control unit) branch line.
NO >> Repair the power supply and the ground circuit.

BRAKE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

BRAKE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415435

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the electrically-driven intelligent brake unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of electrically-driven intelligent brake unit.
2. Check the resistance between the electrically-driven intelligent brake unit harness connector terminals.

Electrically-driven intelligent brake unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E34	40	39	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the electrically-driven intelligent brake unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the electrically-driven intelligent brake unit. Refer to [BR-470, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the electrically-driven intelligent brake unit. Refer to [BR-510, "Removal and installation"](#).
YES (Past error)>>Error was detected in the electrically-driven intelligent brake unit branch line.
NO >> Repair the power supply and the ground circuit.

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IPDM-E BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

IPDM-E BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415436

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the IPDM E/R for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

IPDM E/R harness connector			Resistance (Ω)
Connector No.	Terminal No.		
E13	27	26	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the IPDM E/R. Refer to [PCS-28, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the IPDM E/R. Refer to [PCS-29, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the IPDM E/R branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

DLC BRANCH LINE CIRCUIT (CAN COMMUNICATION CIRCUIT)

Diagnosis Procedure

INFOID:000000010415437

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M4	6	14	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Diagnose again. Refer to [LAN-17, "Trouble Diagnosis Flow Chart"](#).

YES (Past error)>>Error was detected in the data link connector branch line circuit (CAN communication circuit side).

NO >> Repair the data link connector branch line (CAN communication circuit side).

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EPS BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415438

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the EPS control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

EPS control unit harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M37	2 1	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the EPS control unit. Refer to [STC-23, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering column assembly. Refer to [ST-35, "Removal and Installation"](#).
 YES (Past error)>>Error was detected in the EPS control unit branch line.
 NO >> Repair the power supply and the ground circuit.

M&A BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

M&A BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415439

1.CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the combination meter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2.CHECK HARNESS FOR OPEN CIRCUIT

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

Combination meter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M34	19	18	Approx. 54 – 66

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the combination meter branch line.

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the combination meter. Refer to [MWI-85, "COMBINATION METER : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the combination meter. Refer to [MWI-102, "Removal and Installation"](#).

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

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

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STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

STRG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415440

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the steering angle sensor for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

Steering angle sensor harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M30	5	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-58, "Wiring Diagram"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-165, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the steering angle sensor branch line.
NO >> Repair the power supply and the ground circuit.

A-BAG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

A-BAG BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415441

WARNING:

Always observe the following items for preventing accidental activation.

- Before servicing, turn power switch OFF, disconnect 12V battery negative terminal, and wait 3 minutes or more. (To discharge backup capacitor.)
- Never use unspecified tester or other measuring device.

1.CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26. "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the air bag diagnosis sensor unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the main harness.

2.CHECK AIR BAG DIAGNOSIS SENSOR UNIT

Check the air bag diagnosis sensor unit. Refer to [SRC-34. "Work Flow"](#).

Is the inspection result normal?

YES >> Replace the main harness.

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

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AV BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415442

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the AV control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of AV control unit.
2. Check the resistance between the AV control unit harness connector terminals.
 - Without BOSE audio system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M96	43	23	Approx. 54 – 66

- With BOSE audio system

AV control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M103	43	23	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

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

- Without BOSE audio system: [AV-291, "AV CONTROL UNIT : Diagnosis Procedure"](#)
- With BOSE audio system: [AV-453, "AV CONTROL UNIT : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the AV control unit. Refer to the following.
- Without BOSE audio system: [AV-318, "Removal and Installation"](#)
 - With BOSE audio system: [AV-488, "Removal and Installation"](#)

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

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

AVM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

AVM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415443

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the around view monitor control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of around view monitor control unit.
2. Check the resistance between the around view monitor control unit harness connector terminals.

Around view monitor control unit harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M32	12	10	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the around view monitor control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the around view monitor control unit. Refer to [AV-454, "AROUND VIEW MONITOR CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the around view monitor control unit. Refer to [AV-502, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the around view monitor control unit branch line.
NO >> Repair the power supply and the ground circuit.

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VSP BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

VSP BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415444

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the approaching vehicle sound for pedestrians (VSP) control unit for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of approaching vehicle sound for pedestrians (VSP) control unit.
2. Check the resistance between the approaching vehicle sound for pedestrians (VSP) control unit harness connector terminals.

Approaching vehicle sound for pedestrians (VSP) control unit harness connector		Resistance (Ω)
Connector No.	Terminal No.	
M47	4 12	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the approaching vehicle sound for pedestrians (VSP) control unit branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the approaching vehicle sound for pedestrians (VSP) control unit. Refer to [VSP-47, "APPROACHING VEHICLE SOUND FOR PEDESTRIANS \(VSP\) CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the approaching vehicle sound for pedestrians (VSP) control unit. Refer to [VSP-67, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the approaching vehicle sound for pedestrians (VSP) control unit branch line.
NO >> Repair the power supply and the ground circuit.

BCM BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

BCM BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415445

1.CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the BCM for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2.CHECK HARNESS FOR OPEN CIRCUIT

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

BCM harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M24	39	40	Approx. 108 – 132

Is the measurement value within the specification?

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

3.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the BCM. Refer to [BCS-66, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the BCM. Refer to [BCS-72, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the BCM branch line.
NO >> Repair the power supply and the ground circuit.

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EV/HEV BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

EV/HEV BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

Diagnosis Procedure

INFOID:000000010415446

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
 - VCM
 - Harness connector E60
 - Harness connector F2

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

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

VCM harness connector		Resistance (Ω)
Connector No.	Terminal No.	
E61	24	Approx. 108 – 132
	25	

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair the VCM branch line (EV system CAN circuit side).

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the VCM. Refer to [EVC-138, "VCM : Diagnosis Procedure"](#).

Is the inspection result normal?

YES (Present error)>>Replace the VCM. Refer to [EVC-423, "Removal and Installation"](#).

YES (Past error)>>Error was detected in the VCM branch line (EV system CAN circuit side).

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

INV/MC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

INV/MC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415447

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the traction motor inverter for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of traction motor inverter.
2. Check the resistance between the traction motor inverter harness connector terminals.

Traction motor inverter harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F13	14	15	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the traction motor inverter branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the traction motor inverter. Refer to [TMS-57, "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the traction motor inverter. Refer to [TMS-103, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the traction motor inverter branch line.
NO >> Repair the power supply and the ground circuit.

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OBC/PD MODULE BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

OBC/PD MODULE BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415448

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the PDM (Power Delivery Module) for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of PDM (Power Delivery Module).
2. Check the resistance between the PDM (Power Delivery Module) harness connector terminals.

PDM (Power Delivery Module) harness connector			Resistance (Ω)
Connector No.	Terminal No.		
F23	27	11	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 3.
NO >> Repair the PDM (Power Delivery Module) branch line.

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the PDM (Power Delivery Module). Refer to [VC-54, "PDM \(POWER DELIVERY MODULE\) : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the PDM (Power Delivery Module) branch line.
NO >> Repair the power supply and the ground circuit.

DLC BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

DLC BRANCH LINE CIRCUIT (EV SYSTEM CAN CIRCUIT)

Diagnosis Procedure

INFOID:000000010415449

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the data link connector for damage, bend and loose connection (connector side and harness side).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the terminal and connector.

2. CHECK HARNESS FOR OPEN CIRCUIT

Check the resistance between the data link connector terminals.

Data link connector			Resistance (Ω)
Connector No.	Terminal No.		
M4	13	12	Approx. 54 – 66

Is the measurement value within the specification?

YES (Present error)>>Diagnose again. Refer to [LAN-17, "Trouble Diagnosis Flow Chart"](#).

YES (Past error)>>Error was detected in the data link connector branch line circuit (EV system CAN circuit side).

NO >> Repair the data link connector branch line (EV system CAN circuit side).

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HVAC BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

HVAC BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415450

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the A/C auto amp. for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

A/C auto amp. harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M55	28	29	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the A/C auto amp. Refer to the following.

- Auto A/C (With heat pump): [HAC-173, "A/C AUTO AMP. : Diagnosis Procedure"](#)
- Auto A/C (Without heat pump): [HAC-333, "A/C AUTO AMP. : Diagnosis Procedure"](#)

Is the inspection result normal?

- YES (Present error)>>Replace the A/C auto amp. Refer to the following.
- Auto A/C (With heat pump): [HAC-187, "Removal and Installation"](#)
 - Auto A/C (Without heat pump): [HAC-347, "Removal and Installation"](#)
- YES (Past error)>>Error was detected in the A/C auto amp. branch line.
NO >> Repair the power supply and the ground circuit.

TCU BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

TCU BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415451

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the TCU for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

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

TCU harness connector			Resistance (Ω)
Connector No.	Terminal No.		
M67	9	10	Approx. 54 – 66

Is the measurement value within the specification?

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

3. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the TCU. Refer to [AV-590, "TCU : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the TCU. Refer to [AV-594, "Removal and Installation"](#).
YES (Past error)>>Error was detected in the TCU branch line.
NO >> Repair the power supply and the ground circuit.

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HV BAT BRANCH LINE CIRCUIT

Diagnosis Procedure

INFOID:000000010415452

DANGER:



Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

1. CHECK CONNECTOR

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Check the terminals and connectors of the Li-ion battery for damage, bend and loose connection (unit side and connector side).

Is the inspection result normal?

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

2. CHECK HARNESS FOR OPEN CIRCUIT

1. Disconnect the connector of Li-ion battery.
2. Check the resistance between the Li-ion battery harness connector terminals.

Li-ion battery harness connector		Resistance (Ω)
Connector No.	Terminal No.	
B24	1	Approx. 108 – 132
	2	

Is the measurement value within the specification?

- YES >> GO TO 3.
 NO >> Repair the Li-ion battery branch line.

3. PRECONDITIONING

WARNING:

Disconnect the high voltage. Refer to [GI-33, "How to Disconnect High Voltage"](#).

Check voltage in high voltage circuit. (Check that condenser are discharged.)

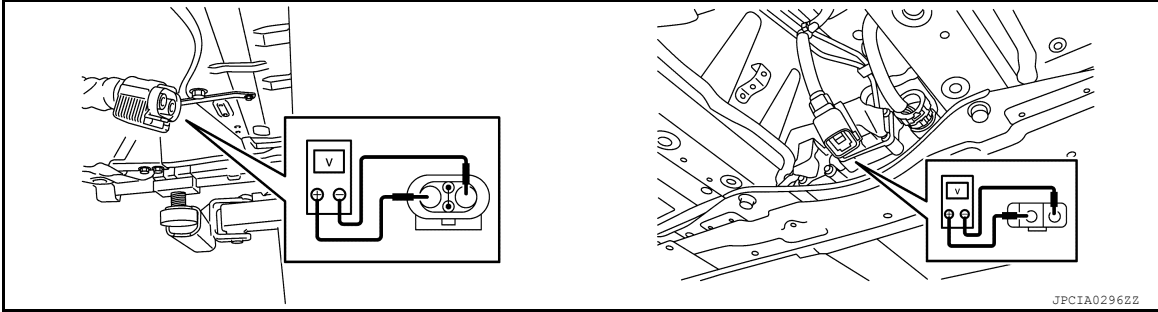
1. Lift up the vehicle and remove the Li-ion battery under covers. Refer to [EVB-181, "Exploded View"](#).
2. Disconnect high voltage harness connector and PTC heater harness connector from front side of Li-ion battery. Refer to [EVB-181, "Removal and Installation"](#).

HV BAT BRANCH LINE CIRCUIT

[CAN SYSTEM (TYPE 4)]

< DTC/CIRCUIT DIAGNOSIS >

- Measure voltage between high voltage harness connector terminals and PTC heater harness connector terminals.



DANGER:



Touching high voltage components without using the appropriate protective equipment will cause electrocution.



Standard : 5 V or less

CAUTION:

For voltage measurements, use a tester which can measure to 500 V or higher.

>> GO TO 4.

4. CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the Li-ion battery controller. Refer to [EVb-176, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> GO TO 5.

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

5. CHECK HARNESS FOR OPEN CIRCUIT

- Remove Li-ion battery controller. Refer to [EVb-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).
- Check the continuity between vehicle communication harness (harness between Li-ion battery harness connector side and Li-ion battery controller side) connector terminals. Refer to [EVb-27, "Circuit Diagram"](#).

Vehicle communication harness		Continuity
Li-ion battery harness connector side (LB1)	Li-ion battery controller side (LB11)	
Terminal No.	Terminal No.	
1	1	Existed
2	13	Existed

Is the measurement value within the specification?

YES (Present error)>>Replace the Li-ion battery controller. Refer to [EVb-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).

YES (Past error)>>Error was detected in the Li-ion battery controller branch line.

NO >> Repair the vehicle communication harness.

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

CAN COMMUNICATION CIRCUIT

Diagnosis Procedure

INFOID:000000010415453

1.CONNECTOR INSPECTION

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect all the control unit connectors on CAN communication circuit.
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

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

2.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M4	6 14	Not existed

Is the inspection result normal?

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

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	6		Not existed
	14		Not existed

Is the inspection result normal?

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

4.CHECK VCM AND BCM TERMINATION CIRCUIT

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

VCM		Resistance (Ω)
Terminal No.		
75	76	Approx. 108 – 132

3. Check the resistance between the BCM terminals.

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

Is the measurement value within the specification?

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

5.CHECK SYMPTOM

CAN COMMUNICATION CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

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

Inspection result

Reproduced>>GO TO 6.

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

6.CHECK CONTROL UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each control unit.

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26. "Precautions for Removing Battery Terminal"](#).
3. Disconnect one of the control unit connectors of CAN communication circuit.

NOTE:

VCM and BCM have a termination circuit. Check other control units first.

4. Connect the 12V battery cable to the negative terminal. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.

NOTE:

Although control unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

Reproduced>>Connect the connector. Check other control units as per the above procedure.

Non-reproduced>>Replace the control unit whose connector was disconnected.

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EV SYSTEM CAN CIRCUIT

Diagnosis Procedure

INFOID:000000010415454

DANGER:



Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

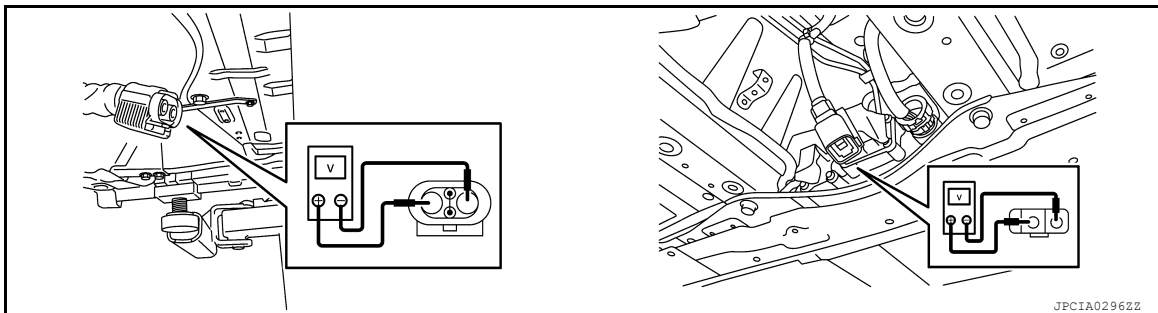
1. PRECONDITIONING

WARNING:

Disconnect the high voltage. Refer to [GI-33, "How to Disconnect High Voltage"](#).

Check voltage in high voltage circuit. (Check that condenser are discharged.)

1. Lift up the vehicle and remove the Li-ion battery under covers. Refer to [EVB-181, "Exploded View"](#).
2. Disconnect high voltage harness connector and PTC heater harness connector from front side of Li-ion battery. Refer to [EVB-181, "Removal and Installation"](#).
3. Measure voltage between high voltage harness connector terminals and PTC heater harness connector terminals.



DANGER:



Touching high voltage components without using the appropriate protective equipment will cause electrocution.



Standard

: 5 V or less

CAUTION:

For voltage measurements, use a tester which can measure to 500 V or higher.

>> GO TO 2.

2. CONNECTOR INSPECTION

EV SYSTEM CAN CIRCUIT

[CAN SYSTEM (TYPE 4)]

< DTC/CIRCUIT DIAGNOSIS >

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect all the control unit connectors on EV system CAN circuit. For the removal of Li-ion battery controller, refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).
4. Check terminals and connectors for damage, bend and loose connection.

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the terminal and connector.

3.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the data link connector terminals.

Data link connector		Continuity
Connector No.	Terminal No.	
M4	13	Not existed
	12	

Is the inspection result normal?

YES >> GO TO 4.

NO >> Check the harness and repair the root cause.

4.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

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

Data link connector		Ground	Continuity
Connector No.	Terminal No.		
M4	13		Not existed
	12		Not existed

Is the inspection result normal?

YES >> GO TO 5.

NO >> Check the harness and repair the root cause.

5.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the vehicle communication harness connector terminals. Refer to [EVB-27, "Circuit Diagram"](#).

Vehicle communication harness (LB1)		Continuity
Terminal No.		
1	2	Not existed

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair the vehicle communication harness.

6.CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

Check the continuity between the vehicle communication harness connector and the ground. Refer to [EVB-27, "Circuit Diagram"](#).

Vehicle communication harness (LB1)	Ground	Continuity
Terminal No.		
1		Not existed
2		Not existed

Is the inspection result normal?

YES >> GO TO 7.

NO >> Repair the vehicle communication harness.

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EV SYSTEM CAN CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 4)]

7. CHECK VCM AND LI-ION BATTERY CONTROLLER TERMINATION CIRCUIT

1. Remove the VCM.
2. Check the resistance between the VCM terminals.

VCM		Resistance (Ω)
Terminal No.		
24	25	Approx. 108 – 132

3. Remove the Li-ion battery controller. Refer to [EVB-201, "LI-ION BATTERY CONTROLLER : Removal and Installation"](#).
4. Check the resistance between the Li-ion battery controller terminals.

Li-ion battery controller		Resistance (Ω)
Terminal No.		
1	13	Approx. 108 – 132

Is the measurement value within the specification?

- YES >> GO TO 8.
NO >> Replace the VCM and/or the Li-ion battery controller.

8. CHECK SYMPTOM

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

Inspection result

- Reproduced>>GO TO 9.
Non-reproduced>>Start the diagnosis again. Follow the trouble diagnosis procedure when past error is detected.

9. CHECK CONTROL UNIT REPRODUCTION

Perform the reproduction test as per the following procedure for each control unit.

1. Turn the power switch OFF.
2. Disconnect the 12V battery cable from the negative terminal. Refer to [LAN-26, "Precautions for Removing Battery Terminal"](#).
3. Disconnect one of the control unit connectors of EV system CAN circuit.

WARNING:

Disconnect the high voltage when disconnecting the Li-ion battery connector (B24). Refer to [GI-33, "How to Disconnect High Voltage"](#).

NOTE:

VCM and Li-ion battery controller have a termination circuit. Check other control units first.

4. Connect the 12V battery cable to the negative terminal. Check if the symptoms described in the “Symptom (Results from interview with customer)” are reproduced.

NOTE:

Although control unit-related error symptoms occur, do not confuse them with other symptoms.

Inspection result

- Reproduced>>Connect the connector. Check other control units as per the above procedure.
Non-reproduced>>Replace the control unit whose connector was disconnected.