

IDENTIFICATION INFORMATION

< VEHICLE INFORMATION >

VEHICLE INFORMATION

IDENTIFICATION INFORMATION

Model Variation

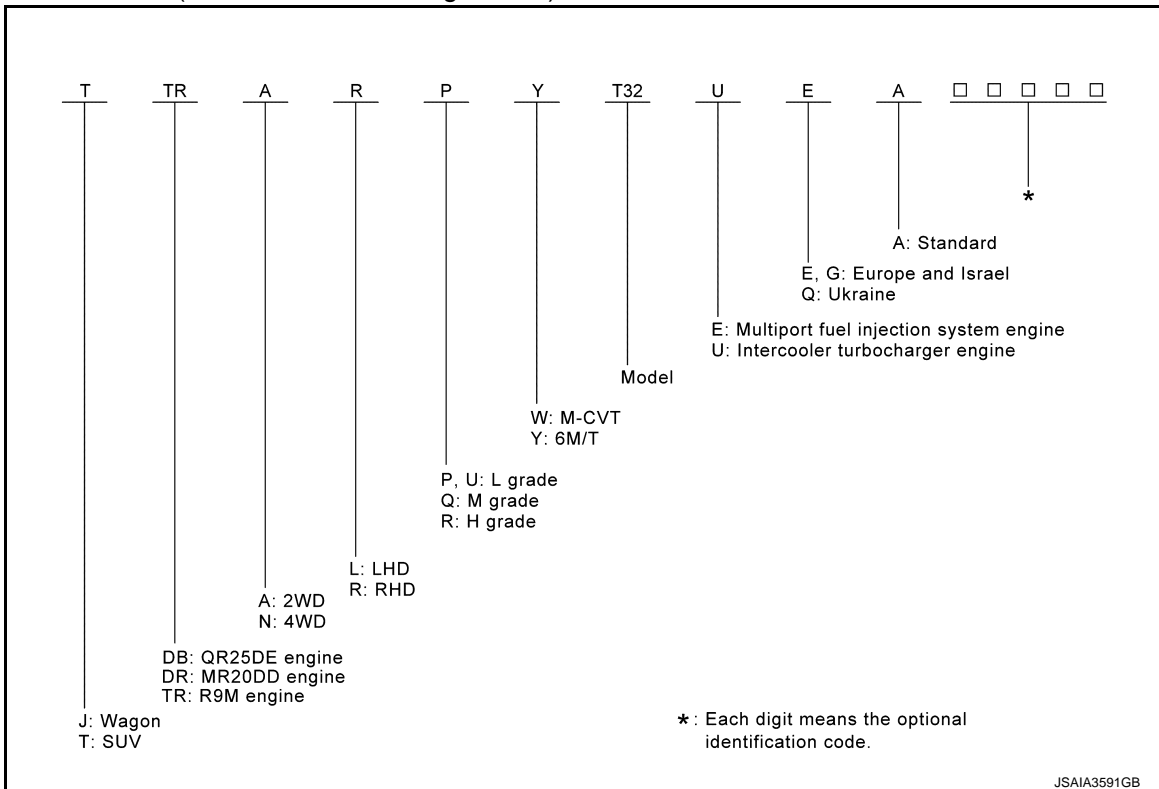
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Destination	Body	Engine	Axle	Handle	Transmission	Grade	Model
Europe and Israel	SUV	R9M	2WD	RHD	6M/T	L	TTRARPY-UEA
						M	TTRARQY-UEA
						H	TTRARRY-UEA
					M-CVT	M	TTRARQW-UEA
			H			TTRARRW-UEA	
			4WD		6M/T	M	TTRNRQY-UEA
						H	TTRNRRY-UEA
					M-CVT	L	JTRARPY-UEA
	M			JTRARQY-UEA			
	Wagon		2WD	6M/T	H	JTRARRY-UEA	
					M	JTRARQW-UEA	
				M-CVT	H	JTRARRW-UEA	
					M	JTRARQW-UEA	
			4WD	6M/T	M	JTRNRQY-UEA	
					H	JTRNRRY-UEA	
				M-CVT	L	TTRALPY-UGA	
					M	TTRALQY-UGA	
	SUV		2WD	LHD	6M/T	H	TTRALRY-UGA
						M	TTRALQW-UGA
						H	TTRALRW-UGA
					M-CVT	M	TTRNLQY-UGA
						H	TTRNLRY-UGA
						M	TTRNLQY-UGA
			4WD	6M/T	L	JTRALPY-UGA	
M		JTRALQY-UGA					
H		JTRALRY-UGA					
M-CVT		M		JTRALQW-UGA			
		H		JTRALRW-UGA			
		M		JTRNLQY-UGA			
Wagon	2WD	LHD	6M/T	H	JTRNLRY-UGA		
				M	JTRNLQY-UGA		
				H	JTRNLRY-UGA		
	M-CVT		M	JTRALQW-UGA			
			H	JTRALRW-UGA			
			M	JTRNLQY-UGA			
Ukraine	SUV	MR20DD	2WD	LHD	6M/T	L	TDRALPY-EQA
						M	TDRALQW-EQA
			4WD			L	TDRNLUW-EQA
						M	TDRNLQW-EQA
						H	TDRNLRW-EQA
		QR25DE	M-CVT		M	TDBNLQW-EQA	
					H	TDBNLRW-EQA	
		R9M	6M/T		H	TTRNLRY-UQA	

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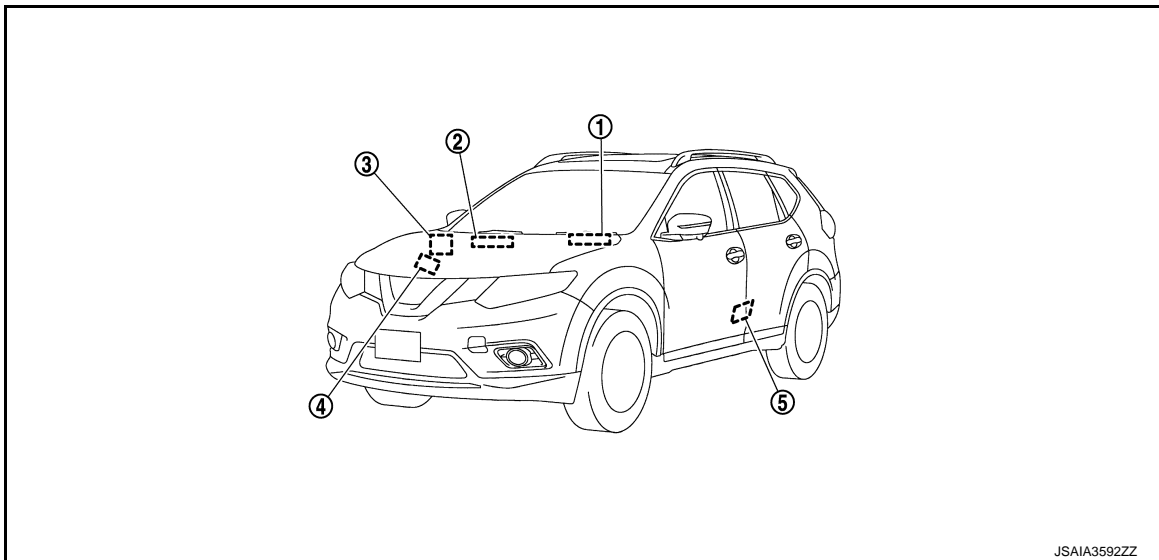
Model variation code (Prefix and suffix designations)



Information About Identification or Model Code

INFOID:000000010727568

IDENTIFICATION NUMBER

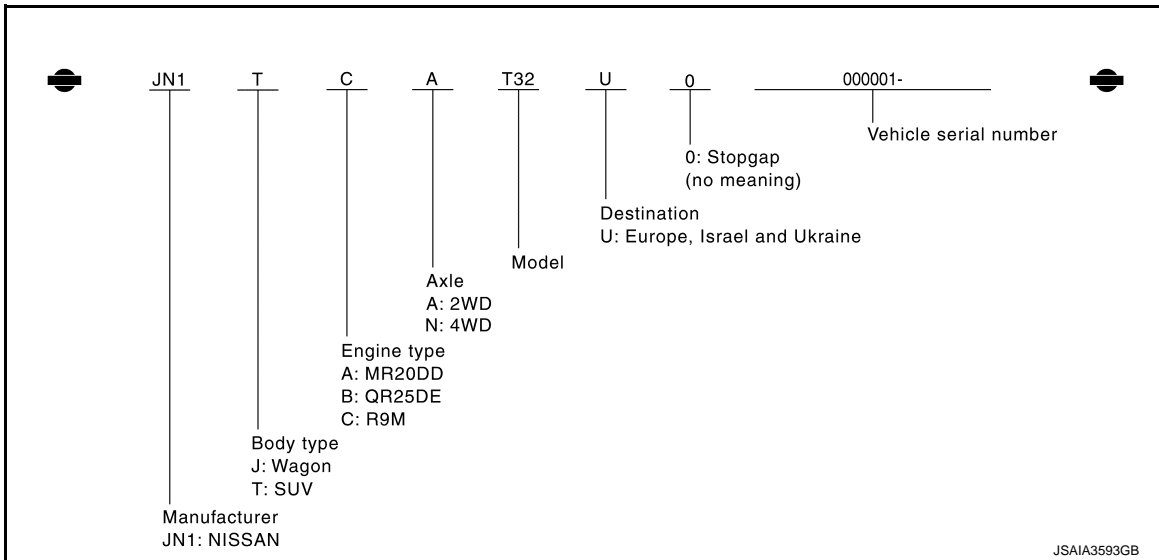


- ① Vehicle identification number plate
- ② Vehicle identification number (Chassis number)
- ③ Vehicle identification plate
- ④ Air conditioner specification label
- ⑤ Tire placard (Drivers side)

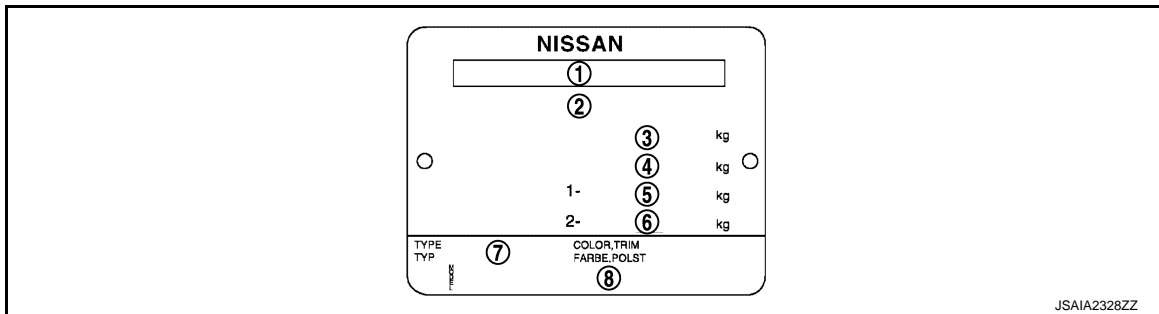
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VEHICLE IDENTIFICATION NUMBER ARRANGEMENT



IDENTIFICATION PLATE

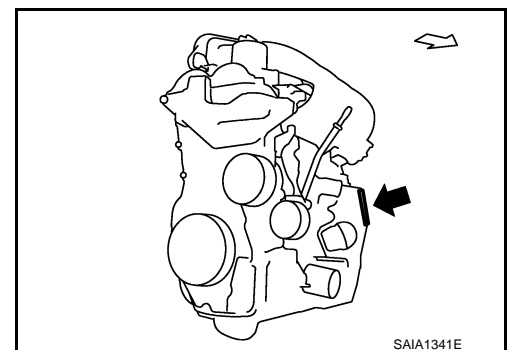


- ① Type approval number (Models with WVTA)
Blank (Models without WVTA)
- ② Vehicle identification number (Chassis number)
- ③ Gross vehicle weight
- ④ Gross combination weight + Gross trailing capacity (weight)
- ⑤ Gross axle weight (Front)
- ⑥ Gross axle weight (Rear)
- ⑦ Vehicle type
- ⑧ Model variation code

ENGINE SERIAL NUMBER (CYLINDER BLOCK)

MR20DD

← : Vehicle front



QR25DE

GI

B

C

D

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M

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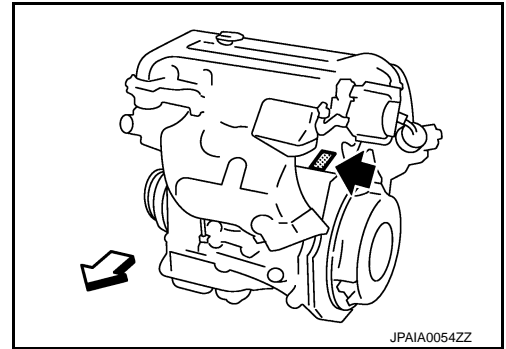
O

P

IDENTIFICATION INFORMATION

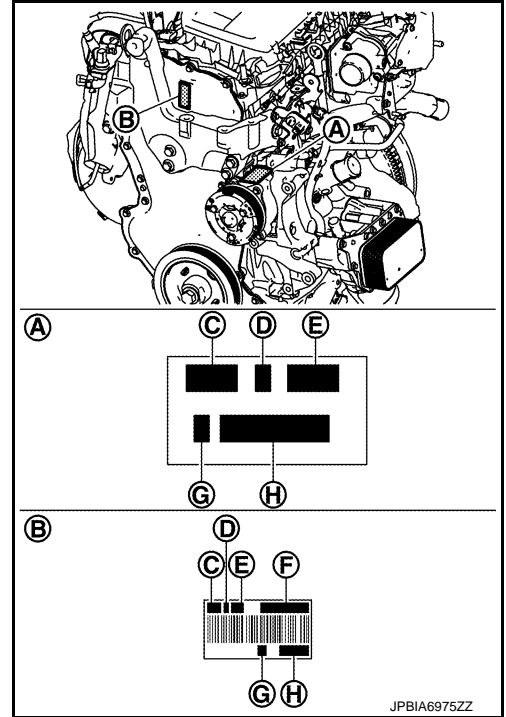
< VEHICLE INFORMATION >

← : Vehicle front



R9M

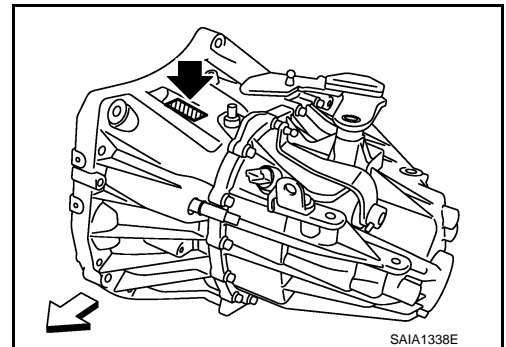
- Ⓒ Engine type
- Ⓓ Engine type approval letter
- Ⓔ Engine type suffix
- Ⓕ Engine assembly part number
- Ⓖ Engine assembly plant
- Ⓗ Engine fabrication number



MANUAL TRANSAXLE NUMBER

RS6F94R

← : Vehicle front

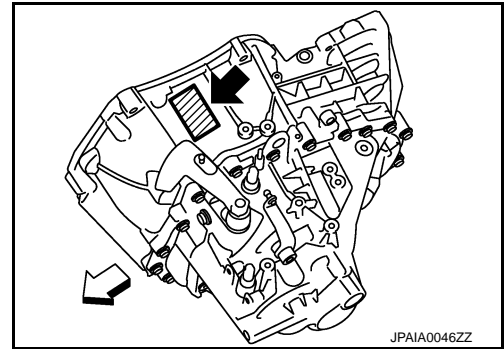


RS6F52A

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↩ : Vehicle front



GI

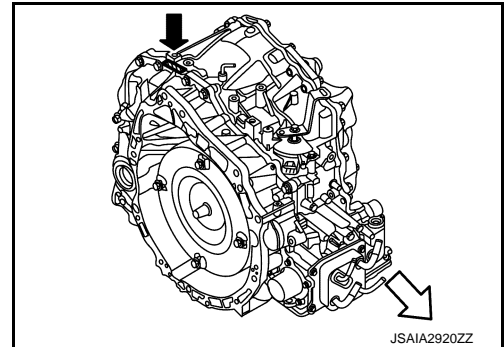
B

C

D

CVT NUMBER

↩ : Vehicle front



E

F

G

H

Dimensions

INFOID:0000000010727569

Unit: mm (in)

Overall length	4,640 (182.7)
Overall width	1,820 (71.7)
Overall height	1,710 (67.3) 1,715 (67.5)*1
Front tread	1,575 (62.0)
Rear tread	1,575 (62.0)
Wheelbase	2,705 (106.5)

I

J

K

*1: Roof rail equipped model

Wheels & Tires

INFOID:0000000010727570

Configuration	Wheel Size	Road Wheel		Tire
		Material	Inset	Size
Conventional	17 inch	Aluminum	Size	225/65R17 102H
			Inset	17 × 7J
		Steel	Size	45 mm (1.77 in)
			Inset	225/65R17 102H
	18 inch	Aluminum	Size	17 × 7J
			Inset	45 mm (1.77 in)
Steel		Size	225/60R18 100H	
		Inset	18 × 7J	
19 inch	Aluminum	Size	225/55R19 99V	
		Inset	19 × 7J	
	Steel	Size	45 mm (1.77 in)	
		Inset	40 mm (1.57 in)	

L

M

N

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P

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Spare	17 inch	Tire		225/65R17 102H
		Road wheel (Steel)	Size	17 × 7J
			Inset	45 mm (1.77 in)
		Tire		T155/90D17 101M
		Road wheel (Steel)	Size	17 × 4T
			Inset	30 mm (1.18 in)

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

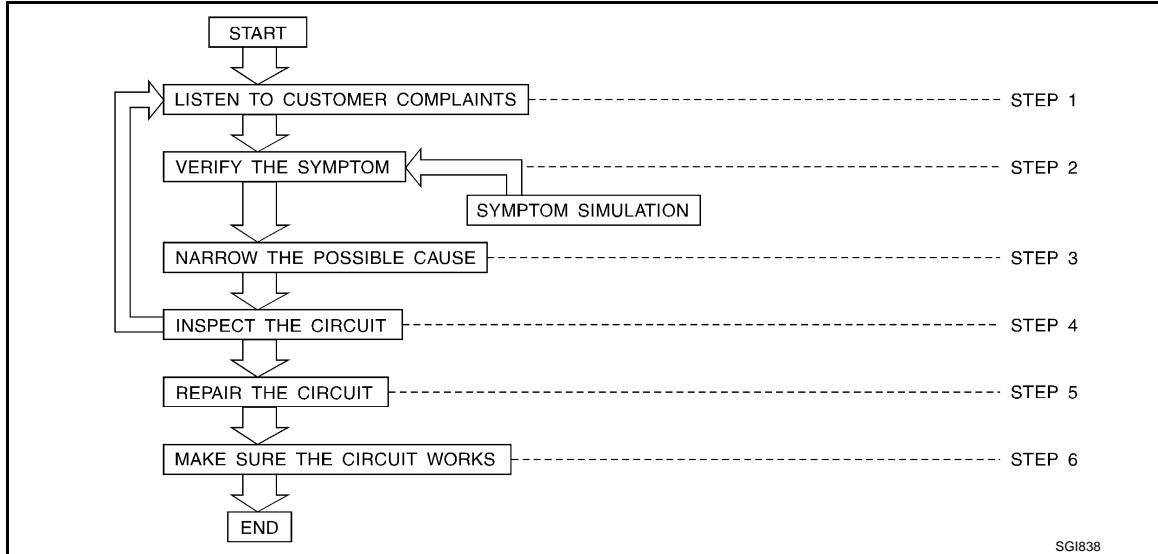
BASIC INSPECTION

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

Work Flow

INFOID:0000000010727571

WORK FLOW



STEP	DESCRIPTION	
STEP 1	Get detailed information about the conditions and the environment when the incident occurred. The following are key pieces of information required to make a good analysis:	
	WHAT	Vehicle Model, Engine, Transmission/Transaxle and the System (i.e. Radio).
	WHEN	Date, Time of Day, Weather Conditions, Frequency.
	WHERE	Road Conditions, Altitude and Traffic Situation.
STEP 2	HOW	System Symptoms, Operating Conditions (Other Components Interaction). Service History and if any After Market Accessories have been installed.
	Operate the system, road test if necessary. Verify the parameter of the incident. If the problem cannot be duplicated, refer to "Incident Simulation Tests".	
STEP 3	Get the proper diagnosis materials together including: <ul style="list-style-type: none"> • Power Supply Routing • System Operation Descriptions • Applicable Service Manual Sections • Check for any Service Bulletins Identify where to begin diagnosis based upon your knowledge of the system operation and the customer comments.	
STEP 4	Inspect the system for mechanical binding, loose connectors or wiring damage. Determine which circuits and components are involved and diagnose using the Power Supply Routing and Harness Layouts.	
STEP 5	Repair or replace the incident circuit or component.	
STEP 6	Operate the system in all modes. Verify the system works properly under all conditions. Check you have not inadvertently created a new incident during your diagnosis or repair steps.	

Control Units and Electrical Parts

INFOID:0000000010727572

PRECAUTIONS

- Never reverse polarity of battery terminals.
- Install only parts specified for a vehicle.
- Before replacing the control unit, check the input and output and functions of the component parts.
- Do not apply excessive force when disconnecting a connector.

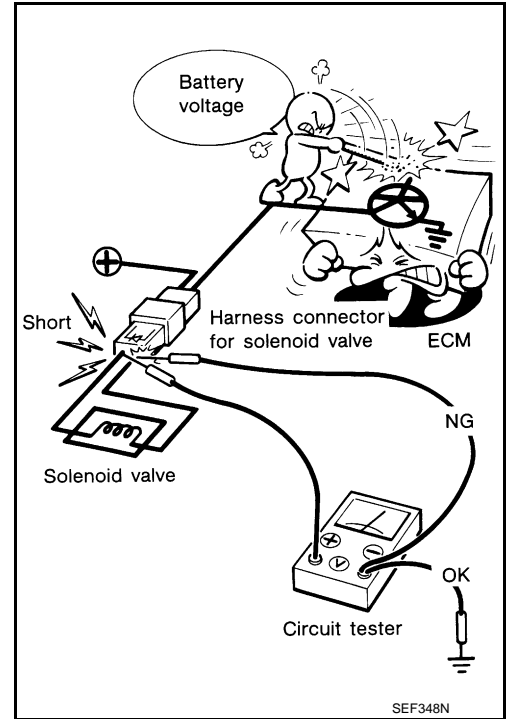
SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

- Do not apply excessive shock to the control unit by dropping or hitting it.
- Be careful to prevent condensation in the control unit due to rapid temperature changes and do not let water or rain get on it. If water is found in the control unit, dry it fully and then install it in the vehicle.
- Be careful not to let oil get on the control unit connector.
- Avoid cleaning the control unit with volatile oil.
- Do not disassemble the control unit, and do not remove the upper and lower covers.



- When using a DMM, be careful not to let test probes get close to each other to prevent the power transistor in the control unit from damaging battery voltage because of short circuiting.
- When checking input and output signals of the control unit, use the specified check adapter.



Intermittent Incident

INFOID:000000010727573

DESCRIPTION

Sometimes the symptom is not present when the vehicle is brought in for service. If possible, re-create the conditions present at the time of the incident. Doing so may help avoid a No Trouble Found Diagnosis. The following section illustrates ways to simulate the conditions/environment under which the owner experiences an electrical incident.

The section is broken into the six following topics:

- Vehicle vibration
- Heat sensitive
- Freezing
- Water intrusion
- Electrical load
- Cold or hot start up

Get a thorough description of the incident from the customer. It is important for simulating the conditions of the problem.

VEHICLE VIBRATION

The problem may occur or become worse while driving on a rough road or when engine is vibrating (idle with A/C on). In such a case, you will want to check for a vibration related condition. Refer to the following illustration.

Connector & Harness

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

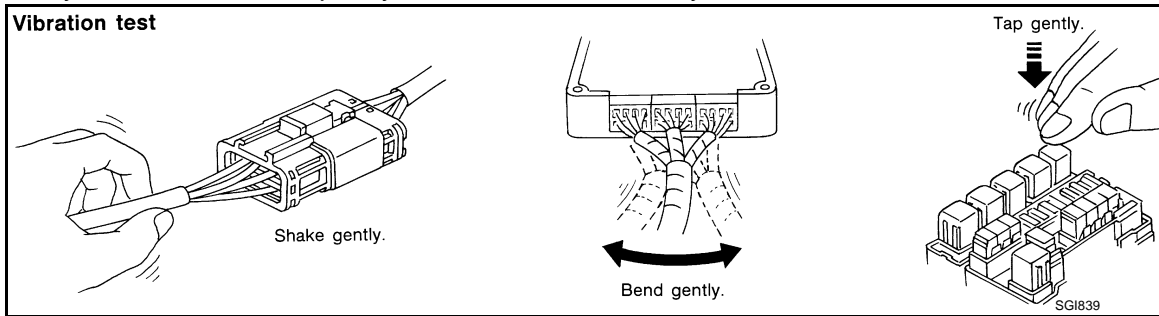
Determine which connectors and wiring harness would affect the electrical system you are inspecting. Gently shake each connector and harness while monitoring the system for the incident you are trying to duplicate. This test may indicate a loose or poor electrical connection.

Hint

Connectors can be exposed to moisture. It is possible to get a thin film of corrosion on the connector terminals. A visual inspection may not reveal this without disconnecting the connector. If the problem occurs intermittently, perhaps the problem is caused by corrosion. It is a good idea to disconnect, inspect and clean the terminals on related connectors in the system.

Sensor & Relay

Gently apply a slight vibration to sensors and relays in the system you are inspecting. This test may indicate a loose or poorly mounted sensor or relay.



Engine Compartment

There are several reasons a vehicle or engine vibration could cause an electrical complaint. Some of the things to check for are:

- Connectors not fully seated.
- Wiring harness not long enough and is being stressed due to engine vibrations or rocking.
- Wires laying across brackets or moving components.
- Loose, dirty or corroded ground wires.
- Wires routed too close to hot components.

To inspect components under the hood, start by verifying the integrity of ground connections. (Refer to Ground Inspection described later.) First check that the system is properly grounded. Then check for loose connection by gently shaking the wiring or components as previously explained. Using the wiring diagrams inspect the wiring for continuity.

Behind the Instrument Panel

An improperly routed or improperly clamped harness can become pinched during accessory installation. Vehicle vibration can aggravate a harness which is routed along a bracket or near a screw.

Under Seating Areas

An unclamped or loose harness can cause wiring to be pinched by seat components (such as slide guides) during vehicle vibration. If the wiring runs under seating areas, inspect wire routing for possible damage or pinching.

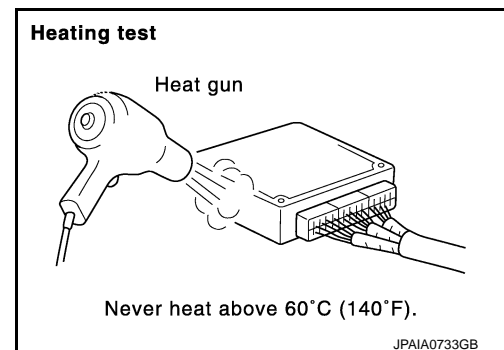
HEAT SENSITIVE

- The customer's concern may occur during hot weather or after car has sat for a short time. In such cases you will want to check for a heat sensitive condition.
- To determine if an electrical component is heat sensitive, heat the component with a heat gun or equivalent.

CAUTION:

Never heat components above 60°C (140°F).

- If incident occurs while heating the unit, either replace or properly insulate the component.

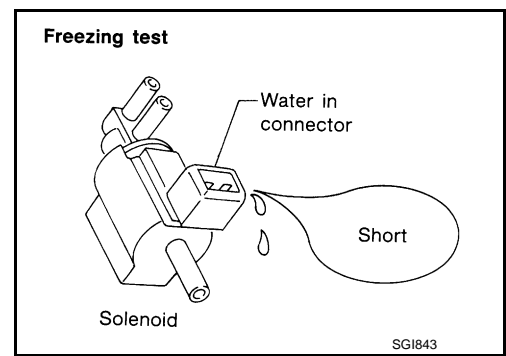


FREEZING

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

- The customer may indicate the incident goes away after the car warms up (winter time). The cause could be related to water freezing somewhere in the wiring/electrical system.
- There are two methods to check for this. The first is to arrange for the owner to leave his car overnight. Check it will get cold enough to demonstrate his complaint. Leave the car parked outside overnight. In the morning, do a quick and thorough diagnosis of those electrical components which could be affected.
- The second method is to put the suspect component into a freezer long enough for any water to freeze. Reinstall the part into the car and check for the reoccurrence of the incident. If it occurs, repair or replace the component.

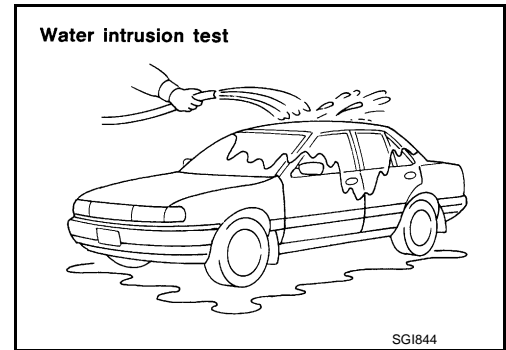


WATER INTRUSION

The incident may occur only during high humidity or in rainy/snowy weather. In such cases the incident could be caused by water intrusion on an electrical part. This can be simulated by soaking the car or running it through a car wash.

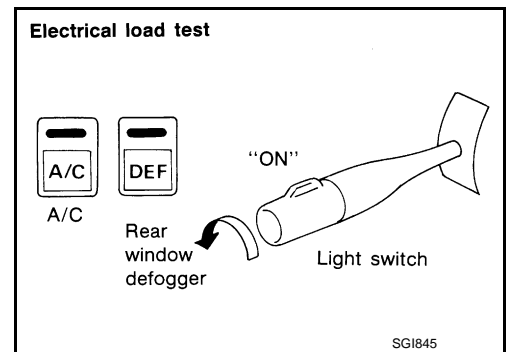
CAUTION:

Never spray water directly on any electrical components.



ELECTRICAL LOAD

The incident may be electrical load sensitive. Perform diagnosis with all accessories (including A/C, rear window defogger, radio, fog lamps) turned on.



COLD OR HOT START UP

On some occasions an electrical incident may occur only when the car is started cold, or it may occur when the car is restarted hot shortly after being turned off. In these cases you may have to keep the car overnight to make a proper diagnosis.

Circuit Inspection

INFOID:0000000010727574

DESCRIPTION

- In general, testing electrical circuits is an easy task if it is approached in a logical and organized method. Before beginning it is important to have all available information on the system to be tested. Also, get a thorough understanding of system operation. Then you will be able to use the appropriate equipment and follow the correct test procedure.
- You may have to simulate vehicle vibrations while testing electrical components. Gently shake the wiring harness or electrical component to do this.

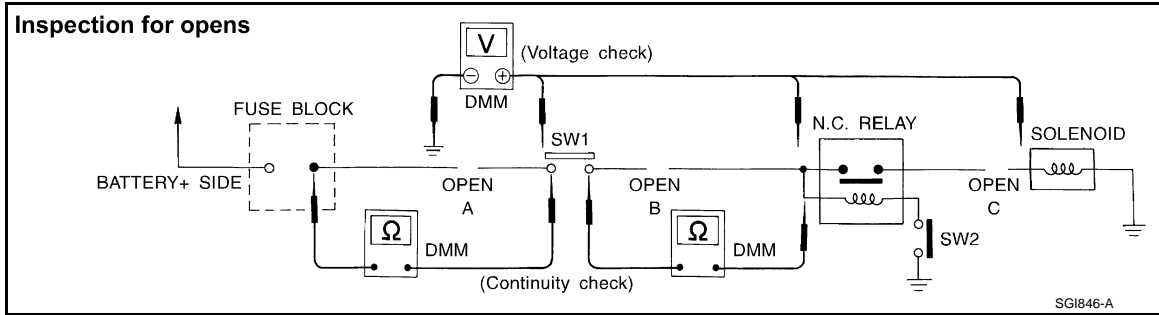
OPEN	A circuit is open when there is no continuity through a section of the circuit.	
SHORT	There are two types of shorts.	
	• SHORT CIRCUIT	When a circuit contacts another circuit and causes the normal resistance to change.
	• SHORT TO GROUND	When a circuit contacts a ground source and grounds the circuit.

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

TESTING FOR "OPENS" IN THE CIRCUIT

Before you begin to diagnose and test the system, you should rough sketch a schematic of the system. This will help you to logically walk through the diagnosis process. Drawing the sketch will also reinforce your working knowledge of the system.



Continuity Check Method

The continuity check is used to find an open in the circuit. The digital multimeter (DMM) set on the resistance function will indicate an open circuit as over limit (no beep tone or no ohms symbol). Check to always start with the DMM at the highest resistance level.

To help in understanding the diagnosis of open circuits, please refer to the previous schematic.

- Disconnect the battery negative cable.
- Start at one end of the circuit and work your way to the other end. (At the fuse block in this example)
- Connect one probe of the DMM to the fuse block terminal on the load side.
- Connect the other probe to the fuse block (power) side of SW1. Little or no resistance will indicate that portion of the circuit has good continuity. If there were an open in the circuit, the DMM would indicate an over limit or infinite resistance condition. (point A)
- Connect the probes between SW1 and the relay. Little or no resistance will indicate that portion of the circuit has good continuity. If there were an open in the circuit, the DMM would indicate an over limit or infinite resistance condition. (point B)
- Connect the probes between the relay and the solenoid. Little or no resistance will indicate that portion of the circuit has good continuity. If there were an open in the circuit, the DMM would indicate an over limit or infinite resistance condition. (point C)

Any circuit can be diagnosed using the approach in the previous example.

Voltage Check Method

To help in understanding the diagnosis of open circuits please refer to the previous schematic.

In any powered circuit, an open can be found by methodically checking the system for the presence of voltage. This is done by switching the DMM to the voltage function.

- Connect one probe of the DMM to a known good ground.
- Begin probing at one end of the circuit and work your way to the other end.
- With SW1 open, probe at SW1 to check for voltage.
voltage: open is further down the circuit than SW1.
no voltage: open is between fuse block and SW1 (point A).
- Close SW1 and probe at relay.
voltage: open is further down the circuit than the relay.
no voltage: open is between SW1 and relay (point B).
- Close the relay and probe at the solenoid.
voltage: open is further down the circuit than the solenoid.
no voltage: open is between relay and solenoid (point C).

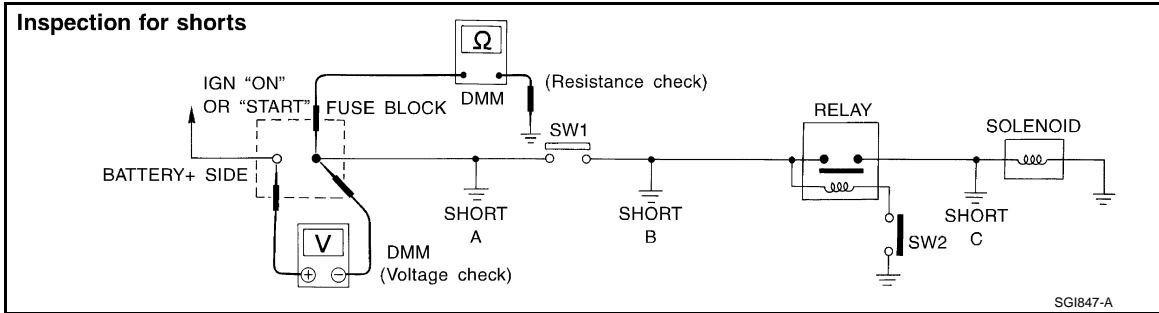
Any powered circuit can be diagnosed using the approach in the previous example.

TESTING FOR "SHORTS" IN THE CIRCUIT

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To simplify the discussion of shorts in the system, please refer to the following schematic.



Resistance Check Method

- Disconnect the battery negative cable and remove the blown fuse.
- Disconnect all loads (SW1 open, relay disconnected and solenoid disconnected) powered through the fuse.
- Connect one probe of the DMM to the load side of the fuse terminal. Connect the other probe to a known good ground.
- With SW1 open, check for continuity.
continuity: short is between fuse terminal and SW1 (point A).
no continuity: short is further down the circuit than SW1.
- Close SW1 and disconnect the relay. Put probes at the load side of fuse terminal and a known good ground. Then, check for continuity.
continuity: short is between SW1 and the relay (point B).
no continuity: short is further down the circuit than the relay.
- Close SW1 and jump the relay contacts with jumper wire. Put probes at the load side of fuse terminal and a known good ground. Then, check for continuity.
continuity: short is between relay and solenoid (point C).
no continuity: check solenoid, retrace steps.

Voltage Check Method

- Remove the blown fuse and disconnect all loads (i.e. SW1 open, relay disconnected and solenoid disconnected) powered through the fuse.
- Turn the ignition switch to the ON or START position. Verify battery voltage at the battery + side of the fuse terminal (one lead on the battery + terminal side of the fuse block and one lead on a known good ground).
- With SW1 open and the DMM leads across both fuse terminals, check for voltage.
voltage: short is between fuse block and SW1 (point A).
no voltage: short is further down the circuit than SW1.
- With SW1 closed, relay and solenoid disconnected and the DMM leads across both fuse terminals, check for voltage.
voltage: short is between SW1 and the relay (point B).
no voltage: short is further down the circuit than the relay.
- With SW1 closed, relay contacts jumped with fused jumper wire check for voltage.
voltage: short is down the circuit of the relay or between the relay and the disconnected solenoid (point C).
no voltage: retrace steps and check power to fuse block.

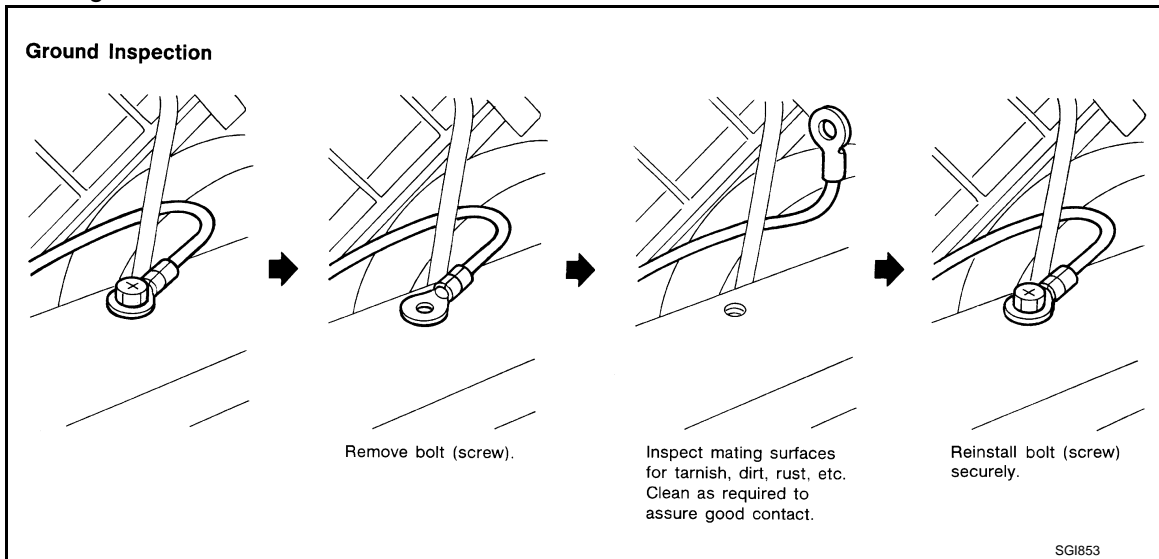
GROUND INSPECTION

- Ground connections are very important to the proper operation of electrical and electronic circuits. Ground connections are often exposed to moisture, dirt and other corrosive elements. The corrosion (rust) can become an unwanted resistance. This unwanted resistance can change the way a circuit works.
- Electronically controlled circuits are very sensitive to proper grounding. A loose or corroded ground can drastically affect an electronically controlled circuit. A poor or corroded ground can easily affect the circuit. Even when the ground connection looks clean, there can be a thin film of rust on the surface.
- When inspecting a ground connection follow these rules:
 - Remove the ground bolt or screw.
 - Inspect all mating surfaces for tarnish, dirt, rust, etc.
 - Clean as required to assure good contact.
 - Reinstall bolt or screw securely.
 - Inspect for "add-on" accessories which may be interfering with the ground circuit.
 - If several wires are crimped into one ground eyelet terminal, check for proper crimps. Check all of the wires are clean, securely fastened and providing a good ground path. If multiple wires are cased in one eyelet check no ground wires have excess wire insulation.

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- For detailed ground distribution information, refer to “Ground Distribution” in PG section.



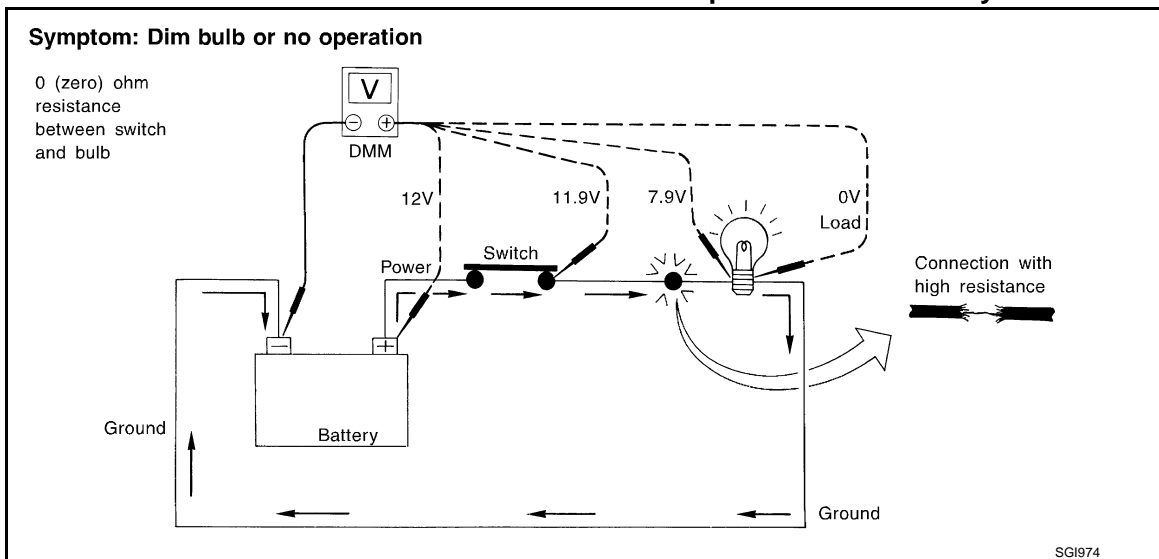
VOLTAGE DROP TESTS

- Voltage drop tests are often used to find components or circuits which have excessive resistance. A voltage drop in a circuit is caused by a resistance when the circuit is in operation.
- Check the wire in the illustration. When measuring resistance with DMM, contact by a single strand of wire will give reading of 0 ohms. This would indicate a good circuit. When the circuit operates, this single strand is not able to carry the current. The single strand will have a high resistance to the current. This will be picked up as a slight voltage drop.
- Unwanted resistance can be caused by many situations as follows:
 - Undersized wiring (single strand example)
 - Corrosion on switch contacts
 - Loose wire connections or splices.
- If repairs are needed always use wire that is of the same or larger gauge.

Measuring Voltage Drop — Accumulated Method

- Connect the DMM across the connector or part of the circuit you want to check. The positive lead of the DMM should be closer to power and the negative lead closer to ground.
- Operate the circuit.
- The DMM will indicate how many volts are being used to “push” current through that part of the circuit.

Note in the illustration that there is an excessive 4.1 volt drop between the battery and the bulb.



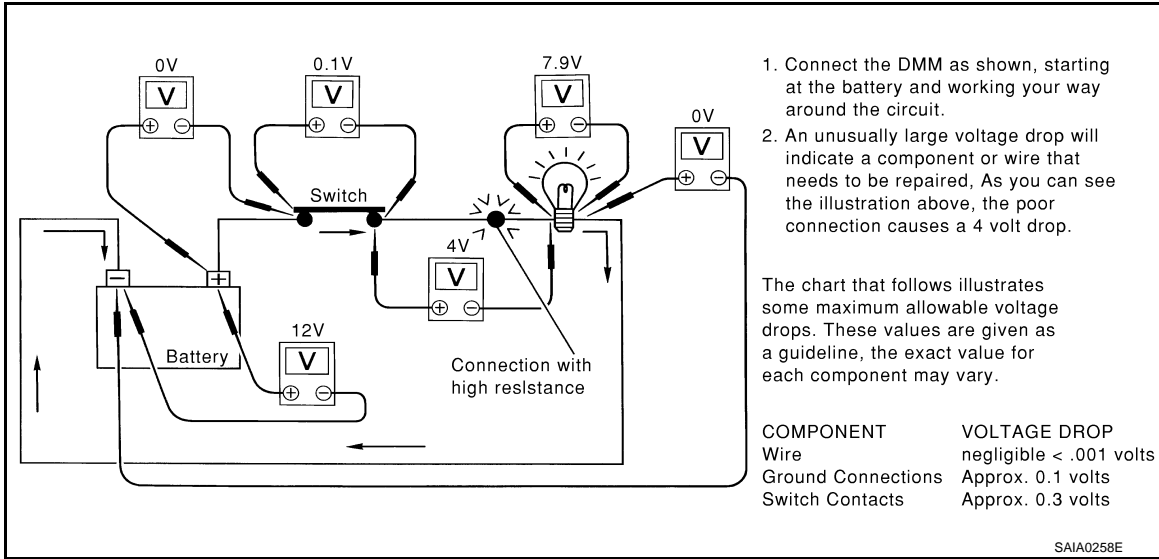
Measuring Voltage Drop — Step-by-Step

- The step-by-step method is most useful for isolating excessive drops in low voltage systems (such as those in “Computer Controlled Systems”).
- Circuits in the “Computer Controlled System” operate on very low amperage.

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- The (Computer Controlled) system operations can be adversely affected by any variation in resistance in the system. Such resistance variation may be caused by poor connection, improper installation, improper wire gauge or corrosion.
- The step by step voltage drop test can identify a component or wire with too much resistance.

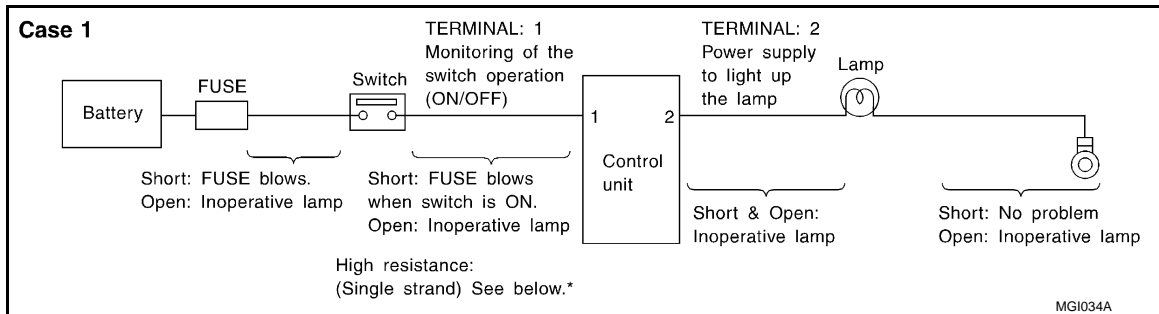


CONTROL UNIT CIRCUIT TEST

System Description

- When the switch is ON, the control unit lights up the lamp.

CASE 1



INPUT-OUTPUT VOLTAGE CHART

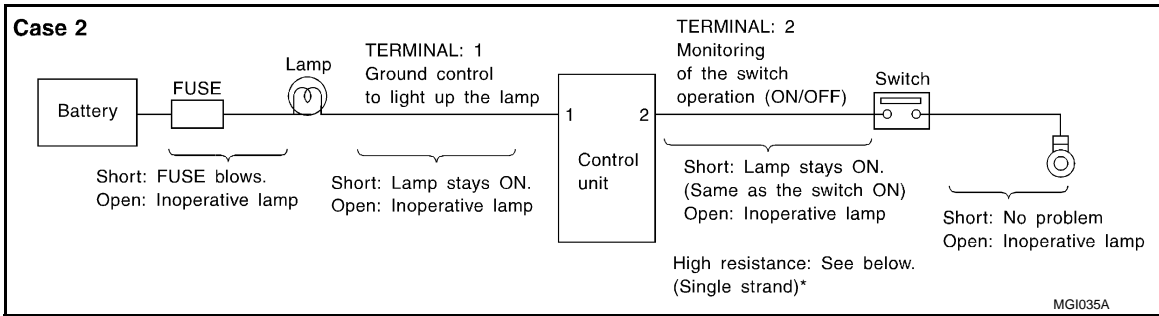
Terminal No.		Description		Condition	Value (Approx.)	In case of high resistance such as single strand (V) *
+	-	Signal name	Input/Output			
1	Body ground	Switch	Input	Switch ON	Battery voltage	Lower than battery voltage Approx. 8 (Example)
				Switch OFF	0 V	Approx. 0
2	Body ground	Lamp	Output	Switch ON	Battery voltage	Approx. 0 (Inoperative lamp)
				Switch OFF	0 V	Approx. 0

- The voltage value is based on the body ground.
- *: If high resistance exists in the switch side circuit (caused by a single strand), terminal 1 does not detect battery voltage. Control unit does not detect the switch is ON even if the switch does not turn ON. Therefore, the control unit does not supply power to light up the lamp.

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CASE 2



INPUT-OUTPUT VOLTAGE CHART

Terminal No.		Description		Condition	Value (Approx.)	In case of high resistance such as single strand (V) *
+	-	Signal name	Input/Output			
1	Body ground	Lamp	Output	Switch ON	0 V	Battery voltage (Inoperative lamp)
				Switch OFF	Battery voltage	Battery voltage
2	Body ground	Switch	Input	Switch ON	0 V	Higher than 0 Approx. 4 (Example)
				Switch OFF	5 V	Approx. 5

- The voltage value is based on the body ground.
- *: If high resistance exists in the switch side circuit (caused by a single strand), terminal 2 does not detect approx. 0 V. Control unit does not detect the switch is ON even if the switch does not turn ON. Therefore, the control unit does not control ground to light up the lamp.

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CONSULT/GST CHECKING SYSTEM

< BASIC INSPECTION >

CONSULT/GST CHECKING SYSTEM

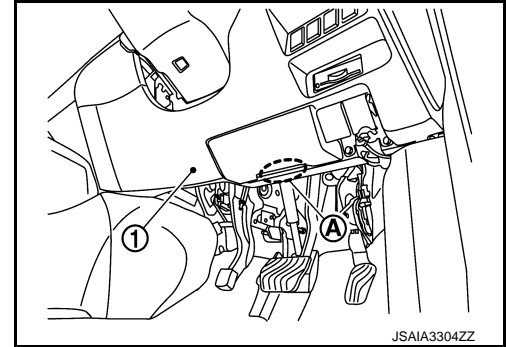
Description

INFOID:000000010727575

- When CONSULT/GST is connected with a data link connector ① equipped on the vehicle side, it will communicate with the control unit equipped in the vehicle and then enable various kinds of diagnostic tests.

① : Instrument lower panel

- Refer to CONSULT Software Operation Manual for more information.



CONSULT Function and System Application*1

INFOID:000000010727576

FUNCTION

Mode	Function
All DTC Reading	Display all DTCs or diagnostic items that all ECUs are recording and judging.
Work Support	This mode enables a technician to adjust some devices faster and more accurately.
Self Diagnostic Results	Retrieve DTC from ECU and display diagnostic items.
Data Monitor	Monitor the input/output signal of the control unit in real time.
CAN Diagnosis	This mode displays a network diagnosis result about CAN by diagram.
CAN Diagnosis Support Monitor	It monitors the status of CAN communication.
Active Test	Send the drive signal from CONSULT to the actuator. The operation check can be performed.
ECU Identification	Display the ECU identification number (part number etc.) of the selected system.
Configuration	Function to READ/WRITE vehicle configuration.
SRT&P-DTC Confirmation	The state of System Readiness Test (SRT) items, the presence or absence of permanent DTC*, and driving conditions can be checked.
DTC work support	DTC reproduction procedure can be performed speedily and precisely.
Others	Other results or histories, etc. that are recorded in ECU are displayed.

*: Permanent DTC is not applied for regions where it is not mandated.

SYSTEM APPLICATION*1

System	All DTC Reading	Work Support	Self Diagnostic Results	Data Monitor	CAN Diagnosis	CAN Diagnosis Support Monitor	Active Test	ECU Identification	Configuration	SRT&P-DTC Confirmation	DTC work support	Others
ENGINE	x	x	x	x	x	x	x	x	x ^{*3}	x ^{*2, *4}	x ^{*4}	-
TRANSMISSION	x	x	x	x	x	x	-	x	-	x ^{*2}	-	• CALIB DATA
ALL MODE AWD / 4WD	x	x	x	x	x	x	x	x	-	-	-	-
AIR BAG	x	-	x	x	x	-	-	x	x	-	-	• TROUBLE DIAG RECORD
METER / M&A	x	x	x	x	x	x	-	-	-	-	-	• Warning History

CONSULT/GST CHECKING SYSTEM

< BASIC INSPECTION >

System	All DTC Reading	Work Support	Self Diagnostic Results	Data Monitor	CAN Diagnosis	CAN Diagnosis Support Monitor	Active Test	ECU Identification	Configuration	SRT&P-DTC Confirmation	DTC work support	Others
BCM	x	x	x	x	x	x	x	x	x	-	-	-
IPDM E/R	x	x	x	x	x	x	x	x	x	-	-	-
AUTOMATIC BACK DOOR	x	x	x	x	x	x	-	x	-	-	-	-
EPS/DAST3	x	-	x	x	x	x	-	x	-	-	-	-
HVAC	-	x	x	x	x	x	x	x	-	-	-	-
ABS	x	x	x	x	x	x	x	x	x	-	-	-
EHS / PKB	x	x	x	x	x	x	-	x	x	-	-	-
CHASSIS CONTROL	x	-	x	x	x	x	x	x	x	-	-	-
AIR PRESSURE MONITOR	x	x	x	x	-	-	x	x	-	-	-	-
MULTI AV	-	-	x	x	x	x	-	x	x	-	-	-
SONAR	x	x	x	x	x	x	x	x	x	-	-	-
AVM	x	x	x	x	x	x	x	x	x	-	-	-
LANE CAMERA	x	x	x	x	x	x	-	x	-	-	-	-
LASER / RADAR	x	x	x	x	x	x	x	x	-	-	-	-

x: Applicable

*1: If GST application is equipped, functions in accordance with SAE J1979 and ISO 15031-5 can be used.

*2: Permanent DTC is not applied for regions where it is not mandated.

*3: For R9M engine models

*4: Except for R9M engine models

CONSULT/GST Data Link Connector (DLC) Circuit

INFOID:000000010727577

INSPECTION PROCEDURE

If the CONSULT/GST cannot diagnose the system properly, check the following items.

Symptom	Check item
CONSULT cannot access any system.	<ul style="list-style-type: none"> CONSULT DLC power supply circuit (Terminal 8 and 16) and ground circuit (Terminal 4 and 5)
CONSULT cannot access individual system. (Other systems can be accessed.)	<ul style="list-style-type: none"> Power supply and ground circuit for the control unit of the system (For detailed circuit, refer to wiring diagram for each system.) Open or short circuit between the system and CONSULT DLC (For detailed circuit, refer to wiring diagram for each system.) Open or short circuit CAN communication line. Refer to LAN-17, "Trouble Diagnosis Flow Chart".

NOTE:

The DDL1 and DDL2 circuits from DLC pins 12, 13, 14 and 15 may be connected to more than one system. A short in a DDL circuit connected to a control unit in one system may affect CONSULT access to other systems. If the GST cannot operate properly, check the circuit based on the information of SAE J1962 and ISO 15031-3.

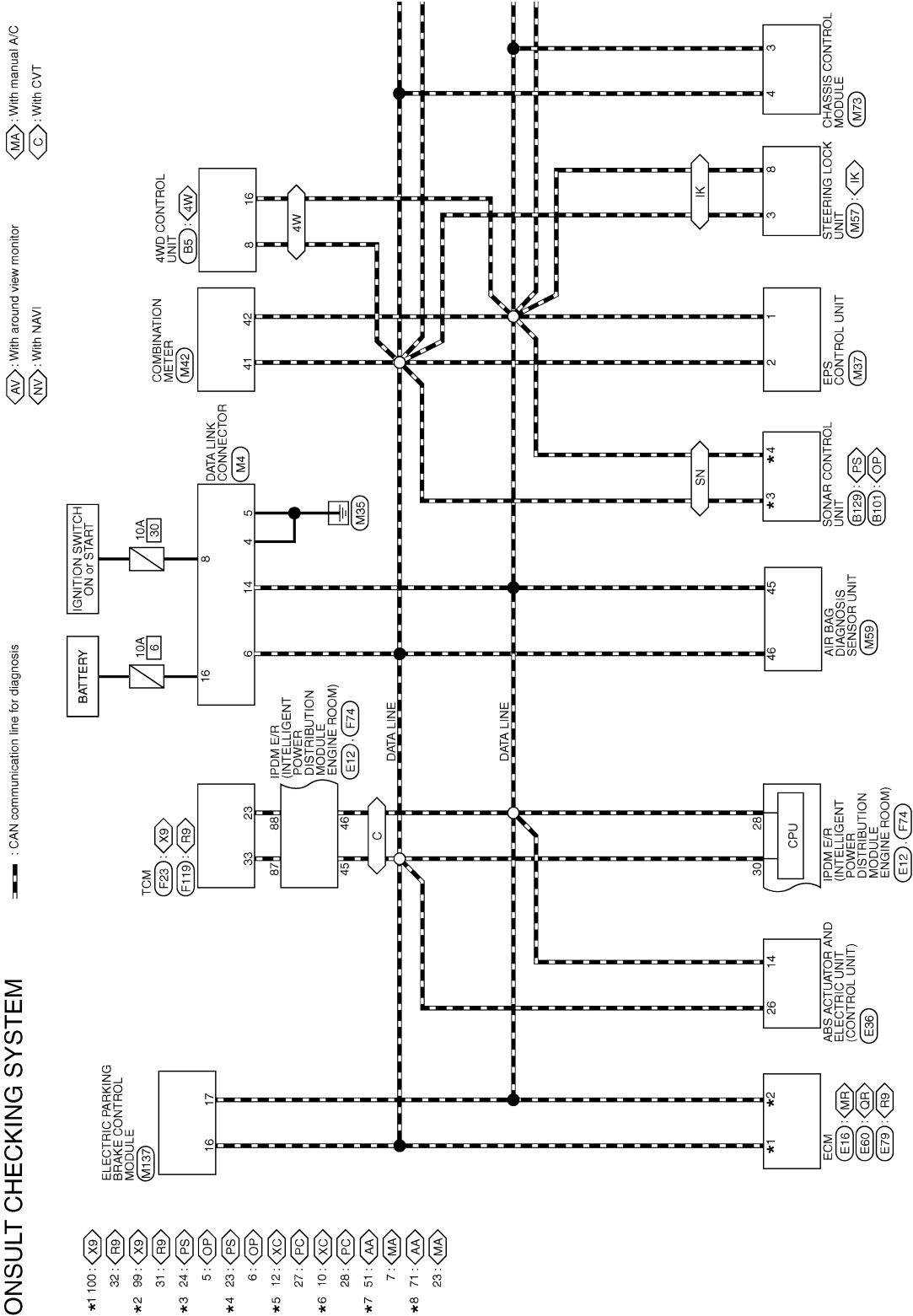
CONSULT/GST CHECKING SYSTEM

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Wiring Diagram - CONSULT/GST CHECKING SYSTEM -

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CONSULT CHECKING SYSTEM



*: This connector is not shown in "Harness Layout".

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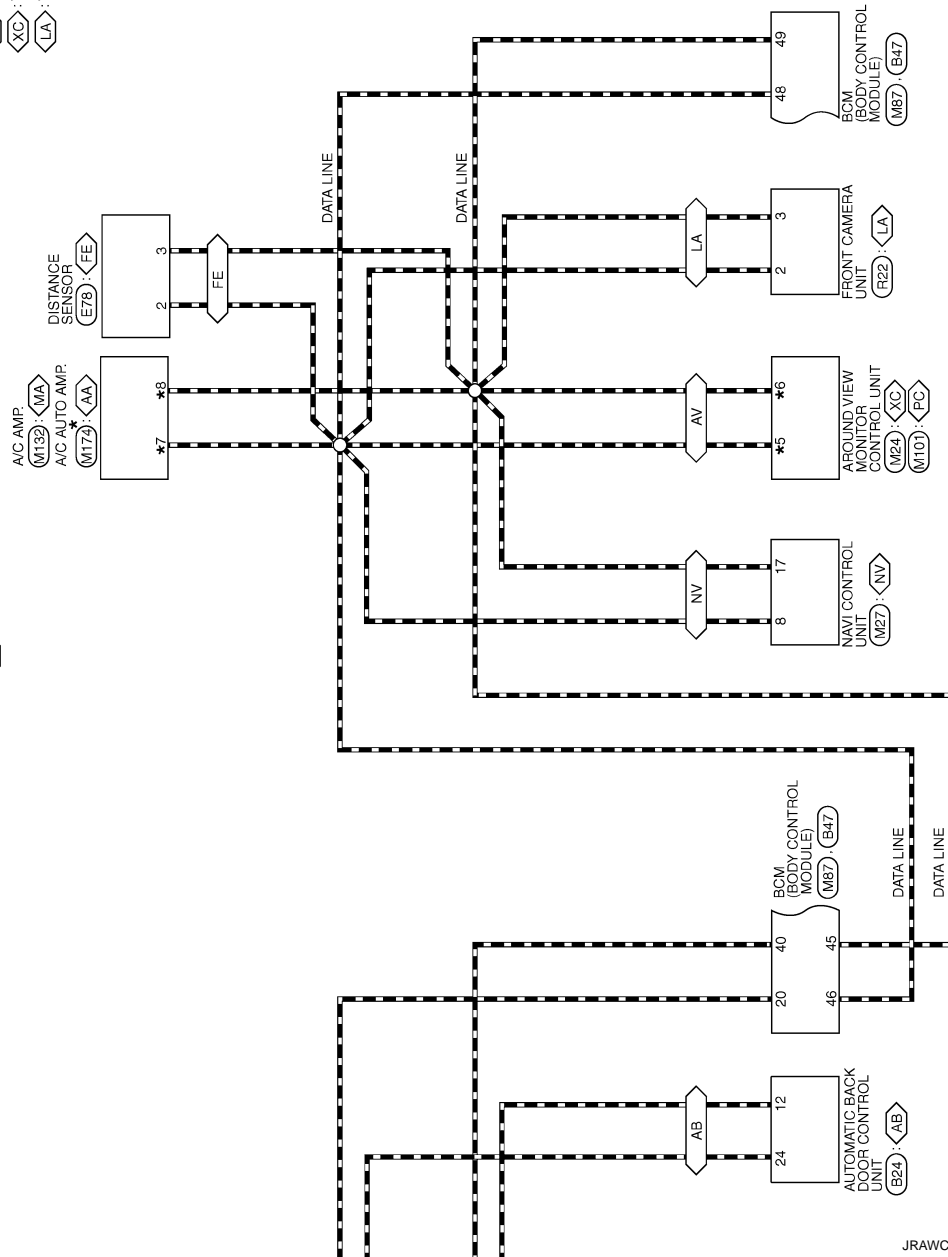
CONSULT/GST CHECKING SYSTEM

< BASIC INSPECTION >

- <X9> : Except for R9M engine models
- <AB> : With automatic back door system
- <4W> : 4WD models
- <FE> : With FEB
- <PC> : With BSW
- <XC> : Without BSW
- <LA> : With LDW

- <OP> : Without park assist
- <AA> : With auto A/C
- <IK> : With Intelligent Key

- <QR> : QR engine models
- <MR> : MR engine models
- <R9> : R9M engine models
- <SN> : With sonar system
- <PS> : With park assist



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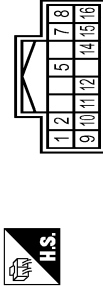
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CONSULT/GST CHECKING SYSTEM

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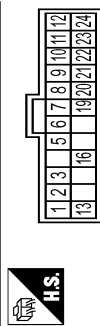
CONSULT CHECKING SYSTEM

Connector No.	B5
Connector Name	4WD CONTROL UNIT
Connector Type	TH16FTV-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SB	4WD SOL (+)
2	Y	4WD SOL (-)
5	V	AUTO SW
7	LAV	IGN
8	CANLH	CANLH
9	LAV	4WD SOL BAT
10	B	GROUND
11	B	GROUND
12	GR	2WD SW
14	Y	LOCK SW
15	LAL	BATTERY POWER SUPPLY
16	P	CANL

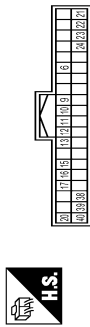
Connector No.	B24
Connector Name	AUTOMATIC BACK DOOR CONTROL UNIT
Connector Type	AAQ24FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	LG	TOUCH SENS RH
2	G	TOUCH SENS LH
3	SB	HALF LATCH SW
5	BR	CLOSE SW
6	W	A-SIGN LH
7	L	B-SIGN LH
8	R	A-SIGN RH

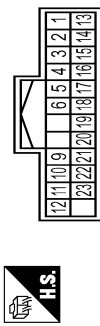
9	SB	B-SIGN RH
10	BG	MAIN SW
11	V	OPEN SW
12	P	CAN LOW
13	GR	TOUCH SENS GND
16	B	GROUND
19	V	POWER LH
20	P	POWER RH
21	G	ENCODER GROUND
22	LG	DRIVER SW
23	W	INSIDE CLOSE SW
24	L	CAN HI

Connector No.	B47
Connector Name	BOM (BODY CONTROL MODULE)
Connector Type	TH40FG-NH



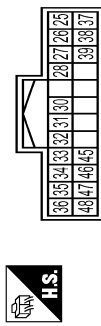
Terminal No.	Color Of Wire	Signal Name [Specification]
6	R	BACK DOOR OPENER REQUEST SW
9	G	HANDS FREE SENSOR
10	W	REAR RH DOOR SW
11	LG	BACK DOOR SW
12	R	REAR LH DOOR SW
13	SB	PASSENGER DOOR SW
15	LAV	REAR WIPER AUTO STOP
16	Y	BACK DOOR OPENER SW
17	SB	DRIVER DOOR SW
20	L	CANH
21	BR	BUMPER ANTENNA(-)
22	Y	REAR ANTENNA(-)
23	L	REAR ANTENNA(+)
24	G	BUMPER ANTENNA(+)
38	V	SIREN
39	LAV	HIGH MOUNTED STOP LAMP
40	P	CANL

Connector No.	B101
Connector Name	SONAR CONTROL UNIT
Connector Type	TH24FV-NH



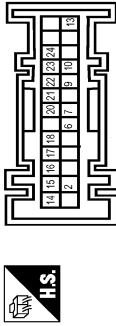
Terminal No.	Color Of Wire	Signal Name [Specification]
1	LG	CENTER SENSOR SIGNAL FRONT RH
2	G	CENTER SENSOR SIGNAL FRONT LH
3	W	CORNER SENSOR SIGNAL FRONT RH
4	V	CORNER SENSOR SIGNAL FRONT LH
6	L	CANLH
6	P	CANL
9	V	CENTER SENSOR SIGNAL REAR RH
10	LG	CORNER SENSOR SIGNAL REAR RH
11	SB	FRONT SENSOR POWER SUPPLY
12	BR	IGNITION POWER SUPPLY
13	P	FRONT SENSOR GROUND
14	P	REAR SENSOR GROUND
15	B	GROUND
16	V	SONAR SYSTEM OFF SWITCH SIGNAL
17	SB	SONAR SYSTEM OFF SWITCH INDICATOR SIGNAL
18	LAL	FRONT BUZZER DRIVE SIGNAL
19	Y	BUZZER POWER SUPPLY
20	LAV	REAR BUZZER DRIVE SIGNAL
21	G	CENTER SENSOR SIGNAL REAR LH
22	R	CORNER SENSOR SIGNAL REAR LH
23	SB	REAR SENSOR POWER SUPPLY

Connector No.	E12
Connector Name	POWER INTELLIGENT POWER DISTRIBUTION MODULE (ENGINE ROOM)
Connector Type	TH24GY-NH



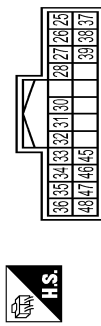
Terminal No.	Color Of Wire	Signal Name [Specification]
25	LG	-
26	LV	-
27	SB	-

Connector No.	B129
Connector Name	SONAR CONTROL UNIT
Connector Type	TH20TFV-16157



Terminal No.	Color Of Wire	Signal Name [Specification]
2	Y	FRONT BUZZER POWER SUPPLY
6	R	CORNER SENSOR SIGNAL REAR LH
7	V	CENTER SENSOR SIGNAL REAR RH
9	G	REAR BUZZER DRIVE SIGNAL
10	SB	FRONT BUZZER DRIVE SIGNAL
13	B	GROUND
14	BR	IGNITION POWER SUPPLY
15	Y	REAR BUZZER POWER SUPPLY
16	V	SONAR SYSTEM OFF SWITCH SIGNAL
17	SB	SONAR SYSTEM OFF SWITCH INDICATOR SIGNAL
18	SB	REAR SENSOR POWER SUPPLY
20	G	CENTER SENSOR SIGNAL REAR LH
21	LG	CORNER SENSOR SIGNAL REAR RH
22	P	REAR SENSOR GROUND
23	P	CANL
24	L	CANH

Connector No.	E12
Connector Name	POWER INTELLIGENT POWER DISTRIBUTION MODULE (ENGINE ROOM)
Connector Type	TH24GY-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
25	LG	-
26	LV	-
27	SB	-

CONSULT/GST CHECKING SYSTEM

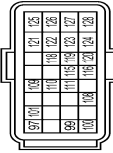
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CONSULT CHECKING SYSTEM

28	P	-	SENSOR GROUND
30	L	-	ECM GROUND
31	G	-	
32	B	-	
33	BG	-	
34	LG	-	
35	V	-	
36	Y	-	
37	B	-	
38	GR	-	
39	BR	-	
45	L	-	
46	P	-	
47	W	-	
48	R	-	

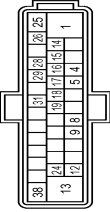
Connector No.	E16
Connector Name	ECM
Connector Type	IR24FB-R28-L-LH



Terminal No.	Color	Wire	Signal Name (Specification)
97	W		BAROMETRIC PRESSURE SENSOR
99	P		CAN-L
100	L		CAN-H
101	Y		SENSOR POWER SUPPLY
108	R		CLUTCH PEDAL POSITION SWITCH
109	LG		IGNITION SWITCH
110	G		ASCD STEERING SWITCH
111	BR		SENSOR GROUND
115	V		STOP LAMP SWITCH
116	GR		BRAKE PEDAL POSITION SWITCH
118	SB		SENSOR POWER SUPPLY
119	Y		ACCELERATOR PEDAL POSITION SENSOR 2
120	LG		SENSOR GROUND
121	BR		POWER SUPPLY FOR ECM
122	V		SENSOR POWER SUPPLY
123	B		ECM GROUND
124	R		ECM GROUND
125	B		ECM GROUND
126	GR		ACCELERATOR PEDAL POSITION SENSOR 1

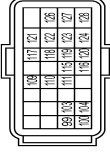
127	R	SENSOR GROUND
128	B	ECM GROUND

Connector No.	E38
Connector Name	ABS ACTIVATION AND ELECTRIC UNIT (CONTROL UNIT)
Connector Type	BE234FB-BH2-BJ22-RH



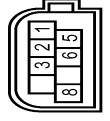
Terminal No.	Color	Wire	Signal Name (Specification)
1	Y		MOTOR POWER SUPPLY
4	SB		FR RH WHEEL SENSOR SIGNAL
5	V		BRAKE VACUUM SENSOR POWER SUPPLY
8	P		FR LH WHEEL SENSOR SIGNAL
9	Y		Throttle position control SWITCH SIGNAL
12	LG		BRAKE VACUUM SENSOR SIGNAL
13	B		GROUND (MOTOR)
14	P		CAN-L
15	BR		VDC OFF SWITCH SIGNAL
16	R		FR RH WHEEL SENSOR POWER SUPPLY
17	Y		FR LH WHEEL SENSOR POWER SUPPLY
18	G		RR LH WHEEL SENSOR SIGNAL
19	W		BRAKE VACUUM SENSOR GROUND
24	SHIELD		VALVE POWER SUPPLY
25	BR		CAN-H
26	L		CAN-H
28	GR		IGNITION POWER SUPPLY
29	LG		RR RH WHEEL SENSOR SIGNAL
31	BR		RR LH WHEEL SENSOR POWER SUPPLY
38	B		GROUND (VALVE)

Connector No.	E60
Connector Name	ECM
Connector Type	IR24FB-R28-L-LH



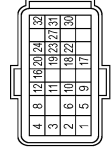
Terminal No.	Color	Wire	Signal Name (Specification)
99	P		CAN COMMUNICATION LINE (CAN-L)
100	L		CAN COMMUNICATION LINE (CAN-H)
103	Y		REFRIGERANT PRESSURE SENSOR
104	R		SENSOR POWER SUPPLY
109	LG		IGNITION SWITCH
110	G		ASCD STEERING SWITCH
111	BR		SENSOR GROUND
115	V		STOP LAMP SWITCH
116	GR		BRAKE PEDAL POSITION SWITCH
117	W		PNP SIGNAL
118	SB		SENSOR POWER SUPPLY
119	Y		ACCELERATOR PEDAL POSITION SENSOR 2
120	LG		SENSOR GROUND
121	BR		POWER SUPPLY FOR ECM
122	V		SENSOR POWER SUPPLY
123	BR		ECM GROUND
124	W		SENSOR GROUND
126	GR		ACCELERATOR PEDAL POSITION SENSOR 1
127	R		SENSOR GROUND
128	BR		ECM GROUND

Connector No.	E78
Connector Name	DISTANCE SENSOR
Connector Type	AZ208FB



Terminal No.	Color	Wire	Signal Name (Specification)
1	B		GROUND
2	L		CAN-L
3	R		CAN-H
5	L		CHASSIS COMM-H
6	W		CHASSIS COMM-L
8	P		IGNITION

Connector No.	E79
Connector Name	ECM
Connector Type	IR24FB-R28-R-RH



Terminal No.	Color	Wire	Signal Name (Specification)
1	B		ECM GROUND
2	W		ACCELERATOR PEDAL POSITION SENSOR 1
3	Y		SENSOR GROUND
4	B		ECM GROUND
5	L		POWER SUPPLY FOR ECM
6	G		SENSOR GROUND
8	B		ECM GROUND
9	L		FUEL HEATER AND WATER IN LEVEL SENSOR
10	L		SENSOR GROUND
11	V		ACCELERATOR PEDAL POSITION SENSOR 2
12	B		SENSOR GROUND
16	BG		STOP LAMP SWITCH (WITH MUT)
16	R		BRAKE PEDAL POSITION SWITCH (WITH CVT)
17	LG		IGNITION SWITCH

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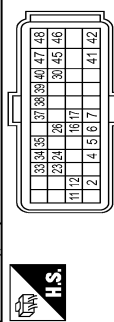
CONSULT/GST CHECKING SYSTEM

< BASIC INSPECTION >

CONSULT CHECKING SYSTEM

18	G	ASC2 STEERING SWITCH
19	BR	SENSOR GROUND (ASC2 STEERING SWITCH)
20	BR	FUEL PUMP CONTROL MODULE (COMMAND)
22	G	FUEL PUMP CONTROL MODULE (DIAGNOSIS)
23	V	SPEED LIMITER MAIN SWITCH
24	R	CLUTCH PEDAL POSITION SWITCH
27	V	CLUTCH INTERLOCK SWITCH
30	BR	ASC2 MAIN SWITCH
31	P	CANL
32	L	CANH

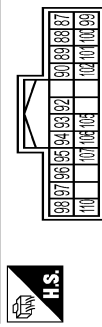
Connector No.	F23
Connector Name	TCM
Connector Type	RH40FB-RZ8-LRH



Terminal No.	Color Of Wire	Signal Name (Specification)
2	GR	-
4	Y	D RANGE SWITCH
5	BR	N RANGE SWITCH
6	G	R RANGE SWITCH
7	V	P RANGE SWITCH
11	LG	SENSOR GROUND
12	BR	CVT FLUID TEMPERATURE SENSOR
16	SB	SECONDARY PRESSURE SENSOR
17	R	PRIMARY PRESSURE SENSOR
23	P	CANL
24	LG	INPUT SPEED SENSOR
26	BG	SENSOR POWER SUPPLY
30	GR	LINE PRESSURE SOLENOID VALVE
33	L	CANH
34	W	OUTPUT SPEED SENSOR
35	GR	PRIMARY SPEED SENSOR
37	Y	SELECT SOLENOID VALVE
38	G	TORQUE CONVERTER CLUTCH SOLENOID VALVE
39	W	SECONDARY PRESSURE SOLENOID VALVE
40	V	PRIMARY PRESSURE SOLENOID VALVE
41	B	GROUND
42	B	GROUND
45	V	BATTERY POWER SUPPLY
46	V	BATTERY POWER SUPPLY

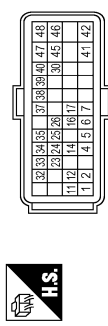
47	BG	IGNITION POWER SUPPLY
48	BG	IGNITION POWER SUPPLY

Connector No.	F74
Connector Name	POWER INTELLIGENT POWER DISTRIBUTION MODULE (ENGINE ROOM)
Connector Type	TH24FB-NH



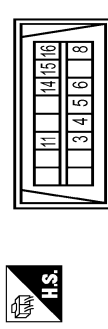
Terminal No.	Color Of Wire	Signal Name (Specification)
87	B	-
88	B	-
89	W	-
90	R	-
92	GR	-
93	G	- [With R3M Engine]
93	P	- [With MF20 or QR25 Engine]
94	SB	-
95	LG	-
96	W	-
97	P	-
98	Y	-
99	BG	-
100	LG	-
101	V	-
102	Y	-
105	W	-
106	BR	-
107	V	-
110	SB	-

Connector No.	F119
Connector Name	TCM
Connector Type	RH40FB-RZ8-L-LH



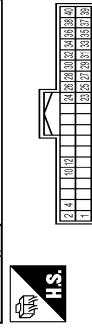
Terminal No.	Color Of Wire	Signal Name (Specification)
1	P	ELECTRIC OIL PUMP RELAY
2	GR	-
4	Y	D RANGE SWITCH
5	BR	N RANGE SWITCH
6	G	R RANGE SWITCH
7	V	P RANGE SWITCH
11	LG	SENSOR GROUND
12	BR	CVT FLUID TEMPERATURE SENSOR
14	V	G SENSOR
16	SB	SECONDARY PRESSURE SENSOR
17	R	PRIMARY PRESSURE SENSOR
23	P	CANL
24	LG	INPUT SPEED SENSOR
25	R	ELECTRIC OIL PUMP COMMAND SIGNAL
26	BG	SENSOR POWER SUPPLY
30	GR	LINE PRESSURE SOLENOID VALVE
32	SB	ELECTRIC OIL PUMP STATUS SIGNAL
33	L	CANH
34	W	OUTPUT SPEED SENSOR
35	GR	PRIMARY SPEED SENSOR
37	Y	SELECT SOLENOID VALVE
38	G	TORQUE CONVERTER CLUTCH SOLENOID VALVE
39	W	SECONDARY PRESSURE SOLENOID VALVE
40	V	PRIMARY PRESSURE SOLENOID VALVE
41	B	GROUND
42	B	GROUND
45	V	BATTERY POWER SUPPLY
46	V	BATTERY POWER SUPPLY
47	BG	IGNITION POWER SUPPLY
48	BG	IGNITION POWER SUPPLY

Connector No.	M4
Connector Name	DATA LINK CONNECTOR
Connector Type	BD16FV



Terminal No.	Color Of Wire	Signal Name (Specification)
3	LG	-
4	B	-
5	B	-
6	V	-
11	SB	-
14	P	-
15	BR	-
16	W	-

Connector No.	M24
Connector Name	AROUND VIEW MONITOR CONTROL UNIT
Connector Type	TH40FW-NH



Terminal No.	Color Of Wire	Signal Name (Specification)
1	B	GROUND
2	Y	BATTERY POWER SUPPLY
4	SB	IGNITION SIGNAL
10	R	CANL
12	L	CANH
23	SHIELD	CAMERA IMAGE SIGNAL GROUND
24	G	CAMERA IMAGE SIGNAL
25	B	REAR CAMERA GROUND
26	B	REAR CAMERA POWER SUPPLY
27	SHIELD	REAR CAMERA IMAGE SIGNAL (1)
28	W	REAR CAMERA IMAGE SIGNAL (2)

JRAWC1244GB

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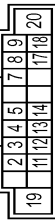
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CONSULT CHECKING SYSTEM

29	Y	SIDE CAMERA DRIVER SIDE GROUND
30	L	SIDE CAMERA DRIVER SIDE POWER SUPPLY
31	SHIELD	SIDE CAMERA DRIVER SIDE IMAGE SIGNAL (-)
32	G	SIDE CAMERA DRIVER SIDE IMAGE SIGNAL (+)
33	L	SIDE CAMERA PASSENGER SIDE CAMERA GROUND
34	B	SIDE CAMERA PASSENGER SIDE CAMERA POWER SUPPLY
35	SHIELD	SIDE CAMERA PASSENGER SIDE CAMERA IMAGE SIGNAL (-)
36	Y	SIDE CAMERA PASSENGER SIDE CAMERA IMAGE SIGNAL (+)
37	V	FRONT CAMERA GROUND
38	L	FRONT CAMERA POWER SUPPLY
39	SHIELD	FRONT CAMERA IMAGE SIGNAL (-)
40	LG	FRONT CAMERA IMAGE SIGNAL (+)

Connector No.	M27
Connector Name	NAVI CONTROL UNIT
Connector Type	NH18FM-CS2



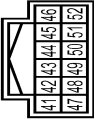
Terminal No.	Color Of Wire	Signal Name (Specification)
2	W	SOUND SIGNAL FRONT SPEAKER LH - (With 4 Speaker)
2	Y	SOUND SIGNAL FRONT SPEAKER LH - (With 6 Speaker)
3	P	SOUND SIGNAL FRONT LH - (With 4 Speaker)
3	R	SOUND SIGNAL FRONT LH - (With 6 Speaker)
4	GR	SOUND SIGNAL REAR LH +
5	BR	SOUND SIGNAL REAR LH -
7	W	AUTO ACC INPUT SIGNAL
8	L	CANH
9	V	ILLUMINATION SIGNAL
11	G	SOUND SIGNAL FRONT RH + (With 4 Speaker)
11	W	SOUND SIGNAL FRONT RH + (With 6 Speaker)
12	GR	SOUND SIGNAL FRONT RH - (With 4 Speaker)
12	V	SOUND SIGNAL FRONT RH - (With 6 Speaker)
13	LG	SOUND SIGNAL REAR RH +
14	Y	SOUND SIGNAL REAR RH -
17	R	CANH
18	C	VEHICLE SPEED SIGNAL (8 PUL SE)
19	L	BATTERY POWER SUPPLY
20	B	GROUND

Connector No.	M37
Connector Name	EPS CONTROL UNIT
Connector Type	TH08FM-NH



Terminal No.	Color Of Wire	Signal Name (Specification)
1	P	CANH
2	L	CANH
4	SB	IGNITION POWER SUPPLY

Connector No.	M42
Connector Name	COMBINATION METER
Connector Type	TH12FM-NH



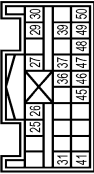
Terminal No.	Color Of Wire	Signal Name (Specification)
41	L	CANH
42	P	CANH
43	W	ILLUMINATION CONTROL SIGNAL
44	LAV	FUEL LEVEL SENSOR GROUND
45	LAV	BATTERY POWER SUPPLY
46	LA/BR	IGNITION SIGNAL (Without ISS)
46	V	IGNITION SIGNAL (With ISS)
47	SB	AV COMMUNICATION SIGNAL (H)
48	LG	AV COMMUNICATION SIGNAL (L)
49	Y	OIL LEVEL SENSOR GROUND
50	BG	OIL LEVEL SENSOR SIGNAL
51	LAV	FUEL LEVEL SENSOR SIGNAL
52	B	GROUND

Connector No.	M57
Connector Name	STEERING LOCK UNIT
Connector Type	TH08FB-NH



Terminal No.	Color Of Wire	Signal Name (Specification)
1	GR	STEERING LOCK UNIT GND
2	V	STEERING LOCK UNIT SWR
3	L	STEERING LOCK UNIT CANH
6	Y	STEERING LOCK UNIT SENSORLINE
7	GR	STEERING LOCK UNIT SPARETLINE
8	P	STEERING LOCK UNIT CAN L

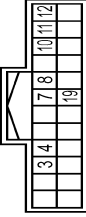
Connector No.	M59
Connector Name	AIR BAG DIAGNOSIS SENSOR UNIT
Connector Type	NH29FY-EX



Terminal No.	Color Of Wire	Signal Name (Specification)
25	LG	INFLATOR AS-
26	SB	AST(+)
27	B	AST(+)
29	Y	DR1(+)
30	G	DR1(-)
31	B	ECZS(-)
36	BR	DEACTIVE
37	R	ACTIVE
39	SHIELD	GND
41	W	ECZS(+)
45	P	CANH
46	L	CANH
47	GR	AB ON/IND
48	W	AB OFF/IND

49	BG	K-LINE
50	R	IGN

Connector No.	M73
Connector Name	CHASSIS CONTROL MODULE
Connector Type	TH24FM-NH



Terminal No.	Color Of Wire	Signal Name (Specification)
3	P	CANL
4	L	CANH
7	W	CHASSIS COMM-L
8	W	CHASSIS COMM-L
10	SB	IGN
11	L	CHASSIS COMM-H
12	B	GND
19	L	CHASSIS COMM-H

Connector No.	M87
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH08FY-NH



Terminal No.	Color Of Wire	Signal Name (Specification)
41	V	STEERING LOCK UNIT POWER SUPPLY
42	LAV	TURN SIG LH (SIDE)
43	LAV	TURN SIG RH (SIDE)
44	P	INTERIOR ROOM LAMP RELAY CONT
45	R	CANH
46	L	CANH
47	G	LIGHT & RAIN SENSOR
48	L	CANH

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CONSULT/GST CHECKING SYSTEM

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CONSULT CHECKING SYSTEM

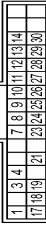
49	R	CANL
50	BG	DOOR LOCK SW
51	Y	HAZARD SW
56	P	DONGLE
57	L	CVT SHIFT SELECT (DETENT SW) PWR
60	R	HEADLAMP WASHER SW
63	G	POWER WINDOW RELAY CONT
64	L/R	REAR WINDOW DEFROGGER RELAY CONT
65	BR	ACC RELAY CONT
67	Y	IGN RELAY (F/B) CONT OUTPUT
68	L/W	BLOWER RELAY CONT
73	LG	COMBI SW INPUT 5
74	Y	COMBI SW OUTPUT 5
75	BG	SECURITY IND LAMP CONT
76	G	COMBI SW INPUT 3
77	GR	COMBI SW INPUT 4
78	V	COMBI SW INPUT 1
79	W	COMBI SW INPUT 2
80	SB	DOOR UNLOCK SW

Connector No.	M101
Connector Name	AROUND VIEW MONITOR CONTROL UNIT
Connector Type	TH40FV-NH



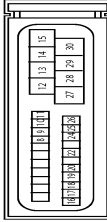
Terminal Color Of No.	Wire	Signal Name (Specification)
1	B	GROUND
2	Y	BATTERY POWER SUPPLY
3	SB	IGNITION SIGNAL
7	R	BSW INDICATOR LH
8	G	BSW INDICATOR RH
27	L	CANH
28	R	CANL
36	Y	COMMUNICATION SIGNAL (CAMERA - PUMP)
37	V	COMM GND
38	SB	COMMUNICATION SIGNAL (PUMP - CAMERA)

Connector No.	M132
Connector Name	A/C AMP
Connector Type	TH22FV-NH



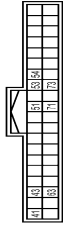
Terminal Color Of No.	Wire	Signal Name (Specification)
1	G	FAN AMP CONT
3	SB	ACC PWR SPLY
4	V	IGN ON
7	L	CANH
8	W	MTR PWR SPLY (INT. MODE)
9	BG	AMIX 1
10	Y	AMIX 2
11	V	INT 1
12	GR	INT 2
13	LG	MODE 1
14	SB	MODE 2
17	W	BLOWER MTR F/B
18	BR	SENS GND (INTAKE)
19	B	GND
21	BG	INTAKE SENS
23	R	CANL
24	SB	MTR PWR SPLY (AMIX)
25	GR	AMIX 3
26	BR	AMIX 4
27	LG	INT 3
28	W	INT 4
29	BG	MODE 3
30	G	MODE 4

Connector No.	M137
Connector Name	ELECTRIC PARKING BRAKE CONTROL MODULE
Connector Type	Renault_820068609



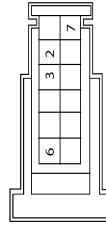
Terminal Color Of No.	Wire	Signal Name (Specification)
8	SB	PARKING BRAKE SW INDICATOR LAMP
9	BR	PARKING BRAKE SW RELEASE (NDR-CP)
10	BG	PARKING BRAKE SW RELEASE (NDR-CL)
11	V	PARKING BRAKE SW POWER SUPPLY (APPL-V)
12	GR	MOTOR RH (-)
13	R	MOTOR POWER SUPPLY (RH)
14	W	MOTOR LH (+)
15	V	MOTOR POWER SUPPLY (LH)
16	L	CANH
17	P	CANL
18	BG	PARKING BRAKE SW APPLY (NDR-OP)
19	G	PARKING BRAKE SW APPLY (NDR-CL)
20	Y	PARKING BRAKE SW POWER SUPPLY (RELEASE)
22	GR	IGNITION POWER SUPPLY
24	LG	CLUTCH PEDAL STROKE SENSOR GROUND
25	G	CLUTCH PEDAL STROKE SENSOR SIGNAL
26	GR	CLUTCH PEDAL STROKE SENSOR POWER SUPPLY
27	G	MOTOR RH (-)
28	B	GROUND (MOTOR RH)
29	BR	MOTOR LH (+)
30	B	GROUND (MOTOR LH)

Connector No.	M174
Connector Name	A/C AUTO AMP
Connector Type	TH40FB-NH



Terminal Color Of No.	Wire	Signal Name (Specification)
41	BG	ACC PWR SPLY
43	R	GND
51	L	CANH
53	P	INVAFL SENS
54	V	SUM LOAD SENS
63	G	SENS GND (INVAFL, SUNLOAD)
71	W	CANL
73	Y	LIN

Connector No.	R22
Connector Name	FRONT CAMERA UNIT
Connector Type	Renault_8200280781



Terminal Color Of No.	Wire	Signal Name (Specification)
2	L	CANH
3	R	CANL
6	R	IGNITION POWER SUPPLY
7	B	GROUND

INSPECTION AND ADJUSTMENT

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INSPECTION AND ADJUSTMENT

ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL

ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL : Required Procedure After Battery Disconnection

INFOID:000000010727579

SYSTEM	ITEM	REFERENCE
Automatic air conditioning system*	Temperature setting trimmer	—
	Foot position setting trimmer	—
	Inlet port memory function (FRE)	—
	Inlet port memory function (REC)	—
	Setting of target evaporator temperature upper limit value	—
Automatic drive positioner*	Automatic drive positioner system	—
Power window control	Power window control system	PWC-31, "Description"
Sunroof system*	Sunroof system	—
Sunshade system*	Sunshade system	—
Rear view monitor	Rear view monitor predictive course line center position adjustment	—
Around view monitor	Predictive course line center position adjustment	—
Automatic back door system	Automatic back door system	DLK-115, "Description"
Engine oil level read*	Engine oil level read	—

*: Not equipped.

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