

SECTION **DAS**

DRIVER ASSISTANCE SYSTEM

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DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

[DCA]

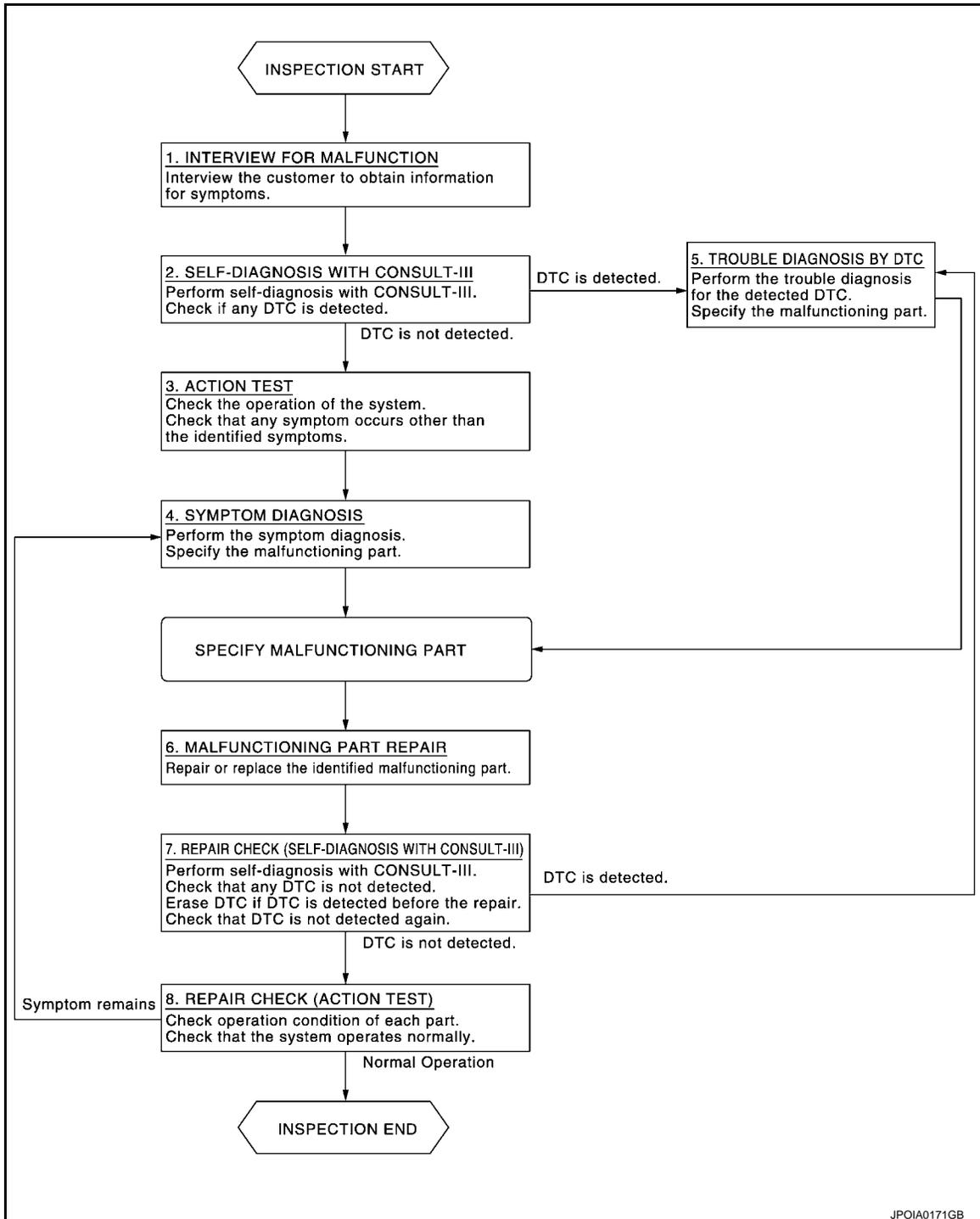
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow

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OVERALL SEQUENCE



DETAILED FLOW

1. INTERVIEW FOR MALFUNCTION

It is also important to clarify the customer concerns before starting the inspection. Interview the customer about the concerns carefully and understand the symptoms fully.

NOTE:

DIAGNOSIS AND REPAIR WORK FLOW

[DCA]

< BASIC INSPECTION >

The customers are not professionals. Never assume that “maybe the customer means...” or “maybe the customer mentioned this symptom”.

>> GO TO 2.

2. SELF-DIAGNOSIS WITH CONSULT-III

1. Perform “All DTC Reading” with CONSULT-III.
2. Check if the DTC is detected on the self-diagnosis results of “ICC/ADAS” and/or “ACCELE PEDAL ACT”.

Is any DTC detected?

- YES >> GO TO 5.
NO >> GO TO 3.

3. ACTION TEST

Perform DCA system action test to check the operation status. Refer to [DAS-13. "ACTION TEST : Description"](#).

Check if any other malfunctions occur.

>> GO TO 4.

4. SYMPTOM DIAGNOSIS

Perform the applicable diagnosis according to the diagnosis chart by symptom. Refer to [DAS-179. "Symptom Table"](#).

>> GO TO 6.

5. TROUBLE DIAGNOSIS BY DTC

1. Check the DTC in the self-diagnosis results.
2. Perform trouble diagnosis for the detected DTC. Refer to [DAS-160. "DTC Index"](#) (ICC/ADAS) and/or [DAS-178. "DTC Index"](#) (ACCELE PEDAL ACT).

NOTE:

If “DTC: U1000” is detected, first diagnose the CAN communication system or ITS communication system.

>> GO TO 6.

6. MALFUNCTIONING PART REPAIR

Repair or replace the identified malfunctioning parts.

>> GO TO 7.

7. REPAIR CHECK (SELF-DIAGNOSIS WITH CONSULT-III)

1. Erases self-diagnosis results.
2. Perform “All DTC Reading” again after repairing or replacing the specific items.
3. Check if any DTC is detected in self-diagnosis results of “ICC/ADAS” and “ACCELE PEDAL ACT”.

Is any DTC detected?

- YES >> GO TO 5.
NO >> GO TO 8.

8. REPAIR CHECK (ACTION TEST)

Perform the DCA system action test. Check that the malfunction symptom is solved or no other symptoms occur.

Is there a malfunction symptom?

- YES >> GO TO 4.
NO >> INSPECTION END

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DAS

INSPECTION AND ADJUSTMENT

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ICC SENSOR INTEGRATED UNIT)

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ICC SENSOR INTEGRATED UNIT) : Description

INFOID:000000006346874

- Always perform the laser beam aiming adjustment after removing and installing or replacing the ICC sensor integrated unit.

CAUTION:

The system does not operate normally unless the laser beam aiming adjustment is performed. Always perform it.

- Perform the DCA system action test check that the DCA system operates normally.

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ICC SENSOR INTEGRATED UNIT) : Special Repair Requirement

INFOID:000000006346875

1.LASER BEAM AIMING ADJUSTMENT

Adjust the laser beam aiming. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.DCA SYSTEM ACTION TEST

1. Perform the DCA system action test. Refer to [DAS-13, "ACTION TEST : Description"](#).
2. Check that the DCA system operates normally.

>> INSPECTION END

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ACCELERATOR PEDAL ASSEMBLY)

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ACCELERATOR PEDAL ASSEMBLY) : Description

INFOID:000000006346876

- Always perform accelerator pedal released position learning when replacing the accelerator pedal assembly or disconnecting the accelerator pedal position sensor connector.
- Perform the DCA system action test check that the DCA system operates normally.

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ACCELERATOR PEDAL ASSEMBLY) : Special Repair Requirement

INFOID:000000006346877

1.ACCELERATOR PEDAL RELEASED POSITION LEARNING

Perform accelerator pedal released position learning. Refer to [EC-19, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Description"](#).

>> GO TO 2.

2.DCA SYSTEM ACTION TEST

1. Perform the DCA system action test. Refer to [DAS-13, "ACTION TEST : Description"](#).
2. Check that the DCA system operates normally.

>> INSPECTION END

ACTION TEST

INSPECTION AND ADJUSTMENT

< BASIC INSPECTION >

[DCA]

ACTION TEST : Description

INFOID:000000006346878

Always perform the DCA system action test to check that the system operates normally after replacing the ICC sensor integrated unit, replacing the accelerator pedal assembly, or repairing any DCA system malfunction.

CAUTION:

Perform the DCA system action test after checking that the ICC system operates normally because the DCA system shares components with the ICC system.

ACTION TEST : Special Repair Requirement (Distance Control Assist)

INFOID:000000006346879

NOTE:

When the ICC system is set, the information display changes to the ICC system display.

1. ICC SYSTEM ACTION TEST

Perform the ICC system action test. Refer to [CCS-12, "ACTION TEST : Description"](#).

>> GO TO 2.

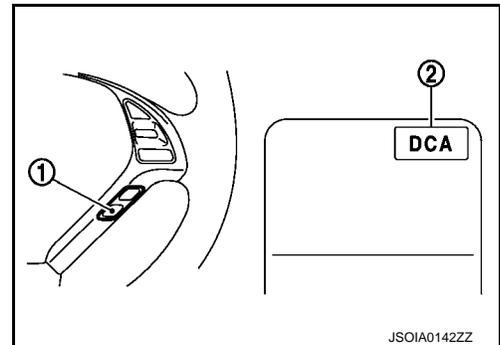
2. CHECK DCA SYSTEM SETTING

1. Start the engine.
2. Check that the DCA system setting can be enabled/disabled on the navigation screen.
3. Turn OFF the ignition switch and wait for 5 seconds or more.
4. Check that the previous setting is saved when the engine starts again.

>> GO TO 3.

3. CHECK DCA SWITCH

1. Start the engine.
2. After starting the engine wait for 5 seconds or more.
3. Enable the setting of the DCA system on the navigation screen.
4. Press the dynamic driver assistance switch (1).
5. Check that the DCA system switch indicator (2) on the information display illuminates.
6. Check that the DCA system switch indicator turns off when the system is turned OFF by pressing the dynamic driver assistance switch.
7. Check that the DCA system switch indicator turns OFF when the engine starts again.



NOTE:

- The DCA system switch indicator does not illuminate even when the dynamic driver assistance switch is turned ON within approximately 5 seconds after starting the engine.
- When the DCA system setting is disabled on the navigation screen, the DCA system switch indicator is not turned ON by pressing the dynamic driver assistance switch.

If the accelerator pedal assembly is not replaced>>INSPECTION END

If the accelerator pedal assembly is replaced>>GO TO 4.

4. CHECK DCA SYSTEM OPERATION

Check that the accelerator pedal actuator operates by the "Active Test" items "ACCELERATOR PEDAL ACTUATOR TEST1" and "ACCELERATOR PEDAL ACTUATOR TEST2" of "ACCELE PEDAL ACT" with CONSULT-III.

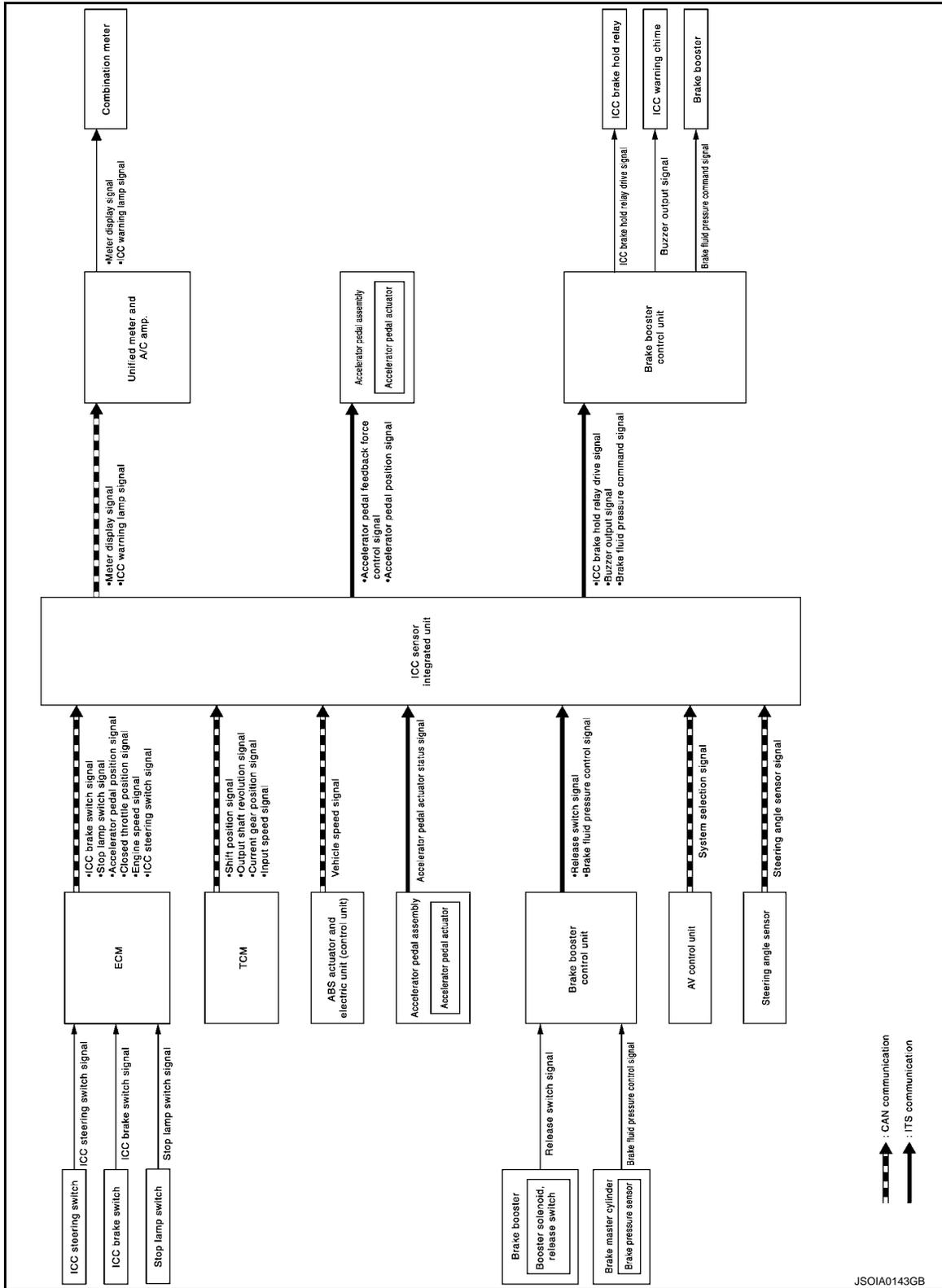
>> INSPECTION END

SYSTEM DESCRIPTION

DISTANCE CONTROL ASSIST SYSTEM

System Diagram

INFOID:000000006346880



JSOIA0143GB

System Description

INFOID:000000006346881

FUNCTION DESCRIPTION

DISTANCE CONTROL ASSIST SYSTEM

[DCA]

< SYSTEM DESCRIPTION >

When a vehicle is detected ahead

- The vehicle ahead detection indicator comes on.

When vehicle approaches a vehicle ahead

- If the driver is not depressing the accelerator pedal, the system activates the brakes to decelerate smoothly as necessary. If the vehicle ahead comes to a stop, the vehicle decelerates to a standstill within the limitations of the system.
- If the driver is depressing the accelerator pedal, the system moves the accelerator pedal upward to assist the driver to release the accelerator pedal.

When brake operation by driver is required

- The system alerts the driver by a warning chime and blinking the vehicle ahead detection indicator. If the driver is depressing the accelerator pedal after the warning, the system moves the accelerator pedal upward to assist the driver to switch to the brake pedal.

CAUTION:

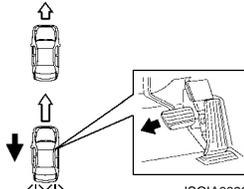
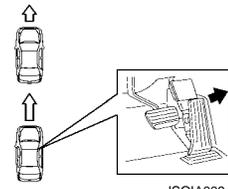
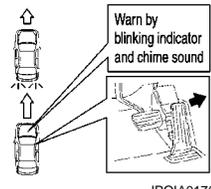
If the vehicle ahead comes to a standstill, the vehicle decelerates to a standstill within the limitations of the system. The system will release brake control with a warning chime once it judges the vehicle is at a standstill. To prevent the vehicle from moving, the driver must depress the brake pedal. [The system will resume control automatically once the system reaches 5 km/h (3 MPH)].

NOTE:

- Depending on the position of the accelerator pedal, the system may not be able to assist the driver to release the accelerator pedal appropriately.
- When the driver depresses the accelerator pedal even further while the system is moving the accelerator pedal upward, the accelerator pedal control will be canceled.
- When the driver is depressing the accelerator pedal, the brake control by the system is not operated.
- When the driver is depressing the brake pedal, neither the brake control nor the alert by the system operates.
- When the ICC system is set, the DCA system will be canceled.

OPERATION DESCRIPTION

Calculate the distance and relative speed with the vehicle ahead by ICC sensor integrated unit. Control the accelerator pedal actuator and brake booster control unit based on the calculated value via ITS communication.

| | | |
|--|---|---|
| When vehicle approaches a vehicle ahead | If the driver is not depressing the accelerator pedal, the system activates the brakes to decelerate smoothly as necessary. |  <p style="text-align: right; font-size: small;">JSOIA0093ZZ</p> |
| When vehicle approaches a vehicle ahead | If the driver is depressing the accelerator pedal, the system moves the accelerator pedal upward to assist the driver to release the accelerator pedal. |  <p style="text-align: right; font-size: small;">JSOIA0094ZZ</p> |
| When brake operation by driver is required | The system alerts the driver by a warning chime and blinking the vehicle ahead detection indicator. If the driver is depressing the accelerator pedal after the warning, the system moves the accelerator pedal upward to assist the driver to switch to the brake pedal. |  <p style="text-align: right; font-size: small;">JPOIA0170GB</p> |

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DISTANCE CONTROL ASSIST SYSTEM

[DCA]

< SYSTEM DESCRIPTION >

| | |
|-------------------------------------|--|
| Deceleration control | It transmits the brake fluid pressure command signal to the brake booster control unit via ITS communication and performs the brake control. |
| Accelerator pedal actuation control | It transmits the accelerator pedal feedback force control signal to the accelerator pedal actuator via ITS communication and controls the accelerator pedal in the upward direction. |

NOTE:

- DCA system settings can be changed by using the vehicle settings function in the MULTI AV system.
- When the ignition switch is in ACC position, DCA system settings cannot be changed.

Operation Condition

ICC sensor integrated unit performs the control when the following conditions are satisfied.

- When the DCA system setting on the navigation screen is ON.
- When the dynamic driver assistance switch is turned to ON.
- When the brake pedal is not depressed.
- When the vehicle speed is above approximately 5 km/h (3 MPH).
- When the vehicle ahead is detected.
- When the ICC system is not set.

No Operation Condition

The ICC sensor integrated unit is not operate when the system is under any conditions of the no operation condition.

- When the DCA system setting on the navigation screen is OFF.
- When the brake pedal depressed.
- When the ICC system is set.
- When the system judges that the vehicle comes to a standstill by the system control.
- When the vehicle ahead is not detected.

Operation Cancellation Condition

The ICC sensor integrated unit cancels the operation when the system is under any conditions of the operation cancellation condition.

- When the dynamic driver assistance switch is turned to OFF.
- When the system malfunction occurs.
- When ABS or VDC (including the TCS) operates.
- When the VDC is turned OFF.
- When the snow mode switch is turned ON.
- When driving into a strong light (i.e., sunlight).
- When the ICC sensor integrated unit body window is dirty and the measurement of the distance between the vehicles becomes difficult.

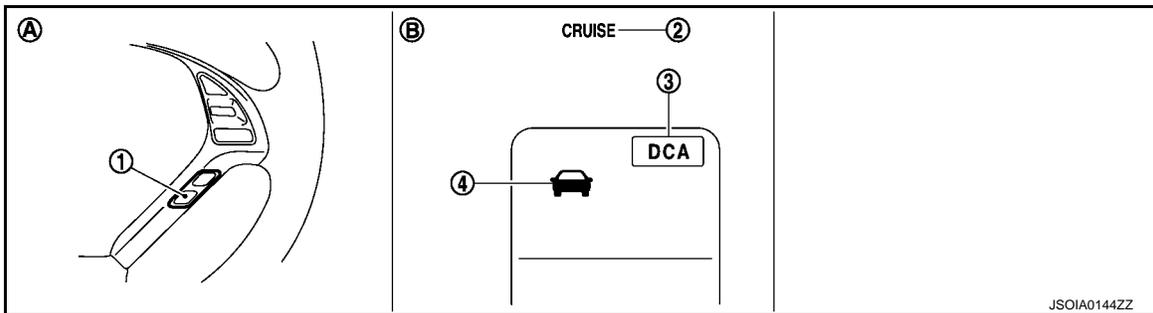
Operation At The Driver Operation

Give priority to the driver operation in the following situation.

- When the accelerator pedal is depressed again.
- When the brake pedal is depressed.

OPERATION AND DISPLAY

Switch and Display



- | | | |
|--------------------------------------|-----------------------------|--------------------------------|
| 1. Dynamic driver assistance switch | 2. ICC system warning lamp | 3. DCA system switch indicator |
| 4. Vehicle ahead detection indicator | | |
| A. On the ICC steering switch | B. On the combination meter | |

DISTANCE CONTROL ASSIST SYSTEM

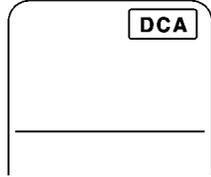
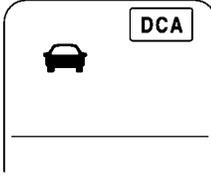
[DCA]

< SYSTEM DESCRIPTION >

| No. | Switch name | Description |
|-----|-----------------------------------|--|
| 1 | Dynamic driver assistance switch | Turns the DCA system ON/OFF. (When the setting of the DCA system on the navigation screen is ON.) |
| 2 | ICC system warning lamp | This indicates that an abnormal condition is present in the ICC system. |
| 3 | DCA system switch indicator | Indicates that the DCA system is ON. |
| 4 | Vehicle ahead detection indicator | Indicates whether it detects a vehicle ahead. NOTE: The vehicle ahead detection indicator turns OFF when the no operation condition is satisfied. |

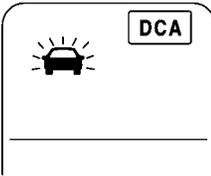
System Control Condition Display

The DCA system switch indicator illuminates and the system is turned ON by pressing the dynamic driver assistance switch at the system OFF.

| | Condition | Display on combination meter |
|------------------|----------------------------|--|
| Operation status | Vehicle ahead not detected |  <small>JPOIA0163ZZ</small> |
| | Vehicle ahead detected |  <small>JPOIA0164ZZ</small> |

Approach Warning Display

- If own vehicle comes closer to the vehicle ahead due to rapid deceleration of that vehicle or if another vehicle cuts in, the system warns the driver with the chime and DCA system display. Decelerate by depressing the brake pedal to maintain a safe vehicle distance if:
 - The chime sounds.
 - The vehicle ahead detection indicator blinks.
- The warning chime may not sound in some cases when there is a short distance between vehicles. Some examples are:
 - When the vehicles are traveling at the same speed and the distance between vehicles is not changing.
 - When the vehicle ahead is traveling faster and the distance between vehicles is increasing.
 - When a vehicle cuts in near own vehicle.
- The warning chime will not sound when own vehicle approaches vehicles that are parked or moving slowly.

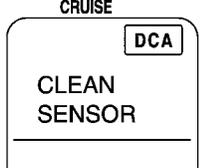
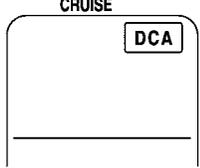
| Condition | Display on combination meter |
|--|---|
| When the system judges that the brake operation by the driver is necessary |  <small>JPOIA0188ZZ</small> |

Warning Lamp Display

DISTANCE CONTROL ASSIST SYSTEM

< SYSTEM DESCRIPTION >

[DCA]

| | Condition | Description | Display on combination meter |
|-----------------|---|--|--|
| Warning display | When the dynamic driver assistance switch is turned ON with settings of DCA system and LDP system OFF | The DCA system is not activated. The DCA system indicator blinks. |  <small>JPOIA0165ZZ</small> |
| | <ul style="list-style-type: none"> • When the VDC or ABS (including the TCS) operates • When the VDC is turned OFF • When the snow mode switch is turned ON • When driving into a strong light (i.e., sunlight) | The DCA system is automatically canceled. The chime will sound and the DCA system switch indicator will blink. NOTE: The system operates if the dynamic driver assistance switch is turned OFF⇒ON after the condition improves. | |
| | When the sensor window is dirty, making it impossible to detect a vehicle ahead | The DCA system is automatically canceled. The chime sounds and the ICC system warning lamp will come on and the "CLEAN SENSOR" indicator will appear. NOTE: Stop the vehicle in a safe location and turn the ignition switch OFF. Clean the dirty area with soft cloth. The system returns to normal condition when turning the ignition switch ON again. |  <small>JPOIA0166ZZ</small> |
| | When the DCA system is not operating properly | The chime sounds and the ICC system warning lamp will come on. NOTE: Turn the ignition switch OFF, and then turn the ignition switch ON again. If there is no malfunction, the system returns to the normal condition. |  <small>JPOIA0167ZZ</small> |

NOTE:

When the DCA system is automatically canceled, the cancellation condition can be displayed on "WORK SUPPORT" of CONSULT-III (ICC/ADAS).

ICC SENSOR INTEGRATED UNIT INPUT/OUTPUT SIGNAL ITEM

Input Signal Item

| Transmit unit | Signal name | Description |
|---------------|-----------------------------------|--|
| ECM | Accelerator pedal position signal | Receives the accelerator pedal position signal from ECM via CAN communication. |
| | ICC brake switch signal | Receives the ICC brake switch signal from ECM via CAN communication. |
| | Stop lamp switch signal | Receives the stop lamp switch signal from ECM via CAN communication. |
| | Closed throttle position signal | Receives the closed throttle position signal from ECM via CAN communication. |
| | Engine speed signal | Receives the engine speed signal from ECM via CAN communication. |
| | ICC steering switch signal | Dynamic driver assistance switch signal |
| TCM | Shift position signal | Receives the shift position signal from TCM via CAN communication. |
| | Output shaft revolution signal | Receives the output shaft revolution signal from TCM via CAN communication. |
| | Current gear position signal | Receives the current gear position signal from TCM via CAN communication. |
| | Input speed signal | Receives the input speed signal from TCM via CAN communication. |

DISTANCE CONTROL ASSIST SYSTEM

[DCA]

< SYSTEM DESCRIPTION >

| Transmit unit | Signal name | Description |
|---|--|---|
| Brake booster control unit | Brake fluid pressure control signal | Receives the brake fluid pressure control signal from the brake booster control unit via ITS communication. |
| | Release switch signal | Receives the release switch signal from the brake booster control unit via ITS communication. |
| ABS actuator and electric unit (control unit) | Vehicle speed signal | Receives the vehicle speed signal (wheel speed) from ABS actuator and electric unit (control unit) via CAN communication. |
| AV control unit | System selection signal | Receives the system selection signal from the AV control unit via CAN communication. |
| Steering angle sensor | Steering angle sensor signal | Receives the steering angle sensor signal from the steering angle sensor via CAN communication. |
| Accelerator pedal actuator | Accelerator pedal actuator status signal | Receives the accelerator pedal actuator status signal from the accelerator pedal actuator via ITS communication. |

Output Signal Item

| Reception unit | Signal name | Description |
|--|---|---|
| Combination meter (via unified meter and A/C amp.) | Meter display signal | Vehicle ahead detection indicator signal |
| | | DCA system switch indicator signal |
| | ICC warning lamp signal | Transmits the meter display signal to the combination meter (via unified meter and A/C amp.) via CAN communication. |
| ICC warning chime | Buzzer output signal | Transmits the ICC warning lamp signal to the combination meter (through unified meter and A/C amp.) via CAN communication. |
| | | <ul style="list-style-type: none"> Transmits the buzzer output signal to the brake booster control unit via ITS communication. The brake booster control unit outputs the buzzer output signal and operates the ICC warning chime. |
| ICC brake hold relay | ICC brake hold relay drive signal | <ul style="list-style-type: none"> Transmits the ICC brake hold relay drive signal to the brake booster control unit via ITS communication. The brake booster control unit outputs the ICC brake hold relay drive signal and operates the ICC brake hold relay. |
| Brake booster control unit | Brake fluid pressure command signal | Transmits the brake fluid pressure command signal to the brake booster control unit via ITS communication. |
| Accelerator pedal actuator | Accelerator pedal position signal | Transmits the accelerator pedal position signal received from ECM via CAN communication to the accelerator pedal actuator via ITS communication. |
| | Accelerator pedal feedback force control signal | Transmits the accelerator pedal feedback force control signal to the accelerator pedal actuator via ITS communication. |

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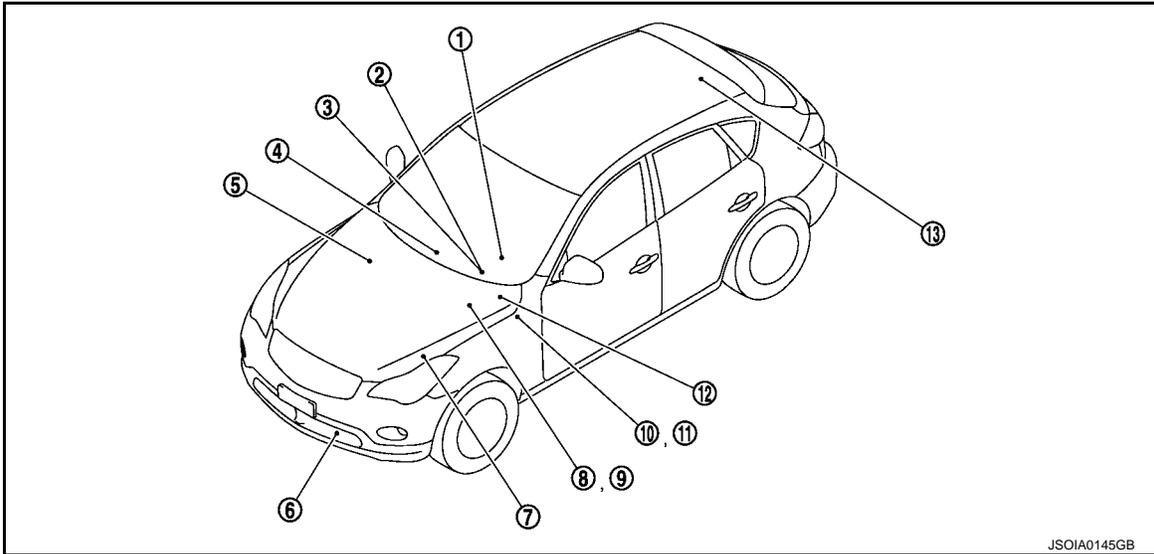
DISTANCE CONTROL ASSIST SYSTEM

[DCA]

< SYSTEM DESCRIPTION >

Component Parts Location

INFOID:000000006346882



- | | | |
|---|--|--|
| <p>1. ICC steering switch (Dynamic driver assistance switch)</p> <p>4. AV control unit Refer to AV-343, "Component Parts Location".</p> <p>7. ICC brake hold relay Refer to CCS-21, "Component Parts Location".</p> <p>10. Stop lamp switch Refer to CCS-21, "Component Parts Location".</p> <p>13. Brake booster control unit Refer to CCS-21, "Component Parts Location".</p> | <p>2. Information display, ICC system warning lamp (On the combination meter)</p> <p>5. ECM Refer to EC-38, "Component Parts Location".</p> <p>8. Booster solenoid/ Release switch Refer to CCS-21, "Component Parts Location".</p> <p>11. ICC brake switch Refer to CCS-21, "Component Parts Location".</p> | <p>3. ICC warning chime Refer to CCS-21, "Component Parts Location".</p> <p>6. ICC sensor integrated unit Refer to CCS-21, "Component Parts Location".</p> <p>9. Brake pressure sensor Refer to CCS-21, "Component Parts Location".</p> <p>12. Accelerator pedal actuator (accelerator pedal assembly)</p> |
|---|--|--|

Component Description

INFOID:000000006346883

| Component | Description |
|---|---|
| ICC sensor integrated unit | Refer to DAS-33, "Description" . |
| ECM | Refer to DAS-68, "Description" . |
| ABS actuator and electric unit (control unit) | Refer to DAS-39, "Description" . |
| TCM | Refer to DAS-127, "Description" . |
| Unified meter and A/C amp. | Receives the meter display signal and ICC warning lamp signal from ICC sensor integrated unit via CAN communication and transmits them to the combination meter via the communication line. |
| Combination meter | <ul style="list-style-type: none"> • Perform the following operations using the signals received from the unified meter and A/C amp. via the communication line. - Displays the DCA system operation status using the meter display signal. - Illuminates the ICC system warning lamp using the ICC warning lamp signal. |
| ICC brake switch | Refer to DAS-41, "Description" . |
| Stop lamp switch | |
| ICC brake hold relay | Refer to DAS-61, "Description" . |
| Brake booster control unit | Refer to DAS-79, "Description" . |

DISTANCE CONTROL ASSIST SYSTEM

< SYSTEM DESCRIPTION >

[DCA]

| Component | Description |
|---------------------------------|---|
| Brake booster | Refer to DAS-79, "Description" . |
| Brake pressure sensor | Refer to DAS-49, "Description" . |
| Booster solenoid/release switch | <ul style="list-style-type: none">Refer to DAS-51, "Description" for booster solenoid.Refer to DAS-54, "Description" for release switch. |
| ICC warning chime | Refer to DAS-143, "Description" . |
| Steering angle sensor | Refer to DAS-103, "Description" . |
| Accelerator pedal actuator | Refer to DAS-108, "Description" . |
| AV control unit | Transmits a system selection signal to the ICC sensor integrated unit via CAN communication. |

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DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

< SYSTEM DESCRIPTION >

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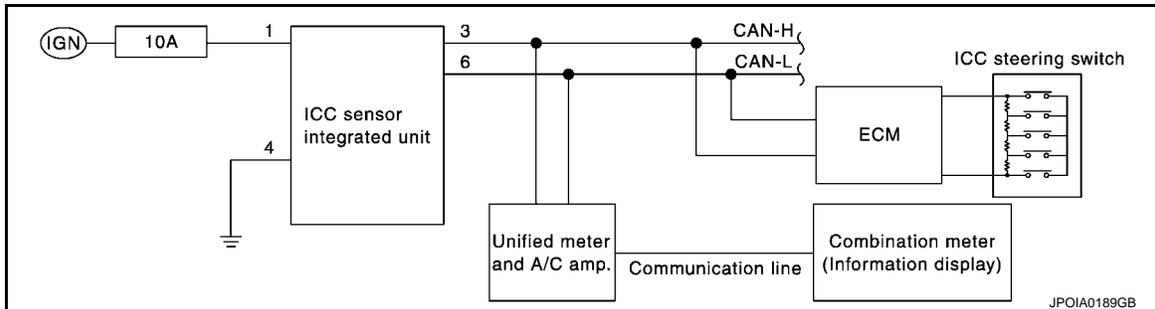
DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

Diagnosis Description

INFOID:000000006882345

The DTC is displayed on the information display by operating the ICC steering switch.

ON BOARD SELF-DIAGNOSIS SYSTEM DIAGRAM



ON BOARD SELF-DIAGNOSIS OPERATION PROCEDURE

CAUTION:

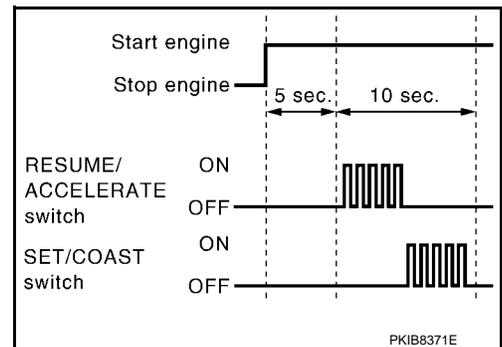
Start condition of on board self-diagnosis

- ICC system OFF
- DCA system OFF
- Vehicle speed 0 km/h (0 MPH)

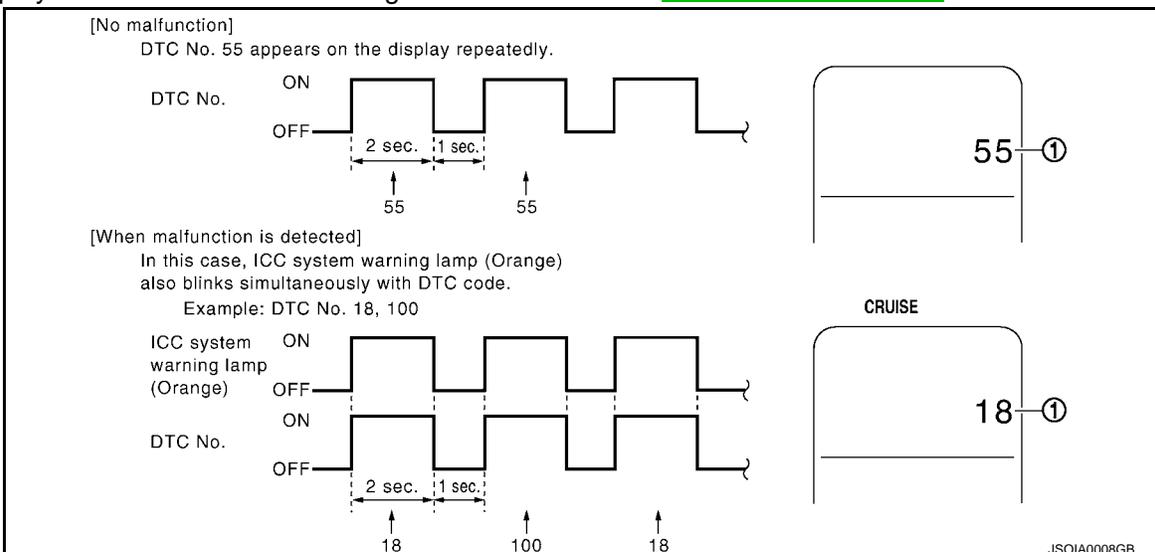
1. Turn the ignition switch OFF.
2. Start the engine.
3. Wait for 5 seconds after starting the engine. Push up the RESUME/ACCELERATE switch 5 times and push down the SET/COAST switch 5 times within 10 seconds.

NOTE:

If the above operation cannot be performed within 10 seconds after waiting for 5 seconds after starting the engine, repeat the procedure from step 1.



4. The DTC is displayed on the set vehicle speed indicator (1) on the ICC system display on the information display when the on board self-diagnosis starts. Refer to [CCS-152, "DTC Index"](#).



NOTE:

- It displays for up to 5 minutes and then stops.

DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

[DCA]

< SYSTEM DESCRIPTION >

- If multiple malfunctions exist, up to 3 DTCs can be stored in memory at the most, and the most recent one is displayed first.

WHEN THE ON BOARD SELF-DIAGNOSIS DOES NOT START

If the on board self-diagnosis does not start, check the following items.

| Assumed abnormal part | | Inspection item |
|---|--|---|
| ICC system display | Combination meter malfunction | Check that the self-diagnosis function of the combination meter operates. Refer to MWI-40, "Diagnosis Description" . |
| | Unified meter and A/C amp. malfunction | Check power supply and ground circuit of unified meter and A/C amp. Refer to MWI-55, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure" . |
| | Communication error of the combination meter and the unified meter and A/C amp. | Start the self-diagnosis of the unified meter and A/C amp. and then check the self-diagnosis results. Refer to MWI-106, "DTC Index" . |
| ICC steering switch malfunction | Perform the inspection for DTC "C1A06". Refer to CCS-60, "Diagnosis Procedure" . | |
| Harness malfunction between ICC steering switch and ECM | | |
| ECM malfunction | | |
| ICC sensor integrated unit malfunction | | <ul style="list-style-type: none"> Check power supply and ground circuit of ICC sensor integrated unit. Refer to CCS-134, "ICC SENSOR INTEGRATED UNIT : Diagnosis Procedure". Perform SELF-DIAGNOSIS for "ICC/ADAS" with CONSULT-III, and then check the malfunctioning parts. Refer to CCS-152, "DTC Index". |

HOW TO ERASE ON BOARD SELF-DIAGNOSIS

- Turn the ignition switch OFF.
- Start the engine, and then start the on board self-diagnosis.
- Press the CANCEL switch 5 times, and then press the DISTANCE switch 5 times under the condition that the on board self-diagnosis starts.

NOTE:

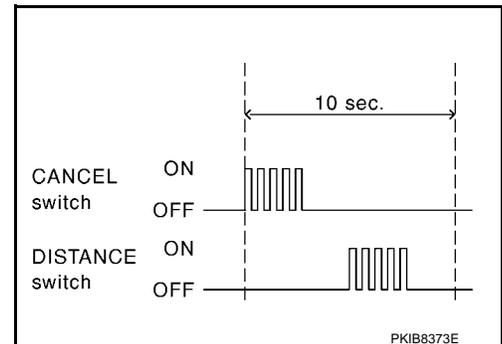
- Complete the operation within 10 seconds after pressing the CANCEL switch first.
- If the operation is not completed within 10 seconds, repeat the procedure from step 1.

- DTC 55 is displayed after erasing.

NOTE:

DTCs for existing malfunction can not be erased.

- Turn ignition switch OFF, and finish the diagnosis.



CONSULT-III Function (ICC/ADAS)

INFOID:000000006882346

DESCRIPTION

CONSULT-III performs the following functions via CAN communication using ICC sensor integrated unit.

| Diagnosis mode | Description |
|------------------------|--|
| Work Support | <ul style="list-style-type: none"> It can monitor the adjustment direction indication in order to perform the laser beam aiming operation smoothly. Displays causes of automatic cancellation of the ICC system. |
| Self Diagnostic Result | Displays malfunctioning system memorized in ICC sensor integrated unit. |
| Data Monitor | Displays real-time input/output data of ICC sensor integrated unit. |
| Active Test | Enables operation check of electrical loads by transmitting driving signal to them. |

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DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

[DCA]

< SYSTEM DESCRIPTION >

| Diagnosis mode | Description |
|--------------------------|--|
| Ecu Identification | <ul style="list-style-type: none"> • Displays ICC sensor integrated unit part number. • Displays brake booster control unit part number. • Displays accelerator pedal assembly part number. |
| CAN Diag Support Monitor | The results of transmit/receive diagnosis of CAN communication can be read. |

WORK SUPPORT

| Work support items | Description |
|----------------------|---|
| CAUSE OF AUTO-CANCEL | Displays causes of automatic cancellation of the ICC system. |
| LASER BEAM ADJUST | Outputs laser beam, calculates dislocation of the beam, and indicates adjustment direction. |

Display Items For The Cause Of Automatic Cancellation

NOTE:

- Causes of the maximum five cancellations (system cancel) are displayed.
- The displayed cancellation causes display the number of the ignition switch ON/OFF up to 254. It is fixed to 254 if it is over 254. It returns to 0 when the same cancellation cause is detected again.

×: Applicable

| Cause of cancellation | Vehicle-to-vehicle distance control mode | Conventional (fixed speed) cruise control mode | DCA system | Description |
|-----------------------|--|--|------------|--|
| OPERATING WIPER | × | | | The wiper operates at HI or LO |
| OPERATING ABS | × | | × | ABS function was operated |
| OPERATING TCS | × | × | × | TCS function was operated |
| OPERATING VDC | × | × | × | VDC function was operated |
| ECM CIRCUIT | × | × | | ECM did not permit ICC operation |
| OPE SW VOLT CIRC | × | × | × | The ICC steering switch input voltage is not within standard range |
| LASER SUNBEAM | × | | × | Intense light such as sunlight entered ICC sensor integrated unit light sensing part |
| LASER TEMP | × | | × | Temperature around ICC sensor integrated unit became low |
| OP SW DOUBLE TOUCH | × | × | | ICC steering switches were pressed at the same time |
| WHL SPD ELEC NOISE | × | × | × | Wheel speed sensor signal caught electromagnetic noise |
| VDC/TCS OFF SW | × | | × | VDC OFF switch was pressed |
| SNOW MODE SW | × | | × | Snow mode switch was pressed |
| VHCL SPD UNMATCH | × | × | × | Wheel speed became different from A/T vehicle speed |
| TIRE SLIP | × | × | | Wheel slipped |
| IGN LOW VOLT | × | × | × | Power supply voltage became low |
| WHEEL SPD UNMATCH | × | × | × | The wheel speeds of 4 wheels are out of the specified values |
| VHCL SPD DOWN | × | × | × | Vehicle speed lower than the speed as follows <ul style="list-style-type: none"> • Vehicle-to-vehicle distance control mode is 24 km/h (15 MPH) • Conventional (fixed speed) cruise control mode is 32 km/h (20 MPH) |
| CAN COMM ERROR | × | × | × | ICC sensor integrated unit received an abnormal signal with CAN communication |
| ABS/TCS/VDC CIRC | × | × | × | An abnormal condition occurs in VDC/TCS/ABS system |
| BCU CIRCUIT | × | × | × | The brake booster control unit is malfunctioning |

DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

< SYSTEM DESCRIPTION >

[DCA]

| | | | | |
|--------------------|---|---|---|---|
| INCHING LOST | × | | | A vehicle ahead is not detected during the following driving when the vehicle speed is approximately 24 km/h (15 MPH) or less |
| ASCD VHCL SPD DTAC | | × | | Vehicle speed is detached from set vehicle speed |
| ASCD DOUBLE COMD | | × | | Cancel switch and operation switch are detected simultaneously |
| PARKING BRAKE ON | × | × | | The parking brake is operating |
| APA HI TEMP | | | × | The accelerator pedal actuator integrated motor temperature is high |
| NO RECORD | × | × | × | - |

Laser Beam Adjust

Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

SELF DIAGNOSTIC RESULT

Refer to [CCS-152, "DTC Index"](#).

DATA MONITOR

×: Applicable

| Monitored item [Unit] | MAIN SIGNAL | Description |
|----------------------------------|----------------|--|
| MAIN SW [On/Off] | × | Indicates [On/Off] status as judged from ICC steering switch signal (ECM transmits ICC steering switch signal through CAN communication). |
| SET/COAST SW [On/Off] | × | Indicates [On/Off] status as judged from ICC steering switch signal (ECM transmits ICC steering switch signal through CAN communication). |
| CANCEL SW [On/Off] | × | Indicates [On/Off] status as judged from ICC steering switch signal (ECM transmits ICC steering switch signal through CAN communication). |
| RESUME/ACC SW [On/Off] | × | Indicates [On/Off] status as judged from ICC steering switch signal (ECM transmits ICC steering switch signal through CAN communication). |
| DISTANCE SW [On/Off] | | Indicates [On/Off] status as judged from ICC steering switch signal (ECM transmits ICC steering switch signal through CAN communication). |
| CRUISE OPE [On/Off] | × | Indicates whether controlling or not (ON means "controlling"). |
| BRAKE SW [On/Off] | × | Indicates [On/Off] status as judged from ICC brake switch signal (ECM transmits ICC brake switch signal through CAN communication). |
| STOP LAMP SW [On/Off] | × | Indicates [On/Off] status as judged from stop lamp switch signal (ECM transmits stop lamp switch signal through CAN communication). |
| IDLE SW [On/Off] | | Indicates [On/Off] status of idle position read from ICC sensor integrated unit through CAN communication (ECM transmits On/Off status through CAN communication). |
| SET DISTANCE [Short/Mid/Long] | × | Indicates set distance memorized in ICC sensor integrated unit. |
| CRUISE LAMP [On/Off] | × | Indicates [On/Off] status of MAIN switch indicator output. |
| OWN VHCL [On/Off] | | Indicates [On/Off] status of own vehicle indicator output. |
| VHCL AHEAD [On/Off] | | Indicates [On/Off] status of vehicle ahead detection indicator output. |
| ICC WARNING [On/Off] | | Indicates [On/Off] status of ICC system warning lamp output. |
| VHCL SPEED SE [km/h] or [mph] | × | Indicates vehicle speed calculated from ICC sensor integrated unit through CAN communication [ABS actuator and electric unit (control unit) transmits vehicle speed signal (wheel speed) through CAN communication]. |
| SET VHCL SPD [km/h] or [mph] | × | Indicates set vehicle speed memorized in ICC sensor integrated unit. |
| BUZZER O/P [On/Off] | | Indicates [On/Off] status of ICC warning chime output. |

DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

< SYSTEM DESCRIPTION >

[DCA]

| Monitored item [Unit] | MAIN SIGNAL | Description |
|--------------------------------|----------------|---|
| THRTL SENSOR [deg] | × | NOTE: The item is displayed, but it is not monitored. |
| ENGINE RPM [rpm] | | Indicates engine speed read from ICC sensor integrated unit through CAN communication (ECM transmits engine speed through CAN communication). |
| WIPER SW [Off/Low/High] | | Indicates wiper [Off/Low/High] status (BCM transmits front wiper request signal through CAN communication). |
| YAW RATE [deg/s] | | NOTE: The item is displayed, but it is not monitored. |
| BA WARNING [On/Off] | | Indicates [On/Off] status of IBA OFF indicator lamp output. |
| FUNC ITEM [FUNC1] | | Indicates the equipment status of DCA system and LDP system. |
| LDP SELECT [On/Off] | | Indicates [On/Off] status of LDP system setting displayed on the navigation screen. |
| DCA SELECT [On/Off] | | Indicates [On/Off] status of DCA system setting displayed on the navigation screen. |
| RELEASE SW NO [On/Off] | | Indicates [On/Off] status as judged from release switch signal. ON: When brake pedal is depressed. OFF: When brake pedal is not depressed. |
| RELEASE SW NC [On/Off] | | Indicates [On/Off] status as judged from release switch signal. ON: When brake pedal is not depressed. OFF: When brake pedal is depressed. |
| STP LMP DRIVE [On/Off] | × | Indicates [On/Off] status of ICC brake hold relay drive output. |
| PRESS SENS [bar] | × | Indicates brake fluid pressure value calculated from signal voltage of brake pressure sensor. |
| D RANGE SW [On/Off] | | Indicates [On/Off] status of "D" or "DS" or "M" positions read from ICC sensor integrated unit through CAN communication; ON when position "D" or "DS" or "M" (TCM transmits shift position signal through CAN communication). |
| NP RANGE SW [On/Off] | | Indicates shift position signal read from ICC sensor integrated unit through CAN communication (TCM transmits shift position signal through CAN communication). |
| PKB SW [On/Off] | | Parking brake switch status [On/Off] judged from the parking brake switch signal that ICC sensor integrated unit readout via CAN communication is displayed (Unified meter and A/C amp. transmits the parking brake switch signal via CAN communication). |
| PWR SUP MONI [V] | × | Indicates IGN voltage input by ICC sensor integrated unit. |
| VHCL SPD AT [km/h] or [mph] | | Indicates vehicle speed calculated from A/T vehicle speed sensor read from ICC sensor integrated unit through CAN communication (TCM transmits A/T vehicle speed sensor signal through CAN communication). |
| THRTL OPENING [%] | × | Indicates throttle position read from ICC sensor integrated unit through CAN communication (ECM transmits accelerator pedal position signal through CAN communication). |
| GEAR [1, 2, 3, 4, 5, 6, 7] | | Indicates A/T gear position read from ICC sensor integrated unit through CAN communication (TCM transmits current gear position signal through CAN communication). |
| CLUTCH SW SIG [On/Off] | × | NOTE: The item is displayed, but it is not monitored. |
| NP SW SIG [On/Off] | × | NOTE: The item is displayed, but it is not used. |
| MODE SIG [OFF, ICC, ASCD] | | Indicates the active mode from ICC or ASCD [conventional (fixed speed) cruise control mode]. |
| SET DISP IND [On/Off] | | Indicates [On/Off] status of SET switch indicator output. |

DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

< SYSTEM DESCRIPTION >

[DCA]

| Monitored item [Unit] | MAIN SIGNAL | Description |
|---------------------------|----------------|---|
| LDP SYSTEM ON [On/Off] | | Indicates [On/Off] status of LDP system. |
| LDW SYSTEM ON [On/Off] | | Indicates [On/Off] status of LDW system. |
| FCW SYSTEM ON [On/Off] | | Indicates [On/Off] status of FCW system. |
| DISTANCE [m] | | Indicates the distance from the vehicle ahead. |
| RELATIVE SPD [m/s] | | Indicates the relative speed of the vehicle ahead. |
| DCA ON SW [On/Off] | × | NOTE: The item is displayed, but it is not used. |
| DCA ON IND [On/Off] | | The status [On/Off] of DCA system switch indicator output is displayed. |
| DCA VHL AHED [On/Off] | | The status [On/Off] of vehicle ahead detection indicator output in DCA system is displayed. |
| IBA SW [On/Off] | | Status [On/Off] judged from IBA OFF switch signal that ICC sensor integrated unit readout via ITS communication is displayed (Brake booster control unit transmits the IBA OFF switch signal via ITS communication). |
| DYNA ASIST SW [On/Off] | | Indicates [On/Off] status as judged from ICC steering switch signal (Dynamic driver assistance switch signal) [ECM transmits ICC steering switch signal (Dynamic driver assistance switch signal) through CAN communication]. |
| APA TEMP [°C] | | The accelerator pedal actuator integrated motor temperature that the ICC sensor integrated unit readout via ITS communication is displayed (Accelerator pedal actuator transmits the integrated motor temperature via ITS communication). |
| APA PWR [V] | | Accelerator pedal actuator power supply voltage that the ICC sensor integrated unit readout via ITS communication is displayed (Accelerator pedal actuator transmits the power supply voltage via ITS communication). |

ACTIVE TEST

CAUTION:

- **Never perform “Active Test” while driving the vehicle.**
- **The “Active Test” cannot be performed when the ICC system warning lamp is illuminated.**
- **Shift the selector lever to “P” position, and then perform the test.**

| Test item | Description |
|-----------------------------|---|
| METER LAMP | The ICC system warning lamp, MAIN switch indicator, SET switch indicator and IBA OFF indicator lamp can be illuminated by ON/OFF operations as necessary. |
| DCA INDICATOR | The DCA system switch indicator can be illuminated by ON/OFF operations as necessary. |
| STOP LAMP | The ICC brake hold relay can be operated by ON/OFF operations as necessary, and the stop lamp can be illuminated. |
| BOOSTER SOL/V | The booster solenoid can be operated as necessary, and the brake can be operated. |
| ICC BUZZER | The ICC warning chime can sound by ON/OFF operations as necessary. |
| ACCELERATOR PEDAL AC-TUATOR | The accelerator pedal actuator can be operated as necessary. |

METER LAMP

NOTE:

The test can be performed only when the engine is running.

DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

< SYSTEM DESCRIPTION >

[DCA]

| Test item | Operation | Description | |
|------------|-----------|---|--|
| | | | <ul style="list-style-type: none"> • MAIN switch indicator • SET switch indicator • ICC system warning lamp • IBA OFF indicator lamp |
| METER LAMP | Off | Stops transmitting the signals below to end the test. <ul style="list-style-type: none"> • Meter display signal • ICC warning lamp signal • IBA OFF indicator lamp signal | OFF |
| | On | Transmits the following signals to the unified meter and A/C amp. via CAN communication. <ul style="list-style-type: none"> • Meter display signal • ICC warning lamp signal • IBA OFF indicator lamp signal | ON |

DCA INDICATOR

NOTE:

The test can be performed only when the engine is running.

| Test item | Operation | Description | DCA system switch indicator |
|---------------|-----------|---|-----------------------------|
| DCA INDICATOR | Off | Stops transmitting the DCA system switch indicator signal below to end the test. | OFF |
| | On | Transmits the DCA system switch indicator signal to the unified meter and A/C amp. via CAN communication. | ON |

STOP LAMP

| Test item | Operation | Description | Stop lamp |
|-----------|-----------|--|-----------|
| STOP LAMP | Off | Stops transmitting the ICC brake hold relay drive signal below to end the test. | OFF |
| | On | Transmits the ICC brake hold relay drive signal to the brake booster control unit via ITS communication. | ON |

BOOSTER SOL/V

NOTE:

The test can be performed only when the engine is running.

| Test item | Operation | Description | "PRESS SENS" value |
|---------------|------------|--|--------------------|
| BOOSTER SOL/V | MODE1 | Transmits the brake fluid pressure command signal to the brake booster control unit via ITS communication. | 10 bar |
| | MODE2 | | 20 bar |
| | MODE3 | | 30 bar |
| | Test start | Starts the tests of "MODE1", "MODE2" and "MODE3". | — |
| | Reset | Stops transmitting the brake fluid pressure command signal below to end the test. | — |
| | End | Returns to the "SELECT TEST ITEM" screen. | — |

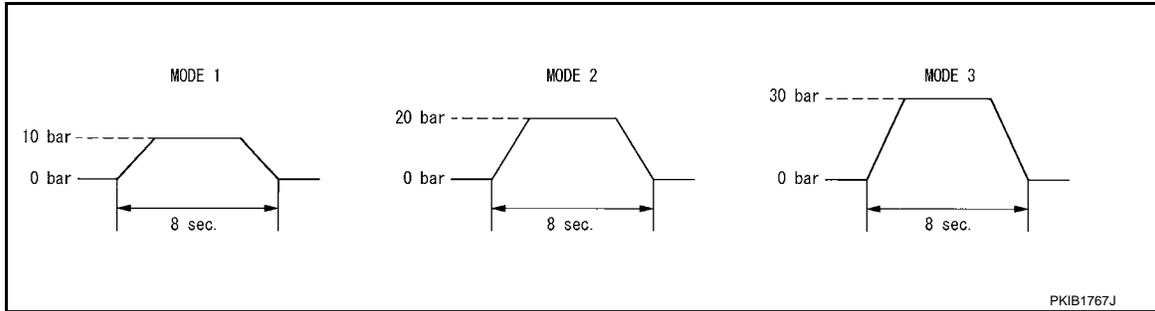
NOTE:

DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

[DCA]

< SYSTEM DESCRIPTION >

The test is finished in 10 seconds after starting.



ICC BUZZER

| Test item | Operation | Description | ICC warning chime operation sound |
|------------|------------|---|-----------------------------------|
| ICC BUZZER | MODE1 | Transmits the buzzer output signal to the brake booster control unit via ITS communication. | Intermittent beep sound |
| | MODE2 | | Continuous beep sound |
| | MODE3 | | Beep sound |
| | Test start | Starts the tests of "MODE1", "MODE2" and "MODE3". | — |
| | Reset | Stops transmitting the buzzer output signal below to end the test. | — |
| | End | Returns to the "SELECT TEST ITEM" screen. | — |

ACCELERATOR PEDAL ACTUATOR

CAUTION:

- Shift the selector lever to "P" position, and then perform the test.
- Never depress the accelerator pedal excessively. (The engine speed may rise unexpectedly when finishing the test.)

NOTE:

- Depress the accelerator pedal to check when performing the test.
- The test can be performed only when the engine is running.

| Test item | Operation | Description | Accelerator pedal operation |
|----------------------------|------------|---|---|
| ACCELERATOR PEDAL ACTUATOR | MODE1 | Transmit the accelerator pedal feedback force control signal to the accelerator pedal actuator via ITS communication. | Constant with a force of 25 N for 8 seconds |
| | MODE2 | | Constant with a force of 15 N for 8 seconds |
| | MODE3 | | Change up to a force of 25 N for 8 seconds |
| | MODE4 | | Change up to a force of 15 N for 8 seconds |
| | Test start | Starts the tests of "MODE1", "MODE2", "MODE3", and "MODE4". | — |
| | Reset | Stops transmitting the accelerator pedal feedback force control signal below to end the test. | — |
| | End | Returns to the "SELECT TEST ITEM" screen. | — |

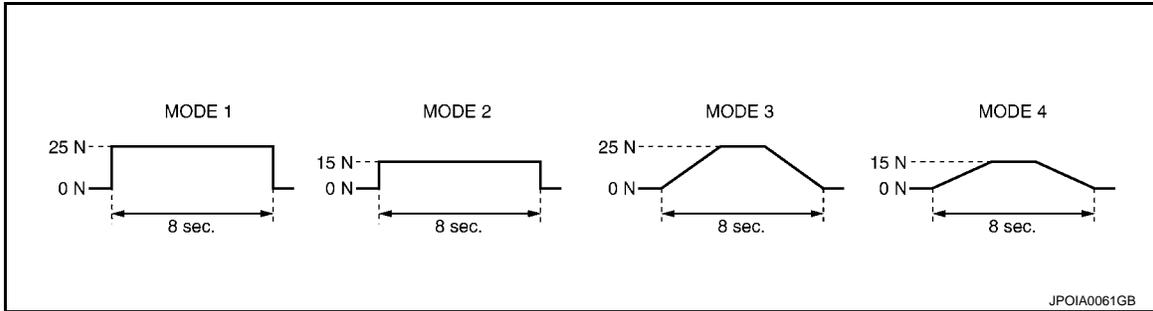
NOTE:

DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

< SYSTEM DESCRIPTION >

[DCA]

The test is finished in 10 seconds after starting.



DIAGNOSIS SYSTEM (ACCELERATOR PEDAL ACTUATOR)

< SYSTEM DESCRIPTION >

[DCA]

DIAGNOSIS SYSTEM (ACCELERATOR PEDAL ACTUATOR)

CONSULT-III Function (ACCELE PEDAL ACT)

INFOID:000000006346886

DESCRIPTION

CONSULT-III performs the following functions via CAN communication with ICC sensor integrated unit and the communication with accelerator pedal actuator.

| Test mode | Function |
|------------------------|--|
| Self Diagnostic Result | <ul style="list-style-type: none">Displays malfunctioning system memorized in accelerator pedal actuator.Displays the Freeze Frame Data when the malfunction is detected. |
| Data Monitor | Displays real-time input/output data of accelerator pedal actuator. |
| Active Test | Enables operation check of electrical loads by sending driving signal to them. |
| Ecu Identification | Displays accelerator pedal actuator parts number. |

SELF DIAGNOSTIC RESULT

Self Diagnostic Result

Refer to [DAS-178. "DTC Index"](#).

FFD (Freeze Frame Data)

The accelerator pedal actuator records the following data when the malfunction is detected.

| Freeze Frame Data item [Unit] | Description |
|---------------------------------|---|
| TGT FBK FRC [N] | It displays the target accelerator pedal actuation force that the accelerator pedal actuator read out from the accelerator pedal feedback force control signal received via ITS communication at the time when the malfunction is detected. |
| TGT MOT POSI [%] | It displays the target motor position that the accelerator pedal actuator read out from the accelerator pedal feedback force control signal received via ITS communication at the time when the malfunction is detected. |
| ACT MOT POSI [%] | It displays the integrated motor position that the accelerator pedal actuator read out at the time when the malfunction is detected. |
| AP OPEN [%] | It displays the accelerator pedal position signal that the accelerator pedal actuator read out via ITS communication at the time when the malfunction is detected. |
| APA TEMP [°C] | It displays the integrated motor temperature that the accelerator pedal actuator read out at the time when the malfunction is detected. |
| APA CURRENT [A] | It displays the integrated motor consumption current that the accelerator pedal actuator read out at the time when the malfunction is detected. |
| APA PWR [V] | It displays the power supply voltage that the accelerator pedal actuator read out at the time when the malfunction is detected. |
| APA OPE STATS [On/Off] | It displays the activation permission status of accelerator pedal actuator at the time when the malfunction is detected. |
| APA STATS [READY/NG/TP NG/INIT] | It displays the condition of accelerator pedal actuator at the time when the malfunction is detected. |
| IGN Counter ^{Note} | It displays number of ignition switch OFF → ON after the malfunction is detected. |

NOTE:

- The number is 0 when is detected now.
- The number increases like 1 → 2 ... 38 → 39 after returning to the normal condition whenever IGN OFF → ON.
- The number is fixed to 39 until the self-diagnosis results are erased if it is over 39.

DATA MONITOR

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DAS

DIAGNOSIS SYSTEM (ACCELERATOR PEDAL ACTUATOR)

< SYSTEM DESCRIPTION >

[DCA]

| Monitor item [Unit] | FUNCTION DESCRIPTION |
|------------------------------------|--|
| TGT FBK FRC [N] | It displays the target accelerator pedal actuation force that the accelerator pedal actuator read out from the accelerator pedal feedback force control signal received via ITS communication. (The ICC sensor integrated unit transmits the accelerator pedal feedback force control signal via ITS communication) |
| TGT MOT POSI [%] | It displays the target motor position that the accelerator pedal actuator read out from the accelerator pedal feedback force control signal received via ITS communication. (The ICC sensor integrated unit transmits the accelerator pedal feedback force control signal via ITS communication) |
| ACT MOT POSI [%] | It displays the integrated motor position that the accelerator pedal actuator read out. |
| AP OPEN [%] | It displays the accelerator pedal position signal that the accelerator pedal actuator read out via ITS communication. (The ICC sensor integrated unit transmits with ITS communication the accelerator pedal position signal that is received from ECM via CAN communication) |
| APA TEMP [°C] | It displays the accelerator pedal actuator integrated motor temperature. |
| APA CURRENT [A] | It displays the accelerator pedal actuator integrated motor consumption current. |
| APA PWR [V] | It displays the power supply voltage that the accelerator pedal actuator read out. |
| APA OPE STATS [On/Off] | It displays the activation permission status of accelerator pedal actuator. |
| APA STATS [READY/NG/TP NG/INIT] | It displays the condition of accelerator pedal actuator. |

ACTIVE TEST

CAUTION:

Never perform ACTIVE TEST while driving the vehicle.

NOTE:

The active test cannot be performed when the ICC system warning lamp is illuminated.

Item list

| Active test item | Description |
|----------------------------------|---|
| ACCELERATOR PEDAL ACTUATOR TEST1 | Drive the accelerator pedal actuator and generate the constant accelerator pedal actuation force. |
| ACCELERATOR PEDAL ACTUATOR TEST2 | Drive the accelerator pedal actuator and generate the vibration. |

ACCELERATOR PEDAL ACTUATOR TEST 1

NOTE:

Check the accelerator pedal by depressing when performing the test.

| Active test item | Operation | Description |
|-----------------------------------|-----------|--|
| ACCELERATOR PEDAL AC-TUATOR TEST1 | STOP | Finish the test. |
| | START | Generate the constant accelerator pedal actuation force for accelerator pedal. |

ACCELERATOR PEDAL ACTUATOR TEST 2

NOTE:

Check the accelerator pedal by depressing when performing the test.

| Active test item | Operation | Description |
|------------------------------------|-----------|---|
| ACCELERATOR PEDAL AC-TUATOR TEST 2 | STOP | Finish the test. |
| | START | Generate the vibration for accelerator pedal. |

ECU IDENTIFICATION

Displays accelerator pedal assembly parts number.

DTC/CIRCUIT DIAGNOSIS

C1A00 CONTROL UNIT

Description

INFOID:000000006346887

ICC sensor integrated unit function description

- It detects the reflected light from the vehicle ahead by irradiating a laser forward. It calculates the vehicle distance from and relative speed with the vehicle ahead depending on the detected signal.
- It outputs the brake fluid pressure command signal to the brake booster control unit and the accelerator pedal feedback force control signal to the accelerator pedal actuator depending on the signal from various sensors and switches via ITS communication.

DTC Logic

INFOID:000000006346888

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|----------------------------|
| C1A00 (0) | CONTROL UNIT | ICC sensor integrated unit internal malfunction | ICC sensor integrated unit |

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Perform "All DTC Reading" with CONSULT-III.
3. Check if the "C1A00" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A00" detected as the current malfunction?

- YES >> Refer to [DAS-33. "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000006346889

1.CHECK SELF-DIAGNOSIS RESULTS

Check if any DTC other than "C1A00" is detected in "Self Diagnostic Result" of "ICC/ADAS".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-160. "DTC Index"](#).
 NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196. "Exploded View"](#).

Special Repair Requirement

INFOID:000000006346890

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

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2. CHECK DCA SYSTEM

1. Erase the “self-diagnosis results”, and then perform “All DTC Reading” again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

C1A01 POWER SUPPLY CIRCUIT 1, C1A02 POWER SUPPLY CIRCUIT 2

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A01 POWER SUPPLY CIRCUIT 1, C1A02 POWER SUPPLY CIRCUIT 2

Description

INFOID:000000006346891

The ICC sensor integrated unit controls the system with the ignition power supply.

DTC Logic

INFOID:000000006346892

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|--|
| C1A01 (1) | POWER SUPPLY CIR | ICC sensor integrated unit power supply voltage is excessively low (less than 8 V). | • Connector, harness, fuse • ICC sensor integrated unit |
| C1A02 (2) | POWER SUPPLY CIR 2 | ICC sensor integrated unit power supply voltage is excessively high (more than 19 V). | |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1A01" or "C1A02" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A01" or "C1A02" detected as the current malfunction?

- YES >> Refer to [DAS-35, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346893

1. CHECK ICC SENSOR INTEGRATED UNIT POWER SUPPLY AND GROUND CIRCUIT

Check power supply and ground circuit of ICC sensor integrated unit. Refer to [DAS-140, "ICC SENSOR INTEGRATED UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).
NO >> Repair or replace the malfunctioning parts.

Special Repair Requirement

INFOID:000000006346894

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)

C1A01 POWER SUPPLY CIRCUIT 1, C1A02 POWER SUPPLY CIRCUIT 2

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

2. Check that the DCA system is normal.

>> WORK END

C1A03 VEHICLE SPEED SENSOR

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

C1A03 VEHICLE SPEED SENSOR

Description

INFOID:000000006346896

The ICC sensor integrated unit receives the vehicle speed signal (wheel speed) from ABS actuator and electric unit (control unit) and the A/T vehicle speed sensor signal (output shaft revolution signal) from TCM via CAN communication.

DTC Logic

INFOID:000000006346896

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|------------------------------|---------------------------|--|--|
| C1A03 (3) | VHCL SPEED SE CIRC | If the vehicle speed signal (wheel speed) from ABS actuator and electric unit (control unit) and the A/T vehicle speed sensor signal (output shaft revolution signal) from TCM, received by the ICC sensor integrated unit via CAN communication, are inconsistent | <ul style="list-style-type: none">• Wheel speed sensor• ABS actuator and electric unit (control unit)• Vehicle speed sensor A/T (output speed sensor)• TCM• ICC sensor integrated unit |

NOTE:

If DTC "C1A03" is detected along with DTC "U1000" or "C1A04", first diagnose the DTC "U1000" or "C1A04".

- Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#) for DTC "U1000".
- Refer to [DAS-39, "DTC Logic"](#) for DTC "C1A04".

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Drive the vehicle at 30 km/h (19 MPH) or more.

CAUTION:

Always drive safely.

4. Stop the vehicle.
5. Perform "All DTC Reading" with CONSULT-III.
6. Check if the "C1A03" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A03" detected as the current malfunction?

- YES >> Refer to [DAS-37, "Diagnosis Procedure"](#).
- NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346897

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "C1A04" or "U1000" is detected other than "C1A03" in "Self Diagnostic Result" of "ICC/ADAS".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-160, "DTC Index"](#).
- NO >> GO TO 2.

2. CHECK DATA MONITOR

1. Start the engine.
2. Drive the vehicle.
3. Check that the value of "VHCL SPD AT" is almost the same as the value of "VHCL SPEED SE" in "DATA MONITOR" of "ICC/ADAS".

CAUTION:

Be careful of the vehicle speed.

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C1A03 VEHICLE SPEED SENSOR

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

- YES >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).
NO >> GO TO 3.

3.CHECK TCM SELF-DIAGNOSIS RESULTS

1. Perform "All DTC Reading".
2. Check if any DTC is detected in "Self Diagnostic Result" of "TRANSMISSION".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [TM-156, "DTC Index"](#).
NO >> GO TO 4.

4.CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "ABS".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [BRC-104, "DTC No. Index"](#).
NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Special Repair Requirement

INFOID:000000006346898

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

C1A04 ABS/TCS/VDC SYSTEM

Description

INFOID:000000006346899

ABS actuator and electric unit (control unit) transmits the vehicle speed signal (wheel speed), and VDC/TCS/ABS system operation condition to ICC sensor integrated unit via CAN communication.

DTC Logic

INFOID:000000006346900

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|---|
| C1A04 (4) | ABS/TCS/VDC CIRC | If the malfunction occurs in the VDC/TCS/ABS system | ABS actuator and electric unit (control unit) |

NOTE:

If DTC "C1A04" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

Diagnosis Procedure

INFOID:000000006346901

1.CHECK SELF-DIAGNOSIS RESULTS

1. Perform "All DTC Reading" with CONSULT-III.
2. Check if the "U1000" is detected other than "C1A04" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
- NO >> GO TO 2.

2.CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "ABS".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [BRC-104, "DTC No. Index"](#).
- NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Special Repair Requirement

INFOID:000000006346902

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

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C1A04 ABS/TCS/VDC SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

>> WORK END

C1A05 BRAKE SW/STOP LAMP SW

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

C1A05 BRAKE SW/STOP LAMP SW

Description

INFOID:000000006346903

- ICC brake switch is turned OFF and stop lamp switch is turned ON, when depressing the brake pedal.
- ICC brake switch signal and stop lamp switch signal are input to ECM. These signals are transmitted from ECM to ICC sensor integrated unit via CAN communication.

DTC Logic

INFOID:000000006346904

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|---|
| C1A05 (5) | BRAKE SE/STOP L SW | If ICC sensor integrated unit receives the ICC brake switch signal ON status during the stop lamp switch signal ON status | <ul style="list-style-type: none">• Stop lamp switch circuit• ICC brake switch circuit• Stop lamp switch• ICC brake switch• Incorrect stop lamp switch installation• Incorrect ICC brake switch installation• ECM |

NOTE:

If DTC "C1A05" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

Diagnosis Procedure

INFOID:000000006346905

1. CHECK SELF-DIAGNOSIS RESULTS

1. Perform "All DTC Reading" with CONSULT-III.
2. Check if the "U1000" is detected other than "C1A05" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

NO >> GO TO 2.

2. CHECK STOP LAMP SWITCH AND ICC BRAKE SWITCH

Check that "STOP LAMP SW" and "BRAKE SW" operate normally in "DATA MONITOR" of "ICC/ADAS".

Is the inspection result normal?

YES >> GO TO 12.

NO-1 >> When "BRAKE SW" operation is malfunctioning: GO TO 3.

NO-2 >> When "STOP LAMP SW" operation is malfunctioning: GO TO 8.

3. CHECK ICC BRAKE SWITCH INSTALLATION

1. Turn ignition switch OFF.
2. Check ICC brake switch for correct installation. Refer to [BR-7, "Inspection and Adjustment"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Adjust ICC brake switch installation. Refer to [BR-7, "Inspection and Adjustment"](#).

4. ICC BRAKE SWITCH INSPECTION

1. Disconnect ICC brake switch connector.
2. Check ICC brake switch. Refer to [DAS-44, "Component Inspection \(ICC Brake Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace ICC brake switch.

C1A05 BRAKE SW/STOP LAMP SW

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

5. CHECK ICC BRAKE HOLD RELAY

1. Remove ICC brake hold relay.
2. Check for continuity between ICC brake hold relay terminals.

| ICC brake hold relay | | Continuity |
|----------------------|---|------------|
| Terminal | | |
| 3 | 4 | Existed |

Is the inspection result normal?

- YES >> GO TO 6.
NO >> Replace ICC brake hold relay.

6. CHECK HARNESS BETWEEN ICC BRAKE HOLD RELAY AND ICC BRAKE SWITCH

1. Check for continuity between ICC brake hold relay harness connector and ICC brake switch harness connector.

| ICC brake hold relay | | ICC brake switch | | Continuity |
|----------------------|----------|------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| E50 | 4 | E111 | 1 | Existed |

2. Check for continuity between ICC brake hold relay harness connector and ground.

| ICC brake hold relay | | Ground | Continuity |
|----------------------|----------|--------|-------------|
| Connector | Terminal | | |
| E50 | 4 | | Not existed |

Is the inspection result normal?

- YES >> GO TO 7.
NO >> Repair the harnesses or connectors.

7. CHECK HARNESS BETWEEN ECM AND ICC BRAKE SWITCH

1. Disconnect ECM connector.
2. Check for continuity between the ECM harness connector and ICC brake switch harness connector.

| ECM | | ICC brake switch | | Continuity |
|-----------|----------|------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| M107 | 126 | E111 | 2 | Existed |

3. Check for continuity between ECM harness connector and ground.

| ECM | | Ground | Continuity |
|-----------|----------|--------|-------------|
| Connector | Terminal | | |
| M107 | 126 | | Not existed |

Is the inspection result normal?

- YES >> GO TO 12.
NO >> Repair the harnesses or connectors.

8. CHECK STOP LAMP FOR ILLUMINATION

Check the stop lamp for illumination.

Is the inspection result normal?

- YES >> GO TO 9.
NO >> Repair the stop lamp circuit.

9. CHECK ICC BRAKE HOLD RELAY

1. Turn ignition switch OFF.

C1A05 BRAKE SW/STOP LAMP SW

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

2. Remove ICC brake hold relay.
3. Check for continuity between ICC brake hold relay terminals.

| ICC brake hold relay | | Continuity |
|----------------------|---|-------------|
| Terminal | | |
| 3 | 4 | Existed |
| 6 | 7 | Not existed |

Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace ICC brake hold relay.

10. CHECK HARNESS BETWEEN ECM AND ICC BRAKE HOLD RELAY

1. Disconnect ECM, rear combination lamp, and high-mounted stop lamp connectors.
2. Check for continuity between the ECM harness connector and ICC brake hold relay harness connector.

| ECM | | ICC brake hold relay | | Continuity |
|-----------|----------|----------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| M107 | 122 | E50 | 6 | Existed |

3. Check for continuity between ECM harness connector and ground.

| ECM | | Ground | Continuity |
|-----------|----------|--------|-------------|
| Connector | Terminal | | |
| M107 | 122 | | Not existed |

Is the inspection result normal?

YES >> GO TO 11.

NO >> Repair the harnesses or connectors.

11. CHECK HARNESS BETWEEN BRAKE BOOSTER CONTROL UNIT AND ICC BRAKE HOLD RELAY

1. Disconnect brake booster control unit connector.
2. Check for continuity between the brake booster control unit harness connector and brake hold relay harness connector.

| Brake booster control unit | | ICC brake hold relay | | Continuity |
|----------------------------|----------|----------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| B249 | 47 | E50 | 1 | Existed |

3. Check for continuity between brake booster control unit harness connector and ground.

| Brake booster control unit | | Ground | Continuity |
|----------------------------|----------|--------|-------------|
| Connector | Terminal | | |
| B249 | 47 | | Not existed |

Is the inspection result normal?

YES >> GO TO 12.

NO >> Repair the harnesses or connectors.

12. PERFORM SELF-DIAGNOSIS OF ECM

1. Connect all connectors again if the connectors are disconnected.
2. Turn ignition switch ON.
3. Perform "All DTC Reading".
4. Check if any DTC is detected in "Self Diagnostic Result" of "ENGINE". Refer to [EC-559, "DTC Index"](#).

Is any DTC detected?

YES >> Repair or replace the malfunctioning parts identified by the self-diagnosis result.

NO >> GO TO 13.

C1A05 BRAKE SW/STOP LAMP SW

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

13.CHECK ICC BRAKE HOLD RELAY DRIVE SIGNAL OUTPUT

1. Select the active test item "STOP LAMP" of "ICC/ADAS".
2. Check if "STP LMP DRIVE" is turned ON when operating the test item.

Is the inspection result normal?

- YES >> Replace brake booster control unit.
NO >> Replace ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Component Inspection (ICC Brake Switch)

INFOID:000000006346906

1.CHECK ICC BRAKE SWITCH

Check for continuity between ICC brake switch terminals.

| Terminal | | Condition | Continuity |
|----------|---|-------------------------------|-------------|
| 1 | 2 | When brake pedal is depressed | Not existed |
| | | When brake pedal is released | Existed |

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace ICC brake switch.

Component Inspection (Stop Lamp Switch)

INFOID:000000006346907

1.CHECK STOP LAMP SWITCH

Check for continuity between stop lamp switch terminals.

| Terminal | | Condition | Continuity |
|----------|---|-------------------------------|-------------|
| 1 | 2 | When brake pedal is depressed | Existed |
| | | When brake pedal is released | Not existed |

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace stop lamp switch.

Special Repair Requirement

INFOID:000000006346908

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

C1A05 BRAKE SW/STOP LAMP SW

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

>> WORK END

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C1A06 OPERATION SW

Description

INFOID:000000006346909

- Turns the DCA system ON/OFF. (When the setting of the DCA system on the navigation screen is ON.)
- The ICC steering switch signal is input to the ECM. It is transmitted from ECM to ICC sensor integrated unit via CAN communication.

DTC Logic

INFOID:000000006346910

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|--|---|
| C1A06 (6) | OPERATION SW CIRC | If the input signal from ICC steering switch is malfunctioning | <ul style="list-style-type: none"> • ICC steering switch circuit • ICC steering switch • ECM |

NOTE:

If DTC "C1A06" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Wait for approximately 5 minutes after turning the MAIN switch of ICC system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1A06" is detected as the current malfunction in "Self Diagnostic Result" of "ICC/ADAS".

Is "C1A06" detected as the current malfunction?

- YES >> Refer to [DAS-46, "Diagnosis Procedure"](#).
 NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346911

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A06" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts.
 Refer to [CCS-131, "DTC Logic"](#).
 NO >> GO TO 2.

2. CHECK ICC STEERING SWITCH

1. Turn the ignition switch OFF.
2. Disconnect the ICC steering switch connector.
3. Check the ICC steering switch. Refer to [DAS-47, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 3.
 NO >> Replace the ICC steering switch.

3. CHECK HARNESS BETWEEN SPIRAL CABLE AND ECM

1. Disconnect the ECM connector.
2. Check for continuity between the spiral cable harness connector and ECM harness connector.

| Spiral cable | | ECM | | Continuity |
|--------------|----------|-----------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| | | | | |

< DTC/CIRCUIT DIAGNOSIS >

| | | | | |
|-----|----|------|-----|---------|
| M36 | 25 | M107 | 101 | Existed |
| | 32 | | 108 | |

3. Check for continuity between spiral cable harness connector and ground.

| Spiral cable | | Ground | Continuity |
|--------------|----------|--------|-------------|
| Connector | Terminal | | |
| M36 | 25 | | Not existed |
| | 32 | | |

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair the harnesses or connectors.

4.CHECK SPIRAL CABLE

Check for continuity between spiral cable terminals.

| Spiral cable | | Continuity |
|--------------|----|------------|
| Terminal | | |
| 13 | 25 | Existed |
| 16 | 32 | |

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Replace the spiral cable.

5.PERFORM SELF-DIAGNOSIS OF ECM

1. Connect the connectors of ICC steering switch and ECM.
2. Turn the ignition switch ON.
3. Perform "All DTC Reading".
4. Check if any DTC is detected in "Self Diagnostic Result" of "ENGINE".

Is any DTC detected?

- YES >> Perform self-diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [EC-559, "DTC Index"](#).
- NO >> Replace the ICC sensor integrated unit. Refer to [CCS-174, "Exploded View"](#).

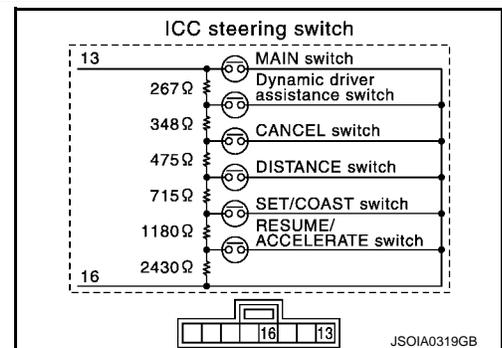
Component Inspection

INFOID:000000006346912

1.CHECK ICC STEERING SWITCH

Check resistance between ICC steering switch terminals.

| Terminal | Switch operation | Resistance [Ω] |
|----------|--|----------------|
| 13 16 | When pressing MAIN switch | Approx. 0 |
| | When pressing dynamic driver assistance switch | Approx. 267 |
| | When pressing CANCEL switch | Approx. 615 |
| | When pressing DISTANCE switch | Approx. 1090 |
| | When pressing SET/COAST switch | Approx. 1805 |
| | When pressing RESUME/ACCELERATE switch | Approx. 2985 |
| | When all switches are not pressed | Approx. 5415 |



< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace the ICC steering switch.

Special Repair Requirement

INFOID:000000006346913

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

C1A08 PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A08 PRESSURE SENSOR

Description

INFOID:000000006346914

- The brake pressure sensor detects the brake fluid pressure value in the brake master cylinder and outputs the value to the brake booster control unit.
- The brake booster control unit receives the brake fluid pressure command signal from the ICC sensor integrated unit via ITS communication and controls the brake fluid pressure while feeding back the brake fluid pressure value (brake fluid pressure control signal).

DTC Logic

INFOID:000000006346915

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|--|--|
| C1A08 (8) | PRESS SEN CIRCUIT | If the brake pressure sensor value that is input to the brake booster control unit is malfunctioning | <ul style="list-style-type: none"> • Brake pressure sensor circuit • Brake pressure sensor • Brake booster control unit |

NOTE:

If DTC "C1A08" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check that the "C1A08" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A08" detected as the current malfunction?

- YES >> Refer to [DAS-49, "Diagnosis Procedure"](#).
 NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346916

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A08" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
 NO >> GO TO 2.

2. CHECK HARNESS BETWEEN BRAKE BOOSTER CONTROL UNIT AND BRAKE PRESSURE SENSOR

1. Turn the ignition switch OFF.
2. Disconnect connectors of brake booster control unit and brake pressure sensor.
3. Check for continuity between the brake booster control unit harness connector and brake pressure sensor harness connector.

| Brake booster control unit | | Brake pressure sensor | | Continuity |
|----------------------------|----------|-----------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| B250 | 8 | E39 | 3 | Existed |
| | 17 | | 2 | |
| | 24 | | 1 | |

4. Check for continuity between brake booster control unit harness connector and ground.

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DAS

C1A08 PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

| Brake booster control unit | | Ground | Continuity |
|----------------------------|----------|--------|-------------|
| Connector | Terminal | | |
| B250 | 8 | | Not existed |
| | 17 | | |
| | 24 | | |

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the harnesses or connectors.

3.CHECK BRAKE PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Connect connectors of brake booster control unit and brake pressure sensor.
2. Turn the ignition switch ON.
3. Check voltage between brake booster control unit harness connectors.

| Terminals | | | Voltage (Approx.) |
|----------------------------|----------|----|----------------------|
| (+) | (-) | | |
| Brake booster control unit | | | 5 V |
| Connector | Terminal | | |
| B250 | 8 | 24 | |

Is the inspection result normal?

YES >> Replace the brake pressure sensor.

NO >> Replace the brake booster control unit.

Special Repair Requirement

INFOID:000000006346917

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

C1A09 BOOSTER SOLENOID

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A09 BOOSTER SOLENOID

Description

INFOID:000000006346918

- The booster solenoid is integrated with the brake booster.
- The brake booster control unit activates the booster solenoid to operate the brake booster (brake) according to the brake fluid pressure command signal received from ICC sensor integrated unit via ITS communication.

DTC Logic

INFOID:000000006346919

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|------------------------------|------------------------|---|--|
| C1A09 (9) | BOOSTER SOL/V CIRC | If the booster solenoid is malfunctioning | <ul style="list-style-type: none">• Booster solenoid• Booster solenoid circuit• Brake booster control unit |

NOTE:

If DTC "C1A09" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Perform the active test item "BOOSTER SOL/V" with CONSULT-III.
3. Perform "All DTC Reading".
4. Check if the "C1A09" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A09" detected as the current malfunction?

- YES >> Refer to [DAS-51, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346920

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A09" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts.
Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK BRAKE BOOSTER CONTROL UNIT POWER SUPPLY CIRCUIT

Check power supply and ground circuit of brake booster control unit. Refer to [DAS-140, "BRAKE BOOSTER CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Repair or replace the malfunctioning parts.

3. CHECK HARNESS BETWEEN BRAKE BOOSTER (BOOSTER SOLENOID) AND BRAKE BOOSTER CONTROL UNIT

1. Turn the ignition switch OFF.
2. Disconnect connectors of brake booster control unit and brake booster.
3. Check for continuity between the brake booster control unit harness connector and brake booster harness connector.

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DAS

C1A09 BOOSTER SOLENOID

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

| Brake booster control unit | | Brake booster | | Continuity |
|----------------------------|----------|---------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| B250 | 10 | E45 | 4 | Existed |
| | 12 | | 6 | |

4. Check for continuity between brake booster control unit harness connector and ground.

| Brake booster control unit | | Ground | Continuity |
|----------------------------|----------|--------|-------------|
| Connector | Terminal | | |
| B250 | 10 | | Not existed |
| | 12 | | |

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the harnesses or connectors.

4.CHECK BOOSTER SOLENOID

Check the booster solenoid. Refer to [DAS-52, "Component Inspection"](#).

Is the inspection result normal?

YES >> Replace the brake booster control unit.

NO >> Replace the brake booster.

Component Inspection

INFOID:000000006346921

1.CHECK BRAKE BOOSTER (BOOSTER SOLENOID)

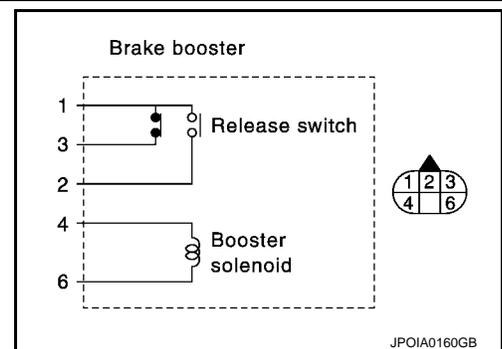
Check resistance between brake booster (booster solenoid) terminals.

| Brake booster | | Resistance |
|---------------|---|---------------|
| Terminal | | |
| 4 | 6 | Approx. 1.4 Ω |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace the brake booster.



JPOIA0160GB

Special Repair Requirement

INFOID:000000006346922

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)

C1A09 BOOSTER SOLENOID

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

2. Check that the DCA system is normal.

>> WORK END

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C1A10 RELEASE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A10 RELEASE SWITCH

Description

INFOID:000000006346923

- The release switch is integrated with the brake booster.
- The release switch detects that the driver depresses the brake pedal, and it outputs the signal to the brake booster control unit.
- The brake booster control unit transmits the release switch signal [release switch NO signal (normal open), release switch NC signal (normal close)] to the ICC sensor integrated unit via ITS communication.

DTC logic

INFOID:000000006346924

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|--|--|
| C1A10 (10) | RELEASE SW CIRC | If the release switch NO signal and the release switch NC signal, received from the brake booster control unit via ITS communication, are inconsistent | <ul style="list-style-type: none">• Release switch• Release switch circuit• Brake booster control unit |

NOTE:

If DTC "C1A10" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE (1)

1. Start the engine.
2. Turn the DCA system ON, and wait for 5 minutes or more.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1A10" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A10" detected as the current malfunction?

- YES >> Refer to [DAS-54, "Diagnosis Procedure"](#).
NO >> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE (2)

1. Depress the brake pedal strongly 10 times or more.
2. Perform "All DTC Reading".
3. Check if the "C1A10" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A10" detected as the current malfunction?

- YES >> Refer to [DAS-54, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346925

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A10" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK HARNESS BETWEEN BRAKE BOOSTER (RELEASE SWITCH) AND BRAKE BOOSTER CONTROL UNIT

1. Turn the ignition switch OFF.
2. Disconnect connectors of brake booster and brake booster control unit.
3. Check for continuity between the brake booster control unit harness connector and brake booster harness connector.

C1A10 RELEASE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

| Brake booster control unit | | Brake booster | | Continuity |
|----------------------------|----------|---------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| B250 | 6 | E45 | 1 | Existed |
| | 15 | | 3 | |
| | 22 | | 2 | |

4. Check for continuity between brake booster control unit harness connector and ground.

| Brake booster control unit | | Ground | Continuity |
|----------------------------|----------|--------|-------------|
| Connector | Terminal | | |
| B250 | 6 | Ground | Not existed |
| | 15 | | |
| | 22 | | |

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the harnesses or connectors.

3. CHECK RELEASE SWITCH POWER SUPPLY CIRCUIT

1. Connect the brake booster control unit connector.
2. Turn the ignition switch ON.
3. Check voltage between brake booster control unit harness connector and ground.

| Terminal | | Voltage (Approx.) |
|----------------------------|----------|-------------------|
| (+) | (-) | |
| Brake booster control unit | | Ground |
| Connector | Terminal | |
| B250 | 6 | |

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace the brake booster control unit.

4. CHECK RELEASE SWITCH

Check the release switch. Refer to [DAS-55, "Component Inspection"](#).

Is the inspection result normal?

YES >> Replace the brake booster control unit.

NO >> Replace the brake booster.

Component Inspection

INFOID:000000006346926

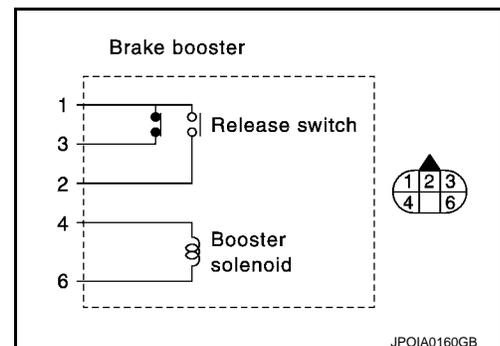
1. CHECK BRAKE BOOSTER (RELEASE SWITCH)

Check for continuity between brake booster (release switch) terminals.

| Condition | 1 – 3 | 1 – 2 | 2 – 3 |
|---------------------------|-------------------------------|----------------------------|---------------|
| Brake pedal not depressed | Continuity | No continuity | No continuity |
| Brake pedal depressed | No continuity ^{NOTE} | Continuity ^{NOTE} | No continuity |

NOTE:

If the depressing force is weak, it may not be changed.



JPOIA0160GB

C1A10 RELEASE SWITCH

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace the brake booster.

Special Repair Requirement

INFOID:000000006346927

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

C1A11 PRESSURE CONTROL

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

C1A11 PRESSURE CONTROL

Description

INFOID:000000006346928

- The brake booster control unit receives the brake fluid pressure command signal from ICC sensor integrated unit via ITS communication and activates the booster solenoid to operate the brake booster.
- The brake booster adjusts the brake fluid pressure by driving the booster solenoid.
- The brake pedal is controlled when the brake booster adjusts the brake fluid pressure.

DTC Logic

INFOID:000000006346929

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|--|-----------------|
| C1A11 (11) | PRESSURE CONTROL | If the brake booster is malfunctioning | Brake booster |

NOTE:

If DTC "C1A11" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135. "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Perform the active test item "BOOSTER SOL/V" with CONSULT-III.
3. Perform "All DTC Reading".
4. Check if the "C1A11" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A11" detected as the current malfunction?

- YES >> Refer to [DAS-57. "Diagnosis Procedure"](#).
- NO >> Refer to [GI-42. "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346930

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A11" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135. "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
- NO >> GO TO 2.

2. CHECK BRAKE OPERATION

Check if the brake operates normally.

Does it operate normally?

- YES >> GO TO 4.
- NO >> GO TO 3.

3. BRAKE LINE INSPECTION

1. Check the brake system, and then repair malfunctioning parts.
2. Erases All self-diagnosis results.
3. Perform "BOOSTER SOL/V" on "Active Test" of "ICC/ADAS".

Does it operate normally?

- YES >> INSPECTION END
- NO >> GO TO 4.

4. CHECK BOOSTER SOLENOID

Check the booster solenoid. Refer to [DAS-58. "Component Inspection"](#).

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DAS

C1A11 PRESSURE CONTROL

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Replace the brake booster.

5. CHECK HARNESS BETWEEN BRAKE BOOSTER (BOOSTER SOLENOID) AND BRAKE BOOSTER CONTROL UNIT

1. Turn the ignition switch OFF.
2. Disconnect connectors of brake booster control unit and brake booster.
3. Check for continuity between the brake booster control unit harness connector and brake booster harness connector.

| Brake booster control unit | | Brake booster | | Continuity |
|----------------------------|----------|---------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| B250 | 10 | E45 | 4 | Existed |
| | 12 | | 6 | |

4. Check for continuity between brake booster control unit harness connector and ground.

| Brake booster control unit | | Ground | Continuity |
|----------------------------|----------|--------|-------------|
| Connector | Terminal | | |
| B250 | 10 | | Not existed |
| | 12 | | |

Is the inspection result normal?

- YES >> Replace the brake booster control unit.
- NO >> Repair the harnesses or connectors.

Component Inspection

INFOID:000000006346931

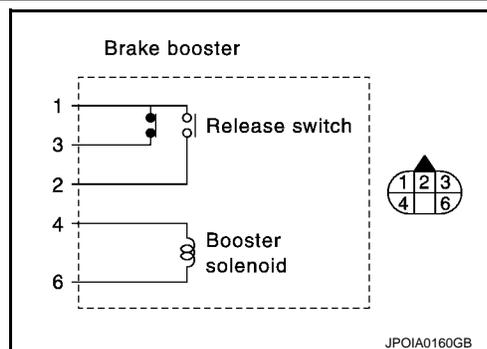
1. CHECK BRAKE BOOSTER (BOOSTER SOLENOID)

Check resistance between brake booster (booster solenoid) terminals.

| Brake booster | | Resistance |
|---------------|---|---------------|
| Terminal | | |
| 4 | 6 | Approx. 1.4 Ω |

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace the brake booster.



JPOIA0160GB

Special Repair Requirement

INFOID:000000006346932

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

C1A11 PRESSURE CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

2. CHECK DCA SYSTEM

1. Erase the “self-diagnosis results”, and then perform “All DTC Reading” again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

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DAS

C1A12 LASER BEAM OFF CENTER

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A12 LASER BEAM OFF CENTER

Description

INFOID:000000006346933

ICC sensor integrated unit detects the reflected light from the vehicle ahead by irradiating a laser forward. It calculates the distance from and relative speed with the vehicle ahead based on the detected signal.

DTC Logic

INFOID:000000006346934

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|--|------------------------------------|
| C1A12 (12) | LASER BEAM OFFCNTR | Laser beam of ICC sensor integrated unit is off the aiming point | Laser beam is off the aiming point |

Diagnosis Procedure

INFOID:000000006346935

1. ADJUST LASER BEAM AIMING

1. Adjust the laser beam aiming with CONSULT-III. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).
2. Perform "All DTC Reading".
3. Check if the "C1A12" is detected in "Self Diagnostic Result" of "ICC/ADAS".

Is "C1A12" detected?

- YES >> Replace ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).
NO >> INSPECTION END

Special Repair Requirement

INFOID:000000006346936

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

C1A13 STOP LAMP RELAY

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

C1A13 STOP LAMP RELAY

Description

INFOID:000000006346937

- The ICC sensor integrated unit transmits the ICC brake hold relay drive signal to the brake booster control unit via ITS communication.
- The ICC brake hold relay activates the stop lamp by the ICC brake hold relay drive signal (stop lamp drive signal) outputted by the brake booster control unit.

DTC Logic

INFOID:000000006346938

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|---|
| C1A13 (13) | STOP LAMP RLY FIX | <ul style="list-style-type: none">• If the stop lamp is not activated even though the ICC sensor integrated unit is transmitting a ICC brake hold relay drive signal.• If the stop lamp is activated even though the ICC sensor integrated unit is not transmitting a ICC brake hold relay drive signal. | <ul style="list-style-type: none">• Stop lamp switch circuit• ICC brake switch circuit• ICC brake hold relay circuit• Stop lamp switch• ICC brake switch• ICC brake hold relay• Incorrect stop lamp switch installation• Incorrect ICC brake switch installation• ECM |

NOTE:

If DTC "C1A13" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE (1)

1. Start the engine.
2. Perform the active test item "STOP LAMP" with CONSULT-III.
3. Perform "All DTC Reading".
4. Check if the "C1A13" is detected as the current malfunction in the self-diagnosis results of "ICC/ADAS".

Is "C1A13" detected as the current malfunction?

- YES >> Refer to [DAS-61, "Diagnosis Procedure"](#).
NO >> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE (2)

1. Drive at the vehicle speed of 40 km/h (25 MPH) or more for approximately 20 seconds or more without the brake pedal depressed.

CAUTION:

Always drive safely.

NOTE:

If it is outside the above conditions, repeat the step 1.

2. Perform "All DTC Reading".
3. Check if the "C1A13" is detected as the current malfunction in the self-diagnosis results of "ICC/ADAS".

Is "C1A13" detected as the current malfunction?

- YES >> Refer to [DAS-61, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346939

1.CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A13" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

C1A13 STOP LAMP RELAY

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts.
Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
- NO >> GO TO 2.

2.CHECK STOP LAMP SWITCH AND ICC BRAKE SWITCH

Check that "STOP LAMP SW" and "BRAKE SW" operate normally in "DATA MONITOR" of "ICC/ADAS".

Is the inspection result normal?

- YES >> GO TO 12.
- NO-1 >> When "BRAKE SW" operation is malfunctioning: GO TO 3.
- NO-2 >> When "STOP LAMP SW" operation is malfunctioning: GO TO 9.

3.CHECK ICC BRAKE SWITCH INSTALLATION

1. Turn ignition switch OFF.
2. Check ICC brake switch for correct installation. Refer to [BR-7, "Inspection and Adjustment"](#).

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Adjust ICC brake switch installation. Refer to [BR-7, "Inspection and Adjustment"](#).

4.CHECK ICC BRAKE SWITCH

1. Disconnect ICC brake switch connector.
2. Check ICC brake switch. Refer to [DAS-44, "Component Inspection \(ICC Brake Switch\)"](#).

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Replace ICC brake switch.

5.CHECK ICC BRAKE HOLD RELAY

1. Remove ICC brake hold relay.
2. Check for continuity between ICC brake hold relay terminals.

| ICC brake hold relay | | Continuity |
|----------------------|---|------------|
| Terminal | | |
| 3 | 4 | Existed |

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Replace ICC brake hold relay.

6.CHECK HARNESS BETWEEN ICC BRAKE HOLD RELAY AND ICC BRAKE SWITCH

1. Check for continuity between ICC brake hold relay harness connector and ICC brake switch harness connector.

| ICC brake hold relay | | ICC brake switch | | Continuity |
|----------------------|----------|------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| E50 | 4 | E111 | 1 | Existed |

2. Check for continuity between ICC brake hold relay harness connector and ground.

| ICC brake hold relay | | Ground | Continuity |
|----------------------|----------|--------|-------------|
| Connector | Terminal | | |
| E50 | 4 | | Not existed |

Is the inspection result normal?

- YES >> GO TO 7.
- NO >> Repair the harnesses or connectors.

7.CHECK HARNESS BETWEEN ECM AND ICC BRAKE SWITCH

1. Disconnect ECM connector.

C1A13 STOP LAMP RELAY

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

2. Check for continuity between the ECM harness connector and ICC brake switch harness connector.

| ECM | | ICC brake switch | | Continuity |
|-----------|----------|------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| M107 | 126 | E111 | 2 | Existed |

3. Check for continuity between ECM harness connector and ground.

| ECM | | Ground | Continuity |
|-----------|----------|--------|-------------|
| Connector | Terminal | | |
| M107 | 126 | | Not existed |

Is the inspection result normal?

YES >> GO TO 8.

NO >> Repair the harnesses or connectors.

8.CHECK ICC BRAKE HOLD RELAY POWER SUPPLY CIRCUIT

1. Connect ECM connector.
2. Turn the ignition switch ON.
3. Check the voltage between ICC brake hold relay harness connector and ground.

| Terminals | | | Voltage (Approx.) |
|----------------------|----------|-----|-------------------|
| (+) | | (-) | |
| ICC brake hold relay | | | Ground |
| Connector | Terminal | | |
| E50 | 3 | | |
| | | | Battery voltage |

Is the inspection result normal?

YES >> GO TO 20.

NO >> Repair ICC brake hold relay power supply circuit.

9.CHECK STOP LAMP FOR ILLUMINATION

1. Turn the ignition switch OFF.
2. Remove ICC brake hold relay.
3. Check that the stop lamp is illuminated by depressing the brake pedal to turn the stop lamp ON.

Is the inspection result normal?

YES >> GO TO 10.

NO >> Check the stop lamp circuit, and repair or replace the malfunctioning parts.

10.CHECK ICC BRAKE HOLD RELAY CIRCUIT

1. Connect ICC brake hold relay.
2. Disconnect the stop lamp switch connector.
3. Check that the stop lamp does not illuminate when brake pedal is not depressed.

Is the inspection result normal?

YES >> GO TO 20.

NO >> GO TO 11.

11.CHECK ICC BRAKE HOLD RELAY

1. Remove ICC brake hold relay.
2. Check for continuity between ICC brake hold relay terminals.

| ICC brake hold relay | | Continuity |
|----------------------|---|-------------|
| Terminal | | |
| 6 | 7 | Not existed |

Is the inspection result normal?

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C1A13 STOP LAMP RELAY

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> GO TO 20.
NO >> Replace ICC brake hold relay.

12.CHECK HARNESS BETWEEN BRAKE BOOSTER CONTROL UNIT AND ICC BRAKE HOLD RELAY

1. Turn ignition switch OFF.
2. Disconnect brake booster control unit connector and remove ICC brake hold relay.
3. Check for continuity between the brake booster control unit harness connector and ICC brake hold relay harness connector.

| Brake booster control unit | | ICC brake hold relay | | Continuity |
|----------------------------|----------|----------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| B249 | 47 | E50 | 1 | Existed |

4. Check for continuity between brake booster control unit harness connector and ground.

| Brake booster control unit | | Ground | Continuity |
|----------------------------|----------|--------|-------------|
| Connector | Terminal | | |
| B249 | 47 | | Not existed |

Is the inspection result normal?

- YES >> GO TO 13.
NO >> Repair the harnesses or connectors.

13.CHECK HARNESS BETWEEN ICC BRAKE HOLD RELAY AND GROUND

Check for continuity between ICC brake hold relay harness connector and ground.

| ICC brake hold relay | | Ground | Continuity |
|----------------------|----------|--------|------------|
| Connector | Terminal | | |
| E50 | 2 | | Existed |

Is the inspection result normal?

- YES >> GO TO 14.
NO >> Repair the harnesses or connectors.

14.CHECK ICC BRAKE HOLD RELAY

Check resistance between ICC brake hold relay terminals.

| ICC brake hold relay | | Resistance |
|----------------------|---|--------------|
| Terminal | | |
| 1 | 2 | Approx. 75 Ω |

Is the inspection result normal?

- YES >> GO TO 15.
NO >> Replace ICC brake hold relay.

15.CHECK BRAKE BOOSTER CONTROL UNIT OUTPUT VOLTAGE

1. Connect the brake booster control unit connector.
2. Turn ignition switch ON.
3. Perform "STOP LAMP" on "Active Test" of "ICC/ADAS", and then check the voltage between ICC brake hold relay harness connector and ground.

C1A13 STOP LAMP RELAY

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

| Terminal | | Condition | Voltage (Approx.) |
|----------------------|----------|---------------------------------|-------------------|
| (+) | (-) | | |
| ICC brake hold relay | | Active Test item "STOP LAMP" | 0 V |
| Connector | Terminal | | |
| E50 | 1 | | |
| | | Off | Battery voltage |
| | | On | |

Is the inspection result normal?

- YES >> GO TO 16.
NO >> GO TO 21.

16. CHECK ICC BRAKE HOLD RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Check the voltage between ICC brake hold relay harness connector and ground.

| Terminal | | Voltage (Approx.) |
|----------------------|----------|-------------------|
| (+) | (-) | |
| ICC brake hold relay | | Ground |
| Connector | Terminal | |
| E50 | 7 | |
| | | Battery voltage |

Is the inspection result normal?

- YES >> GO TO 17.
NO >> Repair or replace ICC brake hold relay power supply circuit.

17. CHECK HARNESS BETWEEN ICC BRAKE HOLD RELAY AND ECM

1. Disconnect ECM, rear combination lamp, and high-mounted stop lamp connectors.
2. Check for continuity between ICC brake hold relay harness connector and ECM harness connector.

| ICC brake hold relay | | ECM | | Continuity |
|----------------------|----------|-----------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| E50 | 6 | M107 | 122 | Existed |

3. Check for continuity between ICC brake hold relay harness connector and ground.

| ICC brake hold relay | | Ground | Continuity |
|----------------------|----------|--------|-------------|
| Connector | Terminal | | |
| E50 | 6 | | Not existed |

Is the inspection result normal?

- YES >> GO TO 18.
NO >> Repair the harnesses or connectors.

18. CHECK ICC BRAKE HOLD RELAY

1. Connect ECM, rear combination lamp, and high-mounted stop lamp connectors and ICC brake hold relay.
2. Disconnect the stop lamp switch connector.
3. Turn ignition switch ON.
4. Perform "STOP LAMP" on "Active Test" of "ICC/ADAS", and then check the stop lamp for illumination.

Is the inspection result normal?

- YES >> GO TO 19.
NO >> Replace ICC brake hold relay.

19. CHECK ICC BRAKE SWITCH STANDARD VOLTAGE

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C1A13 STOP LAMP RELAY

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

1. Turn ignition switch OFF.
2. Connect the stop lamp switch connector.
3. Turn ignition switch ON.
4. Perform "STOP LAMP" on "Active Test" of "ICC/ADAS", and then check the voltage between ICC brake switch harness connector and ground.

| Terminal | | Condition | Voltage (Approx.) |
|------------------|----------|------------------------------|-------------------|
| (+) | (-) | | |
| ICC brake switch | | Active Test item "STOP LAMP" | Battery voltage |
| Connector | Terminal | | |
| E111 | 1 | Off | Battery voltage |
| | | On | 0 V |

Is the inspection result normal?

YES >> GO TO 20.

NO >> Replace ICC brake hold relay.

20. PERFORM SELF-DIAGNOSIS OF ECM

1. Connect all connectors again if the connectors are disconnected.
2. Turn ignition switch ON.
3. Perform "All DTC Reading".
4. Check if any DTC is detected in "Self Diagnostic Result" of "ENGINE". Refer to [EC-559, "DTC Index"](#).

Is any DTC detected?

YES >> Repair or replace the malfunctioning parts identified by the self-diagnosis result.

NO >> GO TO 21.

21. CHECK ICC BRAKE HOLD RELAY DRIVE SIGNAL OUTPUT

1. Select the active test item "STOP LAMP" of "ICC/ADAS".
2. Check that "STP LMP DRIVE" is turned ON when operating the test item.

Is the inspection result normal?

YES >> Replace brake booster control unit.

NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

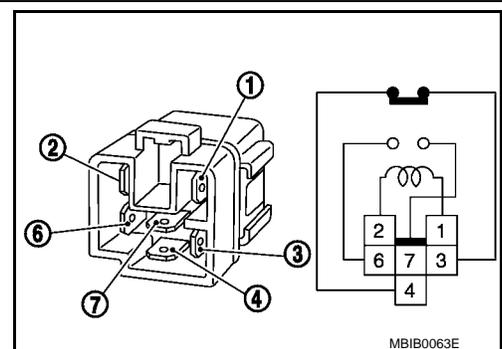
Component Inspection

INFOID:000000006346940

1. CHECK ICC BRAKE HOLD RELAY

Apply battery voltage to ICC brake hold relay terminals 1 and 2, and then check for continuity under the following conditions.

| Condition | Terminal | | Continuity |
|---|----------|---|-------------|
| When the battery voltage is applied | 3 | 4 | Not existed |
| | 6 | 7 | Existed |
| When the battery voltage is not applied | 3 | 4 | Existed |
| | 6 | 7 | Not existed |



Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace ICC brake hold relay.

Special Repair Requirement

INFOID:000000006346941

DESCRIPTION

C1A13 STOP LAMP RELAY

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

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DAS

C1A14 ECM

Description

INFOID:000000006346942

ECM transmits the accelerator pedal position signal, ICC brake switch signal, stop lamp switch signal, ICC steering switch signal, etc. to ICC sensor integrated unit via CAN communication.

DTC Logic

INFOID:000000006346943

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|--------------------------|--|
| C1A14 (14) | ECM CIRCUIT | If ECM is malfunctioning | <ul style="list-style-type: none"> Accelerator pedal position sensor ECM ICC sensor integrated unit |

NOTE:

If DTC “C1A14” is detected along with DTC “U1000”, first diagnose the DTC “U1000”. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

1.PERFORM DTC CONFIRMATION PROCEDURE

- Start the engine.
- Operate the ICC system and drive.
 - CAUTION:**
Always drive safely.
- Stop the vehicle.
- Perform “All DTC Reading” with CONSULT-III.
- Check if the “C1A14” is detected as the current malfunction in self-diagnosis results of “ICC/ADAS”.

Is “C1A14” detected as the current malfunction?

- YES >> Refer to [DAS-68, "Diagnosis Procedure"](#).
- NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346944

1.CHECK SELF-DIAGNOSIS RESULTS

Check if “U1000” is detected other than “C1A14” in “Self Diagnostic Result” of “ICC/ADAS”.

Is “U1000” detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
- NO >> GO TO 2.

2.PERFORM SELF-DIAGNOSIS OF ECM

Check if any DTC is detected in “Self Diagnostic Result” of “ENGINE”.

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [EC-559, "DTC Index"](#).
- NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Special Repair Requirement

INFOID:000000006346945

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

< DTC/CIRCUIT DIAGNOSIS >

1.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

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DAS

C1A15 GEAR POSITION

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A15 GEAR POSITION

Description

INFOID:000000006346946

ICC sensor integrated unit judges the gear position based on the following signals.

- Current gear position signal transmitted from TCM via CAN communication.
- Value of gear ratio calculated from input speed signal transmitted from TCM via CAN communication.
- Value of gear ratio calculated from the vehicle speed signal transmitted from ABS actuator and electric unit (control unit) via CAN communication.

DTC Logic

INFOID:000000006346947

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|--|---|
| C1A15 (15) | GEAR POSITION | If a mismatch occurs between an current gear position signal transmitted from TCM via CAN communication and the gear position calculated by ICC sensor integrated unit | <ul style="list-style-type: none">• Input speed sensor• Vehicle speed sensor A/T (output speed sensor)• TCM |

NOTE:

If DTC "C1A15" is detected along with DTC "U1000", "C1A03" or "C1A04", first diagnose the DTC "U1000", "C1A03" or "C1A04".

- Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#) for DTC "U1000".
- Refer to [DAS-37, "DTC Logic"](#) for DTC "C1A03".
- Refer to [DAS-39, "DTC Logic"](#) for DTC "C1A04".

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Drive the vehicle at 10 km/h (6 MPH) or faster for approximately 15 minutes or more.

CAUTION:

Always drive safely.

4. Stop the vehicle.
5. Perform "All DTC Reading" with CONSULT-III.
6. Check if the "C1A15" is detected as the current malfunction in the self-diagnosis results of "ICC/ADAS".

Is "C1A15" detected as the current malfunction?

YES >> Refer to [DAS-70, "Diagnosis Procedure"](#).

NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346948

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "C1A03", "C1A04", or "U1000" is detected other than "C1A15" in "Self Diagnostic Result" of "ICC/ADAS".

Is any DTC detected?

YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-160, "DTC Index"](#).

NO >> GO TO 2.

2. CHECK VEHICLE SPEED SIGNAL

Check that "VHCL SPEED SE" operates normally in "DATA MONITOR" of "ICC/ADAS".

CAUTION:

Be careful of the vehicle speed.

Is the inspection result normal?

YES >> GO TO 3.

C1A15 GEAR POSITION

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> GO TO 7.

3.CHECK GEAR POSITION

Check that "GEAR" operates normally in "DATA MONITOR" of "ICC/ADAS".

CAUTION:

Be careful of the vehicle speed.

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

4.CHECK GEAR POSITION SIGNAL

Check that "GEAR" operates normally in "DATA MONITOR" of "TRANSMISSION".

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 6.

5.CHECK INPUT SPEED SENSOR SIGNAL

Check that "INPUT SPEED" operates normally in "DATA MONITOR" of "TRANSMISSION".

Is the inspection result normal?

YES >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

NO >> GO TO 6.

6.CHECK TCM SELF-DIAGNOSIS RESULTS

1. Perform "All DTC Reading".

2. Check if any DTC is detected in "Self Diagnostic Result" of "TRANSMISSION".

Is any DTC detected?

YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [TM-156, "DTC Index"](#).

NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

7.CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) SELF-DIAGNOSIS RESULTS

1. Perform "All DTC Reading".

2. Check if any DTC is detected in "Self Diagnostic Result" of "ABS".

Is any DTC detected?

YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [BRC-104, "DTC No. Index"](#).

NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Special Repair Requirement

INFOID:000000006346949

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)

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DAS

C1A15 GEAR POSITION

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

2. Check that the DCA system is normal.

>> WORK END

C1A16 RADAR STAIN

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A16 RADAR STAIN

Description

INFOID:000000006346950

ICC sensor integrated unit detects the reflected light from the vehicle ahead by irradiating a laser beam forward. It calculates the distance from and relative speed with the vehicle ahead based on the detected signal.

DTC Logic

INFOID:000000006346951

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|---|
| C1A16 (16) | RADAR STAIN | If any stain occurs to ICC sensor integrated unit body window | <ul style="list-style-type: none">• Stain or foreign materials is deposited• Cracks or scratches exist |

NOTE:

DTC "C1A16" may be detected under the following conditions. (Explain to the customer about the difference between the contamination detection function and the indication when the error is detected and tell them "This is not malfunction".)

- When contamination or foreign materials adhere on the ICC sensor integrated unit body window
- When driving while it is snowing or when frost forms on the ICC sensor integrated unit body window
- When the ICC sensor integrated unit body window is temporarily fogged

Diagnosis Procedure

INFOID:000000006346952

1. VISUAL CHECK 1

Check ICC sensor integrated unit body window for contamination and foreign materials.

Does contamination or foreign materials adhere?

YES >> Wipe out the contamination and foreign materials from the ICC sensor integrated unit body window.

NO >> GO TO 2.

2. VISUAL CHECK 2

Check ICC sensor integrated unit body window for cracks and scratches.

Is it found?

YES >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

NO >> GO TO 3.

3. INTERVIEW

1. Ask if there is any trace of contamination or foreign materials adhering to the ICC sensor integrated unit body window.
2. Ask if ICC sensor integrated unit body window was frosted during driving or if vehicle was driven in snow.
3. Ask if ICC sensor integrated unit body window was temporarily fogged. (Windshield glass may also tend to fog, etc.)

What is the result of the interview with the customer?

YES >> Explain to the customer about the difference between the contamination detection function and the indication when the malfunction is detected and tell them "This is not malfunction".

NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Special Repair Requirement

INFOID:000000006346953

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

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DAS

C1A16 RADAR STAIN

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

SPECIAL REPAIR REQUIREMENT

1.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

-
1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
 2. Check that the DCA system is normal.

>> WORK END

C1A18 LASER AIMING INCOMP

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A18 LASER AIMING INCOMP

Description

INFOID:000000006346954

Always perform the laser beam aiming adjustment after replacing the ICC sensor integrated unit.

DTC Logic

INFOID:000000006346955

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|--|
| C1A18 (18) | LASER AIMING INCOMP | Laser beam aiming of ICC sensor integrated unit is not adjusted | <ul style="list-style-type: none">No laser beam aiming adjustment is performedLaser beam aiming adjustment has been interrupted |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1A18" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A18" detected as the current malfunction?

- YES >> Refer to [DAS-75, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000006346956

1. ADJUST LASER BEAM AIMING

1. Adjust the laser beam aiming. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).
2. Erase All self-diagnosis results with CONSULT-III.
3. Perform "All DTC Reading".
4. Check if the "C1A18" is detected in "Self Diagnostic Result" of "ICC/ADAS".

Is "C1A18" detected?

- YES >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).
NO >> INSPECTION END

Special Repair Requirement

INFOID:000000006346957

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

C1A18 LASER AIMING INCOMP

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

1. Erase the “self-diagnosis results”, and then perform “All DTC Reading” again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

C1A21 UNIT HIGH TEMP

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

C1A21 UNIT HIGH TEMP

Description

INFOID:000000006346958

ICC sensor integrated unit integrates the temperature sensor.

DTC Logic

INFOID:000000006346959

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|---|
| C1A21 (21) | UNIT HIGH TEMP | If the temperature sensor (integrated in the ICC sensor integrated unit) detects a high temperature | Temperature around ICC sensor integrated unit is excessively high |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn the ignition switch OFF.
2. Wait for 10 minutes or more and cool the ICC sensor integrated unit.
3. Start the engine.
4. Turn the DCA system ON.
5. Perform "All DTC Reading" with CONSULT-III.
6. Check if the "C1A21" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A21" detected as the current malfunction?

- YES >> Refer to [DAS-77, "Diagnosis Procedure"](#).
 NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346960

1. CHECK ENGINE COOLING SYSTEM

Check for any malfunctions in engine cooling system.

Is engine cooling system normal?

- YES >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).
 NO >> Repair engine cooling system.

Special Repair Requirement

INFOID:000000006346961

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

DAS

C1A21 UNIT HIGH TEMP

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

>> WORK END

C1A22 BCU CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A22 BCU CIRCUIT

Description

INFOID:000000006346962

- The brake booster control unit receives the brake fluid pressure command signal from ICC sensor integrated unit via ITS communication and activates the booster solenoid to operate the brake booster.
- The brake booster adjusts the brake fluid pressure by driving the booster solenoid.
- The brake pedal is controlled when the brake booster adjusts the brake fluid pressure.

DTC Logic

INFOID:000000006346963

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|------------------------------|------------------------|--|--|
| C1A22 (22) | BCU CIRCUIT | If the brake booster control unit cannot control the brake booster | <ul style="list-style-type: none">• Stop lamp switch circuit• ICC brake switch circuit• Stop lamp switch• ICC brake switch• Incorrect stop lamp switch installation• Incorrect ICC brake switch installation• ECM• Brake booster control unit |

NOTE:

If DTC "C1A22" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1A22" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A22" detected as the current malfunction?

- YES >> Refer to [DAS-79, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346964

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "C1A05" or "U1000" is detected other than "C1A22" in "Self Diagnostic Result" of "ICC/ADAS".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-160, "DTC Index"](#).
NO >> GO TO 2.

2. CHECK STOP LAMP SWITCH AND ICC BRAKE SWITCH

Check that "STOP LAMP SW" and "BRAKE SW" operate normally in "DATA MONITOR" of "ICC/ADAS".

Is the inspection result normal?

- YES >> GO TO 10.
NO-1 >> When "BRAKE SW" operation is malfunctioning: GO TO 3.
NO-2 >> When "STOP LAMP SW" operation is malfunctioning: GO TO 5.

3. CHECK ICC BRAKE SWITCH INSTALLATION

1. Turn the ignition switch OFF.
2. Check ICC brake switch for correct installation. Refer to [BR-7, "Inspection and Adjustment"](#).

C1A22 BCU CIRCUIT

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> GO TO 4.

NO >> Adjust ICC brake switch installation. Refer to [BR-7, "Inspection and Adjustment"](#).

4. ICC BRAKE SWITCH INSPECTION

1. Disconnect ICC brake switch connector.

2. Check ICC brake switch. Refer to [DAS-44, "Component Inspection \(ICC Brake Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace the ICC brake switch.

5. CHECK STOP LAMP FOR ILLUMINATION

Check stop lamp illumination.

Is the inspection result normal?

YES >> GO TO 6.

NO >> Check the stop lamp circuit, and repair or replace the malfunctioning parts.

6. CHECK ICC BRAKE HOLD RELAY

1. Turn the ignition switch OFF.

2. Remove ICC brake hold relay.

3. Check for continuity between ICC brake hold relay terminals.

| ICC brake hold relay | | Continuity |
|----------------------|---|-------------|
| Terminal | | |
| 3 | 4 | Existed |
| 6 | 7 | Not existed |

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace ICC brake hold relay.

7. CHECK HARNESS BETWEEN ECM AND ICC BRAKE HOLD RELAY

1. Disconnect ECM connector.

2. Check for continuity between the ECM harness connector and ICC brake hold relay harness connector.

| ECM | | ICC brake hold relay | | Continuity |
|-----------|----------|----------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| M107 | 122 | E50 | 6 | Existed |

3. Check for continuity between ECM harness connector and ground.

| ECM | | Ground | Continuity |
|-----------|----------|--------|-------------|
| Connector | Terminal | | |
| M107 | 122 | | Not existed |

Is the inspection result normal?

YES >> GO TO 8.

NO >> Repair the harnesses or connectors.

8. CHECK HARNESS BETWEEN ECM AND ICC BRAKE SWITCH

1. Check for continuity between the ECM harness connector and ICC brake switch harness connector.

| ECM | | ICC brake switch | | Continuity |
|-----------|----------|------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| M107 | 126 | E111 | 2 | Existed |

2. Check for continuity between ECM harness connector and ground.

C1A22 BCU CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

| ECM | | Ground | Continuity |
|-----------|----------|--------|-------------|
| Connector | Terminal | | |
| M107 | 126 | | Not existed |

Is the inspection result normal?

YES >> GO TO 9.

NO >> Repair the harnesses or connectors.

9. CHECK HARNESS BETWEEN ICC BRAKE SWITCH AND ICC BRAKE HOLD RELAY

1. Disconnect ICC brake switch connector.
2. Check for continuity between ICC brake switch harness connector and ICC brake hold relay harness connector.

| ICC brake switch | | ICC brake hold relay | | Continuity |
|------------------|----------|----------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| E111 | 1 | E50 | 4 | Existed |

3. Check for continuity between ICC brake switch harness connector and ground.

| ICC brake switch | | Ground | Continuity |
|------------------|----------|--------|-------------|
| Connector | Terminal | | |
| E111 | 1 | | Not existed |

Is the inspection result normal?

YES >> GO TO 10.

NO >> Repair the harnesses or connectors.

10. PERFORM SELF-DIAGNOSIS OF ECM

1. Connect all connectors again if the connectors are disconnected.
2. Turn the ignition switch ON.
3. Perform "All DTC Reading".
4. Check if any DTC is detected in "Self Diagnostic Result" of "ENGINE".

Is any DTC detected?

YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [EC-559, "DTC Index"](#).

NO >> Replace the brake booster control unit.

Special Repair Requirement

INFOID:000000006346965

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)

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DAS

C1A22 BCU CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

2. Check that the DCA system is normal.

>> WORK END

C1A24 NP RANGE

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A24 NP RANGE

Description

INFOID:000000006346966

ICC sensor integrated unit judges the NP position status from the shift position signal and current gear position signal received from TCM via CAN communication.

DTC Logic

INFOID:000000006346967

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|---|
| C1A24 (24) | NP RANGE | If the shift position signal and the current gear position signal, transmitted from TCM via CAN communication, are inconsistent | <ul style="list-style-type: none">• TCM• Transmission range switch |

NOTE:

If DTC "C1A24" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE (1)

1. Start the engine.
2. Turn the DCA system ON.
3. Wait for approximately 5 minutes or more after shifting the selector lever to "P" position.
4. Perform "All DTC Reading" with CONSULT-III.
5. Check if the "C1A24" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A24" detected as the current malfunction?

- YES >> Refer to [DAS-83, "Diagnosis Procedure"](#).
NO >> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE (2)

1. Wait for approximately 5 minutes or more after shifting the selector lever to "N" position.
2. Perform "All DTC Reading".
3. Check if the "C1A24" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A24" detected as the current malfunction?

- YES >> Refer to [DAS-83, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346968

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A24" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts.
Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK NP POSITION SWITCH SIGNAL

Check that "NP RANGE SW" operates normally in "DATA MONITOR" of "ICC/ADAS".

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

3. CHECK TCM DATA MONITOR

Check that "SLCT LVR POSI" operates normally in "DATA MONITOR" of "TRANSMISSION".

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

- YES >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).
NO >> GO TO 4.

4.PERFORM TCM SELF-DIAGNOSIS

1. Perform "All DTC Reading".
2. Check if any DTC is detected in "Self Diagnostic Result" of "TRANSMISSION".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [TM-156, "DTC Index"](#).
NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Special Repair Requirement

INFOID:000000006346969

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

C1A28 BCU POWER SUPPLY CIRCUIT, C1A29 BCU POWER SUPPLY CIRCUIT2

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A28 BCU POWER SUPPLY CIRCUIT, C1A29 BCU POWER SUPPLY CIRCUIT2

Description

INFOID:000000006346970

The brake booster control unit controls the brake booster, etc. with the battery power supply and ignition power supply.

DTC Logic

INFOID:000000006346971

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|---|
| C1A28 (28) | BCU PWR SUPPLY CIR | The brake booster control unit power supply voltage is excessively low (less than 8 V). | <ul style="list-style-type: none">• Brake booster control unit• Harness, connector, fuse |
| C1A29 (29) | BCU PWR SUPPLY CIR2 | The brake booster control unit power supply voltage is excessively high (more than 19 V). | |

NOTE:

If DTC "C1A28" or "C1A29" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1A28" or "C1A29" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A28" or "C1A29" detected as the current malfunction?

- YES >> Refer to [DAS-85, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346972

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A28", "C1A29" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts.
Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK BRAKE BOOSTER CONTROL UNIT POWER SUPPLY AND GROUND CIRCUIT

Check brake booster control unit power supply and ground circuit. Refer to [DAS-140, "BRAKE BOOSTER CONTROL UNIT : Diagnosis Procedure"](#).

Is the inspection result normal?

- YES >> Replace the brake booster control unit.
NO >> Repair brake booster control unit power supply and ground circuit.

Special Repair Requirement

INFOID:000000006346973

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

C1A28 BCU POWER SUPPLY CIRCUIT, C1A29 BCU POWER SUPPLY CIRCUIT2

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

-
1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
 2. Check that the DCA system is normal.

>> WORK END

C1A30 BCU CAN COMM CIRC

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A30 BCU CAN COMM CIRC

Description

INFOID:000000006346974

The brake booster control unit communicates with ICC sensor integrated unit for brake booster control via ITS communication.

DTC Logic

INFOID:000000006346975

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|--------------------------|
| C1A30 (30) | BCU CAN COMM CIRC | If ICC sensor integrated unit receives the signal for improper condition for brake booster control unit via ITS communication | ITS communication system |

Diagnosis Procedure

INFOID:000000006346976

1. PERFORM THE SELF-DIAGNOSIS

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1A30" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A30" detected as the current malfunction?

- YES >> Perform trouble diagnosis for the ITS communication system. Refer to [LAN-16. "Trouble Diagnosis Flow Chart"](#).
- NO >> Refer to [GI-42. "Intermittent Incident"](#).

Special Repair Requirement

INFOID:000000006346977

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

C1A31 BCU INTERNAL MALF

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A31 BCU INTERNAL MALF

Description

INFOID:000000006346978

The brake booster control unit inputs the brake fluid pressure control signal and release switch signal and transmits them to ICC sensor integrated unit via ITS communication. Also, it receives the brake fluid pressure command signal from ICC sensor integrated unit via ITS communication and activates the booster solenoid to operate the brake booster (brake).

DTC Logic

INFOID:000000006346979

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|----------------------------|
| C1A31 (31) | BCU INTERNAL MALF | Brake booster control unit internal malfunction | Brake booster control unit |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1A31" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A31" detected as the current malfunction?

- YES >> Refer to [DAS-88, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346980

1. CHECK SELF-DIAGNOSIS RESULTS

Check if any DTC other than "C1A31" is detected in "Self Diagnostic Result" of "ICC/ADAS".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-160, "DTC Index"](#).
NO >> Replace the brake booster control unit.

Special Repair Requirement

INFOID:000000006346981

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)

C1A31 BCU INTERNAL MALF

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

2. Check that the DCA system is normal.

>> WORK END

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C1A32 IBA FLAG STUCK

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A32 IBA FLAG STUCK

Description

INFOID:000000006346982

ICC sensor integrated unit shares components with the IBA system.

DTC Logic

INFOID:000000006346983

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|---|
| C1A32 (32) | IBA FLAG STUCK | If the control (detection) of IBA is malfunctioning | <ul style="list-style-type: none">• ICC sensor integrated unit• Brake booster control unit |

NOTE:

If DTC "C1A32" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON, and wait for 5 minutes or more.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1A32" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A32" detected as the current malfunction?

- YES >> Refer to [DAS-90, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346984

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A32" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts.
Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
NO >> GO TO 2.

2. REPLACE BRAKE BOOSTER CONTROL UNIT

1. Turn the ignition switch OFF.
2. Replace the brake booster control unit.
3. Erases All self-diagnosis results.
4. Perform DTC confirmation procedure. Refer to [DAS-90, "DTC Logic"](#).
5. Perform "All DTC Reading".
6. Check if the "C1A32" is detected in "Self Diagnostic Result" of "ICC/ADAS".

Is "C1A32" detected?

- YES >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).
NO >> INSPECTION END

Special Repair Requirement

INFOID:000000006346985

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

C1A32 IBA FLAG STUCK

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

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DAS

C1A33 CAN TRANSMISSION ERROR

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A33 CAN TRANSMISSION ERROR

Description

INFOID:000000006346986

ICC sensor integrated unit transmits the signal required by the DCA system control to ECM via CAN communication.

DTC Logic

INFOID:000000006346987

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|---------------------------|---|----------------------------|
| C1A33 (33) | CAN TRANSMISSION ERROR | If an error occurs in the CAN communication signal that ICC sensor integrated unit transmits to ECM | ICC sensor integrated unit |

NOTE:

If DTC "C1A33" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1A33" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A33" detected as the current malfunction?

- YES >> Refer to [DAS-92, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346988

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A33" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts.
Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Special Repair Requirement

INFOID:000000006346989

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

C1A33 CAN TRANSMISSION ERROR

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

1. Erase the “self-diagnosis results”, and then perform “All DTC Reading” again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

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C1A34 COMMAND ERROR

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A34 COMMAND ERROR

Description

INFOID:000000006346990

ICC sensor integrated unit transmits the command signal required for the ECM control via CAN communication.

DTC Logic

INFOID:000000006346991

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|----------------------------|
| C1A34 (34) | COMMAND ERROR | If an error occurs in the command signal that ICC sensor integrated unit transmits to ECM via CAN communication | ICC sensor integrated unit |

NOTE:

If DTC "C1A34" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Operate the ICC system and drive.
CAUTION:
Always drive safely.
3. Stop the vehicle.
4. Perform "All DTC Reading" with CONSULT-III.
5. Check if the "C1A34" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A34" detected as the current malfunction?

- YES >> Refer to [DAS-94, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006346992

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A34" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts.
Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Special Repair Requirement

INFOID:000000006346993

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

C1A34 COMMAND ERROR

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the “self-diagnosis results”, and then perform “All DTC Reading” again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

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C1A35 ACCELERATOR PEDAL ACTUATOR

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A35 ACCELERATOR PEDAL ACTUATOR

Description

INFOID:000000006346994

- The accelerator pedal actuator is integrated into the accelerator pedal assembly.
- The accelerator pedal actuator consists of the control unit and motor.

DTC Logic

INFOID:000000006346995

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|----------------------------|
| C1A35 (35) | APA CIR | If the accelerator pedal actuator is malfunctioning | Accelerator pedal actuator |

Diagnosis Procedure

INFOID:000000006346996

1.PERFORM THE SELF-DIAGNOSIS

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1A35" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A35" detected as the current malfunction?

- YES >> Replace the accelerator pedal assembly.
NO >> INSPECTION END

Special Repair Requirement

INFOID:000000006346997

DESCRIPTION

The accelerator pedal released position learning is necessary when the following operation is performed.

- Disconnection and connection of accelerator pedal assembly connector
- Replace accelerator pedal assembly

SPECIAL REPAIR REQUIREMENT

1.ACCELERATOR PEDAL RELEASED POSITION LEARNING

Perform the accelerator pedal released position learning. Refer to [EC-19. "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

C1A36 ACCELERATOR PEDAL ACTUATOR CAN COMM

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A36 ACCELERATOR PEDAL ACTUATOR CAN COMM

Description

INFOID:000000006346998

- ITS communication is a multiplex communication system. This enables the system to transmit and receive large quantities of data at high speed by connecting ICC sensor integrated unit, brake booster control unit, and accelerator pedal actuator with 2 communication lines.
- ITS communication lines adopt twisted-pair line style (two lines twisted) for noise immunity.

DTC Logic

INFOID:000000006346999

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|--|--|
| C1A36 (36) | APA CAN COMM CIR | If an error occurs in the signal that the accelerator pedal actuator transmits via ITS communication | <ul style="list-style-type: none">• ICC sensor integrated unit• Accelerator pedal actuator• ITS communication system |

NOTE:

If DTC "C1A36" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1A36" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A36" detected as the current malfunction?

- YES >> Refer to [DAS-97, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347000

1. CHECK ICC SENSOR INTEGRATED UNIT SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A36" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK ACCELERATOR PEDAL ACTUATOR SELF-DIAGNOSIS RESULTS

Check if the DTC is detected in "Self Diagnostic Result" of "ACCELE PEDAL ACT".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-178, "DTC Index"](#).
NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Special Repair Requirement

INFOID:000000006347001

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

Check the operation after performing the accelerator pedal released position learning when the following operation is performed.

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C1A36 ACCELERATOR PEDAL ACTUATOR CAN COMM

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

- Disconnection and connection of accelerator pedal position sensor connector
- Replace accelerator pedal assembly

SPECIAL REPAIR REQUIREMENT

1.CHECK CONTROL UNIT REPLACED, REMOVED AND/OR INSTALLED

Perform the adjustment work after the replacement or removal and installation of ICC sensor integrated unit, replacement of accelerator pedal assembly, or disconnection or connection of accelerator pedal position sensor connector.

Which is replaced, removed or installed?

ICC sensor integrated unit>>GO TO 2.

Accelerator pedal assembly>>GO TO 3.

2.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 4.

3.ACCELERATOR PEDAL RELEASED POSITION LEARNING

Perform the Accelerator Pedal Released Position Learning. Refer to [EC-19. "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Description"](#).

>> GO TO 4.

4.CHECK DCA SYSTEM

1. Erase the self-diagnosis results, and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

C1A37 ACCELERATOR PEDAL ACTUATOR CAN 2

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A37 ACCELERATOR PEDAL ACTUATOR CAN 2

Description

INFOID:000000006347002

- ITS communication is a multiplex communication system. This enables the system to transmit and receive large quantities of data at high speed by connecting ICC sensor integrated unit, brake booster control unit, and accelerator pedal actuator with 2 communication lines.
- ITS communication lines adopt twisted-pair line style (two lines twisted) for noise immunity.

DTC Logic

INFOID:000000006347003

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|--|--|
| C1A37 (133) | APA CAN CIR2 | If ICC sensor integrated unit detects an error signal that is received from accelerator pedal actuator via ITS communication | Accelerator pedal actuator malfunction |

NOTE:

If DTC "C1A37" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1A37" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A37" detected as the current malfunction?

- YES >> Refer to [DAS-99, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347004

1. CHECK ICC SENSOR INTEGRATED UNIT SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A37" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
NO >> GO TO 2.

2. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Turn the ignition switch OFF.
2. Replace the accelerator pedal assembly.
3. Turn the ignition switch ON.
4. Erases All self-diagnosis results.
5. Perform "All DTC Reading" again.
6. Check if the DTC "C1A37" is detected in self-diagnosis results of "ICC/ADAS".

Is "C1A37" detected?

- YES >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).
NO >> INSPECTION END

Special Repair Requirement

INFOID:000000006347005

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

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DAS

C1A37 ACCELERATOR PEDAL ACTUATOR CAN 2

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

- Removal and installation of ICC sensor integrated unit
 - Replacement of ICC sensor integrated unit
- Check the operation after performing the accelerator pedal released position learning when the following operation is performed.
- Disconnection and connection of accelerator pedal position sensor connector
 - Replace accelerator pedal assembly

SPECIAL REPAIR REQUIREMENT

1.CHECK CONTROL UNIT REPLACED, REMOVED AND/OR INSTALLED

Perform the adjustment work after the replacement or removal and installation of ICC sensor integrated unit, replacement of accelerator pedal assembly, or disconnection or connection of accelerator pedal position sensor connector.

Which is replaced, removed or installed?

ICC sensor integrated unit>>GO TO 2.

Accelerator pedal assembly>>GO TO 3.

2.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 4.

3.ACCELERATOR PEDAL RELEASED POSITION LEARNING

Perform the Accelerator Pedal Released Position Learning. Refer to [EC-19, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Description"](#).

>> GO TO 4.

4.CHECK DCA SYSTEM

1. Erase the self-diagnosis results, and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

C1A38 ACCELERATOR PEDAL ACTUATOR CAN 1

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A38 ACCELERATOR PEDAL ACTUATOR CAN 1

Description

INFOID:000000006347006

- ITS communication is a multiplex communication system. This enables the system to transmit and receive large quantities of data at high speed by connecting ICC sensor integrated unit, brake booster control unit, and accelerator pedal actuator with 2 communication lines.
- ITS communication lines adopt twisted-pair line style (two lines twisted) for noise immunity.

DTC Logic

INFOID:000000006347007

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|--|--|
| C1A38 (132) | APA CAN CIR1 | If ICC sensor integrated unit detects an error signal that is received from accelerator pedal actuator via ITS communication | Accelerator pedal actuator malfunction |

NOTE:

If DTC "C1A38" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1A38" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A38" detected as the current malfunction?

- YES >> Refer to [DAS-101, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347008

1. CHECK ICC SENSOR INTEGRATED UNIT SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A38" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
NO >> GO TO 2.

2. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Turn the ignition switch OFF.
2. Replace the accelerator pedal assembly.
3. Erases All self-diagnosis results.
4. Perform "All DTC Reading" again.
5. Check if the "C1A38" is detected in self-diagnosis results of "ICC/ADAS".

Is "C1A38" detected?

- YES >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).
NO >> INSPECTION END

Special Repair Requirement

INFOID:000000006347009

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit

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C1A38 ACCELERATOR PEDAL ACTUATOR CAN 1

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

- Replacement of ICC sensor integrated unit
- Check the operation after performing the accelerator pedal released position learning when the following operation is performed.
- Disconnection and connection of accelerator pedal position sensor connector
 - Replace accelerator pedal assembly

SPECIAL REPAIR REQUIREMENT

1.CHECK CONTROL UNIT REPLACED, REMOVED AND/OR INSTALLED

Perform the adjustment work after the replacement or removal and installation of ICC sensor integrated unit, replacement of accelerator pedal assembly, or disconnection or connection of accelerator pedal position sensor connector.

Which is replaced, removed or installed?

ICC sensor integrated unit>>GO TO 2.

Accelerator pedal assembly>>GO TO 3.

2.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 4.

3.ACCELERATOR PEDAL RELEASED POSITION LEARNING

Perform the Accelerator Pedal Released Position Learning. Refer to [EC-19. "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Description"](#).

>> GO TO 4.

4.CHECK DCA SYSTEM

1. Erase the self-diagnosis results, and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

C1A39 STEERING ANGLE SENSOR

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

C1A39 STEERING ANGLE SENSOR

Description

INFOID:000000006347010

It measures the rotation amount, rotation speed, and rotation direction of steering wheel, and then transmits them to ICC sensor integrated unit via CAN communication.

DTC Logic

INFOID:000000006347011

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|--------------------------------------|
| C1A39 (39) | STRG SEN CIR | If the steering angle sensor is malfunction | Steering angle sensor is malfunction |

NOTE:

If DTC "C1A39" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1A39" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "C1A39" detected as the current malfunction?

- YES >> Refer to [DAS-103, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347012

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A39" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "ABS".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [BRC-104, "DTC No. Index"](#).
NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Special Repair Requirement

INFOID:000000006347013

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

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DAS

C1A39 STEERING ANGLE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

C1A40 SYSTEM SWITCH CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1A40 SYSTEM SWITCH CIRCUIT

Description

INFOID:000000006347014

IBA OFF SWITCH

- The IBA ON/OFF operation is performed by IBA OFF switch.
- The IBA OFF switch signal is input to the brake booster control unit and transmits from the brake booster control unit to the ICC sensor integrated unit via ITS communication.

DTC Logic

INFOID:000000006347015

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detection condition | Possible causes |
|---------------------------|------------------------|--------------------------------------|--|
| C1A40 (40) | SYSTEM SW CIRC | If the IBA OFF switch is stuck to ON | <ul style="list-style-type: none">• IBA OFF switch circuit• IBA OFF switch• Brake booster control unit |

NOTE:

If DTC "C1A40" is displayed along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine and wait for approximately 10 minutes or more.
2. Perform "All DTC Reading" with CONSULT-III.
3. Check if the "C1A40" is detected as the current malfunction in "Self Diagnostic Result" of "ICC/ADAS".

Is "C1A40" detected as the current malfunction?

- YES >> Refer to [DAS-105, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347016

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A40" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts.
Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

NO >> GO TO 2.

2. CHECK DATA MONITOR

Check that "IBA SW" operate normally in "DATA MONITOR" of "ICC/ADAS".

Is the inspection result normal?

- YES >> Refer to [GI-42, "Intermittent Incident"](#).
NO >> GO TO 3.

3. CHECK IBA OFF SWITCH

1. Turn the ignition switch OFF.
2. Disconnect the IBA OFF switch connector.
3. Check the IBA OFF switch. Refer to [DAS-106, "Component Inspection \(IBA OFF Switch\)"](#).

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Replace the IBA OFF switch.

4. CHECK HARNESS BETWEEN BRAKE BOOSTER CONTROL UNIT AND IBA OFF SWITCH

1. Disconnect brake booster control unit connector.

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DAS

C1A40 SYSTEM SWITCH CIRCUIT

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

- Check for continuity between the brake booster control unit harness connector and IBA OFF switch harness connector.

| Brake booster control unit | | IBA OFF switch | | Continuity |
|----------------------------|----------|----------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| B249 | 40 | M187 | 7 | Existed |

- Check for continuity between brake booster control unit and ground.

| Brake booster control unit | | Ground | Continuity |
|----------------------------|----------|--------|-------------|
| Connector | Terminal | | |
| B249 | 40 | | Not existed |

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair the harnesses or connectors.

5.CHECK IBA OFF SWITCH GROUND CIRCUIT

Check for continuity between IBA OFF switch harness connector and ground.

| IBA OFF switch | | Ground | Continuity |
|----------------|----------|--------|------------|
| Connector | Terminal | | |
| M187 | 6 | | Existed |

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair the harnesses or connectors.

6.CHECK IBA OFF SWITCH SIGNAL

- Connect the brake booster control unit connector.
- Turn the ignition switch ON.
- Check voltage between brake booster control unit harness connector and ground.

| Terminals | | | Voltage (Approx.) |
|----------------------------|----------|--------|-------------------|
| (+) | | (-) | |
| Brake booster control unit | | Ground | Battery voltage |
| Connector | Terminal | | |
| B249 | 40 | | |

Is the inspection result normal?

YES >> Replace ICC sensor integrated unit. Refer to [DAS-196. "Exploded View"](#).

NO >> Replace the brake booster control unit.

Component Inspection (IBA OFF Switch)

INFOID:000000006347017

1.CHECK IBA OFF SWITCH

Check for continuity of IBA OFF switch.

| Terminal | Condition | Continuity |
|----------|-----------|-------------------------------------|
| 6 | 7 | When the IBA OFF switch is pressed |
| | | When the IBA OFF switch is released |
| | | Existed |
| | | Not existed |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace the IBA OFF switch.

C1A40 SYSTEM SWITCH CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

Special Repair Requirement

INFOID:000000006347018

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

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DAS

C1F01 ACCELERATOR PEDAL ACTUATOR

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1F01 ACCELERATOR PEDAL ACTUATOR

Description

INFOID:000000006347019

- The accelerator pedal actuator is integrated into the accelerator pedal assembly.
- The accelerator pedal actuator consists of the control unit and motor.

DTC Logic

INFOID:000000006347020

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|---|
| C1F01 (91) | APA MOTOR MALF | If the accelerator pedal actuator motor error is detected | Accelerator pedal actuator integrated motor malfunction |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn the ignition switch OFF.
2. Turn the ignition switch ON.
3. Slowly depress the accelerator pedal completely, and then release it.
4. Repeat step 3 several times.
5. Perform "All DTC Reading" with CONSULT-III.
6. Check if the DTC "C1F01" is detected as the current malfunction on the self-diagnosis results of "ICC/ADAS" or "ACCELE PEDAL ACT".

Is "C1F01" detected as the current malfunction?

- YES >> Refer to [DAS-108, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347021

1. REPLACE ACCELERATOR PEDAL ASSEMBLY

Perform DTC confirmation procedure. If "C1F01" is detected as the current malfunction, replace the accelerator pedal assembly. Refer to [DAS-108, "DTC Logic"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000006347022

DESCRIPTION

The accelerator pedal released position learning is necessary when the following operation is performed.

- Disconnection and connection of accelerator pedal assembly connector
- Replace accelerator pedal assembly

SPECIAL REPAIR REQUIREMENT

1. ACCELERATOR PEDAL RELEASED POSITION LEARNING

Perform the accelerator pedal released position learning. Refer to [EC-19, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

C1F01 ACCELERATOR PEDAL ACTUATOR

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

>> WORK END

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C1F02 ACCELERATOR PEDAL ACTUATOR

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1F02 ACCELERATOR PEDAL ACTUATOR

Description

INFOID:000000006347023

- The accelerator pedal actuator is integrated into the accelerator pedal assembly.
- The accelerator pedal actuator consists of the control unit and motor.

DTC Logic

INFOID:000000006347024

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|--|
| C1F02 (92) | APA C/U MALF | If the accelerator pedal actuator integrated control unit error is detected | Accelerator pedal actuator integrated control unit malfunction |

Diagnosis Procedure

INFOID:000000006347025

1. PERFORM THE SELF-DIAGNOSIS

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the DTC "C1F02" is detected as the current malfunction on the self-diagnosis results of "ICC/ADAS" or "ACCELE PEDAL ACT".

Is "C1F02" detected as the current malfunction?

- YES >> Replace the accelerator pedal assembly.
NO >> INSPECTION END

Special Repair Requirement

INFOID:000000006347026

DESCRIPTION

The accelerator pedal released position learning is necessary when the following operation is performed.

- Disconnection and connection of accelerator pedal assembly connector
- Replace accelerator pedal assembly

SPECIAL REPAIR REQUIREMENT

1. ACCELERATOR PEDAL RELEASED POSITION LEARNING

Perform the accelerator pedal released position learning. Refer to [EC-19, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

C1F03 ACCELERATOR PEDAL ACTUATOR

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1F03 ACCELERATOR PEDAL ACTUATOR

Description

INFOID:000000006347027

The accelerator pedal actuator is integrated into with a temperature sensor.

DTC Logic

INFOID:000000006347028

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|--|---|
| C1F03 | APA HI TEMP | If the accelerator pedal actuator integrated motor temperature is excessively high | Accelerator pedal actuator integrated motor malfunction |

NOTE:

When the accelerator pedal actuator operates excessively, "C1F03" may be detected temporarily.

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn the ignition switch OFF.
2. Wait for 10 minutes or more and cool the accelerator pedal actuator integrated motor.
3. Drive the vehicle with DCA switch ON and operate the system.
CAUTION:
Always drive safely.
4. Stop the vehicle.
5. Perform "All DTC Reading" with CONSULT-III.
6. Check if the DTC "C1F03" is detected as the current malfunction in self-diagnosis results of "ACCELERATOR PEDAL ACT".

Is "C1F03" detected as the current malfunction?

- YES >> Refer to [DAS-111, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347029

1. REPLACE ACCELERATOR PEDAL ASSEMBLY

Perform DTC confirmation procedure. If "C1F03" is detected, replace the accelerator pedal assembly. Refer to [DAS-111, "DTC Logic"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000006347030

DESCRIPTION

The accelerator pedal released position learning is necessary when the following operation is performed.

- Disconnection and connection of accelerator pedal assembly connector
- Replace accelerator pedal assembly

SPECIAL REPAIR REQUIREMENT

1. ACCELERATOR PEDAL RELEASED POSITION LEARNING

Perform the accelerator pedal released position learning. Refer to [EC-19, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)

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DAS

C1F03 ACCELERATOR PEDAL ACTUATOR

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

2. Check that the DCA system is normal.

>> WORK END

C1F05 ACCELERATOR PEDAL ACTUATOR POWER SUPPLY CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1F05 ACCELERATOR PEDAL ACTUATOR POWER SUPPLY CIRCUIT

Description

INFOID:000000006347031

Power is supplied from ignition power supply and battery power supply to the accelerator pedal actuator.

DTC Logic

INFOID:000000006347032

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|------------------------------|------------------------|--|--|
| C1F05 (95) | APA PWR SUPPLY CIR | The voltage input to accelerator pedal actuator is excessively low (approximately 8 V or less) or excessively high (approximately 19 V or more). | <ul style="list-style-type: none">• Harness, connector, or fuse• Accelerator pedal actuator |

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1F05" is detected as the current malfunction on the self-diagnosis results of "ICC/ADAS" or "ACCELE PEDAL ACT".

Is "C1F05" detected as the current malfunction?

YES >> Refer to [DAS-113, "Diagnosis Procedure"](#).

NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347033

1.CHECK POWER SUPPLY CIRCUIT

Check the accelerator pedal actuator power supply circuit. Refer to [DAS-141, "ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> Replace the accelerator pedal assembly.

NO >> Repair or replace the malfunctioning parts.

Special Repair Requirement

INFOID:000000006347034

DESCRIPTION

The accelerator pedal released position learning is necessary when the following operation is performed.

- Disconnection and connection of accelerator pedal assembly connector
- Replace accelerator pedal assembly

SPECIAL REPAIR REQUIREMENT

1.ACCELERATOR PEDAL RELEASED POSITION LEARNING

Perform the accelerator pedal released position learning. Refer to [EC-19, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

C1F05 ACCELERATOR PEDAL ACTUATOR POWER SUPPLY CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

>> WORK END

C1F06 CAN CIRCUIT2

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

C1F06 CAN CIRCUIT2

Description

INFOID:000000006347035

- ITS communication is a multiplex communication system. This enables the system to transmit and receive large quantities of data at high speed by connecting ICC sensor integrated unit, brake booster control unit, and accelerator pedal actuator with 2 communication lines.
- ITS communication lines adopt twisted-pair line style (two lines twisted) for noise immunity.

DTC Logic

INFOID:000000006347036

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|--|--|
| C1F06 | CAN CIR 2 | If accelerator pedal actuator detects an error signal that is received from ICC sensor integrated unit via ITS communication | ICC sensor integrated unit malfunction |

NOTE:

If DTC "C1F06" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135. "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1F06" is detected as the current malfunction in self-diagnosis results of "ACCELE PEDAL ACT".

Is "C1F06" detected as the current malfunction?

- YES >> Refer to [DAS-115. "Diagnosis Procedure"](#).
- NO >> Refer to [GI-42. "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347037

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1F06" in "Self Diagnostic Result" of "ACCELE PEDAL ACT".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135. "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
- NO >> GO TO 2.

2. REPLACE ICC SENSOR INTEGRATED UNIT

1. Turn the ignition switch OFF.
2. Replace the ICC sensor integrated unit. Refer to [DAS-196. "Exploded View"](#).
3. Erases All self-diagnosis results.
4. Perform "All DTC Reading" again.
5. Check if the "C1F06" is detected in self-diagnosis results of "ACCELE PEDAL ACT".

Is "C1F06" detected?

- YES >> Replace the accelerator pedal assembly.
- NO >> INSPECTION END

Special Repair Requirement

INFOID:000000006347038

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

< DTC/CIRCUIT DIAGNOSIS >

- Removal and installation of ICC sensor integrated unit
 - Replacement of ICC sensor integrated unit
- Check the operation after performing the accelerator pedal released position learning when the following operation is performed.
- Disconnection and connection of accelerator pedal position sensor connector
 - Replace accelerator pedal assembly

SPECIAL REPAIR REQUIREMENT

1.CHECK CONTROL UNIT REPLACED, REMOVED AND/OR INSTALLED

Perform the adjustment work after the replacement or removal and installation of ICC sensor integrated unit, replacement of accelerator pedal assembly, or disconnection or connection of accelerator pedal position sensor connector.

Which is replaced, removed or installed?

ICC sensor integrated unit>>GO TO 2.

Accelerator pedal assembly>>GO TO 3.

2.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 4.

3.ACCELERATOR PEDAL RELEASED POSITION LEARNING

Perform the Accelerator Pedal Released Position Learning. Refer to [EC-19, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Description"](#).

>> GO TO 4.

4.CHECK DCA SYSTEM

1. Erase the self-diagnosis results, and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

C1F07 CAN CIRCUIT1

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

C1F07 CAN CIRCUIT1

Description

INFOID:000000006347039

- ITS communication is a multiplex communication system. This enables the system to transmit and receive large quantities of data at high speed by connecting ICC sensor integrated unit, brake booster control unit, and accelerator pedal actuator with 2 communication lines.
- ITS communication lines adopt twisted-pair line style (two lines twisted) for noise immunity.

DTC Logic

INFOID:000000006347040

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|--|--|
| C1F07 | CAN CIR 1 | If accelerator pedal actuator detects an error signal that is received from ICC sensor integrated unit via ITS communication | ICC sensor integrated unit malfunction |

NOTE:

If DTC "C1F07" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135. "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1F07" is detected as the current malfunction in self-diagnosis results of "ACCELE PEDAL ACT".

Is "C1F07" detected as the current malfunction?

- YES >> Refer to [DAS-117. "Diagnosis Procedure"](#).
- NO >> Refer to [GI-42. "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347041

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1F07" in "Self Diagnosis Result" of "ACCELE PEDAL ACT".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135. "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
- NO >> GO TO 2.

2. REPLACE ICC SENSOR INTEGRATED UNIT

1. Turn the ignition switch OFF.
2. Replace the ICC sensor integrated unit. Refer to [DAS-196. "Exploded View"](#).
3. Erases All self-diagnosis results.
4. Perform "All DTC Reading" again.
5. Check if the "C1F07" is detected in self-diagnosis results of "ACCELE PEDAL ACT".

Is "C1F07" detected?

- YES >> Replace the accelerator pedal assembly.
- NO >> INSPECTION END

Special Repair Requirement

INFOID:000000006347042

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

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DAS

C1F07 CAN CIRCUIT1

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

- Removal and installation of ICC sensor integrated unit
 - Replacement of ICC sensor integrated unit
- Check the operation after performing the accelerator pedal released position learning when the following operation is performed.
- Disconnection and connection of accelerator pedal position sensor connector
 - Replace accelerator pedal assembly

SPECIAL REPAIR REQUIREMENT

1.CHECK CONTROL UNIT REPLACED, REMOVED AND/OR INSTALLED

Perform the adjustment work after the replacement or removal and installation of ICC sensor integrated unit, replacement of accelerator pedal assembly, or disconnection or connection of accelerator pedal position sensor connector.

Which is replaced, removed or installed?

ICC sensor integrated unit>>GO TO 2.

Accelerator pedal assembly>>GO TO 3.

2.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 4.

3.ACCELERATOR PEDAL RELEASED POSITION LEARNING

Perform the Accelerator Pedal Released Position Learning. Refer to [EC-19, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Description"](#).

>> GO TO 4.

4.CHECK DCA SYSTEM

1. Erase the self-diagnosis results, and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

U0121 VDC CAN 2

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

U0121 VDC CAN 2

Description

INFOID:000000006347043

ABS actuator and electric unit (control unit) transmits the VDC system signal to ICC sensor integrated unit via CAN communication.

DTC Logic

INFOID:000000006347044

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|---|
| U0121 (127) | VDC CAN CIR2 | If ICC sensor integrated unit detects an error signal that is received from ABS actuator and electric unit (control unit) via CAN communication | ABS actuator and electric unit (control unit) |

NOTE:

If DTC "U0121" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U0121" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "U0121" detected as the current malfunction?

- YES >> Refer to [DAS-119, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347045

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U0121" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "ABS".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [BRC-104, "DTC No. Index"](#).
NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Special Repair Requirement

INFOID:000000006347046

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

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DAS

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

U0126 STRG SEN CAN 1

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

U0126 STRG SEN CAN 1

Description

INFOID:000000006347047

It measures the rotation amount, rotation speed, and rotation direction of steering wheel, and then transmits them to ICC sensor integrated unit via CAN communication.

DTC Logic

INFOID:000000006347048

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|-----------------------------|
| U0126 (130) | STRG SEN CAN CIR1 | If ICC sensor integrated unit detects an error signal that is received from steering angle sensor via CAN communication | Steering angle sensor error |

NOTE:

If DTC "U0126" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U0126" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "U0126" detected as the current malfunction?

- YES >> Refer to [DAS-121, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347049

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U0126" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "ABS".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [BRC-104, "DTC No. Index"](#).
NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Special Repair Requirement

INFOID:000000006347050

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

U0126 STRG SEN CAN 1

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

U0129 BCU CAN 2

Description

INFOID:000000006347051

The brake booster control unit transmits the signal related to brake control to ICC sensor integrated unit via ITS communication.

DTC Logic

INFOID:000000006347052

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|--|----------------------------|
| U0129 (125) | BCU CAN CIR 2 | If ICC sensor integrated unit detects an error signal that is received from brake booster control unit via ITS communication | Brake booster control unit |

NOTE:

If DTC "U0129" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U0129" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "U0129" detected as the current malfunction?

- YES >> Refer to [DAS-123, "Diagnosis Procedure"](#).
- NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347053

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U0129" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
- NO >> GO TO 2.

2. REPLACE BRAKE BOOSTER CONTROL UNIT

1. Turn ignition switch OFF.
2. Replace brake booster control unit.
3. Erases All self-diagnosis results.
4. Perform DTC confirmation procedure. Refer to [DAS-123, "DTC Logic"](#).
5. Perform "All DTC Reading".
6. Check if the "U0129" is detected in "Self Diagnostic Result" of "ICC/ADAS".

Is "U0129" detected?

- YES >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).
- NO >> INSPECTION END

Special Repair Requirement

INFOID:000000006347054

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

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SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

-
1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
 2. Check that the DCA system is normal.

>> WORK END

U0401 ECM CAN 1

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

U0401 ECM CAN 1

Description

INFOID:000000006347055

ECM transmits the signal related to engine control [DCA system] to ICC sensor integrated unit via CAN communication.

DTC Logic

INFOID:000000006347056

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|-----------------|
| U0401 (120) | ECM CAN CIR1 | If ICC sensor integrated unit detects an error signal that is received from ECM via CAN communication | ECM |

NOTE:

If DTC "U0401" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U0401" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "U0401" detected as the current malfunction?

- YES >> Refer to [DAS-125, "Diagnosis Procedure"](#).
 NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347057

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U0401" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
 NO >> GO TO 2.

2. CHECK ECM SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "ENGINE".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [EC-559, "DTC Index"](#).
 NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Special Repair Requirement

INFOID:000000006347058

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

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DAS

U0401 ECM CAN 1

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

U0402 TCM CAN 1

Description

INFOID:000000006347059

TCM transmits the signal related to A/T control to ICC sensor integrated unit via CAN communication.

DTC Logic

INFOID:000000006347060

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|-----------------|
| U0402 (122) | TCM CAN CIR1 | If ICC sensor integrated unit detects an error signal that is received from TCM via CAN communication | TCM |

NOTE:

If DTC "U0402" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U0402" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "U0402" detected as the current malfunction?

- YES >> Refer to [DAS-127, "Diagnosis Procedure"](#).
- NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347061

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U0402" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
- NO >> GO TO 2.

2. CHECK TCM SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "TRANSMISSION".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [TM-156, "DTC Index"](#).
- NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Special Repair Requirement

INFOID:000000006347062

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT



U0402 TCM CAN 1

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

U0415 VDC CAN 1

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

U0415 VDC CAN 1

Description

INFOID:000000006347063

ABS actuator and electric unit (control unit) transmits the signal related to the VDC system to ICC sensor integrated unit via CAN communication.

DTC Logic

INFOID:000000006347064

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|---|
| U0415 (126) | VDC CAN CIR1 | If ICC sensor integrated unit detects an error signal that is received from ABS actuator and electric unit (control unit) via CAN communication | ABS actuator and electric unit (control unit) |

NOTE:

If DTC "U0415" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U0415" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "U0415" detected as the current malfunction?

- YES >> Refer to [DAS-129, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347065

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U0415" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "ABS".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [BRC-104, "DTC No. Index"](#).
NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Special Repair Requirement

INFOID:000000006347066

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

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DAS

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

U0418 BCU CAN 1

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

U0418 BCU CAN 1

Description

INFOID:000000006347067

The brake booster control unit transmits the signal related to brake control to ICC sensor integrated unit via ITS communication.

DTC Logic

INFOID:000000006347068

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|--|----------------------------|
| U0418 (124) | BCU CAN CIR1 | If ICC sensor integrated unit detects an error signal that is received from brake booster control unit via ITS communication | Brake booster control unit |

NOTE:

If DTC "U0418" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U0418" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "U0418" detected as the current malfunction?

- YES >> Refer to [DAS-131, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347069

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U0418" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts.
Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
NO >> GO TO 2.

2. REPLACE BRAKE BOOSTER CONTROL UNIT

1. Turn the ignition switch OFF.
2. Replace the brake booster control unit.
3. Erases All self-diagnosis results.
4. Perform DTC confirmation procedure. Refer to [DAS-131, "DTC Logic"](#).
5. Perform "All DTC Reading".
6. Check if the "U0418" is detected in "Self Diagnostic Result" of "ICC/ADAS".

Is "U0418" detected?

- YES >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).
NO >> INSPECTION END

Special Repair Requirement

INFOID:000000006347070

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

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DAS

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. CHECK DCA SYSTEM

-
1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
 2. Check that the DCA system is normal.

>> WORK END

U0428 STRG SEN CAN 2

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

U0428 STRG SEN CAN 2

Description

INFOID:000000006347071

It detects the rotation amount, rotation speed, and rotation direction of steering wheel, and then transmits them to ICC sensor integrated unit via CAN communication.

DTC Logic

INFOID:000000006347072

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|-----------------------|
| U0428 (131) | STRG SEN CAN CIR2 | If ICC sensor integrated unit detects an error signal that is received from steering angle sensor via CAN communication | Steering angle sensor |

NOTE:

If DTC "U0428" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the DCA system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U0428" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "U0428" detected as the current malfunction?

- YES >> Refer to [DAS-133, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347073

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U0428" in "Self Diagnostic Result" of "ICC/ADAS".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "ABS".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [BRC-104, "DTC No. Index"](#).
NO >> Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).

Special Repair Requirement

INFOID:000000006347074

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

U0428 STRG SEN CAN 2

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

U1000 CAN COMM CIRCUIT

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

U1000 CAN COMM CIRCUIT ICC SENSOR INTEGRATED UNIT

ICC SENSOR INTEGRATED UNIT : Description

INFOID:000000006347075

CAN COMMUNICATION

CAN (Controller Area Network) is a serial communication line for real time applications. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Modern vehicle is equipped with many electronic control units, 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, CAN-L) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads the required data only. CAN communication signal chart. Refer to [LAN-25, "CAN Communication Signal Chart"](#).

ITS COMMUNICATION

- ITS communication is a multiplex communication system. This enables the system to transmit and receive large quantities of data at high speed by connecting ICC sensor integrated unit, brake booster control unit, and accelerator pedal actuator with 2 communication lines.
- ITS communication lines adopt twisted-pair line style (two lines twisted) for noise immunity.

ICC SENSOR INTEGRATED UNIT : DTC Logic

INFOID:000000006347076

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|---------------------------|------------------------|---|--|
| U1000 (100) | CAN COMM CIRCUIT | If ICC sensor integrated unit is not transmitting or receiving CAN communication signal or ITS communication signal for 2 seconds or more | <ul style="list-style-type: none"> • CAN communication system • ITS communication system |

NOTE:

If "U1000" is detected, first diagnose the CAN communication system.

ICC SENSOR INTEGRATED UNIT : Diagnosis Procedure

INFOID:000000006347077

1.PERFORM THE SELF-DIAGNOSIS

1. Turn the ignition switch ON.
2. Turn the DCA system ON, and wait for 30 seconds or more.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U1000" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "U1000" detected as the current malfunction?

- YES >> Refer to [LAN-16, "Trouble Diagnosis Flow Chart"](#).
 NO >> Refer to [GI-42, "Intermittent Incident"](#).

ICC SENSOR INTEGRATED UNIT : Special Repair Requirement

INFOID:000000006347078

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

Check the operation after performing the accelerator pedal released position learning when the following operation is performed.

- Disconnection and connection of accelerator pedal position sensor connector
- Replace accelerator pedal assembly

SPECIAL REPAIR REQUIREMENT

- 1.CHECK CONTROL UNIT REPLACED, REMOVED AND/OR INSTALLED

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U1000 CAN COMM CIRCUIT

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

Perform the adjustment work after the replacement or removal and installation of ICC sensor integrated unit, replacement of accelerator pedal assembly, or disconnection or connection of accelerator pedal position sensor connector.

Which is replaced, removed or installed?

ICC sensor integrated unit>>GO TO 2.

Accelerator pedal assembly>>GO TO 3.

2.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 4.

3.ACCELERATOR PEDAL RELEASED POSITION LEARNING

Perform the Accelerator Pedal Released Position Learning. Refer to [EC-19, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Description"](#).

>> GO TO 4.

4.CHECK DCA SYSTEM

1. Erase the self-diagnosis results, and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

ACCELERATOR PEDAL ACTUATOR

ACCELERATOR PEDAL ACTUATOR : Description

INFOID:000000006347079

- ITS communication is a multiplex communication system. This enables the system to transmit and receive large quantities of data at high speed by connecting ICC sensor integrated unit, brake booster control unit, and accelerator pedal actuator with 2 communication lines.
- ITS communication lines adopt twisted-pair line style (two lines twisted) for noise immunity.

CAUTION:

ITS communication uses the twisted pair line. Be careful when repairing the wiring.

ACCELERATOR PEDAL ACTUATOR : DTC Logic

INFOID:000000006347080

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|--|--------------------------|
| U1000 | CAN COMM CIRCUIT | If accelerator pedal actuator is not transmitting or receiving ITS communication signal for 2 seconds or more. | ITS communication system |

ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure

INFOID:000000006347081

1.PERFORM THE SELF-DIAGNOSIS

1. Turn ignition switch ON.
2. Turn the DCA system ON, and wait for 2 seconds or more.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U1000" is detected as the current malfunction in self-diagnosis results of "ACCELE PEDAL ACT".

Is "U1000" detected as the current malfunction?

U1000 CAN COMM CIRCUIT

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> Refer to [LAN-16. "Trouble Diagnosis Flow Chart"](#).
NO >> Refer to [GI-42. "Intermittent Incident"](#).

ACCELERATOR PEDAL ACTUATOR : Special Repair Requirement

INFOID:000000006347082

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

Check the operation after performing the accelerator pedal released position learning when the following operation is performed.

- Disconnection and connection of accelerator pedal position sensor connector
- Replace accelerator pedal assembly

SPECIAL REPAIR REQUIREMENT

1. CHECK CONTROL UNIT REPLACED, REMOVED AND/OR INSTALLED

Perform the adjustment work after the replacement or removal and installation of ICC sensor integrated unit, replacement of accelerator pedal assembly, or disconnection or connection of accelerator pedal position sensor connector.

Which is replaced, removed or installed?

- ICC sensor integrated unit>>GO TO 2.
Accelerator pedal assembly>>GO TO 3.

2. LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 4.

3. ACCELERATOR PEDAL RELEASED POSITION LEARNING

Perform the Accelerator Pedal Released Position Learning. Refer to [EC-19. "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Description"](#).

>> GO TO 4.

4. CHECK DCA SYSTEM

1. Erase the self-diagnosis results, and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

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DAS

U1010 CONTROL UNIT (CAN)

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

U1010 CONTROL UNIT (CAN) ICC SENSOR INTEGRATED UNIT

ICC SENSOR INTEGRATED UNIT : Description

INFOID:000000006347083

- CAN controller controls the communication of CAN communication signal and the error detection.
- CAN controller controls the communication of ITS communication signal and the error detection.

ICC SENSOR INTEGRATED UNIT : DTC Logic

INFOID:000000006347084

DTC DETECTION LOGIC

| DTC (On board display) | Trouble diagnosis name | DTC detecting condition | Possible causes |
|------------------------------|------------------------|---|----------------------------|
| U1010 (110) | CONTROL UNIT (CAN) | If ICC sensor integrated unit detects malfunction by CAN controller initial diagnosis | ICC sensor integrated unit |

ICC SENSOR INTEGRATED UNIT : Diagnosis Procedure

INFOID:000000006347085

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn the DCA system ON.
2. Perform "All DTC Reading" with CONSULT-III.
3. Check if the "U1010" is detected as the current malfunction in self-diagnosis results of "ICC/ADAS".

Is "U1010" detected as the current malfunction?

- YES >> Replace the ICC sensor integrated unit.
NO >> INSPECTION END

ICC SENSOR INTEGRATED UNIT : Special Repair Requirement

INFOID:000000006347086

DESCRIPTION

Perform the action test after adjusting the laser beam aiming of ICC sensor integrated unit when the following operation is performed.

- Removal and installation of ICC sensor integrated unit
- Replacement of ICC sensor integrated unit

SPECIAL REPAIR REQUIREMENT

1.LASER BEAM AIMING ADJUSTMENT OF ICC SENSOR INTEGRATED UNIT

Adjust the laser beam aiming of the ICC sensor integrated unit. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

ACCELERATOR PEDAL ACTUATOR

ACCELERATOR PEDAL ACTUATOR : Description

INFOID:000000006347087

CAN controller controls the communication of ITS communication signal and the error detection.

U1010 CONTROL UNIT (CAN)

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

ACCELERATOR PEDAL ACTUATOR : DTC Logic

INFOID:000000006347088

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|--|----------------------------|
| U1010 | CONTROL UNIT (CAN) | If accelerator pedal actuator detects malfunction by CAN controller initial diagnosis. | Accelerator pedal actuator |

ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure

INFOID:000000006347089

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn the DCA system ON.
2. Perform "All DTC Reading" with CONSULT-III.
3. Check if the DTC "U1010" is detected as the current malfunction in self-diagnosis results of "ACCELERATOR PEDAL ACT".

Is "U1010" detected as the current malfunction?

- YES >> Replace the accelerator pedal assembly.
NO >> INSPECTION END

ACCELERATOR PEDAL ACTUATOR : Special Repair Requirement

INFOID:000000006347090

DESCRIPTION

The accelerator pedal released position learning is necessary when the following operation is performed.

- Disconnection and connection of accelerator pedal assembly connector
- Replace accelerator pedal assembly

SPECIAL REPAIR REQUIREMENT

1.ACCELERATOR PEDAL RELEASED POSITION LEARNING

Perform the accelerator pedal released position learning. Refer to [EC-19, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Description"](#).

>> GO TO 2.

2.CHECK DCA SYSTEM

1. Erase the "self-diagnosis results", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> WORK END

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DAS

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

POWER SUPPLY AND GROUND CIRCUIT ICC SENSOR INTEGRATED UNIT

ICC SENSOR INTEGRATED UNIT : Diagnosis Procedure

INFOID:000000006347091

1.CHECK FUSES

Check if any of the following fuses are blown:

| Signal name | Fuse No. |
|-----------------------|----------|
| Ignition power supply | 45 |

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the blown fuse after repairing the affected circuit if a fuse is blown.

2.CHECK ICC SENSOR INTEGRATED UNIT POWER SUPPLY CIRCUIT

1. Turn the ignition switch OFF.
2. Disconnect the ICC sensor integrated unit connector.
3. Turn the ignition switch ON.
4. Check voltage between ICC sensor integrated unit harness connector and ground.

| Terminal | | Voltage (Approx.) |
|----------------------------|----------|---------------------------|
| (+) | (-) | |
| ICC sensor integrated unit | | Ground Battery voltage |
| Connector | Terminal | |
| E67 | 1 | |

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the ICC sensor integrated unit power supply circuit.

3.CHECK ICC SENSOR INTEGRATED UNIT GROUND CIRCUIT

1. Turn the ignition switch OFF.
2. Check for continuity between ICC sensor integrated unit harness connector and ground.

| ICC sensor integrated unit | | Ground | Continuity |
|----------------------------|----------|--------|------------|
| Connector | Terminal | | |
| E67 | 4 | | Existed |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair the ICC sensor integrated unit ground circuit.

BRAKE BOOSTER CONTROL UNIT

BRAKE BOOSTER CONTROL UNIT : Diagnosis Procedure

INFOID:000000006347092

1.CHECK FUSES

Check if any of the following fuses are blown:

| Signal name | Fuse No. |
|-----------------------|----------|
| Battery power supply | 61 |
| Ignition power supply | 45 |

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the blown fuse after repairing the affected circuit if a fuse is blown.

POWER SUPPLY AND GROUND CIRCUIT

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

2.CHECK BRAKE BOOSTER CONTROL UNIT POWER SUPPLY CIRCUIT

1. Turn the ignition switch ON.
2. Check voltage between brake booster control unit harness connector and ground.

| Terminal | | Condition | Voltage (Approx.) |
|----------------------------|----------|--------------------|----------------------|
| (+) | (-) | | |
| Brake booster control unit | | Ignition switch | Battery volt- age |
| Connector | Terminal | | |
| B250 | 1 | OFF | |
| | 2 | | |
| B249 | 33 | ON | |
| | 42 | | |

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the brake booster control unit power supply circuit.

3.CHECK BRAKE BOOSTER CONTROL UNIT GROUND CIRCUIT

1. Turn the ignition switch OFF.
2. Disconnect brake booster control unit connector.
3. Check for continuity between brake booster control unit harness connector and ground.

| Brake booster control unit | | Ground | Continuity |
|----------------------------|----------|--------|------------|
| Connector | Terminal | | |
| B250 | 19 | | Existed |
| | 20 | | |
| B249 | 46 | | |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair the brake booster control unit ground circuit.

ACCELERATOR PEDAL ACTUATOR

ACCELERATOR PEDAL ACTUATOR : Diagnosis Procedure

INFOID:000000006347093

1.CHECK FUSES

Check if any of the following fuses are blown:

| Power supply | Fuse No. |
|-----------------------|----------|
| Battery power supply | 63 |
| Ignition power supply | 45 |

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the blown fuse after repairing the affected circuit if a fuse is blown.

2.CHECK ACCELERATOR PEDAL ACTUATOR POWER SUPPLY CIRCUIT

1. Turn the ignition switch OFF.
2. Disconnect the accelerator pedal actuator connector.
3. Check voltage between accelerator pedal actuator harness connector and ground.

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POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

| Terminals | | Condition | Voltage |
|----------------------------|----------|-----------------|-----------------|
| (+) | (-) | | |
| Accelerator pedal actuator | | Ignition switch | Battery voltage |
| Connector | Terminal | | |
| E113 | 2 | OFF | |
| | 1 | ON | |

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the accelerator pedal actuator power supply circuit.

3. CHECK ACCELERATOR PEDAL ACTUATOR GROUND CIRCUIT

1. Turn the ignition switch OFF.
2. Check for continuity between accelerator pedal actuator harness connector and ground.

| Accelerator pedal actuator | | Ground | Continuity |
|----------------------------|----------|--------|------------|
| Connector | Terminal | | |
| E113 | 4 | | Existed |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair the accelerator pedal actuator ground circuit.

ICC WARNING CHIME CIRCUIT

[DCA]

< DTC/CIRCUIT DIAGNOSIS >

ICC WARNING CHIME CIRCUIT

Description

INFOID:000000006347094

- The ICC sensor integrated unit transmits the buzzer output signal to the brake booster control unit via ITS communication.
- The brake booster control unit outputs the buzzer output signal to the ICC warning chime.
- A warning chime sounds when the system is canceled or when the vehicle distance from the vehicle ahead is too close.

Component Function Check

INFOID:000000006347095

1. ICC WARNING CHIME OPERATION INSPECTION

1. Select the active test item "ICC BUZZER" of "ICC/ADAS" with CONSULT-III.
2. Check if the ICC warning chime sounds when operating each test item.

Does the ICC warning chime sound?

- YES >> The ICC warning chime circuit is normal.
NO >> Refer to [DAS-143. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000006347096

1. CHECK ICC WARNING CHIME POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect the ICC warning chime connector.
3. Turn ignition switch ON.
4. Check voltage between ICC warning chime harness connector and ground.

| Terminals | | Voltage (Approx.) |
|-------------------|----------|----------------------|
| (+) | (-) | |
| ICC warning chime | | Ground |
| Connector | Terminal | |
| M186 | 1 | |
| | | Battery voltage |

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the harnesses or connectors.

2. CHECK ICC WARNING CHIME SIGNAL CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect brake booster control unit connector.
3. Check for continuity between the ICC warning chime harness connector and brake booster control unit harness connector.

| ICC warning chime | | Brake booster control unit | | Continuity |
|-------------------|----------|----------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| M186 | 3 | B250 | 21 | Existed |

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Repair the harnesses or connectors.

3. CHECK ICC WARNING CHIME SIGNAL CIRCUIT SHORT

Check for continuity between ICC warning chime harness connector and ground.

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ICC WARNING CHIME CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[DCA]

| ICC warning chime | | Ground | Continuity |
|-------------------|----------|--------|-------------|
| Connector | Terminal | | |
| M186 | 3 | | Not existed |

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair the harnesses or connectors.

4.CHECK ICC WARNING CHIME

Check the ICC warning chime. Refer to [DAS-144, "Component Inspection"](#).

Is the inspection result normal?

YES >> Replace the brake booster control unit.

NO >> Replace the ICC warning chime.

Component Inspection

INFOID:000000006347097

1.ICC WARNING CHIME INSPECTION

Apply the battery voltage between ICC warning chime terminals, and then check if the ICC warning chime sounds.

| Terminal | | Condition | Warning chime |
|----------|-----|---|----------------|
| (+) | (-) | | |
| 1 | 3 | When the battery voltage is applied | Sounds |
| | | When the battery voltage is not applied | Does not sound |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace the ICC warning chime.

ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[DCA]

ECU DIAGNOSIS INFORMATION

ICC SENSOR INTEGRATED UNIT

Reference Value

INFOID:0000000006882385

VALUES ON THE DIAGNOSIS TOOL

| Monitor item | Condition | | Value/Status |
|---------------|--|--|--|
| MAIN SW | Ignition switch ON | When MAIN switch is pressed | On |
| | | When MAIN switch is not pressed | Off |
| SET/COAST SW | Ignition switch ON | When SET/COAST switch is pressed | On |
| | | When SET/COAST switch is not pressed | Off |
| CANCEL SW | Ignition switch ON | When CANCEL switch is pressed | On |
| | | When CANCEL switch is not pressed | Off |
| RESUME/ACC SW | Ignition switch ON | When RESUME/ACCELERATE switch is pressed | On |
| | | When RESUME/ACCELERATE switch is not pressed | Off |
| DISTANCE SW | Ignition switch ON | When DISTANCE switch is pressed | On |
| | | When DISTANCE switch is not pressed | Off |
| CRUISE OPE | Drive the vehicle and operate the ICC system. | When ICC system is controlling | On |
| | | When ICC system is not controlling | Off |
| BRAKE SW | Ignition switch ON | When brake pedal is depressed | Off |
| | | When brake pedal is not depressed | On |
| STOP LAMP SW | Ignition switch ON | When brake pedal is depressed | On |
| | | When brake pedal is not depressed | Off |
| IDLE SW | Engine running | Idling | On |
| | | Except idling (depress accelerator pedal) | Off |
| SET DISTANCE | <ul style="list-style-type: none"> Start the engine and turn the ICC system ON. Press the DISTANCE switch to change the vehicle-to-vehicle distance setting. | When set to "long" | Long |
| | | When set to "middle" | Mid |
| | | When set to "short" | Short |
| CRUISE LAMP | Start the engine and press MAIN switch. | ICC system ON (MAIN switch indicator ON) | On |
| | | ICC system OFF (MAIN switch indicator OFF) | Off |
| OWN VHCL | Start the engine and press MAIN switch. | ICC system ON (Own vehicle indicator ON) | On |
| | | ICC system OFF (Own vehicle indicator OFF) | Off |
| VHCL AHEAD | Drive the vehicle and activate the vehicle-to-vehicle distance control mode. | When a vehicle ahead is detected (vehicle ahead detection indicator ON) | On |
| | | When a vehicle ahead is not detected (vehicle ahead detection indicator OFF) | Off |
| ICC WARNING | Start the engine and press the MAIN switch. | When ICC system is malfunctioning (ICC system warning lamp ON) | On |
| | | When ICC system is normal (ICC system warning lamp OFF) | Off |
| VHCL SPEED SE | While driving | | Value of vehicle speed signal (wheel speed) |

ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[DCA]

| Monitor item | Condition | | Value/Status |
|---------------|--|--|--|
| SET VHCL SPD | While driving | When vehicle speed is set | Displays the set vehicle speed. |
| BUZZER O/P | Engine running | When the buzzer output signal is output | On |
| | | When the buzzer output signal is not output | Off |
| THRTL SENSOR | NOTE: The item is indicated, but not monitored. | | 0.0 |
| ENGINE RPM | Engine running | | Equivalent to tachometer reading |
| WIPER SW | Ignition switch ON | Wiper not operating | Off |
| | | Wiper LO operation | Low |
| | | Wiper HI operation | High |
| YAW RATE | NOTE: The item is indicated, but not monitored. | | 0.0 |
| BA WARNING | Engine running | IBA OFF indicator lamp ON • When IBA system is malfunctioning • When IBA system is turned to OFF | On |
| | | IBA OFF indicator lamp OFF • When IBA system is normal • When IBA system is turned to ON | Off |
| FUNC ITEM | Ignition switch ON | | FUNC1 |
| LDP SELECT | Ignition switch ON | When the LDP system setting is ON | On |
| | | When the LDP system setting is OFF | Off |
| DCA SELECT | Ignition switch ON | When the DCA system setting is ON | On |
| | | When the DCA system setting is OFF | Off |
| RELEASE SW NO | Engine running | When brake pedal is depressed | On |
| | | When brake pedal is not depressed | Off |
| RELEASE SW NC | Engine running | When brake pedal is depressed | Off |
| | | When brake pedal is not depressed | On |
| STP LMP DRIVE | Drive the vehicle and activate the vehicle-to-vehicle distance control mode. | When ICC brake hold relay is activated | On |
| | | When the ICC brake hold relay is not activated | Off |
| PRESS SENS | Engine running | When brake pedal is not depressed | 0.0 |
| | | When brake pedal is depressed | Brake fluid pressure value |
| D RANGE SW | Engine running | When the selector lever is in "D", "DS" position or manual mode | On |
| | | When the selector lever is in any position other than "D", "DS" or manual mode | Off |
| NP RANGE SW | Engine running | When the selector lever is in "N", "P" position | On |
| | | When the selector lever is in any position other than "N", "P" | Off |
| PKB SW | Ignition switch ON | When the parking brake is applied | On |
| | | When the parking brake is released | Off |
| PWR SUP MONI | Engine running | | Power supply voltage value of ICC sensor integrated unit |
| VHCL SPD AT | While driving | | Value of A/T vehicle speed sensor signal |

ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[DCA]

| Monitor item | Condition | | Value/Status |
|---------------|--|--|---|
| THRTL OPENING | Engine running | Depress accelerator pedal | Displays the throttle position. |
| GEAR | While driving | | Displays the shift position. |
| CLUTCH SW SIG | NOTE: The item is indicated, but not monitored. | | Off |
| NP SW SIG | NOTE: The item is indicated, but not used. | | — |
| MODE SIG | Start the engine and press MAIN switch. | When ICC system is deactivated | Off |
| | | When vehicle-to-vehicle distance control mode is activated | ICC |
| | | When conventional (fixed speed) cruise control mode is activated | ASCD |
| SET DISP IND | <ul style="list-style-type: none"> • Start the engine and activate the conventional (fixed speed) cruise control mode. • Press SET/COAST switch. | SET switch indicator lamp ON | On |
| | | SET switch indicator lamp OFF | Off |
| LDP SYSTEM ON | Engine running | When the LDP system is ON (LDP ON indicator lamp ON) | On |
| | | When the LDP system is OFF (LDP ON indicator lamp OFF) | Off |
| LDW SYSTEM ON | Ignition switch ON | When the LDW system is ON (Warning systems ON indicator lamp ON) | On |
| | | When the LDW system is OFF (Warning systems ON indicator lamp OFF) | Off |
| FCW SYSTEM ON | Ignition switch ON | When the FCW system is ON (Warning systems ON indicator lamp ON) | On |
| | | When the FCW system is OFF (Warning systems ON indicator lamp OFF) | Off |
| DISTANCE | Drive the vehicle and activate the vehicle-to-vehicle distance control mode. | When a vehicle ahead is detected | Displays the distance from the preceding vehicle. |
| | | When a vehicle ahead is not detected | 0.0 |
| RELATIVE SPD | Drive the vehicle and activate the vehicle-to-vehicle distance control mode. | When a vehicle ahead is detected | Displays the relative speed. |
| | | When a vehicle ahead is not detected | 0.0 |
| DCA ON SW | NOTE: The item is indicated, but not monitored. | | Off |
| DCA ON IND | Start the engine | DCA system OFF (DCA system switch indicator OFF) | Off |
| | | DCA system ON (DCA system switch indicator ON) | On |
| DCA VHL AHED | Drive the vehicle and activate the DCA system. | When a vehicle ahead is not detected (vehicle ahead detection indicator OFF) | Off |
| | | When a vehicle ahead is detected (vehicle ahead detection indicator ON) | On |
| IBA SW | Ignition switch ON | When the IBA OFF switch is not pressed | Off |
| | | When the IBA OFF switch is pressed | On |
| DYNA ASIST SW | Ignition switch ON | When the dynamic driver assistance switch is pressed | On |
| | | When the dynamic driver assistance switch is not pressed | Off |

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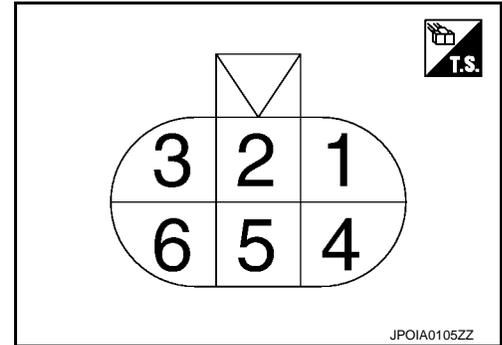
ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[DCA]

| Monitor item | Condition | Value/Status |
|--------------|--------------------|---|
| APA TEMP | Engine running | Display the accelerator pedal actuator integrated motor temperature |
| APA PWR | Ignition switch ON | Power supply voltage |

TERMINAL LAYOUT



PHYSICAL VALUES

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|------------------------------|--------|-----------------------|------------------|--------------------|--------------------|
| + | - | Signal name | Input/ Output | | |
| 1 (R) | Ground | Ignition power supply | Input | Ignition switch ON | Battery voltage |
| 2 (L) | | ITS communication-H | Input/ Output | — | — |
| 3 (L) | | CAN-H | Input/ Output | — | — |
| 4 (B) | | Ground | — | Ignition switch ON | 0 V |
| 5 (P) | | ITS communication-L | Input/ Output | — | — |
| 6 (P) | | CAN-L | Input/ Output | — | — |

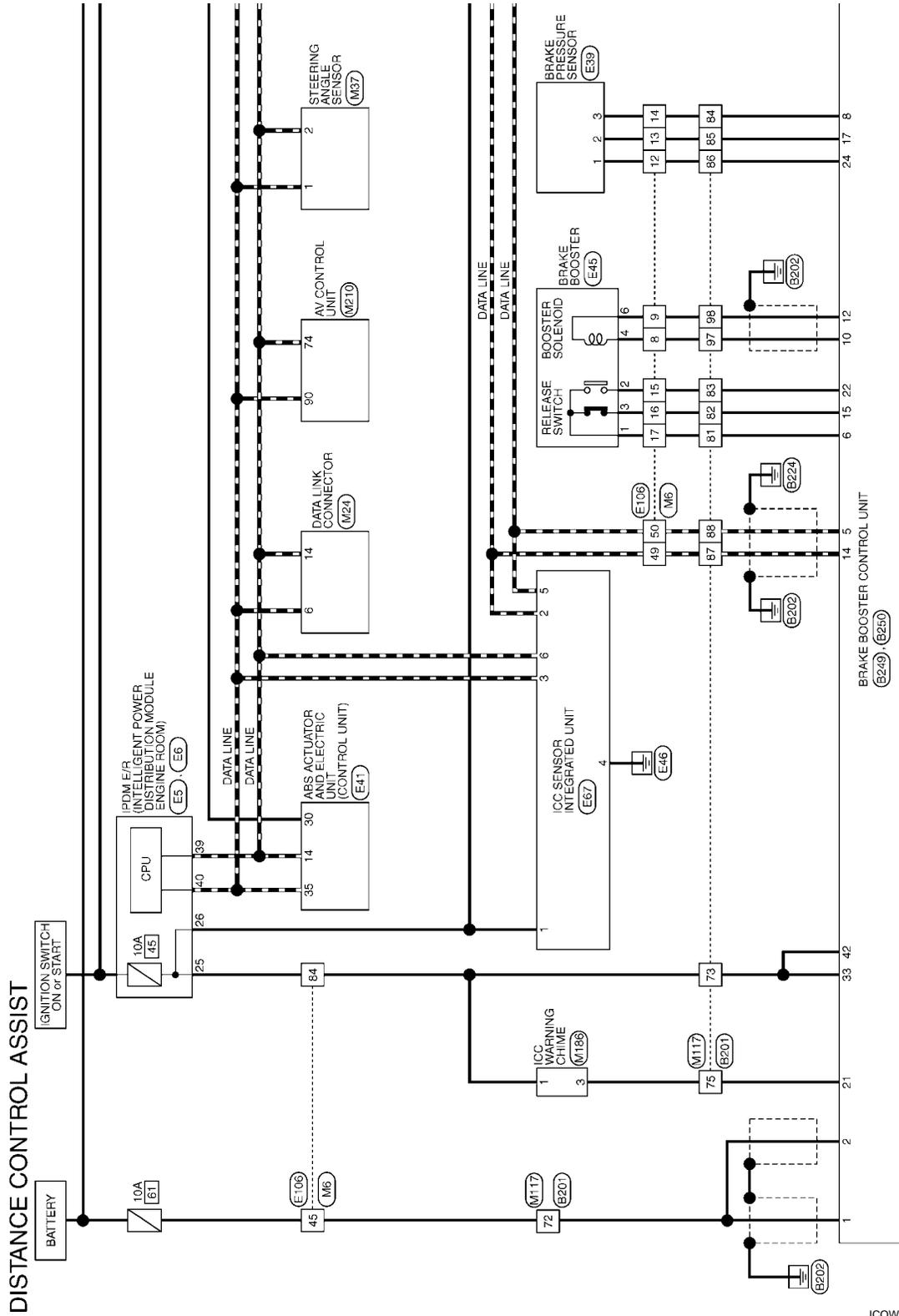
ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[DCA]

Wiring Diagram - DISTANCE CONTROL ASSIST -

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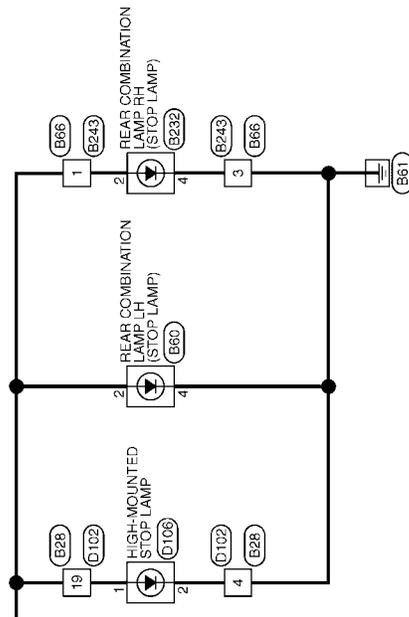
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ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[DCA]

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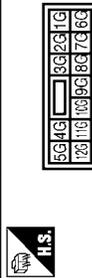
ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

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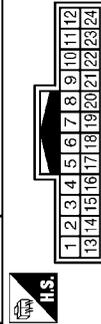
DISTANCE CONTROL ASSIST

| | |
|----------------|------------------|
| Connector No. | B6 |
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | HS2BF-CS |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 4G | R | - |
| 5G | LG | - |
| 10G | W | - |
| 11G | W | - |
| 12G | GR | - |

| | |
|----------------|--------------|
| Connector No. | B28 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH24MW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|---------------------------------|
| 1 | GR | - |
| 2 | W | - |
| 3 | B | - |
| 4 | R | - |
| 5 | BR | - |
| 6 | BG | - |
| 7 | BR | - |
| 8 | BR | - |
| 9 | R | - [With around view monitor] |
| 10 | SHIELD | - [Without around view monitor] |
| 11 | Y | - [With around view monitor] |
| 12 | B | - [Without around view monitor] |
| 13 | W | - [With around view monitor] |
| 14 | L | - [Without around view monitor] |
| 15 | B | - [With around view monitor] |
| 16 | W | - [Without around view monitor] |
| 17 | L | - [With around view monitor] |
| 18 | R | - [Without around view monitor] |
| 19 | SHIELD | - |
| 20 | LG | - |
| 21 | BG | - |
| 22 | W | - |
| 23 | W | - |
| 24 | B | - |

| | |
|----|----|
| 22 | P |
| 23 | BR |
| 24 | R |

| | |
|----------------|--------------------------|
| Connector No. | B60 |
| Connector Name | REAR COMBINATION LAMP LH |
| Connector Type | TH04MW-NH |



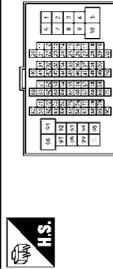
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | - |
| 2 | LG | - |
| 4 | B | - |

| | |
|----------------|--------------|
| Connector No. | B66 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH24MW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | LG | - |
| 2 | R | - |
| 3 | B | - |
| 4 | L | - |
| 5 | W | - |
| 6 | B | - |
| 7 | BR | - |
| 8 | BR | - |
| 9 | BR | - |
| 10 | BR | - |
| 11 | BR | - |
| 12 | BR | - |
| 13 | BR | - |
| 14 | BR | - |
| 15 | BR | - |
| 16 | BR | - |
| 17 | BG | - |
| 18 | P | - |

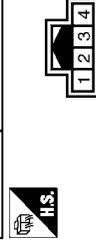
| | |
|----------------|-----------------|
| Connector No. | B201 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH06FN-CS16-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | - |
| 2 | R | - |
| 3 | GR | - |
| 4 | BG | - |
| 7 | LG | - |
| 10 | W | - |
| 15 | SB | - |
| 16 | V | - |
| 17 | BR | - |
| 26 | BR | - |
| 27 | L | - |
| 28 | Y | - |
| 29 | Y | - |
| 30 | GR | - |
| 31 | R | - |
| 32 | BR | - |
| 33 | G | - |
| 51 | R | - |
| 52 | V | - |
| 55 | G | - |
| 56 | R | - |
| 57 | W | - |
| 58 | B | - |
| 59 | SHIELD | - |
| 60 | LG | - |
| 61 | W | - |
| 62 | BR | - |
| 63 | P | - |
| 64 | L | - |
| 65 | B | - |
| 66 | P | - |
| 67 | L | - |
| 68 | SHIELD | - |
| 69 | V | - |
| 70 | Y | - |
| 71 | SB | - |
| 72 | W | - |
| 73 | BR | - |

| | |
|-----|----|
| 75 | Y |
| 80 | V |
| 81 | SB |
| 82 | LG |
| 83 | P |
| 84 | R |
| 85 | L |
| 86 | BG |
| 87 | L |
| 88 | P |
| 91 | V |
| 92 | R |
| 94 | R |
| 95 | SB |
| 96 | G |
| 97 | G |
| 98 | R |
| 99 | P |
| 100 | L |

| | |
|----------------|--------------------------|
| Connector No. | E232 |
| Connector Name | REAR COMBINATION LAMP RH |
| Connector Type | TH04MW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | - |
| 2 | LG | - |
| 4 | B | - |

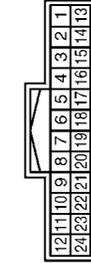
ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

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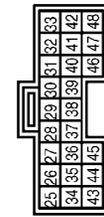
DISTANCE CONTROL ASSIST

| | |
|----------------|--------------|
| Connector No. | B243 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH24FW-NH |



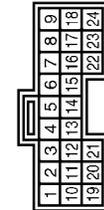
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | LG | - |
| 2 | R | - |
| 3 | B | - |
| 13 | L | - |
| 14 | W | - |
| 15 | GR | - |
| 16 | BR | - |
| 17 | LG | - |
| 18 | L | - |

| | |
|----------------|----------------------------|
| Connector No. | B243 |
| Connector Name | BRAKE BOOSTER CONTROL UNIT |
| Connector Type | TK24FGY |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 33 | BR | IGNITION |
| 40 | SB | IGA OFF SW |
| 42 | G | IGNITION |
| 46 | B | GND |
| 47 | V | BRAKE HOLD RLY DRIVE SIGNAL |

| | |
|----------------|----------------------------|
| Connector No. | B250 |
| Connector Name | BRAKE BOOSTER CONTROL UNIT |
| Connector Type | TK24FW |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | BATTERY |
| 2 | W | BATTERY |
| 5 | P | ITS COMM L |
| 6 | SB | RELEASE SW PWR |
| 8 | R | BRAKE PRESSURE SEN PWR |
| 10 | G | BOOSTER SOL PWR |
| 12 | R | BOOSTER SOL GND |
| 14 | L | ITS COMM H |
| 15 | LG | RELEASE SW (NG) |
| 17 | L | BRAKE PRESSURE SEN SIGNAL |
| 19 | B | GND |
| 20 | B | GND |
| 21 | Y | CHIME SIGNAL |
| 22 | P | RELEASE SW (NO) |
| 24 | BG | BRAKE PRESSURE SEN GND |

| | |
|----------------|--------------|
| Connector No. | D102 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH24FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | GR | - |
| 3 | W | - |
| 4 | B | - |
| 5 | R | - |
| 6 | O | - |
| 13 | R | - |
| 14 | L | - |

| | | |
|----|--------|---------------------------------|
| 14 | SHIELD | - [Without around view monitor] |
| 15 | Y | - |
| 16 | G | - [With around view monitor] |
| 18 | L | - [Without around view monitor] |
| 17 | W | - [With around view monitor] |
| 17 | G | - [Without around view monitor] |
| 18 | SHIELD | - |
| 18 | LG | - |
| 20 | O | - |
| 21 | V | - |
| 22 | P | - |
| 23 | BR | - |
| 24 | R | - |

| | |
|----------------|------------------------|
| Connector No. | D106 |
| Connector Name | HIGH MOUNTED STOP LAMP |
| Connector Type | TK22MW |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | LG | - |
| 2 | B | - |

| | |
|----------------|---|
| Connector No. | E5 |
| Connector Name | SMALL INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM |
| Connector Type | TH24FW-MS-IV |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 39 | P | - |
| 40 | L | - |
| 41 | B/W | - |
| 42 | Y | - |
| 43 | SB | - |
| 44 | BR | - |
| 45 | G | - |
| 46 | R | - |

| | |
|----------------|---|
| Connector No. | E8 |
| Connector Name | SMALL INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM |
| Connector Type | TH108FW-NH |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 3 | L | - |
| 4 | B | - |
| 5 | L | - |
| 7 | R | - |
| 11 | BR | - |
| 12 | B/W | - |

| | | |
|----|----|---|
| 13 | Y | - |
| 16 | LG | - |
| 19 | W | - |
| 23 | G | - |
| 26 | R | - |
| 27 | EG | - |
| 28 | L | - |
| 30 | GR | - |
| 32 | L | - |
| 33 | P | - |
| 36 | G | - |

| | |
|----------------|---|
| Connector No. | E8 |
| Connector Name | SMALL INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM |
| Connector Type | TH108FW-NH |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 42 | L | - |
| 41 | L | - |
| 40 | L | - |
| 41 | B/W | - |
| 42 | Y | - |
| 43 | SB | - |
| 44 | BR | - |
| 45 | G | - |
| 46 | R | - |

| | |
|----------------|---|
| Connector No. | E8 |
| Connector Name | SMALL INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM |
| Connector Type | TH108FW-NH |

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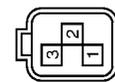
ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[DCA]

DISTANCE CONTROL ASSIST

| | |
|----------------|-----------------------|
| Connector No. | E39 |
| Connector Name | BRAKE PRESSURE SENSOR |
| Connector Type | AA20PE2-S |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | BG | Psen-GND |
| 2 | L | Psen-SIG |
| 3 | R | Psen-PWR |

| | |
|----------------|---|
| Connector No. | E41 |
| Connector Name | ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) |
| Connector Type | BAA4PEF-A1Z4-LH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | B | GND |
| 2 | G | UBNR |
| 3 | R | UBVR |
| 4 | B | GND |
| 5 | Y | DS FL |
| 6 | BG | DP RL |
| 7 | BR | DP RR |
| 8 | B | DP FR |
| 10 | W | DS FR |
| 14 | P | CAN-L |
| 25 | Y | BUS-L |
| 26 | LG | DP FL |
| 27 | GR | DS RL |
| 28 | G | UZ |
| 29 | LG | DS RR |
| 30 | SB | BLS |
| 31 | R | VDC OFF SW |
| 35 | L | CAN-H |
| 45 | B | BUS-H |

| | |
|----------------|---------------|
| Connector No. | E45 |
| Connector Name | BRAKE BOOSTER |
| Connector Type | RV08FGY |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | SB | - |
| 2 | P | - |
| 3 | V | - |
| 4 | Y | - |
| 6 | BR | - |

| | |
|----------------|----------------------|
| Connector No. | E60 |
| Connector Name | ICC BRAKE HOLD RELAY |
| Connector Type | M08FGY-R-US |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | V | - |
| 2 | B | - |
| 3 | P | - |
| 4 | SB | - |
| 6 | P | - |
| 7 | R | - |

| | |
|----------------|----------------------------|
| Connector No. | E67 |
| Connector Name | ICC SENSOR INTEGRATED UNIT |
| Connector Type | RS08FE-PR |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | IGNITION |
| 2 | L | ITS COMM-H |
| 3 | L | CAN-H |
| 4 | B | GND |
| 5 | P | ITS COMM-L |
| 8 | P | CAN-L |

| | |
|----------------|------------------|
| Connector No. | E103 |
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | MS18FW-GS |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1F | SB | - |
| 2F | W | - |
| 4F | G | - |
| 6F | BR | - |
| 8F | L | - |
| 9F | R | - |

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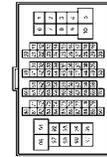
ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[DCA]

DISTANCE CONTROL ASSIST

| | |
|----------------|-----------------|
| Connector No. | E106 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80PW-CS16-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | |
| 2 | W | |
| 3 | B | |
| 4 | GR | |
| 5 | GR | |
| 6 | Y | |
| 8 | BR | |
| 10 | EG | |
| 11 | SB | |
| 12 | EG | |
| 13 | L | |
| 14 | R | |
| 15 | P | |
| 16 | V | |
| 17 | SB | |
| 18 | V | |
| 20 | EG | |
| 21 | L | |
| 22 | V | |
| 23 | G | |
| 24 | P | |
| 26 | V | |
| 26 | V | |
| 27 | W | |
| 28 | G | |
| 31 | EG | |
| 32 | W | |
| 33 | B | |
| 34 | R | |
| 35 | G | |
| 36 | SHIELD | |
| 37 | V | |
| 38 | BR | |
| 39 | EG | |
| 41 | W | |
| 42 | G | |
| 43 | BR | |
| 45 | W | |

| | | |
|----|--------|--|
| 49 | L | |
| 50 | P | |
| 51 | L | |
| 52 | L | |
| 53 | P | |
| 54 | EG | |
| 56 | BR | |
| 57 | BR | |
| 59 | W | |
| 60 | LG | |
| 61 | G | |
| 62 | SB | |
| 63 | W | |
| 64 | B | |
| 65 | G | |
| 66 | R | |
| 67 | SHIELD | |
| 68 | Y | |
| 68 | LG | |
| 70 | W | |
| 71 | R | |
| 72 | Y | |
| 73 | B | |
| 74 | BR | |
| 74 | L | |
| 75 | G | |
| 75 | G | |
| 75 | W | |
| 76 | W | |
| 76 | Y | |
| 77 | R | |
| 77 | P | |
| 78 | L | |
| 78 | BR | |
| 79 | L | |
| 79 | L | |
| 80 | SB | |
| 81 | R | |
| 82 | SB | |
| 83 | EG | |
| 84 | G | |
| 85 | L | |
| 86 | P | |
| 87 | V | |
| 88 | GR | |
| 90 | SHIELD | |
| 91 | W | |
| 92 | Y | |
| 93 | V | |
| 94 | LG | |
| 95 | EG | |
| 96 | P | |
| 97 | R | |

| | | |
|-----|--------|--|
| 98 | SHIELD | |
| 99 | L | |
| 100 | P | |

| | |
|----------------|------------------|
| Connector No. | E110 |
| Connector Name | STOP LAMP SWITCH |
| Connector Type | MD2FWR-LC |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | L | |
| 2 | W | |
| 3 | Y | |
| 4 | SB | |

| | |
|----------------|------------------|
| Connector No. | E111 |
| Connector Name | ICC BRAKE SWITCH |
| Connector Type | MD2FER-LC |



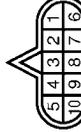
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | SB | |
| 2 | SB | |

| | |
|----------------|----------------------------|
| Connector No. | E113 |
| Connector Name | ACCELERATOR PEDAL ACTUATOR |
| Connector Type | KD208FB |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | |
| 2 | EG | |
| 3 | P | |
| 4 | B/W | |
| 5 | L | |

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



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | Y | |
| 2 | BR | |
| 3 | L | |
| 4 | V | |
| 5 | B | |
| 6 | Y | |
| 7 | R | |
| 8 | P | |
| 9 | GR | |
| 10 | B | |

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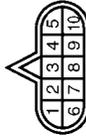
ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[DCA]

DISTANCE CONTROL ASSIST

| | |
|----------------|-----------------------------------|
| Connector No. | F301 |
| Connector Name | TCM (TRANSMISSION CONTROL MODULE) |
| Connector Type | SP10FG |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | - | VIGN |
| 2 | - | BATT |
| 3 | - | CAN-H |
| 4 | - | KLINE |
| 5 | - | GND |
| 6 | - | VIGN |
| 7 | - | REV LAMP RLY |
| 8 | - | CAN-L |
| 9 | - | START RLY |
| 10 | - | GND |

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



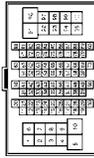
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1A | GR | - |
| 2A | G | - |
| 3A | L | - |
| 4A | P | - |
| 5A | V | - |
| 6A | Y | - |
| 7A | R | - |
| 8A | L | - |

| | |
|----------------|------------------|
| Connector No. | M2 |
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | NS10FH-CS |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 3B | P | - |
| 4B | G | - |
| 5B | BG | - |
| 6B | Y | - |
| 7B | P | - |
| 8B | R | - |
| 9B | SB | - |

| | |
|----------------|-----------------|
| Connector No. | M6 |
| Connector Name | WIRE TO WIRE |
| Connector Type | THR8MW-CS16-TM4 |

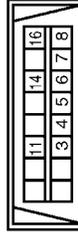


| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | - |
| 2 | R | - |
| 3 | B | - |
| 4 | SHIELD | - |
| 5 | G | - |
| 6 | Y | - |
| 7 | LG | - |
| 8 | BR | - |
| 9 | R | - |
| 10 | BR | - |
| 11 | BR | - |
| 12 | BG | - |
| 13 | L | - |
| 14 | R | - |
| 15 | P | - |
| 16 | V | - |
| 17 | SB | - |

| | | |
|----|--------|---|
| 18 | V | - |
| 20 | BG | - |
| 21 | L | - |
| 22 | W | - |
| 23 | P | - |
| 24 | BR | - |
| 25 | Y | - |
| 26 | V | - |
| 27 | G | - |
| 28 | G | - |
| 31 | L | - |
| 32 | G | - |
| 33 | B | - |
| 34 | W | - |
| 35 | R | - |
| 36 | SHIELD | - |
| 37 | V | - |
| 38 | BG | - |
| 39 | BR | - |
| 41 | W | - |
| 42 | BG | - |
| 43 | BG | - |
| 45 | W | - |
| 49 | L | - |
| 50 | P | - |
| 51 | BR | - |
| 52 | L | - |
| 53 | P | - |
| 54 | Y | - |
| 56 | BR | - |
| 57 | G | - |
| 59 | W | - |
| 60 | L | - |
| 61 | G | - |
| 62 | SB | - |
| 63 | G | - |
| 64 | B | - |
| 65 | W | - |
| 66 | R | - |
| 67 | SHIELD | - |
| 68 | Y | - |
| 69 | GR | - |
| 70 | LG | - |
| 71 | LG | - |
| 72 | Y | - |
| 73 | SB | - |
| 74 | BR | - |
| 74 | L | - |
| 75 | G | - |
| 76 | W | - |
| 76 | GR | - |
| 77 | R | - |

| | | |
|-----|--------|---|
| 77 | P | - |
| 78 | L | - |
| 78 | R | - |
| 79 | Y | - |
| 79 | W | - |
| 80 | SB | - |
| 81 | SS | - |
| 82 | SS | - |
| 83 | V | - |
| 84 | G | - |
| 85 | L | - |
| 86 | P | - |
| 87 | W | - |
| 89 | GR | - |
| 90 | SHIELD | - |
| 91 | W | - |
| 92 | Y | - |
| 93 | BR | - |
| 94 | P | - |
| 95 | GR | - |
| 96 | W | - |
| 97 | L | - |
| 98 | SHIELD | - |
| 99 | V | - |
| 100 | SB | - |

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



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 3 | LG | - |
| 4 | B | - |
| 5 | B | - |
| 6 | L | - |
| 7 | V | - |
| 8 | G | - |
| 11 | SB | - |
| 14 | P | - |
| 16 | Y | - |

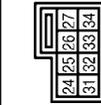
ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[DCA]

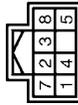
DISTANCE CONTROL ASSIST

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|----------------|-----------------------------------|
| Connector No. | M33 |
| Connector Name | COMBINATION SWITCH (SPIRAL CABLE) |
| Connector Type | TH08FGT-IV |



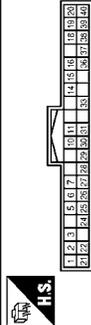
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 24 | P | - |
| 25 | SB | - |
| 26 | B | - |
| 31 | L | - |
| 32 | Y | - |
| 33 | B | - |
| 34 | G | - |

| | |
|----------------|-----------------------|
| Connector No. | M37 |
| Connector Name | STEERING ANGLE SENSOR |
| Connector Type | TH08FPV-NH |



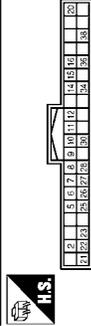
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | L | CAN-H |
| 2 | P | CAN-L |
| 7 | B | GND |
| 8 | G | IGN |

| | |
|----------------|-------------------|
| Connector No. | M33 |
| Connector Name | COMBINATION METER |
| Connector Type | TH40FPV-NH |



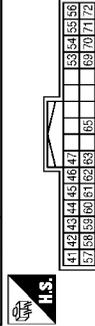
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|---|
| 1 | GR | BATTERY POWER SUPPLY |
| 2 | LG | COMMUNICATION SIGNAL (METER->AMP.) |
| 3 | GR | COMMUNICATION SIGNAL (AMP->METER) |
| 5 | B | GROUND |
| 6 | P | ALTERNATOR SIGNAL |
| 7 | BR | AIR BAG SIGNAL |
| 10 | G | SECURITY SIGNAL |
| 15 | B | GROUND |
| 16 | B | METER CONTROL SWITCH GROUND |
| 19 | B | ILL GND |
| 20 | R | ILL |
| 21 | BG | GROUND |
| 22 | B | IGNITION POWER SUPPLY |
| 24 | BR | COMMUNICATION SIGNAL (LCD->AMP.) |
| 25 | Y | COMMUNICATION SIGNAL (AMP->LCD) |
| 26 | R | VEHICLE SPEED SIGNAL (8-PULSE) |
| 27 | V | PARKING BRAKE SWITCH SIGNAL |
| 28 | W | BRAKE FLUID LEVEL SWITCH SIGNAL |
| 29 | SB | SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE) |
| 30 | G | SEAT BELT BUCKLE SWITCH SIGNAL (PASSENGER SIDE) |
| 31 | L | WASHER LEVEL SWITCH SIGNAL |
| 32 | B | ILLUMINATION CONTROL |
| 36 | LG | SELECT SWITCH SIGNAL |
| 37 | SB | ENTER SWITCH SIGNAL |
| 38 | L | TRIP A/B RESET SWITCH SIGNAL |
| 39 | P | ILLUMINATION CONTROL SWITCH SIGNAL (-) |
| 40 | BG | ILLUMINATION CONTROL SWITCH SIGNAL (+) |

| | |
|----------------|---------------------------|
| Connector No. | M66 |
| Connector Name | UNIFIED METER AND A/C AMP |
| Connector Type | TH40FPV-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|--|
| 5 | L | MANUAL MODE SHIFT UP SIGNAL |
| 7 | GR | COMMUNICATION SIGNAL (AMP->METER) |
| 8 | L | VEHICLE SPEED SIGNAL (2-PULSE) |
| 9 | SB | FRONT SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE) |
| 10 | W | MANUAL MODE SIGNAL |
| 11 | G | NON-MANUAL MODE SIGNAL |
| 14 | BR | COMMUNICATION SIGNAL (LCD->AMP) |
| 20 | L | IGN ON/OFF SIGNAL |
| 23 | Y | AT SNOW SWITCH SIGNAL |
| 25 | V | MANUAL MODE SHIFT DOWN SIGNAL |
| 27 | LG | COMMUNICATION SIGNAL (METER->AMP.) |
| 28 | R | VEHICLE SPEED SIGNAL (8-PULSE) |
| 30 | V | PARKING BRAKE SWITCH SIGNAL |
| 34 | Y | COMMUNICATION SIGNAL (AMP->LCD) |
| 38 | P | BLOWER MOTOR CONTROL SIGNAL |

| | |
|----------------|---------------------------|
| Connector No. | M87 |
| Connector Name | UNIFIED METER AND A/C AMP |
| Connector Type | TH40FPV-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|---|
| 41 | V | ACC POWER SUPPLY |
| 42 | Y | FUEL LEVEL SENSOR SIGNAL |
| 43 | R | INTAKE SENSOR SIGNAL |
| 44 | LG | IN-VEHICLE SENSOR SIGNAL |
| 45 | P | AMBIENT SENSOR SIGNAL |
| 46 | BG | SUNLOAD SENSOR SIGNAL |
| 47 | G | EXHAUST GAS COEFFICIENT DETECTING SENSOR SIGNAL |

| | | |
|----|----|---------------------------------|
| 53 | G | IGNITION POWER SUPPLY |
| 54 | Y | BATTERY POWER SUPPLY |
| 55 | B | GROUND |
| 56 | L | CAN-H |
| 57 | W | BRAKE FLUID LEVEL SWITCH SIGNAL |
| 58 | BR | FUEL LEVEL SENSOR GROUND |
| 59 | GR | INTAKE SENSOR GROUND |
| 60 | L | IN-VEHICLE SENSOR GROUND |
| 61 | BR | AMBIENT SENSOR GROUND |
| 62 | SB | SUNLOAD SENSOR GROUND |
| 63 | R | - |
| 65 | BG | ECV SIGNAL |
| 69 | L | A/C LAN SIGNAL |
| 70 | R | EACH DOOR MOTOR POWER SUPPLY |
| 71 | B | GROUND |
| 72 | P | CAN-L |

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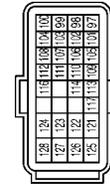
ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[DCA]

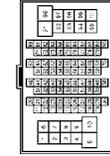
DISTANCE CONTROL ASSIST

| | |
|----------------|--------------------|
| Connector No. | M107 |
| Connector Name | ECM |
| Connector Type | RH24FGY-R26-R-LH-Z |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 97 | R | APST1 |
| 98 | Y | APSZ [With ICC] |
| 98 | P | APSZ [Without ICC] |
| 99 | G | AVCC-APST1 [With ICC] |
| 99 | L | AVCC-APST1 [Without ICC] |
| 100 | W | GND-A (APST1) |
| 101 | SB | ASCOSW |
| 102 | LG | FTRPS |
| 103 | L | AVCC-APSZ [With ICC] |
| 103 | G | AVCC-APSZ [Without ICC] |
| 104 | BR | GND-A (APSZ) [With ICC] |
| 104 | GR | GND-A (APSZ) [Without ICC] |
| 105 | L | PDPPRESS |
| 106 | W | TF |
| 107 | BR | AVCC-FTRPS |
| 108 | Y | GND-A AS2D |
| 109 | G | NEUT-H |
| 110 | R | TACHO |
| 111 | BG | AVCC-PDPPRESS |
| 112 | V | GND-A |
| 113 | P | VEHCAN-L1 |
| 114 | L | VEHCAN-H1 |
| 116 | W | GND-A-PDPPRESS |
| 117 | V | KLIME |
| 121 | LG | GDCV |
| 122 | P | BRAKE |
| 123 | B | GND |
| 124 | B | GND |
| 125 | R | VBR |
| 126 | BR | BNC SW |
| 127 | B | GND |
| 128 | B | GND |

| | |
|----------------|-----------------|
| Connector No. | M117 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH8GMH-CS16-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | L | |
| 2 | G | |
| 3 | GR | |
| 4 | SB | |
| 7 | W | |
| 10 | W | |
| 15 | SB | |
| 16 | V | |
| 17 | BR | |
| 26 | BR | |
| 27 | LG | |
| 28 | Y | |
| 29 | Y | |
| 30 | V | |
| 31 | R | |
| 32 | BR | |
| 33 | G | |
| 51 | R | |
| 52 | L | |
| 55 | W | |
| 56 | B | |
| 57 | R | |
| 58 | G | |
| 58 | SHIELD | |
| 60 | V | |
| 61 | LG | |
| 62 | BR | |
| 63 | L | |
| 64 | LG | |
| 65 | B | |
| 66 | R | |
| 67 | W | |
| 68 | SHIELD | |
| 69 | V | |
| 70 | Y | |
| 71 | SB | |
| 72 | W | |
| 73 | G | |

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|-----|----|--|
| 75 | W | |
| 80 | V | |
| 81 | SB | |
| 82 | V | |
| 82 | P | |
| 84 | R | |
| 85 | L | |
| 86 | BG | |
| 87 | L | |
| 89 | P | |
| 91 | V | |
| 92 | G | |
| 94 | G | |
| 95 | W | |
| 96 | G | |
| 97 | Y | |
| 98 | BR | |
| 99 | V | |
| 99 | P | |
| 100 | SB | |
| 100 | L | |

| | |
|----------------|-----------------|
| Connector No. | M210 |
| Connector Name | AV CONTROL UNIT |
| Connector Type | TH32FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|--------------------------------|
| 65 | V | PARKING BRAKE SIGNAL |
| 67 | G | COMPOSITE IMAGE SIGNAL GRD |
| 68 | R | COMPOSITE IMAGE SIGNAL |
| 71 | SHIELD | MICROPHONE SHIELD |
| 72 | R | MICROPHONE VCC |
| 73 | R | COMM CONT->DISP |
| 74 | P | CAN-H |
| 75 | LG | AV COMM (L) |
| 75 | LG | AV COMM (L) |
| 79 | R | ILLUMINATION |
| 80 | G | IGNITION SIGNAL |
| 81 | BG | REVERSE SIGNAL |
| 82 | R | VEHICLE SPEED SIGNAL (S-PULSE) |
| 83 | SHIELD | SHIELD |
| 87 | G | MICROPHONE SIGNAL |
| 88 | SHIELD | SHIELD |
| 89 | G | COMM (DISP->CONT) |
| 90 | L | CAN-H |
| 91 | SB | AV COMM (H) |
| 92 | SB | AV COMM (H) |

| | |
|----------------|-------------------|
| Connector No. | M186 |
| Connector Name | ICC WARNING CHIME |
| Connector Type | A03FW |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | GR | |
| 3 | W | |

JCOWA0425GB

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DISTANCE CONTROL ASSIST

| | |
|----------------|-----------------------------------|
| Connector No. | M3933 |
| Connector Name | COMBINATION SWITCH (SPIRAL CABLE) |
| Connector Type | TK08FGY |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 13 | R | - |
| 14 | W | - |
| 15 | L | - |
| 16 | B | - |
| 17 | BR | - |
| 18 | Y | - |
| 19 | P | - |
| 20 | Y | - |

DAS

JCOWA0426GB

Fail-Safe

INFOID:0000000006882387

If a malfunction occurs in the system, a chime sounds a beep, and ICC sensor integrated unit cancels the control. Then the ICC system warning lamp in the combination meter illuminates.

DTC Inspection Priority Chart

INFOID:0000000006882388

If multiple DTCs are detected simultaneously, check them one by one depending on the following DTC inspection priority chart.

P

ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[DCA]

| Priority | Detected items (DTC) |
|----------|---|
| 1 | <ul style="list-style-type: none"> • U1000: CAN COMM CIRCUIT • U1010: CONTROL UNIT (CAN) |
| 2 | <ul style="list-style-type: none"> • C1A31: BCU INTERNAL MALF • C1F02: APA C/U MALF |
| 3 | <ul style="list-style-type: none"> • C1A01: POWER SUPPLY CIR • C1A02: POWER SUPPLY CIR 2 • C1A04: ABS/TCS/VDC CIRC • C1A05: BRAKE SW/STOP L SW • C1A06: OPERATION SW CIRC • C1A08: PRESS SEN CIRCUIT • C1A09: BOOSTER SOL/V CIRC • C1A10: RELEASE SW CIRC • C1A11: PRESSURE CONTROL • C1A12: LASER BEAM OFFCNTR • C1A13: STOP LAMP RLY FIX • C1A14: ECM CIRCUIT • C1A16: RADAR STAIN • C1A18: LASER AIMING INCOMP • C1A21: UNIT HIGH TEMP • C1A22: BCU CIRCUIT • C1A24: NP RANGE • C1A28: BCU PWR SUPPLY CIR • C1A29: BCU PWR SUPPLY CIR2 • C1A30: BCU CAN COMM CIRC • C1A32: IBA FLAG STUCK • C1A33: CAN TRANSMISSION ERROR • C1A34: COMMAND ERROR • C1A35: APA CIR • C1A36: APA CAN COMM CIR • C1A37: APA CAN CIR2 • C1A38: APA CAN CIR1 • C1A39: STRG SEN CIR • C1A40: SYSTEM SW CIRC • C1F01: APA MOTOR MALF • C1F05: APA PWR SUPPLY CIR • U0121: VDC CAN CIR2 • U0126: STRG SEN CAN CIR1 • U0129: BCU CAN CIR2 • U0401: ECM CAN CIR1 • U0402: TCM CAN CIR1 • U0415: VDC CAN CIR1 • U0418: BCU CAN CIR1 • U0428: STRG SEN CAN CIR2 |
| 4 | <ul style="list-style-type: none"> • C1A03: VHCL SPEED SE CIRC |
| 5 | <ul style="list-style-type: none"> • C1A15: GEAR POSITION |
| 6 | <ul style="list-style-type: none"> • C1A00: CONTROL UNIT |

DTC Index

INFOID:000000006882389

NOTE:

- The details of time display are as per the following.
 - CRNT: A malfunction is detected now
 - PAST: A malfunction was detected in the past
- IGN counter is displayed on FFD (Freeze Frame Data).
 - 0: The malfunctions that are detected now
CAN communication system (U1000, U1010)
 - 1 - 39: It increases like 0 → 1 → 2 ... 38 → 39 after returning to the normal condition whenever the ignition switch OFF → ON. It returns to 0 when a malfunction is detected again in the process.
 - If it is over 39, it is fixed to 39 until the self-diagnosis results are erased.
Other than CAN communication system (Other than U1000, U1010)

ICC SENSOR INTEGRATED UNIT

[DCA]

< ECU DIAGNOSIS INFORMATION >

- 1 - 49: It increases like 0 → 1 → 2 ... 38 → 49 after returning to the normal condition whenever the ignition switch OFF → ON. It returns to 0 when a malfunction is detected again in the process.
- If it is over 49, it is fixed to 49 until the self-diagnosis results are erased.

NOTE:

IBA system automatically returns to ON, when erasing self diagnosis result.

x: Applicable

| DTC | | CONSULT-III display | ICC system warning lamp | Fail-safe function | | | Reference |
|-------------|------------------|------------------------|-------------------------|--|--|------------|-------------------------|
| CONSULT-III | On board display | | | Vehicle-to-vehicle distance control mode | Conventional (fixed speed) cruise control mode | IBA system | |
| C1A00 | 0 | CONTROL UNIT | x | x | x | x | DAS-33 |
| C1A01 | 1 | POWER SUPPLY CIR | x | x | x | x | DAS-35 |
| C1A02 | 2 | POWER SUPPLY CIR 2 | x | x | x | x | DAS-35 |
| C1A03 | 3 | VHCL SPEED SE CIRC | x | x | x | x | DAS-37 |
| C1A04 | 4 | ABS/TCS/VDC CIRC | x | x | x | x | DAS-39 |
| C1A05 | 5 | BRAKE SW/STOP L SW | x | x | x | x | DAS-41 |
| C1A06 | 6 | OPERATION SW CIRC | x | x | x | | DAS-46 |
| C1A08 | 8 | PRESS SEN CIRCUIT | x | x | x | x | DAS-49 |
| C1A09 | 9 | BOOSTER SOL/V CIRC | x | x | x | x | DAS-51 |
| C1A10 | 10 | RELEASE SW CIRC | x | x | x | x | DAS-54 |
| C1A11 | 11 | PRESSURE CONTROL | x | x | x | x | DAS-57 |
| C1A12 | 12 | LASER BEAM OFFCNTR | x | x | | x | DAS-60 |
| C1A13 | 13 | STOP LAMP RLY FIX | x | x | | x | DAS-61 |
| C1A14 | 14 | ECM CIRCUIT | x | x | x | | DAS-68 |
| C1A15 | 15 | GEAR POSITION | x | x | x | x | DAS-70 |
| C1A16 | 16 | RADAR STAIN | x | x | | x | DAS-73 |
| C1A18 | 18 | LASER AIMING INCOMP | x | x | | x | DAS-75 |
| C1A21 | 21 | UNIT HIGH TEMP | x | x | x | x | DAS-77 |
| C1A22 | 22 | BCU CIRCUIT | x | x | x | x | DAS-79 |
| C1A24 | 24 | NP RANGE | x | x | x | x | DAS-83 |
| C1A28 | 28 | BCU PWR SUPPLY CIR | x | x | x | x | DAS-85 |
| C1A29 | 29 | BCU PWR SUPPLY CIR2 | x | x | x | x | DAS-85 |
| C1A30 | 30 | BCU CAN COMM CIRC | x | x | x | x | DAS-87 |
| C1A31 | 31 | BCU INTERNAL MALF | x | x | x | x | DAS-88 |
| C1A32 | 32 | IBA FLAG STUCK | x | x | x | x | DAS-90 |
| C1A33 | 33 | CAN TRANSMISSION ERROR | x | x | x | x | DAS-92 |
| C1A34 | 34 | COMMAND ERROR | x | x | x | x | DAS-94 |
| C1A35 | 35 | APA CIR | x | x | | | DAS-96 |
| C1A36 | 36 | APA CAN COMM CIR | x | x | | | DAS-97 |
| C1A37 | 133 | APA CAN CIR2 | x | x | x | | DAS-99 |
| C1A38 | 132 | APA CAN CIR1 | x | x | x | | DAS-101 |
| C1A39 | 39 | STRG SEN CIR | x | x | x | | DAS-103 |
| C1A40 | 40 | SYSTEM SW CIRC | x | x | x | x | DAS-105 |

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ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[DCA]

| DTC | | CONSULT-III display | ICC system warning lamp | Fail-safe function | | | Reference |
|---|------------------|--|-------------------------|--|--|------------|-------------------------|
| CONSULT-III | On board display | | | Vehicle-to-vehicle distance control mode | Conventional (fixed speed) cruise control mode | IBA system | |
| NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED | 55 | NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED. | — | — | — | — | — |
| C1F01 | 91 | APA MOTOR MALF | × | × | | | DAS-108 |
| C1F02 | 92 | APA C/U MALF | × | × | | | DAS-110 |
| C1F05 | 95 | APA PWR SUPPLY CIR | × | × | | | DAS-113 |
| U0121 | 127 | VDC CAN CIR2 | × | × | × | × | DAS-119 |
| U0126 | 130 | STRG SEN CAN CIR1 | × | × | × | | DAS-121 |
| U0129 | 125 | BCU CAN CIR2 | × | × | × | × | DAS-123 |
| U0401 | 120 | ECM CAN CIR1 | × | × | × | × | DAS-125 |
| U0402 | 122 | TCM CAN CIR1 | × | × | × | × | DAS-127 |
| U0415 | 126 | VDC CAN CIR1 | × | × | × | × | DAS-129 |
| U0418 | 124 | BCU CAN CIR1 | × | × | × | × | DAS-131 |
| U0428 | 131 | STRG SEN CAN CIR2 | × | × | × | | DAS-133 |
| U1000 | 100 | CAN COMM CIRCUIT | × | × | × | × | DAS-135 |
| U1010 | 110 | CONTROL UNIT (CAN) | × | × | × | × | DAS-138 |

BRAKE BOOSTER CONTROL UNIT

< ECU DIAGNOSIS INFORMATION >

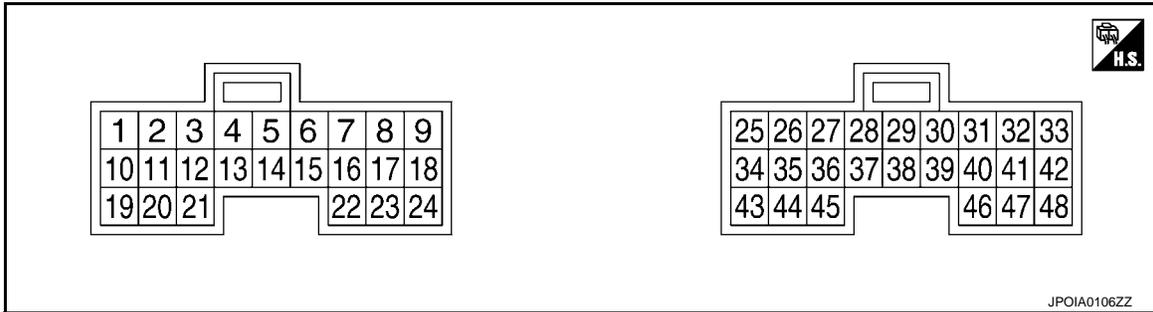
[DCA]

BRAKE BOOSTER CONTROL UNIT

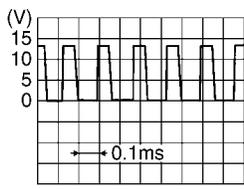
Reference Value

INFOID:000000006882390

TERMINAL LAYOUT



PHYSICAL VALUES

| Terminal No. (Wire color) | | Description | | Condition | | Value (Approx.) |
|------------------------------|------------|---------------------------------------|------------------|---------------------------|---|---|
| + | - | Signal name | Input/ Output | | | |
| 1 (W) | Ground | Battery power supply | — | Ignition switch OFF | — | Battery voltage |
| 2 (W) | | Battery power supply | — | Ignition switch OFF | — | Battery voltage |
| 5 (P) | | ITS communication-L | Input/ Output | — | — | — |
| 6 (SB) | | Release switch power supply | — | Ignition switch ON | — | 10 V |
| 8 (R) | 24 (BG) | Brake pressure sensor power supply | — | Ignition switch ON | — | 5 V |
| 10 (G) | Ground | Booster solenoid pow- er supply | — | Ignition switch ON | — | 12 V |
| 12 (R) | | Booster solenoid ground | Output | Ignition switch ON | At "BOOSTER SOL/V " test of "Active test" |  |
| 14 (L) | | ITS communication-H | Input/ Output | — | — | — |
| 15 (LG) | | Release switch (nor- mal close) | — | Ignition switch ON | Press the brake pedal. Brake pedal not depressed | 0 V 10 V |
| 17 (L) | 24 (BG) | Brake pressure sensor signal | Input | Ignition switch ON | Brake pedal not depressed Press the brake pedal. | 0.5 V 0.5 - 3.5 V Note: The harder the brake is pressed, the higher the voltage. |

BRAKE BOOSTER CONTROL UNIT

< ECU DIAGNOSIS INFORMATION >

[DCA]

| Terminal No. (Wire color) | | Description | | Condition | | Value (Approx.) | |
|------------------------------|---|--------------------------------------|------------------|-----------------------|--------------------------------------|--------------------|-----------------|
| + | - | Signal name | Input/ Output | | | | |
| 19 (B) | Ground | Ground | — | Ignition switch ON | — | 0 V | |
| 20 (B) | | Ground | — | Ignition switch ON | — | 0 V | |
| 21 (Y) | | ICC warning chime signal | Output | Ignition switch ON | ICC warning chime not oper- ating | | 12 V |
| | | | | | ICC warning chime opera- tion | | 0 V |
| 22 (P) | | Release switch (normal open) | Input | Ignition switch ON | Brake pedal depressed | | 10 V |
| | | | | | Brake pedal not depressed | | 0 V |
| 24 (BG) | | Brake pressure sensor ground | — | — | — | — | — |
| 33 (BR) | | Ignition power supply | — | Ignition switch ON | — | | Battery voltage |
| 40 (SB) | | IBA OFF switch | Input | Ignition switch ON | IBA OFF switch pressed | | 0 V |
| | | | | | IBA OFF switch not pressed | | 12 V |
| 42 (G) | | Ignition power supply | — | Ignition switch ON | — | | Battery voltage |
| 46 (B) | | Ground | — | Ignition switch ON | — | | 0 V |
| 47 (V) | | ICC brake hold relay drive signal | Output | Ignition switch ON | — | | 0 V |
| | At "STOP LAMP" test of "Ac- tive test" | | | | | 12 V | |

ACCELERATOR PEDAL ACTUATOR

< ECU DIAGNOSIS INFORMATION >

[DCA]

ACCELERATOR PEDAL ACTUATOR

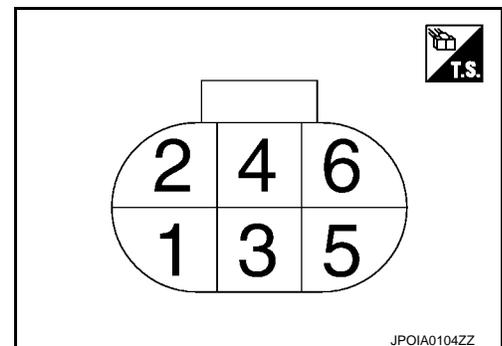
Reference Value

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VALUES ON THE DIAGNOSIS TOOL

| Monitor item | Condition | | Value/Status |
|---------------|--|---|--|
| TGT FBK FRC | Drive the vehicle and operate the DCA system | When the ICC sensor integrated unit is controlling the accelerator pedal actuator | It changes with the demand from the ICC sensor integrated unit. |
| TGT MOT POSI | NOTE: The item is indicated, but not used. | | — |
| ACT MOT POSI | Engine running | Depress accelerator pedal | It changes according to the depressed amount of accelerator pedal |
| AP OPEN | Engine running | Depress accelerator pedal | It changes according to the depressed amount of accelerator pedal |
| APA TEMP | Engine running | | Display the accelerator pedal actuator integrated motor temperature |
| APA CURRENT | Drive the vehicle and operate the DCA system | When the ICC sensor integrated unit is controlling the accelerator pedal actuator | Display the accelerator pedal actuator motor operation consumption current |
| APA PWR | Ignition switch ON | | Battery voltage |
| APA OPE STATS | Engine running | When the accelerator pedal actuator control is permitted | On |
| | | When the accelerator pedal actuator control is invalid | Off |
| APA STATS | Engine running | When the accelerator pedal actuator is normal | READY |
| | | When the accelerator pedal actuator is temporarily malfunctioning | TP NG |
| | | When the accelerator pedal actuator is malfunctioning | NG |
| | | During the accelerator pedal actuator operation preparations | INIT |

TERMINAL LAYOUT



PHYSICAL VALUES

ACCELERATOR PEDAL ACTUATOR

< ECU DIAGNOSIS INFORMATION >

[DCA]

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|------------------------------|--------|-----------------------|------------------|---------------------|--------------------|
| + | - | Signal name | Input/ Output | | |
| 1 (R) | Ground | Ignition power supply | Input | Ignition switch ON | Battery voltage |
| 2 (BG) | | Battery power supply | Input | Ignition switch OFF | Battery voltage |
| 3 (P) | | ITS communication-L | Input/ Output | — | — |
| 4 (B/W) | | Ground | — | Ignition switch ON | 0 V |
| 5 (L) | | ITS communication-H | Input/ Output | — | — |

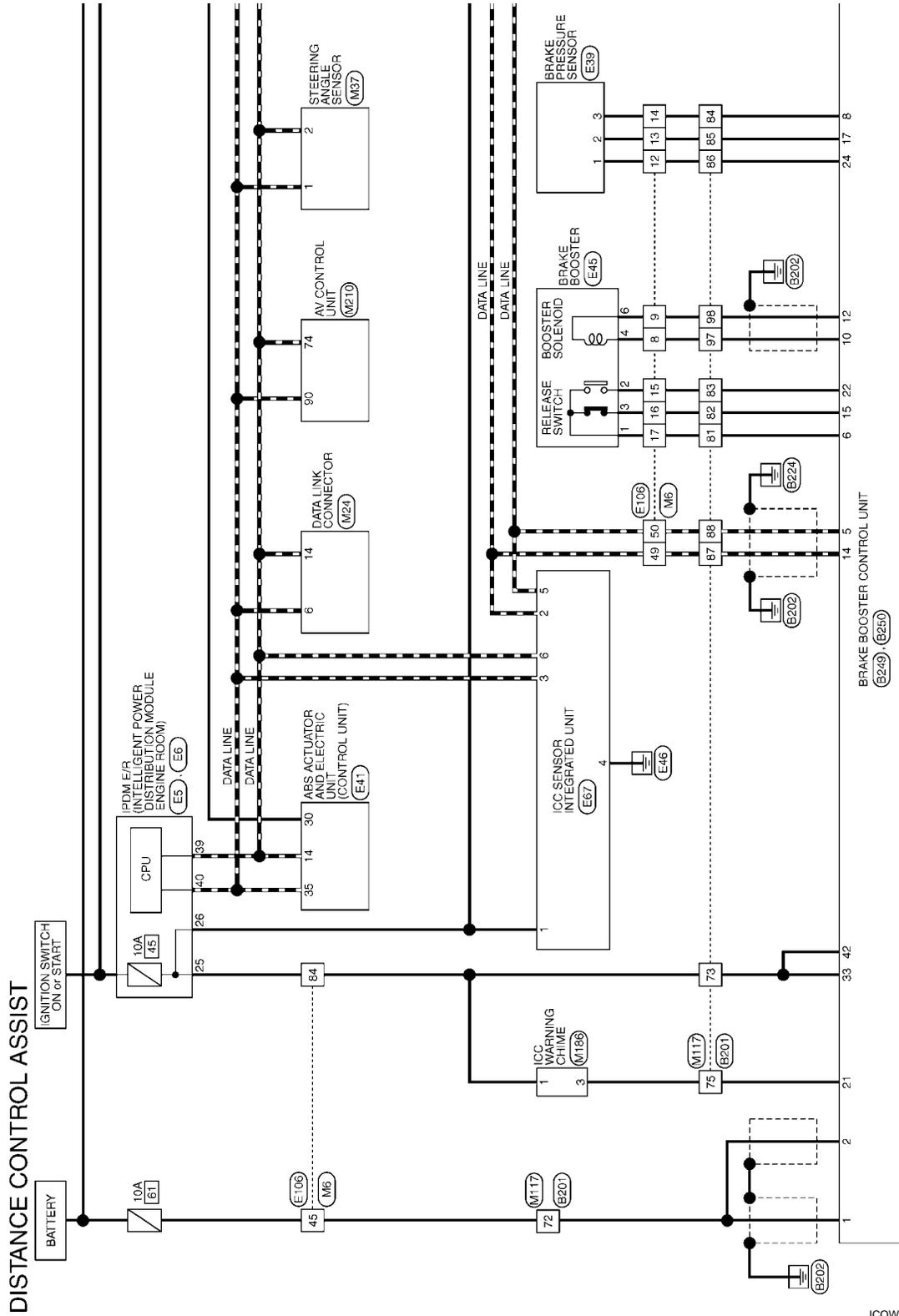
ACCELERATOR PEDAL ACTUATOR

< ECU DIAGNOSIS INFORMATION >

[DCA]

Wiring Diagram - DISTANCE CONTROL ASSIST -

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2010/09/21

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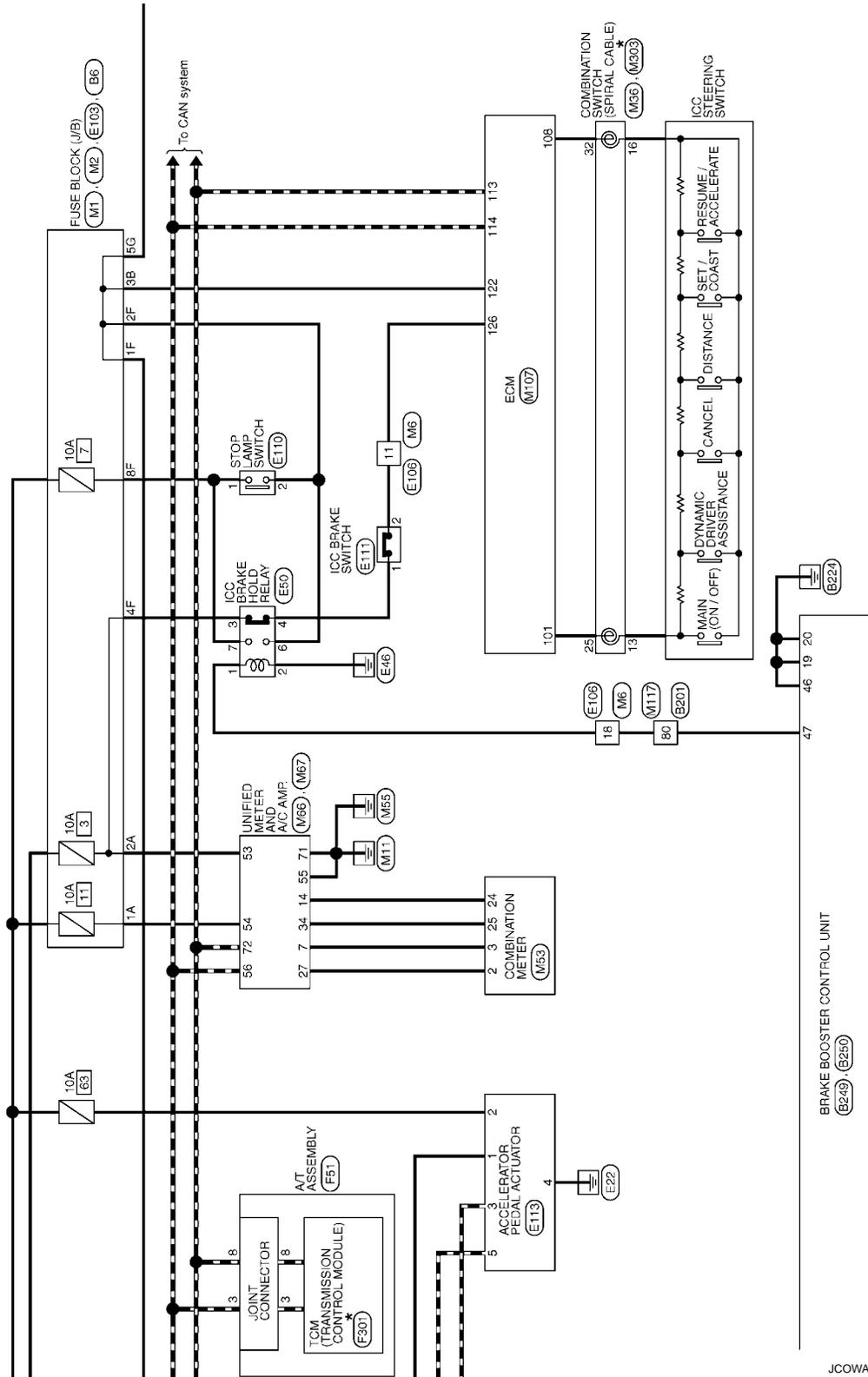
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ACCELERATOR PEDAL ACTUATOR

< ECU DIAGNOSIS INFORMATION >

[DCA]



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

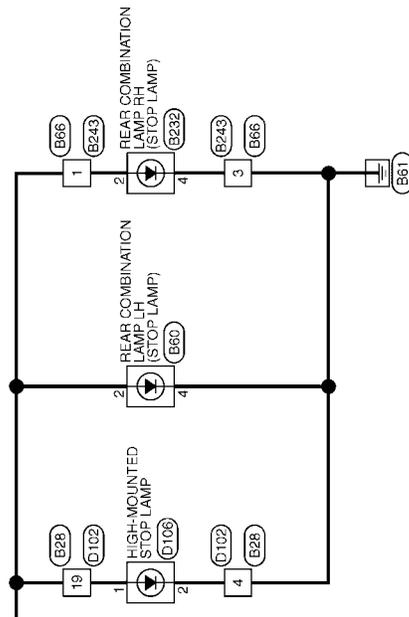
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ACCELERATOR PEDAL ACTUATOR

< ECU DIAGNOSIS INFORMATION >

[DCA]

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DAS

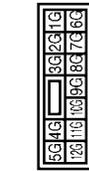
ACCELERATOR PEDAL ACTUATOR

< ECU DIAGNOSIS INFORMATION >

[DCA]

DISTANCE CONTROL ASSIST

| | |
|----------------|------------------|
| Connector No. | B6 |
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | HS2BF-CS |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 4G | R | - |
| 5G | LG | - |
| 10G | W | - |
| 11G | W | - |
| 12G | GR | - |

| | |
|----------------|--------------|
| Connector No. | B28 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH24MW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|---------------------------------|
| 1 | GR | - |
| 2 | W | - |
| 3 | B | - |
| 4 | R | - |
| 5 | LG | - |
| 6 | BR | - |
| 7 | BR | - |
| 8 | BR | - |
| 9 | BR | - |
| 10 | BR | - |
| 11 | SHIELD | - [With around view monitor] |
| 12 | SHIELD | - [Without around view monitor] |
| 13 | Y | - [With around view monitor] |
| 14 | B | - [Without around view monitor] |
| 15 | W | - [With around view monitor] |
| 16 | W | - [Without around view monitor] |
| 17 | L | - [With around view monitor] |
| 18 | L | - [Without around view monitor] |
| 19 | SHIELD | - |
| 20 | LG | - |
| 21 | EG | - |
| 22 | B | - |

| | |
|----|----|
| 22 | P |
| 23 | BR |
| 24 | R |

| | |
|----------------|--------------------------|
| Connector No. | B60 |
| Connector Name | REAR COMBINATION LAMP LH |
| Connector Type | TH04MW-NH |



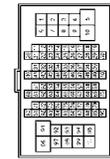
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | - |
| 2 | LG | - |
| 4 | B | - |

| | |
|----------------|--------------|
| Connector No. | B66 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH24MW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | LG | - |
| 2 | R | - |
| 3 | B | - |
| 4 | L | - |
| 5 | W | - |
| 6 | B | - |
| 7 | BR | - |
| 8 | BR | - |
| 9 | BR | - |
| 10 | BR | - |
| 11 | BR | - |
| 12 | BR | - |
| 13 | BR | - |
| 14 | BR | - |
| 15 | BR | - |
| 16 | BR | - |
| 17 | BR | - |
| 18 | P | - |

| | |
|----------------|-----------------|
| Connector No. | B201 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH06FN-CS16-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | - |
| 2 | R | - |
| 3 | GR | - |
| 4 | BG | - |
| 7 | LG | - |
| 10 | W | - |
| 15 | SB | - |
| 16 | V | - |
| 17 | BR | - |
| 26 | BR | - |
| 27 | L | - |
| 28 | Y | - |
| 29 | Y | - |
| 30 | GR | - |
| 31 | R | - |
| 32 | BR | - |
| 33 | G | - |
| 51 | R | - |
| 52 | V | - |
| 55 | G | - |
| 56 | R | - |
| 57 | W | - |
| 57 | W | - |
| 58 | B | - |
| 58 | SHIELD | - |
| 60 | LG | - |
| 61 | W | - |
| 62 | BR | - |
| 63 | P | - |
| 64 | L | - |
| 65 | B | - |
| 66 | P | - |
| 67 | L | - |
| 68 | SHIELD | - |
| 69 | V | - |
| 70 | Y | - |
| 71 | SB | - |
| 72 | W | - |
| 73 | BR | - |

| | |
|-----|----|
| 75 | Y |
| 80 | V |
| 81 | SB |
| 82 | LG |
| 83 | P |
| 84 | R |
| 85 | L |
| 86 | BG |
| 87 | L |
| 88 | P |
| 91 | V |
| 92 | R |
| 94 | R |
| 95 | SB |
| 96 | G |
| 97 | G |
| 98 | R |
| 99 | P |
| 100 | L |

| | |
|----------------|--------------------------|
| Connector No. | E232 |
| Connector Name | REAR COMBINATION LAMP RH |
| Connector Type | TH04MW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | - |
| 2 | LG | - |
| 4 | B | - |

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ACCELERATOR PEDAL ACTUATOR

< ECU DIAGNOSIS INFORMATION >

[DCA]

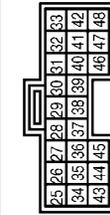
DISTANCE CONTROL ASSIST

| | |
|----------------|--------------|
| Connector No. | B243 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH24FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | LG | - |
| 2 | R | - |
| 3 | B | - |
| 13 | L | - |
| 14 | W | - |
| 15 | GR | - |
| 16 | BR | - |
| 17 | LG | - |
| 18 | L | - |

| | |
|----------------|----------------------------|
| Connector No. | B243 |
| Connector Name | BRAKE BOOSTER CONTROL UNIT |
| Connector Type | TK24FGY |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 33 | BR | IGNITION |
| 40 | SB | IGA OFF SW |
| 42 | G | IGNITION |
| 46 | B | GND |
| 47 | V | BRAKE HOLD RLY DRIVE SIGNAL |

| | |
|----------------|----------------------------|
| Connector No. | B250 |
| Connector Name | BRAKE BOOSTER CONTROL UNIT |
| Connector Type | TK24FW |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | BATTERY |
| 2 | W | BATTERY |
| 5 | P | ITS COMM L |
| 6 | SB | RELEASE SW PWR |
| 8 | R | BRAKE PRESSURE SEN PWR |
| 10 | G | BOOSTER SOL PWR |
| 12 | R | BOOSTER SOL GND |
| 14 | L | ITS COMM H |
| 15 | LG | RELEASE SW (NG) |
| 17 | L | BRAKE PRESSURE SEN SIGNAL |
| 19 | B | GND |
| 20 | B | GND |
| 21 | Y | CHIME SIGNAL |
| 22 | P | RELEASE SW (NO) |
| 24 | BG | BRAKE PRESSURE SEN GND |

| | |
|----------------|--------------|
| Connector No. | D102 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH24FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|------------------------------|
| 1 | GR | - |
| 3 | W | - |
| 4 | B | - |
| 5 | R | - |
| 6 | O | - |
| 13 | R | - |
| 14 | L | - [With around view monitor] |

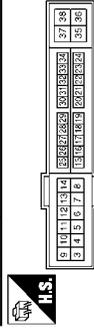
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|---------------------------------|
| 14 | SHIELD | - [Without around view monitor] |
| 15 | Y | - |
| 16 | G | - [With around view monitor] |
| 18 | L | - [Without around view monitor] |
| 17 | W | - [With around view monitor] |
| 17 | G | - [Without around view monitor] |
| 18 | SHIELD | - |
| 18 | LG | - |
| 20 | O | - |
| 21 | V | - |
| 22 | P | - |
| 23 | BR | - |
| 24 | R | - |

| | |
|----------------|------------------------|
| Connector No. | D106 |
| Connector Name | HIGH MOUNTED STOP LAMP |
| Connector Type | TH22MW |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | LG | - |
| 2 | B | - |

| | |
|----------------|---|
| Connector No. | E5 |
| Connector Name | SMALL INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM |
| Connector Type | TH22PW-OS12-M4-TV |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 4 | V | - |
| 5 | L | - |
| 7 | R | - |
| 11 | BR | - |
| 12 | B/W | - |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 13 | Y | - |
| 16 | LG | - |
| 19 | W | - |
| 23 | G | - |
| 26 | R | - |
| 27 | EG | - |
| 28 | L | - |
| 30 | GR | - |
| 32 | L | - |
| 33 | P | - |
| 36 | G | - |

| | |
|----------------|---|
| Connector No. | E8 |
| Connector Name | SMALL INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM |
| Connector Type | TH108FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 39 | P | - |
| 40 | L | - |
| 41 | B/W | - |
| 42 | Y | - |
| 43 | SB | - |
| 44 | BR | - |
| 45 | G | - |
| 46 | R | - |

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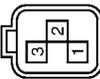
ACCELERATOR PEDAL ACTUATOR

< ECU DIAGNOSIS INFORMATION >

[DCA]

DISTANCE CONTROL ASSIST

| | |
|----------------|-----------------------|
| Connector No. | E39 |
| Connector Name | BRAKE PRESSURE SENSOR |
| Connector Type | AA20PE2-S |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | BG | Pseam-GND |
| 2 | L | Pseam-SIG |
| 3 | R | Pseam-PWR |

| | |
|----------------|---|
| Connector No. | E41 |
| Connector Name | ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) |
| Connector Type | BAA4PEE-A1Z4-LH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | B | GND |
| 2 | G | UBNR |
| 3 | R | UBVR |
| 4 | B | GND |
| 5 | Y | DS FL |
| 6 | BG | DP RL |
| 7 | BR | DP RR |
| 8 | B | DP FR |
| 10 | W | DS FR |
| 14 | P | CAN-L |
| 25 | Y | BUS-L |
| 26 | LG | DP FL |
| 27 | GR | DS RL |
| 28 | G | UZ |
| 29 | LG | DS RR |
| 30 | SB | BLS |
| 31 | R | VDC OFF SW |
| 35 | L | CAN-H |
| 45 | B | BUS-H |

| | |
|----------------|---------------|
| Connector No. | E45 |
| Connector Name | BRAKE BOOSTER |
| Connector Type | RV08FGY |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | SB | - |
| 2 | P | - |
| 3 | V | - |
| 4 | Y | - |
| 6 | BR | - |

| | |
|----------------|----------------------|
| Connector No. | E60 |
| Connector Name | ICC BRAKE HOLD RELAY |
| Connector Type | M08FGY-R-US |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | V | - |
| 2 | B | - |
| 3 | P | - |
| 4 | SB | - |
| 6 | P | - |
| 7 | R | - |

| | |
|----------------|----------------------------|
| Connector No. | E67 |
| Connector Name | ICC SENSOR INTEGRATED UNIT |
| Connector Type | RS08FE-PR |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | IGNITION |
| 2 | L | ITS COMM-H |
| 3 | L | CAN-H |
| 4 | B | GND |
| 5 | P | ITS COMM-L |
| 8 | P | CAN-L |

| | |
|----------------|------------------|
| Connector No. | E103 |
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | MS18FW-GS |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1F | SB | - |
| 2F | W | - |
| 4F | G | - |
| 6F | BR | - |
| 8F | L | - |
| 9F | R | - |

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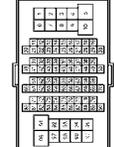
ACCELERATOR PEDAL ACTUATOR

< ECU DIAGNOSIS INFORMATION >

[DCA]

DISTANCE CONTROL ASSIST

| | |
|----------------|-----------------|
| Connector No. | E105 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80PW-CS16-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | |
| 2 | W | |
| 3 | B | |
| 4 | GR | |
| 5 | GR | |
| 6 | Y | |
| 8 | BR | |
| 10 | EG | |
| 11 | SB | |
| 12 | EG | |
| 13 | L | |
| 14 | R | |
| 15 | P | |
| 16 | V | |
| 17 | SB | |
| 18 | V | |
| 20 | EG | |
| 21 | L | |
| 22 | V | |
| 23 | G | |
| 24 | P | |
| 26 | V | |
| 26 | V | |
| 27 | W | |
| 28 | G | |
| 31 | EG | |
| 32 | W | |
| 33 | B | |
| 34 | R | |
| 35 | G | |
| 36 | SHIELD | |
| 37 | V | |
| 38 | BR | |
| 39 | EG | |
| 41 | W | |
| 42 | G | |
| 43 | BR | |
| 45 | W | |

| | | |
|----|--------|--|
| 49 | L | |
| 50 | P | |
| 51 | L | |
| 52 | L | |
| 53 | P | |
| 54 | EG | |
| 56 | BR | |
| 57 | BR | |
| 59 | W | |
| 60 | LG | |
| 61 | G | |
| 62 | SB | |
| 63 | W | |
| 64 | B | |
| 65 | G | |
| 66 | R | |
| 67 | SHIELD | |
| 68 | Y | |
| 68 | LG | |
| 70 | W | |
| 71 | R | |
| 72 | Y | |
| 73 | B | |
| 74 | BR | |
| 74 | L | |
| 75 | G | |
| 75 | G | |
| 75 | W | |
| 76 | W | |
| 76 | Y | |
| 77 | R | |
| 77 | P | |
| 78 | L | |
| 78 | BR | |
| 79 | L | |
| 79 | L | |
| 80 | SB | |
| 81 | R | |
| 82 | SB | |
| 83 | EG | |
| 84 | G | |
| 85 | L | |
| 86 | P | |
| 87 | V | |
| 88 | GR | |
| 90 | SHIELD | |
| 91 | W | |
| 92 | Y | |
| 93 | V | |
| 94 | LG | |
| 95 | EG | |
| 96 | P | |
| 97 | R | |

| | | |
|-----|--------|--|
| 98 | SHIELD | |
| 99 | L | |
| 100 | P | |

| | |
|----------------|------------------|
| Connector No. | E110 |
| Connector Name | STOP LAMP SWITCH |
| Connector Type | MD2FWR-LC |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | L | |
| 2 | W | |
| 3 | Y | |
| 4 | SB | |

| | |
|----------------|------------------|
| Connector No. | E111 |
| Connector Name | ICC BRAKE SWITCH |
| Connector Type | MD2FER-LC |



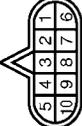
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | SB | |
| 2 | SB | |

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| Connector No. | E113 |
| Connector Name | ACCELERATOR PEDAL ACTUATOR |
| Connector Type | KD208FB |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | |
| 2 | EG | |
| 3 | P | |
| 4 | B/W | |
| 5 | L | |

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



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | Y | |
| 2 | BR | |
| 3 | L | |
| 4 | V | |
| 5 | B | |
| 6 | Y | |
| 7 | R | |
| 8 | P | |
| 9 | GR | |
| 10 | B | |

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ACCELERATOR PEDAL ACTUATOR

< ECU DIAGNOSIS INFORMATION >

[DCA]

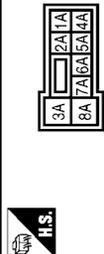
DISTANCE CONTROL ASSIST

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|----------------|-----------------------------------|
| Connector No. | F301 |
| Connector Name | TCM (TRANSMISSION CONTROL MODULE) |
| Connector Type | SP10FG |



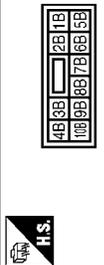
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | - | VIGN |
| 2 | - | BATT |
| 3 | - | CAN-H |
| 4 | - | KLINE |
| 5 | - | GND |
| 6 | - | VIGN |
| 7 | - | REV LAMP RLY |
| 8 | - | CAN-L |
| 9 | - | START RLY |
| 10 | - | GND |

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



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1A | GR | - |
| 2A | G | - |
| 3A | L | - |
| 4A | P | - |
| 5A | V | - |
| 6A | Y | - |
| 7A | R | - |
| 8A | L | - |

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



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 3B | P | - |
| 4B | G | - |
| 5B | BG | - |
| 6B | Y | - |
| 7B | P | - |
| 8B | R | - |
| 9B | SB | - |

| | |
|----------------|-----------------|
| Connector No. | M6 |
| Connector Name | WIRE TO WIRE |
| Connector Type | THR8MW-CS16-TM4 |

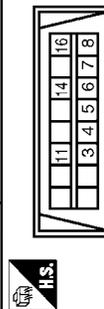


| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | - |
| 2 | R | - |
| 3 | B | - |
| 4 | SHIELD | - |
| 5 | G | - |
| 6 | Y | - |
| 7 | BR | - |
| 8 | LG | - |
| 9 | BR | - |
| 10 | R | - |
| 11 | BR | - |
| 12 | BG | - |
| 13 | L | - |
| 14 | R | - |
| 15 | P | - |
| 16 | V | - |
| 17 | SB | - |

| | | |
|----|--------|---|
| 18 | V | - |
| 20 | BG | - |
| 21 | L | - |
| 22 | W | - |
| 23 | P | - |
| 24 | BR | - |
| 25 | Y | - |
| 26 | V | - |
| 27 | G | - |
| 28 | G | - |
| 31 | L | - |
| 32 | G | - |
| 33 | B | - |
| 34 | W | - |
| 35 | R | - |
| 36 | SHIELD | - |
| 37 | V | - |
| 38 | BG | - |
| 39 | BR | - |
| 41 | W | - |
| 42 | BG | - |
| 43 | BG | - |
| 45 | W | - |
| 49 | L | - |
| 50 | P | - |
| 51 | BR | - |
| 52 | L | - |
| 53 | P | - |
| 54 | Y | - |
| 56 | BR | - |
| 57 | G | - |
| 59 | W | - |
| 60 | L | - |
| 61 | G | - |
| 62 | SB | - |
| 63 | G | - |
| 64 | B | - |
| 65 | W | - |
| 66 | R | - |
| 67 | SHIELD | - |
| 68 | Y | - |
| 69 | GR | - |
| 70 | LG | - |
| 71 | LG | - |
| 72 | Y | - |
| 73 | SB | - |
| 74 | BR | - |
| 74 | L | - |
| 75 | G | - |
| 76 | W | - |
| 76 | GR | - |
| 77 | R | - |

| | | |
|-----|--------|---|
| 77 | P | - |
| 78 | L | - |
| 78 | R | - |
| 79 | Y | - |
| 79 | W | - |
| 80 | SB | - |
| 81 | SS | - |
| 82 | SS | - |
| 83 | V | - |
| 84 | G | - |
| 85 | L | - |
| 86 | P | - |
| 87 | W | - |
| 89 | GR | - |
| 90 | SHIELD | - |
| 91 | W | - |
| 92 | Y | - |
| 93 | BR | - |
| 94 | P | - |
| 95 | GR | - |
| 96 | W | - |
| 97 | L | - |
| 98 | SHIELD | - |
| 99 | V | - |
| 100 | SB | - |

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



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 3 | LG | - |
| 4 | B | - |
| 5 | B | - |
| 6 | L | - |
| 7 | V | - |
| 8 | G | - |
| 11 | SB | - |
| 14 | P | - |
| 16 | Y | - |

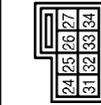
ACCELERATOR PEDAL ACTUATOR

< ECU DIAGNOSIS INFORMATION >

[DCA]

DISTANCE CONTROL ASSIST

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|----------------|-----------------------------------|
| Connector No. | M33 |
| Connector Name | COMBINATION SWITCH (SPIRAL CABLE) |
| Connector Type | TH08FGT-IV |



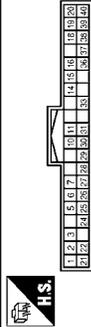
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 24 | P | - |
| 25 | SB | - |
| 26 | B | - |
| 31 | L | - |
| 32 | Y | - |
| 33 | B | - |
| 34 | G | - |

| | |
|----------------|-----------------------|
| Connector No. | M37 |
| Connector Name | STEERING ANGLE SENSOR |
| Connector Type | TH08FW-NH |



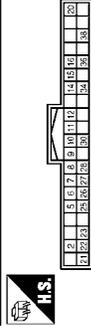
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | L | CAN-H |
| 2 | P | CAN-L |
| 7 | B | GND |
| 8 | G | IGN |

| | |
|----------------|-------------------|
| Connector No. | M33 |
| Connector Name | COMBINATION METER |
| Connector Type | TH40FW-NH |



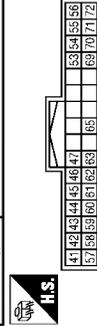
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|---|
| 1 | GR | BATTERY POWER SUPPLY |
| 2 | LG | COMMUNICATION SIGNAL (METER->AMP.) |
| 3 | GR | COMMUNICATION SIGNAL (AMP->METER) |
| 5 | B | GROUND |
| 6 | P | ALTERNATOR SIGNAL |
| 7 | BR | AIR BAG SIGNAL |
| 10 | G | SECURITY SIGNAL |
| 15 | B | GROUND |
| 16 | B | METER CONTROL SWITCH GROUND |
| 19 | B | ILL |
| 20 | R | ILL |
| 21 | BG | GROUND |
| 22 | B | IGNITION POWER SUPPLY |
| 24 | BR | COMMUNICATION SIGNAL (LCD->AMP.) |
| 25 | Y | COMMUNICATION SIGNAL (AMP->LCD) |
| 26 | R | VEHICLE SPEED SIGNAL (8-PULSE) |
| 27 | V | PARKING BRAKE SWITCH SIGNAL |
| 28 | W | BRAKE FLUID LEVEL SWITCH SIGNAL |
| 29 | SB | SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE) |
| 30 | G | SEAT BELT BUCKLE SWITCH SIGNAL (PASSENGER SIDE) |
| 31 | L | WASHER LEVEL SWITCH SIGNAL |
| 32 | B | ILLUMINATION CONTROL |
| 36 | LG | SELECT SWITCH SIGNAL |
| 37 | SB | ENTER SWITCH SIGNAL |
| 38 | L | TRIP A/B RESET SWITCH SIGNAL |
| 40 | BG | ILLUMINATION CONTROL SWITCH SIGNAL (-) |

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



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|--|
| 5 | L | MANUAL MODE SHIFT UP SIGNAL |
| 7 | GR | COMMUNICATION SIGNAL (AMP->METER) |
| 8 | L | VEHICLE SPEED SIGNAL (2-PULSE) |
| 9 | SB | FRONT SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE) |
| 10 | W | MANUAL MODE SIGNAL |
| 11 | G | NON-MANUAL MODE SIGNAL |
| 14 | BR | COMMUNICATION SIGNAL (LCD->AMP) |
| 20 | L | IGN ON/OFF SIGNAL |
| 23 | Y | AT SNOW SWITCH SIGNAL |
| 25 | V | MANUAL MODE SHIFT DOWN SIGNAL |
| 27 | LG | COMMUNICATION SIGNAL (METER->AMP.) |
| 28 | R | VEHICLE SPEED SIGNAL (8-PULSE) |
| 30 | V | PARKING BRAKE SWITCH SIGNAL |
| 34 | Y | COMMUNICATION SIGNAL (AMP->LCD) |
| 38 | P | BLOWER MOTOR CONTROL SIGNAL |

| | |
|----------------|---------------------------|
| Connector No. | M87 |
| Connector Name | UNIFIED METER AND A/C AMP |
| Connector Type | TH40FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|---|
| 41 | V | ACC POWER SUPPLY |
| 42 | Y | FUEL LEVEL SENSOR SIGNAL |
| 43 | R | INTAKE SENSOR SIGNAL |
| 44 | LG | IN-VEHICLE SENSOR SIGNAL |
| 45 | P | AMBIENT SENSOR SIGNAL |
| 46 | BG | SUNLOAD SENSOR SIGNAL |
| 47 | G | EXHAUST GAS COEFFICIENT DETECTING SENSOR SIGNAL |

| | | |
|----|----|---------------------------------|
| 53 | G | IGNITION POWER SUPPLY |
| 54 | Y | BATTERY POWER SUPPLY |
| 55 | B | GROUND |
| 56 | L | CAN-H |
| 57 | W | BRAKE FLUID LEVEL SWITCH SIGNAL |
| 58 | BR | FUEL LEVEL SENSOR GROUND |
| 59 | GR | INTAKE SENSOR GROUND |
| 60 | L | IN-VEHICLE SENSOR GROUND |
| 61 | BR | AMBIENT SENSOR GROUND |
| 62 | SB | SUNLOAD SENSOR GROUND |
| 63 | R | - |
| 65 | BG | ECV SIGNAL |
| 69 | L | A/C LAN SIGNAL |
| 70 | R | EACH DOOR MOTOR POWER SUPPLY |
| 71 | B | GROUND |
| 72 | P | CAN-L |

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ACCELERATOR PEDAL ACTUATOR

< ECU DIAGNOSIS INFORMATION >

[DCA]

DISTANCE CONTROL ASSIST

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|----------------|--------------------|
| Connector No. | M107 |
| Connector Name | ECM |
| Connector Type | RH24FGY-R26-R-LH-Z |

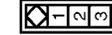


| | |
|----------------|-----------------|
| Connector No. | M117 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH8GMH-CSI6-TM4 |



| | | |
|-----|----|-----------------------|
| 75 | W | - |
| 80 | V | - |
| 81 | SB | - |
| 82 | V | - |
| 83 | P | - |
| 84 | R | - |
| 85 | L | - |
| 86 | BG | - |
| 87 | L | - |
| 88 | P | - |
| 91 | V | - |
| 92 | G | - |
| 94 | G | - |
| 95 | W | - |
| 96 | G | - |
| 97 | Y | - |
| 98 | BR | - |
| 99 | V | - [With BOSE audio] |
| 100 | P | - [Without BOSE mark] |
| 100 | SB | - [With BOSE audio] |
| 100 | L | - [Without BOSE mark] |

| | |
|----------------|-------------------|
| Connector No. | M186 |
| Connector Name | ICC WARNING CHIME |
| Connector Type | A03FW |



| | | | |
|-----------------------------|----|----|---|
| Terminal No. | 1 | 2 | 3 |
| Color of Wire | GR | GR | W |
| Signal Name [Specification] | - | - | - |

| | |
|----------------|-----------------|
| Connector No. | M210 |
| Connector Name | AV CONTROL UNIT |
| Connector Type | TH32FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|--------------------------------|
| 65 | V | PARKING BRAKE SIGNAL |
| 67 | G | COMPOSITE IMAGE SIGNAL GRD |
| 68 | R | COMPOSITE IMAGE SIGNAL |
| 71 | SHIELD | MICROPHONE SHIELD |
| 72 | R | MICROPHONE VCC |
| 73 | R | COMM CONT->DISP |
| 74 | P | GAIN-H |
| 75 | LG | AV COMM (L) |
| 76 | LG | AV COMM (L) |
| 79 | R | ILLUMINATION |
| 80 | G | IGNITION SIGNAL |
| 81 | BG | REVERSE SIGNAL |
| 82 | R | VEHICLE SPEED SIGNAL (S-PULSE) |
| 83 | SHIELD | SHIELD |
| 87 | G | MICROPHONE SIGNAL |
| 88 | SHIELD | SHIELD |
| 89 | G | COMM (DISP->CONT) |
| 90 | L | GAIN-H |
| 91 | SB | AV COMM (H) |
| 92 | SB | AV COMM (H) |

JCOWA0425GB

ACCELERATOR PEDAL ACTUATOR

< ECU DIAGNOSIS INFORMATION >

[DCA]

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DISTANCE CONTROL ASSIST

| | |
|----------------|-----------------------------------|
| Connector No. | M3833 |
| Connector Name | COMBINATION SWITCH (SPIRAL CABLE) |
| Connector Type | TK08FGY |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 13 | R | - |
| 14 | W | - |
| 15 | L | - |
| 16 | B | - |
| 17 | BR | - |
| 18 | Y | - |
| 19 | P | - |
| 20 | Y | - |

DAS

JCOWA0426GB

DTC Inspection Priority Chart

INFOID:000000006347106

P

If multiple DTCs are detected simultaneously, check them one by one depending on the following DTC inspection priority chart.

ACCELERATOR PEDAL ACTUATOR

< ECU DIAGNOSIS INFORMATION >

[DCA]

| Priority | Detected items (DTC) |
|----------|--|
| 1 | <ul style="list-style-type: none"> • U1000: CAN COMM CIRCUIT • U1010: CONTROL UNIT (CAN) |
| 2 | <ul style="list-style-type: none"> • C1F02: APA C/U MALF |
| 3 | <ul style="list-style-type: none"> • C1F01: APA MOTOR MALF • C1F03: APA HI TEMP • C1F05: APA PWR SUPPLY CIR • C1F06: CAN CIR2 • C1F07: CAN CIR1 |

DTC Index

INFOID:000000006347107

NOTE:

- The details of time display are as per the following.
- CRNT: A malfunction is detected now
- PAST: A malfunction was detected in the past
- IGN counter is displayed in FFD (Freeze Frame Data).
- 0: The malfunctions that are detected now
- 1 - 39: It increases like 0 → 1 → 2 ... 38 → 39 after returning to the normal condition whenever the ignition switch OFF → ON. It returns to 0 when a malfunction is detected again in the process.
- If it is over 39, it is fixed to 39 until the self-diagnosis results are erased.

×: Applicable

| CONSULT-III display | ICC system warning lamp | Fail-safe function | Reference |
|---------------------------|-------------------------|--------------------|-------------------------|
| C1F01: APA MOTOR MALF | × | × | DAS-108 |
| C1F02: APA C/U MALF | × | × | DAS-110 |
| C1F03: APA HI TEMP | — | — | DAS-111 |
| C1F05: APA PWR SUPPLY CIR | × | × | DAS-113 |
| C1F06: CAN CIR2 | × | × | DAS-115 |
| C1F07: CAN CIR1 | × | × | DAS-117 |
| U1000: CAN COMM CIRCUIT | × | × | DAS-136 |
| U1010: CONTROL UNIT (CAN) | × | × | DAS-139 |

DISTANCE CONTROL ASSIST SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[DCA]

SYMPTOM DIAGNOSIS

DISTANCE CONTROL ASSIST SYSTEM SYMPTOMS

Symptom Table

INFOID:000000006347108

| | Symptoms | Reference page |
|---------------------------|--|---|
| Operation | Switch does not turn ON | Refer to DAS-180, "Description" . |
| | Switch does not turn OFF | |
| | DCA system setting cannot be turned ON from the navi screen | Refer to DAS-182, "Description" . |
| | DCA system setting cannot be turned OFF from the navi screen | |
| | DCA system not activated (switch is ON) | Refer to DAS-184, "Description" . |
| Display/Chime | Information display is not illuminated (vehicle ahead indicator) | Refer to MWI-40, "Diagnosis Description" . |
| | Chime does not sound | Refer to DAS-186, "Description" . |
| Control | No force generated for putting back the accelerator pedal | Refer to DAS-188, "Description" . |
| Detection of lead vehicle | Frequently cannot detect the vehicle ahead | Refer to DAS-189, "Description" . |
| | Detection zone is short | |
| | System misidentifies a vehicle even though there is no vehicle ahead | <ul style="list-style-type: none"> • Adjust laser beam aiming: Refer to CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description". • Perform action test. Refer to DAS-13, "ACTION TEST : Description". |
| | System misidentifies a vehicle in the next lane | |
| | System does not detect the vehicle ahead at all | Refer to DAS-190, "Description" . |

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DAS

SWITCH DOES NOT TURN ON / SWITCH DOES NOT TURN OFF

< SYMPTOM DIAGNOSIS >

[DCA]

SWITCH DOES NOT TURN ON / SWITCH DOES NOT TURN OFF

Description

INFOID:000000006347109

The switch does not turn ON

- When the DCA system setting is ON, the DCA system switch indicator does not illuminate even if the dynamic driver assistance switch is depressed.

The switch does not turn OFF

- The DCA system switch indicator does not turn off even if the dynamic driver assistance switch is pressed when the DCA system switch indicator illuminates.

NOTE:

The system cannot be operated when setting conventional (fixed speed) cruise control mode.

Diagnosis Procedure

INFOID:000000006347110

1. CHECK DCA SYSTEM SETTING

Check that DCA system setting on the navigation screen is ON.

Is DCA system setting ON?

YES >> GO TO 2.

NO >> Enable the DCA system setting.

2. PERFORM THE SELF-DIAGNOSIS

1. Perform "All DTC Reading" with CONSULT-III.

2. Check if the DTC is detected in self-diagnosis results of "ICC/ADAS". Refer to [DAS-160, "DTC Index"](#).

Is any DTC detected?

YES >> GO TO 7.

NO >> GO TO 3.

3. DYNAMIC DRIVER ASSISTANCE SWITCH INSPECTION

1. Start the engine.

2. Check that "DYNA ASIST SW" operates normally in "DATA MONITOR" of "ICC/ADAS" with CONSULT-III.

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 6.

4. CHECK DCA SYSTEM SWITCH INDICATOR CIRCUIT

1. Start the engine.

2. Select the active test item "DCA INDICATOR" of "ICC/ADAS" with CONSULT-III.

3. Check if the DCA system switch indicator illuminates when the test item is operated.

Is the inspection result normal?

YES >> Refer to [GI-42, "Intermittent Incident"](#).

NO >> GO TO 5.

5. CHECK DATA MONITOR OF UNIFIED METER AND A/C AMP.

Check that "DCA IND" operates normally in "DATA MONITOR" of "METER/M&A" with CONSULT-III.

Is the inspection result normal?

YES >> Replace the combination meter.

NO >> Replace the unified meter and A/C amp.

6. CHECK STEERING SWITCH CIRCUIT

Check the steering switch circuit. Refer to [DAS-105, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 7.

7. REPAIR OR REPLACE MALFUNCTIONING PARTS.

SWITCH DOES NOT TURN ON / SWITCH DOES NOT TURN OFF

< SYMPTOM DIAGNOSIS >

[DCA]

Repair or replace malfunctioning parts.

>> GO TO 8.

8.CHECK DCA SYSTEM

1. Erase "self-diagnosis result", and then perform "All DTC Reading" again after performing the action test.
(Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> INSPECTION END

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DCA SYSTEM SETTING CANNOT BE TURNED ON/OFF FROM THE NAVIGATION SCREEN

< SYMPTOM DIAGNOSIS >

[DCA]

DCA SYSTEM SETTING CANNOT BE TURNED ON/OFF FROM THE NAVIGATION SCREEN

Description

INFOID:000000006347111

- DCA system setting is not selectable on the navigation screen.

NOTE:

When the ignition switch is in ACC position, DCA system settings cannot be changed.

- Distance Control Assist is not indicated on the navigation screen.
- The switching between ON and OFF cannot be performed by operating the navigation system.
- The item of Distance Control Assist on the navigation screen is not active.
- The DCA system setting differs from the one set at the previous driving.

NOTE:

Turn OFF the ignition switch and wait for 5 seconds or more.

Diagnosis Procedure

INFOID:000000006347112

1. CHECK DCA SYSTEM SETTING

1. Start the engine.
2. Check that the DCA system settings is selectable on the navigation screen.

Is the inspection result normal?

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

2. PERFORM THE SELF-DIAGNOSIS

1. Perform "All DTC Reading" with CONSULT-III.
2. Check if the DTC is detected in self-diagnosis results of "ICC/ADAS", "MULTI AV" and "METER/M&A". Refer to the following.
 - ICC/ADAS: [DAS-160, "DTC Index"](#)
 - MULTI AV: [AV-382, "DTC Index"](#)
 - METER/M&A: [MWI-106, "DTC Index"](#)

Is any DTC detected?

- YES >> GO TO 5.
- NO >> INSPECTION END

3. CHECK DATA MONITOR OF ICC SENSOR INTEGRATED UNIT

Check that "DCA SELECT" operates normally in "DATA MONITOR" of "ICC/ADAS" with CONSULT-III.

Is the inspection result normal?

- YES >> Refer to [AV-358, "On Board Diagnosis Function"](#).
- NO >> GO TO 4.

4. CHECK MULTIFUNCTION SWITCH

Operate the multifunction switch to check that the audio, navigation system, and air conditioner operate properly.

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Repair or replace malfunctioning parts.

5. REPAIR OR REPLACE MALFUNCTIONING PARTS

Repair or replace malfunctioning parts identified by the self-diagnosis result.

>> GO TO 7.

6. REPLACE ICC SENSOR INTEGRATED UNIT

1. Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).
2. Adjust the laser beam aiming. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

DCA SYSTEM SETTING CANNOT BE TURNED ON/OFF FROM THE NAVIGATION SCREEN

< SYMPTOM DIAGNOSIS >

[DCA]

>> GO TO 7.

7.CHECK DCA SYSTEM

1. Erase "self-diagnosis result", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check if the DCA system is normal.

>> INSPECTION END

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DAS

DCA SYSTEM NOT ACTIVATED (SWITCH IS ON)

< SYMPTOM DIAGNOSIS >

[DCA]

DCA SYSTEM NOT ACTIVATED (SWITCH IS ON)

Description

INFOID:000000006347113

The dynamic driver assistance switch can be turned ON/OFF, but the DCA system does not operate.

NOTE:

Never start the operation under the following conditions.

- No operation condition
- When the brake pedal depressed
- When the ICC system is set
- When the system judges that the vehicle comes to a standstill by the system control
- When the vehicle ahead is not detected
- Operation cancellation condition
- When the dynamic driver assistance switch is turned to OFF
- When the system malfunction occurs
- When ABS or VDC (including the TCS) operates
- When the VDC is turned OFF
- When the snow mode switch is turned ON
- When driving into a strong light (i.e., sunlight)
- When the ICC sensor integrated unit body window is dirty and the measurement of the distance between the vehicles becomes difficult

Diagnosis Procedure

INFOID:000000006347114

1. CHECK CAUSE OF AUTOMATIC CANCELLATION

Check if there is any cancellation cause in the "CAUSE OF AUTO-CANCEL" on "WORK SUPPORT" of "ICC/ADAS" with CONSULT-III.

Is it displayed?

Not displayed >> GO TO 2.

"VHCL SPD UNMATCH" >> Refer to [DAS-37, "DTC Logic"](#).

"IGN LOW VOLT" >> Refer to [DAS-35, "DTC Logic"](#).

"CAN COMM ERROR" >> Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

"ABS/TCS/VDC CIRC" >> Refer to [DAS-39, "DTC Logic"](#).

"BCU CIRCUIT" >> Refer to [DAS-79, "DTC Logic"](#).

"APA HI TEMP" >> Refer to [DAS-111, "DTC Logic"](#).

2. PERFORM ALL OF THE SELF-DIAGNOSIS

1. Perform "All DTC Reading".

2. Check if any DTC is detected in self-diagnosis results of "ICC/ADAS". Refer to [DAS-160, "DTC Index"](#).

Is any DTC detected?

YES >> GO TO 3.

NO >> GO TO 4.

3. REPAIR OR REPLACE MALFUNCTIONING PARTS

Repair or replace malfunctioning parts identified by the self-diagnosis result.

>> GO TO 6.

4. CHECK EACH SWITCH AND VEHICLE SPEED SIGNAL

1. Start the engine.

2. Check that the following items operate normally in "DATA MONITOR" of "ICC/ADAS".

- "VHCL SPEED SE"
- "BRAKE SW"
- "DCA ON SW"

Is there a malfunctioning item?

All items are normal >> GO TO 5.

"VHCL SPEED SE" >> Refer to [DAS-37, "DTC Logic"](#).

"BRAKE SW" >> Refer to [DAS-41, "DTC Logic"](#).

"DCA ON SW" >> Refer to [DAS-105, "DTC Logic"](#).

DCA SYSTEM NOT ACTIVATED (SWITCH IS ON)

< SYMPTOM DIAGNOSIS >

[DCA]

5. REPLACE ICC SENSOR INTEGRATED UNIT

1. Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).
2. Adjust the laser beam aiming. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 6.

6. CHECK DCA SYSTEM

1. Erase "self-diagnosis result", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> INSPECTION END

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DAS

CHIME DOES NOT SOUND

< SYMPTOM DIAGNOSIS >

[DCA]

CHIME DOES NOT SOUND

Description

INFOID:000000006347115

The warning chime may not sound in some cases when there is a short distance between vehicles. Some examples are:

- When the vehicles are traveling at the same speed and the distance between vehicles is not changing.
- When the vehicle ahead is traveling faster and the distance between vehicles is increasing.
- When a vehicle cuts in near own vehicle.
- The warning chime will not sound when own vehicle approaches vehicles that are parked or moving slowly.
- The warning chime does not sound when the system does not detect any vehicle ahead. (Diagnose the conditions under which the system is detecting the vehicle ahead and when the system is malfunctioning. If there is any malfunction in detecting the vehicle ahead, check the system following the [DAS-189, "Description"](#).)

Diagnosis Procedure

INFOID:000000006347116

1.PERFORM ACTIVE TEST

Check if the warning chime sounds on the active test item "ICC BUZZER" of "ICC/ADAS" with CONSULT-III.

Does the warning chime sound?

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

2.CHECK THE MALFUNCTION SYMPTOM DURING WARNING CHIME OPERATION

1. Understand the vehicle ahead detection condition when the malfunction occurred. If the warning chime should have sounded, replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).
2. Adjust the laser beam aiming. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 8.

3.CHECK ICC WARNING CHIME CIRCUIT

Check the ICC warning chime circuit. Refer to [DAS-143, "Component Function Check"](#).

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> GO TO 6.

4.PERFORM THE SELF-DIAGNOSIS

1. Perform "All DTC Reading" with CONSULT-III.
2. Check if the "U1000" is detected in self-diagnosis results of "ICC/ADAS".

Is "U1000" detected?

- YES >> GO TO 5.
- NO >> GO TO 7.

5.CAN COMMUNICATIONS INSPECTION

Check the CAN communication and repair or replace malfunctioning parts. Refer to [DAS-135, "ICC SENSOR INTEGRATED UNIT : DTC Logic"](#).

>> GO TO 8.

6.REPAIR OR REPLACE MALFUNCTIONING PARTS

Repair or replace malfunctioning parts.

>> GO TO 8.

7.REPLACE ICC SENSOR INTEGRATED UNIT

1. Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).
2. Adjust the laser beam aiming. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

CHIME DOES NOT SOUND

< SYMPTOM DIAGNOSIS >

[DCA]

>> GO TO 8.

8. CHECK DCA SYSTEM

1. Erase "self-diagnosis result", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check if the DCA system is normal.

>> INSPECTION END

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NO FORCE GENERATED FOR PUTTING BACK THE ACCELERATOR PEDAL

< SYMPTOM DIAGNOSIS >

[DCA]

NO FORCE GENERATED FOR PUTTING BACK THE ACCELERATOR PEDAL

Description

INFOID:000000006347117

The dynamic driver assistance switch can be turned ON/OFF but the actuation force of accelerator pedal is not generated.

NOTE:

- When the vehicle ahead detection indicator does not illuminate, the control and warning with the system are not performed.
- The actuation force of accelerator pedal may not be generated sufficiently depending on depressing method or depressing amount of accelerator pedal.

Diagnosis Procedure

INFOID:000000006347118

1. PERFORM THE SELF-DIAGNOSIS

1. Perform "All DTC Reading" with CONSULT-III.
2. Check if any DTC is detected in self-diagnosis results of "ICC/ADAS" or "ACCELE PEDAL ACT".

Is any DTC detected?

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

2. REPAIR OR REPLACE THE MALFUNCTIONING PARTS

Repair or replace malfunctioning parts. Refer to [DAS-160. "DTC Index"](#) (ICC/ADAS) or [DAS-178. "DTC Index"](#) (ACCELE PEDAL ACT).

>> GO TO 5.

3. PERFORM ACTIVE TEST

Check if the accelerator pedal actuator operates by the active test items "ACCELERATOR PEDAL ACTUATOR TEST1" and "ACCELERATOR PEDAL ACTUATOR TEST2" of "ACCELE PEDAL ACT" with CONSULT-III.

Does it operate?

- YES >> GO TO 4.
NO >> Replace the accelerator pedal assembly.

4. CHECK VEHICLE AHEAD DETECTION PERFORMANCE

Understand the vehicle ahead detection condition when the malfunction occurred. If the detecting function is malfunctioning, check according to [DAS-189. "Description"](#).

>> INSPECTION END

5. CHECK DCA SYSTEM

1. Erase "self-diagnosis result", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check if the DCA system is normal.

>> INSPECTION END

FREQUENTLY CANNOT DETECT THE VEHICLE AHEAD / DETECTION ZONE IS SHORT

< SYMPTOM DIAGNOSIS >

[DCA]

FREQUENTLY CANNOT DETECT THE VEHICLE AHEAD / DETECTION ZONE IS SHORT

Description

INFOID:000000006347119

Symptom check: Detection function may become unstable under the following conditions.

- When the reflector of vehicle ahead is broken or dirty.
- When the vehicle is driving on a curve such as S-curve where the curvature changes.
- When the vehicle is driving on up-and-down road or passing the peak or foot of slope or passing the break of the inclination of hill.

Diagnosis Procedure

INFOID:000000006347120

1. VISUAL CHECK (1)

Check ICC sensor integrated unit body window for contamination and foreign materials.

Do foreign materials adhere?

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

2. WIPE OUT DIRT AND FOREIGN OBJECTS

Wipe out the contamination and/or foreign materials from the ICC sensor integrated unit body window.

>> GO TO 6.

3. VISUAL CHECK (2)

Check ICC sensor integrated unit body window for cracks and/or scratches.

Are there cracks?

- YES >> GO TO 5.
- NO >> GO TO 4.

4. LASER BEAM AIMING ADJUSTMENT

1. Adjust the laser beam aiming. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).
2. Perform action test. Refer to [DAS-13. "ACTION TEST : Description"](#).
3. Check that the vehicle ahead detection performance improves.

Does it improve?

- YES >> INSPECTION END
- NO >> GO TO 5.

5. REPLACE ICC SENSOR INTEGRATED UNIT

1. Replace the ICC sensor integrated unit. Refer to [DAS-196. "Exploded View"](#).
2. Adjust the laser beam aiming. Refer to [CCS-7. "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 6.

6. CHECK DCA SYSTEM

1. Erase "self-diagnosis result", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13. "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> INSPECTION END

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DAS

THE SYSTEM DOES NOT DETECT THE VEHICLE AHEAD AT ALL

< SYMPTOM DIAGNOSIS >

[DCA]

THE SYSTEM DOES NOT DETECT THE VEHICLE AHEAD AT ALL

Description

INFOID:000000006347121

When DCA system is active, the DCA system does not perform any control even through there is a vehicle ahead.

Diagnosis Procedure

INFOID:000000006347122

1. CHECK INFORMATION DISPLAY

1. Start the self-diagnosis mode of combination meter. Refer to [MWI-40, "Diagnosis Description"](#).
2. Check that the segment of information display is displayed normally.

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Replace the combination meter.

2. VISUAL CHECK (1)

Check ICC sensor integrated unit body window for contamination and/or foreign materials.

Do foreign materials adhere?

- YES >> GO TO 3.
- NO >> GO TO 4.

3. WIPE OUT DIRT AND FOREIGN MATERIALS

Wipe out the contamination and/or foreign materials from the ICC sensor integrated unit body window.

>> GO TO 7.

4. VISUAL CHECK (2)

Check ICC sensor integrated unit body window for cracks and/or scratches.

Are there cracks?

- YES >> GO TO 6.
- NO >> GO TO 5.

5. LASER BEAM AIMING ADJUSTMENT

1. Adjust the laser beam aiming. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).
2. Perform action test. Refer to [DAS-13, "ACTION TEST : Description"](#).
3. Check that the vehicle ahead detection performance improves.

Does it improve?

- YES >> INSPECTION END
- NO >> GO TO 6.

6. REPLACE ICC SENSOR INTEGRATED UNIT

1. Replace the ICC sensor integrated unit. Refer to [DAS-196, "Exploded View"](#).
2. Adjust the laser beam aiming. Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

>> GO TO 7.

7. CHECK DCA SYSTEM

1. Erase "self-diagnosis result", and then perform "All DTC Reading" again after performing the action test. (Refer to [DAS-13, "ACTION TEST : Description"](#) for action test.)
2. Check that the DCA system is normal.

>> INSPECTION END

NORMAL OPERATING CONDITION

< SYMPTOM DIAGNOSIS >

[DCA]

NORMAL OPERATING CONDITION

Description

INFOID:000000006347123

PRECAUTIONS FOR DISTANCE CONTROL ASSIST (DCA) SYSTEM

CAUTION:

- If the vehicle ahead comes to a stop, the vehicle decelerates to a standstill within the limitations of the system. The system will cancel once it judges that the vehicle has come to a standstill with a warning chime. To prevent the vehicle from moving, the driver must depress the brake pedal.
- The DCA system will not apply brake control while the driver is depressing the accelerator pedal.
- This system is only an aid to assist the driver and is not a collision warning or avoidance device. It is the driver's responsibility to stay alert, drive safely and be in control of the vehicle at all times.
- This system will not adapt automatically to road conditions. Do not use the system on roads with sharp curves, or on icy roads, in heavy rain or in fog.
- The distance sensor will not detect under most conditions.
 - Stationary and slow moving vehicles
 - Pedestrians or objects in the roadway
 - Oncoming vehicles in the same lane
 - Motorcycles traveling offset in the travel lane
- As there is a performance limit to the distance control function, never rely solely on the DCA system. This system does not correct careless, inattentive or absent-minded driving, or overcome poor visibility in rain, fog, or other bad weather. Decelerate the vehicle speed by depressing the brake pedal, depending on the distance to the vehicle ahead and the surrounding circumstances in order to maintain a safe distance between vehicles.
- The system may not detect the vehicle in front of own vehicle in certain road or weather conditions. To avoid accidents, never use the DCA system under the following conditions.
 - On roads with sharp curves
 - On slippery road surfaces such as on ice or snow, etc.
 - During bad weather (rain, fog, snow, etc.)
 - When strong light (for example, at sunrise or sunset) is directly shining on the front of the vehicle
 - When rain, snow or dirt adhere to the system sensor
 - On steep downhill roads (frequent braking may result in overheating the brakes)
 - On repeated uphill and downhill roads
- Do not use the DCA system if own vehicle are towing a trailer. The system may not detect a vehicle ahead.
- In some road or traffic conditions, a vehicle or object can unexpectedly come into the sensor detection zone and cause automatic braking. Driver may need to control the distance from other vehicles using the accelerator pedal. Always stay alert and avoid using the DCA system when it is not recommended in this section.
- The following are some conditions in which the sensor cannot detect the signals.
 - When the reflector of the vehicle ahead is positioned high on the vehicle (trailer, etc.)
 - When the reflector on the vehicle ahead is missing, damaged or covered
 - When the reflector of the vehicle ahead is covered with dirt, snow and road spray
 - When the snow or road spray from traveling vehicles reduces the sensor's visibility
 - When dense exhaust or other smoke (black smoke) from vehicles reduces the sensor's visibility
 - When excessively heavy baggage is loaded in the rear seat or the luggage room of own vehicle
- The DCA system is designed to automatically check the sensor's operation. When the sensor is covered with dirt or is obstructed, the system will automatically be canceled. If the sensor is covered with ice, a transparent or translucent vinyl bag, etc., the DCA system may not detect them. In these instances, the DCA system may not be able to decelerate the vehicle properly. Be sure to check and clean the sensor regularly.
- The DCA system is designed to maintain the proper distance to a vehicle moving ahead. To maintain the distance, the system will decelerate the vehicle as necessary. However, the DCA system can only apply up to 25% of the vehicles total braking power. If a vehicle moves into the traveling lane ahead or if a vehicle traveling ahead rapidly decelerates, the distance between vehicles may become closer because the DCA system cannot decelerate the vehicle quickly enough. If this occurs, the DCA system will sound a warning chime and blink the system display to notify the driver to take necessary action.
- The DCA system does not control vehicle speed or warn when driver approach stationary and slow moving vehicles. Driver must pay attention to vehicle operation to maintain proper distance from vehicles ahead.

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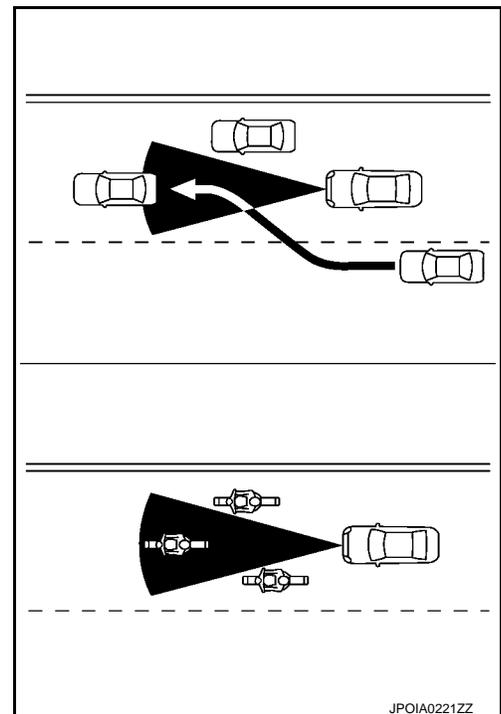
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NORMAL OPERATING CONDITION

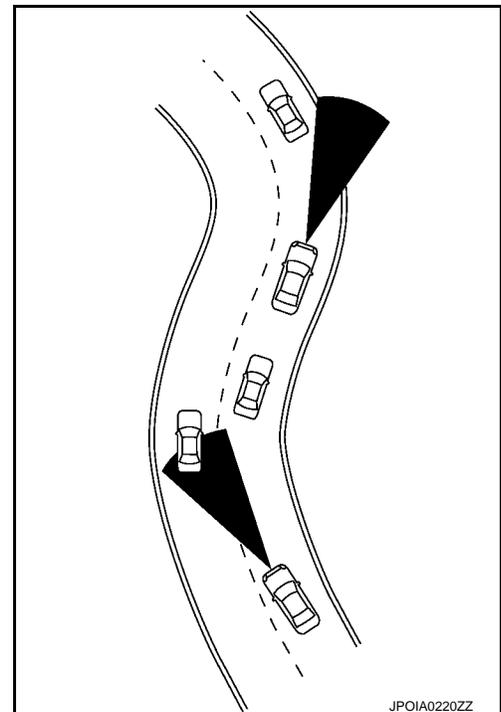
< SYMPTOM DIAGNOSIS >

[DCA]

- The detection zone of the sensor is limited. A vehicle ahead must be in the detection zone for the system to operate.
- A vehicle ahead may move outside of the detection zone due to its position within the same lane of travel. Motorcycles may not be detected in the same lane ahead if they are traveling offset from the center line of the lane. A vehicle that is entering the lane ahead may not be detected until the vehicle has completely moved into the lane. If this occurs, the system may warn driver by blinking the system indicator and sounding the chime. The driver may have to manually control the proper distance away from vehicle traveling ahead.



- When driving on some roads, such as winding, hilly, curved, narrow roads, or roads which are under construction, the sensor may detect vehicles in a different lane, or may temporarily not detect a vehicle traveling ahead. This may cause the system to work inappropriately. The detection of vehicles may also be affected by vehicle operation (steering maneuver or traveling position in the lane, etc.) or vehicle condition. If this occurs, the system may warn driver by blinking the system indicator and sounding the chime unexpectedly. The driver will have to manually control the proper distance away from the vehicle traveling ahead.
- The approach warning chime may sound and the system display may blink when the sensor detects some reflectors which are fitted on vehicles in other lanes or on the side of the road. This may cause the DCA system to operate inappropriately. The sensor may detect these reflectors when the vehicle is driven on winding roads, hilly roads or when entering or exiting a curve. The sensor may also detect reflectors on narrow roads or in road construction zones. In these cases driver will have to manually control the proper distance ahead of own vehicle. Also, the sensor sensitivity can be affected by vehicle operation (steering maneuver or driving position in the lane) or traffic or vehicle condition (for example, if a vehicle is being driven with some damage).
- The DCA system automatically decelerates own vehicle to help assist the driver to maintain a following distance from the vehicle ahead. Manually brake when deceleration is required to maintain a safe distance upon sudden braking by the vehicle ahead or when a vehicle suddenly appears in front of own vehicle. Always stay alert when using the DCA system.
- When the vehicle ahead detection indicator lamp is not illuminated, system will not control or warn the driver.
- Never place a foot under the brake pedal. A foot may be caught when the system controls the brake.
- Depending on the position of the accelerator pedal, the system may not be able to assist the driver to release the accelerator pedal appropriately.
- If the vehicle ahead comes to a standstill, the vehicle decelerates to a standstill within the limitations of the system. The system will release brake control with a warning chime once it judges the vehicle



NORMAL OPERATING CONDITION

< SYMPTOM DIAGNOSIS >

[DCA]

is at a standstill. To prevent the vehicle from moving, the driver must depress the brake pedal. [The system will resume control automatically once the system reaches 5 km/h (3 MPH)].

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DAS

PRECAUTION

PRECAUTIONS

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

INFOID:000000006347124

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" of this Service Manual.

WARNING:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see "SRS AIR BAG".
- Never use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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

WARNING:

Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Precautions For Harness Repair

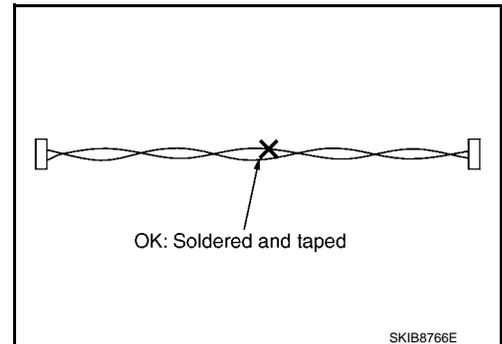
INFOID:000000006347125

ITS communication uses a twisted pair line. Be careful when repairing it.

- 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).



PRECAUTIONS

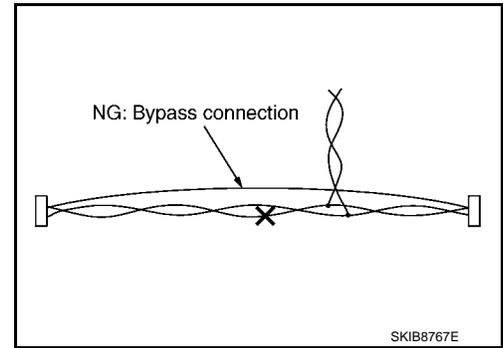
[DCA]

< PRECAUTION >

- Bypass connection is never allowed at the repaired area.

NOTE:

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



DCA System Service

INFOID:000000006347126

CAUTION:

- Never look straight into the laser beam discharger when adjusting laser beam aiming.
- Turn the MAIN switch OFF in conditions similar to driving, such as free rollers or a chassis dynamometer.
- Never use the ICC sensor integrated unit removed from vehicle. Never disassemble or remodel.
- Erase DTC when replacing parts of DCA system, then check the operation of DCA system after adjusting laser beam aiming if necessary.

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DAS

ICC SENSOR INTEGRATED UNIT

< REMOVAL AND INSTALLATION >

[DCA]

REMOVAL AND INSTALLATION

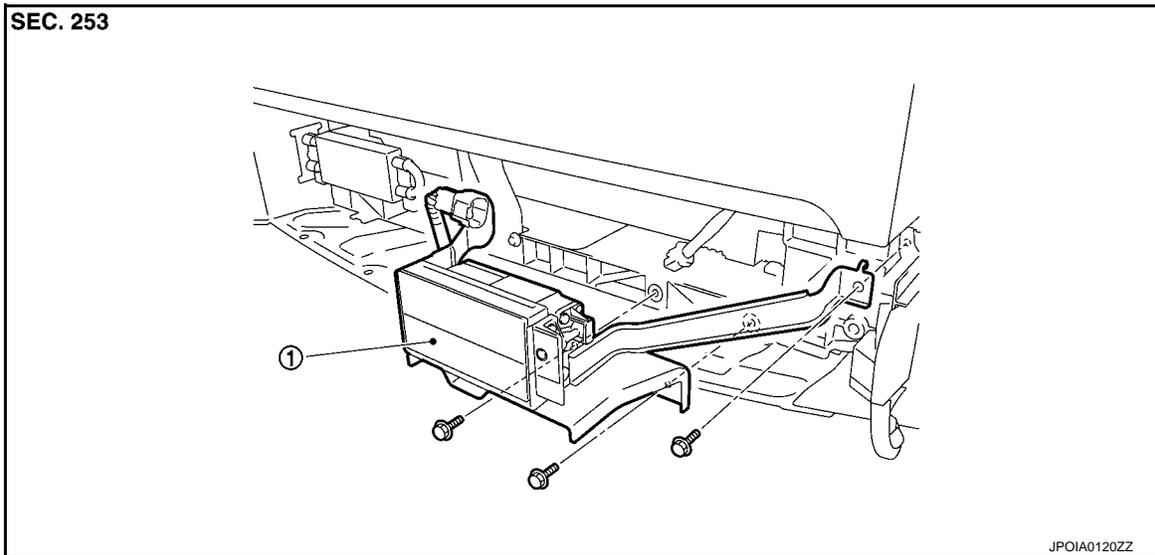
ICC SENSOR INTEGRATED UNIT

Exploded View

INFOID:000000006347127

CAUTION:

Always perform the laser beam aiming adjustment and check the operation after the replacement, removal and installation of ICC sensor integrated unit.



1. ICC sensor integrated unit

Removal and Installation

INFOID:000000006347128

REMOVAL

1. Remove front bumper fascia. Refer to [EXT-12. "Exploded View"](#).
2. Disconnect ICC sensor integrated unit connector.
3. Remove mounting bolts from ICC sensor integrated unit.
4. Remove ICC sensor integrated unit.

INSTALLATION

Install in the reverse order of removal.

CAUTION:

Always perform the laser beam aiming adjustment and check the operation after the replacement, removal, and installation of ICC sensor integrated unit. Refer to [DAS-12. "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ICC SENSOR INTEGRATED UNIT\) : Description"](#).

BRAKE BOOSTER CONTROL UNIT

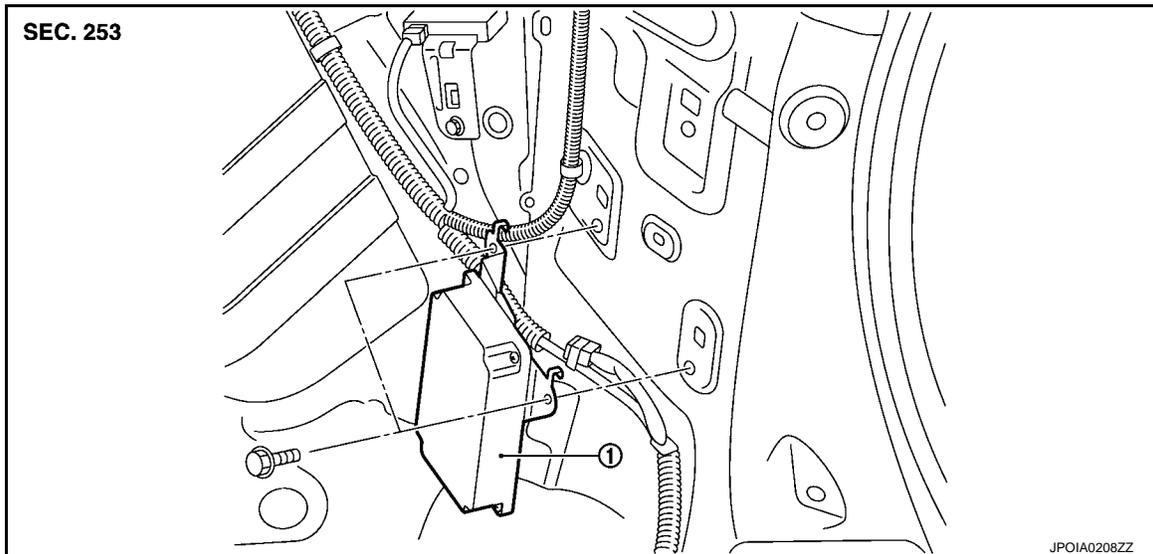
< REMOVAL AND INSTALLATION >

[DCA]

BRAKE BOOSTER CONTROL UNIT

Exploded View

INFOID:000000006347129



1. Brake booster control unit

Removal and Installation

INFOID:000000006347130

REMOVAL

1. Remove clips on the back of the luggage side finisher lower (RH) to obtain space for work. Refer to [INT-37, "Exploded View"](#).
2. Disconnect brake booster control unit connector.
3. Remove mounting bolts from brake booster control unit.
4. Remove brake booster control unit.

INSTALLATION

Install in the reverse order of removal.

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DAS

ICC WARNING CHIME

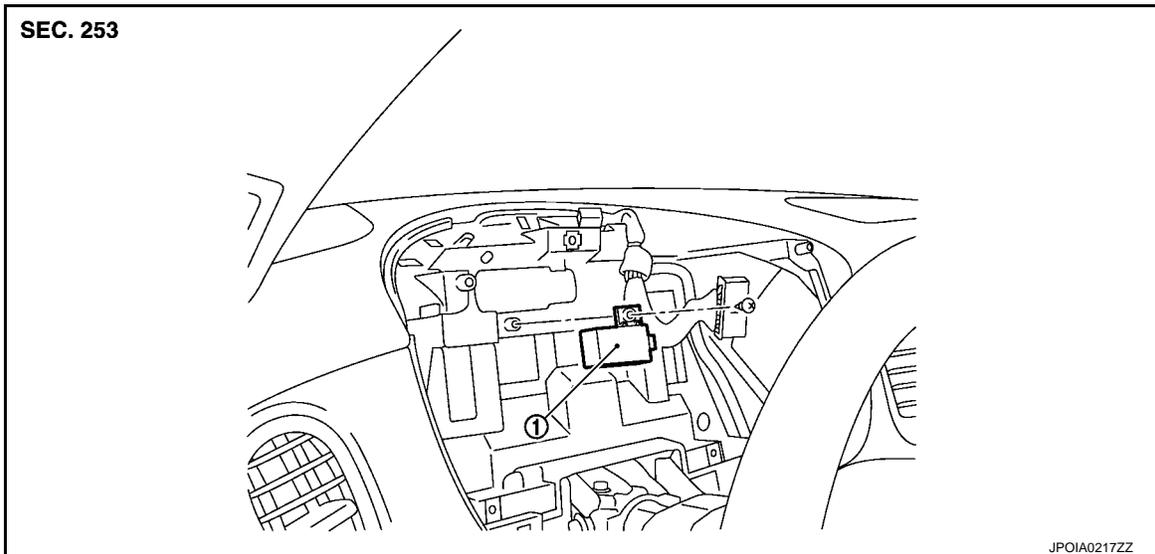
< REMOVAL AND INSTALLATION >

[DCA]

ICC WARNING CHIME

Exploded View

INFOID:000000006347131



1. ICC warning chime

Removal and Installation

INFOID:000000006347132

REMOVAL

1. Remove the combination meter. Refer to [MWI-133, "Exploded View"](#).
2. Disconnect ICC warning chime connector.
3. Remove mounting screw from ICC warning chime.
4. Remove ICC warning chime.

INSTALLATION

Install in the reverse order of removal.

ACCELERATOR PEDAL ASSEMBLY

< REMOVAL AND INSTALLATION >

[DCA]

ACCELERATOR PEDAL ASSEMBLY

Exploded View

INFOID:000000006347133

Refer to [ACC-3. "Exploded View"](#).

CAUTION:

Always perform accelerator pedal released position learning after replacement, removal, or installation of accelerator pedal assembly, and then check the DCA system operation. Refer to [DAS-12. "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ACCELERATOR PEDAL ASSEMBLY\) : Description"](#).

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DAS

DYNAMIC DRIVER ASSISTANCE SWITCH

< REMOVAL AND INSTALLATION >

[DCA]

DYNAMIC DRIVER ASSISTANCE SWITCH

Exploded View

INFOID:000000006347134

Dynamic driver assistance switch is integrated in the ICC steering switch. Refer to [CCS-177. "Exploded View"](#).

NOTE:

Dynamic driver assistance switch is shared with LDP system.

DIAGNOSIS AND REPAIR WORK FLOW

[FCW]

< BASIC INSPECTION >

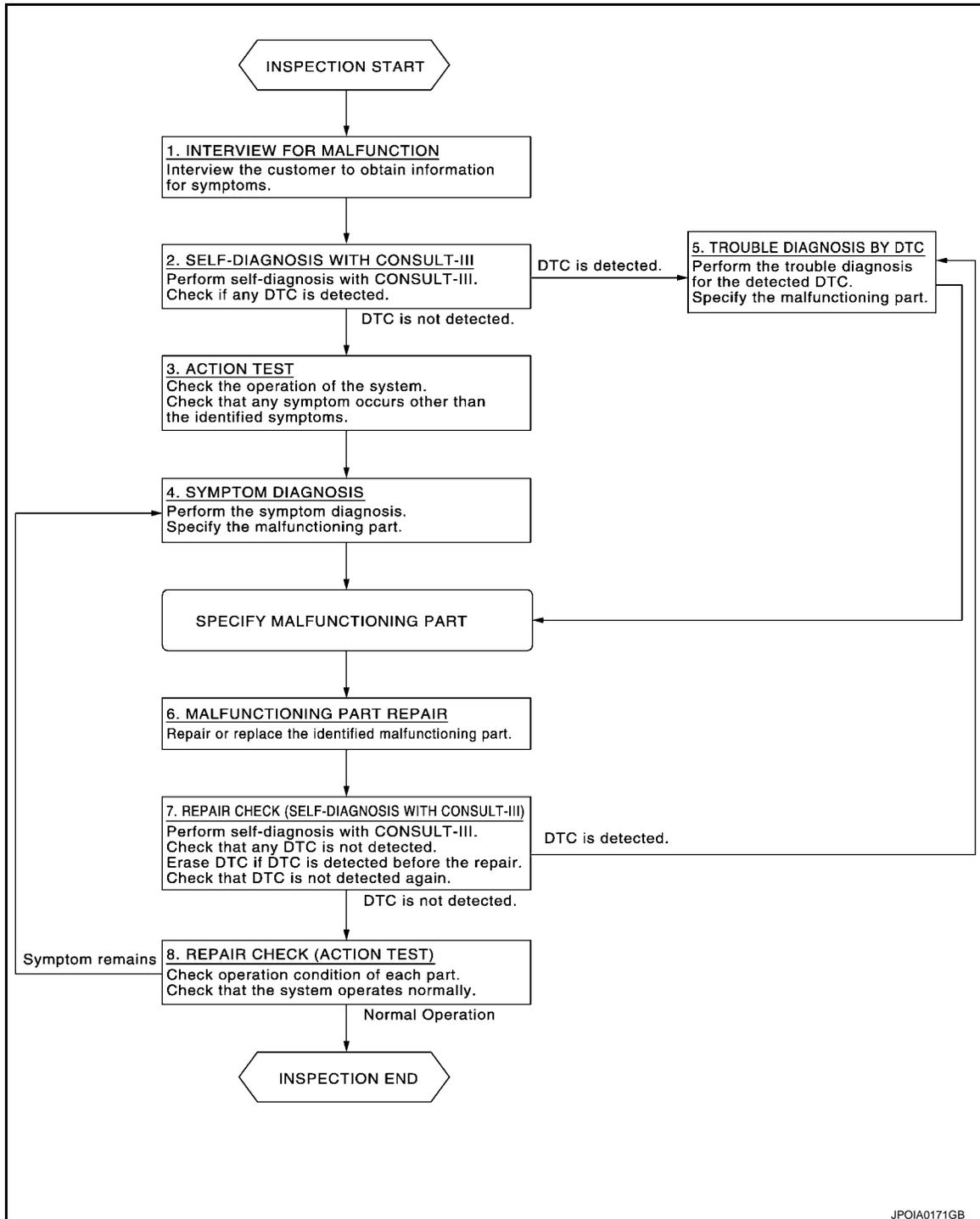
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow

INFOID:000000006347135

OVERALL SEQUENCE



DETAILED FLOW

NOTE:

The FCW system shares component parts with the ICC system. If the FCW system has a malfunction perform diagnosis for the ICC system.

1. INTERVIEW FOR MALFUNCTION

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DIAGNOSIS AND REPAIR WORK FLOW

[FCW]

< BASIC INSPECTION >

It is also important to clarify the customer concerns before starting the inspection. Interview the customer about the concerns carefully and understand the symptoms fully.

NOTE:

The customers are not professionals. Never assume that “maybe the customer means...” or “maybe the customer mentioned this symptom”.

>> GO TO 2.

2.SELF-DIAGNOSIS WITH CONSULT-III

1. Perform “All DTC Reading” with CONSULT-III.
2. Check if the DTC is detected on the self-diagnosis results of “ICC/ADAS” and/or “LANE CAMERA”.

Is any DTC detected?

- YES >> GO TO 5.
NO >> GO TO 3.

3.ACTION TEST

Perform the ICC system action test to check the operation status. Refer to [CCS-12, "ACTION TEST : Description"](#).

>> GO TO 4.

4.SYMPTOM DIAGNOSIS

Perform the applicable diagnosis according to the diagnosis chart by symptom. Refer to [DAS-240, "Symptom Table"](#).

>> GO TO 6.

5.TROUBLE DIAGNOSIS BY DTC

1. Check the DTC in the self-diagnosis results.
2. Perform trouble diagnosis for the detected DTC. Refer to [DAS-228, "DTC Index"](#) (ICC/ADAS) and/or [DAS-239, "DTC Index"](#) (LANE CAMERA).

>> GO TO 6.

6.MALFUNCTIONING PART REPAIR

Repair or replace the identified malfunctioning parts.

>> GO TO 7.

7.REPAIR CHECK (SELF-DIAGNOSIS WITH CONSULT-III)

1. Erases self-diagnosis results.
2. Perform “All DTC Reading” again after repairing or replacing the specific items.
3. Check if the DTC is detected on the self-diagnosis results of “ICC/ADAS”.

Is any DTC detected?

- YES >> GO TO 5.
NO >> GO TO 8.

8.REPAIR CHECK (ACTION TEST)

Perform the ICC system action test. Check that the malfunction symptom is solved or no other symptoms occur.

Is there any malfunction symptom?

- YES >> GO TO 4.
NO >> INSPECTION END

FORWARD COLLISION WARNING SYSTEM

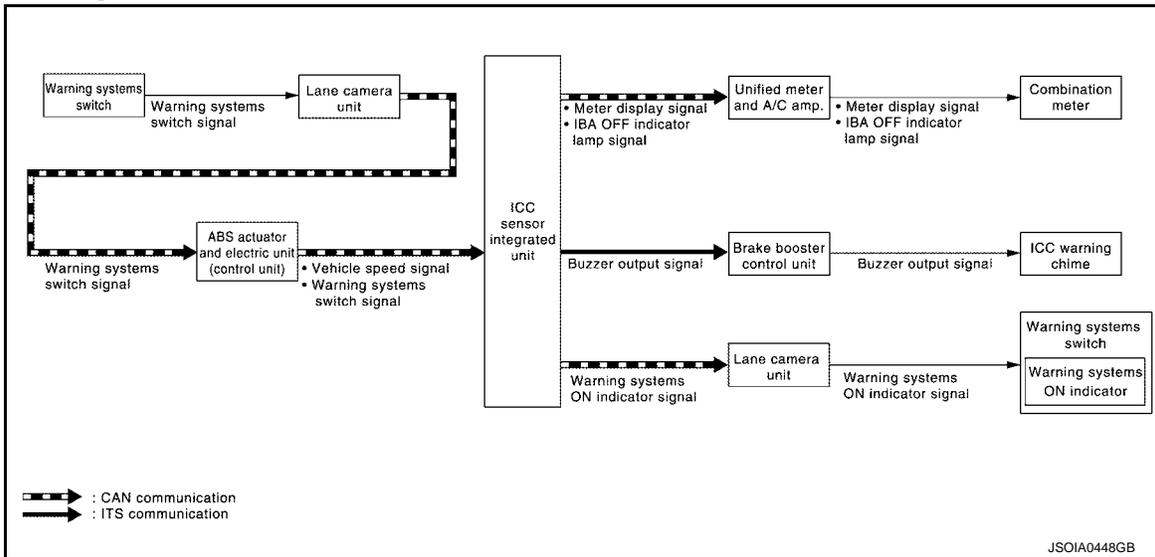
[FCW]

< SYSTEM DESCRIPTION >

SYSTEM DESCRIPTION

FORWARD COLLISION WARNING SYSTEM

System Diagram



System Description

INFOID:000000006347137

OUTLINE

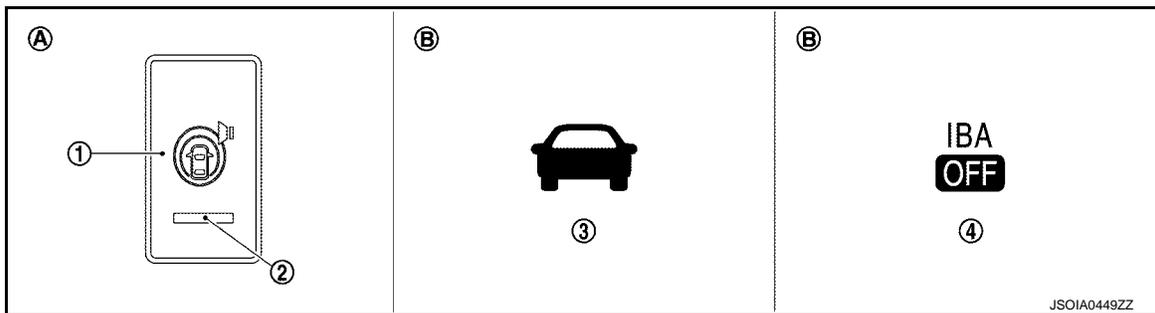
- The Forward Collision Warning (FCW) system will warn the driver by a warning lamp (vehicle ahead detection indicator) and chime when own vehicle is getting close to the vehicle ahead in the traveling lane.
- The FCW system will function when own vehicle is driven at speeds of approximately 15 km/h (10 MPH) and above.

NOTE:

The FCW system shares the diagnosis function with ICC system. They share the ICC sensor integrated unit.

BASIC OPERATIONS

Switches And Indicator/Warning Lamps



- | | | |
|-------------------------------------|---------------------------------|--------------------------------------|
| 1. Warning systems switch | 2. Warning systems ON indicator | 3. Vehicle ahead detection indicator |
| 4. IBA OFF indicator lamp | | |
| A. On the instrument lower panel LH | B. On the combination meter | |

Fail-safe Indication

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FORWARD COLLISION WARNING SYSTEM

[FCW]

< SYSTEM DESCRIPTION >

| Vehicle condition | Indication on the combination meter |
|--|--|
| <ul style="list-style-type: none"> When the FCW system malfunctions When the sensor window is dirty When driving into a strong light (i.e., sunlight) <p>NOTE: Check that the IBA system is not OFF. The indicator lamp is shared with IBA system.</p> |  <p>JPOIA0179ZZ</p> |

NOTE:

Warning systems ON indicator blinks when "C1B03" is detected.

FCW INITIAL STATE CHANGE

CAUTION:

Never change FCW initial state "ON" ⇒ "OFF" without the consent of the customer.

FCW initial state can be changed.

- FCW initial ON* - FCW function is automatically turned ON, when the ignition switch OFF ⇒ ON.
- FCW initial OFF - FCW function is still OFF when the ignition switch OFF ⇒ ON.

*: Factory setting

How to change FCW/LDW/BSW initial state

- Turn ignition switch ON.
- Switch FCW/LDW/BSW and LDP functions to OFF.
- Push and hold warning systems switch for more than 4 seconds.
- Buzzer sounds and blinking of the lane departure warning lamp informs that the FCW/LDW/BSW initial state change is completed.

FCW OPERATING CONDITION

- Warning systems ON indicator: ON
- Vehicle speed: Approximately 15 km/h (10 MPH) and above.

ICC sensor integrated unit input/output signal item

Input Signal Item

| Transmission Unit | Signal Name | Description |
|--|-------------------------------|---|
| ABS actuator and electric unit (control unit) | Vehicle speed signal | Receives the vehicle speed signal (wheel speed) from ABS actuator and electric unit (control unit) via CAN communication |
| Lane camera unit [through ABS actuator and electric unit (control unit)] | Warning systems switch signal | Receives the Warning systems switch signal from lane camera unit [through ABS actuator and electric unit (control unit)] via CAN communication. |

Output Signal Item

| Reception unit | Signal name | | Description |
|--|-------------------------------------|--|--|
| Combination meter (through unified meter and A/C amp.) | Meter display signal | Vehicle ahead detection indicator signal | Transmits the meter display signal to the combination meter (through unified meter and A/C amp.) via CAN communication. |
| | IBA OFF indicator lamp signal | | |
| ICC warning chime | Buzzer output signal | | <ul style="list-style-type: none"> Transmits the buzzer output signal to the brake booster control unit via ITS communication. The brake booster control unit outputs the buzzer output signal and operates the ICC warning chime. |
| Lane camera unit | Warning systems ON indicator signal | | Transmits the warning systems ON indicator signal to the lane camera unit via CAN communication. |

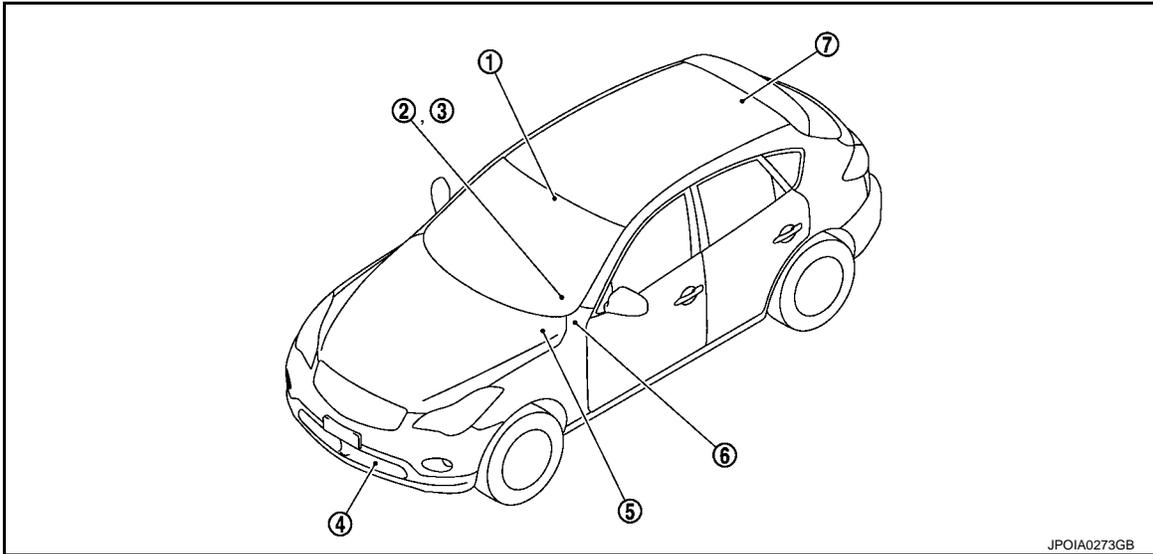
FORWARD COLLISION WARNING SYSTEM

[FCW]

< SYSTEM DESCRIPTION >

Component Parts Location

INFOID:000000006347138



- | | | |
|--|---|---|
| <p>1. Lane camera unit Refer to DAS-261, "Component Parts Location".</p> <p>4. ICC sensor integrated unit Refer to CCS-21, "Component Parts Location".</p> <p>7. Brake booster control unit Refer to CCS-21, "Component Parts Location".</p> | <p>2. Information display, IBA OFF indicator lamp (On the combination meter)</p> <p>5. ABS actuator and electric unit (control unit) Refer to BRC-13, "Component Parts Location".</p> | <p>3. ICC warning chime Refer to CCS-21, "Component Parts Location".</p> <p>6. Warning systems switch, warning systems ON indicator</p> |
|--|---|---|

Component Description

INFOID:000000006347139

| Component | Description |
|--|---|
| Lane camera unit | <ul style="list-style-type: none"> Transmits warning systems switch signal to ABS actuator and electric unit (control unit) unit via CAN communication. Controls the warning systems ON indicator when receiving a warning systems ON indicator signal from the ICC sensor integrated unit via CAN communication. |
| ABS actuator and electric unit (control unit) | <ul style="list-style-type: none"> Transmits vehicle speed signal to ICC sensor integrated unit via CAN communication. Transmits warning systems switch signal to ICC sensor integrated unit via CAN communication. |
| Warning systems switch | Inputs the switch signal to lane camera unit. |
| Warning systems ON indicator (On the warning systems switch) | Indicates FCW system status. |
| Brake booster control unit | <ul style="list-style-type: none"> The ICC sensor integrated unit transmits the buzzer output signal to the brake booster control unit via ITS communication. The brake booster control unit outputs the buzzer output signal to the ICC warning chime. |
| Unified meter and A/C amp. | Receives the meter display signal, and IBA OFF indicator lamp signal from ICC sensor integrated unit via CAN communication and transmits them to the combination meter via the communication line. |
| Combination meter | <p>Perform the following operations using the signals received from the unified meter and A/C amp. via the communication line.</p> <ul style="list-style-type: none"> Displays the FCW operation status using the meter display signal. Illuminates the IBA OFF indicator lamp using the IBA OFF indicator lamp signal. |
| ICC warning chime | Warning chime sounds when the vehicle distance from the vehicle ahead is too close |

DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

[FCW]

< SYSTEM DESCRIPTION >

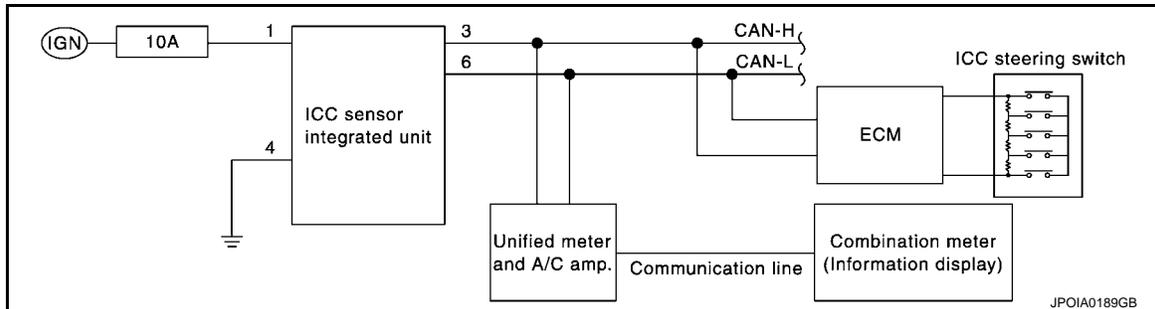
DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

Diagnosis Description

INFOID:000000006882464

The DTC is displayed on the information display by operating the ICC steering switch.

ON BOARD SELF-DIAGNOSIS SYSTEM DIAGRAM



ON BOARD SELF-DIAGNOSIS OPERATION PROCEDURE

CAUTION:

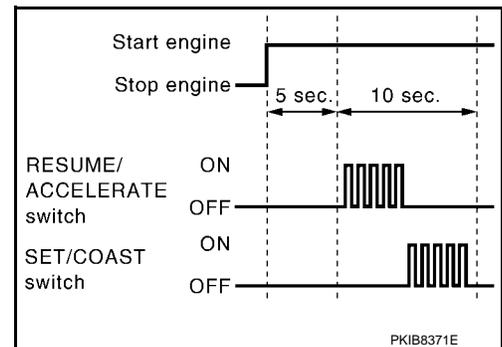
Start condition of on board self-diagnosis

- ICC system OFF
- DCA system OFF
- Vehicle speed 0 km/h (0 MPH)

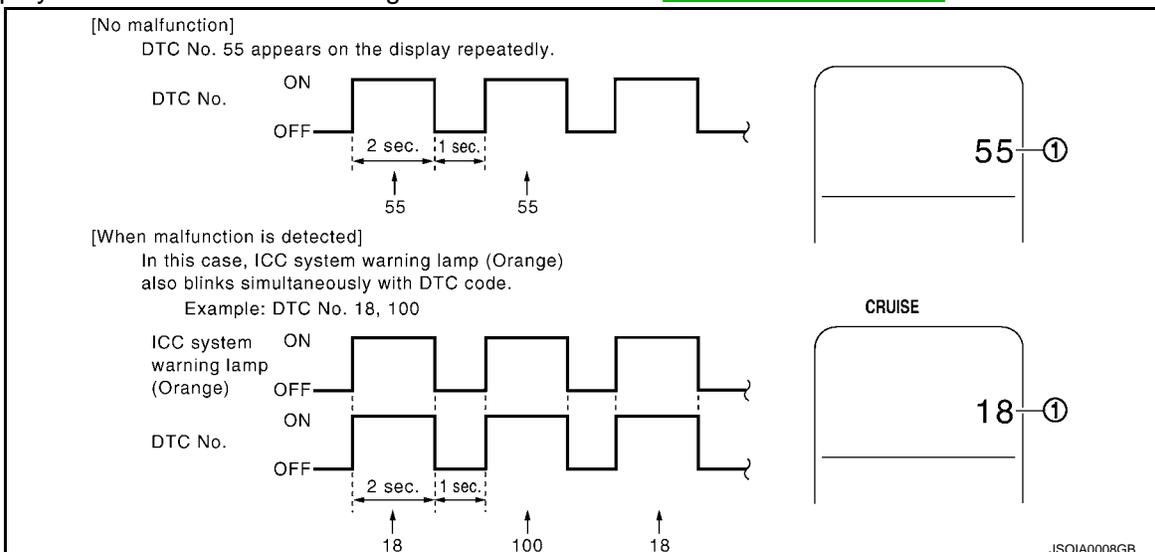
1. Turn the ignition switch OFF.
2. Start the engine.
3. Wait for 5 seconds after starting the engine. Push up the RESUME/ACCELERATE switch 5 times and push down the SET/COAST switch 5 times within 10 seconds.

NOTE:

If the above operation cannot be performed within 10 seconds after waiting for 5 seconds after starting the engine, repeat the procedure from step 1.



4. The DTC is displayed on the set vehicle speed indicator (1) on the ICC system display on the information display when the on board self-diagnosis starts. Refer to [CCS-152, "DTC Index"](#).



NOTE:

- It displays for up to 5 minutes and then stops.

DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

[FCW]

< SYSTEM DESCRIPTION >

- If multiple malfunctions exist, up to 3 DTCs can be stored in memory at the most, and the most recent one is displayed first.

WHEN THE ON BOARD SELF-DIAGNOSIS DOES NOT START

If the on board self-diagnosis does not start, check the following items.

| Assumed abnormal part | | Inspection item |
|---|--|---|
| ICC system display | Combination meter malfunction | Check that the self-diagnosis function of the combination meter operates. Refer to MWI-40, "Diagnosis Description" . |
| | Unified meter and A/C amp. malfunction | Check power supply and ground circuit of unified meter and A/C amp. Refer to MWI-55, "UNIFIED METER AND A/C AMP. : Diagnosis Procedure" . |
| | Communication error of the combination meter and the unified meter and A/C amp. | Start the self-diagnosis of the unified meter and A/C amp. and then check the self-diagnosis results. Refer to MWI-106, "DTC Index" . |
| ICC steering switch malfunction | Perform the inspection for DTC "C1A06". Refer to CCS-60, "Diagnosis Procedure" . | |
| Harness malfunction between ICC steering switch and ECM | | |
| ECM malfunction | | |
| ICC sensor integrated unit malfunction | | <ul style="list-style-type: none"> Check power supply and ground circuit of ICC sensor integrated unit. Refer to CCS-134, "ICC SENSOR INTEGRATED UNIT : Diagnosis Procedure". Perform SELF-DIAGNOSIS for "ICC/ADAS" with CONSULT-III, and then check the malfunctioning parts. Refer to CCS-152, "DTC Index". |

HOW TO ERASE ON BOARD SELF-DIAGNOSIS

- Turn the ignition switch OFF.
- Start the engine, and then start the on board self-diagnosis.
- Press the CANCEL switch 5 times, and then press the DISTANCE switch 5 times under the condition that the on board self-diagnosis starts.

NOTE:

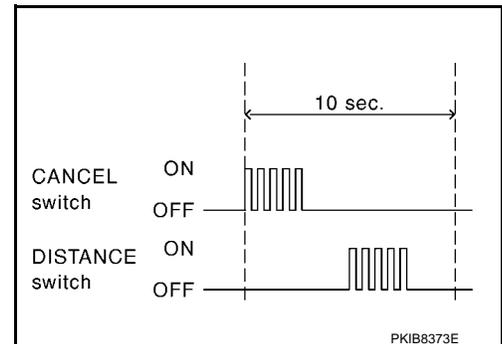
- Complete the operation within 10 seconds after pressing the CANCEL switch first.
- If the operation is not completed within 10 seconds, repeat the procedure from step 1.

- DTC 55 is displayed after erasing.

NOTE:

DTCs for existing malfunction can not be erased.

- Turn ignition switch OFF, and finish the diagnosis.



CONSULT-III Function (ICC/ADAS)

INFOID:000000006882465

DESCRIPTION

CONSULT-III performs the following functions via CAN communication using ICC sensor integrated unit.

| Diagnosis mode | Description |
|------------------------|--|
| Work Support | <ul style="list-style-type: none"> It can monitor the adjustment direction indication in order to perform the laser beam aiming operation smoothly. Displays causes of automatic cancellation of the ICC system. |
| Self Diagnostic Result | Displays malfunctioning system memorized in ICC sensor integrated unit. |
| Data Monitor | Displays real-time input/output data of ICC sensor integrated unit. |
| Active Test | Enables operation check of electrical loads by transmitting driving signal to them. |

DAS

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DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

[FCW]

< SYSTEM DESCRIPTION >

| Diagnosis mode | Description |
|--------------------------|--|
| Ecu Identification | <ul style="list-style-type: none"> • Displays ICC sensor integrated unit part number. • Displays brake booster control unit part number. • Displays accelerator pedal assembly part number. |
| CAN Diag Support Monitor | The results of transmit/receive diagnosis of CAN communication can be read. |

WORK SUPPORT

| Work support items | Description |
|----------------------|---|
| CAUSE OF AUTO-CANCEL | Displays causes of automatic cancellation of the ICC system. |
| LASER BEAM ADJUST | Outputs laser beam, calculates dislocation of the beam, and indicates adjustment direction. |

Display Items For The Cause Of Automatic Cancellation

NOTE:

- Causes of the maximum five cancellations (system cancel) are displayed.
- The displayed cancellation causes display the number of the ignition switch ON/OFF up to 254. It is fixed to 254 if it is over 254. It returns to 0 when the same cancellation cause is detected again.

×: Applicable

| Cause of cancellation | Vehicle-to-vehicle distance control mode | Conventional (fixed speed) cruise control mode | DCA system | Description |
|-----------------------|--|--|------------|--|
| OPERATING WIPER | × | | | The wiper operates at HI or LO |
| OPERATING ABS | × | | × | ABS function was operated |
| OPERATING TCS | × | × | × | TCS function was operated |
| OPERATING VDC | × | × | × | VDC function was operated |
| ECM CIRCUIT | × | × | | ECM did not permit ICC operation |
| OPE SW VOLT CIRC | × | × | × | The ICC steering switch input voltage is not within standard range |
| LASER SUNBEAM | × | | × | Intense light such as sunlight entered ICC sensor integrated unit light sensing part |
| LASER TEMP | × | | × | Temperature around ICC sensor integrated unit became low |
| OP SW DOUBLE TOUCH | × | × | | ICC steering switches were pressed at the same time |
| WHL SPD ELEC NOISE | × | × | × | Wheel speed sensor signal caught electromagnetic noise |
| VDC/TCS OFF SW | × | | × | VDC OFF switch was pressed |
| SNOW MODE SW | × | | × | Snow mode switch was pressed |
| VHCL SPD UNMATCH | × | × | × | Wheel speed became different from A/T vehicle speed |
| TIRE SLIP | × | × | | Wheel slipped |
| IGN LOW VOLT | × | × | × | Power supply voltage became low |
| WHEEL SPD UNMATCH | × | × | × | The wheel speeds of 4 wheels are out of the specified values |
| VHCL SPD DOWN | × | × | × | Vehicle speed lower than the speed as follows <ul style="list-style-type: none"> • Vehicle-to-vehicle distance control mode is 24 km/h (15 MPH) • Conventional (fixed speed) cruise control mode is 32 km/h (20 MPH) |
| CAN COMM ERROR | × | × | × | ICC sensor integrated unit received an abnormal signal with CAN communication |
| ABS/TCS/VDC CIRC | × | × | × | An abnormal condition occurs in VDC/TCS/ABS system |
| BCU CIRCUIT | × | × | × | The brake booster control unit is malfunctioning |

DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

< SYSTEM DESCRIPTION >

[FCW]

| | | | | |
|--------------------|---|---|---|---|
| INCHING LOST | × | | | A vehicle ahead is not detected during the following driving when the vehicle speed is approximately 24 km/h (15 MPH) or less |
| ASCD VHCL SPD DTAC | | × | | Vehicle speed is detached from set vehicle speed |
| ASCD DOUBLE COMD | | × | | Cancel switch and operation switch are detected simultaneously |
| PARKING BRAKE ON | × | × | | The parking brake is operating |
| APA HI TEMP | | | × | The accelerator pedal actuator integrated motor temperature is high |
| NO RECORD | × | × | × | - |

Laser Beam Adjust

Refer to [CCS-7, "LASER BEAM AIMING ADJUSTMENT : Description"](#).

SELF DIAGNOSTIC RESULT

Refer to [CCS-152, "DTC Index"](#).

DATA MONITOR

×: Applicable

| Monitored item [Unit] | MAIN SIGNAL | Description |
|----------------------------------|----------------|--|
| MAIN SW [On/Off] | × | Indicates [On/Off] status as judged from ICC steering switch signal (ECM transmits ICC steering switch signal through CAN communication). |
| SET/COAST SW [On/Off] | × | Indicates [On/Off] status as judged from ICC steering switch signal (ECM transmits ICC steering switch signal through CAN communication). |
| CANCEL SW [On/Off] | × | Indicates [On/Off] status as judged from ICC steering switch signal (ECM transmits ICC steering switch signal through CAN communication). |
| RESUME/ACC SW [On/Off] | × | Indicates [On/Off] status as judged from ICC steering switch signal (ECM transmits ICC steering switch signal through CAN communication). |
| DISTANCE SW [On/Off] | | Indicates [On/Off] status as judged from ICC steering switch signal (ECM transmits ICC steering switch signal through CAN communication). |
| CRUISE OPE [On/Off] | × | Indicates whether controlling or not (ON means "controlling"). |
| BRAKE SW [On/Off] | × | Indicates [On/Off] status as judged from ICC brake switch signal (ECM transmits ICC brake switch signal through CAN communication). |
| STOP LAMP SW [On/Off] | × | Indicates [On/Off] status as judged from stop lamp switch signal (ECM transmits stop lamp switch signal through CAN communication). |
| IDLE SW [On/Off] | | Indicates [On/Off] status of idle position read from ICC sensor integrated unit through CAN communication (ECM transmits On/Off status through CAN communication). |
| SET DISTANCE [Short/Mid/Long] | × | Indicates set distance memorized in ICC sensor integrated unit. |
| CRUISE LAMP [On/Off] | × | Indicates [On/Off] status of MAIN switch indicator output. |
| OWN VHCL [On/Off] | | Indicates [On/Off] status of own vehicle indicator output. |
| VHCL AHEAD [On/Off] | | Indicates [On/Off] status of vehicle ahead detection indicator output. |
| ICC WARNING [On/Off] | | Indicates [On/Off] status of ICC system warning lamp output. |
| VHCL SPEED SE [km/h] or [mph] | × | Indicates vehicle speed calculated from ICC sensor integrated unit through CAN communication [ABS actuator and electric unit (control unit) transmits vehicle speed signal (wheel speed) through CAN communication]. |
| SET VHCL SPD [km/h] or [mph] | × | Indicates set vehicle speed memorized in ICC sensor integrated unit. |
| BUZZER O/P [On/Off] | | Indicates [On/Off] status of ICC warning chime output. |

DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

< SYSTEM DESCRIPTION >

[FCW]

| Monitored item [Unit] | MAIN SIGNAL | Description |
|--------------------------------|----------------|---|
| THRTL SENSOR [deg] | × | NOTE: The item is displayed, but it is not monitored. |
| ENGINE RPM [rpm] | | Indicates engine speed read from ICC sensor integrated unit through CAN communication (ECM transmits engine speed through CAN communication). |
| WIPER SW [Off/Low/High] | | Indicates wiper [Off/Low/High] status (BCM transmits front wiper request signal through CAN communication). |
| YAW RATE [deg/s] | | NOTE: The item is displayed, but it is not monitored. |
| BA WARNING [On/Off] | | Indicates [On/Off] status of IBA OFF indicator lamp output. |
| FUNC ITEM [FUNC1] | | Indicates the equipment status of DCA system and LDP system. |
| LDP SELECT [On/Off] | | Indicates [On/Off] status of LDP system setting displayed on the navigation screen. |
| DCA SELECT [On/Off] | | Indicates [On/Off] status of DCA system setting displayed on the navigation screen. |
| RELEASE SW NO [On/Off] | | Indicates [On/Off] status as judged from release switch signal. ON: When brake pedal is depressed. OFF: When brake pedal is not depressed. |
| RELEASE SW NC [On/Off] | | Indicates [On/Off] status as judged from release switch signal. ON: When brake pedal is not depressed. OFF: When brake pedal is depressed. |
| STP LMP DRIVE [On/Off] | × | Indicates [On/Off] status of ICC brake hold relay drive output. |
| PRESS SENS [bar] | × | Indicates brake fluid pressure value calculated from signal voltage of brake pressure sensor. |
| D RANGE SW [On/Off] | | Indicates [On/Off] status of "D" or "DS" or "M" positions read from ICC sensor integrated unit through CAN communication; ON when position "D" or "DS" or "M" (TCM transmits shift position signal through CAN communication). |
| NP RANGE SW [On/Off] | | Indicates shift position signal read from ICC sensor integrated unit through CAN communication (TCM transmits shift position signal through CAN communication). |
| PKB SW [On/Off] | | Parking brake switch status [On/Off] judged from the parking brake switch signal that ICC sensor integrated unit readout via CAN communication is displayed (Unified meter and A/C amp. transmits the parking brake switch signal via CAN communication). |
| PWR SUP MONI [V] | × | Indicates IGN voltage input by ICC sensor integrated unit. |
| VHCL SPD AT [km/h] or [mph] | | Indicates vehicle speed calculated from A/T vehicle speed sensor read from ICC sensor integrated unit through CAN communication (TCM transmits A/T vehicle speed sensor signal through CAN communication). |
| THRTL OPENING [%] | × | Indicates throttle position read from ICC sensor integrated unit through CAN communication (ECM transmits accelerator pedal position signal through CAN communication). |
| GEAR [1, 2, 3, 4, 5, 6, 7] | | Indicates A/T gear position read from ICC sensor integrated unit through CAN communication (TCM transmits current gear position signal through CAN communication). |
| CLUTCH SW SIG [On/Off] | × | NOTE: The item is displayed, but it is not monitored. |
| NP SW SIG [On/Off] | × | NOTE: The item is displayed, but it is not used. |
| MODE SIG [OFF, ICC, ASCD] | | Indicates the active mode from ICC or ASCD [conventional (fixed speed) cruise control mode]. |
| SET DISP IND [On/Off] | | Indicates [On/Off] status of SET switch indicator output. |

DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

< SYSTEM DESCRIPTION >

[FCW]

| Monitored item [Unit] | MAIN SIGNAL | Description |
|---------------------------|----------------|---|
| LDP SYSTEM ON [On/Off] | | Indicates [On/Off] status of LDP system. |
| LDW SYSTEM ON [On/Off] | | Indicates [On/Off] status of LDW system. |
| FCW SYSTEM ON [On/Off] | | Indicates [On/Off] status of FCW system. |
| DISTANCE [m] | | Indicates the distance from the vehicle ahead. |
| RELATIVE SPD [m/s] | | Indicates the relative speed of the vehicle ahead. |
| DCA ON SW [On/Off] | × | NOTE: The item is displayed, but it is not used. |
| DCA ON IND [On/Off] | | The status [On/Off] of DCA system switch indicator output is displayed. |
| DCA VHL AHED [On/Off] | | The status [On/Off] of vehicle ahead detection indicator output in DCA system is displayed. |
| IBA SW [On/Off] | | Status [On/Off] judged from IBA OFF switch signal that ICC sensor integrated unit readout via ITS communication is displayed (Brake booster control unit transmits the IBA OFF switch signal via ITS communication). |
| DYNA ASIST SW [On/Off] | | Indicates [On/Off] status as judged from ICC steering switch signal (Dynamic driver assistance switch signal) [ECM transmits ICC steering switch signal (Dynamic driver assistance switch signal) through CAN communication]. |
| APA TEMP [°C] | | The accelerator pedal actuator integrated motor temperature that the ICC sensor integrated unit readout via ITS communication is displayed (Accelerator pedal actuator transmits the integrated motor temperature via ITS communication). |
| APA PWR [V] | | Accelerator pedal actuator power supply voltage that the ICC sensor integrated unit readout via ITS communication is displayed (Accelerator pedal actuator transmits the power supply voltage via ITS communication). |

ACTIVE TEST

CAUTION:

- **Never perform “Active Test” while driving the vehicle.**
- **The “Active Test” cannot be performed when the ICC system warning lamp is illuminated.**
- **Shift the selector lever to “P” position, and then perform the test.**

| Test item | Description |
|-----------------------------|---|
| METER LAMP | The ICC system warning lamp, MAIN switch indicator, SET switch indicator and IBA OFF indicator lamp can be illuminated by ON/OFF operations as necessary. |
| DCA INDICATOR | The DCA system switch indicator can be illuminated by ON/OFF operations as necessary. |
| STOP LAMP | The ICC brake hold relay can be operated by ON/OFF operations as necessary, and the stop lamp can be illuminated. |
| BOOSTER SOL/V | The booster solenoid can be operated as necessary, and the brake can be operated. |
| ICC BUZZER | The ICC warning chime can sound by ON/OFF operations as necessary. |
| ACCELERATOR PEDAL AC-TUATOR | The accelerator pedal actuator can be operated as necessary. |

METER LAMP

NOTE:

The test can be performed only when the engine is running.

DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

< SYSTEM DESCRIPTION >

[FCW]

| Test item | Operation | Description | |
|------------|-----------|---|--|
| | | | <ul style="list-style-type: none"> • MAIN switch indicator • SET switch indicator • ICC system warning lamp • IBA OFF indicator lamp |
| METER LAMP | Off | Stops transmitting the signals below to end the test. <ul style="list-style-type: none"> • Meter display signal • ICC warning lamp signal • IBA OFF indicator lamp signal | OFF |
| | On | Transmits the following signals to the unified meter and A/C amp. via CAN communication. <ul style="list-style-type: none"> • Meter display signal • ICC warning lamp signal • IBA OFF indicator lamp signal | ON |

DCA INDICATOR

NOTE:

The test can be performed only when the engine is running.

| Test item | Operation | Description | DCA system switch indicator |
|---------------|-----------|---|-----------------------------|
| DCA INDICATOR | Off | Stops transmitting the DCA system switch indicator signal below to end the test. | OFF |
| | On | Transmits the DCA system switch indicator signal to the unified meter and A/C amp. via CAN communication. | ON |

STOP LAMP

| Test item | Operation | Description | Stop lamp |
|-----------|-----------|--|-----------|
| STOP LAMP | Off | Stops transmitting the ICC brake hold relay drive signal below to end the test. | OFF |
| | On | Transmits the ICC brake hold relay drive signal to the brake booster control unit via ITS communication. | ON |

BOOSTER SOL/V

NOTE:

The test can be performed only when the engine is running.

| Test item | Operation | Description | "PRESS SENS" value |
|---------------|------------|--|--------------------|
| BOOSTER SOL/V | MODE1 | Transmits the brake fluid pressure command signal to the brake booster control unit via ITS communication. | 10 bar |
| | MODE2 | | 20 bar |
| | MODE3 | | 30 bar |
| | Test start | Starts the tests of "MODE1", "MODE2" and "MODE3". | — |
| | Reset | Stops transmitting the brake fluid pressure command signal below to end the test. | — |
| | End | Returns to the "SELECT TEST ITEM" screen. | — |

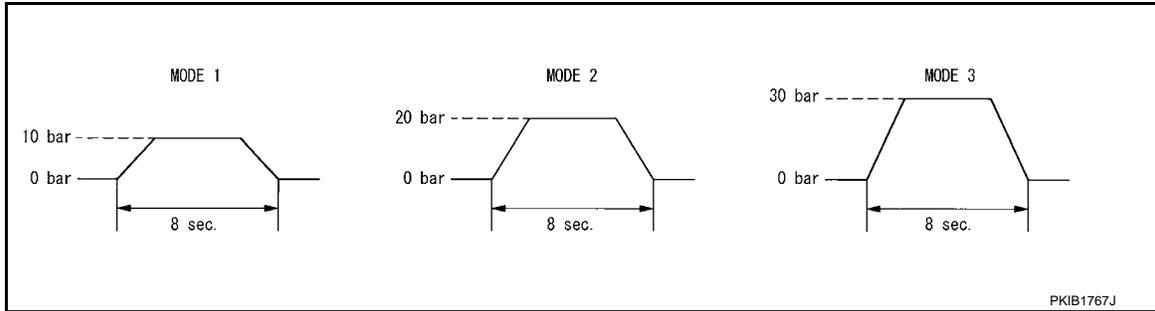
NOTE:

DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

[FCW]

< SYSTEM DESCRIPTION >

The test is finished in 10 seconds after starting.



ICC BUZZER

| Test item | Operation | Description | ICC warning chime operation sound |
|------------|------------|---|-----------------------------------|
| ICC BUZZER | MODE1 | Transmits the buzzer output signal to the brake booster control unit via ITS communication. | Intermittent beep sound |
| | MODE2 | | Continuous beep sound |
| | MODE3 | | Beep sound |
| | Test start | Starts the tests of "MODE1", "MODE2" and "MODE3". | — |
| | Reset | Stops transmitting the buzzer output signal below to end the test. | — |
| | End | Returns to the "SELECT TEST ITEM" screen. | — |

ACCELERATOR PEDAL ACTUATOR

CAUTION:

- Shift the selector lever to "P" position, and then perform the test.
- Never depress the accelerator pedal excessively. (The engine speed may rise unexpectedly when finishing the test.)

NOTE:

- Depress the accelerator pedal to check when performing the test.
- The test can be performed only when the engine is running.

| Test item | Operation | Description | Accelerator pedal operation |
|----------------------------|------------|---|---|
| ACCELERATOR PEDAL ACTUATOR | MODE1 | Transmit the accelerator pedal feedback force control signal to the accelerator pedal actuator via ITS communication. | Constant with a force of 25 N for 8 seconds |
| | MODE2 | | Constant with a force of 15 N for 8 seconds |
| | MODE3 | | Change up to a force of 25 N for 8 seconds |
| | MODE4 | | Change up to a force of 15 N for 8 seconds |
| | Test start | Starts the tests of "MODE1", "MODE2", "MODE3", and "MODE4". | — |
| | Reset | Stops transmitting the accelerator pedal feedback force control signal below to end the test. | — |
| | End | Returns to the "SELECT TEST ITEM" screen. | — |

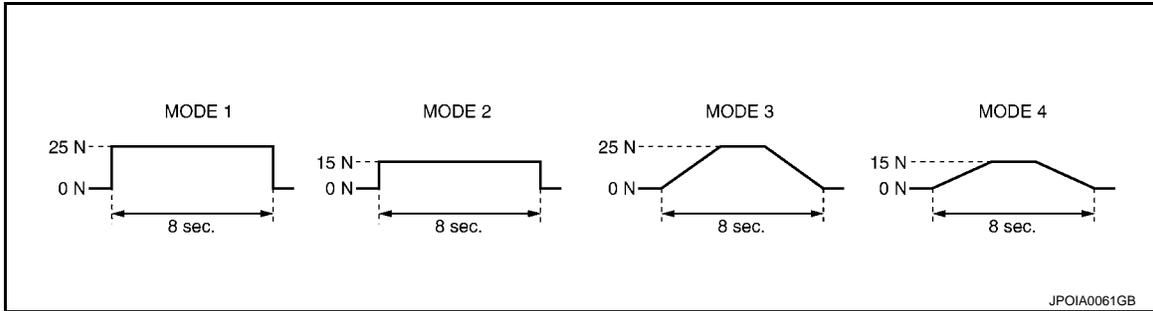
NOTE:

DIAGNOSIS SYSTEM (ICC SENSOR INTEGRATED UNIT)

< SYSTEM DESCRIPTION >

[FCW]

The test is finished in 10 seconds after starting.



DIAGNOSIS SYSTEM (LANE CAMERA UNIT)

< SYSTEM DESCRIPTION >

[FCW]

DIAGNOSIS SYSTEM (LANE CAMERA UNIT)

CONSULT-III Function (LANE CAMERA)

INFOID:000000006882466

DESCRIPTION

CONSULT-III performs the following functions by communicating with the lane camera unit.

| Select diag mode | Function |
|------------------------|---|
| Work support | <ul style="list-style-type: none"> Performs the camera aiming. Displays causes of automatic cancellation of the LDP function. |
| Self Diagnostic Result | Displays memorized DTC in the lane camera unit. |
| Data Monitor | Displays real-time data of lane camera unit. |
| Active Test | Enables operation check of electrical loads by sending driving signal to them. |
| Ecu Identification | Displays part number of lane camera unit. |

WORK SUPPORT

| Work support item | Function |
|----------------------|--|
| CAUSE OF AUTO-CANCEL | Indicates causes of automatic cancellation of the LDP. |
| AUTO AIM | Outputs camera unit, calculates dislocation of the camera, and displays adjustment direction. Refer to DAS-252, "CAMERA AIMING ADJUSTMENT : Description" . |

Cause of Auto-Cancel Display Item List

When LDP control is canceled under the operating condition, "CAUSE OF AUTO-CANCEL" is memorized.

- Last five cancel (system cancel) causes are displayed.
- "CAUSE OF AUTO-CANCEL" displays the number of times of ignition switch ON/OFF up to a maximum of "39". "39" is kept even when the number exceeds "39". The number returns to 0 when detecting the same cancellation causes are detected.

| Cause of cancellation | Description |
|-----------------------|---|
| NO RECORD | — |
| Operating VDC/ABS | VDC or ABS function was operated. |
| Vehicle dynamics | Vehicle behavior exceeds specified value. |
| Steering speed | Steering speed was more than the specified value in evasive direction. |
| End by yaw angle | Yaw angle was the end of LDP control. |
| Departure yaw large | Detected more than the specified value of yaw angle in departure direction. |
| ICC WARNING | Target approach warning of ICC system or IBA system was activated. |
| VDC OFF SW | VDC OFF switch was pressed. |
| CURVATURE | Road curve was more than the specified value. |
| Steering angle large | Steering angle was more than the specified value. |
| ICC main SW hold ON | ICC MAIN switch was held ON for more than a certain period. |
| Brake is operated | Brake pedal was operated. |
| Lateral offset | Distance of vehicle and lane was detached in lateral direction more than the specified value. |
| Lane marker lost | Lane camera unit lost the trace of lane marker. |
| Lane marker unclear | Detected lane marker was unclear. |
| Bank | Road bank angle was more than the specified value. |
| Yaw acceleration | Detected yawing speed was more than the specified value. |
| Deceleration large | Deceleration in a longitudinal direction was more than the specified value. |
| Accel is operated | Accelerator pedal was depressed. |
| Departure steering | Steering wheel was steered more than the specified value in departure direction. |

DIAGNOSIS SYSTEM (LANE CAMERA UNIT)

[FCW]

< SYSTEM DESCRIPTION >

| | |
|-------------------------|--|
| Evasive steering | Steering wheel was steered more than the specified value in the evasive direction. |
| R range | Selector lever was operated to R range. |
| Parking brake drift | Rear wheels lock was detected. |
| Not operating condition | Did not meet the operating condition (vehicle speed, turn signal operation, etc.). |

SELF DIAGNOSTIC RESULT

Displays memorized DTC in lane camera unit. Refer to [DAS-315, "DTC Index"](#).

DATA MONITOR

| Monitored Item [unit] | Description |
|-----------------------------|---|
| LDW SW [On/Off] | Switch status judged from warning systems switch signal |
| LDW ON LAMP [On/Off] | Signal output status of warning systems ON indicator |
| LDP ON IND [On/Off] | Request signal status of LDP ON indicator lamp |
| LANE DPRT W/L [On/Off] | Request signal status of lane departure warning lamp |
| BUZZER OUTPUT [On/Off] | Signal output status of lane departure warning buzzer |
| LC INACCURAT [On/Off] | Lane camera unit status |
| CAM HIGH TEMP [On/Off] | Status of lane camera unit high temperature judgment |
| VHCL SPD SE [km/h] or [mph] | Vehicle speed received from ABS actuator and electric unit (control unit) via CAN communication |
| TURN SIGNAL [Off/LH/RH] | Status of "Turn signal" determined from BCM via CAN communication |
| LANE DETCT LH [On/Off] | Left side lane marker detection |
| LANE DETCT RH [On/Off] | Right side lane marker detection |
| CROSS LANE LH [On/Off] | Condition that the vehicle is crossing left lane marker |
| CROSS LANE RH [On/Off] | Condition that the vehicle is crossing right lane marker |
| WARN LANE LH [On/Off] | Warning for left lane marker |
| WARN LANE RH [On/Off] | Warning for right lane marker |
| VALID POS LH [VLD/INVLD] | Lateral position for left lane marker is valid |
| VALID POS RH [VLD/INVLD] | Lateral position for right lane marker is valid |
| AIMING DONE [OK/NG] | Status that camera aiming is done |
| AIMING RESULT [OK/NOK] | Result of camera aiming |
| XOFFSET [pixel] | Lane camera unit installation condition |
| CHK AIM YAW [deg] | Check result of camera aiming |
| CHK AIM ROLL [deg] | Check result of camera aiming |
| CHK AIM PITCH [deg] | Check result of camera aiming |
| FCTRY AIM YAW [deg] | Lane camera unit installation condition |
| FCTRY AIM ROL [deg] | Lane camera unit installation condition |
| FCTRY AIM PIT [deg] | Lane camera unit installation condition |

ACTIVE TEST

CAUTION:

- Never perform the active test while driving.
- Active test cannot be started while the lane departure warning lamp is illuminated.

| Active test item | Operation | Description |
|------------------|-----------|---|
| BUZZER DRIVE | On | Outputs the voltage to sound the lane departure warning buzzer. |
| | Off | Stops the voltage to sound the lane departure warning buzzer. |

DIAGNOSIS SYSTEM (LANE CAMERA UNIT)

[FCW]

< SYSTEM DESCRIPTION >

| Active test item | Operation | Description |
|--------------------|-----------|--|
| LDW ON IND | On | Outputs the voltage to illuminate the warning systems ON indicator (on the warning systems switch). |
| | Off | Stops the voltage to illuminate the warning systems ON indicator. |
| LDP ON IND | On | Requests the LDP ON indicator lamp ON [on the combination meter (Green)] to combination meter (through unified meter and A/C amp.) via CAN communication. |
| | Off | Stops the illumination request. |
| LANE DEPARTURE W/L | On | Requests the lane departure warning lamp ON [on the combination meter (Yellow)] to combination meter (through unified meter and A/C amp.) via CAN communication. |
| | Off | Stops the illumination request. |

NOTE:

"Active test" of indicator/warning lamp cannot be performed when applicable indicator/warning lamp is turned ON.

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ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[FCW]

ECU DIAGNOSIS INFORMATION

ICC SENSOR INTEGRATED UNIT

Reference Value

INFOID:000000006904015

VALUES ON THE DIAGNOSIS TOOL

| Monitor item | Condition | | Value/Status |
|---------------|--|--|---|
| MAIN SW | Ignition switch ON | When MAIN switch is pressed | On |
| | | When MAIN switch is not pressed | Off |
| SET/COAST SW | Ignition switch ON | When SET/COAST switch is pressed | On |
| | | When SET/COAST switch is not pressed | Off |
| CANCEL SW | Ignition switch ON | When CANCEL switch is pressed | On |
| | | When CANCEL switch is not pressed | Off |
| RESUME/ACC SW | Ignition switch ON | When RESUME/ACCELERATE switch is pressed | On |
| | | When RESUME/ACCELERATE switch is not pressed | Off |
| DISTANCE SW | Ignition switch ON | When DISTANCE switch is pressed | On |
| | | When DISTANCE switch is not pressed | Off |
| CRUISE OPE | Drive the vehicle and operate the ICC system. | When ICC system is controlling | On |
| | | When ICC system is not controlling | Off |
| BRAKE SW | Ignition switch ON | When brake pedal is depressed | Off |
| | | When brake pedal is not depressed | On |
| STOP LAMP SW | Ignition switch ON | When brake pedal is depressed | On |
| | | When brake pedal is not depressed | Off |
| IDLE SW | Engine running | Idling | On |
| | | Except idling (depress accelerator pedal) | Off |
| SET DISTANCE | <ul style="list-style-type: none"> • Start the engine and turn the ICC system ON. • Press the DISTANCE switch to change the vehicle-to-vehicle distance setting. | When set to "long" | Long |
| | | When set to "middle" | Mid |
| | | When set to "short" | Short |
| CRUISE LAMP | Start the engine and press MAIN switch. | ICC system ON (MAIN switch indicator ON) | On |
| | | ICC system OFF (MAIN switch indicator OFF) | Off |
| OWN VHCL | Start the engine and press MAIN switch. | ICC system ON (Own vehicle indicator ON) | On |
| | | ICC system OFF (Own vehicle indicator OFF) | Off |
| VHCL AHEAD | Drive the vehicle and activate the vehicle-to-vehicle distance control mode. | When a vehicle ahead is detected (vehicle ahead detection indicator ON) | On |
| | | When a vehicle ahead is not detected (vehicle ahead detection indicator OFF) | Off |
| ICC WARNING | Start the engine and press the MAIN switch. | When ICC system is malfunctioning (ICC system warning lamp ON) | On |
| | | When ICC system is normal (ICC system warning lamp OFF) | Off |
| VHCL SPEED SE | While driving | | Value of vehicle speed signal (wheel speed) |

ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[FCW]

| Monitor item | Condition | | Value/Status |
|---------------|--|--|--|
| SET VHCL SPD | While driving | When vehicle speed is set | Displays the set vehicle speed. |
| BUZZER O/P | Engine running | When the buzzer output signal is output | On |
| | | When the buzzer output signal is not output | Off |
| THRTL SENSOR | NOTE: The item is indicated, but not monitored. | | 0.0 |
| ENGINE RPM | Engine running | | Equivalent to tachometer reading |
| WIPER SW | Ignition switch ON | Wiper not operating | Off |
| | | Wiper LO operation | Low |
| | | Wiper HI operation | High |
| YAW RATE | NOTE: The item is indicated, but not monitored. | | 0.0 |
| BA WARNING | Engine running | IBA OFF indicator lamp ON • When IBA system is malfunctioning • When IBA system is turned to OFF | On |
| | | IBA OFF indicator lamp OFF • When IBA system is normal • When IBA system is turned to ON | Off |
| FUNC ITEM | Ignition switch ON | | FUNC1 |
| LDP SELECT | Ignition switch ON | When the LDP system setting is ON | On |
| | | When the LDP system setting is OFF | Off |
| DCA SELECT | Ignition switch ON | When the DCA system setting is ON | On |
| | | When the DCA system setting is OFF | Off |
| RELEASE SW NO | Engine running | When brake pedal is depressed | On |
| | | When brake pedal is not depressed | Off |
| RELEASE SW NC | Engine running | When brake pedal is depressed | Off |
| | | When brake pedal is not depressed | On |
| STP LMP DRIVE | Drive the vehicle and activate the vehicle-to-vehicle distance control mode. | When ICC brake hold relay is activated | On |
| | | When the ICC brake hold relay is not activated | Off |
| PRESS SENS | Engine running | When brake pedal is not depressed | 0.0 |
| | | When brake pedal is depressed | Brake fluid pressure value |
| D RANGE SW | Engine running | When the selector lever is in "D", "DS" position or manual mode | On |
| | | When the selector lever is in any position other than "D", "DS" or manual mode | Off |
| NP RANGE SW | Engine running | When the selector lever is in "N", "P" position | On |
| | | When the selector lever is in any position other than "N", "P" | Off |
| PKB SW | Ignition switch ON | When the parking brake is applied | On |
| | | When the parking brake is released | Off |
| PWR SUP MONI | Engine running | | Power supply voltage value of ICC sensor integrated unit |
| VHCL SPD AT | While driving | | Value of A/T vehicle speed sensor signal |

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ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[FCW]

| Monitor item | Condition | | Value/Status |
|---------------|--|--|---|
| THRTL OPENING | Engine running | Depress accelerator pedal | Displays the throttle position. |
| GEAR | While driving | | Displays the shift position. |
| CLUTCH SW SIG | NOTE: The item is indicated, but not monitored. | | Off |
| NP SW SIG | NOTE: The item is indicated, but not used. | | — |
| MODE SIG | Start the engine and press MAIN switch. | When ICC system is deactivated | Off |
| | | When vehicle-to-vehicle distance control mode is activated | ICC |
| | | When conventional (fixed speed) cruise control mode is activated | ASCD |
| SET DISP IND | <ul style="list-style-type: none"> • Start the engine and activate the conventional (fixed speed) cruise control mode. • Press SET/COAST switch. | SET switch indicator lamp ON | On |
| | | SET switch indicator lamp OFF | Off |
| LDP SYSTEM ON | Engine running | When the LDP system is ON (LDP ON indicator lamp ON) | On |
| | | When the LDP system is OFF (LDP ON indicator lamp OFF) | Off |
| LDW SYSTEM ON | Ignition switch ON | When the LDW system is ON (Warning systems ON indicator lamp ON) | On |
| | | When the LDW system is OFF (Warning systems ON indicator lamp OFF) | Off |
| FCW SYSTEM ON | Ignition switch ON | When the FCW system is ON (Warning systems ON indicator lamp ON) | On |
| | | When the FCW system is OFF (Warning systems ON indicator lamp OFF) | Off |
| DISTANCE | Drive the vehicle and activate the vehicle-to-vehicle distance control mode. | When a vehicle ahead is detected | Displays the distance from the preceding vehicle. |
| | | When a vehicle ahead is not detected | 0.0 |
| RELATIVE SPD | Drive the vehicle and activate the vehicle-to-vehicle distance control mode. | When a vehicle ahead is detected | Displays the relative speed. |
| | | When a vehicle ahead is not detected | 0.0 |
| DCA ON SW | NOTE: The item is indicated, but not monitored. | | Off |
| DCA ON IND | Start the engine | DCA system OFF (DCA system switch indicator OFF) | Off |
| | | DCA system ON (DCA system switch indicator ON) | On |
| DCA VHL AHED | Drive the vehicle and activate the DCA system. | When a vehicle ahead is not detected (vehicle ahead detection indicator OFF) | Off |
| | | When a vehicle ahead is detected (vehicle ahead detection indicator ON) | On |
| IBA SW | Ignition switch ON | When the IBA OFF switch is not pressed | Off |
| | | When the IBA OFF switch is pressed | On |
| DYNA ASIST SW | Ignition switch ON | When the dynamic driver assistance switch is pressed | On |
| | | When the dynamic driver assistance switch is not pressed | Off |

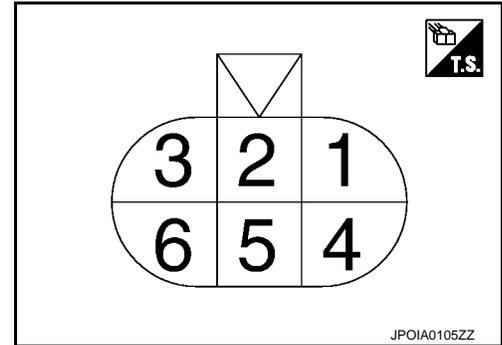
ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[FCW]

| Monitor item | Condition | Value/Status |
|--------------|--------------------|---|
| APA TEMP | Engine running | Display the accelerator pedal actuator integrated motor temperature |
| APA PWR | Ignition switch ON | Power supply voltage |

TERMINAL LAYOUT



PHYSICAL VALUES

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|------------------------------|--------|-----------------------|------------------|--------------------|--------------------|
| + | - | Signal name | Input/ Output | | |
| 1 (R) | Ground | Ignition power supply | Input | Ignition switch ON | Battery voltage |
| 2 (L) | | ITS communication-H | Input/ Output | — | — |
| 3 (L) | | CAN-H | Input/ Output | — | — |
| 4 (B) | | Ground | — | Ignition switch ON | 0 V |
| 5 (P) | | ITS communication-L | Input/ Output | — | — |
| 6 (P) | | CAN-L | Input/ Output | — | — |

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ICC SENSOR INTEGRATED UNIT

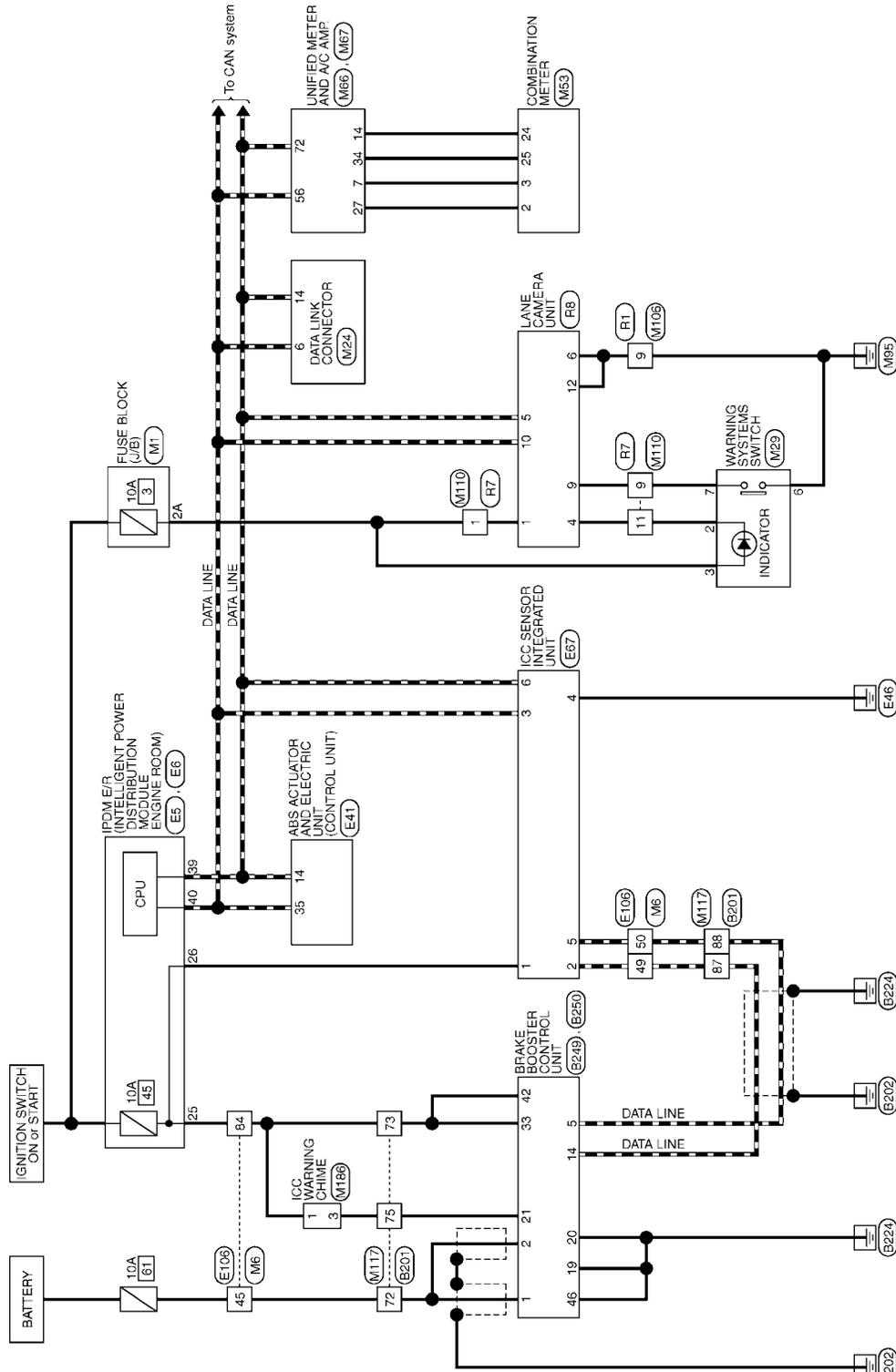
< ECU DIAGNOSIS INFORMATION >

[FCW]

Wiring Diagram - FORWARD COLLISION WARNING -

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FORWARD COLLISION WARNING



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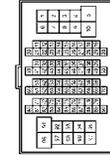
ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[FCW]

FORWARD COLLISION WARNING

| | |
|----------------|-----------------|
| Connector No. | B201 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80FW-CS16-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | - |
| 2 | R | - |
| 3 | GR | - |
| 4 | BG | - |
| 7 | LG | - |
| 10 | W | - |
| 15 | SB | - |
| 16 | V | - |
| 17 | BR | - |
| 26 | BR | - |
| 27 | L | - |
| 28 | Y | - |
| 29 | Y | - |
| 30 | GR | - |
| 31 | R | - |
| 32 | BR | - |
| 33 | G | - |
| 51 | R | - |
| 52 | V | - |
| 55 | G | - |
| 56 | R | - |
| 57 | W | - |
| 58 | B | - |
| 59 | SHIELD | - |
| 60 | LG | - |
| 61 | W | - |
| 62 | BR | - |
| 63 | P | - |
| 64 | L | - |
| 65 | G | - |
| 66 | P | - |
| 67 | L | - |
| 68 | SHIELD | - |
| 69 | V | - |
| 70 | Y | - |
| 71 | SB | - |
| 72 | W | - |
| 73 | BR | - |

| | | |
|-----|----|---|
| 75 | Y | - |
| 80 | V | - |
| 81 | SB | - |
| 82 | LG | - |
| 83 | P | - |
| 84 | R | - |
| 85 | L | - |
| 86 | BG | - |
| 87 | L | - |
| 88 | P | - |
| 91 | V | - |
| 92 | R | - |
| 94 | R | - |
| 95 | SB | - |
| 96 | G | - |
| 97 | G | - |
| 98 | R | - |
| 99 | P | - |
| 100 | L | - |

| | |
|----------------|----------------------------|
| Connector No. | B249 |
| Connector Name | BRAKE BOOSTER CONTROL UNIT |
| Connector Type | TK24FY |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 33 | BR | IGNITION |
| 40 | SB | BSA OFF SW |
| 42 | G | IGNITION |
| 46 | B | GND |
| 47 | V | BRAKE HOLD RLY DRIVE SIGNAL |

| | |
|----------------|----------------------------|
| Connector No. | B299 |
| Connector Name | BRAKE BOOSTER CONTROL UNIT |
| Connector Type | TK24FW |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | BATTERY |
| 2 | W | BATTERY |
| 5 | P | ITS COMM-L |
| 6 | SB | RELEASE SW PWR |
| 8 | R | BRAKE PRESSURE SEN PWR |
| 10 | G | BOOSTER SOL PWR |
| 12 | R | BOOSTER SOL GND |
| 14 | L | ITS COMM-H |
| 15 | LG | RELEASE SW (IG) |
| 17 | L | BRAKE PRESSURE SEN SIGNAL |
| 19 | B | GND |
| 20 | B | GND |
| 21 | Y | CHIME SIGNAL |
| 22 | P | RELEASE SW (NO) |
| 24 | BG | BRAKE PRESSURE SEN GND |

| | |
|----------------|--|
| Connector No. | E5 |
| Connector Name | POWER RELAY/ILLUMINANT POWER DISTRIBUTION MODULE |
| Connector Type | TH80FW-CS12-MA-IV |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 4 | V | - |
| 5 | L | - |
| 7 | R | - |
| 11 | BR | - |
| 12 | B/W | - |
| 13 | Y | - |
| 16 | LG | - |

| | | |
|----|----|---|
| 19 | W | - |
| 25 | G | - |
| 26 | R | - |
| 27 | BG | - |
| 28 | L | - |
| 30 | GR | - |
| 32 | L | - |
| 33 | P | - |
| 36 | G | - |

| | |
|----------------|--|
| Connector No. | E6 |
| Connector Name | POWER RELAY/ILLUMINANT POWER DISTRIBUTION MODULE |
| Connector Type | TH80FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 39 | P | - |
| 40 | L | - |
| 41 | B/W | - |
| 42 | Y | - |
| 43 | SB | - |
| 44 | BR | - |
| 45 | G | - |
| 46 | R | - |

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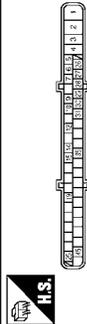
ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[FCW]

FORWARD COLLISION WARNING

| | |
|----------------|---|
| Connector No. | E41 |
| Connector Name | ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) |
| Connector Type | BA0A2FE-4H24-LH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | B | GND |
| 2 | G | UBNR |
| 3 | R | UBVR |
| 4 | B | GND |
| 5 | Y | DS FL |
| 6 | BG | DP FL |
| 7 | BR | DP RR |
| 8 | B | DP FR |
| 9 | W | DS FR |
| 10 | P | CAN-L |
| 14 | P | BUS-L |
| 25 | Y | DP FL |
| 26 | LG | DS RL |
| 27 | GR | DS RL |
| 28 | G | UZ |
| 29 | LG | DS RR |
| 30 | SB | BLS |
| 31 | R | VDC OFF SW |
| 35 | L | CAN-H |
| 45 | B | BUS-H |

| | |
|----------------|----------------------------|
| Connector No. | E67 |
| Connector Name | ICC SENSOR INTEGRATED UNIT |
| Connector Type | RS08FB-PR |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | IGNITION |
| 2 | L | ITS COMM-H |
| 3 | L | CAN-H |

| | | |
|---|---|------------|
| 4 | B | GND |
| 5 | P | ITS COMM-L |
| 6 | P | CAN-L |

| | |
|----------------|-----------------|
| Connector No. | E106 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80FW-0S16-TM4 |

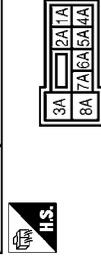


| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | |
| 2 | W | |
| 3 | B | |
| 4 | GR | |
| 5 | GR | |
| 8 | Y | |
| 9 | BR | |
| 10 | BG | |
| 11 | SB | |
| 12 | BG | |
| 13 | L | |
| 14 | R | |
| 15 | P | |
| 16 | V | |
| 17 | SB | |
| 18 | V | |
| 20 | BG | |
| 21 | L | |
| 22 | Y | |
| 23 | G | |
| 24 | P | |
| 25 | Y | |
| 26 | V | |
| 27 | W | |
| 28 | G | |
| 31 | BG | |
| 32 | W | |
| 33 | B | |
| 34 | R | |
| 35 | G | |
| 36 | SHIELD | |
| 37 | V | |
| 38 | BR | |

| | | |
|----|--------|--|
| 39 | BG | |
| 41 | W | |
| 42 | G | |
| 43 | BR | |
| 48 | W | |
| 49 | L | |
| 50 | P | |
| 51 | L | |
| 52 | L | |
| 53 | P | |
| 54 | BG | |
| 56 | BR | |
| 57 | BR | |
| 59 | W | |
| 60 | LG | |
| 61 | G | |
| 62 | SB | |
| 63 | W | |
| 64 | B | |
| 65 | G | |
| 66 | R | |
| 67 | SHIELD | |
| 68 | Y | |
| 69 | LG | |
| 70 | W | |
| 71 | R | |
| 72 | Y | |
| 73 | B | |
| 74 | BR | |
| 74 | L | |
| 75 | G | |
| 75 | W | |
| 76 | W | |
| 76 | Y | |
| 77 | R | |
| 77 | P | |
| 78 | L | |
| 78 | BR | |
| 79 | Y | |
| 79 | L | |
| 80 | SB | |
| 81 | R | |
| 82 | SB | |
| 83 | BG | |
| 84 | G | |
| 85 | L | |
| 86 | P | |
| 87 | V | |
| 89 | GR | |
| 90 | SHIELD | |
| 91 | W | |
| 92 | Y | |

| | | |
|-----|--------|--|
| 93 | V | |
| 94 | LG | |
| 95 | BG | |
| 98 | P | |
| 97 | R | |
| 98 | SHIELD | |
| 99 | L | |
| 100 | P | |

| | |
|----------------|------------------|
| Connector No. | MI |
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | NS06FW-M2 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1A | GR | |
| 2A | G | |
| 3A | L | |
| 4A | P | |
| 5A | V | |
| 6A | Y | |
| 7A | R | |
| 8A | L | |

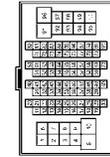
ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[FCW]

FORWARD COLLISION WARNING

| | |
|----------------|-----------------|
| Connector No. | M8 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80MW-CS 8-TM4 |

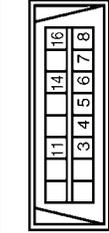


| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | - |
| 2 | R | - |
| 3 | B | - |
| 4 | SHIELD | - |
| 5 | G | - |
| 6 | Y | - |
| 8 | BR | - |
| 9 | BR | - |
| 10 | R | - |
| 11 | BR | - |
| 12 | EG | - |
| 13 | L | - |
| 14 | R | - |
| 15 | P | - |
| 16 | V | - |
| 17 | SB | - |
| 18 | V | - |
| 20 | EG | - |
| 22 | W | - |
| 23 | P | - |
| 24 | BR | - |
| 26 | Y | - |
| 26 | V | - |
| 27 | G | - |
| 28 | G | - |
| 31 | L | - |
| 32 | G | - |
| 33 | B | - |
| 34 | W | - |
| 35 | R | - |
| 36 | SHIELD | - |
| 37 | V | - |
| 38 | EG | - |
| 39 | BR | - |
| 41 | W | - |
| 42 | EG | - |
| 43 | EG | - |
| 45 | W | - |

| | | |
|----|--------|-----------------|
| 49 | L | - |
| 50 | P | - |
| 51 | BR | - |
| 52 | L | - |
| 53 | P | - |
| 54 | Y | - |
| 56 | BR | - |
| 57 | G | - |
| 59 | W | - |
| 60 | L | - |
| 61 | G | - |
| 62 | SB | - |
| 63 | G | - |
| 64 | B | - |
| 65 | W | - |
| 66 | R | - |
| 67 | SHIELD | - |
| 68 | Y | - |
| 68 | GR | - |
| 70 | LG | - |
| 71 | LG | - |
| 72 | Y | - |
| 73 | SB | - |
| 74 | BR | - [With ICC] |
| 74 | L | - [Without ICC] |
| 75 | G | - |
| 76 | W | - [With ICC] |
| 76 | GR | - [Without ICC] |
| 77 | R | - [With ICC] |
| 77 | P | - [Without ICC] |
| 78 | L | - [With ICC] |
| 78 | R | - [Without ICC] |
| 79 | Y | - [With ICC] |
| 79 | W | - [Without ICC] |
| 80 | SB | - |
| 81 | SB | - |
| 82 | SB | - |
| 83 | V | - |
| 84 | G | - |
| 85 | L | - |
| 86 | P | - |
| 87 | W | - |
| 89 | GR | - |
| 90 | SHIELD | - |
| 91 | W | - |
| 92 | Y | - |
| 93 | BR | - |
| 94 | P | - |
| 95 | GR | - |
| 96 | W | - |
| 97 | L | - |
| 98 | SHIELD | - |

| | | |
|-----|----|---|
| 99 | V | - |
| 100 | SB | - |

| | |
|----------------|---------------------|
| Connector No. | M24 |
| Connector Name | DATA LINK CONNECTOR |
| Connector Type | BD10FW |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 3 | LG | - |
| 4 | B | - |
| 5 | B | - |
| 6 | L | - |
| 7 | V | - |
| 8 | G | - |
| 11 | SB | - |
| 14 | P | - |
| 16 | Y | - |

| | |
|----------------|------------------------|
| Connector No. | M29 |
| Connector Name | WARNING SYSTEMS SWITCH |
| Connector Type | TK08FGY |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 2 | SB | - |
| 3 | W | - |
| 4 | B | - |
| 5 | R | - |
| 6 | B | - |
| 7 | V | - |

| | |
|----------------|-------------------|
| Connector No. | M83 |
| Connector Name | COMBINATION METER |
| Connector Type | TH40FP-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|---|
| 1 | GR | BATTERY POWER SUPPLY |
| 2 | LG | COMMUNICATION SIGNAL (METER->AMP.) |
| 3 | GR | COMMUNICATION SIGNAL (AMP->METER) |
| 5 | B | GROUND |
| 6 | P | ALTERNATOR SIGNAL |
| 7 | BR | AIR BAG SIGNAL |
| 10 | G | SECURITY SIGNAL |
| 15 | B | GROUND |
| 16 | B | METER CONTROL SWITCH GROUND |
| 19 | B | ILL. GND |
| 20 | R | ILL |
| 21 | EG | IGNITION POWER SUPPLY |
| 22 | B | GROUND |
| 24 | B | COMMUNICATION SIGNAL (LCD->AMP.) |
| 25 | Y | COMMUNICATION SIGNAL (AMP->LCD) |
| 26 | R | VEHICLE SPEED SIGNAL (8-PULSE) |
| 27 | V | PARKING BRAKE SWITCH SIGNAL |
| 28 | W | BRAKE FLUID LEVEL SWITCH SIGNAL |
| 29 | SB | SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE) |
| 30 | G | SEAT BELT BUCKLE SWITCH SIGNAL (PASSENGER SIDE) |
| 31 | L | WASHER LEVEL SWITCH SIGNAL |
| 33 | B | ILLUMINATION CONTROL |
| 35 | LG | SELECT SWITCH SIGNAL |
| 37 | SB | ENTER SWITCH SIGNAL |
| 38 | L | TRIP A/B RESET SWITCH SIGNAL |
| 39 | P | ILLUMINATION CONTROL SWITCH SIGNAL (-) |
| 40 | EG | ILLUMINATION CONTROL SWITCH SIGNAL (+) |

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

DAS

JCOWA0430GB

ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[FCW]

FORWARD COLLISION WARNING

| | |
|----------------|----------------------------|
| Connector No. | M66 |
| Connector Name | UNIFIED METER AND A/C AMP. |
| Connector Type | TH82FY-RH |



| | | | | | | | | | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 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 [Specification] |
|--------------|---------------|---|
| 5 | L | MANUAL MODE SHIFT UP SIGNAL |
| 7 | GR | COMMUNICATION SIGNAL (AMP->METER) |
| 8 | L | VEHICLE SPEED SIGNAL (2-PULSE) |
| 9 | SB | VEHICLE SPEED SIGNAL (2-PULSE) |
| 10 | W | FRONT SEAT BELT BUCKLE SWITCH SIGNAL (POWER SIDE) |
| 11 | G | MANUAL MODE SIGNAL |
| 14 | BR | NON-MANUAL MODE SIGNAL |
| 14 | BR | COMMUNICATION SIGNAL (LCD->AMP) |
| 20 | L | ION ON/OFF SIGNAL |
| 23 | Y | AT SNOW SWITCH SIGNAL |
| 25 | V | MANUAL MODE SHIFT DOWN SIGNAL |
| 27 | LG | COMMUNICATION SIGNAL (METER->AMP) |
| 28 | R | VEHICLE SPEED SIGNAL (3-PULSE) |
| 30 | V | PARKING BRAKE SWITCH SIGNAL |
| 34 | Y | COMMUNICATION SIGNAL (AMP->LCD) |
| 38 | P | BLOWER MOTOR CONTROL SIGNAL |

| | |
|----------------|----------------------------|
| Connector No. | M67 |
| Connector Name | UNIFIED METER AND A/C AMP. |
| Connector Type | TH82FY-RH |



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 |
|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|

| Terminal No. | Color | Signal Name [Specification] |
|--------------|-------|---|
| 41 | V | ACC POWER SUPPLY |
| 42 | Y | FUEL LEVEL SENSOR SIGNAL |
| 43 | R | INTAKE SENSOR SIGNAL |
| 44 | LG | IN-VEHICLE SENSOR SIGNAL |
| 45 | P | AMBIENT SENSOR SIGNAL |
| 46 | EG | SUNLOAD SENSOR SIGNAL |
| 47 | G | EXHAUST GAS / OILPRESSURE DETECTING SENSOR SIGNAL |

| | | |
|----|----|---------------------------------|
| 53 | G | IGNITION POWER SUPPLY |
| 54 | Y | BATTERY POWER SUPPLY |
| 55 | B | GROUND |
| 56 | L | CAN-H |
| 57 | W | BRAKE FLUID LEVEL SWITCH SIGNAL |
| 58 | BR | FUEL LEVEL SENSOR GROUND |
| 59 | GR | INTAKE SENSOR GROUND |
| 60 | L | IN-VEHICLE SENSOR GROUND |
| 61 | BR | AMBIENT SENSOR GROUND |
| 62 | SB | SUNLOAD SENSOR GROUND |
| 63 | R | — |
| 65 | EG | ECV SIGNAL |
| 69 | L | A/C LAM SIGNAL |
| 70 | R | EACH DOOR/MOTOR POWER SUPPLY |
| 71 | B | GROUND |
| 72 | P | CAN-L |

| | |
|----------------|--------------|
| Connector No. | M108 |
| Connector Name | WIRE TO WIRE |
| Connector Type | NH10MR-CS10 |



| | | | | | | | | | | | | | |
|---|---|---|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | | | | | | | | |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | G | — |
| 2 | SHIELD | — |
| 3 | L | — |
| 4 | W | — |
| 5 | V | — |
| 7 | BR | — |
| 8 | Y | — |
| 9 | B | — |
| 10 | R | — |
| 11 | V | — |
| 12 | R | — |
| 13 | LG | — |
| 14 | R | — [With NAVI] |
| 15 | Y | — [Without NAVI] |
| 15 | SHIELD | — |
| 16 | G | — [With NAVI] |
| 16 | BR | — [Without NAVI] |
| 18 | B | — |

| | |
|----------------|--------------|
| Connector No. | M110 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH18MW-RH |



| | | | | | | | |
|---|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | — |
| 2 | R | — |
| 3 | P | — |
| 9 | V | — |
| 10 | L | — |
| 11 | SB | — |

| | |
|----------------|-----------------|
| Connector No. | M117 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH8DMV-CS18-TM4 |



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 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 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|

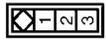
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | L | — |
| 2 | G | — |
| 3 | GR | — |
| 4 | SB | — |
| 7 | W | — |
| 10 | W | — |
| 15 | SB | — |
| 16 | V | — |
| 17 | BR | — |
| 28 | BR | — |
| 27 | LG | — |
| 28 | Y | — |
| 29 | Y | — |
| 30 | V | — |
| 31 | R | — |
| 32 | BR | — |

| | | |
|-----|--------|------------------------|
| 33 | G | — |
| 51 | R | — |
| 52 | L | — |
| 55 | W | — |
| 56 | B | — |
| 57 | R | — |
| 58 | G | — |
| 59 | SHIELD | — |
| 60 | V | — |
| 61 | LG | — |
| 62 | BR | — |
| 63 | L | — |
| 64 | LG | — |
| 65 | B | — |
| 66 | R | — |
| 67 | W | — |
| 68 | SHIELD | — |
| 69 | V | — |
| 70 | Y | — |
| 71 | SB | — |
| 72 | W | — |
| 73 | G | — |
| 75 | W | — |
| 80 | V | — |
| 81 | SB | — |
| 82 | V | — |
| 83 | P | — |
| 84 | R | — |
| 85 | L | — |
| 86 | EG | — |
| 87 | L | — |
| 88 | P | — |
| 91 | V | — |
| 92 | G | — |
| 94 | G | — |
| 95 | W | — |
| 98 | G | — |
| 97 | Y | — |
| 98 | BR | — |
| 99 | V | — [With BOSE audio] |
| 99 | P | — [Without BOSE audio] |
| 100 | SB | — [With BOSE audio] |
| 100 | L | — [Without BOSE audio] |

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

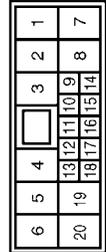
FORWARD COLLISION WARNING

| | |
|----------------|-------------------|
| Connector No. | M186 |
| Connector Name | ICC WARNING CHIME |
| Connector Type | AS3FW |



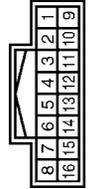
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | GR | - |
| 3 | W | - |

| | |
|----------------|--------------|
| Connector No. | R1 |
| Connector Name | WIRE TO WIRE |
| Connector Type | NH10FW-CS10 |



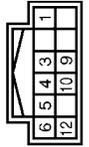
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|---------------------------------------|
| 1 | G | - |
| 2 | SHIELD | - |
| 3 | L | - |
| 4 | BR | - [With automatic drive positions] |
| 4 | W | - [Without automatic drive positions] |
| 5 | G | - |
| 7 | BR | - |
| 8 | Y | - |
| 9 | B | - |
| 10 | Y | - |
| 11 | V | - |
| 12 | BR | - |
| 13 | R | - |
| 14 | W | - |
| 15 | SHIELD | - |
| 16 | B | - |
| 16 | B | - |

| | |
|----------------|--------------|
| Connector No. | R7 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH12FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | Y | - |
| 2 | R | - |
| 3 | P | - |
| 9 | V | - |
| 10 | L | - |
| 11 | SB | - |

| | |
|----------------|------------------|
| Connector No. | R8 |
| Connector Name | LANE CAMERA UNIT |
| Connector Type | TH12FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | Y | IGNITION |
| 3 | R | BUZZER OUTPUT |
| 4 | SB | FOR/LDW ON IND |
| 5 | P | CAN-L |
| 6 | B | GND |
| 9 | V | FOR/LDW SW |
| 10 | L | CAN-H |
| 12 | B | GND |

Fail-Safe

If a malfunction occurs in the system, a chime sounds a beep, and ICC sensor integrated unit cancels the control. Then the ICC system warning lamp in the combination meter illuminates.

DTC Inspection Priority Chart

If multiple DTCs are detected simultaneously, check them one by one depending on the following DTC inspection priority chart.



ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[FCW]

| Priority | Detected items (DTC) |
|----------|---|
| 1 | <ul style="list-style-type: none"> • U1000: CAN COMM CIRCUIT • U1010: CONTROL UNIT (CAN) |
| 2 | <ul style="list-style-type: none"> • C1A31: BCU INTERNAL MALF • C1F02: APA C/U MALF |
| 3 | <ul style="list-style-type: none"> • C1A01: POWER SUPPLY CIR • C1A02: POWER SUPPLY CIR 2 • C1A04: ABS/TCS/VDC CIRC • C1A05: BRAKE SW/STOP L SW • C1A06: OPERATION SW CIRC • C1A08: PRESS SEN CIRCUIT • C1A09: BOOSTER SOL/V CIRC • C1A10: RELEASE SW CIRC • C1A11: PRESSURE CONTROL • C1A12: LASER BEAM OFFCNTR • C1A13: STOP LAMP RLY FIX • C1A14: ECM CIRCUIT • C1A16: RADAR STAIN • C1A18: LASER AIMING INCOMP • C1A21: UNIT HIGH TEMP • C1A22: BCU CIRCUIT • C1A24: NP RANGE • C1A28: BCU PWR SUPPLY CIR • C1A29: BCU PWR SUPPLY CIR2 • C1A30: BCU CAN COMM CIRC • C1A32: IBA FLAG STUCK • C1A33: CAN TRANSMISSION ERROR • C1A34: COMMAND ERROR • C1A35: APA CIR • C1A36: APA CAN COMM CIR • C1A37: APA CAN CIR2 • C1A38: APA CAN CIR1 • C1A39: STRG SEN CIR • C1A40: SYSTEM SW CIRC • C1F01: APA MOTOR MALF • C1F05: APA PWR SUPPLY CIR • U0121: VDC CAN CIR2 • U0126: STRG SEN CAN CIR1 • U0129: BCU CAN CIR2 • U0401: ECM CAN CIR1 • U0402: TCM CAN CIR1 • U0415: VDC CAN CIR1 • U0418: BCU CAN CIR1 • U0428: STRG SEN CAN CIR2 |
| 4 | <ul style="list-style-type: none"> • C1A03: VHCL SPEED SE CIRC |
| 5 | <ul style="list-style-type: none"> • C1A15: GEAR POSITION |
| 6 | <ul style="list-style-type: none"> • C1A00: CONTROL UNIT |

DTC Index

INFOID:000000006904019

NOTE:

- The details of time display are as per the following.
 - CRNT: A malfunction is detected now
 - PAST: A malfunction was detected in the past
- IGN counter is displayed on FFD (Freeze Frame Data).
 - 0: The malfunctions that are detected now
CAN communication system (U1000, U1010)
 - 1 - 39: It increases like 0 → 1 → 2 ... 38 → 39 after returning to the normal condition whenever the ignition switch OFF → ON. It returns to 0 when a malfunction is detected again in the process.
 - If it is over 39, it is fixed to 39 until the self-diagnosis results are erased.
Other than CAN communication system (Other than U1000, U1010)

ICC SENSOR INTEGRATED UNIT

[FCW]

< ECU DIAGNOSIS INFORMATION >

- 1 - 49: It increases like 0 → 1 → 2 ... 38 → 49 after returning to the normal condition whenever the ignition switch OFF → ON. It returns to 0 when a malfunction is detected again in the process.
- If it is over 49, it is fixed to 49 until the self-diagnosis results are erased.

NOTE:

IBA system automatically returns to ON, when erasing self diagnosis result.

x: Applicable

| DTC | | CONSULT-III display | ICC system warning lamp | Fail-safe function | | | Reference |
|-------------|------------------|------------------------|-------------------------|--|--|------------|-------------------------|
| CONSULT-III | On board display | | | Vehicle-to-vehicle distance control mode | Conventional (fixed speed) cruise control mode | IBA system | |
| C1A00 | 0 | CONTROL UNIT | x | x | x | x | CCS-47 |
| C1A01 | 1 | POWER SUPPLY CIR | x | x | x | x | CCS-49 |
| C1A02 | 2 | POWER SUPPLY CIR 2 | x | x | x | x | CCS-49 |
| C1A03 | 3 | VHCL SPEED SE CIRC | x | x | x | x | CCS-51 |
| C1A04 | 4 | ABS/TCS/VDC CIRC | x | x | x | x | CCS-53 |
| C1A05 | 5 | BRAKE SW/STOP L SW | x | x | x | x | CCS-55 |
| C1A06 | 6 | OPERATION SW CIRC | x | x | x | | CCS-60 |
| C1A08 | 8 | PRESS SEN CIRCUIT | x | x | x | x | CCS-63 |
| C1A09 | 9 | BOOSTER SOL/V CIRC | x | x | x | x | CCS-65 |
| C1A10 | 10 | RELEASE SW CIRC | x | x | x | x | CCS-68 |
| C1A11 | 11 | PRESSURE CONTROL | x | x | x | x | CCS-71 |
| C1A12 | 12 | LASER BEAM OFFCNTR | x | x | | x | CCS-74 |
| C1A13 | 13 | STOP LAMP RLY FIX | x | x | | x | CCS-75 |
| C1A14 | 14 | ECM CIRCUIT | x | x | x | | CCS-82 |
| C1A15 | 15 | GEAR POSITION | x | x | x | x | CCS-84 |
| C1A16 | 16 | RADAR STAIN | x | x | | x | CCS-87 |
| C1A18 | 18 | LASER AIMING INCOMP | x | x | | x | CCS-89 |
| C1A21 | 21 | UNIT HIGH TEMP | x | x | x | x | CCS-91 |
| C1A22 | 22 | BCU CIRCUIT | x | x | x | x | CCS-93 |
| C1A24 | 24 | NP RANGE | x | x | x | x | CCS-97 |
| C1A28 | 28 | BCU PWR SUPPLY CIR | x | x | x | x | CCS-99 |
| C1A29 | 29 | BCU PWR SUPPLY CIR2 | x | x | x | x | CCS-99 |
| C1A30 | 30 | BCU CAN COMM CIRC | x | x | x | x | CCS-101 |
| C1A31 | 31 | BCU INTERNAL MALF | x | x | x | x | CCS-102 |
| C1A32 | 32 | IBA FLAG STUCK | x | x | x | x | CCS-104 |
| C1A33 | 33 | CAN TRANSMISSION ERROR | x | x | x | x | CCS-106 |
| C1A34 | 34 | COMMAND ERROR | x | x | x | x | CCS-108 |
| C1A35 | 35 | APA CIR | x | x | | | DAS-96 |
| C1A36 | 36 | APA CAN COMM CIR | x | x | | | DAS-97 |
| C1A37 | 133 | APA CAN CIR2 | x | x | x | | DAS-99 |
| C1A38 | 132 | APA CAN CIR1 | x | x | x | | DAS-101 |
| C1A39 | 39 | STRG SEN CIR | x | x | x | | CCS-110 |
| C1A40 | 40 | SYSTEM SW CIRC | x | x | x | x | CCS-112 |

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ICC SENSOR INTEGRATED UNIT

< ECU DIAGNOSIS INFORMATION >

[FCW]

| DTC | | CONSULT-III display | ICC system warning lamp | Fail-safe function | | | Reference |
|---|------------------|--|-------------------------|--|--|------------|-------------------------|
| CONSULT-III | On board display | | | Vehicle-to-vehicle distance control mode | Conventional (fixed speed) cruise control mode | IBA system | |
| NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED | 55 | NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED. | — | — | — | — | — |
| C1F01 | 91 | APA MOTOR MALF | × | × | | | DAS-108 |
| C1F02 | 92 | APA C/U MALF | × | × | | | DAS-110 |
| C1F05 | 95 | APA PWR SUPPLY CIR | × | × | | | DAS-113 |
| U0121 | 127 | VDC CAN CIR2 | × | × | × | × | CCS-115 |
| U0126 | 130 | STRG SEN CAN CIR1 | × | × | × | | CCS-117 |
| U0129 | 125 | BCU CAN CIR2 | × | × | × | × | CCS-119 |
| U0401 | 120 | ECM CAN CIR1 | × | × | × | × | CCS-121 |
| U0402 | 122 | TCM CAN CIR1 | × | × | × | × | CCS-123 |
| U0415 | 126 | VDC CAN CIR1 | × | × | × | × | CCS-125 |
| U0418 | 124 | BCU CAN CIR1 | × | × | × | × | CCS-127 |
| U0428 | 131 | STRG SEN CAN CIR2 | × | × | × | | CCS-129 |
| U1000 | 100 | CAN COMM CIRCUIT | × | × | × | × | CCS-131 |
| U1010 | 110 | CONTROL UNIT (CAN) | × | × | × | × | CCS-133 |

LANE CAMERA UNIT

< ECU DIAGNOSIS INFORMATION >

[FCW]

LANE CAMERA UNIT

Reference Value

INFOID:000000006904020

VALUES ON THE DIAGNOSIS TOOL

CONSULT-III MONITOR ITEM

| Monitor Item | Condition | Value/Status |
|---------------|---|---|
| LDW SW | Warning systems switch is ON. (Warning systems ON indicator illuminates.) | On |
| | Warning systems switch is OFF. (Warning systems ON indicator OFF.) | Off |
| LDW ON LAMP | Warning systems ON indicator illuminates | On |
| | Warning systems ON indicator OFF | Off |
| LDP ON IND | LDP ON indicator lamp illuminates | On |
| | LDP ON indicator lamp OFF | Off |
| LANE DPRT W/L | Lane departure warning lamp illuminates | On |
| | Lane departure warning lamp OFF | Off |
| BUZZER OUTPUT | Lane departure warning buzzer is sounding | On |
| | Lane departure warning buzzer is not sounding | Off |
| LC INACCURAT | Lane camera malfunction | On |
| | Lane camera normal | Off |
| VHCL SPD SE | While driving | Approximately equivalent to speedometer reading |
| TURN SIGNAL | Turn signal lamp LH and RH blinking | LH/RH |
| | Turn signal lamp LH blinking | LH |
| | Turn signal lamp RH blinking | RH |
| | Turn signal lamps OFF | Off |
| LANE DETCT LH | Left side lane marker is detected | On |
| | Left side lane marker is not detected | Off |
| LANE DETCT RH | Right side lane marker is detected | On |
| | Right side lane marker is not detected | Off |
| CROSS LANE LH | The vehicle is crossing left side lane marker | On |
| | The vehicle is not crossing left side lane marker | Off |
| CROSS LANE RH | The vehicle is crossing right side lane marker | On |
| | The vehicle is not crossing right side lane marker | Off |
| WARN LANE LH | Warning for left side lane | On |
| | Not warning for left side lane | Off |
| WARN LANE RH | Warning for right side lane | On |
| | Not warning for right side lane | Off |
| VALID POS LH | Lateral position for left side lane marker is valid | VLD |
| | Lateral position for left side lane marker is invalid | INVLD |
| VALID POS RH | Lateral position for right side lane marker is valid | VLD |
| | Lateral position for right side lane marker is invalid | INVLD |
| AIMING DONE | Camera aiming is completed | OK |
| | Camera aiming is not adjusted | NG |
| AIMING RESULT | Camera aiming is completed | OK |
| | Camera aiming is not completed | NOK |
| XOFFSET | Camera aiming is completed | Approx. 180 pixel |

DAS

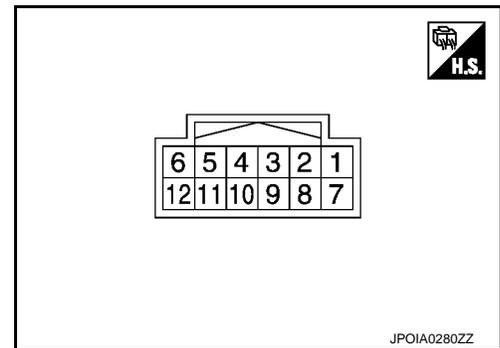
LANE CAMERA UNIT

< ECU DIAGNOSIS INFORMATION >

[FCW]

| Monitor Item | Condition | Value/Status |
|---------------|--|--------------|
| AIM CHK YAW | NOTE: The item is indicated, but not used. | — |
| AIM CHK ROLL | NOTE: The item is indicated, but not used. | — |
| AIM CHK PITCH | NOTE: The item is indicated, but not used. | — |
| FCTRY AIM YAW | Camera aiming is not completed | +12.0 deg |
| | Camera aiming is completed | 0 ± 5.0 deg |
| FCTRY AIM ROL | Camera aiming is not completed | 0.0 deg |
| | Camera aiming is completed | 0 ± 5.0 deg |
| FCTRY AIM PIT | Camera aiming is not completed | +12.0 deg |
| | Camera aiming is completed | 0 ± 5.0 deg |

TERMINAL LAYOUT



PHYSICAL VALUES

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) | |
|------------------------------|--------|-------------------------------|------------------|-------------------------------|--------------------|------|
| + | — | Signal name | Input/ Output | | | |
| 1 (Y) | Ground | Ignition power supply | Input | Ignition switch ON | Battery voltage | |
| 3 (R) | Ground | Lane departure warning buzzer | Output | Lane departure warning buzzer | Sounding | 0 V |
| | | | | | Not sounding | 12 V |
| 4 (SB) | Ground | Warning systems ON indicator | Output | Warning systems ON indicator | Illuminated | 0 V |
| | | | | | OFF | 12 V |
| 5 (P) | Ground | CAN-L | — | — | — | |
| 6 (B) | Ground | Ground | — | — | 0 V | |
| 9 (V) | Ground | Warning systems switch | Input | Warning systems switch | Pressed | 0 V |
| | | | | | Released | 5 V |
| 10 (L) | Ground | CAN-H | — | — | — | |
| 12 (B) | Ground | Ground | — | — | 0 V | |

LANE CAMERA UNIT

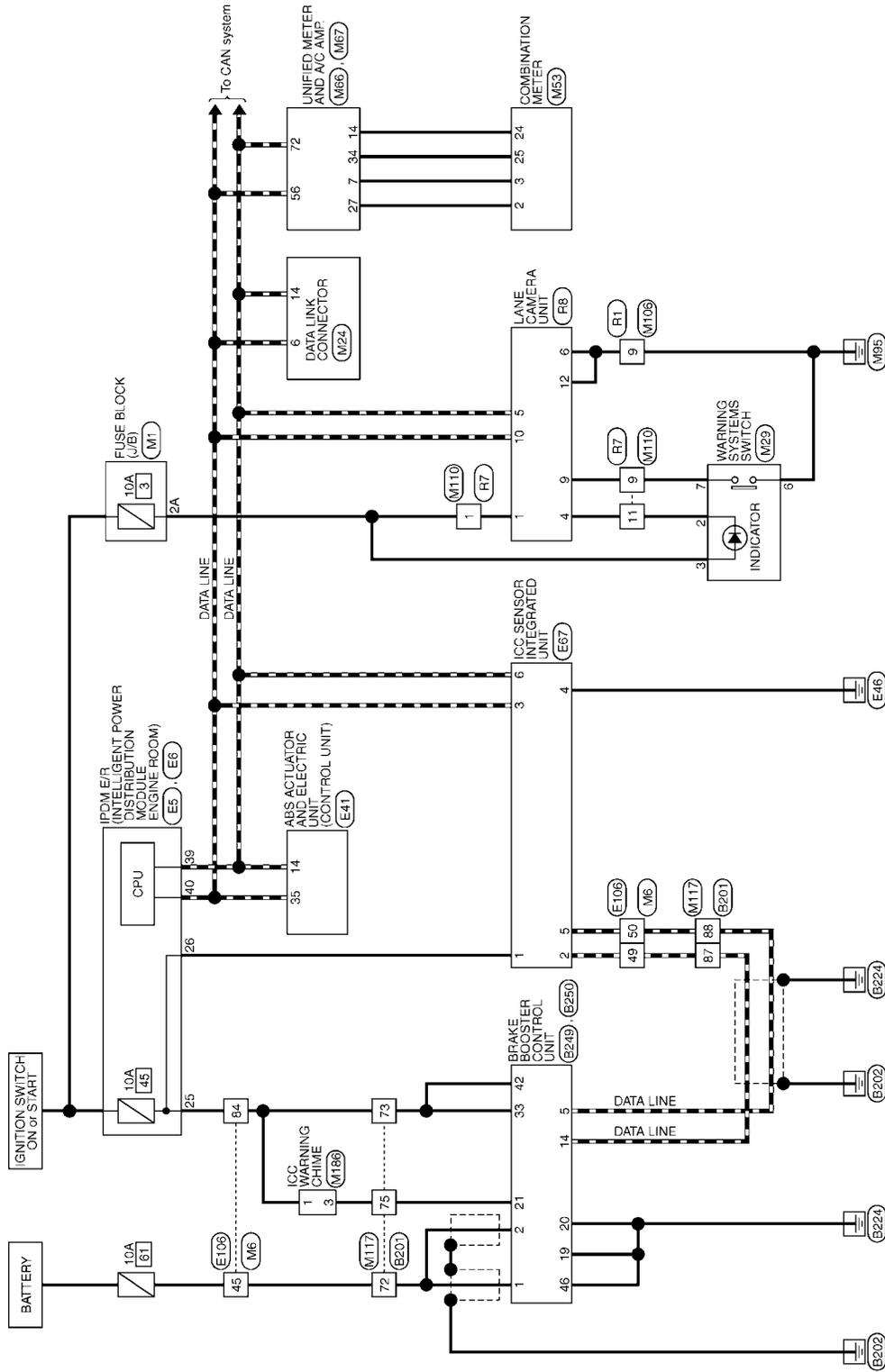
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< ECU DIAGNOSIS INFORMATION >

Wiring Diagram - FORWARD COLLISION WARNING -

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FORWARD COLLISION WARNING



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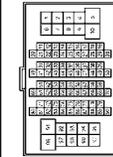
LANE CAMERA UNIT

< ECU DIAGNOSIS INFORMATION >

[FCW]

FORWARD COLLISION WARNING

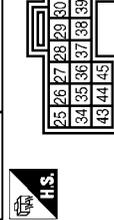
| | |
|----------------|-----------------|
| Connector No. | B201 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH20FW-CS16-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | - |
| 2 | R | - |
| 3 | GR | - |
| 4 | EG | - |
| 7 | LG | - |
| 10 | W | - |
| 15 | SB | - |
| 16 | V | - |
| 17 | BR | - |
| 26 | BR | - |
| 27 | L | - |
| 28 | Y | - |
| 29 | Y | - |
| 30 | GR | - |
| 31 | R | - |
| 32 | BR | - |
| 33 | G | - |
| 51 | R | - |
| 52 | V | - |
| 55 | G | - |
| 56 | R | - |
| 57 | W | - |
| 58 | B | - |
| 59 | B | - |
| 60 | LG | SHIELD |
| 61 | W | - |
| 62 | BR | - |
| 63 | P | - |
| 64 | L | - |
| 65 | G | - |
| 66 | P | - |
| 67 | L | - |
| 68 | L | - |
| 69 | V | - |
| 70 | Y | - |
| 71 | SB | - |
| 72 | W | - |
| 73 | BR | - |

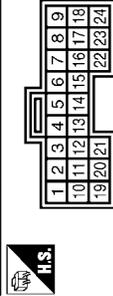
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 75 | Y | - |
| 80 | V | - |
| 81 | SB | - |
| 82 | LG | - |
| 83 | P | - |
| 84 | R | - |
| 85 | L | - |
| 86 | EG | - |
| 87 | L | - |
| 88 | P | - |
| 91 | V | - |
| 92 | R | - |
| 94 | R | - |
| 95 | SB | - |
| 96 | G | - |
| 97 | G | - |
| 98 | R | - |
| 99 | P | - |
| 100 | L | - |

| | |
|----------------|----------------------------|
| Connector No. | B249 |
| Connector Name | BRAKE BOOSTER CONTROL UNIT |
| Connector Type | TK24FY |



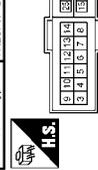
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 33 | BR | IGNITION |
| 40 | SB | BACK OFF SW |
| 42 | G | IGNITION |
| 46 | B | GND |
| 47 | V | BRAKE HOLD RLY DRIVE SIGNAL |

| | |
|----------------|----------------------------|
| Connector No. | B250 |
| Connector Name | BRAKE BOOSTER CONTROL UNIT |
| Connector Type | TK24FW |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | BATTERY |
| 2 | W | BATTERY |
| 5 | P | ITS COMM-L |
| 6 | SB | RELEASE SW PWR |
| 8 | R | BRAKE PRESSURE SEN PWR |
| 10 | G | BOOSTER SOL PWR |
| 12 | R | BOOSTER SOL GND |
| 14 | L | ITS COMM-H |
| 15 | LG | RELEASE SW (NC) |
| 17 | L | BRAKE PRESSURE SEN SIGNAL |
| 19 | B | GND |
| 20 | B | GND |
| 21 | Y | CHIME SIGNAL |
| 22 | P | RELEASE SW (NO) |
| 24 | BG | BRAKE PRESSURE SEN GND |

| | |
|----------------|---|
| Connector No. | E5 |
| Connector Name | IPW E/R INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM |
| Connector Type | TH20FW-GS12-IM-IV |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 4 | V | - |
| 5 | L | - |
| 7 | R | - |
| 11 | BR | - |
| 12 | B/W | - |
| 13 | V | - |
| 16 | LG | - |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 19 | W | - |
| 25 | G | - |
| 26 | R | - |
| 27 | EG | - |
| 28 | L | - |
| 30 | GR | - |
| 32 | L | - |
| 33 | P | - |
| 36 | G | - |

| | |
|----------------|---|
| Connector No. | E6 |
| Connector Name | IPW E/R INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM |
| Connector Type | TH20FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 39 | P | - |
| 40 | L | - |
| 41 | B/W | - |
| 42 | Y | - |
| 43 | SB | - |
| 44 | BR | - |
| 45 | G | - |
| 46 | R | - |

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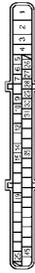
LANE CAMERA UNIT

< ECU DIAGNOSIS INFORMATION >

[FCW]

FORWARD COLLISION WARNING

| | |
|----------------|---|
| Connector No. | E41 |
| Connector Name | ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) |
| Connector Type | BA442PE-ANZ4-LH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | B | GND |
| 2 | G | UBVR |
| 3 | R | UBVR |
| 4 | B | GND |
| 5 | Y | DS FL |
| 6 | BG | DP RL |
| 7 | BR | DP RR |
| 8 | B | DS FR |
| 9 | W | CAN-L |
| 10 | P | BUS-L |
| 14 | Y | DP FL |
| 25 | Y | BUS-L |
| 26 | LG | DS RL |
| 27 | GR | DS RL |
| 28 | G | UZ |
| 29 | LG | DS RR |
| 30 | SB | BLS |
| 31 | R | VDC OFF SW |
| 35 | L | CAN-H |
| 45 | B | BUS-H |

| | |
|----------------|----------------------------|
| Connector No. | E67 |
| Connector Name | ICC SENSOR INTEGRATED UNIT |
| Connector Type | FS98FB-PR |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | IGNITION |
| 2 | L | .ITS COMM-H |
| 3 | L | CAN-H |

| | | |
|---|---|-------------|
| 4 | B | GND |
| 5 | P | .ITS COMM-L |
| 6 | P | CAN-L |

| | |
|----------------|-----------------|
| Connector No. | E106 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80FW-OS16-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | |
| 2 | W | |
| 3 | B | |
| 4 | GR | |
| 5 | GR | |
| 8 | Y | |
| 9 | BR | |
| 10 | BG | |
| 11 | SB | |
| 12 | BG | |
| 13 | L | |
| 14 | R | |
| 15 | P | |
| 16 | V | |
| 17 | SB | |
| 18 | V | |
| 20 | BG | |
| 21 | L | |
| 22 | V | |
| 23 | G | |
| 24 | P | |
| 25 | Y | |
| 26 | V | |
| 27 | W | |
| 28 | G | |
| 31 | BG | |
| 32 | W | |
| 33 | B | |
| 34 | R | |
| 35 | G | |
| 36 | SHIELD | |
| 37 | V | |
| 38 | BR | |

| | | |
|----|--------|--|
| 39 | BG | |
| 41 | W | |
| 42 | G | |
| 43 | BR | |
| 45 | W | |
| 48 | L | |
| 50 | P | |
| 51 | L | |
| 52 | L | |
| 53 | P | |
| 54 | BG | |
| 56 | BR | |
| 57 | BR | |
| 59 | W | |
| 60 | LG | |
| 61 | G | |
| 62 | SB | |
| 63 | W | |
| 64 | B | |
| 65 | G | |
| 66 | R | |
| 67 | SHIELD | |
| 68 | Y | |
| 69 | LG | |
| 70 | W | |
| 71 | R | |
| 72 | Y | |
| 73 | B | |
| 74 | BR | |
| 74 | L | |
| 75 | G | |
| 75 | W | |
| 76 | W | |
| 76 | Y | |
| 77 | R | |
| 77 | P | |
| 78 | L | |
| 78 | BR | |
| 79 | Y | |
| 79 | L | |
| 80 | SB | |
| 81 | R | |
| 82 | SB | |
| 83 | BG | |
| 84 | G | |
| 85 | L | |
| 86 | P | |
| 87 | V | |
| 88 | GR | |
| 90 | SHIELD | |
| 91 | W | |
| 92 | Y | |

| | | |
|-----|--------|--|
| 93 | V | |
| 94 | LG | |
| 95 | BG | |
| 96 | P | |
| 97 | R | |
| 98 | SHIELD | |
| 99 | L | |
| 100 | P | |

| | |
|----------------|------------------|
| Connector No. | MI |
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | NS06FW-M2 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1A | GR | |
| 2A | G | |
| 3A | L | |
| 4A | P | |
| 5A | V | |
| 6A | Y | |
| 7A | R | |
| 8A | L | |

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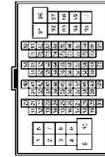
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LANE CAMERA UNIT

FORWARD COLLISION WARNING

| | |
|----------------|------------------|
| Connector No. | M5 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80MVC-5 (F-TM) |

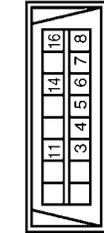


| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | - |
| 2 | R | - |
| 3 | B | - |
| 4 | SHIELD | - |
| 5 | G | - |
| 6 | Y | - |
| 7 | BR | - |
| 8 | BR | - |
| 9 | BR | - |
| 10 | R | - |
| 11 | BR | - |
| 12 | EG | - |
| 13 | L | - |
| 14 | R | - |
| 15 | P | - |
| 16 | V | - |
| 17 | SB | - |
| 18 | V | - |
| 20 | EG | - |
| 21 | L | - |
| 22 | W | - |
| 23 | P | - |
| 24 | BR | - |
| 25 | Y | - |
| 26 | V | - |
| 27 | G | - |
| 28 | G | - |
| 31 | L | - |
| 32 | G | - |
| 33 | B | - |
| 34 | W | - |
| 35 | R | - |
| 36 | SHIELD | - |
| 37 | V | - |
| 38 | EG | - |
| 39 | BR | - |
| 41 | W | - |
| 42 | EG | - |
| 43 | EG | - |
| 45 | W | - |

| | | |
|----|--------|-----------------|
| 49 | L | - |
| 50 | P | - |
| 51 | BR | - |
| 52 | R | - |
| 53 | P | - |
| 54 | Y | - |
| 56 | BR | - |
| 57 | G | - |
| 59 | W | - |
| 60 | L | - |
| 61 | G | - |
| 62 | SB | - |
| 63 | G | - |
| 64 | B | - |
| 65 | W | - |
| 66 | R | - |
| 67 | SHIELD | - |
| 68 | Y | - |
| 69 | GR | - |
| 70 | LG | - |
| 71 | LG | - |
| 72 | Y | - |
| 73 | SB | - |
| 74 | BR | - [With ICC] |
| 74 | L | - [Without ICC] |
| 75 | G | - |
| 76 | W | - [With ICC] |
| 76 | GR | - [Without ICC] |
| 77 | R | - [With ICC] |
| 77 | P | - [Without ICC] |
| 78 | L | - [With ICC] |
| 78 | R | - [Without ICC] |
| 79 | Y | - [With ICC] |
| 79 | W | - [Without ICC] |
| 80 | SB | - |
| 81 | SB | - |
| 82 | SB | - |
| 83 | Y | - |
| 84 | G | - |
| 85 | L | - |
| 86 | P | - |
| 87 | W | - |
| 89 | GR | - |
| 90 | SHIELD | - |
| 91 | W | - |
| 92 | Y | - |
| 93 | BR | - |
| 94 | P | - |
| 95 | GR | - |
| 96 | W | - |
| 97 | L | - |
| 98 | SHIELD | - |

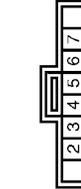
| | | |
|-----|----|---|
| 99 | V | - |
| 100 | SB | - |

| | |
|----------------|---------------------|
| Connector No. | M24 |
| Connector Name | DATA LINK CONNECTOR |
| Connector Type | BD10FW |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | LG | - |
| 2 | B | - |
| 3 | B | - |
| 4 | Y | - |
| 5 | L | - |
| 6 | G | - |
| 7 | SB | - |
| 8 | P | - |
| 14 | Y | - |
| 16 | Y | - |

| | |
|----------------|------------------------|
| Connector No. | M29 |
| Connector Name | WARNING SYSTEMS SWITCH |
| Connector Type | TK08FGY |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 2 | SB | - |
| 3 | W | - |
| 4 | B | - |
| 5 | R | - |
| 6 | B | - |
| 7 | V | - |

| | |
|----------------|-------------------|
| Connector No. | M53 |
| Connector Name | COMBINATION METER |
| Connector Type | TH140FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|---|
| 1 | GR | BATTERY POWER SUPPLY |
| 2 | LG | COMMUNICATION SIGNAL (METER->AMP.) |
| 3 | GR | COMMUNICATION SIGNAL (AMP->METER) |
| 4 | B | GROUND |
| 5 | P | GROUND |
| 6 | P | ALTERNATOR SIGNAL |
| 7 | BR | AIR BAG SIGNAL |
| 8 | BR | SECURITY SIGNAL |
| 10 | G | GROUND |
| 13 | B | GROUND |
| 15 | B | METER CONTROL SWITCH GROUND |
| 19 | B | ILL |
| 20 | R | ILL |
| 21 | BG | IGNITION POWER SUPPLY |
| 22 | B | GROUND |
| 24 | B | COMMUNICATION SIGNAL (LCD->AMP.) |
| 25 | Y | COMMUNICATION SIGNAL (AMP->LCD) |
| 26 | R | VEHICLE SPEED SIGNAL (6-PULSE) |
| 27 | V | PARKING BRAKE SWITCH SIGNAL |
| 28 | W | BRAKE FLUID LEVEL SWITCH SIGNAL |
| 29 | SB | SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE) |
| 30 | G | SEAT BELT BUCKLE SWITCH SIGNAL (PASSENGER SIDE) |
| 31 | L | WASHER LEVEL SWITCH SIGNAL |
| 33 | B | ILLUMINATION CONTROL |
| 38 | LG | SELECT SWITCH SIGNAL |
| 37 | SS | ENTER SWITCH SIGNAL |
| 39 | L | TRIP A/B RESET SWITCH SIGNAL |
| 40 | BG | ILLUMINATION CONTROL SWITCH SIGNAL (L) |
| | | ILLUMINATION CONTROL SWITCH SIGNAL (R) |

LANE CAMERA UNIT

FORWARD COLLISION WARNING

| | |
|----------------|----------------------------|
| Connector No. | M66 |
| Connector Name | UNIFIED METER AND A/C AMP. |
| Connector Type | TH22FY-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|--|
| 5 | L | MANUAL MODE SHIFT UP SIGNAL |
| 7 | GR | COMMUNICATION SIGNAL (AMP->METER) |
| 8 | L | VEHICLE SPEED SIGNAL (2-PULSE) |
| 9 | SB | FRONT SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE) |
| 10 | W | MANUAL MODE SIGNAL |
| 11 | G | NON-MANUAL MODE SIGNAL |
| 14 | BR | COMMUNICATION SIGNAL (LCD->AMP) |
| 20 | L | IGN ON/OFF SIGNAL |
| 23 | Y | AT SNOW SWITCH SIGNAL |
| 25 | V | MANUAL MODE SHIFT DOWN SIGNAL |
| 27 | LG | COMMUNICATION SIGNAL (METER->AMP) |
| 28 | R | VEHICLE SPEED SIGNAL (3-PULSE) |
| 30 | V | PARKING BRAKE SWITCH SIGNAL |
| 34 | Y | COMMUNICATION SIGNAL (AMP->LCD) |
| 38 | P | BLOWER MOTOR CONTROL SIGNAL |

| | |
|----------------|----------------------------|
| Connector No. | M67 |
| Connector Name | UNIFIED METER AND A/C AMP. |
| Connector Type | TH22FY-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|--|
| 41 | V | ACC POWER SUPPLY |
| 42 | Y | FUEL LEVEL SENSOR SIGNAL |
| 43 | R | INTAKE SENSOR SIGNAL |
| 44 | LG | IN-VEHICLE SENSOR SIGNAL |
| 45 | P | AMBIENT SENSOR SIGNAL |
| 46 | EG | SUNLOAD SENSOR SIGNAL |
| 47 | G | EXHAUST GAS CONTRAST DETECTING SENSOR SIGNAL |

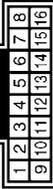
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|---------------------------------|
| 53 | G | IGNITION POWER SUPPLY |
| 54 | Y | BATTERY POWER SUPPLY |
| 55 | B | GROUND |
| 56 | L | CAN-H |
| 57 | W | BRAKE FLUID LEVEL SWITCH SIGNAL |
| 58 | BR | FUEL LEVEL SENSOR GROUND |
| 59 | GR | INTAKE SENSOR GROUND |
| 60 | L | IN-VEHICLE SENSOR GROUND |
| 61 | BR | AMBIENT SENSOR GROUND |
| 62 | SB | SUNLOAD SENSOR GROUND |
| 63 | R | — |
| 65 | BG | ECV SIGNAL |
| 69 | L | A/C LAM SIGNAL |
| 70 | R | EACH DOOR MOTOR POWER SUPPLY |
| 71 | B | GROUND |
| 72 | P | CAN-L |

| | |
|----------------|--------------|
| Connector No. | M106 |
| Connector Name | WIRE TO WIRE |
| Connector Type | NH10MY-CS10 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | G | — |
| 2 | SHIELD | — |
| 3 | L | — |
| 4 | W | — |
| 5 | V | — |
| 7 | BR | — |
| 8 | Y | — |
| 9 | B | — |
| 10 | R | — |
| 11 | V | — |
| 12 | R | — |
| 13 | LG | — |
| 14 | R | — [With NAV] |
| 14 | Y | — [Without NAV] |
| 15 | SHIELD | — |
| 16 | G | — [With NAV] |
| 16 | BR | — [Without NAV] |
| 18 | B | — |

| | |
|----------------|--------------|
| Connector No. | M110 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH18MY-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | — |
| 2 | R | — |
| 3 | P | — |
| 9 | V | — |
| 10 | L | — |
| 11 | SB | — |

| | |
|----------------|-----------------|
| Connector No. | M117 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH8DMY-CS19-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | L | — |
| 2 | G | — |
| 3 | GR | — |
| 4 | SB | — |
| 7 | W | — |
| 10 | W | — |
| 15 | SB | — |
| 16 | V | — |
| 17 | BR | — |
| 25 | BR | — |
| 27 | LG | — |
| 28 | Y | — |
| 29 | Y | — |
| 30 | V | — |
| 31 | R | — |
| 32 | BR | — |

| | | |
|-----|--------|------------------------|
| 33 | G | — |
| 51 | R | — |
| 52 | L | — |
| 55 | W | — |
| 56 | B | — |
| 57 | R | — |
| 58 | G | — |
| 59 | SHIELD | — |
| 60 | V | — |
| 61 | LG | — |
| 62 | BR | — |
| 63 | L | — |
| 64 | LG | — |
| 65 | B | — |
| 66 | R | — |
| 67 | W | — |
| 68 | SHIELD | — |
| 69 | V | — |
| 70 | Y | — |
| 71 | SB | — |
| 72 | W | — |
| 73 | G | — |
| 75 | W | — |
| 80 | V | — |
| 81 | SS | — |
| 82 | V | — |
| 83 | P | — |
| 84 | R | — |
| 85 | L | — |
| 86 | BG | — |
| 87 | L | — |
| 88 | P | — |
| 91 | V | — |
| 92 | G | — |
| 94 | G | — |
| 95 | W | — |
| 96 | G | — |
| 97 | Y | — |
| 98 | BR | — |
| 99 | V | — [With BOSE audio] |
| 99 | P | — [Without BOSE audio] |
| 100 | SS | — [With BOSE audio] |
| 100 | L | — [Without BOSE audio] |

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LANE CAMERA UNIT

< ECU DIAGNOSIS INFORMATION >

[FCW]

| CONNECTOR R7 | | CONNECTOR R1 | | CONNECTOR R8 | |
|--------------|---------------|--------------|---------------|--------------|---------------|
| Terminal No. | Color of Wire | Terminal No. | Color of Wire | Terminal No. | Color of Wire |
| 1 | Y | 1 | GR | 1 | Y |
| 2 | R | 3 | W | 3 | R |
| 3 | P | | | 4 | SE |
| 9 | V | | | 5 | P |
| 10 | L | | | 6 | B |
| 11 | SB | | | 9 | V |
| | | | | 10 | L |
| | | | | 12 | B |

| CONNECTOR R7 | | CONNECTOR R1 | | CONNECTOR R8 | |
|--------------|---------------|--------------|---------------|--------------|---------------|
| Terminal No. | Color of Wire | Terminal No. | Color of Wire | Terminal No. | Color of Wire |
| 1 | Y | 1 | GR | 1 | Y |
| 2 | R | 3 | W | 3 | R |
| 3 | P | | | 4 | SE |
| 9 | V | | | 5 | P |
| 10 | L | | | 6 | B |
| 11 | SB | | | 9 | V |
| | | | | 10 | L |
| | | | | 12 | B |

| CONNECTOR R7 | | CONNECTOR R1 | | CONNECTOR R8 | |
|--------------|---------------|--------------|---------------|--------------|---------------|
| Terminal No. | Color of Wire | Terminal No. | Color of Wire | Terminal No. | Color of Wire |
| 1 | Y | 1 | GR | 1 | Y |
| 2 | R | 3 | W | 3 | R |
| 3 | P | | | 4 | SE |
| 9 | V | | | 5 | P |
| 10 | L | | | 6 | B |
| 11 | SB | | | 9 | V |
| | | | | 10 | L |
| | | | | 12 | B |

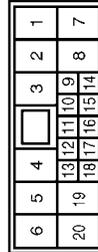
FORWARD COLLISION WARNING

| Connector No. | M186 |
|----------------|-------------------|
| Connector Name | ICC WARNING CHIME |
| Connector Type | AG3FW |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | GR | - |
| 3 | W | - |

| Connector No. | R1 |
|----------------|--------------|
| Connector Name | WIRE TO WIRE |
| Connector Type | NH1DFW-CS10 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|--|
| 1 | G | - |
| 2 | SHIELD | - |
| 3 | L | - |
| 4 | BR | - [With automatic drive positioner] |
| 4 | W | - [Without automatic drive positioner] |
| 5 | G | - |
| 7 | BR | - |
| 8 | Y | - |
| 9 | B | - |
| 10 | Y | - |
| 11 | V | - |
| 12 | BR | - |
| 13 | R | - |
| 14 | W | - |
| 15 | SHIELD | - |
| 16 | B | - |
| 18 | B | - |

Fail-safe

FAIL-SAFE CONTROL BY DTC

When any DTC is detected, the LDW/LDP systems do not operate.

TEMPORARY DISABLED STATUS AT HIGH TEMPERATURE

When using LDW

JCOWA0432GB

INFOID:000000006904022

LANE CAMERA UNIT

[FCW]

< ECU DIAGNOSIS INFORMATION >

- If the vehicle is parked in direct sunlight under high temperature conditions [approximately over 104°F (40°C)] and then started, the system may sound a buzzer and cancel automatically. In this case warning systems ON indicator will blink.
- When the interior temperature is reduced, warning systems ON indicator is turned ON.

When using LDP

- If the vehicle is parked in direct sunlight under high temperature conditions [approximately over 104°F (40°C)] and then started, the system may sound a buzzer and cancel automatically. In this case LDP ON indicator lamp will blink.
- When the interior temperature is reduced, LDP ON indicator lamp is turned ON.

DTC Inspection Priority Chart

INFOID:000000006904023

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

| Priority | Detected items (DTC) |
|----------|---|
| 1 | <ul style="list-style-type: none"> • U1000: CAN COMM CIRCUIT • U1010: CONTROL UNIT (CAN) |
| 2 | <ul style="list-style-type: none"> • U0122: VDC CAN CIR1(LDP) • U0416: VDC CAN CIR2(LDP) |
| 3 | C1B00: CAMERA UNIT MALF |
| 4 | <ul style="list-style-type: none"> • C1B01: CAM AIMING INCMP • C1B02: VHCL SPD DATA MALF • C1B03: ABNRML TEMP DETECT • C1B07: ABS DIAGNOSIS |

DTC Index

INFOID:000000006904024

×: Applicable

| DTC | Lane departure warning lamp | Warning systems ON indicator | LDP ON indicator lamp | Fail-safe | Reference page | |
|-------|-----------------------------|------------------------------|---------------------------|---------------------------|-------------------------|-------------------------|
| C1B00 | CAMERA UNIT MALF | ON | — | × | DAS-279 | |
| C1B01 | CAM AIMING INCMP | Blink | — | × | DAS-280 | |
| C1B02 | VHCL SPD DATA MALF | ON | — | × | DAS-281 | |
| C1B03 | ABNRML TEMP DETECT | — | Blink (When using LDW) | Blink (When using LDP) | × | DAS-282 |
| C1B07 | ABS DIAGNOSIS | ON | — | × | DAS-283 | |
| U1000 | CAN COMM CIRCUIT | ON | — | × | DAS-284 | |
| U1010 | CONTROL UNIT (CAN) | ON | — | × | DAS-285 | |
| U0122 | VDC CAN CIR1 (LDP) | ON | — | × | DAS-286 | |
| U0416 | VDC CAN CIR2 (LDP) | ON | — | × | DAS-288 | |

DAS

FORWARD COLLISION WARNING SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[FCW]

SYMPTOM DIAGNOSIS

FORWARD COLLISION WARNING SYSTEM SYMPTOMS

Symptom Table

INFOID:000000006347153

CAUTION:

Perform the self-diagnosis with CONSULT-III before the symptom diagnosis. Perform the trouble diagnosis if any DTC is detected.

| Symptom | | Possible cause | Inspection item/Reference page |
|------------------------------|--|--|---|
| FCW system is not activated. | Warning systems ON indicator is not turned ON ⇔ OFF when operating warning systems switch. | <ul style="list-style-type: none">• Harness between lane camera unit and warning systems switch.• Harness between warning systems switch and ground.• Lane camera unit | Warning systems switch circuit DAS-241 |

FCW SYSTEM IS NOT ACTIVATED

< SYMPTOM DIAGNOSIS >

[FCW]

FCW SYSTEM IS NOT ACTIVATED

Description

INFOID:000000006347154

FCW system does not operate by pressing the warning systems switch.

NOTE:

Warning systems switch is shared with LDW system and BSW system.

Diagnosis Procedure

INFOID:000000006347155

1.PERFORM THE SELF-DIAGNOSIS

1. Perform "All DTC Reading" with CONSULT-III.
2. Check if the DTC is detected in self-diagnosis results of "ICC/ADAS" or "LANE CAMERA". Refer to [DAS-228. "DTC Index"](#) (ICC/ADAS) or [DAS-239. "DTC Index"](#) (LANE CAMERA).

Is any DTC detected?

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

2.CHECK WARNING SYSTEMS SWITCH CIRCUIT

Check warning systems switch circuit. Refer to [DAS-301. "Component Function Check"](#).

NOTE:

Warning systems switch is shared with LDW system and BSW system.

Is the inspection result normal?

- YES >> Replace the lane camera unit.
NO >> GO TO 3.

3.REPAIR OR REPLACE THE SPECIFIC ITEMS

Repair or replace malfunctioning items.

>> INSPECTION END

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DAS

NORMAL OPERATING CONDITION

Description

INFOID:000000006347156

FORWARD COLLISION WARNING (FCW)

CAUTION:

- FCW system is intended to warn the driver before a collision but will not avoid a collision. It is the driver's responsibility to stay alert, drive safely and be in control of the vehicle at all times.
- As there is a performance limit, the FCW system may not provide a warning in certain conditions.
- The FCW system will not detect the following objects.
 - Pedestrians, animals, or obstacles in the roadway.
 - On coming vehicles in the same lane
- FCW system will not detect under the following conditions.
 - When the sensor gets dirty, it is impossible to detect the distance from the vehicle ahead.
 - When driving into a strong light(i.e. sunlight)
- The sensor generally detects signals returned from the reflectors on a vehicle ahead. Therefore, the FCW system may not warn properly under the following conditions:
 - When the reflectors of the vehicle ahead are positioned high or close to each other (including a small vehicle such as motorcycles).
 - When the sensor gets dirty and it is impossible to detect the distance to the vehicle ahead.
 - When the reflectors on the vehicle ahead is missing, damaged or covered.
 - When the reflector of the vehicle ahead is covered with dirt, snow and road spray.
 - When visibility is low (such as rain, fog, snow, etc.).
 - When snow or road spray from traveling vehicles are splashed.
 - When dense exhaust or other smoke (black smoke) from vehicles reduces the sensor visibility.
 - When excessively heavy baggage is loaded in the rear seat or the luggage room of own vehicle.
 - When abruptly accelerating or decelerating.
 - On steep downhill or roads with sharp curves.
 - When there is a highly reflective object near the vehicle ahead.
 - i.e.) very close to other vehicle, signboard, etc.
 - When own vehicle are towing a trailer.
- Depending on certain road conditions (curved, beginning of a curve), vehicle conditions (steering position, vehicle position), or preceding vehicle's conditions (position in lane, etc.), the FCW system may not function properly. The FCW system may detect highly reflective objects such as reflectors, signs, white markers, and other stationary objects on the road or near the traveling lane, and provide unnecessary warning.
- The FCW system may not function in offset conditions.
- The FCW system may not function when the distance to the vehicle ahead is extremely close.
- The FCW system is designed to automatically check the sensor's functionality. If the sensor is covered with ice, a transparent or translucent plastic bag, etc., the system may not detect them. In these instances the FCW system may not be able to warn properly. Be sure to check and clean the sensor regularly.
- Excessive noise will interfere with the warning chime sound, and the chime may not be heard.
- A sudden appearance of the vehicle in front (i.e.: when a vehicle abruptly cuts in) may not be detected and the system may not warn soon enough.
- The FCW system will be canceled automatically with a chime sound and the IBA OFF indicator light will illuminate under the following conditions:
 - When the sensor window is dirty
 - When the FCW system malfunctions

PRECAUTION

PRECAUTIONS

Precaution for FCW System Service

INFOID:000000006347157

CAUTION:

- Never look straight into the laser beam discharger when adjusting laser beam aiming.
- Turn the warning systems switch OFF in conditions similar to driving, such as free rollers or a chassis dynamometer.
- Never use the ICC sensor integrated unit removed from vehicle. Never disassemble or remodel.
- Erase DTC when replacing parts of ICC system, then check the operation of ICC system after adjusting laser beam aiming if necessary.
- Never change FCW initial state ON ⇒ OFF without the consent of the customer.

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DAS

REMOVAL AND INSTALLATION

WARNING SYSTEMS SWITCH

Exploded View

INFOID:000000006347158

Refer to [DAS-334, "Exploded View"](#).

NOTE:

Warning systems switch is shared with LDW system and BSW system.

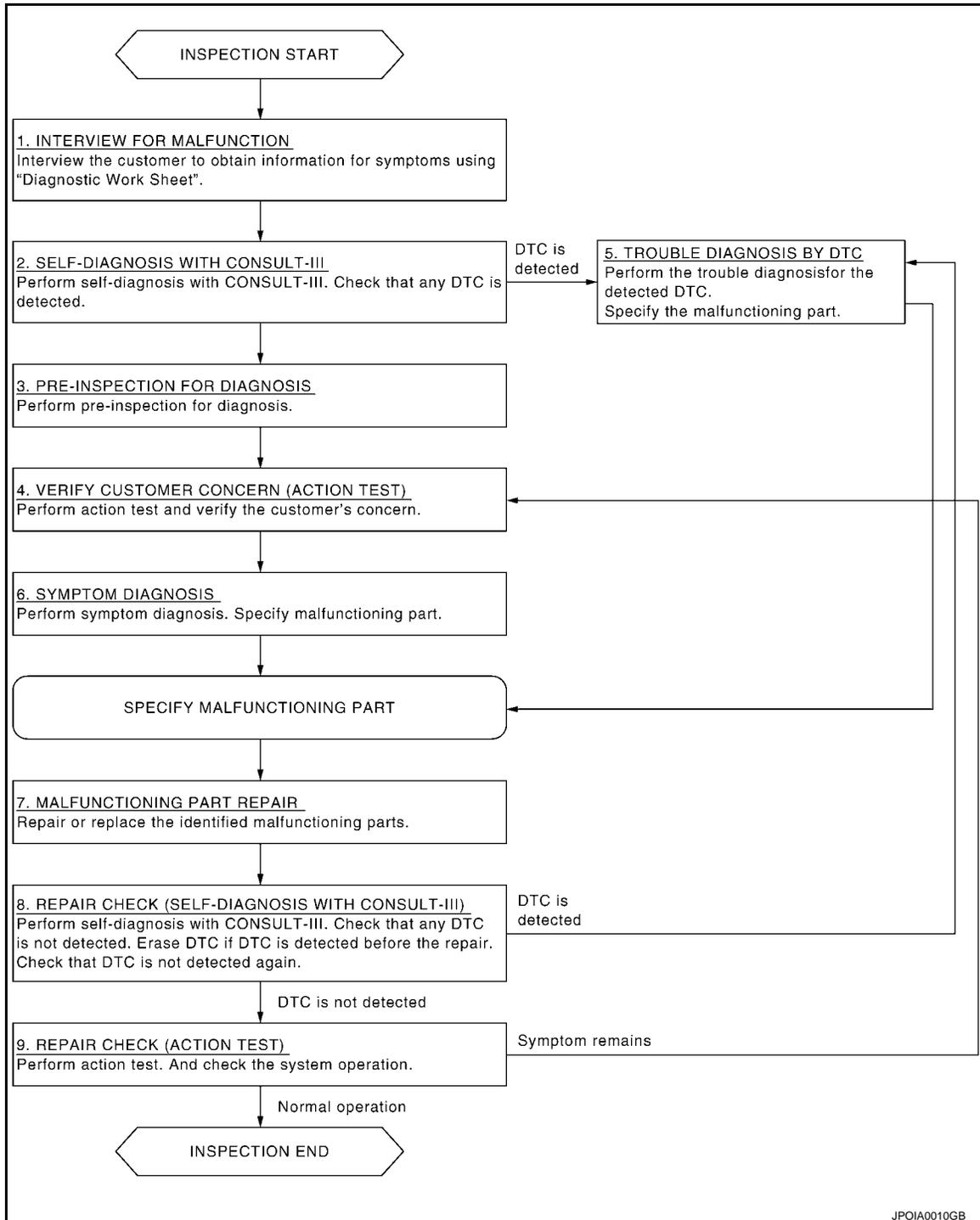
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow

INFOID:000000006347159

OVERALL SEQUENCE



DETAILED FLOW

1. INTERVIEW FOR MALFUNCTION

Interview the customer to obtain information about symptoms using "Diagnostic Work Sheet". (Refer to [DAS-246, "Diagnostic Work Sheet"](#).)

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DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

[LDW & LDP]

>> GO TO 2.

2. SELF-DIAGNOSIS WITH CONSULT-III

Perform self-diagnosis with CONSULT-III. Check if any DTC is detected.

Is any DTC detected?

YES >> GO TO 5.

NO >> GO TO 3.

3. PRE-INSPECTION FOR DIAGNOSIS

Perform pre-inspection for diagnosis. Refer to [DAS-248. "Inspection Procedure"](#).

>> GO TO 4.

4. VERIFY CUSTOMER CONCERN (ACTION TEST)

Perform action test and verify the customer's information. Refer to [DAS-249. "Description"](#).

>> GO TO 6.

5. TROUBLE DIAGNOSIS BY DTC

Perform trouble diagnosis for the detected DTC. Specify a malfunctioning part. Refer to [DAS-315. "DTC Index"](#) (Lane camera unit) and/or [BRC-104. "DTC No. Index"](#) [ABS actuator and electric unit (control unit)].

>> GO TO 7.

6. SYMPTOM DIAGNOSIS

Perform symptom diagnosis. Specify malfunctioning part. Refer to [DAS-328. "Symptom Table"](#).

>> GO TO 7.

7. MALFUNCTION PART REPAIR

Repair or replace the identified malfunctioning parts.

>> GO TO 8.

8. REPAIR CHECK (SELF-DIAGNOSIS WITH CONSULT-III)

Perform self-diagnosis with CONSULT-III. Check that any DTC is not detected. Erase DTC if DTC is detected before the repair. Check that DTC is not detected again.

Is any DTC detected?

YES >> GO TO 5.

NO >> GO TO 9.

9. REPAIR CHECK (ACTION TEST)

Perform action test. Also check the system operation.

Does it operate normally?

YES >> INSPECTION END

NO >> GO TO 4.

Diagnostic Work Sheet

INFOID:000000006347160

DESCRIPTION

In general, each customer feels differently about an incident. It is important to fully understand the symptoms or conditions for a customer complaint.

There are many operating conditions that lead to the malfunction. A good grasp of such conditions can make troubleshooting faster and more accurate.

Some conditions may cause the lane departure warning lamp to stay ON.

Utilize a work sheet sample to organize all of the information for troubleshooting.

DIAGNOSIS AND REPAIR WORK FLOW

[LDW & LDP]

< BASIC INSPECTION >

KEY POINTS

- WHAT..... System and functions
- WHEN..... Date, Frequencies
- WHERE..... Road conditions
- HOW..... Operating conditions, Symptoms

WORK SHEET SAMPLE

| | | | | | |
|-------------------------|--|--|---|---------------------------------|--|
| Customer name MR/MS | | Model and Year | | VIN | |
| Engine # | | Trans. | | Mileage | |
| Incident Date | | Manuf. Date | | In Service Date | |
| Symptoms | | | | | |
| Indicator/Warning lamps | <input type="checkbox"/> Lane departure warning lamp | <input type="checkbox"/> Stays ON <input type="checkbox"/> Turned ON occasionally | <input type="checkbox"/> Stays OFF <input type="checkbox"/> Others () | <input type="checkbox"/> Blinks | |
| | <input type="checkbox"/> Warning systems ON indicator | <input type="checkbox"/> Stays ON | <input type="checkbox"/> Stays OFF <input type="checkbox"/> Others () | <input type="checkbox"/> Blinks | |
| | <input type="checkbox"/> LDP ON indicator lamp | <input type="checkbox"/> Stays ON <input type="checkbox"/> Turned ON occasionally | <input type="checkbox"/> Stays OFF <input type="checkbox"/> Others () | <input type="checkbox"/> Blinks | |
| | <input type="checkbox"/> Other lamps () | <input type="checkbox"/> Stays ON <input type="checkbox"/> Turned ON occasionally | <input type="checkbox"/> Stays OFF <input type="checkbox"/> Others () | <input type="checkbox"/> Blinks | |
| Functions | <input type="checkbox"/> When using LDW <input type="checkbox"/> When using LDP | | | | |
| | <input type="checkbox"/> All functions do not operate. <input type="checkbox"/> Warning function does not operate. (<input type="checkbox"/> No sound <input type="checkbox"/> No indicator) <input type="checkbox"/> Yawing function does not operate. (Warning function is operated.) | | | | |
| | <input type="checkbox"/> Functions when changing the course in the turn signal direction. <input type="checkbox"/> Functions are untimely. <ul style="list-style-type: none"> <input type="checkbox"/> Does not function when driving on lane markers. <input type="checkbox"/> Functions when driving in a lane. <input type="checkbox"/> Functions in a different position from the actual position. <input type="checkbox"/> Others () | | | | |
| Conditions | | | | | |
| Frequency | <input type="checkbox"/> Continuously | | <input type="checkbox"/> Intermittently | | |
| Light conditions | <input type="checkbox"/> Not affected <input type="checkbox"/> In the daytime <input type="checkbox"/> Direct light | <input type="checkbox"/> At night <input type="checkbox"/> Backlight | <input type="checkbox"/> Sunrise/sunset (Strong light) <input type="checkbox"/> Others () | | |
| Driving conditions | <input type="checkbox"/> Not affected <input type="checkbox"/> Vehicle speed | MPH (km/h) | <input type="checkbox"/> Vehicle is stopped | | |
| Weather conditions | <input type="checkbox"/> Not affected <input type="checkbox"/> Fine <input type="checkbox"/> Clouding | <input type="checkbox"/> Raining | <input type="checkbox"/> Snowing <input type="checkbox"/> Others () | | |
| Road conditions | <input type="checkbox"/> Not affected <input type="checkbox"/> Highway <input type="checkbox"/> Uneven roads | <input type="checkbox"/> In town <input type="checkbox"/> Winding roads | <input type="checkbox"/> Others () | | |
| Lane maker conditions | <input type="checkbox"/> Not affected <input type="checkbox"/> Clear | <input type="checkbox"/> Unclear | <input type="checkbox"/> Others () | | |
| Other conditions | | | | | |

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PRE-INSPECTION FOR DIAGNOSIS

< BASIC INSPECTION >

[LDW & LDP]

PRE-INSPECTION FOR DIAGNOSIS

Inspection Procedure

INFOID:000000006347161

1.CHECK CAMERA LENS AND WINDSHIELD

Are camera lens and windshield contaminated with foreign materials?

- YES >> Clean camera lens and windshield.
- NO >> GO TO 2.

2.CHECK LANE CAMERA UNIT INSTALLATION CONDITION

Check lane camera unit installation condition (installation position, properly tightened, a bent bracket).

Is it properly installed?

- YES >> GO TO 3.
- NO >> Install lane camera unit properly, and perform camera aiming. Refer to [DAS-252. "CAMERA AIMING ADJUSTMENT : Description"](#).

3.CHECK VEHICLE HEIGHT

Check vehicle height. Refer to [FSU-20. "Wheelarch Height"](#) (2WD) or [FSU-39. "Wheelarch Height"](#) (AWD).

Is vehicle height appropriate?

- YES >> INSPECTION END
- NO >> Repair vehicle to appropriate height.

ACTION TEST

< BASIC INSPECTION >

[LDW & LDP]

ACTION TEST

Description

INFOID:000000006347162

- Perform action test to verify the customer's concern.
- Perform action test and check the system operation after system diagnosis.

WARNING:

Be careful of traffic conditions and safety around the vehicle when performing road test.

CAUTION:

- Fully understand the following items well before the road test;
 - Precautions: Refer to [DAS-332, "Precaution for LDW/LDP System Service"](#).
 - System description for LDW: Refer to [DAS-258, "System Description"](#).
 - System description for LDP: Refer to [DAS-263, "System Description"](#).
 - Normal operating condition: Refer to [DAS-330, "Description"](#).

Inspection Procedure

INFOID:000000006347163

WARNING:

Be careful of traffic conditions and safety around the vehicle when performing road test.

CAUTION:

- Fully understand the following items well before the road test;
 - Precautions: Refer to [DAS-332, "Precaution for LDW/LDP System Service"](#).
 - System description for LDW: Refer to [DAS-258, "System Description"](#).
 - System description for LDP: Refer to [DAS-263, "System Description"](#).
 - Normal operating condition: Refer to [DAS-330, "Description"](#).

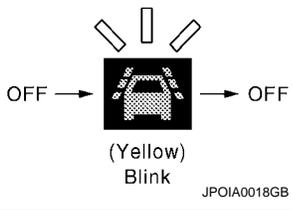
1. ACTION TEST FOR LDW

1. Drive the vehicle.
2. Turn warning systems switch ON (warning systems ON indicator is ON).

NOTE:

LDP system is OFF.

3. Check the LDW operation according to the following table.

| Input | | Output | | | |
|----------------------------|---|--|------------------------------|--|------------------------|
| Vehicle speed [km/h (MPH)] | Vehicle condition/ Driver's operation | Action | warning systems ON indicator | Indication on the combination meter | Buzzer |
| Less than 60 (40) | Close to lane marker | No action | ON | OFF | — |
| 70 (45) or more | Close to lane marker | Warning <ul style="list-style-type: none"> • Buzzer sounds • Warning lamp blinks | ON |  <p>(Yellow) Blink JPOIA0018GB</p> | Short continuous beeps |
| | <ul style="list-style-type: none"> • Close to lane marker • Turn signal ON (Deviate side) | No action | ON | OFF | — |

>> GO TO 2.

2. CHECK LDP SYSTEM SETTING

1. Start the engine.
2. Check that the LDP system setting can be enabled/disabled on the navigation screen.
3. Turn OFF the ignition switch and wait for 5 seconds or more.
4. Check that the previous setting is saved when the engine starts again.

ACTION TEST

< BASIC INSPECTION >

[LDW & LDP]

>> GO TO 3.

3. ACTION TEST FOR LDP

1. Enable the setting of the LDP system on the navigation screen.
2. Turn dynamic driver assistance switch ON (LDP ON indicator lamp is ON).

NOTE:

LDW system is OFF.

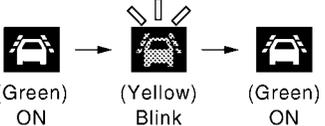
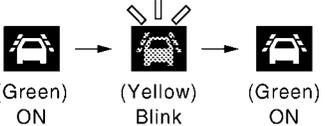
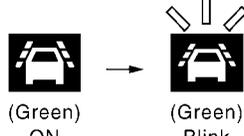
3. Check the LDP operation according to the following table.

| Input | | Output | | |
|----------------------------|---------------------------------------|-----------|--|--------|
| Vehicle speed [km/h (MPH)] | Vehicle condition/ Driver's operation | Action | Indication on the combination meter | Buzzer |
| Less than 60 (40) | Close to lane marker | No action |  (Green) ON <small>JPOIA0021GB</small> | — |

ACTION TEST

< BASIC INSPECTION >

[LDW & LDP]

| Input | | Output | | |
|----------------------------|---|--|--|------------------------|
| Vehicle speed [km/h (MPH)] | Vehicle condition/ Driver's operation | Action | Indication on the combination meter | Buzzer |
| 70 (45) or more | Close to lane marker | Warning and yawing • Buzzer sounds • Warning lamp blinks • Brake control |  (Green) ON → (Yellow) Blink → (Green) ON <small>JPOIA0022GB</small> | Short continuous beeps |
| | • Close to lane marker • Turn signal ON (Deviate side) | No action |  (Green) ON <small>JPOIA0021GB</small> | — |
| | Close to lane marker with soft braking | Warning • Buzzer sounds • Warning lamp blinks |  (Green) ON → (Yellow) Blink → (Green) ON <small>JPOIA0022GB</small> | Short continuous beeps |
| | VDC OFF switch: OFF ⇒ ON | Cancellation • Buzzer sounds • Indicator lamp blinks NOTE: When dynamic driver assistance switch is ON ⇒ OFF, indicator lamp is turned OFF. |  (Green) ON → (Green) Blink <small>JPOIA0023GB</small> | Beep |
| | Snow mode switch: OFF ⇒ ON (If equipped) | Cancellation • Buzzer sounds • Indicator lamp blinks NOTE: When dynamic driver assistance switch is ON ⇒ OFF, indicator lamp is turned OFF. |  (Green) ON → (Green) Blink <small>JPOIA0023GB</small> | Beep |

>> WORK END

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INSPECTION AND ADJUSTMENT

[LDW & LDP]

< BASIC INSPECTION >

INSPECTION AND ADJUSTMENT

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (LANE CAMERA UNIT)

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (LANE CAMERA UNIT) : Description

INFOID:000000006347164

Always perform the camera aiming adjustment after replacing the lane camera unit.

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (LANE CAMERA UNIT) : Special Repair Requirement

INFOID:000000006347165

1. CAMERA AIMING ADJUSTMENT

Perform the camera aiming adjustment with CONSULT-III. Refer to [DAS-252, "CAMERA AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. PERFORM SELF-DIAGNOSIS

Perform the self-diagnosis of lane camera unit with CONSULT-III. Check if any DTC is detected.

Is any DTC detected?

YES >> Perform the trouble diagnosis for the detected DTC. Refer to [DAS-315, "DTC Index"](#).

NO >> GO TO 3.

3. LDW/LDP SYSTEM ACTION TEST

1. Perform the LDW/LDP system action test. Refer to [DAS-249, "Description"](#).

2. Check that the LDW/LDP system operates normally.

>> WORK END

CAMERA AIMING ADJUSTMENT

CAMERA AIMING ADJUSTMENT : Description

INFOID:000000006347166

OUTLINE

Perform the camera aiming every time the lane camera unit is removed and installed.

CAUTION:

- Place the vehicle on level ground when the camera aiming adjustment is operated.
- Follow the CONSULT-III when performing the camera aiming. (Camera aiming adjustment cannot be operated without CONSULT-III.)

CAMERA AIMING ADJUSTMENT : Special Repair Requirement (Preparation)

INFOID:000000006347167

1. PERFORM SELF-DIAGNOSIS

Perform self-diagnosis of lane camera unit.

Is any DTC detected?

Except "C1B01">>Perform diagnosis on the detected DTC and repair or replace the applicable item. Refer to [DAS-315, "DTC Index"](#).

"C1B01" or no DTC>>GO TO 2.

2. PREPARATION BEFORE CAMERA AIMING ADJUSTMENT

1. Perform pre-inspection for diagnosis. Refer to [DAS-248, "Inspection Procedure"](#).
2. Adjust the tire pressure to the specified pressure value.
3. Maintain no-load in vehicle.
4. Check if coolant and Engine oil are filled up to correct level and fuel tank is full.
5. Shift the selector lever to "P" position and release the parking brake.

6. Clean the windshield.
7. Completely clear off the instrument panel.

>> GO TO 3.

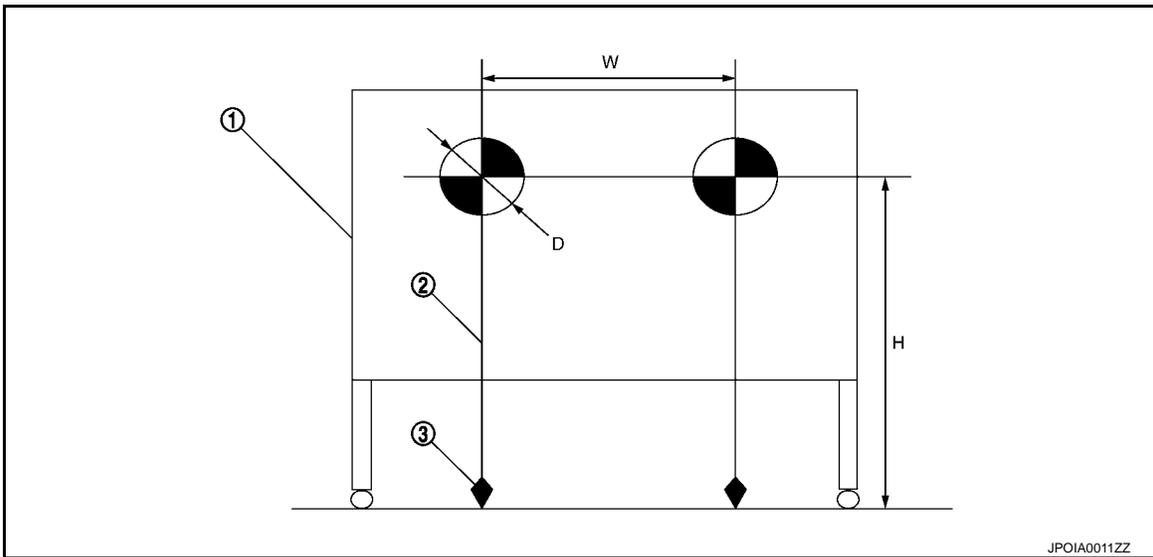
3. PREPARATION OF AIMING ADJUSTMENT JIG

Prepare the aiming adjustment jig according to the following procedure and the figure.

1. Print out the target mark attached in this service manual. Refer to [DAS-256. "CAMERA AIMING ADJUSTMENT : Special Repair Requirement \(Target Mark Sample\)".](#)
2. Stick a printed target mark on the board with a scotch tape or a piece of double-sided tape.

NOTE:

- Use the board that peripheral area of the target is monochrome such as a white-board.
- Notice that the cross of the target is horizontal and vertical.



1. Board
2. String
3. Cone

: Target mark

- Diameter of a target (D) : 200 mm (7.87 in)**
- Height of a target center (H) : 1450 mm (57.09 in)**
- Width between a right target center from a left target center (W) : 600 mm (23.62 in)**

>> Go to [DAS-253. "CAMERA AIMING ADJUSTMENT : Special Repair Requirement \(Target Setting\)".](#)

CAMERA AIMING ADJUSTMENT : Special Repair Requirement (Target Setting)

INFOID:000000006347168

CAUTION:

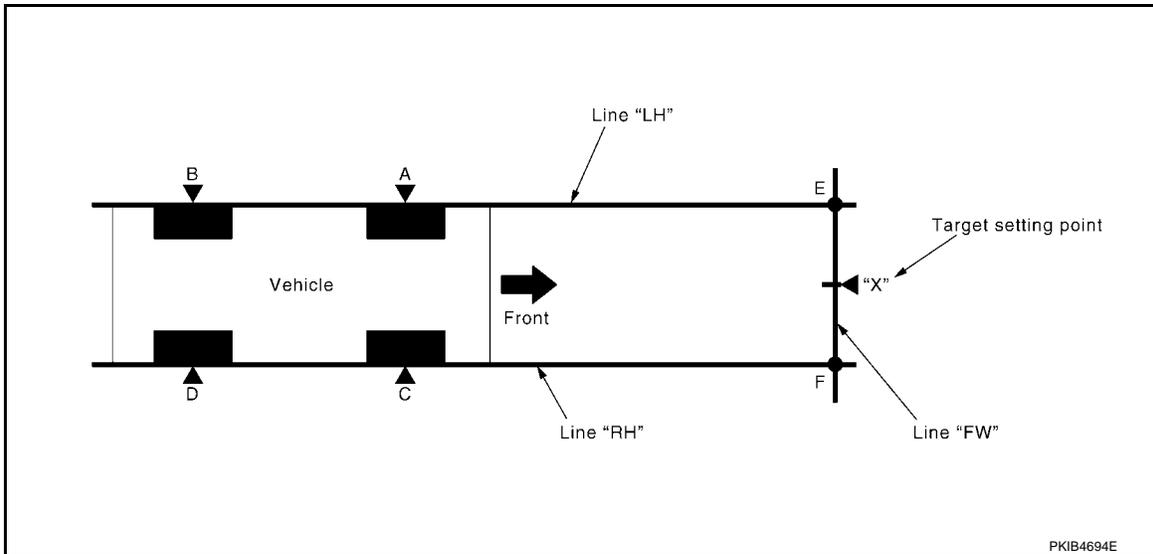
- Perform this operation in a horizontal position where there is a clear view for 5 m (16.4 ft) forward and 3 m (9.84 ft) wide.
- Place the target in a well-lighted location. (Poor lighting may make it hard to adjust.)
- The target may not be detected when there is a light source within 1.5 m (4.92 ft) from either side and within 1 m (3.28 ft) upward/downward from the target.
- Check the location of the sun. (Sunlight should not shine directly on the front of the vehicle.)
- The target may not be detected when there is the same pattern of black and white as the target when the pattern is within 1 m (3.28 ft) from either side and upward/downward position from the target. (It is desirable that the vehicle is positioned on the opposite side of a single-color wall.)

1. TARGET SETTING

INSPECTION AND ADJUSTMENT

< BASIC INSPECTION >

[LDW & LDP]



“A” – “E” (“C” – “F”) : 3850 mm (151.57 in)

1. Mark points “A”, “B”, “C” and “D” at the center of the lateral surface of each wheels.

NOTE:

Hang a string with a cone from the fender so as to pass through the center of wheel, and then mark a point at the center of the lateral surface of the wheel.

2. Draw line “LH” passing through points “A” and “B” on the left side of vehicle.

NOTE:

Approximately 4 m (13.12 ft) or more from the front end of vehicle.

3. Mark point “E” on the line “LH” at the positions 3850 mm (151.57 in) from point “A”.

4. Draw line “RH” passing through points “C” and “D” on the right side of vehicle in the same way as step 2.

NOTE:

Approximately 4 m (13.12 ft) or more from the front end of vehicle.

5. Mark point “F” on the line “RH” at the positions 3850 mm (151.57 in) from point “C”.

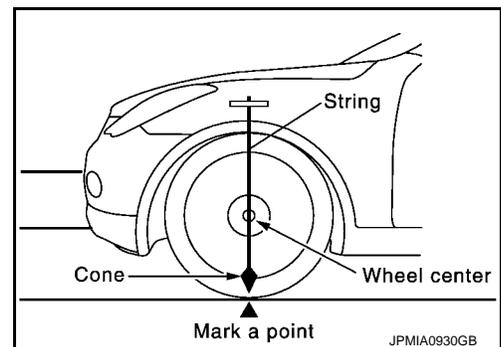
6. Draw line “FW” passing through the points “E” and “F” on the front side of vehicle.

7. Mark point “X” at the center of point “E” and “F” on the line “FW”.

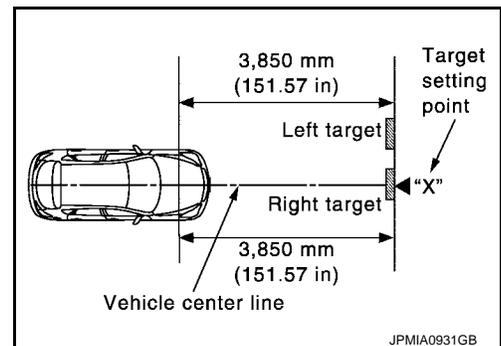
CAUTION:

Make sure that “E” to “X” is equal to “F” to “X”.

8. Position the center of the right target to point of “X”.



>> Go to [DAS-254. "CAMERA AIMING ADJUSTMENT : Special Repair Requirement \(Camera Aiming Adjustment\)"](#).



CAMERA AIMING ADJUSTMENT : Special Repair Requirement (Camera Aiming Adjustment)

INFOID:000000006347169

CAUTION:

Perform the adjustment under unloaded vehicle condition.

INSPECTION AND ADJUSTMENT

< BASIC INSPECTION >

[LDW & LDP]

1. CHECK VEHICLE HEIGHT

Measure the wheelarch height. Calculate "Dh".

$$Dh [mm] = (Hfl + Hfr) \div 2 - 747$$

where,

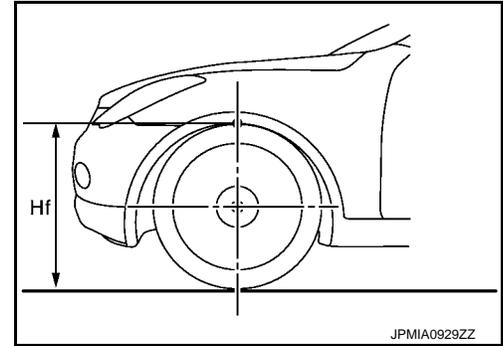
Hfl: Front left wheelarch height [mm]

Hfr: Front right wheelarch height [mm]

NOTE:

"Dh" may be calculated as a minus value.

>> GO TO 2.



2. CAMERA AIMING ADJUSTMENT

CONSULT-III WORK SUPPORT

CAUTION:

Operate CONSULT-III outside the vehicle, and close all the doors. (To retain vehicle attitude appropriately)

1. Select "Work Support" on "LANE CAMERA" with CONSULT-III.
2. Select "AUTO AIM".
3. Confirm the following items;
 - The target should be accurately placed.
 - The vehicle should be stopped.
4. Select "Start" to perform camera aiming.

CAUTION:

Never select "Start" when the target is not accurately placed.

5. Input "Dh", and then select "Start".

CAUTION:

Never change "Ht" and "Dt".

6. Confirm the displayed item.
 - "Normally Completed": Select "Completion".
 - "SUSPENSION" or "ABNORMALLY COMPLETED": Perform the following services.

| Displayed item | | Possible cause | Service procedure |
|----------------------|---------------------------|---|--|
| SUSPENSION | 00H Routine not activated | <ul style="list-style-type: none"> • A target is not-yet-placed. (The lane camera unit cannot detect a target.) • Lane camera unit malfunction. | Position the target appropriately again. Perform the aiming again. Refer to DAS-253. "CAMERA AIMING ADJUSTMENT : Special Repair Requirement (Target Setting)". |
| | 10H Writing error | <ul style="list-style-type: none"> • Temporary malfunction in internal processing of the lane camera unit. • Lane camera unit malfunction. | |
| ABNORMALLY COMPLETED | — | <ul style="list-style-type: none"> • The position of the target is not correct. • The position of the lane camera unit is not correct. • Inappropriate work environment. • Inappropriate vehicle condition. | Position the target appropriately again. Perform the aiming again. Refer to DAS-252. "CAMERA AIMING ADJUSTMENT : Special Repair Requirement (Preparation)". |

NOTE:

Replace camera unit if "SUSPENSION" is repeatedly indicated during the above two services are performed.

7. Confirm that "Normally Completed" is displayed and then select "End" to close the aiming adjustment procedure.

>> GO TO 3.

3. PERFORM SELF-DIAGNOSIS

Perform self-diagnosis of lane camera unit with CONSULT-III.

Is any DTC detected?

INSPECTION AND ADJUSTMENT

[LDW & LDP]

< BASIC INSPECTION >

- YES >> Perform diagnosis on the detected DTC and repair or replace the applicable item. Refer to [DAS-315, "DTC Index"](#).
- NO >> GO TO 4.

4. ACTION TEST

Test the LDW/LDP system operation by action test. Refer to [DAS-249, "Description"](#).

>> WORK END

CAMERA AIMING ADJUSTMENT : Special Repair Requirement (Target Mark Sample)

INFOID:000000006347170

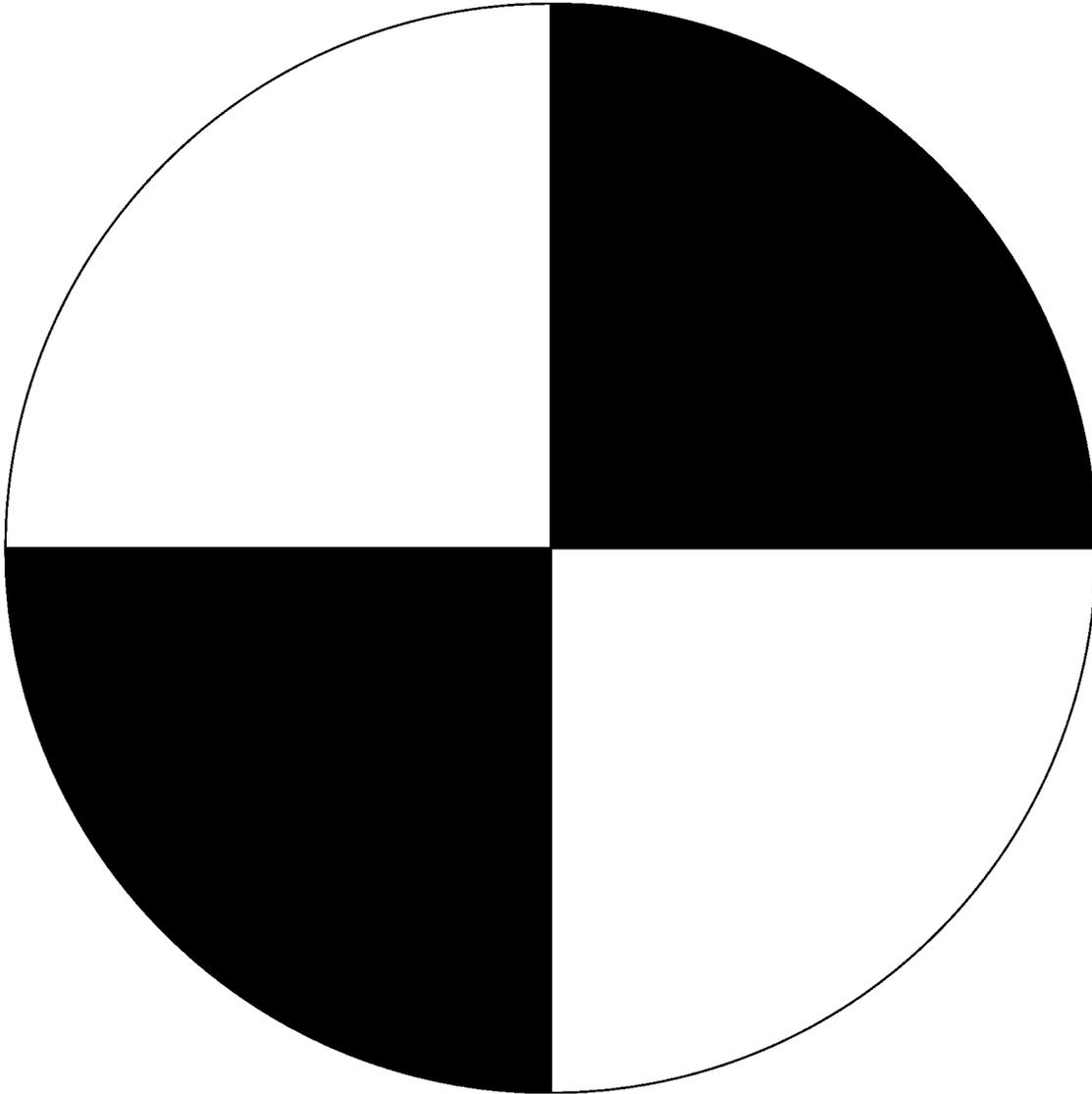
NOTE:

Print this illustration so that the diameter of the circle is 200 mm (7.87 in).

INSPECTION AND ADJUSTMENT

< BASIC INSPECTION >

[LDW & LDP]



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LANE DEPARTURE WARNING (LDW) SYSTEM

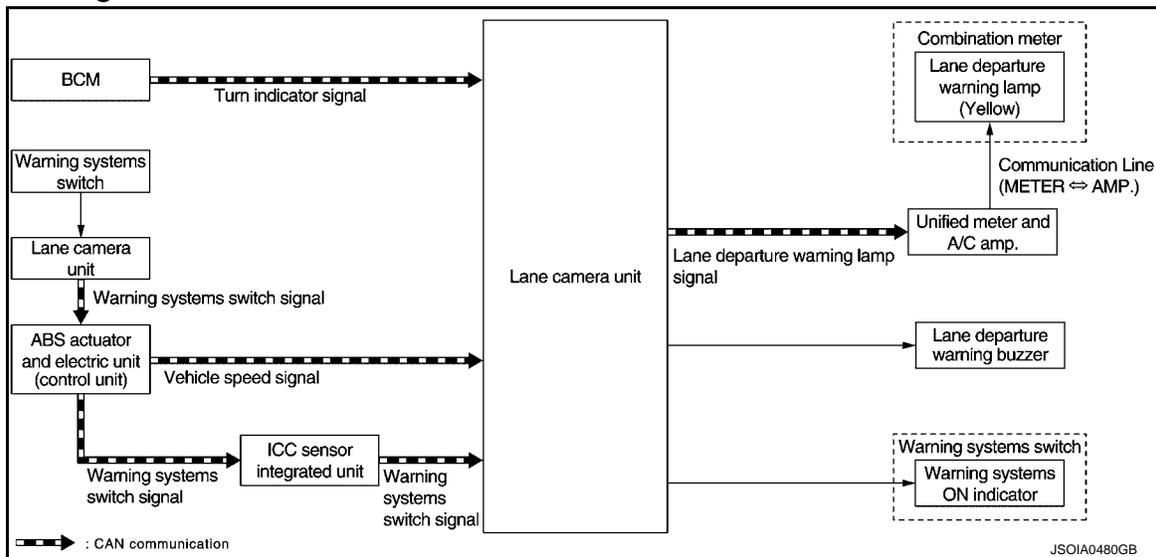
< SYSTEM DESCRIPTION >

[LDW & LDP]

SYSTEM DESCRIPTION

LANE DEPARTURE WARNING (LDW) SYSTEM

System Diagram

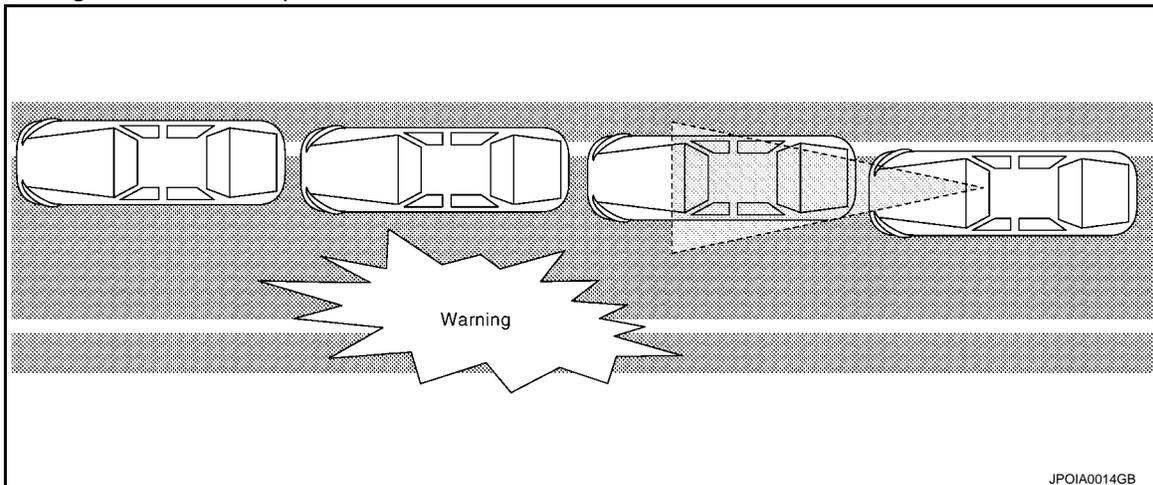


System Description

INFOID:000000006347172

OUTLINE

- Lane Departure Warning (LDW) system provides a lane departure warning function when the vehicle is driven at speeds of approximately 70 km/h (45 MPH) or more.
- When the vehicle approaches either the left or the right side of the traveling lane, a warning will sound and the lane departure warning lamp (yellow) on the combination meter will blink to alert the driver.
- The warning function will stop when the vehicle returns inside of the lane markers.



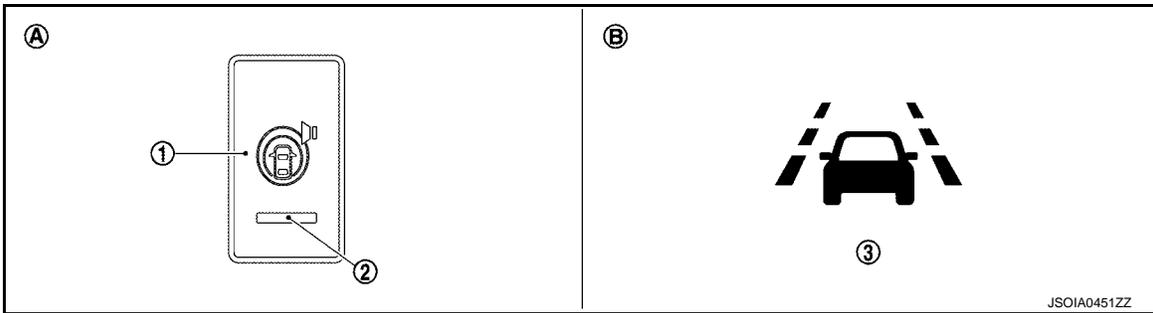
BASIC OPERATIONS

Switches And Indicator/Warning Lamps

LANE DEPARTURE WARNING (LDW) SYSTEM

< SYSTEM DESCRIPTION >

[LDW & LDP]



1. Warning systems switch 2. Warning systems ON indicator 3. Lane departure warning lamp (Yellow)

A. On the instrument lower panel LH B. On the combination meter

Bulb Check Action and Fail-safe Indication

| Vehicle condition/ Driver's operation | Warning systems ON indicator | Indication on the combination meter |
|--|------------------------------|-------------------------------------|
| Ignition switch: OFF ⇒ ON | 2 sec. ON | <p>JPOIA0017GB</p> |
| When DTC is detected (Except "C1B01" and "C1B03") | ON* | <p>JPOIA0019GB</p> |
| Camera aiming is not completed ("C1B01" is detected) | ON* | <p>JPOIA0020GB</p> |
| Temporary disabled status at high temperature ("C1B03" is detected) | Blink* | OFF |

NOTE:

*: The FCW system operates.

LDW INITIAL STATE CHANGE

CAUTION:

Never change LDW initial state "ON" ⇒ "OFF" without the consent of the customer.

LDW initial state can be changed.

- LDW initial ON* - LDW function is automatically turned ON, when the ignition switch OFF ⇒ ON.
- LDW initial OFF - LDW function is still OFF when the ignition switch OFF ⇒ ON.

*: Factory setting

How to change LDW/FCW/BSW initial state

1. Turn ignition switch ON.

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LANE DEPARTURE WARNING (LDW) SYSTEM

[LDW & LDP]

< SYSTEM DESCRIPTION >

2. Switch LDW/FCW/BSW and LDP functions to OFF.
3. Push and hold warning systems switch for more than 4 seconds.
4. Buzzer sounds and blinking of the lane departure warning lamp informs that the LDW/FCW/BSW initial state change is completed.

LDW SYSTEM CONTROL DESCRIPTION

- LDW system is controlled by lane camera unit.
- Lane camera unit monitors lane markers of the traveling lane.
- Combination meter turns the lane departure warning lamp ON/OFF according to the signal from the lane camera unit via CAN communication (through unified meter and A/C amp.).
- When the lane camera unit judges vehicle deviation from the traveling lane, it controls following actions to alert the driver.
 - Requests the lane departure warning lamp activation to combination meter.
 - Controls the lane departure warning buzzer.

LDW OPERATING CONDITION

- Warning systems ON indicator: ON

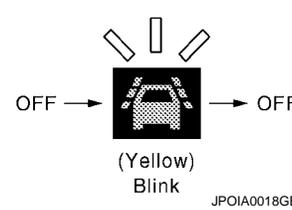
NOTE:

LDP ON indicator lamp is OFF.

- Vehicle speed: approximately 70 km/h (45 MPH) or more

NOTE:

For details of LDW system operating conditions, refer to normal operating condition [DAS-330. "Description"](#).

| Input | | Output | | | |
|--------------------------------------|---|--|------------------------------|--|------------------------|
| Vehicle speed (Approx.) [km/h (MPH)] | Vehicle condition/ Driver's operation | Action | warning systems ON indicator | Indication on the combination meter | Buzzer |
| Less than 60 (40) | Close to lane marker | No action | ON | OFF | — |
| 70 (45) or more | Close to lane marker | Warning <ul style="list-style-type: none"> • Buzzer sounds • Warning lamp blinks | ON |  | Short continuous beeps |
| | <ul style="list-style-type: none"> • Close to lane marker • Turn signal ON (Deviate side) | No action | ON | OFF | — |

SIGNAL INPUT/OUTPUT BY CAN COMMUNICATION

Lane camera unit receives signals via CAN communication. It also detects vehicle conditions that are necessary for LDW control.

| Reception Unit | Signal Name | Transmission Unit | Description |
|--|------------------------------------|---|---|
| Lane camera unit | Vehicle speed signal | ABS actuator and electric unit (control unit) | Detects the vehicle speed |
| | Turn indicator signal | BCM | Detects operation of turn signals |
| | Warning systems switch signal | ICC sensor integrated unit | Detects the LDW ON status |
| Combination meter (through unified meter and A/C amp.) | Lane departure warning lamp signal | Lane camera unit | Turns the lane departure warning lamp ON/OFF according to the request |
| ICC sensor integrated unit (through ABS actuator and electric unit (control unit)) | Warning systems switch signal | Lane camera unit | Detects the warning systems switch status |

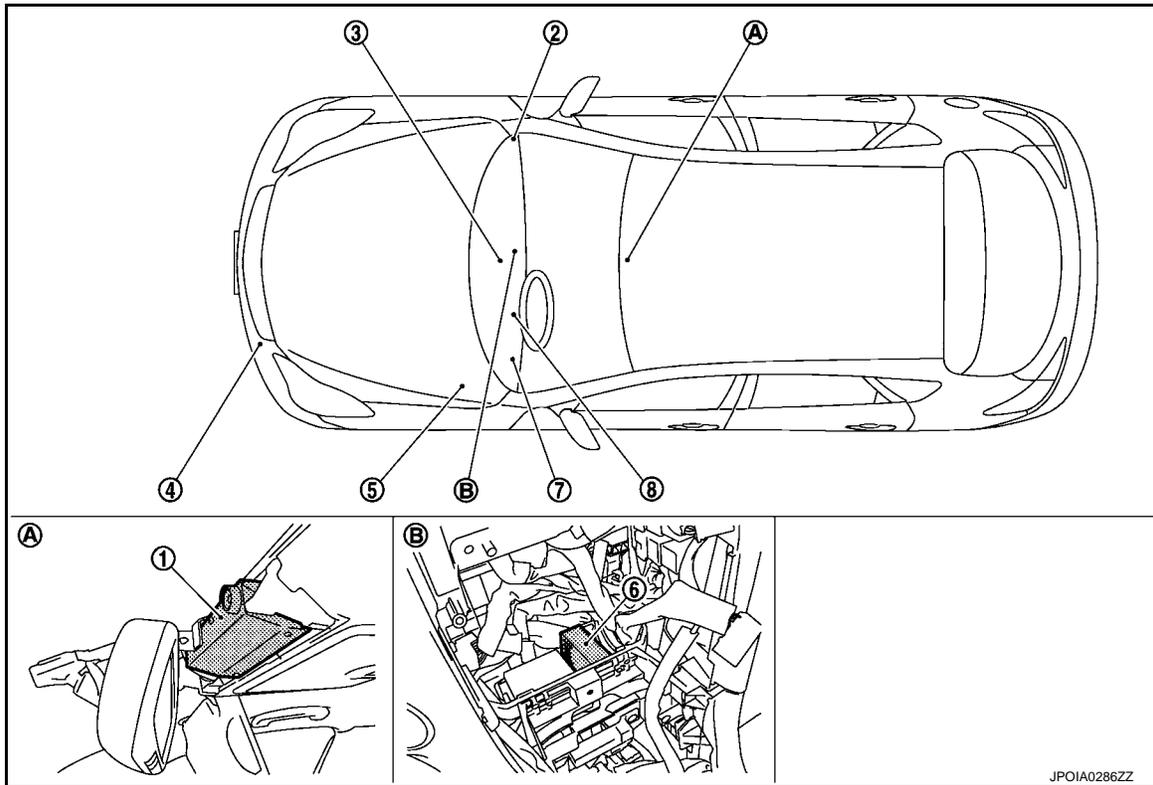
LANE DEPARTURE WARNING (LDW) SYSTEM

< SYSTEM DESCRIPTION >

[LDW & LDP]

Component Parts Location

INFOID:000000006347173



- | | | |
|--|---|---|
| 1. Lane camera unit | 2. BCM Refer to BCS-9, "Component Parts Location" . | 3. Unified meter and A/C amp. Refer to MWI-10, "METER SYSTEM : Component Parts Location" . |
| 4. ICC sensor integrated unit Refer to CCS-21, "Component Parts Location" . | 5. ABS actuator and electric unit (control unit) Refer to BRC-13, "Component Parts Location" . | 6. Lane departure warning buzzer |
| 7. Warning systems switch, warning systems ON indicator | 8. Lane departure warning lamp (Yellow) (On the combination meter) | |
| A. Front of the map lamp | B. Behind the cluster lid | C |

Component Description

INFOID:000000006347174

| Component | Description |
|--|---|
| Lane camera unit | <ul style="list-style-type: none"> • Detects the lane marker by the built-in camera. • Judges the lane departure depending on the lane detection result and each signals. • Controls the lane departure warning buzzer, lane departure warning lamp and warning systems ON indicator. • Transmits warning systems switch signal to ABS actuator and electric unit (control unit) via CAN communication. |
| ABS actuator and electric unit (control unit) | <ul style="list-style-type: none"> • Transmits vehicle speed signal to lane camera unit via CAN communication. • Transmits warning systems switch signal to ICC sensor integrated unit via CAN communication. |
| Warning systems switch | Inputs the switch signal to lane camera unit. |
| Warning systems ON indicator (On the warning systems switch) | Indicates LDW system status. |
| Lane departure warning buzzer | Gives a warning according to the direction from lane camera unit. |
| Combination meter | Turns the lane departure warning lamp ON/OFF according to the signal from the lane camera unit via CAN communication (through unified meter and A/C amp.). |

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LANE DEPARTURE WARNING (LDW) SYSTEM

< SYSTEM DESCRIPTION >

[LDW & LDP]

| Component | Description |
|--------------------------------------|--|
| Lane departure warning lamp (Yellow) | <ul style="list-style-type: none">• Blinks when LDW is functioning to alert the driver.• Stays ON when LDW system is malfunctioning. |
| BCM | Transmits turn indicator signal to lane camera unit via CAN communication. |
| ICC sensor integrated unit | Transmits a warning systems switch signal to the lane camera unit when receiving a warning systems switch signal from the ABS actuator and electric unit (control unit). |

LANE DEPARTURE PREVENTION (LDP) SYSTEM

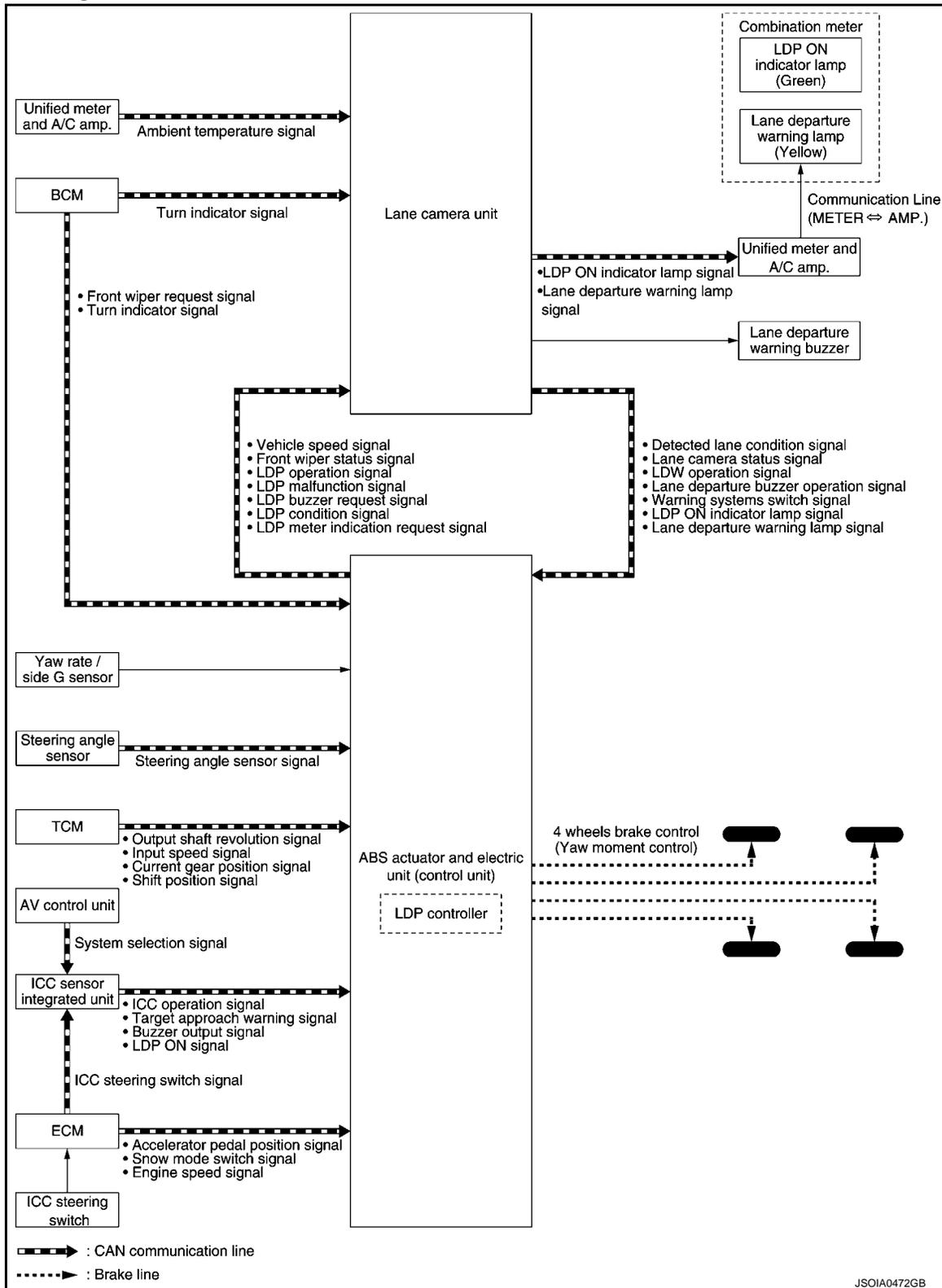
< SYSTEM DESCRIPTION >

[LDW & LDP]

LANE DEPARTURE PREVENTION (LDP) SYSTEM

System Diagram

INFOID:000000006347175



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System Description

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OUTLINE

LANE DEPARTURE PREVENTION (LDP) SYSTEM

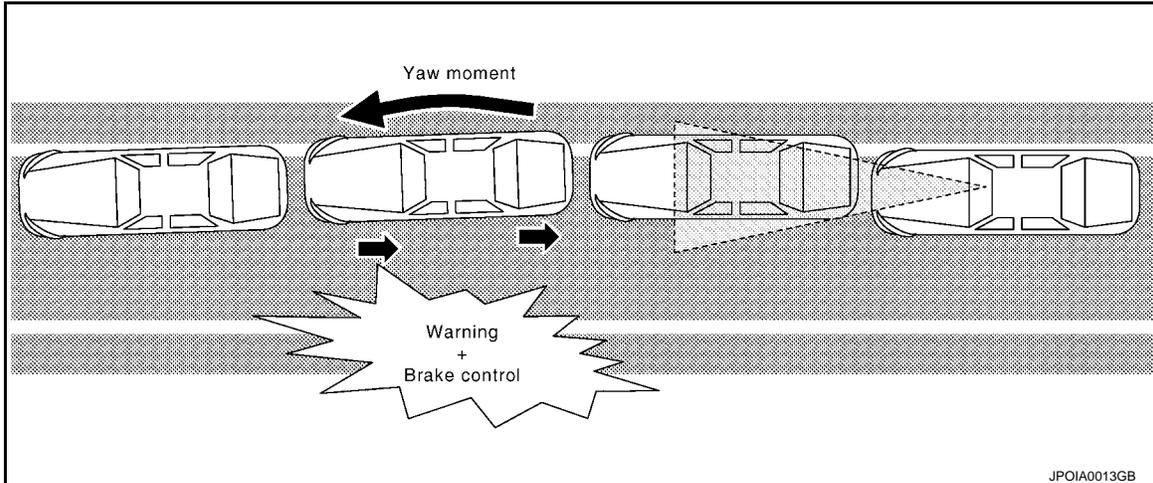
< SYSTEM DESCRIPTION >

[LDW & LDP]

- Lane Departure Prevention (LDP) system provides a lane departure warning and brake control assistance when the vehicle is driven at speeds of approximately 70 km/h (45 MPH) or more.
- When the vehicle approaches either the left or the right side of the traveling lane, a warning sounds and the lane departure warning lamp (yellow) on the combination meter blinks to alert the driver.
- Then, the LDP system automatically applies the brakes for a short period of time to help assist the driver to return the vehicle to the center of the traveling lane.
- The warning and assist functions stop when the vehicle returns to a position inside of the lane marker.

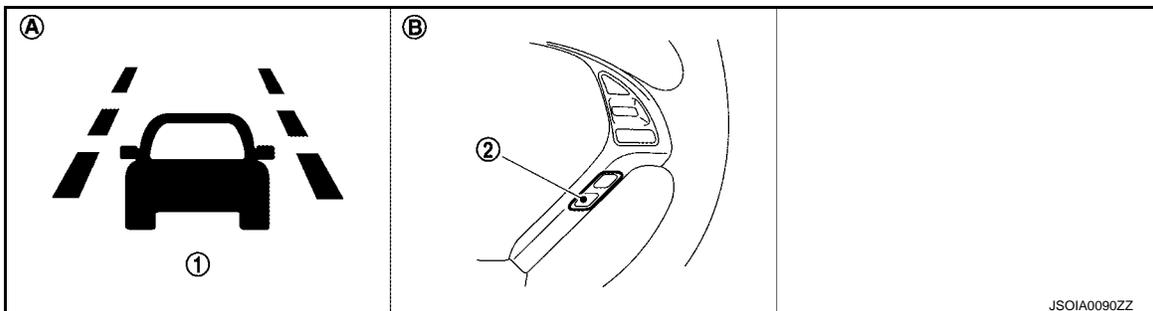
NOTE:

- LDP system settings can be changed by using the vehicle settings function in the navigation system.
- When the ignition switch is in ACC position, LDP system settings cannot be changed.



BASIC OPERATIONS

Switches and Indicator/Warning Lamps



1. • LDP ON indicator lamp (Green)
• Lane departure warning lamp (Yellow)
 2. Dynamic driver assistance switch
- A. On the combination meter B. On the ICC steering switch

Bulb Check Action and Fail-safe Indication

LANE DEPARTURE PREVENTION (LDP) SYSTEM

< SYSTEM DESCRIPTION >

[LDW & LDP]

| Vehicle condition/ Driver's operation | Indication on the combination meter | |
|--|---|-------------|
| Ignition switch: OFF ⇒ ON | <p style="text-align: center; font-size: small;">(Yellow) ON (Green) ON</p> <p style="text-align: center; font-size: x-small;">JPOIA0017GB</p> | A B C |
| When DTC is detected (Except "C1B01" and "C1B03") | <p style="text-align: center; font-size: small;">(Yellow) ON</p> <p style="text-align: center; font-size: x-small;">JPOIA0019GB</p> | D E |
| Camera aiming is not completed ("C1B01" is detected) | <p style="text-align: center; font-size: small;">(Yellow) Blink</p> <p style="text-align: center; font-size: x-small;">JPOIA0020GB</p> | F G H |
| Temporary disabled status at high temperature ("C1B03" is detected) | <p style="text-align: center; font-size: small;">(Green) Blink</p> <p style="text-align: center; font-size: x-small;">JPOIA0036GB</p> | I J |

LDP SYSTEM CONTROL DESCRIPTION

- LDP system is controlled by lane camera unit and LDP controller [ABS actuator and electric unit (control unit)].

NOTE:

LDP controller is integrated in the ABS actuator and electric unit (control unit).

- Lane camera unit monitors lane markers of the traveling lane. It transmits the detected lane condition signal to ABS actuator and electric unit (control unit) via CAN communication.
- ABS actuator and electric unit (control unit) detects vehicle conditions depending on each signal.
- Combination meter turns the lane departure warning lamp and LDP ON indicator lamp ON/OFF according to the signals from the lane camera unit via CAN communication (through unified meter and A/C amp.).
- When ABS actuator and electric unit (control unit) judges vehicle deviation from the traveling lane, it controls following actions.
 - Requests warning to the lane camera unit via CAN communication to alert the driver. And then lane camera unit controls the lane departure warning buzzer and it requests the lane departure warning lamp activation to combination meter.
 - Calculates the necessary yaw moment. And then it controls the brake pressure of each wheel individually to generate the intended movement.
- ICC sensor integrated unit receives signals from the AV control unit and the ECM and transmits an LDP ON signal to the ABS control unit.

LDP OPERATING CONDITION

- LDP ON indicator lamp: ON

NOTE:

- When the LDP system setting on the navigation screen is ON.
- Warning systems ON indicator is OFF.
- Vehicle speed: approximately 70 km/h (45 MPH) or more

DAS

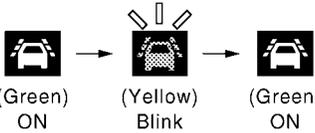
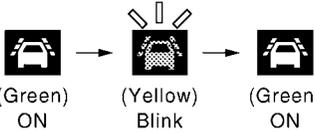
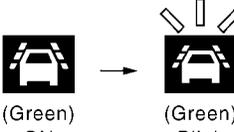
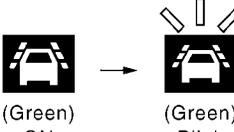
LANE DEPARTURE PREVENTION (LDP) SYSTEM

< SYSTEM DESCRIPTION >

[LDW & LDP]

NOTE:

For details of LDP system operating conditions, refer to normal operating condition [DAS-330, "Description"](#).

| Input | | Output | | | |
|--------------------------------------|---|--|---|--|------------------------|
| Vehicle speed (Approx.) [km/h (MPH)] | Vehicle condition/ Driver's operation | Action | Indication on the combination meter | Buzzer | |
| Less than 60 (40) | Close to lane marker | No action |  (Green) ON <small>JPOIA0021GB</small> | — | |
| | Close to lane marker | Warning and yawing • Buzzer sounds • Warning lamp blinks • Brake control |  <small>JPOIA0022GB</small> | Short continuous beeps | |
| | <ul style="list-style-type: none"> • Close to lane marker • Turn signal ON (Deviate side) | No action |  (Green) ON <small>JPOIA0021GB</small> | — | |
| | 70 (45) or more | Close to lane with soft braking | Warning • Buzzer sounds • Warning lamp blinks |  <small>JPOIA0022GB</small> | Short continuous beeps |
| | VDC OFF switch: OFF ⇒ ON | Cancellation • Buzzer sounds • Indicator lamp blinks NOTE: When dynamic driver assistance switch is ON ⇒ OFF, indicator lamp is turned OFF. |  <small>JPOIA0023GB</small> | Beep | |
| | SNOW MODE switch: OFF ⇒ ON (If equipped) | Cancellation • Buzzer sounds • Indicator lamp blinks NOTE: When dynamic driver assistance switch is ON ⇒ OFF, indicator lamp is turned OFF. |  <small>JPOIA0023GB</small> | Beep | |

SIGNAL INPUT/OUTPUT BY CAN COMMUNICATION

The lane camera unit and ABS actuator and electric unit (control unit) transmit/receive each signals via CAN communication. They also detect the vehicle conditions necessary for LDP control.

LANE DEPARTURE PREVENTION (LDP) SYSTEM

< SYSTEM DESCRIPTION >

[LDW & LDP]

| Reception Unit | Signal Name | Transmission Unit | Description (Reception unit uses...) | A |
|---|--|---|---|----|
| Lane camera unit | LDP operation signal | ABS actuator and electric unit (control unit) | Detects the LDP operating condition | A |
| | LDP condition signal | | Detects the LDP conditions | B |
| | LDP buzzer request signal | | Controls the lane departure warning buzzer according to the request | C |
| | LDP meter indication request signal | | Controls the LDP ON indicator lamp and lane departure warning lamp according to the request | D |
| | Vehicle speed signal | | Detects the vehicle speed | E |
| | Front wiper status signal | | Detects operation of the front wiper | F |
| | Turn indicator signal | BCM | Detects operation of turn signals | G |
| | Ambient temperature signal | Unified meter and A/C amp. | Detects the ambient temperature | H |
| ABS actuator and electric unit (control unit) | Detected lane condition signal | Lane camera unit | Detects the lane marker condition | I |
| | Lane camera status signal | | Detects the lane camera status | J |
| | LDW operation signal | | Detects the LDW operation | K |
| | Lane departure buzzer operation signal | | Detects the lane departure warning buzzer operation | L |
| | Warning systems switch signal | | Detects warning systems switch status | M |
| | LDP ON indicator lamp signal | | Detects the LDP ON indicator lamp condition | N |
| | Lane departure warning lamp signal | | Detects the lane departure warning lamp condition | O |
| | Snow mode switch signal | ECM | Detects the snow mode status | P |
| | Accelerator pedal position signal | | Detects vehicle conditions to calculate the acceleration/deceleration of the vehicle | Q |
| | Engine speed signal | | | R |
| | Shift position signal | TCM | Detects the transmission conditions | S |
| | Output shaft revolution signal | | | T |
| | Input speed signal | | | U |
| | Current gear position signal | Steering angle sensor | Detects the steering angle | V |
| | Steering angle sensor signal | ICC sensor integrated unit | Detects ICC system conditions | W |
| ICC operation signal | X | | | |
| Target approach warning signal | Y | | | |
| Buzzer output signal | Z | | | |
| | LDP ON signal | BCM | Detects the LDP ON status | AA |
| Turn indicator signal | Detects operation of turn signals | | AB | |
| Front wiper request signal | Detects operation of the front wiper | | AC | |
| Combination meter (through unified meter and A/C amp.) | LDP ON indicator lamp signal | Lane camera unit | Turns the LDP ON indicator lamp ON/OFF according to the request | AD |
| | Lane departure warning lamp signal | | Turns the lane departure warning lamp ON/OFF according to the request | AE |
| ICC sensor integrated unit | ICC steering switch signal (Dynamic driver assistance switch signal) | ECM | Detects the dynamic driver assistance switch status | AF |
| | System selection signal | AV control unit | Detects the LDP system setting status | AG |

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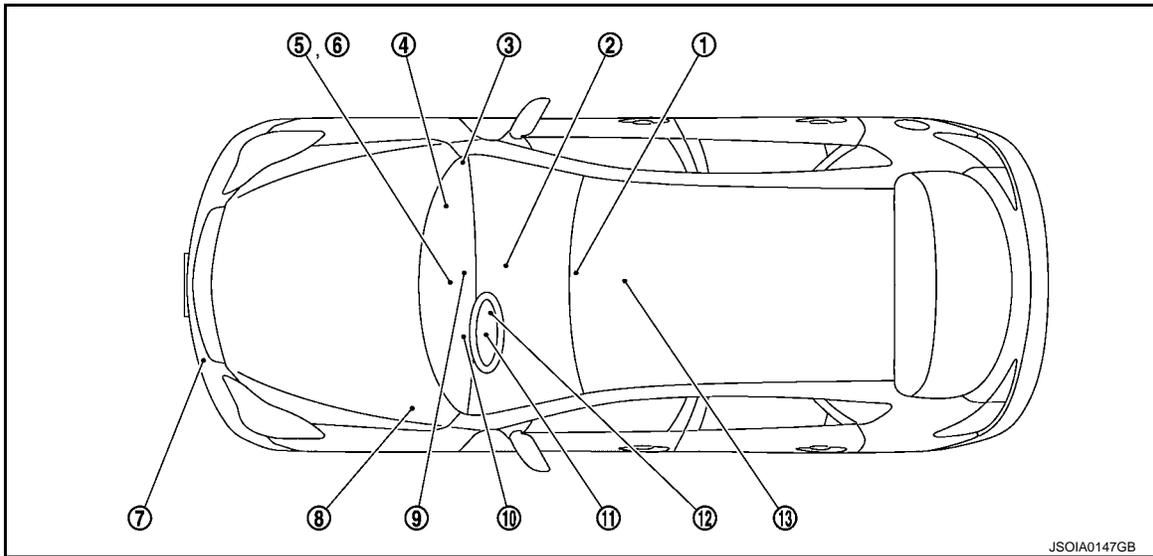
LANE DEPARTURE PREVENTION (LDP) SYSTEM

< SYSTEM DESCRIPTION >

[LDW & LDP]

Component Parts Location

INFOID:000000006347177



- | | | |
|---|---|--|
| 1. Lane camera unit Refer to DAS-261, "Component Parts Location" . | 2. TCM Refer to TM-10, "Component Parts Location" . | 3. BCM Refer to BCS-9, "Component Parts Location" . |
| 4. ECM Refer to EC-38, "Component Parts Location" . | 5. Unified meter and A/C amp. Refer to MWI-10, "METER SYSTEM : Component Parts Location" . | 6. AV control unit Refer to AV-343, "Component Parts Location" . |
| 7. ICC sensor integrated unit Refer to CCS-21, "Component Parts Location" . | 8. ABS actuator and electric unit (control unit) Refer to BRC-13, "Component Parts Location" . | 9. Lane departure warning buzzer Refer to DAS-261, "Component Parts Location" . |
| 10. • LDP ON indicator lamp (Green) • Lane departure warning lamp (Yellow) (On the combination meter) | 11. Steering angle sensor Refer to BRC-13, "Component Parts Location" . | 12. ICC steering switch (Dynamic driver assistance switch) |
| 13. Yaw rate/side G sensor Refer to BRC-13, "Component Parts Location" . | | |

Component Description

INFOID:000000006347178

| Component | Description |
|---|--|
| Lane camera unit | <ul style="list-style-type: none"> • Detects the lane marker by the built-in camera. • Judges the lane departure depending on the lane detection result and each signal. • Transmits the detected lane conditions to ABS actuator and electric unit (control unit) via CAN communication. • Controls the lane departure warning buzzer, lane departure warning lamp, warning systems ON indicator and LDP ON indicator lamp. |
| ABS actuator and electric unit (control unit) | <ul style="list-style-type: none"> • Transmits vehicle speed signal to lane camera unit via CAN communication. • Judges necessary yaw moment depending on each signal. • Controls the brake pressure of each wheel individually to generate the intended movement. |
| Lane departure warning buzzer | Gives a warning according to the direction from lane camera unit. |
| Dynamic driver assistance switch (On the ICC steering switch) | Inputs the switch signal to ECM. |
| Combination meter | Turns the lane departure warning lamp and LDP ON indicator lamp ON/OFF according to the signals from the lane camera unit via CAN communication (through unified meter and A/C amp.). |

LANE DEPARTURE PREVENTION (LDP) SYSTEM

< SYSTEM DESCRIPTION >

[LDW & LDP]

| Component | Description |
|--------------------------------------|--|
| LDP ON indicator lamp (Green) | Indicates LDP system status. |
| Lane departure warning lamp (Yellow) | <ul style="list-style-type: none"> • Blinks when LDP is functioning to alert the driver. • Stays ON when LDW/LDP system is malfunctioning. |
| BCM | <ul style="list-style-type: none"> • Transmits turn indicator signal to lane camera unit via CAN communication. • Transmits vehicle conditions to ABS actuator and electric unit (control unit) via CAN communication. |
| ECM | Transmits vehicle conditions and ICC steering switch signal (dynamic driver assistance switch signal) to ICC sensor integrated unit via CAN communication. |
| Unified meter and A/C amp. | Transmits ambient temperature signal to lane camera unit via CAN communication. |
| Steering angle sensor | Transmits steering angle sensor signal to ABS actuator and electric unit (control unit) via CAN communication. |
| TCM | Transmits vehicle conditions to ABS actuator and electric unit (control unit) via CAN communication. |
| ICC sensor integrated unit | <ul style="list-style-type: none"> • Transmits ICC system conditions to ABS actuator and electric unit (control unit) via CAN communication. • Transmits LDP ON signal to ABS actuator and electric unit (control unit) via CAN communication. |
| Yaw rate/side G sensor | Inputs detected yaw rate signal to ABS actuator and electric unit (control unit). |
| AV control unit | Transmits system selection signal to ICC sensor integrated unit via CAN communication. |

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DAS

DIAGNOSIS SYSTEM (LANE CAMERA UNIT)

[LDW & LDP]

< SYSTEM DESCRIPTION >

DIAGNOSIS SYSTEM (LANE CAMERA UNIT)

CONSULT-III Function (LANE CAMERA)

INFOID:000000006347179

DESCRIPTION

CONSULT-III performs the following functions by communicating with the lane camera unit.

| Select diag mode | Function |
|------------------------|---|
| Work support | <ul style="list-style-type: none"> Performs the camera aiming. Displays causes of automatic cancellation of the LDP function. |
| Self Diagnostic Result | Displays memorized DTC in the lane camera unit. |
| Data Monitor | Displays real-time data of lane camera unit. |
| Active Test | Enables operation check of electrical loads by sending driving signal to them. |
| Ecu Identification | Displays part number of lane camera unit. |

WORK SUPPORT

| Work support item | Function |
|----------------------|--|
| CAUSE OF AUTO-CANCEL | Indicates causes of automatic cancellation of the LDP. |
| AUTO AIM | Outputs camera unit, calculates dislocation of the camera, and displays adjustment direction. Refer to DAS-252, "CAMERA AIMING ADJUSTMENT : Description" . |

Cause of Auto-Cancel Display Item List

When LDP control is canceled under the operating condition, "CAUSE OF AUTO-CANCEL" is memorized.

- Last five cancel (system cancel) causes are displayed.
- "CAUSE OF AUTO-CANCEL" displays the number of times of ignition switch ON/OFF up to a maximum of "39". "39" is kept even when the number exceeds "39". The number returns to 0 when detecting the same cancellation causes are detected.

| Cause of cancellation | Description |
|-----------------------|---|
| NO RECORD | — |
| Operating VDC/ABS | VDC or ABS function was operated. |
| Vehicle dynamics | Vehicle behavior exceeds specified value. |
| Steering speed | Steering speed was more than the specified value in evasive direction. |
| End by yaw angle | Yaw angle was the end of LDP control. |
| Departure yaw large | Detected more than the specified value of yaw angle in departure direction. |
| ICC WARNING | Target approach warning of ICC system or IBA system was activated. |
| VDC OFF SW | VDC OFF switch was pressed. |
| CURVATURE | Road curve was more than the specified value. |
| Steering angle large | Steering angle was more than the specified value. |
| ICC main SW hold ON | ICC MAIN switch was held ON for more than a certain period. |
| Brake is operated | Brake pedal was operated. |
| Lateral offset | Distance of vehicle and lane was detached in lateral direction more than the specified value. |
| Lane marker lost | Lane camera unit lost the trace of lane marker. |
| Lane marker unclear | Detected lane marker was unclear. |
| Bank | Road bank angle was more than the specified value. |
| Yaw acceleration | Detected yawing speed was more than the specified value. |
| Deceleration large | Deceleration in a longitudinal direction was more than the specified value. |
| Accel is operated | Accelerator pedal was depressed. |
| Departure steering | Steering wheel was steered more than the specified value in departure direction. |

DIAGNOSIS SYSTEM (LANE CAMERA UNIT)

[LDW & LDP]

< SYSTEM DESCRIPTION >

| | |
|-------------------------|--|
| Evasive steering | Steering wheel was steered more than the specified value in the evasive direction. |
| R range | Selector lever was operated to R range. |
| Parking brake drift | Rear wheels lock was detected. |
| Not operating condition | Did not meet the operating condition (vehicle speed, turn signal operation, etc.). |

SELF DIAGNOSTIC RESULT

Displays memorized DTC in lane camera unit. Refer to [DAS-315, "DTC Index"](#).

DATA MONITOR

| Monitored Item [unit] | Description |
|-----------------------------|---|
| LDW SW [On/Off] | Switch status judged from warning systems switch signal |
| LDW ON LAMP [On/Off] | Signal output status of warning systems ON indicator |
| LDP ON IND [On/Off] | Request signal status of LDP ON indicator lamp |
| LANE DPRT W/L [On/Off] | Request signal status of lane departure warning lamp |
| BUZZER OUTPUT [On/Off] | Signal output status of lane departure warning buzzer |
| LC INACCURAT [On/Off] | Lane camera unit status |
| CAM HIGH TEMP [On/Off] | Status of lane camera unit high temperature judgment |
| VHCL SPD SE [km/h] or [mph] | Vehicle speed received from ABS actuator and electric unit (control unit) via CAN communication |
| TURN SIGNAL [Off/LH/RH] | Status of "Turn signal" determined from BCM via CAN communication |
| LANE DETCT LH [On/Off] | Left side lane marker detection |
| LANE DETCT RH [On/Off] | Right side lane marker detection |
| CROSS LANE LH [On/Off] | Condition that the vehicle is crossing left lane marker |
| CROSS LANE RH [On/Off] | Condition that the vehicle is crossing right lane marker |
| WARN LANE LH [On/Off] | Warning for left lane marker |
| WARN LANE RH [On/Off] | Warning for right lane marker |
| VALID POS LH [VLD/INVLD] | Lateral position for left lane marker is valid |
| VALID POS RH [VLD/INVLD] | Lateral position for right lane marker is valid |
| AIMING DONE [OK/NG] | Status that camera aiming is done |
| AIMING RESULT [OK/NOK] | Result of camera aiming |
| XOFFSET [pixel] | Lane camera unit installation condition |
| CHK AIM YAW [deg] | Check result of camera aiming |
| CHK AIM ROLL [deg] | Check result of camera aiming |
| CHK AIM PITCH [deg] | Check result of camera aiming |
| FCTRY AIM YAW [deg] | Lane camera unit installation condition |
| FCTRY AIM ROL [deg] | Lane camera unit installation condition |
| FCTRY AIM PIT [deg] | Lane camera unit installation condition |

ACTIVE TEST

CAUTION:

- Never perform the active test while driving.
- Active test cannot be started while the lane departure warning lamp is illuminated.

| Active test item | Operation | Description |
|------------------|-----------|---|
| BUZZER DRIVE | On | Outputs the voltage to sound the lane departure warning buzzer. |
| | Off | Stops the voltage to sound the lane departure warning buzzer. |

DIAGNOSIS SYSTEM (LANE CAMERA UNIT)

< SYSTEM DESCRIPTION >

[LDW & LDP]

| Active test item | Operation | Description |
|--------------------|-----------|--|
| LDW ON IND | On | Outputs the voltage to illuminate the warning systems ON indicator (on the warning systems switch). |
| | Off | Stops the voltage to illuminate the warning systems ON indicator. |
| LDP ON IND | On | Requests the LDP ON indicator lamp ON [on the combination meter (Green)] to combination meter (through unified meter and A/C amp.) via CAN communication. |
| | Off | Stops the illumination request. |
| LANE DEPARTURE W/L | On | Requests the lane departure warning lamp ON [on the combination meter (Yellow)] to combination meter (through unified meter and A/C amp.) via CAN communication. |
| | Off | Stops the illumination request. |

NOTE:

"Active test" of indicator/warning lamp cannot be performed when applicable indicator/warning lamp is turned ON.

DIAGNOSIS SYSTEM [ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)]

< SYSTEM DESCRIPTION >

[LDW & LDP]

DIAGNOSIS SYSTEM [ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)]

CONSULT-III Function

INFOID:000000006882529

FUNCTION

CONSULT-III can display each diagnostic item using the diagnostic test modes shown following.

| Diagnostic test mode | Function |
|------------------------|--|
| Work support | This mode enables a technician to adjust some devices faster and more accurately by following the indications on CONSULT-III. |
| Self diagnostic result | Self-diagnostic results can be read and erased quickly. |
| Data monitor | Input/Output data in the ABS actuator and electric unit (control unit) can be read. |
| Active test | CONSULT-III drives some actuators apart from ABS actuator and electric unit (control unit) and also shifts some parameters in a specified range. |
| ECU identification | ABS actuator and electric unit (control unit) part number can be read. |
| Special Function | Specific LDP data in the ABS actuator and electric unit (control unit) can be read. |

WORK SUPPORT

CAUTION:

Erase DTC memory of the lane camera unit after implementing work support. Refer to [DAS-270, "CONSULT-III Function \(LANE CAMERA\)"](#).

| Item | Description |
|----------------------------|--|
| ST ANGLE SENSOR ADJUSTMENT | Adjusts the neutral position of the steering angle sensor. |

SELF DIAGNOSTIC RESULT

Operation Procedure

Before performing the self-diagnosis for "ABS" with CONSULT-III, start engine and drive vehicle at 30 km/h (19 MPH) or more for approximately 1 minute.

Display Item List

Refer to [DAS-326, "DTC No. Index"](#).

How to Erase Self-diagnosis Results

After erasing DTC memory for "ABS" with CONSULT-III, start the engine and drive the vehicle at 30 km/h (19 MPH) or more for approximately 1 minute as the final inspection, and make sure that the ABS warning lamp, VDC warning lamp and brake warning lamp turn OFF.

CAUTION:

If memory cannot be erased, perform applicable diagnosis.

NOTE:

- When the wheel sensor malfunctions, after inspecting the wheel sensor system, ABS warning lamp, VDC warning lamp and brake warning lamp will not turn OFF even when the system is normal unless the vehicle is driven at approximately 30 km/h (19 MPH) or more for approximately 1 minute.
- Brake warning lamp will turn ON in case of parking brake operation (when switch is ON) or in case of brake fluid level switch operation (when brake fluid is insufficient).
- VDC OFF switch should not stay in "ON" position.

DATA MONITOR

Display Item List

DIAGNOSIS SYSTEM [ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)]

< SYSTEM DESCRIPTION >

[LDW & LDP]

×: Applicable ▼: Optional item

| Monitor item (Unit) | SELECT MONITOR ITEM | | Remarks |
|--------------------------------------|---------------------|--------------|--|
| | ECU INPUT SIGNALS | MAIN SIGNALS | |
| FR LH SENSOR [km/h (MPH)] | × | × | Wheel speed |
| FR RH SENSOR [km/h (MPH)] | × | × | |
| RR LH SENSOR [km/h (MPH)] | × | × | |
| RR RH SENSOR [km/h (MPH)] | × | × | |
| STOP LAMP SW (On/Off) | × | × | Stop lamp switch signal status |
| BATTERY VOLT (V) | × | × | Battery voltage supplied to the ABS actuator and electric unit (control unit) |
| GEAR | × | × | Gear position determined by TCM |
| SLCT LVR POSI | × | × | A/T selector lever position |
| YAW RATE SEN (d/s) | × | × | Yaw rate detected by yaw rate/side G sensor |
| ACCEL POS SIG (%) | × | ▼ | Throttle actuator opening/closing is displayed (Linked with accelerator pedal) |
| SIDE G-SENSOR (m/s ²) | × | ▼ | Transverse G detected by yaw rate/side G sensor |
| STR ANGLE SIG (°) | × | ▼ | Steering angle detected by steering angle sensor |
| PRESS SENSOR (bar) | × | ▼ | Brake fluid pressure detected by pressure sensor |
| ENGINE RPM [tr/min (rpm)] | × | ▼ | Engine speed |
| FLUID LEV SW (On/Off) | × | ▼ | Brake fluid level switch signal status |
| PARK BRAKE SW (On/Off) | × | ▼ | Parking brake switch signal status |
| LDP) APP SEN (%) (Note 2) | × | × | Accelerator pedal position sensor status received from ECM via CAN communication |
| FR RH IN SOL (On/Off) (Note 1) | ▼ | × | Operation status of each solenoid valve |
| FR RH OUT SOL (On/Off) (Note 1) | ▼ | × | |
| FR LH IN SOL (On/Off) (Note 1) | ▼ | × | |
| FR LH OUT SOL (On/Off) (Note 1) | ▼ | × | |
| RR RH IN SOL (On/Off) (Note 1) | ▼ | × | |
| RR RH OUT SOL (On/Off) (Note 1) | ▼ | × | |
| RR LH IN SOL (On/Off) (Note 1) | ▼ | × | |
| RR LH OUT SOL (On/Off) (Note 1) | ▼ | × | |
| MOTOR RELAY (On/Off) | ▼ | × | Motor and motor relay operation |

DIAGNOSIS SYSTEM [ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)]

< SYSTEM DESCRIPTION >

[LDW & LDP]

| Monitor item (Unit) | SELECT MONITOR ITEM | | Remarks | |
|---|---------------------|--------------|--|---|
| | ECU INPUT SIGNALS | MAIN SIGNALS | | |
| ACTUATOR RLY (On/Off) (Note 1) | ▼ | × | Actuator relay operation | A |
| ABS WARN LAMP (On/Off) | ▼ | × | ABS warning lamp | B |
| OFF LAMP (On/Off) | ▼ | × | VDC OFF indicator lamp | C |
| SLIP/VDC (On/Off) | ▼ | × | VDC warning lamp | D |
| EBD SIGNAL (On/Off) | ▼ | ▼ | EBD operation | E |
| ABS SIGNAL (On/Off) | ▼ | ▼ | ABS operation | F |
| TCS SIGNAL (On/Off) | ▼ | ▼ | TCS operation | G |
| VDC SIGNAL (On/Off) | ▼ | ▼ | VDC operation | H |
| EBD FAIL SIG (On/Off) | ▼ | ▼ | EBD fail-safe signal | I |
| ABS FAIL SIG (On/Off) | ▼ | ▼ | ABS fail-safe signal | J |
| TCS FAIL SIG (On/Off) | ▼ | ▼ | TCS fail-safe signal | K |
| VDC FAIL SIG (On/Off) | ▼ | ▼ | VDC fail-safe signal | L |
| CRANKING SIG (On/Off) | ▼ | ▼ | Crank operation | M |
| USV[FR-RL] (On/Off) (Note 1) | ▼ | ▼ | VDC switch-over valve | N |
| USV[FL-RR] (On/Off) (Note 1) | ▼ | ▼ | | O |
| HSV[FR-RL] (On/Off) (Note 1) | ▼ | ▼ | | P |
| HSV[FL-RR] (On/Off) (Note 1) | ▼ | ▼ | | Q |
| V/R OUTPUT (On/Off) | ▼ | ▼ | Solenoid valve relay activated | R |
| M/R OUTPUT (On/Off) | ▼ | ▼ | Actuator motor and motor relay activated | S |
| LDP) APP SEN (%) (Note 2) | × | × | Accelerator pedal position sensor status received from ECM via CAN communication | T |
| LDP) ICC MAIN SW (On/Off) (Note 2) | × | × | ICC MAIN switch status received from ECM via CAN communication | U |
| LDP) LDP ON SW (On/Off) (Note 2) | × | × | Dynamic driver assistance switch status received from ECM via CAN communication | V |
| LDP) WIPER SIGNAL (Stop/PRTCT/1low/1high/Low/High) (Note 2) | × | × | Front wiper operating condition received from BCM via CAN communication | W |
| LDP) BRAKE SW (On/Off) (Note 2) | × | × | Brake switch signal status | X |
| LDP) STOP LMP SW (On/Off) (Note 2) | × | × | Stop lamp switch signal status | Y |

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DIAGNOSIS SYSTEM [ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)]

< SYSTEM DESCRIPTION >

[LDW & LDP]

| Monitor item (Unit) | SELECT MONITOR ITEM | | Remarks |
|--|---------------------|--------------|--|
| | ECU INPUT SIGNALS | MAIN SIGNALS | |
| LDP) LDW SW (On/Off) (Note 2) | × | × | Warning systems switch status received from lane camera unit via CAN communication |
| LDP) SHIFT POSITION (OFF/P/R/N/D/MM 1st – MM 5th) (Note 2) | × | × | Shift position received from TCM via CAN communication |
| LDP) TURN SIGNAL (Off/LH/RH/LH&RH) (Note 2) | × | × | Turn signal operating condition received from BCM via CAN communication |

NOTE:

1: A brief moment of On/Off condition occurs every 20 seconds after ignition switch turned ON. This is not malfunction because it is an operation for checking.

2: With LDP models.

ACTIVE TEST

CAUTION:

- Do not perform active test while driving vehicle.
- Make sure to completely bleed air from brake system.
- The active test cannot be started when ABS warning lamp, VDC warning lamp and brake warning lamp are ON.
- ABS warning lamp, VDC warning lamp and brake warning lamp are ON during active test.
- Erase memory of ICC system after implementing active test. Refer to [CCS-39. "CONSULT-III Function \(ICC/ADAS\)"](#).
- Erase memory of the lane camera unit after implementing active test. Refer to [DAS-270. "CONSULT-III Function \(LANE CAMERA\)"](#).

NOTE:

- When active test is performed while depressing the pedal, the pedal depression amount will change. This is normal. (Only solenoid valve and ABS motor.)
- "TEST IS STOPPED" in "ABS" with CONSULT-III is displayed 10 seconds after operation start.
- After "TEST IS STOPPED" in "ABS" with CONSULT-III is displayed, to perform test again.

Test Item

ABS SOLENOID VALVE

- Select "Up", "Keep" and "Down" of "ACTIVE TEST" in "ABS" with CONSULT-III. Then use screen monitor to check that solenoid valve operates as shown in the table below.

| Test item | Display item | Display (Note) | | |
|-----------|---------------|----------------|------|------|
| | | Up | Keep | Down |
| FR RH SOL | FR RH IN SOL | Off | On | On |
| | FR RH OUT SOL | Off | Off | On* |
| | USV[FR-RL] | Off | Off | Off |
| | HSV[FR-RL] | Off | Off | Off |
| FR LH SOL | FR LH IN SOL | Off | On | On |
| | FR LH OUT SOL | Off | Off | On* |
| | USV[FL-RR] | Off | Off | Off |
| | HSV[FL-RR] | Off | Off | Off |
| RR RH SOL | RR RH IN SOL | Off | On | On |
| | RR RH OUT SOL | Off | Off | On* |
| | USV[FL-RR] | Off | Off | Off |
| | HSV[FL-RR] | Off | Off | Off |

DIAGNOSIS SYSTEM [ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)]

< SYSTEM DESCRIPTION >

[LDW & LDP]

| Test item | Display item | Display (Note) | | |
|-----------|---------------|----------------|------|------|
| | | Up | Keep | Down |
| RR LH SOL | RR LH IN SOL | Off | On | On |
| | RR LH OUT SOL | Off | Off | On* |
| | USV[FR-RL] | Off | Off | Off |
| | HSV[FR-RL] | Off | Off | Off |

A
B
C

*: On for 1 to 2 seconds after the select, and then Off.

NOTE:

A brief moment of On/Off condition occurs every 20 seconds after ignition switch turned ON. This is not malfunction because it is an operation for checking.

D

ABS SOLENOID VALVE (ACT)

- Select "Up", "ACT UP" and "ACT KEEP" of "ACTIVE TEST" in "ABS" with CONSULT-III. Then use screen monitor to check that solenoid valve operates as shown in the table below.

E

| Test item | Display item | Display (Note) | | |
|--------------------------|---------------|----------------|--------|----------|
| | | Up | ACT UP | ACT KEEP |
| FR RH ABS SOLENOID (ACT) | FR RH IN SOL | Off | Off | Off |
| | FR RH OUT SOL | Off | Off | Off |
| | USV[FR-RL] | Off | On | On |
| | HSV[FR-RL] | Off | On* | Off |
| FR LH ABS SOLENOID (ACT) | FR LH IN SOL | Off | Off | Off |
| | FR LH OUT SOL | Off | Off | Off |
| | USV[FL-RR] | Off | On | On |
| | HSV[FL-RR] | Off | On* | Off |
| RR RH ABS SOLENOID (ACT) | RR RH IN SOL | Off | Off | Off |
| | RR RH OUT SOL | Off | Off | Off |
| | USV[FL-RR] | Off | On | On |
| | HSV[FL-RR] | Off | On* | Off |
| RR LH ABS SOLENOID (ACT) | RR LH IN SOL | Off | Off | Off |
| | RR LH OUT SOL | Off | Off | Off |
| | USV[FR-RL] | Off | On | On |
| | HSV[FR-RL] | Off | On* | Off |

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*: On for 1 to 2 seconds after the select, and then Off.

NOTE:

A brief moment of On/Off condition occurs every 20 seconds after ignition switch turned ON. This is not malfunction because it is an operation for checking.

M

N

ABS MOTOR

- Select "On" and "Off" of "ACTIVE TEST" in "ABS" with CONSULT-III on screen. Make sure motor relay and actuator relay operates as shown in table below.

DAS

| Test item | Display item | Display | |
|-----------|---------------------|---------|-----|
| | | On | Off |
| ABS MOTOR | MOTOR RELAY | On | Off |
| | ACTUATOR RLY (Note) | On | On |

P

NOTE:

A brief moment of On/Off condition occurs every 20 seconds after ignition switch turned ON. This is not malfunction because it is an operation for checking.

ECU IDENTIFICATION

DIAGNOSIS SYSTEM [ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)]

< SYSTEM DESCRIPTION >

[LDW & LDP]

ABS actuator and electric unit (control unit) part number can be read.

SPECIAL FUNCTION

Specific Data Monitor

Specific data monitor displays specific LDP operating conditions.

| Monitor item (Unit) | Remarks |
|---|---|
| YAW RATE SEN (d/s) | Yaw rate detected by yaw rate/side G sensor |
| LDP) YAW ORDER (×100Nm) | Calculated target yaw moment |
| LDP) WARN REQ (On/Off) | Status of warning request that transmits to lane camera unit via CAN communication |
| LDP) WARN CONTROL (On/Off) | Status of warning main controller for LDP |
| LDP) REDY SIGNAL (On/Off) | Status of internal judgment by LDP controller [ABS actuator and electric unit (control unit)] |
| LDP) STATUS SIGNAL (STANDBY/WARN/MASK/Off) | Status of internal judgment by LDP controller [ABS actuator and electric unit (control unit)] |
| LDP) CAMERA LOST (Detect/Deviate/Both) | Lane marker detected condition received from lane camera unit via CAN communication |
| LDP) LANE UNCLEAR (On/Off) | Lane marker condition received from lane camera unit via CAN communication |

C1B00 CAMERA UNIT MALF

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

DTC/CIRCUIT DIAGNOSIS

C1B00 CAMERA UNIT MALF

DTC Logic

INFOID:000000006347181

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|---------------------------------------|----------------------------|------------------|
| C1B00 | CAMERA UNIT MALF | Lane camera unit internal malfunction | Erase DTC with CONSULT-III | Lane camera unit |

Diagnosis Procedure

INFOID:000000006347182

1.ERASE DTC

Erase DTC memory of lane camera unit with self-diagnosis of CONSULT-III.

Is the DTC "C1B00" erased?

- YES >> INSPECTION END
- NO >> Replace the lane camera unit.

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DAS

C1B01 CAM AIMING INCOMP

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

C1B01 CAM AIMING INCOMP

DTC Logic

INFOID:000000006347183

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|---------------------------------|-----------------------------|--|
| C1B01 | CAM AIMING INCOMP | Camera aiming is not completed. | Camera aiming is completed. | <ul style="list-style-type: none">• Lane camera aiming is not adjusted.• Lane camera unit |

Diagnosis Procedure

INFOID:000000006347184

1. CAMERA AIMING

Perform the camera aiming. Refer to [DAS-252. "CAMERA AIMING ADJUSTMENT : Description"](#).

>> GO TO 2.

2. PERFORM SELF-DIAGNOSIS OF LANE CAMERA UNIT

Perform the self-diagnosis of lane camera unit with CONSULT-III.

Is the DTC "C1B01" detected?

- YES >> Replace the lane camera unit.
- NO >> INSPECTION END

C1B02 VHCL SPD DATA MALF

[LDW & LDP]

< DTC/CIRCUIT DIAGNOSIS >

C1B02 VHCL SPD DATA MALF

DTC Logic

INFOID:000000006347185

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|--|----------------------------|---|
| C1B02 | VHCL SPD DATA MALF | Lane camera unit detected vehicle speed signal error from ABS actuator and electric unit (control unit). | Erase DTC with CONSULT-III | <ul style="list-style-type: none">Vehicle speed signalABS actuator and electric unit (control unit)Lane camera unit |

DTC CONFIRMATION PROCEDURE

1. DTC ERASE

Erase the DTC memory of lane camera unit with CONSULT-III.

>> GO TO 2.

2. DTC CONFIRMATION

1. Turn ignition ON.
2. Drive at 40 km/h or more.
3. Stop the vehicle.
4. Perform the self-diagnosis of lane camera unit with CONSULT-III.

Is the DTC "C1B02" detected?

YES >> Refer to [DAS-281, "Diagnosis Procedure"](#).

NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347186

1. PERFORM SELF-DIAGNOSIS OF ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Perform self-diagnosis of ABS actuator and electric unit (control unit) with CONSULT-III.

Is any DTC detected?

YES >> Perform trouble diagnosis of ABS actuator and electric unit (control unit). Refer to [BRC-104, "DTC No. Index"](#).

NO >> Replace the lane camera unit.

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DAS

C1B03 ABNRML TEMP DETECT

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

C1B03 ABNRML TEMP DETECT

DTC Logic

INFOID:000000006347187

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|--|----------------------------|--|
| C1B03 | ABNRML TEMP DETECT | Temperature around lane camera unit is excessively high. | Erase DTC with CONSULT-III | Interior room temperature is excessively high. |

Diagnosis Procedure

INFOID:000000006347188

1.COOLING LANE CAMERA UNIT

Cooling the lane camera unit.

>> GO TO 2.

2.ERASE DTC

Erase DTC memory of the lane camera unit with self-diagnosis of CONSULT-III.

Is the DTC "C1B03" erased?

YES >> INSPECTION END

NO >> Replace the lane camera unit.

C1B07 ABS DIAGNOSIS

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

C1B07 ABS DIAGNOSIS

DTC Logic

INFOID:000000006347189

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|---|----------------------------|---|
| C1B07 | ABS DIAGNOSIS | <ul style="list-style-type: none">Lane camera unit received that ABS actuator and electric unit (control unit) is detecting any DTC.Lane camera unit received that ABS actuator and electric unit (control unit) is performing "Work support" or "Active test" with CONSULT-III. | Erase DTC with CONSULT-III | ABS actuator and electric unit (control unit) |

Diagnosis Procedure

INFOID:000000006347190

1. PERFORM SELF-DIAGNOSIS OF ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Perform self-diagnosis of ABS actuator and electric unit (control unit) with CONSULT-III.

Is any DTC detected?

YES >> Perform trouble diagnosis of ABS actuator and electric unit (control unit). Refer to [BRC-104, "DTC No. Index"](#).

NO >> GO TO 2.

2. ERASE DTC

Erase DTC memory of the lane camera unit with self-diagnosis of CONSULT-III.

Is the DTC "C1B07" erased?

YES >> INSPECTION END

NO >> Replace the lane camera unit.

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DAS

U1000 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

U1000 CAN COMM CIRCUIT

Description

INFOID:000000006347191

CAN (Controller Area Network) is a serial communication line for real time applications. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Modern vehicle is equipped with many electronic control units, 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 the required data only. CAN Communication Signal Chart. Refer to [LAN-25. "CAN Communication Signal Chart"](#).

DTC Logic

INFOID:000000006347192

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|--|----------------------------|-------------------|
| U1000 | CAN COMM CIRCUIT | When lane camera unit is not transmitting or receiving CAN communication signal for 2 seconds or more. | Erase DTC with CONSULT-III | CAN communication |

Diagnosis Procedure

INFOID:000000006347193

1. ERASE DTC

Erase DTC memory of the lane camera unit with self-diagnosis of CONSULT-III.

>> GO TO 2.

2. PERFORM SELF-DIAGNOSIS OF LANE CAMERA UNIT

Perform the self-diagnosis of the lane camera unit with CONSULT-III.

Is "U1000" displayed?

- YES >> Refer to [LAN-16. "Trouble Diagnosis Flow Chart"](#).
- NO >> Refer to [GI-42. "Intermittent Incident"](#).

U1010 CONTROL UNIT (CAN)

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

U1010 CONTROL UNIT (CAN)

DTC Logic

INFOID:000000006347194

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|---|----------------------------|------------------|
| U1010 | CONTROL UNIT (CAN) | Lane camera unit detected internal CAN communication circuit malfunction. | Erase DTC with CONSULT-III | Lane camera unit |

Diagnosis Procedure

INFOID:000000006347195

1. ERASE DTC

Erase DTC memory of lane camera unit with self-diagnosis of CONSULT-III.

Is the DTC "U1010" erased?

- YES >> INSPECTION END
- NO >> Replace the lane camera unit.

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DAS

U0122 VDC CAN CIR1 (LDP)

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

U0122 VDC CAN CIR1 (LDP)

DTC Logic

INFOID:000000006347196

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|--|----------------------------|--|
| U0122 | VDC CAN CIR1 (LDP) | Lane camera unit detected an error of CAN communication signal that was received from ABS actuator and electric unit (control unit). | Erase DTC with CONSULT-III | <ul style="list-style-type: none">• ABS actuator and electric unit (control unit)• Lane camera unit |

DTC CONFIRMATION PROCEDURE

1. DTC ERASE

Erase the DTC memory of lane camera unit with CONSULT-III.

>> GO TO 2.

2. DTC CONFIRMATION

1. Turn ignition switch ON and wait for 2 seconds or more.
2. Perform the self-diagnosis of lane camera unit with CONSULT-III.

Is the DTC "U0122" detected?

- YES >> Refer to [DAS-286, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347197

1. PERFORM SELF-DIAGNOSIS OF ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Perform self-diagnosis of ABS actuator and electric unit (control unit) with CONSULT-III.

Is any DTC detected?

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

2. ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) TROUBLE DIAGNOSIS

Perform trouble diagnosis of ABS actuator and electric unit (control unit). Refer to [BRC-104, "DTC No. Index"](#).

>> GO TO 3.

3. ERASE DTC

Erase DTC memory of lane camera unit with self-diagnosis of CONSULT-III.

Is the DTC "U0122" erased?

- YES >> INSPECTION END
NO >> Replace the lane camera unit.

4. PROVISIONAL REPLACEMENT OF ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Remove ABS actuator and electric unit (control unit). Install the normal ABS actuator and electric unit (control unit).

>> GO TO 5.

5. ERASE DTC

Erase DTC memory of lane camera unit with self-diagnosis of CONSULT-III.

Is the DTC "U0122" erased?

- YES >> Replace ABS actuator and electric unit (control unit).

U0122 VDC CAN CIR1 (LDP)

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

NO >> Replace the lane camera unit.

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U0416 VDC CAN CIR2 (LDP)

DTC Logic

INFOID:000000006347198

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|--|----------------------------|---|
| U0416 | VDC CAN CIR2 (LDP) | Lane camera unit detected an error of CAN communication signal that was received from ABS actuator and electric unit (control unit). | Erase DTC with CONSULT-III | <ul style="list-style-type: none"> • ABS actuator and electric unit (control unit) • Lane camera unit |

DTC CONFIRMATION PROCEDURE

1. DTC ERASE

Erase the DTC memory of lane camera unit with CONSULT-III.

>> GO TO 2.

2. DTC CONFIRMATION

1. Turn ignition switch ON and wait for 2 seconds or more.
2. Perform the self-diagnosis of lane camera unit with CONSULT-III.

Is the DTC "U0416" detected?

- YES >> Refer to [DAS-288, "Diagnosis Procedure"](#).
 NO >> Refer to [GI-42, "Intermittent Incident"](#)

Diagnosis Procedure

INFOID:000000006347199

1. PERFORM SELF-DIAGNOSIS OF ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Perform self-diagnosis of ABS actuator and electric unit (control unit) with CONSULT-III.

Is any DTC detected?

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

2. ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) TROUBLE DIAGNOSIS

Perform trouble diagnosis of ABS actuator and electric unit (control unit). Refer to [BRC-104, "DTC No. Index"](#).

>> GO TO 3.

3. ERASE DTC

Erase DTC memory of lane camera unit with self-diagnosis of CONSULT-III.

Is the DTC "U0416" erased?

- YES >> INSPECTION END
 NO >> Replace the lane camera unit.

4. PROVISIONAL REPLACEMENT OF ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Remove ABS actuator and electric unit (control unit). Install the normal ABS actuator and electric unit (control unit).

>> GO TO 5.

5. ERASE DTC

Erase DTC memory of lane camera unit with self-diagnosis of CONSULT-III.

Is the DTC "U0416" erased?

- YES >> Replace ABS actuator and electric unit (control unit).

U0416 VDC CAN CIR2 (LDP)

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

NO >> Replace the lane camera unit.

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C1B00 LDP) CAMERA MALF

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

C1B00 LDP) CAMERA MALF

DTC Logic

INFOID:000000006347200

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|--|----------------------------|------------------|
| C1B00 | LDP) CAMERA MALF | ABS actuator and electric unit (control unit) received that lane camera unit is detecting "C1B00" (Lane camera unit internal malfunction). | Erase DTC with CONSULT-III | Lane camera unit |

Diagnosis Procedure

INFOID:000000006347201

1. LANE CAMERA UNIT TROUBLE DIAGNOSIS

Perform trouble diagnosis of the lane camera unit for "C1B00 CAMERA UNIT MALF". Refer to [DAS-279. "DTC Logic"](#).

>> GO TO 2.

2. ERASE DTC

Erase DTC memory of ABS actuator and electric unit (control unit) with self-diagnosis of CONSULT-III.

Is the DTC "C1B00" erased?

YES >> INSPECTION END

NO >> Replace ABS actuator and electric unit (control unit).

C1B04 LDP) ICC STG SW MALF

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

C1B04 LDP) ICC STG SW MALF

DTC Logic

INFOID:000000006347202

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|--|----------------------------|---|
| C1B04 | LDP) ICC STG SW MALF | ABS actuator and electric unit (control unit) received ICC steering switch malfunction from ECM. | Erase DTC with CONSULT-III | <ul style="list-style-type: none">• ICC steering switch circuit• ICC steering switch• ECM• ABS actuator and electric unit (control unit) |

Diagnosis Procedure

INFOID:000000006347203

1. ECM TROUBLE DIAGNOSIS

Perform trouble diagnosis of ECM for "P1564 ICC STEERING SWITCH". Refer to [EC-437, "Description"](#).

>> GO TO 2.

2. ERASE DTC

Erase DTC memory of ABS actuator and electric unit (control unit) with self-diagnosis of CONSULT-III.

Is the DTC "C1B04" erased?

YES >> INSPECTION END

NO >> Replace ABS actuator and electric unit (control unit).

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DAS

C1B05 LDP) APP SEN MALF

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

C1B05 LDP) APP SEN MALF

DTC Logic

INFOID:000000006347204

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|--|----------------------------|---|
| C1B05 | LDP) APP SEN MALF | ABS actuator and electric unit (control unit) detects that accelerator pedal position sensor signal is malfunctioning. | Erase DTC with CONSULT-III | <ul style="list-style-type: none">• Accelerator pedal position sensor• Accelerator pedal position sensor circuit• ECM• ABS actuator and electric unit (control unit) |

Diagnosis Procedure

INFOID:000000006347205

1. ECM TROUBLE DIAGNOSIS

Perform trouble diagnosis of ECM for "P2122, P2123 APP SENSOR and P2127, P2128 APP SENSOR". Refer to the following items;

- P2122, P2123 APP SENSOR: [EC-462. "Description"](#)
- P2127, P2128 APP SENSOR: [EC-466. "Description"](#)

>> GO TO 2.

2. ERASE DTC

Erase DTC memory of ABS actuator and electric unit (control unit) with self-diagnosis of CONSULT-III.

Is the DTC "C1B05" erased?

YES >> INSPECTION END

NO >> Replace ABS actuator and electric unit (control unit).

C1B06 LDP) TCM MALF

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

C1B06 LDP) TCM MALF

DTC Logic

INFOID:000000006347206

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|---|----------------------------|--|
| C1B06 | LDP) TCM MALF | ABS actuator and electric unit (control unit) detects that TCM has a malfunction. | Erase DTC with CONSULT-III | <ul style="list-style-type: none">Any of A/T system componentsTCMABS actuator and electric unit (control unit) |

Diagnosis Procedure

INFOID:000000006347207

1.PERFORM SELF-DIAGNOSIS OF TCM

Perform self-diagnosis of TCM with CONSULT-III.

Is any DTC detected?

YES >> GO TO 2.

NO >> Replace ABS actuator and electric unit (control unit).

2.TCM TROUBLE DIAGNOSIS

Perform trouble diagnosis of TCM. Refer to [TM-156, "DTC Index"](#).

>> GO TO 3.

3.ERASE DTC

Erase DTC memory of ABS actuator and electric unit (control unit) with self-diagnosis of CONSULT-III.

Is the DTC "C1B06" erased?

YES >> INSPECTION END

NO >> Replace ABS actuator and electric unit (control unit).

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DAS

U0100 LDP) ECM CAN CIR2

DTC Logic

INFOID:000000006347208

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|---|----------------------------|--|
| U0100 | LDP) ECM CAN CIR2 | ABS actuator and electric unit (control unit) detected an error of CAN communication signal that was received from ECM. | Erase DTC with CONSULT-III | <ul style="list-style-type: none"> • ECM • ABS actuator and electric unit (control unit) |

DTC CONFIRMATION PROCEDURE

1. DTC ERASE

Erase the DTC memory of ABS actuator and electric unit (control unit) with CONSULT-III.

>> GO TO 2.

2. DTC CONFIRMATION

1. Turn ignition switch ON and wait for 2 seconds or more.
2. Perform the self-diagnosis of ABS actuator and electric unit (control unit) with CONSULT-III.

Is the DTC "U0100" detected?

- YES >> Refer to [DAS-294, "Diagnosis Procedure"](#).
 NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347209

1. PERFORM SELF-DIAGNOSIS OF ECM

Perform self-diagnosis of ECM with CONSULT-III.

Is any DTC detected?

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

2. ECM TROUBLE DIAGNOSIS

Perform trouble diagnosis of ECM. Refer to [EC-559, "DTC Index"](#).

>> GO TO 3.

3. ERASE DTC

Erase DTC memory of ABS actuator and electric unit (control unit) with self-diagnosis of CONSULT-III.

Is the DTC "U0100" erased?

- YES >> INSPECTION END
 NO >> Replace ABS actuator and electric unit (control unit).

4. PROVISIONAL REPLACEMENT OF ECM

Remove ECM. Install a normal ECM.

>> GO TO 5.

5. ERASE DTC

Erase DTC memory of ABS actuator and electric unit (control unit) with self-diagnosis of CONSULT-III.

Is the DTC "U0100" erased?

- YES >> Replace ECM.
 NO >> Replace ABS actuator and electric unit (control unit).

U0101 LDP) TCM CAM CAN CIR2

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

U0101 LDP) TCM CAM CAN CIR2

DTC Logic

INFOID:000000006347210

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|---|----------------------------|---|
| U0101 | LDP) TCM CAN CIR2 | ABS actuator and electric unit (control unit) detected an error of CAN communication signal that was received from TCM. | Erase DTC with CONSULT-III | <ul style="list-style-type: none">TCMABS actuator and electric unit (control unit) |

DTC CONFIRMATION PROCEDURE

1. DTC ERASE

Erase the DTC memory of ABS actuator and electric unit (control unit) with CONSULT-III.

>> GO TO 2.

2. DTC CONFIRMATION

- Turn ignition switch ON and wait for 2 seconds or more.
- Perform the self-diagnosis of ABS actuator and electric unit (control unit) with CONSULT-III.

Is the DTC "U0101" detected?

- YES >> Refer to [DAS-295, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347211

1. PERFORM SELF-DIAGNOSIS OF TCM

Perform self-diagnosis of TCM with CONSULT-III.

Is any DTC detected?

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

2. TCM TROUBLE DIAGNOSIS

Perform trouble diagnosis of TCM. Refer to [TM-156, "DTC Index"](#).

>> GO TO 3.

3. ERASE DTC

Erase DTC memory of ABS actuator and electric unit (control unit) with self-diagnosis of CONSULT-III.

Is the DTC "U0101" erased?

- YES >> INSPECTION END
NO >> Replace ABS actuator and electric unit (control unit).

4. PROVISIONAL REPLACEMENT OF TCM

Remove TCM. Install a normal TCM.

>> GO TO 5.

5. ERASE DTC

Erase DTC memory of ABS actuator and electric unit (control unit) with self-diagnosis of CONSULT-III.

Is the DTC "U0101" erased?

- YES >> Replace TCM.
NO >> Replace ABS actuator and electric unit (control unit).

U0104 LDP) ICC CAM CAN CIR2

DTC Logic

INFOID:0000000063472.12

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|--|----------------------------|---|
| U0104 | LDP) ICC CAM CAN CIR2 | ABS actuator and electric unit (control unit) detected an error of CAN communication signal that was received from ICC sensor integrated unit. | Erase DTC with CONSULT-III | <ul style="list-style-type: none"> • ICC sensor integrated unit • ABS actuator and electric unit (control unit) |

DTC CONFIRMATION PROCEDURE

1. DTC ERASE

Erase the DTC memory of ABS actuator and electric unit (control unit) with CONSULT-III.

>> GO TO 2.

2. DTC CONFIRMATION

1. Turn ignition switch ON and wait for 2 seconds or more.
2. Perform the self-diagnosis of ABS actuator and electric unit (control unit) with CONSULT-III.

Is the DTC "U0104" detected?

- YES >> Refer to [DAS-296, "Diagnosis Procedure"](#).
 NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:0000000063472.13

1. PERFORM SELF-DIAGNOSIS OF ICC SENSOR INTEGRATED UNIT

Perform ICC sensor integrated unit self-diagnosis with CONSULT-III.

Is any DTC detected?

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

2. ICC SENSOR INTEGRATED UNIT TROUBLE DIAGNOSIS

Perform trouble diagnosis of ICC sensor integrated unit. Refer to [CCS-152, "DTC Index"](#).

>> GO TO 3.

3. ERASE DTC

Erase DTC memory of ABS actuator and electric unit (control unit) with self-diagnosis of CONSULT-III.

Is the DTC "U0104" erased?

- YES >> INSPECTION END
 NO >> Replace ABS actuator and electric unit (control unit).

4. PROVISIONAL REPLACEMENT OF ICC SENSOR INTEGRATED UNIT

Remove ICC sensor integrated unit. Install a normal ICC sensor integrated unit.

>> GO TO 5.

5. ERASE DTC

Erase DTC memory of ABS actuator and electric unit (control unit) with self-diagnosis of CONSULT-III.

Is the DTC "U0104" erased?

- YES >> Replace ICC sensor integrated unit.
 NO >> Replace ABS actuator and electric unit (control unit).

U0405 LDP) ICC CAM CAN CIR1

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

U0405 LDP) ICC CAM CAN CIR1

DTC Logic

INFOID:000000006347214

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|--|----------------------------|--|
| U0405 | LDP) ICC CAM CAN CIR1 | ABS actuator and electric unit (control unit) detected an error of CAN communication signal that was received from ICC sensor integrated unit. | Erase DTC with CONSULT-III | <ul style="list-style-type: none">• ICC sensor integrated unit• ABS actuator and electric unit (control unit) |

DTC CONFIRMATION PROCEDURE

1. DTC ERASE

Erase the DTC memory of ABS actuator and electric unit (control unit) with CONSULT-III.

>> GO TO 2.

2. DTC CONFIRMATION

1. Turn ignition switch ON and wait for 2 seconds or more.
2. Perform the self-diagnosis of ABS actuator and electric unit (control unit) with CONSULT-III.

Is the DTC "U0405" detected?

- YES >> Refer to [DAS-297, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347215

1. PERFORM SELF-DIAGNOSIS OF ICC SENSOR INTEGRATED UNIT

Perform ICC sensor integrated unit self-diagnosis with CONSULT-III.

Is any DTC detected?

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

2. ICC SENSOR INTEGRATED UNIT TROUBLE DIAGNOSIS

Perform trouble diagnosis of ICC sensor integrated unit. Refer to [CCS-152, "DTC Index"](#).

>> GO TO 3.

3. ERASE DTC

Erase DTC memory of ABS actuator and electric unit (control unit) with self-diagnosis of CONSULT-III.

Is the DTC "U0405" erased?

- YES >> INSPECTION END
NO >> Replace ABS actuator and electric unit (control unit).

4. PROVISIONAL REPLACEMENT OF ICC SENSOR INTEGRATED UNIT

Remove ICC sensor integrated unit. Install a normal ICC sensor integrated unit.

>> GO TO 5.

5. ERASE DTC

Erase DTC memory of ABS actuator and electric unit (control unit) with self-diagnosis of CONSULT-III.

Is the DTC "U0405" erased?

- YES >> Replace ICC sensor integrated unit.
NO >> Replace ABS actuator and electric unit (control unit).

U1500 LDP) CAM CAN CIR1

DTC Logic

INFOID:000000006347216

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|--|----------------------------|---|
| U1500 | LDP) CAM CAN CIR1 | ABS actuator and electric unit (control unit) detected an error of CAN communication signal that was received from the lane camera unit. | Erase DTC with CONSULT-III | <ul style="list-style-type: none"> • Lane camera unit • ABS actuator and electric unit (control unit) |

DTC CONFIRMATION PROCEDURE

1. DTC ERASE

Erase the DTC memory of ABS actuator and electric unit (control unit) with CONSULT-III.

>> GO TO 2.

2. DTC CONFIRMATION

1. Turn ignition switch ON and wait for 2 seconds or more.
2. Perform the self-diagnosis of ABS actuator and electric unit (control unit) with CONSULT-III.

Is the DTC "U1500" detected?

- YES >> Refer to [DAS-298, "Diagnosis Procedure"](#).
 NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347217

1. PERFORM SELF-DIAGNOSIS OF LANE CAMERA UNIT

Perform self-diagnosis of lane camera unit with CONSULT-III.

Is any DTC detected?

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

2. LANE CAMERA UNIT TROUBLE DIAGNOSIS

Perform trouble diagnosis of the lane camera unit. Refer to [DAS-315, "DTC Index"](#).

>> GO TO 3.

3. ERASE DTC

Erase DTC memory of ABS actuator and electric unit (control unit) with self-diagnosis of CONSULT-III.

Is the DTC "U1500" erased?

- YES >> INSPECTION END
 NO >> Replace ABS actuator and electric unit (control unit).

4. PROVISIONAL REPLACEMENT OF LANE CAMERA UNIT

Remove the lane camera unit. Install a normal lane camera unit.

>> GO TO 5.

5. ERASE DTC

Erase DTC memory of ABS actuator and electric unit (control unit) with self-diagnosis of CONSULT-III.

Is the DTC "U1500" erased?

- YES >> Replace the lane camera unit.
 NO >> Replace ABS actuator and electric unit (control unit).

U1501 LDP) CAM CAN CIR2

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

U1501 LDP) CAM CAN CIR2

DTC Logic

INFOID:000000006347218

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | DTC erase conditions | Possible cause |
|---------|------------------------|--|----------------------------|--|
| U1501 | LDP) CAM CAN CIR2 | ABS actuator and electric unit (control unit) detected an error of CAN communication signal that was received from the lane camera unit. | Erase DTC with CONSULT-III | <ul style="list-style-type: none">Lane camera unitABS actuator and electric unit (control unit) |

DTC CONFIRMATION PROCEDURE

1. DTC ERASE

Erase the DTC memory of ABS actuator and electric unit (control unit) with CONSULT-III.

>> GO TO 2.

2. DTC CONFIRMATION

- Turn ignition switch ON and wait for 2 seconds or more.
- Perform the self-diagnosis of ABS actuator and electric unit (control unit) with CONSULT-III.

Is the DTC "U1501" detected?

- YES >> Refer to [DAS-299, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006347219

1. PERFORM SELF-DIAGNOSIS OF LANE CAMERA UNIT

Perform self-diagnosis of lane camera unit with CONSULT-III.

Is any DTC detected?

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

2. LANE CAMERA UNIT TROUBLE DIAGNOSIS

Perform trouble diagnosis of the lane camera unit. Refer to [DAS-315, "DTC Index"](#).

>> GO TO 3.

3. ERASE DTC

Erase DTC memory of ABS actuator and electric unit (control unit) with self-diagnosis of CONSULT-III.

Is the DTC "U1501" erased?

- YES >> INSPECTION END
NO >> Replace ABS actuator and electric unit (control unit).

4. PROVISIONAL REPLACEMENT OF LANE CAMERA UNIT

Remove lane camera unit. Install a normal lane camera unit.

>> GO TO 5.

5. ERASE DTC

Erase DTC memory of ABS actuator and electric unit (control unit) with self-diagnosis of CONSULT-III.

Is the DTC "U1501" erased?

- YES >> Replace the lane camera unit.
NO >> Replace ABS actuator and electric unit (control unit).

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

POWER SUPPLY AND GROUND CIRCUIT

LANE CAMERA UNIT

LANE CAMERA UNIT : Diagnosis Procedure

INFOID:000000006347220

1. FUSE INSPECTION

Check that the following fuses are not fusing.

| Signal name | Connection position | Fuse No. | Capacity |
|-----------------------|---------------------|----------|----------|
| Ignition power supply | FUSE BLOCK (J/B) | 3 | 10 A |

Is the fuse fusing?

YES >> Replace the blown fuse after repairing the affected circuit.

NO >> GO TO 2.

2. CHECK POWER SUPPLY CIRCUIT

Check voltage between the lane camera unit harness connector and ground.

| Terminals | | Condition | Voltage (Approx.) |
|------------------|----------|-----------------|-------------------|
| (+) | (-) | | |
| Lane camera unit | | Ignition switch | 0 V |
| Connector | Terminal | | |
| R8 | 1 | OFF | |
| | | ON | |

Is the measurement value normal?

YES >> GO TO 3.

NO >> Check harness between lane camera unit and fuse.

3. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect the lane camera unit connector.
3. Check continuity between the lane camera unit harness connectors and ground.

| Lane camera unit | | Ground | Continuity |
|------------------|----------|--------|------------|
| Connector | Terminal | | |
| R8 | 6 | | Existed |
| | 12 | | |

Does continuity exist?

YES >> Power supply and ground circuit are normal.

NO >> Repair harness or connector.

WARNING SYSTEMS SWITCH CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

WARNING SYSTEMS SWITCH CIRCUIT

Component Function Check

INFOID:000000006347221

1. CHECK WARNING SYSTEMS SWITCH SIGNAL BY CONSULT-III

CONSULT-III DATA MONITOR

1. Turn the ignition switch ON.
2. Select "LDW SW" of "LANE CAMERA" data monitor item.
3. With operating the warning systems switch, check the monitor status.

| Monitor item | Condition | | Monitor status |
|--------------|------------------------|--------------------|----------------|
| LDW SW | Warning systems switch | Pressed ↔ Released | On ↔ Off |

Is the item status normal?

- YES >> Warning systems switch circuit is normal.
NO >> Refer to [DAS-301, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000006347222

1. CHECK WARNING SYSTEMS SWITCH SIGNAL INPUT

1. Turn the ignition switch ON.
2. With operating the warning systems switch, check the voltage between the lane camera unit harness connector and the ground.

| Terminals | | Condition | Voltage (Approx.) | |
|------------------|----------|------------------------|-------------------|-----|
| (+) | (-) | | | |
| Lane camera unit | | Warning systems switch | | |
| Connector | Terminal | | | |
| R8 | 9 | Pressed | | 0 V |
| | | Released | | 5 V |

Is the measurement value normal?

- YES >> Replace the lane camera unit.
NO >> GO TO 2.

2. CHECK WARNING SYSTEMS SWITCH

1. Turn ignition switch OFF.
2. Remove warning systems switch.
3. Check warning systems switch. Refer to [DAS-302, "Component Inspection"](#).

Is the warning systems switch normal?

- YES >> GO TO 3.
NO >> Replace warning systems switch.

3. CHECK WARNING SYSTEMS SWITCH GROUND CIRCUIT

Check continuity between warning systems switch harness connector and the ground.

| Warning systems switch | | Ground | Continuity |
|------------------------|----------|--------|------------|
| Connector | Terminal | | |
| M29 | 6 | | Existed |

Does continuity exist?

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

4. CHECK WARNING SYSTEMS SWITCH SIGNAL INPUT CIRCUIT FOR OPEN

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WARNING SYSTEMS SWITCH CIRCUIT

[LDW & LDP]

< DTC/CIRCUIT DIAGNOSIS >

1. Disconnect the lane camera unit connector.
2. Check continuity between the lane camera unit harness connector and warning systems switch harness connector.

| Lane camera unit | | Warning systems switch | | Continuity |
|------------------|----------|------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| R8 | 9 | M29 | 7 | Existed |

Does continuity exist?

YES >> GO TO 5.

NO >> Repair the harnesses or connectors.

5.CHECK WARNING SYSTEMS SWITCH SIGNAL INPUT CIRCUIT FOR SHORT

Check continuity between the lane camera unit harness connector and ground.

| Lane camera unit | | Ground | Continuity |
|------------------|----------|--------|-------------|
| Connector | Terminal | | |
| R8 | 9 | | Not existed |

Does continuity exist?

YES >> Repair the harnesses or connectors.

NO >> Replace the lane camera unit.

Component Inspection

INFOID:000000006347223

1.CHECK WARNING SYSTEMS SWITCH

Check continuity of warning systems switch.

| Warning systems switch | | Condition | Continuity |
|------------------------|---|------------------------|-------------|
| Terminal | | Warning systems switch | |
| 6 | 7 | Pressed | Existed |
| | | Released | Not existed |

Is the check result normal?

YES >> Warning systems switch is normal.

NO >> Replace warning systems switch.

WARNING SYSTEMS ON INDICATOR CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

WARNING SYSTEMS ON INDICATOR CIRCUIT

Component Function Check

INFOID:000000006347224

1. CHECK WARNING SYSTEMS ON INDICATOR BY CONSULT-III

CONSULT-III ACTIVE TEST

1. Turn the ignition switch ON.
2. Select "LDW ON IND" of "LANE CAMERA" active test item.
3. With operating the test item, check the operation.

On : Warning systems ON indicator illuminates.

Off : Warning systems ON indicator is turned OFF.

Does the warning systems ON indicator illuminate?

YES >> Warning systems ON indicator circuit is normal.

NO >> Refer to [DAS-303, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000006347225

1. CHECK WARNING SYSTEMS ON INDICATOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect warning systems switch connector.
3. Turn ignition switch ON.
4. Check voltage between warning systems switch harness connector and ground.

| Terminals | | Voltage (Approx.) |
|------------------------|----------|----------------------|
| (+) | (-) | |
| Warning systems switch | | Ground |
| Connector | Terminal | |
| M29 | 3 | |
| | | Battery voltage |

Is the measurement value normal?

YES >> GO TO 2.

NO >> Check harness between fuse and warning systems switch.

2. CHECK WARNING SYSTEMS ON INDICATOR SIGNAL CIRCUIT FOR OPEN

1. Turn the ignition switch OFF.
2. Disconnect the lane camera unit harness connector.
3. Check continuity between the lane camera unit harness connector and warning systems switch harness connector.

| Lane camera unit | | Warning systems switch | | Continuity |
|------------------|----------|------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| R8 | 4 | M29 | 2 | Existed |

Does continuity exist?

YES >> GO TO 3.

NO >> Repair the harnesses or connectors.

3. CHECK WARNING SYSTEMS ON INDICATOR SIGNAL CIRCUIT FOR SHORT

Check continuity between the lane camera unit harness connector and ground.

| Lane camera unit | | Ground | Continuity |
|------------------|----------|--------|-------------|
| Connector | Terminal | | |
| R8 | 4 | | Not existed |

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WARNING SYSTEMS ON INDICATOR CIRCUIT

[LDW & LDP]

< DTC/CIRCUIT DIAGNOSIS >

Does continuity exist?

YES >> Repair the harnesses or connectors.

NO >> GO TO 4.

4. CHECK WARNING SYSTEMS ON INDICATOR

1. Connect warning systems switch connector.
2. Turn ignition switch ON.
3. Apply ground to warning systems switch terminal 2.
4. Check condition of the warning systems ON indicator.

Does warning systems ON indicator illuminate?

YES >> Replace the lane camera unit.

NO >> Replace warning systems switch.

LANE DEPARTURE WARNING BUZZER CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[LDW & LDP]

LANE DEPARTURE WARNING BUZZER CIRCUIT

Component Function Check

INFOID:000000006347226

1. CHECK LANE DEPARTURE WARNING BUZZER BY CONSULT-III

CONSULT-III ACTIVE TEST

1. Turn the ignition switch ON.
2. Select "BUZZER DRIVE" of "LANE CAMERA" active test item.
3. With operating the test item, check the operation.

On : Lane departure warning buzzer is activated.

Off : Lane departure warning buzzer is not activated.

Is the lane departure warning buzzer activated?

YES >> Lane departure warning buzzer circuit is normal.

NO >> Refer to [DAS-305, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000006347227

1. CHECK LANE DEPARTURE WARNING BUZZER POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect the lane departure warning buzzer connector.
3. Turn ignition switch ON.
4. Check voltage between the lane departure warning buzzer harness connector and ground.

| Terminals | | Voltage (Approx.) |
|-------------------------------|----------|----------------------|
| (+) | (-) | |
| Lane departure warning buzzer | | Ground |
| Connector | Terminal | |
| M45 | 1 | |
| | | Battery voltage |

Is the measurement value normal?

YES >> GO TO 2.

NO >> Check harness between fuse and lane departure warning buzzer.

2. CHECK LANE DEPARTURE WARNING BUZZER GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between lane departure warning buzzer harness connector and ground.

| Lane departure warning buzzer | | Ground | Continuity |
|-------------------------------|----------|--------|------------|
| Connector | Terminal | | |
| M45 | 3 | | Existed |

Does continuity exist?

YES >> GO TO 3.

NO >> Repair the harnesses or connectors.

3. CHECK LANE DEPARTURE WARNING BUZZER SIGNAL CIRCUIT FOR OPEN

1. Disconnect the lane camera unit connector.
2. Check continuity between the lane camera unit harness connector and lane departure warning buzzer harness connector.

| Lane camera unit | | Lane departure warning buzzer | | Continuity |
|------------------|----------|-------------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| R8 | 3 | M45 | 2 | Existed |

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LANE DEPARTURE WARNING BUZZER CIRCUIT

[LDW & LDP]

< DTC/CIRCUIT DIAGNOSIS >

Does continuity exist?

YES >> GO TO 4.

NO >> Repair the harnesses or connectors.

4. CHECK LANE DEPARTURE WARNING BUZZER SIGNAL CIRCUIT FOR SHORT

Check continuity between the lane camera unit harness connector and ground.

| Lane camera unit | | Ground | Continuity |
|------------------|----------|--------|-------------|
| Connector | Terminal | | |
| R8 | 3 | | Not existed |

Does continuity exist?

YES >> Repair the harnesses or connectors.

NO >> GO TO 5.

5. CHECK LANE DEPARTURE WARNING BUZZER OPERATION

1. Connect lane departure warning buzzer connector.
2. Turn ignition switch ON.
3. Apply ground to lane departure warning buzzer terminal 2.
4. Check condition of the lane departure warning buzzer.

Does lane departure warning buzzer sound?

YES >> Replace the lane camera unit.

NO >> Replace lane departure warning buzzer.

LANE CAMERA UNIT

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

ECU DIAGNOSIS INFORMATION

LANE CAMERA UNIT

Reference Value

INFOID:000000006347228

VALUES ON THE DIAGNOSIS TOOL

CONSULT-III MONITOR ITEM

| Monitor Item | Condition | Value/Status |
|---------------|---|---|
| LDW SW | Warning systems switch is ON. (Warning systems ON indicator illuminates.) | On |
| | Warning systems switch is OFF. (Warning systems ON indicator OFF.) | Off |
| LDW ON LAMP | Warning systems ON indicator illuminates | On |
| | Warning systems ON indicator OFF | Off |
| LDP ON IND | LDP ON indicator lamp illuminates | On |
| | LDP ON indicator lamp OFF | Off |
| LANE DPRT W/L | Lane departure warning lamp illuminates | On |
| | Lane departure warning lamp OFF | Off |
| BUZZER OUTPUT | Lane departure warning buzzer is sounding | On |
| | Lane departure warning buzzer is not sounding | Off |
| LC INACCURAT | Lane camera malfunction | On |
| | Lane camera normal | Off |
| VHCL SPD SE | While driving | Approximately equivalent to speedometer reading |
| TURN SIGNAL | Turn signal lamp LH and RH blinking | LH/RH |
| | Turn signal lamp LH blinking | LH |
| | Turn signal lamp RH blinking | RH |
| | Turn signal lamps OFF | Off |
| LANE DETCT LH | Left side lane marker is detected | On |
| | Left side lane marker is not detected | Off |
| LANE DETCT RH | Right side lane marker is detected | On |
| | Right side lane marker is not detected | Off |
| CROSS LANE LH | The vehicle is crossing left side lane marker | On |
| | The vehicle is not crossing left side lane marker | Off |
| CROSS LANE RH | The vehicle is crossing right side lane marker | On |
| | The vehicle is not crossing right side lane marker | Off |
| WARN LANE LH | Warning for left side lane | On |
| | Not warning for left side lane | Off |
| WARN LANE RH | Warning for right side lane | On |
| | Not warning for right side lane | Off |
| VALID POS LH | Lateral position for left side lane marker is valid | VLD |
| | Lateral position for left side lane marker is invalid | INVLD |
| VALID POS RH | Lateral position for right side lane marker is valid | VLD |
| | Lateral position for right side lane marker is invalid | INVLD |
| AIMING DONE | Camera aiming is completed | OK |
| | Camera aiming is not adjusted | NG |

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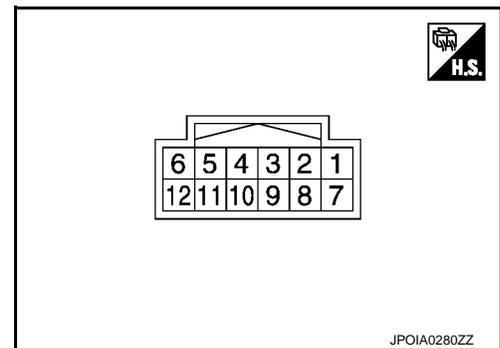
LANE CAMERA UNIT

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

| Monitor Item | Condition | Value/Status |
|---------------|--|-------------------|
| AIMING RESULT | Camera aiming is completed | OK |
| | Camera aiming is not completed | NOK |
| XOFFSET | Camera aiming is completed | Approx. 180 pixel |
| AIM CHK YAW | NOTE: The item is indicated, but not used. | — |
| AIM CHK ROLL | NOTE: The item is indicated, but not used. | — |
| AIM CHK PITCH | NOTE: The item is indicated, but not used. | — |
| FCTRY AIM YAW | Camera aiming is not completed | +12.0 deg |
| | Camera aiming is completed | 0 ± 5.0 deg |
| FCTRY AIM ROL | Camera aiming is not completed | 0.0 deg |
| | Camera aiming is completed | 0 ± 5.0 deg |
| FCTRY AIM PIT | Camera aiming is not completed | +12.0 deg |
| | Camera aiming is completed | 0 ± 5.0 deg |

TERMINAL LAYOUT



PHYSICAL VALUES

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|------------------------------|--------|-------------------------------|------------------|-------------------------------|-------------------------------------|
| + | - | Signal name | Input/ Output | | |
| 1 (Y) | Ground | Ignition power supply | Input | Ignition switch ON | Battery voltage |
| 3 (R) | Ground | Lane departure warning buzzer | Output | Lane departure warning buzzer | Sounding: 0 V Not sounding: 12 V |
| | | | | Warning systems ON indicator | Output |
| 4 (SB) | Ground | Warning systems ON indicator | Output | | |
| 5 (P) | Ground | CAN-L | — | — | — |
| 6 (B) | Ground | Ground | — | — | 0 V |
| 9 (V) | Ground | Warning systems switch | Input | Warning systems switch | Pressed: 0 V Released: 5 V |
| | | | | | 10 (L) |
| 12 (B) | Ground | Ground | — | — | 0 V |

LANE CAMERA UNIT

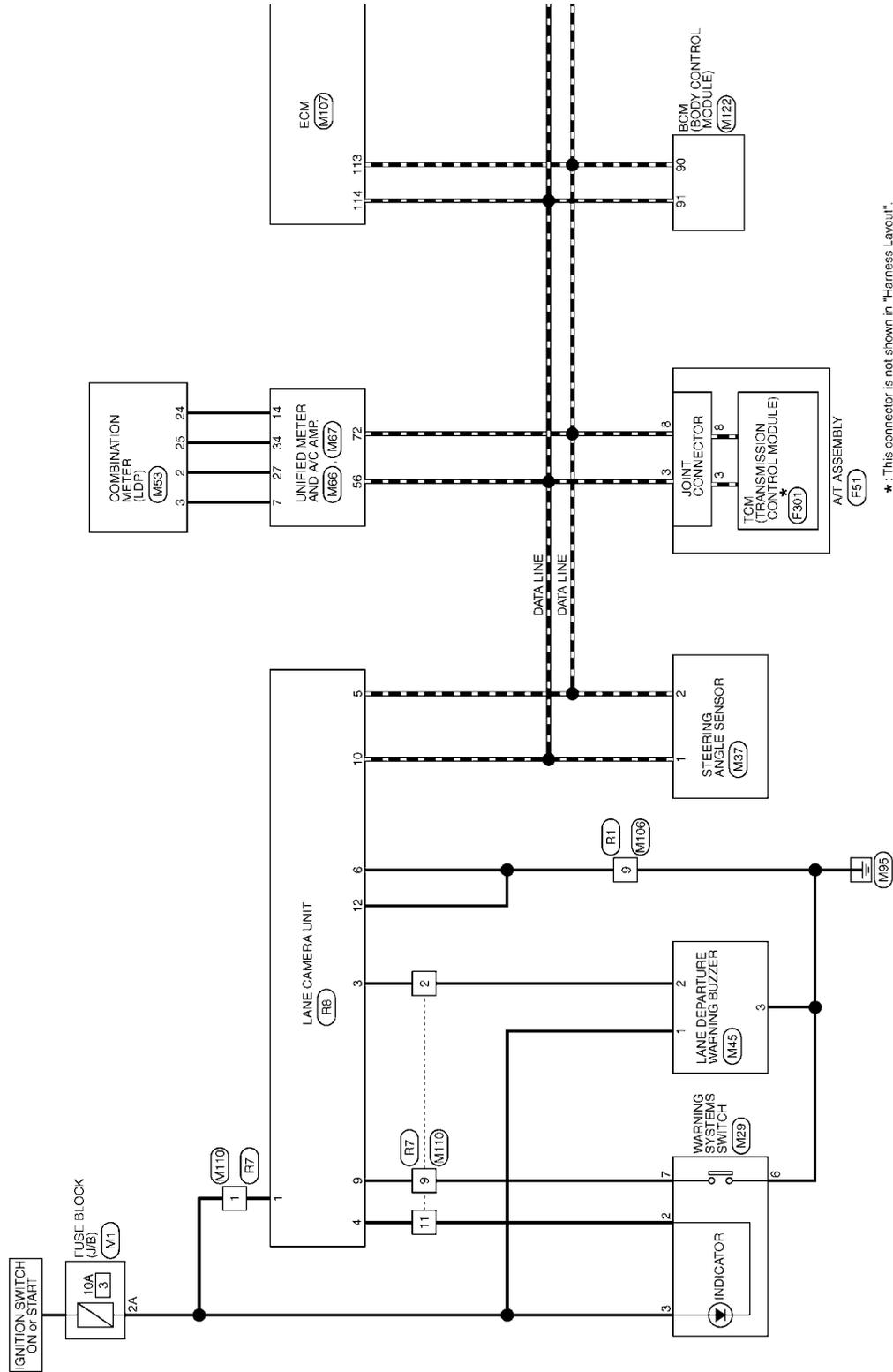
< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

Wiring Diagram - LDW & LDP -

INFOID:000000006347229

LANE DEPARTURE PREVENTION



2010/09/21

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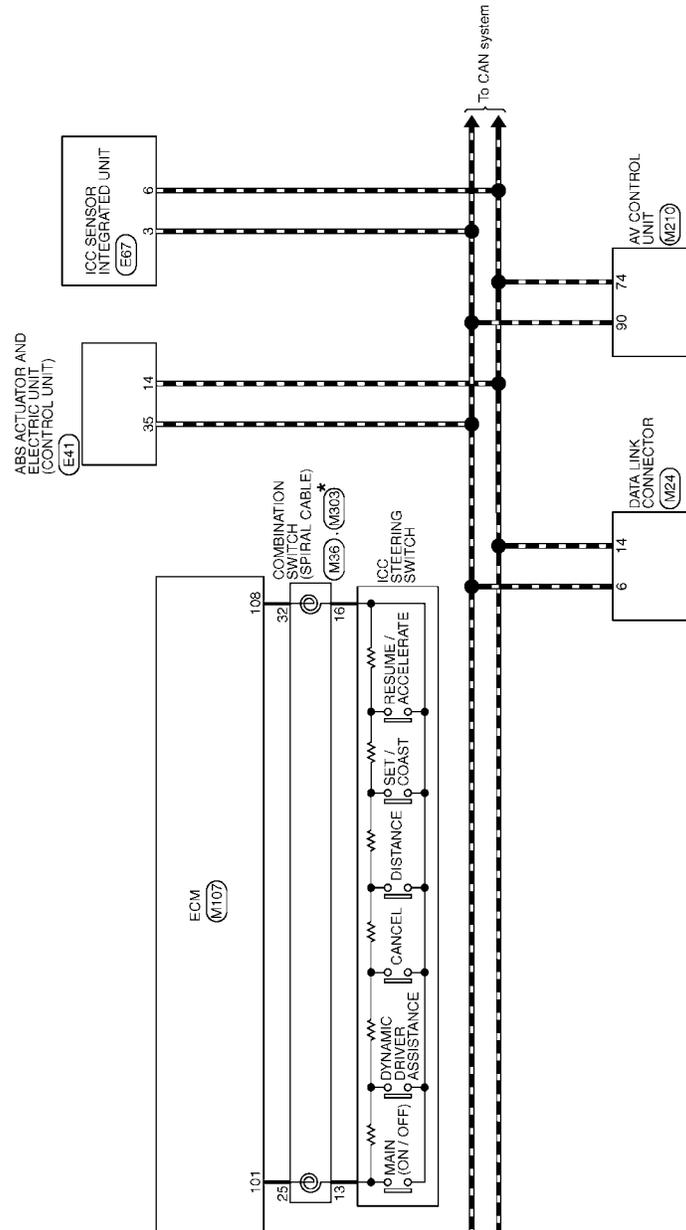
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LANE CAMERA UNIT

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]



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

JCOWA0411GB

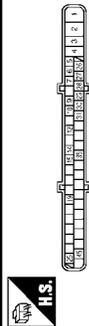
LANE CAMERA UNIT

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

LANE DEPARTURE PREVENTION

| | |
|----------------|---|
| Connector No. | E41 |
| Connector Name | ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) |
| Connector Type | BA442PE-ANZ4-LH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | B | GND |
| 2 | G | UBVR |
| 3 | R | UBVR |
| 4 | B | GND |
| 5 | Y | DS FL |
| 6 | BG | DP RL |
| 7 | BR | DP RR |
| 8 | B | DP FR |
| 9 | B | DP FR |
| 10 | W | DS FR |
| 14 | P | CAN-L |
| 25 | Y | BUS-L |
| 26 | LG | DP FL |
| 27 | GR | DS RL |
| 28 | G | UZ |
| 29 | LG | DS RR |
| 30 | SB | BLS |
| 31 | R | VDC OFF SW |
| 35 | L | CAN-H |
| 45 | B | BUS-H |

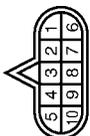


| | |
|----------------|----------------------------|
| Connector No. | E67 |
| Connector Name | ICC SENSOR INTEGRATED UNIT |
| Connector Type | FS98FB-PR |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | IGNITION |
| 2 | L | .ITS COMM-H |
| 3 | L | CAN-H |

| | | |
|---|---|-------------|
| 4 | B | GND |
| 5 | P | .ITS COMM-L |
| 6 | P | CAN-L |

| | |
|----------------|--------------|
| Connector No. | F51 |
| Connector Name | A/T ASSEMBLY |
| Connector Type | PK1DFG-DGY |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | Y | - |
| 2 | BR | - |
| 3 | L | - |
| 4 | V | - |
| 5 | B | - |
| 6 | Y | - |
| 7 | R | - |
| 8 | P | - |
| 9 | GR | - |
| 10 | B | - |

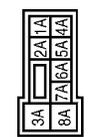
| | |
|----------------|-----------------------------------|
| Connector No. | F601 |
| Connector Name | TGM (TRANSMISSION CONTROL MODULE) |
| Connector Type | SP1DFG |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | - | VIGN |
| 2 | - | BATT |
| 3 | - | CAN-H |
| 4 | - | K LINE |
| 5 | - | GND |
| 6 | - | VIGN |
| 7 | - | REV LAMP RLY |

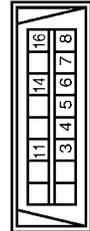
| | | |
|----|---|-----------|
| 8 | - | CAN-L |
| 9 | - | START RLY |
| 10 | - | GND |

| | |
|----------------|------------------|
| Connector No. | M1 |
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | MS08FW-M2 |



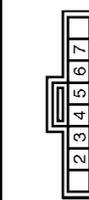
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1A | GR | - |
| 2A | G | - |
| 3A | L | - |
| 4A | P | - |
| 5A | V | - |
| 6A | Y | - |
| 7A | R | - |
| 8A | L | - |

| | |
|----------------|---------------------|
| Connector No. | M24 |
| Connector Name | DATA LINK CONNECTOR |
| Connector Type | BD18FW |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 3 | LG | - |
| 4 | B | - |
| 5 | B | - |
| 6 | L | - |
| 7 | V | - |
| 8 | G | - |
| 11 | SB | - |
| 14 | P | - |
| 16 | Y | - |

| | |
|----------------|------------------------|
| Connector No. | M29 |
| Connector Name | WARNING SYSTEMS SWITCH |
| Connector Type | TK08FGY |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 2 | SB | - |
| 3 | W | - |
| 4 | B | - |
| 5 | R | - |
| 6 | B | - |
| 7 | V | - |

| | |
|----------------|-----------------------------------|
| Connector No. | M36 |
| Connector Name | COMBINATION SWITCH (SPIRAL CABLE) |
| Connector Type | TK08FGY-1V |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 24 | P | - |
| 25 | SB | - |
| 28 | B | - |
| 31 | L | - |
| 32 | Y | - |
| 33 | B | - |
| 34 | G | - |

JCOWA0412GB

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

DAS

P

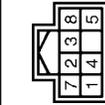
LANE CAMERA UNIT

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

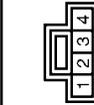
LANE DEPARTURE PREVENTION

| | |
|----------------|-----------------------|
| Connector No. | M87 |
| Connector Name | STEERING ANGLE SENSOR |
| Connector Type | TH82FW-NH |



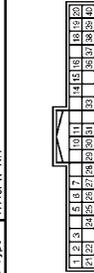
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | L | CAN-H |
| 2 | P | CAN-L |
| 7 | B | GND |
| 8 | G | IGN |

| | |
|----------------|-------------------------------|
| Connector No. | M45 |
| Connector Name | LANE DEPARTURE WARNING BUZZER |
| Connector Type | NS04PBH-CS |



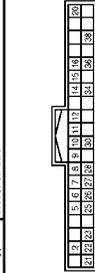
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | - |
| 2 | R | - |
| 3 | B | - |

| | |
|----------------|-------------------|
| Connector No. | M53 |
| Connector Name | COMBINATION METER |
| Connector Type | TH82FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|---|
| 1 | GR | BATTERY POWER SUPPLY |
| 2 | LG | COMMUNICATION SIGNAL (METER->AMP.) |
| 3 | GR | COMMUNICATION SIGNAL (AMP->METER) |
| 5 | B | GROUND |
| 6 | P | ALTERNATOR SIGNAL |
| 7 | BR | AIR BAG SIGNAL |
| 10 | G | SECURITY SIGNAL |
| 15 | B | GROUND |
| 16 | B | METER CONTROL SWITCH GROUND |
| 19 | B | ILL. GND |
| 20 | R | ILL. |
| 21 | BG | IGNITION POWER SUPPLY |
| 22 | B | GROUND |
| 24 | BR | COMMUNICATION SIGNAL (LCP->AMP.) |
| 25 | Y | COMMUNICATION SIGNAL (AMP->LCP) |
| 26 | R | VEHICLE SPEED SIGNAL (R-PULSE) |
| 27 | V | PARKING BRAKE SWITCH SIGNAL |
| 28 | W | BRAKE FLUID LEVEL SWITCH SIGNAL |
| 29 | SB | SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE) |
| 30 | G | SEAT BELT BUCKLE SWITCH SIGNAL (PASSENGER SIDE) |
| 31 | L | WASHER LEVEL SWITCH SIGNAL |
| 33 | B | ILLUMINATION CONTROL |
| 36 | LG | SELECT SWITCH SIGNAL |
| 37 | SB | ENTER SWITCH SIGNAL |
| 38 | L | TRIP A/B RESET SWITCH SIGNAL |
| 39 | P | ILLUMINATION CONTROL SWITCH SIGNAL (-) |
| 40 | BG | ILLUMINATION CONTROL SWITCH SIGNAL (+) |

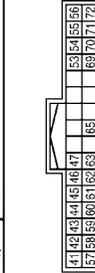
| | |
|----------------|----------------------------|
| Connector No. | M66 |
| Connector Name | UNIFIED METER AND A/C AMP. |
| Connector Type | TH40FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|--|
| 5 | L | MANUAL MODE SHIFT UP SIGNAL |
| 7 | GR | COMMUNICATION SIGNAL (AMP->METER) |
| 8 | L | VEHICLE SPEED SIGNAL (2-PULSE) |
| 9 | SB | FRONT SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE) |
| 10 | W | MANUAL MODE SIGNAL |
| 11 | G | NON-MANUAL MODE SIGNAL |
| 14 | BR | COMMUNICATION SIGNAL (LCP->AMP.) |

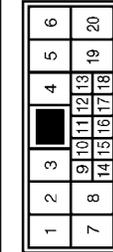
| | | |
|----|----|------------------------------------|
| 20 | L | IGN. ON/OFF SIGNAL |
| 23 | Y | AT SNOW SWITCH SIGNAL |
| 25 | V | MANUAL MODE SHIFT DOWN SIGNAL |
| 27 | LG | COMMUNICATION SIGNAL (METER->AMP.) |
| 28 | R | VEHICLE SPEED SIGNAL (R-PULSE) |
| 30 | V | PARKING BRAKE SWITCH SIGNAL |
| 34 | Y | COMMUNICATION SIGNAL (AMP->LCP) |
| 38 | P | BLOWER MOTOR CONTROL SIGNAL |

| | |
|----------------|----------------------------|
| Connector No. | M87 |
| Connector Name | UNIFIED METER AND A/C AMP. |
| Connector Type | TH82FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|--|
| 41 | V | ACC POWER SUPPLY |
| 42 | Y | FUEL LEVEL SENSOR SIGNAL |
| 43 | R | INTAKE SENSOR SIGNAL |
| 44 | LG | IN-VEHICLE SENSOR SIGNAL |
| 45 | P | AMBIENT SENSOR SIGNAL |
| 46 | BG | SUNLOAD SENSOR SIGNAL |
| 47 | G | EXHAUST GAS / OUTSIDE DOOR DETECTING SENSOR SIGNAL |
| 53 | G | IGNITION POWER SUPPLY |
| 54 | Y | BATTERY POWER SUPPLY |
| 55 | B | GROUND |
| 56 | L | CAN-H |
| 57 | W | BRAKE FLUID LEVEL SWITCH SIGNAL |
| 58 | BR | FUEL LEVEL SENSOR GROUND |
| 59 | GR | INTAKE SENSOR GROUND |
| 60 | L | IN-VEHICLE SENSOR GROUND |
| 61 | BR | AMBIENT SENSOR GROUND |
| 62 | SB | SUNLOAD SENSOR GROUND |
| 63 | R | - |
| 65 | BG | ECV SIGNAL |
| 69 | L | A/C LAN SIGNAL |
| 70 | R | EACH DOOR MOTOR POWER SUPPLY |
| 71 | B | GROUND |
| 72 | P | CAN-L |

| | |
|----------------|--------------|
| Connector No. | M106 |
| Connector Name | WIRE TO WIRE |
| Connector Type | NH10MP-CS10 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | G | - |
| 2 | SHIELD | - |
| 3 | L | - |
| 4 | W | - |
| 5 | Y | - |
| 7 | BR | - |
| 8 | Y | - |
| 9 | B | - |
| 10 | R | - |
| 11 | V | - |
| 12 | R | - |
| 13 | LG | - |
| 14 | R | - [With NAV] |
| 14 | Y | - [Without NAV] |
| 15 | SHIELD | - |
| 16 | G | - [With NAV] |
| 16 | BR | - [Without NAV] |
| 18 | B | - |

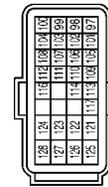
LANE CAMERA UNIT

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

LANE DEPARTURE PREVENTION

| | |
|----------------|--------------------|
| Connector No. | M107 |
| Connector Name | ECM |
| Connector Type | RH24FGY-R28-R-LH-Z |



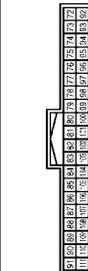
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 97 | R | APST1 |
| 98 | Y | APST2 [With ICC] |
| 98 | P | APST2 [Without ICC] |
| 98 | G | AVCC-APST1 [With ICC] |
| 98 | L | AVCC-APST1 [Without ICC] |
| 100 | W | GND-A (APST1) |
| 101 | SB | ASCDSW |
| 102 | LG | FTPRS |
| 103 | L | AVCC-APST2 [With ICC] |
| 103 | G | AVCC-APST2 [Without ICC] |
| 104 | BR | GND-A (APST2) [With ICC] |
| 104 | GR | GND-A (APST2) [Without ICC] |
| 105 | L | PDPPRESS |
| 106 | W | TF |
| 107 | BR | AVCC-FTPRS |
| 108 | Y | GND-A AS2D |
| 109 | G | NEUT-H |
| 110 | R | TACHO |
| 111 | BG | AVCC-PDPPRESS |
| 112 | V | GND-A |
| 113 | P | VEHCAN-L1 |
| 114 | L | VEHCAN-H1 |
| 116 | W | GND-PDPPRESS |
| 117 | V | KLIME |
| 121 | LG | GDCV |
| 122 | P | BRAKE |
| 123 | B | GND |
| 124 | B | GND |
| 125 | R | VBR |
| 126 | BR | BNC SW |
| 127 | B | GND |
| 128 | B | GND |

| | |
|----------------|--------------|
| Connector No. | M110 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH18MHP-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | - |
| 2 | R | - |
| 3 | P | - |
| 9 | Y | - |
| 10 | L | - |
| 11 | SB | - |

| | |
|----------------|---------------------------|
| Connector No. | M122 |
| Connector Name | BCM (BODY CONTROL MODULE) |
| Connector Type | TH46P-B-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 32 | R | ROOM ANT2- |
| 73 | G | ROOM ANT2+ |
| 74 | SB | PASSENGER DOOR ANT- |
| 75 | GR | PASSENGER DOOR ANT+ |
| 76 | V | DRIVER DOOR ANT- |
| 77 | LG | DRIVER DOOR ANT+ |
| 78 | Y | ROOM ANT1- |
| 79 | BR | ROOM ANT1+ |
| 80 | GR | NATS ANT AMP |
| 81 | W | NATS ANT AMP |
| 82 | R | IGM RELAY (F/B) CONT |
| 83 | Y | KEYLESS ENTRY RECEIVER COMM |
| 87 | BR | COMBI SW INPUT 5 |
| 88 | V | COMBI SW INPUT 3 |
| 89 | BR | PUSH SW |
| 90 | P | CAN-L |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-------------------------------------|
| 91 | L | CAN-H |
| 92 | LG | KEY SLOTT ILL |
| 93 | V | OUT ROD |
| 94 | Y | PUDDLE LAMP CONT |
| 95 | BG | ACC-RELAY CONT |
| 96 | GR | A/T SHIFT SELECTOR POWER SUPPLY |
| 97 | L | S/L CONDITION 1 |
| 98 | P | S/L CONDITION 2 |
| 99 | R | SHIFT P |
| 100 | G | PASSENGER DOOR REQUEST SW |
| 101 | SB | DRIVER DOOR REQUEST SW |
| 102 | BG | BLOWER FAN MOTOR RELAY CONT |
| 103 | LG | KEYLESS ENTRY RECEIVER POWER SUPPLY |
| 106 | W | S/L UNIT POWER SUPPLY |
| 107 | LG | COMBI SW INPUT 1 |
| 108 | R | COMBI SW INPUT 4 |
| 109 | Y | COMBI SW INPUT 2 |
| 110 | G | HAZARD SW |
| 111 | Y | S/L UNIT COMM |

| | |
|----------------|-----------------|
| Connector No. | M210 |
| Connector Name | AV CONTROL UNIT |
| Connector Type | TH52FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|--------------------------------|
| 65 | V | PARKING BRAKE SIGNAL |
| 67 | G | COMPOSITE IMAGE SIGNAL GND |
| 68 | R | COMPOSITE IMAGE SIGNAL |
| 71 | SHIELD | MICROPHONE SHIELD |
| 72 | R | MICROPHONE VCC |
| 73 | R | COMM (CONT->DISP) |
| 74 | P | CAN-L |
| 75 | LG | AV COMM (L) |
| 76 | LG | AV COMM (L) |
| 79 | R | ILLUMINATION |
| 80 | G | IGNITION SIGNAL |
| 81 | BG | REVERSE SIGNAL |
| 82 | R | VEHICLE SPEED SIGNAL (G-PULSE) |
| 83 | SHIELD | SHIELD |
| 87 | G | MICROPHONE SIGNAL |
| 88 | SHIELD | SHIELD |
| 89 | G | COMM (DISP->CONT) |

| | | |
|----|----|-------------|
| 90 | L | CAN-H |
| 91 | SB | AV COMM (H) |
| 92 | SB | AV COMM (H) |

| | |
|----------------|-----------------------------------|
| Connector No. | M303 |
| Connector Name | COMBINATION SWITCH (SPIRAL CABLE) |
| Connector Type | TK08FGY |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 13 | R | - |
| 14 | W | - |
| 15 | L | - |
| 15 | B | - |
| 17 | BR | - |
| 18 | Y | - |
| 19 | P | - |
| 20 | Y | - |

A
B
C
D
E
F
G
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K
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N
P



LANE CAMERA UNIT

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

LANE DEPARTURE PREVENTION

| | |
|----------------|--------------|
| Connector No. | R1 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH10FY-C510 |



| | | | | | | |
|----|----|----|----|----|----|----|
| 6 | 5 | 4 | 3 | 2 | 1 | |
| 20 | 19 | 18 | 17 | 16 | 15 | 14 |
| 13 | 12 | 11 | 10 | 9 | 8 | 7 |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|--|
| 1 | G | - |
| 2 | SHIELD | - |
| 3 | L | - |
| 4 | BR | - [With automatic drive positioner] |
| 4 | W | - [Without automatic drive positioner] |
| 5 | G | - |
| 7 | BR | - |
| 8 | Y | - |
| 9 | B | - |
| 10 | Y | - |
| 11 | V | - |
| 12 | BR | - |
| 13 | R | - |
| 14 | W | - |
| 15 | SHIELD | - |
| 16 | B | - |
| 18 | B | - |

| | | |
|----|----|---|
| 11 | SB | - |
|----|----|---|

| | |
|----------------|------------------|
| Connector No. | R8 |
| Connector Name | LANE CAMERA UNIT |
| Connector Type | TH12FY-NH |



| | | | | | |
|----|----|---|---|---|---|
| 6 | 5 | 4 | 3 | 2 | 1 |
| 12 | 10 | 9 | 8 | 7 | 6 |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | Y | IGNITION |
| 3 | R | BUZZER OUTPUT |
| 4 | SB | FCW/LDW ON/IND |
| 5 | P | CAN-L |
| 6 | B | GND |
| 9 | V | FCW/LDW SW |
| 10 | L | CAN-H |
| 12 | B | GND |

| | |
|----------------|--------------|
| Connector No. | R7 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH10FY-NH |



| | | | | | | | |
|----|----|----|----|----|----|----|---|
| 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| 18 | 15 | 14 | 13 | 12 | 11 | 10 | 9 |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | Y | - |
| 2 | R | - |
| 3 | P | - |
| 8 | V | - |
| 10 | L | - |

| | |
|-----------------------------|---|
| Terminal No. | 1 |
| Color of Wire | Y |
| Signal Name [Specification] | - |

Fail-safe

FAIL-SAFE CONTROL BY DTC

When any DTC is detected, the LDW/LDP systems do not operate.

TEMPORARY DISABLED STATUS AT HIGH TEMPERATURE

When using LDW

JCOWA0415GB

INFOID:000000006347230

LANE CAMERA UNIT

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

- If the vehicle is parked in direct sunlight under high temperature conditions [approximately over 104°F (40°C)] and then started, the system may sound a buzzer and cancel automatically. In this case warning systems ON indicator will blink.
- When the interior temperature is reduced, warning systems ON indicator is turned ON.

When using LDP

- If the vehicle is parked in direct sunlight under high temperature conditions [approximately over 104°F (40°C)] and then started, the system may sound a buzzer and cancel automatically. In this case LDP ON indicator lamp will blink.
- When the interior temperature is reduced, LDP ON indicator lamp is turned ON.

DTC Inspection Priority Chart

INFOID:000000006347231

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

| Priority | Detected items (DTC) |
|----------|---|
| 1 | <ul style="list-style-type: none"> • U1000: CAN COMM CIRCUIT • U1010: CONTROL UNIT (CAN) |
| 2 | <ul style="list-style-type: none"> • U0122: VDC CAN CIR1(LDP) • U0416: VDC CAN CIR2(LDP) |
| 3 | C1B00: CAMERA UNIT MALF |
| 4 | <ul style="list-style-type: none"> • C1B01: CAM AIMING INCMP • C1B02: VHCL SPD DATA MALF • C1B03: ABNRML TEMP DETECT • C1B07: ABS DIAGNOSIS |

DTC Index

INFOID:000000006347232

×: Applicable

| DTC | Lane departure warning lamp | Warning systems ON indicator | LDP ON indicator lamp | Fail-safe | Reference page | |
|-------|-----------------------------|------------------------------|---------------------------|---------------------------|-------------------------|-------------------------|
| C1B00 | CAMERA UNIT MALF | ON | — | × | DAS-279 | |
| C1B01 | CAM AIMING INCMP | Blink | — | × | DAS-280 | |
| C1B02 | VHCL SPD DATA MALF | ON | — | × | DAS-281 | |
| C1B03 | ABNRML TEMP DETECT | — | Blink (When using LDW) | Blink (When using LDP) | × | DAS-282 |
| C1B07 | ABS DIAGNOSIS | ON | — | × | DAS-283 | |
| U1000 | CAN COMM CIRCUIT | ON | — | × | DAS-284 | |
| U1010 | CONTROL UNIT (CAN) | ON | — | × | DAS-285 | |
| U0122 | VDC CAN CIR1 (LDP) | ON | — | × | DAS-286 | |
| U0416 | VDC CAN CIR2 (LDP) | ON | — | × | DAS-288 | |

DAS

ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Reference Value

INFOID:000000006882530

VALUES ON THE DIAGNOSIS TOOL

CAUTION:

The display shows the control unit calculation data, so a normal value might be displayed even in the event the output circuit (harness) is open or short-circuited.

| Monitor item | Display content | Data monitor | |
|---------------|--|---|--|
| | | Condition | Reference value in normal operation |
| FR LH SENSOR | Wheel speed | Vehicle stopped | 0 [km/h (MPH)] |
| | | Vehicle running (Note 1) | Nearly matches the speedometer display (± 10% or less) |
| FR RH SENSOR | Wheel speed | Vehicle stopped | 0 [km/h (MPH)] |
| | | Vehicle running (Note 1) | Nearly matches the speedometer display (± 10% or less) |
| RR LH SENSOR | Wheel speed | Vehicle stopped | 0 [km/h (MPH)] |
| | | Vehicle running (Note 1) | Nearly matches the speedometer display (± 10% or less) |
| RR RH SENSOR | Wheel speed | Vehicle stopped | 0 [km/h (MPH)] |
| | | Vehicle running (Note 1) | Nearly matches the speedometer display (± 10% or less) |
| STOP LAMP SW | Stop lamp switch signal status | When brake pedal is depressed | On |
| | | When brake pedal is not depressed | Off |
| BATTERY VOLT | Battery voltage supplied to the ABS actuator and electric unit (control unit) | Ignition switch ON | 10 – 16 V |
| GEAR | Gear position determined by TCM | First gear (1GR) | 1 |
| | | Second gear (2GR) | 2 |
| | | Third gear (3GR) | 3 |
| | | Forth gear (4GR) | 4 |
| | | Fifth gear (5GR) | 5 |
| SLCT LVR POSI | A/T selector lever position | P position | P |
| | | R position | R |
| | | N position | N |
| | | D position | D |
| YAW RATE SEN | Yaw rate detected by yaw rate/side G sensor | Vehicle stopped | Approx. 0 d/s |
| | | Vehicle turning right | Negative value |
| | | Vehicle turning left | Positive value |
| ACCEL POS SIG | Throttle actuator opening/closing is displayed (linked with accelerator pedal) | Accelerator pedal not depressed (ignition switch is ON) | 0 % |
| | | Depress accelerator pedal (ignition switch is ON) | 0 - 100 % |
| SIDE G-SENSOR | Transverse G detected by side G sensor | Vehicle stopped | Approx. 0 m/s ² |
| | | Vehicle turning right | Negative value |
| | | Vehicle turning left | Positive value |

ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

| Monitor item | Display content | Data monitor | |
|---------------|--|--|--|
| | | Condition | Reference value in normal operation |
| STR ANGLE SIG | Steering angle detected by steering angle sensor | Driving straight | ±2.5° |
| | | Turn 90° to right | Approx. +90° |
| | | Turn 90° to left | Approx. -90° |
| PRESS SENSOR | Brake fluid pressure detected by pressure sensor | With ignition switch turned ON and brake pedal released | Approx. 0 bar |
| | | With ignition switch turned ON and brake pedal depressed | -40 to 300 bar |
| ENGINE RPM | With engine running | With engine stopped | 0 rpm |
| | | Engine running | Almost in accordance with tachometer display |
| FLUID LEV SW | Brake fluid level switch signal status | When brake fluid level switch ON | On |
| | | When brake fluid level switch OFF | Off |
| PARK BRAKE SW | Parking brake switch signal status | Parking brake switch is active | On |
| | | Parking brake switch is inactive | Off |
| FR RH IN SOL | Operation status of each solenoid valve | Actuator (solenoid valve) is active ("ACTIVE TEST" in "ABS" with CONSULT-III) | On |
| | | When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON) | Off |
| FR RH OUT SOL | Operation status of each solenoid valve | Actuator (solenoid valve) is active ("ACTIVE TEST" in "ABS" with CONSULT-III) | On |
| | | When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON) | Off |
| FR LH IN SOL | Operation status of each solenoid valve | Actuator (solenoid valve) is active ("ACTIVE TEST" in "ABS" with CONSULT-III) | On |
| | | When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON) | Off |
| FR LH OUT SOL | Operation status of each solenoid valve | Actuator (solenoid valve) is active ("ACTIVE TEST" in "ABS" with CONSULT-III) | On |
| | | When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON) | Off |
| RR RH IN SOL | Operation status of each solenoid valve | Actuator (solenoid valve) is active ("ACTIVE TEST" in "ABS" with CONSULT-III) | On |
| | | When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON) | Off |
| RR RH OUT SOL | Operation status of each solenoid valve | Actuator (solenoid valve) is active ("ACTIVE TEST" in "ABS" with CONSULT-III) | On |
| | | When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON) | Off |
| RR LH IN SOL | Operation status of each solenoid valve | Actuator (solenoid valve) is active ("ACTIVE TEST" in "ABS" with CONSULT-III) | On |
| | | When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON) | Off |

A
B
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K
L
M
N
P

DAS

ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

| Monitor item | Display content | Data monitor | |
|-----------------------|---|--|-------------------------------------|
| | | Condition | Reference value in normal operation |
| RR LH OUT SOL | Operation status of each solenoid valve | Actuator (solenoid valve) is active ("ACTIVE TEST" in "ABS" with CONSULT-III) | On |
| | | When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON) | Off |
| MOTOR RELAY | Motor and motor relay operation | When the motor relay and motor are operating | On |
| | | When the motor relay and motor are not operating | Off |
| ACTUATOR RLY (Note 2) | Actuator relay operation | When the actuator relay is operating | On |
| | | When the actuator relay is not operating | Off |
| ABS WARN LAMP | ABS warning lamp (Note 3) | When ABS warning lamp is ON | On |
| | | When ABS warning lamp is OFF | Off |
| OFF LAMP | VDC OFF indicator lamp (Note 3) | When VDC OFF indicator lamp is ON | On |
| | | When VDC OFF indicator lamp is OFF | Off |
| SLIP/VDC | VDC warning lamp (Note 3) | When VDC warning lamp is ON | On |
| | | When VDC warning lamp is OFF | Off |
| EBD SIGNAL | EBD operation | EBD is active | On |
| | | EBD is inactive | Off |
| ABS SIGNAL | ABS operation | ABS is active | On |
| | | ABS is inactive | Off |
| TCS SIGNAL | TCS operation | TCS is active | On |
| | | TCS is inactive | Off |
| VDC SIGNAL | VDC operation | VDC is active | On |
| | | VDC is inactive | Off |
| EBD FAIL SIG | EBD fail-safe signal | In EBD fail-safe | On |
| | | EBD is normal | Off |
| ABS FAIL SIG | ABS fail-safe signal | In ABS fail-safe | On |
| | | ABS is normal | Off |
| TCS FAIL SIG | TCS fail-safe signal | In TCS fail-safe | On |
| | | TCS is normal | Off |
| VDC FAIL SIG | VDC fail-safe signal | In VDC fail-safe | On |
| | | VDC is normal | Off |
| CRANKING SIG | Crank operation | Crank is active | On |
| | | Crank is inactive | Off |
| USV [FL-RR] (Note 2) | VDC switch-over valve | When actuator (switch-over valve) is active ("ACTIVE TEST" in "ABS" with CONSULT-III) | On |
| | | When actuator (switch-over valve) is not active and actuator relay is active (ignition switch ON) | Off |
| USV [FR-RL] (Note 2) | VDC switch-over valve | When actuator (switch-over valve) is active ("ACTIVE TEST" in "ABS" with CONSULT-III) | On |
| | | When actuator (switch-over valve) is not active and actuator relay is active (ignition switch ON) | Off |

ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

| Monitor item | Display content | Data monitor | | |
|---------------------------------|--|---|-------------------------------------|-----|
| | | Condition | Reference value in normal operation | |
| HSV [FL-RR] (Note 2) | VDC switch-over valve | When actuator (switch-over valve) is active ("ACTIVE TEST" in "ABS" with CONSULT-III) | On | A |
| | | When actuator (switch-over valve) is not active and actuator relay is active (ignition switch ON) | Off | B |
| HSV [FR-RL] (Note 2) | VDC switch-over valve | When actuator (switch-over valve) is active ("ACTIVE TEST" in "ABS" with CONSULT-III) | On | C |
| | | When actuator (switch-over valve) is not active and actuator relay is active (ignition switch ON) | Off | D |
| V/R OUTPUT (Note 2) | Solenoid valve relay activated | When the solenoid valve relay is active (When ignition switch OFF) | On | E |
| | | When the solenoid valve relay is not active (in the fail-safe mode) | Off | F |
| M/R OUTPUT | Actuator motor and motor relay activated | When the actuator motor and motor relay are active ("ACTIVE TEST" in "ABS" with CONSULT-III) | On | G |
| | | When the actuator motor and motor relay are inactive | Off | H |
| LDP) APP SEN (Note 4) | Accelerator pedal position sensor status | Accelerator pedal is not depressed (Ignition switch ON) | 0 % | I |
| | | Depress accelerator pedal (Ignition switch ON) | 0 - 100 % | J |
| LDP) ICC MAIN SW (Note 4) | ICC MAIN switch | ICC MAIN switch is ON | On | K |
| | | ICC MAIN switch is OFF | Off | L |
| LDP) LDP ON SW (Note 4) | Dynamic driver assistance switch | Dynamic driver assistance switch is ON | On | M |
| | | Dynamic driver assistance switch is OFF | Off | N |
| LDP) WIPER SIGNAL (Note 4) | Front wiper operation | Front wiper is OFF | Stop | |
| | | Front wiper stops at fail-safe operation | PRTCT | |
| | | Front wiper INT is operating | 1low | |
| | | Front wiper LO is operating | Low | |
| | | Front wiper HI is operating | High | |
| LDP) BRAKE SW (Note 4) | Brake switch signal status | When brake pedal is not depressed | On | |
| | | When brake pedal is depressed | Off | |
| LDP) STOP LMP SW (Note 4) | Stop lamp switch signal status | When brake pedal is depressed | On | |
| | | When brake pedal is not depressed | Off | |
| LDP) LDW SW (Note 4) | Warning systems switch condition | Warning systems switch is ON (Warning systems ON indicator is ON) | On | DAS |
| | | Warning systems switch is OFF (Warning systems ON indicator is OFF) | Off | |
| LDP) SHIFT POSITION (Note 4) | Shift position | Shift position is not received | Off | |
| | | Selector lever position | P/R/N/D | |
| | | When using manual mode | MM 1st – MM 5th | |

ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

| Monitor item | Display content | Data monitor | |
|---|---------------------------------------|--|-------------------------------------|
| | | Condition | Reference value in normal operation |
| LDP) TURN SIGNAL (Note 4) | Turn signal operation | Turn signal is OFF. | Off |
| | | Turn signal lamp RH is blinking | LH |
| | | Turn signal lamp LH is blinking | RH |
| | | Turn signal lamp LH and RH are blinking. | LH&RH |
| LDP) YAW ORDER (Note 4) (Note 5) | Calculated target yaw moment status | LDP is controlling to right side deviation | Negative value |
| | | LDP is controlling to left side deviation | Positive value |
| LDP) WARN REQ (Note 4) (Note 5) | Lane departure warning request status | Lane departure warning is operating. (When using LDP) | On |
| | | Lane departure warning is not operating. | Off |
| LDP) WARN CONTROL (Note 4) (Note 5) | Warning main controller status | When using LDP | On |
| | | When using LDW | Off |
| LDP) REDY SIGNAL (Note 4) (Note 5) | LDP ready status | LDP control is ready | On |
| | | LDP control is not ready | Off |
| LDP) STATUS SIGNAL (Note 4) (Note 5) | LDP control status | LDP control is standby | STANDBY |
| | | Lane departure warning is operating (When using LDP) | WARN |
| | | LDP control is stopped | MASK |
| | | LDP control is OFF | Off |
| LDP) CAMERA LOST (Note 4) (Note 5) | Lane marker detected condition | Both side lane markers are detected | Detect |
| | | Deviate side lane marker is lost | Deviate |
| | | Both side lane markers are lost | Both |
| LDP) LANE UNCLEAR (Note 4) (Note 5) | Lane marker condition | Lane marker is unclear | On |
| | | Lane marker is clear | Off |

NOTE:

- 1: Confirm tire pressure is normal.
- 2: A brief moment of On/Off condition occurs every 20 seconds after ignition switch turned ON. This is not malfunction because it is an operation for checking.
- 3: On and off timing for warning lamp and indicator lamp.
 - ABS warning lamp: Refer to [BRC-90, "Description"](#).
 - Brake warning lamp: Refer to [BRC-91, "Description"](#).
 - VDC OFF indicator lamp: Refer to [BRC-92, "Description"](#).
 - VDC warning lamp: Refer to [BRC-93, "Description"](#).
- 4: With LDP models.
- 5: The item displayed on "SPECIFIC DATA MONITOR" in "Special Function".

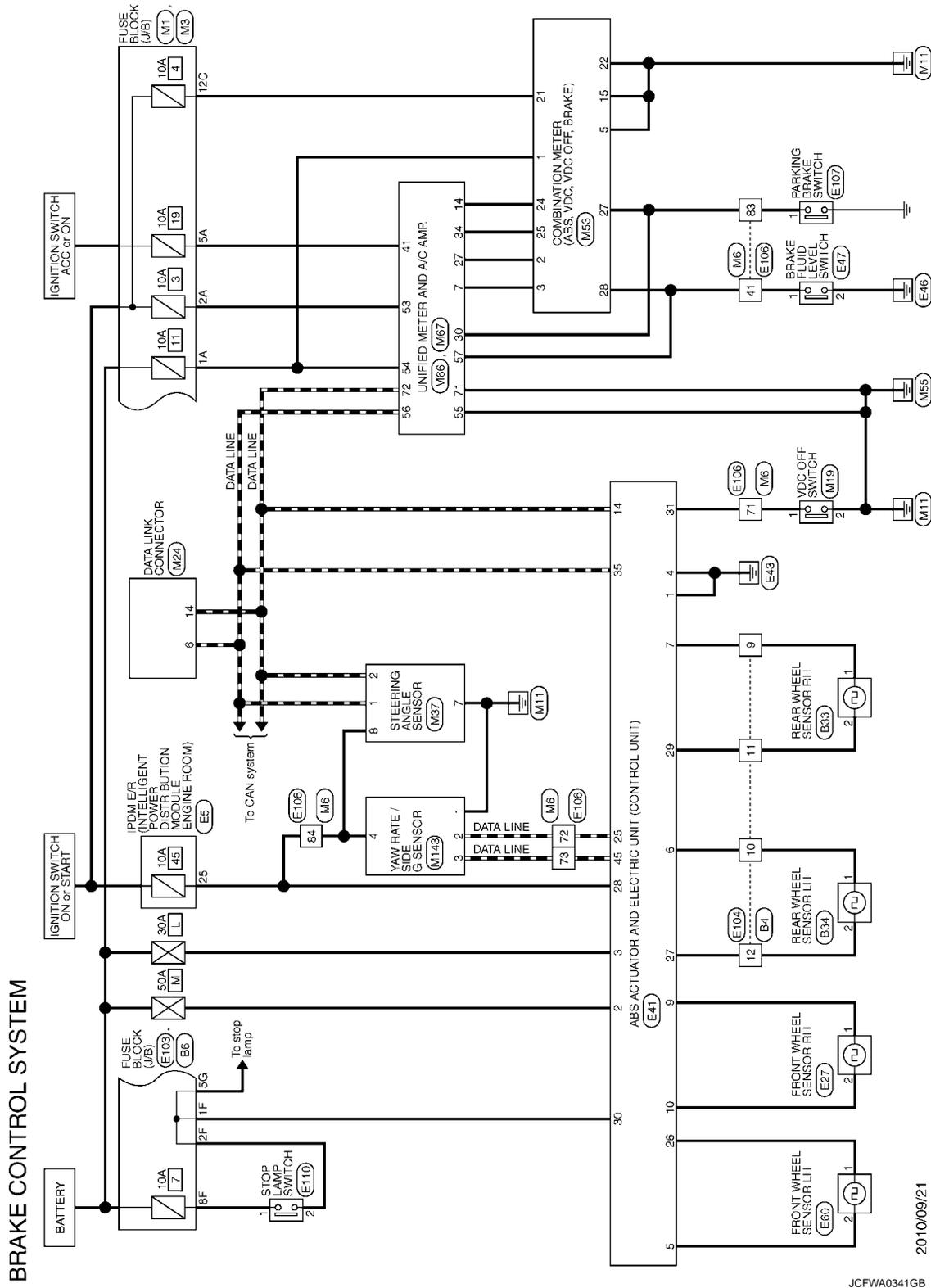
ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

Wiring Diagram - BRAKE CONTROL SYSTEM -

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2010/09/21

JCFWA0341GB

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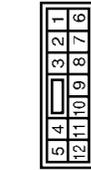
ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

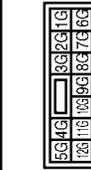
BRAKE CONTROL SYSTEM

| | |
|----------------|--------------|
| Connector No. | B4 |
| Connector Name | WIRE TO WIRE |
| Connector Type | NS12FW-CS |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | |
| 2 | B | |
| 3 | G | |
| 4 | SHIELD | |
| 5 | P | |
| 7 | Y | |
| 8 | R | |
| 9 | BR | |
| 10 | BG | |
| 11 | LG | |
| 12 | GR | |

| | |
|----------------|------------------|
| Connector No. | B6 |
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | NS12FBR-CS |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 4G | R | |
| 5G | LG | |
| 10G | W | |
| 11G | W | |
| 12G | GR | |

| | |
|----------------|----------------------|
| Connector No. | B33 |
| Connector Name | REAR WHEEL SENSOR RH |
| Connector Type | AA220FE1 |



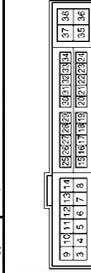
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | BR | |
| 2 | LG | |

| | |
|----------------|----------------------|
| Connector No. | B34 |
| Connector Name | REAR WHEEL SENSOR LH |
| Connector Type | RH22FB |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | BG | |
| 2 | GR | |

| | |
|----------------|--|
| Connector No. | E5 |
| Connector Name | SCALE OF INSTRUMENT POWER DISTRIBUTION MODULE (FUSE BOARD) |
| Connector Type | TH22FW-CS12-M4-TV |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 4 | V | |
| 5 | L | |

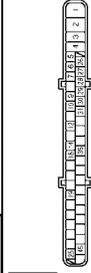
| | | |
|----|-----|--|
| 7 | R | |
| 11 | BR | |
| 12 | B/W | |
| 13 | Y | |
| 16 | LG | |
| 18 | W | |
| 23 | G | |
| 26 | R | |
| 27 | BG | |
| 28 | L | |
| 30 | GR | |
| 32 | L | |
| 33 | P | |
| 36 | G | |

| | |
|----------------|-----------------------|
| Connector No. | E27 |
| Connector Name | FRONT WHEEL SENSOR RH |
| Connector Type | RH22FB |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | B | |
| 2 | W | |

| | |
|----------------|---|
| Connector No. | E41 |
| Connector Name | ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) |
| Connector Type | BAA22FB-AH24-LH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | B | GND |
| 2 | G | UBMR |
| 3 | R | UWVR |
| 4 | B | GND |

| | | |
|----|----|------------|
| 5 | Y | DS FL |
| 6 | BG | DP RL |
| 7 | BR | DP BR |
| 8 | B | DP FR |
| 9 | W | DS FR |
| 10 | W | CAN-L |
| 14 | P | CAN-L |
| 23 | Y | BUS-L |
| 26 | LG | DP FL |
| 27 | GR | DS RL |
| 28 | G | UZ |
| 29 | LG | DS RR |
| 30 | SB | BLS |
| 31 | R | VDC OFF SW |
| 35 | L | CAN-H |
| 45 | B | BUS-H |

| | |
|----------------|--------------------------|
| Connector No. | E47 |
| Connector Name | BRAKE FLUID LEVEL SWITCH |
| Connector Type | YH22FGY |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | |
| 2 | B | |

| | |
|----------------|-----------------------|
| Connector No. | E60 |
| Connector Name | FRONT WHEEL SENSOR LH |
| Connector Type | RH22FB |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | LG | |
| 2 | Y | |

ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

BRAKE CONTROL SYSTEM

| | |
|----------------|------------------|
| Connector No. | E103 |
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | NS16FY-GS |



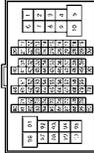
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1F | SB | - |
| 2F | W | - |
| 3F | G | - |
| 4F | BR | - |
| 5F | L | - |
| 6F | R | - |

| | |
|----------------|--------------|
| Connector No. | E104 |
| Connector Name | WIRE TO WIRE |
| Connector Type | NS12MW-GS |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | - |
| 2 | BR | - |
| 3 | L | - |
| 4 | SHIELD | - |
| 5 | Y | - |
| 6 | Y | - |
| 7 | Y | - |
| 8 | R | - |
| 9 | BR | - |
| 10 | BG | - |
| 11 | LG | - |
| 12 | GR | - |

| | |
|----------------|-----------------|
| Connector No. | E106 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80FY-GS16-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | - |
| 2 | B | - |
| 3 | W | - |
| 4 | GR | - |
| 5 | GR | - |
| 6 | Y | - |
| 7 | BR | - |
| 8 | BR | - |
| 9 | BG | - |
| 10 | BG | - |
| 11 | SB | - |
| 12 | BG | - |
| 13 | L | - |
| 14 | R | - |
| 15 | P | - |
| 16 | V | - |
| 17 | SB | - |
| 18 | V | - |
| 20 | BG | - |
| 21 | L | - |
| 22 | V | - |
| 23 | G | - |
| 24 | P | - |
| 25 | Y | - |
| 26 | V | - |
| 27 | W | - |
| 28 | G | - |
| 31 | BG | - |
| 32 | W | - |
| 33 | B | - |
| 34 | R | - |
| 35 | G | - |
| 36 | SHIELD | - |
| 37 | V | - |
| 38 | BR | - |
| 39 | BG | - |
| 41 | W | - |
| 42 | G | - |
| 43 | BR | - |
| 45 | W | - |

| | | |
|----|--------|-----------------|
| 46 | L | - |
| 50 | P | - |
| 51 | L | - |
| 52 | L | - |
| 53 | P | - |
| 54 | BG | - |
| 56 | BR | - |
| 57 | BR | - |
| 59 | W | - |
| 60 | LG | - |
| 61 | G | - |
| 62 | SB | - |
| 63 | W | - |
| 64 | B | - |
| 65 | G | - |
| 66 | R | - |
| 67 | SHIELD | - |
| 68 | Y | - |
| 69 | LG | - |
| 70 | W | - |
| 71 | R | - |
| 72 | Y | - |
| 73 | B | - |
| 74 | BR | - [With ICC] |
| 74 | L | - [Without ICC] |
| 75 | G | - [With ICC] |
| 75 | W | - [Without ICC] |
| 76 | W | - [With ICC] |
| 76 | Y | - [Without ICC] |
| 77 | R | - [With ICC] |
| 77 | P | - [Without ICC] |
| 78 | L | - [With ICC] |
| 78 | BR | - [Without ICC] |
| 79 | Y | - [With ICC] |
| 79 | L | - [Without ICC] |
| 80 | SB | - [With ICC] |
| 80 | SB | - [Without ICC] |
| 81 | R | - |
| 82 | SB | - |
| 83 | BG | - |
| 84 | G | - |
| 85 | L | - |
| 86 | P | - |
| 87 | V | - |
| 89 | GR | - |
| 90 | SHIELD | - |
| 91 | W | - |
| 92 | Y | - |
| 93 | V | - |
| 94 | LG | - |
| 95 | BG | - |
| 96 | BR | - |
| 97 | R | - |

| | | |
|-----|--------|---|
| 68 | SHIELD | - |
| 69 | L | - |
| 100 | P | - |

| | |
|----------------|----------------------|
| Connector No. | E107 |
| Connector Name | PARKING BRAKE SWITCH |
| Connector Type | TB01FW |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | BG | - |

| | |
|----------------|------------------|
| Connector No. | E110 |
| Connector Name | STOP LAMP SWITCH |
| Connector Type | MD4FY-LC |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | L | - |
| 2 | W | - |
| 3 | Y | - |
| 4 | SB | - |

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ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

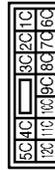
BRAKE CONTROL SYSTEM

| | |
|----------------|------------------|
| Connector No. | M1 |
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | NS06PW-M2 |



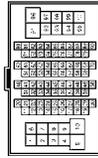
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1A | GR | - |
| 2A | G | - |
| 3A | L | - |
| 4A | P | - |
| 5A | V | - |
| 6A | Y | - |
| 7A | R | - |
| 8A | L | - |

| | |
|----------------|------------------|
| Connector No. | M3 |
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | NS12PW-CS |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1C | R | - |
| 2C | R | - |
| 3C | B | - |
| 4C | BG | - |
| 5C | L | - |
| 6C | R | - |
| 7C | BG | - |
| 8C | R | - |
| 9C | BG | - |
| 10C | L | - |
| 11C | R | - |
| 12C | BG | - |

| | |
|----------------|-----------------|
| Connector No. | M5 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80WH-CS16-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | - |
| 2 | R | - |
| 3 | B | - |
| 4 | SHIELD | - |
| 5 | G | - |
| 6 | Y | - |
| 7 | BR | - |
| 8 | Y | - |
| 9 | BR | - |
| 10 | R | - |
| 11 | BR | - |
| 12 | BG | - |
| 13 | L | - |
| 14 | R | - |
| 15 | P | - |
| 16 | V | - |
| 17 | SB | - |
| 18 | V | - |
| 20 | BG | - |
| 21 | L | - |
| 22 | W | - |
| 23 | P | - |
| 24 | BR | - |
| 25 | Y | - |
| 26 | V | - |
| 27 | G | - |
| 28 | G | - |
| 31 | L | - |
| 32 | G | - |
| 33 | B | - |
| 34 | W | - |
| 35 | R | - |
| 36 | SHIELD | - |
| 37 | V | - |
| 38 | BG | - |
| 39 | BR | - |
| 41 | W | - |
| 42 | BG | - |
| 43 | BG | - |
| 45 | W | - |

| | | | |
|----|--------|---|-----------------|
| 49 | L | - | - |
| 50 | P | - | - |
| 51 | BR | - | - |
| 52 | L | - | - |
| 53 | Y | - | - |
| 54 | P | - | - |
| 56 | BR | - | - |
| 57 | G | - | - |
| 59 | W | - | - |
| 60 | L | - | - |
| 61 | G | - | - |
| 62 | SB | - | - |
| 63 | G | - | - |
| 64 | B | - | - |
| 65 | W | - | - |
| 66 | R | - | - |
| 67 | SHIELD | - | - |
| 68 | Y | - | - |
| 69 | GR | - | - |
| 70 | LG | - | - |
| 71 | LG | - | - |
| 72 | Y | - | - |
| 73 | SB | - | - |
| 74 | BR | - | - [With ICC] |
| 74 | L | - | - [Without ICC] |
| 75 | G | - | - |
| 76 | W | - | - |
| 76 | GR | - | - [With ICC] |
| 76 | GR | - | - [Without ICC] |
| 77 | R | - | - [With ICC] |
| 77 | R | - | - [Without ICC] |
| 78 | L | - | - [With ICC] |
| 78 | R | - | - [Without ICC] |
| 79 | Y | - | - [With ICC] |
| 79 | W | - | - [Without ICC] |
| 80 | SB | - | - |
| 81 | SB | - | - |
| 82 | SB | - | - |
| 83 | Y | - | - |
| 84 | G | - | - |
| 85 | L | - | - |
| 86 | P | - | - |
| 87 | W | - | - |
| 88 | GR | - | - |
| 90 | SHIELD | - | - |
| 91 | W | - | - |
| 92 | Y | - | - |
| 93 | BR | - | - |
| 94 | P | - | - |
| 95 | GR | - | - |
| 96 | W | - | - |
| 97 | L | - | - |
| 98 | SHIELD | - | - |

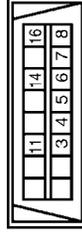
| | | |
|-----|----|---|
| 99 | V | - |
| 100 | SB | - |

| | |
|----------------|----------------|
| Connector No. | M18 |
| Connector Name | VDC OFF SWITCH |
| Connector Type | TK08FGY |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | LG | - |
| 2 | B | - |
| 3 | R | - |
| 4 | W | - |

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



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 3 | LG | - |
| 4 | B | - |
| 5 | B | - |
| 6 | L | - |
| 7 | V | - |
| 8 | G | - |
| 11 | SB | - |
| 14 | P | - |
| 16 | Y | - |

ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

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BRAKE CONTROL SYSTEM

| | |
|----------------|-----------------------|
| Connector No. | M37 |
| Connector Name | STEERING ANGLE SENSOR |
| Connector Type | TH40PW-NH |



| | | |
|----|----|---|
| 26 | SB | SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE) |
| 30 | G | SEAT BELT BUCKLE SWITCH SIGNAL (PASSENGER SIDE) |
| 31 | L | WASHER LEVEL SWITCH SIGNAL |
| 33 | B | ILLUMINATION CONTROL |
| 36 | LG | SELECT SWITCH SIGNAL |
| 37 | SB | ENTER SWITCH SIGNAL |
| 38 | L | TRIP A/B RESET SWITCH SIGNAL |
| 39 | P | ILLUMINATION CONTROL SWITCH SIGNAL (○) |
| 40 | BG | ILLUMINATION CONTROL SWITCH SIGNAL (○) |

| | |
|----------------|----------------------------|
| Connector No. | M36 |
| Connector Name | UNIFIED METER AND A/C AMP. |
| Connector Type | TH40PW-NH |

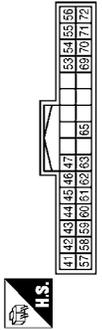


| | |
|----------------|-------------------|
| Connector No. | M33 |
| Connector Name | COMBINATION METER |
| Connector Type | TH40PW-NH |



| | | |
|--------------|---------------|--|
| Terminal No. | Color of Wire | Signal Name [Specification] |
| 1 | GR | BATTERY POWER SUPPLY |
| 2 | LG | COMMUNICATION SIGNAL (METER->AMP.) |
| 3 | GR | COMMUNICATION SIGNAL (AMP->METER) GROUND |
| 5 | P | ALTERNATOR SIGNAL |
| 7 | BR | AIR BAG SIGNAL |
| 10 | G | SECURITY SIGNAL |
| 15 | B | GROUND |
| 16 | B | METER CONTROL SWITCH GROUND |
| 19 | B | ILL GND |
| 20 | R | ILL |
| 21 | BG | IGNITION POWER SUPPLY |
| 22 | B | GROUND |
| 24 | BR | COMMUNICATION SIGNAL (LCD->AMP.) |
| 25 | Y | COMMUNICATION SIGNAL (AMP->LCD) |
| 26 | R | VEHICLE SPEED SIGNAL (8-PULSE) |
| 27 | V | PARKING BRAKE SWITCH SIGNAL |
| 28 | W | BRAKE FLUID LEVEL SWITCH SIGNAL |

| | |
|----------------|----------------------------|
| Connector No. | M37 |
| Connector Name | UNIFIED METER AND A/C AMP. |
| Connector Type | TH40PW-NH |



| | | |
|--------------|---------------|--|
| Terminal No. | Color of Wire | Signal Name [Specification] |
| 41 | V | ACC POWER SUPPLY |
| 42 | Y | FUEL LEVEL SENSOR SIGNAL |
| 43 | R | INTAKE SENSOR SIGNAL |
| 44 | LG | IN-VEHICLE SENSOR SIGNAL |
| 45 | P | AMBIENT SENSOR SIGNAL |
| 46 | BG | SUNLOAD SENSOR SIGNAL |
| 47 | G | EXHAUST GAS OUTSIDE DOOR DETECTING SENSOR SIGNAL |
| 53 | G | IGNITION POWER SUPPLY |
| 54 | Y | BATTERY POWER SUPPLY |
| 55 | B | GROUND |
| 56 | L | CAN-H |
| 57 | W | BRAKE FLUID LEVEL SWITCH SIGNAL |
| 58 | BR | FUEL LEVEL SENSOR GROUND |
| 59 | GR | INTAKE SENSOR GROUND |
| 60 | L | IN-VEHICLE SENSOR GROUND |
| 61 | BR | AMBIENT SENSOR GROUND |
| 62 | SB | SUNLOAD SENSOR GROUND |
| 63 | R | - |
| 65 | BG | ECV SIGNAL |
| 68 | L | A/C CAN SIGNAL |
| 70 | R | EACH DOOR MOTOR POWER SUPPLY |
| 71 | B | GROUND |
| 72 | P | CAN-L |

| | |
|----------------|--------------------------|
| Connector No. | M143 |
| Connector Name | YAW RATE / SIDE G SENSOR |
| Connector Type | AAZMFB-S |



| | | |
|--------------|---------------|-----------------------------|
| Terminal No. | Color of Wire | Signal Name [Specification] |
| 1 | B | GND |
| 2 | Y | BUS-L |
| 3 | SB | BUS-H |
| 4 | G | 12V |

Fail-Safe

ABS, EBD SYSTEM

If ABS malfunction electrically, ABS warning lamp, VDC warning lamp will turn on. If EBD malfunction electrically, brake warning lamp, ABS warning lamp and VDC warning lamp will turn on. Simultaneously, the VDC/TCS/ABS become one of the following conditions of the fail-safe function.

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ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

- For malfunction of ABS, only the EBD is activated and the condition of vehicle is the same condition of vehicles without TCS/ABS system.

NOTE:

ABS self-diagnosis sound may be heard. That is a normal condition because a self-diagnosis for "Ignition switch ON" and "The first starting" are being performed.

- For malfunction of EBD, EBD and ABS become inoperative, and the condition of vehicle is the same as the condition of vehicles without TCS/ABS, EBD system.

VDC / TCS

If VDC/TCS/ABS system malfunction electrically, VDC warning lamp are turned on, and the condition of vehicle is the same as the condition of vehicles without VDC/TCS control.

CAUTION:

If the Fail-Safe function is activated, then perform self-diagnosis for "ABS" with CONSULT-III.

LDW/LDP SYSTEM

- In case of malfunction in the LDW/LDP system, lane departure warning lamp is turned ON, and the condition of vehicle is the same as the condition of vehicles without LDW/LDP control.
- In case of malfunction in the VDC/TCS/ABS system, lane departure warning lamp is turned ON, and the condition of vehicle is the same as the condition of vehicles without LDW/LDP control.

DTC No. Index

INFOID:000000006882533

| DTC | Items (CONSULT screen terms) | Reference |
|-------|------------------------------|-------------------------------------|
| C1101 | RR RH SENSOR-1 | BRC-37, "DTC Logic" |
| C1102 | RR LH SENSOR-1 | |
| C1103 | FR RH SENSOR-1 | |
| C1104 | FR LH SENSOR-1 | |
| C1105 | RR RH SENSOR-2 | BRC-40, "DTC Logic" |
| C1106 | RR LH SENSOR-2 | |
| C1107 | FR RH SENSOR-2 | |
| C1108 | FR LH SENSOR-2 | |
| C1109 | BATTERY VOLTAGE [ABNORMAL] | BRC-45, "DTC Logic" |
| C1110 | CONTROLLER FAILURE | BRC-47, "DTC Logic" |
| C1111 | PUMP MOTOR | BRC-48, "DTC Logic" |
| C1115 | ABS SENSOR [ABNORMAL SIGNAL] | BRC-50, "DTC Logic" |
| C1116 | STOP LAMP SW | BRC-55, "DTC Logic" |
| C1120 | FR LH IN ABS SOL | BRC-60, "DTC Logic" |
| C1121 | FR LH OUT ABS SOL | BRC-62, "DTC Logic" |
| C1122 | FR RH IN ABS SOL | BRC-60, "DTC Logic" |
| C1123 | FR RH OUT ABS SOL | BRC-62, "DTC Logic" |
| C1124 | RR LH IN ABS SOL | BRC-60, "DTC Logic" |
| C1125 | RR LH OUT ABS SOL | BRC-62, "DTC Logic" |
| C1126 | RR RH IN ABS SOL | BRC-60, "DTC Logic" |
| C1127 | RR RH OUT ABS SOL | BRC-62, "DTC Logic" |
| C1130 | ENGINE SIGNAL 1 | BRC-64, "DTC Logic" |
| C1140 | ACTUATOR RELAY | BRC-65, "DTC Logic" |
| C1142 | PRESS SEN CIRCUIT | BRC-67, "DTC Logic" |
| C1143 | ST ANG SEN CIRCUIT | BRC-69, "DTC Logic" |
| C1144 | ST ANG SEN SIGNAL | BRC-71, "DTC Logic" |
| C1145 | YAW RATE SENSOR | BRC-72, "DTC Logic" |
| C1146 | SIDE G-SEN CIRCUIT | |

ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

< ECU DIAGNOSIS INFORMATION >

[LDW & LDP]

| DTC | Items (CONSULT screen terms) | Reference |
|-------|------------------------------|--------------------------------------|
| C1147 | USV LINE [FL-RR] | BRC-75, "DTC Logic" |
| C1148 | USV LINE [FR-RL] | |
| C1149 | HSV LINE [FL-RR] | |
| C1150 | HSV LINE [FR-RL] | |
| C1153 | EMERGENCY BRAKE | BRC-47, "DTC Logic" |
| C1154 | PNP POSI SIG | BRC-77, "DTC Logic" |
| C1155 | BR FLUID LEVEL LOW | BRC-78, "DTC Logic" |
| C1170 | VARIANT CORDING | BRC-47, "DTC Logic" |
| C1185 | ACC CONT | BRC-81, "DTC Logic" |
| C1B00 | LDP) CAMERA MALF | DAS-290, "DTC Logic" |
| C1B04 | LDP) ICC STG SW MALF | DAS-291, "DTC Logic" |
| C1B05 | LDP) APP SEN MALF | DAS-292, "DTC Logic" |
| C1B06 | LDP) TCM MALF | DAS-293, "DTC Logic" |
| U0100 | LDP) ECM CAN CIR2 | DAS-294, "DTC Logic" |
| U0101 | LDP) TCM CAM CAN CIR2 | DAS-295, "DTC Logic" |
| U0104 | LDP) ICC CAM CAN CIR2 | DAS-296, "DTC Logic" |
| U0405 | LDP) ICC CAM CAN CIR1 | DAS-297, "DTC Logic" |
| U1000 | CAN COMM CIRCUIT | BRC-82, "DTC Logic" |
| U1002 | SYSTEM COMM (CAN) | |
| U1100 | ACC COMM CIRCUIT | BRC-83, "DTC Logic" |
| U1500 | LDP) CAM CAN CIR1 | DAS-298, "DTC Logic" |
| U1501 | LDP) CAM CAN CIR2 | DAS-299, "DTC Logic" |

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DAS

LDW & LDP SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[LDW & LDP]

SYMPTOM DIAGNOSIS

LDW & LDP SYSTEM SYMPTOMS

Symptom Table

INFOID:000000006347237

CAUTION:

Perform the self-diagnosis with CONSULT-III before the symptom diagnosis. Perform the trouble diagnosis if any DTC is detected.

| Symptom | | Possible cause | Inspection item/Reference page |
|--|--|---|---|
| Indicator/warning lamps do not illuminate when ignition switch OFF ⇒ ON. | Lane departure warning lamp (Yellow) does not illuminate. | <ul style="list-style-type: none"> • Lane departure warning lamp signal (CAN) - Unified meter and A/C amp. - Lane camera unit • Lane departure warning lamp (Combination meter) | <ul style="list-style-type: none"> • LANE CAMERA Active test "LANE DEPARTURE W/L" • METER/M&A Data monitor "LANE W/L" |
| | LDP ON indicator lamp (Green) does not illuminate. | <ul style="list-style-type: none"> • LDP ON indicator lamp signal (CAN) - Unified meter and A/C amp. - Lane camera unit • LDP ON indicator lamp (Combination meter) | <ul style="list-style-type: none"> • LANE CAMERA Active test "LDP ON IND" • METER/M&A Data monitor "LDP IND" |
| | Warning systems ON indicator (on the warning systems switch) does not illuminate. | <ul style="list-style-type: none"> • Harness between lane camera unit and warning systems switch. • Warning systems ON indicator (Warning systems switch) • Lane camera unit | Warning systems ON indicator circuit DAS-303 |
| | Lane departure warning lamp (Yellow) and LDP ON indicator lamp (Green) do not illuminate. | <ul style="list-style-type: none"> • Combination meter • Unified meter and A/C amp. • Lane camera unit | — |
| | All of indicator/warning lamps do not illuminate; <ul style="list-style-type: none"> • Lane departure warning lamp (Yellow) • LDP ON indicator lamp (Green) • Warning systems ON indicator | <ul style="list-style-type: none"> • Power supply and ground circuit of lane camera unit • Lane camera unit | Power supply and ground circuit of lane camera unit DAS-300 |

LDW & LDP SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[LDW & LDP]

| Symptom | Possible cause | Inspection item/Reference page | | |
|---|---|--|--|---|
| LDW system is not activated. (Indicator/warning lamps illuminate when ignition switch OFF ⇒ ON.) | Warning systems ON indicator is not turned ON ⇔ OFF when operating warning systems switch. | <ul style="list-style-type: none"> • Harness between lane camera unit and warning systems switch. • Harness between warning systems switch and ground. • Lane camera unit | Warning systems switch circuit DAS-301 | A |
| | Lane departure warning buzzer is not sounding. (Lane departure warning lamp is activated.) | <ul style="list-style-type: none"> • Harness between the fuse and lane departure warning buzzer. • Harness between lane camera unit and lane departure warning buzzer. • Harness between lane departure warning buzzer and ground. • Lane departure warning buzzer • Lane camera unit | Lane departure warning buzzer circuit DAS-305 | B |
| | Lane departure warning lamp is not activated. (Lane departure warning buzzer is sounding.) | Lane camera unit | — | C |
| LDP system setting cannot be turned ON/OFF from the navigation screen. | <ul style="list-style-type: none"> • LDP system setting is not selectable on the navigation screen. • LDP system setting differs from the one set at the previous driving. | <ul style="list-style-type: none"> • ICC sensor integrated unit • AV control unit • Unified meter and A/C amp. | ICC Data monitor "LDP SELECT" | D |
| LDP system is not activated. (LDW system is functioning normally) | Indicator lamp is not turned ON ⇔ OFF when operating dynamic driver assistance switch. | <ul style="list-style-type: none"> • Dynamic driver assistance switch (ICC steering switch) • ICC sensor integrated unit | <ul style="list-style-type: none"> • Dynamic driver assistance switch (ICC steering switch) • ICC Data monitor "LDP SYSTEM ON" | E |
| | Warning is functioning but yawing is not functioning. | — | <ul style="list-style-type: none"> • Cause of auto-cancel DAS-270 • Normal operating condition DAS-330 | F |
| | Yawing is functioning but warning is not functioning. | <ul style="list-style-type: none"> • ABS actuator and electric unit (control unit) • Lane camera unit | — | G |
| Warning functions are not timely. (Example) | <ul style="list-style-type: none"> • Does not function when driving on lane markers. • Functions when driving in a lane. • Functions in a different position from the actual position. | <ul style="list-style-type: none"> • Camera aiming adjustment • Lane camera unit | Camera aiming adjustment DAS-252 | H |
| Functions when changing the course in direction of the turn signal. | Turn signal <ul style="list-style-type: none"> • BCM • Lane camera unit | | LANE CAMERA Data monitor "TURN SIGNAL" | I |

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DAS

NORMAL OPERATING CONDITION

Description

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LANE DEPARTURE WARNING (LDW)

- LDW system is only a warning device to inform the driver of a potential unintended lane departure. It does not steer the vehicle or prevent loss of control. It is the driver's responsibility to stay alert, drive safely, keep the vehicle in the traveling lane, and be in control of the vehicle at all times.
- LDW system does not operate at speeds below approximately 70 km/h (45 MPH) or if it cannot detect lane markers.
- Excessive noise interfere with the warning sound, and the buzzer may not be heard.
- LDW system may not function properly under the following conditions:
 - On roads where there are multiple parallel lane markers; lane markers that are faded or not painted clearly; yellow painted lane markers; non-standard lane markers; or covered with water, dirt or snow, etc.
 - On roads where the discontinued lane markers are still detectable.
 - On roads where there are sharp curves.
 - On roads where there are sharply contrasting objects, such as shadows, snow, water, wheel ruts, seams or lines remaining after road repairs. (The LDW system could detect these items as lane markers.)
 - On roads where the traveling lane merges or separates.
 - When the vehicle's traveling direction does not align with the lane marker.
 - When traveling close to other vehicle in front of the vehicle, which obstructs the lane camera unit detection range.
 - When rain, snow or dirt adheres to the windshield in front of the lane camera unit.
 - When the headlights are not bright due to dirt on the lens or if the aiming is not adjusted properly.
 - When strong light enters the lane camera unit. (For example, the light directly shines on the front of the vehicle at sunrise or sunset.)
 - When a sudden change in brightness occurs. (For example, when the vehicle enters or exits a tunnel or under a bridge.)

LANE DEPARTURE PREVENTION (LDP)

- LDP system does not steer the vehicle or prevent loss of control. It is the driver's responsibility to stay alert, drive safely, keep the vehicle in the traveling lane, and be in control of vehicle at all times.
- LDP system is primarily intended for use on well-developed freeways or highways. It may not detect the lane markers in certain roads, weather or driving conditions.
- Using the LDP system under some conditions of road, lane marker or weather, or when driver changes lanes without using the turn signal could lead to an unexpected system operation. In such conditions, driver needs to correct the vehicle's direction with driver's steering operation to avoid accidents.
- When the LDP system is operating, avoid excessive or sudden steering maneuvers. Otherwise, driver could lose control of the vehicle.
- The LDP system does not operate at speeds below approximately 70 km/h (45 MPH) or if it cannot detect lane markers.
- The LDP system may not function properly under the following conditions, and do not use the LDP system:
 - During bad weather (rain, fog, snow, wind, etc.).
 - When driving on slippery roads, such as on ice or snow, etc.
 - When driving on winding or uneven roads.
 - When there is a lane closure due to road repairs.
 - When driving in a makeshift lane.
 - When driving on roads where the lane width is too narrow.
 - When driving without normal tire conditions (for example, tire wear, low tire pressure, installation of spare tire, tire chains, non-standard wheels).
 - When the vehicle is equipped with non-original brake parts or suspension parts.
- Excessive noise does interfere with the warning sound, and the buzzer may not be heard.
- The functions of the LDP system (warning and brake control assist) may or may not operate properly under the following conditions:
 - On roads where there are multiple parallel lane markers; lane markers that are faded or not painted clearly; yellow painted lane markers; non-standard lane markers or covered with water, dirt or snow, etc.
 - On roads where discontinued lane markers are still detectable.
 - On roads where there are sharp curves.
 - On roads where there are sharply contrasting objects, such as shadows, snow, water, wheel ruts, seams or lines remaining after road repairs (The LDP system could detect these items as lane markers.)
 - On roads where the traveling lane merges or separates.

NORMAL OPERATING CONDITION

[LDW & LDP]

< SYMPTOM DIAGNOSIS >

- When the vehicle's traveling direction does not align with the lane marker.
- When traveling close to other vehicle in front of the vehicle, which obstructs the lane camera unit detection range.
- When rain, snow or dirt adheres to the windshield in front of the lane camera unit.
- When the headlights are not bright due to dirt on the lens or if the aiming is not adjusted properly.
- When strong light enters the lane camera unit (For example, the light directly shines on the front of the vehicle at sunrise or sunset.)
- When a sudden change in brightness occurs (For example, when the vehicle enters or exits a tunnel or under a bridge.)
- While the LDP system is operating, driver may hear a sound of brake operation. This is normal and indicates that the LDP system is operating properly.

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PRECAUTION

PRECAUTIONS

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

INFOID:000000006347239

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" of this Service Manual.

WARNING:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see "SRS AIR BAG".
- Never use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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

WARNING:

Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Precaution for LDW/LDP System Service

INFOID:000000006347240

WARNING:

Be careful of traffic conditions and safety around the vehicle when performing road test.

CAUTION:

- Never use the LDP system when driving with free rollers or a chassis dynamometer.
- Never perform the active test while driving.
- Never disassemble and remodel the lane camera unit.
- Do not use the lane camera unit that is removed from the vehicle.
- Never change LDW initial state ON ⇒ OFF without the consent of the customer.

To keep the LDW/LDP system operating properly, be sure to observe the following items:

- Always keep the windshield clean. The sensing capability of the camera unit depends on the condition of the windshield. See "Appearance and care" for cleaning instructions.
- Never strike or damage the areas around the lane camera unit.
- Never touch the camera lens.
- Never attach a sticker (including transparent material) or install an accessory near the lane camera unit.
- Never place reflective materials, such as a white paper or mirrors on the instrument panel. Reflection of the sunlight may adversely affect the camera unit's lane marker detection capability.

LANE CAMERA UNIT

< REMOVAL AND INSTALLATION >

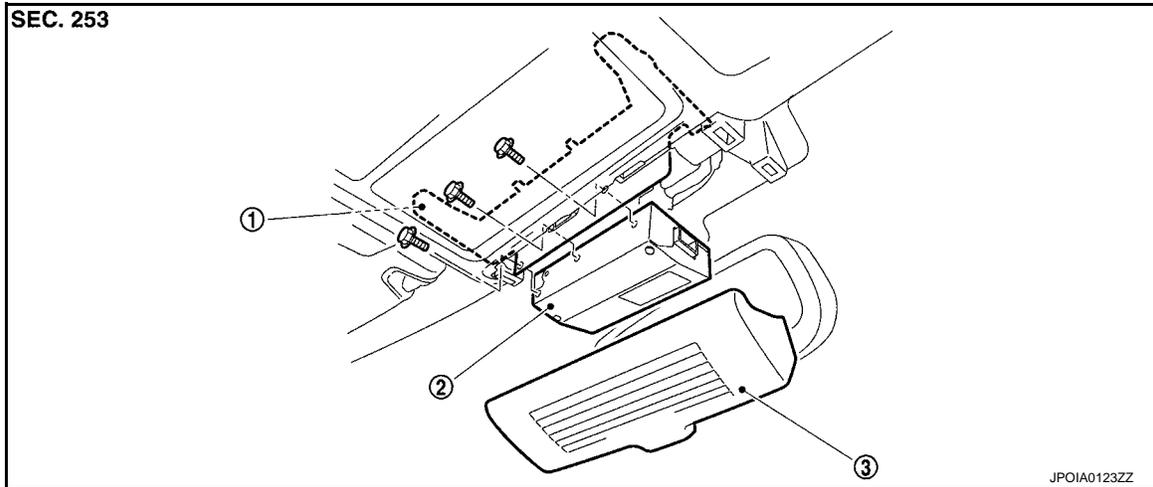
[LDW & LDP]

REMOVAL AND INSTALLATION

LANE CAMERA UNIT

Exploded View

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1. Lane camera bracket

2. Lane camera unit

3. Front camera finisher

Removal and Installation

INFOID:000000006347242

REMOVAL

1. Remove the front camera finisher.
2. Remove the bolts.
3. Disconnect lane camera unit connector, and remove lane camera unit.

NOTE:

When replace the lane camera bracket, remove the headlining assembly.

INSTALLATION

Installation is the reverse order of removal.

CAUTION:

- Remove the camera lens cap for replacement.
- Never give an impact to the lane camera unit.
- Perform the camera aiming every time the lane camera unit is removed and installed. Refer to [DAS-252. "CAMERA AIMING ADJUSTMENT : Description"](#).

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WARNING SYSTEMS SWITCH

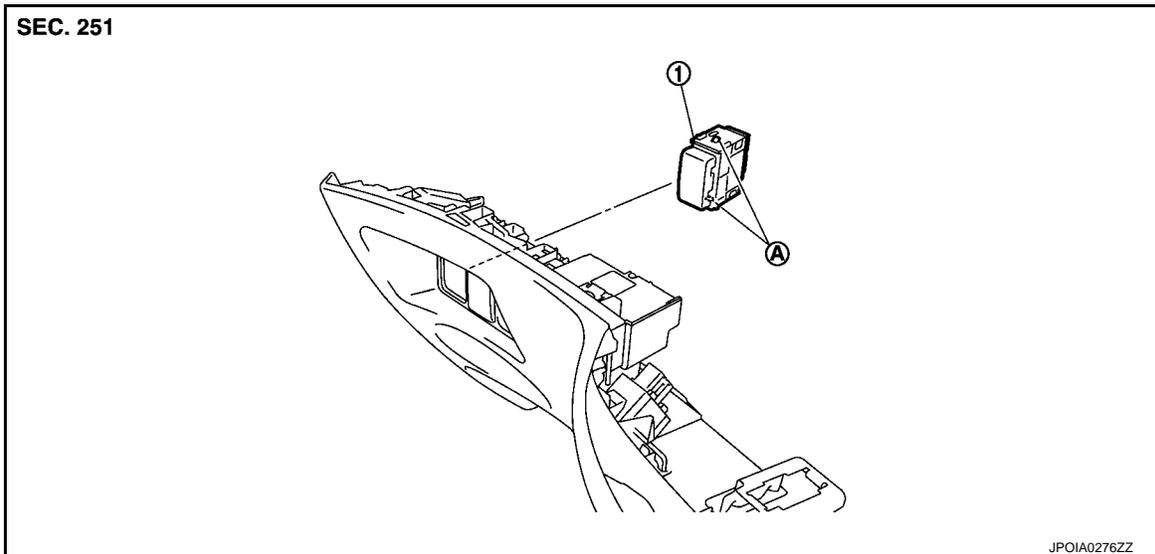
< REMOVAL AND INSTALLATION >

[LDW & LDP]

WARNING SYSTEMS SWITCH

Exploded View

INFOID:000000006347243



- 1. Warning systems switch
- A. Pawls

Removal and Installation

INFOID:000000006347244

REMOVAL

1. Remove the instrument lower panel LH. Refer to [IP-12, "Exploded View"](#).
2. Disengage the pawl. Then remove warning systems switch.

INSTALLATION

Install in the reverse order of removal.

LANE DEPARTURE WARNING BUZZER

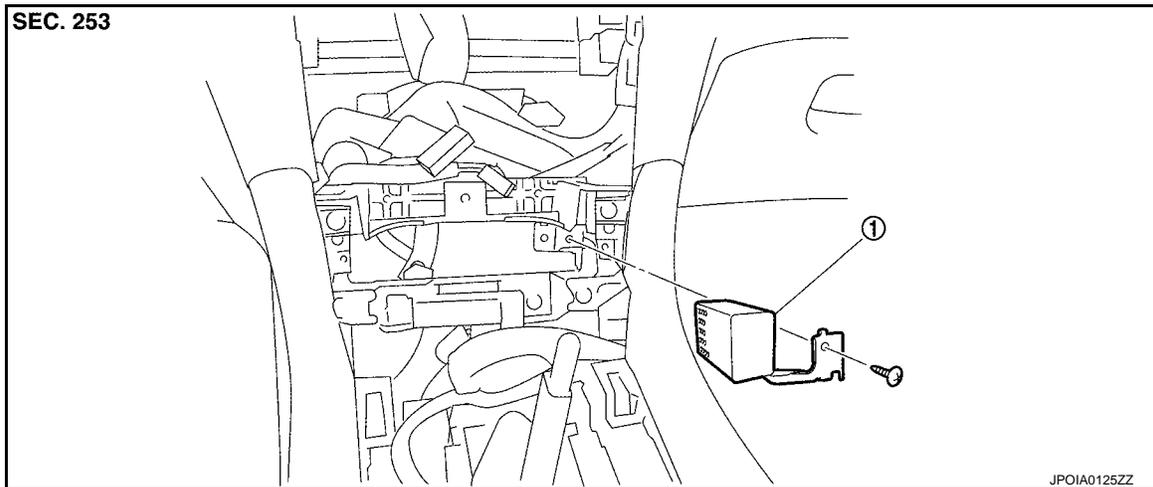
< REMOVAL AND INSTALLATION >

[LDW & LDP]

LANE DEPARTURE WARNING BUZZER

Exploded View

INFOID:000000006347245



1. Lane departure warning buzzer

Removal and Installation

INFOID:000000006347246

REMOVAL

1. Remove the sonar control unit. Refer to [AV-535. "Exploded View"](#).
2. Remove the screw.
3. Disconnect the connector. And remove lane departure warning buzzer.

INSTALLATION

Installation is the reverse order of removal.

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DAS

DYNAMIC DRIVER ASSISTANCE SWITCH

< REMOVAL AND INSTALLATION >

[LDW & LDP]

DYNAMIC DRIVER ASSISTANCE SWITCH

Exploded View

INFOID:000000006347247

Dynamic driver assistance switch is integrated in the ICC steering switch. Refer to [CCS-177. "Exploded View"](#).

NOTE:

Dynamic driver assistance switch is shared with DCA system.

PRECAUTION

PRECAUTIONS

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

INFOID:000000006608794

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" of this Service Manual.

WARNING:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see "SRS AIR BAG".
- Never use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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

WARNING:

Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Precaution for BSW System Service

INFOID:000000006608795

WARNING:

Be careful of traffic conditions and safety around the vehicle when performing road test.

CAUTION:

- Never perform the active test while driving.
- Never change BSW initial state ON ⇒ OFF without the consent of the customer.

TO KEEP THE BSW SYSTEM OPERATING PROPERLY, BE SURE TO OBSERVE THE FOLLOWING ITEMS:

System Maintenance

The two side radar for the BSW system are located near the rear bumper.

- Always keep the area near the side radar clean.
- Do not attach stickers (including transparent material), install accessories or apply additional paint near the side radar.
- Do not strike or damage the area around the side radar.

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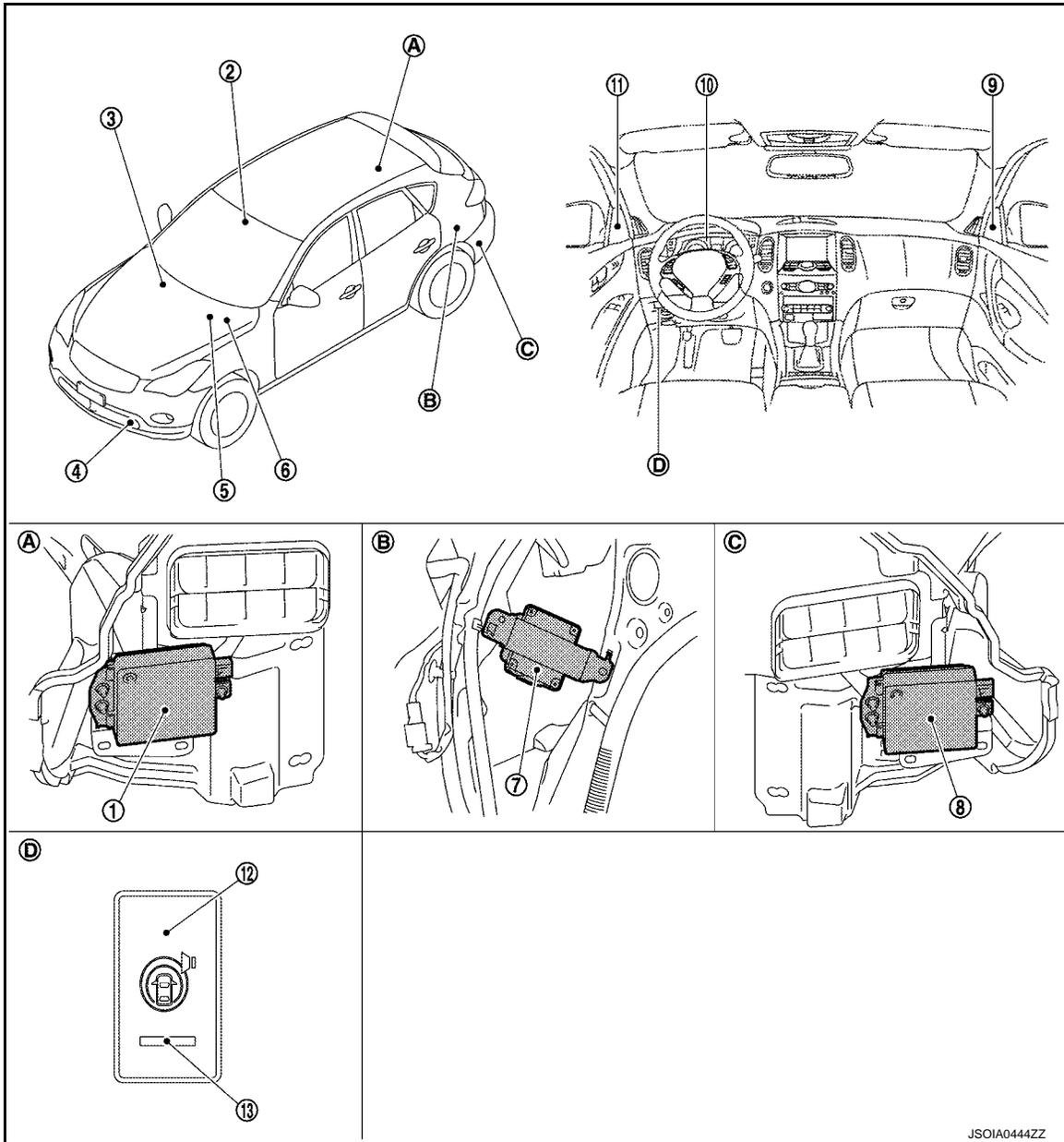
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SYSTEM DESCRIPTION

COMPONENT PARTS

Component Parts Location

INFOID:000000006608796



JSOIA0444ZZ

- | | | |
|--|---|---|
| 1. Side radar RH | 2. Lane camera unit Refer to DAS-261, "Component Parts Location" | 3. BCM Refer to BCS-9, "Component Parts Location" |
| 4. ICC sensor integrated unit Refer to CCS-21, "Component Parts Location" | 5. TCM Refer to TM-10, "Component Parts Location" | 6. ABS actuator and electric unit (control unit) Refer to BRC-13, "Component Parts Location" |
| 7. BSW control module | 8. Side radar LH | 9. BSW indicator RH |
| 10. BSW warning lamp, buzzer (On the combination meter) | 11. BSW indicator LH | 12. Warning systems switch |
| 13. Warning systems ON indicator | | |

COMPONENT PARTS

[BSW]

< SYSTEM DESCRIPTION >

- A. Rear bumper removed condition B. Behind of Luggage side finisher lower (LH) C. Rear bumper removed condition
- D. Instrument lower panel (LH)

Component Description

INFOID:000000000608797

| Component | Description |
|--|--|
| BSW control module | <ul style="list-style-type: none"> • Being connected with side radar (LH and RH) via BSW communication, receives vehicle detection signal and transmits BSW indicator signal and BSW indicator dimmer signal to side radar • Transmits a buzzer output signal to combination meter via CAN communication (through unified meter and A/C amp.) • Receives warning systems switch signal from lane camera unit via CAN communication [through ABS actuator and electric unit (control unit) and ICC sensor integrated unit] |
| Side radar LH/ RH | <ul style="list-style-type: none"> • Being connected with BSW control module via BSW communication, transmits vehicle detection signal • Receives BSW indicator signal and BSW indicator dimmer signal from BSW control module and transmits an indicator operation signal to BSW indicator LH/RH |
| BSW indicator LH/ RH | Receives BSW indicator operation signal from side radar LH/RH and turns OFF, turns ON or blinks |
| ABS actuator and electric unit (control unit) | <ul style="list-style-type: none"> • Transmits vehicle speed signal to BSW control module via CAN communication • Transmits warning systems switch signal to ICC sensor integrated unit via CAN communication |
| Warning systems switch | Inputs the switch signal to lane camera unit |
| Warning systems ON indicator (On the warning systems switch) | Indicates BSW system status |
| Combination meter | <ul style="list-style-type: none"> • Receives BSW warning lamp signal from BSW control module via CAN communication (through unified meter and A/C amp.) • Turns the BSW warning lamp ON/OFF according to the signals from the BSW control module via CAN communication (through unified meter and A/C amp.) • Activates the buzzer |
| BCM | <ul style="list-style-type: none"> • Transmits turn indicator signal to BSW control module via CAN communication • Transmits dimmer signal to BSW control module via CAN communication |
| TCM | Transmits shift position signal to BSW control module via CAN communication |
| Lane camera unit | <ul style="list-style-type: none"> • Transmits warning systems switch signal to ABS actuator and electric unit (control unit) via CAN communication • Activates the warning systems ON indicator |
| ICC sensor integrated unit | Transmits warning systems switch signal to BSW control module via CAN communication |

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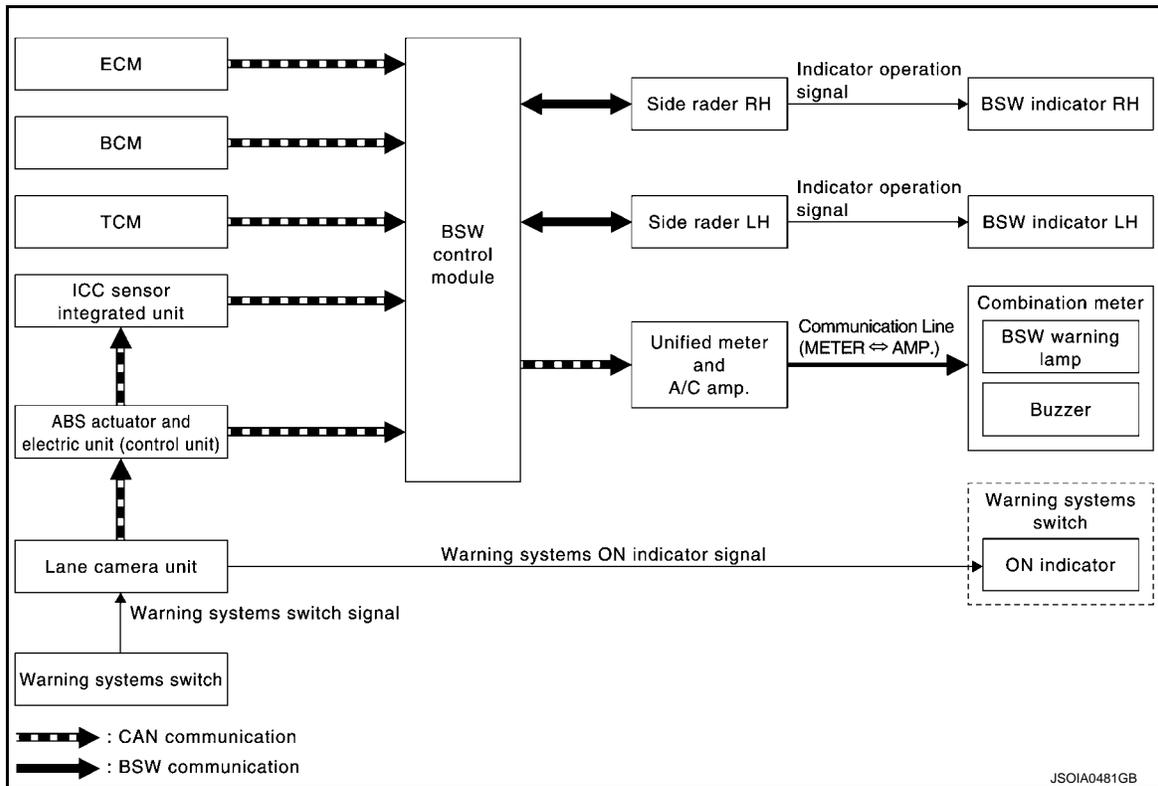
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SYSTEM

System Description

INFOID:000000006608798

SYSTEM DIAGRAM



BSW CONTROL MODULE INPUT/OUTPUT SIGNAL ITEM

BSW control module receives signals via CAN communication. It also detects vehicle conditions that are necessary for BSW control.

Input Signal Item

| Transmit unit | Signal name | Description |
|---|--|---|
| TCM | CAN communication Shift position signal | Receives a selector lever position |
| ABS actuator and electric unit (control unit) | CAN communication Vehicle speed signal (ABS) | Receives wheel speeds of four wheels |
| BCM | CAN communication Turn indicator signal | Receives an operational state of the turn signal lamp and the hazard lamp |
| | Dimmer signal | Receives an ON/OFF state of dimmer signal |
| Side radar LH, RH | BSW communication Vehicle detection signal | Receives vehicle detection condition of detection zone |
| ICC sensor integrated unit | CAN communication Warning systems switch signal | Receives an ON/OFF state of the warning systems switch |
| ECM | CAN communication Engine speed signal | Receives an engine speed |

Output Signal Item

SYSTEM

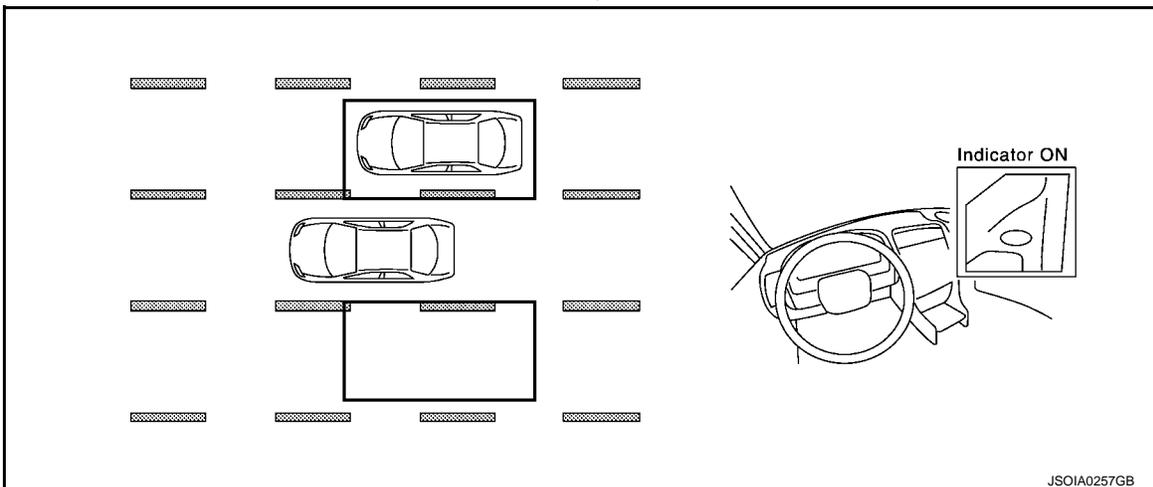
< SYSTEM DESCRIPTION >

[BSW]

| Reception unit | Signal name | | Description |
|---|-------------------|-----------------------------|---|
| Combination meter (through unified meter and A/C amp.) | CAN communication | BSW warning lamp signal | Transmits a BSW warning lamp signal to turn ON the BSW warning lamp |
| | | Buzzer output signal | Transmits a buzzer output signal to activate buzzer |
| Side radar LH, RH | BSW communication | BSW indicator signal | Transmits a BSW indicator signal to turn ON the BSW indicator |
| | | BSW indicator dimmer signal | Transmits a BSW indicator dimmer signal to dimmer BSW indicator |
| | | Vehicle speed signal | Transmits a vehicle speed calculated by the BSW control module |

FUNCTION DESCRIPTION

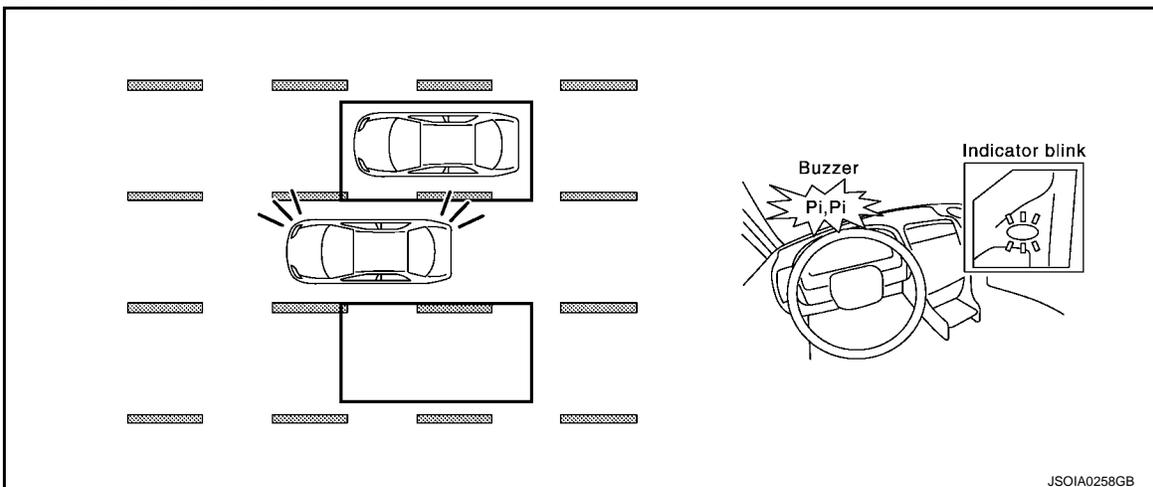
- The BSW system can help alert the driver of other vehicles in adjacent lanes when changing lanes.
- The BSW system uses side radar installed near the rear bumper to detect vehicles in an adjacent lane.
- The side radar can detect vehicles on either side of vehicle within the detection zone shown as illustrated.
- This detection zone starts from the outside mirror of vehicle and extends approximately 10 ft (3.0 m) behind the rear bumper, and approximately 10 ft (3.0 m) sideways.
- The BSW system operates above approximately 32 km/h (20 MPH).
- If the side radar detects vehicles in the detection zone, the BSW indicator illuminates.



- If the driver then activates the turn signal, a buzzer will sound twice and the BSW indicator will blink.

NOTE:

A buzzer sounds if the side radar have already detected vehicles when the driver activates the turn signal. If a vehicle comes into the detection zone after the driver activates the turn signal, then only the BSW indicator blinks and no buzzer sounds.



BSW SYSTEM OPERATION DESCRIPTION

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SYSTEM

[BSW]

< SYSTEM DESCRIPTION >

- BSW control module enables BSW system.
- The BSW control module turns on the BSW system when the warning systems switch is turned ON.
- Side radar detects a vehicle in the adjacent lane, and transmits the vehicle detection signal to BSW control module via BSW communication.
- BSW control module starts the control as follows, based on a vehicle detection signal, turn signal and dimmer signal transmitted from BCM via CAN communication:
 - Buzzer output signal transmission to combination meter via CAN communication.
 - BSW indicator signal and BSW indicator dimmer signal transmission to side radar via BSW communication.
- Side radar transmits an indicator operation signal to the BSW indicator according to BSW indicator signal and BSW indicator dimmer signal.

Operation Condition of BSW System

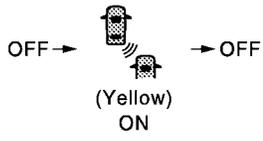
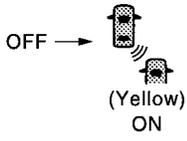
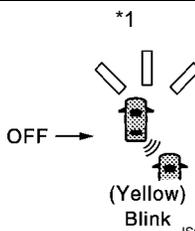
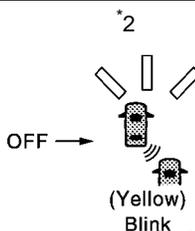
BSW control module performs the control when the following conditions are satisfied.

- When the warning systems switch is turned ON.
- When the vehicle drives at approximately 32 km/h (20 MPH) or more to the forward direction.

NOTE:

- After the operating conditions of warning are satisfied, the warning continues until the vehicle speed reaches approximately 29 km/h (18 MPH)
- The BSW system may not function properly, depending on the situation. Refer to [DAS-347, "Precautions for Blind Spot Warning"](#).

BULB CHECK ACTION AND FAIL-SAFE INDICATION

| Vehicle condition/Driver's operation | BSW indicator | Warning systems ON indicator | Indication on the combination meter |
|--|-------------------|------------------------------|--|
| Ignition switch: OFF ⇒ ON | Approx. 2 sec. ON | Approx. 5 sec. ON* |  <p>OFF →  → OFF  → OFF (Yellow) ON</p> <p>JSOIA0374GB</p> |
| When DTC is detected | OFF | ON |  <p>OFF →  → OFF  → ON (Yellow) ON</p> <p>JSOIA0254GB</p> |
| Side radar is factory-default mode condition ^{NOTE} | OFF | — | <p>*1</p>  <p>OFF →  → OFF  → OFF (Yellow) Blink</p> <p>JSOIA0255GB</p> |
| When radar blockage is detected | OFF | ON | <p>*2</p>  <p>OFF →  → OFF  → ON (Yellow) Blink</p> <p>JSOIA0255GB</p> |

*: If BSW initial state is ON, warning systems ON indicator continues turned ON.

NOTE:

- The condition is seen regardless BSW system status (ON/OFF).

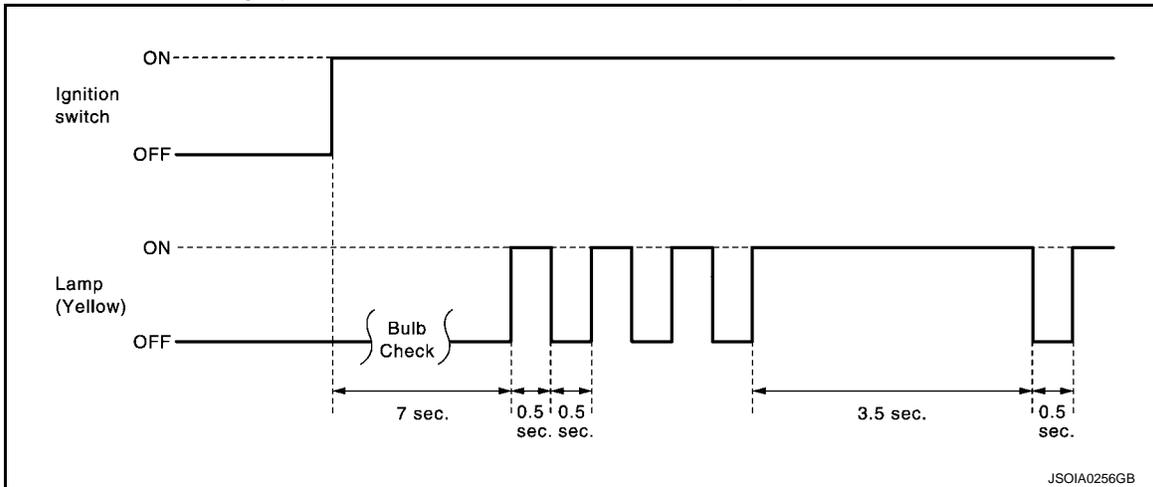
SYSTEM

[BSW]

< SYSTEM DESCRIPTION >

- If either of the side radars is in factory-default mode, the BSW warning lamp blinks.

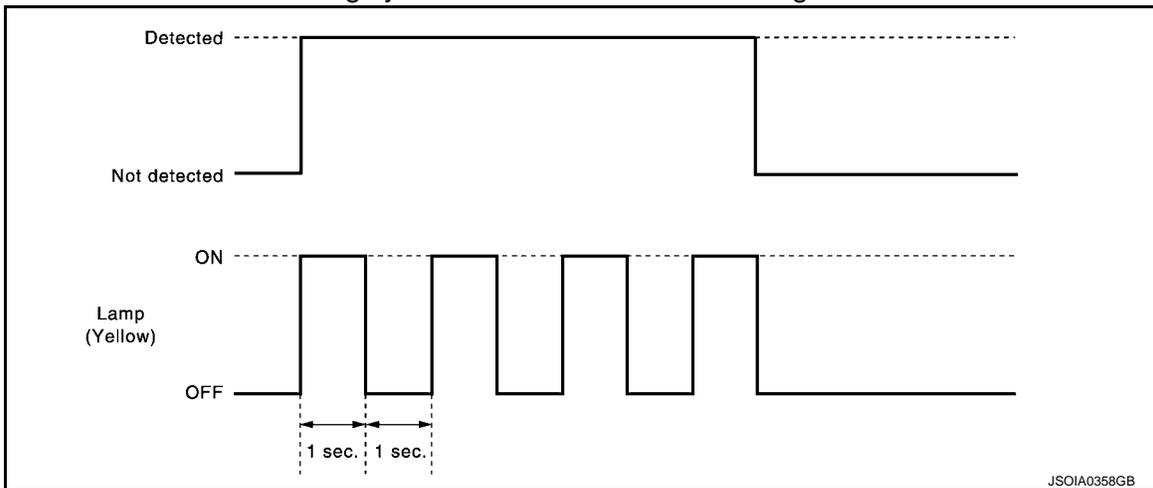
*1: Blinking cycle when the side radar is in factory-default mode condition



NOTE:

Time shown in the figure is approximate time.

*2: Blinking cycle when the side radar blockage condition



NOTE:

Time shown in the figure is approximate time.

BSW INITIAL STATE CHANGE

CAUTION:

Never change BSW initial state "ON" ⇒ "OFF" without the consent of the customer.

BSW initial state can be changed.

- BSW initial ON* - BSW function is automatically turned ON, when the ignition switch OFF ⇒ ON.
- BSW initial OFF - BSW function is still OFF when the ignition switch OFF ⇒ ON.

*: Factory setting

How to change FCW/LDW/BSW initial state

1. Turn ignition switch ON.
2. Switch BSW/FCW/LDW and LDP functions to OFF.
3. Push and hold warning systems switch for more than 4 seconds.
4. Buzzer sounds and blinking of the lane departure warning lamp informs that the BSW/LDW/FCW initial state changes completed.

Fail-safe (BSW Control Module)

INFOID:000000006706652

If a malfunction occurs in the system, BSW control module cancels the control. Then the BSW warning lamp in the combination meter illuminates.

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Fail-safe (Side Radar)

INFOID:000000006706654

FAIL-SAFE CONTROL BY DTC

If a malfunction occurs in the side radar, BSW control module cancels the control. Then the BSW warning lamp in the combination meter illuminates.

TEMPORARY DISABLED STATUS AT BLOCKAGE

When the side radar is blocked, the operation is temporarily cancelled. Then BSW warning lamp in combination meter blinks. Also, under the following conditions, the operation may be temporarily cancelled.

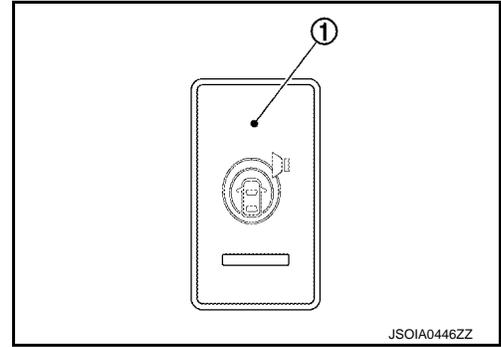
- The side radar may be blocked by temporary ambient conditions such as splashing water, mist or fog.
- The blocked condition may also be caused by objects such as ice, frost or dirt obstructing the side radar.

< SYSTEM DESCRIPTION >

OPERATION

Switch Name and Function

INFOID:000000006608801

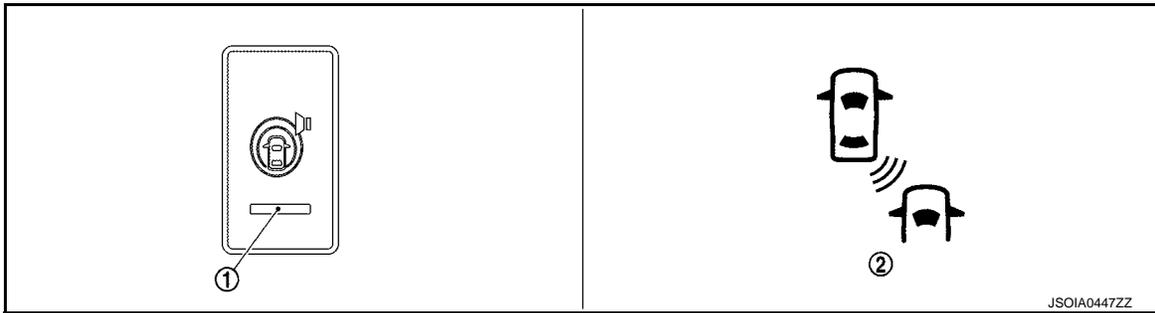


| No. | Name | Function |
|-----|------------------------|--|
| 1 | Warning systems switch | Turns BSW, LDW, and FCW systems ON/OFF |

System Display and Warning

INFOID:000000006608802

INDICATOR AND WARNING LAMP



| No. | Name | Description |
|-----|------------------------------|--|
| 1 | Warning systems ON indicator | Turns ON while FCW/LDW/BSW system is ON |
| 2 | BSW warning lamp | <ul style="list-style-type: none"> • Turns ON when BSW system is malfunctioning • Blinks when the following conditions: <ul style="list-style-type: none"> - Side radar is factory-default mode condition - When radar blockage is detected |

DISPLAY AND WARNING OPERATION

| Vehicle condition/ Driver's operation | | | | Action | |
|---------------------------------------|--------------------------------------|-----------------------|---|---------------------------------|--------|
| Warning systems ON indicator | Vehicle speed (Approx.) [km/h (MPH)] | Turn signal condition | Status of vehicle detection within detection area | Indication on the BSW indicator | Buzzer |
| OFF | — | — | — | OFF | OFF |

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OPERATION

[BSW]

< SYSTEM DESCRIPTION >

| Vehicle condition/ Driver's operation | | | | Action | |
|---------------------------------------|--------------------------------------|---------------------------------|--|---------------------------------|-------------------------|
| Warning systems ON indicator | Vehicle speed (Approx.) [km/h (MPH)] | Turn signal condition | Status of vehicle detection within detection area | Indication on the BSW indicator | Buzzer |
| ON | Less than approx. 29 (18) | — | — | OFF | OFF |
| | Approx. 32 (20) or more | — | Vehicle is absent | OFF | OFF |
| | | OFF | Vehicle is detected | ON | OFF |
| | | ON (vehicle detected direction) | Before turn signal operates Vehicle is detected | Blink | Short continuous beep |
| | | | Vehicle is detected after turn signal operates | OFF | OFF |
| | | | | Blink | Short continuous beep |
| | | | | Indicator ON Indicator OFF | Buzzer ON Buzzer OFF |
| | | | | 200 ms 200 ms | 60 ms 570 ms |
| | | | | JSOIA0251GB | JSOIA0452GB |
| | | | | Blink | OFF |
| | | | | Indicator ON Indicator OFF | |
| | | | | 200 ms 200 ms | |
| | | | | JSOIA0251GB | |

NOTE:

- If vehicle speed exceeds approximately 32 km/h (20MPH), BSW function operates until the vehicle speed becomes lower than approximately 29km/h (18MPH).
- Time shown in the figure is approximate time.

HANDLING PRECAUTION

Precautions for Blind Spot Warning

INFOID:000000006608803

SIDE RADAR HANDLING

- Side radar for BSW system is located inside the rear bumper.
- Always keep the rear bumper near the side radar clean.
- Do not attach a sticker (including transparent material), install an accessory or paintwork near the side radar.
- Do not strike or damage the areas around the side radar.
- Do not strike, damage, and scratch the side radar, especially the vent seal (gray circular) area, under repair.

PRECAUTIONS FOR BLIND SPOT WARNING

- The BSW system is not a replacement for proper driving procedure and are not designed to prevent contact with vehicles or objects. When changing lanes, always use the side and rear mirrors and turn and look in the direction driver will move to ensure it is safe to change lanes. Never rely solely on the BSW system.
- The BSW system may not provide a warning for vehicles that pass through the detection zone quickly.
- Do not use the BSW system when towing a trailer because the system may not function properly.
- Excessive noise (e.g. audio system volume, open vehicle window) will interfere with the chime sound, and it may not be heard.
- The side radar may not be able to detect and activate BSW when certain objects are present such as:
 - Pedestrians, bicycles, animals.
 - Several types of vehicles such as motorcycles.
 - Oncoming vehicles.
 - Vehicles remaining in the detection zone when driver accelerate from a stop.
 - A vehicle merging into an adjacent lane at a speed approximately the same as vehicle.
 - A vehicle approaching rapidly from behind.
 - A vehicle which vehicle overtakes rapidly.
- Severe weather or road spray conditions may reduce the ability of the side radar to detect other vehicles.
- The side radar detection zone is designed based on a standard lane width. When driving in a wider lane, the side radar may not detect vehicles in an adjacent lane. When driving in a narrow lane, the side radar may detect vehicles driving two lanes away.
- The side radar are designed to ignore most stationary objects, however objects such as guardrails, walls, foliage and parked vehicles may occasionally be detected. This is a normal operating condition.

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DIAGNOSIS SYSTEM (BSW CONTROL MODULE)

[BSW]

< SYSTEM DESCRIPTION >

DIAGNOSIS SYSTEM (BSW CONTROL MODULE)

CONSULT-III Function (BSW)

INFOID:000000006608805

APPLICATION ITEMS

CONSULT-III performs the following functions via CAN communication using BSW control module.

| Diagnosis mode | Description |
|--------------------------|---|
| Self Diagnostic Result | Displays the name of a malfunctioning system stored in the BSW control module |
| Data Monitor | Displays BSW control module input/output data in real time |
| Active Test | Enables an operational check of a load by transmitting a driving signal from the BSW control module to the load |
| Ecu Identification | Displays BSW control module part number |
| CAN Diag Support Monitor | Displays a reception/transmission state of CAN communication and BSW communication |

SELF DIAGNOSTIC RESULT

Refer to [DAS-355. "DTC Index"](#).

DATA MONITOR

NOTE:

SIGNAL B, SIGNAL C are displayed, but not used.

| Monitored item [Unit] | SIGNAL A | BSW MAIN SIGNAL | Description |
|---|----------|-----------------|---|
| VHCL SPEED SE [km/h] or [mph] | × | × | Indicates vehicle speed calculated from BSW control module through CAN communication [ABS actuator and electric unit (control unit) transmits vehicle speed signal (wheel speed) through CAN communication] |
| BUZZER O/P [On/Off] | × | | Indicates [On/Off] status of BSW warning chime output |
| Shift position [Off, P, R, N, D, M/T1 - 7] | | × | Indicates shift position read from BSW control module through CAN communication (TCM transmits shift position signal through CAN communication) |
| Turn signal [OFF/LH/RH/LH&RH] | | × | Indicates turn signal operation status read from BSW control module through CAN communication (BCM transmits turn indicator signal through CAN communication) |
| WARN SYS SW [On/Off] | × | × | Indicates [On/Off] status of warning systems switch |
| BSW/BSI WARN LMP [On/Off] | | × | Indicates [On/Off] status of BSW warning lamp output |
| BSW SYSTEM ON [On/Off] | | × | Indicates [On/Off] status of BSW system |

ACTIVE TEST

CAUTION:

- Never perform "Active Test" while driving the vehicle.
- The "Active Test" cannot be performed when the BSW warning lamp is illuminated.
- Shift the selector lever to "P" position, and then perform the test.

| Test item | Description |
|----------------------|---|
| ICC BUZZER | Sounds a buzzer used for BSW system by arbitrarily operating ON/OFF |
| BSW/BSI WARNING LAMP | The BSW warning lamp can be illuminated by ON/OFF operations as necessary |

ICC BUZZER

DIAGNOSIS SYSTEM (BSW CONTROL MODULE)

< SYSTEM DESCRIPTION >

[BSW]

| Test item | Operation | Description | BSW warning chime operation sound |
|------------|------------|---|-----------------------------------|
| ICC BUZZER | MODE1 | Transmits the buzzer output signals to the combination meter via CAN communication (through unified meter and A/C amp.) | Intermittent beep sound |
| | Test start | Starts the tests of "MODE1" | — |
| | Reset | Stops transmitting the buzzer output signal below to end the test | — |
| | End | Returns to the "SELECT TEST ITEM" screen | — |

BSW/BSI WARNING LAMP

| Test item | Operation | Description | BSW warning lamp |
|----------------------|-----------|---|------------------|
| BSW/BSI WARNING LAMP | Off | Stops transmitting the BSW warning lamp signal below to end the test | — |
| | On | Transmits the BSW warning lamp signal to the combination meter via CAN communication (through unified meter and A/C amp.) | ON |

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DIAGNOSIS SYSTEM (SIDE RADAR LH)

[BSW]

< SYSTEM DESCRIPTION >

DIAGNOSIS SYSTEM (SIDE RADAR LH)

CONSULT-III Function (SIDE RADAR LEFT)

INFOID:000000006608806

DESCRIPTION

CONSULT-III performs the following functions by communicating with the side radar LH.

| Select diag mode | Function |
|------------------------|---|
| Work support | Switches mode of the side radars to normal usage mode/factory-default mode the detection function |
| Self Diagnostic Result | Displays memorized DTC in the side radar |
| Data Monitor | Displays real-time data of side radar |
| Active Test | Enables operation check of electrical loads by sending driving signal to them |
| Ecu Identification | Displays part number of side radar |

NOTE:

- For vehicles with the below listed VIN or later, "Work Support" is not displayed.
- JN1AJ0HR*BM854536
- "Work Support" may not be displayed depending on service part.

WORK SUPPORT

| Work support item | Display item | Function |
|--------------------|--------------|---|
| ACTIVATE OPERATION | Deactivat | Switches mode of the side radars from normal usage mode to factory-default mode to deactivate the side radar detection function |
| | Activate | Switches mode of the side radars from factory-default mode to normal usage mode to activate the side radar detection function |

NOTE:

"Work Support" may not be displayed depending on side radar. If "Work Support" is not displayed, the activation is not required.

- For vehicles with the below listed VIN or later, "Work Support" is not displayed.
- JN1AJ0HR*BM854536
- "Work Support" may not be displayed depending on service part.

SELF DIAGNOSTIC RESULT

Self Diagnostic Result

Displays memorized DTC in side radar LH. Refer to [DAS-360, "DTC Index"](#).

FFD (Freeze Frame Data)

The side radar records the following data when the malfunction is detected.

| Freeze Frame Data item | Description |
|------------------------|--|
| VHCL SP from ADAS | The vehicle speed (from BSW control module) at the moment a malfunction is detected is displayed |
| TURN SIG STATUS | Turn signal status at the moment a malfunction is detected is displayed |

DATA MONITOR

| Monitored item [Unit] | Description |
|-----------------------------|---|
| BEAM DISTANCE [—] | NOTE: The item is displayed, but it is not used |
| BEAM POSITION [—] | NOTE: The item is displayed, but it is not used |
| SIDE RADAR MALF [On/Off] | Indicates [On/Off] status of side radar malfunction |

DIAGNOSIS SYSTEM (SIDE RADAR LH)

[BSW]

< SYSTEM DESCRIPTION >

| Monitored item [Unit] | Description |
|----------------------------|--|
| BLOCKAGE COND [On/Off] | Indicates [On/Off] status of side radar blockage |
| ACTIVATE OPE [On/Off] | Indicates [On/Off] status of side radar activate condition |
| VEHICLE DETECT [On/Off] | Indicates [On/Off] status of vehicle detection |

ACTIVE TEST

CAUTION:

- **Never perform the active test while driving.**
- **Active test cannot be started while the BSW indicator is illuminated.**

| Active test item | Operation | Description |
|----------------------------|-----------|---|
| BSW/BSI INDICATOR DRIVE | On | Outputs the voltage to illuminate the BSW indicator |
| | Off | Stops the voltage to illuminate the BSW indicator |

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DAS

DIAGNOSIS SYSTEM (SIDE RADAR RH)

[BSW]

< SYSTEM DESCRIPTION >

DIAGNOSIS SYSTEM (SIDE RADAR RH)

CONSULT-III Function (SIDE RADAR RIGHT)

INFOID:000000006608807

DESCRIPTION

CONSULT-III performs the following functions by communicating with the side radar RH.

| Select diag mode | Function |
|------------------------|---|
| Work support | Switches mode of the side radars to normal usage mode/factory-default mode the detection function |
| Self Diagnostic Result | Displays memorized DTC in the side radar |
| Data Monitor | Displays real-time data of side radar |
| Active Test | Enables operation check of electrical loads by sending driving signal to them |
| Ecu Identification | Displays part number of side radar |

NOTE:

- For vehicles with the below listed VIN or later, "Work Support" is not displayed.
- JN1AJ0HR*BM854536
- "Work Support" may not be displayed depending on service part.

WORK SUPPORT

| Work support item | Display item | Function |
|--------------------|--------------|---|
| ACTIVATE OPERATION | Deactivat | Switches mode of the side radars from normal usage mode to factory-default mode to deactivate the side radar detection function |
| | Activate | Switches mode of the side radars from factory-default mode to normal usage mode to activate the side radar detection function |

NOTE:

"Work Support" may not be displayed depending on side radar. If "Work Support" is not displayed, the activation is not required.

- For vehicles with the below listed VIN or later, "Work Support" is not displayed.
- JN1AJ0HR*BM854536
- "Work Support" may not be displayed depending on service part.

SELF DIAGNOSTIC RESULT

Self Diagnostic Result

Displays memorized DTC in side radar RH. Refer to [DAS-360, "DTC Index"](#).

FFD (Freeze Frame Data)

The side radar records the following data when the malfunction is detected.

| Freeze Frame Data item | Description |
|------------------------|--|
| VHCL SP from ADAS | The vehicle speed (from BSW control module) at the moment a malfunction is detected is displayed |
| TURN SIG STATUS | Turn signal status at the moment a malfunction is detected is displayed |

DATA MONITOR

| Monitored item [Unit] | Description |
|--------------------------|---|
| BEAM DISTANCE [—] | NOTE: The item is displayed, but it is not used |
| BEAM POSITION [—] | NOTE: The item is displayed, but it is not used |
| SIDE RADAR MALF [On/Off] | Indicates [On/Off] status of side radar malfunction |

DIAGNOSIS SYSTEM (SIDE RADAR RH)

[BSW]

< SYSTEM DESCRIPTION >

| Monitored item [Unit] | Description |
|----------------------------|--|
| BLOCKAGE COND [On/Off] | Indicates [On/Off] status of side radar blockage |
| ACTIVATE OPE [On/Off] | Indicates [On/Off] status of side radar activate condition |
| VEHICLE DETECT [On/Off] | Indicates [On/Off] status of vehicle detection |

ACTIVE TEST

CAUTION:

- **Never perform the active test while driving.**
- **Active test cannot be started while the BSW indicator is illuminated.**

| Active test item | Operation | Description |
|----------------------------|-----------|---|
| BSW/BSI INDICATOR DRIVE | On | Outputs the voltage to illuminate the BSW indicator |
| | Off | Stops the voltage to illuminate the BSW indicator |

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DAS

BSW CONTROL MODULE

< ECU DIAGNOSIS INFORMATION >

[BSW]

ECU DIAGNOSIS INFORMATION

BSW CONTROL MODULE

Reference Value

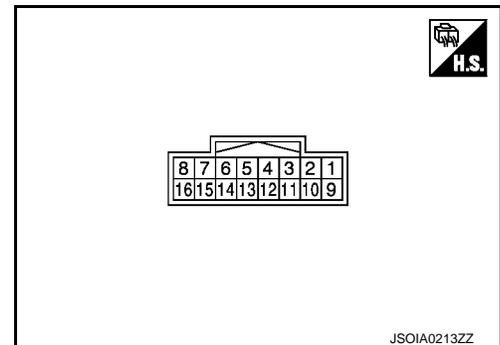
INFOID:000000006608808

VALUES ON THE DIAGNOSIS TOOL

| Monitor item | Condition | | Value/Status |
|------------------|---|--|---|
| VHCL SPEED SE | While driving | | Displays the vehicle speed calculated by BSW control module |
| BUZZER O/P | Engine running | When the buzzer of the BSW system operates | On |
| | | When the buzzer of the BSW system not operates | Off |
| Shift position | <ul style="list-style-type: none"> • Engine running • While driving | | Displays the shift position |
| Turn signal | Turn signal lamps OFF | | Off |
| | Turn signal lamp LH blinking | | LH |
| | Turn signal lamp RH blinking | | RH |
| | Turn signal lamp LH and RH blinking | | LH&RH |
| WARN SYS SW | Ignition switch ON | When warning systems switch is pressed | On |
| | | When warning systems switch is not pressed | Off |
| BSW/BSI WARN LMP | Ignition switch ON | BSW warning lamp ON | On |
| | | BSW warning lamp OFF | Off |
| BSW SYSTEM ON | Ignition switch ON | When the BSW system is ON (Warning systems ON indicator ON) | On |
| | | When the BSW system is OFF (Warning systems ON indicator OFF) | Off |

TERMINAL LAYOUT

PHYSICAL VALUES



BSW CONTROL MODULE

< ECU DIAGNOSIS INFORMATION >

[BSW]

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|------------------------------|--------|-----------------------|------------------|--------------------|--------------------|
| + | - | Signal name | Input/ Output | | |
| 6 (B) | Ground | Ground | — | Ignition switch ON | 0 V |
| 7 (L) | | BSW communication-H | — | — | — |
| 8 (Y) | | BSW communication-L | — | — | — |
| 14 (L) | | CAN -H | — | — | — |
| 15 (P) | | CAN -L | — | — | — |
| 16 (G) | | Ignition power supply | Input | | Ignition switch ON |

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Fail-safe

INFOID:0000000006608809

If a malfunction occurs in the system, BSW control module cancels the control. Then the BSW warning lamp in the combination meter illuminates.

G

DTC Inspection Priority Chart

INFOID:0000000006608810

If multiple DTCs are detected simultaneously, check them one by one depending on the following DTC inspection priority chart.

H

| Priority | Detected items (DTC) |
|----------|--|
| 1 | <ul style="list-style-type: none"> • U1508: LOST COMM (SIDE RDR L) |
| 2 | <ul style="list-style-type: none"> • U1000: CAN COMM CIRCUIT • U1010: CONTROL UNIT (CAN) • U1507: LOST COMM (SIDE RDR R) |
| 3 | <ul style="list-style-type: none"> • C1B53: SIDE RDR R MALF • C1B54: SIDE RDR L MALF |
| 4 | <ul style="list-style-type: none"> • C1A01: POWER SUPPLY CIR • C1A02: POWER SUPPLY CIR 2 • U0121: VDC CAN CIR 2 • U0401: ECM CAN CIR 1 • U0402: TCM CAN CIR 1 • U0415: VDC CAN CIR 1 • U150B: ECM CAN CIRC 3 • U150C: VDC CAN CIRC 3 • U150D: TCM CAN CIRC 3 • U150E: BCM CAN CIRC 3 • U1503: SIDE RDR L CAN CIR 2 • U1504: SIDE RDR L CAN CIR 1 • U1505: SIDE RDR R CAN CIR 2 • U1506: SIDE RDR R CAN CIR 1 • U1518: SIDE RDR L CAN CIRC 3 • U1519: SIDE RDR R CAN CIRC 3 |
| 5 | <ul style="list-style-type: none"> • C1A03: VHCL SPEED SE CIRC |
| 6 | <ul style="list-style-type: none"> • C1A00: CONTROL UNIT |

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DAS

DTC Index

INFOID:0000000006608811

NOTE:

- The details of time display are as per the following.
- CRNT: A malfunction is detected now

BSW CONTROL MODULE

[BSW]

< ECU DIAGNOSIS INFORMATION >

- PAST: A malfunction was detected in the past
- IGN counter is displayed on FFD (Freeze Frame Data).
- 0: The malfunctions that are detected now
CAN communication system (U1000, U1010)
- 1 - 39: It increases like 0 → 1 → 2 ... 38 → 39 after returning to the normal condition whenever the ignition switch OFF → ON. It returns to 0 when a malfunction is detected again in the process.
- If it is over 39, it is fixed to 39 until the self-diagnosis results are erased.
Other than CAN communication system (Other than U1000, U1010)
- 1 - 49: It increases like 0 → 1 → 2 ... 38 → 49 after returning to the normal condition whenever the ignition switch OFF → ON. It returns to 0 when a malfunction is detected again in the process.
- If it is over 49, it is fixed to 49 until the self-diagnosis results are erased.

×: Applicable

| | DTC | BSW warning lamp | Fail-safe | Reference |
|---|---|------------------|-----------|-------------------------|
| C1A00 | CONTROL UNIT | ON | × | DAS-379 |
| C1A01 | POWER SUPPLY CIR | ON | × | DAS-380 |
| C1A02 | POWER SUPPLY CIR 2 | ON | × | DAS-380 |
| C1A03 | VHCL SPEED SE CIRC | ON | × | DAS-381 |
| C1B53 | SIDE RDR R MALF | ON | × | DAS-386 |
| C1B54 | SIDE RDR L MALF | ON | × | DAS-387 |
| NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED | NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED | — | — | — |
| U1000 | CAN COMM CIRCUIT | ON | × | DAS-390 |
| U1010 | CONTROL UNIT (CAN) | ON | × | DAS-393 |
| U0121 | VDC CAN CIR 2 | ON | × | DAS-395 |
| U0401 | ECM CAN CIR 1 | ON | × | DAS-396 |
| U0402 | TCM CAN CIR 1 | ON | × | DAS-397 |
| U0415 | VDC CAN CIR 1 | ON | × | DAS-399 |
| U150B | ECM CAN CIRC 3 | ON | × | DAS-400 |
| U150C | VDC CAN CIRC 3 | ON | × | DAS-401 |
| U150D | TCM CAN CIRC 3 | ON | × | DAS-402 |
| U150E | BCM CAN CIRC 3 | ON | × | DAS-403 |
| U1503 | SIDE RDR L CAN CIR 2 | ON | × | DAS-404 |
| U1504 | SIDE RDR L CAN CIR 1 | ON | × | DAS-405 |
| U1505 | SIDE RDR R CAN CIR 2 | ON | × | DAS-406 |
| U1506 | SIDE RDR R CAN CIR 1 | ON | × | DAS-407 |
| U1507 | LOST COMM (SIDE RDR R) | ON | × | DAS-408 |
| U1508 | LOST COMM (SIDE RDR L) | ON | × | DAS-409 |
| U1518 | SIDE RDR L CAN CIRC 3 | ON | × | DAS-410 |
| U1519 | SIDE RDR R CAN CIRC 3 | ON | × | DAS-411 |

SIDE RADAR LH

< ECU DIAGNOSIS INFORMATION >

[BSW]

SIDE RADAR LH

Reference Value

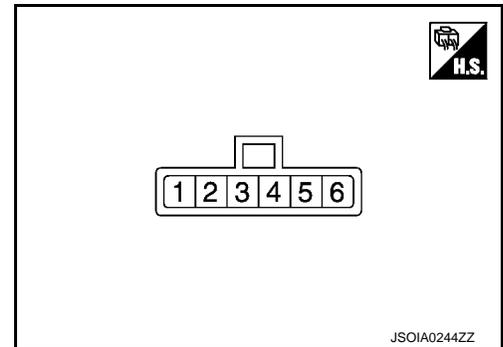
INFOID:000000006608812

VALUES ON THE DIAGNOSIS TOOL

CONSULT-III MONITOR ITEM

| Monitor Item | Condition | Value/Status |
|-----------------|---|--------------|
| BEAM DISTANCE | NOTE: The item is displayed, but it is not used. | — |
| BEAM POSITION | NOTE: The item is displayed, but it is not used. | — |
| SIDE RADAR MALF | Side radar is normal. | Off |
| | Side radar is malfunctioning. | On |
| BLOCKAGE COND | Side radar is not blocked. | Off |
| | Side radar is blocked. | On |
| ACTIVATE OPE | When the side radar is factory-default mode. ("Deactivate" condition) | Off |
| | When the side radar is normal usage mode. ("Activate" condition) | On |
| VEHICLE DETECT | Side radar does not detect a vehicle. | Off |
| | Side radar detects a vehicle. | On |

TERMINAL LAYOUT



PHYSICAL VALUES

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|------------------------------|--------|-----------------------|------------------|---|--------------------|
| + | - | Signal name | Input/ Output | | |
| 2 (B) | Ground | Ground | — | — | 0 V |
| 3 (Y) | | BSW communication-L | — | — | — |
| 4 (L) | | BSW communication-H | — | — | — |
| 5 (G) | | Ignition power supply | Input | Ignition switch ON | — |
| 6 (R) | | BSW indicator | Output | Approx. 2 sec. after ignition switch OFF ⇒ ON (bulb check) | 6 V |

Fail-safe

INFOID:000000006608813

FAIL-SAFE CONTROL BY DTC

If a malfunction occurs in the side radar, BSW control module cancels the control. Then the BSW warning lamp in the combination meter illuminates.

SIDE RADAR LH

[BSW]

< ECU DIAGNOSIS INFORMATION >

TEMPORARY DISABLED STATUS AT BLOCKAGE

When the side radar is blocked, the operation is temporarily cancelled. Then BSW warning lamp in combination meter blinks. Also, under the following conditions, the operation may be temporarily cancelled.

- The side radar may be blocked by temporary ambient conditions such as splashing water, mist or fog.
- The blocked condition may also be caused by objects such as ice, frost or dirt obstructing the side radar.

DTC Inspection Priority Chart

INFOID:000000006608814

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

| Priority | Detected items (DTC) |
|----------|--|
| 1 | <ul style="list-style-type: none">• U1000: CAN COMM CIRCUIT• U1010: CONTROL UNIT (CAN) |
| 2 | <ul style="list-style-type: none">• U0104: ADAS CAN CIR 1• U0405: ADAS CAN CIR 2 |
| 3 | C1B50: SIDE RDR MALFUNCTION |
| 4 | <ul style="list-style-type: none">• C1B51: BSW/BSI IND SHORT CIR• C1B52: BSW/BSI IND OPEN CIR• C1B55: RADAR BLOCKAGE |

DTC Index

INFOID:000000006608815

×: Applicable

| DTC | BSW warning lamp | Fail-safe | Reference page | |
|-------|-----------------------|-----------|----------------|-------------------------|
| C1B50 | SIDE RDR MALFUNCTION | ON | × | DAS-382 |
| C1B51 | BSW/BSI IND SHORT CIR | ON | × | DAS-383 |
| C1B52 | BSW/BSI IND OPEN CIR | ON | × | DAS-384 |
| C1B55 | RADAR BLOCKAGE | Blink | × | DAS-388 |
| U1000 | CAN COMM CIRCUIT | ON | × | DAS-389 |
| U1010 | CONTROL UNIT (CAN) | ON | × | DAS-392 |
| U0104 | ADAS CAN CIR1 | ON | × | DAS-394 |
| U0405 | ADAS CAN CIR2 | ON | × | DAS-398 |

SIDE RADAR RH

< ECU DIAGNOSIS INFORMATION >

[BSW]

SIDE RADAR RH

Reference Value

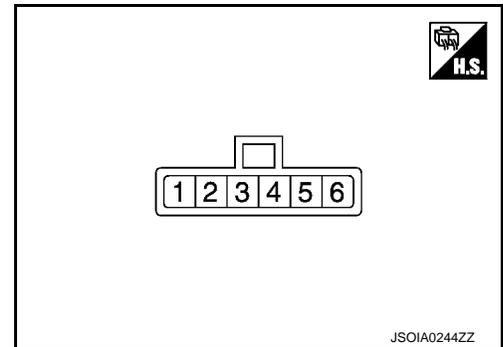
INFOID:000000006608816

VALUES ON THE DIAGNOSIS TOOL

CONSULT-III MONITOR ITEM

| Monitor Item | Condition | Value/Status |
|-----------------|---|--------------|
| BEAM DISTANCE | NOTE: The item is displayed, but it is not used. | — |
| BEAM POSITION | NOTE: The item is displayed, but it is not used. | — |
| SIDE RADAR MALF | Side radar is normal. | Off |
| | Side radar is malfunctioning. | On |
| BLOCKAGE COND | Side radar is not blocked. | Off |
| | Side radar is blocked. | On |
| ACTIVATE OPE | When the side radar is factory-default mode. ("Deactivate" condition) | Off |
| | When the side radar is normal usage mode. ("Activate" condition) | On |
| VEHICLE DETECT | Side radar does not detect a vehicle. | Off |
| | Side radar detects a vehicle. | On |

TERMINAL LAYOUT



PHYSICAL VALUES

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|------------------------------|--------|-----------------------|------------------|---|--------------------|
| + | - | Signal name | Input/ Output | | |
| 2 (B) | Ground | Ground | — | — | 0 V |
| 3 (Y) | | BSW communication-L | — | — | — |
| 4 (L) | | BSW communication-H | — | — | — |
| 5 (G) | | Ignition power supply | Input | Ignition switch ON | — |
| 6 (BR) | | BSW indicator | Output | Approx. 2 sec. after ignition switch OFF ⇒ ON (bulb check) | 6 V |

Fail-safe

INFOID:000000006706653

FAIL-SAFE CONTROL BY DTC

If a malfunction occurs in the side radar, BSW control module cancels the control. Then the BSW warning lamp in the combination meter illuminates.

SIDE RADAR RH

[BSW]

< ECU DIAGNOSIS INFORMATION >

TEMPORARY DISABLED STATUS AT BLOCKAGE

When the side radar is blocked, the operation is temporarily cancelled. Then BSW warning lamp in combination meter blinks. Also, under the following conditions, the operation may be temporarily cancelled.

- The side radar may be blocked by temporary ambient conditions such as splashing water, mist or fog.
- The blocked condition may also be caused by objects such as ice, frost or dirt obstructing the side radar.

DTC Inspection Priority Chart

INFOID:000000006608818

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

| Priority | Detected items (DTC) |
|----------|--|
| 1 | <ul style="list-style-type: none">• U1000: CAN COMM CIRCUIT• U1010: CONTROL UNIT (CAN) |
| 2 | <ul style="list-style-type: none">• U0104: ADAS CAN CIR 1• U0405: ADAS CAN CIR 2 |
| 3 | C1B50: SIDE RDR MALFUNCTION |
| 4 | <ul style="list-style-type: none">• C1B51: BSW/BSI IND SHORT CIR• C1B52: BSW/BSI IND OPEN CIR• C1B55: RADAR BLOCKAGE |

DTC Index

INFOID:000000006608819

×: Applicable

| DTC | | BSW warning lamp | Fail-safe | Reference page |
|-------|-----------------------|------------------|-----------|-------------------------|
| C1B50 | SIDE RDR MALFUNCTION | ON | × | DAS-382 |
| C1B51 | BSW/BSI IND SHORT CIR | ON | × | DAS-383 |
| C1B52 | BSW/BSI IND OPEN CIR | ON | × | DAS-384 |
| C1B55 | RADAR BLOCKAGE | Blink | × | DAS-388 |
| U1000 | CAN COMM CIRCUIT | ON | × | DAS-390 |
| U1010 | CONTROL UNIT (CAN) | ON | × | DAS-392 |
| U0104 | ADAS CAN CIR1 | ON | × | DAS-394 |
| U0405 | ADAS CAN CIR2 | ON | × | DAS-398 |

BLIND SPOT WARNING

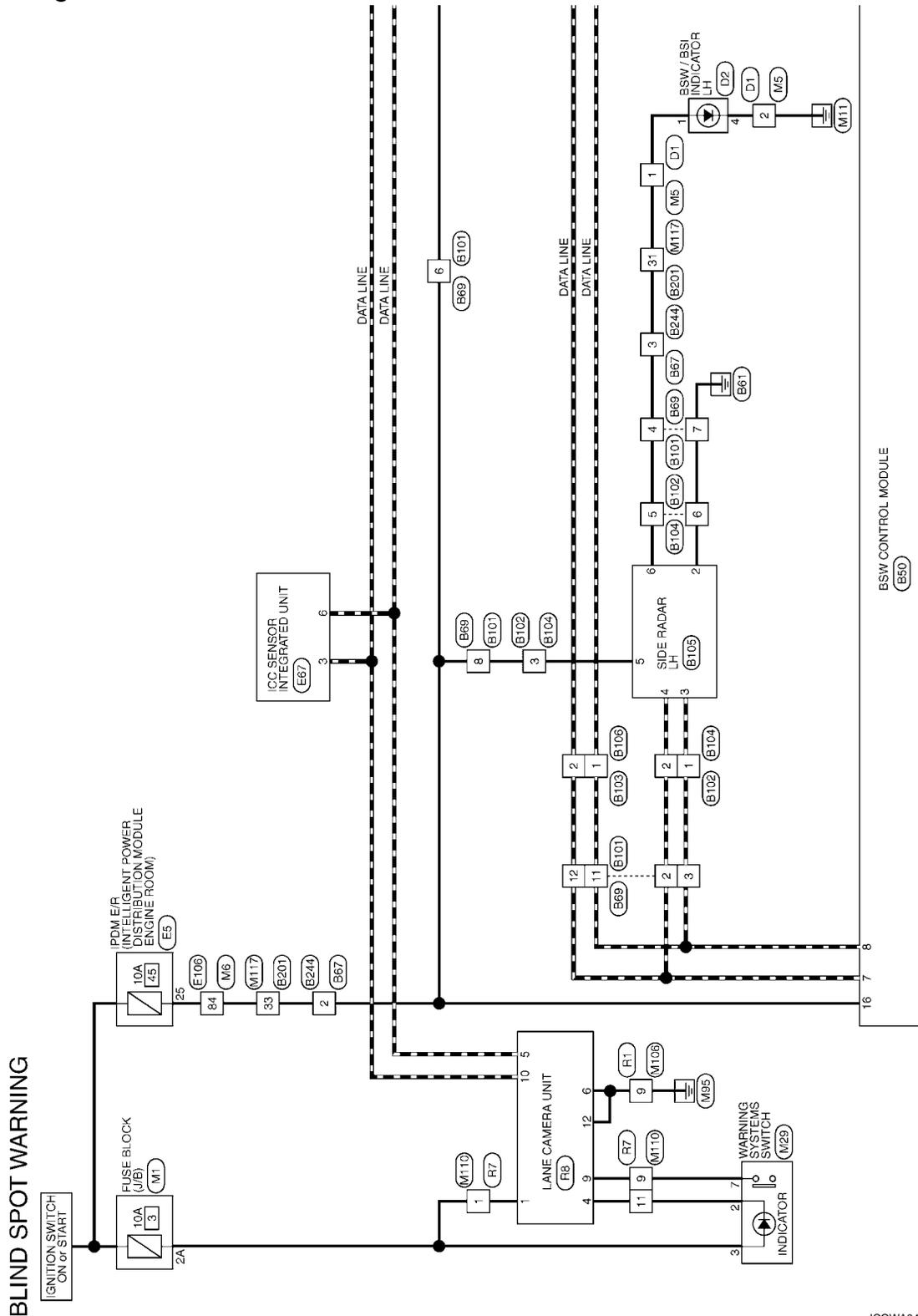
[BSW]

< WIRING DIAGRAM >

WIRING DIAGRAM

BLIND SPOT WARNING

Wiring Diagram



INFOID:000000006608820

2010/09/21

JCOWA0433GB

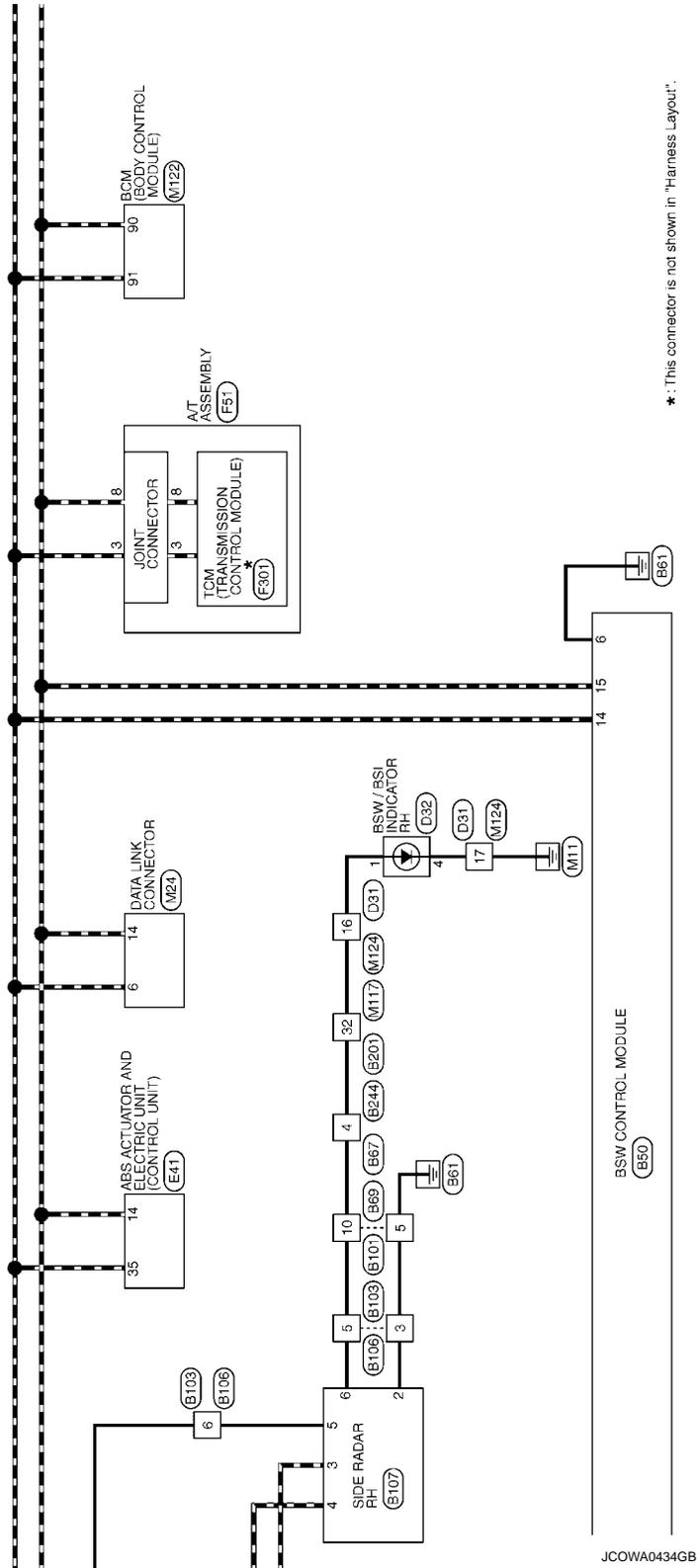
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BLIND SPOT WARNING

< WIRING DIAGRAM >

[BSW]



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

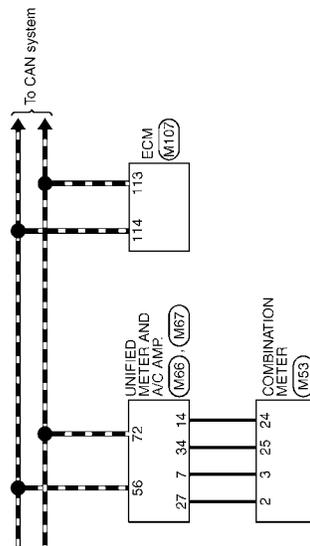
JCOWA0434GB

BLIND SPOT WARNING

< WIRING DIAGRAM >

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JCOWA0435GB

DAS

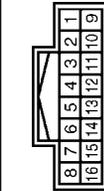
BLIND SPOT WARNING

< WIRING DIAGRAM >

[BSW]

BLIND SPOT WARNING

| | |
|----------------|--------------------|
| Connector No. | B50 |
| Connector Name | BSW CONTROL MODULE |
| Connector Type | TH04FW-NH |



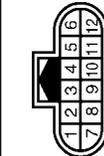
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | B | GND |
| 2 | L | BSW COMM-H |
| 3 | Y | BSW COMM-L |
| 4 | L | CAN-H |
| 5 | P | CAN-L |
| 6 | G | IGNITION |
| 7 | G | |
| 8 | L | |
| 9 | Y | |
| 10 | R | |
| 11 | P | |
| 12 | B | |
| 13 | G | |
| 14 | R | |
| 15 | L | |
| 16 | Y | |

| | |
|----------------|--------------|
| Connector No. | B57 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH04FW-NH |



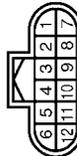
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | G | |
| 2 | R | |
| 3 | R | |
| 4 | ER | |

| | |
|----------------|--------------|
| Connector No. | B59 |
| Connector Name | WIRE TO WIRE |
| Connector Type | RH12MB |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | L | |
| 2 | Y | |
| 3 | R | |
| 4 | R | |
| 5 | B | |
| 6 | G | |
| 7 | B | |
| 8 | G | |
| 9 | G | |
| 10 | BR | |
| 11 | Y | |
| 12 | L | |

| | |
|----------------|--------------|
| Connector No. | B101 |
| Connector Name | WIRE TO WIRE |
| Connector Type | RH12FE |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | L | |
| 2 | Y | |
| 3 | R | |
| 4 | R | |
| 5 | B | |
| 6 | G | |
| 7 | B | |
| 8 | G | |
| 9 | BR | |
| 10 | Y | |
| 11 | Y | |
| 12 | L | |

| | |
|----------------|--------------|
| Connector No. | B102 |
| Connector Name | WIRE TO WIRE |
| Connector Type | RS08FB-PR |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | Y | |
| 2 | L | |
| 3 | G | |
| 4 | R | |
| 5 | R | |
| 6 | B | |

| | |
|----------------|--------------|
| Connector No. | B103 |
| Connector Name | WIRE TO WIRE |
| Connector Type | RS08FB-PR |



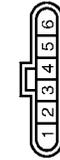
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | Y | |
| 2 | B | |
| 3 | L | |
| 4 | L | |
| 5 | BR | |
| 6 | G | |

| | |
|----------------|--------------|
| Connector No. | B104 |
| Connector Name | WIRE TO WIRE |
| Connector Type | RS08MB |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | Y | |
| 2 | L | |
| 3 | G | |
| 4 | R | |
| 5 | R | |
| 6 | B | |

| | |
|----------------|---------------|
| Connector No. | B105 |
| Connector Name | SIDE RADAR LH |
| Connector Type | AA08FB-AP-5P |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | B | GND |
| 2 | Y | BSW COMM-L |
| 3 | L | BSW COMM-H |
| 4 | L | IGNITION |
| 5 | G | |
| 6 | R | BSW INDICATOR |

BLIND SPOT WARNING

< WIRING DIAGRAM >

[BSW]

BLIND SPOT WARNING

| | |
|----------------|--------------|
| Connector No. | B105 |
| Connector Name | WIRE TO WIRE |
| Connector Type | PS84MS |



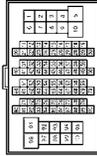
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | Y | - |
| 2 | L | - |
| 3 | B | - |
| 4 | BR | - |
| 5 | ER | - |
| 6 | G | - |

| | |
|----------------|---------------|
| Connector No. | B107 |
| Connector Name | SIDE RADAR RH |
| Connector Type | AAC0BFE-WP-SP |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 2 | B | GND |
| 3 | Y | BSW COMM-L |
| 4 | L | BSW COMM-H |
| 5 | G | IGNITION |
| 6 | ER | BSW INDICATOR |

| | |
|----------------|-----------------|
| Connector No. | B201 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH8CFR-CS16-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | - |
| 2 | R | - |
| 3 | GR | - |
| 4 | BG | - |
| 7 | LG | - |
| 10 | W | - |
| 13 | SB | - |
| 16 | V | - |
| 17 | BR | - |
| 26 | BR | - |
| 27 | L | - |
| 28 | Y | - |
| 29 | Y | - |
| 30 | GR | - |
| 31 | R | - |
| 32 | BR | - |
| 33 | G | - |
| 51 | R | - |
| 52 | V | - |
| 55 | G | - |
| 56 | R | - |
| 57 | W | - |
| 58 | B | - |
| 59 | SHIELD | - |
| 60 | LG | - |
| 61 | W | - |
| 62 | BR | - |
| 63 | P | - |
| 64 | L | - |
| 65 | G | - |
| 66 | P | - |
| 67 | L | - |
| 68 | SHIELD | - |
| 69 | V | - |
| 70 | Y | - |
| 71 | SB | - |
| 72 | W | - |
| 73 | BR | - |

| | | |
|-----|----|---|
| 75 | Y | - |
| 80 | V | - |
| 81 | SB | - |
| 82 | LG | - |
| 83 | P | - |
| 84 | R | - |
| 85 | L | - |
| 86 | BG | - |
| 87 | L | - |
| 89 | P | - |
| 91 | V | - |
| 92 | R | - |
| 94 | R | - |
| 95 | SB | - |
| 96 | G | - |
| 97 | G | - |
| 98 | R | - |
| 99 | P | - |
| 100 | L | - |

| | |
|----------------|--------------|
| Connector No. | B244 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH6MMV-RH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 2 | G | - |
| 3 | R | - |
| 4 | BR | - |

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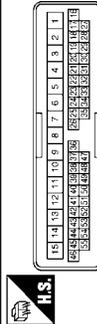
BLIND SPOT WARNING

[BSW]

< WIRING DIAGRAM >

BLIND SPOT WARNING

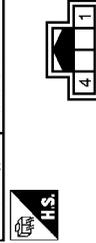
| | |
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| Connector No. | D1 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH40PW-CS15 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | - |
| 2 | B | - |
| 3 | V | - |
| 4 | W | - |
| 5 | L | - |
| 6 | O | - |
| 7 | GR | - |
| 8 | W | - |
| 9 | O | - |
| 10 | BR | - |
| 11 | P | - |
| 12 | LG | - |
| 13 | B | - |
| 14 | Y | - |
| 15 | W | - |
| 16 | R | - |
| 17 | W | - |
| 18 | G | - |
| 19 | Y | - |
| 20 | W | - |
| 21 | O | - |
| 22 | P | - |
| 23 | BR | - |
| 24 | V | - |
| 25 | GR | - |
| 26 | Y | - |
| 27 | B | - |
| 28 | SHIELD | - |
| 29 | LG | - |
| 30 | G | - |
| 31 | W | - |
| 32 | G | - |
| 33 | L | - |
| 34 | SB | - |
| 35 | R | - |
| 36 | LG | - |
| 37 | R | - |
| 38 | P | - |

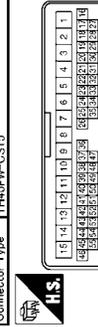
| | | |
|----|----|--|
| 39 | O | - |
| 40 | BR | - |
| 41 | L | - |
| 42 | GR | - |
| 43 | BR | - [With automatic drive positioner] |
| 43 | O | - [Without automatic drive positioner] |
| 44 | W | - [With automatic drive positioner] |
| 44 | GR | - [Without automatic drive positioner] |
| 45 | Y | - [With automatic drive positioner] |
| 45 | G | - [Without automatic drive positioner] |
| 46 | V | - [With automatic drive positioner] |
| 46 | GR | - [Without automatic drive positioner] |
| 49 | GR | - |
| 50 | B | - |
| 52 | R | - |
| 53 | SB | - |
| 54 | O | - |
| 55 | Y | - |

| | |
|----------------|------------------------|
| Connector No. | D2 |
| Connector Name | BSW / BSI INDICATOR LH |
| Connector Type | TH40MP-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | - |
| 4 | B | - |

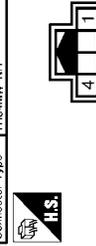
| | |
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| Connector No. | D31 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH40PW-CS15 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | - |
| 4 | B | - |

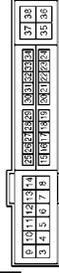
| | | |
|----|--------|------------------------|
| 7 | R | - |
| 8 | BR | - |
| 9 | V | - |
| 12 | B | - |
| 13 | LG | - |
| 14 | B | - |
| 15 | W | - |
| 18 | BR | - |
| 17 | B | - |
| 18 | R | - |
| 19 | Y | - |
| 20 | B | - [With BOSE audio] |
| 20 | R | - [Without BOSE audio] |
| 21 | G | - [With BOSE audio] |
| 21 | BR | - [Without BOSE audio] |
| 22 | V | - |
| 23 | P | - |
| 24 | W | - |
| 25 | SB | - |
| 26 | R | - |
| 28 | SHIELD | - |
| 30 | W | - |
| 31 | LG | - |
| 32 | BR | - |
| 33 | O | - |
| 34 | GR | - |
| 35 | G | - |
| 43 | Y | - |
| 44 | V | - |
| 45 | P | - |
| 46 | W | - |
| 52 | G | - |
| 53 | GR | - |
| 54 | O | - |
| 55 | L | - |

| | |
|----------------|------------------------|
| Connector No. | D32 |
| Connector Name | BSW / BSI INDICATOR RH |
| Connector Type | TH40MP-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | BR | - |

| | |
|----------------|---|
| Connector No. | EE |
| Connector Name | WIRE TO LIGHT POWER DISTRIBUTION MODULE FROM BOSE |
| Connector Type | TH20PW-CS12-M4-1V |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 4 | V | - |
| 5 | L | - |
| 7 | R | - |
| 11 | BR | - |
| 12 | B/W | - |
| 13 | Y | - |
| 16 | LG | - |
| 19 | W | - |
| 25 | G | - |
| 26 | R | - |
| 27 | BG | - |
| 28 | L | - |
| 30 | GR | - |
| 32 | L | - |
| 33 | P | - |
| 36 | G | - |

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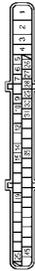
BLIND SPOT WARNING

[BSW]

< WIRING DIAGRAM >

BLIND SPOT WARNING

| | |
|----------------|---|
| Connector No. | E41 |
| Connector Name | ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) |
| Connector Type | BAA42PE-ANZ4-LH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | B | GND |
| 2 | G | LUBVR |
| 3 | R | GND |
| 4 | B | DS FL |
| 5 | Y | DP RL |
| 6 | BG | DP RR |
| 7 | BR | DS FR |
| 8 | B | CAN-L |
| 9 | P | BUS-L |
| 10 | W | DP FL |
| 14 | Y | DS RL |
| 25 | Y | UZ |
| 26 | LG | DS RR |
| 27 | GR | BLS |
| 28 | G | VDC OFF SW |
| 29 | LG | CAN-H |
| 30 | SB | BUS-H |
| 31 | R | |
| 35 | L | |
| 45 | B | |

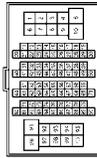
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|----------------|----------------------------|
| Connector No. | E67 |
| Connector Name | ICC SENSOR INTEGRATED UNIT |
| Connector Type | FS98FB-PR |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | IGNITION |
| 2 | L | .ITS COMM-H |
| 3 | L | CAN-H |

| | | |
|---|---|-------------|
| 4 | B | GND |
| 5 | P | .ITS COMM-L |
| 6 | P | CAN-L |

| | |
|----------------|-----------------|
| Connector No. | E106 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80PW-OS16-TM4 |

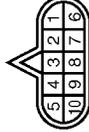


| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | |
| 2 | W | |
| 3 | B | |
| 4 | GR | |
| 5 | GR | |
| 8 | Y | |
| 9 | BR | |
| 10 | BG | |
| 11 | SB | |
| 12 | BG | |
| 13 | L | |
| 14 | R | |
| 15 | P | |
| 16 | V | |
| 17 | SB | |
| 18 | V | |
| 20 | BG | |
| 21 | L | |
| 22 | V | |
| 23 | G | |
| 24 | P | |
| 25 | Y | |
| 26 | V | |
| 27 | W | |
| 28 | G | |
| 31 | BG | |
| 32 | W | |
| 33 | B | |
| 34 | R | |
| 35 | G | |
| 36 | SHIELD | |
| 37 | V | |
| 38 | BR | |

| | | |
|----|--------|--|
| 39 | BG | |
| 41 | W | |
| 42 | G | |
| 43 | BR | |
| 45 | W | |
| 48 | L | |
| 50 | P | |
| 51 | L | |
| 52 | L | |
| 53 | P | |
| 54 | BG | |
| 56 | BR | |
| 57 | BR | |
| 59 | W | |
| 60 | LG | |
| 61 | G | |
| 62 | SB | |
| 63 | W | |
| 64 | B | |
| 65 | G | |
| 66 | R | |
| 67 | SHIELD | |
| 68 | Y | |
| 69 | LG | |
| 70 | W | |
| 71 | R | |
| 72 | Y | |
| 73 | B | |
| 74 | BR | |
| 74 | L | |
| 75 | G | |
| 75 | W | |
| 76 | W | |
| 76 | Y | |
| 77 | R | |
| 77 | P | |
| 78 | L | |
| 78 | BR | |
| 79 | Y | |
| 79 | L | |
| 80 | SB | |
| 81 | R | |
| 82 | SB | |
| 83 | BG | |
| 84 | G | |
| 85 | L | |
| 86 | P | |
| 87 | V | |
| 89 | GR | |
| 90 | SHIELD | |
| 91 | W | |
| 92 | Y | |

| | | |
|-----|--------|--|
| 93 | V | |
| 94 | LG | |
| 95 | BG | |
| 96 | P | |
| 97 | R | |
| 98 | SHIELD | |
| 99 | L | |
| 100 | P | |

| | |
|----------------|--------------|
| Connector No. | F51 |
| Connector Name | A/T ASSEMBLY |
| Connector Type | RK10FG-D3Y |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | Y | |
| 2 | BR | |
| 3 | L | |
| 4 | V | |
| 5 | B | |
| 6 | Y | |
| 7 | R | |
| 8 | P | |
| 9 | GR | |
| 10 | B | |

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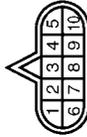
BLIND SPOT WARNING

< WIRING DIAGRAM >

[BSW]

BLIND SPOT WARNING

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| Connector No. | F301 |
| Connector Name | TCM (TRANSMISSION CONTROL MODULE) |
| Connector Type | SP10FG |



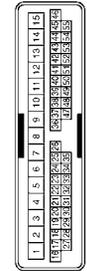
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | - | VIGN |
| 2 | - | BATT |
| 3 | - | CAN-H |
| 4 | - | KLINE |
| 5 | - | GND |
| 6 | - | VIGN |
| 7 | - | REV LAMP RLY |
| 8 | - | CAN-L |
| 9 | - | START RLY |
| 10 | - | GND |

| | |
|----------------|------------------|
| Connector No. | M1 |
| Connector Name | FUSE BLOCK (L/R) |
| Connector Type | NS08FW-M2 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1A | GR | - |
| 2A | G | - |
| 3A | L | - |
| 4A | P | - |
| 5A | V | - |
| 6A | Y | - |
| 7A | R | - |
| 8A | L | - |

| | |
|----------------|--------------|
| Connector No. | M5 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH40MHR-0515 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | - |
| 2 | B | - |
| 3 | BR | - |
| 4 | P | - |
| 5 | L | - |
| 6 | IR | - |
| 7 | R | - |
| 8 | W | - |
| 9 | G | - |
| 10 | L | - |
| 11 | G | - |
| 12 | V | - |
| 13 | B | - |
| 14 | Y | - |
| 15 | W | - |
| 16 | R | - |
| 17 | B | - |
| 18 | G | - |
| 19 | Y | - |
| 20 | L | - |
| 21 | LG | - |
| 22 | L | - |
| 23 | G | - |
| 24 | Y | - |
| 25 | GR | - |
| 26 | R | - |
| 27 | W | - |
| 28 | SHIELD | - |
| 29 | Y | - |
| 30 | Y | - |
| 31 | R | - |
| 32 | BR | - |
| 33 | SB | - |
| 34 | Y | - |
| 35 | P | - |
| 36 | LG | - |
| 37 | BR | - |
| 38 | P | - |

| | | |
|----|----|--|
| 39 | BG | - |
| 40 | SB | - |
| 41 | L | - |
| 42 | R | - |
| 43 | BR | - |
| 44 | V | - |
| 45 | G | - |
| 46 | SB | - [With automatic drive positioner] |
| 47 | V | - [Without automatic drive positioner] |
| 48 | P | - |
| 49 | B | - |
| 50 | B | - |
| 51 | R | - |
| 52 | R | - |
| 53 | V | - |
| 54 | LG | - |
| 55 | SB | - |

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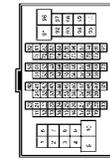
BLIND SPOT WARNING

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< WIRING DIAGRAM >

BLIND SPOT WARNING

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| Connector No. | M8 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80MW-CS 6-TM4 |

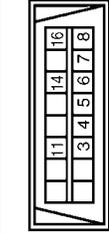


| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | - |
| 2 | R | - |
| 3 | B | - |
| 4 | SHIELD | - |
| 5 | G | - |
| 6 | Y | - |
| 8 | BR | - |
| 10 | R | - |
| 11 | BR | - |
| 12 | EG | - |
| 13 | L | - |
| 14 | R | - |
| 15 | P | - |
| 16 | V | - |
| 17 | SB | - |
| 18 | V | - |
| 20 | EG | - |
| 22 | W | - |
| 23 | P | - |
| 24 | BR | - |
| 26 | Y | - |
| 27 | G | - |
| 28 | G | - |
| 31 | L | - |
| 32 | G | - |
| 33 | B | - |
| 34 | W | - |
| 35 | R | - |
| 36 | SHIELD | - |
| 37 | V | - |
| 38 | EG | - |
| 39 | BR | - |
| 41 | W | - |
| 42 | EG | - |
| 43 | EG | - |
| 45 | W | - |

| | | |
|----|--------|-----------------|
| 49 | L | - |
| 50 | P | - |
| 51 | BR | - |
| 52 | L | - |
| 53 | P | - |
| 54 | Y | - |
| 56 | BR | - |
| 57 | G | - |
| 59 | W | - |
| 60 | L | - |
| 61 | G | - |
| 62 | SB | - |
| 63 | G | - |
| 64 | B | - |
| 65 | W | - |
| 66 | R | - |
| 67 | SHIELD | - |
| 68 | Y | - |
| 69 | GR | - |
| 70 | LG | - |
| 71 | LG | - |
| 72 | Y | - |
| 73 | SB | - |
| 74 | BR | - [With ICC] |
| 74 | L | - [Without ICC] |
| 75 | G | - |
| 76 | W | - [With ICC] |
| 76 | GR | - [Without ICC] |
| 77 | R | - [With ICC] |
| 77 | P | - [Without ICC] |
| 78 | L | - [With ICC] |
| 78 | R | - [Without ICC] |
| 79 | Y | - [With ICC] |
| 79 | W | - [Without ICC] |
| 80 | SB | - |
| 81 | SB | - |
| 82 | SB | - |
| 83 | V | - |
| 84 | G | - |
| 85 | L | - |
| 86 | P | - |
| 87 | W | - |
| 89 | GR | - |
| 90 | SHIELD | - |
| 91 | W | - |
| 92 | Y | - |
| 93 | BR | - |
| 94 | P | - |
| 95 | GR | - |
| 96 | W | - |
| 97 | L | - |
| 98 | SHIELD | - |

| | | |
|-----|----|---|
| 99 | V | - |
| 100 | SB | - |

| | |
|----------------|---------------------|
| Connector No. | M24 |
| Connector Name | DATA LINK CONNECTOR |
| Connector Type | BD10FW |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 3 | LG | - |
| 4 | B | - |
| 5 | B | - |
| 6 | L | - |
| 7 | V | - |
| 8 | G | - |
| 11 | SB | - |
| 14 | P | - |
| 16 | Y | - |

| | |
|----------------|------------------------|
| Connector No. | M29 |
| Connector Name | WARNING SYSTEMS SWITCH |
| Connector Type | TK08FGY |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 2 | SB | - |
| 3 | W | - |
| 4 | B | - |
| 5 | R | - |
| 6 | B | - |
| 7 | V | - |

| | |
|----------------|-------------------|
| Connector No. | M83 |
| Connector Name | COMBINATION METER |
| Connector Type | TH40FP-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|---|
| 1 | GR | - |
| 2 | LG | BATTERY POWER SUPPLY |
| 3 | GR | COMMUNICATION SIGNAL (METER->AMP.) |
| 5 | B | COMMUNICATION SIGNAL (AMP->METER) |
| 6 | P | GROUND |
| 7 | BR | ALTERNATOR SIGNAL |
| 10 | G | ABS BAG SIGNAL |
| 15 | B | SECURITY SIGNAL |
| 16 | B | GROUND |
| 19 | B | METER CONTROL SWITCH GROUND |
| 20 | R | ILL |
| 21 | EG | IGNITION POWER SUPPLY |
| 22 | B | GROUND |
| 24 | B | COMMUNICATION SIGNAL (LCD->AMP.) |
| 25 | Y | COMMUNICATION SIGNAL (AMP->LCD) |
| 26 | R | VEHICLE SPEED SIGNAL (8-PULSE) |
| 27 | V | PARKING BRAKE SWITCH SIGNAL |
| 28 | W | BRAKE FLUID LEVEL SWITCH SIGNAL |
| 29 | SB | SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE) |
| 30 | G | SEAT BELT BUCKLE SWITCH SIGNAL (PASSENGER SIDE) |
| 31 | L | WASHER LEVEL SWITCH SIGNAL |
| 33 | B | ILLUMINATION CONTROL |
| 35 | LG | SELECT SWITCH SIGNAL |
| 37 | SB | ENTER SWITCH SIGNAL |
| 38 | L | TRIP A/B RESET SWITCH SIGNAL |
| 39 | P | ILLUMINATION CONTROL SWITCH SIGNAL (-) |
| 40 | EG | ILLUMINATION CONTROL SWITCH SIGNAL (+) |

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BLIND SPOT WARNING

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< WIRING DIAGRAM >

BLIND SPOT WARNING

| | |
|----------------|----------------------------|
| Connector No. | M66 |
| Connector Name | UNIFIED METER AND A/C AMP. |
| Connector Type | TH32FY-NH |



| | | | | | | | | | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 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 [Specification] |
|--------------|---------------|---|
| 5 | L | MANUAL MODE SHIFT UP SIGNAL |
| 7 | GR | COMMUNICATION SIGNAL (AMP->METER) |
| 8 | L | VEHICLE SPEED SIGNAL (2-PULSE) |
| 9 | SB | FRONT SEAT BELT BUCKLE SWITCH SIGNAL (POWER SIDE) |
| 10 | W | MANUAL MODE SIGNAL |
| 11 | G | NON-MANUAL MODE SIGNAL |
| 14 | BR | COMMUNICATION SIGNAL (LCD->AMP) |
| 20 | L | IGN ON/OFF SIGNAL |
| 23 | Y | AT SNOW SWITCH SIGNAL |
| 25 | V | MANUAL MODE SHIFT DOWN SIGNAL |
| 27 | LG | COMMUNICATION SIGNAL (METER->AMP) |
| 28 | R | VEHICLE SPEED SIGNAL (3-PULSE) |
| 30 | V | PARKING BRAKE SWITCH SIGNAL |
| 34 | Y | COMMUNICATION SIGNAL (AMP->LCD) |
| 38 | P | BLOWER MOTOR CONTROL SIGNAL |

| | |
|----------------|----------------------------|
| Connector No. | M67 |
| Connector Name | UNIFIED METER AND A/C AMP. |
| Connector Type | TH32FY-NH |



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 |
|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|

| Terminal No. | Color | Signal Name [Specification] |
|--------------|-------|--|
| 41 | V | ACC POWER SUPPLY |
| 42 | Y | FUEL LEVEL SENSOR SIGNAL |
| 43 | R | INTAKE SENSOR SIGNAL |
| 44 | LG | IN-VEHICLE SENSOR SIGNAL |
| 45 | P | AMBIENT SENSOR SIGNAL |
| 46 | EG | SUNLOAD SENSOR SIGNAL |
| 47 | G | EXHAUST GAS / OILPRESS OPERATING SENSOR SIGNAL |

| | | |
|----|----|---------------------------------|
| 53 | G | IGNITION POWER SUPPLY |
| 54 | Y | BATTERY POWER SUPPLY |
| 55 | B | GROUND |
| 56 | L | CAN-H |
| 57 | W | BRAKE FLUID LEVEL SWITCH SIGNAL |
| 58 | BR | FUEL LEVEL SENSOR GROUND |
| 59 | GR | INTAKE SENSOR GROUND |
| 60 | L | IN-VEHICLE SENSOR GROUND |
| 61 | BR | AMBIENT SENSOR GROUND |
| 62 | SB | SUNLOAD SENSOR GROUND |
| 63 | R | - |
| 65 | EG | ECV SIGNAL |
| 69 | L | A/C LAM SIGNAL |
| 70 | R | EACH DOOR/MOTOR POWER SUPPLY |
| 71 | B | GROUND |
| 72 | P | CAN-L |

| | |
|----------------|--------------|
| Connector No. | M108 |
| Connector Name | WIRE TO WIRE |
| Connector Type | NH10MR-CS10 |



| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | G | A/C LAM SIGNAL |
| 2 | SHIELD | GROUND |
| 3 | L | GROUND |
| 4 | W | - |
| 5 | Y | - |
| 7 | BR | - |
| 8 | Y | - |
| 9 | B | - |
| 10 | R | - |
| 11 | V | - |
| 12 | R | - |
| 13 | LG | - |
| 14 | R | - [With NAVI] |
| 15 | Y | - [Without NAVI] |
| 16 | G | - [With NAVI] |
| 18 | B | - [Without NAVI] |

| | |
|----------------|--------------------|
| Connector No. | M107 |
| Connector Name | ECM |
| Connector Type | FR24FGY-R28-R-LH-Z |



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 128 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | 159 | 160 | 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 | 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 | 185 | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 97 | R | APSI1 |
| 98 | Y | APSZ [With ICC] |
| 99 | P | APSZ [Without ICC] |
| 98 | G | AVCC-APSI [With ICC] |
| 99 | L | AVCC-APSI [Without ICC] |
| 100 | W | GND-A (APSI) |
| 101 | SB | ASCOSW |
| 102 | LG | FPRS |
| 103 | L | AVCC-APSZ [With ICC] |
| 103 | G | AVCC-APSZ [Without ICC] |
| 104 | BR | GND-A (APSZ) [With ICC] |
| 104 | GR | GND-A (APSZ) [Without ICC] |
| 105 | L | PDPRESS |
| 106 | W | TF |
| 107 | BR | AVCC-FTPRS |
| 108 | Y | AVCC-ASCOD |
| 109 | G | NEUT-H |
| 110 | R | TACHO |
| 111 | BG | AVCC-PDPRESS |
| 112 | V | GND-A |
| 113 | P | VEHCAN-L1 |
| 114 | L | VEHCAN-H1 |
| 116 | W | GND-A-PDPRES |
| 117 | V | KLINE |
| 121 | LG | GDCV |
| 122 | P | BRAKE |
| 123 | B | GND |
| 124 | B | GND |
| 125 | R | VBR |
| 126 | BR | BNC SW |
| 127 | B | GND |
| 128 | B | GND |

| | |
|----------------|--------------|
| Connector No. | M110 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH18MMF-NH |



| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | - |
| 2 | R | - |
| 3 | P | - |
| 9 | V | - |
| 10 | L | - |
| 11 | SB | - |

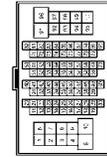
BLIND SPOT WARNING

[BSW]

< WIRING DIAGRAM >

BLIND SPOT WARNING

| | |
|----------------|-----------------|
| Connector No. | M117 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80MW-CS 6-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | L | - |
| 2 | G | - |
| 3 | GR | - |
| 4 | SB | - |
| 7 | W | - |
| 10 | W | - |
| 15 | SB | - |
| 16 | V | - |
| 17 | BR | - |
| 26 | BR | - |
| 27 | LG | - |
| 28 | Y | - |
| 29 | Y | - |
| 30 | V | - |
| 31 | R | - |
| 32 | BR | - |
| 33 | G | - |
| 51 | R | - |
| 52 | L | - |
| 55 | W | - |
| 56 | B | - |
| 57 | R | - |
| 58 | G | - |
| 59 | SHIELD | - |
| 60 | V | - |
| 61 | LG | - |
| 62 | BR | - |
| 63 | L | - |
| 64 | LG | - |
| 65 | B | - |
| 66 | R | - |
| 67 | W | - |
| 68 | SHIELD | - |
| 69 | V | - |
| 70 | Y | - |
| 71 | SB | - |
| 72 | W | - |
| 73 | G | - |

| | | |
|-----|----|------------------------|
| 75 | W | - |
| 80 | V | - |
| 81 | SB | - |
| 82 | V | - |
| 83 | P | - |
| 84 | R | - |
| 85 | L | - |
| 86 | BG | - |
| 87 | L | - |
| 88 | P | - |
| 91 | V | - |
| 92 | G | - |
| 94 | G | - |
| 95 | W | - |
| 96 | G | - |
| 97 | Y | - |
| 98 | BR | - |
| 99 | V | - |
| 99 | P | - [With BOSE audio] |
| 100 | SB | - [Without BOSE audio] |
| 100 | L | - [Without BOSE audio] |

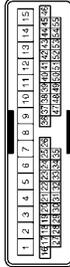
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|----------------|---------------------------|
| Connector No. | M122 |
| Connector Name | BCM (BODY CONTROL MODULE) |
| Connector Type | TH40FB-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 72 | R | ROOM ANT2- |
| 73 | G | ROOM ANT2+ |
| 74 | SB | PASSENGER DOOR ANT- |
| 75 | GR | PASSENGER DOOR ANT+ |
| 76 | V | DRIVER DOOR ANT- |
| 77 | LG | DRIVER DOOR ANT+ |
| 78 | Y | ROOM ANT1- |
| 79 | BR | ROOM ANT1+ |
| 80 | GR | NATS ANT AMP |
| 81 | W | NATS ANT AMP |
| 82 | R | (GM RELAY (F/B) CONT |
| 83 | Y | KEYLESS ENTRY RECEIVER COMM |
| 87 | BR | COMBI SW INPUT 5 |
| 88 | V | COMBI SW INPUT 3 |
| 89 | BR | PUSH SW |

| | | |
|-----|----|-------------------------------------|
| 90 | P | CAN-H |
| 91 | L | CAN-H |
| 92 | LG | KEY SIG CT ILL |
| 93 | V | ON I/O |
| 94 | V | PUDDLE LAMP CONT |
| 95 | BG | ACC RELAY CONT |
| 96 | GR | A/T SHIFT SELECTOR POWER SUPPLY |
| 97 | L | S/L CONDITION 1 |
| 98 | P | S/L CONDITION 2 |
| 99 | R | SHIFT P |
| 100 | G | PASSENGER DOOR REQUEST SW |
| 101 | SB | DRIVER DOOR REQUEST SW |
| 102 | BG | BLOWER FAN MOTOR RELAY CONT |
| 103 | LG | KEYLESS ENTRY RECEIVER POWER SUPPLY |
| 106 | W | S/L UNIT POWER SUPPLY |
| 107 | LG | COMBI SW INPUT 1 |
| 108 | R | COMBI SW INPUT 4 |
| 109 | Y | COMBI SW INPUT 2 |
| 110 | G | HAZARD SW |
| 111 | Y | S/L UNIT COMM |

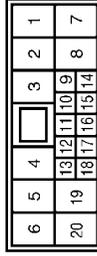
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| Connector No. | M124 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80MW-CS 15 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 7 | Y | - |
| 8 | LG | - |
| 9 | Y | - |
| 12 | L | - |
| 13 | V | - |
| 14 | B | - |
| 15 | W | - |
| 16 | B | - |
| 17 | B | - |
| 18 | R | - |
| 19 | B | - |
| 20 | Y | - [With BOSE audio] |
| 20 | W | - [Without BOSE audio] |
| 21 | G | - [With BOSE audio] |
| 21 | L | - [Without BOSE audio] |
| 22 | SB | - |

| | | |
|----|--------|---|
| 23 | GR | - |
| 24 | G | - |
| 25 | Y | - |
| 26 | R | - |
| 29 | SHIELD | - |
| 30 | W | - |
| 31 | LG | - |
| 32 | G | - |
| 33 | BR | - |
| 34 | V | - |
| 35 | G | - |
| 43 | L | - |
| 44 | Y | - |
| 45 | R | - |
| 46 | W | - |
| 52 | R | - |
| 53 | G | - |
| 54 | W | - |
| 55 | BG | - |

| | |
|----------------|--------------|
| Connector No. | R1 |
| Connector Name | WIRE TO WIRE |
| Connector Type | NH10FW-CS 10 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|--|
| 1 | G | - |
| 2 | SHIELD | - |
| 3 | L | - |
| 4 | BR | - [With automatic drive positioner] |
| 4 | W | - [Without automatic drive positioner] |
| 5 | G | - |
| 7 | BR | - |
| 8 | Y | - |
| 9 | B | - |
| 10 | Y | - |
| 11 | V | - |
| 12 | BR | - |
| 13 | R | - |
| 14 | W | - |
| 15 | SHIELD | - |
| 16 | B | - |
| 18 | B | - |

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BLIND SPOT WARNING

< WIRING DIAGRAM >

[BSW]

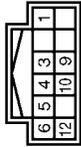
BLIND SPOT WARNING

| | |
|----------------|--------------|
| Connector No. | R7 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH16FW-NH |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | Y | - |
| 2 | R | - |
| 3 | P | - |
| 8 | V | - |
| 10 | L | - |
| 11 | SB | - |

| | |
|----------------|------------------|
| Connector No. | R8 |
| Connector Name | LANE CAMERA UNIT |
| Connector Type | TH12FW-NH |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | Y | IGNITION |
| 3 | R | BUZZER OUTPUT |
| 4 | SB | FCW/LDW CAN IND |
| 5 | P | CAN-L |
| 8 | B | GND |
| 9 | V | FCW/LDW SW |
| 10 | L | CAN-H |
| 12 | B | GND |

JCOWA0444GB

DIAGNOSIS AND REPAIR WORK FLOW

[BSW]

< BASIC INSPECTION >

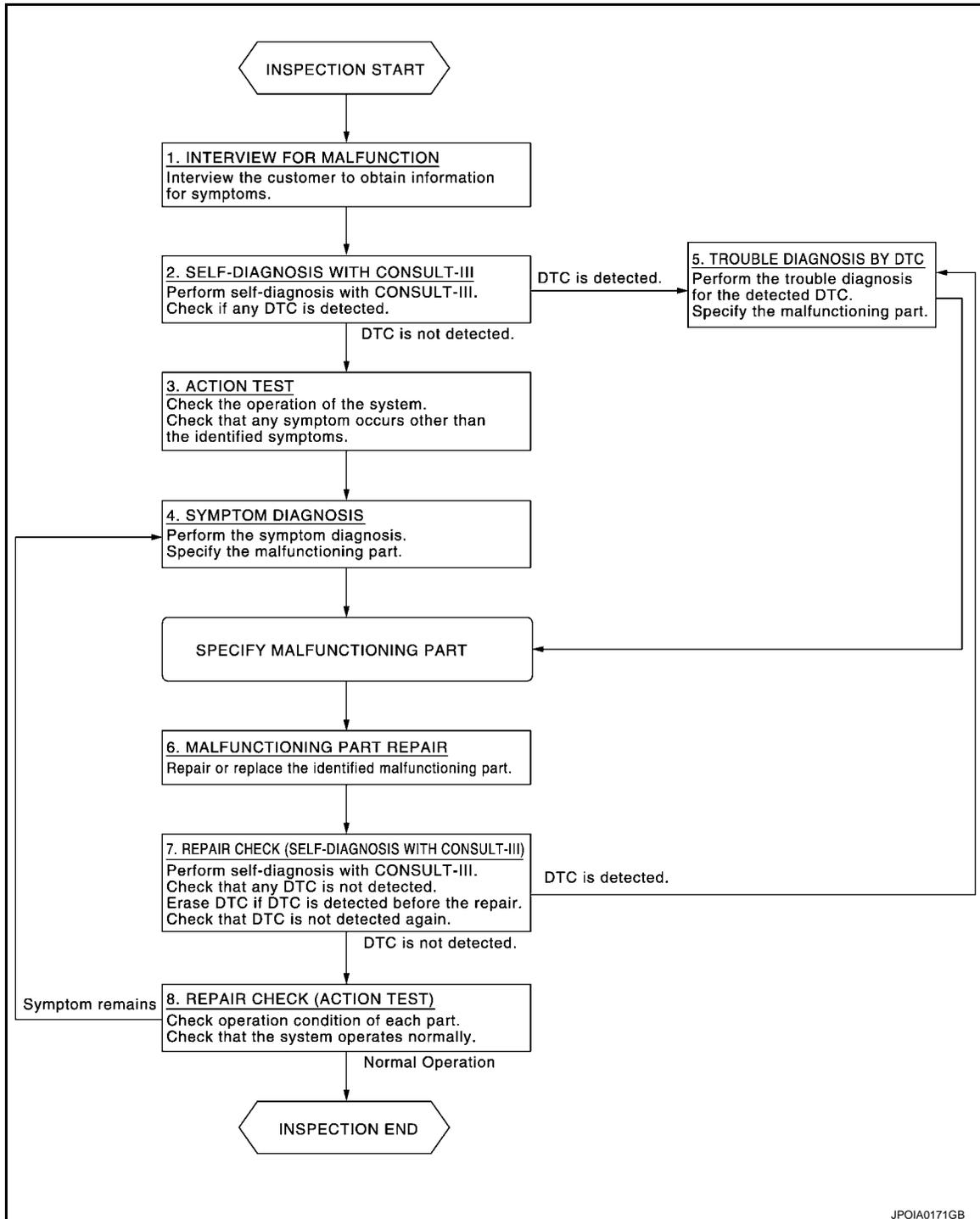
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow

INFOID:000000000608821

OVERALL SEQUENCE



DETAILED FLOW

1. INTERVIEW FOR MALFUNCTION

It is also important to clarify the customer concerns before starting the inspection. Interview the customer about the concerns carefully and understand the symptoms fully.

NOTE:

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DIAGNOSIS AND REPAIR WORK FLOW

[BSW]

< BASIC INSPECTION >

The customers are not professionals. Never assume that “maybe the customer means...” or “maybe the customer mentioned this symptom”.

>> GO TO 2.

2. SELF-DIAGNOSIS WITH CONSULT-III

1. Perform “All DTC Reading” with CONSULT-III.
2. Check if the DTC is detected on the self-diagnosis results of “SIDE RADAR LEFT/RIGHT” and/or “BSW”.

Is any DTC detected?

- YES >> GO TO 5.
NO >> GO TO 3.

3. PRE-INSPECTION FOR DIAGNOSIS

Perform pre-inspection for diagnosis. Refer to [DAS-375, "Inspection Procedure"](#).

>> GO TO 4.

4. ACTION TEST

Perform BSW system action test to check the operation status. Refer to [DAS-377, "Description"](#).
Check if any other malfunctions occur.

>> GO TO 6.

5. TROUBLE DIAGNOSIS BY DTC

1. Check the DTC in the self-diagnosis results.
2. Perform trouble diagnosis for the detected DTC. Refer to [DAS-358, "DTC Index"](#) (SIDE RADAR LEFT) or [DAS-360, "DTC Index"](#) (SIDE RADAR RIGHT) and/or [DAS-355, "DTC Index"](#) (BSW).

NOTE:

If “DTC: U1000” is detected, first diagnose the CAN communication system or BSW communication system.

>> GO TO 7.

6. SYMPTOM DIAGNOSIS

Perform the applicable diagnosis according to the diagnosis chart by symptom. Refer to [DAS-419, "Symptom Table"](#).

>> GO TO 7.

7. MALFUNCTIONING PART REPAIR

Repair or replace the identified malfunctioning parts.

>> GO TO 8.

8. REPAIR CHECK (SELF-DIAGNOSIS WITH CONSULT-III)

1. Erases self-diagnosis results.
2. Perform “All DTC Reading” again after repairing or replacing the specific items.
3. Check if any DTC is detected in self-diagnosis results of “SIDE RADAR LEFT/RIGHT” and “BSW”.

Is any DTC detected?

- YES >> GO TO 5.
NO >> GO TO 9.

9. REPAIR CHECK (ACTION TEST)

Perform the BSW system action test. Check that the malfunction symptom is solved or no other symptoms occur.

Is there a malfunction symptom?

- YES >> GO TO 4.
NO >> INSPECTION END

PRE-INSPECTION FOR DIAGNOSIS

< BASIC INSPECTION >

[BSW]

PRE-INSPECTION FOR DIAGNOSIS

Inspection Procedure

INFOID:000000006608822

1.CHECK REAR BUMPER NEAR THE SIDE RADAR

Are rear bumper near the side radar contaminated with foreign materials?

YES >> Clean the rear bumper.

NO >> GO TO 2.

2.CHECK SIDE RADAR AND THE SIDE RADAR OUTSKIRTS

Are side radar and the side radar outskirts contaminated with foreign materials?

YES >> Clean the side radar or side radar outskirts.

NO >> GO TO 3.

3.CHECK SIDE RADAR INSTALLATION CONDITION

Check side radar installation condition (installation position, properly tightened, a bent bracket).

Is it properly installed?

YES >> INSPECTION END

NO >> Install side radar properly.

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ADDITIONAL SERVICE WHEN REPLACING SIDE RADAR

< BASIC INSPECTION >

[BSW]

ADDITIONAL SERVICE WHEN REPLACING SIDE RADAR

Description

INFOID:000000006608823

- After replacing the side radar, activate (normal usage mode) it in work support mode with CONSULT-III.

NOTE:

- The activation is not required depending on service part.
- If both side radars are not brought into the normal usage mode, BSW does not operate and the BSW warning lamp blinks.

Work Procedure

INFOID:000000006608824

1. CHECK BSW WARNING LAMP

1. Turn ignition switch ON.
2. Check the BSW warning lamp on the combination meter to see if it is factory-default mode. Refer to [DAS-340. "System Description"](#).

Is the BSW warning lamp factory-default mode?

- YES >> GO TO 2.
- NO >> WORK END

2. ACTIVATE OPERATION

1. Select "WORK SUPPORT" item "ACTIVATE OPERATION" of SIDE RADAR (LEFT, RIGHT) with CONSULT-III.
2. Select "Activate".
3. Check that "DATA MONITOR" item "ACTIVATE OPE" is changed to "On".
4. Turn ignition switch OFF.

>> GO TO 3.

3. PERFORM SELF-DIAGNOSIS

1. Turn ignition switch ON.
2. Perform the self-diagnosis of side radar with CONSULT-III. Check if any DTC is detected.

Is any DTC detected?

- YES >> Perform the trouble diagnosis for the detected DTC. Refer to [DAS-360. "DTC Index"](#).
- NO >> GO TO 4.

4. BSW WARNING LAMP CHECK

1. Perform the BSW system action test. Refer to [DAS-377. "Description"](#).
2. Check that BSW system operates normally.

>> WORK END

ACTION TEST

[BSW]

< BASIC INSPECTION >

ACTION TEST

Description

INFOID:000000006608825

Always perform the BSW system action test to check that the system operates normally after replacing the side radar LH/RH, or repairing any BSW system malfunction.

WARNING:

Be careful of traffic conditions and safety around the vehicle when performing road test.

CAUTION:

Fully understand the following items well before the road test;

- Precautions: Refer to [DAS-337, "Precaution for BSW System Service"](#).
- System description: Refer to [DAS-340, "System Description"](#).
- Normal operating condition: Refer to [DAS-420, "Description"](#).

Work Procedure

INFOID:000000006608826

WARNING:

Be careful of traffic conditions and safety around the vehicle when performing road test.

CAUTION:

Fully understand the following items well before the road test;

- Precautions: Refer to [DAS-337, "Precaution for BSW System Service"](#).
- System description: Refer to [DAS-340, "System Description"](#).
- Normal operating condition: Refer to [DAS-420, "Description"](#).

1. BSW SYSTEM ACTION TEST

1. Drive the vehicle.
2. Turn warning systems switch ON (warning systems ON indicator is ON).
3. Check BSW operation according to the following table.

| Vehicle condition/ Driver's operation | | | | Action | |
|---------------------------------------|--|--|--|--|---|
| Warning systems ON indicator | Vehicle speed (Approx.) [km/h (MPH)] | Turn signal condition | Status of vehicle detection within detection area | Indication on the BSW indicator | Buzzer |
| OFF | — | — | — | OFF | OFF |
| ON | Less than approx. 29 (18) | — | — | OFF | OFF |
| | | — | Vehicle is absent | OFF | OFF |
| | Approx. 32 (20) or more | OFF | Vehicle is detected | ON | OFF |
| | | ON (vehicle detected direction) | Before turn signal operates Vehicle is detected | <p style="text-align: center;">Blink</p> <p style="text-align: center;">Indicator ON Indicator OFF</p> <p style="text-align: center;">200 ms</p> <p style="text-align: right; font-size: small;">JSOIA0251GB</p> | <p style="text-align: center;">Short continuous beep</p> <p style="text-align: center;">Buzzer ON Buzzer OFF</p> <p style="text-align: center;">60 ms</p> <p style="text-align: center;">570 ms</p> <p style="text-align: right; font-size: small;">JSOIA0452GB</p> |
| ON (vehicle detected direction) | Vehicle is detected after turn signal operates | <p style="text-align: center;">Blink</p> <p style="text-align: center;">Indicator ON Indicator OFF</p> <p style="text-align: center;">200 ms</p> <p style="text-align: right; font-size: small;">JSOIA0251GB</p> | OFF | | |



ACTION TEST

< BASIC INSPECTION >

[BSW]

NOTE:

- If vehicle speed exceeds approximately 32 km/h (20MPH), BSW function operates until the vehicle speed becomes lower than approximately 29km/h (18MPH).
- Time shown in the figure is approximate time.

>> INSPECTION END

DTC/CIRCUIT DIAGNOSIS

C1A00 CONTROL UNIT

DTC Logic

INFOID:000000006608827

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|---|--------------------|
| C1A00 | CONTROL UNIT | BSW control module internal malfunction | BSW control module |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Perform "All DTC Reading" with CONSULT-III.
3. Check if the "C1A00" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "C1A00" detected as the current malfunction?

- YES >> Refer to [DAS-379, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000006608828

1. CHECK SELF-DIAGNOSIS RESULTS

Check if any DTC other than "C1A00" is detected in "Self Diagnostic Result" of "BSW".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-355, "DTC Index"](#).
- NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

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C1A01 POWER SUPPLY CIRCUIT 1, C1A02 POWER SUPPLY CIRCUIT 2

< DTC/CIRCUIT DIAGNOSIS >

[BSW]

C1A01 POWER SUPPLY CIRCUIT 1, C1A02 POWER SUPPLY CIRCUIT 2

DTC Logic

INFOID:000000006608829

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|---|---|
| C1A01 | POWER SUPPLY CIR | The battery voltage sent to BSW control module remains less than 7.9 V for 5 seconds | <ul style="list-style-type: none">• Connector, harness, fuse• BSW control module |
| C1A02 | POWER SUPPLY CIR 2 | The battery voltage sent to BSW control module remains more than 19.3 V for 5 seconds | |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1A01" or "C1A02" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "C1A01" or "C1A02" detected as the current malfunction?

YES >> Refer to [DAS-380, "Diagnosis Procedure"](#).

NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006608830

1. CHECK BSW CONTROL MODULE POWER SUPPLY AND GROUND CIRCUIT

Check power supply and ground circuit of BSW control module. Refer to [DAS-412, "BSW CONTROL MODULE : Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

NO >> Repair or replace the malfunctioning parts.

C1A03 VEHICLE SPEED SENSOR

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

C1A03 VEHICLE SPEED SENSOR

DTC Logic

INFOID:000000006608831

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|---|---|
| C1A03 | VHCL SPEED SE CIRC | If the vehicle speed signal (wheel speed) from ABS actuator and electric unit (control unit) received by the BSW control module via CAN communication, are inconsistent | <ul style="list-style-type: none">• Wheel speed sensor• ABS actuator and electric unit (control unit)• BSW control module |

NOTE:

If DTC "C1A03" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#)

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Drive the vehicle at 30 km/h (19 MPH) or more.

CAUTION:

Always drive safely.

4. Stop the vehicle.
5. Perform "All DTC Reading" with CONSULT-III.
6. Check if the "C1A03" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "C1A03" detected as the current malfunction?

- YES >> Refer to [DAS-381, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006608832

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1A03" in "Self Diagnostic Result" of "BSW".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "ABS".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [BRC-104, "DTC No. Index"](#).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

DAS

C1B50 SIDE RADAR MALFUNCTION

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

C1B50 SIDE RADAR MALFUNCTION

DTC LOGIC

INFOID:000000006608840

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|-------------------------|-----------------|
| C1B50 | SIDE RDR MALFUNCTION | Side radar malfunction | Side radar |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Perform "All DTC Reading" with CONSULT-III.
3. Check if the "C1B50" is detected as the current malfunction in "Self Diagnostic Result" of "SIDE RADAR RIGHT/LEFT".

Is the "C1B50" detected as the current malfunction?

- YES >> Refer to [DAS-382, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000006608841

1. CHECK SELF-DIAGNOSIS RESULT

Check if any DTC other than "C1B50" is detected in "Self Diagnostic Result" of "SIDE RADAR LEFT/RIGHT"

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunction part. Refer to [DAS-360, "DTC Index"](#) (SIDE RADAR RIGHT) or [DAS-358, "DTC Index"](#) (SIDE RADAR LEFT).
NO >> Replace the side radar. Refer to [DAS-422, "Removal and Installation"](#).

C1B51 BSW/BSI INDICATOR SHORT CIRCUIT

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

C1B51 BSW/BSI INDICATOR SHORT CIRCUIT

DTC Logic

INFOID:000000006608842

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible cause |
|-------|------------------------|--|--|
| C1B51 | BSW/BSI IND SHORT CIR | Short circuit in BSW indicator circuit is detected. (Over current is detected) | <ul style="list-style-type: none">• BSW indicator circuit• BSW indicator• Side radar |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Perform "All DTC Reading" with CONSULT-III.
3. Check if the "C1B51" is detected as the current malfunction in "Self Diagnostic Result" of "SIDE RADAR RIGHT/LEFT".

Is the "C1B51" detected as the current malfunction?

YES >> Refer to [DAS-383, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000006608843

1. CHECK BSW INDICATOR CIRCUIT FOR SHORT

1. Turn ignition switch OFF.
2. Disconnect side radar harness connector and BSW indicator harness connector.
3. Check continuity between side radar harness connector and ground.

| Side radar | | Ground | Continuity |
|------------|----------|--------|-------------|
| Connector | Terminal | | |
| B105 (LH) | 6 | | Not existed |
| B107 (RH) | | | |

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair the harnesses or connectors.

2. REPLACE THE SIDE RADAR

1. Replace the side radar.
2. Perform "All DTC Reading" with CONSULT-III.
3. Check if the "C1B51" is detected in "Self Diagnostic Result" of "SIDE RADAR RIGHT/LEFT"

Is the DTC "C1B51" detected?

YES >> Replace the side radar. Refer to [DAS-422, "Removal and Installation"](#).

NO >> INSPECTION END

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C1B52 BSW/BSI INDICATOR OPEN CIRCUIT

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

C1B52 BSW/BSI INDICATOR OPEN CIRCUIT

DTC Logic

INFOID:000000006608844

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible cause |
|-------|------------------------|--|--|
| C1B52 | BSW/BSI IND OPEN CIR | Open circuit in BSW indicator circuit is detected. | <ul style="list-style-type: none">• BSW indicator circuit• BSW indicator• Side radar |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1B52" is detected as the current malfunction in "Self Diagnostic Result" of "SIDE RADAR RIGHT/LEFT".

Is the "C1B52" detected as the current malfunction?

- YES >> Refer to [DAS-384, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000006608845

1. CHECK BSW INDICATOR CIRCUIT FOR OPEN 1

1. Turn ignition switch OFF.
2. Disconnect side radar harness connector and BSW indicator harness connector.
3. Check continuity between side radar harness connector and BSW indicator harness connector.

| Side radar | | BSW indicator | | Continuity |
|------------|----------|---------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| B105 (LH) | 6 | D2 (LH) | 1 | Existed |
| B107 (RH) | | D32 (RH) | | |

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair the harnesses or connectors.

2. CHECK BSW INDICATOR CIRCUIT FOR OPEN 2

Check continuity between BSW indicator harness connector and ground.

| BSW indicator | | Ground | Continuity |
|---------------|----------|--------|------------|
| Connector | Terminal | | |
| D2 (LH) | 4 | | Existed |
| D32 (RH) | | | |

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Repair the harnesses or connectors.

3. CHECK SIDE RADAR VOLTAGE OUTPUT

1. Connect side radar harness connector.
2. Check voltage between BSW indicator harness connector and ground.

C1B52 BSW/BSI INDICATOR OPEN CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[BSW]

| BSW indicator | | Ground | Condition | Voltage (Approx.) |
|---------------|----------|--------|---|-------------------|
| Connector | Terminal | | | |
| D2 (LH) | 1 | | Ignition switch OFF ⇒ ON (Approx. 2 sec.) | 6 V |
| D32 (RH) | | | | |

Is the inspection result normal?

YES >> Replace BSW indicator.

NO >> Replace side radar. Refer to [DAS-422. "Removal and Installation"](#).

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C1B53 SIDE RADAR RIGHT MALFUNCTION

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

C1B53 SIDE RADAR RIGHT MALFUNCTION

DTC Logic

INFOID:000000006608846

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible cause |
|-------|------------------------|--|----------------|
| C1B53 | SIDE RDR R MALF | BSW control module detects that side radar RH has a malfunction. | Side radar RH |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1B53" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "C1B53" detected as the current malfunction?

- YES >> Refer to [DAS-386, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006608847

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1B53" in "Self Diagnostic Result" of "BSW".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts.
Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "SIDE RADAR RIGHT".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-360, "DTC Index"](#) (SIDE RADAR RIGHT).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

C1B54 SIDE RADAR LEFT MALFUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[BSW]

C1B54 SIDE RADAR LEFT MALFUNCTION

DTC Logic

INFOID:000000006608848

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible cause |
|-------|------------------------|--|----------------|
| C1B54 | SIDE RDR L MALF | BSW control module detects that side radar LH has a malfunction. | Side radar LH |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "C1B54" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "C1B54" detected as the current malfunction?

- YES >> Refer to [DAS-387, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006608849

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "C1B54" in "Self Diagnostic Result" of "BSW".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts.
Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "SIDE RADAR LEFT".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-358, "DTC Index"](#) (SIDE RADAR LEFT).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

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C1B55 RADAR BLOCKAGE

< DTC/CIRCUIT DIAGNOSIS >

[BSW]

C1B55 RADAR BLOCKAGE

DTC Logic

INFOID:000000006608850

DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---------|------------------------|-------------------------|--|
| C1B55 | RADAR BLOCKAGE | Side radar is blocked. | Stain or foreign materials is deposited. |

NOTE:

DTC "C1B55" may be detected under the following conditions except for possible cause. (Explain to the customer about the difference between the contamination detection function and the indication when the malfunction is detected and tell them "This is not malfunction".)

- The side radar may be blocked by temporary ambient conditions such as splashing water, mist or fog.
- The blocked condition may also be caused by objects such as ice, frost or dirt obstructing the side radar.
- Due to the nature of radar technology it is possible to get a blockage warning and not actually be blocked. This is rare and is known as a false blockage warning. A false blocked condition either self-clears or clears after an ignition cycle.

Diagnosis Procedure

INFOID:000000006608851

1.CHECK THE REAR BUMPER

Check rear bumper near the side radar contaminated with foreign materials.

>> GO TO 2.

2.CHECK THE SIDE RADAR

Check side radar and the side radar outskirts contaminated with foreign materials.

>> GO TO 3.

3.CHECK THE SIDE RADAR INSTALL CONDITION

Check side radar installation condition (installation position, properly tightened, a bent bracket).

>> GO TO 4.

4.INTERVIEW

1. Ask if there is stain or foreign materials.
2. Ask if there is any temporary ambient condition such as splashing water, mist or fog.
3. Ask if there is any object such as ice, frost or dirt obstructing the side radar.

Is any of above conditions seen?

YES >> Explain to the customer about the difference between the blockage detection function and the indication when the malfunction is detected and tell them "This is not malfunction".

NO >> INSPECTION END

U1000 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[BSW]

U1000 CAN COMM CIRCUIT

SIDE RADAR LH

SIDE RADAR LH : Description

INFOID:000000000608852

CAN COMMUNICATION

CAN (Controller Area Network) is a serial communication line for real time applications. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Modern vehicle is equipped with many electronic control units, 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, CAN-L) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads the required data only.

CAN communication signal chart. Refer to [LAN-25. "CAN Communication Signal Chart"](#).

BSW COMMUNICATION

- BSW communication is a multiplex communication system. This enables the system to transmit and receive large quantities of data at high speed by connecting control units with 2 communication lines.
- BSW communication lines adopt twisted-pair line style (two lines twisted) for noise immunity.

SIDE RADAR LH : DTC Logic

INFOID:000000000608853

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|--|--------------------------|
| U1000 | CAN COMM CIRCUIT | If side radar LH is not transmitting or receiving BSW communication signal for 2 seconds or more | BSW communication system |

SIDE RADAR LH : Diagnosis Procedure

INFOID:000000000608854

1. PERFORM THE SELF-DIAGNOSIS

1. Start the engine.
2. Turn the BSW system ON, and then wait for 2 seconds or more.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U1000" is detected as the current malfunction in "Self Diagnostic Result" of "SIDE RADAR LEFT".

Is "U1000" detected as the current malfunction?

YES >> Refer to [LAN-16. "Trouble Diagnosis Flow Chart"](#).

NO >> Refer to [GI-42. "Intermittent Incident"](#).

SIDE RADAR RH

SIDE RADAR RH : Description

INFOID:000000000608855

CAN COMMUNICATION

CAN (Controller Area Network) is a serial communication line for real time applications. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Modern vehicle is equipped with many electronic control units, 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, CAN-L) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads the required data only.

CAN communication signal chart. Refer to [LAN-25. "CAN Communication Signal Chart"](#).

BSW COMMUNICATION

- BSW communication is a multiplex communication system. This enables the system to transmit and receive large quantities of data at high speed by connecting control units with 2 communication lines.
- BSW communication lines adopt twisted-pair line style (two lines twisted) for noise immunity.

U1000 CAN COMM CIRCUIT

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

SIDE RADAR RH : DTC Logic

INFOID:000000006608856

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|--|--------------------------|
| U1000 | CAN COMM CIRCUIT | If Side radar RH is not transmitting or receiving BSW communication signal for 2 seconds or more | BSW communication system |

SIDE RADAR RH : Diagnosis Procedure

INFOID:000000006608857

1. PERFORM THE SELF-DIAGNOSIS

1. Start the engine.
2. Turn the BSW system ON, and then wait for 2 seconds or more.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U1000" is detected as the current malfunction in "Self Diagnostic Result" of "SIDE RADAR RIGHT".

Is "U1000" detected as the current malfunction?

YES >> Refer to [LAN-16, "Trouble Diagnosis Flow Chart"](#).

NO >> Refer to [GI-42, "Intermittent Incident"](#).

BSW CONTROL MODULE

BSW CONTROL MODULE : Description

INFOID:000000006608858

CAN COMMUNICATION

CAN (Controller Area Network) is a serial communication line for real time applications. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Modern vehicle is equipped with many electronic control units, 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, CAN-L) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads the required data only.

CAN communication signal chart. Refer to [LAN-25, "CAN Communication Signal Chart"](#).

BSW COMMUNICATION

- BSW communication is a multiplex communication system. This enables the system to transmit and receive large quantities of data at high speed by connecting control units with 2 communication lines.
- BSW communication lines adopt twisted-pair line style (two lines twisted) for noise immunity.

BSW CONTROL MODULE : DTC Logic

INFOID:000000006608859

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|---|---|
| U1000 | CAN COMM CIRCUIT | If BSW control module is not transmitting or receiving CAN communication signal or BSW communication signal for 2 seconds or more | <ul style="list-style-type: none">• CAN communication system• BSW communication system |

NOTE:

If "U1000" is detected, first diagnose the CAN communication system.

BSW CONTROL MODULE : Diagnosis Procedure

INFOID:000000006608860

1. PERFORM THE SELF-DIAGNOSIS

1. Turn the ignition switch ON.
2. Turn the BSW system ON, and then wait for 2 seconds or more.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U1000" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U1000" detected as the current malfunction?

YES >> Refer to [LAN-16, "Trouble Diagnosis Flow Chart"](#).

U1000 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[BSW]

NO >> Refer to [GI-42. "Intermittent Incident"](#).

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U1010 CONTROL UNIT (CAN)

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

U1010 CONTROL UNIT (CAN)

SIDE RADAR LH

SIDE RADAR LH : Description

INFOID:000000006608861

CAN controller controls the communication of BSW communication signal and the error detection.

SIDE RADAR LH : DTC Logic

INFOID:000000006608862

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible cause |
|-------|------------------------|---|----------------|
| U1010 | CONTROL UNIT (CAN) | If side radar LH detects malfunction by CAN controller initial diagnosis. | Side radar LH |

SIDE RADAR LH : Diagnosis Procedure

INFOID:000000006608863

1.CHECK SELF-DIAGNOSIS RESULT

1. Turn the BSW system ON.
2. Perform "All DTC Reading" with CONSULT-III.
3. Check if the "U1010" is detected as the current malfunction in "Self Diagnostic Result" of "SIDE RADAR LEFT".

Is "U1010" detected as the current malfunction?

YES >> Replace the side radar LH. [DAS-422, "Removal and Installation"](#).

NO >> INSPECTION END

SIDE RADAR RH

SIDE RADAR RH : Description

INFOID:000000006608864

CAN controller controls the communication of BSW communication signal and the error detection.

SIDE RADAR RH : DTC Logic

INFOID:000000006608865

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible cause |
|-------|------------------------|---|----------------|
| U1010 | CONTROL UNIT (CAN) | If Side radar RH detects malfunction by CAN controller initial diagnosis. | Side radar RH |

SIDE RADAR RH : Diagnosis Procedure

INFOID:000000006608866

1.CHECK SELF-DIAGNOSIS RESULT

1. Turn the BSW system ON.
2. Perform "All DTC Reading" with CONSULT-III.
3. Check if the "U1010" is detected as the current malfunction in "Self Diagnostic Result" of "SIDE RADAR RIGHT".

Is "U1010" detected as the current malfunction?

YES >> Replace the side radar RH. [DAS-422, "Removal and Installation"](#).

NO >> INSPECTION END

BSW CONTROL MODULE

BSW CONTROL MODULE : Description

INFOID:000000006608867

CAN controller controls the communication of CAN communication signal and BSW communication signal, and the error detection.

U1010 CONTROL UNIT (CAN)

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

BSW CONTROL MODULE : DTC Logic

INFOID:000000006608868

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|---|--------------------|
| U1010 | CONTROL UNIT (CAN) | If BSW control module detects malfunction by CAN controller initial diagnosis | BSW control module |

BSW CONTROL MODULE : Diagnosis Procedure

INFOID:000000006608869

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn the BSW system ON.
2. Perform "All DTC Reading" with CONSULT-III.
3. Check if the "U1010" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U1010" detected as the current malfunction?

- YES >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).
NO >> INSPECTION END

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< DTC/CIRCUIT DIAGNOSIS >

U0104 ADAS CAN 1

DTC Logic

INFOID:000000006608870

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible cause |
|-------|------------------------|---|--------------------|
| U0104 | ADAS CAN CIR1 | Side radar detected an error of BSW communication signal that was received from BSW control module. | BSW control module |

NOTE:

If DTC "U0104" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-389, "SIDE RADAR LH : DTC Logic"](#) (SIDE RADAR LEFT), [DAS-390, "SIDE RADAR RH : DTC Logic"](#) (SIDE RADAR RIGHT).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III
4. Check if the U0104 is detected as the current malfunction in "Self Diagnostic Result" of "SIDE RADAR RIGHT/LEFT".

Is the DTC "U0104" detected?

- YES >> Refer to [DAS-394, "Diagnosis Procedure"](#).
- NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006608871

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U0104" in "Self Diagnostic Result" of "SIDE RADAR RIGHT/LEFT".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-389, "SIDE RADAR LH : DTC Logic"](#) (SIDE RADAR LEFT), [DAS-390, "SIDE RADAR RH : DTC Logic"](#) (SIDE RADAR RIGHT).
- NO >> GO TO 2.

2. CHECK BSW CONTROL MODULE SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "BSW".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-355, "DTC Index"](#).
- NO >> Replace side radar LH or RH. Refer to [DAS-422, "Removal and Installation"](#)

U0121 VDC CAN 2

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

U0121 VDC CAN 2

DTC Logic

INFOID:000000006881228

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|---|---|
| U0121 | VDC CAN CIR2 | If BSW control module detects an error signal that is received from ABS actuator and electric unit (control unit) via CAN communication | ABS actuator and electric unit (control unit) |

NOTE:

If DTC "U0121" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U0121" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U0121" detected as the current malfunction?

- YES >> Refer to [DAS-395, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006881229

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U0121" in "Self Diagnostic Result" of "BSW".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "ABS".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [BRC-104, "DTC No. Index"](#).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

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DAS

U0401 ECM CAN 1

< DTC/CIRCUIT DIAGNOSIS >

[BSW]

U0401 ECM CAN 1

DTC Logic

INFOID:000000006881230

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|---|-----------------|
| U0401 | ECM CAN CIR1 | If BSW control module detects an error signal that is received from ECM via CAN communication | ECM |

NOTE:

If DTC "U0401" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U0401" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U0401" detected as the current malfunction?

- YES >> Refer to [DAS-396, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006881231

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U0401" in "Self Diagnostic Result" of "BSW".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK ECM SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "ENGINE".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [EC-559, "DTC Index"](#).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

U0402 TCM CAN 1

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

U0402 TCM CAN 1

DTC Logic

INFOID:000000006881232

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|---|-----------------|
| U0402 | TCM CAN CIRC1 | If BSW control module detects an error signal that is received from TCM via CAN communication | TCM |

NOTE:

If DTC "U0402" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U0402" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U0402" detected as the current malfunction?

- YES >> Refer to [DAS-397, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006881233

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U0402" in "Self Diagnostic Result" of "BSW".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK TCM SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "TRANSMISSION".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [TM-156, "DTC Index"](#).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

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DAS

U0405 ADAS CAN 2

DTC Logic

INFOID:000000006608880

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible cause |
|-------|------------------------|---|--------------------|
| U0405 | ADAS CAN CIR2 | Side radar detected an error of BSW communication signal that was received from BSW control module. | BSW control module |

NOTE:

If DTC "U0405" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-389, "SIDE RADAR LH : DTC Logic"](#) (SIDE RADAR LEFT), [DAS-389, "SIDE RADAR LH : DTC Logic"](#) (SIDE RADAR RIGHT).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the U0405 is detected as the current malfunction in "Self Diagnostic Result" of "SIDE RADAR RIGHT/LEFT".

Is the DTC "U0405" detected?

- YES >> Refer to [DAS-398, "Diagnosis Procedure"](#).
- NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006608881

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U0405" in "Self Diagnostic Result" of "SIDE RADAR RIGHT/LEFT".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-389, "SIDE RADAR LH : DTC Logic"](#) (SIDE RADAR LEFT), [DAS-390, "SIDE RADAR RH : DTC Logic"](#) (SIDE RADAR RIGHT).
- NO >> GO TO 2.

2. CHECK BSW CONTROL MODULE SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "BSW".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-355, "DTC Index"](#).
- NO >> Replace side radar LH or RH. Refer to [DAS-422, "Removal and Installation"](#).

U0415 VDC CAN 1

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

U0415 VDC CAN 1

DTC Logic

INFOID:000000006881234

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|---|---|
| U0415 | VDC CAN CIR1 | If BSW control module detects an error signal that is received from ABS actuator and electric unit (control unit) via CAN communication | ABS actuator and electric unit (control unit) |

NOTE:

If DTC "U0415" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U0415" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U0415" detected as the current malfunction?

- YES >> Refer to [DAS-399, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006881235

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U0415" in "Self Diagnostic Result" of "BSW".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "ABS".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [BRC-104, "DTC No. Index"](#).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

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DAS

U150B ECM CAN 3

DTC Logic

INFOID:000000006881236

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|--|-----------------|
| U150B | ECM CAN CIRC 3 | BSW control module detects an error signal that is received from ECM via CAN communication | ECM |

NOTE:

If DTC "U150B" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U150B" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U150B" detected as the current malfunction?

- YES >> Refer to [DAS-400, "Diagnosis Procedure"](#).
 NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006881237

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U150B" in "Self Diagnostic Result" of "BSW".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
 NO >> GO TO 2.

2. CHECK ECM SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "ENGINE".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [EC-559, "DTC Index"](#).
 NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

U150C VDC CAN 3

< DTC/CIRCUIT DIAGNOSIS >

[BSW]

U150C VDC CAN 3

DTC Logic

INFOID:000000006881238

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|--|---|
| U150C | VDC CAN CIRC 3 | BSW control module detects an error signal that is received from ABS actuator and electric unit (control unit) via CAN communication | ABS actuator and electric unit (control unit) |

NOTE:

If DTC "U150C" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U150C" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U150C" detected as the current malfunction?

- YES >> Refer to [DAS-401, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006881239

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U150C" in "Self Diagnostic Result" of "BSW".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "ABS".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [BRC-104, "DTC No. Index"](#).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

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U150D TCM CAN 3

< DTC/CIRCUIT DIAGNOSIS >

[BSW]

U150D TCM CAN 3

DTC Logic

INFOID:000000006881240

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|--|-----------------|
| U150D | TCM CAN CIRC 3 | BSW control module detects an error signal that is received from TCM via CAN communication | TCM |

NOTE:

If DTC "U150D" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U150D" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U150D" detected as the current malfunction?

- YES >> Refer to [DAS-402, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006881241

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U150D" in "Self Diagnostic Result" of "BSW".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK TCM SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "TRANSMISSION".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [TM-156, "DTC Index"](#).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

U150E BCM CAN 3

< DTC/CIRCUIT DIAGNOSIS >

[BSW]

U150E BCM CAN 3

DTC Logic

INFOID:000000006881242

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|--|-----------------|
| U150E | BCM CAN CIRC 3 | BSW control module detects an error signal that is received from BCM via CAN communication | BCM |

NOTE:

If DTC "U150E" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U150E" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U150E" detected as the current malfunction?

- YES >> Refer to [DAS-403, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006881243

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U150E" in "Self Diagnostic Result" of "BSW".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK BCM SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "BCM".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [BCS-80, "DTC Index"](#).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

DAS

U1503 SIDE RDR L CAN 2

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

U1503 SIDE RDR L CAN 2

DTC Logic

INFOID:000000006608894

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|--|-----------------|
| U1503 | SIDE RDR L CAN CIR 2 | BSW control module detects an error signal that is received from side radar LH via BSW communication | Side radar LH |

NOTE:

If DTC "U1503" is detected along with DTC "U1000", or "U1508", first diagnose the DTC "U1000" or "U1508".

- Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#) for DTC "U1000".
- Refer to [DAS-409, "DTC Logic"](#) for DTC "U1508".

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U1503" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U1503" detected as the current malfunction?

- YES >> Refer to [DAS-404, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006608895

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" or "U1508" is detected other than "U1503" in "Self Diagnostic Result" of "BSW".

Is "U1000" or "U1508" detected?

- YES-1 >> U1000 detected: Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
YES-2 >> U1508 detected: Refer to [DAS-409, "DTC Logic"](#).
NO >> GO TO 2.

2. CHECK SIDE RADAR LH SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "SIDE RADAR LEFT".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-358, "DTC Index"](#).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

U1504 SIDE RDR L CAN 1

< DTC/CIRCUIT DIAGNOSIS >

[BSW]

U1504 SIDE RDR L CAN 1

DTC Logic

INFOID:000000006608896

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|--|-----------------|
| U1504 | SIDE RDR L CAN CIR 1 | BSW control module detects an error signal that is received from side radar LH via BSW communication | Side radar LH |

NOTE:

If DTC "U1504" is detected along with DTC "U1000", or "U1508", first diagnose the DTC "U1000" or "U1508".

- Refer to [DAS-389, "SIDE RADAR LH : DTC Logic"](#) for DTC "U1000".
- Refer to [DAS-409, "DTC Logic"](#) for DTC "U1508".

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U1504" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U1504" detected as the current malfunction?

- YES >> Refer to [DAS-405, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006608897

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" or "U1508" is detected other than "U1504" in "Self Diagnostic Result" of "BSW".

Is "U1000" or "U1508" detected?

- YES-1 >> U1000 detected: Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
YES-2 >> U1508 detected: Refer to [DAS-409, "DTC Logic"](#).
NO >> GO TO 2.

2. CHECK SIDE RADAR LH SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "SIDE RADAR LEFT".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-358, "DTC Index"](#).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

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U1505 SIDE RDR R CAN 2

< DTC/CIRCUIT DIAGNOSIS >

[BSW]

U1505 SIDE RDR R CAN 2

DTC Logic

INFOID:000000006608898

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|--|-----------------|
| U1505 | SIDE RDR R CAN CIR 2 | BSW control module detects an error signal that is received from side radar RH via BSW communication | Side radar RH |

NOTE:

If DTC "U1505" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U1505" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U1505" detected as the current malfunction?

- YES >> Refer to [DAS-406, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006608899

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U1505" in "Self Diagnostic Result" of "BSW".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK SIDE RADAR RH SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "SIDE RADAR RIGHT".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-360, "DTC Index"](#).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

U1506 SIDE RDR R CAN 1

< DTC/CIRCUIT DIAGNOSIS >

[BSW]

U1506 SIDE RDR R CAN 1

DTC Logic

INFOID:000000006608900

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|--|-----------------|
| U1506 | SIDE RDR R CAN CIR 1 | BSW control module detects an error signal that is received from side radar RH via BSW communication | Side radar RH |

NOTE:

If DTC "U1506" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U1506" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U1506" detected as the current malfunction?

- YES >> Refer to [DAS-407, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006608901

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U1506" in "Self Diagnostic Result" of "BSW".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK SIDE RADAR RH SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "SIDE RADAR RIGHT".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-360, "DTC Index"](#).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

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U1507 LOST COMM(SIDE RDR R)

< DTC/CIRCUIT DIAGNOSIS >

[BSW]

U1507 LOST COMM(SIDE RDR R)

DTC Logic

INFOID:000000006608902

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|---|--|
| U1507 | LOST COMM(SIDE RDR R) | BSW control module cannot receive BSW communication signal from side radar RH for 2 seconds or more | <ul style="list-style-type: none">• BSW communication system• Side radar RH |

NOTE:

If DTC "U1507" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#)

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U1507" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U1507" detected as the current malfunction?

- YES >> Refer to [DAS-408, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006608903

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U1507" in "Self Diagnostic Result" of "BSW".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK SIDE RADAR RH SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "SIDE RADAR RIGHT".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-360, "DTC Index"](#).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

U1508 LOST COMM(SIDE RDR L)

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

U1508 LOST COMM(SIDE RDR L)

DTC Logic

INFOID:000000006608904

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|---|--|
| U1508 | LOST COMM(SIDE RDR L) | BSW control module cannot receive BSW communication signal from side radar LH for 2 seconds or more | <ul style="list-style-type: none">• Side radar LH harness connector• BSW communication system• Side radar LH |

NOTE:

DTC "U1508" is detected along with DTC "U1000", first diagnose the DTC "U1508".

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U1508" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U1508" detected as the current malfunction?

- YES >> Refer to [DAS-409, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006608905

1. CHECK SIDE RADAR HARNESS CONNECTOR

1. Turn the ignition switch OFF.
2. Check the terminals and connectors of the side radar LH for damage, bend and short (unit side and connector side).

Is the inspection result normal?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [LAN-16, "Trouble Diagnosis Flow Chart"](#).
NO >> Repair the terminal or connector.

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U1518 SIDE RDR L CAN 3

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

U1518 SIDE RDR L CAN 3

DTC Logic

INFOID:000000006608910

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|--|-----------------|
| U1518 | SIDE RDR L CAN CIRC 3 | BSW control module detects an error signal that is received from side radar LH via BSW communication | Side radar LH |

NOTE:

If DTC "U1518" is detected along with DTC "U1000", or "U1508", first diagnose the DTC "U1000" or "U1508".

- Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#) for DTC "U1000".
- Refer to [DAS-409, "DTC Logic"](#) for DTC "U1508".

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U1518" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U1518" detected as the current malfunction?

- YES >> Refer to [DAS-410, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006608911

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" or "U1508" is detected other than "U1518" in "Self Diagnostic Result" of "BSW".

Is "U1000" or "U1508" detected?

- YES-1 >> U1000 detected: Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
YES-2 >> U1508 detected: Refer to [DAS-409, "DTC Logic"](#).
NO >> GO TO 2.

2. CHECK SIDE RADAR LH SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "SIDE RADAR LEFT".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-358, "DTC Index"](#).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

U1519 SIDE RDR R CAN 3

< DTC/CIRCUIT DIAGNOSIS >

[BSW]

U1519 SIDE RDR R CAN 3

DTC Logic

INFOID:000000006608912

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC detecting condition | Possible causes |
|-------|------------------------|--|-----------------|
| U1519 | SIDE RDR R CAN CIRC 3 | BSW control module detects an error signal that is received from side radar RH via BSW communication | Side radar RH |

NOTE:

If DTC "U1519" is detected along with DTC "U1000", first diagnose the DTC "U1000". Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine.
2. Turn the BSW system ON.
3. Perform "All DTC Reading" with CONSULT-III.
4. Check if the "U1519" is detected as the current malfunction in "Self Diagnostic Result" of "BSW".

Is "U1519" detected as the current malfunction?

- YES >> Refer to [DAS-411, "Diagnosis Procedure"](#).
NO >> Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000006608913

1. CHECK SELF-DIAGNOSIS RESULTS

Check if "U1000" is detected other than "U1519" in "Self Diagnostic Result" of "BSW".

Is "U1000" detected?

- YES >> Perform the CAN communication system inspection. Repair or replace the malfunctioning parts. Refer to [DAS-390, "BSW CONTROL MODULE : DTC Logic"](#).
NO >> GO TO 2.

2. CHECK SIDE RADAR RH SELF-DIAGNOSIS RESULTS

Check if any DTC is detected in "Self Diagnostic Result" of "SIDE RADAR RIGHT".

Is any DTC detected?

- YES >> Perform diagnosis on the detected DTC and repair or replace the malfunctioning parts. Refer to [DAS-360, "DTC Index"](#).
NO >> Replace the BSW control module. Refer to [DAS-421, "Removal and Installation"](#).

DAS

POWER SUPPLY AND GROUND CIRCUIT

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

POWER SUPPLY AND GROUND CIRCUIT BSW CONTROL MODULE

BSW CONTROL MODULE : Diagnosis Procedure

INFOID:000000006608914

1. CHECK FUSES

Check if any of the following fuses are blown:

| Signal name | Fuse No. |
|-----------------------|----------|
| Ignition power supply | 45 |

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the blown fuse after repairing the affected circuit if a fuse is blown.

2. CHECK BSW CONTROL MODULE POWER SUPPLY CIRCUIT

Check voltage between BSW control module harness connector and ground.

| Terminal | | Condition | Voltage (Approx.) |
|--------------------|----------|-----------------|-------------------|
| (+) | (-) | | |
| BSW control module | | Ignition switch | 0 V |
| Connector | Terminal | | |
| B50 | 16 | OFF | |
| | | ON | |

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the BSW control module power supply circuit.

3. CHECK BSW CONTROL MODULE GROUND CIRCUIT

1. Turn the ignition switch OFF.
2. Disconnect the BSW control module connector.
3. Check for continuity between BSW control module harness connector and ground.

| BSW control module | | Ground | Continuity |
|--------------------|----------|--------|------------|
| Connector | Terminal | | |
| B50 | 6 | | Existed |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair the BSW control module ground circuit.

SIDE RADAR LH

SIDE RADAR LH : Diagnosis Procedure

INFOID:000000006608915

1. CHECK FUSES

Check if any of the following fuses are blown:

| Signal name | Fuse No. |
|-----------------------|----------|
| Ignition power supply | 45 |

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the blown fuse after repairing the affected circuit if a fuse is blown.

POWER SUPPLY AND GROUND CIRCUIT

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

2.CHECK POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect the side radar LH connector.
3. Check voltage between side radar LH harness connector and ground.

| Terminals | | Condition | Voltage (Approx.) |
|---------------|----------|-----------------|-------------------|
| (+) | (-) | | |
| Side radar LH | | Ignition switch | 0 V |
| Connector | Terminal | | |
| B105 | 5 | OFF | 0 V |
| | | ON | Battery voltage |

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the side radar LH power supply circuit.

3.CHECK GROUND CIRCUIT

Check continuity between side radar LH harness connectors and ground.

| Side radar LH | | Ground | Continuity |
|---------------|----------|--------|------------|
| Connector | Terminal | | |
| B105 | 2 | | Existed |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair the side radar LH ground circuit.

SIDE RADAR RH

SIDE RADAR RH : Diagnosis Procedure

INFOID:000000006608916

1.CHECK FUSES

Check if any of the following fuses are blown:

| Signal name | Fuse No. |
|-----------------------|----------|
| Ignition power supply | 45 |

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the blown fuse after repairing the affected circuit if a fuse is blown.

2.CHECK POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect the side radar RH connector.
3. Check voltage between side radar RH harness connector and ground.

| Terminals | | Condition | Voltage (Approx.) |
|---------------|----------|-----------------|-------------------|
| (+) | (-) | | |
| Side radar RH | | Ignition switch | 0 V |
| Connector | Terminal | | |
| B107 | 5 | OFF | 0 V |
| | | ON | Battery voltage |

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair the side radar RH power supply circuit.

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[BSW]

3.CHECK GROUND CIRCUIT

Check continuity between side radar RH harness connectors and ground.

| Side radar RH | | Ground | Continuity |
|---------------|----------|--------|------------|
| Connector | Terminal | | |
| B107 | 2 | | Existed |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair the side radar RH ground circuit.

WARNING SYSTEMS SWITCH CIRCUIT

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

WARNING SYSTEMS SWITCH CIRCUIT

Component Function Check

INFOID:000000006710596

1.CHECK WARNING SYSTEMS SWITCH SIGNAL BY CONSULT-III

CONSULT-III DATA MONITOR

1. Turn the ignition switch ON.
2. Select "LDW SW" of "LANE CAMERA" data monitor item.
3. With operating the warning systems switch, check the monitor status.

| Monitor item | Condition | | Monitor status |
|--------------|------------------------|--------------------|----------------|
| LDW SW | Warning systems switch | Pressed ↔ Released | On ↔ Off |

Is the item status normal?

- YES >> Warning systems switch circuit is normal.
NO >> Refer to [DAS-415, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000006710597

1.CHECK WARNING SYSTEMS SWITCH SIGNAL INPUT

1. Turn the ignition switch ON.
2. With operating the warning systems switch, check the voltage between the lane camera unit harness connector and the ground.

| Terminals | | Condition | Voltage (Approx.) |
|------------------|----------|------------------------|-------------------|
| (+) | (-) | | |
| Lane camera unit | | Warning systems switch | |
| Connector | Terminal | | |
| R8 | 9 | Pressed | |
| | | Released | 5 V |

Is the measurement value normal?

- YES >> Replace the lane camera unit.
NO >> GO TO 2.

2.CHECK WARNING SYSTEMS SWITCH

1. Turn ignition switch OFF.
2. Remove warning systems switch.
3. Check warning systems switch. Refer to [DAS-416, "Component Inspection"](#).

Is the warning systems switch normal?

- YES >> GO TO 3.
NO >> Replace warning systems switch.

3.CHECK WARNING SYSTEMS SWITCH GROUND CIRCUIT

Check continuity between warning systems switch harness connector and the ground.

| Warning systems switch | | Ground | Continuity |
|------------------------|----------|--------|------------|
| Connector | Terminal | | |
| M29 | 6 | | Existed |

Does continuity exist?

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

4.CHECK WARNING SYSTEMS SWITCH SIGNAL INPUT CIRCUIT FOR OPEN

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WARNING SYSTEMS SWITCH CIRCUIT

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

1. Disconnect the lane camera unit connector.
2. Check continuity between the lane camera unit harness connector and warning systems switch harness connector.

| Lane camera unit | | Warning systems switch | | Continuity |
|------------------|----------|------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| R8 | 9 | M29 | 7 | Existed |

Does continuity exist?

YES >> GO TO 5.

NO >> Repair the harnesses or connectors.

5.CHECK WARNING SYSTEMS SWITCH SIGNAL INPUT CIRCUIT FOR SHORT

Check continuity between the lane camera unit harness connector and ground.

| Lane camera unit | | Ground | Continuity |
|------------------|----------|--------|-------------|
| Connector | Terminal | | |
| R8 | 9 | | Not existed |

Does continuity exist?

YES >> Repair the harnesses or connectors.

NO >> Replace the lane camera unit.

Component Inspection

INFOID:000000006710598

1.CHECK WARNING SYSTEMS SWITCH

Check continuity of warning systems switch.

| Warning systems switch | | Condition | Continuity |
|------------------------|---|------------------------|-------------|
| Terminal | | Warning systems switch | |
| 6 | 7 | Pressed | Existed |
| | | Released | Not existed |

Is the check result normal?

YES >> Warning systems switch is normal.

NO >> Replace warning systems switch.

WARNING SYSTEMS ON INDICATOR CIRCUIT

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

WARNING SYSTEMS ON INDICATOR CIRCUIT

Component Function Check

INFOID:000000006710599

1. CHECK WARNING SYSTEMS ON INDICATOR BY CONSULT-III

CONSULT-III ACTIVE TEST

1. Turn the ignition switch ON.
2. Select "LDW ON IND" of "LANE CAMERA" active test item.
3. With operating the test item, check the operation.

On : Warning systems ON indicator illuminates.

Off : Warning systems ON indicator is turned OFF.

Does the warning systems ON indicator illuminate?

YES >> Warning systems ON indicator circuit is normal.

NO >> Refer to [DAS-417, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000006710600

1. CHECK WARNING SYSTEMS ON INDICATOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect warning systems switch connector.
3. Turn ignition switch ON.
4. Check voltage between warning systems switch harness connector and ground.

| Terminals | | Voltage (Approx.) |
|------------------------|----------|----------------------|
| (+) | (-) | |
| Warning systems switch | | Ground |
| Connector | Terminal | |
| M29 | 3 | |
| | | Battery voltage |

Is the measurement value normal?

YES >> GO TO 2.

NO >> Check harness between fuse and warning systems switch.

2. CHECK WARNING SYSTEMS ON INDICATOR SIGNAL CIRCUIT FOR OPEN

1. Turn the ignition switch OFF.
2. Disconnect the lane camera unit harness connector.
3. Check continuity between the lane camera unit harness connector and warning systems switch harness connector.

| Lane camera unit | | Warning systems switch | | Continuity |
|------------------|----------|------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| R8 | 4 | M29 | 2 | Existed |

Does continuity exist?

YES >> GO TO 3.

NO >> Repair the harnesses or connectors.

3. CHECK WARNING SYSTEMS ON INDICATOR SIGNAL CIRCUIT FOR SHORT

Check continuity between the lane camera unit harness connector and ground.

| Lane camera unit | | Ground | Continuity |
|------------------|----------|--------|-------------|
| Connector | Terminal | | |
| R8 | 4 | | Not existed |

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WARNING SYSTEMS ON INDICATOR CIRCUIT

[BSW]

< DTC/CIRCUIT DIAGNOSIS >

Does continuity exist?

YES >> Repair the harnesses or connectors.

NO >> GO TO 4.

4. CHECK WARNING SYSTEMS ON INDICATOR

1. Connect warning systems switch connector.
2. Turn ignition switch ON.
3. Apply ground to warning systems switch terminal 2.
4. Check condition of the warning systems ON indicator.

Does warning systems ON indicator illuminate?

YES >> Replace the lane camera unit.

NO >> Replace warning systems switch.

SYMPTOM DIAGNOSIS

BSW SYSTEM SYMPTOMS

Symptom Table

INFOID:00000000608926

CAUTION:

Perform the self-diagnosis with CONSULT-III before the symptom diagnosis. Perform the trouble diagnosis if any DTC is detected.

NOTE:

For the operational conditions of BSW, refer to [DAS-340, "System Description"](#).

| Symptom | Possible cause | Inspection item/Reference page |
|--|--|---|
| Indicator/warning lamps do not illuminate when ignition switch OFF ⇒ ON. | <ul style="list-style-type: none"> BSW warning lamp signal (CAN) - Combination meter - Unified meter and A/C amp. - BSW control module BSW warning lamp (combination meter) | <ul style="list-style-type: none"> Power supply and ground circuit of BSW control module Refer to DAS-412, "BSW CONTROL MODULE : Diagnosis Procedure" BSW control module Active test "BSW/BSI WARNING LAMP" Refer to DAS-348, "CONSULT-III Function (BSW)". BSW control module Data monitor "BSW/BSI WARN LMP" Refer to DAS-348, "CONSULT-III Function (BSW)" Unified meter and A/C amp. Data monitor "BSW W/L" Refer to MWI-42, "CONSULT-III Function (METER/M&A)" |
| | <ul style="list-style-type: none"> Harness between lane camera unit and warning systems switch Warning systems switch Lane camera unit | Warning systems ON indicator circuit Refer to DAS-417, "Diagnosis Procedure" |
| | <ul style="list-style-type: none"> Harness between side radar and BSW indicator Side radar LH/RH BSW indicator | Perform self-diagnosis of side radar Refer to DAS-350, "CONSULT-III Function (SIDE RADAR LEFT)" or DAS-352, "CONSULT-III Function (SIDE RADAR RIGHT)" |
| BSW system is not activated. (Indicator/warning lamps illuminate when ignition switch OFF ⇒ ON.) | <ul style="list-style-type: none"> Harness between lane camera unit and warning systems switch Harness between warning systems switch and ground BSW control module Lane camera unit Warning systems switch | Warning systems ON indicator circuit Refer to DAS-417, "Diagnosis Procedure" |
| | Buzzer is not sounding | <ul style="list-style-type: none"> BSW control module Combination meter Unified meter and A/C amp. |

NORMAL OPERATING CONDITION

< SYMPTOM DIAGNOSIS >

[BSW]

NORMAL OPERATING CONDITION

Description

INFOID:000000006608927

PRECAUTIONS FOR BLIND SPOT WARNING (BSW)

- The BSW system is not a replacement for proper driving procedure and are not designed to prevent contact with vehicles or objects. When changing lanes, always use the side and rear mirrors and turn and look in the direction driver will move to ensure it is safe to change lanes. Never rely solely on the BSW system.
- The BSW system may not provide a warning for vehicles that pass through the detection zone quickly.
- Do not use the BSW system when towing a trailer because the system may not function properly.
- Excessive noise (e.g. audio system volume, open vehicle window) will interfere with the chime sound, and it may not be heard.
- The side radar may not be able to detect and activate BSW when certain objects are present such as:
 - Pedestrians, bicycles, animals.
 - Several types of vehicles such as motorcycles.
 - Oncoming vehicles.
 - Vehicles remaining in the detection zone when driver accelerate from a stop.
 - A vehicle merging into an adjacent lane at a speed approximately the same as vehicle.
 - A vehicle approaching rapidly from behind.
 - A vehicle which vehicle overtakes rapidly.
- Severe weather or road spray conditions may reduce the ability of the side radar to detect other vehicles.
- The side radar detection zone is designed based on a standard lane width. When driving in a wider lane, the side radar may not detect vehicles in an adjacent lane. When driving in a narrow lane, the side radar may detect vehicles driving two lanes away.
- The side radar are designed to ignore most stationary objects, however objects such as guardrails, walls, foliage and parked vehicles may occasionally be detected. This is a normal operating condition.

REMOVAL AND INSTALLATION

BSW CONTROL MODULE

Removal and Installation

INFOID:000000006707469

REMOVAL

1. Remove clips on the back of the luggage side finisher lower (LH) to obtain space for work. Refer to [INT-37. "Exploded View"](#).
2. Disconnect BSW control module connector.
3. Remove mounting bolts from BSW control module.
4. Remove BSW control module.

INSTALLATION

Install in the reverse order of removal.

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SIDE RADAR

[BSW]

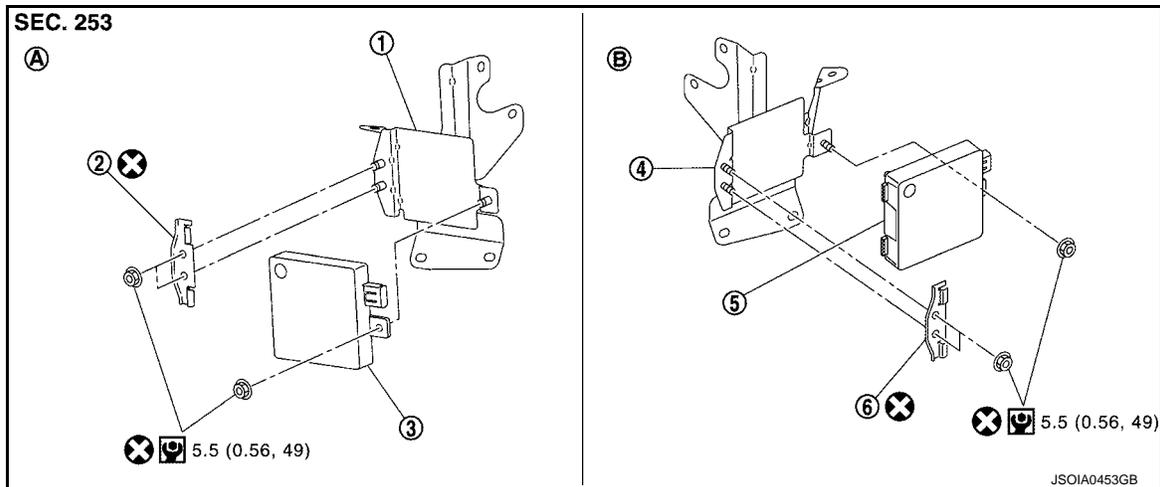
< REMOVAL AND INSTALLATION >

SIDE RADAR

Removal and Installation

INFOID:000000006608928

EXPLODED VIEW



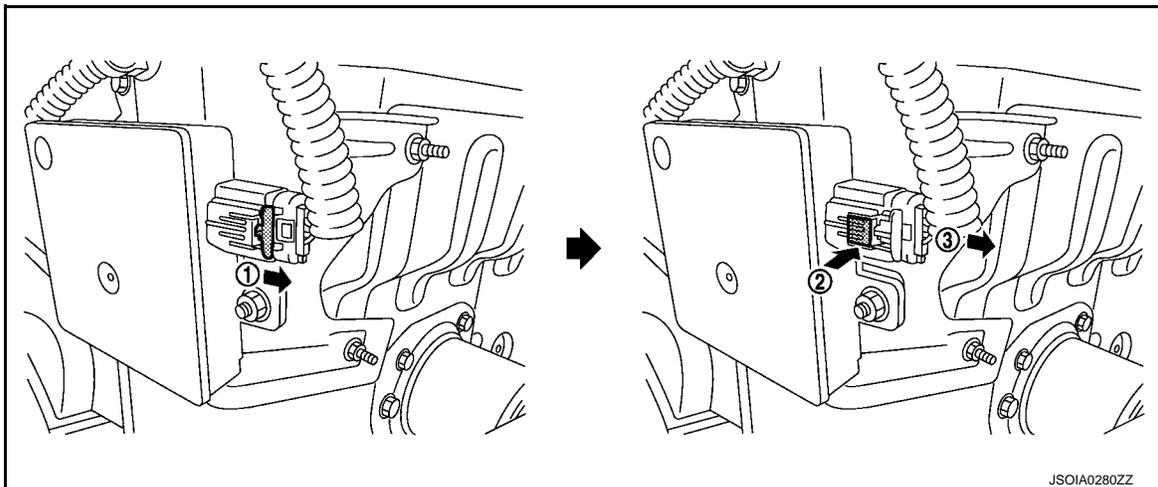
- | | | |
|------------|------------------|------------------|
| 1. Bracket | 2. Bracket | 3. Side radar LH |
| 4. Bracket | 5. Side radar RH | 6. Bracket |
| A. LH side | B. RH side | |

Refer to [GI-4. "Components"](#) for symbol makes in the figure.

REMOVAL AND INSTALLATION

Removal

1. Remove the rear bumper fascia assembly. Refer to [EXT-17. "Removal and Installation"](#).
2. Remove the side radar connector.



NOTE:

This illustration is an example.

3. Remove the mounting nuts to remove the side radar RH/LH from bracket.

Installation

Note the following, and install in the reverse order of removal.

SIDE RADAR

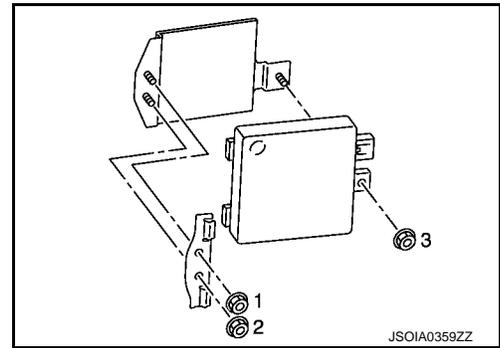
[BSW]

< REMOVAL AND INSTALLATION >

- Tighten mounting nuts in the numerical order as shown in the figure.
- Always lock the side radar connector.

CAUTION:

- **Since right side radar and left side radar are similar in shape, never confuse right with left.**
- **After replacing the side radar, activate (normal usage mode) it in work support mode. Refer to [DAS-376, "Description"](#).**
- **The activation is not required depending on service part.**



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BSW INDICATOR

Removal and Installation

INFOID:000000006608929

REMOVAL AND INSTALLATION

Removal

1. Remove the door mirror corner cover. Refer to [MIR-116. "Exploded View"](#).
2. Remove the BSW indicator.

Installation

Install in the reverse order of removal.

WARNING SYSTEMS SWITCH

< REMOVAL AND INSTALLATION >

[BSW]

WARNING SYSTEMS SWITCH

Removal and Installation

INFOID:000000006608931

REMOVAL

1. Remove the instrument lower panel (LH). Refer to [IP-13, "Removal and Installation"](#).
2. Remove warning systems switch from instrument driver lower panel.

INSTALLATION

Install in the reverse order of removal.

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