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POWER SUPPLY, GROUND & CIRCUIT ELEMENTS

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PRECAUTIONS

PFP:00001

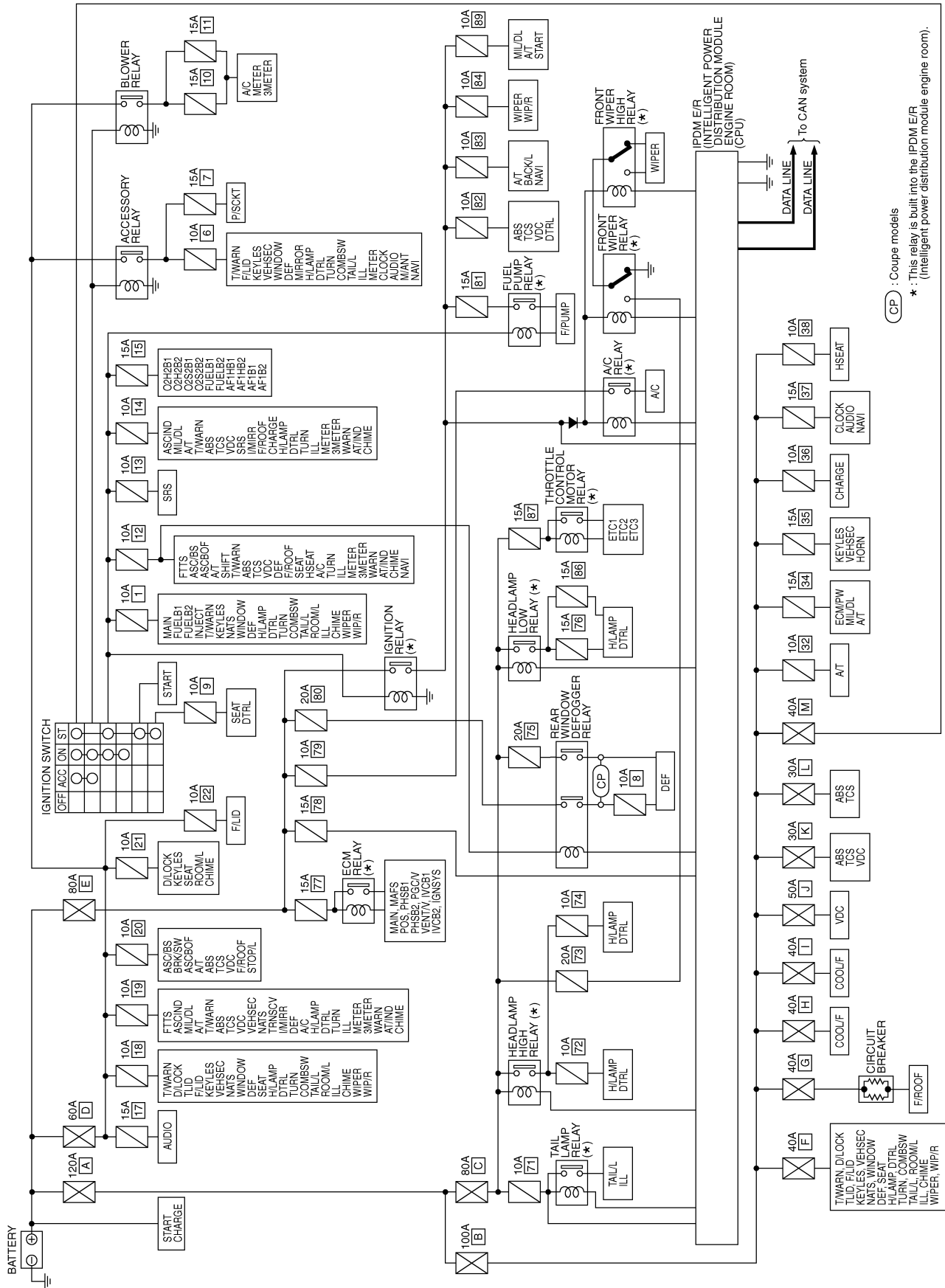
Precautions for Battery Service

AKS00AV9

Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

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Schematic



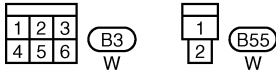
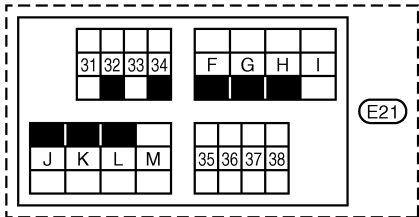
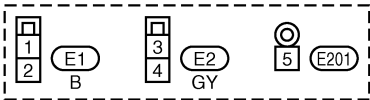
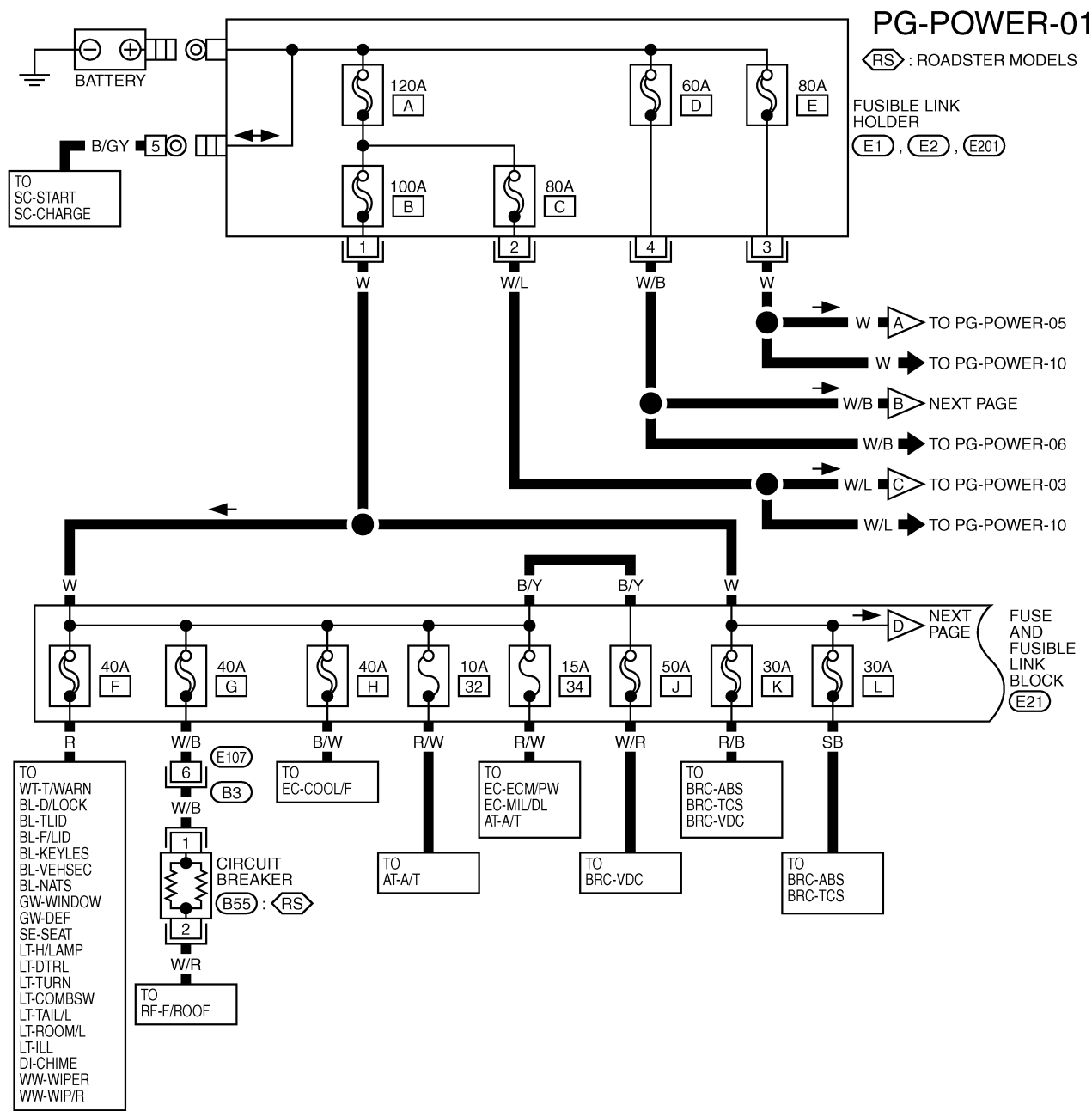
CP : Coupe models

★ : This relay is built into the IPDM E/R (Intelligent power distribution module engine room).

POWER SUPPLY ROUTING CIRCUIT

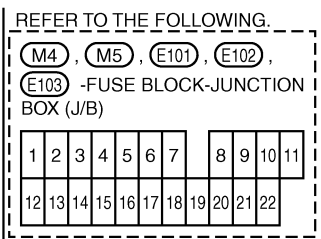
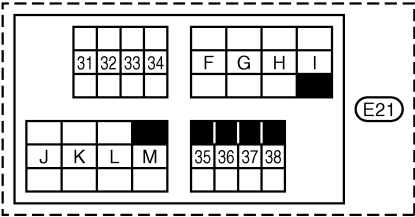
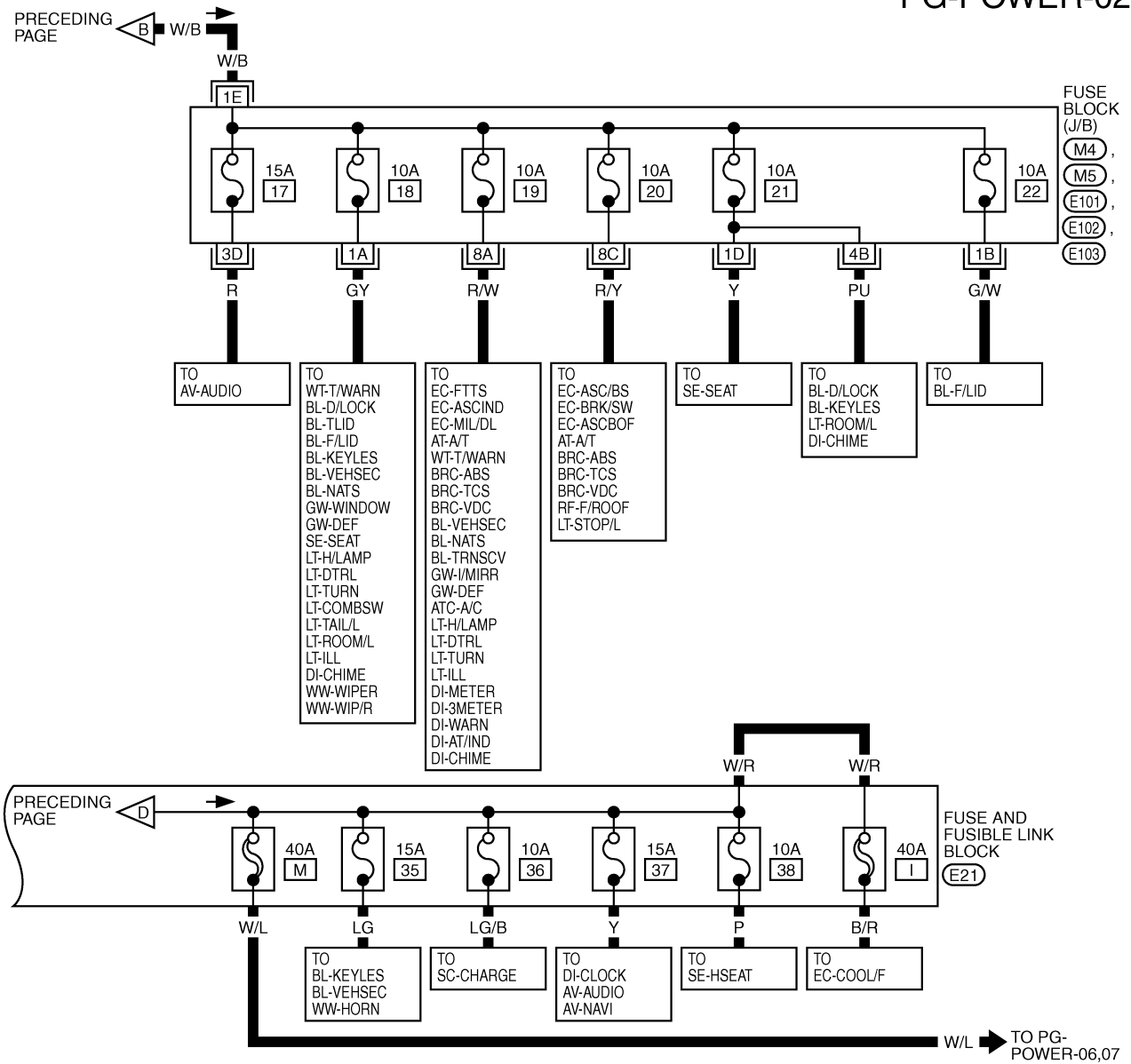
Wiring Diagram — POWER —
BATTERY POWER SUPPLY — IGNITION SW. IN ANY POSITION

AKS0012C



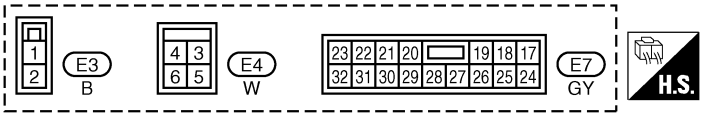
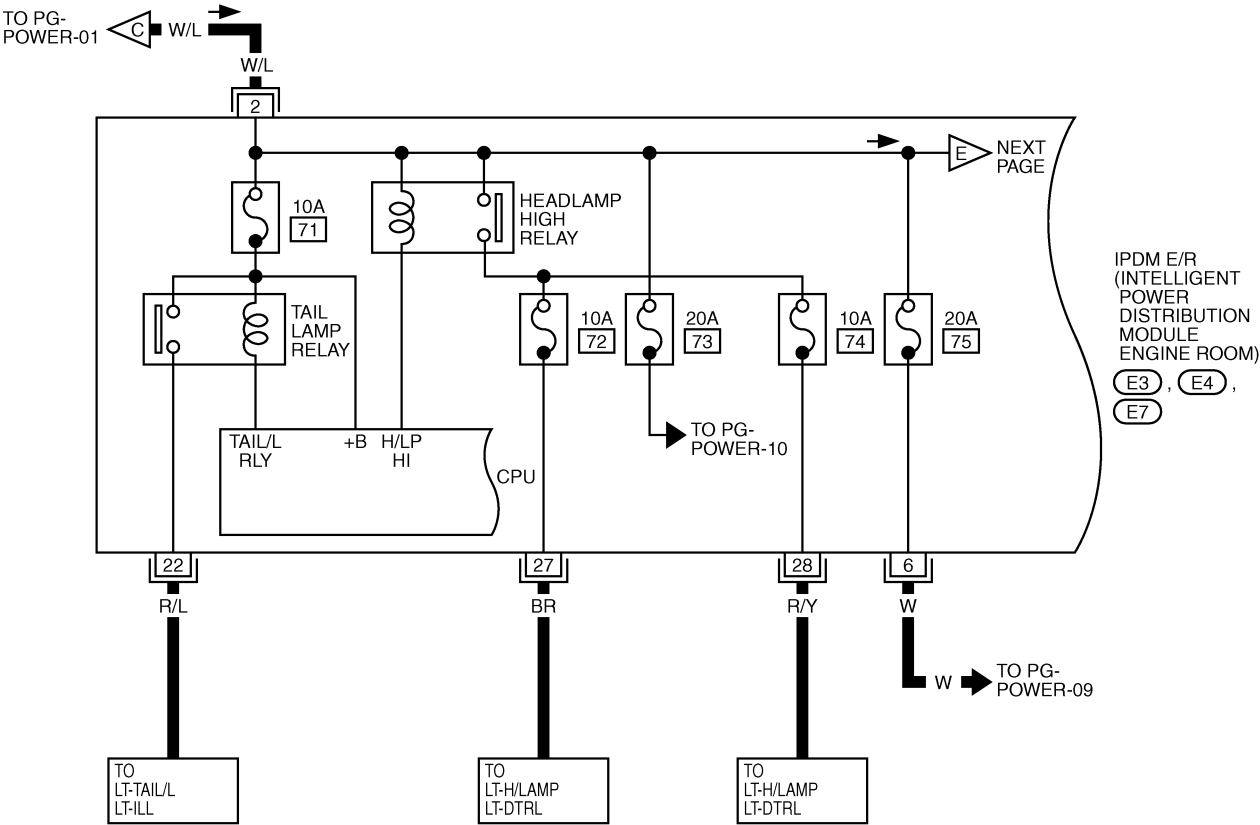
POWER SUPPLY ROUTING CIRCUIT

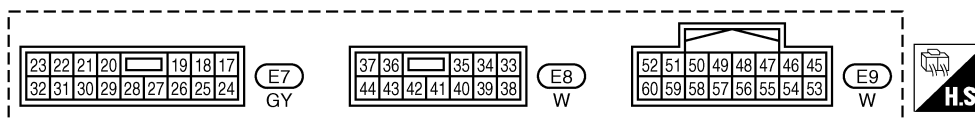
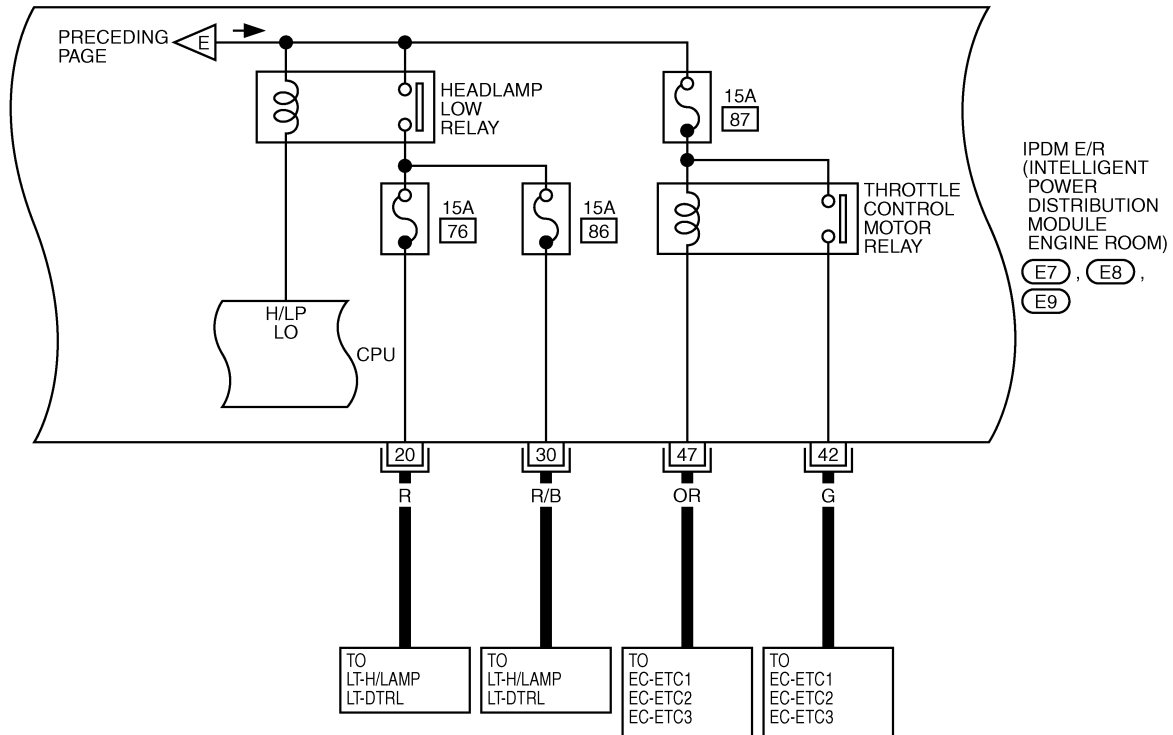
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POWER SUPPLY ROUTING CIRCUIT

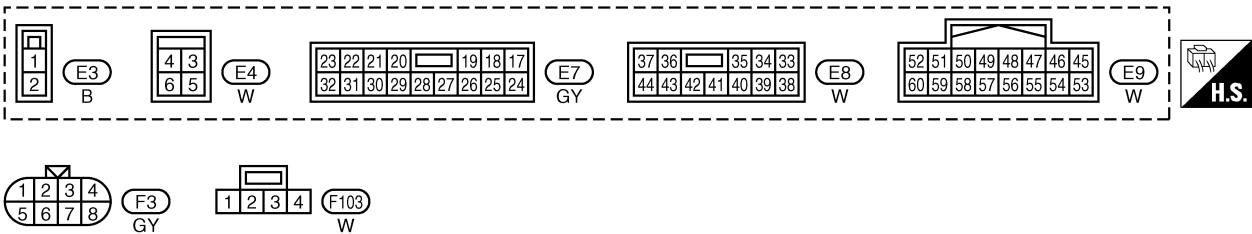
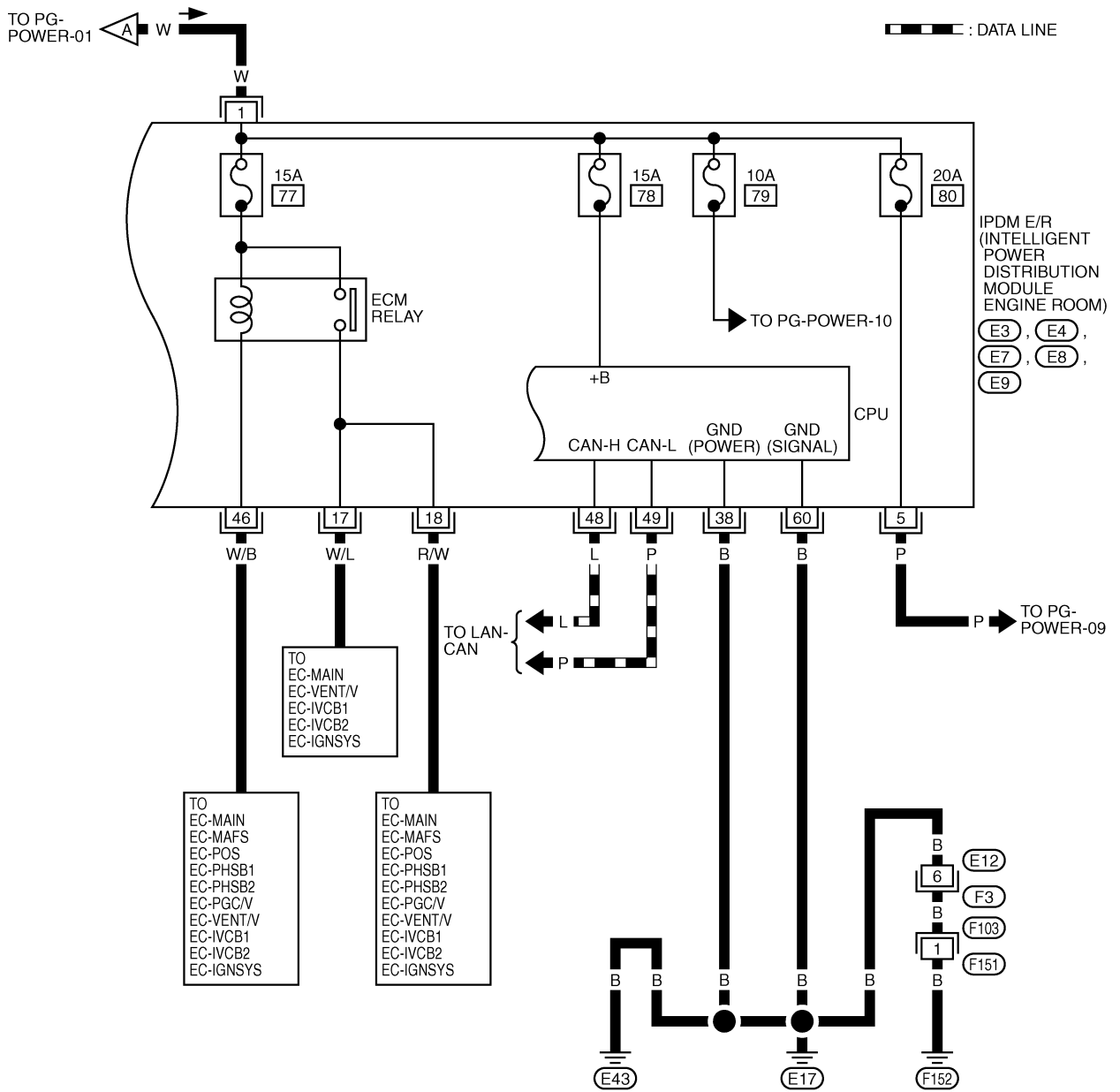
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POWER SUPPLY ROUTING CIRCUIT

PG-POWER-05

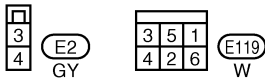
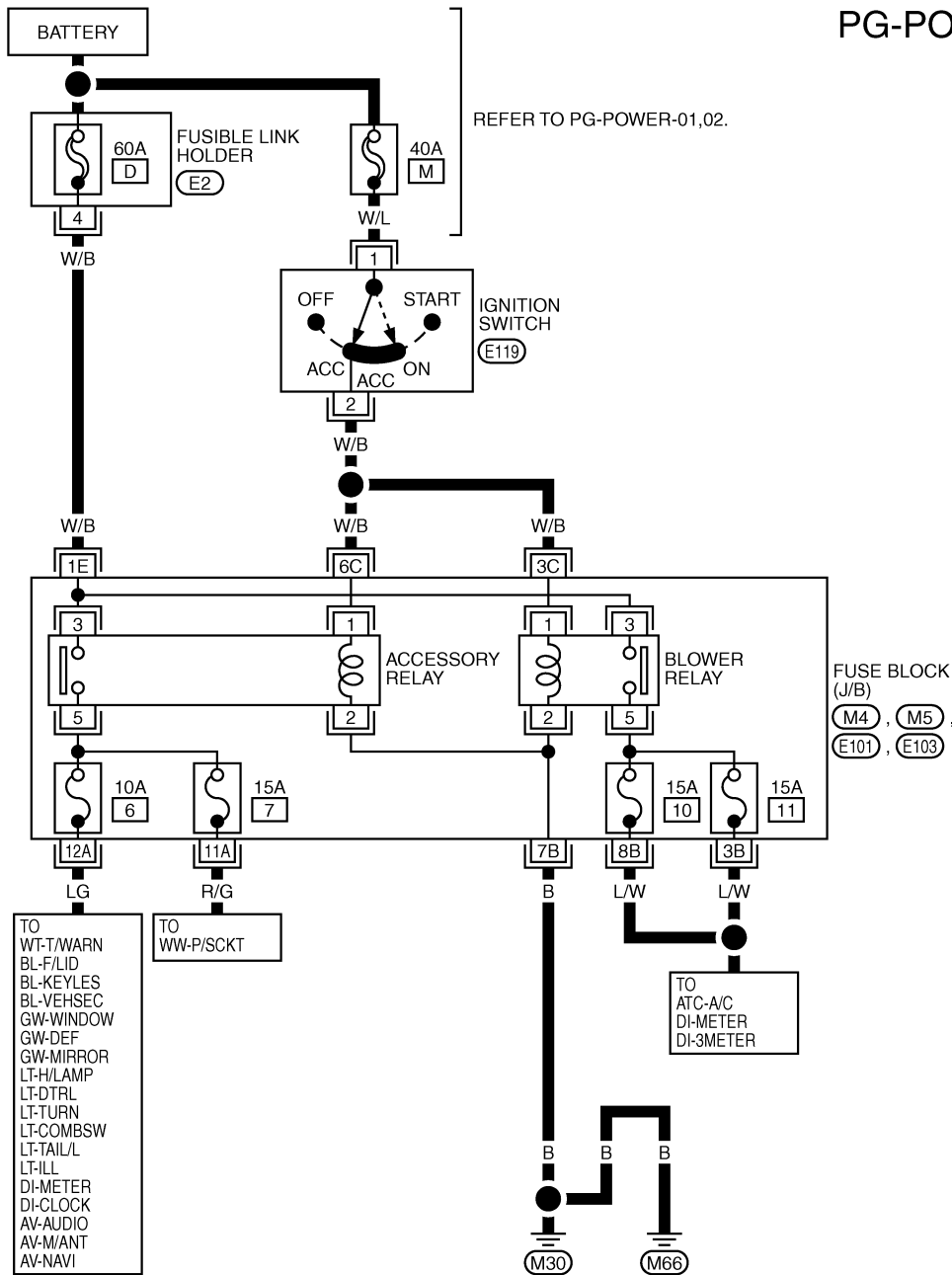


TKWT1644E

POWER SUPPLY ROUTING CIRCUIT

ACCESSORY POWER SUPPLY — IGNITION SW. IN “ACC” OR “ON”

PG-POWER-06



REFER TO THE FOLLOWING.

M4, M5, E101, E103

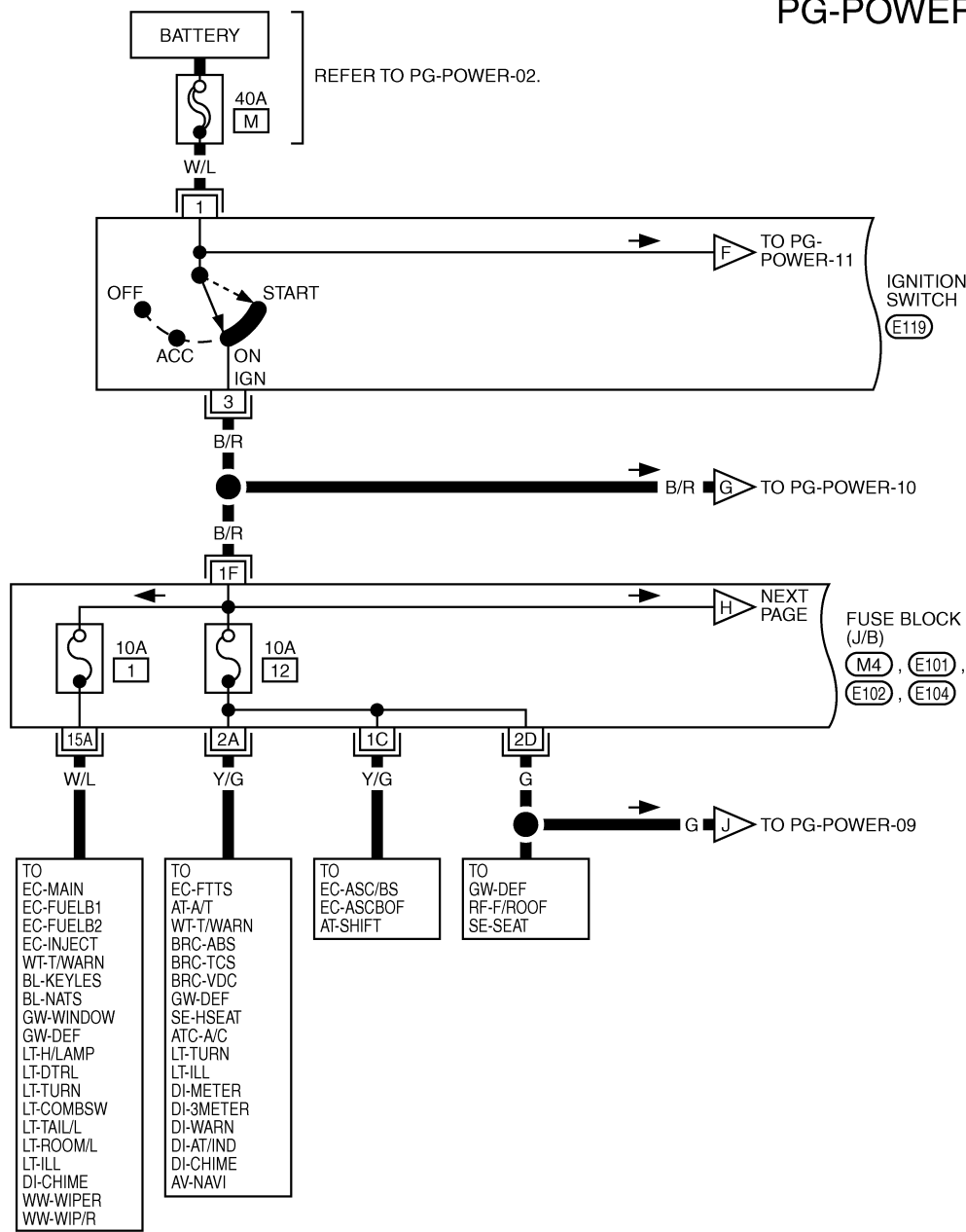
-FUSE BLOCK-JUNCTION BOX (J/B)

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

POWER SUPPLY ROUTING CIRCUIT

IGNITION POWER SUPPLY — IGNITION SW. IN “ON” AND/OR “START”

PG-POWER-07

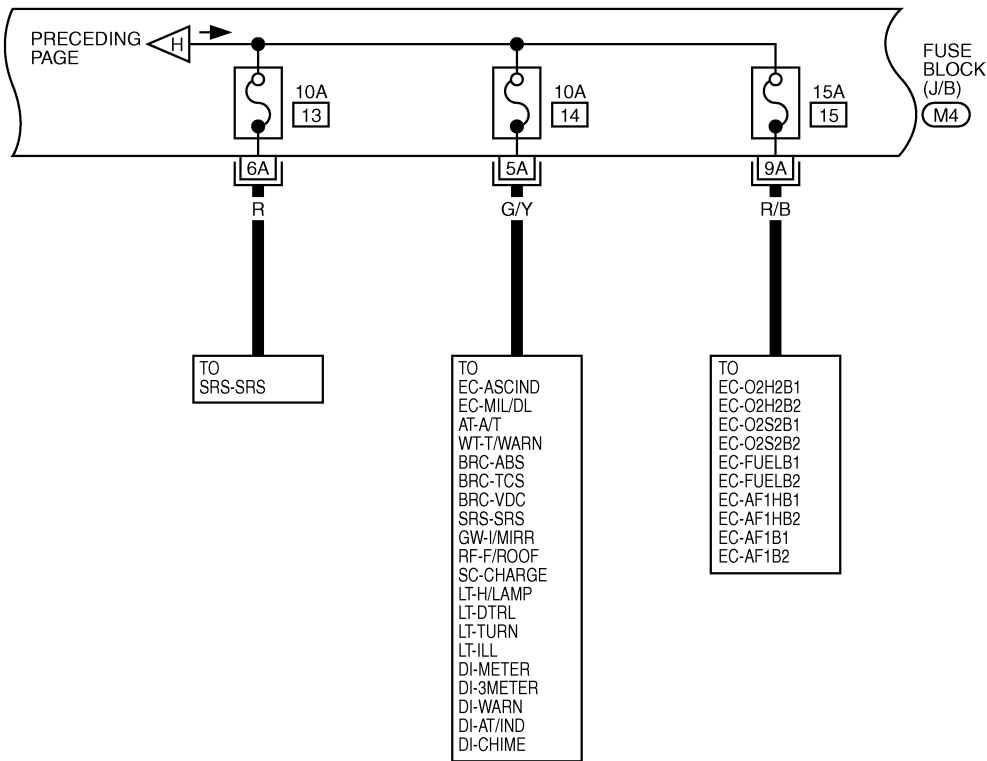


3	5	1
4	2	6

E119
W

REFER TO THE FOLLOWING.

M4	E101	E102	E104							
-FUSE BLOCK-JUNCTION BOX (J/B)										
1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22



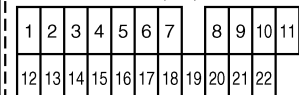
REFER TO THE FOLLOWING:

M4 -FUSE BLOCK-
JUNCTION BOX (J/B)

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

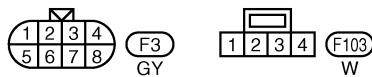
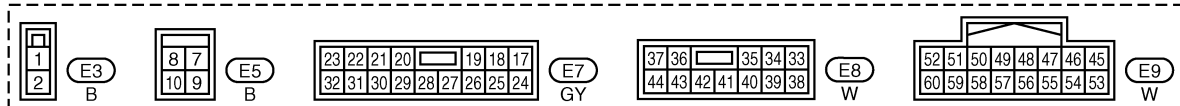
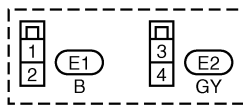
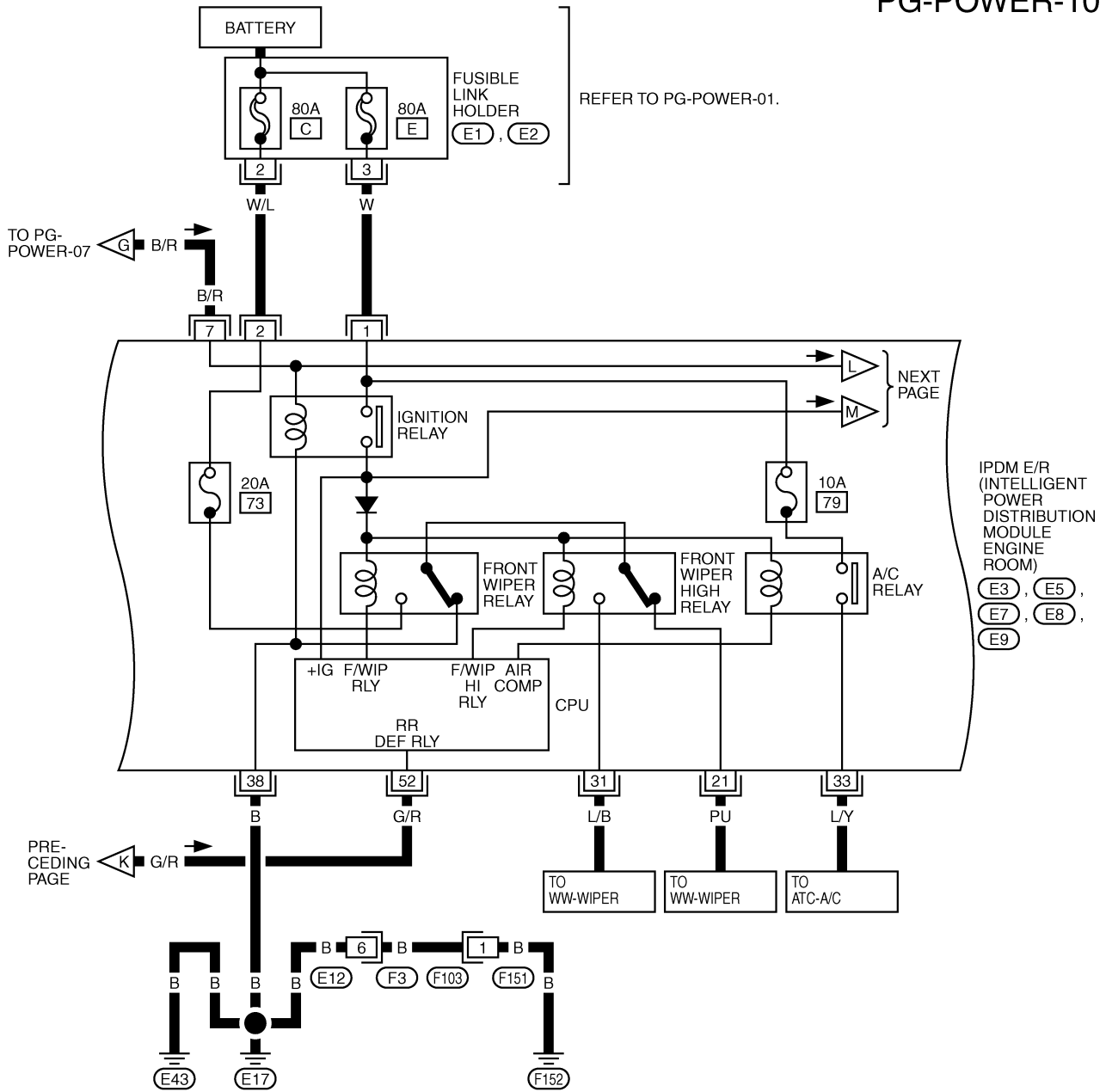
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POWER SUPPLY ROUTING CIRCUIT

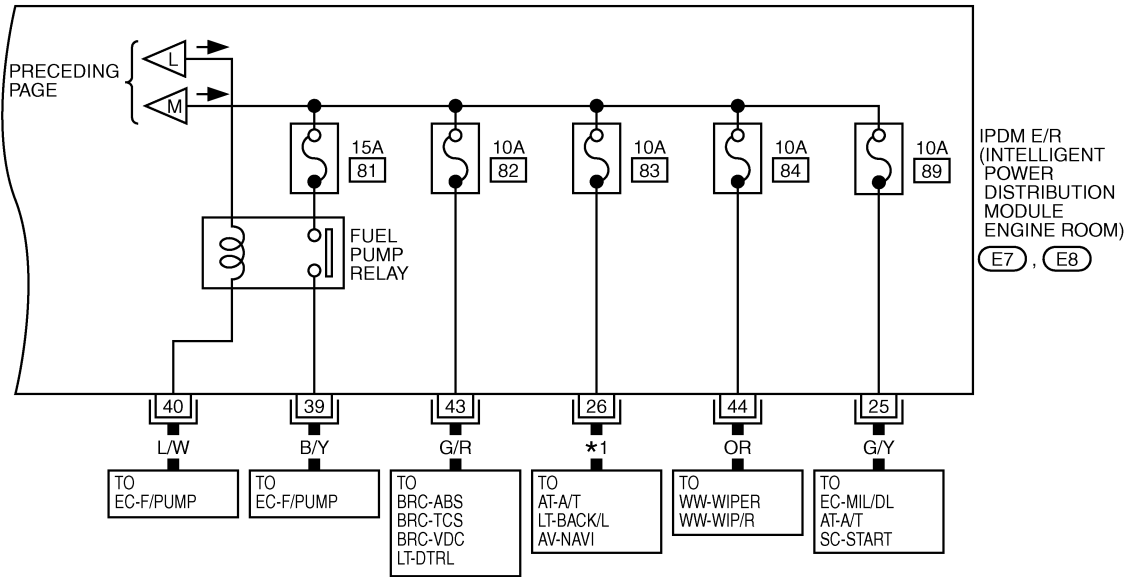
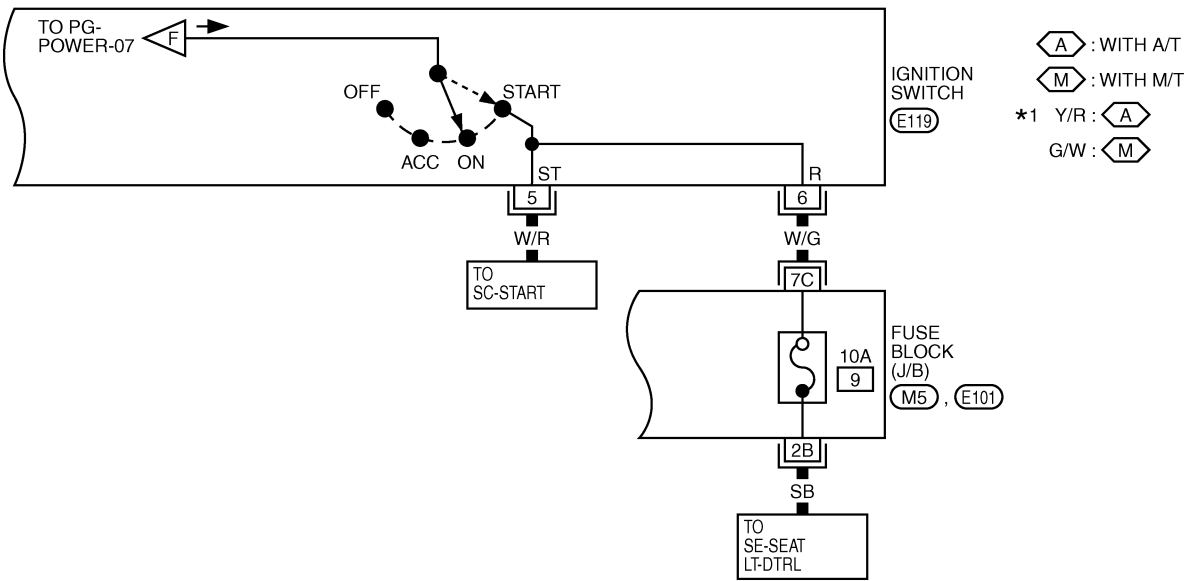
PG-POWER-10



TKWT1649E

POWER SUPPLY ROUTING CIRCUIT

PG-POWER-11



23	22	21	20	19	18	17
32	31	30	29	28	27	26
25	24					

(E7)
GY

37	36	35	34	33
44	43	42	41	40
39	38			

(E8)
W



3	5	1
4	2	6

(E119)
W

REFER TO THE FOLLOWING.

(M5), (E101) -FUSE BLOCK-
JUNCTION BOX (J/B)

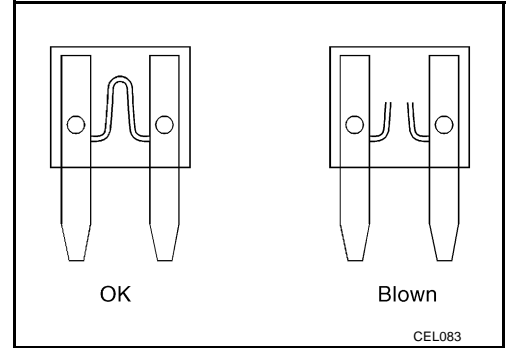
1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

POWER SUPPLY ROUTING CIRCUIT

Fuse

AKS0012D

- If fuse is blown, be sure to eliminate cause of incident before installing new fuse.
- Use fuse of specified rating. Never use fuse of more than specified rating.
- Do not partially install fuse; always insert it into fuse holder properly.
- Remove fuse for "ELECTRICAL PARTS (BAT)" if vehicle is not used for a long period of time.



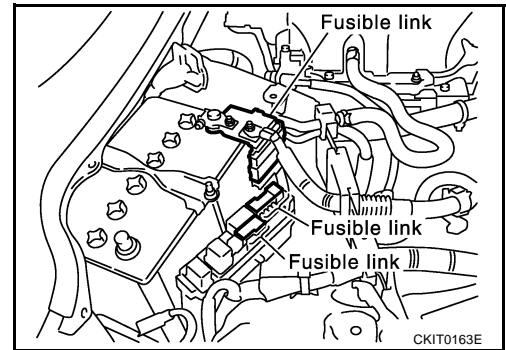
Fusible Link

AKS0012E

A melted fusible link can be detected either by visual inspection or by feeling with finger tip. If its condition is questionable, use circuit tester or test lamp.

CAUTION:

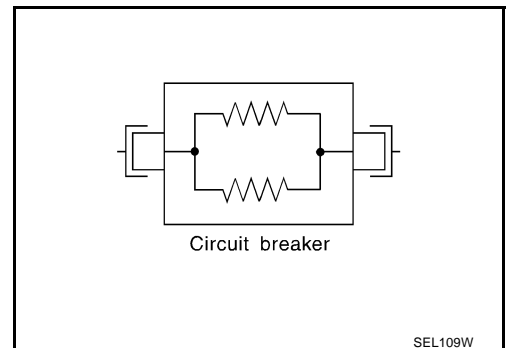
- If fusible link should melt, it is possible that critical circuit (power supply or large current carrying circuit) is shorted. In such a case, carefully check and eliminate cause of incident.
- Never wrap outside of fusible link with vinyl tape. Important: Never let fusible link touch any other wiring harness, vinyl or rubber parts.



Circuit Breaker

AKS0012F

The PTC thermistor generates heat in response to current flow. The temperature (and resistance) of the thermistor element varies with current flow. Excessive current flow will cause the element's temperature to rise. When the temperature reaches a specified level, the electrical resistance will rise sharply to control the circuit current. Reduced current flow will cause the element to cool. Resistance falls accordingly and normal circuit current flow is allowed to resume.



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

PFP:284B7

System Description

AKS00A2H

- IPDM E/R (Intelligent Power Distribution Module Engine Room) integrates the relay box and fuse block which were originally placed in engine room. It controls integrated relay via IPDM E/R control circuit.
- IPDM E/R-integrated control circuit performs ON-OFF operation of relay, CAN communication control, oil pressure switch signal, hood switch signal reception, etc.
- It controls operation of each electrical part via ECM, BCM and CAN communication lines.

CAUTION:

None of the IPDM E/R-integrated relays can be removed.

SYSTEMS CONTROLLED BY IPDM E/R

1. Lamp control
Using CAN communication line, it receives signal from BCM and controls the following lamps:
 - Headlamps (Hi, Lo)
 - Parking lamps
 - Tail lamps
 - License plate lamps
2. Wiper control
Using CAN communication line, it receives signals from BCM and controls the front wipers.
3. Headlamp washer control
Using CAN communication line, it receives signals from BCM and controls the headlamp washer.
4. Rear window defogger relay control
Using CAN communication line, it receives signals from BCM and controls the rear window defogger relay.
5. A/C compressor control
Using CAN communication line, it receives signals from ECM and controls the A/C relay.
6. Cooling fan control
Using CAN communication line, it receives signals from ECM and controls cooling fan relay.

CAN COMMUNICATION LINE CONTROL

With CAN communication, by connecting each control unit using two communication lines (CAN L line, CAN H line), it is possible to transmit maximum amount of information with minimum wiring. Each control unit can transmit and receive data, and reads necessary information only.

1. Fail-safe control
 - When CAN communication with other control units is impossible, IPDM E/R performs fail-safe control. After CAN communication recovers normally, it also returns to normal control.
 - Operation of control parts by IPDM E/R during fail-safe mode is as follows:

Controlled system	Fail-safe mode
Headlamp	<ul style="list-style-type: none"> ● With the ignition switch ON, the headlamp (low) is ON. ● With the ignition switch OFF, the headlamp (low) is OFF.
Tail and parking lamps	<ul style="list-style-type: none"> ● With the ignition switch ON, the tail and parking lamps is ON. ● With the ignition switch OFF, the tail and parking lamps is OFF.
Cooling fan	<ul style="list-style-type: none"> ● With the ignition switch ON, the cooling fan HI operates. ● With the ignition switch OFF, the cooling fan stops.
Front wiper	Until the ignition switch is turned off, the front wiper LO and HI remains in the same status it was in just before fail-safe control was initiated.
Rear window defogger	Rear window defogger relay OFF
A/C compressor	A/C compressor OFF

IPDM E/R STATUS CONTROL

In order to save power, IPDM E/R switches status by itself based on each operating condition.

1. CAN communication status
 - CAN communication is normally performed with other control units.
 - Individual unit control by IPDM E/R is normally performed.
 - When sleep request signal is received from BCM, mode is switched to sleep waiting status.
2. Sleep waiting status
 - Process to stop CAN communication is activated.
 - All systems controlled by IPDM E/R are stopped. When 1 seconds have elapsed after CAN communication with other control units is stopped, mode switches to sleep status.
3. Sleep status
 - IPDM E/R operates in low current-consumption mode.
 - CAN communication is stopped.
 - When a change in CAN communication line is detected, mode switches to CAN communication status.
 - When a change hood switch or ignition switch signal is detected, mode switches to CAN communication status.

CAN Communication System Description

AKS00A2I

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Modern vehicles are 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 required data only.

CAN Communication Unit

AKS00A2J

Refer to [LAN-5, "CAN Communication Unit"](#).

Function of Detecting Ignition Relay Malfunction

AKS00A2K

- When contact point of integrated ignition relay is stuck and cannot be turned OFF, IPDM E/R turns ON tail and parking lamps for 10 minutes to indicate IPDM E/R malfunction.
- When a state of ignition relay having built-in does not agree with a state of Ignition switch signal input by a CAN communication from BCM, IPDM E/R lets tail lamp relay operate.

Ignition switch signal	Ignition relay status	Tail lamp relay
ON	ON	—
OFF	OFF	—
ON	OFF	—
OFF	ON	ON (10 minutes)

NOTE:

When the ignition switch is turned ON, the tail lamp is OFF.

CONSULT-II

AKS00A2L

CONSULT-II performs the following functions with combination of data receiving, command and transmission using the CAN communication line from the IPDM E/R.

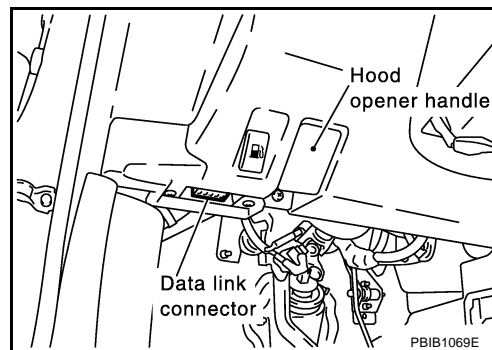
Inspection Item, Diagnosis Mode	Description
SELF-DIAG RESULTS	The IPDM E/R performs diagnosis of the CAN communication and self-diagnosis.
DATA MONITOR	The input/output data of the IPDM E/R is displayed in real time.
ACTIVE TEST	The IPDM E/R sends a drive signal to electronic components to check their operation.

CONSULT-II BASIC OPERATION

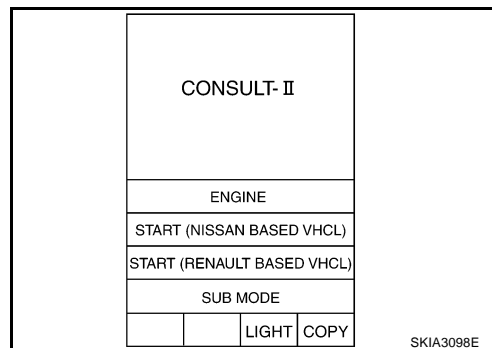
CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

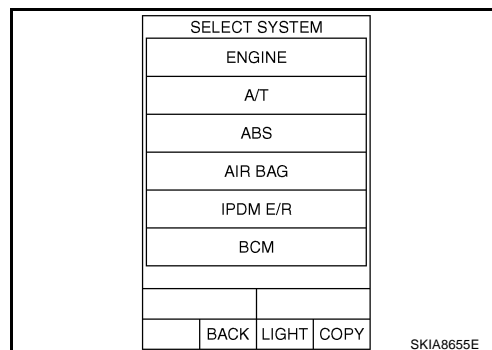
1. With the ignition switch OFF, connect CONSULT-II and CONSULT-II CONVERTER to the data link connector, then turn the ignition switch ON.



2. Touch "START (NISSAN BASED VHCL)".



3. Touch "IPDM E/R" on "SELECT SYSTEM" screen.
If "IPDM E/R" is not displayed, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).



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

4. Select the desired part to be diagnosed on the “SELECT DIAG MODE” screen.

SELECT DIAG MODE
SELF-DIAG RESULTS
DATA MONITOR
ACTIVE TEST

SKIA4966E

SELF-DIAG RESULTS

Operation Procedure

1. Touch “SELF-DIAG RESULTS” on “SELECT DIAG MODE” screen.
2. Check display content in self-diagnostic results.

Display Item List

Display Items	CONSULT-II display code	Malfunction detecting condition	TIME		Possible causes
			CRNT	PAST	
NO DTC IS DETECTED.FURTHER TESTING MAY BE REQUIRED.	-	-	-	-	-
CAN COMM CIRC	U1000	<ul style="list-style-type: none"> ● If CAN communication reception/transmission data has a malfunction, or if any of the control units malfunction, data reception/transmission cannot be confirmed. ● When the data in CAN communication is not received before the specified time 	×	×	Any of or several items below have errors. <ul style="list-style-type: none"> ● CAN CIRC 1 ● CAN CIRC 2 ● CAN CIRC 3

NOTE:

The details for display of the period are as follows:

- CRNT: Error currently detected with IPDM E/R.
- PAST: Error detected in the past and memorized with IPDM E/R.

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

DATA MONITOR

Operation Procedure

1. Touch "DATA MONITOR" on "SELECT MONITOR ITEM" screen.
2. Touch "ALL SIGNALS", "MAIN SIGNALS" or "SELECT FROM MENU" on the "DATA MONITOR" screen.

ALL SIGNALS	All items will be monitored.
MAIN SIGNALS	Monitor the predetermined item.
SELECT FROM MENU	Select any item for monitoring.

3. Touch "START".
4. Touch the required monitoring item on "SELECT ITEM MENU". In "ALL SIGNALS", all items are monitored. In "MAIN SIGNALS", predetermined items are monitored.
5. Touch "RECORD" while monitoring to record the status of the item being monitored. To stop recording, touch "STOP".

All Items, Main Items, Select Item Menu

Item name	CONSULT-II screen display	Display or unit	Monitor item selection			Description
			ALL SIGNALS	MAIN SIGNALS	SELECT FROM MENU	
Motor fan request	MOTOR FAN REQ	1/2/3/4	×	×	×	Signal status input from ECM
Compressor request	AC COMP REQ	ON/OFF	×	×	×	Signal status input from ECM
Tail & clear request	TAIL&CLR REQ	ON/OFF	×	×	×	Signal status input from BCM
H/L LO request	HL LO REQ	ON/OFF	×	×	×	Signal status input from BCM
H/L HI request	HL HI REQ	ON/OFF	×	×	×	Signal status input from BCM
Front fog request ^{NOTE}	FR FOG REQ	ON/OFF	×	×	×	Signal status input from BCM
Head lamp washer request	HL WASHER REQ	ON/OFF	×		×	Signal status input from BCM
Front wiper request	FR WIP REQ	STOP/1LOW/ LOW/HI	×	×	×	Signal status input from BCM
Wiper auto stop	WIP AUTO STOP	ACT P/STOP P	×	×	×	Output status of IPDM E/R
Wiper protection	WIP PROT	OFF/Block	×	×	×	Control status of IPDM E/R
Starter request	ST RLY REQ	ON/OFF	×		×	Status of input signal ^{NOTE}
Ignition relay status	IGN RLY	ON/OFF	×	×	×	Ignition relay status monitored with IPDM E/R
Rear window defogger request	RR DEF REQ	ON/OFF	×	×	×	Signal status input from BCM
Oil pressure switch ^{NOTE}	OIL P SW	OPEN/CLOSE	×		×	Signal status input in IPDM E/R
Day time light request ^{NOTE}	DTRL REQ	ON/OFF	×		×	Signal status input from BCM
Hood switch	HOOD SW	ON/OFF	×		×	Signal status input in IPDM E/R
Theft warning horn request	THFT HRN REQ	ON/OFF	×		×	Signal status input from BCM
Horn chirp	HORN CHIRP	ON/OFF	×		×	Output status of IPDM E/R

NOTE:

- Perform monitoring of IPDM E/R data with the ignition switch ON. When the ignition switch is at ACC, the display may not be correct.
- "FR FOG REQ" and "OIL P SW" items are displayed, but they cannot be monitored.
- Only the vehicle which day time light system is mounted with operates.

CAN DIAGNOSIS SUPPORT MONITOR

Operation Procedure

1. Touch "DATA MONITOR" on "SELECT MONITOR ITEM" screen.
2. Touch "CAN DIAG SUPPORT MNTR" on the "DATA MONITOR" screen.
3. Touch "START".
4. Touch "RECORD" while monitoring to record the status of the item being monitored. To stop recording, touch "STOP".

Item name	Display
CAN CIRC 1	OK/UNKWN
CAN CIRC 2	OK/UNKWN
CAN CIRC 3	OK/UNKWN
CAN 1 STAT	0-40
CAN 2 STAT	0-40
CAN 3 STAT	0-40

NOTE:

The details for display of the CAN status are as follows:

- 0: Normal
- 1-40: Error detected in the past and memorized with IPDM E/R.

ACTIVE TEST

Operation Procedure

1. Touch "ACTIVE TEST" on "SELECT DIAG MODE" screen.
2. Touch item to be tested, and check operation.
3. Touch "START".
4. Touch "STOP" while testing to stop the operation.

Test item	CONSULT-II screen display	Description
Tail lamp output	TAIL LAMP	With a certain ON-OFF operation, the tail lamp relay can be operated.
Rear window defogger output	REAR DEFOGGER	With a certain ON-OFF operation, the rear window defogger relay can be operated.
Front wiper (HI, LO) output	FRONT WIPER	With a certain operation (OFF, HI ON, LO ON), the front wiper relay (Lo, Hi) can be operated.
Cooling fan output	MOTOR FAN	With a certain operation (1,2,3,4), the cooling fan can be operated.
Headlamp washer	HEAD LAMP WASHER	Push "ON" button, headlamp washer relay operates one second.
Lamp (HI, LO, FOG ^{NOTE}) output	LAMPS	With a certain operation (OFF, HI ON, LO ON, FOG ON ^{NOTE}), the lamp relay (Lo, Hi, Fog ^{NOTE}) can be operated.
Horn output	HORN	Push "ON" button, horn relay operates 20ms.

NOTE:

- The cornering lamp items are displayed, but they cannot be tested.
- The fog lamp items are displayed, but they cannot be tested.

Auto Active Test DESCRIPTION

AKS00A2M

- In auto active test mode, operation inspection can be performed when IPDM E/R sends a drive signal to the following systems:
 - Rear window defogger
 - Front wipers
 - Tail and parking lamps
 - Headlamps (Hi, Lo)
 - A/C compressor (magnetic clutch)
 - Cooling fan

OPERATION PROCEDURE

1. Close hood front door (passenger side) and lift wiper arms away from windshield (to prevent glass damage by wiper operation).

NOTE:

When auto active test is performed with hood opened, sprinkle water on windshield beforehand.

2. Turn ignition switch OFF.
3. Turn ignition switch ON and, within 20 seconds, press front door switch (driver side) 10 times. Then turn ignition switch OFF.
4. Turn ignition switch ON within 10 seconds after ignition switch OFF.
5. When auto active test mode is actuated.
6. After a series of operations is repeated three times, auto active test is completed.

NOTE:

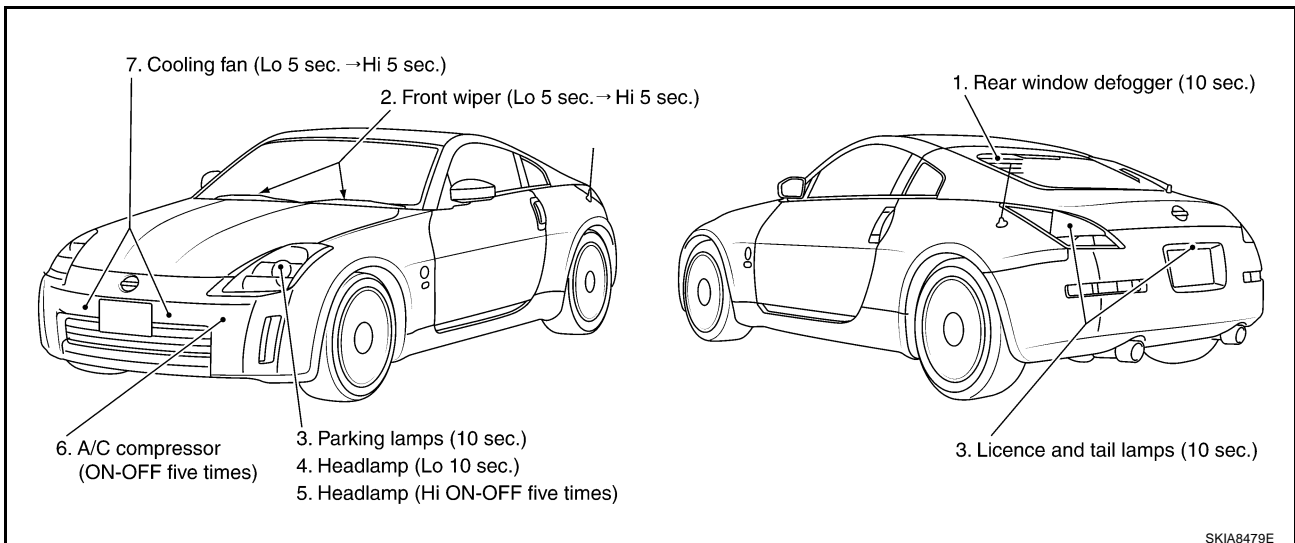
When auto active test mode has to be cancelled halfway, turn ignition switch OFF.

CAUTION:

Be sure to inspect **BL-39, "Door Switch Check"** when the auto active test cannot be performed.

INSPECTION IN AUTO ACTIVE TEST MODE

- When auto active test mode is actuated, the following eight steps are repeated three times.



NOTE:

It will take ten seconds from 3 to 4.

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

Concept of Auto Active Test

- IPDM E/R actuates auto active test mode when it receives door switch signal from BCM via CAN communication line. Therefore, when auto active test mode is activated successfully, CAN communication between IPDM E/R and BCM is normal.
- If any of systems controlled by IPDM E/R cannot be operated, possible cause can be easily diagnosed using auto active test.

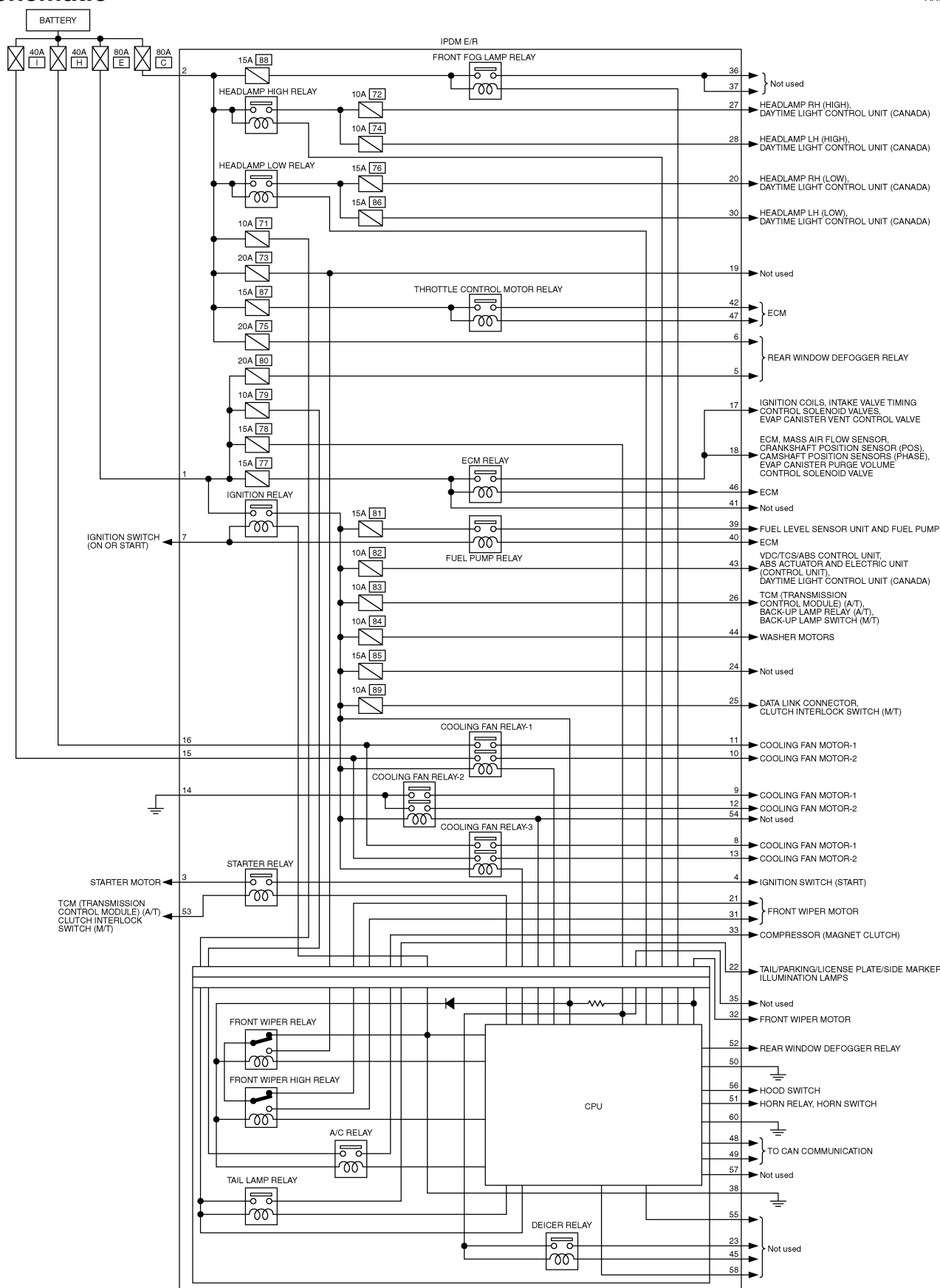
Diagnosis chart in auto active test mode

Symptom	Inspection contents	Possible cause	
Rear window defogger does not operate.	Perform auto active test. Does rear window defogger operate?	YES	● BCM signal input circuit
		NO	<ul style="list-style-type: none"> ● Rear window defogger relay circuit ● Open circuit of rear window defogger ● IPDM E/R malfunction
Any of front wipers, tail and parking lamps, front fog lamps, and head lamps (Hi, Lo) do not operate.	Perform auto active test. Does system in question operate?	YES	● BCM signal input system
		NO	<ul style="list-style-type: none"> ● Lamp/wiper motor malfunction ● Lamp/wiper motor ground circuit malfunction ● Harness/connector malfunction between IPDM E/R and system in question ● IPDM E/R (integrated relay) malfunction
A/C compressor does not operate.	Perform auto active test. Does magnetic clutch operate?	YES	<ul style="list-style-type: none"> ● BCM signal input circuit ● CAN communication signal between BCM and ECM. ● CAN communication signal between ECM and IPDM E/R
		NO	<ul style="list-style-type: none"> ● Magnetic clutch malfunction ● Harness/connector malfunction between IPDM E/R and magnetic clutch ● IPDM E/R (integrated relay) malfunction
Cooling fan does not operate.	Perform auto active test. Does cooling fan operate?	YES	<ul style="list-style-type: none"> ● ECM signal input circuit ● CAN communication signal between ECM and IPDM E/R
		NO	<ul style="list-style-type: none"> ● Cooling fan motor malfunction ● Harness/connector malfunction between IPDM E/R and cooling fan motor ● IPDM E/R (integrated relay) malfunction

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

Schematic

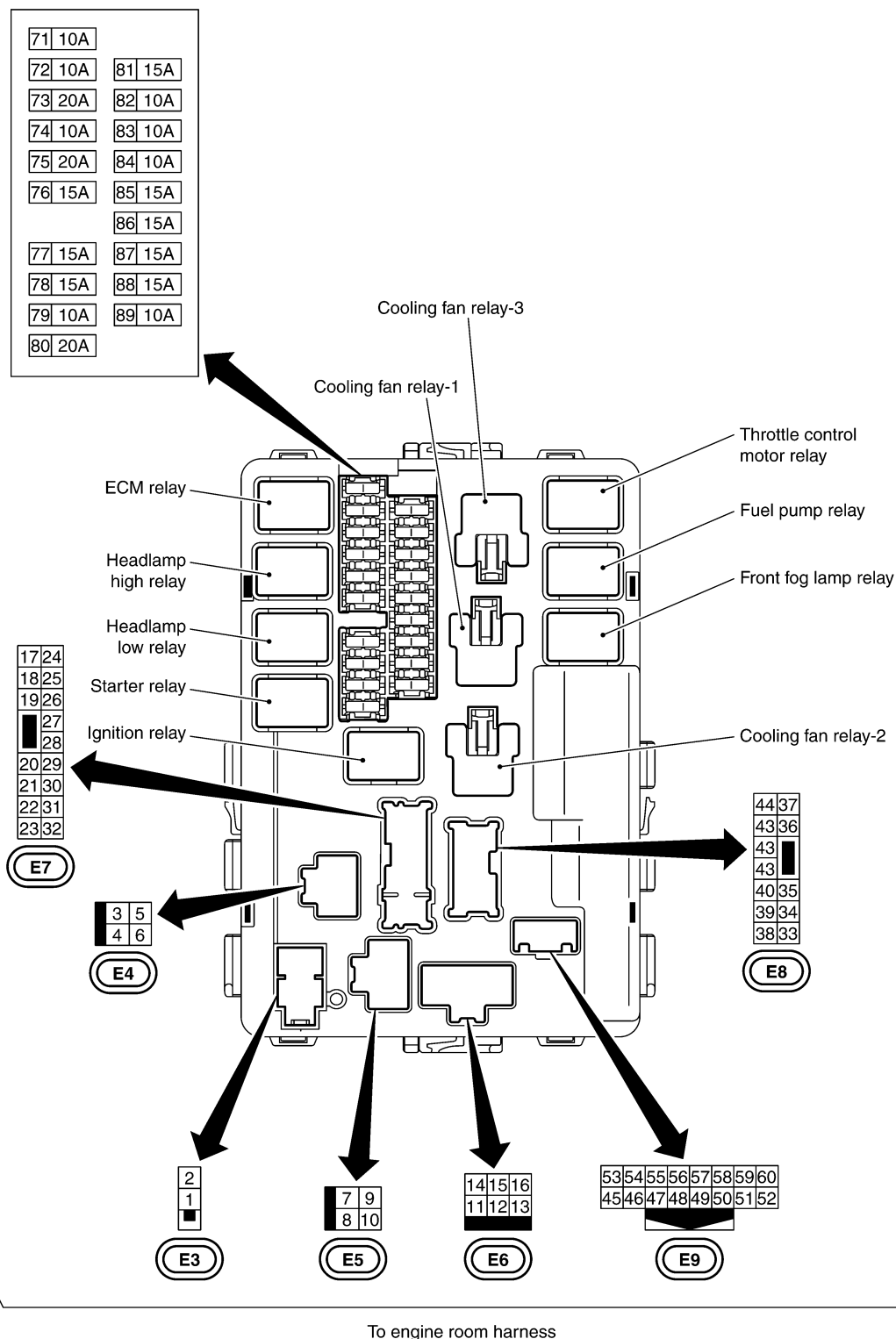
AKS00A2N



TKWT1651E

IPDM E/R Terminal Arrangement

AKS00A20



NOTE:
Front fog lamp relay does not used.

IPDM E/R Power/Ground Circuit Inspection

AKS00A2P

1. CHECK FUSE AND FUSIBLE LINK

- Make sure the following fusible links or IPDM E/R fuses are not blown.

Terminal No.	Signal name	Fuse, fusible link No.
1, 2	Battery power	F/L-C, F/L-E, Fuse No. 71,78

OK or NG

OK >> GO TO 2.

NG >> Replace fuse or fusible link.

2. CHECK POWER SUPPLY CIRCUIT

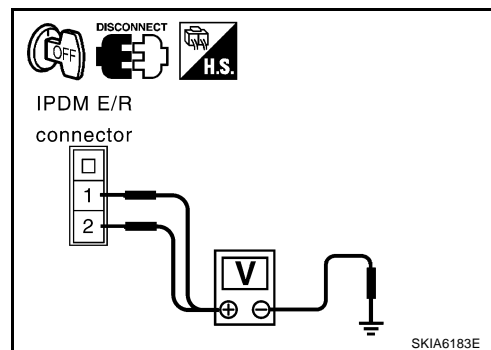
- Turn ignition switch OFF.
- Disconnect IPDM E/R harness connector E3.
- Check voltage between IPDM E/R harness connector E3 terminals 1 (W), 2 (W/L) and ground.

Battery voltage should exist

OK or NG

OK >> GO TO 3.

NG >> Replace IPDM E/R power supply circuit harness.



3. CHECK GROUND CIRCUIT

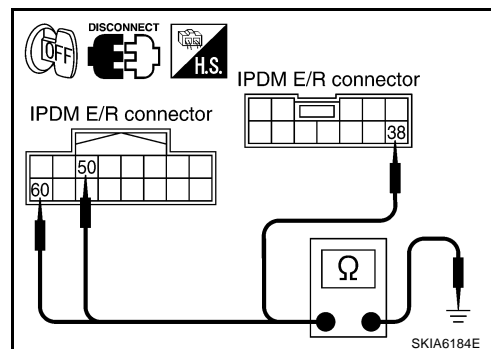
- Disconnect IPDM E/R harness connectors E8 and E9.
- Check continuity between IPDM E/R harness connectors E8 terminal 38 (B), E9 terminal 50 (B), 60 (B) and ground.

Continuity should exist

OK or NG

OK >> INSPECTION END

NG >> Replace ground circuit harness of IPDM E/R.



Inspection With CONSULT-II (Self-Diagnosis)

AKS00A2Q

CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

1. CHECK SELF DIAGNOSTIC RESULT

1. Connect CONSULT-II and select "IPDM E/R" on the Diagnosis System Selection screen.
2. Select "SELF-DIAG RESULTS" on the "SELECT DIAG MODE" screen.
3. Check display content in self diagnostic results.

CONSULT-II display	CONSULT-II display code	TIME		Details of diagnosis result
		CRNT	PAST	
NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	-	-	-	No malfunction
CAN COMM CIRC	U1000	×	×	Any of or several items below have errors. <ul style="list-style-type: none"> ● CAN CIRC 1 ● CAN CIRC 2 ● CAN CIRC 3

NOTE:

The Details for Display of the Period Are as Follows:

- CRNT: Error currently detected with IPDM E/R.
- PAST: Error detected in the past and memorized with IPDM E/R.

Contents displayed

NO DTC IS DETECTED.FURTHER TESTING MAY BE REQUIRED.>>INSPECTION END
CAN COMM CIRC>>Print out the self-diagnostic results and go to 2.

2. SYMPTOM CHECK

1. Select "CAN DIAG SUPPORT MNTR" on the DATA MONITOR.
2. Select "START" and check display contents.

Diagnosis item	Data monitor display contents	
	Normal	Error (example)
CAN CIRC 1	OK	UNKWN
CAN CIRC 2	OK	UNKWN
CAN CIRC 3	OK	UNKWN
CAN 1 STAT	0	1-40
CAN 2 STAT	0	1-40
CAN 3 STAT	0	1-40

NOTE:

CAN status indicates the condition of the CAN communication judged by each signal input.

- Normal: If any malfunction were not found in the past, CAN status indicates "0". If CAN communication line had malfunction in the past, but at present it is operating normally, then CAN status indicates "39-1".
- Malfunction: If there is a malfunction, CAN indicates "40".

After returning to normal condition, every time ignition switch is turned OFF from ON, the indication will change like "39"→"38"→"37"....."1". And if a malfunction is detected again, CAN status indicates "40". (Though returning to the normal condition, "0" is not indicated. To reset, select and press the "ERASE" on the "SELF-DIAGNOSIS"screen.)

>> After print-out of the monitor items, refer to [LAN-3, "Precautions When Using CONSULT-II"](#) .

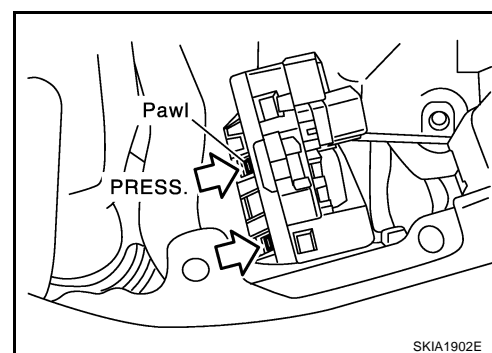
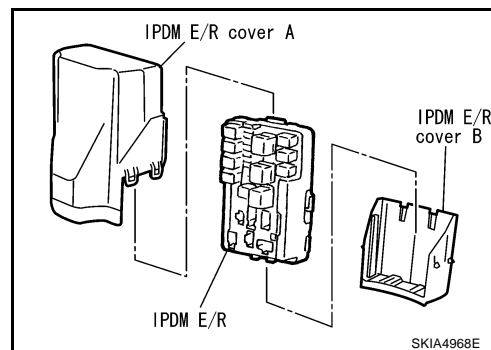
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

AKS00A2R

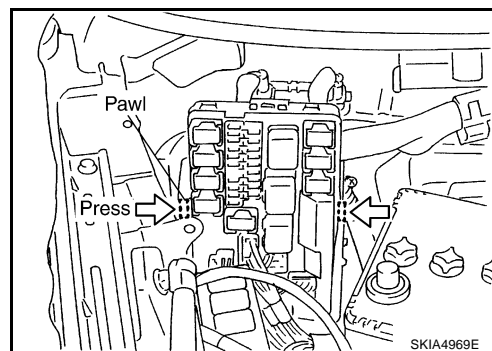
Removal and Installation of IPDM E/R

REMOVAL

1. Remove battery. Refer to [SC-9, "Removal and Installation"](#) in "Starting and Charging System (SC)" section.
2. Remove IPDM E/R cover A. While pressing pawl on backside of IPDM E/R cover B toward vehicle front to unlock, lift up IPDM E/R.



3. While pressing pawls on right and left side of IPDM E/R, remove IPDM E/R cover B from IPDM E/R.
4. Remove harness connector from IPDM E/R.



INSTALLATION

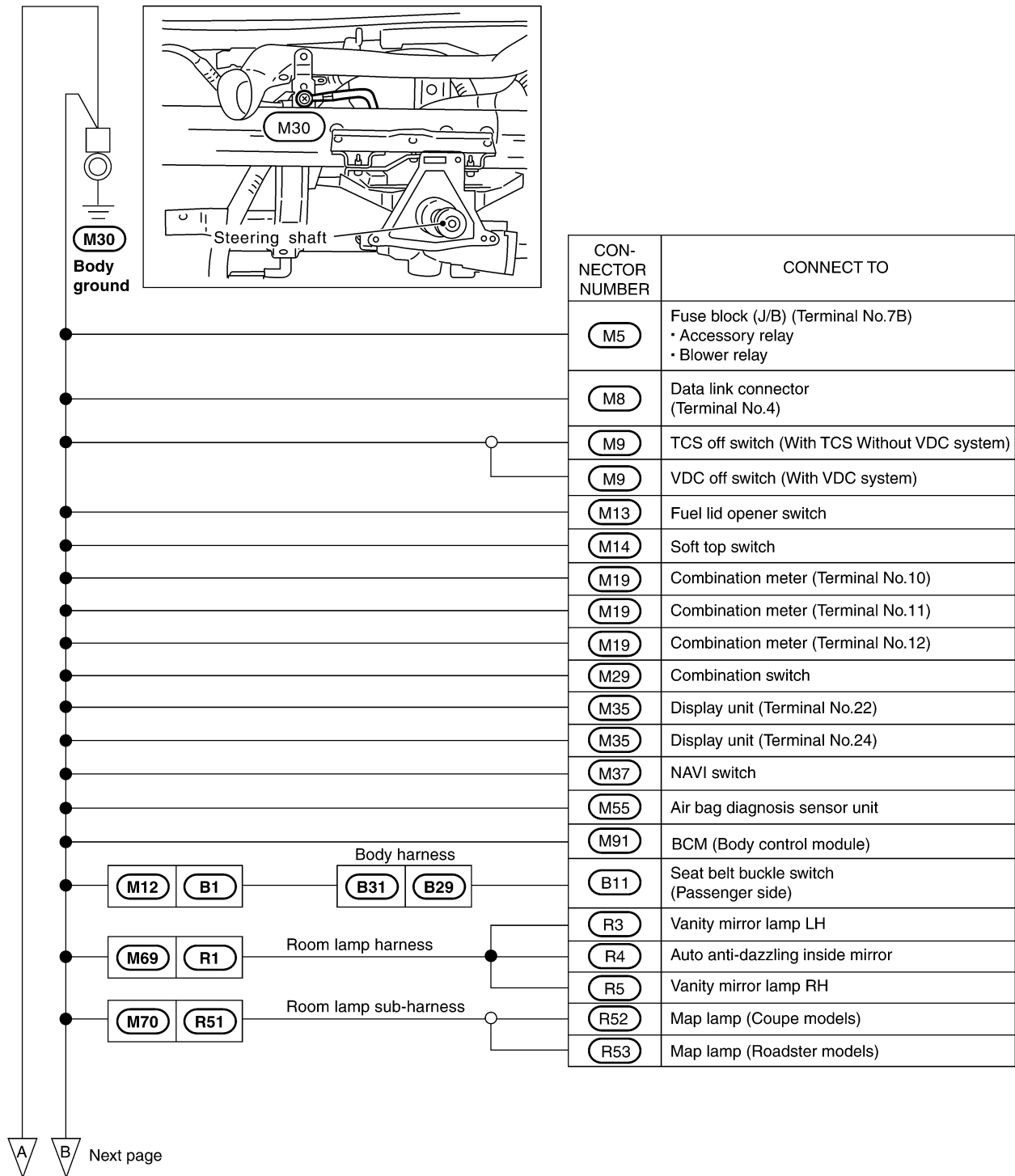
- Install in the reverse order of removal.

GROUND

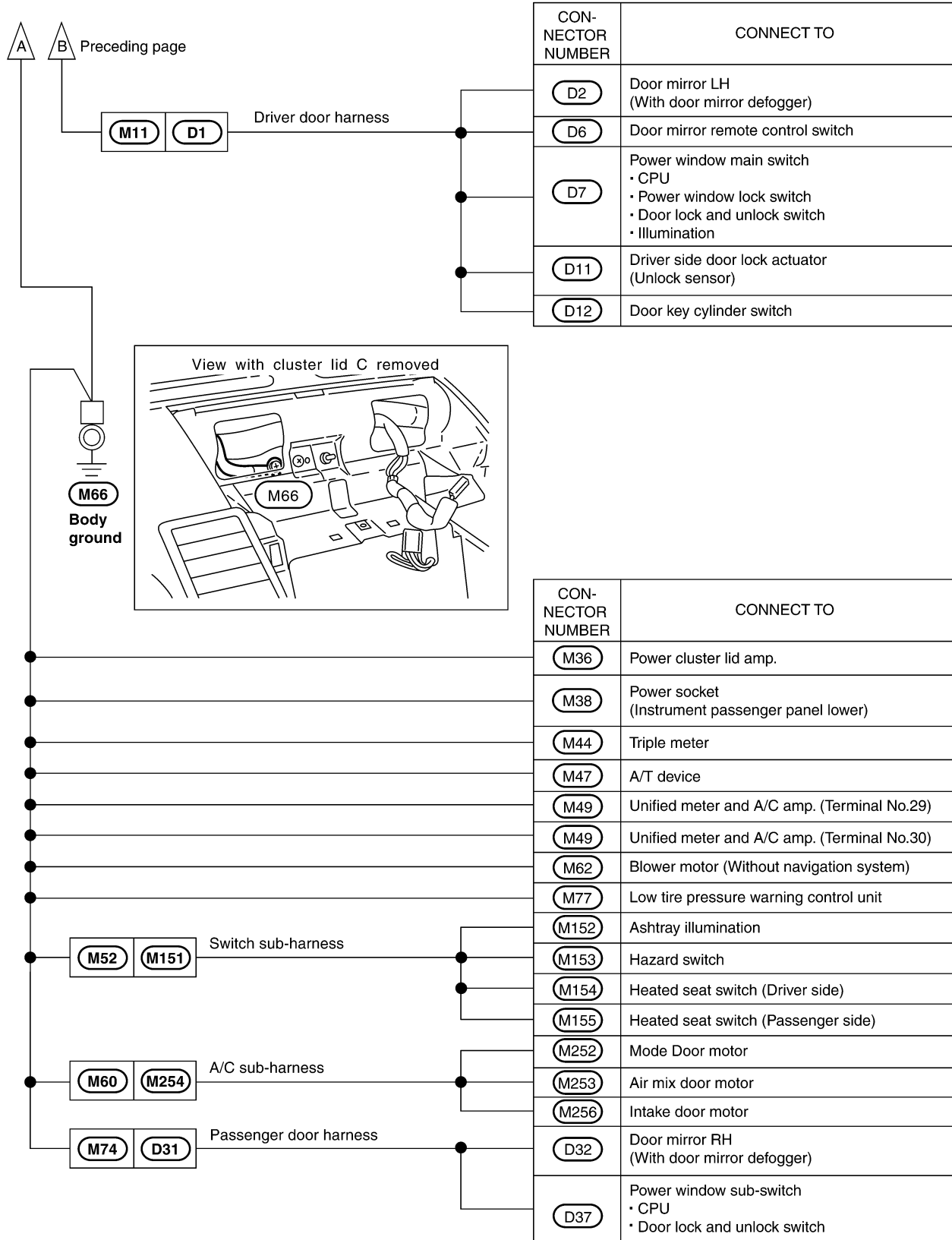
PFP:00011

Ground Distribution
MAIN HARNESS

AKS0012P



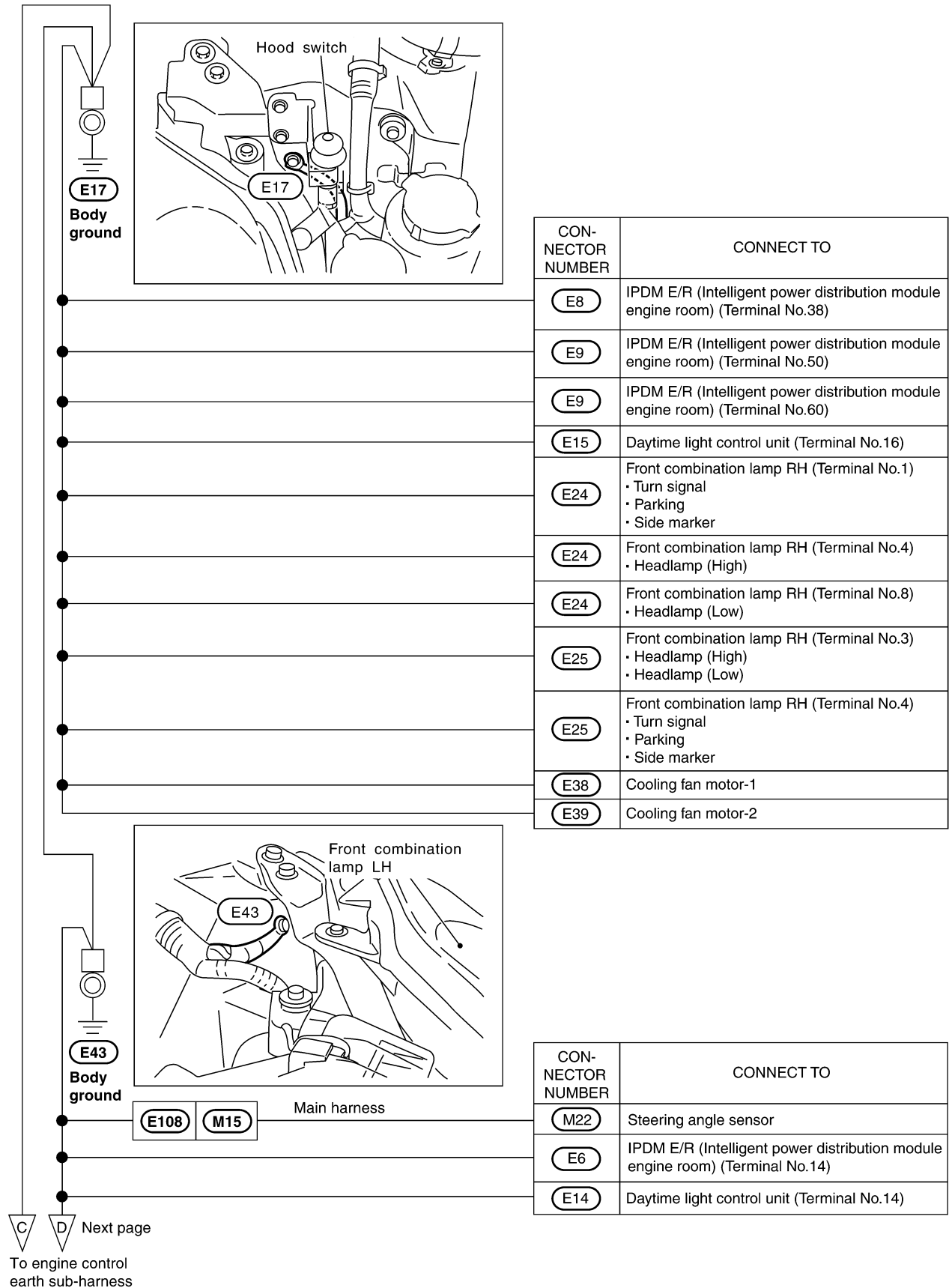
GROUND



CKIT0455E

GROUND

ENGINE ROOM HARNESS



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GROUND

△ D Preceding page

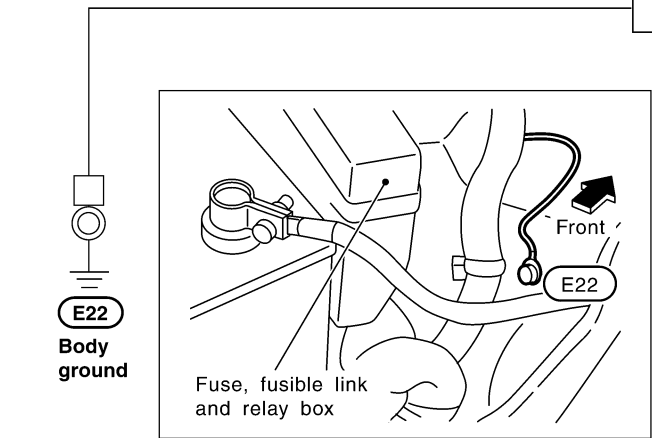
	CON- NECTOR NUMBER	CONNECT TO
●	(E23)	Hood switch
●	(E30)	Washer level sensor
●	(E33)	Horn (Low)
●	(E36)	Horn (High)
●	(E40)	Front combination lamp LH (Terminal No.1) • Turn signal • Parking • Side marker
●	(E40)	Front combination lamp LH (Terminal No.4) • Headlamp (High) (For U.S.A)
●	(E40)	Front combination lamp LH (Terminal No.8) • Headlamp (Low)
●	(E41)	Front combination lamp LH (Terminal No.3) • Headlamp (High) (For U.S.A) • Headlamp (Low) (For U.S.A)
●	(E41)	Front combination lamp LH (Terminal No.4) • Turn signal • Parking • Side marker
●	(E44)	Brake fluid level switch
●	(E51)	ABS actuator and electric unit (Terminal No.16)
●	(E51)	ABS actuator and electric unit (Terminal No.30)
●	(E52)	Front wiper motor
●	(E111)	Stop lamp switch (With A/T)
●	(E118)	VDC/TCS/ABS control unit (Terminal No.28)
●	(E118)	VDC/TCS/ABS control unit (Terminal No.29)

CKIT0469E

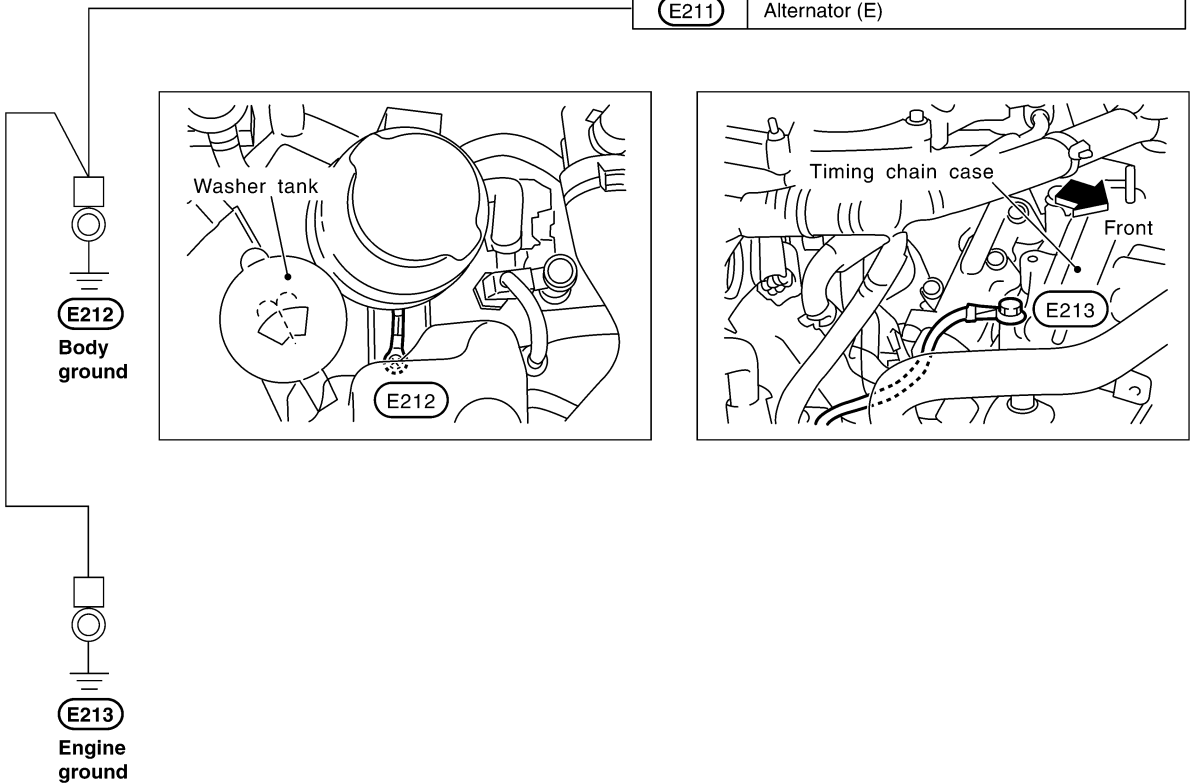
GROUND

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CON- NECTOR NUMBER	CONNECT TO
E37	Shield wire (Crash zone sensor)



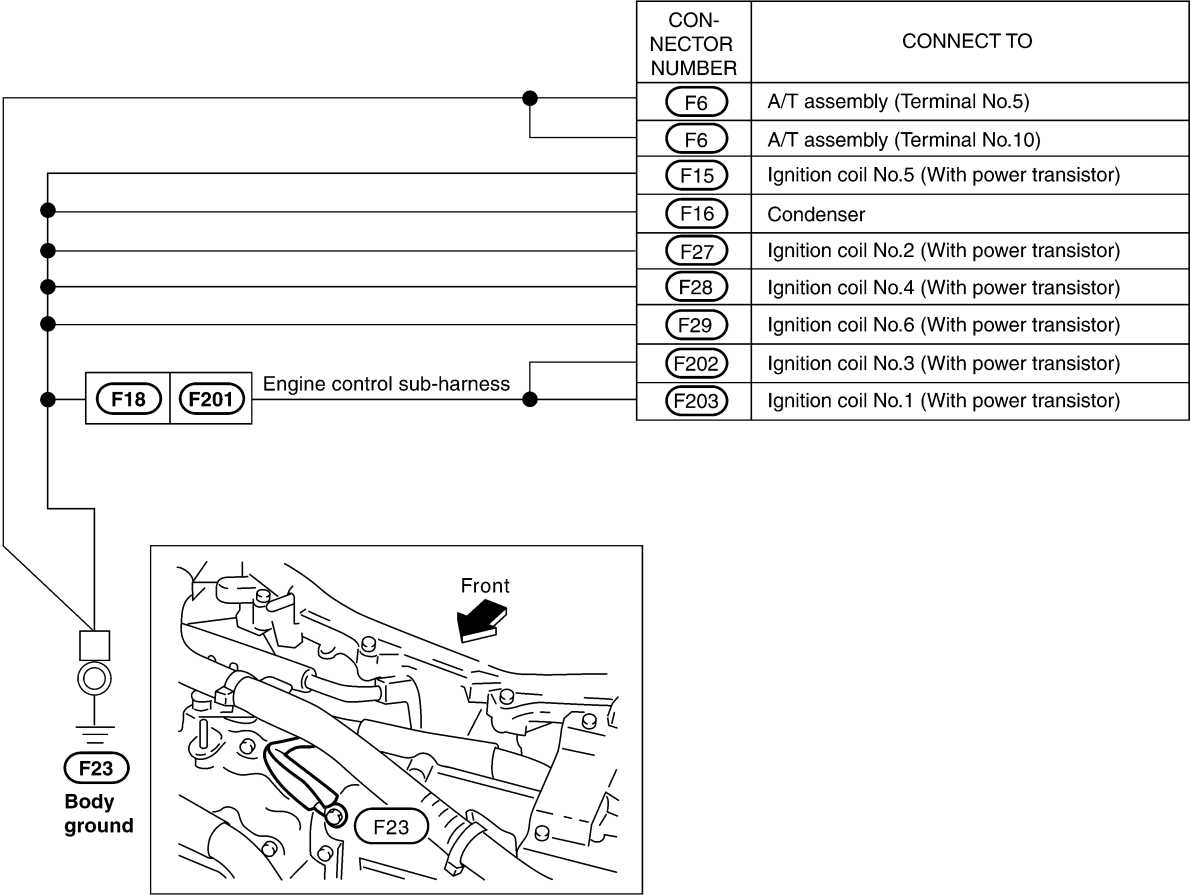
CON- NECTOR NUMBER	CONNECT TO
E211	Alternator (E)



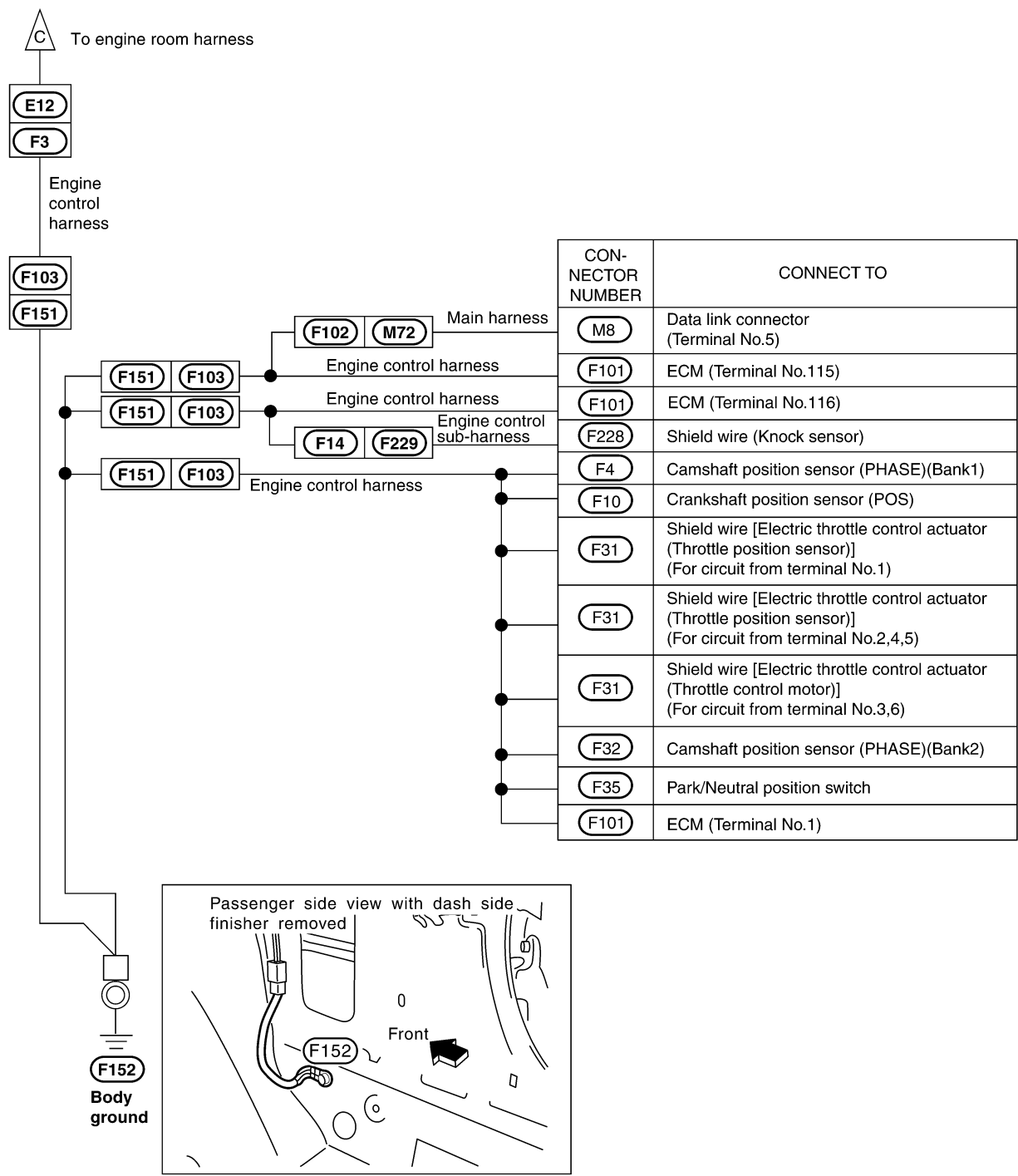
CKIT0170E

GROUND

ENGINE CONTROL HARNESS



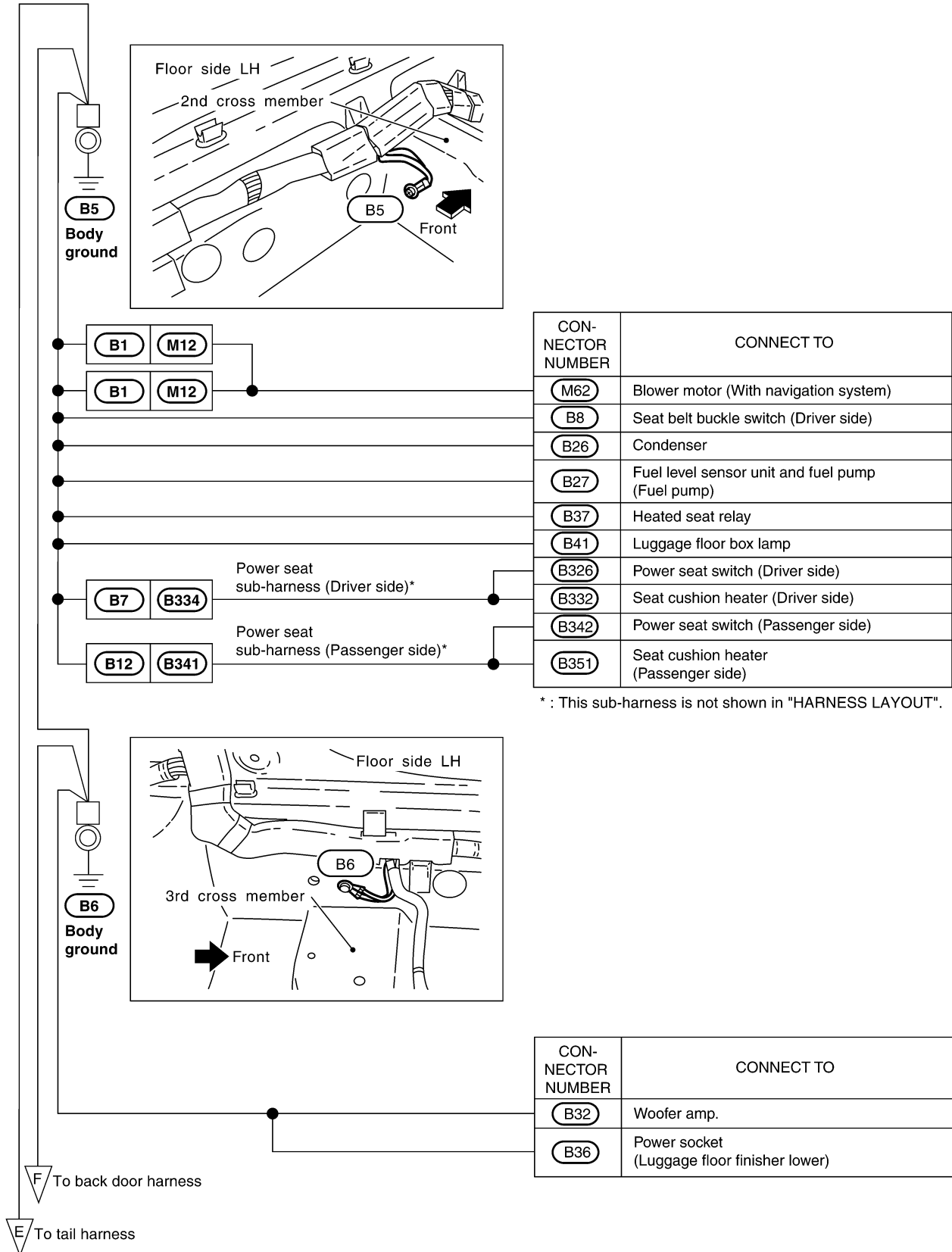
GROUND



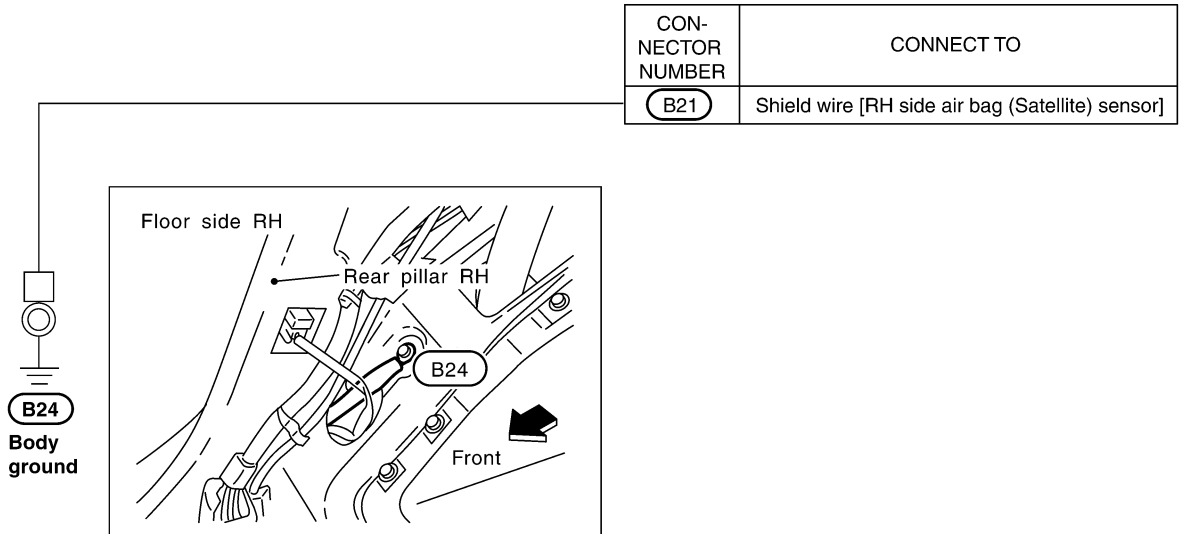
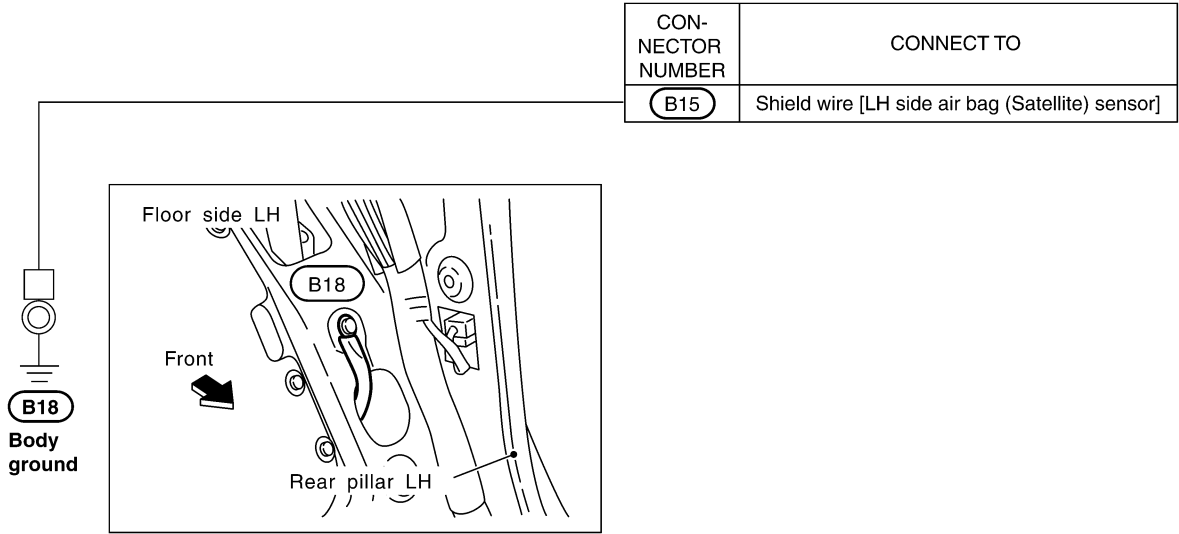
GROUND

BODY HARNESS

Coupe Models

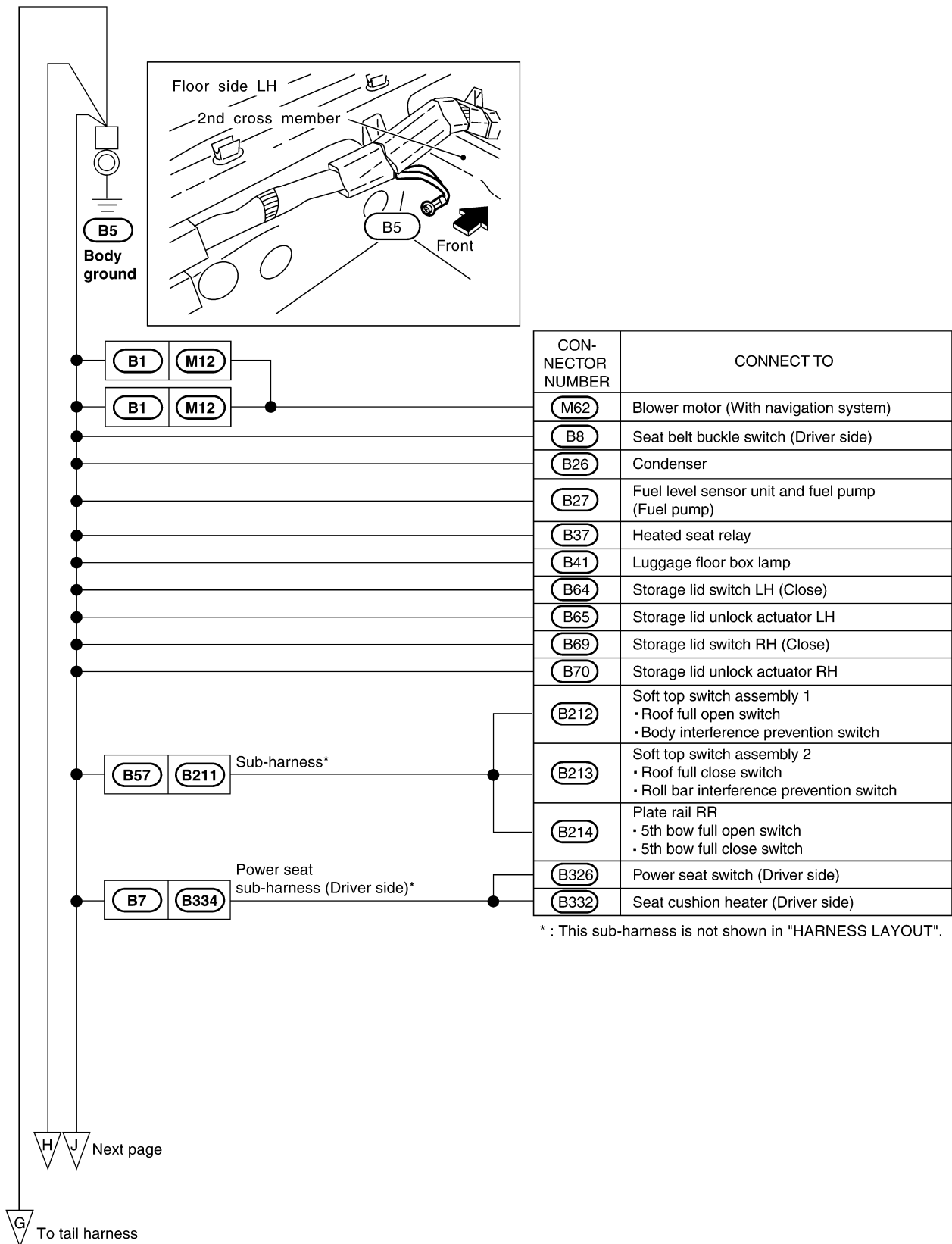


GROUND



GROUND

Roadster Models

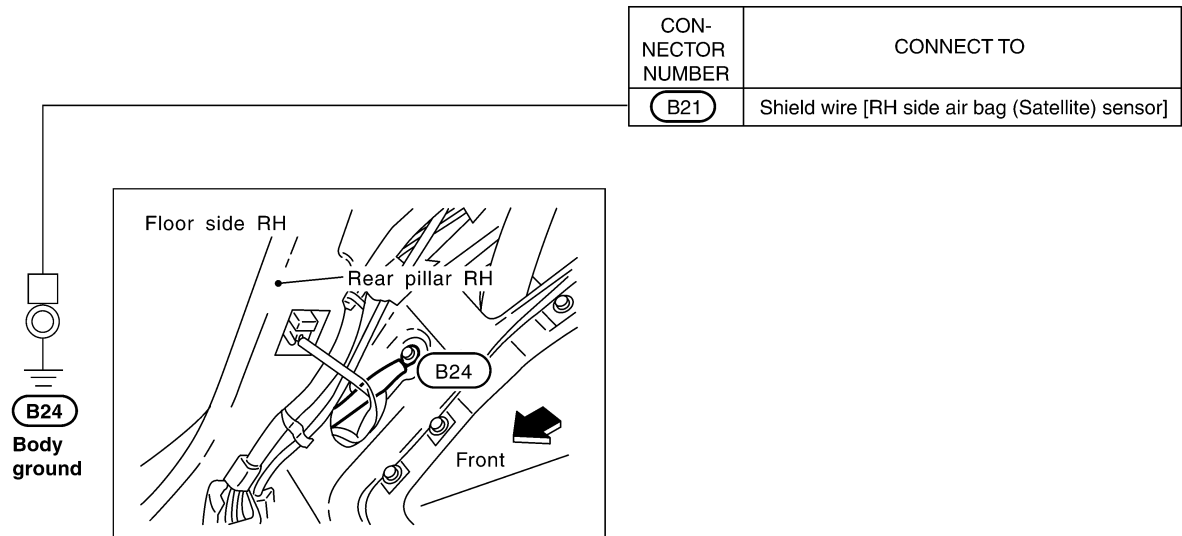
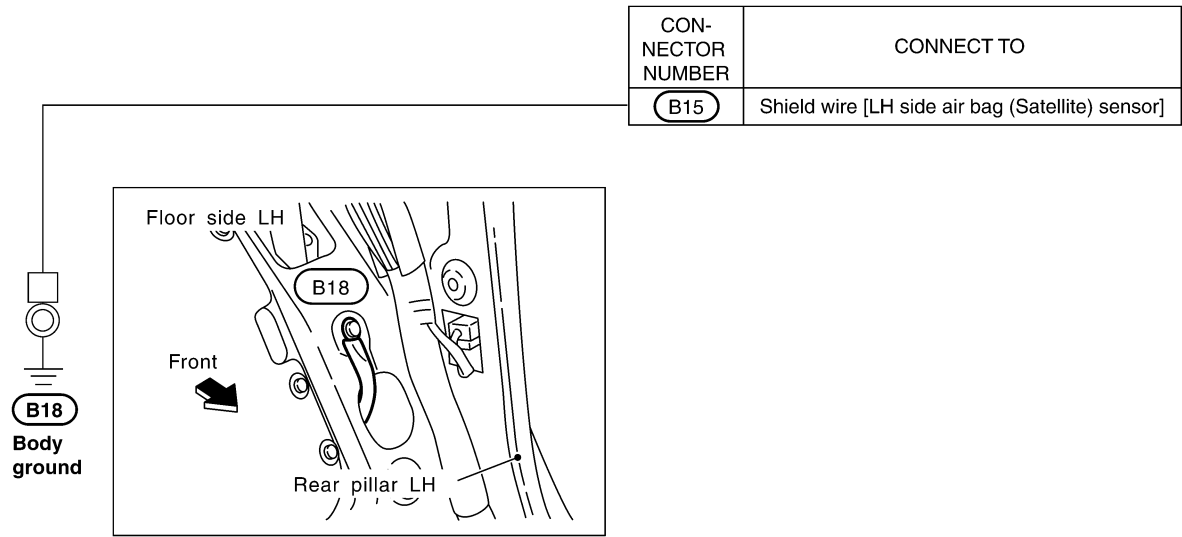


* : This sub-harness is not shown in "HARNESS LAYOUT".

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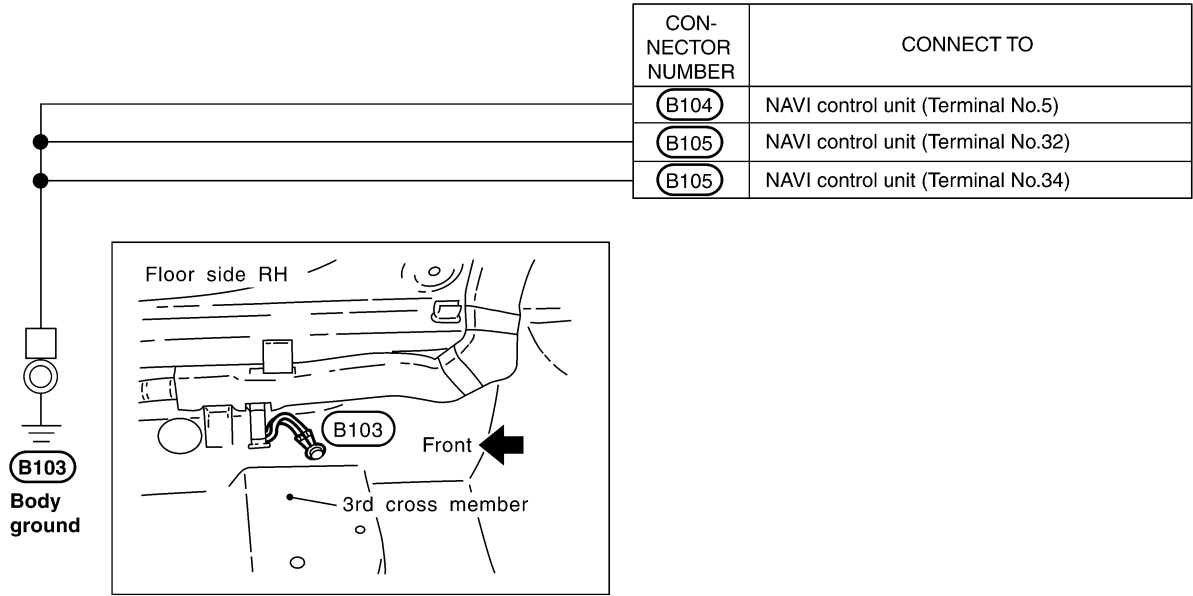
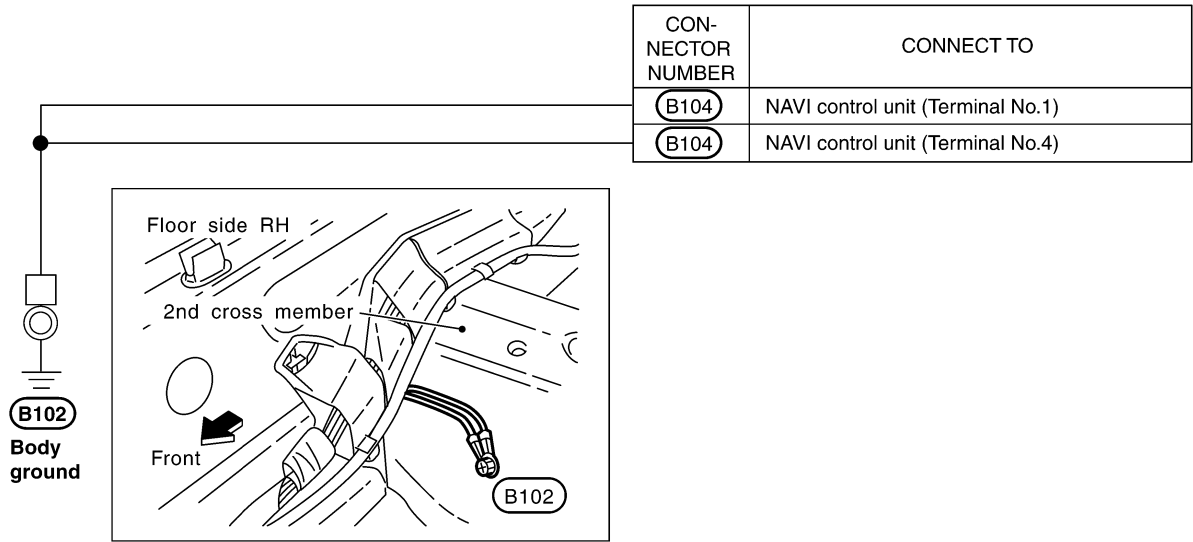


GROUND



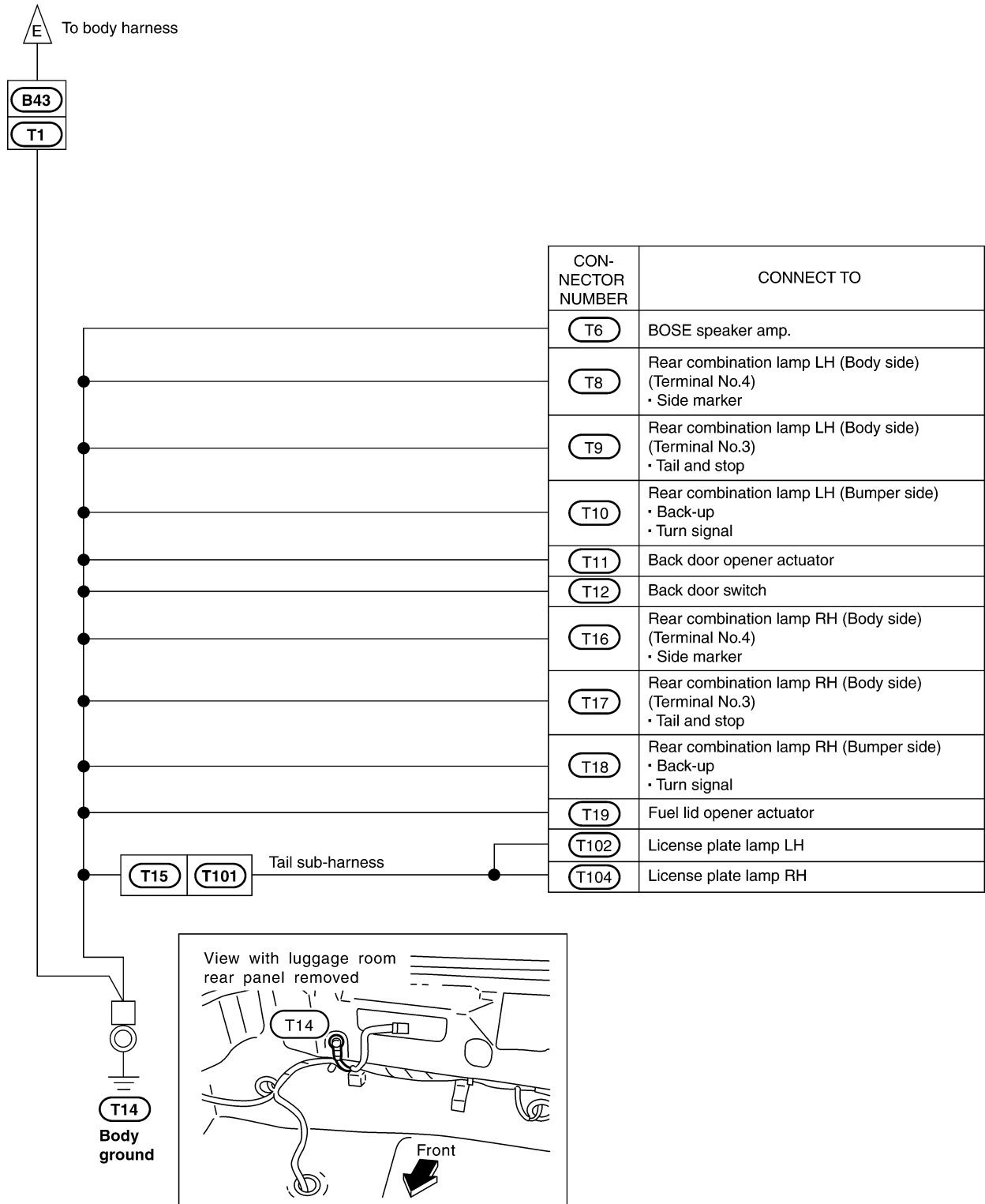
GROUND

BODY NO.2 HARNESS



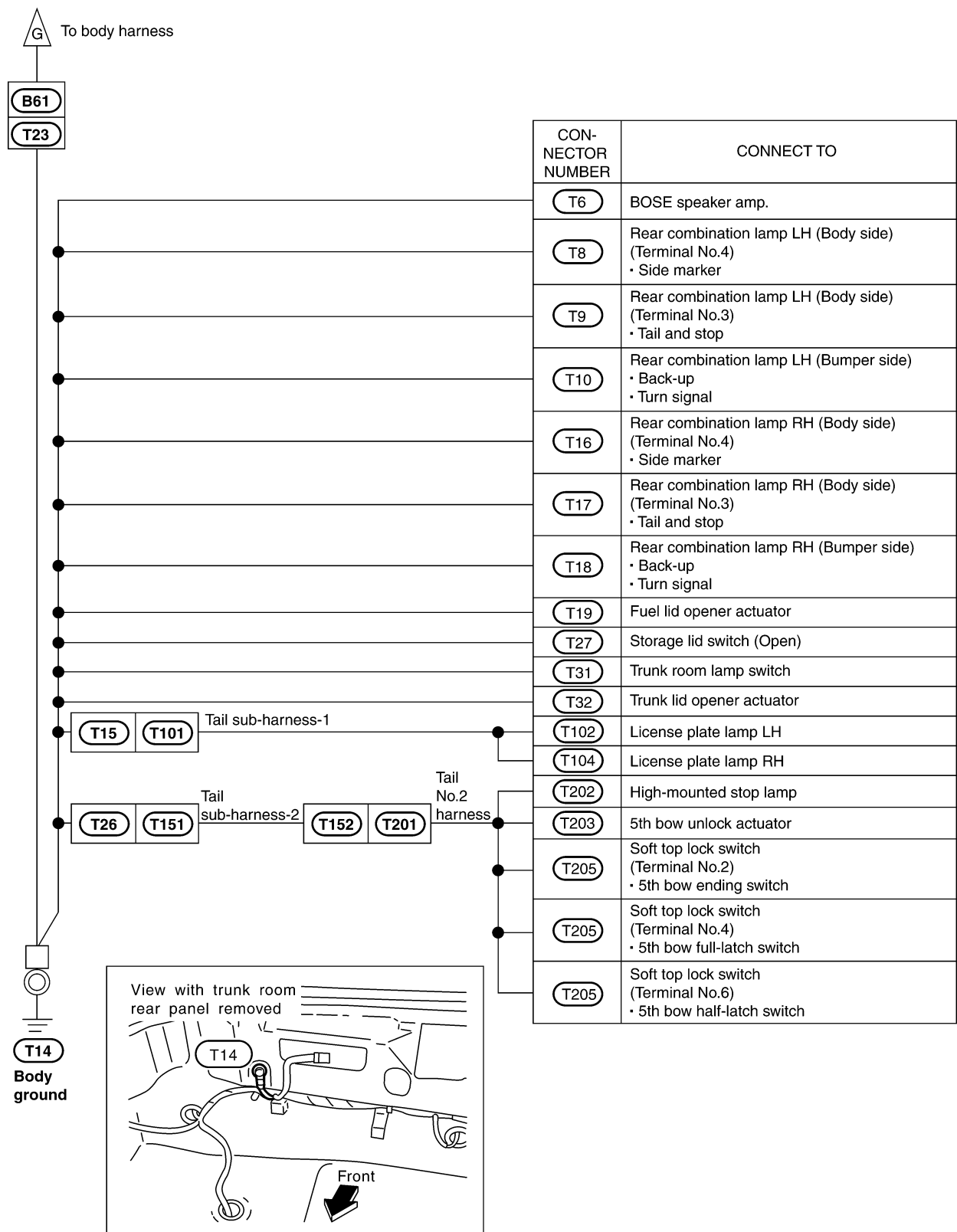
GROUND

TAIL HARNESS Coupe Models



GROUND

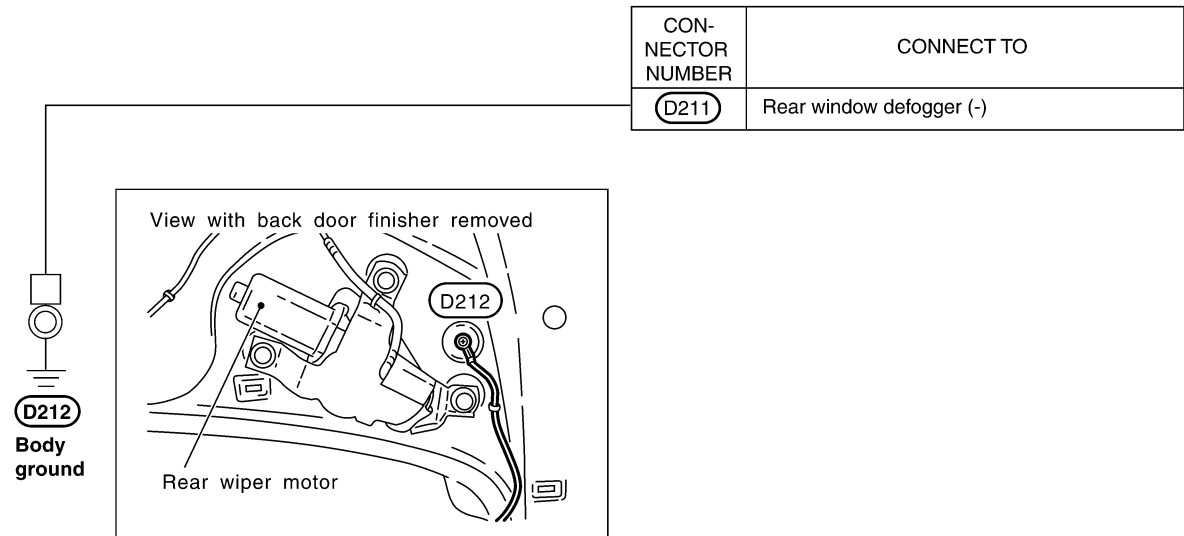
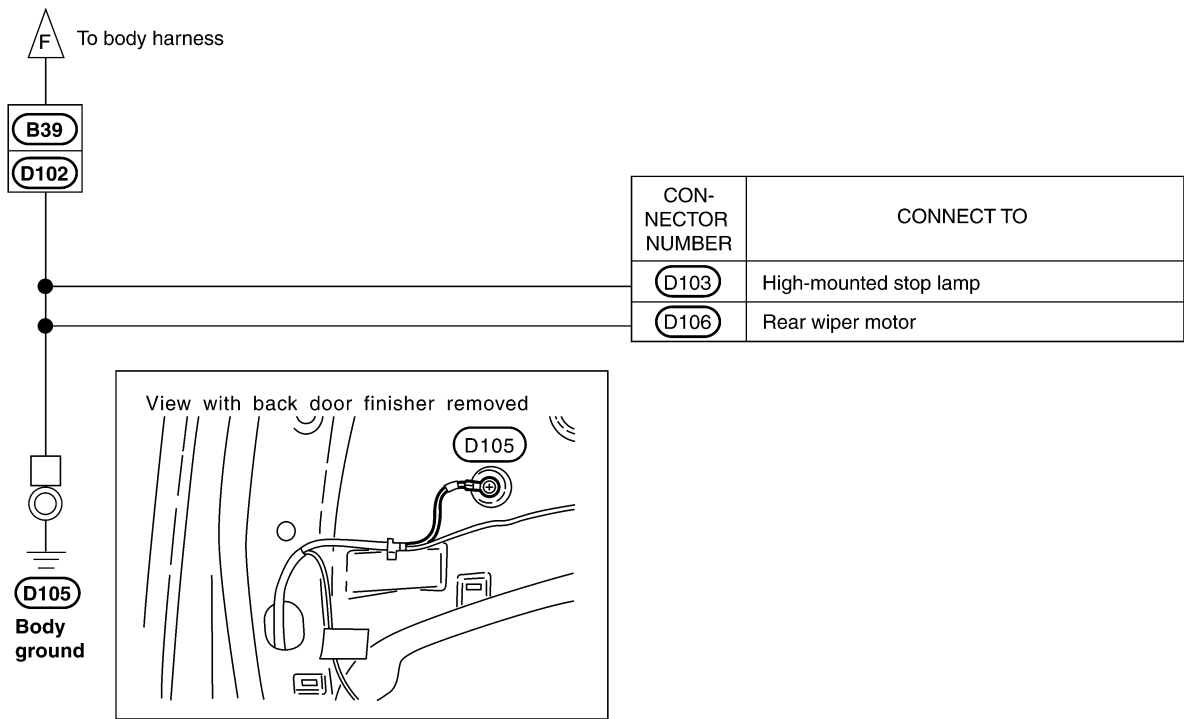
Roadster Models



CKIT0471E

GROUND

BACK DOOR HARNESS



HARNESS

PFP:00011

Harness Layout
HOW TO READ HARNESS LAYOUT

AKS0012Q

The following Harness Layouts use a map style grid to help locate connectors on the drawings:

- Main Harness
- Engine Room Harness (Engine Compartment)
- Engine Control Harness
- Body Harness
- Tail Harness

To use the grid reference

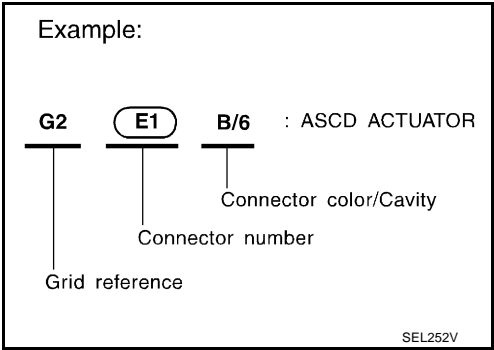
1. Find the desired connector number on the connector list.
2. Find the grid reference.
3. On the drawing, find the crossing of the grid reference letter column and number row.
4. Find the connector number in the crossing zone.
5. Follow the line (if used) to the connector.

CONNECTOR SYMBOL

Main symbols of connector (in Harness Layout) are indicated in the below.

Connector type	Water proof type		Standard type	
	Male	Female	Male	Female
• Cavity: Less than 4 • Relay connector				
• Cavity: From 5 to 8				
• Cavity: More than 9				
• Ground terminal etc.	—			

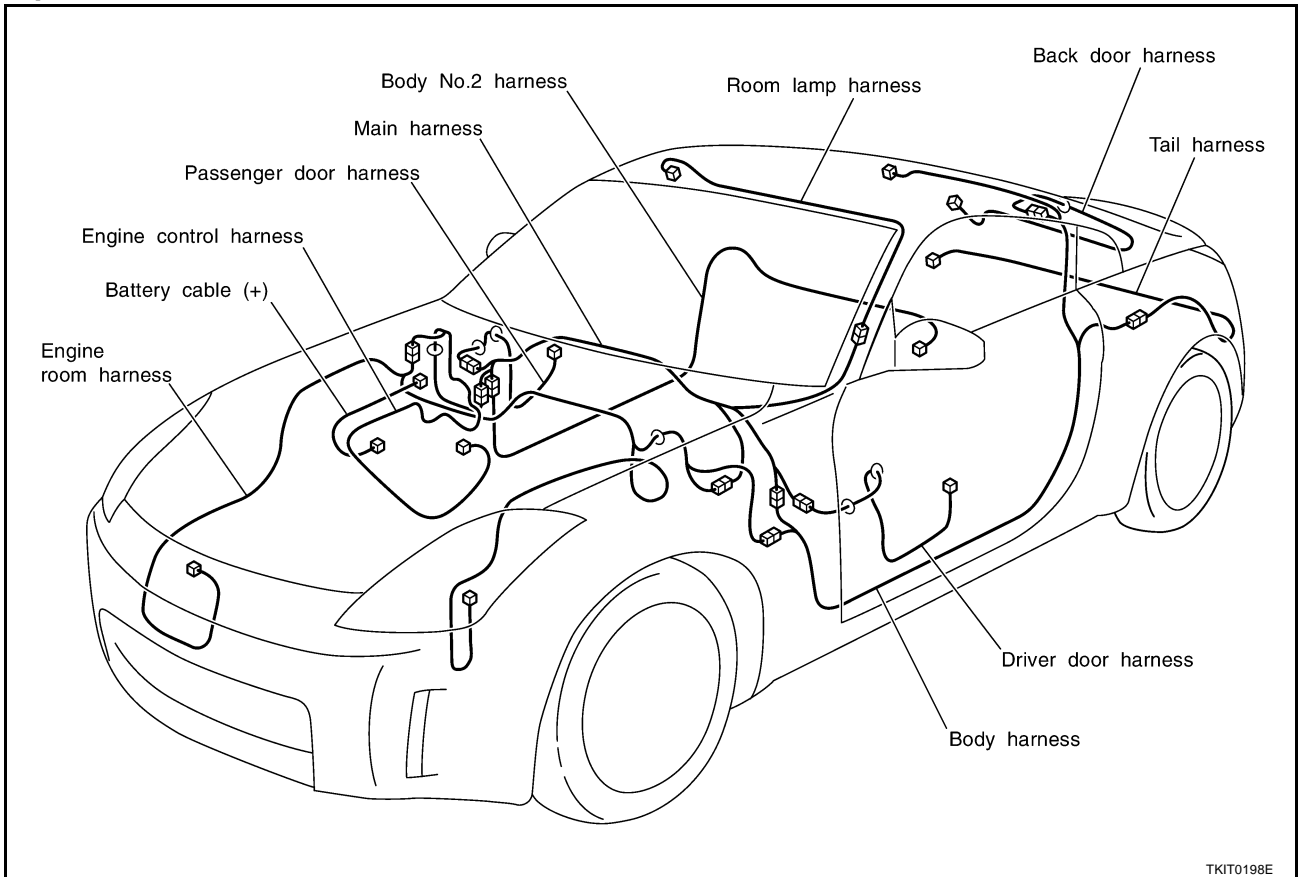
CKIT0108E



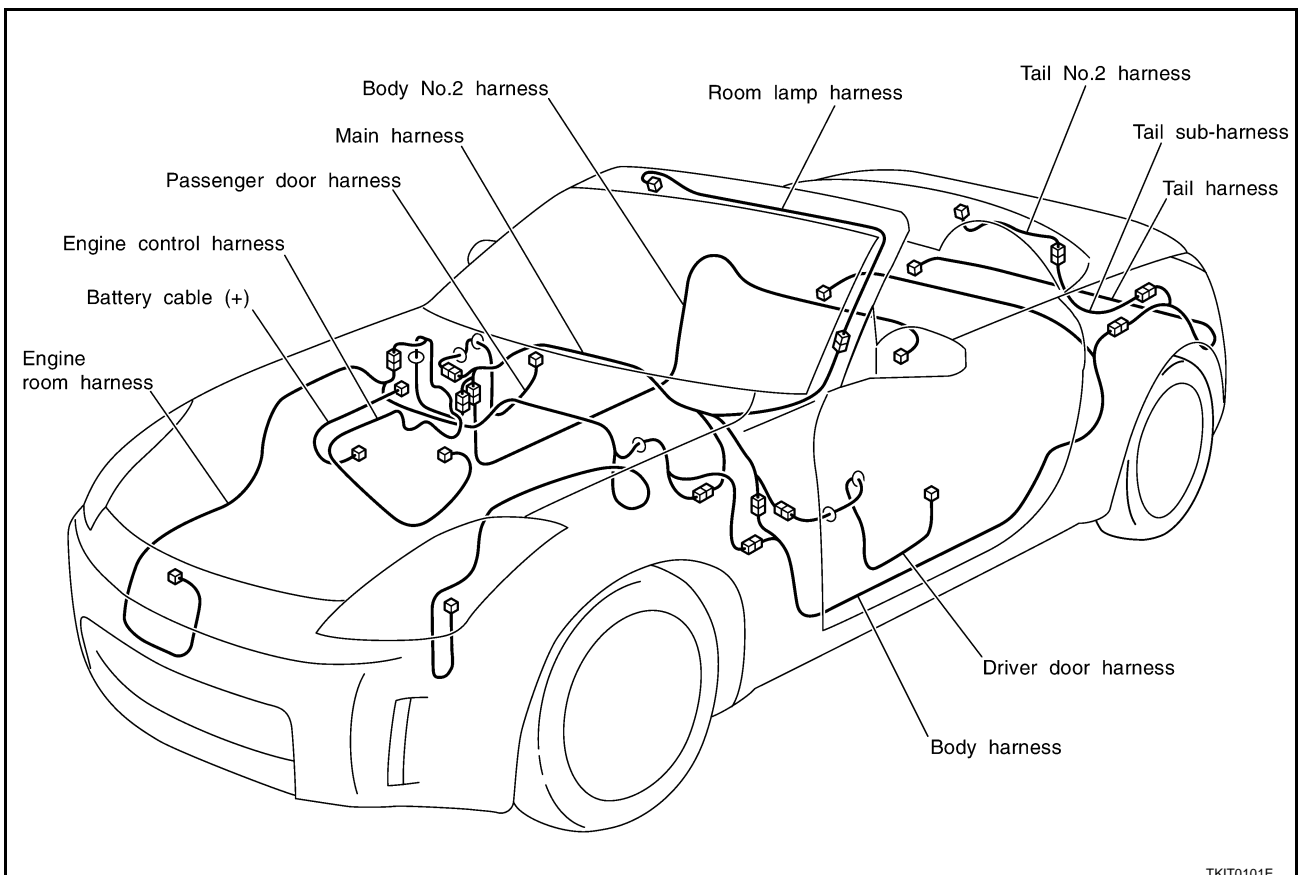
HARNESS

OUTLINE

Coupe Models

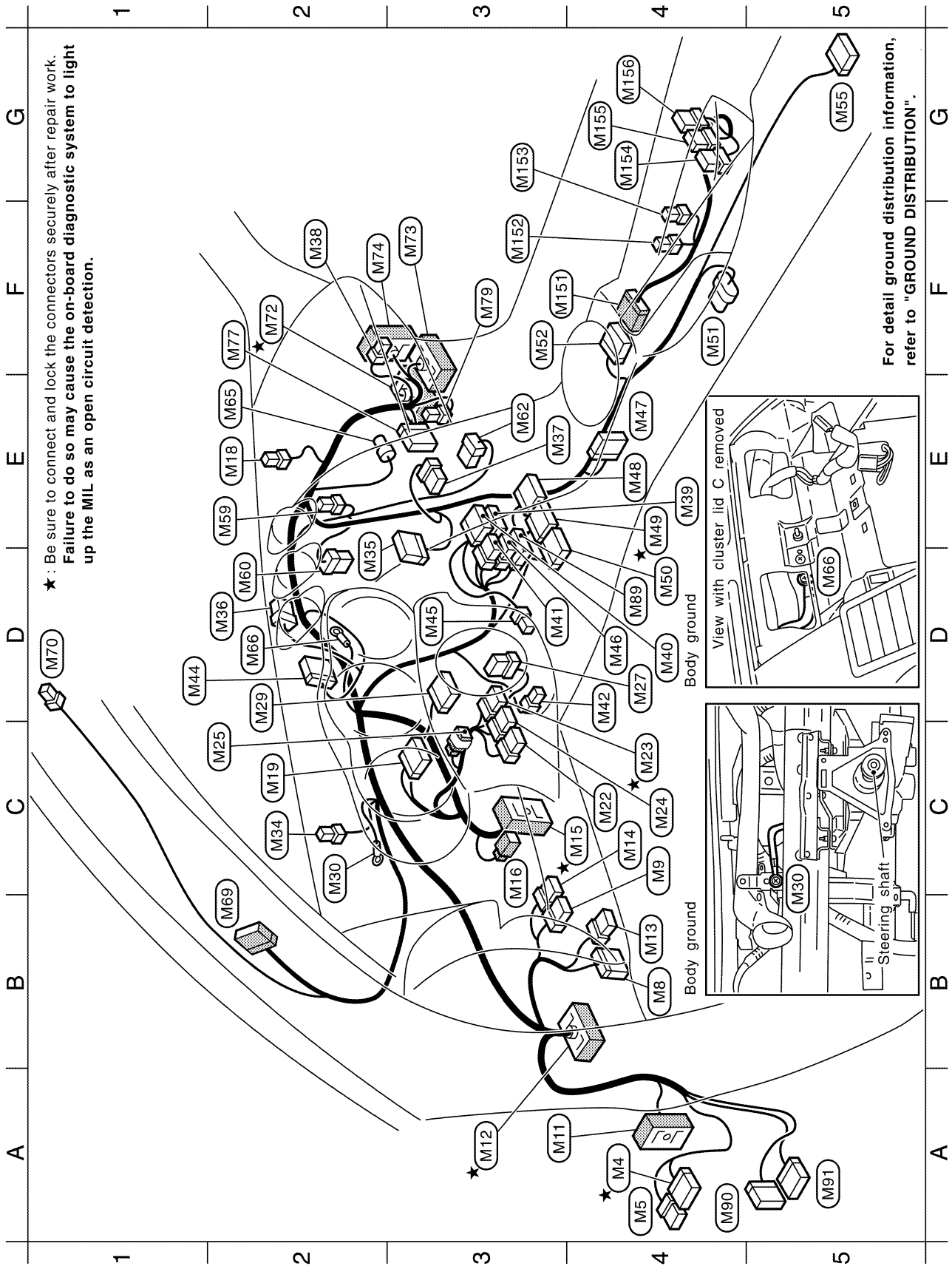


Roadster Models



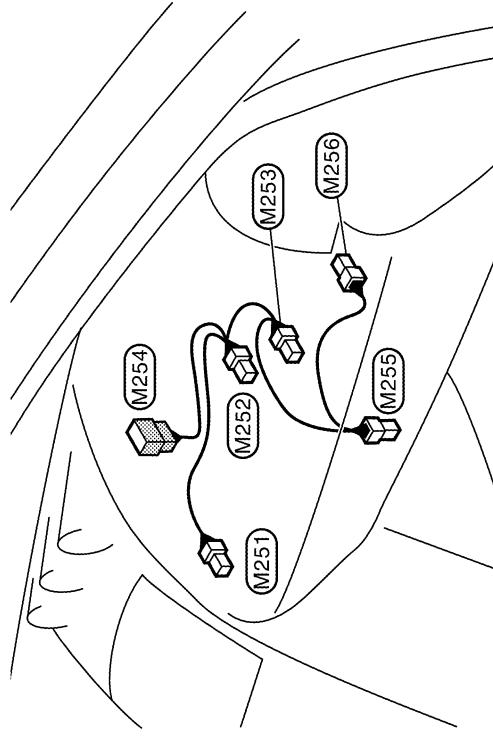
HARNESS

MAIN HARNESS



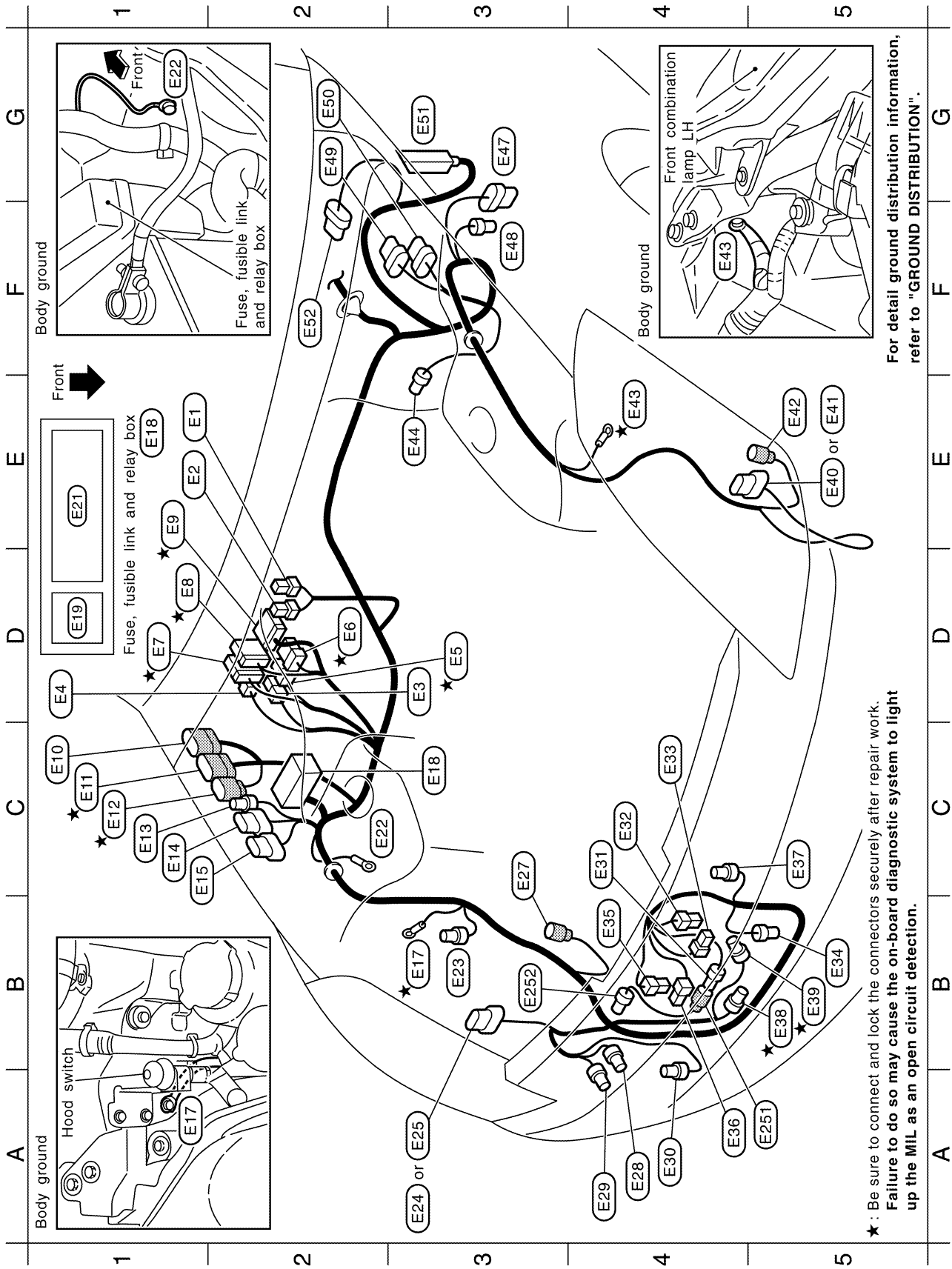
TKIT0217E

A4 ★	(M4)	W/16	: Fuse block (J/B)	F3	(M52)	W/12	: To (M151)	Switch sub-harness
A4	(M5)	W/8	: Fuse block (J/B)	G5	(M55)	Y/28	: Air bag diagnosis sensor unit	F3 (M151) W/12 : To (M52)
B4	(M8)	W/16	: Data link connector	E2	(M59)	L/4	: Fuel lid opener relay	F3 (M152) W/2 : Ashtray illumination
C4	(M9)	GY/6	: VDC off switch (With VDC system)	D2	(M60)	W/6	: To (M254)	G3 (M153) W/4 : Hazard switch
		GY/6	: TCS off switch	E3	(M62)	W/6	: Blower motor	G4 (M154) W/6 : Heated seat switch (Driver side)
			(With TCS without VDC system)	E2	(M65)	Y/4	: Front passenger air bag module	(With heated seat)
A3	(M11)	SMJ	: To (D1)	D2	(M66)	—	: Body ground	(With heated seat)
A3 ★	(M12)	SMJ	: To (B1)	B2	(M69)	W/10	: To (R1)	G4 (M155) BR/6 : Heated seat switch (Passenger side)
B4	(M13)	GY/6	: Fuel lid opener switch	D1	(M70)	W/4	: To (R51)	(With heated seat)
C4	(M14)	W/6	: Soft top switch (For Roadster models)	F2 ★	(M72)	SMJ	: To (F102)	(With heated seat)
C4 ★	(M15)	SMJ	: To (E108)	F3	(M73)	SMJ	: To (B101)	G4 (M156) W/6 : Not used
C3	(M16)	Y/4	: To (E109)					
E2	(M18)	B/2	: Sunload sensor	F2	(M74)	SMJ	: To (D31)	A/C sub-harness
C2	(M19)	W/24	: Combination meter	F2	(M77)	W/24	: Low tire pressure warning control unit	(M251) W/3 : Not used
C4	(M22)	W/8	: Steering angle sensor (For VDC system)	F3	(M79)	W/2	: Tire pressure warning check connector	(M252) W/3 : Mode door motor
C4 ★	(M23)	GY/8	: Combination switch (Spiral cable)	D4	(M89)	W/12	: Audio unit (With BOSE system)	(M253) W/3 : Air mix door motor
C4	(M24)	Y/6	: Combination switch (Spiral cable)	A4	(M90)	W/40	: BCM (Body control module)	(M254) W/6 : To (M60)
C2	(M25)	BR/2	: Key switch	A5	(M91)	B/15	: BCM (Body control module)	(M255) W/4 : Intake sensor
D4	(M27)	W/8	: NATS antenna amp.					(M256) W/3 : Intake door motor
D2	(M29)	W/16	: Combination switch					
C2	(M30)	—	: Body ground					
C2	(M34)	BR/2	: Security indicator lamp					
D2	(M35)	GY/24	: Display unit (With navigation system)					
D2	(M36)	W/8	: Power cluster lid amp. (With navigation system)					
E3	(M37)	W/8	: NAVI switch (With navigation system)					
F2	(M38)	B/2	: Power socket					
E4	(M39)	W/16	: Audio unit (With navigation system and with BOSE system)					
D4	(M40)	W/10	: Audio unit					
D3	(M41)	W/6	: Audio unit					
D4	(M42)	W/2	: In-vehicle sensor					
D1	(M44)	W/12	: Triple meter					
D3	(M45)	BR/2	: Antenna amp. (Via sub-harness)					
D4	(M46)	BR/8	: Audio unit (With navigation system and without BOSE system)					
E4	(M47)	W/10	: A/T device (For A/T)					
E4	(M48)	GY/20	: Unified meter and A/C amp.					
E4 ★	(M49)	GY/16	: Unified meter and A/C amp.					
D4	(M50)	W/24	: Unified meter and A/C amp.					
F4	(M51)	B/6	: Yaw rate / side G sensor (For VDC system)					



★ : Be sure to connect and lock the connectors securely after repair work.
Failure to do so may cause the on-board diagnostic system to light up the MIL as an open circuit detection.

ENGINE ROOM HARNESS
Engine Compartment

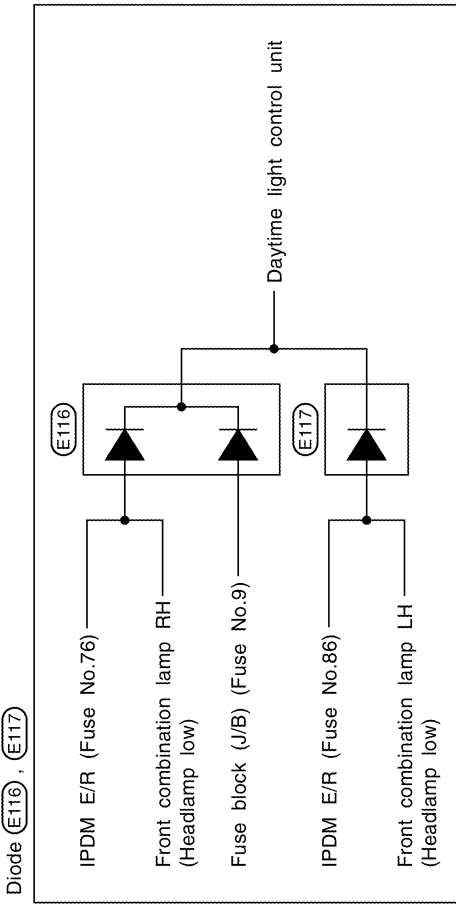


E1	(E1)	B/2	: Fusible link holder	A4	(E29)	GY/2	: Front washer motor
E1	(E2)	GY/2	: Fusible link holder	A4	(E30)	BR/2	: Washer level sensor
D3	(E3)	B/2	: IPDM E/R (Intelligent power distribution module engine room)	C4	(E31)	B/3	: To (E251)
D1	(E4)	W/4	: IPDM E/R (Intelligent power distribution module engine room)	C4	(E32)	B/1	: Horn (Low)
D3	(E5)	B/4	: IPDM E/R (Intelligent power distribution module engine room)	C4	(E33)	B/1	: Horn (Low)
D2	(E6)	W/6	: IPDM E/R (Intelligent power distribution module engine room)	B5	(E34)	B/2	: Ambient sensor
D1	(E7)	GY/16	: IPDM E/R (Intelligent power distribution module engine room)	B4	(E35)	B/1	: Horn (High)
D1	(E8)	W/12	: IPDM E/R (Intelligent power distribution module engine room)	A4	(E36)	B/1	: Horn (High)
E1	(E9)	W/16	: IPDM E/R (Intelligent power distribution module engine room)	C5	(E37)	Y/2	: Crash zone sensor
C1	(E10)	GY/9	: To (F1)	B5	(E38)	GY/4	: Cooling fan motor-1 (Via sub-harness)
C1	(E11)	GY/10	: To (F2)	B5	(E39)	GY/4	: Cooling fan motor-2 (Via sub-harness)
C1	(E12)	GY/8	: To (F3)	E5	(E40)	GY/8	: Front combination lamp LH (With xenon headlamp)
C1	(E13)	GY/4	: Daytime light control unit (For Canada)	E5	(E41)	GY/6	: Front combination lamp LH (Without xenon headlamp)
C1	(E14)	GY/6	: Daytime light control unit (For Canada)	E5	(E42)	B/2	: Front wheel sensor LH
C1	(E15)	GY/8	: Daytime light control unit (For Canada)	E4	(E43)	—	: Body ground
B3	(E17)	—	: Body ground	E3	(E44)	GY/2	: Brake fluid level switch
C3	(E18)	—	: Fuse, fusible link and relay box	G3	(E47)	B/8	: VDC relay box (With VDC system)
D1	(E19)	L/4	: Back-up lamp relay (With A/T)	F3	(E48)	B/2	: VDC relay box (With VDC system)
E1	(E21)	—	: Fuse and fusible link block	G2	(E49)	GY/8	: VDC relay box (With VDC system)
C2	(E22)	—	: Body ground	G2	(E50)	GY/8	: VDC relay box (With VDC system)
B3	(E23)	GY/2	: Hood switch	G3	(E51)	SMJ	: ABS actuator and electric unit (Without VDC system)
A3	(E24)	GY/8	: Front combination lamp RH (With xenon headlamp)	F2	(E52)	GY/5	: Front wiper motor
A3	(E25)	GY/6	: Front combination lamp RH (Without xenon headlamp)				
C3	(E27)	GY/2	: Front wheel sensor RH				
A4	(E28)	GY/2	: Rear washer motor				

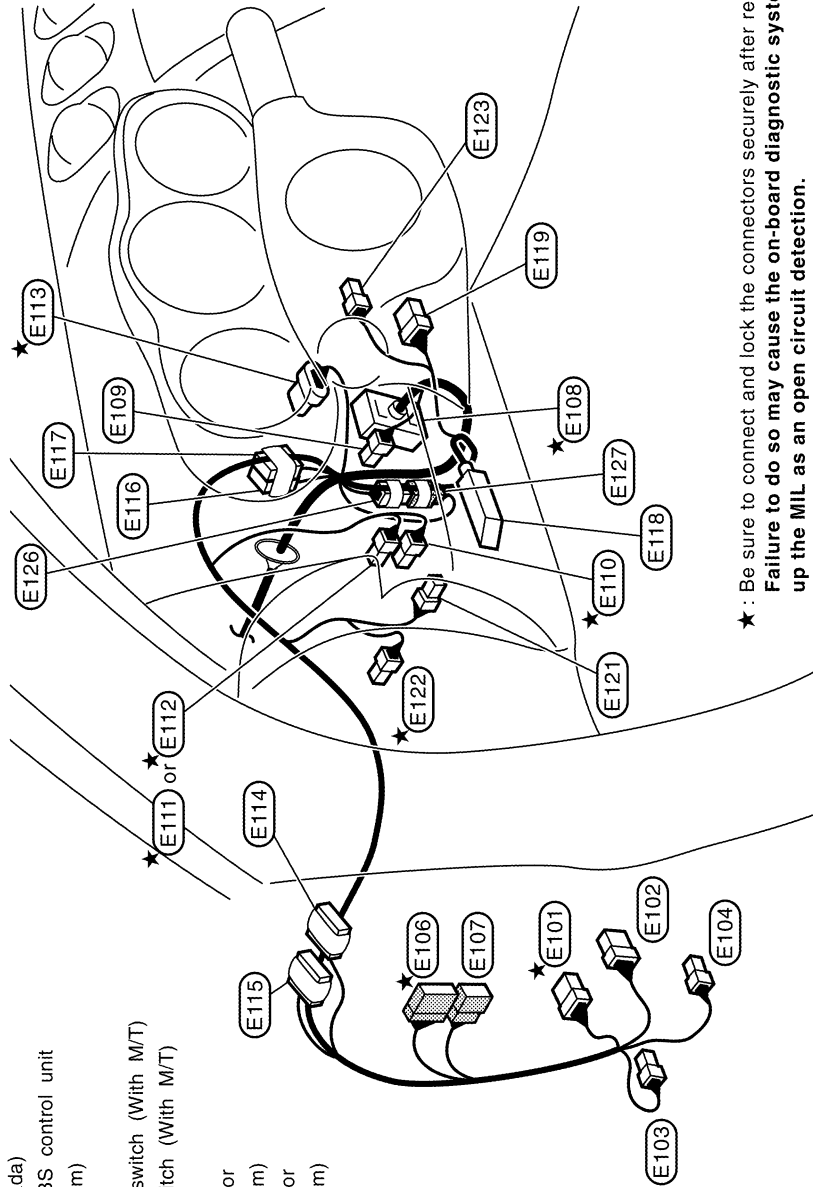
A5	(E251)	B/3	: To (E31)	Sub-harness
B3	(E252)	B/3	: Refrigerant pressure sensor	

★ : Be sure to connect and lock the connectors securely after repair work.
Failure to do so may cause the on-board diagnostic system to light up the MIL as an open circuit detection.

Passenger Compartment



- ★ (E101) W/8 : Fuse block (J/B)
- (E102) W/6 : Fuse block (J/B)
- (E103) B/1 : Fuse block (J/B)
- (E104) B/2 : Fuse block (J/B)
- ★ (E106) W/18 : To (B2)
- (E107) W/6 : To (B3)
- ★ (E108) SMJ : To (M15)
- (E109) Y/4 : To (M16)
- ★ (E110) BR/2 : ASCD brake switch
- ★ (E111) W/4 : Stop lamp switch (With A/T)
- ★ (E112) B/2 : Stop lamp switch (With M/T)
- ★ (E113) GY/6 : Accelerator pedal position sensor
- (E114) BR/20 : Joint connector-1
- (E115) G/20 : Joint connector-2
- (E116) -/3 : Diode (For Canada)
- (E117) W/2 : Diode (For Canada)
- (E118) SMJ : VDC / TCS / ABS control unit (With VDC system)
- (E119) W/6 : Ignition switch
- (E121) L/2 : Clutch interlock switch (With M/T)
- ★ (E122) L/2 : ASCD clutch switch (With M/T)
- (E123) BR/2 : Microphone
- (E126) BR/2 : Jumping connector (With VDC system)
- (E127) BR/2 : Jumping connector (With VDC system)



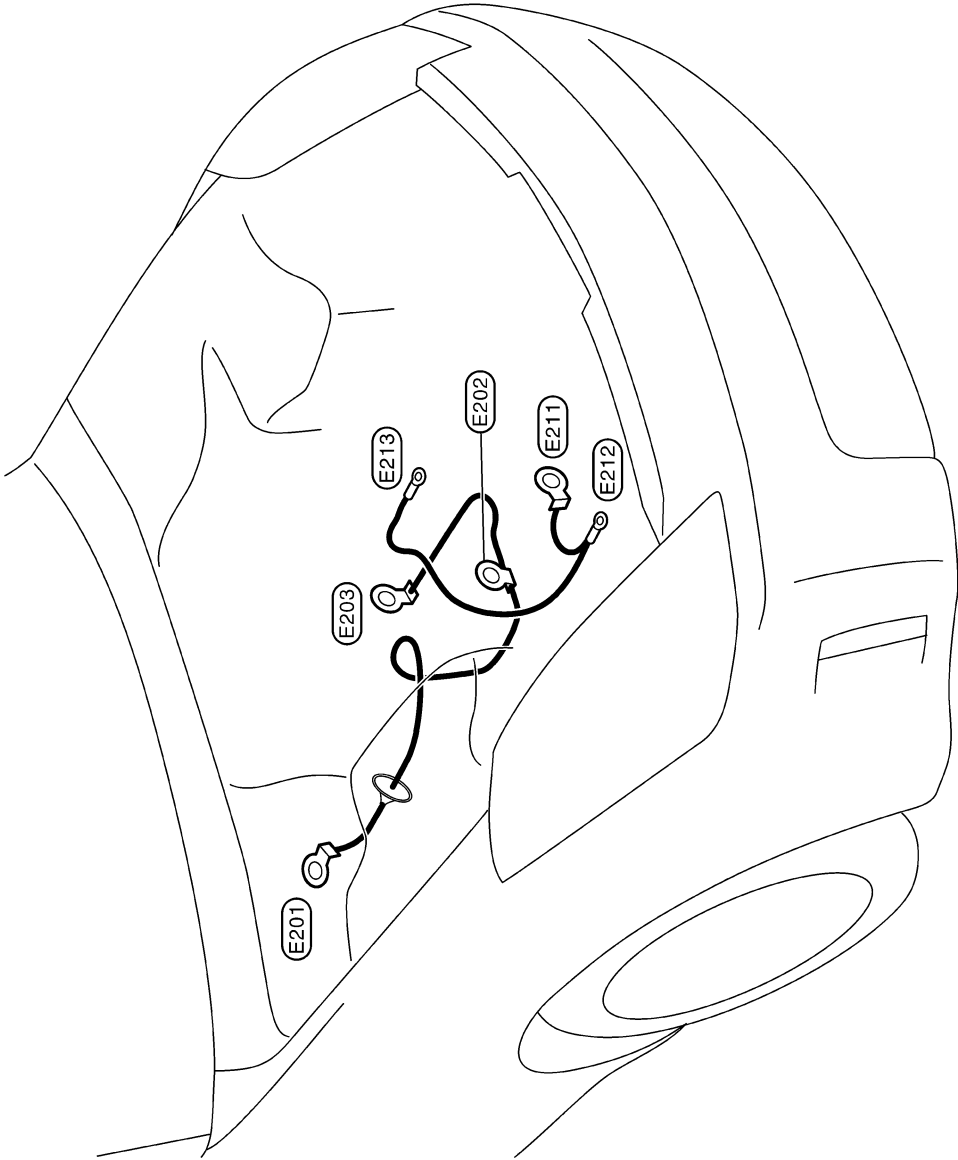
★ : Be sure to connect and lock the connectors securely after repair work.
Failure to do so may cause the on-board diagnostic system to light up the MIL as an open circuit detection.

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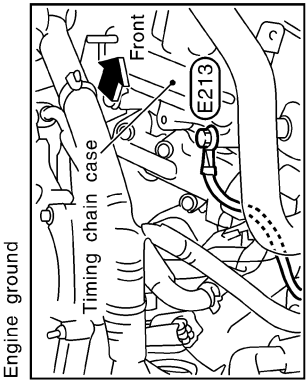
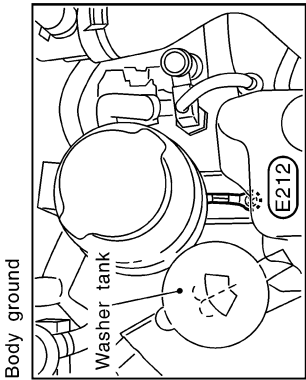
HARNESS

Battery Cable

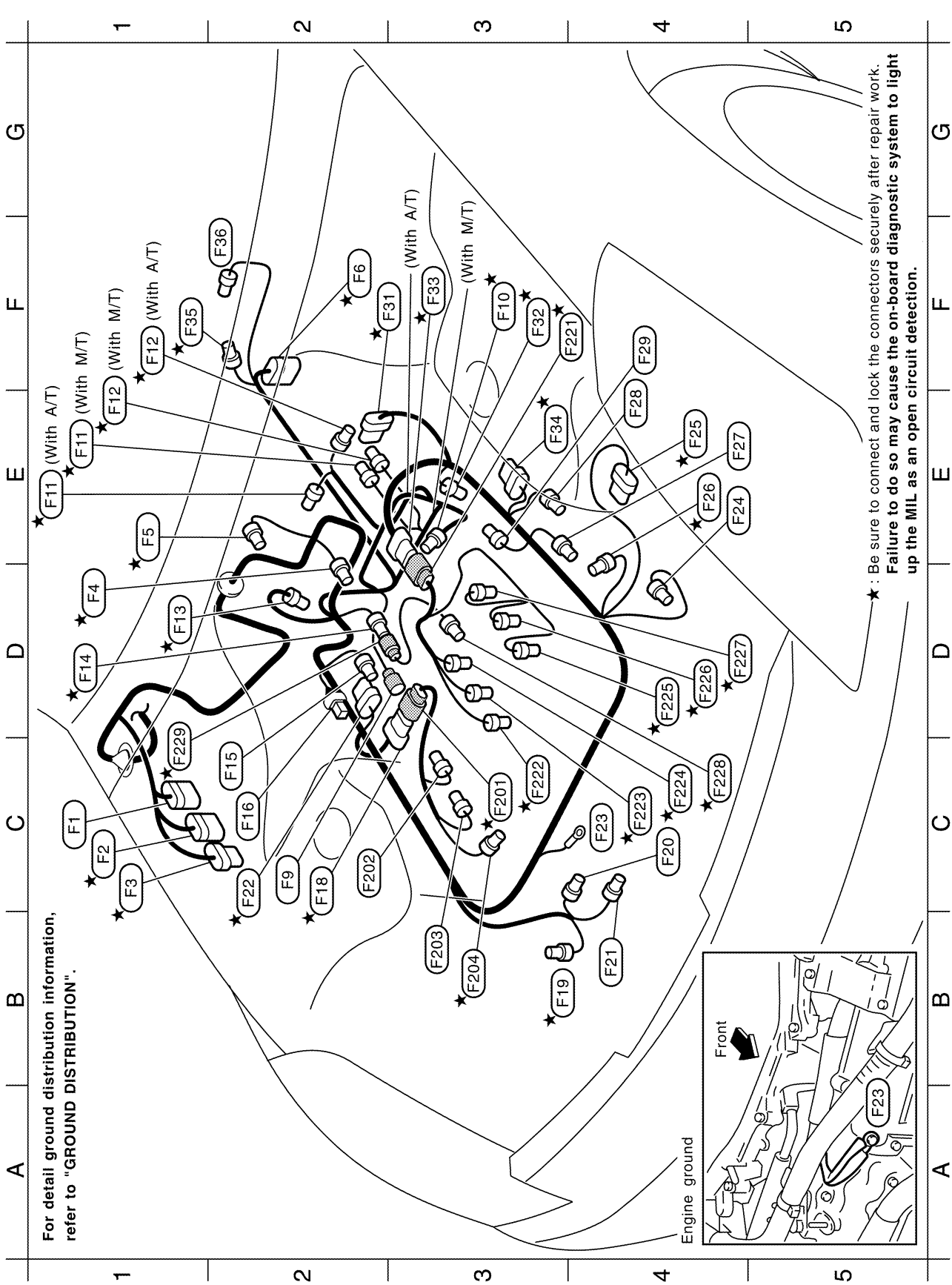
- E201 : Fusible link holder
- E202 : Alternator (B)
- E203 : Starter motor
- E211 : Alternator (E)
- E212 : Body ground
- E213 : Engine ground



For detail ground distribution information, refer to "GROUND DISTRIBUTION".



ENGINE CONTROL HARNESS

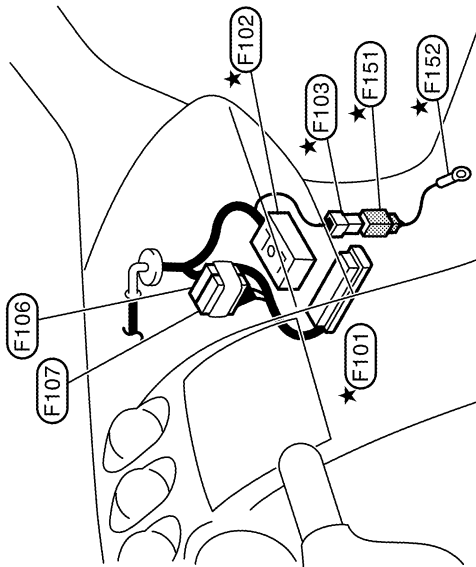


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C1	(F1)	GY/9	:	To (E10)
C1	★ (F2)	GY/10	:	To (E11)
C1	★ (F3)	GY/8	:	To (E12)
D1	★ (F4)	GY/3	:	Camshaft position sensor (PHASE) (Bank1)
E1	★ (F5)	GY/2	:	EVAP canister purge volume control solenoid valve
F2	★ (F6)	GY/10	:	A/T assembly (With A/T)
C2	(F9)	GY/1	:	Starter motor
F3	★ (F10)	B/3	:	Crankshaft position sensor (POS)
E1	★ (F11)	B/4	:	Heated oxygen sensor 2 (Bank1)
E1,F1	★ (F12)	GY/4	:	Heated oxygen sensor 2 (Bank2)
D1	★ (F13)	GY/2	:	Engine coolant temperature sensor
D1	★ (F14)	B/2	:	To (F229)
C2	(F15)	GY/3	:	Ignition coil No.5 (With power transistor)
C2	(F16)	W/2	:	Condenser
C2	★ (F18)	B/6	:	To (F201)
B3	★ (F19)	B/3	:	Power steering pressure sensor
C4	(F20)	GY/2	:	Alternator (S, L)
B4	(F21)	B/3	:	Oil pressure sensor
C2	★ (F22)	B/6	:	Air fuel ratio (A/F) sensor 1 (Bank 1)
C4	(F23)	—	:	Engine ground
E4	(F24)	B/1	:	Compressor
E4	★ (F25)	B/6	:	Mass air flow sensor
E4	★ (F26)	GY/2	:	Intake valve timing control solenoid valve (Bank2)
E4	(F27)	GY/3	:	Ignition coil No.2 (With power transistor)
E4	(F28)	GY/3	:	Ignition coil No.4 (With power transistor)
E4	(F29)	GY/3	:	Ignition coil No.6 (With power transistor)
F2	★ (F31)	GY/6	:	Electric throttle control actuator
F3	★ (F32)	B/3	:	Camshaft position sensor (PHASE) (Bank2)
F3	★ (F33)	GY/8	:	To (F221)
E3	★ (F34)	B/6	:	Air fuel ratio (A/F) sensor 1 (Bank 2)
F1	★ (F35)	B/2	:	Park/Neutral position switch (With M/T)
F2	(F36)	B/2	:	Back-up lamp switch (With M/T)
Engine control sub-harness-1				
C3	★ (F201)	L/6	:	To (F18)
C2	(F202)	GY/3	:	Ignition coil No.3 (With power transistor)
B3	(F203)	GY/3	:	Ignition coil No.1 (With power transistor)
B3	★ (F204)	G/2	:	Intake valve timing control solenoid valve (Bank1)
Engine control sub-harness-2				
F3	★ (F221)	G/8	:	To (F33)
C3	★ (F222)	GY/2	:	Injector No.1
C4	★ (F223)	GY/2	:	Injector No.3
C4	★ (F224)	GY/2	:	Injector No.5
D4	★ (F225)	GY/2	:	Injector No.2
D4	★ (F226)	GY/2	:	Injector No.4
D4	★ (F227)	GY/2	:	Injector No.6
C4	★ (F228)	L/2	:	Knock sensor
C1	★ (F229)	SB/2	:	To (F14)

C4	★ (F224)	GY/2	:	Injector No.5
D4	★ (F225)	GY/2	:	Injector No.2
D4	★ (F226)	GY/2	:	Injector No.4
D4	★ (F227)	GY/2	:	Injector No.6
C4	★ (F228)	L/2	:	Knock sensor
C1	★ (F229)	SB/2	:	To (F14)

PASSENGER COMPARTMENT



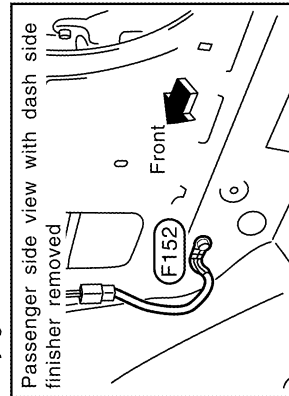
Body ground

Engine control harness

★ (F101)	SMJ	:	ECM
★ (F102)	SMJ	:	To (M72)
★ (F103)	W/4	:	To (F151)
(F106)	L/20	:	Joint connector-3
(F107)	P/20	:	Joint connector-4

Earth sub-harness

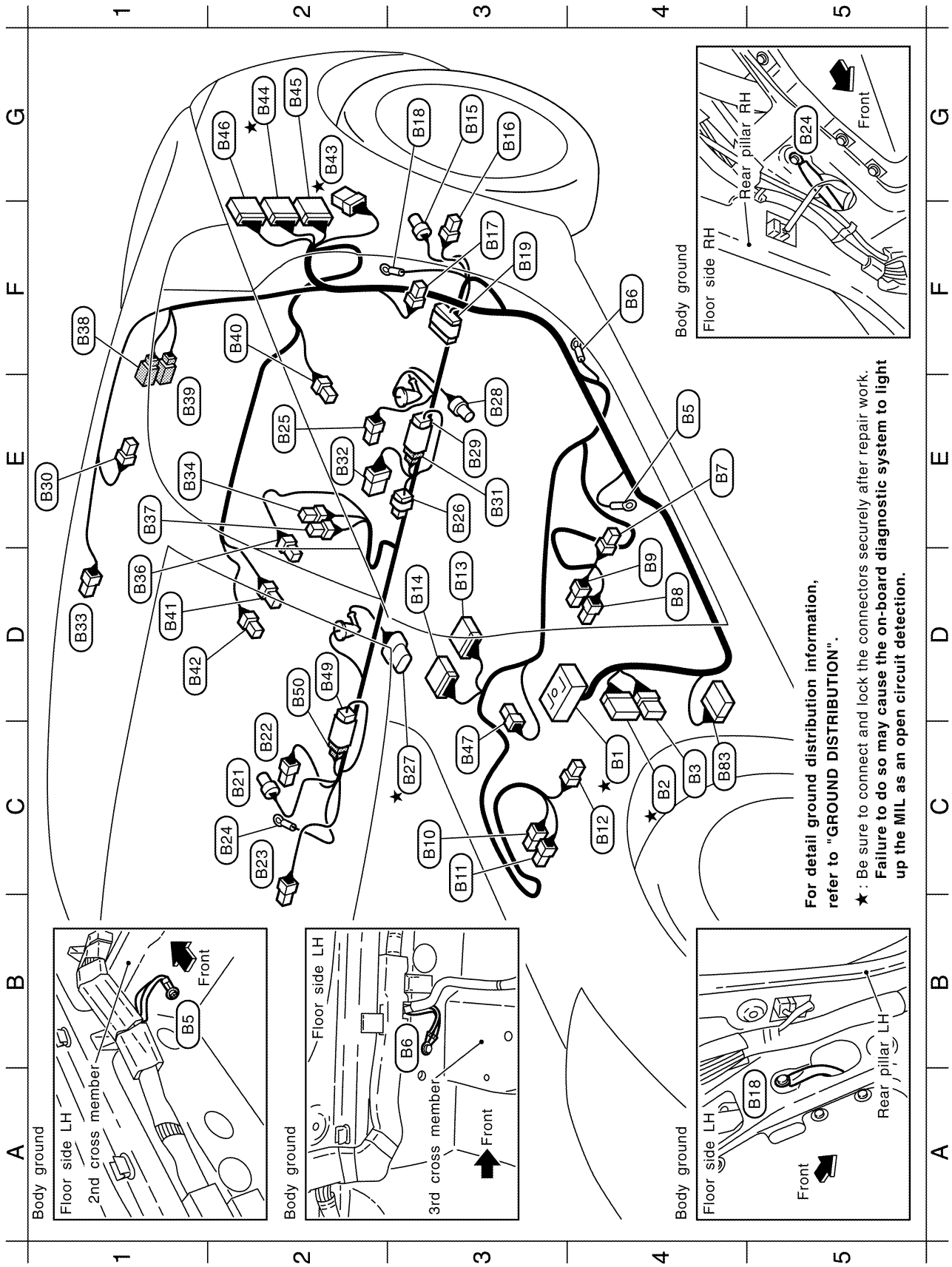
★ (F151)	W/4	:	To (F103)
★ (F152)	—	:	Body ground



For detail ground distribution information, refer to "GROUND DISTRIBUTION".

★ : Be sure to connect and lock the connectors securely after repair work.
Failure to do so may cause the on-board diagnostic system to light up the MIL as an open circuit detection.

BODY HARNESS
Coupe Models



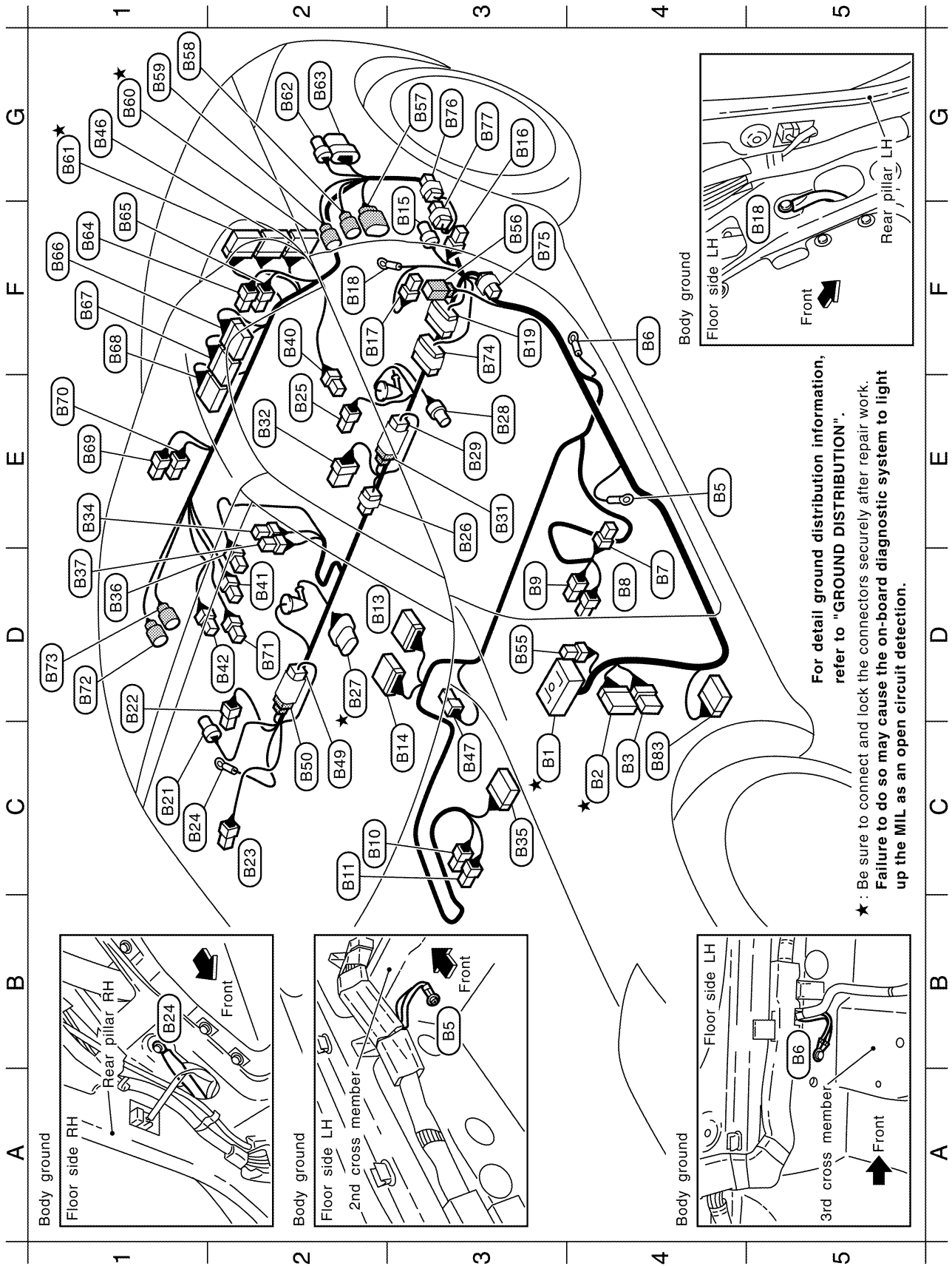
E1	(B37)	L/4	: Heated seat relay (With heated seat or side air bag)
F1	(B38)	W/3	: To (D101)
E1	(B39)	GY/2	: To (D102)
F2	(B40)	BR/2	: Rear speaker LH
D1	(B41)	W/2	: Luggage floor box lamp
D1	(B42)	BR/2	: Rear speaker RH
G2 ★	(B43)	W/6	: To (T1)
G2 ★	(B44)	W/16	: To (T2)
G2	(B45)	W/10	: To (T3) (With BOSE system)
G2	(B46)	BR/20	: To (T4) (With BOSE system)
C3	(B47)	B/1	: Parking brake switch
D2	(B49)	BR/2	: To (B50)
D2	(B50)	BR/2	: To (B49)
C4	(B83)	W/15	: BCM (Body control module)

★ : Be sure to connect and lock the connectors securely after repair work.
Failure to do so may cause the on-board diagnostic system to light up the MIL as an open circuit detection.

C4 ★	(B1)	SMJ	: To (M12)
C4 ★	(B2)	W/18	: To (E106)
C4	(B3)	W/6	: To (E107)
E4	(B5)	—	: Body ground
F4	(B6)	—	: Body ground
E4	(B7)	W/4	: Driver side seat (With heated seat or side air bag)
D4	(B8)	W/3	: Seat belt buckle switch (Driver side)
D4	(B9)	Y/2	: LH side air bag module (With side air bag)
C3	(B10)	Y/2	: RH side air bag module (With side air bag)
C3	(B11)	W/3	: Seat belt buckle switch (Passenger side)
C4	(B12)	W/4	: Passenger side seat (With heated seat or side air bag)
D3	(B13)	Y/12	: Air bag diagnosis sensor unit
D3	(B14)	Y/12	: Air bag diagnosis sensor unit
G3	(B15)	Y/2	: LH side air bag (satellite) sensor (With side air bag)
G3	(B16)	Y/2	: Seat belt pre-tensioner LH
F3	(B17)	W/3	: Driver side door switch
G3	(B18)	—	: Body ground (With side air bag)
F3	(B19)	OR/20	: Joint connector-5
C2	(B21)	Y/2	: RH side air bag (satellite) sensor (With side air bag)
C2	(B22)	Y/2	: Seat belt pre-tensioner RH
C2	(B23)	W/3	: Passenger side door switch
C2	(B24)	—	: Body ground (With side air bag)
E2	(B25)	W/2	: Woofer (With BOSE system)
E3	(B26)	W/2	: Condenser
C3 ★	(B27)	GY/5	: Fuel level sensor unit and fuel pump
E3	(B28)	GY/2	: Fuel level sensor unit (Sub)
E3	(B29)	W/2	: To (B31)
E1	(B30)	Y/2	: LH side curtain air bag module (With side air bag)
E3	(B31)	W/2	: To (B29)
E2	(B32)	BR/8	: Woofer amp. (With BOSE system)
D1	(B33)	Y/2	: RH side curtain air bag module (With side air bag)
E1	(B34)	BR/6	: Rear window defogger relay
D1	(B36)	B/2	: Power socket

HARNESS

Roadster Models

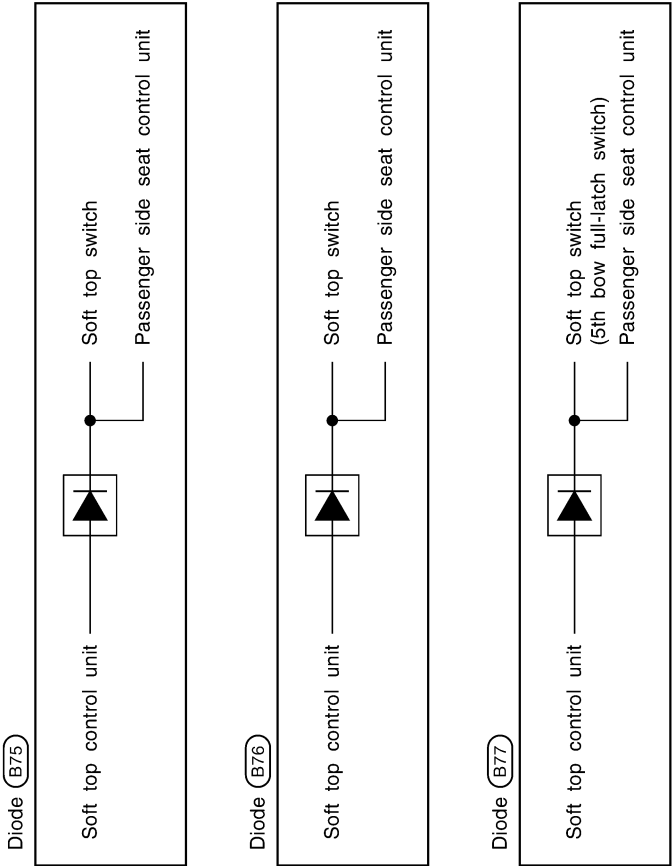


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C3★	(B1)	SMJ	:	To (M12)
C4★	(B2)	W/18	:	To (E106)
C4	(B3)	W/6	:	To (E107)
E4	(B5)	—	:	Body ground
F4	(B6)	—	:	Body ground
D4	(B7)	W/4	:	Driver side seat
D4	(B8)	W/3	:	Seat belt buckle switch (Driver side)
D3	(B9)	Y/2	:	LH side air bag module (With side air bag)
C2	(B10)	Y/2	:	RH side air bag module (With side air bag)
C2	(B11)	W/3	:	Seat belt buckle switch (Passenger side)
D2	(B13)	Y/12	:	Air bag diagnosis sensor unit
C3	(B14)	Y/12	:	Air bag diagnosis sensor unit
F3	(B15)	Y/2	:	LH side air bag (satellite) sensor (With side air bag)
G3	(B16)	Y/2	:	Seat belt pre-tensioner LH
F2	(B17)	W/3	:	Driver side door switch
F2	(B18)	—	:	Body ground (With side air bag)
F3	(B19)	OR/20	:	Joint connector-5
C1	(B21)	Y/2	:	RH side air bag (satellite) sensor (With side air bag)
D1	(B22)	Y/2	:	Seat belt pre-tensioner RH
C2	(B23)	W/3	:	Passenger side door switch
C1	(B24)	—	:	Body ground (With side air bag)
E2	(B25)	W/2	:	Woofer (With BOSE system)
E3	(B26)	W/2	:	Condenser
D2★	(B27)	GY/5	:	Fuel level sensor unit and fuel pump
E3	(B28)	GY/2	:	Fuel level sensor unit (Sub)
E3	(B29)	W/2	:	To (B31)
E3	(B31)	W/2	:	To (B29)
E2	(B32)	BR/8	:	Woofer amp. (With BOSE system)
E1	(B34)	BR/6	:	Rear window defogger relay
C3	(B35)	W/18	:	Passenger side seat
D1	(B36)	B/2	:	Power socket
D1	(B37)	L/4	:	Heated seat relay (With heated seat or side air bag)
F2	(B40)	BR/2	:	Rear speaker LH
D2	(B41)	W/2	:	Luggage floor box lamp
D2	(B42)	BR/2	:	Rear speaker RH
G1	(B46)	BR/20	:	To (T4) (With BOSE system)
C3	(B47)	B/1	:	Parking brake switch
C2	(B49)	BR/2	:	To (B50)
C2	(B50)	BR/2	:	To (B49)

D3	(B55)	W/2	:	Circuit breaker
F3	(B56)	W/2	:	Short connector
G3	(B57)	GY/8	:	Soft top assembly
G1	(B58)	B/2	:	Soft top assembly
G1	(B59)	GY/2	:	Roof actuator LH
G1★	(B60)	W/20	:	To (T22)
G1★	(B61)	W/16	:	To (T23)
G2	(B62)	GY/4	:	To (T24) (With BOSE system)
G2	(B63)	B/6	:	To (T25) (With BOSE system)
F1	(B64)	W/2	:	Storage lid switch LH (Close)
F1	(B65)	B/2	:	Storage lid unlock actuator LH
F1	(B66)	W/16	:	Soft top control unit
F1	(B67)	W/20	:	Soft top control unit
F1	(B68)	W/12	:	Soft top control unit
E1	(B69)	W/2	:	Storage lid switch RH (Close)
E1	(B70)	B/2	:	Storage lid unlock actuator RH
D2	(B71)	W/2	:	Trunk opener cancel switch
D1	(B72)	GY/2	:	Roof actuator RH
D1	(B73)	B/2	:	Rear window defogger (Via sub-harness)
F3	(B74)	P/20	:	Joint connector-14
F3	(B75)	W/2	:	Diode
G3	(B76)	W/2	:	Diode
G3	(B77)	W/2	:	Diode
C4	(B83)	W/15	:	BCM (Body control module)

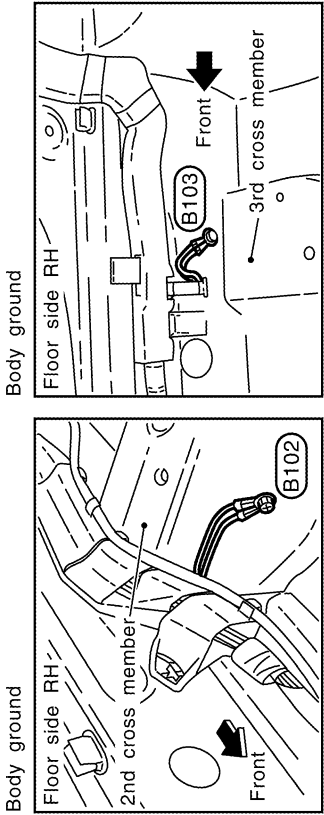
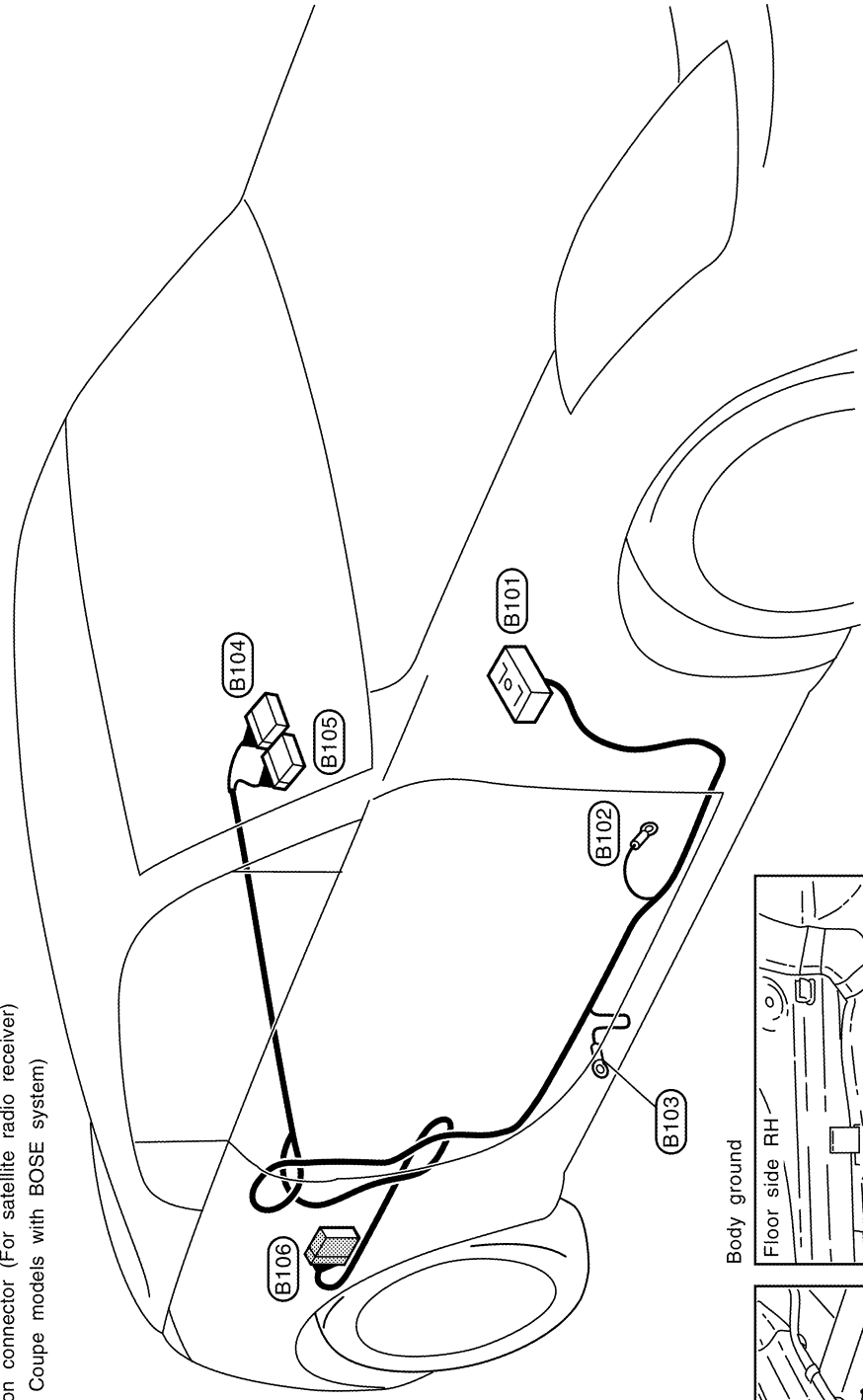
★ : Be sure to connect and lock the connectors securely after repair work.
Failure to do so may cause the on-board diagnostic system to light up the MIL as an open circuit detection.



HARNESS

BODY NO.2 HARNESS

- (B101) SMJ : To (M73)
- (B102) — : Body ground (With navigation system)
- (B103) — : Body ground (With navigation system)
- (B104) W/24 : NAVI control unit (With navigation system)
- (B105) GY/24 : NAVI control unit (With navigation system)
- (B106) W/12 : Option connector (For satellite radio receiver)
(For Coupe models with BOSE system)



For detail ground distribution information, refer to "GROUND DISTRIBUTION".

TAIL HARNESS
Coupe Models

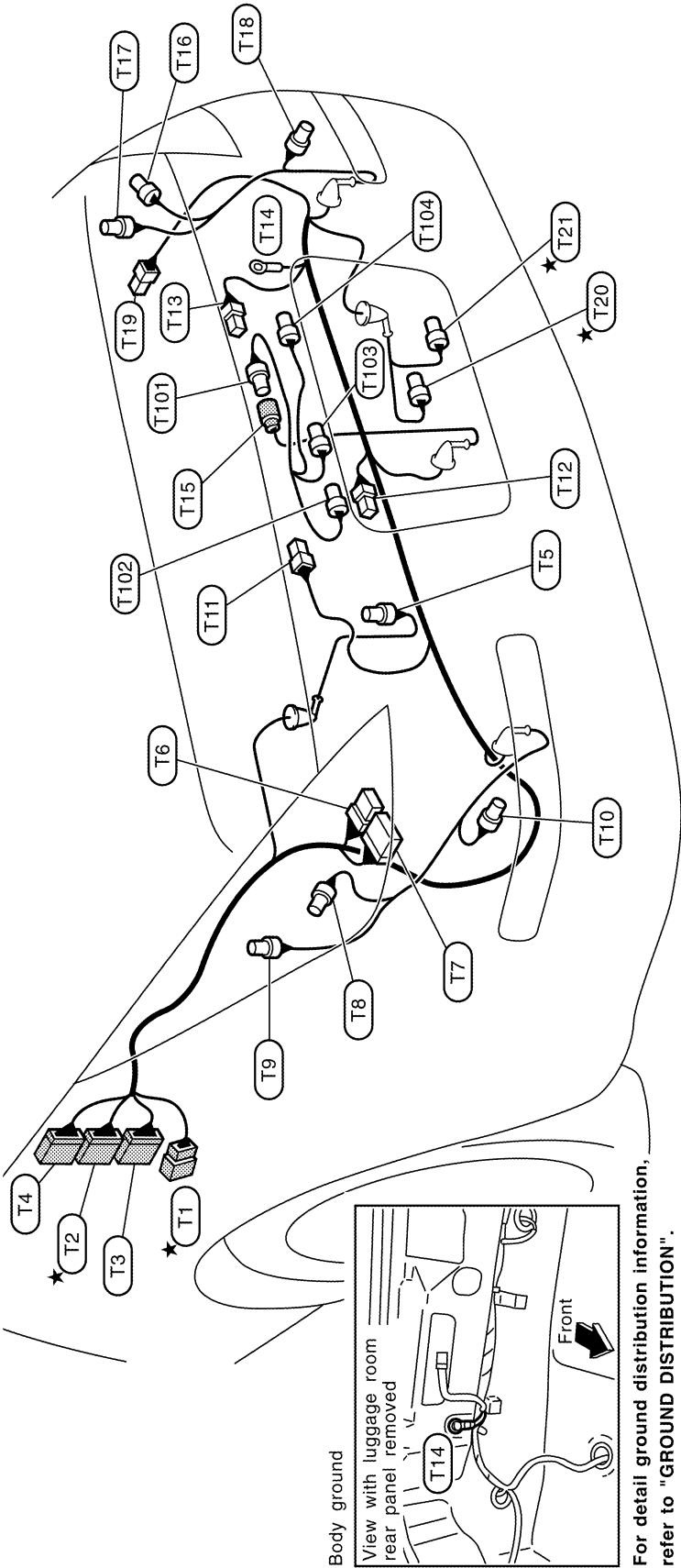
- T18 : Rear combination lamp RH (Bumper side)
- T19 : Fuel lid opener actuator
- T20 : EVAP canister vent control valve
- T21 : EVAP control system pressure sensor

Tail sub-harness-1

- GY/4 : To T15
- BR/2 : License plate lamp LH
- GY/2 : Back door opener switch
- BR/2 : License plate lamp RH

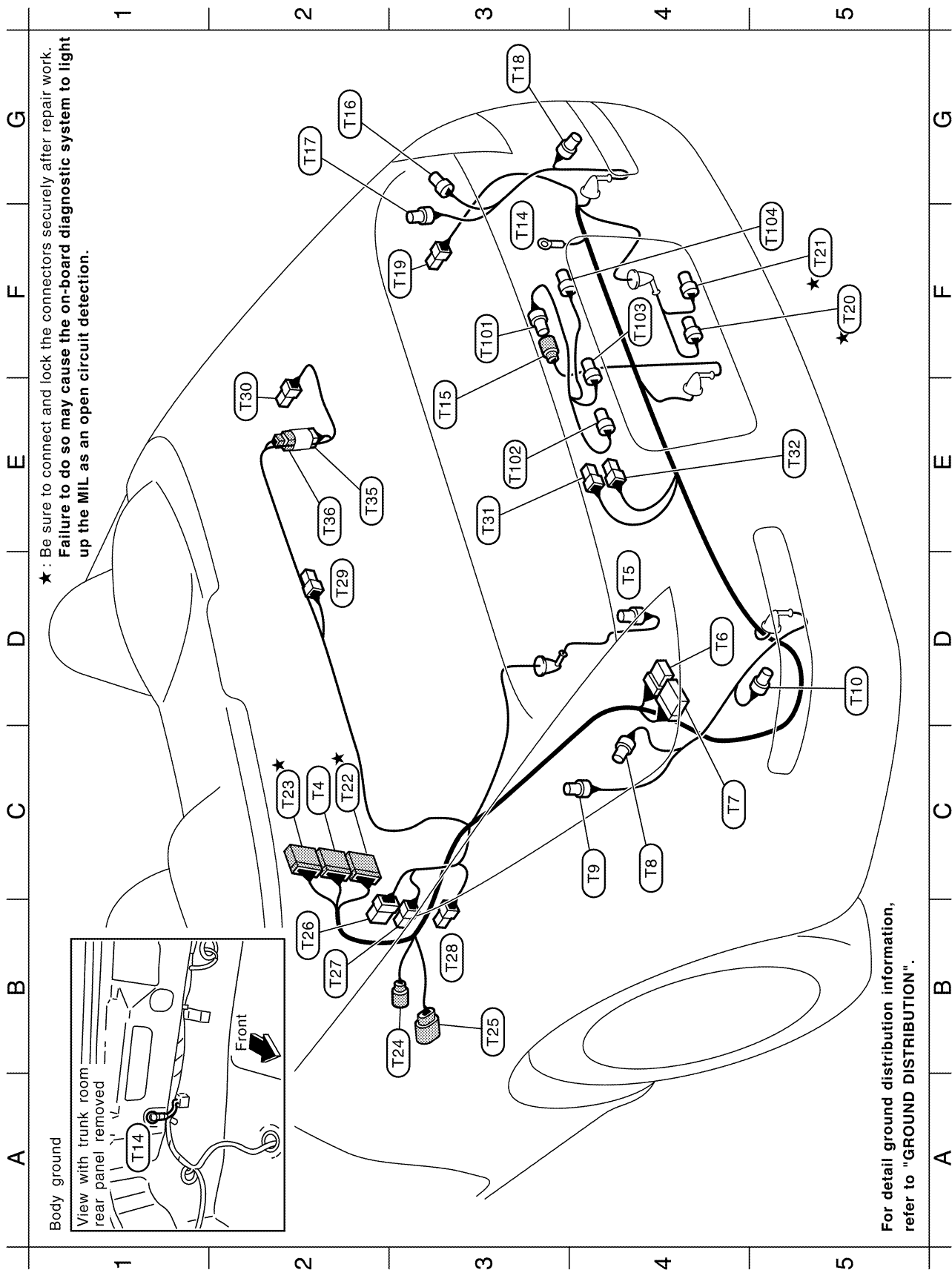
★ : Be sure to connect and lock the connectors securely after repair work.
Failure to do so may cause the on-board diagnostic system to light up the MIL as an open circuit detection.

- T1 : To B43
- T2 : To B44
- T3 : To B45 (With BOSE system)
- T4 : To B46 (With BOSE system)
- T5 : Rear wheel sensor
- T6 : BOSE speaker amp. (With BOSE system)
- T7 : BOSE speaker amp. (With BOSE system)
- T8 : Rear combination lamp LH (Body side)
- T9 : Rear combination lamp LH (Body side)
- T10 : Rear combination lamp LH (Bumper side)
- T11 : Back door opener actuator
- T12 : Back door switch
- T13 : Luggage room lamp
- T14 : Body ground
- T15 : To T101
- T16 : Rear combination lamp RH (Body side)
- T17 : Rear combination lamp RH (Body side)



HARNESS

Roadster Models



TKIT0228E

C2	T4	BR/20	: To (B46) (With BOSE system)
D4	T5	GY/4	: Rear wheel sensor
D4	T6	GY/8	: BOSE speaker amp. (With BOSE system)
C4	T7	B/24	: BOSE speaker amp. (With BOSE system)
C4	T8	GY/2	: Rear combination lamp LH (Body side)
C4	T9	GY/3	: Rear combination lamp LH (Body side)
D5	T10	SB/4	: Rear combination lamp LH (Bumper side)
F3	T14	—	: Body ground
E3	T15	GY/4	: To (T101)
G2	T16	GY/2	: Rear combination lamp RH (Body side)
G2	T17	GY/3	: Rear combination lamp RH (Body side)
G3	T18	SB/4	: Rear combination lamp RH (Bumper side)
F3	T19	W/4	: Fuel lid opener actuator
F5	T20	B/2	: EVAP canister vent control valve
F5	T21	GY/3	: EVAP control system pressure sensor
C2	T22	W/20	: To (B60)
C2	T23	W/16	: To (B61)
B3	T24	GY/4	: To (B62) (With BOSE system)
B3	T25	B/6	: To (B63) (With BOSE system)
B2	T26	W/8	: To (T151)
B2	T27	B/2	: Storage lid switch (Open)
B3	T28	W/2	: Storage lid actuator LH
D2	T29	W/2	: Trunk room lamp
E2	T30	W/2	: Storage lid actuator RH
E3	T31	W/2	: Trunk room lamp switch
E5	T32	B/2	: Trunk lid opener actuator
E2	T35	W/2	: To (T36)
E2	T36	W/2	: To (T35)

Tail sub-harness-1

F3	T101	GY/4	: To (T15)
E3	T102	BR/2	: License plate lamp LH
F4	T103	GY/2	: Trunk lid opener switch
F5	T104	BR/2	: License plate lamp RH

★ : Be sure to connect and lock the connectors securely after repair work.
Failure to do so may cause the on-board diagnostic system to light up the MIL as an open circuit detection.

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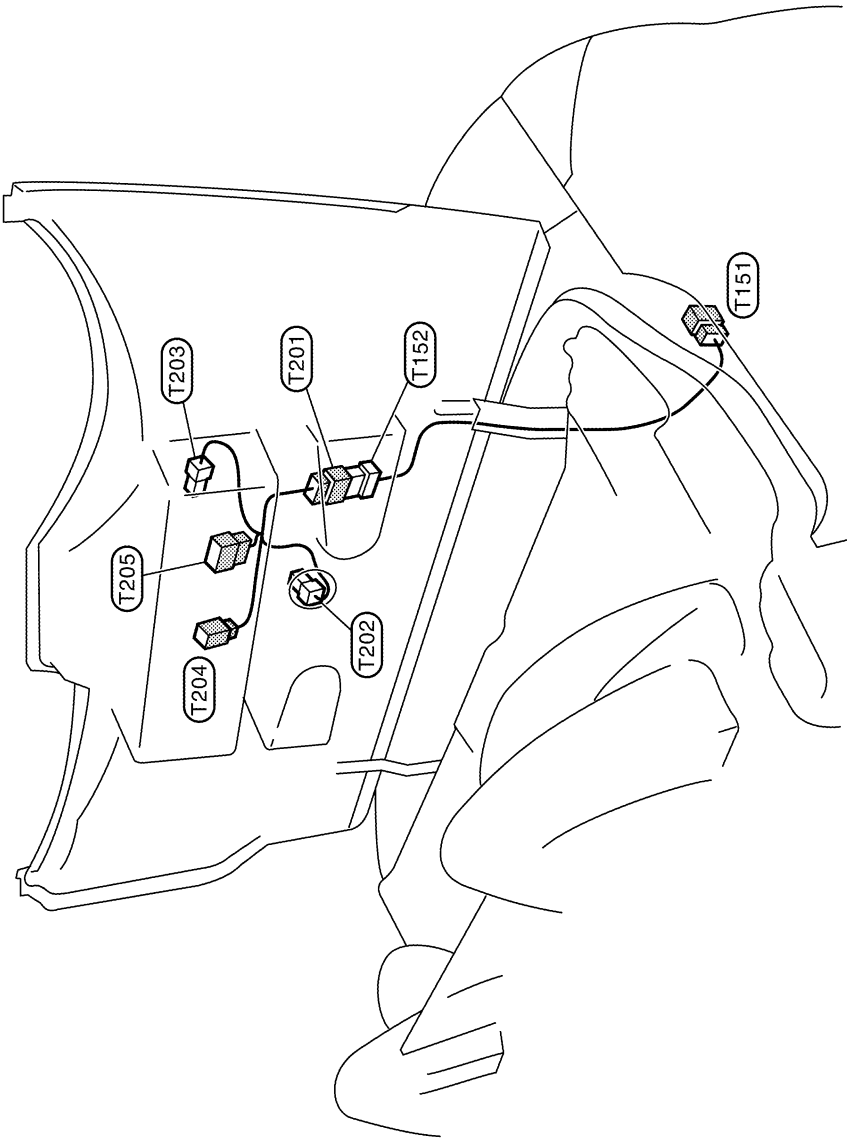
HARNESS

TAIL NO.2 HARNESS
Roadster Models

- Tail No.2 harness**

 - T201 W/8 : To T152
 - T202 BR/2 : High-mounted stop lamp
 - T203 W/4 : 5th bow unlock actuator
 - T204 B/2 : 5th bow closure motor
 - T205 W/6 : Soft top lock switch
- Tail sub-harness-2**

 - T151 W/8 : To T26
 - T152 W/8 : To T201



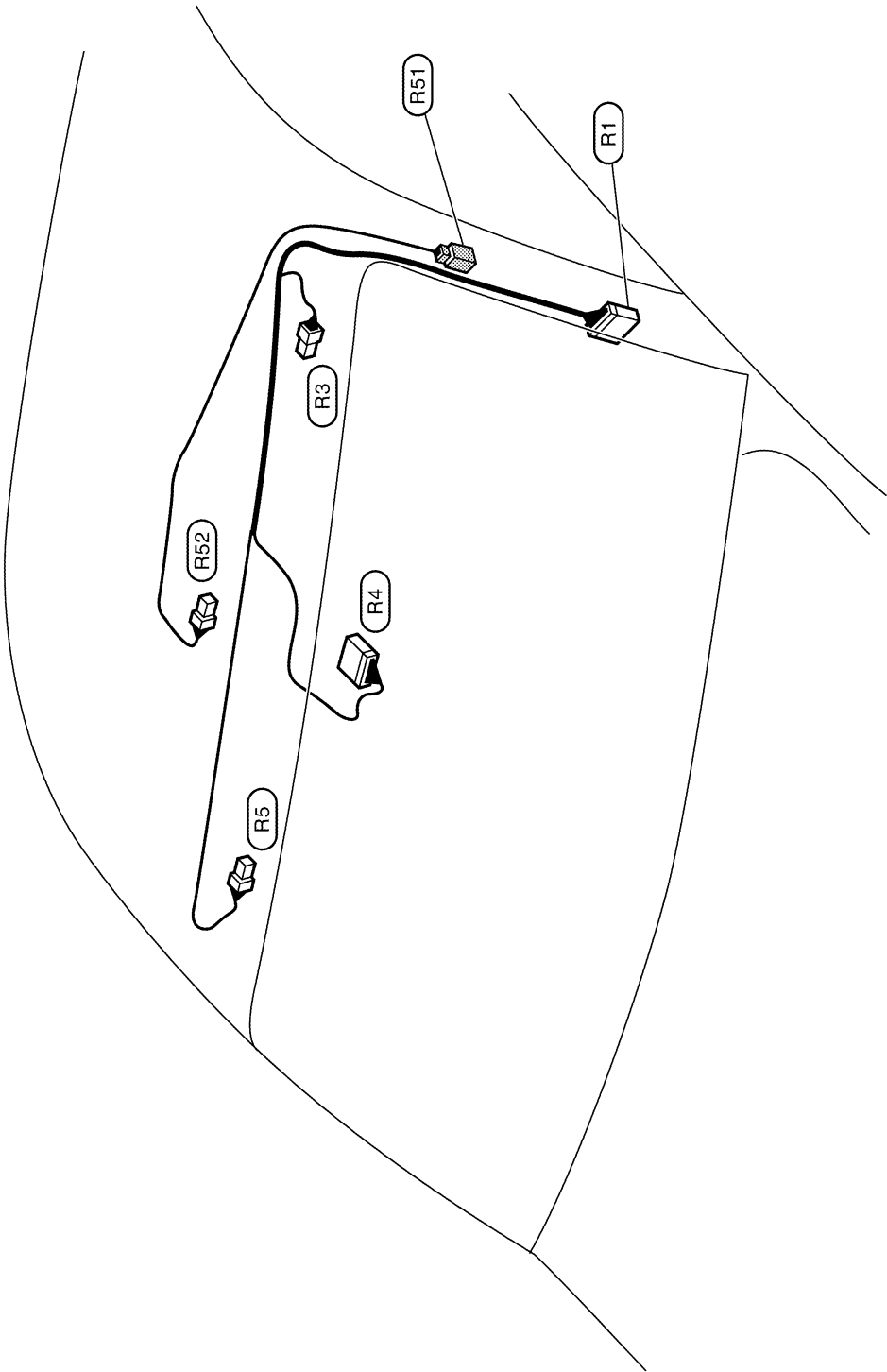
HARNESS

ROOM LAMP HARNESS
Coupe Models

Room lamp sub-harness

(R51) W/4 : To (M70)
(R52) W/3 : Map lamp

(R1) W/10 : To (M69)
(R3) W/2 : Vanity mirror lamp LH
(R4) B/10 : Auto anti-dazzling inside mirror
(R5) W/2 : Vanity mirror lamp RH



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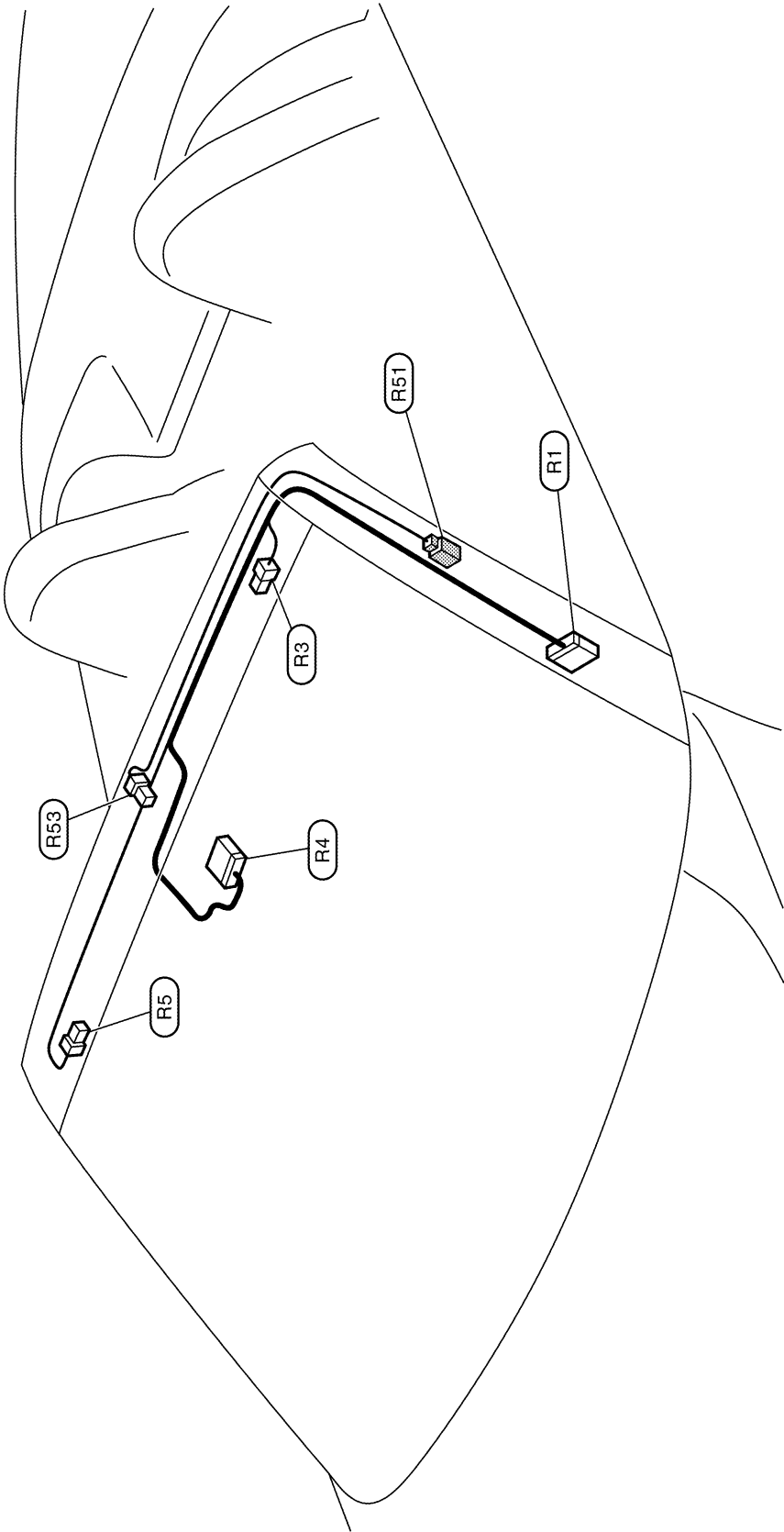
HARNESS

Roadster Models

Room lamp sub-harness

- R51 : To M70
- R53 : Map lamp

- R1 : To M69
- R3 : Vanity mirror lamp LH
- R4 : Auto anti-dazzling inside mirror
- R5 : Vanity mirror lamp RH

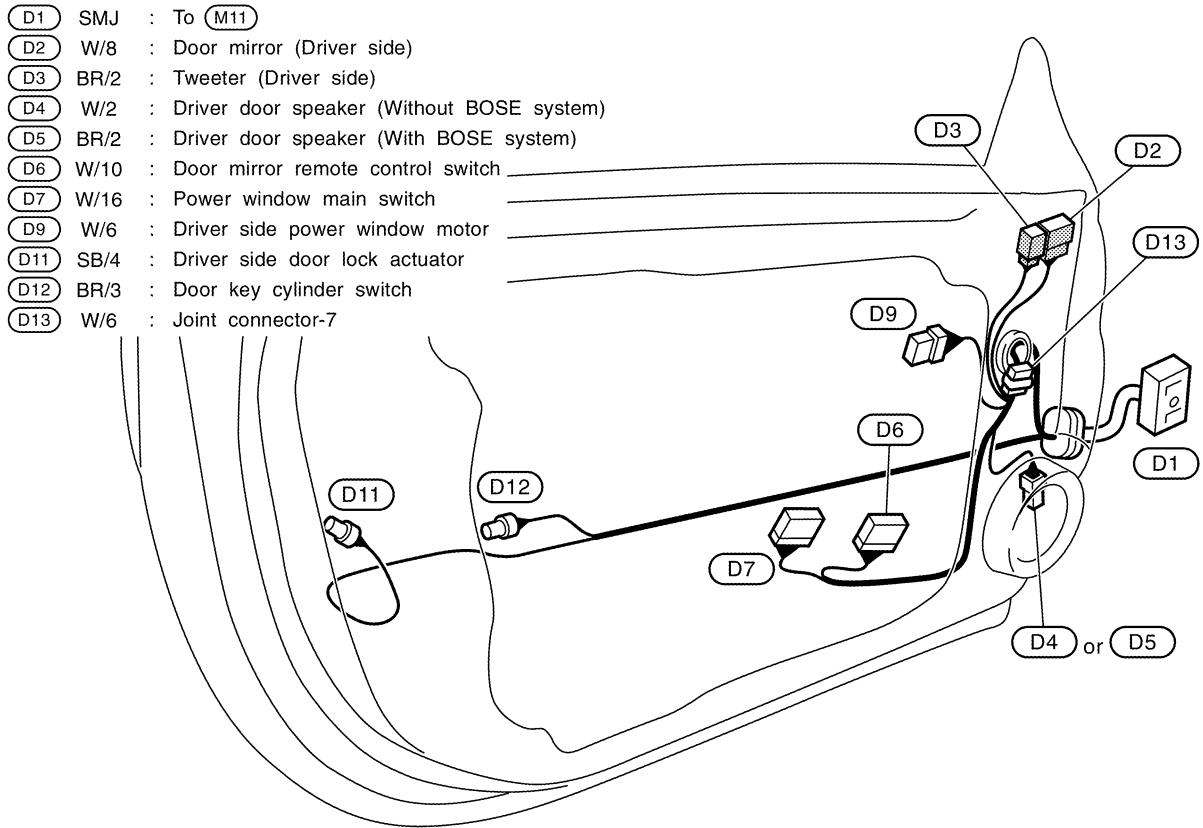


TKIT0210E

HARNESS

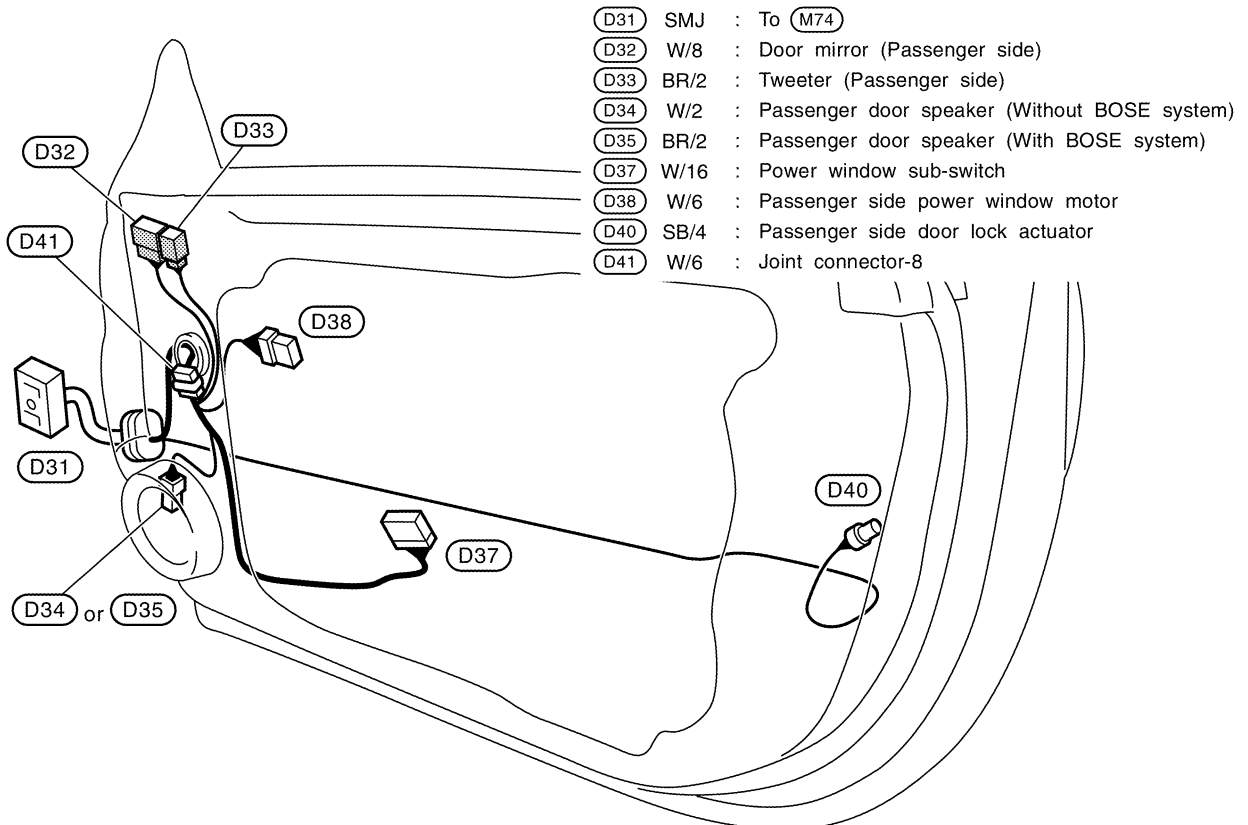
DOOR HARNESS

Driver Side Door



TKIT0115E

Passenger Side Door



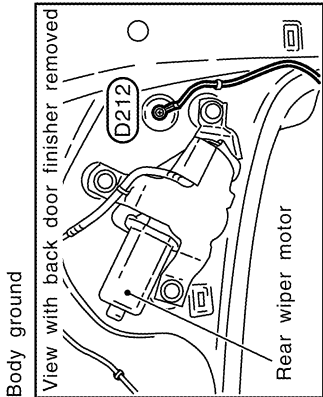
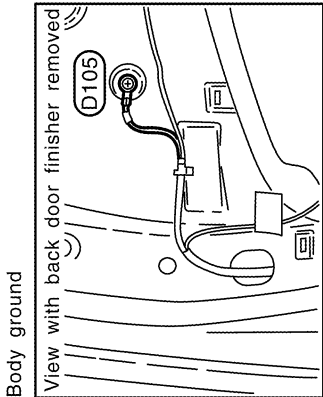
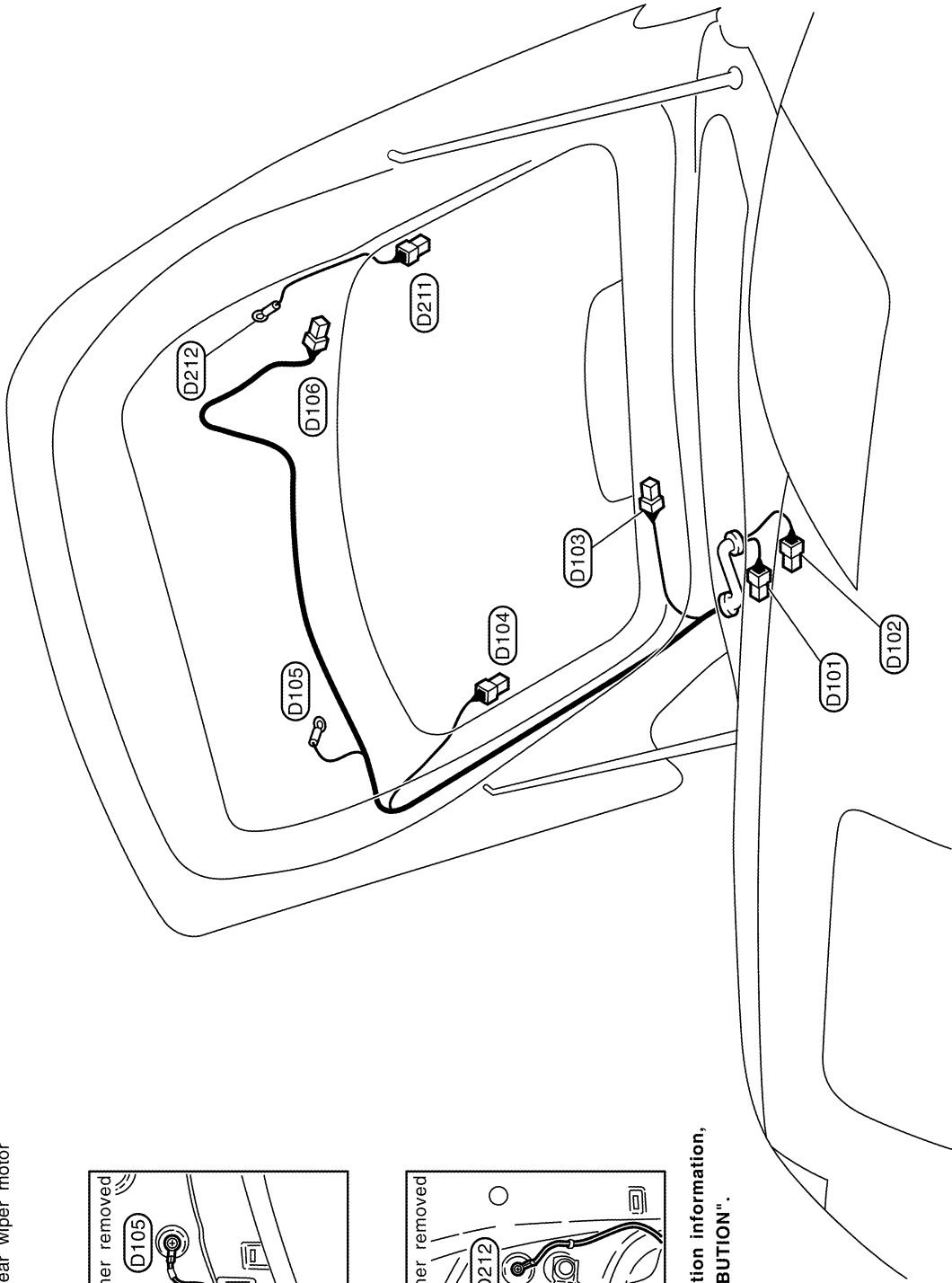
TKIT0116E

HARNESS

Back Door

Defogger harness (-)
D211 B/1 : Rear window defogger (-)
D212 — : Body ground

D101 W/3 : To B38
D102 GY/2 : To B39
D103 BR/2 : High-mounted stop lamp
D104 B/1 : Rear window defogger
D105 — : Body ground
D106 W/4 : Rear wiper motor



For detail ground distribution information, refer to "GROUND DISTRIBUTION".

HARNESS

Wiring Diagram Codes (Cell Codes)

AKS00A3P

Use the chart below to find out what each wiring diagram code stands for.

Refer to the wiring diagram code in the alphabetical index to find the location (page number) of each wiring diagram.

Code	Section	Wiring Diagram Name
3METER	DI	Triple Meter
ABS	BRC	Anti-lock Brake System
A/C	ATC	Air Conditioner
AF1B1	EC	Air Fuel Ratio Sensor 1 Bank 1
AF1B2	EC	Air Fuel Ratio Sensor 1 Bank 2
AF1HB1	EC	Air Fuel Ratio Sensor 1 Bank 1 Heater Bank 1
AF1HB2	EC	Air Fuel Ratio Sensor 1 Bank 1 Heater Bank 2
APPS1	EC	Accelerator Pedal Position Sensor
APPS2	EC	Accelerator Pedal Position Sensor
APPS3	EC	Accelerator Pedal Position Sensor
ASCBOF	EC	Automatic Speed Control Device (ASCD) Brake Switch
ASC/BS	EC	Automatic Speed Control Device (ASCD) Brake Switch
ASCIND	EC	Automatic Speed Control Device (ASCD) Indicator
ASC/SW	EC	Automatic Speed Control Device (ASCD) Steering Switch
A/T	AT	A/T
AT/IND	DI	A/T Indicator Lamp
AUDIO	AV	Audio
BACK/L	LT	Back-Up Lamp
BRK/SW	EC	Brake Switch
CAN	EC	CAN Communication Line
CAN	LAN	CAN System
CHARGE	SC	Charging System
CHIME	DI	Warning Chime
CLOCK	DI	Clock
COMBSW	LT	Combination Switch
COOL/F	EC	Cooling Fan Control
DEF	GW	Rear Window Defogger
D/LOCK	BL	Power Door Lock
DTRL	LT	Headlamp - With Daytime Light System
ECM/PW	EC	ECM Power Supply For Back-Up
ECTS	EC	Engine Coolant Temperature Sensor
ETC1	EC	Electrical Throttle Function
ETC2	EC	Electrical Throttle Control Motor Relay
ETC3	EC	Electrical Throttle Control Motor
F/LID	BL	Fuel Lid Opener
F/PUMP	EC	Fuel Pump
F/ROOF	RF	Soft Top
FTTS	EC	Fuel Tank Temperature Sensor
FUELB1	EC	Fuel Injection System Function (Bank 1)
FUELB2	EC	Fuel Injection System Function (Bank 2)
H/LAMP	LT	Headlamp

HARNESS

Code	Section	Wiring Diagram Name
HORN	WW	Horn
HSEAT	SE	Heated Seat
IATS	EC	Intake Air Temperature Sensor
IGNSYS	EC	Ignition System
ILL	LT	Illumination
I/MIRR	GW	Inside Mirror (Auto Anti-Dazzling Mirror)
INJECT	EC	Injector
IVCB1	EC	Intake Valve Timing Control Solenoid Valve Bank 1
IVCB2	EC	Intake Valve Timing Control Solenoid Valve Bank 2
KEYLES	BL	Remote Keyless Entry System
KS	EC	Knock Sensor
MAFS	EC	Mass Air Flow Sensor
MAIN	EC	Main Power Supply And Ground Circuit
M/ANT	AV	Manual Antenna
METER	DI	Speedometer, Tachometer, Temp., And Fuel Gauges
MIL/DL	EC	Mil&Data Link Connectors
MIRROR	GW	Power Door Mirror
NATS	BL	Nissan Anti - Theft System
NAVI	AV	Navigation System
O2H2B1	EC	Heated Oxygen Sensor 2 Heater Bank 1
O2H2B2	EC	Heated Oxygen Sensor 2 Heater Bank 2
O2S2B1	EC	Heated Oxygen Sensor 2 Bank 1
O2S2B2	EC	Heated Oxygen Sensor 2 Bank 2
PGC/V	EC	EVAP Canister Purge Volume Control Solenoid Valve
PHSB1	EC	Camshaft Position Sensor (Phase) (Bank1)
PHSB2	EC	Camshaft Position Sensor (Phase) (Bank2)
PNP/SW	EC	Park / Neutral Position Switch
POS	EC	Crankshaft Position Sensor (Ckps) (Pos)
POWER	PG	Power Supply Routing
PRE/SE	EC	EVAP Control System Pressure Sensor
P/SCKT	WW	Power Socket
PS/SEN	EC	Power Steering Pressure Sensor
ROOM/L	LT	Interior Room Lamp
RP/SEN	EC	Refrigerant Pressure Sensor
SEAT	SE	Power Seat
SEN/PW	EC	Sensor Power Supply
SHIFT	AT	A/T Shift Lock System
SRS	SRS	Supplemental Restraint System
START	SC	Starting System
STOP/L	LT	Stop Lamp
TAIL/L	LT	Parking, License and Tail Lamps
TCS	BRC	Traction Control System
TLID	BL	Trunk Lid Opener
TPS1	EC	Throttle Position Sensor (Sensor 1)

HARNESS

Code	Section	Wiring Diagram Name
TPS2	EC	Throttle Position Sensor (Sensor 2)
TPS3	EC	Throttle Position Sensor
TRANSCV	BL	Homelink Universal Transceiver
TURN	LT	Turn Signal and Hazard Warning Lamp
T/WARN	WT	Low Tire Pressure Warning System
VDC	BRC	Vehicle Dynamics Control System
VEHSEC	BL	Vehicle Security System
VENT/V	EC	EVAP Canister Vent Control Valve
WARN	DI	Warning Lamps
WINDOW	GW	Power Window
WIPER	WW	Front Wiper and Washer
WIP/R	WW	Rear Wiper and Washer

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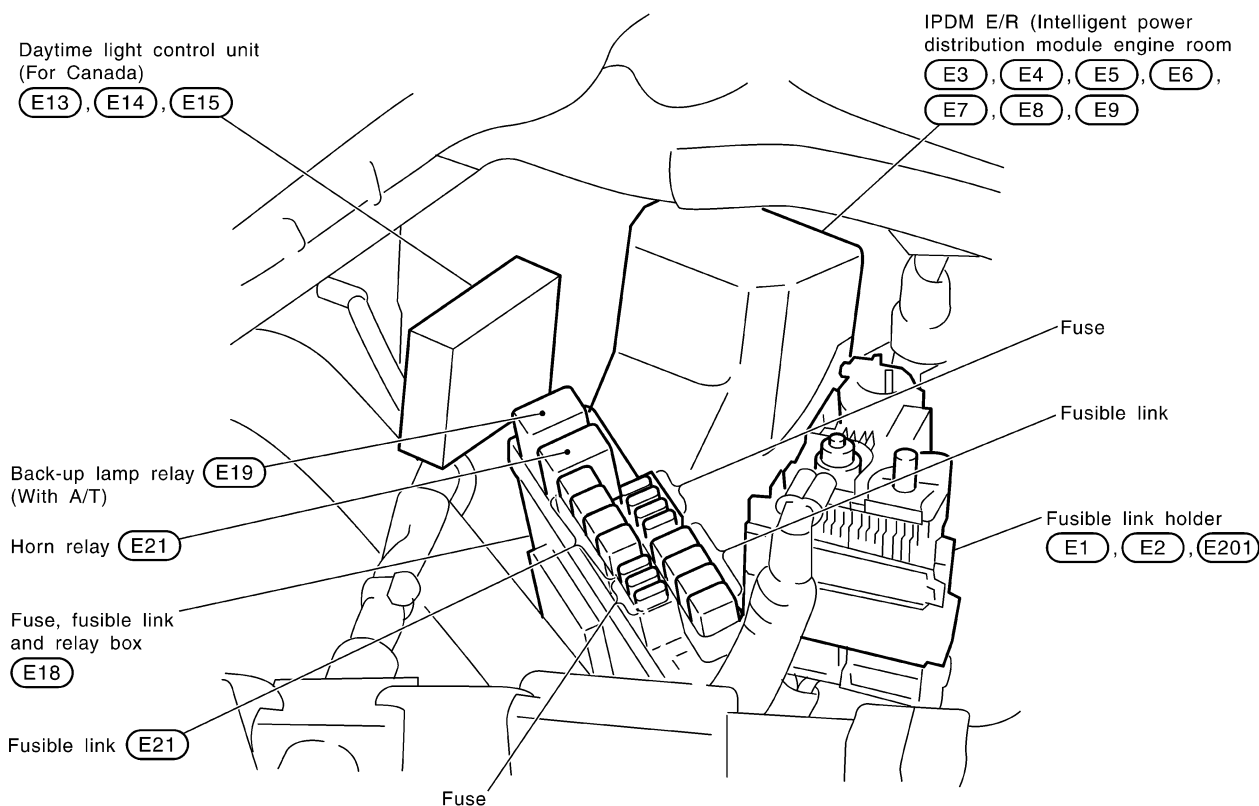
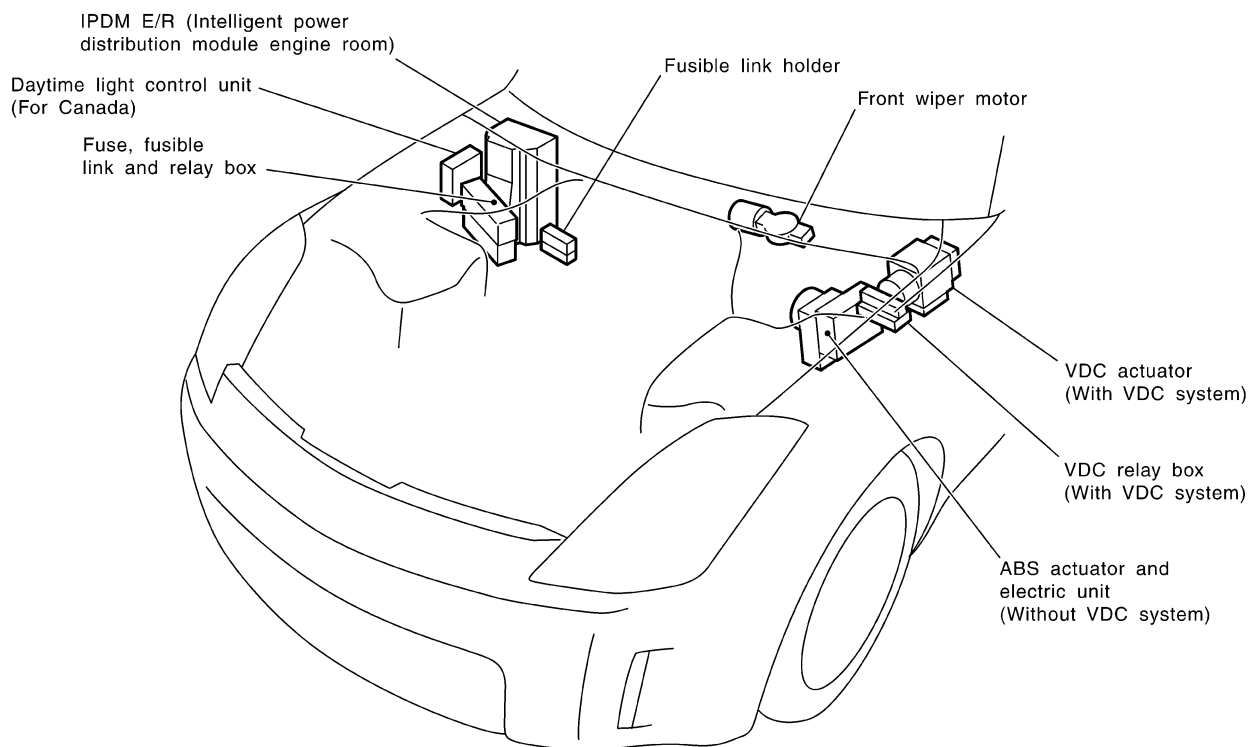
ELECTRICAL UNITS LOCATION

ELECTRICAL UNITS LOCATION

PFP:25230

Electrical Units Location ENGINE COMPARTMENT

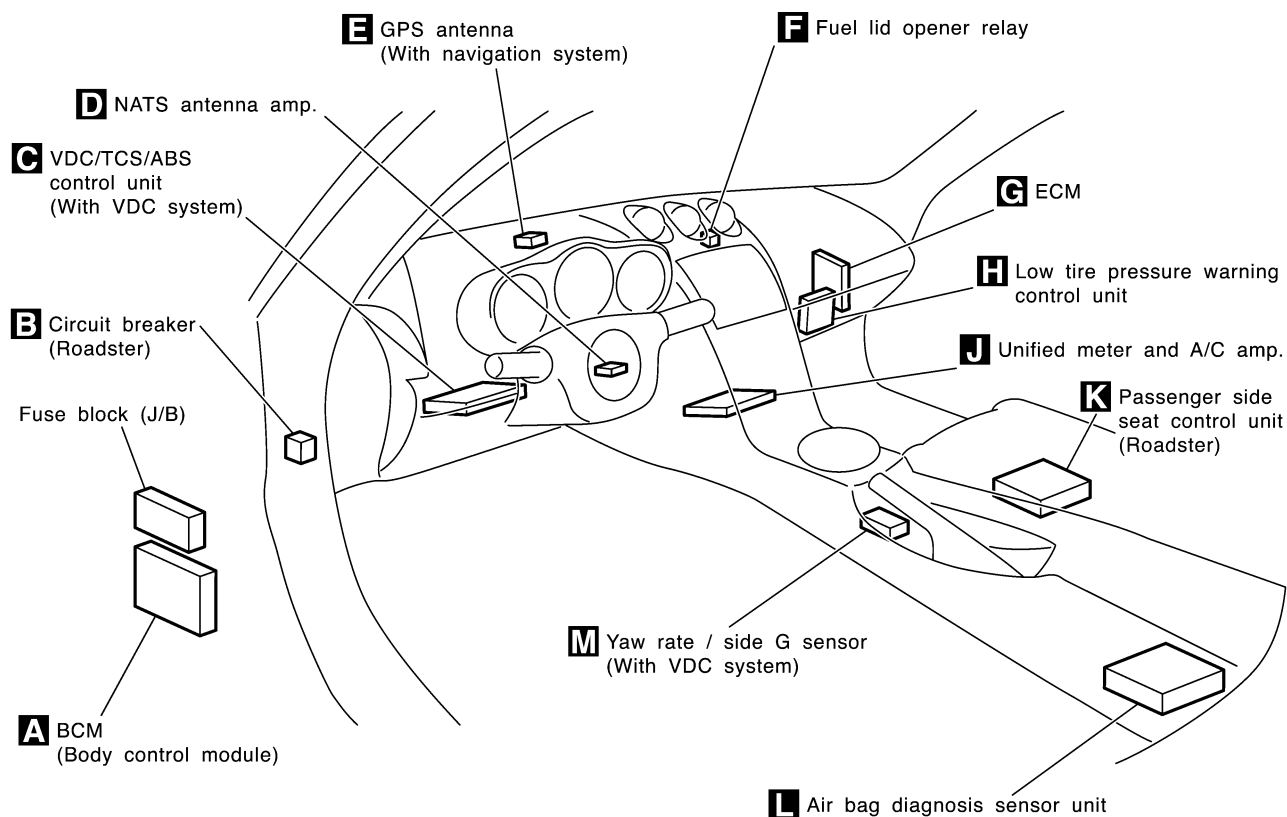
AKS0012S



CKIT0212E

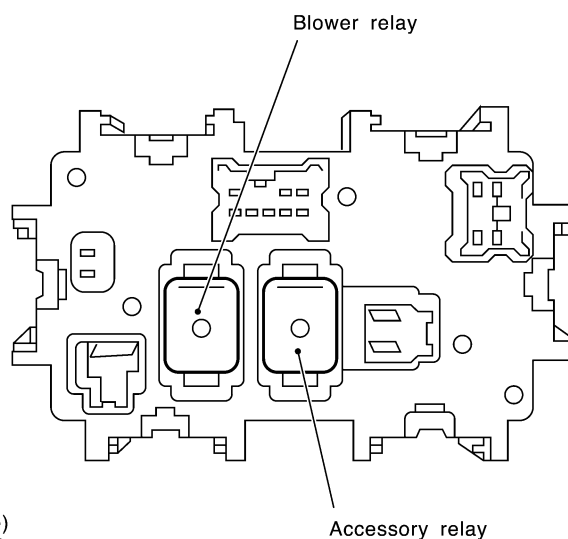
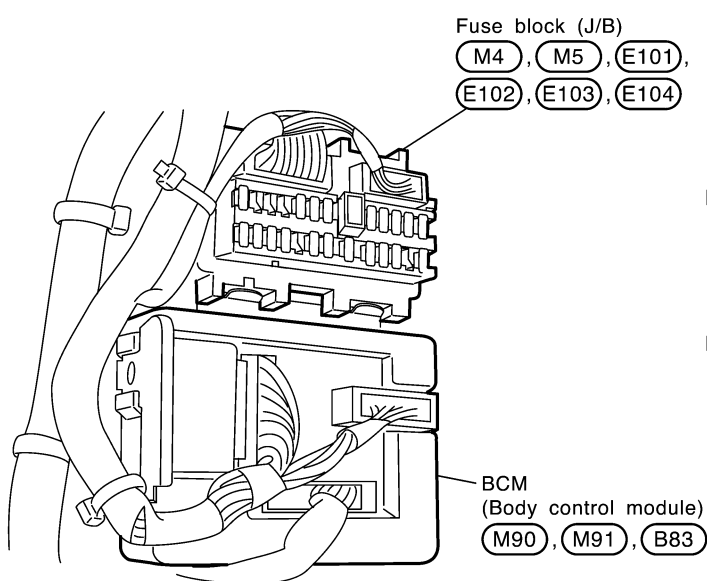
ELECTRICAL UNITS LOCATION

PASSENGER COMPARTMENT

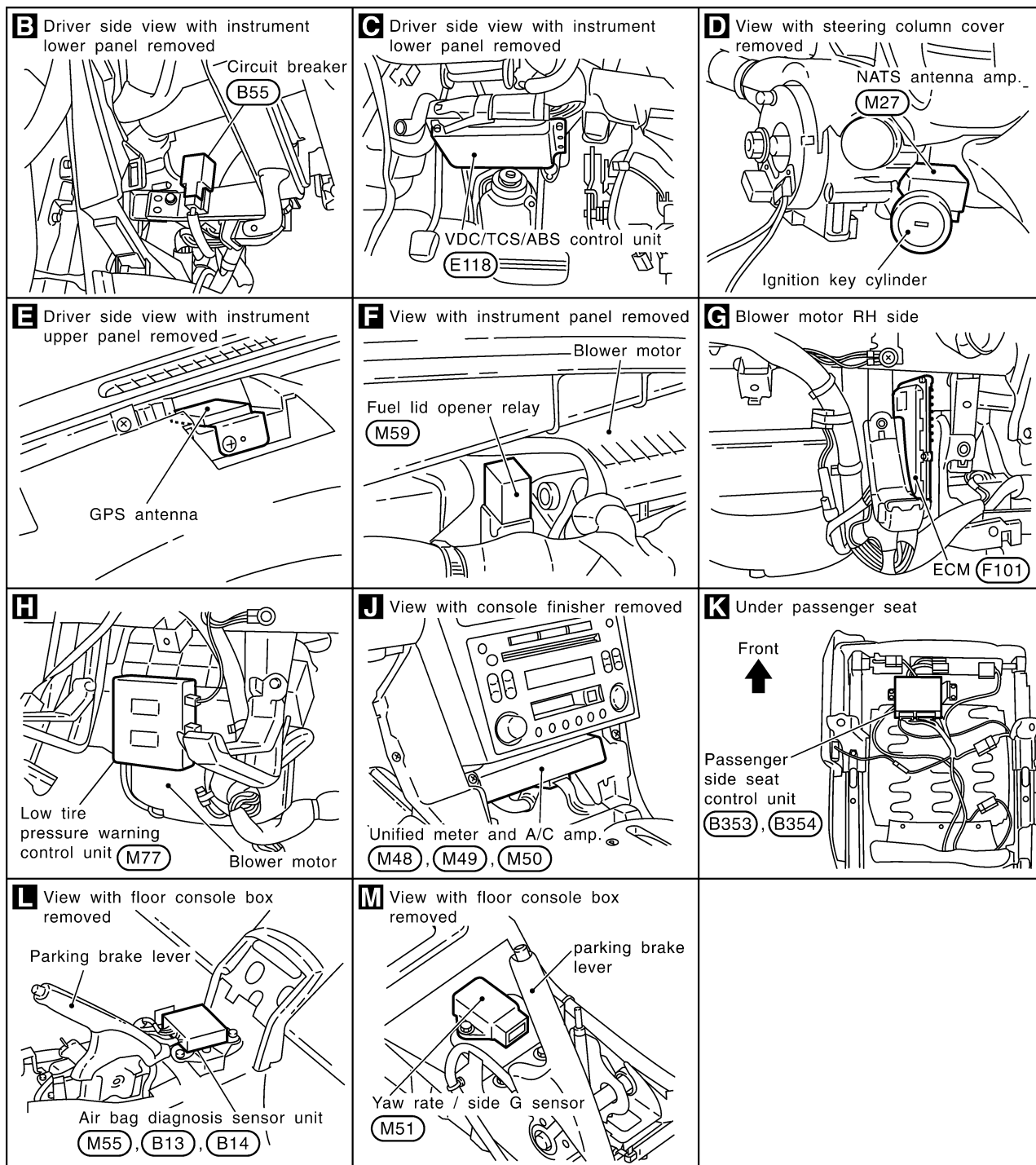


A Behind the dash side lower LH finisher

Fuse block (J/B) rear view

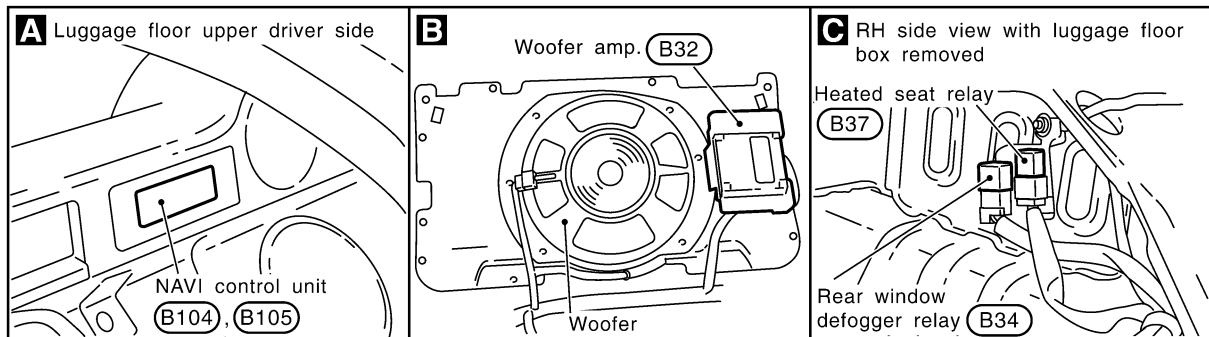
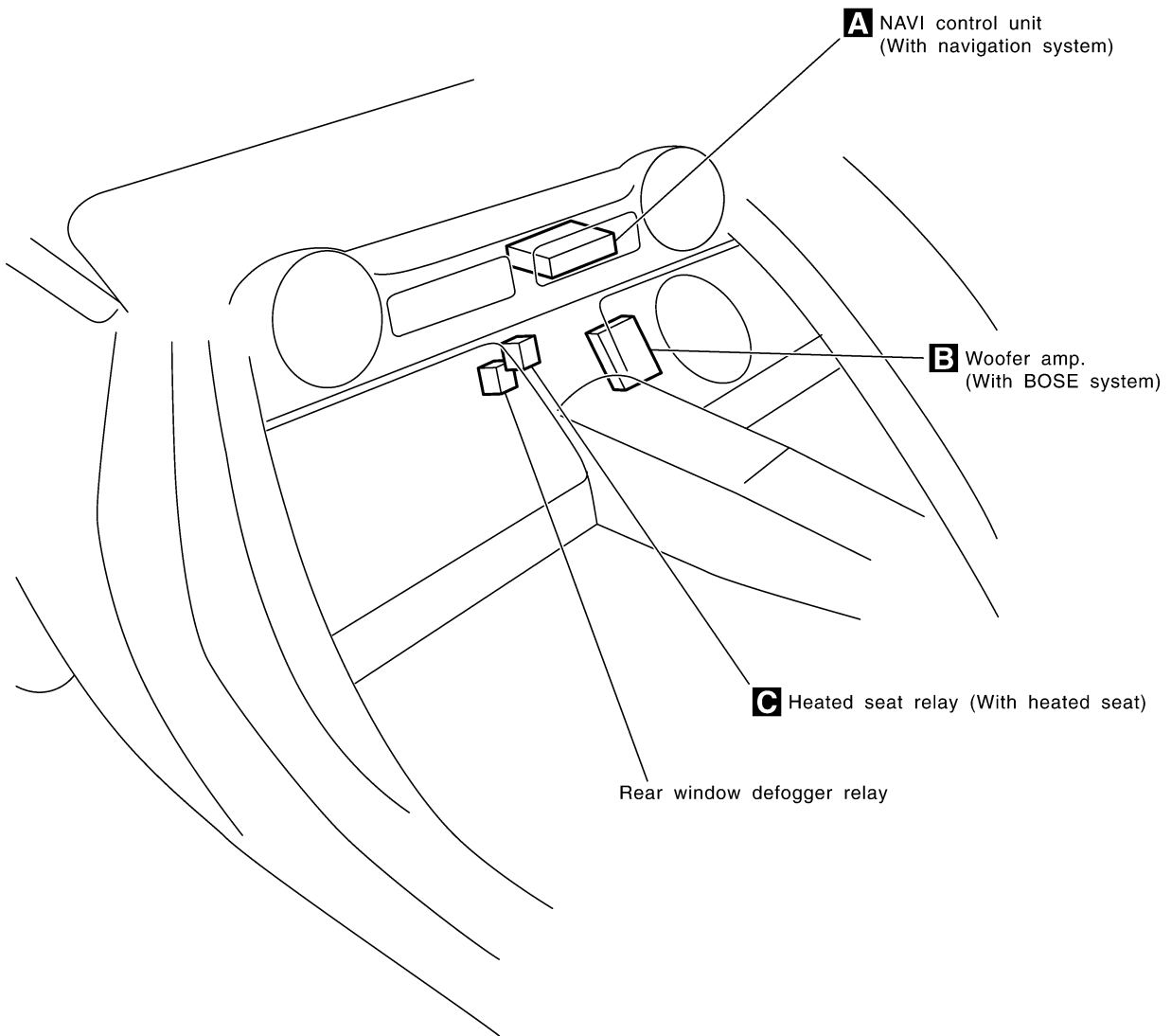


ELECTRICAL UNITS LOCATION



CKIT0436E

ELECTRICAL UNITS LOCATION

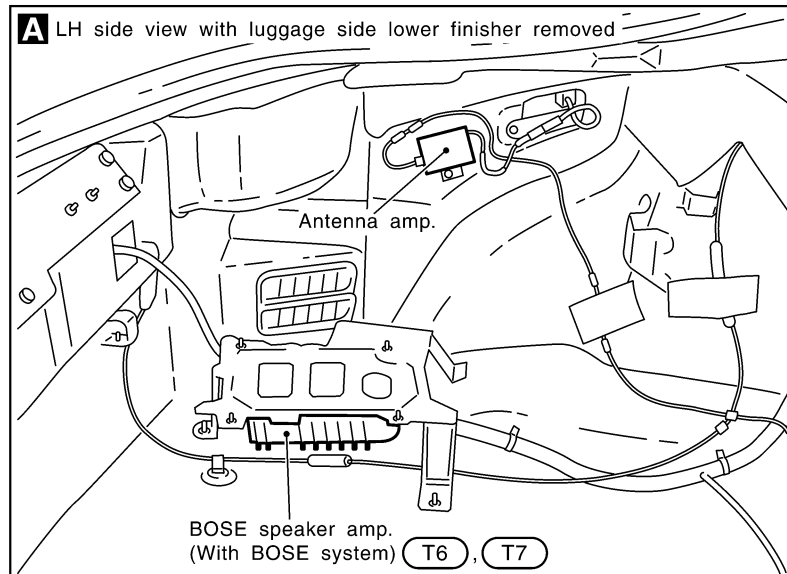
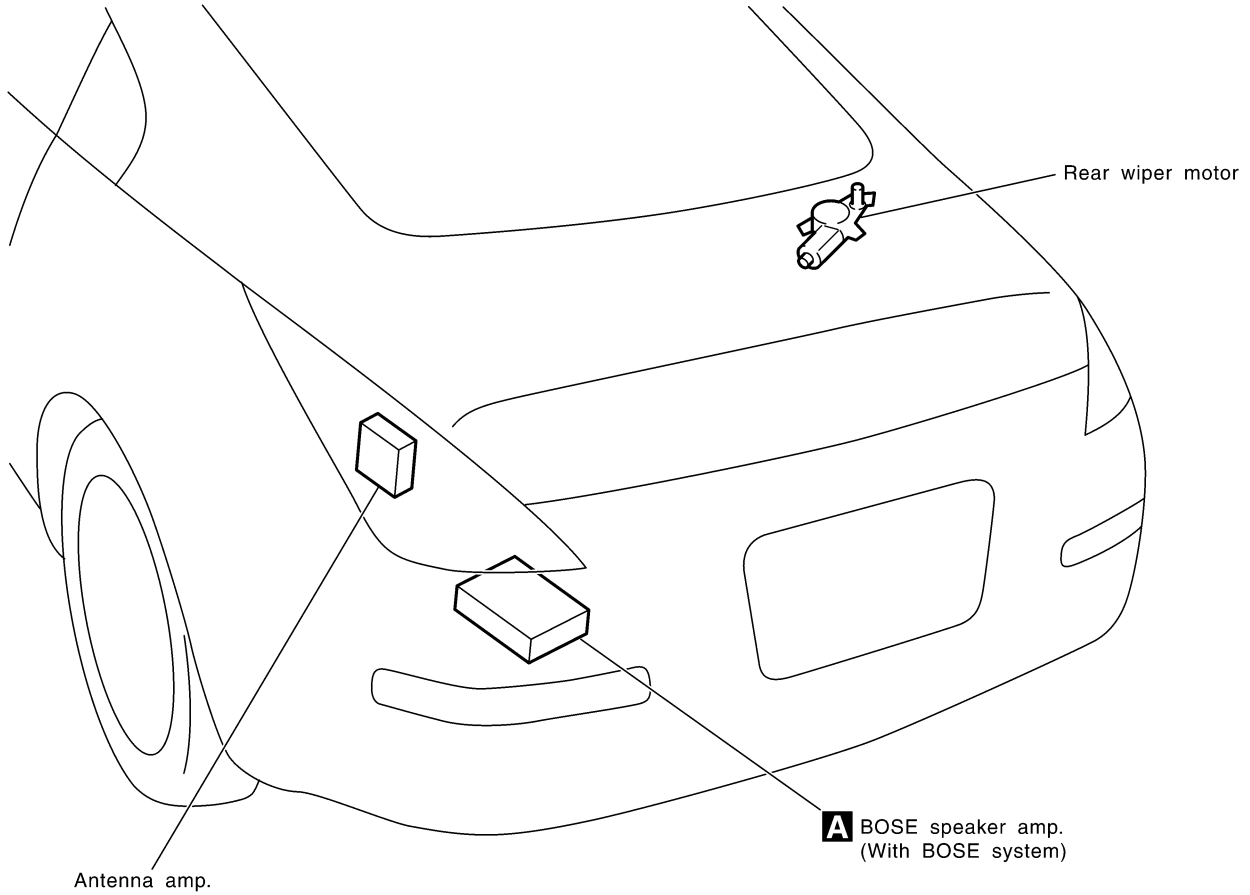


CKIT0349E

ELECTRICAL UNITS LOCATION

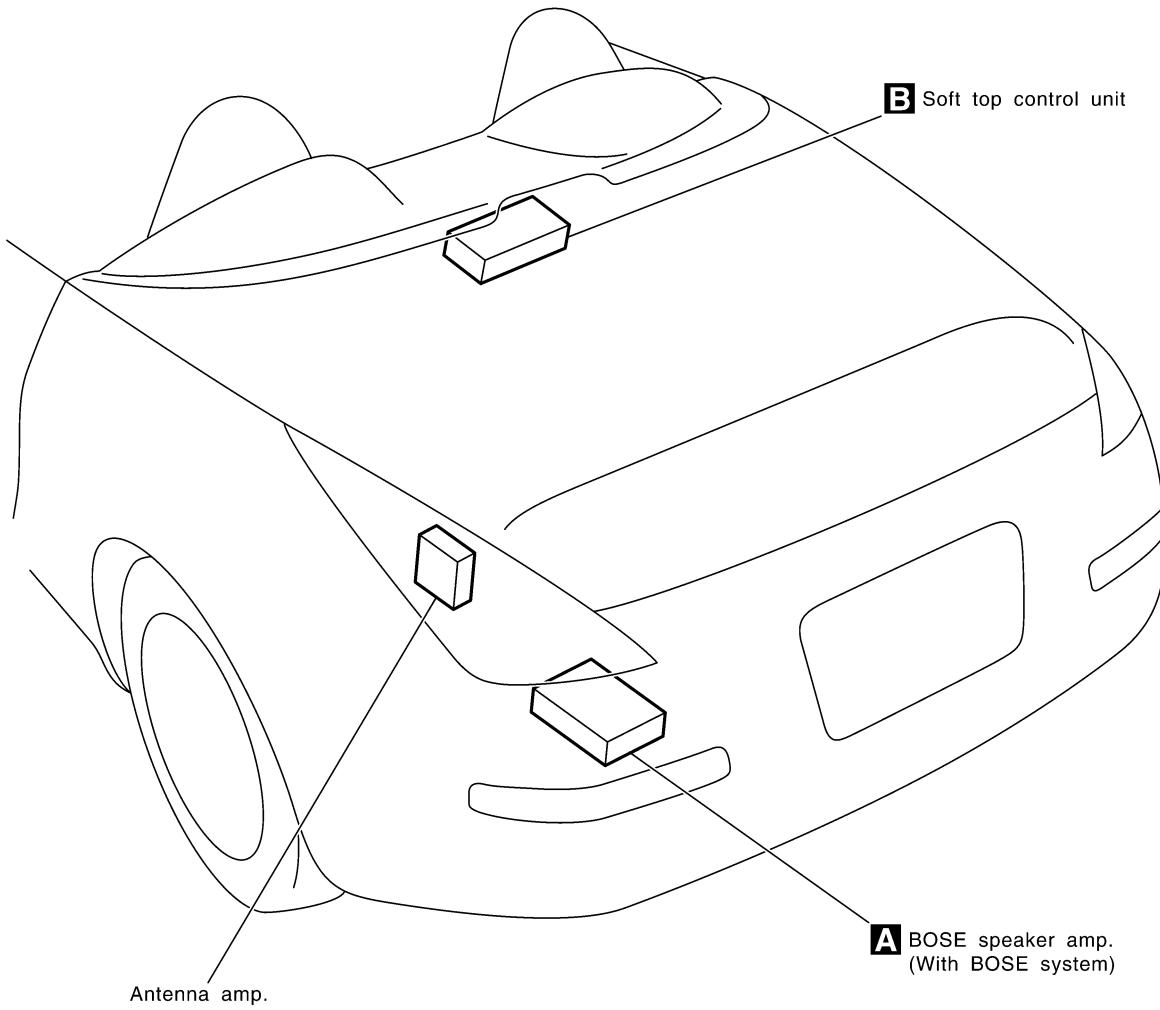
LUGGAGE COMPARTMENT

Coupe Models



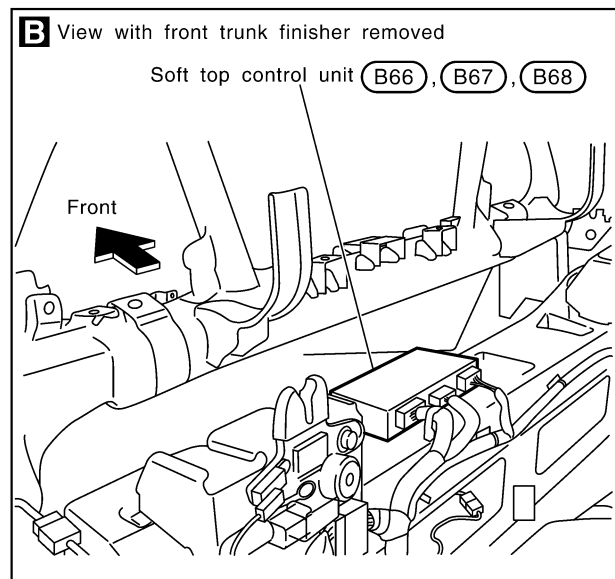
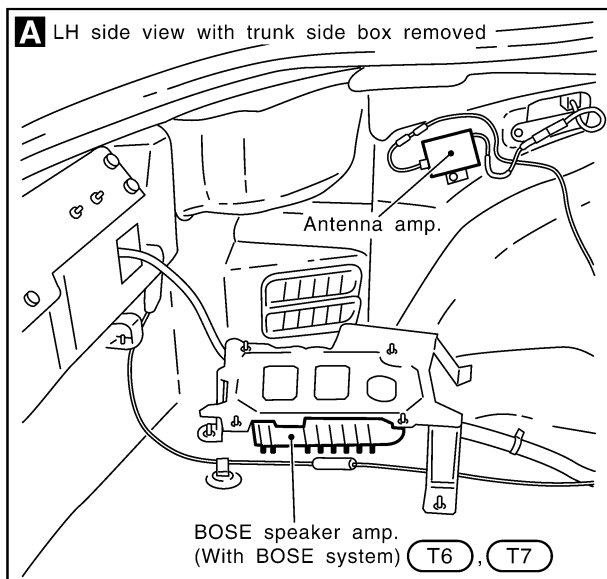
ELECTRICAL UNITS LOCATION

Roadster Models



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CKIT0350E

HARNESS CONNECTOR

PFP:00011

Description

HARNESS CONNECTOR (TAB-LOCKING TYPE)

AKS0012T

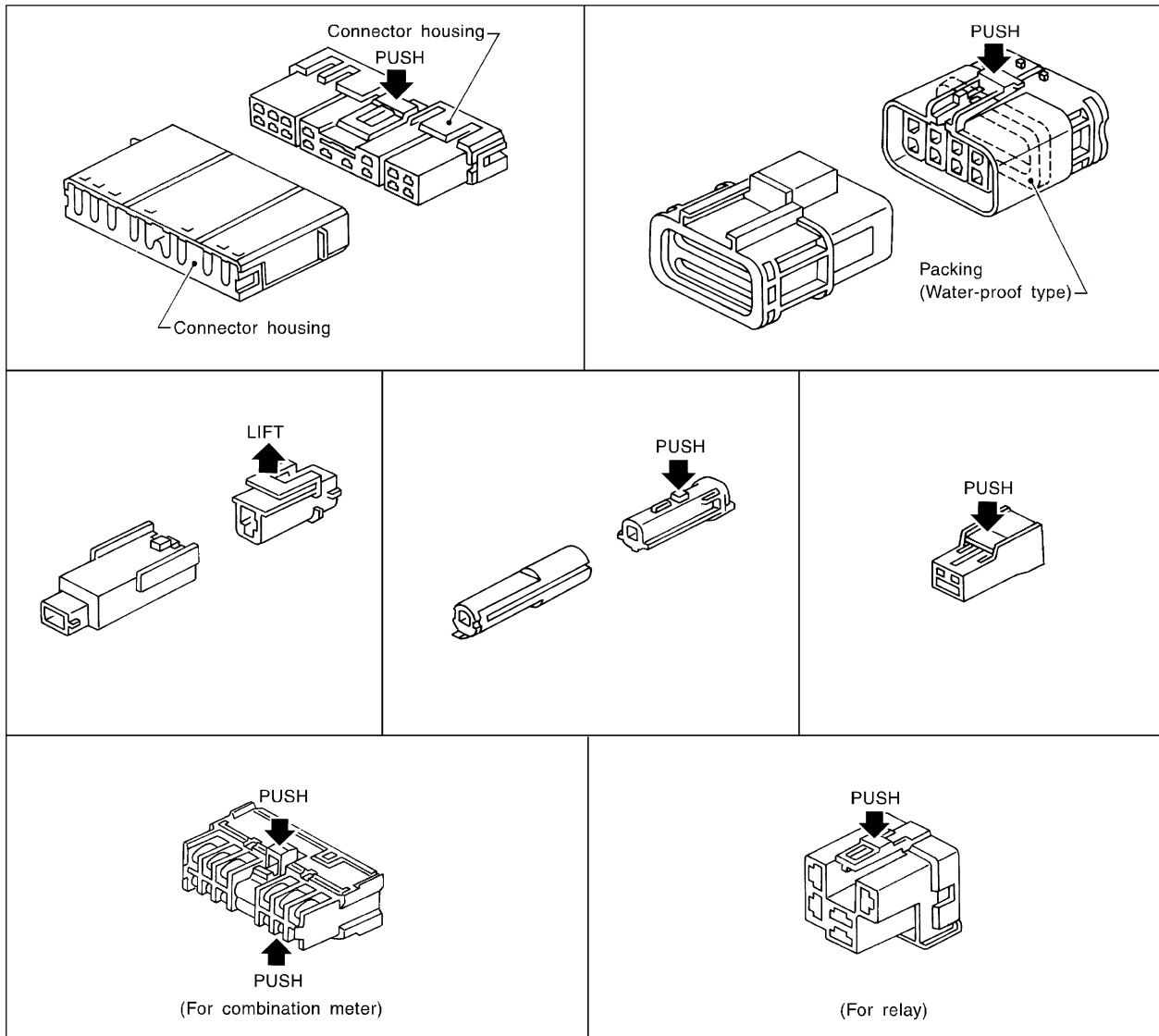
- The tab-locking type connectors help prevent accidental looseness or disconnection.
- The tab-locking type connectors are disconnected by pushing or lifting the locking tab(s). Refer to the illustration below.

Refer to the next page for description of the slide-locking type connector.

CAUTION:

Do not pull the harness or wires when disconnecting the connector.

[Example]



SEL769DA

HARNESS CONNECTOR

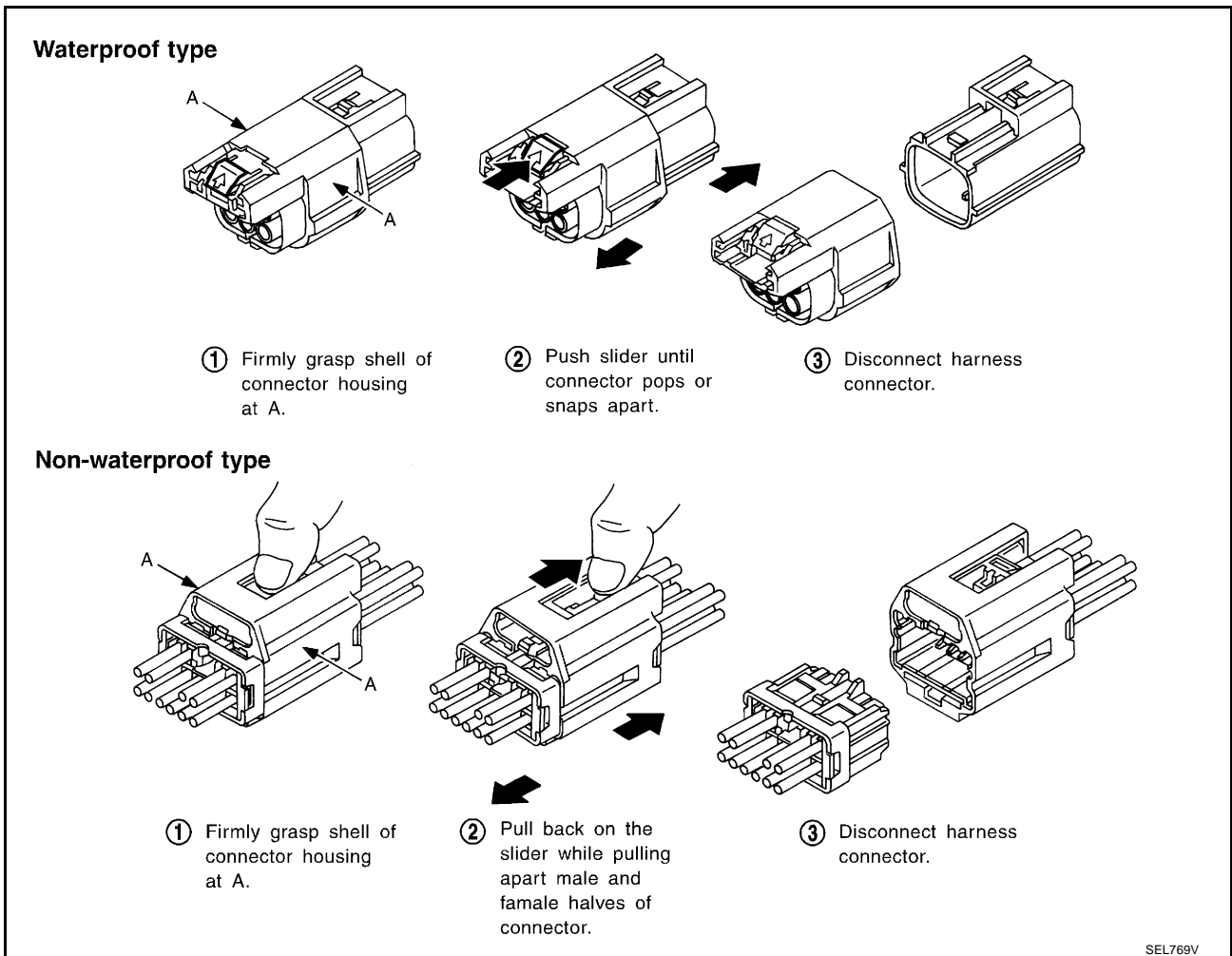
HARNESS CONNECTOR (SLIDE-LOCKING TYPE)

- A new style slide-locking type connector is used on certain systems and components, especially those related to OBD.
- The slide-locking type connectors help prevent incomplete locking and accidental looseness or disconnection.
- The slide-locking type connectors are disconnected by pushing or pulling the slider. Refer to the illustration below.

CAUTION:

- Do not pull the harness or wires when disconnecting the connector.
- Be careful not to damage the connector support bracket when disconnecting the connector.

[Example]



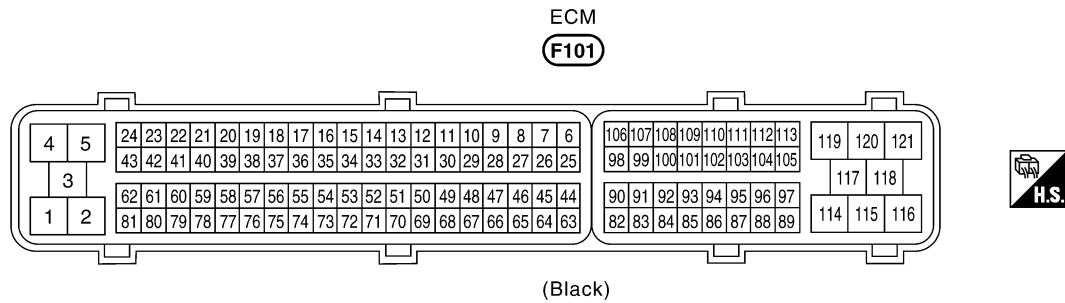
ELECTRICAL UNITS

ELECTRICAL UNITS

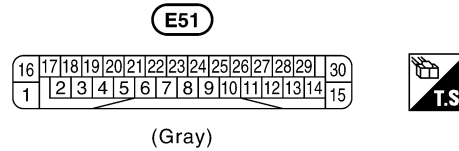
Terminal Arrangement

PFP:00011

AKS0012V



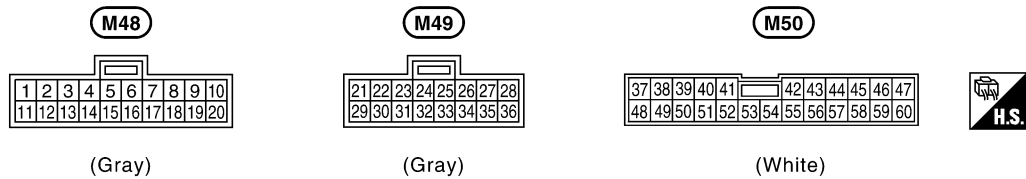
ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)



VDC/TCS/ABS CONTROL UNIT



UNIFIED METER AND A/C AMP.



ELECTRICAL UNITS

BCM (BODY CONTROL MODULE)

M90

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



(White)

M91

41	42	43	44	45	46	47	48	49
50	51	52	53	54	55			

(Black)

B83

56	57	58	59	60	61	62	63	64
65	66	67	68	69	70			



(White)

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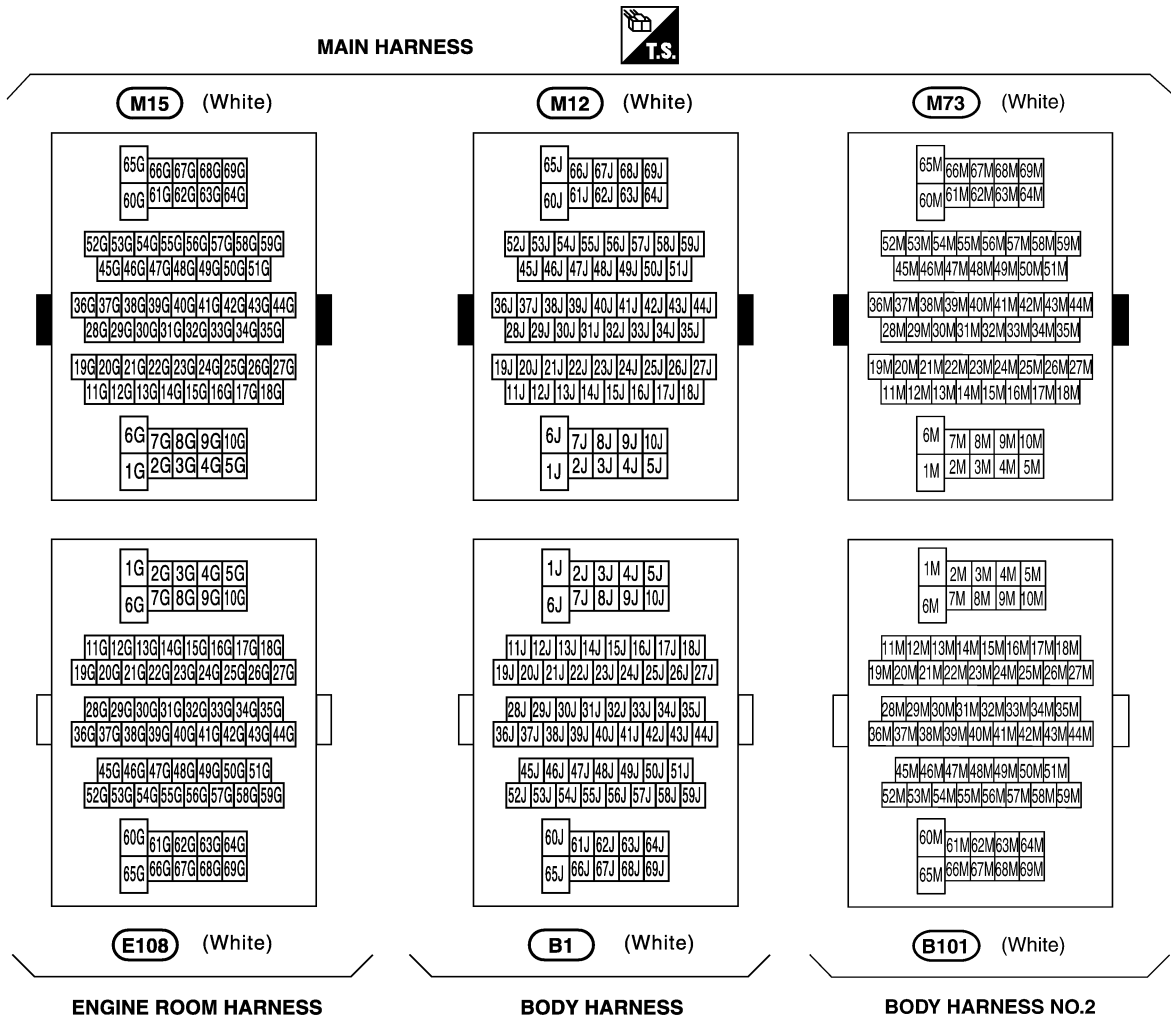
SMJ (SUPER MULTIPLE JUNCTION)

SMJ (SUPER MULTIPLE JUNCTION)

PFP:B4341

Terminal Arrangement

AKS0012W



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STANDARDIZED RELAY

STANDARDIZED RELAY

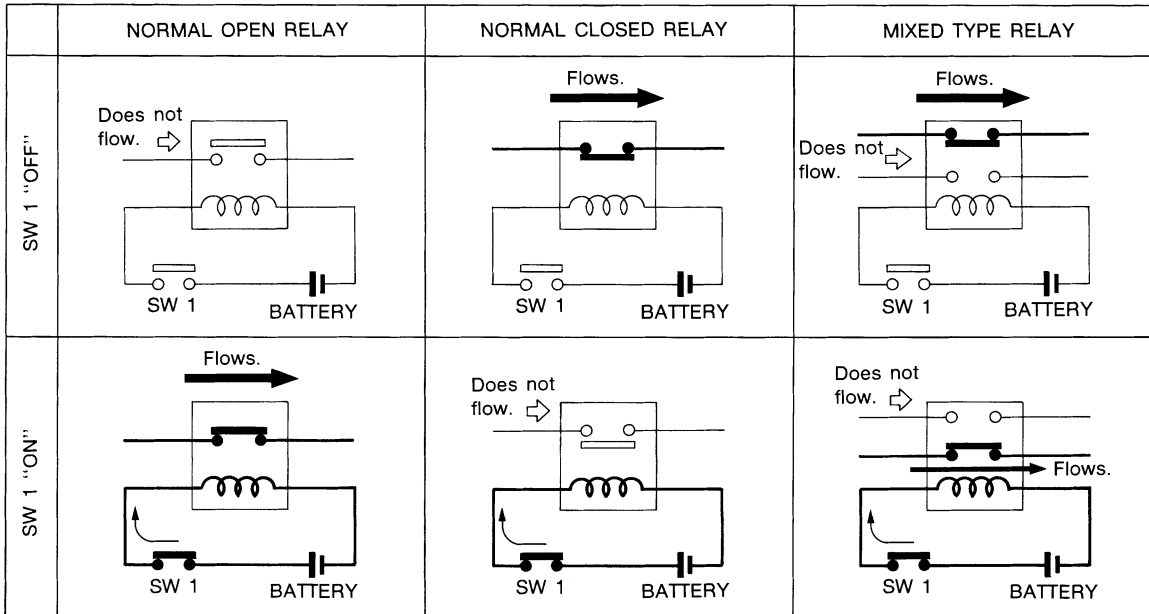
PFP:00011

Description

AKS0012X

NORMAL OPEN, NORMAL CLOSED AND MIXED TYPE RELAYS

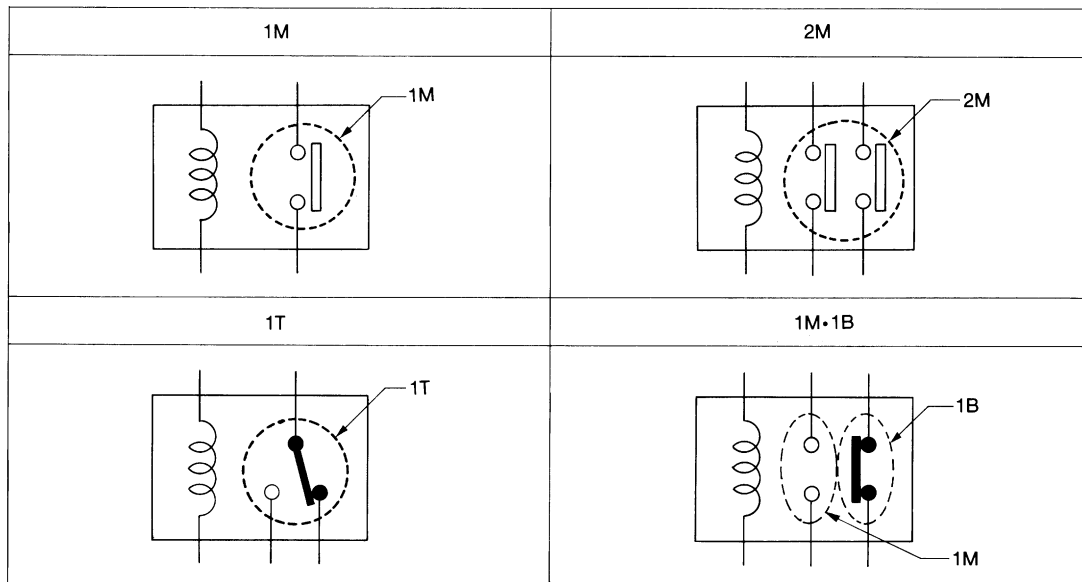
Relays can mainly be divided into three types: normal open, normal closed and mixed type relays.



SEL881H

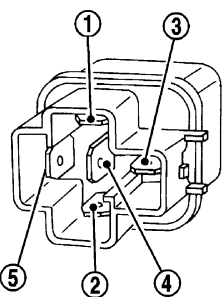
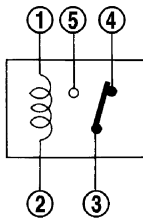
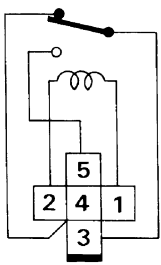
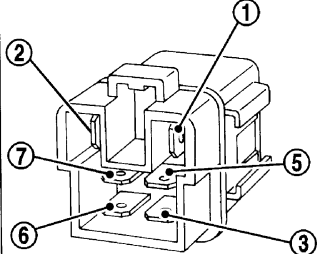
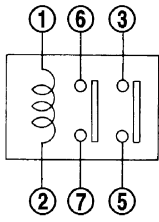
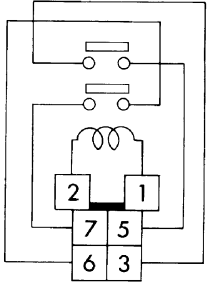
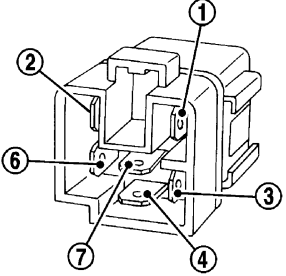
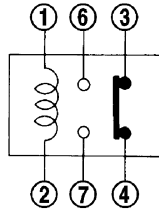
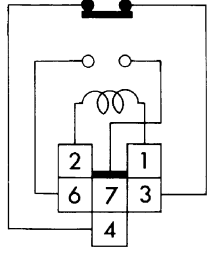
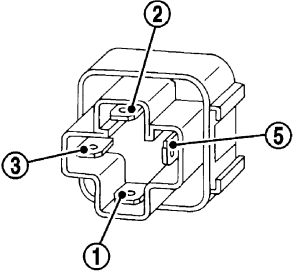
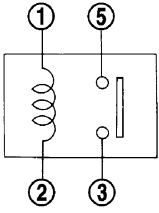
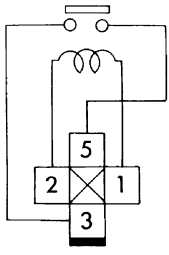
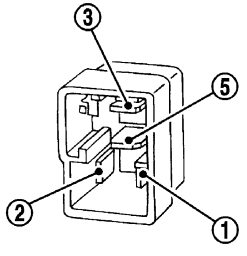
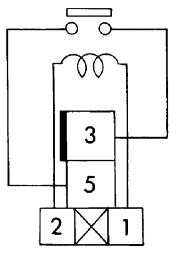
TYPE OF STANDARDIZED RELAYS

1M 1 Make 2M 2 Make
 1T 1 Transfer 1M-1B 1 Make 1 Break



SEL882H

STANDARDIZED RELAY

Type	Outer view	Circuit	Connector symbol and connection	Case color
1T				BLACK
2M				BROWN
1M•1B				GRAY
1M				BLUE
				

The arrangement of terminal numbers on the actual relays may differ from those shown above.

SEL188W

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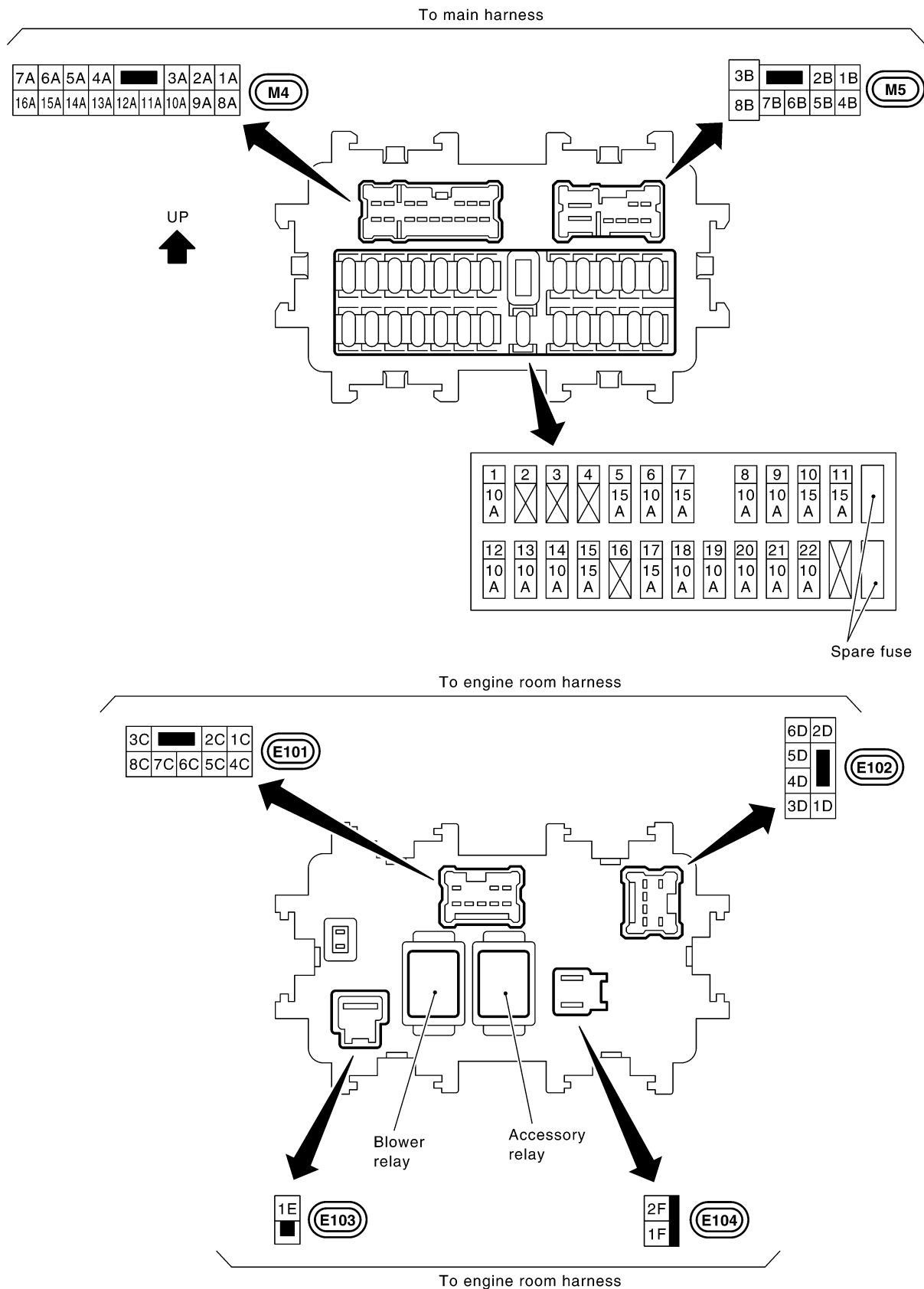
FUSE BLOCK - JUNCTION BOX (J/B)

FUSE BLOCK - JUNCTION BOX (J/B)

PFP:24350

Terminal Arrangement

AKS0012Y



CKIT0363E

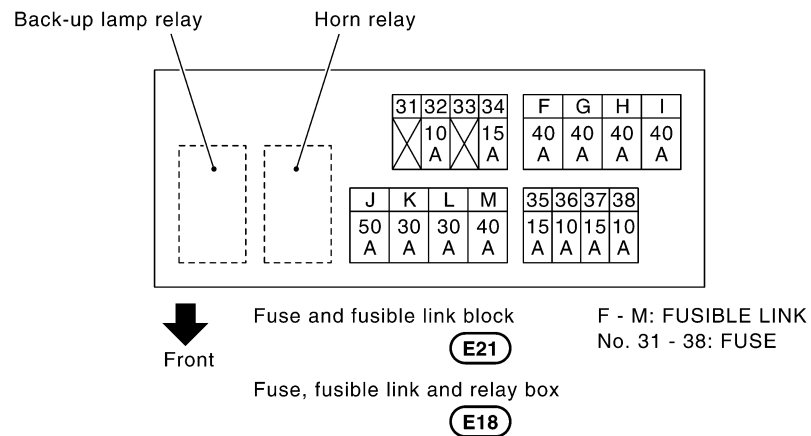
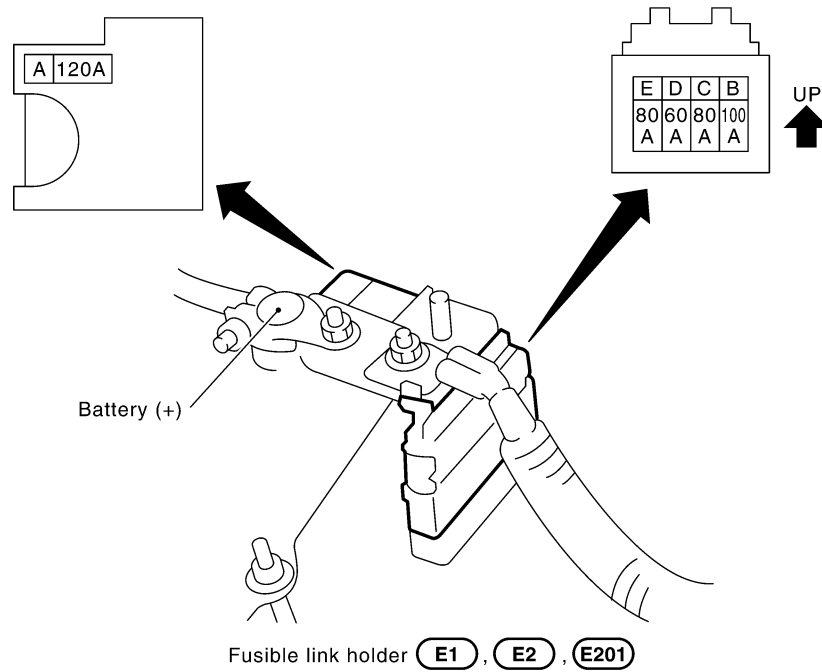
FUSE, FUSIBLE LINK AND RELAY BOX

FUSE, FUSIBLE LINK AND RELAY BOX

PFP:24382

Terminal Arrangement

AKS0012Z



FUSE, FUSIBLE LINK AND RELAY BOX
