

SECTION **PG**

POWER SUPPLY, GROUND & CIRCUIT ELEMENTS

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NORMAL OPEN, NORMAL CLOSED AND			

PRECAUTIONS

PRECAUTIONS

PF0:00011

Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EKS00DNF

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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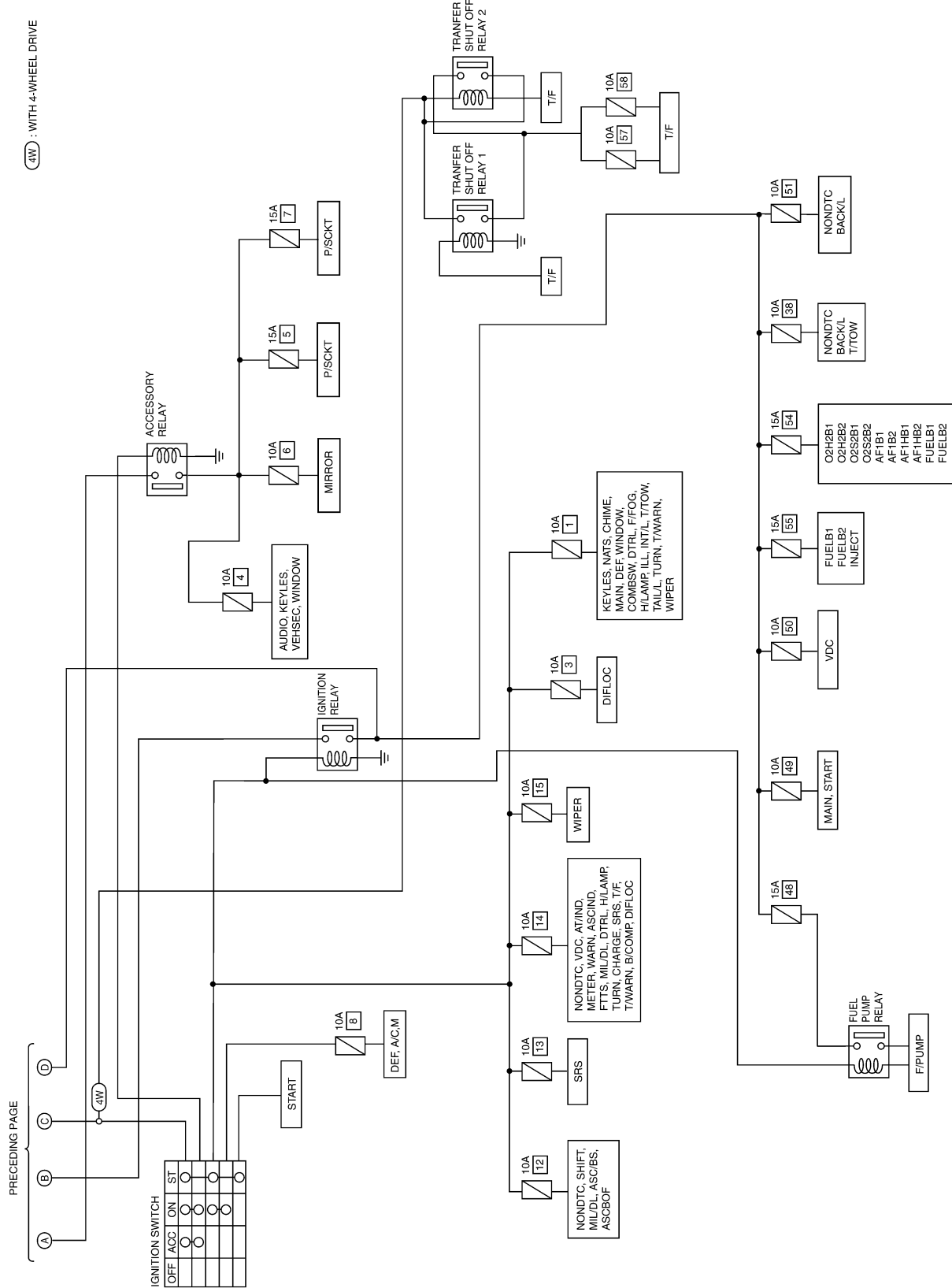
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POWER SUPPLY ROUTING CIRCUIT

4W : WITH 4-WHEEL DRIVE



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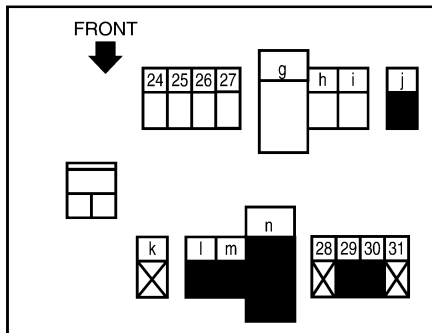
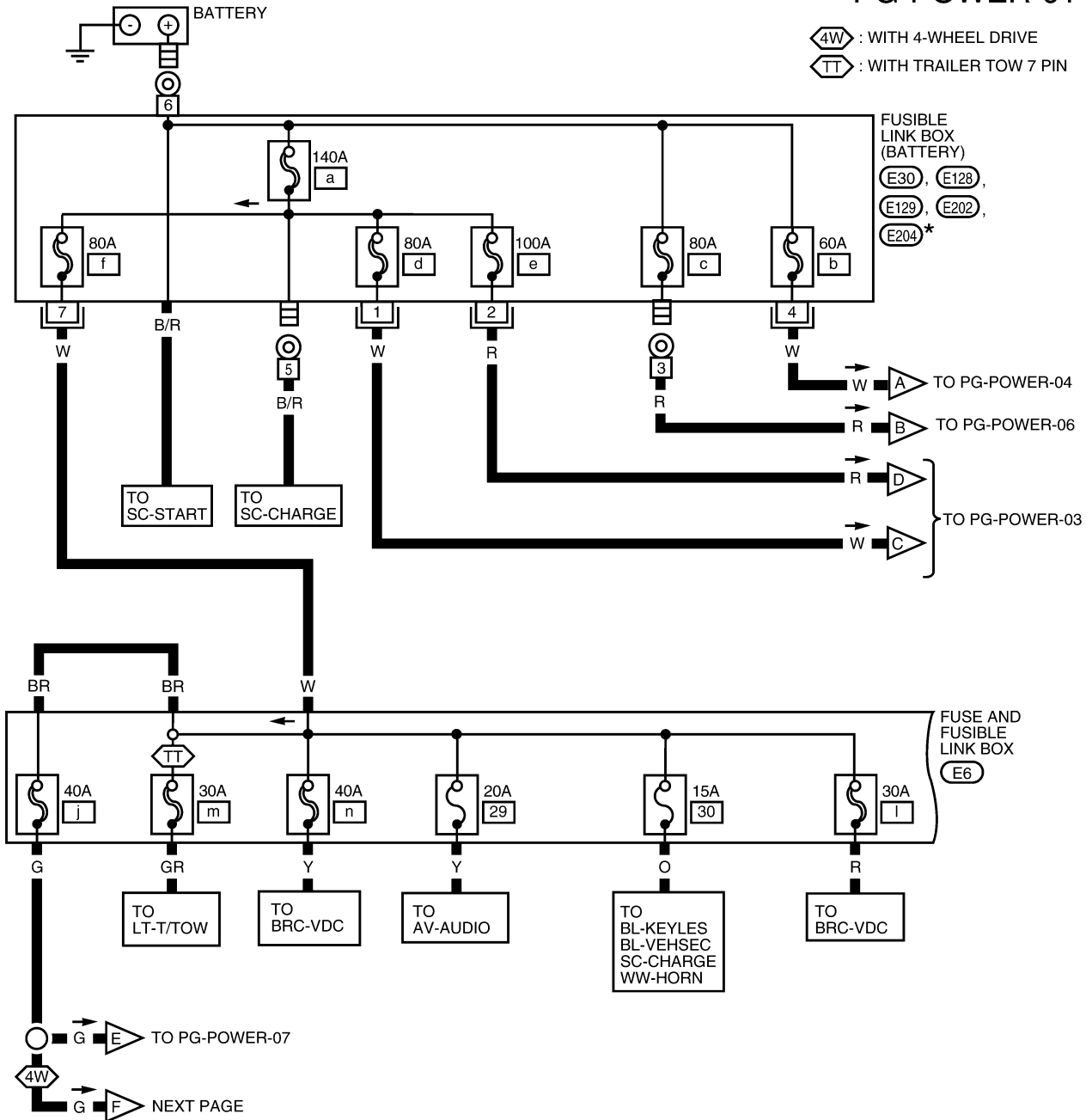
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POWER SUPPLY ROUTING CIRCUIT

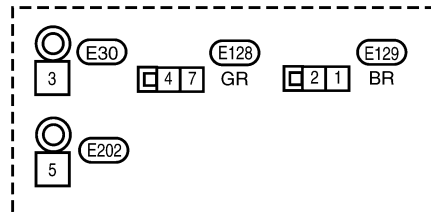
EKS00DNI

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

PG-POWER-01



(E6)

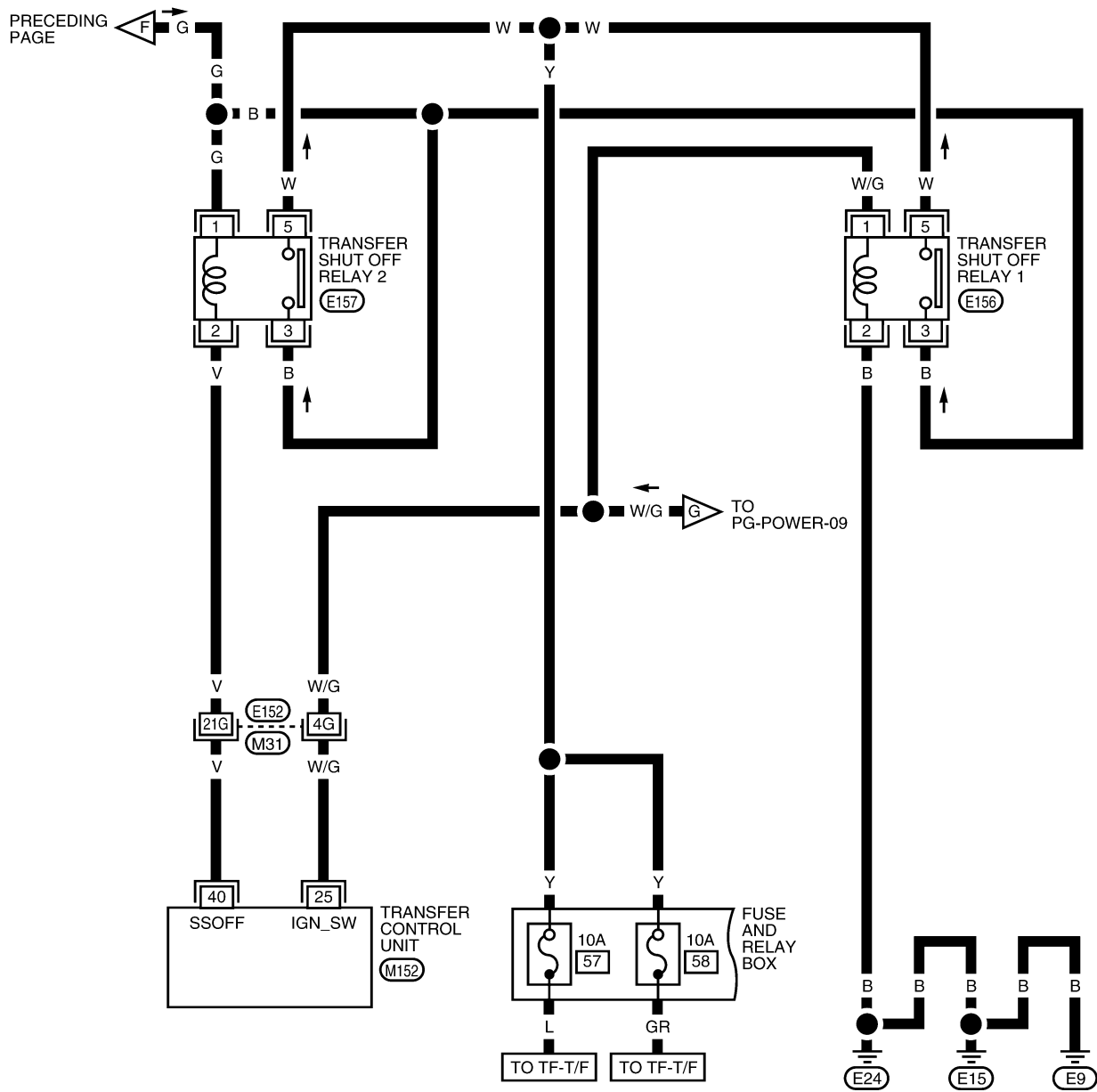


*: (E204) IS AN INTEGRAL PART OF FUSIBLE LINK BOX (BATTERY).

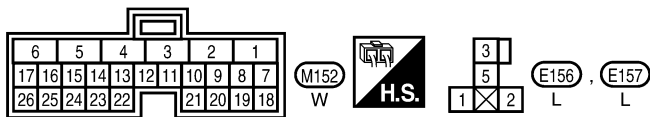
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POWER SUPPLY ROUTING CIRCUIT

PG-POWER-02



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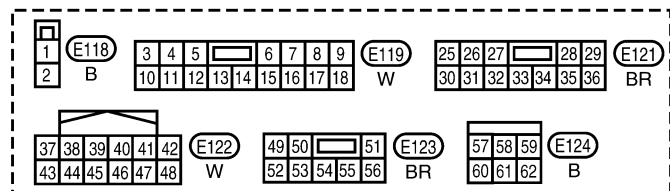
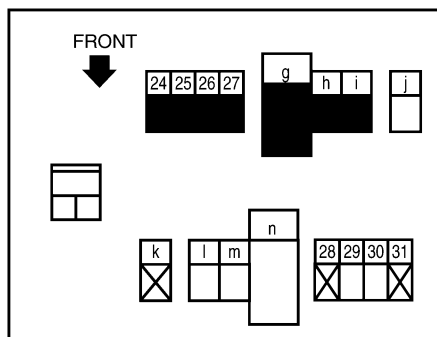
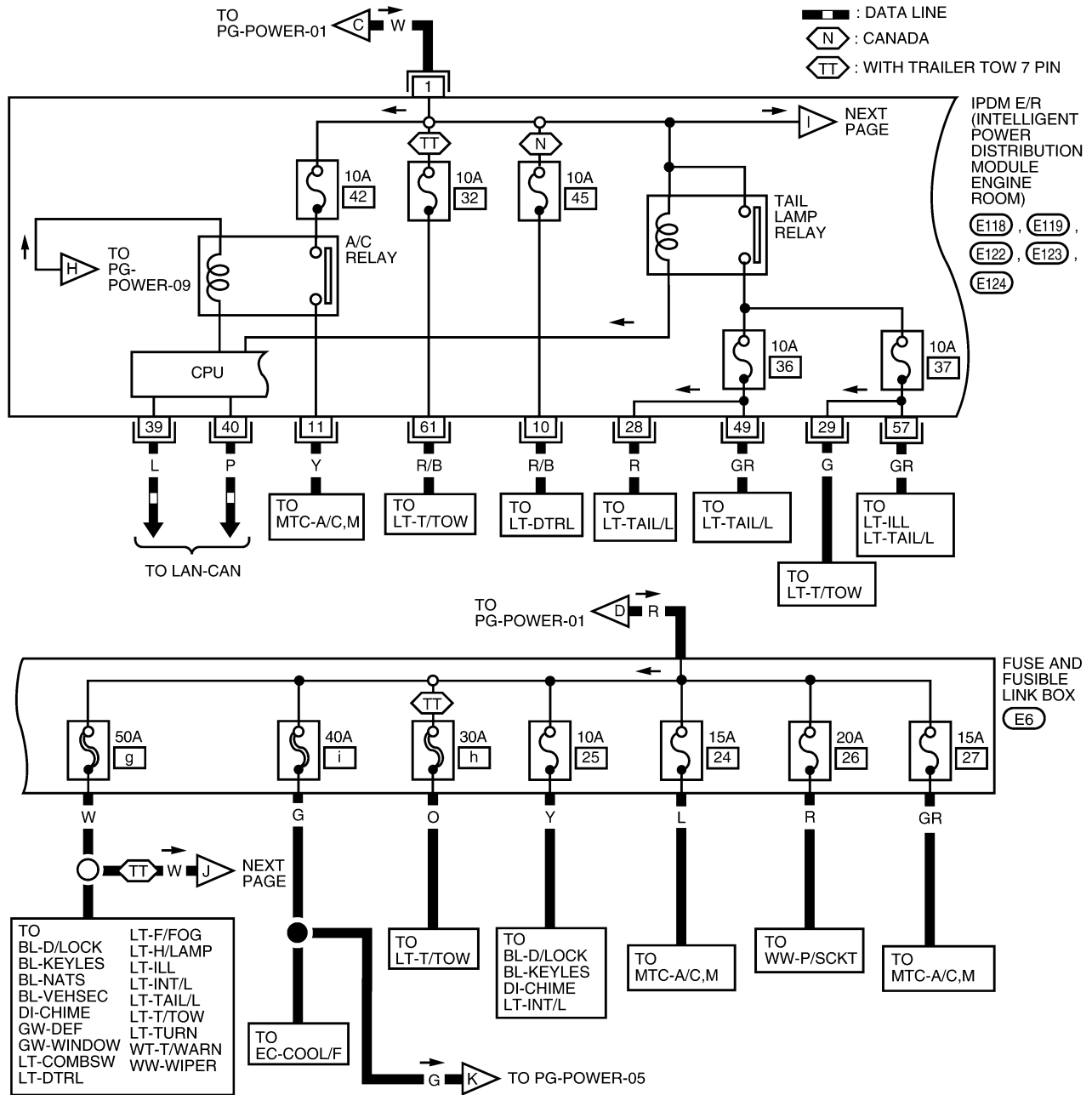


REFER TO THE FOLLOWING.
 (M31) - SUPER MULTIPLE JUNCTION (SMJ)

WKWA4478E

POWER SUPPLY ROUTING CIRCUIT

PG-POWER-03

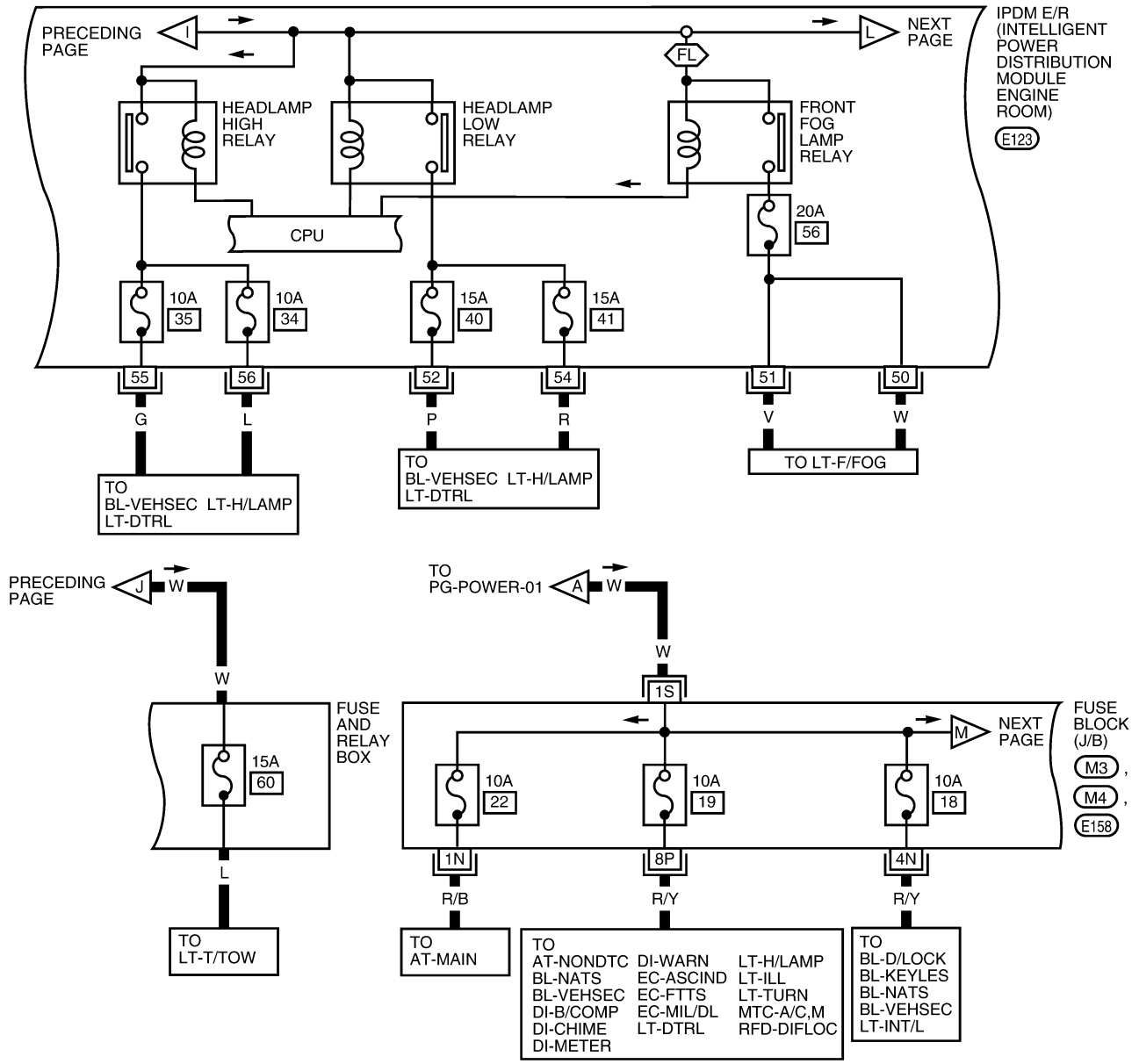


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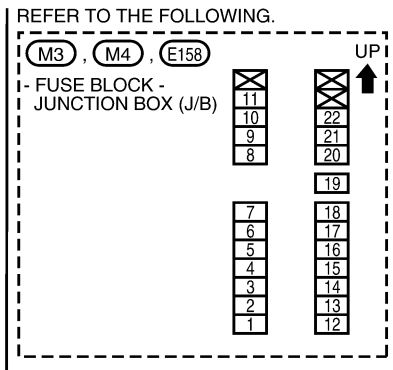
POWER SUPPLY ROUTING CIRCUIT

PG-POWER-04

(FL) : WITH FRONT FOG LAMPS



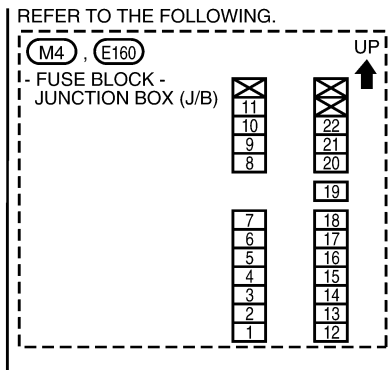
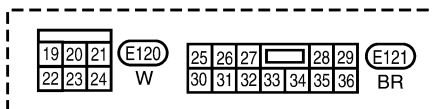
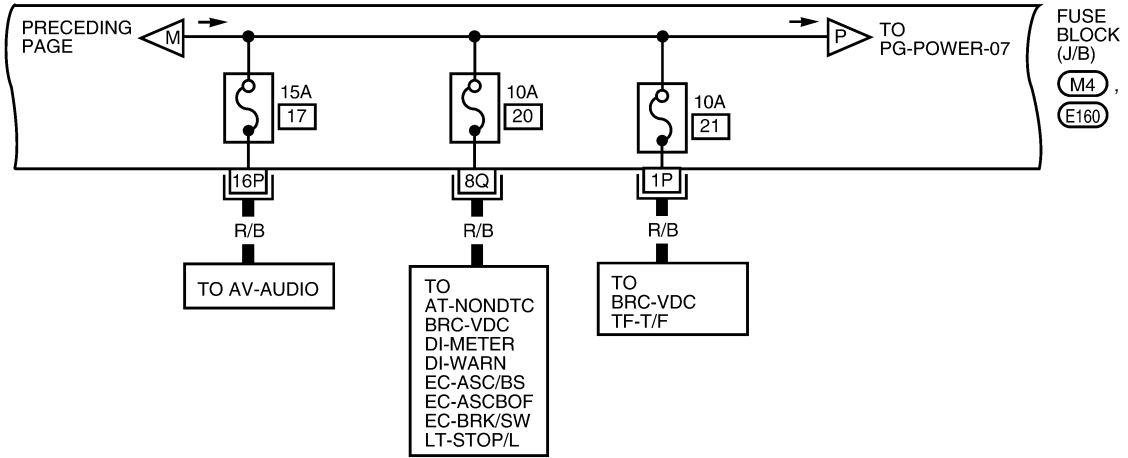
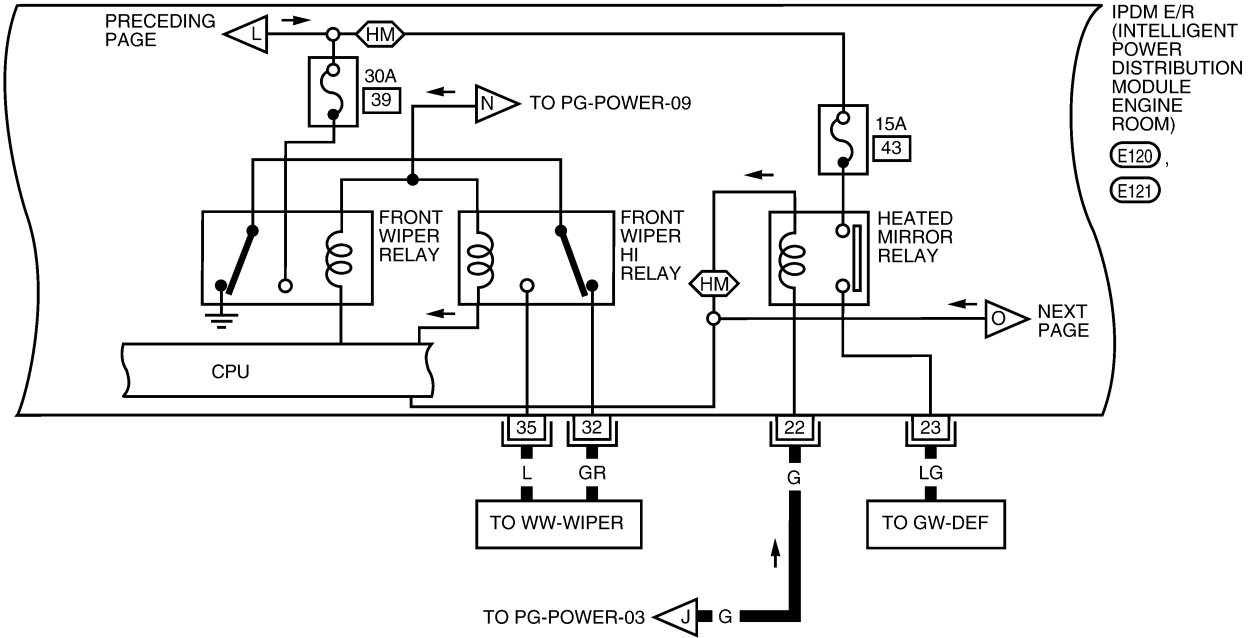
49 50 51 E123
52 53 54 55 56 BR



POWER SUPPLY ROUTING CIRCUIT

PG-POWER-05

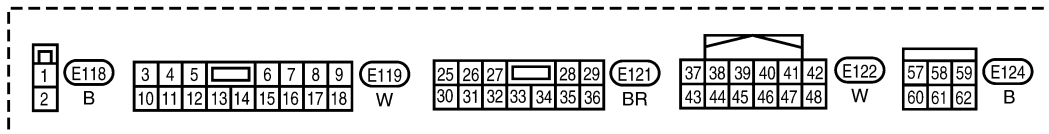
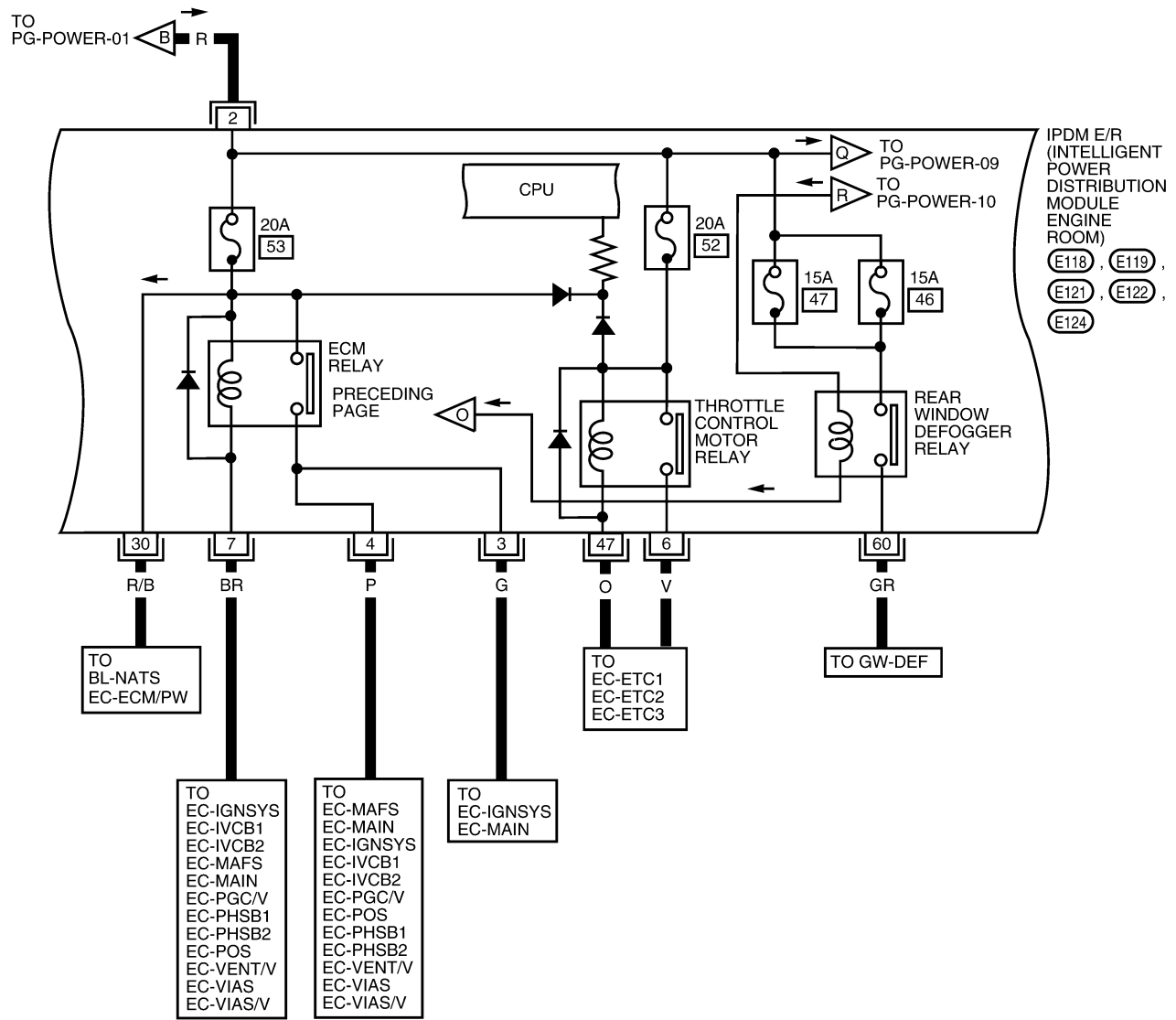
HM : WITH HEATED MIRRORS



WKWA4481E

POWER SUPPLY ROUTING CIRCUIT

PG-POWER-06

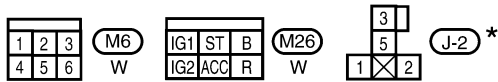
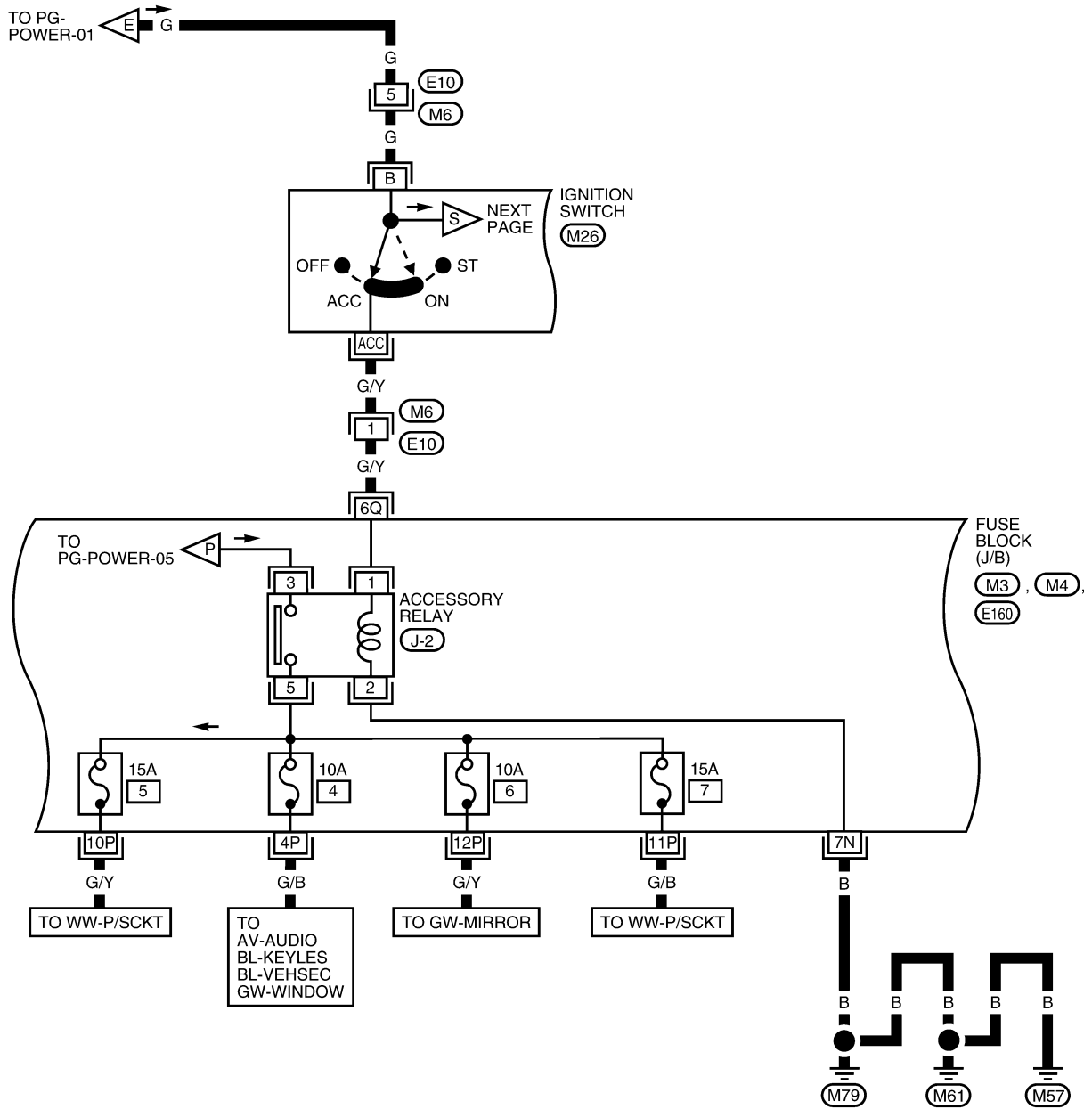


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POWER SUPPLY ROUTING CIRCUIT

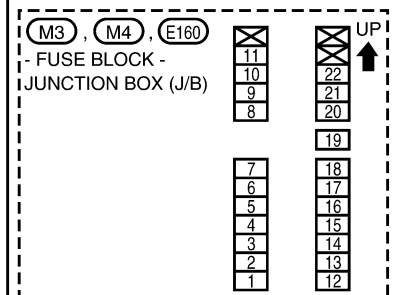
ACCESSORY POWER SUPPLY — IGNITION SW. IN ACC OR ON

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* : THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT".

REFER TO THE FOLLOWING.

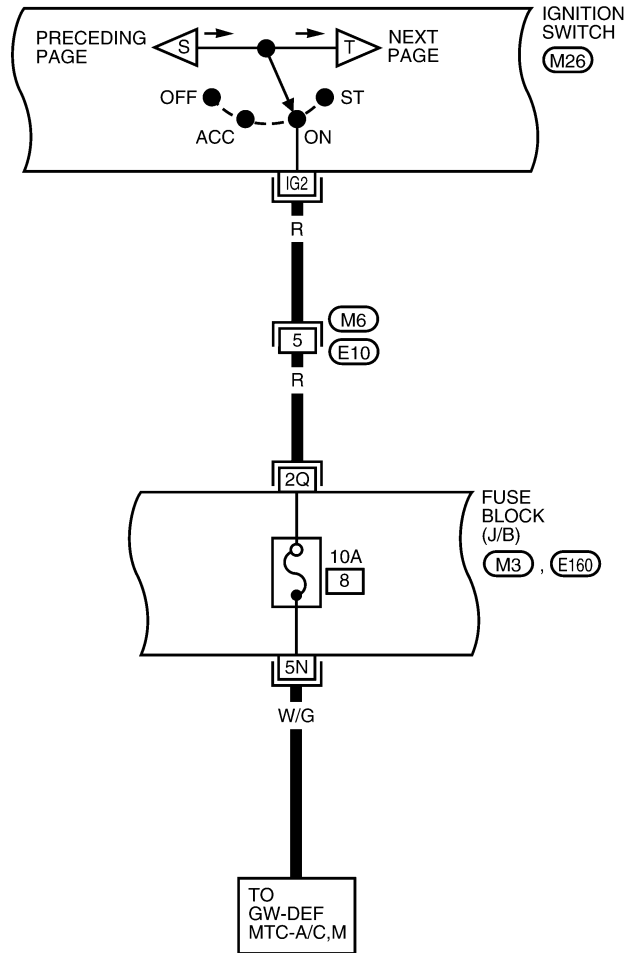


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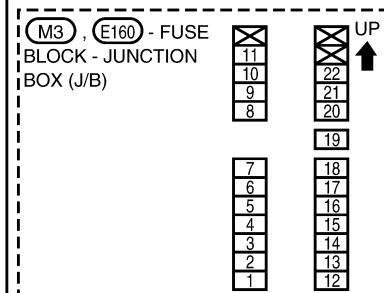
POWER SUPPLY ROUTING CIRCUIT

IGNITION POWER SUPPLY — IGNITION SW. IN ON

PG-POWER-08



REFER TO THE FOLLOWING.

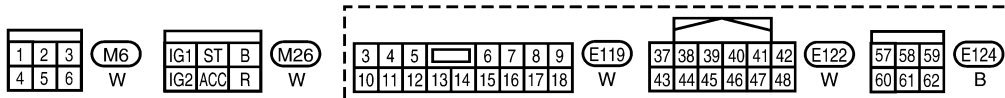
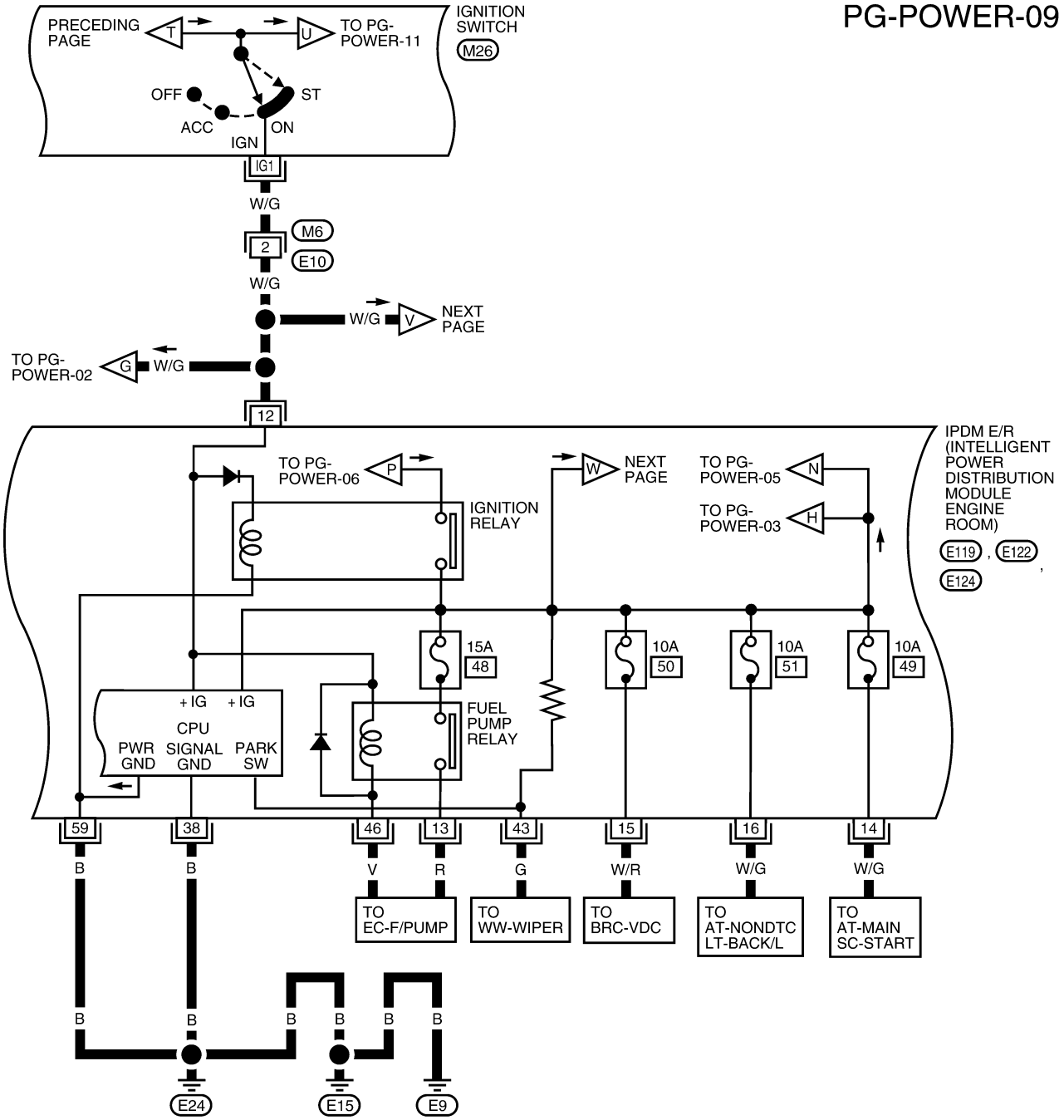


WKWA5514E

POWER SUPPLY ROUTING CIRCUIT

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

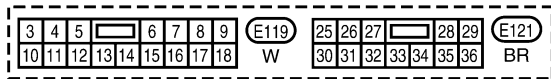
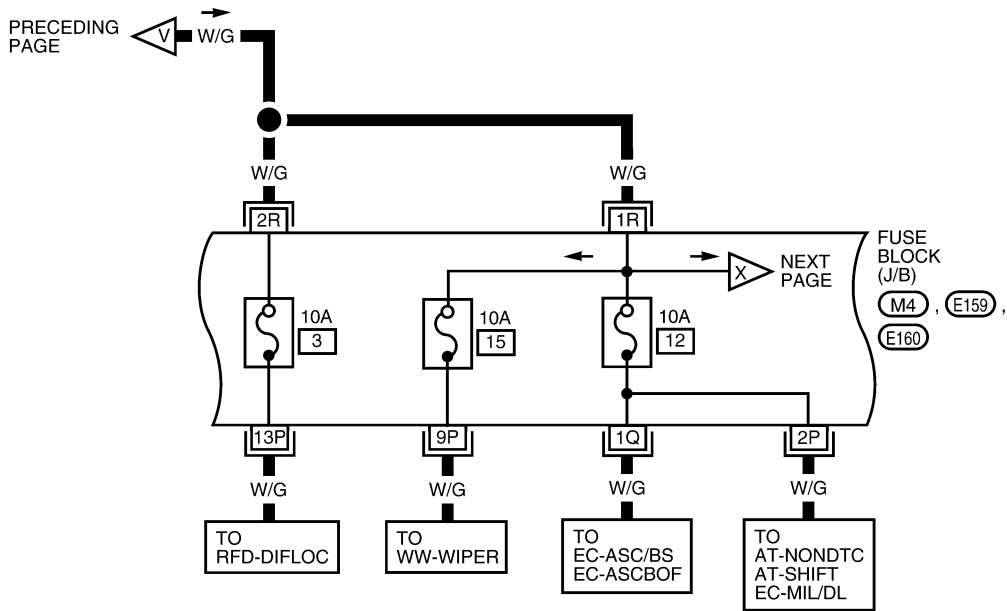
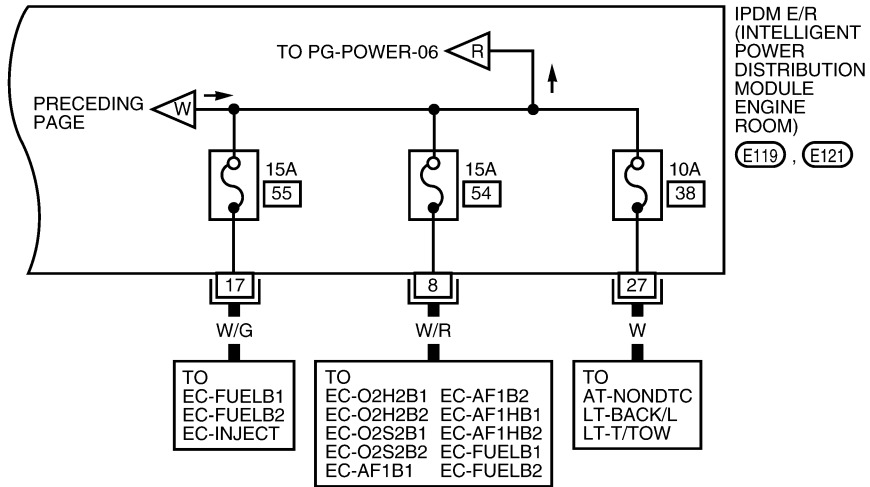
PG-POWER-09



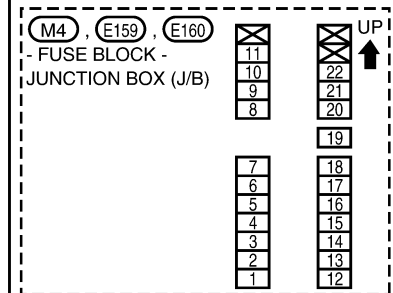
WKWA5515E

POWER SUPPLY ROUTING CIRCUIT

PG-POWER-10



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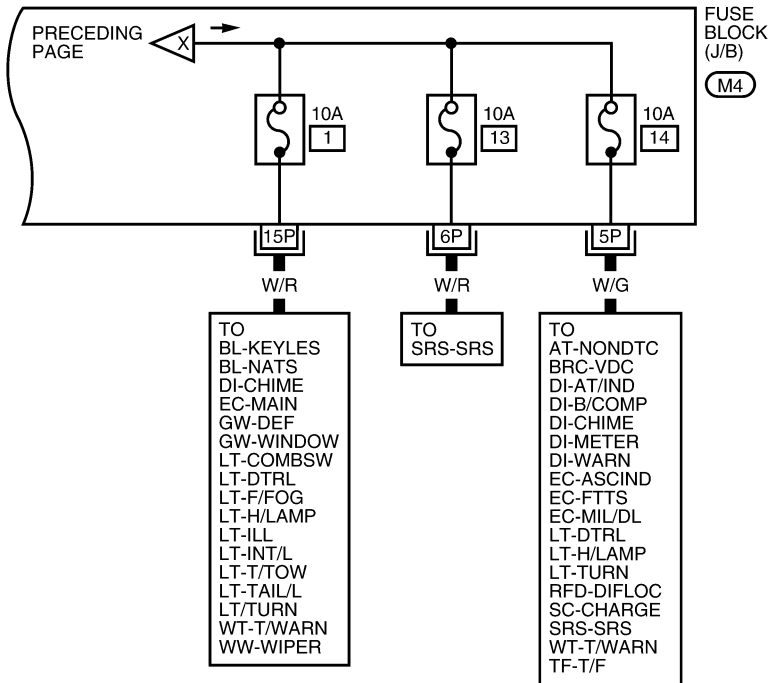
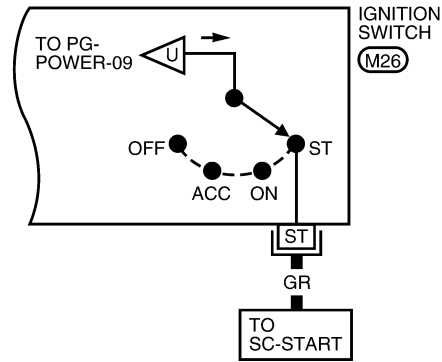


WKWA5516E

POWER SUPPLY ROUTING CIRCUIT

IGNITION POWER SUPPLY — IGNITION SWITCH IN START

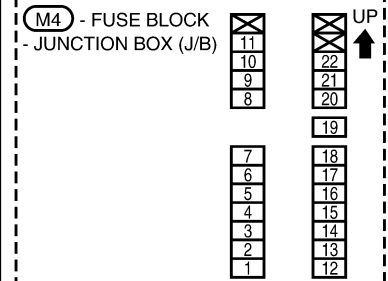
PG-POWER-11



IG1	ST	B	(M26)
IG2	ACC	R	

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REFER TO THE FOLLOWING:



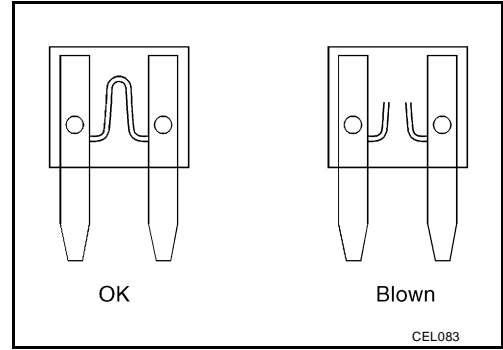
WKWA4486E

POWER SUPPLY ROUTING CIRCUIT

Fuse

EKS00H00

- 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

EKS00H0P

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:

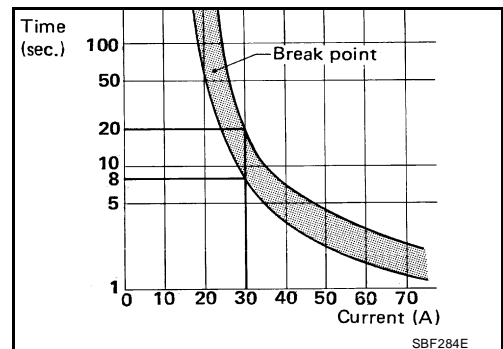
- If fusible link should melt, it is possible that critical circuit (power supply or large current carrying circuit) is shorted. In such a case, carefully check and eliminate cause of incident.
- Never wrap outside of fusible link with vinyl tape.
- Never let fusible link touch any other wiring harness,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

Circuit Breaker (Built Into BCM)

EKS00H0Q

For example, when current is 30A, the circuit is broken within 8 to 20 seconds. A circuit breaker is used for the following systems:

- Power windows



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

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

PF2:284B7

System Description

EKS00DNJ

- IPDM E/R (Intelligent Power Distribution Module Engine Room) integrates the relay box and fuse block which were originally placed in engine compartment. It controls integrated relays via IPDM E/R control circuits.
- IPDM E/R-integrated control circuits perform ON-OFF operation of relays, CAN communication control, etc.
- It controls operation of each electrical component 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 lines, it receives signals from the BCM and controls the following lamps:
 - Headlamps (High, Low)
 - Daytime light relay control (Canada only)
 - Parking lamps
 - Tail and license plate lamps
 - Front fog lamps
2. Wiper control
Using CAN communication lines, it receives signals from the BCM and controls the front wipers.
3. Daytime light relay control
Using CAN communication lines, it receives signals from the BCM and controls the daytime light relay.
4. Generator control
Using CAN communication lines, it receives signals from the ECM and controls power generation output.
5. Rear window defogger and heated mirror relay control (Canada only)
Using CAN communication lines, it receives signals from the BCM and controls the rear window defogger and heated mirror relay (if equipped).
6. A/C compressor control
Using CAN communication lines, it receives signals from the BCM and controls the A/C compressor (magnet clutch).
7. Starter control
Using CAN communication lines, it receives signals from the BCM and controls the starter relay.
8. Cooling fan control
Using CAN communication lines, it receives signals from the ECM and controls the cooling fan relays.
9. Horn control
Using CAN communication lines, it receives signals from the BCM and controls the horn relay.

CAN COMMUNICATION LINE CONTROL

With CAN communication, by connecting each control unit using two communication lines (CAN-L, CAN-H) it is possible to transmit a 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 returns to normal operation, 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, license plate and parking lamps	<ul style="list-style-type: none">● With the ignition switch ON, the tail lamp relay is ON.● With the ignition switch OFF, the tail lamp relay is OFF.

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

Controlled system	Fail-safe mode
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
Front fog lamps	Front fog lamp relay OFF

IPDM E/R STATUS CONTROL

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

- 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.
- Sleep waiting status
 - Process to stop CAN communication is activated.
 - All systems controlled by IPDM E/R are stopped. When 3 seconds have elapsed after CAN communication with other control units is stopped, mode switches to sleep status.
- Sleep status
 - IPDM E/R operates in low current-consumption mode.
 - CAN communication is stopped.
 - When a change in CAN communication signal is detected, mode switches to CAN communication status.
 - When a change in ignition switch signal is detected, mode switches to CAN communication status.

CAN Communication System Description

EKS00DNK

Refer to [LAN-4, "SYSTEM DESCRIPTION"](#) .

Function of Detecting Ignition Relay Malfunction

EKS00DNL

- When the integrated ignition relay is stuck in a "closed contact" position and cannot be turned OFF, IPDM E/R turns ON tail and parking lamps for 10 minutes to indicate IPDM E/R malfunction.
- When the state of the integrated ignition relay does not agree with the state of the ignition switch signal received via CAN communication, the IPDM E/R activates the tail lamp relay.

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 lamps are OFF.

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

CONSULT-II Function (IPDM E/R)

EKS00DNM

CONSULT-II can display each diagnostic item using the diagnostic test modes shown following.

IPDM E/R Diagnostic Mode	Description
SELF-DIAG RESULTS	Displays IPDM E/R self-diagnosis results.
DATA MONITOR	Displays IPDM E/R input/output data in real time.
CAN DIAG SUPPORT MNTR	The result of transmit/receive diagnosis of CAN communication can be read.
ACTIVE TEST	Operation of electrical loads can be checked by sending drive signal to them.

CONSULT-II START PROCEDURE

Refer to [GI-38, "CONSULT-II Start Procedure"](#).

SELF-DIAGNOSTIC RESULTS

Display Item List

Display items	CONSULT-II display code	Malfunction detection	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 fail, data reception/transmission cannot be confirmed. When the data in CAN communication is not received before the specified time. 	X	X	Any of items listed below have errors: <ul style="list-style-type: none"> TRANSMIT DIAG ECM BCM/SEC

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 placed in IPDM E/R memory.

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

DATA MONITOR

All Signals, Main Signals, Selection From Menu

Item name	CONSULT-II screen display	Display or unit	Monitor item selection			Description
			ALL SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
Motor fan request	MOTOR FAN REQ	1/2/3/4	X	X	X	Signal status input from ECM
Compressor request	AC COMP REQ	ON/OFF	X	X	X	Signal status input from BCM
Parking, license plate, and tail lamp request	TAIL & CLR REQ	ON/OFF	X	X	X	Signal status input from BCM
Headlamp low beam request	HL LO REQ	ON/OFF	X	X	X	Signal status input from BCM
Headlamp high beam request	HL HI REQ	ON/OFF	X	X	X	Signal status input from BCM
Front fog lamps request	FR FOG REQ	ON/OFF	X	X	X	Signal status input from BCM
Front wiper request	FR WIP REQ	STOP/1LO/LO/HI	X	X	X	Signal status input from BCM
Wiper auto stop	WIP AUTO STOP	ACT P/STOP P	X	X	X	Output status of IPDM E/R
Wiper protection	WIP PROT	OFF/LS/HS/BLOCK	X	X	X	Control status of IPDM E/R
Starter request	ST RLY REQ	ON/OFF	X		X	Signal status of input from BCM
Ignition relay status	IGN RLY	ON/OFF	X	X	X	Ignition relay status monitored with IPDM E/R
Rear defogger request	RR DEF REQ	ON/OFF	X	X	X	Signal status input from BCM
Hood switch	HOOD SW (*1)	OFF	X			Signal status input from IPDM E/R
Theft warning horn request	THFT HRN REQ	ON/OFF	X		X	Signal status input from BCM
Horn chirp	HORN CHIRP	ON/OFF	X		X	Output status of IPDM E/R
Daytime lights request	DTRL REQ	ON/OFF	X		X	Signal status input from BCM
Oil pressure switch	OIL P SW	OPEN/CLOSE	X		X	Signal status input from IPDM E/R (function is not enabled)

NOTE:

- Perform monitoring of IPDM E/R data with the ignition switch ON. When the ignition switch is in ACC position, display may not be correct.
- (*1) This item is displayed, but does not function.

CAN DIAG SUPPORT MNTR

Refer to [LAN-4, "SYSTEM DESCRIPTION"](#) .

ACTIVE TEST

Display Item List

Test name	CONSULT-II screen display	Description
Rear defogger output	REAR DEFOGGER	With a certain ON-OFF operation, the rear 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.

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

Test name	CONSULT-II screen display	Description
Cooling fan output	MOTOR FAN	With a certain operation (1, 2, 3, 4), the cooling fan can be operated.
Headlamp relay (HI, LO) output	EXTERNAL LAMPS	With a certain operation (OFF, HI ON, LO ON, TAIL ON, FOG ON), the lamp relay (Low, High, Tail, Fog) can be operated.
Front fog lamp relay (FOG) output	EXTERNAL LAMPS	With a certain operation (OFF, HI ON, LO ON, TAIL ON, FOG ON), the lamp relay (Low, High, Tail, Fog) can be operated.
Tail lamp relay output	EXTERNAL LAMPS	With a certain operation (OFF, HI ON, LO ON, TAIL ON, FOG ON), the lamp relay (Low, High, Tail, Fog) can be operated.
Horn output	HORN	With a certain ON-OFF operation, the horn relay can be operated.

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

EKS00DNN

Auto Active Test DESCRIPTION

- 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, license plate, front fog, and parking lamps
 - Headlamps (High, Low)
 - A/C compressor (magnet clutch)
 - Cooling fan

OPERATION PROCEDURE

1. Close hood and front door RH, 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 LH 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, horn chirps once.
6. After a series of operations is repeated three times, auto active test is completed.

NOTE:

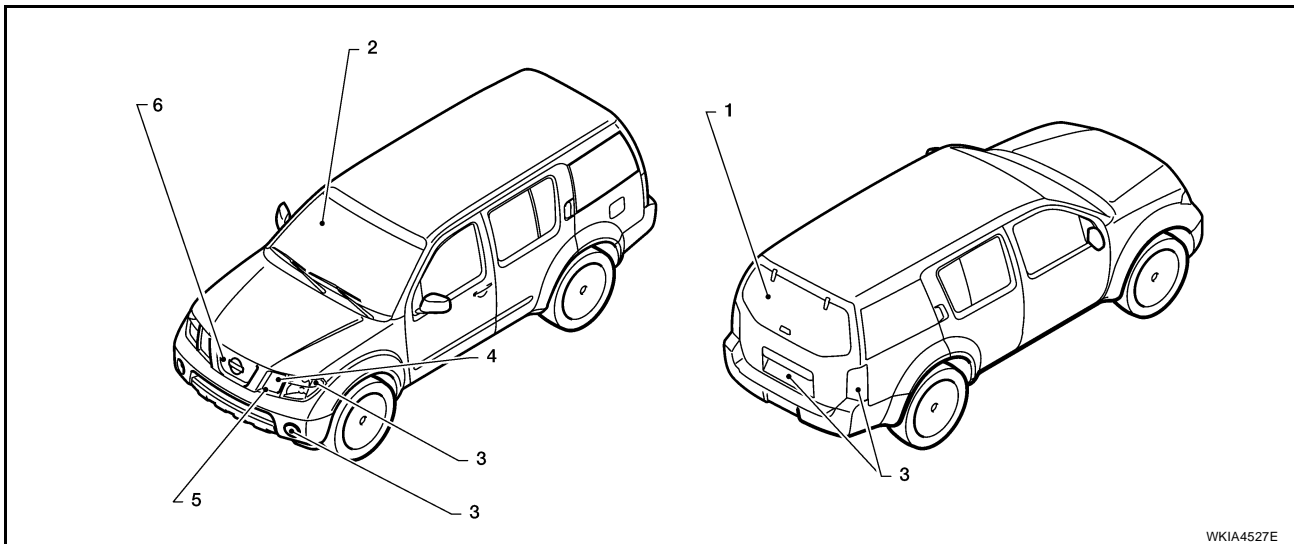
When auto active test mode has to be cancelled halfway, turn ignition switch OFF.

CAUTION:

Be sure to perform **BL-27. "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 six steps are repeated three times.



WKIA4527E

Item Number	Test Item	Operation Time/Frequency
1	Rear window defogger	10 seconds
2	Front wipers	LOW 5 seconds then HIGH 5 seconds
3	License plate, tail, parking and fog lamps	10 seconds
4	Headlamps	LOW 10 seconds then HIGH ON-OFF 5 times
5	A/C compressor (magnet clutch)	ON-OFF 5 times
6	Cooling fan	LOW 5 seconds, then HIGH 5 seconds

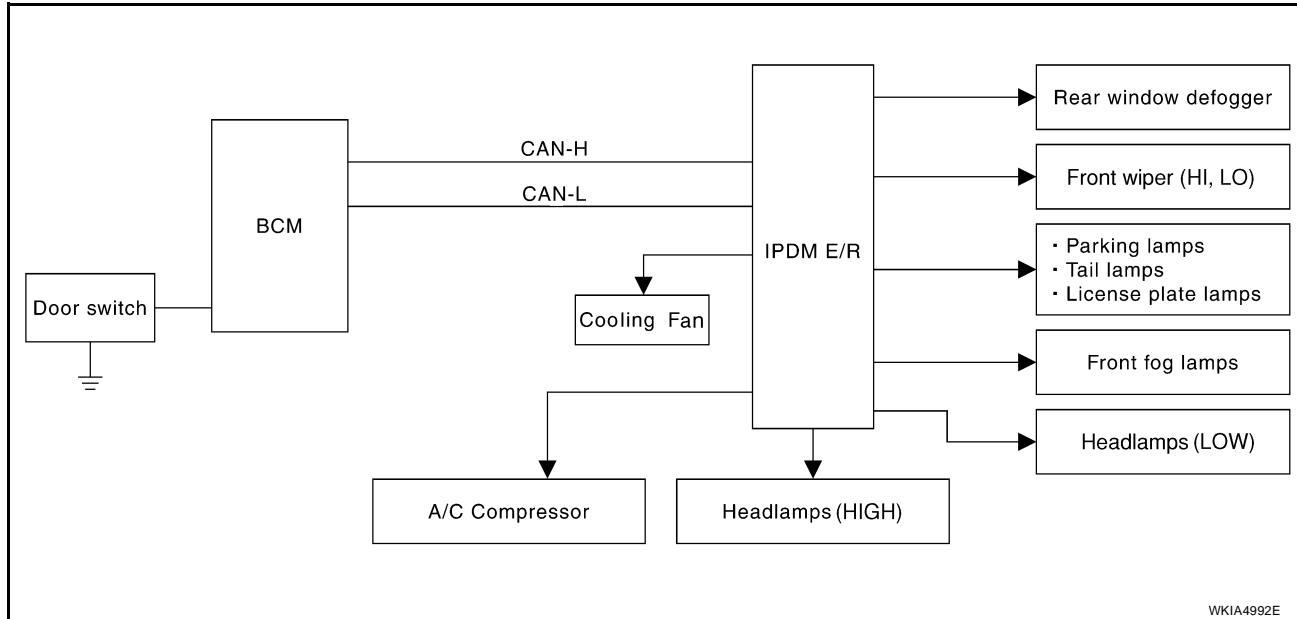
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IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

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 the systems controlled by IPDM E/R cannot be operated, possible cause can be easily diagnosed using auto active test.

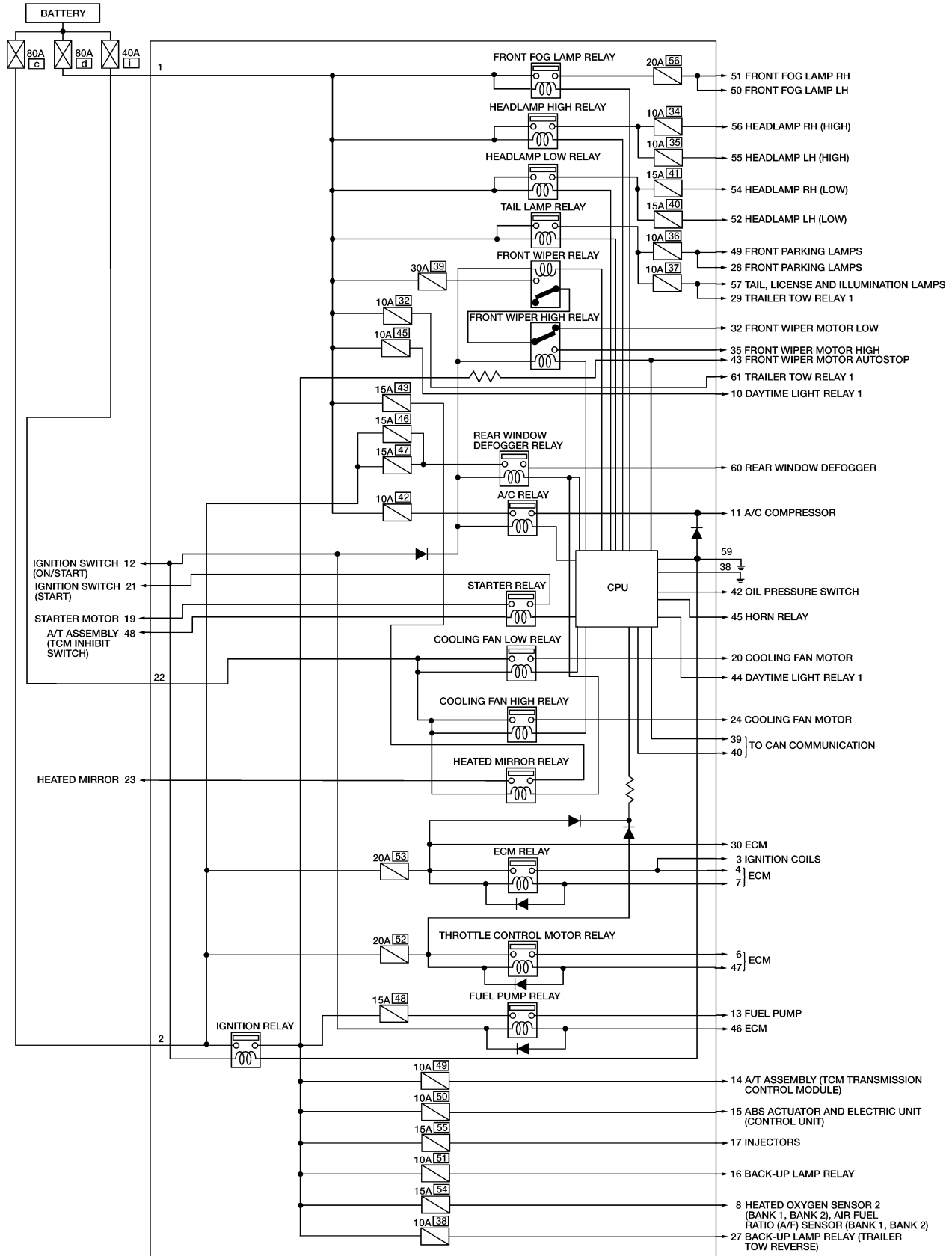
Diagnosis chart in auto active test mode

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	● Rear window defogger relay ● Open circuit of rear window defogger ● IPDM E/R malfunction ● Harness or connector malfunction between IPDM E/R and rear window defogger
Any of front wipers, tail and parking lamps, front fog lamps, and headlamps (Hi, Lo) do not operate.	Perform auto active test. Does system in question operate?	YES	● BCM signal input system
		NO	● 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 magnet clutch operate?	YES	● BCM signal input circuit ● CAN communication signal between BCM and ECM ● CAN communication signal between ECM and IPDM E/R
		NO	● Magnet clutch malfunction ● Harness/connector malfunction between IPDM E/R and magnet clutch ● IPDM E/R (integrated relay) malfunction
Cooling fan does not operate.	Perform auto active test. Does cooling fan operate?	YES	● ECM signal input circuit ● CAN communication signal between ECM and IPDM E/R
		NO	● 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

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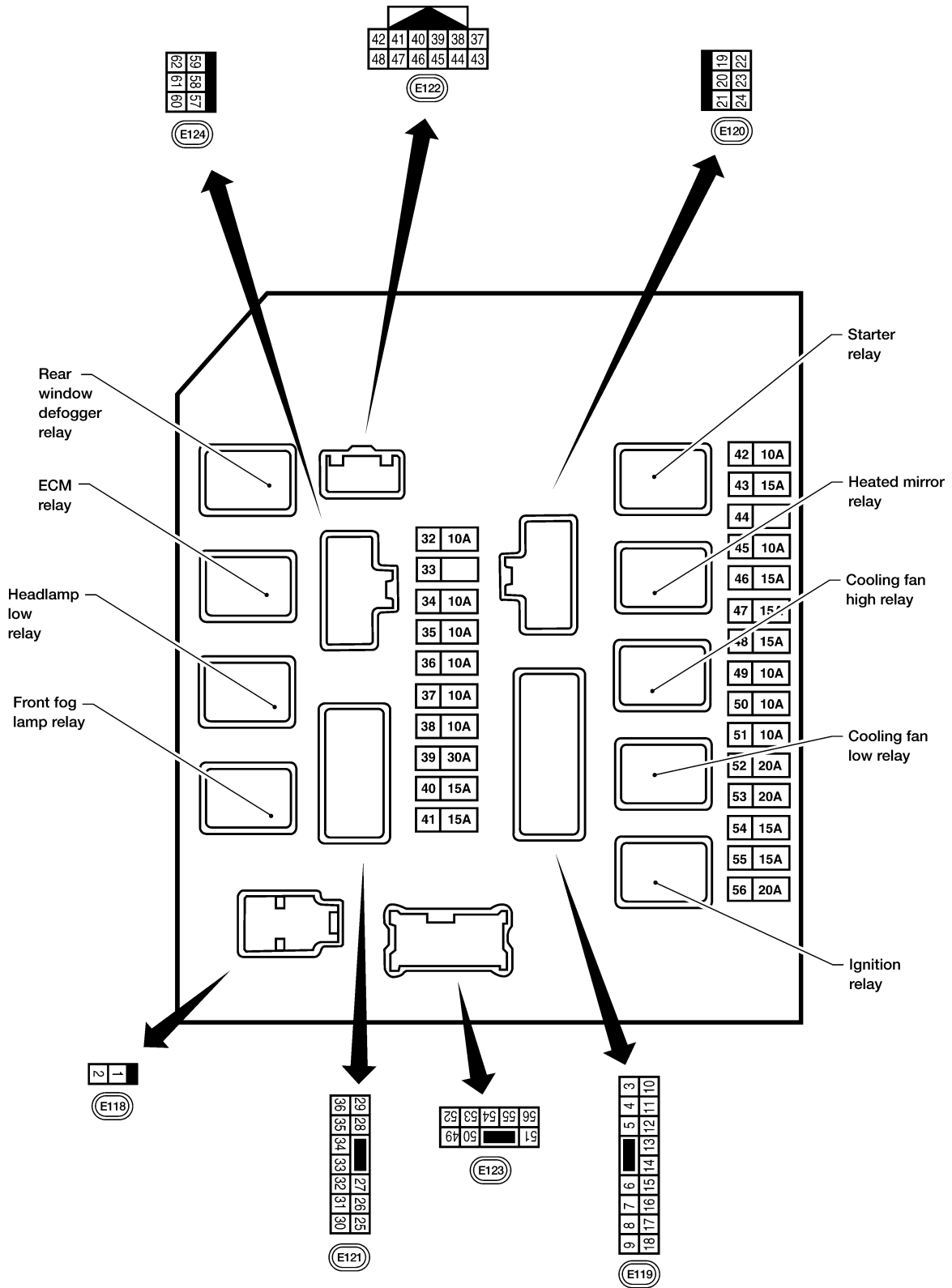
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WKWA5517E

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

IPDM E/R Terminal Arrangement

EKS00DNP



WKIA5883E

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

Terminals and Reference Values for IPDM E/R

EKS00HMC

Terminal	Wire color	Signal name	Signal input/output	Measuring condition		Reference value (Approx.)
				Ignition switch	Operation or condition	
1	W	Battery power supply	Input	OFF	—	Battery voltage
2	R	Battery power supply	Input	OFF	—	Battery voltage
3	G	Ignition coil	Output	ON or START	—	Battery voltage
4	P	ECM relay	Output	ON or START	—	Battery voltage
6	V	Throttle control relay	Output	ON or START	—	Battery voltage
7	BR	ECM relay control	Input	—	Ignition switch ON or START	0V
					Ignition switch OFF or ACC	Battery voltage
8	W/R	O2 and A/F sensor ignition supply	Output	ON or START	—	Battery voltage
10	R/B	Battery power supply (daytime light relay)	Output	OFF	—	Battery voltage
11	Y	A/C compressor	Output	ON	A/C switch or auto A/C request ON	Battery voltage
12	W/G	Ignition switch	Input	—	OFF or ACC	0V
					ON or START	Battery voltage
13	R	Fuel pump	Output	—	OFF or ACC	0V
					ON or START	Battery voltage
14	W/G	A/T ignition supply	Output	ON or START	—	Battery voltage
15	W/R	ABS ignition supply	Output	ON or START	—	Battery voltage
16	W/G	Reverse lamp	Output	ON or START	—	Battery voltage
17	W/G	Injector	Output	ON or START	—	Battery voltage
19	W	Starter motor	Output	START	—	Battery voltage
20	BR	Cooling fan motor (low)	Output	ON or START	—	Battery voltage
21	GR	Ignition switch	Input	—	OFF or ACC or ON	0V
					START	Battery voltage
22	G	Battery power supply (cooling fan relays)	Input	OFF	—	Battery voltage
23	LG	Heated mirror relay	Output	ON or START	Rear window defogger switch is ON	Battery voltage
					Rear window defogger switch is OFF	0V
24	P	Cooling fan motor (high)	Output	ON or START	—	Battery voltage
27	W	Trailer tow relay	Output	ON or START	—	Battery voltage
28	R	LH front parking and front side marker lamp	Output	OFF	Lighting switch 1ST position	OFF
					ON	Battery voltage

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

Terminal	Wire color	Signal name	Signal input/output	Measuring condition		Reference value (Approx.)	
				Ignition switch	Operation or condition		
29	G	Trailer tow relay	Output	ON	Lighting switch 1ST position	OFF	0V
						ON	Battery voltage
30	R/B	Battery power supply (ECM)	Input	OFF	—		Battery voltage
32	GR	Wiper low speed signal	Output	ON	Wiper switch	OFF	0V
						LO	Battery voltage
35	L	Wiper high speed signal	Output	ON	Wiper switch	OFF	0V
						HI	Battery voltage
37	Y	Generator	Output	ON			—
38	B	Ground	Input	—	—		0V
39	L	CAN-H	—	ON	—		—
40	P	CAN-L	—	ON	—		—
43	G	Wiper auto stop signal	Input	ON	Wiper in non-park position		Battery voltage
					Wiper in park position		0V
44	R	Daytime light relay 1 signal	Output	ON	Park brake switch position	OFF	0V
						ON	Battery voltage
45	LG	Horn relay	Input	OFF	When door locks are operated using keyfob	OFF	Battery voltage
						ON	0V
46	V	Fuel pump relay control	Input	—	Ignition switch ON or START		0V
					Ignition switch OFF or ACC		Battery voltage
47	O	Throttle control relay control	Input	—	Ignition switch ON or START		0V
					Ignition switch OFF or ACC		Battery voltage
48	R	Starter relay (inhibit switch)	Input	ON or START	Selector lever in "P" or "N"		Battery voltage
					Selector lever any other position		0V
49	GR	RH front parking and front side marker lamp	Output	OFF	Lighting switch 1ST position	OFF	
						ON	Battery voltage
50	W	Front fog lamp (LH)	Output	ON	Lighting switch must be in the 2ND position or AUTO position (LOW beam is ON) and the front fog lamp switch must be ON	OFF	0V
						ON	Battery voltage

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

Terminal	Wire color	Signal name	Signal input/output	Measuring condition		Reference value (Approx.)
				Ignition switch	Operation or condition	
51	V	Front fog lamp (RH)	Output	ON	Lighting switch must be in the 2ND position or AUTO position (LOW beam is ON) and the front fog lamp switch must be ON	0V
					OFF	Battery voltage
52	P	Headlamp low (LH)	Output	OFF	Lighting switch 2ND position	0V
					ON	Battery voltage
54	R	Headlamp low (RH)	Output	OFF	Lighting switch 2ND position	0V
					ON	Battery voltage
55	G	Headlamp high (LH)	Output	OFF	Lighting switch HIGH or PASS position	0V
					ON	Battery voltage
56	L	Headlamp high (RH)	Output	OFF	Lighting switch HIGH or PASS position	0V
					ON	Battery voltage
57	GR	Rear parking, license, and tail lamp	Input	ON	Lighting switch 1ST position	0V
					ON	Battery voltage
59	B	Ground	—	—	—	0V
60	GR	Rear window defogger relay output signal	Output	ON	When rear window defogger switch is ON	Battery voltage
					When rear window defogger switch is OFF	0V
61	R/B	Battery power supply (trailer tow relay)	Output	OFF	—	Battery voltage

IPDM E/R Power/Ground Circuit Inspection

EKS00DNQ

1. FUSE AND FUSIBLE LINK INSPECTION

Check that the following fusible links are not blown.

Terminal No.	Signal name	Fusible link No.
1, 2	Battery power	a, c, d

OK or NG

- OK >> GO TO 2.
- NG >> Replace fusible link.

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

2. POWER CIRCUIT INSPECTION

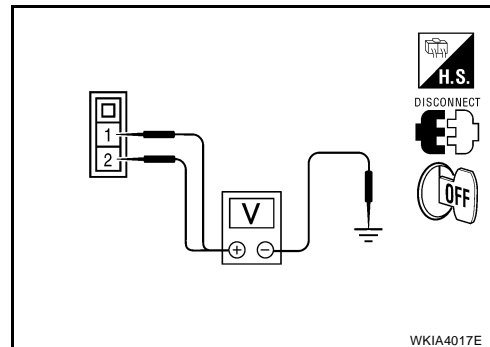
1. Turn ignition switch OFF.
2. Disconnect IPDM E/R harness connector E118.
3. Check voltage between IPDM E/R harness connector and ground.

Terminals		Voltage (Approx.)
(+)		
IPDM E/R connector	Terminal	(-)
E118	1, 2	Ground
		Battery voltage

OK or NG

OK >> GO TO 3.

NG >> Repair or replace IPDM E/R power circuit harness.



3. GROUND CIRCUIT INSPECTION

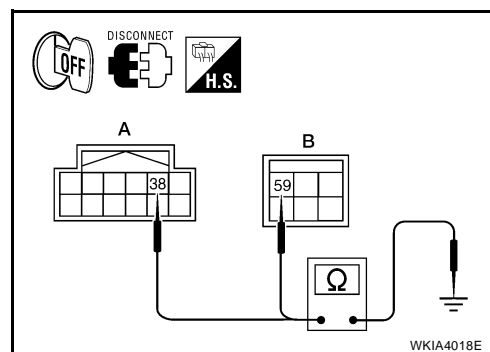
1. Disconnect IPDM E/R harness connectors E122 and E124.
2. Check continuity between IPDM E/R harness connectors E122 (A) terminal 38, E124 (B) terminal 59 and ground.

Continuity should exist.

OK or NG

OK >> Inspection End.

NG >> Repair or replace IPDM E/R ground circuit harness.



Inspection with CONSULT-II (Self-Diagnosis)

EKS00DNR

CAUTION:

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

1. SELF-DIAGNOSIS RESULT CHECK

1. Connect CONSULT-II and select "IPDM E/R" on the "SELECT SYSTEM" screen.
2. Select "SELF-DIAG RESULTS" on the "SELECT DIAG MODE" screen.
3. Check display content in self-diagnosis 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	X	X	Any of items listed below have errors: <ul style="list-style-type: none"> ● TRANSMIT DIAG ● ECM ● BCM/SEC

NOTE:

The Details for Display for the Period are as follows:

- CRNT: Error currently detected by IPDM E/R.
- PAST: Error detected in the past and stored in IPDM E/R memory.

Contents displayed

NO DTC DETECTED. FURTHER TESTING MAY BE REQUIRED.>>Inspection End.

CAN COMM CIRC>>Print out the self-diagnosis result and refer to [LAN-4, "SYSTEM DESCRIPTION"](#) .

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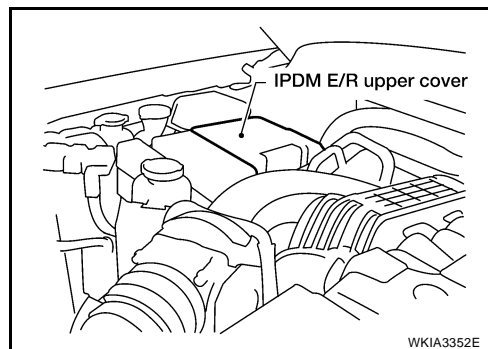
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

EKS00DNS

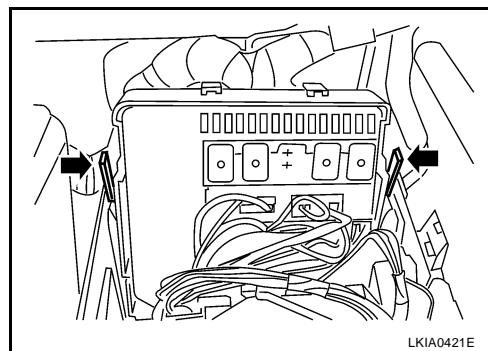
Removal and Installation of IPDM E/R

REMOVAL

1. Disconnect negative battery cable.
2. Remove IPDM E/R upper cover.



3. Release 2 clips and pull IPDM E/R up from case.
4. Disconnect IPDM E/R connectors and remove the IPDM E/R.



INSTALLATION

Installation is in the reverse order of removal.

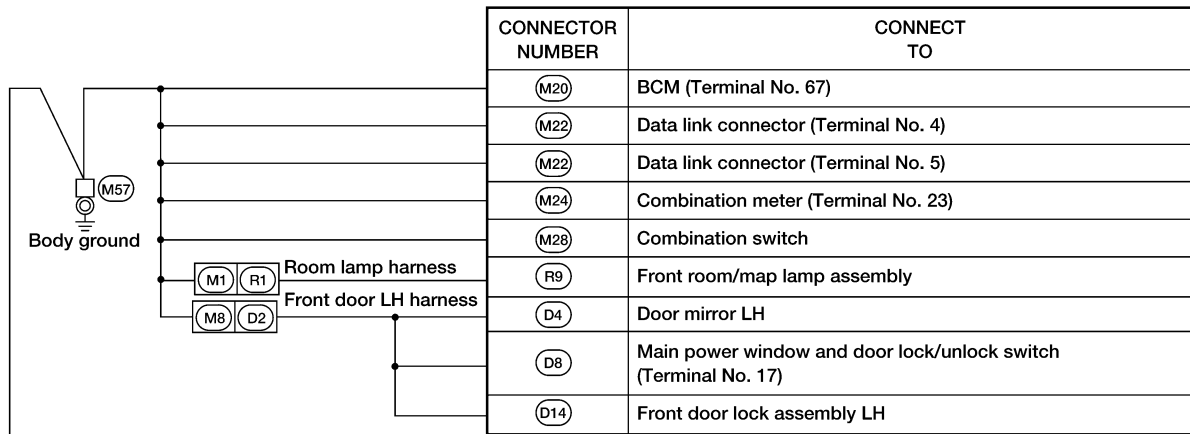
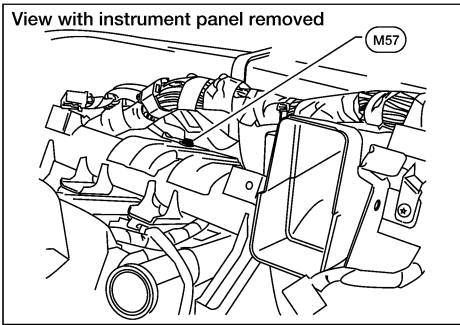
GROUND CIRCUIT

PF24080

EKS00DNT

GROUND CIRCUIT

Ground Distribution MAIN HARNESS

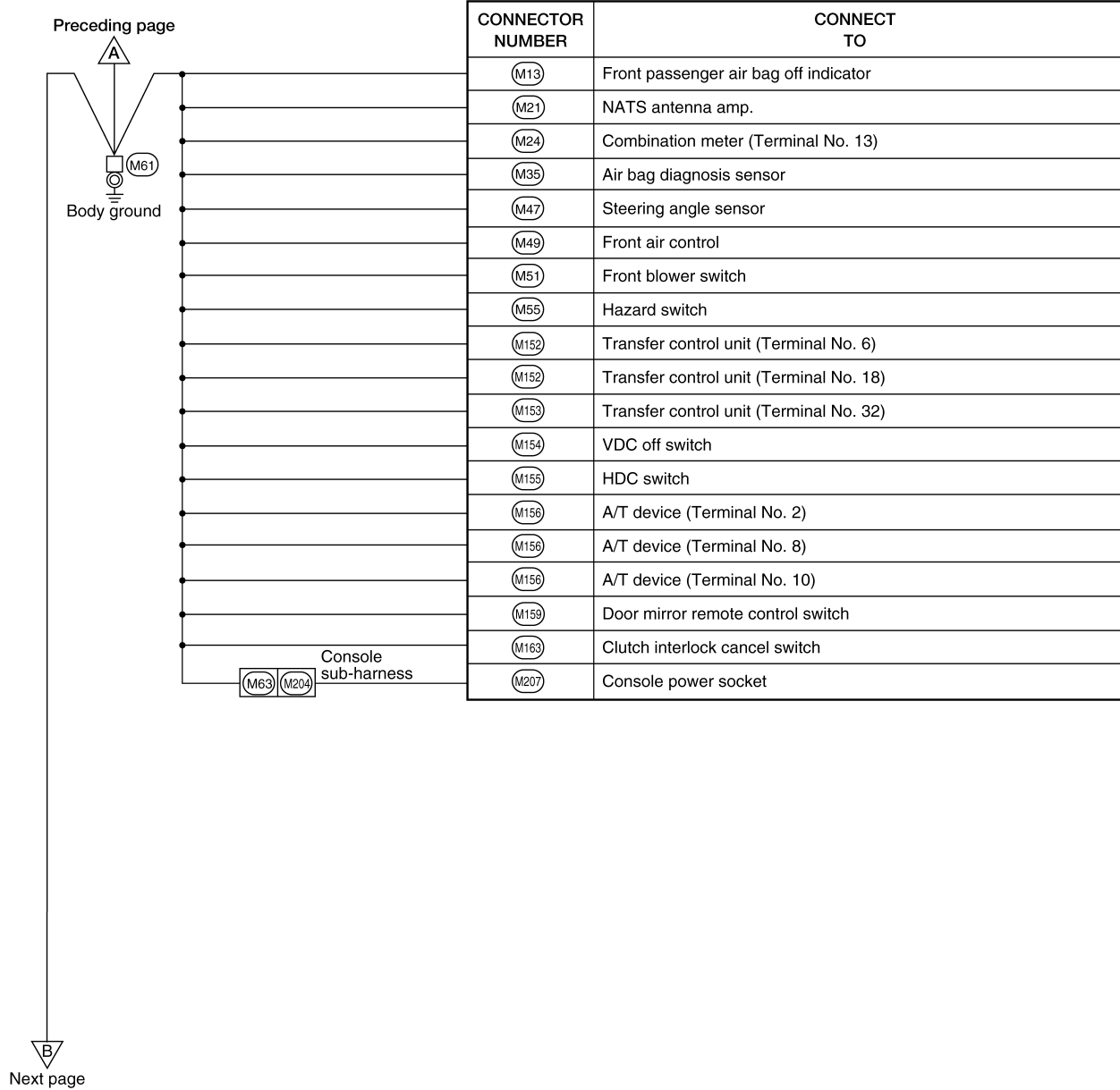
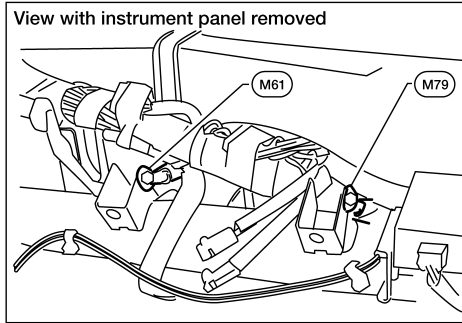


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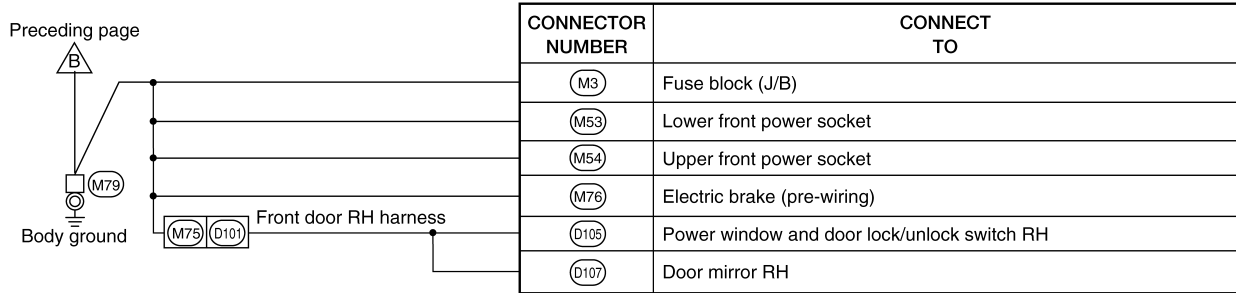
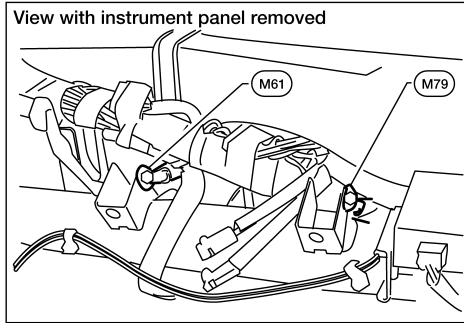
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GROUND CIRCUIT



WKIA5080E

GROUND CIRCUIT



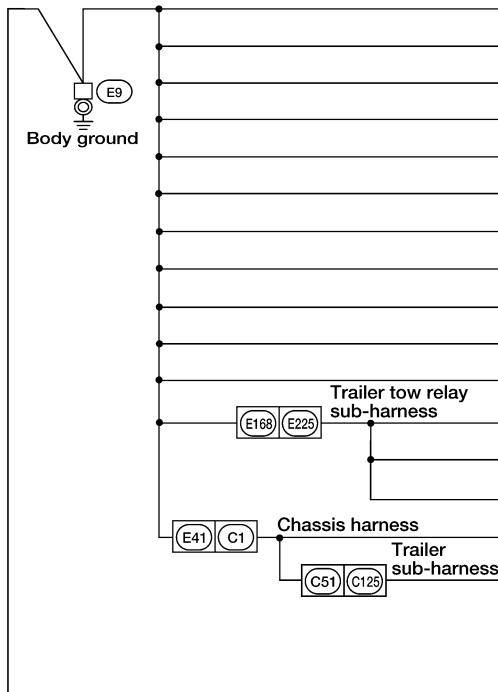
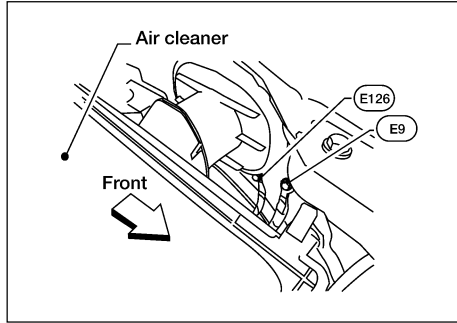
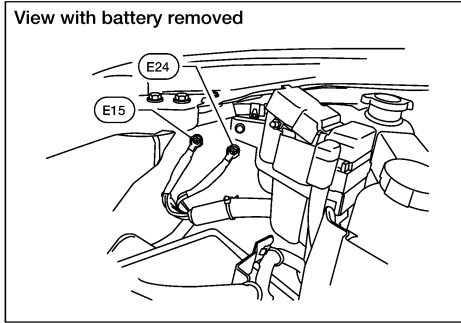
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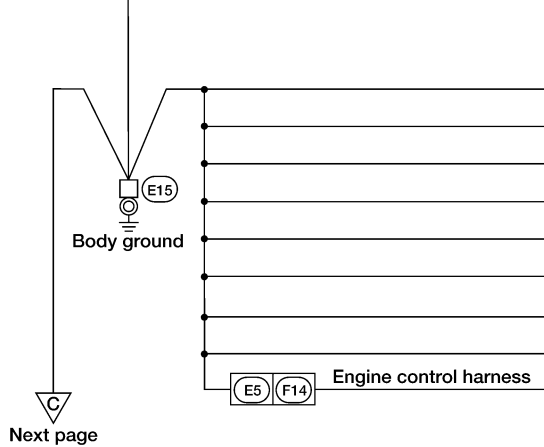
GROUND CIRCUIT

ENGINE ROOM HARNESS

View with battery removed



CONNECTOR NUMBER	CONNECT TO
(E3)	Horn (with dual note horn)
(E17)	Front combination lamp LH (side marker)
(E21)	Brake fluid level switch
(E23)	Front wiper motor
(E102)	Front fog lamp RH
(E103)	Daytime light relay 2
(E104)	Daytime light relay 1
(E106)	Washer fluid level switch
(E107)	Front combination lamp RH (headlamp)
(E111)	Front combination lamp RH (parking/turn signal)
(E162)	Horn (without dual note horn)
(E226)	Back-up lamp relay (with M/T)
(E227)	Trailer tow relay 1
(E228)	Trailer tow relay 2
(C5)	Fuel level sensor unit and fuel pump
(C126)	Trailer (7-pin)



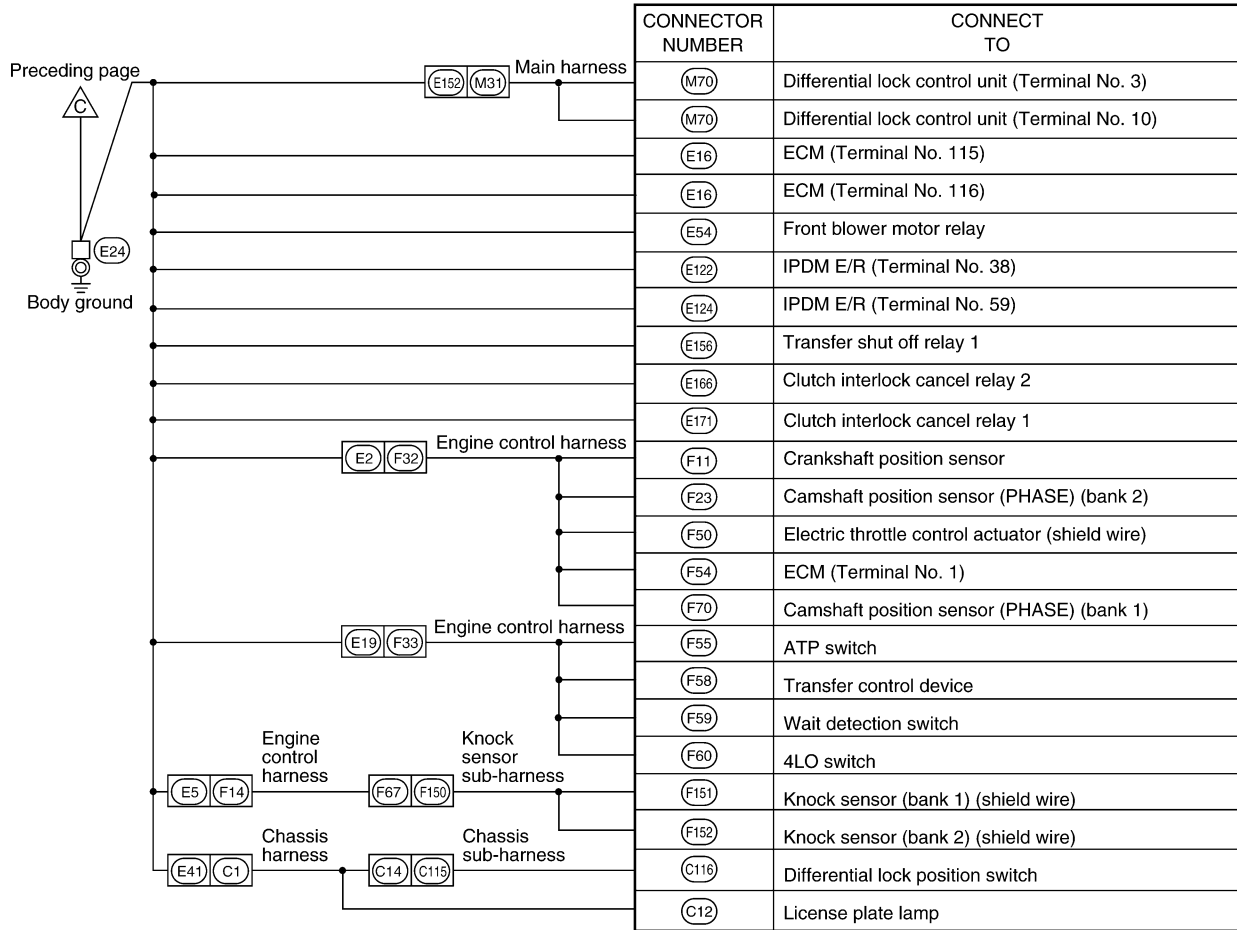
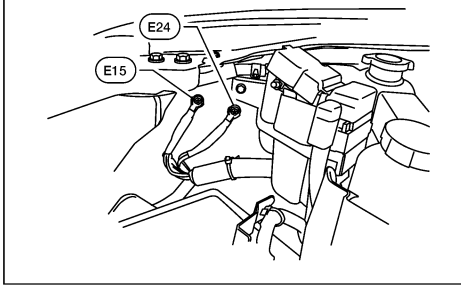
CONNECTOR NUMBER	CONNECT TO
(E11)	Front combination lamp LH (headlamp)
(E27)	Front combination lamp LH (parking/turn signal)
(E101)	Front fog lamp LH
(E108)	Front combination lamp RH (side marker)
(E113)	Cooling fan motor (Terminal No. 3)
(E113)	Cooling fan motor (Terminal No. 4)
(E169)	Trailer turn relay LH
(E170)	Trailer turn relay RH
(F66)	Park/neutral position switch (with M/T)

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WKIA5885E

GROUND CIRCUIT

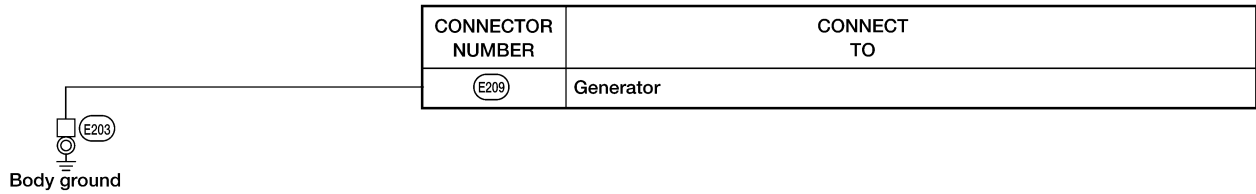
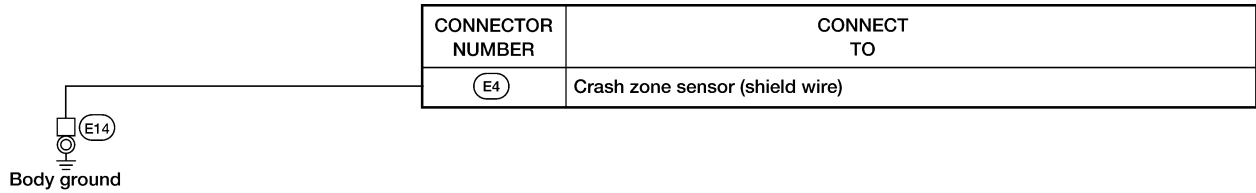
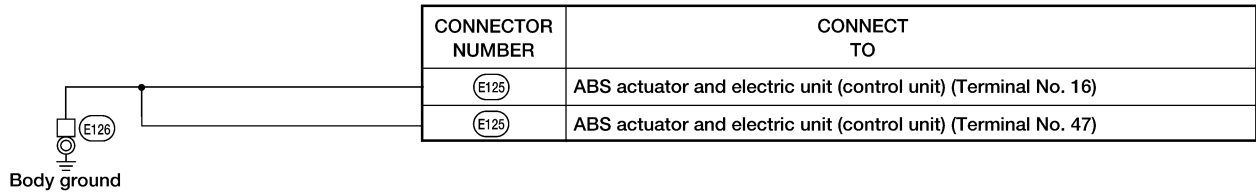
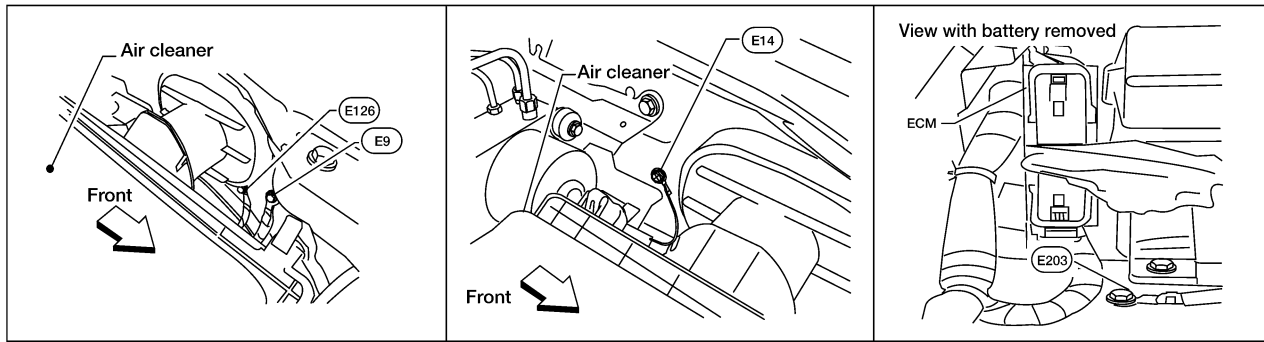
View with battery removed



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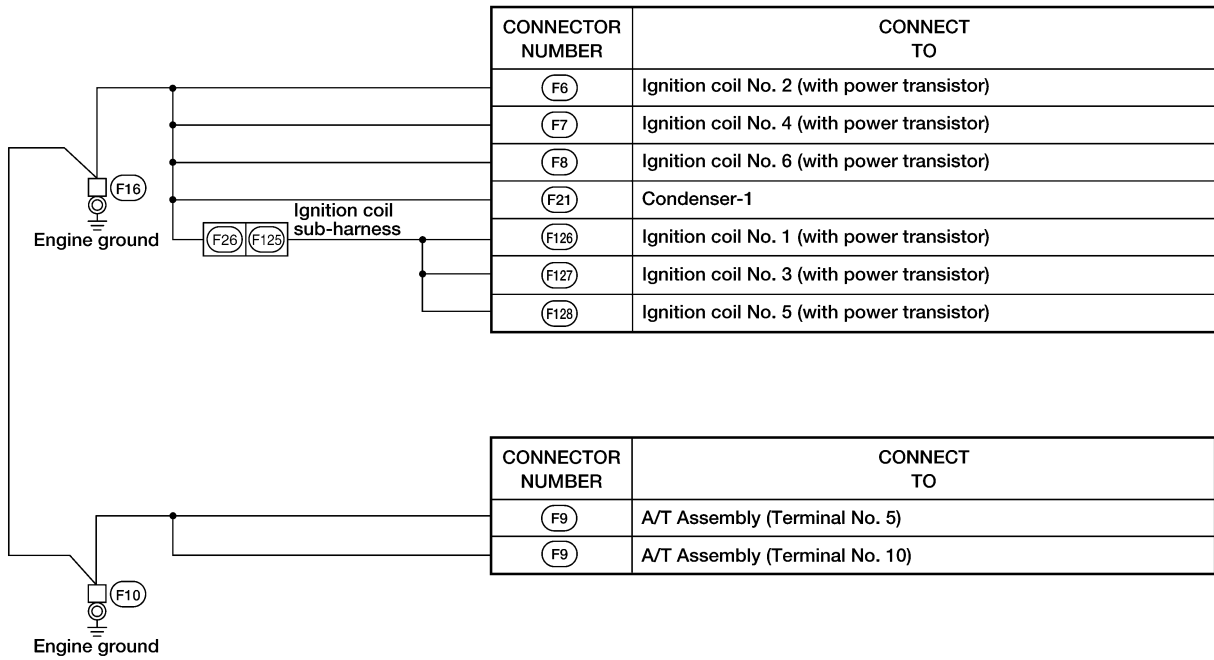
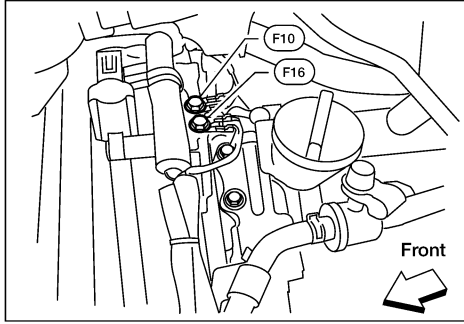
GROUND CIRCUIT



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GROUND CIRCUIT

ENGINE CONTROL HARNESS

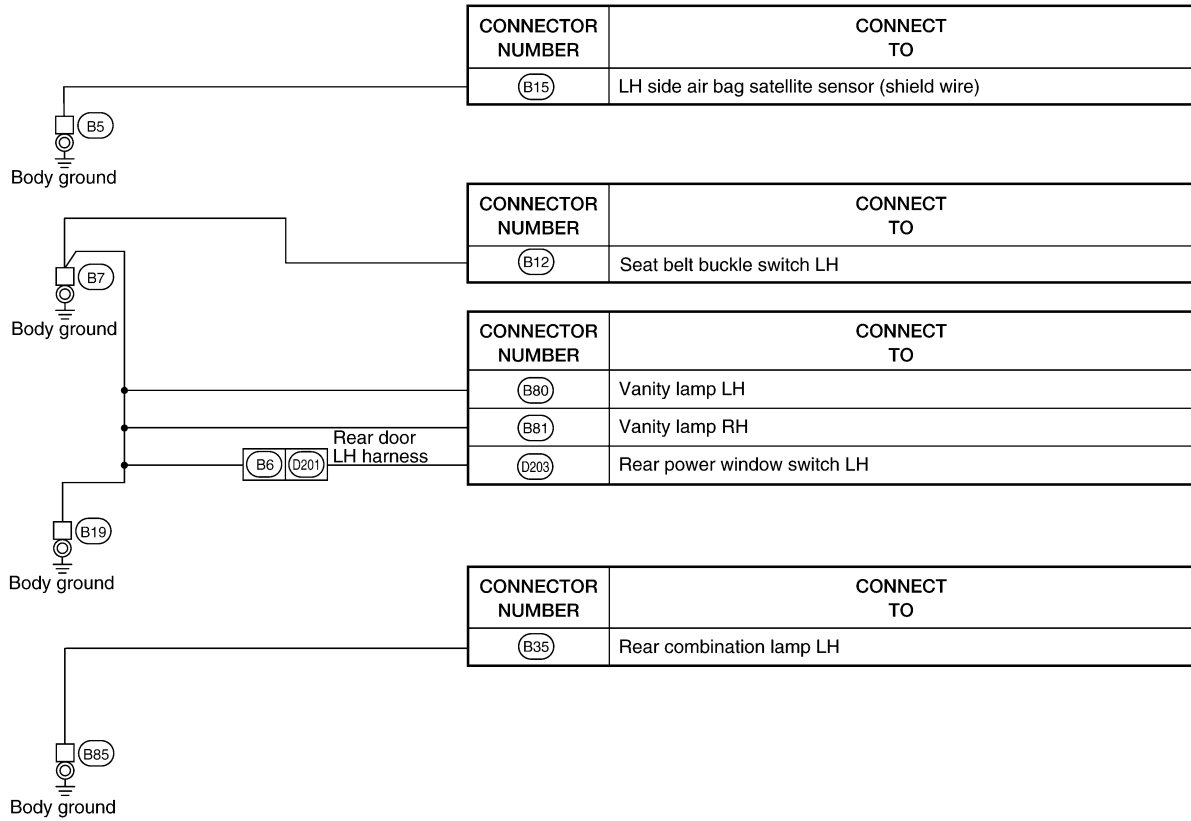
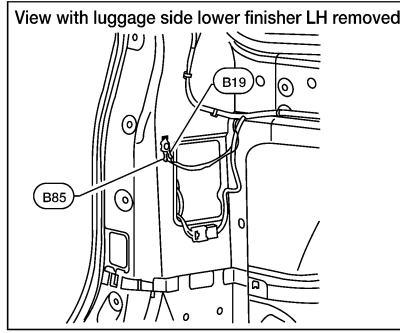
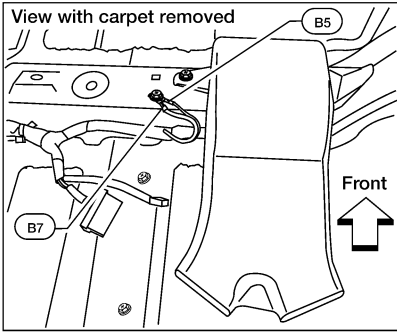


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GROUND CIRCUIT

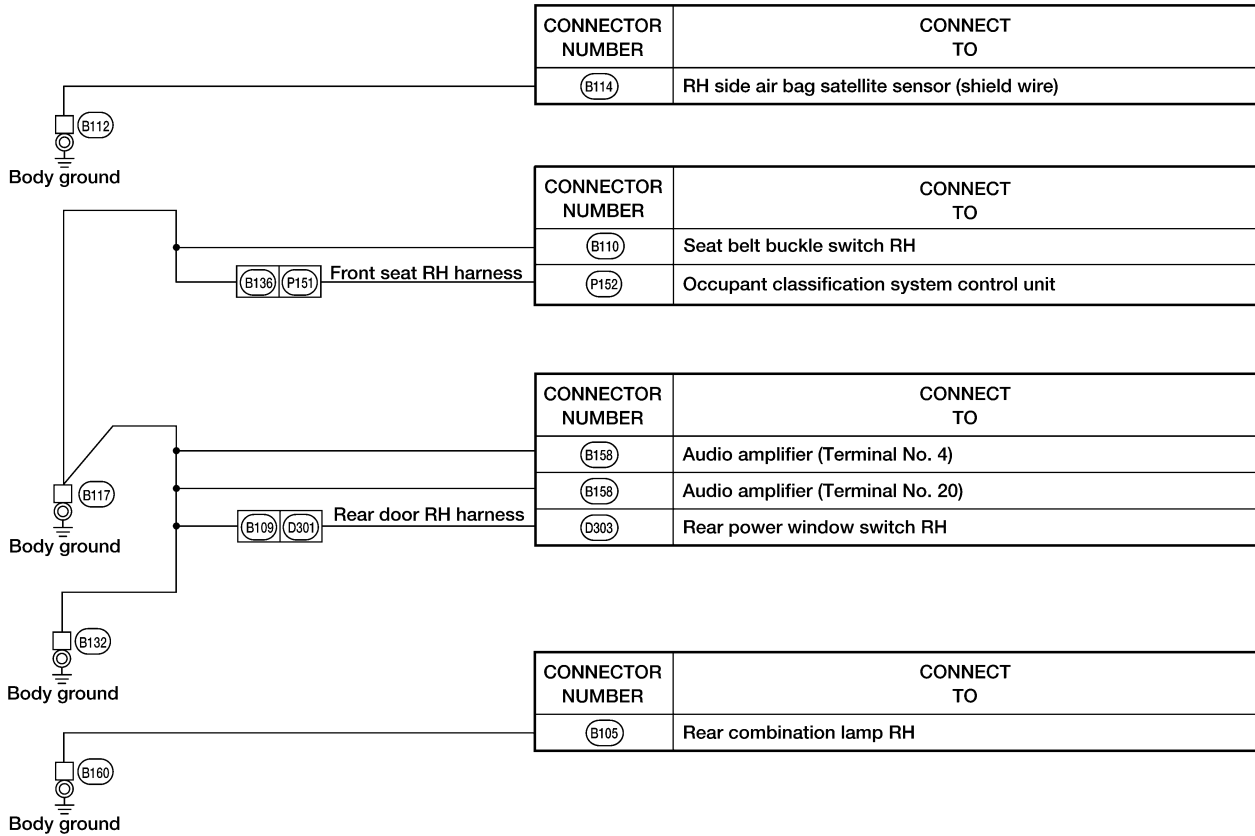
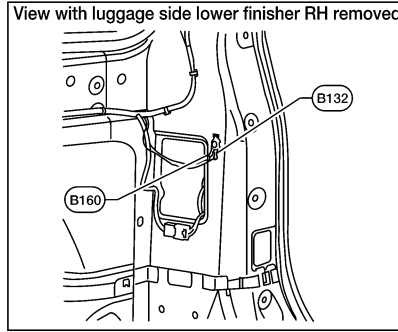
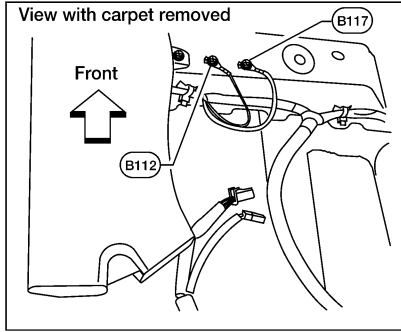
BODY HARNESS



WKIA3969E

GROUND CIRCUIT

BODY NO. 2 HARNESS

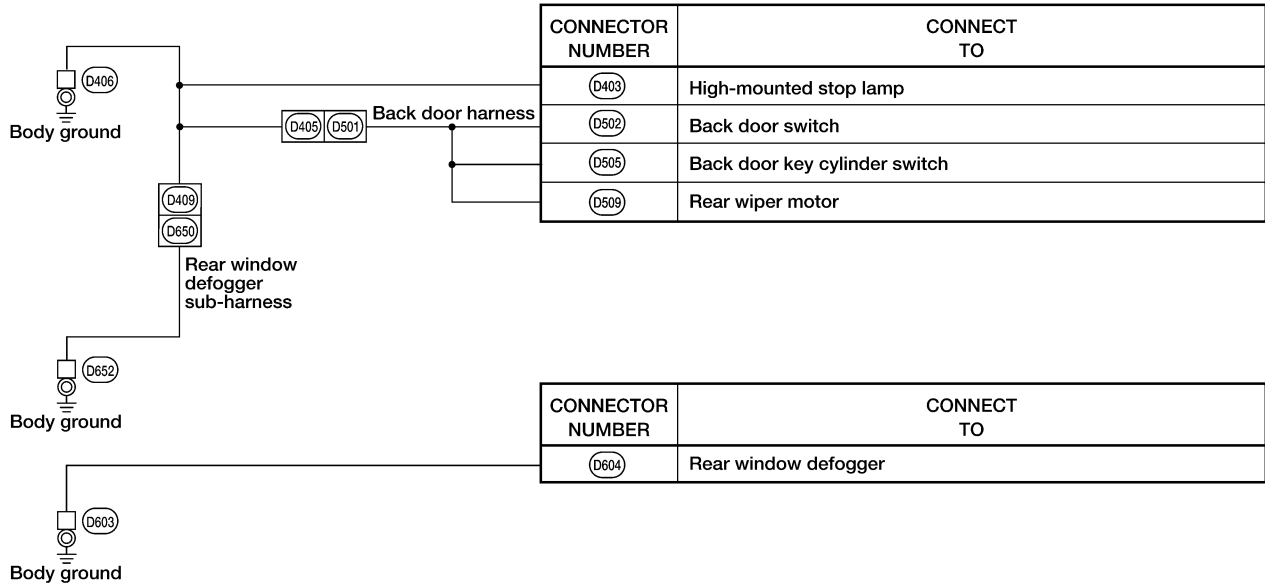
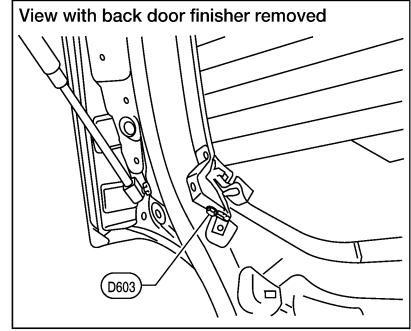
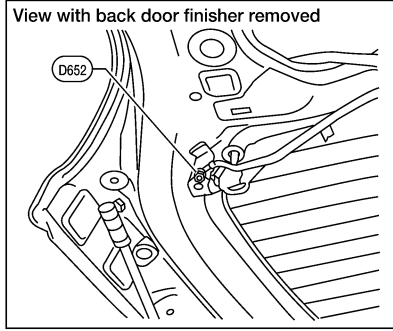
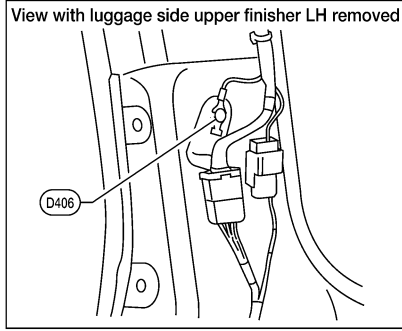


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WKIA3970E

GROUND CIRCUIT

BACK DOOR NO. 2 AND BACK DOOR HARNESS



WKIA3971E

HARNESS

PFP:24010

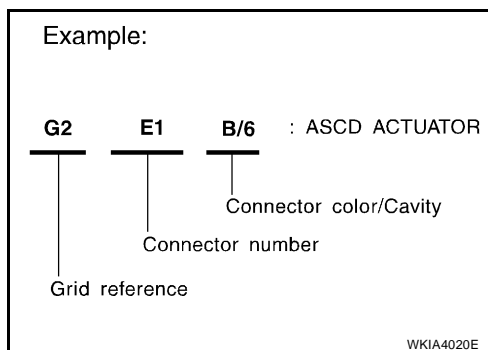
Harness Layout

EKS00DNU

HOW TO READ HARNESS LAYOUT

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

- Main Harness and Console Sub-harness
- Engine Room Harness (RH View) Engine Compartment, Generator Sub-harness, and Trailer Tow Relay Sub-harness
- Engine Room Harness (Passenger Compartment)
- Engine Room Harness (LH View) Engine Compartment
- Engine Control Harness, Injector Sub-harness, Ignition Coil Sub-harness and Knock Sensor Sub-harness
- Chassis Harness, Differential Sub-harness and Trailer Sub-harness
- Body Harness
- Body No. 2 Harness
- Room Lamp Harness
- Back Door Harness, Back Door No. 2 Harness, Rear Window Sub-Harness, Rear Window Defogger Sub-Harness



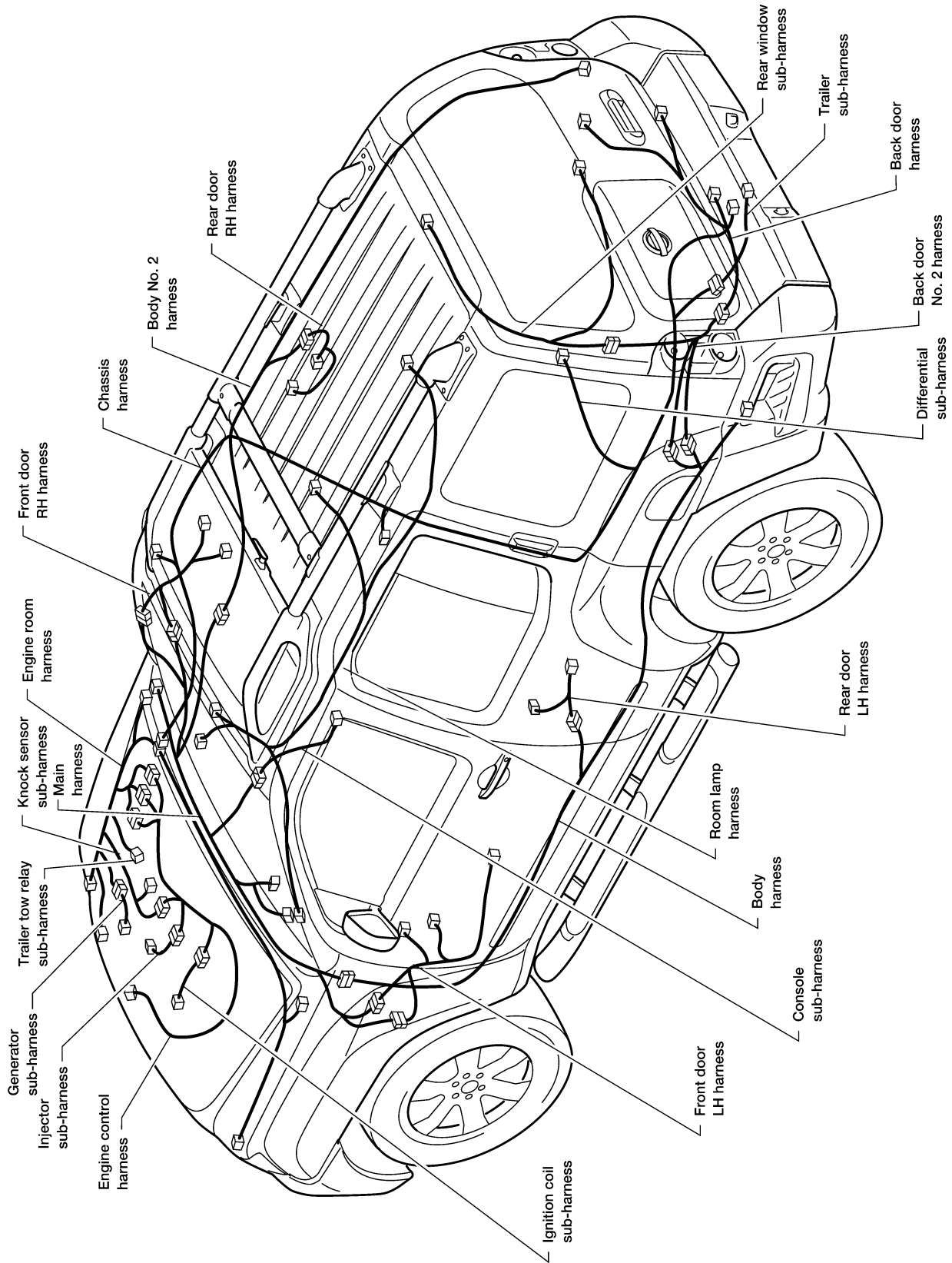
To use the grid reference

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.

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HARNESS

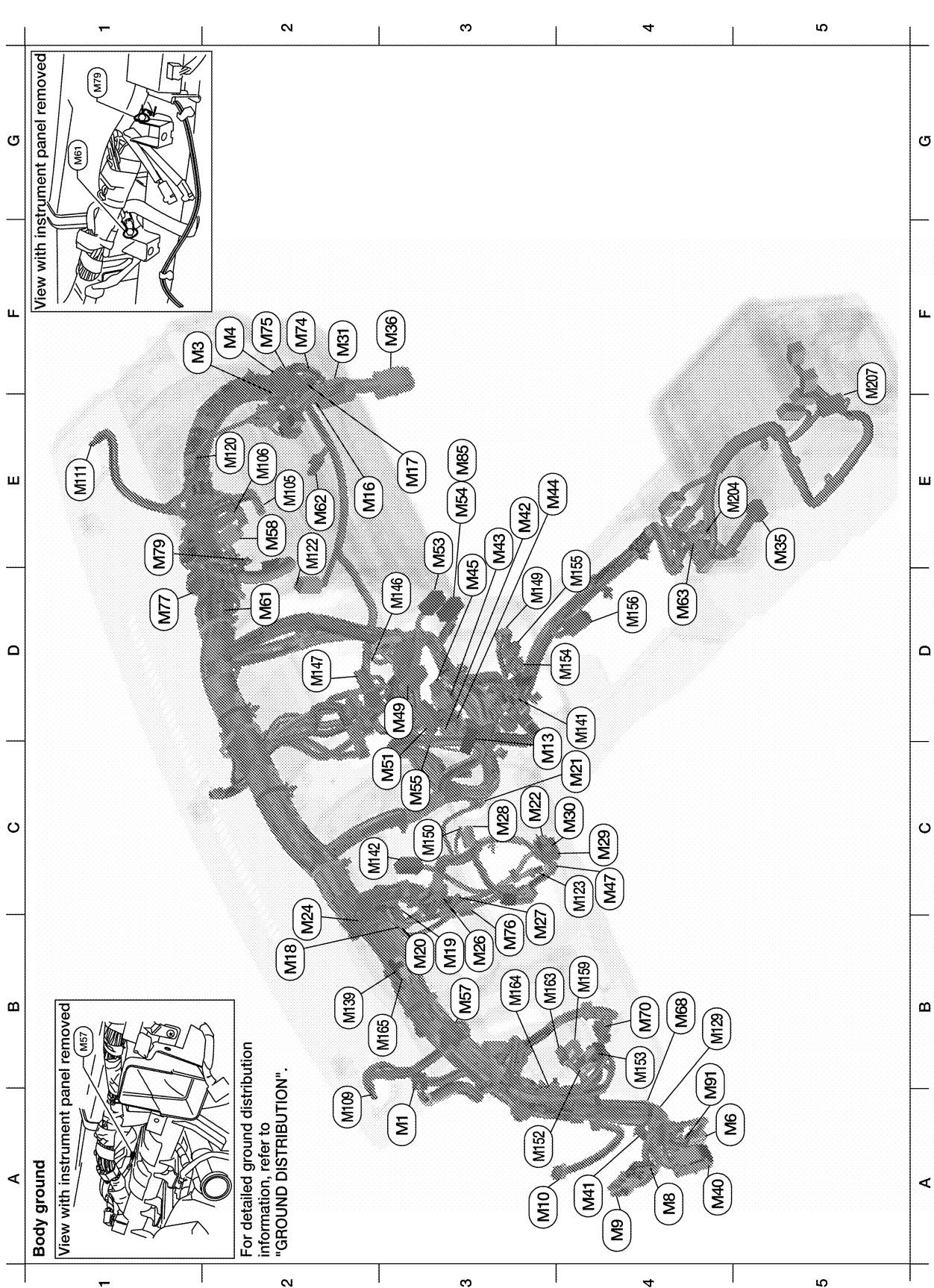
OUTLINE



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HARNESS

MAIN HARNESS



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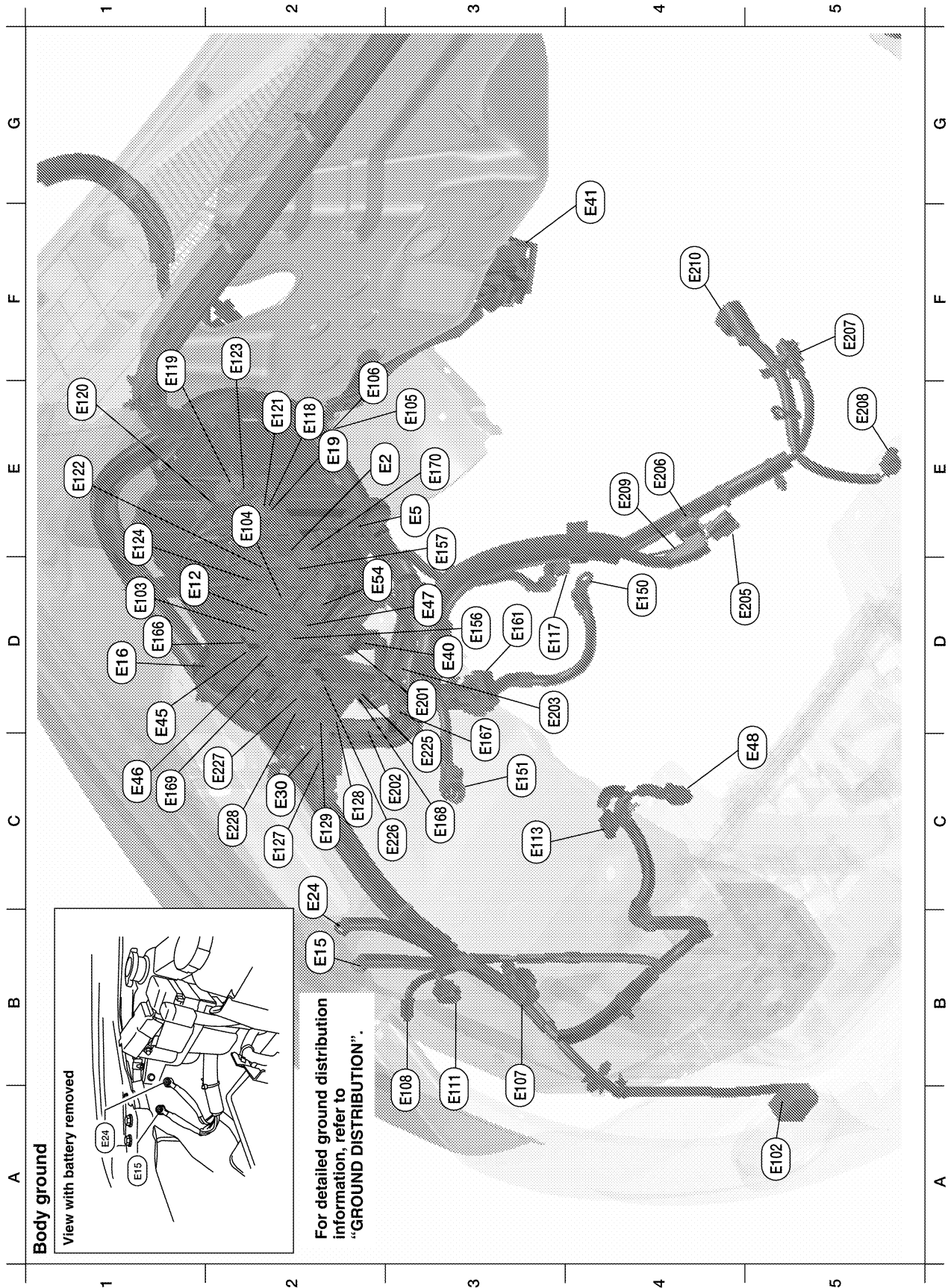
HARNESS

A3	M1	W/12	: To R1	E2	M62	B/2	: Front blower motor
F1	M3	W/8	: Fuse block (J/B)	D4	M63	W/6	: To M204
F2	M4	W/16	: Fuse block (J/B)	B4	M68	V/1	: To M250 (with XM satellite radio tuner)
A4	M6	W/6	: To E10	B4	M68	BR/1	: To M250 (with Sirius satellite radio tuner)
A4	M8	W/16	: To D2	B4	M70	W/26	: Differential lock control unit
A4	M9	W/24	: To D1	F2	M74	W/16	: To D102
A3	M10	Y/4	: To E29	F2	M75	W/12	: To D101
C3	M13	W/3	: Front passenger air bag OFF indicator	B3	M76	W/6	: Electric brake (pre-wiring)
E2	M16	W/12	: To B162	D1	M77	Y/4	: Front passenger air bag module (service replacement)
E3	M17	W/16	: To B163	E1	M79	—	: Body ground
B2	M18	W/40	: BCM (body control module)	E3	M85	W/4	: Aux in jack
B3	M19	W/15	: BCM (body control module)	B4	M91	W/16	: To E26
B3	M20	B/15	: BCM (body control module)	E2	M105	Y/2	: Front passenger air bag module
C4	M21	W/4	: NATS antenna amp.	E2	M106	O/2	: Front passenger air bag module
C3	M22	W/16	: Data link connector	A2	M109	BR/2	: Front tweeter LH
B2	M24	W/40	: Combination meter	E1	M111	BR/2	: Front tweeter RH
B3	M26	W/6	: Ignition switch	E2	M120	W/4	: Remote keyless entry receiver
C3	M27	W/2	: Key switch	E2	M122	B/4	: Front blower motor resistor
C3	M28	W/16	: Combination switch	C4	M123	W/2	: Tire pressure warning check connector
C4	M29	Y/6	: Combination switch (spiral cable)	B4	M129	V/1	: Satellite radio tuner (with XM satellite radio tuner)
C4	M30	GR/8	: Combination switch (spiral cable)	B4	M129	BR/1	: Satellite radio tuner (with Sirius satellite radio tuner)
F2	M31	SMJ	: To E152	B2	M139	B/2	: Diode-1
E5	M35	Y/28	: Air bag diagnosis sensor unit	D4	M141	GR/8	: 4WD shift switch
F3	M36	SMJ	: To B149	C2	M142	B/6	: Mode door motor
A4	M40	SMJ	: To B69	D3	M146	B/2	: Intake sensor
A4	M41	W/16	: Satellite radio tuner	D2	M147	B/6	: Air mix door motor (front)
A4	M41	W/16	: Pre-wiring for satellite radio tuner	D3	M149	W/6	: Differential lock control unit
E3	M42	W/12	: Audio unit	C3	M150	W/2	: Ignition keyhole illumination
E3	M43	W/10	: Audio unit	A3	M152	W/26	: Transfer case control unit
E3	M44	W/6	: Audio unit	B4	M153	W/24	: Transfer case control unit
D3	M45	W/16	: Audio unit	D4	M154	GR/6	: VDC off switch
C4	M47	W/8	: Steering angle sensor	D4	M155	W/8	: HDC switch
D3	M49	B/26	: Front air control	D4	M156	W/10	: A/T device
C3	M51	W/8	: Front blower switch	B4	M159	W/16	: Door mirror remote control switch
E3	M53	B/2	: Lower front power socket	B3	M163	W/8	: Clutch interlock cancel switch
E3	M54	GR/2	: Upper front power socket	B3	M164	B/5	: Clutch interlock cancel relay 1
C3	M55	W/4	: Hazard switch	B3	M165	B/2	: Diode-7
B3	M57	—	: Body ground	Console sub-harness			
E2	M58	B/6	: Intake door motor	E4	M204	W/6	: To M63
D2	M61	—	: Body ground	F5	M207	B/2	: Console power socket

HARNESS

ENGINE ROOM HARNESS (RH VIEW)

Engine Compartment



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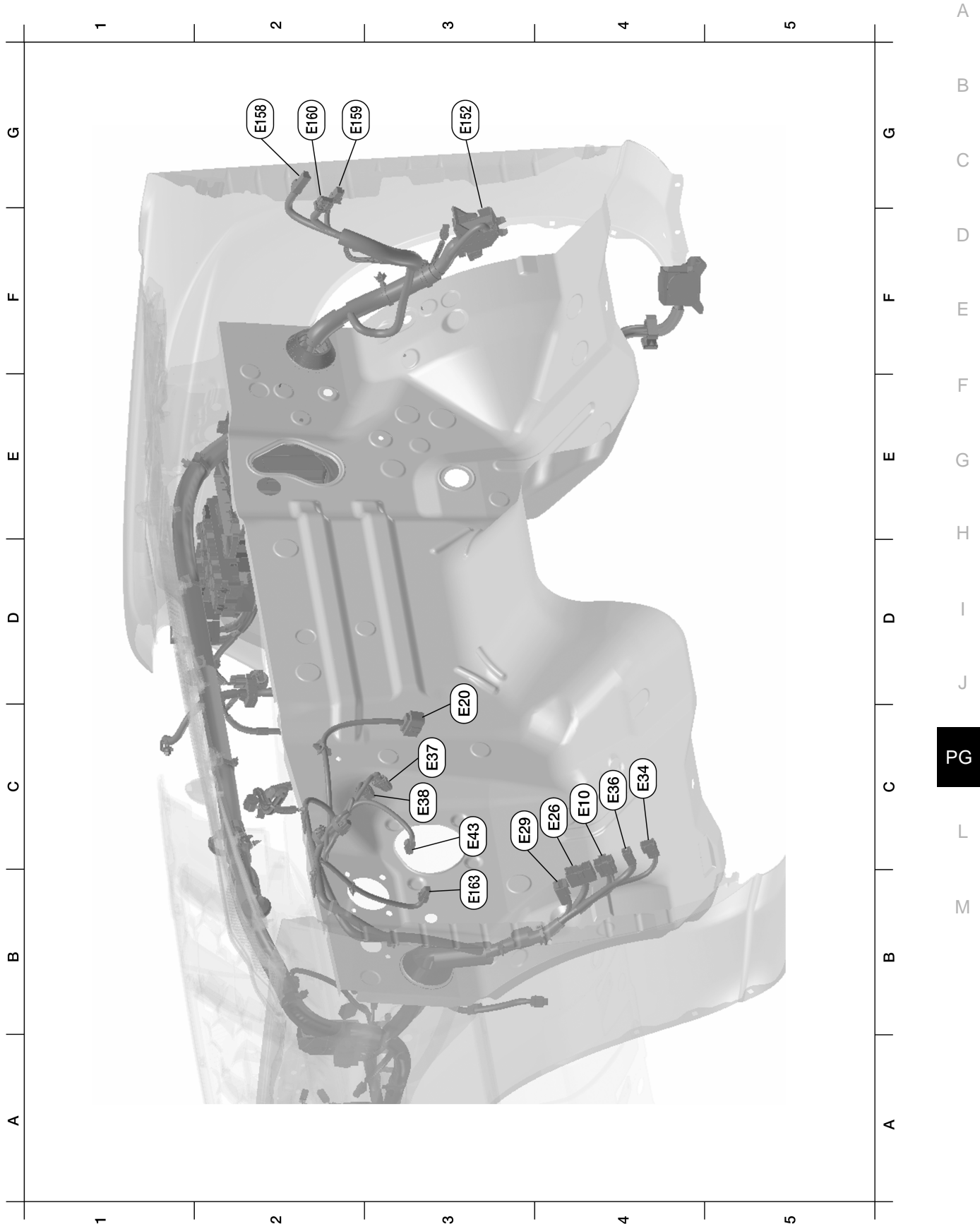
Refer to [PG-51, "ENGINE ROOM HARNESS \(LH VIEW\)"](#) for continuation of engine room harness.

HARNESS

E2	E2	W/16	: To F32	E1	E124	B/6	: IPDM E/R (intelligent power distribution module engine room)
E3	E5	W/24	: To F14	C2	E127	—	: Fusible link box (battery)
D1	E12	L/5	: Stop lamp relay	C2	E128	GR/2	: Fusible link box (battery)
B2	E15	—	: Body ground	C2	E129	BR/2	: Fusible link box (battery)
D1	E16	B/40	: ECM	D4	E150	—	: Battery ground
E2	E19	W/16	: To F33	C3	E151	—	: Negative battery cable
C2	E24	—	: Body ground	D3	E156	L/4	: Transfer shut off relay 1
C2	E30	—	: Fusible link box (battery)	D3	E157	L/4	: Transfer shut off relay 2
D3	E40	GR/9	: To E201	D3	E161	B/3	: Battery current sensor
G4	E41	SMJ	: To C1	D1	E166	BR/6	: Clutch interlock cancel relay 2 (with M/T)
D1	E45	BR/6	: Back-up lamp relay (with A/T)	C3	E167	B/2	: Diode-3
C1	E46	B/5	: Transfer shift high relay	C3	E168	W/2	: To E225
D3	E47	B/5	: Transfer shift low relay	C1	E169	L/4	: Trailer turn relay LH
C5	E48	B/3	: Refrigerant pressure sensor	E3	E170	L/4	: Trailer turn relay RH
D2	E54	BR/6	: Front blower motor relay	Generator sub-harness			
A5	E102	B/2	: Front fog lamp RH	D3	E201	GR/9	: To E40
D1	E103	B/5	: Daytime light relay 1	C3	E202	B/1	: To fuse and fusible link box
E2	E104	L/4	: Daytime light relay 2	C3	E203	—	: Body ground
F3	E105	B/2	: Front and rear washer motor	D5	E205	GR/3	: Generator
F2	E106	BR/2	: Washer fluid level switch	C3	E206	—	: Generator
A3	E107	B/3	: Front combination lamp RH (head lamp)	F5	E207	GR/1	: Starter motor
A3	E108	GR/2	: Front combination lamp RH (side marker)	E5	E208	GR/1	: Oil pressure switch
A3	E111	GR/3	: Front combination lamp RH (parking /turn signal lamp)	E4	E209	—	: Generator
C3	E113	GR/4	: Cooling fan motor	F4	E210	—	: Starter motor
D3	E117	GR/2	: Front wheel sensor RH	Trailer tow relay sub-harness			
E2	E118	B/2	: IPDM E/R (intelligent power distribution module engine room)	C3	E225	W/12	: To E168
F1	E119	W/18	: IPDM E/R (intelligent power distribution module engine room)	C3	E226	L/4	: Back-up lamp relay (with M/T)
E1	E120	W/6	: IPDM E/R (intelligent power distribution module engine room)	C2	E227	L/4	: Trailer tow relay 1
E2	E121	BR/12	: IPDM E/R (intelligent power distribution module engine room)	C2	E228	BR/6	: Trailer tow relay 2
E1	E122	W/12	: IPDM E/R (intelligent power distribution module engine room)				
F2	E123	BR/8	: IPDM E/R (intelligent power distribution module engine room)				

HARNESS

Passenger Compartment



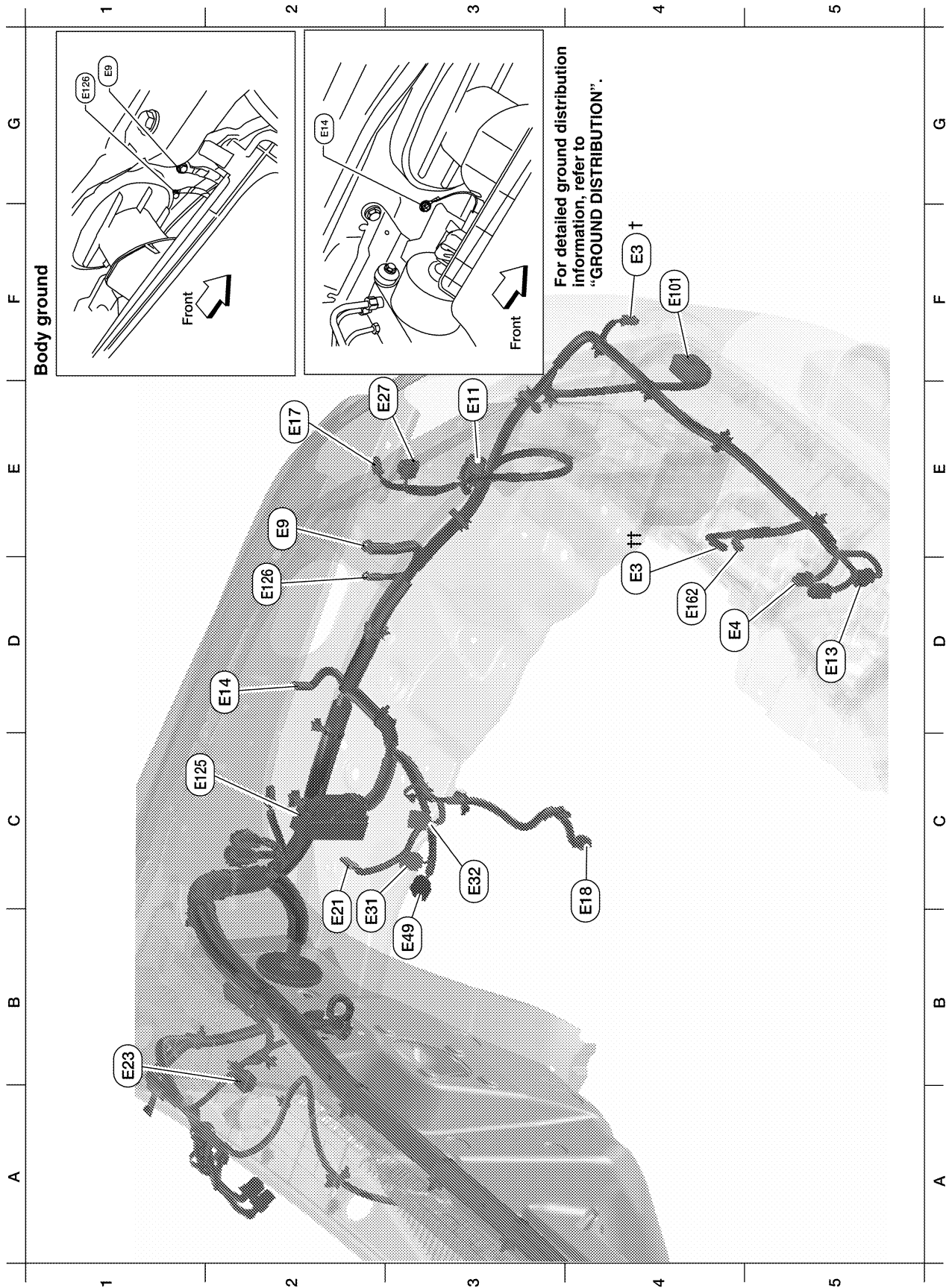
WKIA5055E

HARNESS

C4	E10	W/6	: To M6	C3	E38	W/4	: Stop lamp switch (with A/T)
D3	E20	B/6	: Accelerator pedal position (APP) sensor	C3	E43	L/2	: ASCD clutch switch
C4	E26	W/16	: To M91	G3	E152	SMJ	: To M31
C3	E29	Y/4	: To M10	G2	E158	B/1	: Fuse block (J/B)
C4	E34	W/8	: To B40	G2	E159	B/2	: Fuse block (J/B)
C4	E36	W/2	: To B42	G2	E160	W/8	: Fuse block (J/B)
C3	E37	BR/2	: ASCD brake switch	B3	E163	L/2	: Clutch interlock switch

HARNESS

ENGINE ROOM HARNESS (LH VIEW) Engine Compartment



LKIA0846E

Refer to [PG-47, "ENGINE ROOM HARNESS \(RH VIEW\)"](#) for continuation of engine room harness.

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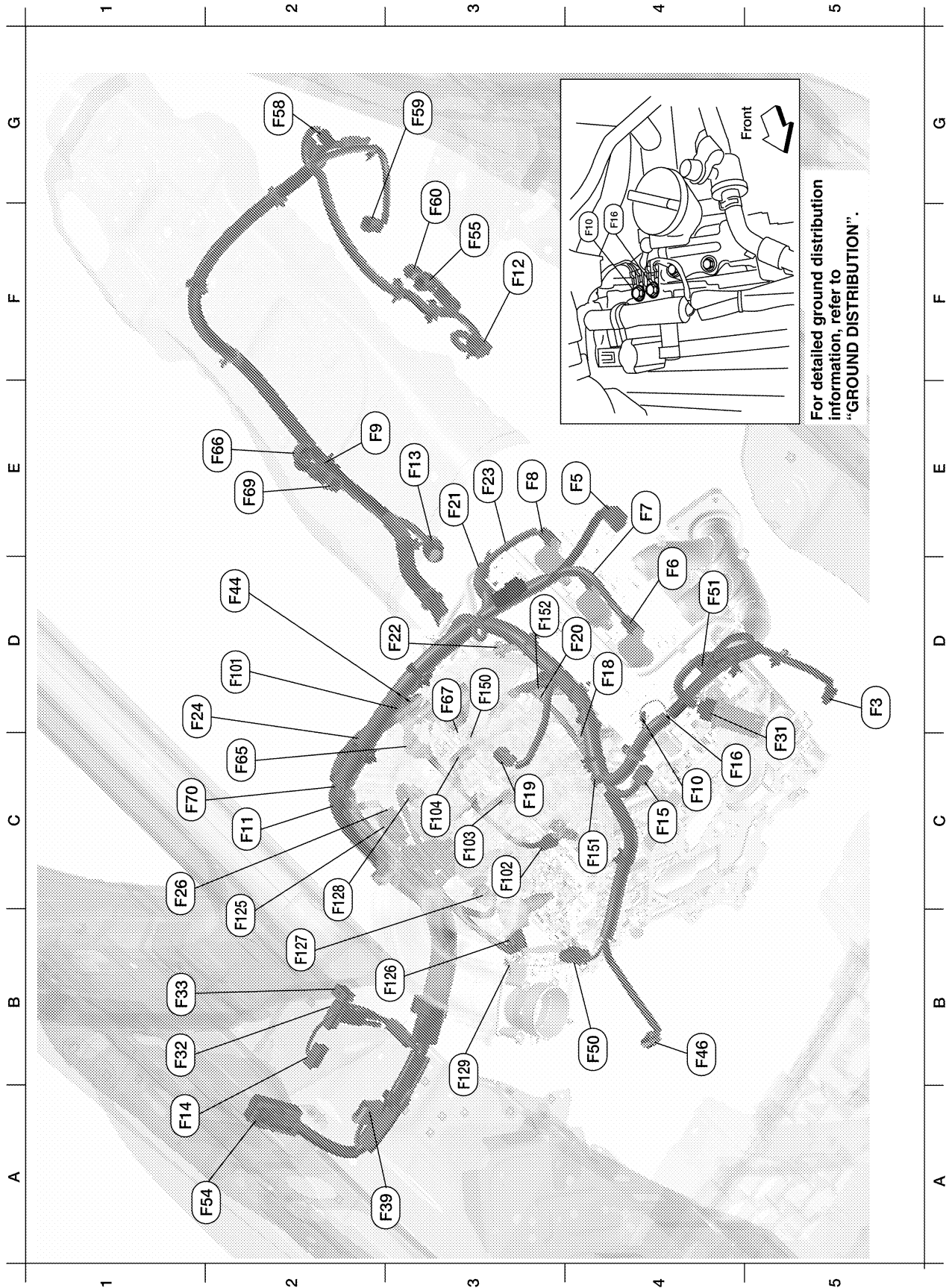
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HARNESS

F4	E3†	B/2	: Horn (with dual note horn)	B1	E23	GR/5	: Front wiper motor
D4	E3††	B/1	: Horn (without dual note horn)	E2	E27	GR/3	: Front combination lamp LH (parking/turn signal)
D4	E4	Y/2	: Crash zone sensor	B2	E31	B/3	: Front pressure sensor
E2	E9	—	: Body ground	C3	E32	B/3	: Rear pressure sensor
E3	E11	B/3	: Front combination lamp LH (head lamp)	B3	E49	B/6	: Active booster
D5	E13	GR/2	: Ambient sensor 2	F4	E101	B/2	: Front fog lamp LH
D2	E14	—	: Body ground	C1	E125	B/47	: ABS actuator and electric unit (control unit)
E2	E17	GR/2	: Front combination lamp LH (side marker)	D2	E126	—	: Body ground
C4	E18	GR/2	: Front wheel sensor LH	D4	E162	B/1	: Horn (with single note horn)
B2	E21	GR/2	: Brake fluid level switch				

HARNESS

ENGINE CONTROL HARNESS



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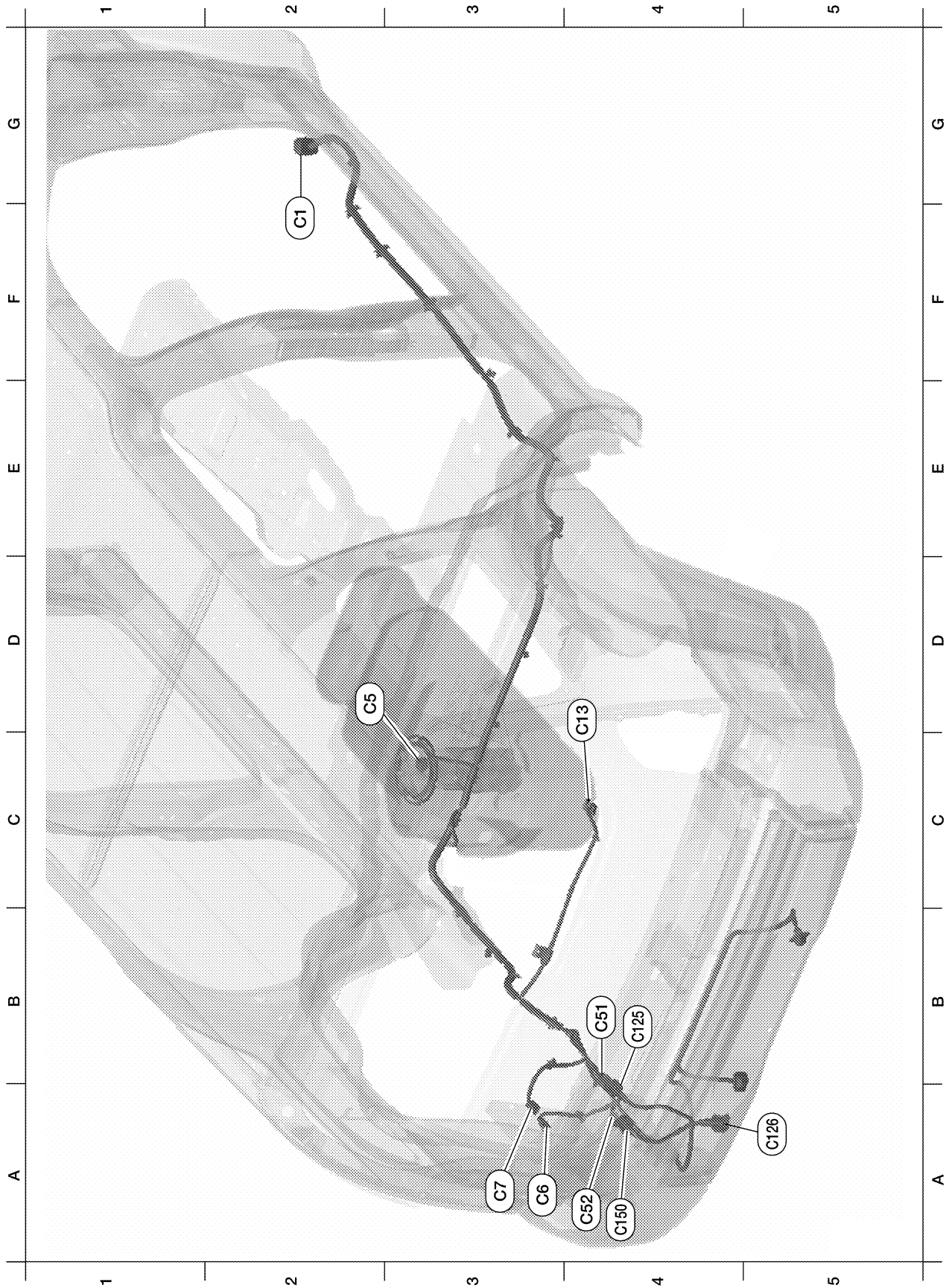
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HARNESSES

D5	F3	B/1	: A/C Compressor	B4	F50	B/6	: Electric throttle control actuator
E4	F5	GR/4	: Air fuel ratio (A/F) sensor 1 (bank 2)	D4	F51	G/2	: Intake valve timing control solenoid valve (bank 2)
D4	F6	GR/3	: Ignition coil No. 2 (with power transistor)	A1	F54	B/81	: ECM
E4	F7	GR/3	: Ignition coil No. 4 (with power transistor)	F3	F55	B/2	: ATP switch
E3	F8	GR/3	: Ignition coil No. 6 (with power transistor)	G2	F58	B/8	: Transfer control device (actuator motor)
E2	F9	G/10	: A/T assembly	G3	F59	B/2	: Wait detection switch
C4	F10	—	: Engine ground	G3	F60	GR/2	: 4LO switch
C2	F11	B/3	: Crankshaft position sensor (POS)	C2	F65	GR/4	: Air fuel ratio (A/F) sensor 1 (bank 1)
F3	F12	G/4	: Heated oxygen sensor 2 (bank 2)	E2	F66	B/2	: Park/neutral position switch (with M/T)
E3	F13	L/4	: Heated oxygen sensor 2 (bank 1)	D3	F67	L/4	: To F150
A1	F14	W/24	: To E5	E2	F69	W/2	: Back up lamp switch
C4	F15	L/2	: EVAP canister purge volume control solenoid valve	C1	F70	G/3	: Camshaft position sensor (PHASE) (bank 1)
C4	F16	—	: Engine ground	Injector sub-harness			
D4	F18	GR/2	: Fuel injector No. 2	D2	F101	GR/4	: To F44
C3	F19	B/2	: VIAS control solenoid valve	C3	F102	GR/2	: Fuel injector No. 1
D4	F20	GR/2	: Fuel injector No. 4	C3	F103	GR/2	: Fuel injector No. 3
E3	F21	GR/2	: Condenser-1	C3	F104	GR/2	: Fuel injector No. 5
D3	F22	GR/2	: Fuel injector No. 6	Ignition coil sub-harness			
E3	F23	B/3	: Camshaft position sensor (PHASE) (bank 2)	B2	F125	G/8	: To F26
D1	F24	GR/2	: Engine coolant temperature sensor	B3	F126	GR/3	: Ignition coil No. 1 (with power transistor)
C1	F26	G/8	: To F125	B2	F127	GR/3	: Ignition coil No. 3 (with power transistor)
C3	F27	B/1	: Starter motor (not shown, lower RH of engine)	C2	F128	GR/3	: Ignition coil No. 5 (with power transistor)
C5	F31	B/6	: Mass air flow sensor	B3	F129	G/2	: Intake valve timing control solenoid valve (bank 1)
B1	F32	W/16	: To E2	Knock sensor sub-harness			
B1	F33	W/16	: To E19	D3	F150	L/4	: To F67
A3	F39	—	: Fusible link box (battery)	C4	F151	B/2	: Knock sensor (bank 1)
D2	F44	GR/4	: To F101	D3	F152	B/2	: Knock sensor (bank 2)
B4	F46	B/3	: Power steering pressure sensor				

HARNESS

CHASSIS HARNESS



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HARNESSES

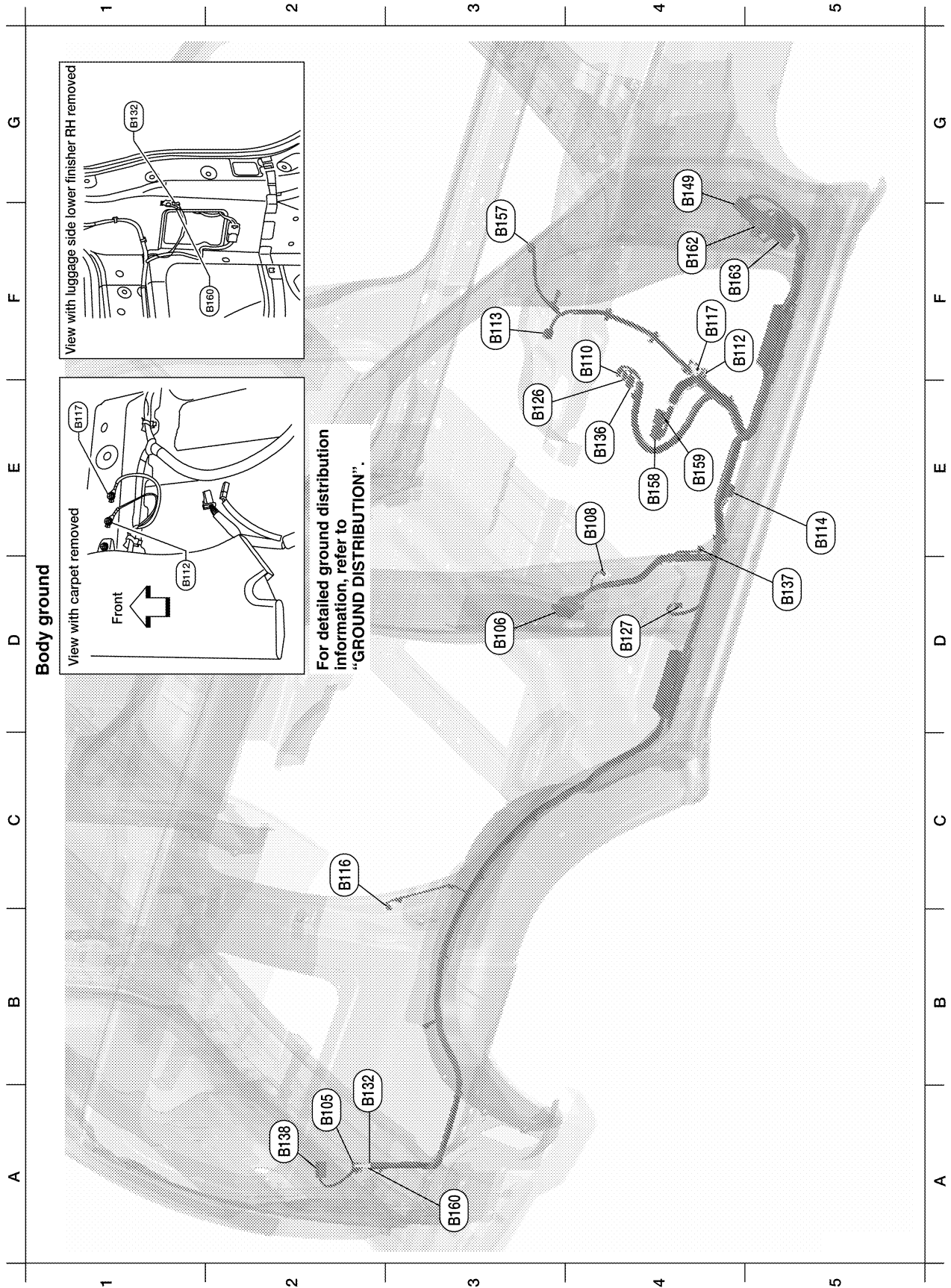
F2	C1	SMJ	: To E41	Differential Sub-harness			
D2	C5	GR/5	: Fuel level sensor unit and fuel pump	C3	C115	GR/4	: To C14
A3	C6	B/2	: EVAP canister vent control valve	C4	C116	GR/2	: Differential lock position switch
A3	C7	GR/3	: EVAP control system pressure sensor	C4	C117	B/2	: Differential lock solenoid
E4	C10	G/2	: Rear wheel sensor RH	Trailer Sub-harness			
C3	C11	G/2	: Rear wheel sensor LH	B4	C125	GR/6	:To C51
A4	C12	W/2	: License plate lamp	A5	C126	B/7	: Trailer
B3	C14	GR/4	: To C115	A4	C150	B/2	: To C52
B4	C51	GR/6	: To C125				
A4	C52	B/2	: To C150				

HARNESSES

B5	B5	—	: Body ground (LH satellite sensor)	A4	B40	W/8	: To E34
D4	B6	W/12	: To D201	B5	B42	W/2	: To E36
B5	B7	—	: Body ground	G1	B48	W/6	: To D402
C4	B8	W/3	: Front door switch LH	G2	B50	W/2	: To D410
B3	B9	Y/12	: Air bag diagnosis sensor unit	A4	B69	SMJ	: To M40
C4	B10	Y/2	: Front LH side air bag module	C5	B72	W/8	: Subwoofer (with audio amplifier)
C4	B12	W/3	: Seat belt buckle switch LH	B4	B73	B/6	: Yaw rate/side/decel G sensor
D5	B14	Y/2	: Front LH seat belt pre-tensioner	A4	B78	Y/2	: To B157
C5	B15	Y/2	: LH side air bag (satellite) sensor	A3	B80	W/2	: Vanity lamp LH
E2	B18	W/3	: Rear door switch LH	A2	B81	W/2	: Vanity lamp RH
G2	B19	—	: Body ground	A1	B82	Y/2	: RH side front curtain air bag module
G3	B35	W/6	: Rear combination lamp LH	B4	B84	B/1	: Parking brake switch
C2	B38	Y/2	: LH side front curtain air bag module	G2	B85	B/1	: Body ground

HARNESS

BODY NO. 2 HARNESS



Body ground

View with carpet removed

Front

View with luggage side lower finisher RH removed

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

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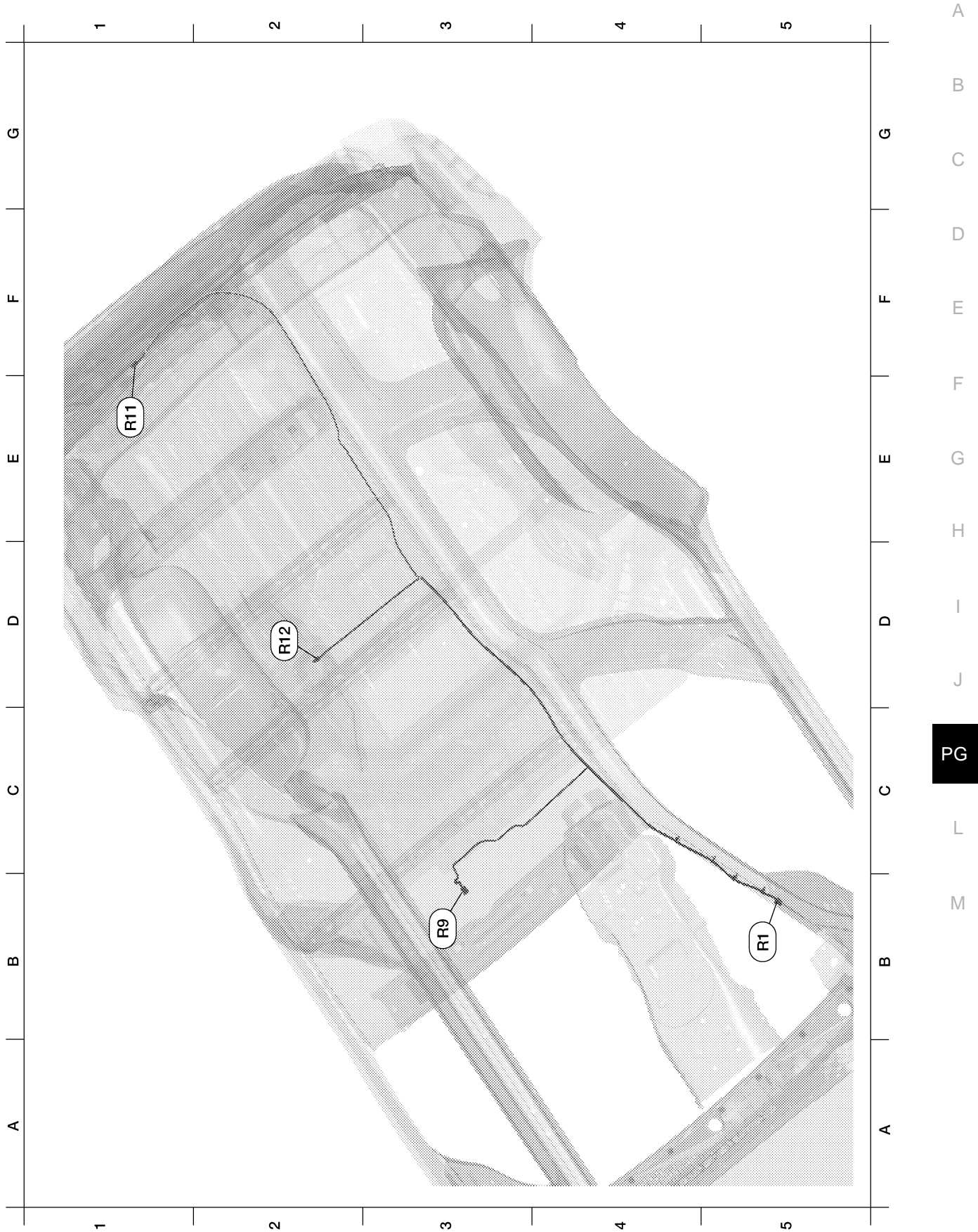
WKIA5894E

HARNESS

A2	B105	W/6	: Rear combination lamp RH	A2	B132	—	: Body ground
D3	B106	W/12	: To D301	E4	B136	W/16	: To P151
E4	B108	W/3	: Front door switch RH	D5	B137	W/3	: Belt tension sensor
F4	B110	W/3	: Seat belt buckle switch RH	A2	B138	B/2	: Rear cargo power socket
F5	B112	—	: Body ground (satellite sensor)	G4	B149	SMJ	: To M36
F3	B113	Y/12	: Air bag diagnosis sensor unit	F3	B157	Y/2	: To B78
E5	B114	Y/2	: RH side air bag (satellite) sensor	E4	B158	W/8	: Audio amplifier
C2	B116	W/3	: Rear door switch RH	E4	B159	W/24	: Audio amplifier
F4	B117	—	: Body ground	A3	B160	—	: Body ground
E3	B126	Y/2	: Front RH side air bag module	F4	B162	W/12	: To M16
D4	B127	Y/2	: Front RH seat belt pre-tensioner	F4	B163	W/16	: To M17

HARNESS

ROOM LAMP HARNESS



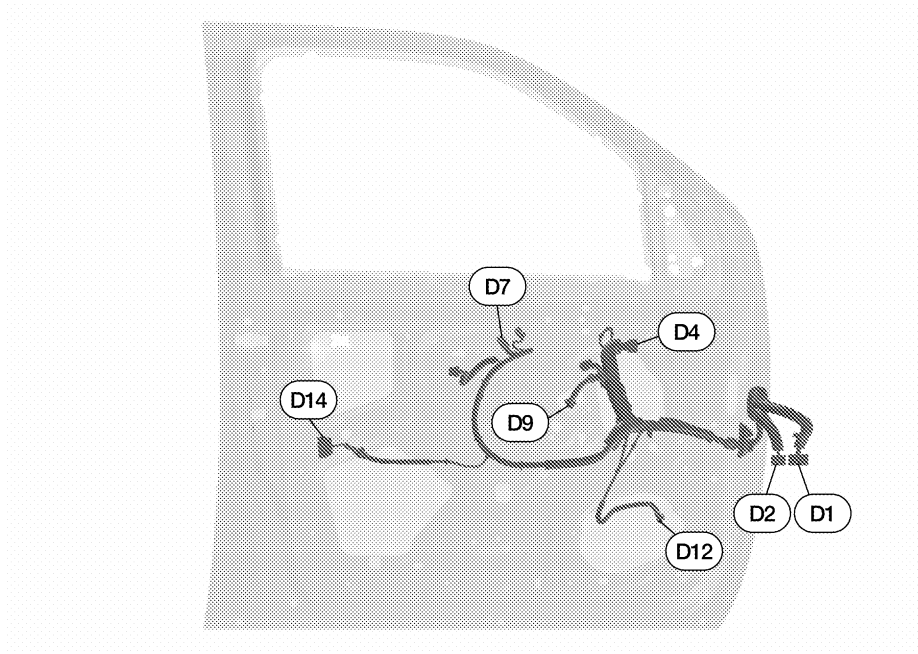
WKIA3985E

HARNESSES

B5	R1	W/12	: To M1	E1	R11	W/2	: Cargo lamp
B3	R9	W/3	: Front room/map lamp assembly	D2	R12	W/2	: Room lamp 2nd row

HARNESS

FRONT DOOR LH HARNESS

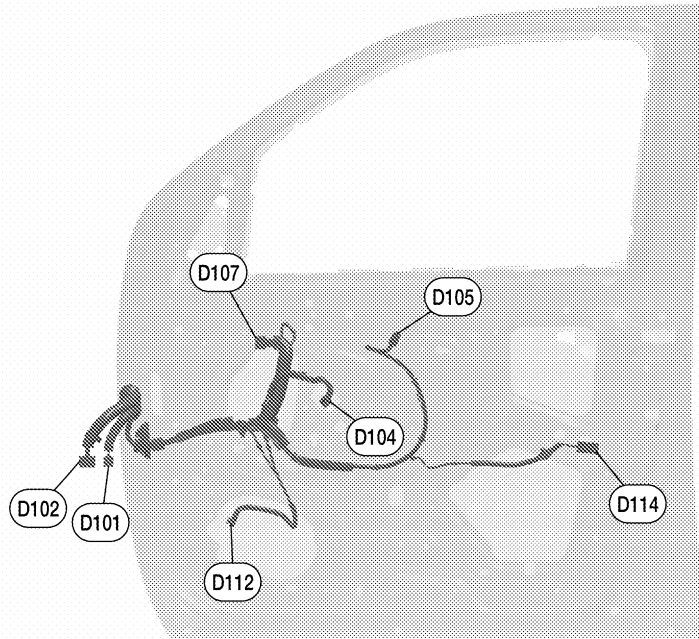


WKIA3986E

D1	W/24	: To M9	D7	W/16	: Main power window and door lock/unlock switch
D2	W/16	: To M8	D9	GR/2	: Front power window motor LH
D4	B/10	: Door mirror LH (with heated mirror)	D12	W/2	: Front door speaker LH
D4	B/3	: Door mirror LH (without heated mirror)	D14	GR/6	: Front door lock assembly LH

HARNESS

FRONT DOOR RH HARNESS

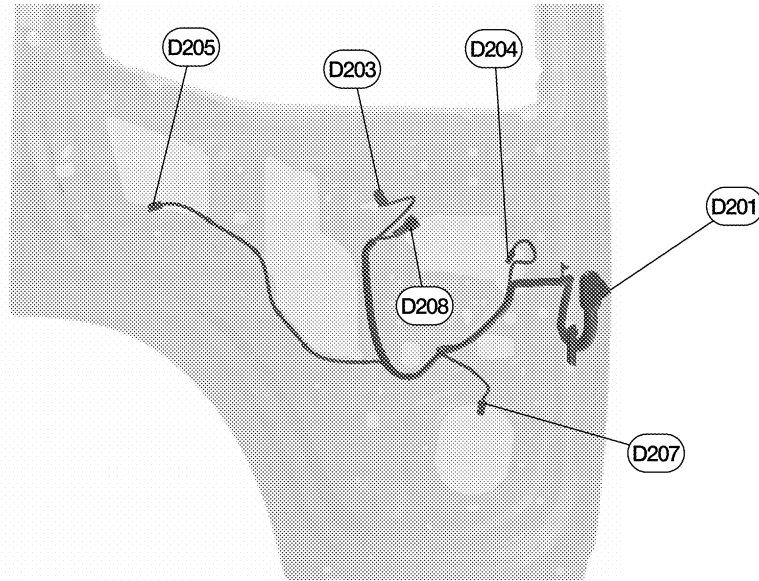


WKIA3987E

D101	W/12	: To M75	D107	B/3	: Door mirror RH (without heated mirror)
D102	W/16	: To M74	D107	B/10	: Door mirror RH (with heated mirror)
D104	GR/2	: Front power window motor RH	D112	W/2	: Front door speaker RH
D105	W/12	: Power window and door lock/unlock switch RH	D114	W/2	: Front door lock actuator RH

HARNESS

REAR DOOR LH HARNESS



WKIA3989E

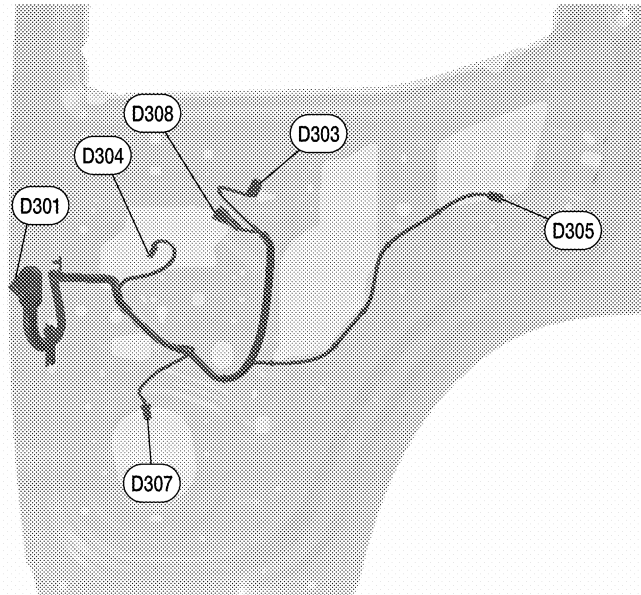
D201	W/12	: To B6	D205	W/2	: Rear door lock actuator LH
D203	W/8	: Rear power window switch LH	D207	W/2	: Rear door speaker LH
D204	B/2	: Rear power window motor LH	D208	BR/2	: Rear door tweeter LH

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HARNESS

REAR DOOR RH HARNESS

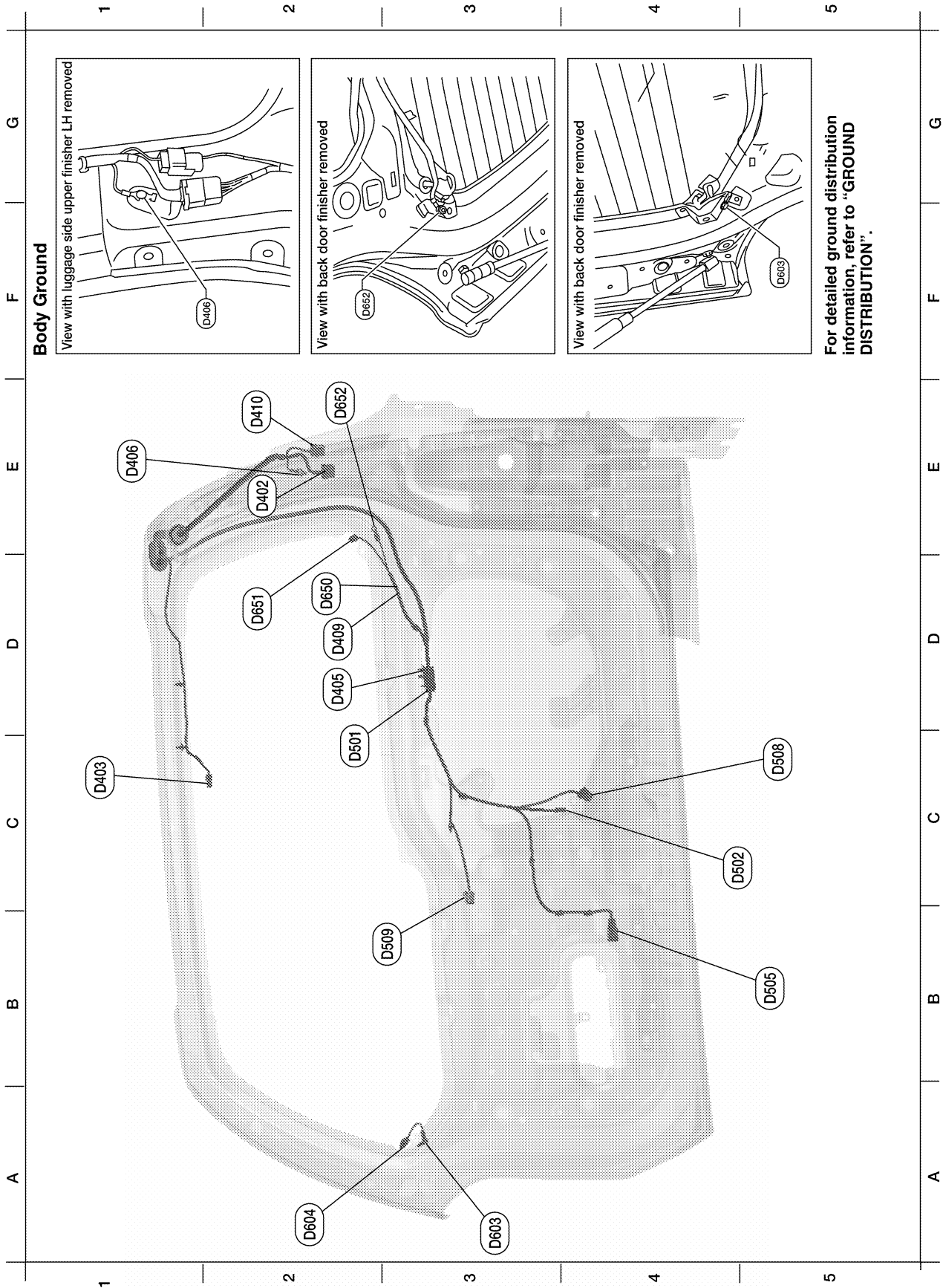


WKIA3988E

D301	W/12	: To B106	D305	W/2	: Rear door lock actuator RH
D303	W/8	: Rear power window switch RH	D307	W/2	: Rear door speaker RH
D304	B/2	: Rear power window motor RH	D308	BR/2	: Rear door tweeter RH

HARNESS

BACK DOOR HARNESS



WKIA3990E

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HARNESSES

Back door No. 2 harness				Rear window sub-harness			
E2	D402	W/6	: To B48	B5	D505	BR/3	: Back door key cylinder switch
C1	D403	W/2	: High mounted stop lamp	C5	D508	W/4	: Back door lock actuator
D2	D405	W/8	: To D501	B3	D509	W/4	: Rear wiper motor
E1	D406	—	: Body ground	A3	D603	—	: Body ground (defogger)
D2	D409	W/2	: To D650	A2	D604	B/1	: Rear window defogger
E2	D410	W/2	: To B50	Rear window defogger sub-harness			
Back door harness				D2	D650	W/2	: To D409
C2	D501	W/8	: To D405	D2	D651	B/1	: Rear window defogger
C5	D502	W/3	: Back door switch	E2	D652	—	: Body ground

HARNESSES

EKS00DNV

Wiring Diagram Codes (Cell Codes)

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
A/C,M	MTC	Manual Air Conditioner
AF1B1	EC	Air Fuel Ratio (A/F) Sensor 1 Bank 1
AF1B2	EC	Air Fuel Ratio (A/F) Sensor 1 Bank 2
AF1HB1	EC	Air Fuel Ratio (A/F) Sensor 1 Heater Bank 1
AF1HB2	EC	Air Fuel Ratio (A/F) Sensor 1 Heater Bank 2
APPS1	EC	Accelerator Pedal Position Sensor
APPS2	EC	Accelerator Pedal Position Sensor
APPS3	EC	Accelerator Pedal Position Sensor
ASC/BS	EC	ASCD Brake Switch
ASC/SW	EC	ASCD Steering Switch
ASCB0F	EC	ASCD Brake Switch
ASCIND	EC	ASCD Indicator
AT/IND	DI	A/T Indicator Lamp
AUDIO	AV	Audio
B/COMP	DI	Combination Meter Board Computer
BACK/L	LT	Back-up Lamp
BRK/SW	EC	Brake Switch
CAN	AT	CAN Communication Line
CAN	EC	CAN Communication Line
CAN	LAN	CAN System
CHARGE	SC	Charging System
CHIME	DI	Warning Chime
COOL/F	EC	Cooling Fan Control
COMBSW	LT	Combination Switch
CUR/SE	EC	Battery Current Sensor
D/LOCK	BL	Power Door Lock
DEF	GW	Rear Window Defogger
DIFLOC	RFD	Electronic Locking Differential
DTRL	LT	Headlamp - With Daytime Light System
ECM/PW	EC	ECM Power Supply for Back-Up
ECTS	EC	Engine Coolant Temperature Sensor
ETC1	EC	Electric Throttle Control Function
ETC2	EC	Throttle Control Motor Relay
ETC3	EC	Throttle Control Motor
F/FOG	LT	Front Fog Lamp
F/PUMP	EC	Fuel Pump
FTS	AT	A/T Fluid Temperature Sensor
FTTS	EC	Fuel Tank Temperature Sensor
FUELB1	EC	Fuel Injection System Bank 1
FUELB2	EC	Fuel Injection System Bank 2
H/LAMP	LT	Headlamp
HORN	WW	Horn
IATS	EC	Intake Air Temperature Sensor
IGNSYS	EC	Ignition System
ILL	LT	Illumination
INJECT	EC	Injectors
INT/L	LT	Room/Map, Vanity, Cargo, and Personal Lamps

HARNESSES

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	AT	Main Power Supply and Ground Circuit
MAIN	EC	Main Power Supply and Ground Circuit
METER	DI	Speedometer, Tachometer, Temp. and Fuel Gauges
MIL/DL	EC	Malfunction Indicator Lamp
MIRROR	GW	Door Mirror
NATS	BL	Nissan Anti-Theft System
NONDTC	AT	Non-Detective Items
O2H2B1	EC	Rear Heated Oxygen Sensor 2 Heater Bank 1
O2H2B2	EC	Rear Heated Oxygen Sensor 2 Heater Bank 2
O2S2B1	EC	Heated Oxygen Sensor 2 Bank 1
O2S2B2	EC	Heated Oxygen Sensor 2 Bank 2
P/SCKT	WW	Power Socket
PGC/V	EC	EVAP Canister Purge Volume Control Solenoid Valve
PHSB1	EC	Camshaft Position Sensor (PHASE) (Bank 1)
PHSB2	EC	Camshaft Position Sensor (PHASE) (Bank 1)
PNP/SW	AT	Park/Neutral Position Switch
PNP/SW	EC	Park/Neutral Position Switch
POS	EC	Crankshaft Position Sensor (POS)
POWER	PG	Power Supply Routing
PRE/SE	EC	EVAP Control System Pressure Sensor
PS/SEN	EC	Power Steering Pressure Sensor
RP/SEN	EC	Refrigerant Pressure Sensor
SEN/PW	EC	Sensor Power Supply
SHIFT	AT	A/T Shift Lock System
SRS	SRS	Supplemental Restraint System
STSIG	AT	Start Signal Circuit
START	SC	Starting System
STOP/L	LT	Stop Lamp
T/TOW	LT	Trailer Tow
T/WARN	WT	Low Tire Pressure Warning System
TAIL/L	LT	Parking, License and Tail Lamps
T/F	TF	Transfer Case
TPS1	EC	Throttle Position Sensor
TPS2	EC	Throttle Position Sensor
TPS3	EC	Throttle Position Sensor
TURN	LT	Turn Signal and Hazard Warning Lamps
VDC	BRC	Vehicle Dynamic Control System
VEHSEC	BL	Vehicle security (theft warning) system
VENT/V	EC	EVAP Canister Vent Control Valve
VIAS	EC	Variable Air Induction Control System
VIAS/V	EC	Variable Air Induction Control System Valve
VSSA/T	AT	Vehicle Speed Sensor A/T (Revolution Sensor)
WARN	DI	Warning Lamps
WINDOW	GW	Power Window
WIP/R	WW	Rear Wiper and Washer
WIPER	WW	Front Wiper and Washer

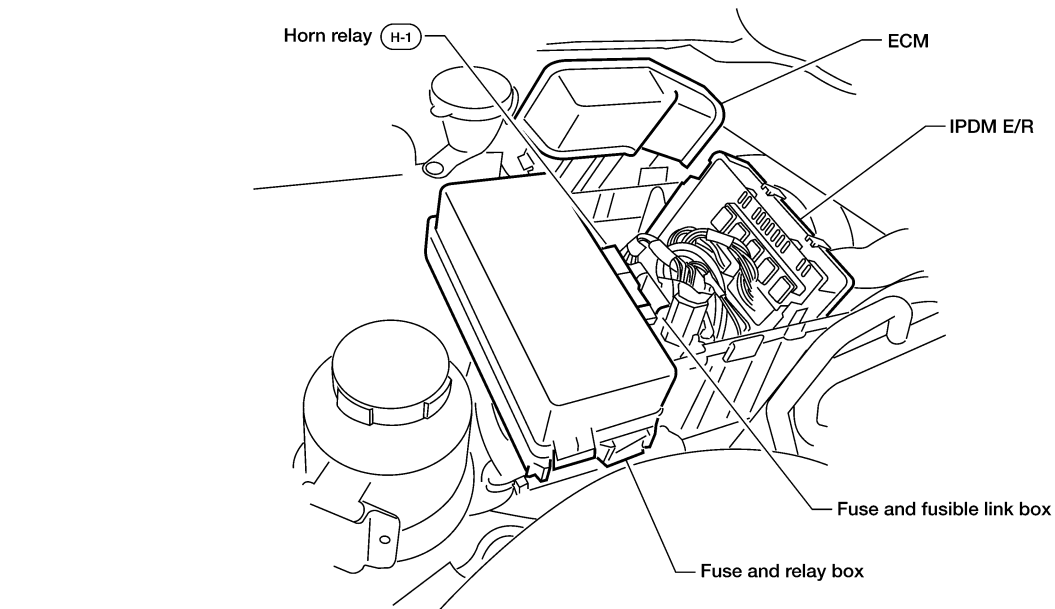
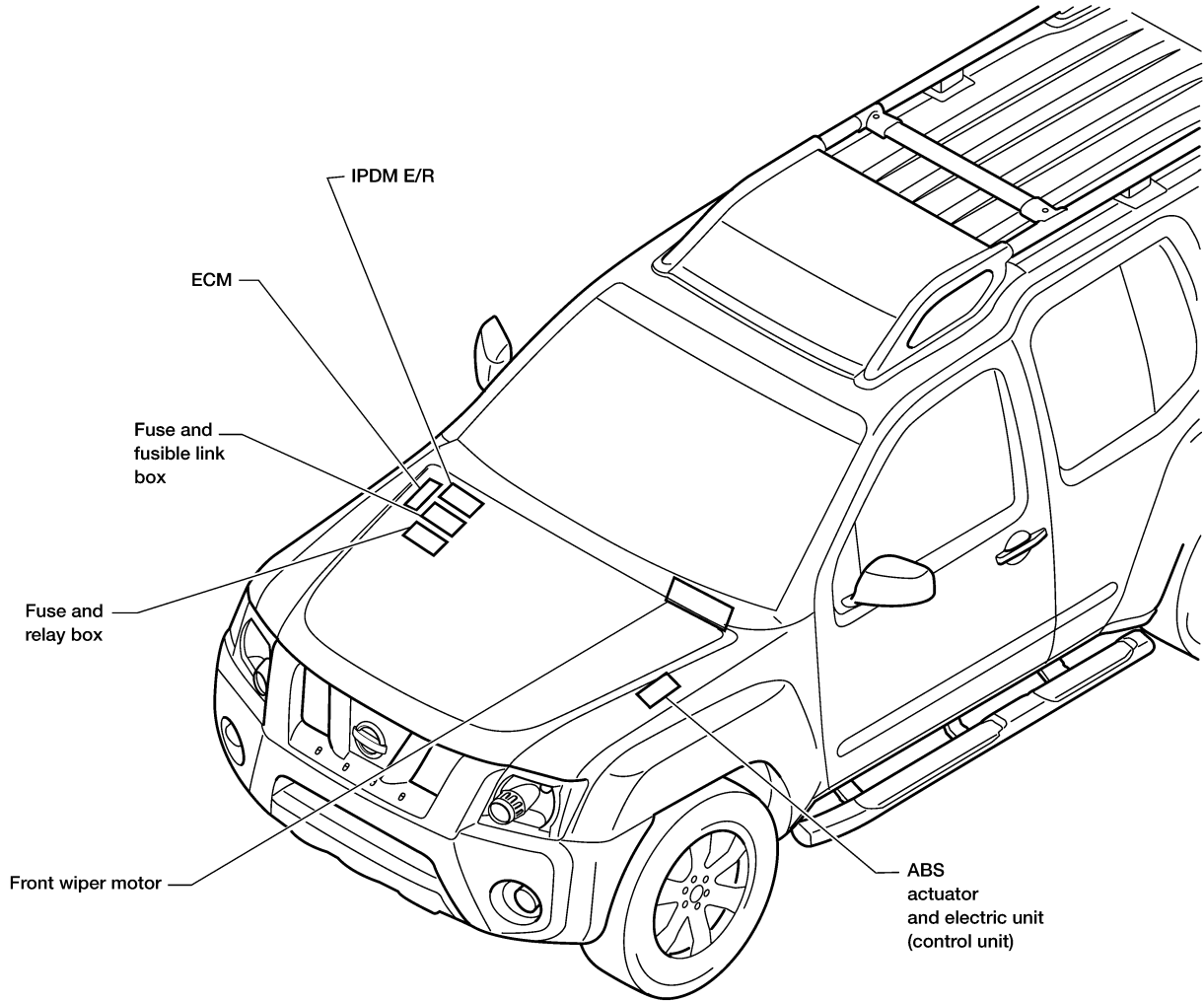
ELECTRICAL UNITS LOCATION

ELECTRICAL UNITS LOCATION

PFP:25230

Electrical Units Location ENGINE COMPARTMENT

EKS00DNW



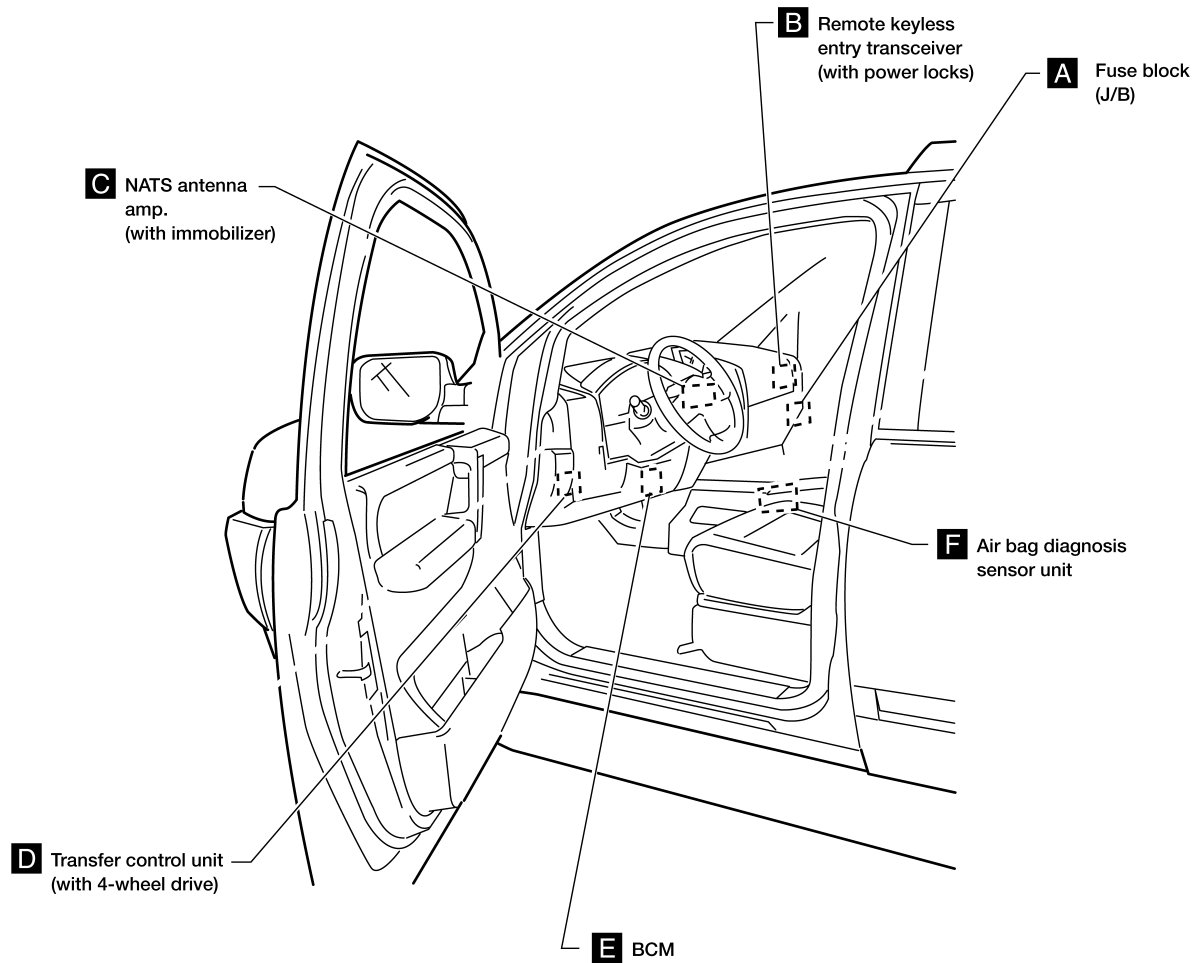
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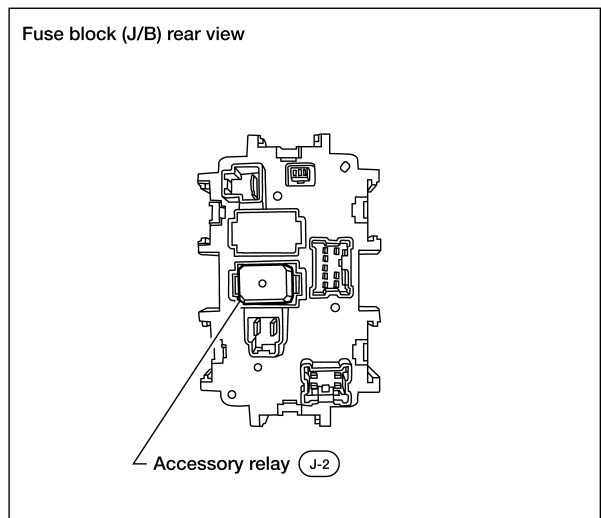
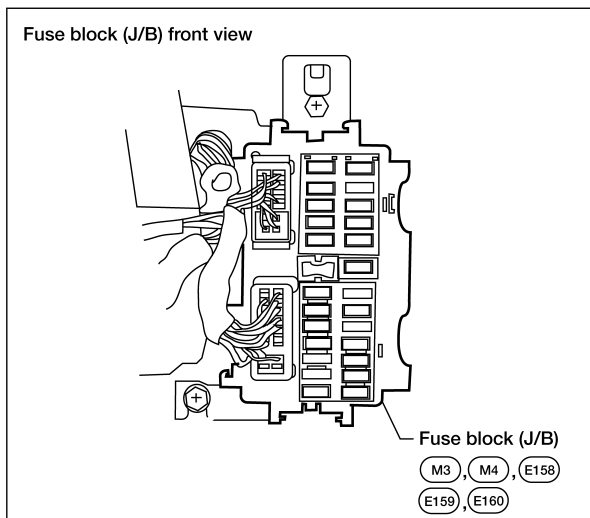
L
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ELECTRICAL UNITS LOCATION

PASSENGER COMPARTMENT



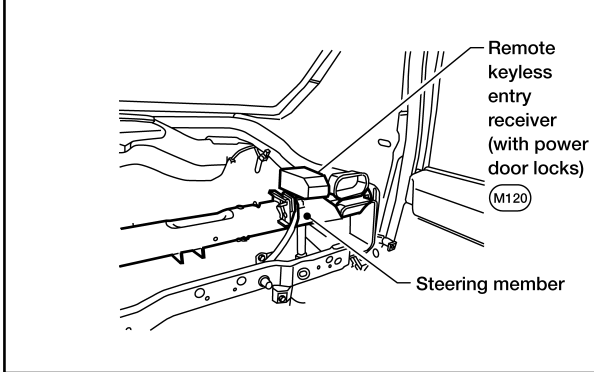
A Instrument panel side RH



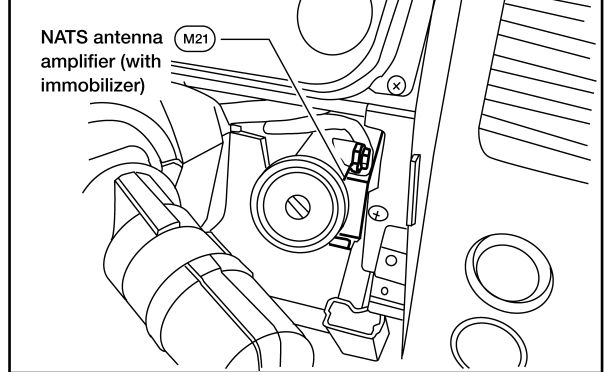
WKIA5071E

ELECTRICAL UNITS LOCATION

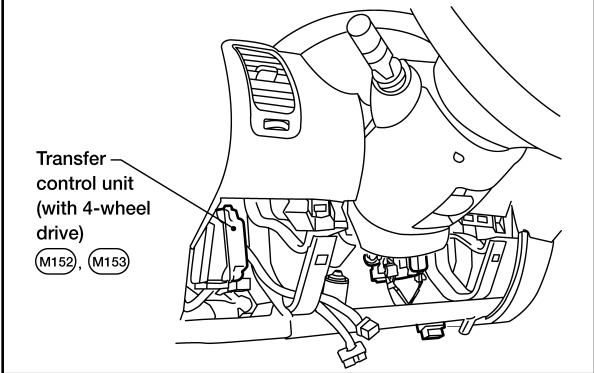
B View with instrument panel removed RH



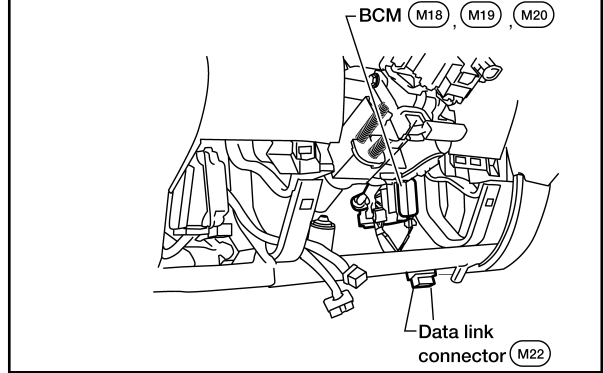
C View with cluster lid A removed



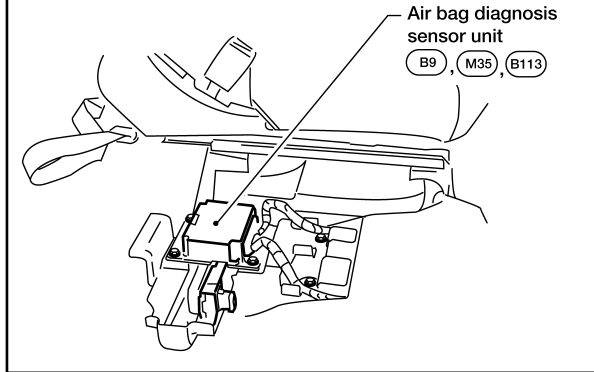
D View with lower instrument cover removed



E View with instrument lower panel LH removed



F View with center console removed



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WKIA5072E

HARNESS CONNECTOR

PF0:B4341

HARNESS CONNECTOR

Description

HARNESS CONNECTOR (TAB-LOCKING TYPE)

EKS00000

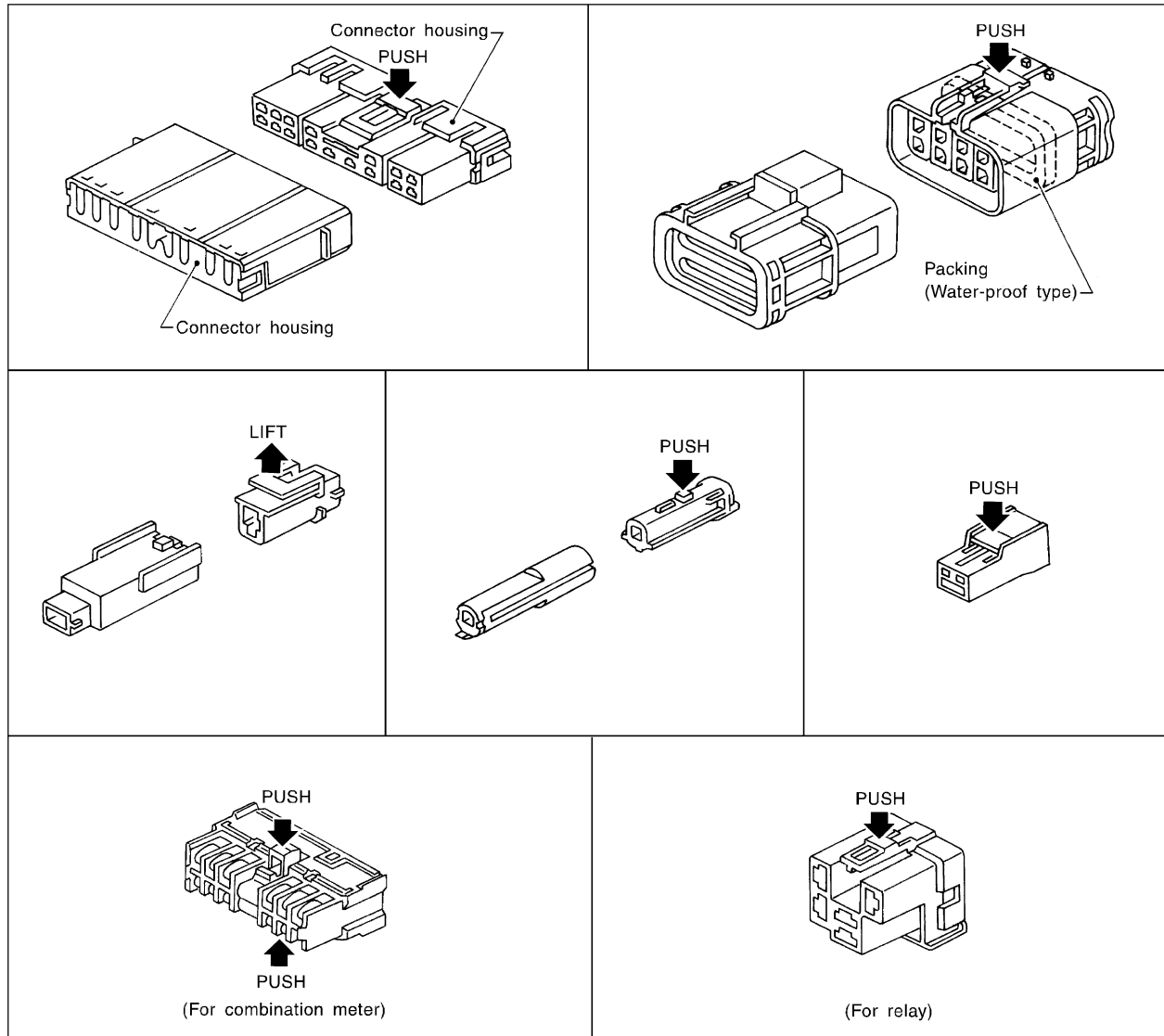
- The tab-locking type connectors help prevent accidental looseness or disconnection.
- The tab-locking type connectors are disconnected by pushing or lifting the locking tab(s). Refer to the illustration below.

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

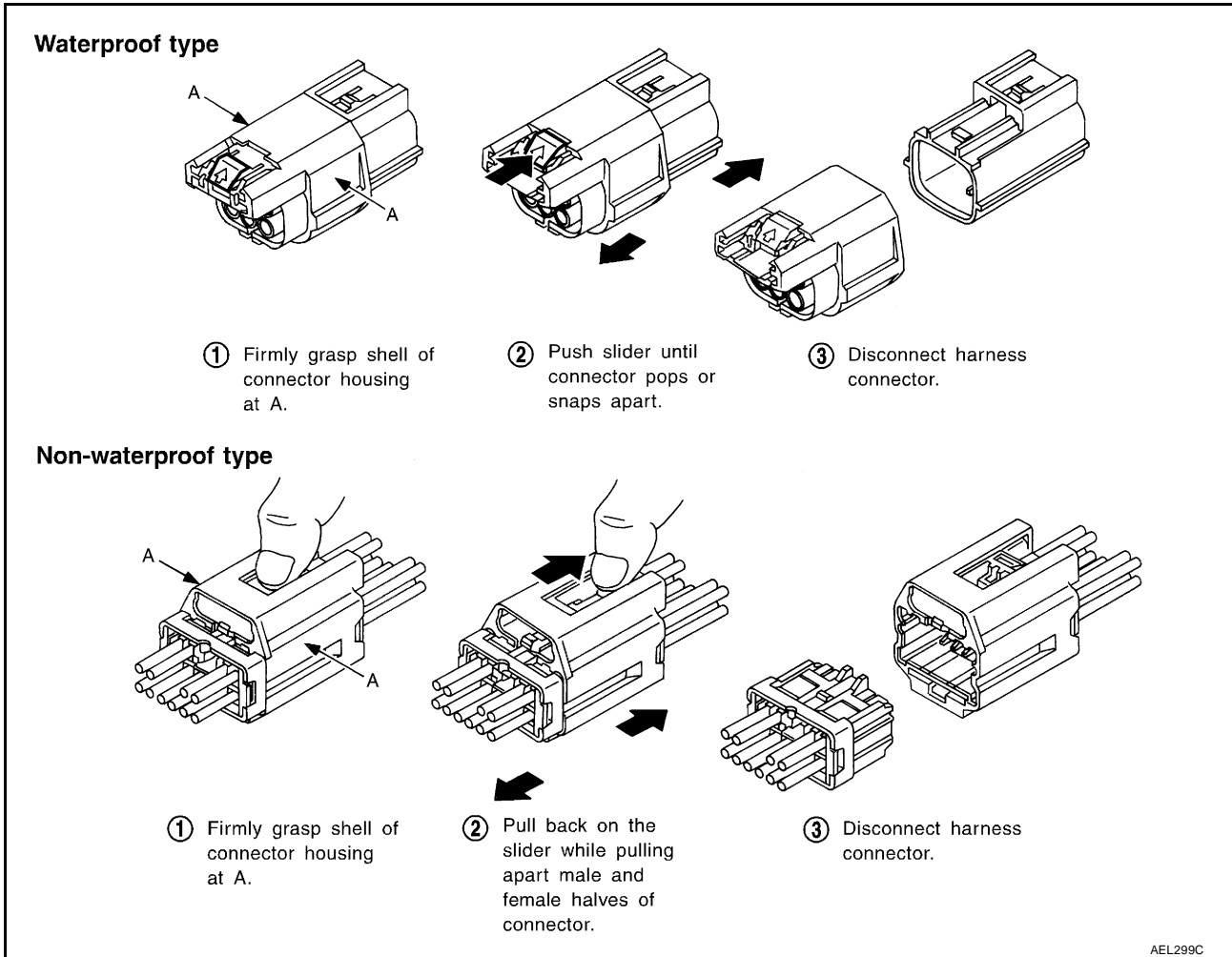
HARNESS CONNECTOR (SLIDE-LOCKING TYPE)

- 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]



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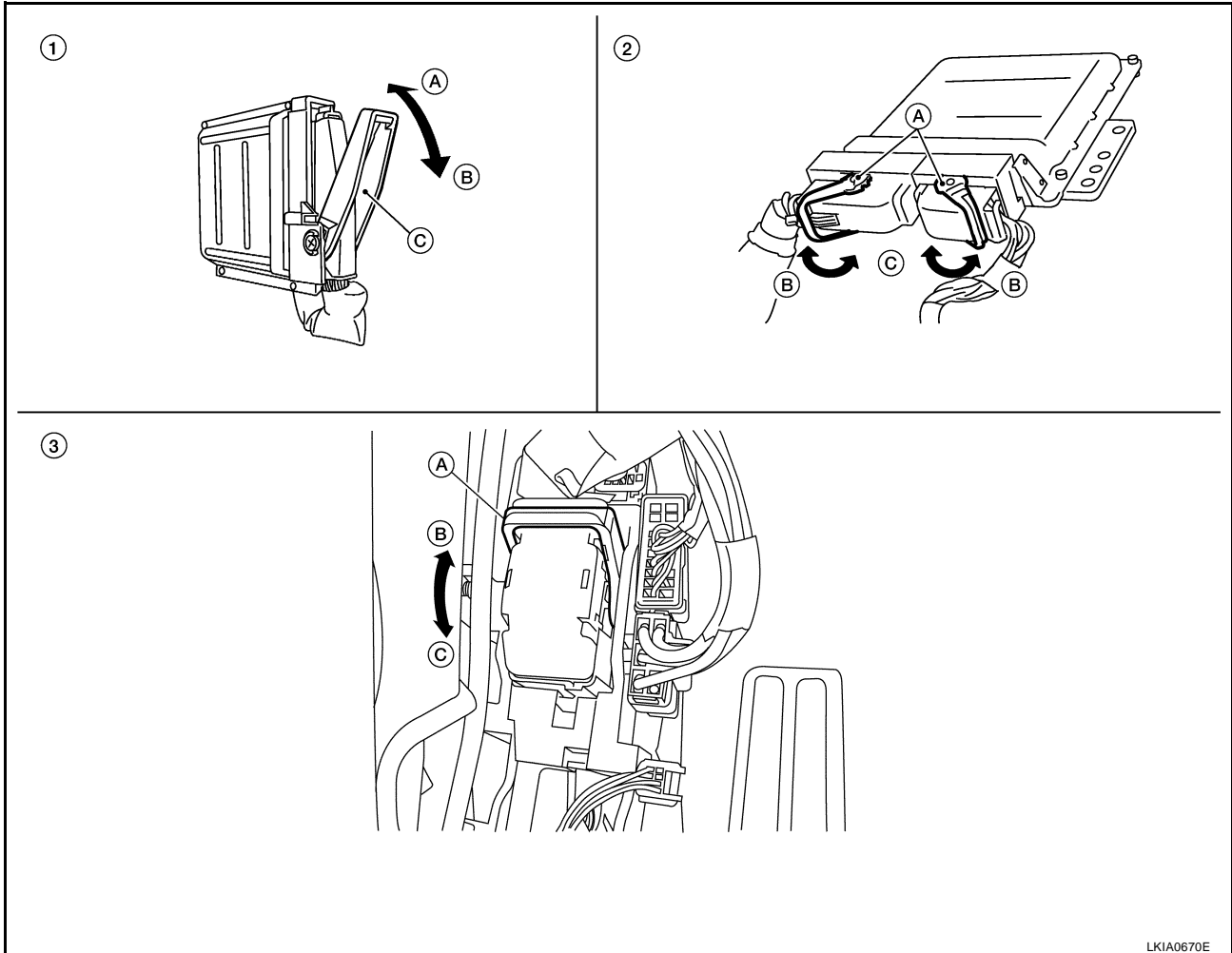
HARNESS CONNECTOR

HARNESS CONNECTOR (LEVER LOCKING TYPE)

- Lever locking type harness connectors are used on certain control units and control modules such as ECM, ABS actuator and electric unit (control unit), etc.
- Lever locking type harness connectors are also used on super multiple junction (SMJ) connectors.
- Always confirm the lever is fully locked in place by moving the lever as far as it will go to ensure full connection.

CAUTION:

Always confirm the lever is fully released (loosened) before attempting to disconnect or connect these connectors to avoid damage to the connector housing or terminals.



1. Control unit with single lever
A. Fasten
B. Loosen
C. Lever

2. Control unit with dual levers
A. Levers
B. Fasten
C. Loosen

3. SMJ connector
A. Lever
B. Fasten
C. Loosen

LKIA0670E

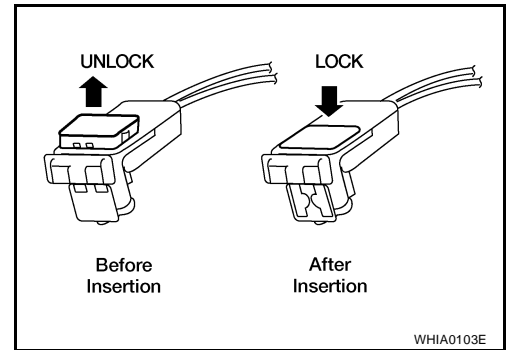
HARNESS CONNECTOR

HARNESS CONNECTOR (DIRECT-CONNECT SRS COMPONENT TYPE)

- SRS direct-connect type harness connectors are used on certain SRS components such as air bag modules and seat belt pre-tensioners.
- Always pull up to release black locking tab prior to removing connector from SRS component.
- Always push down to lock black locking tab after installing connector to SRS component. When locked, the black locking tab is level with the connector housing.

CAUTION:

- **Do not pull the harness or wires when removing connectors from SRS components.**



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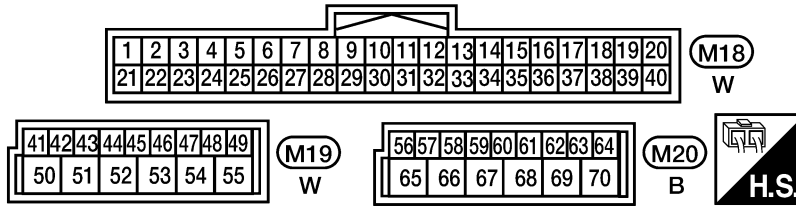
ELECTRICAL UNITS

PF2:23710

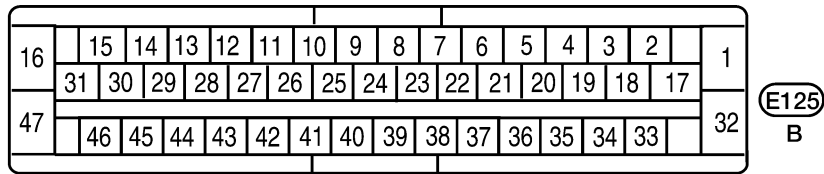
ELECTRICAL UNITS Terminal Arrangement

EKS00D01

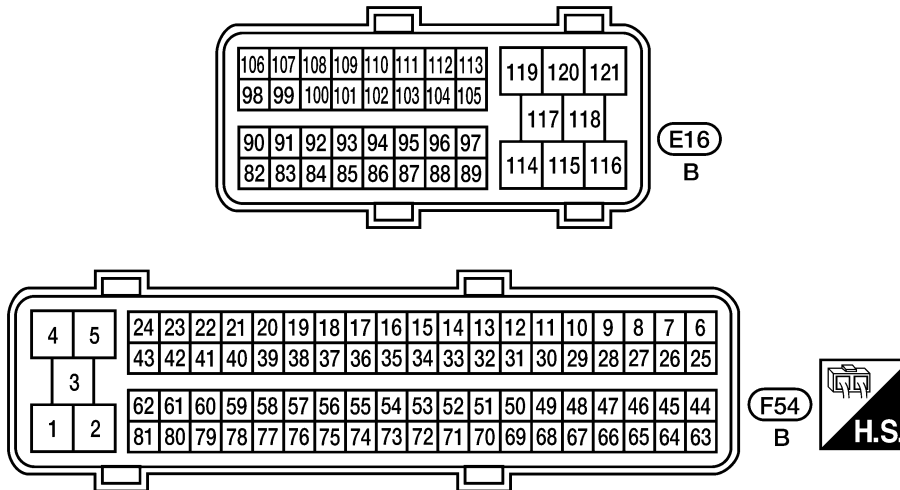
BCM (BODY CONTROL MODULE)



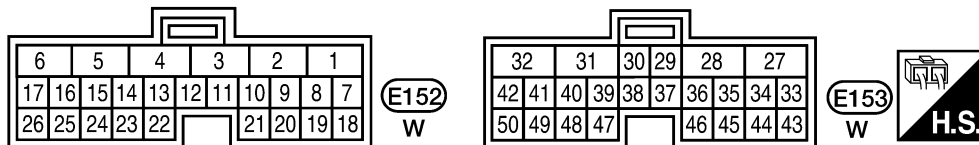
ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)



ECM



TRANSFER CONTROL UNIT



WKIA4003E

STANDARDIZED RELAY

PFP:25230

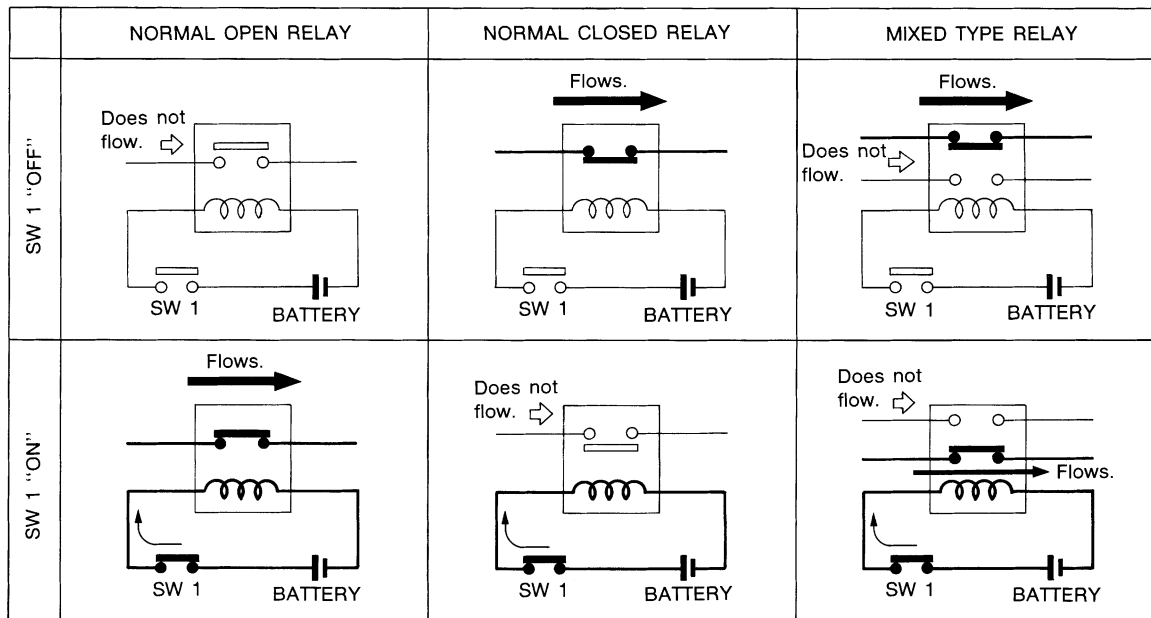
EKS00D02

STANDARDIZED RELAY

Description

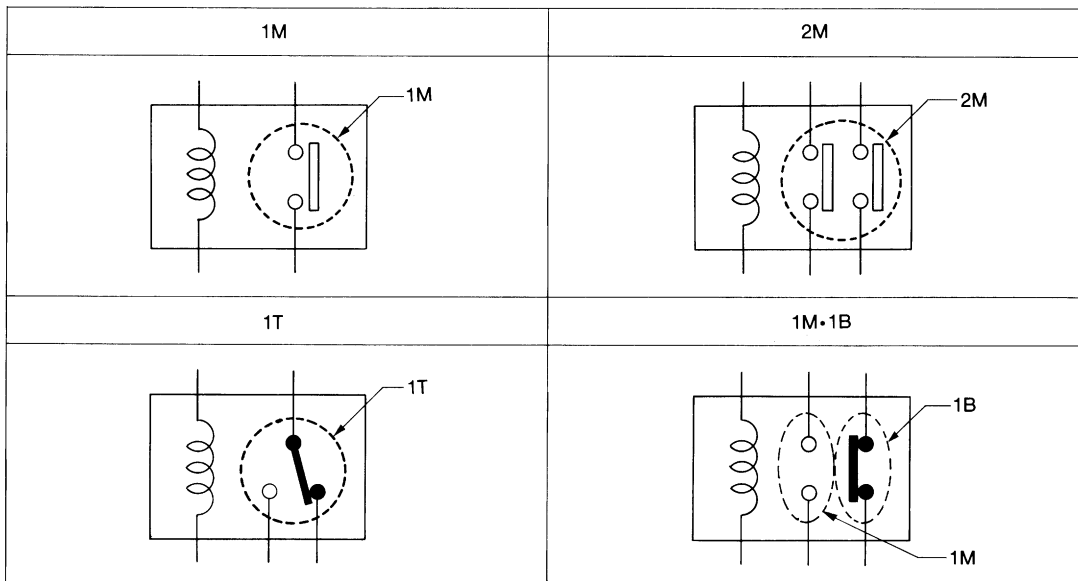
NORMAL OPEN, NORMAL CLOSED AND MIXED TYPE RELAYS

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



SEL881H

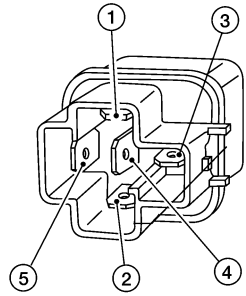
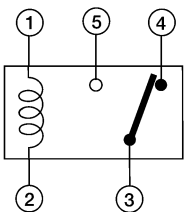
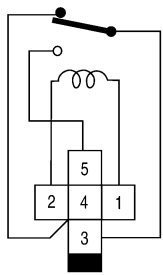
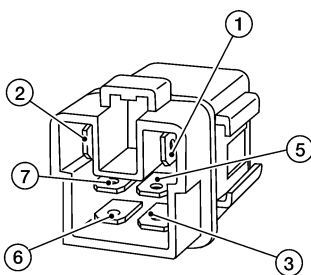
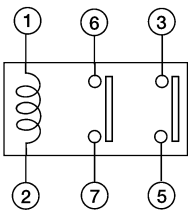
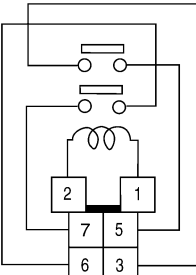
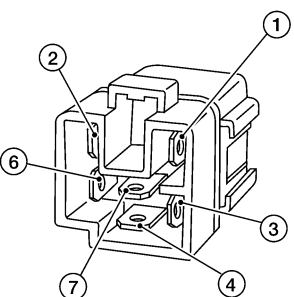
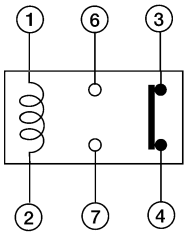
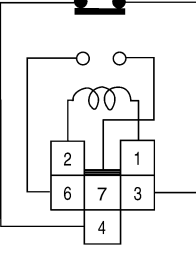
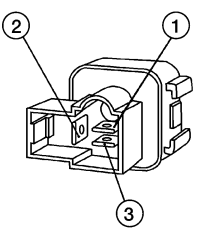
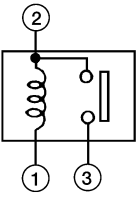
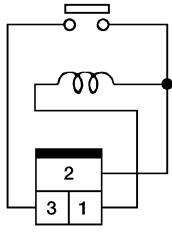
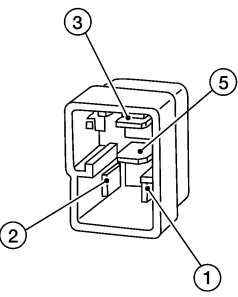
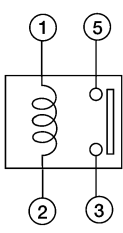
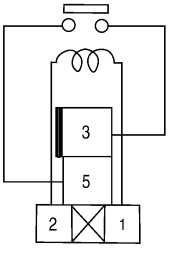
TYPE OF STANDARDIZED RELAYS



SEL882H

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

STANDARDIZED RELAY

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

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

WKIA0253E

SUPER MULTIPLE JUNCTION (SMJ)

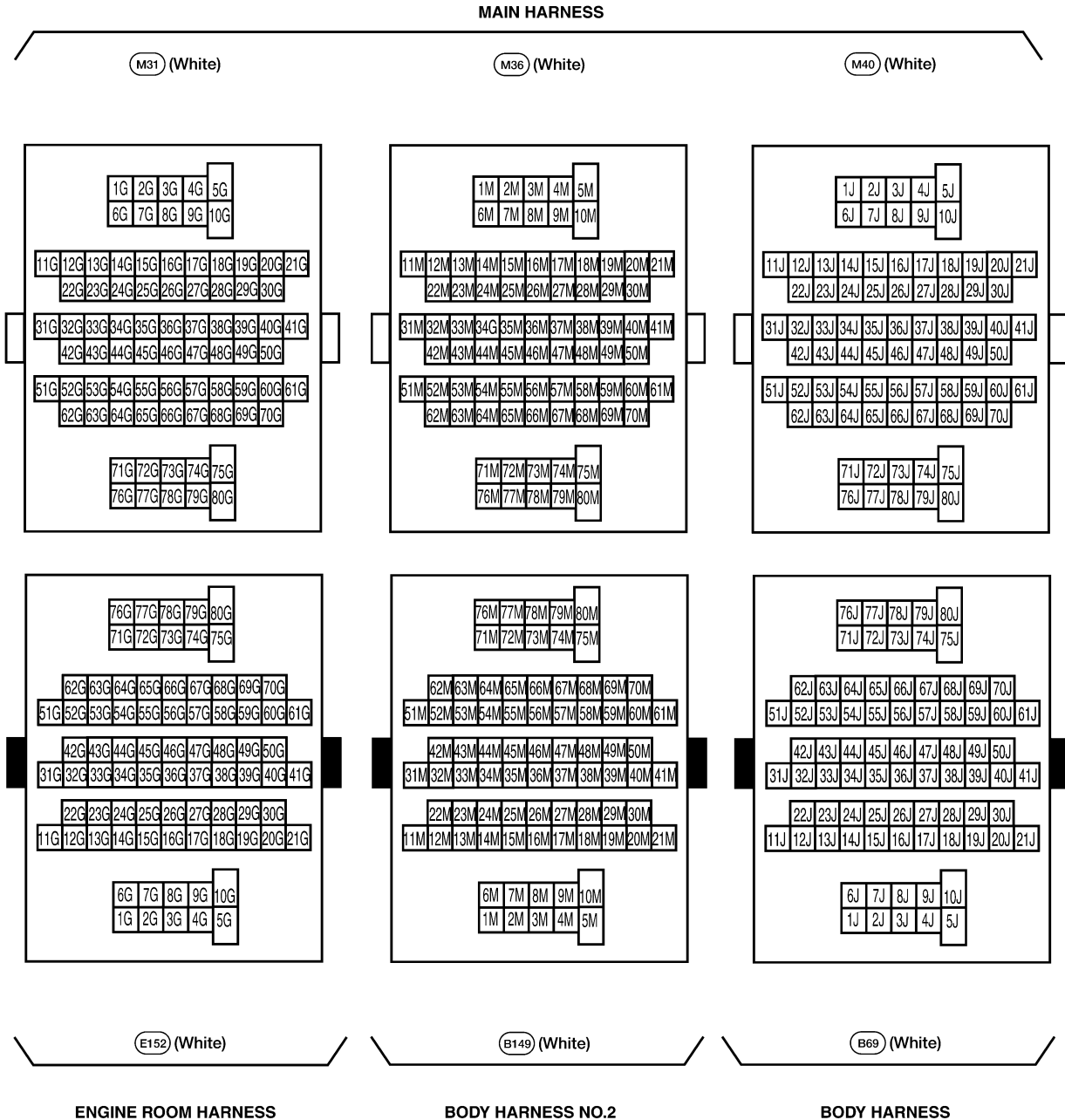
SUPER MULTIPLE JUNCTION (SMJ)

Terminal Arrangement

PF:84341

EKS00D03

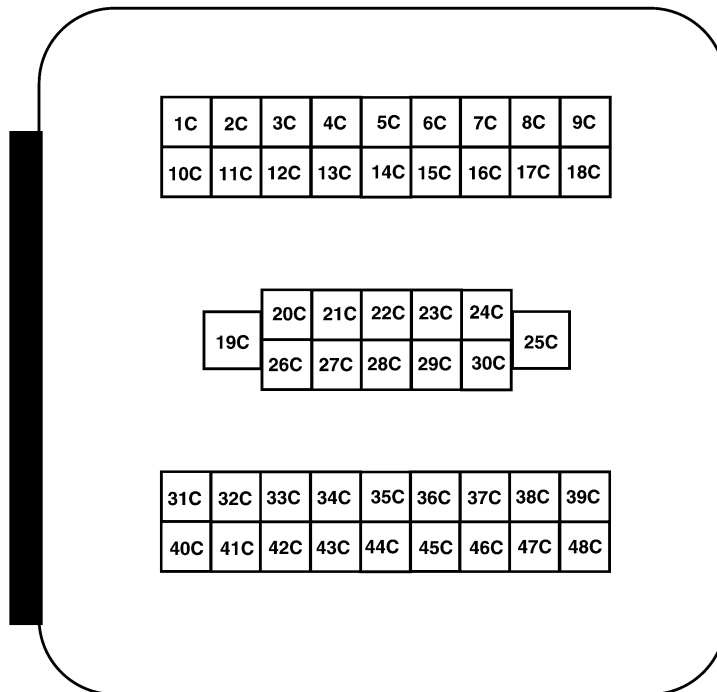
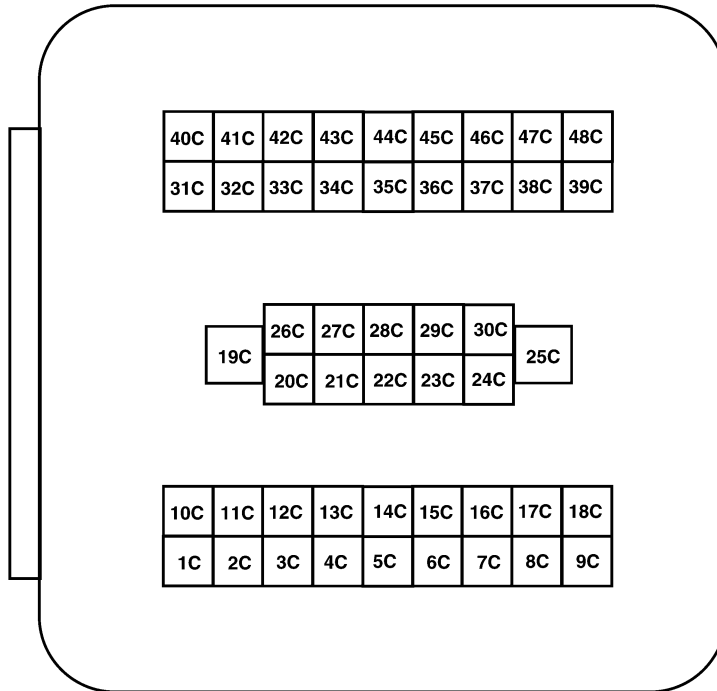
A
B
C
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E
F
G
H
I
J
PG
L
M



SUPER MULTIPLE JUNCTION (SMJ)

CHASSIS HARNESS

C1 (Black)



E41 (Black)

ENGINE ROOM HARNESS

WKIA3972E

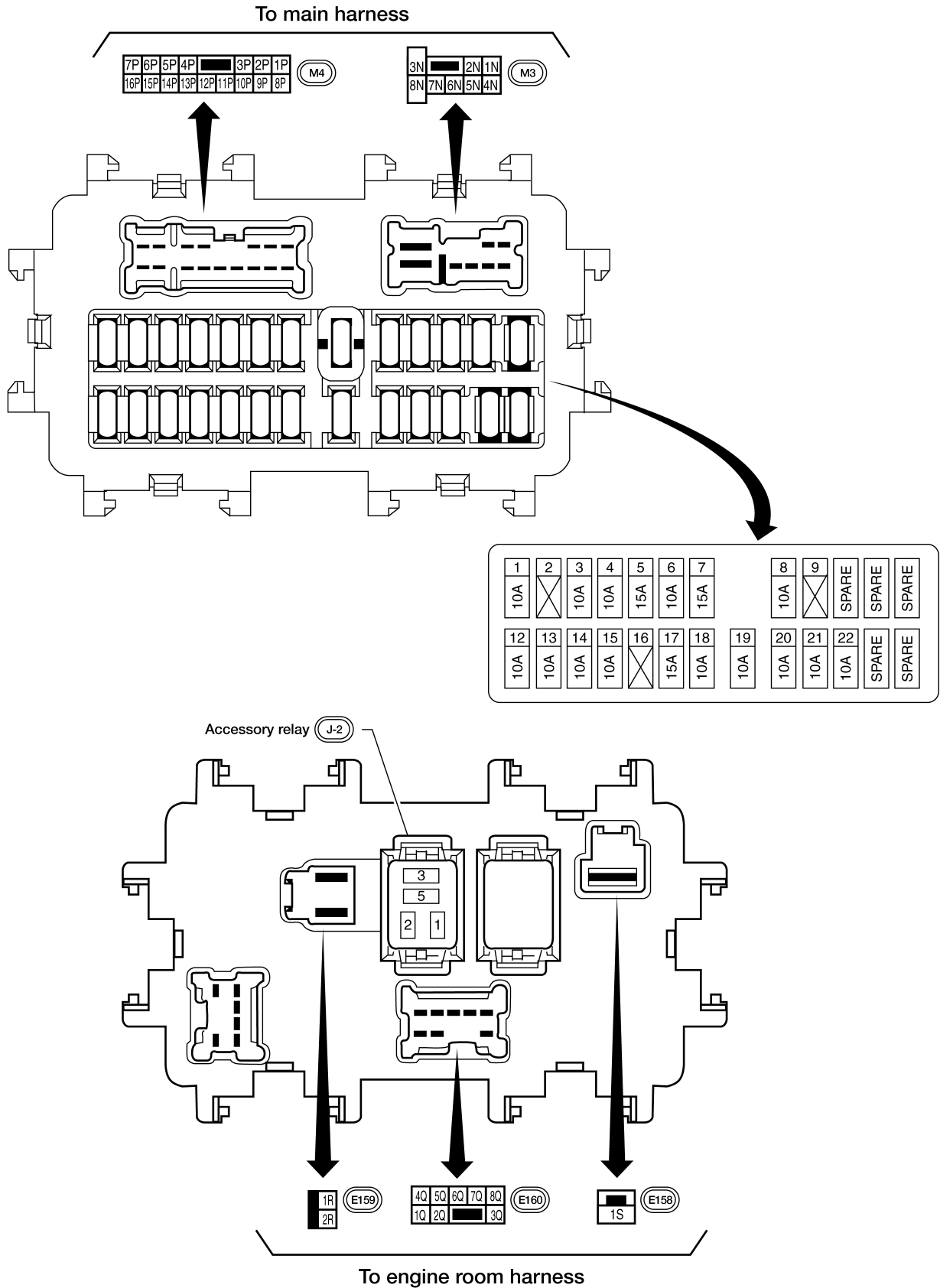
FUSE BLOCK-JUNCTION BOX (J/B)

FUSE BLOCK-JUNCTION BOX (J/B)

Terminal Arrangement

PF24350

EKS00D04



A
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FUSE AND FUSIBLE LINK BOX

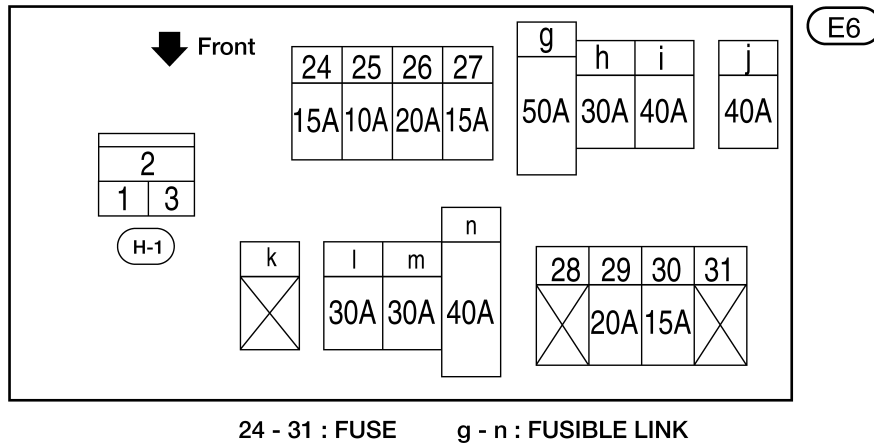
FUSE AND FUSIBLE LINK BOX

PFP:24381

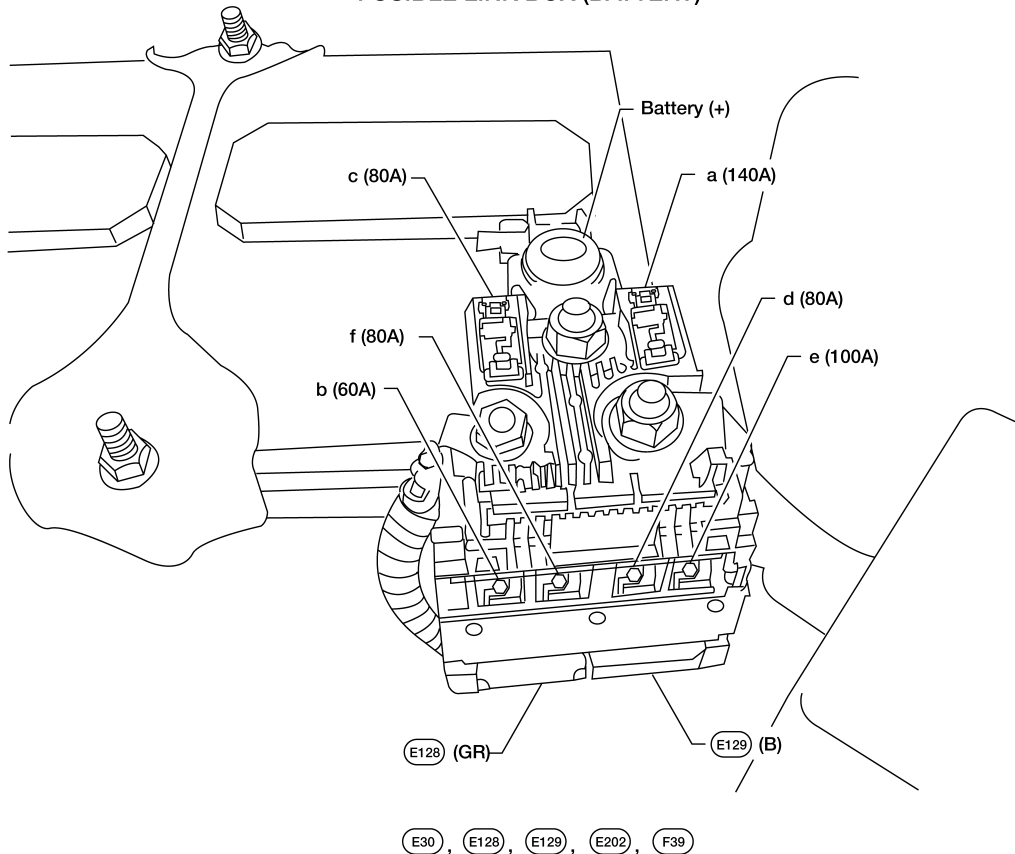
Terminal Arrangement

EKS00D05

FUSE AND FUSIBLE LINK BOX



FUSIBLE LINK BOX (BATTERY)



WKIA5074E

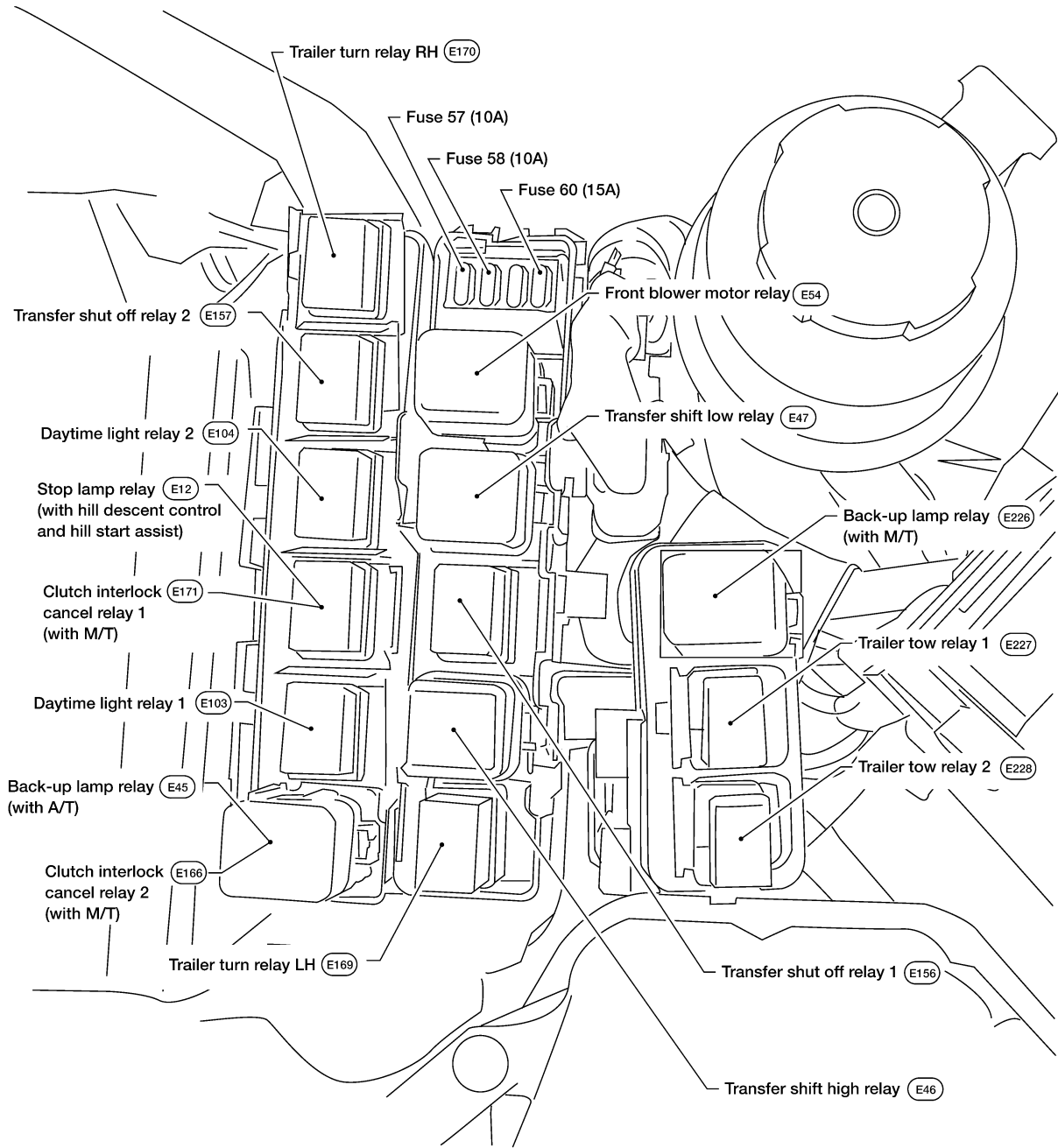
FUSE AND RELAY BOX

PFP:24012

EKS00D06

FUSE AND RELAY BOX

Terminal Arrangement



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PG

WKIA5895E

FUSE AND RELAY BOX
