

**FRONT WHEEL ALIGNMENT**

**2WD (Suspension Base type)**

Item		Standard	
Camber Degree minute (Decimal degree)	Minimum	-1° 10' (-1.16°)	
	Nominal	-0° 25' (-0.42°)	
	Maximum	0° 20' (0.33°)	
	Left and right difference	0° 30' (0.50°) or less	
Caster Degree minute (Decimal degree)	Minimum	3° 20' (3.34°)	
	Nominal	4° 40' (4.62°)	
	Maximum	6° 00' (6.00°)	
	Left and right difference	0° 30' (0.50°) or less	
Kingpin inclination Degree minute (Decimal degree)	Minimum	6° 40' (6.67°)	
	Nominal	7° 25' (7.42°)	
	Maximum	8° 10' (8.16°)	
Toe-in	Total toe-in Distance	Minimum	Out 1 mm (Out 0.03 in)
		Nominal	In 1 mm (In 0.04 in)
		Maximum	In 3 mm (In 0.11 in)
	Total toe-angle Degree minute (Decimal degree)	Minimum	Out 0° 04' 48" (Out 0.08°)
		Nominal	In 0° 04' 48" (In 0.08°)
		Maximum	In 0° 14' 24" (In 0.24°)

Measure value under unladen\* conditions.

\*: Fuel, engine coolant and lubricant are full. Spare tire, jack, hand tools and mats are in designated positions.

**2WD (Suspension Sport type)**

Item		Standard	
Tire size	Front	245/40 R19	245/40 R19
	Rear		265/35 R19
Camber Degree minute (Decimal degree)	Minimum	-1° 05' (-1.08°)	
	Nominal	-0° 20' (-0.33°)	
	Maximum	0° 25' (0.41°)	
	Left and right difference	0° 30' (0.50°) or less	
Caster Degree minute (Decimal degree)	Minimum	3° 20' (3.34°)	3° 25' (3.42°)
	Nominal	4° 40' (4.62°)	4° 45' (4.75°)
	Maximum	6° 00' (6.00°)	6° 05' (6.08°)
	Left and right difference	0° 30' (0.50°) or less	
Kingpin inclination Degree minute (Decimal degree)	Minimum	6° 35' (6.59°)	
	Nominal	7° 20' (7.33°)	
	Maximum	8° 05' (8.08°)	
Toe-in	Total toe-in Distance	Minimum	Out 1 mm (Out 0.03 in)
		Nominal	In 1 mm (In 0.04 in)
		Maximum	In 3 mm (In 0.11 in)
	Total toe-angle Degree minute (Decimal degree)	Minimum	Out 0° 04' 48" (Out 0.08°)
		Nominal	In 0° 04' 48" (In 0.08°)
		Maximum	In 0° 14' 24" (In 0.24°)

Measure value under unladen\* conditions.

\*: Fuel, engine coolant and lubricant are full. Spare tire, jack, hand tools and mats are in designated positions.

# TIGHTENING TORQUE OF STANDARD BOLTS

< HOW TO USE THIS MANUAL >

## TIGHTENING TORQUE OF STANDARD BOLTS

GI

### Description

INFOID:000000011285867

This vehicle has both new standard based on ISO\* and previous standard bolts/nuts. There are some differences between these two types of bolts/ nuts; shape of the head, grade of strength, hexagonal width across flats and the standard tightening torque.

- For guidance in discriminating, refer to [GI-19, "Tightening Torque Table \(New Standard Included\)"](#).
- The new standard machine screws and tapping screws have a head of ISO standard torx recess.
- If the tightening torque is not described in the description or figure, refer to [GI-19, "Tightening Torque Table \(New Standard Included\)"](#).

\*ISO: International Organization for Standardization

### Tightening Torque Table (New Standard Included)

INFOID:000000011285868

#### CAUTION:

- The special parts are excluded.
- The bolts/nuts in these tables have a strength (discrimination) number/symbol assigned to the head or the like. As to the relation between the strength grade in these tables and the strength (discrimination) number/symbol, refer to "DISCRIMINATION OF BOLTS AND NUTS".

### PREVIOUS STANDARD

Grade (Strength grade)	Bolt size	Bolt di- ameter mm	Hexagonal width across flats mm	Pitch mm	Tightening torque (Without lubricant)							
					Hexagon head bolt				Hexagon flange bolt			
					N-m	kg-m	ft-lb	in-lb	N-m	kg-m	ft-lb	in-lb
4T	M6	6.0	10	1.0	5.5	0.56	4	49	7	0.71	5	62
	M8	8.0	12	1.25	13.5	1.4	10	—	17	1.7	13	—
				1.0	13.5	1.4	10	—	17	1.7	13	—
	M10	10.0	14	1.5	28	2.9	21	—	35	3.6	26	—
				1.25	28	2.9	21	—	35	3.6	26	—
	M12	12.0	17	1.75	45	4.6	33	—	55	5.6	41	—
1.25				45	4.6	33	—	65	6.6	48	—	
M14	14.0	19	1.5	80	8.2	59	—	100	10	74	—	
7T	M6	6.0	10	1.0	9	0.92	7	80	11	1.1	8	97
	M8	8.0	12	1.25	22	2.2	16	—	28	2.9	21	—
				1.0	22	2.2	16	—	28	2.9	21	—
	M10	10.0	14	1.5	45	4.6	33	—	55	5.6	41	—
				1.25	45	4.6	33	—	55	5.6	41	—
	M12	12.0	17	1.75	80	8.2	59	—	100	10	74	—
1.25				80	8.2	59	—	100	10	74	—	
M14	14.0	19	1.5	130	13	96	—	170	17	125	—	
9T	M6	6.0	10	1.0	11	1.1	8	—	13.5	1.4	10	—
	M8	8.0	12	1.25	28	2.9	21	—	35	3.6	26	—
				1.0	28	2.9	21	—	35	3.6	26	—
	M10	10.0	14	1.5	55	5.6	41	—	80	8.2	59	—
				1.25	55	5.6	41	—	80	8.2	59	—
	M12	12.0	17	1.75	100	10	74	—	130	13	96	—
1.25				100	10	74	—	130	13	96	—	
M14	14.0	19	1.5	170	17	125	—	210	21	155	—	

#### CAUTION:

# CONSULT/GST CHECKING SYSTEM

< BASIC INSPECTION >

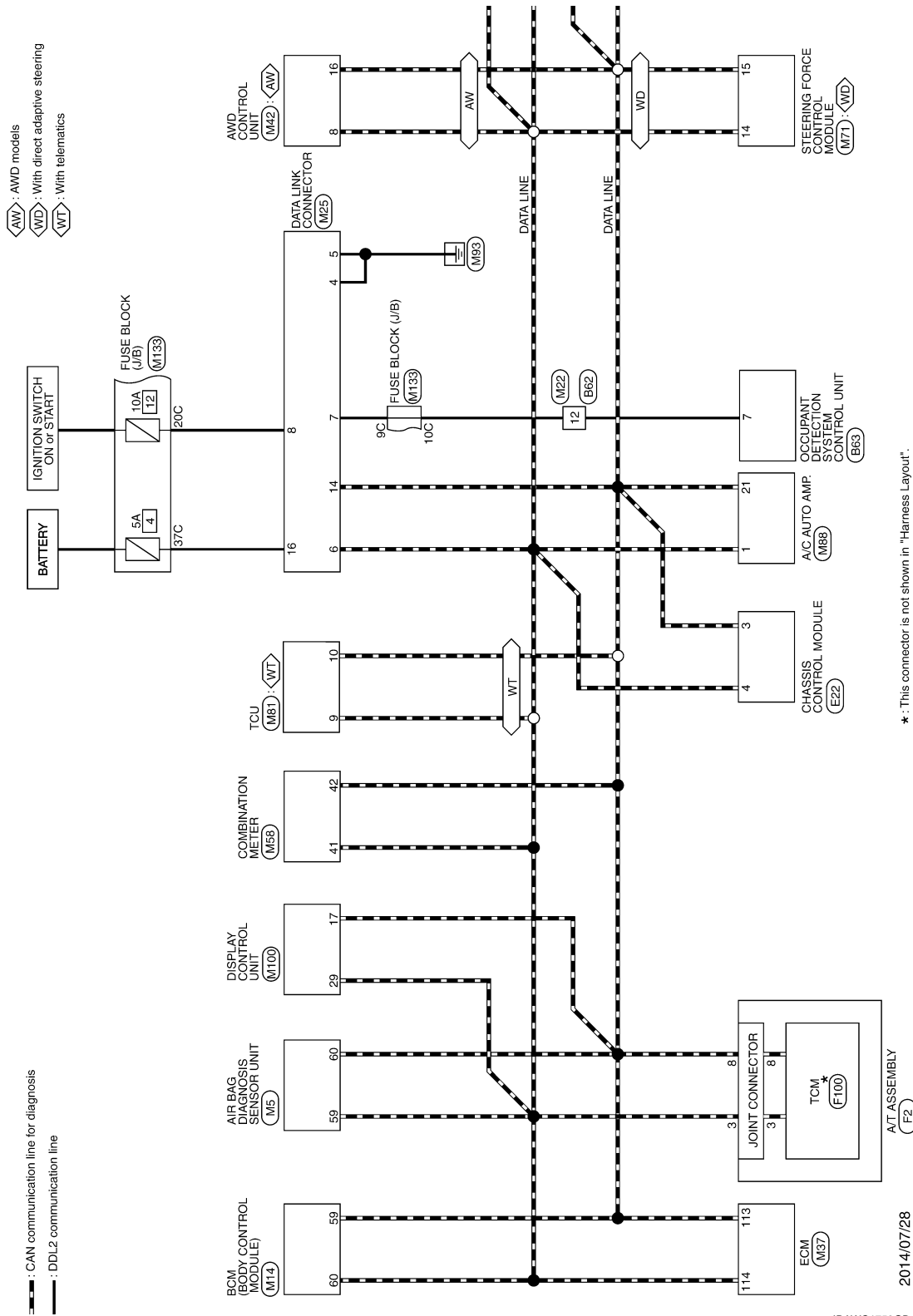
## Wiring Diagram - CONSULT/GST CHECKING SYSTEM -

INFOID:000000011285898

GI

WITHOUT AROUND VIEW MONITOR

### CONSULT CHECKING SYSTEM (WITHOUT AROUND VIEW MONITOR)



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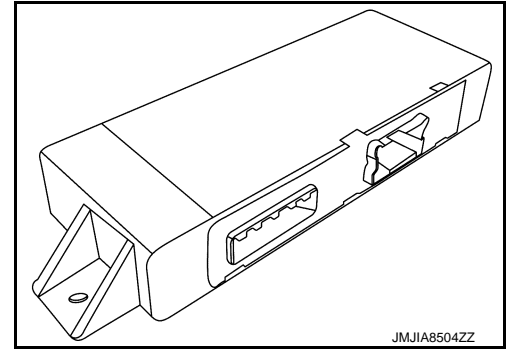
# COMPONENT PARTS

## < SYSTEM DESCRIPTION >

### Driver Seat Control Unit

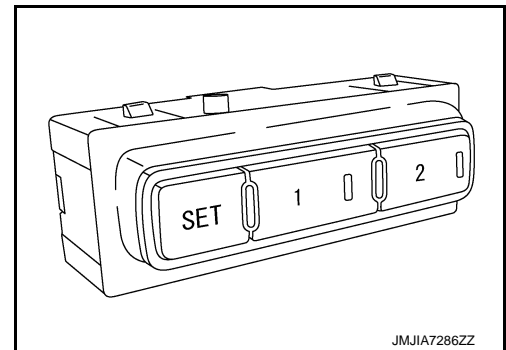
INFOID:000000011284132

- Main units of automatic drive positioner system.
- It is connected to the CAN communication system.
- It communicates with automatic drive positioner control unit via UART communication.
- The address of each part is recorded.
- Operates each motor of seat to the registered position.
- Requests the operation of steering column and door mirror to automatic drive positioner control unit.
- Perform the control of seat memory switch.
- Operates the specific seat motor with the signal from power seat switch.



### Seat Memory Switch

INFOID:000000011284133



#### SET SWITCH

It is used for registration and setting change of driving position.

#### SEAT MEMORY SWITCH

- The maximum 2 driving positions can be registered by memory switch 1 to 2.
- Driving position is set to the registered driving position when memory switch is pressed while operation conditions are satisfied.

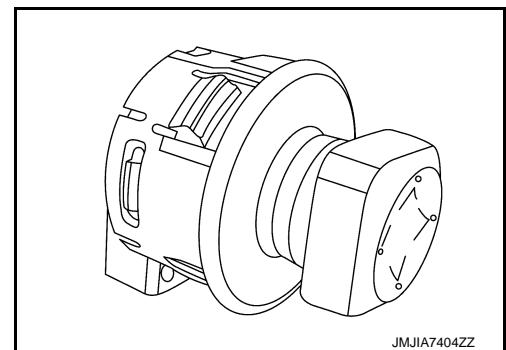
#### SEAT MEMORY INDICATOR

Memory indicator indicates the status of auto driving position system by turning ON or blinking.

### Tilt & Telescopic Switch

INFOID:000000011284134

- Tilt & telescopic switch is equipped to steering column.
- The operation signal is input to automatic drive positioner control unit when switch is operated.



### Tilt & Telescopic Motor

INFOID:000000011284135

< PRECAUTION >

PRECAUTION

PRECAUTIONS

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

INFOID:000000011281679

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

**WARNING:**

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see "SRS AIR BAG".
- Never use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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

**WARNING:**

Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Precautions for Removing Battery Terminal

INFOID:000000011568558

- When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.

**NOTE:**

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

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

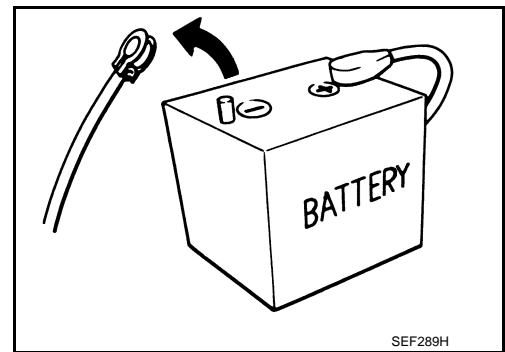
**NOTE:**

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

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

**NOTE:**

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



Precaution for Trouble Diagnosis

INFOID:000000011281681

AV COMMUNICATION SYSTEM

- Do not apply voltage of 7.0 V or higher to the measurement terminals.
- Use the tester with its open terminal voltage being 7.0 V or less.

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# COMPONENT PARTS

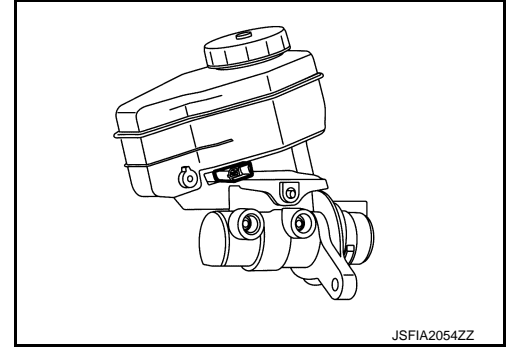
< SYSTEM DESCRIPTION >

[WITH VDC]

## Brake Fluid Level Switch

INFOID:000000011285161

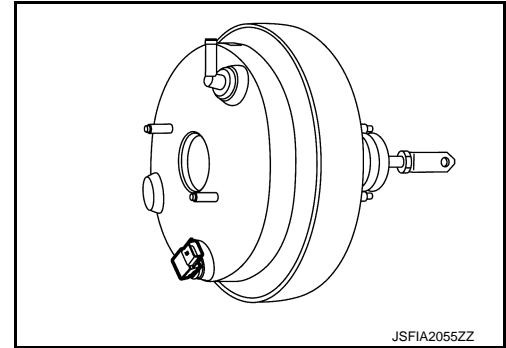
Detects the brake fluid level in reservoir tank and transmits converted electric signal from combination meter to ABS actuator and electric unit (control unit) via CAN communication, when brake fluid level is the specified level or less.



## Vacuum Sensor

INFOID:000000011285162

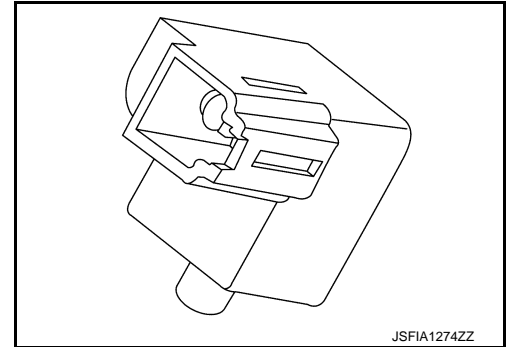
Detects the vacuum in brake booster and transmits converted electric signal to ABS actuator and electric unit (control unit).



## Parking Brake Switch

INFOID:000000011285163

Detects the operation status of parking brake switch and transmits converted electric signal from combination meter to ABS actuator and electric unit (control unit).



## VDC OFF Switch

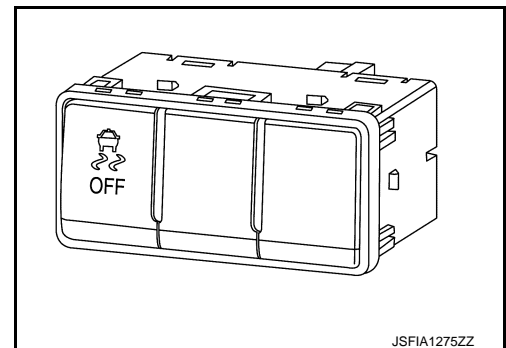
INFOID:000000011285164

- This is an integrated switch with switches for other functions.
- Non-operational status or standby status of the following functions can be selected using VDC OFF switch. VDC OFF indicator lamp indicates the operation status of function. (ON: Non-operational status, OFF: Standby status)
  - VDC function
  - TCS function
  - Active trace control function

### NOTE:

ABS function, EBD function and Brake limited slip differential (BLSD) function control operates.

- VDC OFF indicator lamp turns OFF (standby status) when the engine is started again after it is stopped once while VDC OFF indicator lamp is ON (non-operational status).



# DRIVER ASSISTANCE SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[DRIVER ASSISTANCE SYSTEM]

## SYMPTOM DIAGNOSIS

### DRIVER ASSISTANCE SYSTEM SYMPTOMS

#### Symptom Table

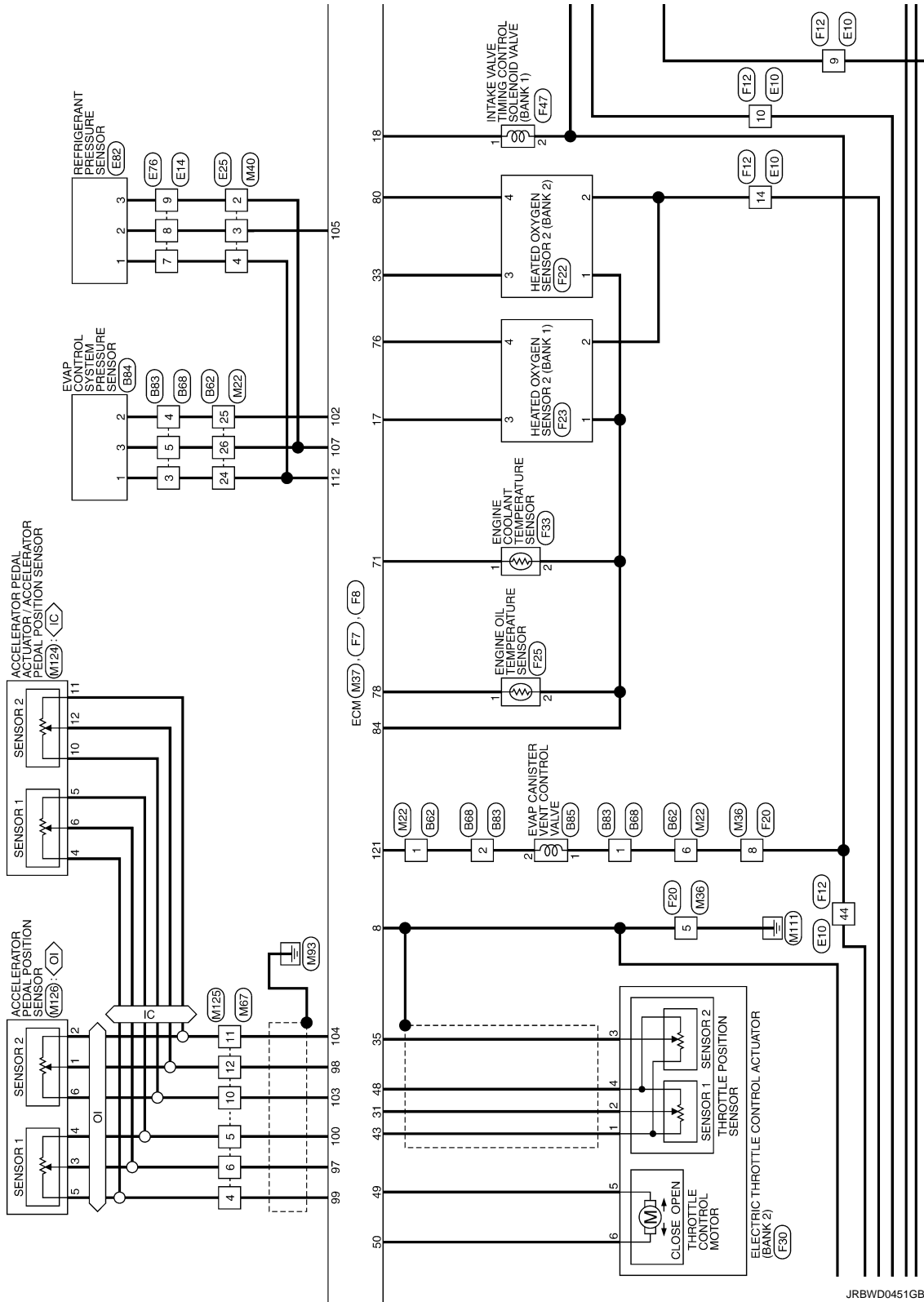
INFOID:000000011286232

Symptom	Confirmation item		Inspection item/Reference page
PFCW/LDW/BSW/DCA/LDP/ Blind Spot Intervention/BCI system display does not illuminate	All of system display does not illuminate		System cannot be turned ON/OFF ON the integral switch Refer to <a href="#">DAS-368, "Description"</a>
	DCA/LDP/Blind Spot Intervention system display does not illuminate		Switch does not turn ON/Switch does not turn OFF Refer to <a href="#">DAS-371, "Description"</a>
	BCI system display does not illuminate		TCM Refer to <a href="#">TM-84, "DTC Index"</a>
	Other information display is not illuminated		Combination meter Refer to <a href="#">MWI-80, "DTC Index"</a>
PFCW/LDW/BSW/DCA/LDP/ Blind Spot Intervention/BCI warning display does not illuminate (Buzzer is functioning normally)	Information display is functioning normally		ADAS control unit Refer to <a href="#">DAS-266, "DTC Index"</a>
	Information display is not functioning normally		Perform On Board Diagnosis of Combination meter Refer to <a href="#">MWI-62, "On Board Diagnosis Function"</a>
PFCW/LDW/BSW/DCA/LDP/ Blind Spot Intervention warning buzzer is not sounding (Warning display is functioning normally)	—		Chime does not sound Refer to <a href="#">DAS-369, "Description"</a>
BCI warning buzzer is not sounding (Warning display is functioning normally)	Buzzer of camera assistance sonar is functioning normally		ADAS control unit Refer to <a href="#">DAS-161, "Removal and Installation"</a>
	Buzzer of camera assistance sonar is not functioning normally		Camera assistance sonar Refer to <a href="#">AV-446, "Symptom Table"</a>
PFCW/DCA is not activated	DCA is not activated	No force generated for putting back the accelerator pedal	No force generated for putting back the accelerator pedal Refer to <a href="#">DAS-373, "Description"</a>
	PFCW and DCA are not activated	Frequently cannot detect the vehicle ahead/Detection zone is short	Frequently cannot detect the vehicle ahead/Detection zone is short Refer to <a href="#">DAS-374, "Description"</a>
		System misidentifies a vehicle even though there is no vehicle ahead	Perform radar alignment Refer to <a href="#">CCS-84, "TYPE 1 : Description"</a>
		System misidentifies a vehicle in the next lane	
	System does not detect the vehicle ahead at all		The system does not detect the vehicle ahead at all Refer to <a href="#">DAS-376, "Description"</a>

# ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VQ37VHR]



JRBWD0451GB



# P0603 ECM POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

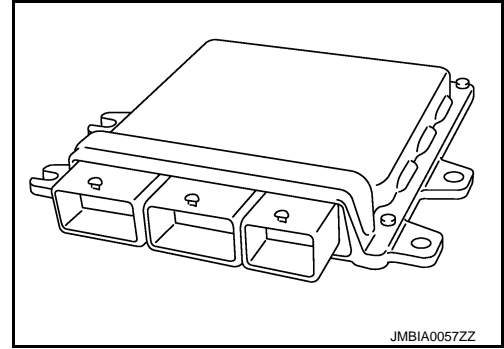
[VQ37VHR]

## P0603 ECM POWER SUPPLY

### Description

Battery voltage is supplied to the ECM even when the ignition switch is turned OFF for the ECM memory function of the DTC memory, the air-fuel ratio feedback compensation value memory, the idle air volume learning value memory, etc.

INFOID:0000000011282831



### DTC Description

INFOID:0000000011282832

### DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition
P0603	ECM BACK UP/CIRCUIT [Internal control module keep alive memory (KAM) error]	ECM back up RAM system does not function properly.

### POSSIBLE CAUSE

- Harness or connectors [ECM power supply (back up) circuit is open or shorted.]
- ECM

### FAIL-SAFE

Not applicable

### DTC CONFIRMATION PROCEDURE

#### 1. PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 10 seconds.
2. Turn ignition switch OFF and wait at least 5 minutes.
3. Turn ignition switch ON and wait at least 10 seconds.
4. Repeat steps 2 and 3 for five times.
5. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Go to [EC-399. "Diagnosis Procedure"](#).  
 NO >> INSPECTION END

### Diagnosis Procedure

INFOID:0000000011282833

#### 1. CHECK ECM POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the voltage between ECM harness connector terminals as per the following.

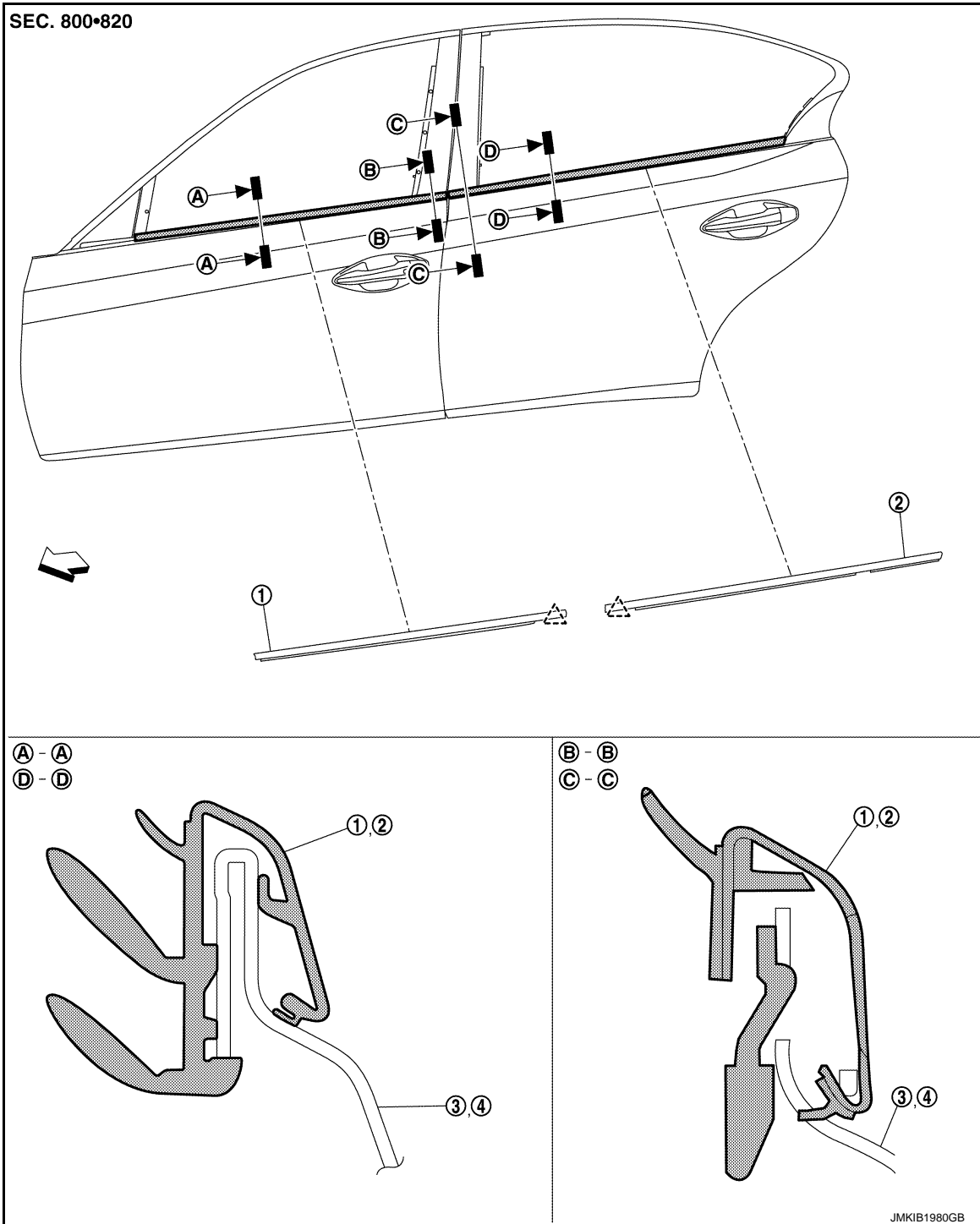
# DOOR OUTSIDE MOLDING

< REMOVAL AND INSTALLATION >

## DOOR OUTSIDE MOLDING

Exploded View

INFOID:000000011284426



① Front door outside molding      ② Rear door outside molding      ③ Front door panel

④ Rear door panel

△ : Pawl

⇐ : Vehicle front

### FRONT DOOR OUTSIDE MOLDING

A  
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P

## B2632, B2633 AIR MIX DOOR MOTOR (DRIVER SIDE)

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONING]

+		-	Voltage
Air mix door motor LH			
Connector	Terminal		
M252	1	Ground	11 – 14 V

Is the inspection result normal?

- YES >> GO TO 3.  
NO >> GO TO 6.

### 3. CHECK AIR MIX DOOR MOTOR (DRIVER SIDE) GROUND CIRCUIT FOR OPEN

1. Turn ignition switch OFF.
2. Disconnect air mix door motor LH connector.
3. Check continuity between air mix door motor LH harness connector and ground.

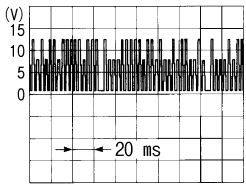
Air mix door motor LH		Ground	Continuity
Connector	Terminal		
M252	2		Existed

Is the inspection result normal?

- YES >> GO TO 4.  
NO >> Repair harness or connector.

### 4. CHECK AIR MIX DOOR MOTOR (DRIVER SIDE) LIN SIGNAL

1. Connect air mix door motor LH connector.
2. Turn ignition switch ON.
3. Confirm output waveform between air mix door motor LH harness connector and ground using oscilloscope.

+		-	Output waveform
Air mix door motor LH			
Connector	Terminal		
M252	3	Ground	 SJIA1453J

Is the inspection result normal?

- YES >> GO TO 5.  
NO >> GO TO 7.

### 5. CHECK INSTALLATION OF AIR MIX DOOR MOTOR (DRIVER SIDE)

Check air mix door motor (driver side) is properly installed. Refer to [HAC-121, "Exploded View"](#).

Is the inspection result normal?

- YES >> Replace air mix door motor (driver side). Refer to [HAC-121, "AIR MIX DOOR MOTOR : Removal and Installation"](#).  
NO >> Repair or replace malfunctioning part.

### 6. CHECK AIR MIX DOOR MOTOR (DRIVER SIDE) POWER SUPPLY CIRCUIT FOR OPEN

1. Turn ignition switch OFF.
2. Disconnect air mix door motor LH and A/C auto amp. connector.
3. Check continuity between air mix door motor LH harness connector and A/C auto amp. harness connector.

# INTERIOR ROOM LAMP CONTROL CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

## INTERIOR ROOM LAMP CONTROL CIRCUIT

### Component Function Check

INFOID:000000011281386

#### NOTE:

Before performing the diagnosis, check that the following is normal.

- Interior room lamp power supply
- Personal lamp bulb

### 1. CHECK INTERIOR ROOM LAMP CONTROL FUNCTION

#### CONSULT ACTIVE TEST

1. Switch the map lamp switch and personal lamp switch to DOOR.
2. Turn ignition switch ON.
3. Select "INT LAMP" of BCM (INT LAMP) active test item.
4. With operating the test items, check that each interior room lamp turns ON/OFF.

**On** : Interior room lamp gradual brightening

**Off** : Interior room lamp gradual dimming

#### Does the interior room lamp turns ON/OFF?

YES >> Interior room lamp control circuit is normal.

NO >> Refer to [INL-52, "Diagnosis Procedure"](#).

### Diagnosis Procedure

INFOID:000000011281387

### 1. CHECK INTERIOR ROOM LAMP CONTROL OUTPUT

#### CONSULT ACTIVE TEST

1. Turn ignition switch OFF.
2. Disconnect map lamp connector and personal lamp connector.
3. Turn ignition switch ON.
4. Select "INT LAMP" of BCM (INT LAMP) active test item.
5. With operating the test item, check continuity between BCM harness connector and ground.

BCM		Ground	Test item		Continuity
Connector	Terminal		INT LAMP	On	Existed
M17	136			Off	Not existed

#### Is the inspection result normal?

YES >> GO TO 2.

NO-1 >> Continuity exists and remains unchanged: GO TO 3.

NO-2 >> Continuity does not exist and remains unchanged: Replace BCM. Refer to [BCS-98, "Removal and Installation"](#).

### 2. CHECK INTERIOR ROOM LAMP CONTROL OPEN CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM connector.
3. Check continuity between BCM harness connector and map lamp harness connector.

BCM		Map lamp		Continuity
Connector	Terminal	Connector	Terminal	
M17	136	R4	3	Existed

4. Check continuity between personal lamp harness connector and map lamp harness connector.

Personal lamp		Map lamp		Continuity
Connector	Terminal	Connector	Terminal	
R21	3	R4	2	Existed

# STRG BRANCH LINE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CAN SYSTEM (TYPE 7)]

## STRG BRANCH LINE CIRCUIT

### Diagnosis Procedure

INFOID:000000011564412

#### 1.CHECK CONNECTOR

1. Turn the ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Check the following terminals and connectors for damage, bend and loose connection (unit side and connector side).
  - Steering angle sensor
  - CAN gateway (Models with around view monitor system)

Is the inspection result normal?

- YES-1 >> Models with around view monitor system: GO TO 2.  
YES-2 >> Models without around view monitor system: GO TO 3.  
NO >> Repair the terminal and connector.

#### 2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the connector of CAN gateway.
2. Check the continuity between the CAN gateway harness connector terminals.

CAN gateway harness connector		Continuity	
Connector No.	Terminal No.		
M24	4	6	Existed
	10	12	Existed

Is the inspection result normal?

- YES >> GO TO 3.  
NO >> Check the harness and repair the root cause (CAN communication circuit).

#### 3.CHECK HARNESS FOR OPEN CIRCUIT

1. Connect the connector of CAN gateway (Models with around view monitor system).
2. Disconnect the connector of steering angle sensor.
3. Check the resistance between the steering angle sensor harness connector terminals.

Steering angle sensor harness connector		Resistance (Ω)	
Connector No.	Terminal No.		
M77	5	2	Approx. 54 – 66

Is the measurement value within the specification?

- YES >> GO TO 4.  
NO >> Repair the steering angle sensor branch line

#### 4.CHECK POWER SUPPLY AND GROUND CIRCUIT

Check the power supply and the ground circuit of the steering angle sensor. Refer to [BRC-122. "Diagnosis Procedure"](#).

Is the inspection result normal?

- YES (Present error)>>Replace the steering angle sensor. Refer to [BRC-180. "Removal and Installation"](#).  
YES (Past error)>>Error was detected in the steering angle sensor branch line.  
NO >> Repair the power supply and the ground circuit.

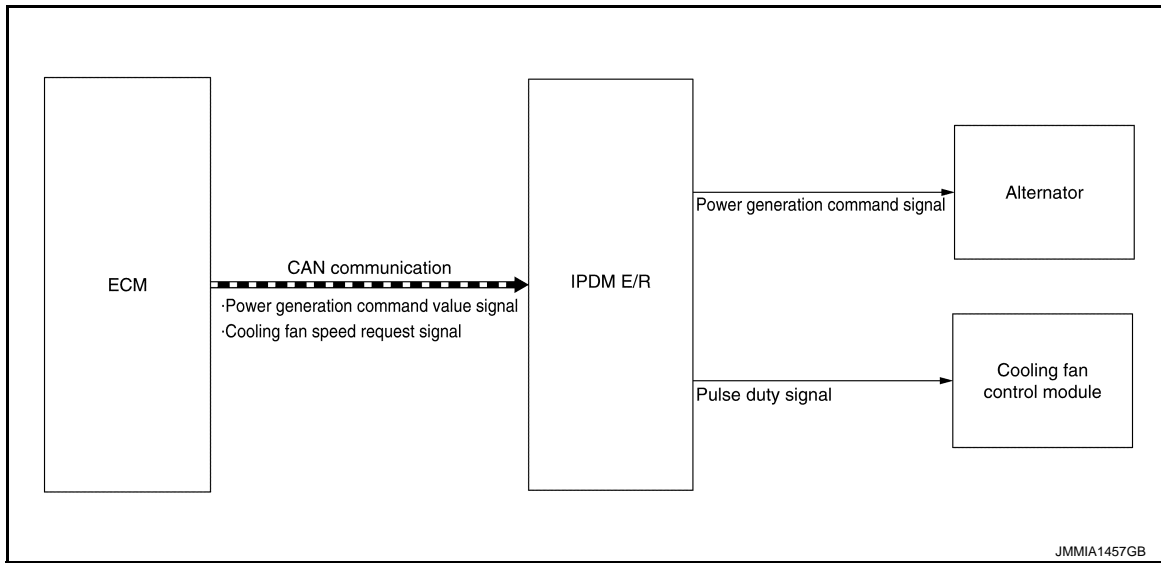
A  
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LAN

## POWER CONTROL SYSTEM : System Description

INFOID:000000011285333

### SYSTEM DIAGRAM



### DESCRIPTION

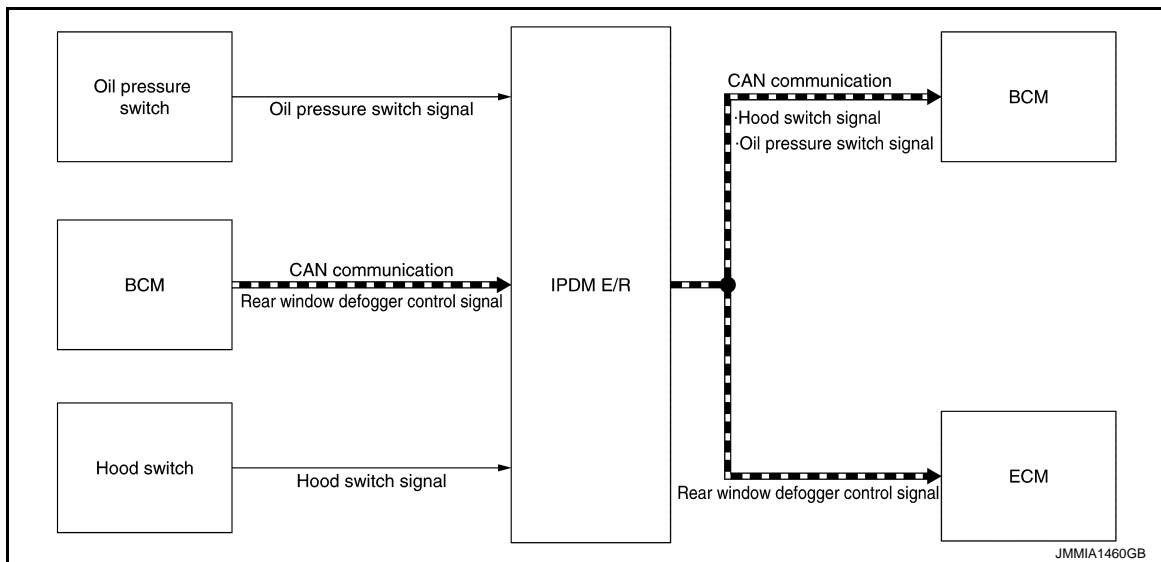
- IPDM E/R outputs power generation command signal (PWM signal) to the alternator according to the status of the power generation command value signal received from ECM via CAN communication. Refer to [CHG-7. "POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : System Description"](#).
- IPDM E/R outputs pulse duty signal to the cooling fan control module according to the status of the cooling fan speed request signal received from ECM via CAN communication. Refer to [EC-51. "COOLING FAN CONTROL : System Description"](#).

### SIGNAL BUFFER SYSTEM

## SIGNAL BUFFER SYSTEM : System Description

INFOID:000000011285334

### SYSTEM DIAGRAM



### DESCRIPTION

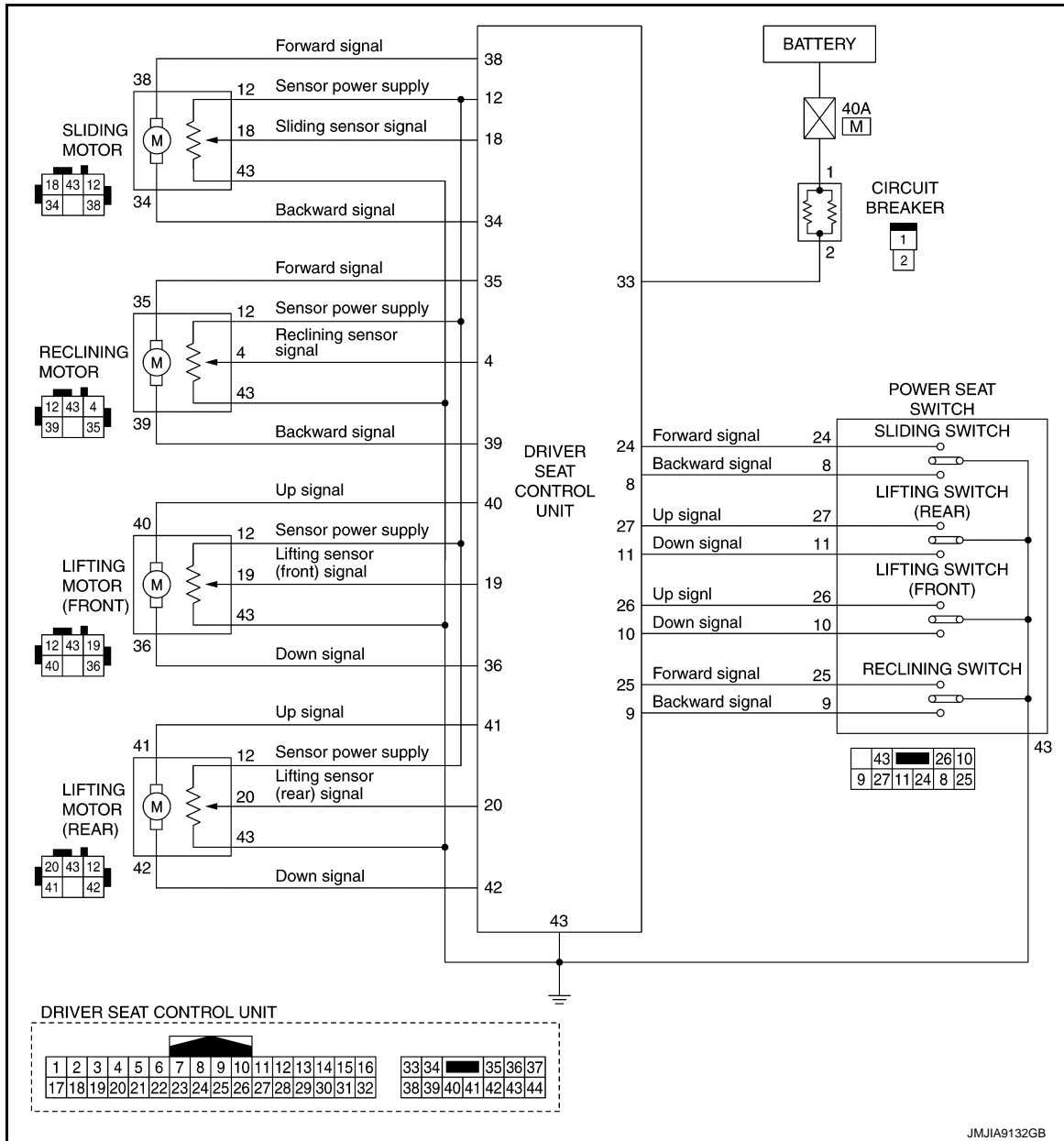
- IPDM E/R reads the status of the hood switch and transmits the hood switch signal to BCM via CAN communication. Refer to [SEC-19. "VEHICLE SECURITY SYSTEM : System Description"](#).
- IPDM E/R receives the rear window defogger control signal from BCM via CAN communication and transmits the rear window defogger control signal to ECM via CAN communication. Refer to [DEF-6. "System Description"](#).

# SYSTEM

< SYSTEM DESCRIPTION >

## POWER SEAT SYSTEM : Circuit Diagram

INFOID:000000011285070



## LUMBAR SUPPORT SYSTEM

### LUMBAR SUPPORT SYSTEM : System Description

INFOID:000000011285071

#### DESCRIPTION

- Lumbar support can operate regardless of the ignition switch position because, power supply is always supplied to lumbar support switch.
- While operating the lumbar support switch, lumbar support motor operates which allows forward and backward operation of seatback support.

## SIDE SUPPORT SYSTEM

### SIDE SUPPORT SYSTEM : System Description

INFOID:000000011285072

#### DESCRIPTION

- The pump located inside side support assembly operates when side support switch is operated, and adjusts the air pressure in seatback side support.