

QUICK REFERENCE CHART: VERSA SEDAN

2012

Belt Tension and Frequency

Location		Tension adjustment *		Unit: N (kg-f, lb-f)	Frequency adjustment *		Unit: Hz
		Used belt		New belt	Used belt		New belt
		Limit	After adjusted		Limit	After adjusted	
Drive belt	With A/C	350 (35.7, 78.7)	881 - 951 (89.8 - 97.0, 198.1 - 213.8)	1070 - 1138 (109.1 - 116.0, 240.6 - 255.8)	145.5	230.5 - 239.5	254 - 262
	Without A/C		876 - 964 (89.3 - 98.3, 196.9 - 216.7)	1064 - 1152 (108.5 - 117.5, 239.2 - 259.0)	162	256.5 - 268.5	282.5 - 293.5

*: When engine is cold.

Spark Plug

INFOID:000000007795942

SPARK PLUG (PLATINUM-TIPPED TYPE)

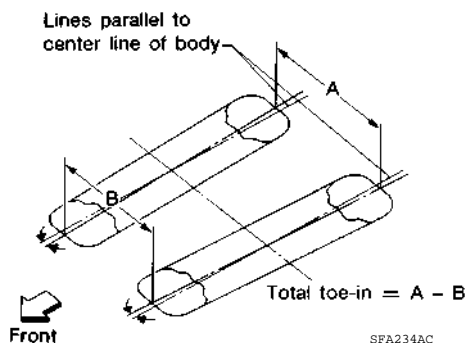
Make	NGK
Standard type*	PLZKAR6A-11
Gap (nominal)	1.1 mm (0.043 in)

*: Always check with the Parts Department for the latest parts information.

Front Wheel Alignment

INFOID:000000007795939

Item	Standard	
Camber Degree minute (Decimal degree)	Minimum	-0° 50' (-0.83°)
	Nominal	-0° 05' (-0.08°)
	Maximum	0° 40' (0.66°)
	Left and right difference	0° 35' (0.58°)
Caster Degree minute (Decimal degree)	Minimum	2° 55' (2.92°)
	Nominal	3° 40' (3.67°)
	Maximum	4° 25' (4.41°)
	Left and right difference	0° 45' (0.75°)
Kingpin inclination Degree minute (Decimal degree)	Minimum	11° 00' (11.00°)
	Nominal	11° 45' (11.75°)
	Maximum	12° 30' (12.50°)



PRECAUTIONS

< PRECAUTION >

PRECAUTION

PRECAUTIONS

Description

INFOID:000000007733038

Observe the following precautions to ensure safe and proper servicing. These precautions are not described in each individual section.

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

INFOID:000000007733039

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 SR 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 SR 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.

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

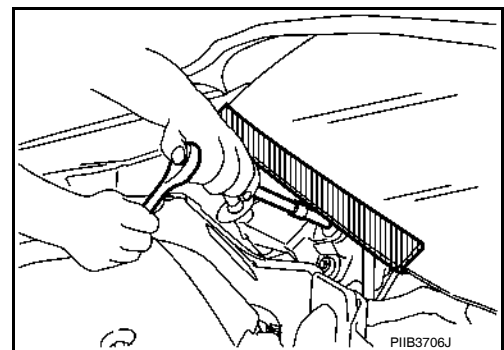
WARNING:

- When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT 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.

Procedures without Cowl Top Cover

INFOID:000000007733040

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc.



P0420 THREE WAY CATALYST FUNCTION

[HR16DE]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

- YES >> GO TO 6.
NO >> Perform [EC-413. "Diagnosis Procedure"](#).

6. CHECK FUNCTION OF IGNITION COIL-I

CAUTION:

Do the following procedure in the place where ventilation is good without the combustible.

1. Turn ignition switch OFF.
2. Remove fuel pump fuse in IPDM E/R to release fuel pressure.

NOTE:

Do not use CONSULT to release fuel pressure, or fuel pressure applies again during the following procedure.

3. Start engine.
4. After engine stalls, crank it two or three times to release all fuel pressure.
5. Turn ignition switch OFF.
6. Remove all ignition coil harness connectors to avoid the electrical discharge from the ignition coils.
7. Remove ignition coil and spark plug of the cylinder to be checked.
8. Crank engine for 5 seconds or more to remove combustion gas in the cylinder.
9. Connect spark plug and harness connector to ignition coil.
10. Fix ignition coil using a rope etc. with gap of 13 - 17 mm (0.52 - 0.66 in) between the edge of the spark plug and grounded metal portion as shown in the figure.
11. Crank engine for about 3 seconds, and check whether spark is generated between the spark plug and the grounded metal portion.

Spark should be generated.

CAUTION:

- Do not approach to the spark plug and the ignition coil within 50 cm (19.7 in). Be careful not to get an electrical shock while checking, because the electrical discharge voltage becomes 20 kV or more.
- It might cause to damage the ignition coil if the gap of more than 17 mm (0.66 in) is taken.

NOTE:

When the gap is less than 13 mm (0.52 in), the spark might be generated even if the coil is malfunctioning.

Is the inspection result normal?

- YES >> GO TO 10.
NO >> GO TO 7.

7. CHECK FUNCTION OF IGNITION COIL-II

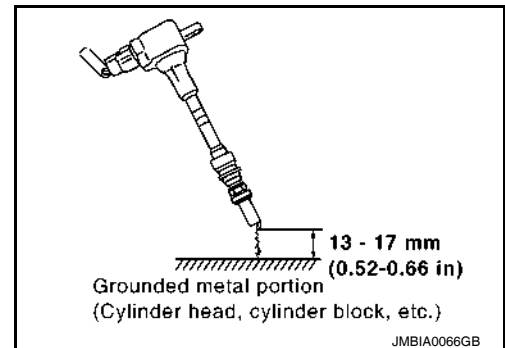
1. Turn ignition switch OFF.
2. Disconnect spark plug and connect a known-good spark plug.
3. Crank engine for about 3 seconds, and recheck whether spark is generated between the spark plug and the grounded metal portion.

Spark should be generated.

Is the inspection result normal?

- YES >> GO TO 8.
NO >> Check ignition coil, power transistor and their circuits. Refer to [EC-418. "Diagnosis Procedure"](#).

8. CHECK SPARK PLUG



ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

< ECU DIAGNOSIS INFORMATION >

[VDC/TCS/ABS]

Monitor item	Display content	Data monitor	
		Condition	Reference value in normal operation
USV[FL-RR]	VDC switch-over valve	When actuator (switch-over valve) is active ("ACTIVE TEST" with CONSULT) or actuator relay is inactive (when in fail-safe mode)	On
		When actuator (switch-over valve) is not active and actuator relay is active (ignition switch ON)	Off
USV[FR-RL]	VDC switch-over valve	When actuator (switch-over valve) is active ("ACTIVE TEST" with CONSULT) or actuator relay is inactive (when in fail-safe mode)	On
		When actuator (switch-over valve) is not active and actuator relay is active (ignition switch ON)	Off
HSV[FL-RR]	VDC switch-over valve	When actuator (switch-over valve) is active ("ACTIVE TEST" with CONSULT) or actuator relay is inactive (when in fail-safe mode)	On
		When actuator (switch-over valve) is not active and actuator relay is active (ignition switch ON)	Off
HSV[FR-RL]	VDC switch-over valve	When actuator (switch-over valve) is active ("ACTIVE TEST" with CONSULT) or actuator relay is inactive (when in fail-safe mode)	On
		When actuator (switch-over valve) is not active and actuator relay is active (ignition switch ON)	Off
V/R OUTPUT	Solenoid valve relay activated	When the solenoid valve relay is active (when ignition switch OFF)	On
		When the solenoid valve relay is not active (in the fail-safe mode)	Off
M/R OUTPUT	Actuator motor and motor relay activated	When the actuator motor and motor relay are active ("ACTIVE TEST" with CONSULT)	On
		When the actuator motor and motor relay are inactive	Off
ENGINE RPM	With engine running	With engine stopped	0 rpm
		Engine running	Almost in accordance with tachometer display

Note 1: Confirm tire pressure is normal.

Note 2: On and off timing for warning lamps and indicator lamps.

- Refer to [BRC-23. "VDC/TCS/ABS : VDC Function"](#).
- Refer to [BRC-25. "VDC/TCS/ABS : TCS Function"](#).
- Refer to [BRC-27. "VDC/TCS/ABS : ABS Function"](#).
- Refer to [BRC-28. "VDC/TCS/ABS : EBD Function"](#).

Fail-safe

INFOID:000000007616463

VDC AND TCS FUNCTIONS

VDC warning lamp in combination meter turns ON when a malfunction occurs in system [ABS actuator and electric unit (control unit)]. The control is suspended for VDC and TCS functions. However, ABS and EBD functions operate normally.

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

DETAILED FLOW

1.GET INFORMATION FOR SYMPTOM

Get the detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurred).

>> GO TO 2

2.CHECK DTC

1. Check DTC for BCM.
2. Perform the following procedure if DTC is displayed.
 - Erase DTC.
 - Study the relationship between the cause detected by DTC and the symptom described by the customer.
3. Check related service bulletins for information.

Is any symptom described and any DTC detected?

Symptom is described, DTC is displayed>>GO TO 3

Symptom is described, DTC is not displayed>>GO TO 4

Symptom is not described, DTC is displayed>>GO TO 5

3.CONFIRM THE SYMPTOM

Confirm the symptom described by the customer.

Connect CONSULT to the vehicle in "DATA MONITOR" mode and check real-time diagnosis results.

Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 5

4.CONFIRM THE SYMPTOM

Confirm the symptom described by the customer.

Connect CONSULT to the vehicle in "DATA MONITOR " mode and check real-time diagnosis results.

Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 6

5.PERFORM DTC CONFIRMATION PROCEDURE

Perform DTC Confirmation Procedure for the displayed DTC, and then check that DTC is detected again.

If two or more DTCs are detected, refer to [BCS-35, "DTC Inspection Priority Chart"](#) (BCM) and determine trouble diagnosis order.

Is DTC detected?

YES >> GO TO 7

NO >> Refer to [GI-38, "Intermittent Incident"](#).

6.DETECT MALFUNCTIONING SYSTEM BY SYMPTOM TABLE

Detect malfunctioning system according to Symptom Table based on the confirmed symptom in step 4.

>> GO TO 7

7.DETECT MALFUNCTIONING PART BY DIAGNOSTIC PROCEDURE

Inspect according to Diagnostic Procedure of the system.

NOTE:

The Diagnostic Procedure is described based on open circuit inspection. A short circuit inspection is also required for the circuit check in the Diagnostic Procedure.

>> GO TO 8

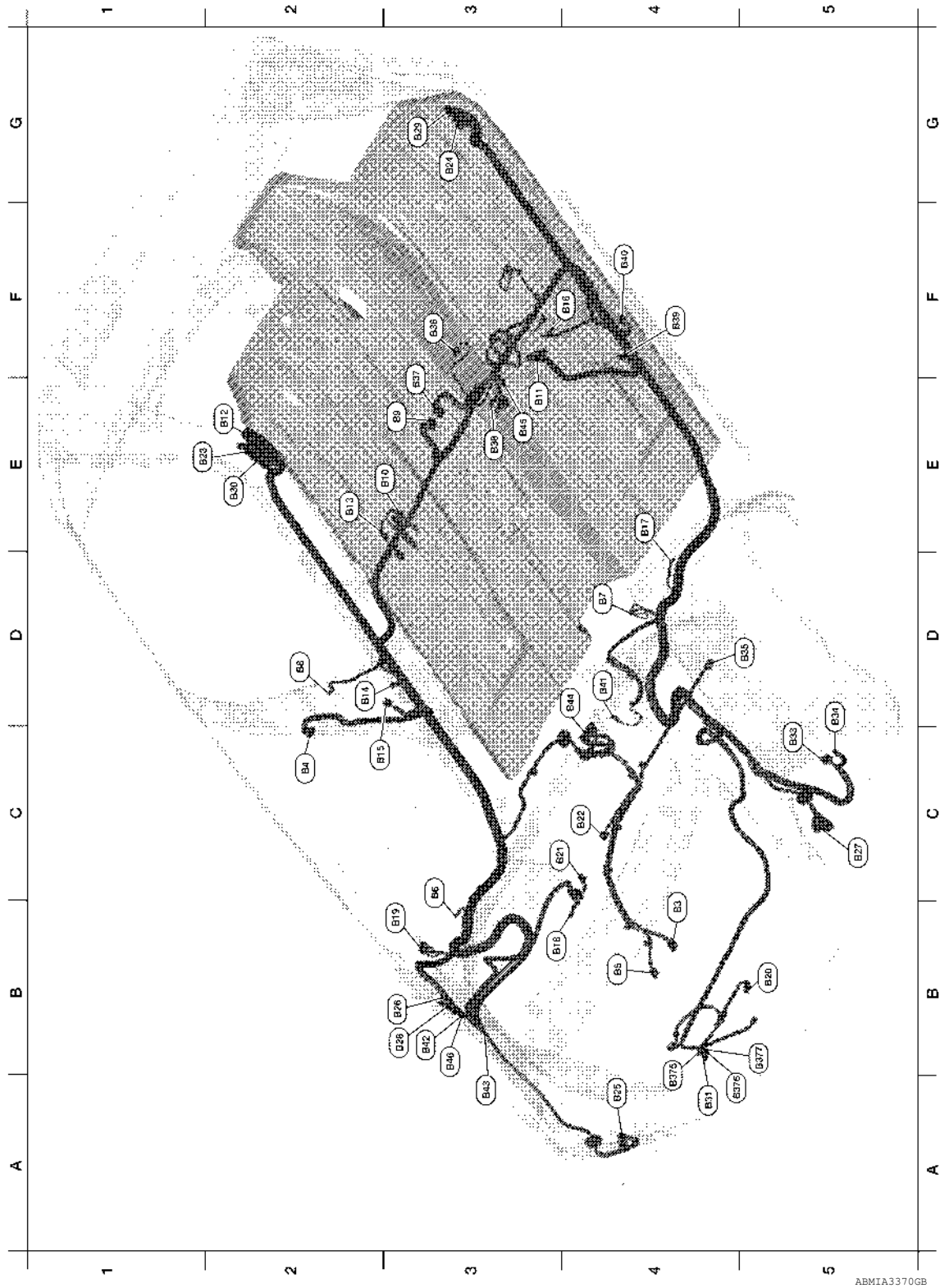
8.REPAIR OR REPLACE THE MALFUNCTIONING PART

1. Repair or replace the malfunctioning part.
2. Reconnect parts or connectors disconnected during Diagnostic Procedure again after repair and replacement.

HARNESS

< DTC/CIRCUIT DIAGNOSIS >

BODY HARNESS



ABMIA3370GB

B4	B2	GR/3	: EVAP control system pressure sensor	C5	B27	B/6	: Rear combination lamp RH
C2	B4	W/4	: To D201	B3	B28	W/2	: To M11
B4	B5	B/2	: EVAP canister vent control valve	G3	B29	W/16	: To M12
C3	B6	W/4	: Rear door switch LH	E2	B30	W/24	: To M13
D4	B7	—	: Body ground	A4	B31	W/4	: To B375

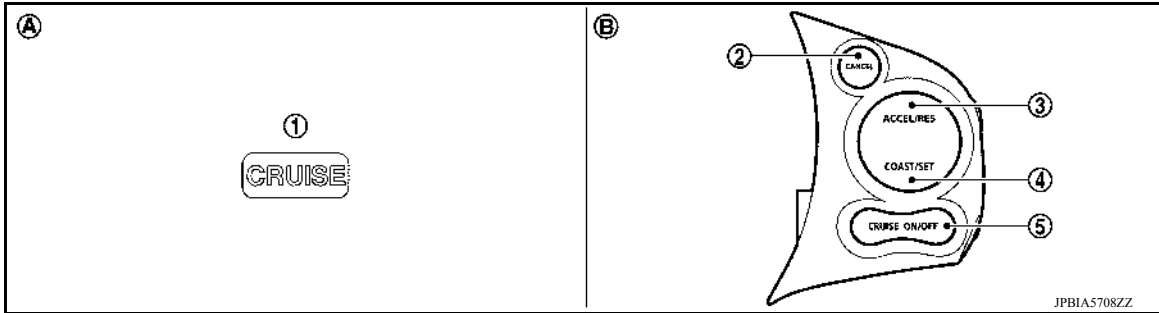
OPERATION

AUTOMATIC SPEED CONTROL DEVICE (ASCD)

AUTOMATIC SPEED CONTROL DEVICE (ASCD) : Switch Name and Function

INFOID:000000009267011

SWITCHES AND INDICATORS



- | | | |
|-----------------------------|--------------------------|---------------------|
| 1. CRUISE indicator | 2. CANCEL switch | 3. ACCEL/RES switch |
| 4. COAST/SET switch | 5. ASCD MAIN switch | |
| A. On the combination meter | B. On the steering wheel | |

SET SPEED RANGE

ASCD system can be set the following vehicle speed.

Minimum speed (Approx.)	Maximum speed (Approx.)
38 km/h (24 MPH)	144 km/h (90 MPH)

SWITCH OPERATION

Item	Function
CANCEL switch	Cancels the cruise control driving.
ACCEL/RES switch	<ul style="list-style-type: none"> Resumes the set speed. Increases speed incrementally during cruise control driving.
COAST/SET switch	<ul style="list-style-type: none"> Sets desired cruise speed. Decreases speed incrementally during cruise control driving.
ASCD MAIN switch	Master switch to activate the ASCD system.

SET OPERATION

Press MAIN switch. (The CRUISE indicator in combination meter illuminates.)

When vehicle speed reaches a desired speed between approximately 38 km/h (24 MPH) and 144 km/h (90 MPH), press COAST/SET switch.

ACCELERATE OPERATION

If the ACCEL/RES switch is pressed during the cruise control driving, increase the vehicle speed until the switch is released or vehicle speed reaches maximum speed controlled by the system. And then ASCD will keep the new set speed.

CANCEL OPERATION

- When any of following conditions exist, the cruise operation is canceled.
 - CANCEL switch is pressed
 - ASCD MAIN switch is pressed (Set speed is cleared)
 - More than 2 switches at ASCD steering switch are pressed at the same time (Set speed is cleared)
 - Brake pedal is depressed
 - Selector lever is changed to N, P or R position
 - Vehicle speed decreased to 13 km/h (8 MPH) lower than the set speed
 - TCS system is operated

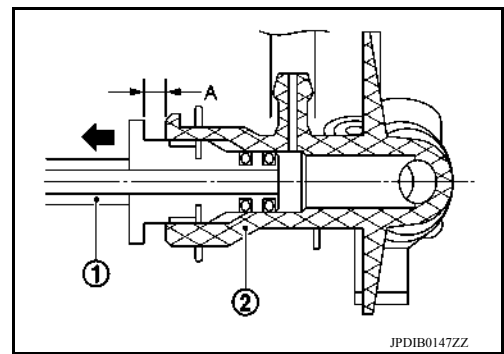
CLUTCH FLUID

< PERIODIC MAINTENANCE >

- Slide clutch tube (1) for the specified distance (A) in the direction of the arrow (←) as shown.

(2) : Bleeding connector

Dimension (A) : 5 mm (0.20 in)



- Slowly depress clutch pedal to the full stroke position and then release the pedal.
CAUTION:
Clutch tube is under hydraulic pressure; do not allow the clutch tube to disconnect from the bleeding connector.
- Repeat step 5 at intervals of 2 or 3 seconds until new clutch fluid is discharged.
CAUTION:
Monitor clutch fluid level in reservoir tank so as not to empty the tank.
- Return clutch tube and lock pin in their original positions while clutch pedal is depressed.
- Perform the air bleeding. Refer to [CL-8. "Air Bleeding"](#).

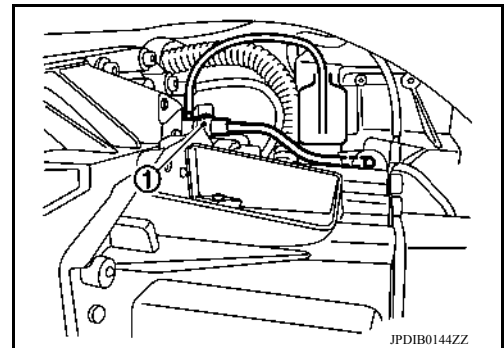
Air Bleeding

INFOID:000000009267494

CAUTION:

- Monitor clutch fluid level in reservoir tank so as not to empty the tank.
- Do not spill clutch fluid onto painted surfaces. If fluid spills, wipe up immediately and wash the affected area with water.

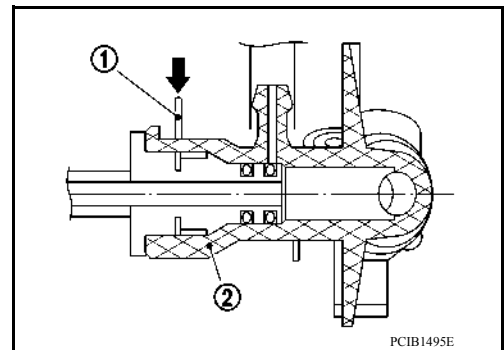
- Fill reservoir tank with new clutch fluid.
CAUTION:
Do not reuse drained clutch fluid.
- Connect a transparent vinyl hose to air bleeder of bleeding connector (1).
- Depress and release the clutch pedal slowly and fully 15 times at an interval of 2 to 3 seconds and release the clutch pedal.



- Press the lock pin (1) into the bleeding connector (2), and maintain the position.

CAUTION:

Clutch tube is under hydraulic pressure; do not allow the clutch tube to disconnect from the bleeding connector.



PREPARATION

< PREPARATION >


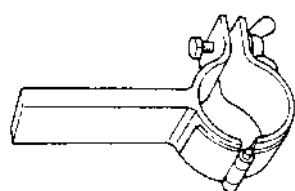
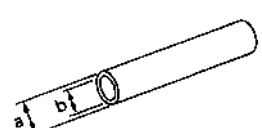
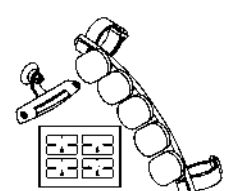
PREPARATION

PREPARATION

Special Service Tools

INFOID:000000009267396

The actual shapes of Kent-Moore tools may differ from those of special tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
KV991040S1 (—) 1. KV99104020 Adapter A 2. KV99104030 Adapter B 3. KV99104040 Adapter C 4. KV99104050 Adapter D 5. KV99104060 Plate 6. KV99104070 Guide bolt 7. KV99104080 Spring 8. KV99104090 Center plate	Measuring wheel alignment  ZZA1167D
ST35652000 (—) Strut attachment	Disassembling and assembling strut  ZZA0807D
KV10106700 (—) Drift	Disassembling and assembling strut mounting bearing a: 25 mm (0.98 in) dia. b: 18.5 mm (0.728 in) dia.  ZZA0534D
— (J-49286) Drift and pull gauge	Measuring drift and pull  AWELA0156ZZ

Commercial Service Tools

INFOID:000000009267397

Tool name	Description

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D
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DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

[WITH INTELLIGENT KEY SYSTEM]

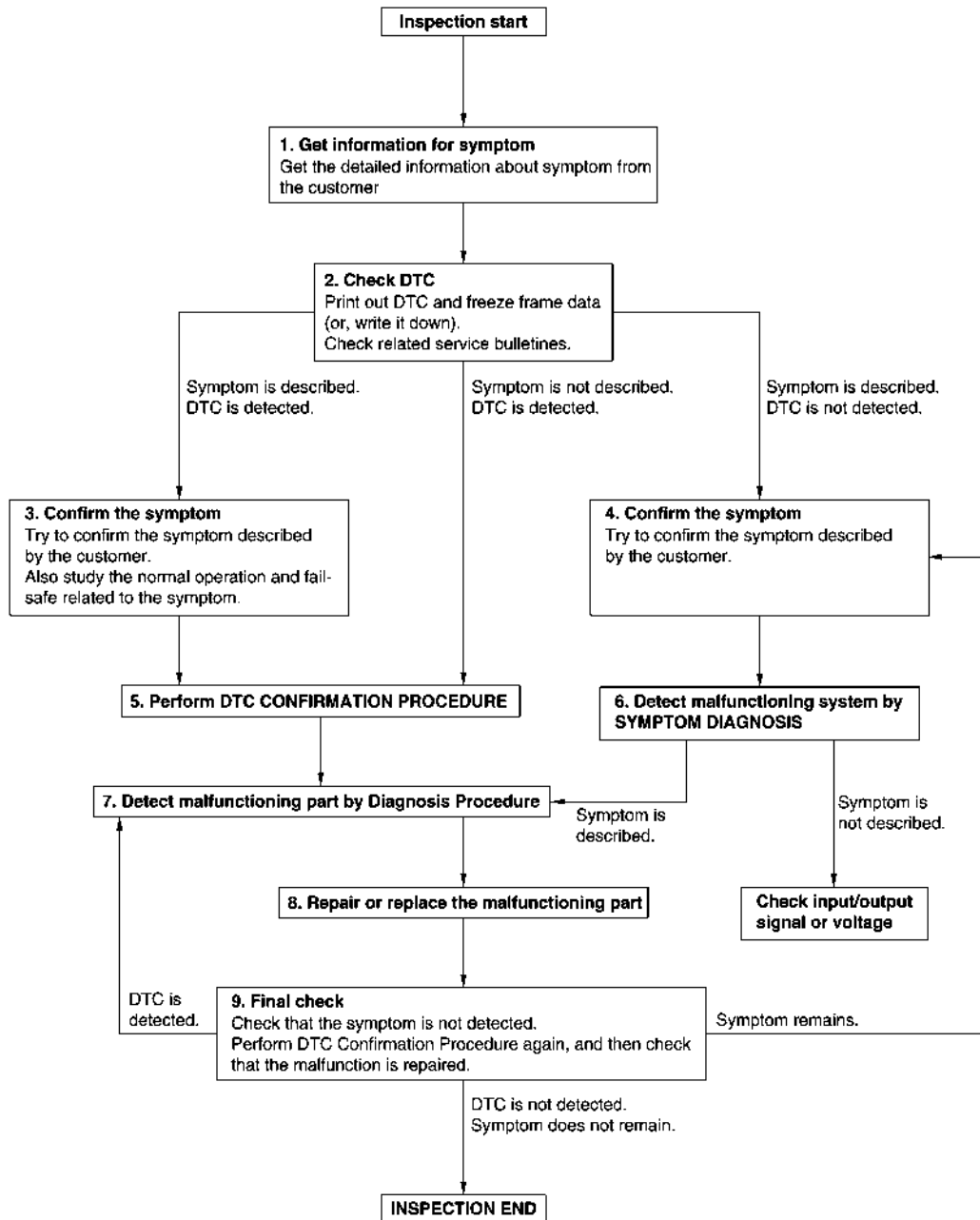
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow

INFOID:000000009268738

OVERALL SEQUENCE



JMKIA8652GB

DETAILED FLOW

Revision: April 2013

DLK-62

2014 Versa Sedan

PRECAUTIONS

< PRECAUTION >

Precaution for Work

INFOID:000000009267742

- When removing or disassembling each component, be careful not to damage or deform it. If a component may be subject to interference, be sure to protect it with a shop cloth. A
- When removing (disengaging) components with a screwdriver or similar tool, be sure to wrap the component with a shop cloth or vinyl tape to protect it. B
- Protect the removed parts with a shop cloth and prevent them from being dropped.
- Replace a deformed or damaged clip. C
- If a part is specified as a non-reusable part, always replace it with a new one.
- Be sure to tighten bolts and nuts securely to the specified torque.
- After installation is complete, be sure to check that each part works properly.
- Follow the steps below to clean components: D
- Water soluble dirt: E
- Dip a soft cloth into lukewarm water, wring the water out of the cloth and wipe the dirty area.
- Then rub with a soft, dry cloth.
- Oily dirt: E
- Dip a soft cloth into lukewarm water with mild detergent (concentration: within 2 to 3%) and wipe the dirty area.
- Then dip a cloth into fresh water, wring the water out of the cloth and wipe the detergent off. F
- Then rub with a soft, dry cloth.
- Do not use organic solvent such as thinner, benzene, alcohol or gasoline.
- For genuine leather seats, use a genuine leather seat cleaner. G

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GW

DIAGNOSIS SYSTEM (BCM) (WITH INTELLIGENT KEY SYSTEM)

< SYSTEM DESCRIPTION >

BUZZER

BUZZER : CONSULT Function (BCM - BUZZER)

INFOID:000000009555296

DATA MONITOR

Monitor Item [Unit]	Description
PUSH -SW [On/Off]	Indicates condition of push-button ignition switch.
VEH SPEED 1 [km/h]	Indicates vehicle speed signal received from ABS on CAN communication line.
TAIL LAMP SW [On/Off]	Indicates condition of combination switch.
FR FOG SW [On/Off]	Indicates condition of front fog lamp switch.
DOOR SW-DR [On/Off]	Indicates condition of front door switch LH.
CDL LOCK SW [On/Off]	Indicates condition of lock signal from door lock and unlock switch.

ACTIVE TEST

Test Item	Description
ID REGIST WARNING	This test is able to check TPMS transmitter ID regist warning chime operation [On/Off].
SEAT BELT WARN TEST	This test is able to check seat belt warning chime operation [On/Off].
LIGHT WARN ALM	This test is able to check light warning chime operation [On/Off].

HEADLAMP

HEADLAMP : CONSULT Function (BCM - HEAD LAMP)

INFOID:000000009555297

DATA MONITOR

Monitor Item [Unit]	Description
PUSH SW [On/Off]	Indicates condition of push-button ignition switch.
ENGINE STATE [Stop/Stall/Crank/Run]	Indicates engine status received from ECM on CAN communication line.
VEH SPEED 1 [km/h]	Indicates vehicle speed signal received from ABS on CAN communication line.
TURN SIGNAL R [On/Off]	Indicates condition of combination switch.
TURN SIGNAL L [On/Off]	
TAIL LAMP SW [On/Off]	
HI BEAM SW [On/Off]	
HEAD LAMP SW 1 [On/Off]	
HEAD LAMP SW 2 [On/Off]	
PASSING SW [On/Off]	
FR FOG SW [On/Off]	
DOOR SW-DR [On/Off]	Indicates condition of front door switch LH.
DOOR SW-AS [On/Off]	Indicates condition of front door switch RH.
DOOR SW-RR [On/Off]	Indicates condition of rear door switch RH.
DOOR SW-RL [On/Off]	Indicates condition of rear door switch LH.
DOOR SW-BK [On/Off]	Indicates condition of trunk switch.

ACTIVE TEST

Test Item	Description
FR FOG LAMP	This test is able to check front fog lamp operation [On/Off].
HEAD LAMP	This test is able to check head lamp operation [Hi/Low/Off].

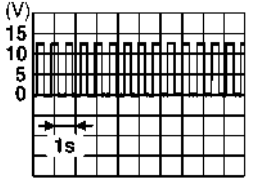
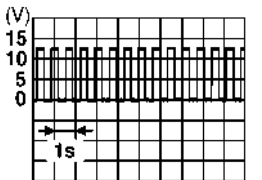
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EXL

BCM

< ECU DIAGNOSIS INFORMATION >

[WITH INTELLIGENT KEY SYSTEM]

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	-	Signal name	Input/ Output			
56 (W)	Ground	Battery saver output	Output	Interior room lamp battery saver timed out		0 V
				Except when interior room lamp battery saver timed out		Battery voltage
57 (Y)	Ground	Battery power supply	Input	Push-button ignition switch OFF		Battery voltage
59 (G)	Ground	Door unlock output (AS)	Output	Front RH door	UNLOCK (Actuator is activated)	Battery voltage
					Actuator is not activated	0 V
60 (V)	Ground	Flasher output (LEFT)	Output	Push-button ignition switch ON	Turn signal switch OFF	0 V
					Turn signal switch LH	 <p style="text-align: right; font-size: small;">PKIC6370E</p>
61 (W)	Ground	Flasher output (RIGHT)	Output	Push-button ignition switch ON	Turn signal switch OFF	0 V
					Turn signal switch RH	 <p style="text-align: right; font-size: small;">PKIC6370E</p>
63 (R)	Ground	Room lamp control	Output	Interior room lamp	OFF	Battery voltage
					ON	0 – 1.0 V
65 (SB)	Ground	Door lock output	Output	All doors	LOCK (Actuator is activated)	Battery voltage
					Actuator is not activated	0 V
66 (G)	Ground	Door unlock output	Output	All doors	UNLOCK (Actuator is activated)	Battery voltage
					Actuator is not activated	0 V
67 (B)	Ground	Ground	Output	Push-button ignition switch ON		0 V
68 (L)	Ground	Power window power supply (IGN)	Output	Push-button ignition switch ON		Battery voltage
70 (G)	Ground	Battery power supply	Input	Push-button ignition switch OFF		Battery voltage
72 (L)	Ground	A/C indicator	Input	—		—
75 (GR)	Ground	Request sw (DR) signal	Input	Driver door request switch	ON (Pressed)	0 – 1.5 V
					OFF (Not pressed)	Battery voltage
76 (L)	Ground	Engine start sw	Input	Push-button ignition switch	START pressed	0 – 1.5 V
					Not pressed	Battery voltage

DIAGNOSIS SYSTEM (BCM)

[POWER DISTRIBUTION SYSTEM]

< SYSTEM DESCRIPTION >

DIAGNOSIS SYSTEM (BCM)

COMMON ITEM

COMMON ITEM : CONSULT Function (BCM - COMMON ITEM)

INFOID:000000009542955

APPLICATION ITEM

CONSULT performs the following functions via CAN communication with BCM.

Direct Diagnostic Mode	Description
ECU identification	The BCM part number is displayed.
Self Diagnostic Result	The BCM self diagnostic results are displayed.
Data Monitor	The BCM input/output data is displayed in real time.
Active Test	The BCM activates outputs to test components.
Work support	The settings for BCM functions can be changed.
Configuration	<ul style="list-style-type: none"> The vehicle specification can be read and saved. The vehicle specification can be written when replacing BCM.
CAN DIAG SUPPORT MNTR	The result of transmit/receive diagnosis of CAN communication is displayed.

SYSTEM APPLICATION

BCM can perform the following functions.

System	Sub System	Direct Diagnostic Mode						
		ECU identification	Self Diagnostic Result	Data Monitor	Active Test	Work support	Configuration	CAN DIAG SUPPORT MNTR
Door lock	DOOR LOCK		×	×	×	×		
Rear window defogger	REAR DEFOGGER			×	×			
Warning chime	BUZZER			×	×			
Interior room lamp timer	INT LAMP			×	×	×		
Exterior lamp	HEAD LAMP			×	×	×		
Wiper and washer	WIPER			×	×	×		
Turn signal and hazard warning lamps	FLASHER			×	×			
Air conditioner	AIR CONDITIONER			×				
Intelligent Key system	INTELLIGENT KEY		×	×	×	×		
Combination switch	COMB SW			×				
BCM	BCM	×	×			×	×	×
Immobilizer	IMMU		×		×	×		
Interior room lamp battery saver	BATTERY SAVER			×	×	×		
Trunk open	TRUNK			×				
Vehicle security system	THEFT ALM			×	×	×		
RAP system	RETAINED PWR			×		×		
Signal buffer system	SIGNAL BUFFER			×				
TPMS	AIR PRESSURE MONITOR		×	×	×	×		
Panic alarm system	PANIC ALARM				×			

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

Procedure

INFOID:000000009507662

Regarding Wiring Diagram information, refer to [BCS-50, "Wiring Diagram"](#).

1. CHECK FUSES AND FUSIBLE LINK

Check that the following fuses and fusible link are not blown.

Terminal No.	Signal name	Fuses and fusible link No.
57	Battery power supply	12 (10A)
70		G (40A)

Is the fuse blown?

YES >> Replace the blown fuse or fusible link after repairing the affected circuit.

NO >> GO TO 2.

2. CHECK POWER SUPPLY CIRCUIT

1. Disconnect BCM connector M99.
2. Check voltage between BCM connector M99 and ground.

BCM		Ground	Voltage
Connector	Terminal		
M99	57	—	Battery voltage
	70		

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair harness or connector.

3. CHECK GROUND CIRCUIT

Check continuity between BCM connector M99 and ground.

BCM		Ground	Continuity
Connector	Terminal		
M99	67	—	Yes

Is the inspection result normal?

YES >> Inspection End.

NO >> Repair harness or connector.

BCM (BODY CONTROL SYSTEM) (WITHOUT INTELLIGENT KEY SYSTEM)

BCM (BODY CONTROL SYSTEM) (WITHOUT INTELLIGENT KEY SYSTEM) : Diagnosis Procedure

INFOID:000000009507665

Regarding Wiring Diagram information, refer to [BCS-107, "Wiring Diagram"](#).

1. CHECK FUSES AND FUSIBLE LINK

Check that the following fuses and fusible link are not blown.

A
B
C
D
E
F
G
H
I
J
K
L
M
O
P

WCS