## NO.5 i-stop FUNCTION OPERATES UNDER NO ENGINE-STOP CONDITIONS [SKYACTIV-G 2.0, SKYACTIV-G 2.5]

id1103a5001000

i-stop function operates even though system is turned off by pressing i-stop OFF switch.   i-stop function operates even though vehicle conditions are for non-operation.   i-stop warning light (amber) flate illumination   i-stop warning light (amber) flate illumination (sensor specific or motor malfunction)   i-stop warning light (amber) flate illumination expectific or motor malfunction)   o-stop warning light (amber) flate illumination   o-stop warning light (amber) flate illumination expectific or motor malfunction illumination expectific illumination expe	_	
I - I - I - I - I - I - I - I - I - I	5	i-stop FUNCTION OPERATES UNDER NO ENGINE-STOP CONDITIONS
I-stop function operates frequently while parking vehicle.   I-stop warning light (ambor) false illumination   I-stop warning light (ambor) false fal	DECODIBIION	
I-stop warning light (amber) false illumination circuit mafunction in instrument cluster  1-stop warning light (amber) illumination circuit mafunction in instrument cluster  False detection of -stop function operation conditions  1- False detection of external vehicle temperature within operable range (~10 to 50 °C (14 to 122 °F))  Ambient temperature sensor mafunction (sensor specific mafunction)  Short or open circuit in wiring harness between ambient temperature sensor terminal A and PCM terminal 21  Open circuit in wiring harness between ambient temperature sensor terminal B and PCM terminal 2AJ  - Climinate control unit falsely detects that internal vehicle temperature is within operation range, (with full-auto air conditioner)  - Cabir temperature sensor maffunction (sensor specific or motor maffunction)  - Short or open circuit in wiring harness between cabin temperature sensor terminal A and climate control unit terminal 1J  - Open circuit in wiring harness between cabin temperature sensor terminal B and climate control unit terminal 1J  - Open circuit in wiring harness between cabin temperature sensor terminal B and climate control unit terminal 1J  - Short or open circuit in wiring harness between cabin temperature sensor terminal B and climate control unit terminal 1J  - Open circuit in wiring harness between cabin temperature sensor terminal B and climate control unit terminal 1J  - Falsely detects that climate control unit detects that driver-side air mix door is not in MAX HOT or MAX COLD position (with full-auto air conditioner)  - Driver-side air mix actuator position sensor maffunction  - Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals 1U, 1T, 1W or 1S  - False detection of vicion of sensor maffunction  - Short or open circuit in wiring harness between door latch swi	DESCRIPTION	ļ · · · · · · · · · · · · · · · · · · ·
Instrument cluster   CAN communication in malfunction between PCM and instrument cluster   False detection of I-stop function operation conditions		
CAN communication line malfunction between PCM and instrument cluster False detection of external vehicle temperature within operable range (~10 to 50 °C (14 to 122 °F))  Ambient temperature sensor malfunction (sensor specific malfunction)  Short or open circuit in wiring harness between ambient temperature sensor terminal A and PCM terminal 21  Open circuit in wiring harness between ambient temperature sensor terminal B and PCM terminal 2AJ  Climate control unit falsely detects that internal vehicle temperature is within operation range. (with full-auto air conditioner)  Cabin temperature sensor malfunction (sensor specific or motor malfunction)  Short or open circuit in wiring harness between cabin temperature sensor terminal A and climate control unit terminal 13  Open circuit in wiring harness between cabin temperature sensor terminal A and climate control unit terminal 14  Falsely detects that climate control unit detects that driver-side air mix door is not in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position (with full-auto air conditioner)  Driver-side air mix actuator malfunction  Driver-side air mix actuator position sensor malfunction  Driver-side air mix door or linkage stuck  False detection or vehicle not being parked  False detection or steering wheel rotation speed  Steering angle sensor initialization malfunction  False detection of closed door, liftgate  Door latch switch malfunction  False detection of fastened driver seat bettle Driver-side buckle sw		
False detection of I-stop function operation conditions  - False detection of or termal vehicle temperature within operable range (~10 to 50 °C (14 to 122 °F))  — Ambient temperature sensor malfunction (sensor specific malfunction)  — Short or open circuit in wiring harness between ambient temperature sensor terminal A and PCM terminal 21  — Open circuit in wiring harness between ambient temperature sensor terminal B and PCM terminal 2AJ  • Climate control unit falsely detects that internal vehicle temperature is within operation range. (with full-auto air conditioner)  — Cabin temperature sensor malfunction (sensor specific or motor malfunction)  — Short or open circuit in wiring harness between cabin temperature sensor terminal A and climate control unit terminal 1J  — Open circuit in wiring harness between cabin temperature sensor terminal B and climate control unit terminal 1½  • Falsely detects that climate control unit detects that driver-side air mix door is not in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position (with full-auto air conditioner)  — Driver-side air mix actuator position sensor malfunction  — Driver-side air mix actuator position sensor malfunction  — Driver-side air mix door or linkage stuck  • False detection of vehicle not being parked  — False detection of seering wheel rotation speed  • Steering angle sensor malfunction  • Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals 1U, 11, 11, 1W or 15  • False detection of closed bonnet  • Bonnet latch switch malfunction  • Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) terminal 3L  — False detection of closed door, liftgate  • Door latch switch malfunction  • Short to ground in wiring harness between door latch switch and rear body control module (RBCM)  — Palse detection of lastened driver seat bett  • Driver-		
- False detection of external vehicle temperature within operable range (~10 to 50 °C (14 to 122 °F))  - Ambient temperature sensor malfunction (sensor specific malfunction)  - Short or open circuit in wiring harness between ambient temperature sensor terminal A and PCM terminal 2  - Open circuit in wiring harness between ambient temperature sensor terminal B and PCM terminal 2AJ  - Climate control unit falsely detects that internal vehicle temperature is within operation range. (with full-auto air conditioner)  - Cabin temperature sensor malfunction (sensor specific or motor malfunction)  - Short or open circuit in wiring harness between cabin temperature sensor terminal A and climate control unit terminal 11  - Open circuit in wiring harness between cabin temperature sensor terminal B and climate control unit terminal 1X  - Falsely detects that climate control unit detects that driver-side air mix door is not in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position (with full-auto air conditioner)  - Driver-side air mix actuator malfunction  - Driver-side air mix actuator malfunction  - Driver-side air mix actuator malfunction  - Driver-side air mix actuator position sensor malfunction  - Steering angle sensor initialization malfunction  - Steering angle sensor malfunction  - Short to open circuit in wiring harness between steering angle sensor and start stop unit terminals 1, 1, 1, 1, 10 or 1S  - False detection of closed door, liftgate  - Door latch switch malfunction  - Short to ground in wiring harness between door latch switch hard rear body control module (RBCM)  - Short to ground in wiring harness b		
- Ambient temperature sensor malfunction (sensor specific malfunction) - Short or open circuit in wiring harness between ambient temperature sensor terminal A and PCM terminal 2 - Open circuit in wiring harness between ambient temperature sensor terminal B and PCM terminal 2AJ - Climate control unit falsely detects that internal vehicle temperature is within operation range. (with full-auto air conditioner) - Cabin temperature sensor malfunction (sensor specific or motor malfunction) - Short or open circuit in wiring harness between cabin temperature sensor terminal A and climate control unit terminal 1J - Open circuit in wiring harness between cabin temperature sensor terminal B and climate control unit terminal 1X - Falsely detects that climate control unit detects that driver-side air mix door is not in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position (with full-auto air conditioner) - Driver-side air mix door or linkage stuck - False detection of vehicle not being parked - False detection of steering whele rotation speed - Steering angle sensor malfunction - Driver-side air mix door or linkage stuck - False detection of steering whele rotation speed - Steering angle sensor malfunction - Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals - 1U, 11, 11, 11, 11, 11, 11, 11, 11, 11,		
- Short or open circuit in wiring harmess between ambient temperature sensor terminal A and PCM terminal 2 - Open circuit in wiring harmess between ambient temperature sensor terminal B and PCM terminal 2AJ - Climate control unit falsely detects that internal vehicle temperature is within operation range. (with full-auto air conditioner) - Cabin temperature sensor malfunction (sensor specific or motor malfunction) - Short or open circuit in wiring harmess between cabin temperature sensor terminal A and climate control unit terminal 13 - Open circuit in wiring harmess between cabin temperature sensor terminal B and climate control unit terminal 14 - Falsely detects that climate control unit detects that driver-side air mix door is not in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position even though driver-side air mix door is max door is not in MAX HOT or MAX COLD position even though driver-side air mix door is max door is not in MAX HOT or MAX COLD position even though driver-side air mix door or linkage stuck - False detection or device not being parked - False detection of stellar gravity and stuck even and start stop unit terminals 1, 1, 1, 1, 10 or 15 - False detection of stellar gravity and start stop unit terminals 1, 1, 1, 1, 10 or 15 - False detection or folkage stuck - Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals 1, 1, 1, 1, 10 or 15 - False detection or folkage stuck - Short or open circuit in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) expending the parked of start stop unit terminals 1, 1, 1, 1, 10 or 15 - False detection of closed bornet - Bonnet latch switch malfunction - Littgate latch switch malfunction - Littgate latch switch malfunction - Short or gone of fastened driver seat bett - Diriver-side buckle switch malfunction - Open circuit in wiring harness between driver-side		
terminal 2   Open circuit in wiring harness between ambient temperature sensor terminal B and PCM terminal 2AJ  *Climate control unit falsely detects that internal vehicle temperature is within operation range. (with fullatute air conditioner)  Cabin temperature sensor malfunction (sensor specific or motor malfunction)  Short or open circuit in wiring harness between cabin temperature sensor terminal A and climate control unit terminal 1J  Open circuit in wiring harness between cabin temperature sensor terminal B and climate control unit terminal 1X  *Falsely detects that climate control unit detects that driver-side air mix door is not in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position (with full-auto air conditioner)  Driver-side air mix actuator malfunction  Driver-side air mix adoor or linkage stuck  *False detection of steening wheel rotation speed  *Steering angle sensor intilitization malfunction  *Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals 1U, 1T, 1W or 1S  *Falsely detects that vehicle is under safety condition  False detection of closed doon, liftgate  Donor latch switch malfunction (stuck closed)  *Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM)  Dor latch switch malfunction  Short to ground in wiring harness between door latch switch and rear body control module (RBCM)  *Open circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control module terminal 2U  False detection of flastened driver seat bett  Driver-side buckle switch malfunction  *Open circuit in wiring harness between thiver-side buckle switch terminal 4A and SAS control module terminal 2U  False detection of inclination angle (false detection of 7 % or less)  *Low-G (XY) sensor (built-into SAS control		
- Open circuit in wiring harness between ambient temperature sensor terminal B and PCM terminal 2AJ  - Climate control unit falsely detects that internal vehicle temperature is within operation range. (with full-auto air conditioner)  - Cabin temperature sensor malfunction (sensor specific or motor malfunction)  - Short or open circuit in wiring harness between cabin temperature sensor terminal A and climate control unit terminal 1 I  - Open circuit in wiring harness between cabin temperature sensor terminal B and climate control unit terminal 1 X  - Falsely detects that climate control unit detects that driver-side air mix door is not in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position (with full-auto air conditioner)  - Driver-side air mix actuator malfunction  - Driver-side air mix actuator position sensor malfunction  - Driver-side air mix actuator position sensor malfunction  - Driver-side air mix actuator position sensor malfunction  - False detection of steering wheel rotation speed  - Steering angle sensor initialization malfunction  - Steering angle sensor initialization malfunction  - Steering angle sensor initialization malfunction  - Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals 1U, 1T, 1W or 1S  - Falsely detects that vehicle is under safety condition  - False detection of closed bonnet  - Bonnet latch switch malfunction (stuck closed)  - Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM)  - Open circuit in wiring harness between door latch switch and rear body control module (RBCM)  - Open circuit in wiring harness between door latch switch and rear body control module (RBCM)  - False detection of fastened driver seat belt  - Driver-side buckle switch malfunction  - Open circuit in wiring harness between power brake unit vacuum sensor terminal C and PCM terminal 2U		
- Climate control unit falsely detects that internal vehicle temperature is within operation range. (with full-auto air conditioner)  - Cabin temperature sensor malfunction (sensor specific or motor malfunction)  - Short or open circuit in wiring harness between cabin temperature sensor terminal A and climate control unit terminal 1J  - Open circuit in wiring harness between cabin temperature sensor terminal B and climate control unit terminal 1X  - Falsely detects that climate control unit detects that driver-side air mix door is not in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position (with full-auto air conditioner)  - Driver-side air mix actuator malfunction  - Driver-side air mix actuator position sensor malfunction  - Driver-side air mix adoor or linkage stuck  - False detection of vehicle not being parked  - False detection of vehicle not being parked  - False detection of steering wheel rotation speed  - Steering angle sensor malfunction  - Steering angle sensor malfunction  - Steering angle sensor malfunction  - Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals 1U, 1T, 1W or 1S  - False detection of closed bonnet  - Bonnet latch switch malfunction (stuck closed)  - Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) terminal 3L  - False detection of closed door, liftgate  - Door latch switch malfunction  - Short to ground in wiring harness between door latch switch and rear body control module (RBCM)  - Open circuit in wiring harness between flitgate latch switch and rear body control module (RBCM)  - Open circuit in wiring harness between flitgate latch switch and rear body control module (RBCM)  - Popen circuit in wiring harness between flitgate latch switch and rear body control module (RBCM)  - Popen circuit in wiring harness between flitgate latch switch and rear body control module (RBCM)  - Popen circuit in wiring harness between power bra		
auto air conditioner)  Cabin temperature sensor malfunction (sensor specific or motor malfunction)  Short or open circuit in wiring harness between cabin temperature sensor terminal A and climate control unit terminal 1J  Open circuit in wiring harness between cabin temperature sensor terminal B and climate control unit terminal 1X  Falsely detects that climate control unit detects that driver-side air mix door is not in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position (with full-auto air conditioner)  Driver-side air mix actuator malfunction  Driver-side air mix actuator position sensor malfunction  Driver-side air mix door or linkage stuck  False detection of vehicle not being parked  False detection of steering wheel rotation speed  Steering angle sensor initialization malfunction  Steering angle sensor malfunction  Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals 1U, 1T, 1W or 1S  False detection of closed bonnet  Bonnet latch switch malfunction (stuck closed)  Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) terminal 3L  False detection of closed door, liftgate  Door latch switch malfunction  Liftgate latch switch malfunction  Liftgate latch switch malfunction  Copen circuit in wiring harness between door latch switch and rear body control module (RBCM)  Open circuit in wiring harness between door latch switch and rear body control module (RBCM)  Diver-side buckle switch malfunction  Copen circuit in wiring harness between door latch switch and rear body control module (copen circuit in wiring harness between door latch switch and rear body control module (copen circuit in wiring harness between door latch switch and rear body control module (copen circuit in wiring harness between door latch switch and rear		
Cabin temperature sensor malfunction (sensor specific or motor malfunction) Short or open circuit in wiring harness between cabin temperature sensor terminal A and climate control unit terminal 1.3 Open circuit in wiring harness between cabin temperature sensor terminal B and climate control unit terminal 1.7 Falsely detects that climate control unit detects that driver-side air mix door is not in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position (with full-auto air conditioner) Driver-side air mix actuator malfunction Driver-side air mix actuator position sensor malfunction Driver-side air mix door or linkage stuck False detection of vehicle not being parked False detection of vehicle not being parked False detection of vehicle not being parked Steering angle sensor initialization malfunction Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals 10, 17, 170 or 15 Falsely detects that vehicle is under safety condition False detection of closed bonnet Bonnet latch switch malfunction (stuck closed) Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) Short to ground in wiring harness between bonnet latch switch and rear body control module (RBCM) Open circuit in wiring harness between door latch switch and rear body control module (RBCM) Open circuit in wiring harness between door latch switch and rear body control module (RBCM) Open circuit in wiring harness between door latch switch and rear body control module (RBCM) Open circuit in wiring harness between door latch switch and rear body control module (RBCM) Open circuit in wiring harness between door latch switch and rear body control module (RBCM) Open circuit in wiring harness between door latch switch and rear body control module (RBCM) Open circuit in wiring harness between door latch switch and rear body control module (RBCM) Open circuit in wiring harness between door latch switch and rear body control		• Climate control unit falsely detects that internal vehicle temperature is within operation range. (with full-
Short or open circuit in wiring harness between cabin temperature sensor terminal A and climate control unit terminal 1J Open circuit in wiring harness between cabin temperature sensor terminal B and climate control unit terminal 1X Falsely detects that climate control unit detects that driver-side air mix door is not in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position (with full-auto air conditioner) Driver-side air mix actuator malfunction Driver-side air mix actuator position sensor malfunction Driver-side air mix door or linkage stuck False detection of vehicle not being parked False detection of steering wheel rotation speed Steering angle sensor initialization malfunction Steering angle sensor malfunction Steering angle sensor malfunction Steering angle sensor malfunction Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals 1U, 1T, 1W or 1S  Falsely detects that vehicle is under safety condition False detection of closed bonnet Bonnet latch switch malfunction (stuck closed) Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) terminal 3L False detection of closed door, liftgate Door latch switch malfunction Liftgate latch switch malfunction Short to ground in wiring harness between door latch switch and rear body control module (RBCM) Open circuit in wiring harness between diffusate latch switch and rear body control module (RBCM) False detection of fastened driver seat belt Driver-side buckles witch malfunction Open circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control module terminal 2U False detection of inclination angle (false detection of 7 % or less) Low-G (XY) sensor (built-into SAS control module) malfunction (In this case, the SAS control module terminal 2EG  Low-G (XY) sensor (built-into SAS control module) malfunction Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B		auto air conditioner)
control unit terminal 1.3  Open circuit in wiring harness between cabin temperature sensor terminal B and climate control unit terminal 1 X  Falsely detects that climate control unit detects that driver-side air mix door is not in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position (with full-auto air conditioner)  Driver-side air mix actuator malfunction  Driver-side air mix actuator position sensor malfunction  Driver-side air mix door or linkage stuck  False detection of vehicle not being parked  False detection of steering wheel rotation speed  Steering angle sensor initialization malfunction  Steering angle sensor malfunction  Steering angle sensor malfunction  Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals 10, 17, 1W or 1S  Falsely detects that twehicle is under safety condition  False detection of closed bonnet  Bonnet latch switch malfunction (stuck closed)  Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) terminal 3.  False detection of closed door, liftgate  Door latch switch malfunction  Infigate latch switch malfunction  Short to ground in wiring harness between door latch switch and rear body control module (RBCM)  Open circuit in wiring harness between diffgate latch switch and rear body control module (RBCM)  False detection of fastened driver seat bett  Driver-side buckle switch malfunction  Open circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control module records DTCs C0061:29 and C0062:29.)  Low-G (XY) sensor (built-into SAS control module) malfunction (in this case, the SAS control module records DTCs C0061:29 and C0062:29.)  Low-G (XY) sensor (built-into SAS control module) initialization malfunction  False detection of inverse between power brake unit vacuum sensor terminal C and PCM terminal 2BG  Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B and PCM term		
- Open circuit in wiring harness between cabin temperature sensor terminal B and climate control unit terminal 1 X  Falsely detects that climate control unit detects that driver-side air mix door is not in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position (with full-auto air conditioner)  Driver-side air mix actuator malfunction  Driver-side air mix door or linkage stuck  False detection of vehicle not being parked  False detection of steering wheel rotation speed  Steering angle sensor malfunction  Steering angle sensor militalization malfunction  Steering angle sensor malfunction  Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals 1U, 1T, 1W or 1S  Falsely detects that vehicle is under safety condition  False detection of closed bonnet  Bonnet latch switch malfunction (stuck closed)  Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) terminal 3L  False detection of closed door, liftgate  Door latch switch malfunction  Infigate latch switch malfunction  Short to ground in wiring harness between door latch switch and rear body control module (RBCM)  Open circuit in wiring harness between liftgate latch switch and rear body control module (RBCM)  Open circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control module to priver-side buckle switch malfunction  Open circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control module malfunction (In this case, the SAS control module) endoule terminal 2BC  False detection of low power brake unit vacuum sensor t		,
terminal 1X  * Falsely detects that climate control unit detects that driver-side air mix door is not in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position (with full-auto air conditioner)  Driver-side air mix actuator position sensor malfunction  Driver-side air mix door or linkage stuck False detection of vehicle not being parked  False detection of vehicle not being parked  False detection of steering wheel rotation speed Steering angle sensor malfunction Stort or open circuit in wiring harness between steering angle sensor and start stop unit terminals 1U, 1T, 1W or 1S  *Falsely detects that vehicle is under safety condition  False detection of closed bonnet Bonnet latch switch malfunction (stuck closed) Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) terminal 3L  False detection of closed door, liftgate Door latch switch malfunction Liftgate latch switch malfunction Liftgate latch switch malfunction Short to ground in wiring harness between door latch switch and rear body control module (RBCM) Open circuit in wiring harness between liftgate latch switch and rear body control module (RBCM)  False detection of falsened driver seat belt Driver-side buckle switch malfunction Open circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control module terminal 2U  False detection of inclination angle (false detection of 7 % or less) Low-G (XY) sensor (built-into SAS control module) malfunction (In this case, the SAS control module records DTCs C0061:29 and C0062:29.) Low-G (XY) sensor (built-into SAS control module) initialization malfunction False detection of lower brake unit load Power brake unit vacuum sensor malfunction Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B and PCM terminal 2D Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and		
Palsely detects that climate control unit detects that driver-side air mix door is not in MAX HOT or MAX COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position (with full-auto air conditioner)  Driver-side air mix actuator malfunction  Driver-side air mix actuator position sensor malfunction  Driver-side air mix door or linkage stuck  Palse detection of vehicle not being parked  False detection of steering wheel rotation speed  Steering angle sensor initialization malfunction  Steering angle sensor initialization malfunction  Steering angle sensor malfunction  Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals 1U, 1T, 1W or 1S  False detection of closed bonnet  Bonnet latch switch malfunction (stuck closed)  Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) terminal 3L  False detection of closed door, liftgate  Door latch switch malfunction  Liftgate latch switch malfunction  Liftgate latch switch malfunction  Short to ground in wiring harness between door latch switch and rear body control module (RBCM)  Open circuit in wiring harness between liftgate latch switch and rear body control module (RBCM)  False detection of fastened driver seat bett  Driver-side buckle switch malfunction  Open circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control module terminal 2U  False detection of inclination angle (false detection of 7 % or less)  Low-G (XY) sensor (built-into SAS control module) malfunction (in this case, the SAS control module) records DTCs C0061:29 and C0062:29.)  Low-G (XY) sensor (built-into SAS control module) initialization malfunction  False detection of low power brake unit load  Power brake unit vacuum sensor malfunction  Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B and PCM terminal 2DG  Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and		· ·
COLD position even though driver-side air mix door is in MAX HOT or MAX COLD position (with full-auto air conditioner)  Driver-side air mix actuator malfunction  Driver-side air mix actuator position sensor malfunction  Driver-side air mix door or linkage stuck False detection of vehicle not being parked False detection of steering wheel rotation speed Steering angle sensor initialization malfunction Steering angle sensor malfunction Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals 1U, 1T, 1W or 1S Falsely detects that vehicle is under safety condition False detection of closed bonnet Bonnet latch switch malfunction (stuck closed) Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) terminal 3L False detection of closed door, liftgate Door latch switch malfunction Liftgate latch switch malfunction Short to ground in wiring harness between door latch switch and rear body control module (RBCM) Open circuit in wiring harness between door latch switch and rear body control module (RBCM) Driver-side buckle switch malfunction Short to ground in wiring harness between door latch switch and rear body control module (RBCM) Driver-side buckle switch malfunction Short to ground in wiring harness between door latch switch and rear body control module (RBCM) Driver-side buckle switch malfunction Short in wiring harness between diriver-side buckle switch terminal 4A and SAS control module terminal 2U False detection of fastened driver seat belt Driver-side buckle switch malfunction Copen circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control module terminal 2U False detection of SAS control module) malfunction (In this case, the SAS control module records DTCs C0061:29 and C0062:29.) Low-G (XY) sensor (built-into SAS control module) initialization malfunction Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B and PCM terminal 2D Short or open circui		
air conditioner)  Driver-side air mix actuator malfunction  Driver-side air mix actuator position sensor malfunction  Driver-side air mix actuator position sensor malfunction  Driver-side air mix door or linkage stuck  False detection of vehicle not being parked  False detection of steering wheel rotation speed  Steering angle sensor initialization malfunction  Steering angle sensor initialization malfunction  Steering angle sensor malfunction  Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals 1U, 1T, 1W or 1S  Falsely detects that vehicle is under safety condition  False detection of closed bonnet  Bonnet latch switch malfunction (stuck closed)  Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) terminal 3L  False detection of closed door, liftgate  Door latch switch malfunction  Short to ground in wiring harness between door latch switch and rear body control module (RBCM)  Open circuit in wiring harness between diffgate latch switch and rear body control module (RBCM)  False detection of fastened driver seat belt  Driver-side buckle switch malfunction  Open circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control module terminal 2U  False detection of inclination angle (false detection of 7 % or less)  Low-G (XY) sensor (built-into SAS control module) malfunction (In this case, the SAS control module records DTCs C0061:29 and C0062:29.)  Low-G (XY) sensor (built-into SAS control module) initialization malfunction  False detection of low power brake unit load  Power brake unit vacuum sensor malfunction  Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B and PCM terminal 2Q  Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and		
Driver-side air mix actuator malfunction Driver-side air mix actuator position sensor malfunction Driver-side air mix door or linkage stuck False detection of vehicle not being parked False detection of steering wheel rotation speed Steering angle sensor initialization malfunction Steering angle sensor initialization malfunction Steering angle sensor malfunction Steering angle sensor malfunction Stort or open circuit in wiring harness between steering angle sensor and start stop unit terminals 1U, 1T, 1W or 1S Falsely detects that vehicle is under safety condition False detection of closed bonnet Sonnet latch switch malfunction (stuck closed) Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) terminal 3L False detection of closed door, liftgate Door latch switch malfunction Liftgate latch switch malfunction Short to ground in wiring harness between door latch switch and rear body control module (RBCM) Open circuit in wiring harness between liftgate latch switch and rear body control module (RBCM) Driver-side buckle switch malfunction Open circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control module terminal 2U False detection of inclination angle (false detection of 7 % or less) Low-G (XY) sensor (built-into SAS control module) malfunction (In this case, the SAS control module records DTCs C0061:29 and C0062:29.) Low-G (XY) sensor (built-into SAS control module) initialization malfunction False detection of low power brake unit load Power brake unit vacuum sensor malfunction Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B and PCM terminal 2D Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and PCM terminal 2Q Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and		
<ul> <li>Driver-side air mix actuator position sensor malfunction</li> <li>Driver-side air mix door or linkage stuck</li> <li>False detection of vehicle not being parked</li> <li>False detection of steering wheel rotation speed</li> <li>Steering angle sensor initialization malfunction</li> <li>Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals 1U, 1T, 1W or 1S</li> <li>Falsely detects that vehicle is under safety condition</li> <li>False detection of closed bonnet</li> <li>Bonnet latch switch malfunction (stuck closed)</li> <li>Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) terminal 3L</li> <li>False detection of closed door, liftgate</li> <li>Door latch switch malfunction</li> <li>Liftgate latch switch malfunction</li> <li>Short to ground in wiring harness between door latch switch and rear body control module (RBCM)</li> <li>Open circuit in wiring harness between liftgate latch switch and rear body control module (RBCM)</li> <li>False detection of fastened driver seat belt</li> <li>Driver-side buckle switch malfunction</li> <li>Open circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control module terminal 2U</li> <li>False detection of inclination angle (false detection of 7 % or less)</li> <li>Low-G (XY) sensor (built-into SAS control module) malfunction (In this case, the SAS control module records DTCs C0061:29 and C0062:29.)</li> <li>Low-G (XY) sensor (built-into SAS control module) initialization malfunction</li> <li>False detection of low power brake unit load</li> <li>Power brake unit vacuum sensor malfunction</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B and PCM terminal 2Q</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and</li> </ul>		
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POSSIBLE CAUSE  Possible detection of closed bonnet  - Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals 1U, 1T, 1W or 1S  - False detection of closed bonnet  - Bonnet latch switch malfunction (stuck closed)  - Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) terminal 3L  - False detection of closed door, liftgate  - Door latch switch malfunction  - Liftgate latch switch malfunction  - Liftgate latch switch malfunction  - Short to ground in wiring harness between door latch switch and rear body control module (RBCM)  - Open circuit in wiring harness between liftgate latch switch and rear body control module (RBCM)  - False detection of fastened driver seat belt  - Driver-side buckle switch malfunction  - Open circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control module terminal 2U  - False detection of inclination angle (false detection of 7 % or less)  - Low-G (XY) sensor (built-into SAS control module) malfunction (In this case, the SAS control module records DTCs C0061:29 and C0062:29.)  - Low-G (XY) sensor (built-into SAS control module) initialization malfunction  - False detection of low power brake unit load  - Power brake unit vacuum sensor malfunction  - Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B and PCM terminal 2BG  - Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and PCM terminal 2Q  - Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and		
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<ul> <li>1U, 1T, 1W or 1S</li> <li>Falsely detects that vehicle is under safety condition</li> <li>False detection of closed bonnet</li> <li>Bonnet latch switch malfunction (stuck closed)</li> <li>Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) terminal 3L</li> <li>False detection of closed door, liftgate</li> <li>Door latch switch malfunction</li> <li>Liftgate latch switch malfunction</li> <li>Short to ground in wiring harness between door latch switch and rear body control module (RBCM)</li> <li>Open circuit in wiring harness between liftgate latch switch and rear body control module (RBCM)</li> <li>False detection of fastened driver seat belt</li> <li>Driver-side buckle switch malfunction</li> <li>Open circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control module terminal 2U</li> <li>False detection of inclination angle (false detection of 7 % or less)</li> <li>Low-G (XY) sensor (built-into SAS control module) malfunction (In this case, the SAS control module records DTCs C0061:29 and C0062:29.)</li> <li>Low-G (XY) sensor (built-into SAS control module) initialization malfunction</li> <li>False detection of low power brake unit load</li> <li>Power brake unit vacuum sensor malfunction</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal C and PCM terminal 2BG</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B and PCM terminal 2Q</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and</li> </ul>		
<ul> <li>Falsely detects that vehicle is under safety condition</li> <li>False detection of closed bonnet</li> <li>Bonnet latch switch malfunction (stuck closed)</li> <li>Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) terminal 3L</li> <li>False detection of closed door, liftgate</li> <li>Door latch switch malfunction</li> <li>Liftgate latch switch malfunction</li> <li>Short to ground in wiring harness between door latch switch and rear body control module (RBCM)</li> <li>Open circuit in wiring harness between liftgate latch switch and rear body control module (RBCM)</li> <li>False detection of fastened driver seat belt</li> <li>Driver-side buckle switch malfunction</li> <li>Open circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control module terminal 2U</li> <li>False detection of inclination angle (false detection of 7 % or less)</li> <li>Low-G (XY) sensor (built-into SAS control module) malfunction (In this case, the SAS control module records DTCs C0061:29 and C0062:29.)</li> <li>Low-G (XY) sensor (built-into SAS control module) initialization malfunction</li> <li>False detection of low power brake unit load</li> <li>Power brake unit vacuum sensor malfunction</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal C and PCM terminal 2DQ</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B and PCM terminal 2Q</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and</li> </ul>	POSSIBLE CAUSE	Short or open circuit in wiring harness between steering angle sensor and start stop unit terminals
<ul> <li>False detection of closed bonnet</li> <li>Bonnet latch switch malfunction (stuck closed)</li> <li>Short to ground in wiring harness between bonnet latch switch terminal A and rear body control module (RBCM) terminal 3L</li> <li>False detection of closed door, liftgate</li> <li>Door latch switch malfunction</li> <li>Liftgate latch switch malfunction</li> <li>Short to ground in wiring harness between door latch switch and rear body control module (RBCM)</li> <li>Open circuit in wiring harness between liftgate latch switch and rear body control module (RBCM)</li> <li>False detection of fastened driver seat belt</li> <li>Driver-side buckle switch malfunction</li> <li>Open circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control module terminal 2U</li> <li>False detection of inclination angle (false detection of 7 % or less)</li> <li>Low-G (XY) sensor (built-into SAS control module) malfunction (In this case, the SAS control module records DTCs C0061:29 and C0062:29.)</li> <li>Low-G (XY) sensor (built-into SAS control module) initialization malfunction</li> <li>False detection of low power brake unit load</li> <li>Power brake unit vacuum sensor malfunction</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal C and PCM terminal 2BG</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and PCM terminal 2Q</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and</li> </ul>		
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<ul> <li>Short to ground in wiring harness between door latch switch and rear body control module (RBCM)</li> <li>Open circuit in wiring harness between liftgate latch switch and rear body control module (RBCM)</li> <li>False detection of fastened driver seat belt</li> <li>Driver-side buckle switch malfunction</li> <li>Open circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control module terminal 2U</li> <li>False detection of inclination angle (false detection of 7 % or less)</li> <li>Low-G (XY) sensor (built-into SAS control module) malfunction (In this case, the SAS control module records DTCs C0061:29 and C0062:29.)</li> <li>Low-G (XY) sensor (built-into SAS control module) initialization malfunction</li> <li>False detection of low power brake unit load</li> <li>Power brake unit vacuum sensor malfunction</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal C and PCM terminal 2BG</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B and PCM terminal 2Q</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and</li> </ul>		
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<ul> <li>module terminal 2U</li> <li>False detection of inclination angle (false detection of 7 % or less)</li> <li>Low-G (XY) sensor (built-into SAS control module) malfunction (In this case, the SAS control module records DTCs C0061:29 and C0062:29.)</li> <li>Low-G (XY) sensor (built-into SAS control module) initialization malfunction</li> <li>False detection of low power brake unit load</li> <li>Power brake unit vacuum sensor malfunction</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal C and PCM terminal 2BG</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B and PCM terminal 2Q</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and</li> </ul>		Driver-side buckle switch malfunction
<ul> <li>False detection of inclination angle (false detection of 7 % or less)</li> <li>Low-G (XY) sensor (built-into SAS control module) malfunction (In this case, the SAS control module records DTCs C0061:29 and C0062:29.)</li> <li>Low-G (XY) sensor (built-into SAS control module) initialization malfunction</li> <li>False detection of low power brake unit load</li> <li>Power brake unit vacuum sensor malfunction</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal C and PCM terminal 2BG</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B and PCM terminal 2Q</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and</li> </ul>		Open circuit in wiring harness between driver-side buckle switch terminal 4A and SAS control
<ul> <li>Low-G (XY) sensor (built-into SAS control module) malfunction (in this case, the SAS control module records DTCs C0061:29 and C0062:29.)</li> <li>Low-G (XY) sensor (built-into SAS control module) initialization malfunction</li> <li>False detection of low power brake unit load</li> <li>Power brake unit vacuum sensor malfunction</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal C and PCM terminal 2BG</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B and PCM terminal 2Q</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and</li> </ul>		module terminal 2U
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PCM terminal 2BG  • Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B and PCM terminal 2Q  • Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and		
<ul> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal B and PCM terminal 2Q</li> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and</li> </ul>		· · · · · · · · · · · · · · · · · · ·
PCM terminal 2Q • Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and		
<ul> <li>Short or open circuit in wiring harness between power brake unit vacuum sensor terminal A and</li> </ul>		

**Diagnostic Procedure** 

CTED	DSTIC Procedure	RESULTS	ACTION
STEP	INSPECTION		ACTION
1	VERIFY DTC	Yes	Go to the applicable DTC inspection.
	Retrieve the PCM, TCM, front body control		(See DTC TABLE [SKYACTIV-G 2.0, SKYACTIV-G
	module (FBCM), rear body control module		2.5].)
	(RBCM), DSC HU/CM, SAS control module,		(See ON-BOARD DIAGNOSTIC SYSTEM DTC TABLE
	instrument cluster and climate control unit DTCs		[FW6A-EL, FW6AX-EL].)
	using the M-MDS.		(See DTC TABLE [FRONT BODY CONTROL MODULE
	(See ON-BOARD DIAGNOSTIC TEST		(FBCM)].)
			(See DTC TABLE [REAR BODY CONTROL MODULE
	[SKYACTIV-G 2.0, SKYACTIV-G 2.5].)		, · · · · · · · · · · · · · · · · · · ·
	(See ON-BOARD DIAGNOSTIC SYSTEM DTC		(RBCM)].)
	INSPECTION [FW6A-EL, FW6AX-EL].)		(See ON-BOARD DIAGNOSIS [DYNAMIC STABILITY
	(See DTC INSPECTION [FRONT BODY		CONTROL (DSC)].)
	CONTROL MODULE (FBCM)].)		(See DTC TABLE.)
	(See DTC INSPECTION [REAR BODY		(See DTC TABLE [INSTRUMENT CLUSTER].)
	CONTROL MODULE (RBCM)].)		(See DTC TABLE [FULL-AUTO AIR CONDITIONER].)
	(See ON-BOARD DIAGNOSIS [DYNAMIC	Nia	
	-	No	Go to the next step.
	STABILITY CONTROL (DSC)].)		
	(See DTC INSPECTION.)		
	(See DTC INSPECTION [INSTRUMENT		
	CLUSTER].)		
	(See DTC DISPLAY [FULL-AUTO AIR		
	CONDITIONER].)		
	Are any DTCs present?		
2*		Vaa	Co to Cton 4
2"	DETERMINE IF MALFUNCTION CAUSE IS	Yes	Go to Step 4.
	AMBIENT TEMPERATURE SENSOR SIGNAL	No	Go to the next step.
	OR OTHER		
	<ul> <li>Switch the ignition ON (engine off).</li> </ul>		
	<ul> <li>Compare the ambient temperature sensor on</li> </ul>		
	the LCD with the actual ambient temperature.		
	Does the ambient temperature on the LCD		
	correspond to the actual ambient temperature?		
3	INSPECT AMBIENT TEMPERATURE SENSOR	Yes	Deplete the ambient temperature capeer
٥		165	Replace the ambient temperature sensor.
	Inspect the ambient temperature sensor.		(See AMBIENT TEMPERATURE SENSOR
	(See AMBIENT TEMPERATURE SENSOR		REMOVAL/INSTALLATION [FULL-AUTO AIR
	INSPECTION [FULL-AUTO AIR		CONDITIONER].)
	CONDITIONER].)	No	Inspect the following:
	Is there any malfunction?		Short or open circuit in wiring harness between
			ambient temperature sensor terminal A and PCM
			terminal 2I
			Open circuit in wiring harness between ambient
			temperature sensor terminal B and PCM terminal 2AJ
			— If there is any malfunction:
			Repair or replace the suspected wiring harness.
4*	DETERMINE IF MALFUNCTION CAUSE IS	Yes	Go to Step 6.
	DOOR LATCH SWITCH AND LIFTGATE	No	Go to the next step.
	LATCH SWITCH SIGNAL OR OTHER		
	Switch the ignition ON (engine off).		
	Access the following rear body control module		
	* Access the following real body control module		
	(DDOM) DID th - MADO.		
	(RBCM) PIDs using the M-MDS:		
	(See PID/DATA MONITOR INSPECTION		
	, ,		
	(See PID/DATA MONITOR INSPECTION		
	(See PID/DATA MONITOR INSPECTION [REAR BODY CONTROL MODULE (RBCM)].)  — TRUNK		
	(See PID/DATA MONITOR INSPECTION [REAR BODY CONTROL MODULE (RBCM)].)  — TRUNK  — DOOR_D		
	(See PID/DATA MONITOR INSPECTION [REAR BODY CONTROL MODULE (RBCM)].)  — TRUNK  — DOOR_D  — DOOR_ALL		
	(See PID/DATA MONITOR INSPECTION [REAR BODY CONTROL MODULE (RBCM)].)  — TRUNK  — DOOR_D  — DOOR_ALL  • Are the PID values congruent with the opening		
	(See PID/DATA MONITOR INSPECTION [REAR BODY CONTROL MODULE (RBCM)].)  — TRUNK  — DOOR_D  — DOOR_ALL  • Are the PID values congruent with the opening and closing of the doors and liftgate?		
	(See PID/DATA MONITOR INSPECTION [REAR BODY CONTROL MODULE (RBCM)].)  — TRUNK  — DOOR_D  — DOOR_ALL  • Are the PID values congruent with the opening		

STEP	INSPECTION	RESULTS	ACTION
5	INSPECT DOOR LATCH SWITCH AND	Yes	Replace the applicable switch.
	LIFTGATE LATCH SWITCH		(See LIFTGATE LATCH AND LOCK ACTUATOR
	Inspect the PID-related switch in which the		REMOVAL/INSTALLATION.)
	malfunction occurred in Step 4.		(See FRONT DOOR LATCH AND LOCK ACTUATOR
	(See LIFTGATE LATCH SWITCH		REMOVAL/INSTALLATION.)
	INSPECTION.)		(See REAR DOOR LATCH AND LOCK ACTUATOR
	(See FRONT DOOR LATCH SWITCH		· ·
		Na	REMOVAL/INSTALLATION.)
	INSPECTION.)	No	Inspect the following in which the malfunction occurred
	(See REAR DOOR LATCH SWITCH		in Step 4:
	INSPECTION.)		Short to ground in wiring harness between door latch
	Is there any malfunction?		switch and rear body control module (RBCM)
			Open circuit in wiring harness between liftgate latch
			switch and rear body control module (RBCM)
			<ul> <li>If there is any malfunction:</li> </ul>
			Repair or replace the suspected wiring harness.
6*	DETERMINE IF MALFUNCTION CAUSE IS	Yes	With manual air conditioner:
	DRIVER-SIDE BUCKLE SWITCH SIGNAL OR		Go to Step 10.
	OTHER		With full-auto air conditioner:
	Switch the ignition ON (engine off).		Go to Step 8.
	Access the SAS control module PID	No	Go to the next step.
	SEAT B D using the M-MDS.		·
	(See PID/DATA MONITOR INSPECTION.)		
	• Is the SEAT_B_D PID value congruent with the		
	seat belt condition?		
	(See PID/DATA MONITOR TABLE.)		
7	INSPECT DRIVER-SIDE BUCKLE SWITCH	Yes	Replace the driver-side buckle switch.
'	Inspect the driver-side buckle switch.	100	(See FRONT BUCKLE REMOVAL/INSTALLATION.)
	(See BUCKLE SWITCH INSPECTION.)	No	Repair or replace the wiring harness between driver-
	• Is there any malfunction?	140	side buckle switch terminal 4A and SAS control module
			terminal 2U for a possible open circuit.
8	DETERMINE IF MALFUNCTION CAUSE IS	Yes	Go to Step 10.
°			·
	CABIN TEMPERATURE SENSOR SIGNAL OR	No	Go to the next step.
	OTHER		
	Access the climate control unit PID		
	INC_TMP_SEN using the M-MDS.		
	(See PID/DATA MONITOR DISPLAY [FULL-		
	AUTO AIR CONDITIONER].)		
	Does the INC_TMP_SEN PID value indicate the		
	actual cabin temperature of the vehicle?		
9	INSPECT CABIN TEMPERATURE SENSOR	Yes	Replace the cabin temperature sensor.
	Inspect the cabin temperature sensor.		(See CABIN TEMPERATURE SENSOR REMOVAL/
	(See CABIN TEMPERATURE SENSOR		INSTALLATION [FULL-AUTO AIR CONDITIONER].)
	INSPECTION [FULL-AUTO AIR	No	Inspect the wiring harness between the following
	CONDITIONER].)		terminals for a short or open circuit:
	Is there any malfunction?		Cabin temperature sensor terminal A—Climate control
			unit terminal 1J
			Cabin temperature sensor terminal B—Climate control
			unit terminal 1X
			If there is any malfunction:
			Repair or replace the suspected wiring harness.
10*	DETERMINE IF MALFUNCTION CAUSE IS	Yes	Go to Step 12.
	BONNET LATCH SWITCH SIGNAL OR OTHER	No	Go to the next step.
	Switch the ignition ON (engine off).		'
	Access the rear body control module (RBCM)		
	PID HOOD using the M-MDS.		
	(See PID/DATA MONITOR INSPECTION		
	[REAR BODY CONTROL MODULE (RBCM)].)		
	• Is the HOOD PID value normal?		
	(See PID/DATA MONITOR TABLE [REAR		
	BODY CONTROL MODULE (RBCM)].)		
L	DOD FOORTNOL WIODULE (NDCWI)].)		

STEP	INSPECTION	RESULTS	ACTION
11	INSPECT BONNET LATCH SWITCH	Yes	Replace the bonnet latch switch.
	Inspect the bonnet latch switch.		(See BONNET LATCH AND RELEASE LEVER
	(See BONNET LATCH SWITCH		REMOVAL/INSTALLATION.)
	INSPECTION.)	No	Repair or replace the wiring harness between bonnet
	Is there any malfunction?		latch switch terminal A and rear body control module
			(RBCM) terminal 3L for a possible short to ground.
12	DETERMINE IF MALFUNCTION IS CAUSED	Yes	Go to Step 14.
	BY STEERING ANGLE (ESTIMATED	No	Go to the next step.
	ABSOLUTE ANGLE) SIGNAL ERROR		
	Start the engine and idle it.		
	• Using the M-MDS, display EPS control module		
	PID STR_ANG.		
	(See ELECTRIC POWER STEERING (EPS)		
	ON-BOARD DIAGNOSIS.)		
4.5	Are the monitoring values normal?	\	
13	INSPECT EPS CONTROL MODULE FOR	Yes	Perform the following procedure:
	MALFUNCTION		1. Switch the ignition off, and after <b>2 min or more</b> have
	• Inspect the EPS control module.		elapsed, switch the ignition ON.
	(See EPS CONTROL MODULE		2. Start the engine and drive the vehicle 10 m {33 ft}
	INSPECTION.)  • Is the EPS control module normal?		or more in a straight line at a speed of 10 km/h (6.2
	• IS the EPS control module normal?		mph} or more. 3. Stop the vehicle with the wheels in the straight-
			ahead position.
			Using the M-MDS, display EPS control module PID
			STR ANG.
			If the STR_ANG value is normal, go to Step 18.
			(Because the steering angle (estimated absolute
			angle) has returned to normal)
			If the STR_ANG value is not normal, replace the
			EPS control module, then go to Step 18.
			(See STEERING WHEEL AND COLUMN
			REMOVAL/INSTALLATION.)
		No	Replace the EPS control module, then go to Step 18.
			(See STEERING WHEEL AND COLUMN REMOVAL/
			INSTALLATION.)
14	DETERMINE IF MALFUNCTION CAUSE IS	Yes	With manual air conditioner:
	POWER BRAKE UNIT VACUUM SENSOR		Go to Step 18.
	SIGNAL OR OTHER		With full-auto air conditioner:
	Turn off the i-stop system with i-stop OFF		Go to Step 16.
	switch.	No	Go to the next step.
	• Start the engine and run it is idling.		
	• Switch the ignition off.		
	• Switch the ignition ON (engine off).		
	Access the PCM PID BBP using the M-MDS  While the broke padd has been depressed.		
	while the brake pedal has been depressed		
	several times.		
	(See ON-BOARD DIAGNOSTIC TEST		
	[SKYACTIV-G 2.0, SKYACTIV-G 2.5].)  • Does the monitor value decrease every time the		
	brake pedal is depressed?		
	brake pedaris depressed?		

STEP	INSPECTION	RESULTS	ACTION
15	INSPECT POWER BRAKE UNIT VACUUM	Yes	Replace the power brake unit vacuum sensor.
	SENSOR		(See POWER BRAKE UNIT VACUUM SENSOR
	Inspect the power brake unit vacuum sensor.		INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
	(See POWER BRAKE UNIT INSPECTION.)	No	Inspect the wiring harness between the following
	Is there any malfunction?		terminals for a short or open circuit:
			Power brake unit vacuum sensor terminal C—PCM terminal 2BG
			Power brake unit vacuum sensor terminal B—PCM terminal 2Q
			Power brake unit vacuum sensor terminal A—PCM terminal 2AH
			If there is any malfunction:
			Repair or replace the suspected wiring harness.
			If there is no malfunction:
			Replace the PCM.
			(See PCM REMOVAL/INSTALLATION
			[SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
16	DETERMINE IF MALFUNCTION CAUSE IS	Yes	Repeat the inspection from Step 1.
	DRIVER-SIDE AIR MIX ACTUATOR SIGNAL		• If the malfunction is not resolved, replace the PCM.
	OR OTHER		(See PCM REMOVAL/INSTALLATION [SKYACTIV-G
	Measure the voltage at the climate control unit		2.0, SKYACTIV-G 2.5].)
	terminal 1N (wiring harness-side) when the		Go to Step 18.
	driver-side temperature setting is MAX HOT	No	Go to the next step.
	and MAX COLD.		
	Is the voltage normal?		
	(See CLIMATE CONTROL UNIT INSPECTION		
	[FULL-AUTO AIR CONDITIONER].)		
17	INSPECT DRIVER-SIDE AIR MIX ACTUATOR	Yes	Replace the driver-side air mix actuator.
	Inspect the driver-side air mix actuator.		(See AIR MIX ACTUATOR REMOVAL/INSTALLATION
	(See AIR MIX ACTUATOR INSPECTION		[FULL-AUTO AIR CONDITIONER].)
	[FULL-AUTO AIR CONDITIONER].)	No	Inspect the air mix actuator and linkage for sticking.
	Is there any malfunction?		(See A/C UNIT DISASSEMBLY/ASSEMBLY.)
			If there is any malfunction:
			Repair or replace the malfunctioning part
			according to the inspection results.
18	Verify the test results.		
	If normal, return to the diagnostic index to service any additional symptoms.		
	(See SYMPTOM DIAGNOSTIC INDEX [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)		
	• If a malfunction remains, inspect the related Service Information and perform the repair or diagnosis.		
	If the vehicle is repaired, troubleshooting is		
	— If the vehicle is not repaired or additional diagnostic information is not available, replace the PCM.		
	(See PCM REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)		