

DTC B10AC:23 [START STOP UNIT]

id0902p6019800

System malfunction location	Cruise control switch circuit malfunction
Detection condition	<ul style="list-style-type: none">• The start stop unit detects any cruise control switch stuck on for 2 min or more with the ignition switched ON (engine off or on).
Fail-safe	—
Possible cause	<ul style="list-style-type: none">• Instrument cluster configuration error• Clock spring connector or terminal malfunction• Clock spring malfunction• Start stop unit connector or terminal malfunction• Short to power supply in wiring harness between start stop unit terminal 1Z and clock spring terminal N (start stop unit side)• Cruise control switch malfunction• Start stop unit malfunction

START STOP UNIT

1Y

1Z

CLOCK SPRING

J

E

N

A

CRUISE CONTROL SWITCH

OFF

CANCEL

SET (-)

SET (+)

RESUME

ON

START STOP UNIT WIRING HARNESS-SIDE CONNECTOR

1AE1AC1AA1Y1W1U1S1Q1O1M1K1I1G1E1C1A1AF1AD1AB1Z1X1V1T1R1P1N1L1J1H1F1D1B

CLOCK SPRING WIRING HARNESS-SIDE CONNECTOR

MKNIGECA

NLJHFD

Diagnostic Procedure

Step	Inspection	Action
1	PERFORM INSTRUMENT CLUSTER CONFIGURATION (USING AS-BUILT DATA) <ul style="list-style-type: none"> Using the M-MDS, perform the instrument cluster configuration with the As-Built data. (See INSTRUMENT CLUSTER CONFIGURATION (USING AS-BUILT DATA).) Clear DTC for the start stop unit using the M-MDS. (See CLEARING DTC [START STOP UNIT].) Switch the ignition ON (engine off or on) and wait for 2 min or more. Perform the DTC inspection for the start stop unit using the M-MDS. (See DTC INSPECTION [START STOP UNIT].) Is DTC B10AC:23 displayed? 	<div>Yes</div> Using the M-MDS, re-perform the instrument cluster configuration using the As-Built data, then go to the next step. (See INSTRUMENT CLUSTER CONFIGURATION (USING AS-BUILT DATA).) <div>No</div> Go to Step 8.

Step	Inspection	Action
2	INSPECT CLOCK SPRING CONNECTOR CONDITION <ul style="list-style-type: none"> • Switch the ignition to off. • Disconnect the negative battery cable. (See NEGATIVE BATTERY CABLE DISCONNECTION/CONNECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) (See NEGATIVE BATTERY CABLE DISCONNECTION/CONNECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5 (WITHOUT i-stop)].) (See NEGATIVE BATTERY CABLE DISCONNECTION/CONNECTION [SKYACTIV-D 2.2].) • Disconnect the clock spring connector. • Inspect the connector engagement and connection condition and inspect the terminals for damage, deformation, corrosion, or disconnection. • Is the connector normal? 	Yes Go to the next step.
		No Repair or replace the connector, then go to Step 7.
3	INSPECT CLOCK SPRING <ul style="list-style-type: none"> • Inspect the clock spring. (See CLOCK SPRING INSPECTION.) • Is the clock spring normal? 	Yes Go to the next step.
		No Replace the clock spring, then go to Step 7. (See CLOCK SPRING REMOVAL/INSTALLATION.)
4	INSPECT START STOP UNIT CONNECTOR CONDITION <ul style="list-style-type: none"> • Disconnect the start stop unit connector. • Inspect the connector engagement and connection condition and inspect the terminals for damage, deformation, corrosion, or disconnection. • Is the connector normal? 	Yes Go to the next step.
		No Repair or replace the connector, then go to Step 7.
5	INSPECT CRUISE CONTROL SWITCH CIRCUIT FOR SHORT TO POWER SUPPLY <ul style="list-style-type: none"> • Verify that the start stop unit and clock spring connectors are disconnected. • Connect the negative battery cable. (See NEGATIVE BATTERY CABLE DISCONNECTION/CONNECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) (See NEGATIVE BATTERY CABLE DISCONNECTION/CONNECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5 (WITHOUT i-stop)].) (See NEGATIVE BATTERY CABLE DISCONNECTION/CONNECTION [SKYACTIV-D 2.2].) • Switch the ignition ON (engine off or on). • Measure the voltage at clock spring (start stop unit side) (vehicle wiring harness side) terminal N. • Is the voltage 0 V? 	Yes Go to the next step.
		No Repair or replace the wiring harness which is shorted to power supply, then go to Step 7.
6	INSPECT CRUISE CONTROL SWITCH <ul style="list-style-type: none"> • Inspect the cruise control switch. (See CRUISE CONTROL SWITCH INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) (See CRUISE CONTROL SWITCH INSPECTION [SKYACTIV-D 2.2].) • Is the cruise control switch normal? 	Yes Go to the next step.
		No Replace the cruise control switch, then go to the next step. (See STEERING SWITCH REMOVAL/INSTALLATION.)

Step	Inspection	Action
7	VERIFY THAT REPAIRS HAVE BEEN COMPLETED <ul style="list-style-type: none"> • Reconnect all the disconnected connectors. • Reconnect the disconnected negative battery cable. (See NEGATIVE BATTERY CABLE DISCONNECTION/CONNECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) (See NEGATIVE BATTERY CABLE DISCONNECTION/CONNECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5 (WITHOUT i-stop)].) (See NEGATIVE BATTERY CABLE DISCONNECTION/CONNECTION [SKYACTIV-D 2.2].) • Clear DTC for the start stop unit using the M-MDS. (See CLEARING DTC [START STOP UNIT].) • Switch the ignition ON (engine off or on) and wait for 2 min or more. • Perform the DTC inspection for the start stop unit using the M-MDS. (See DTC INSPECTION [START STOP UNIT].) • Is DTC B10AC:23 displayed? 	Yes Repeat the inspection from Step 1. • If the malfunction recurs, replace the start stop unit, then go to the next step. (See START STOP UNIT REMOVAL/INSTALLATION.)
		No Go to the next step.
8	VERIFY IF OTHER DTCs DISPLAYED <ul style="list-style-type: none"> • Are any other DTCs displayed? 	Yes Repair the malfunctioning part according to the applicable DTC troubleshooting. (See DTC TABLE [START STOP UNIT].)
		No DTC troubleshooting completed.