

# SECTION **BL**

## BODY, LOCK & SECURITY SYSTEM

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# PRECAUTIONS

## PRECAUTIONS

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

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

#### **WARNING:**

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

### Precautions for Battery Service

AIS003N6

Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

### Precautions for Work

AIS000BQ

- After removing and installing the opening/closing parts, be sure to carry out fitting adjustments to check their operation.
- Check the lubrication level, damage, and wear of each part. If necessary, grease or replace it.

### Wiring Diagnosis and Trouble Diagnosis

AIS000BR

When you read wiring diagrams, refer to the following:

- [GI-15, "How to Read Wiring Diagrams"](#)
- [PG-4, "POWER SUPPLY ROUTING CIRCUIT"](#)

When you perform trouble diagnosis, refer to the following:

- [GI-11, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#)
- [GI-27, "How to Perform Efficient Diagnosis for an Electrical Incident"](#)  
Check for any Service bulletins before servicing the vehicle.

# PREPARATION

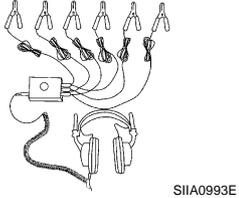
## PREPARATION

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### Special Service Tools

AIS000BS

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

Tool number (Kent-Moore No.) Tool name	Description
<p>(J-39570) Chassis ear</p>  <p>SIIA0993E</p>	<p>Locating the noise</p>
<p>(J-43980) NISSAN Squeak and Rattle Kit</p>  <p>SIIA0994E</p>	<p>Repairing the cause of noise</p>

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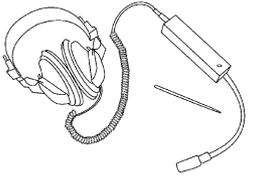
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### Commercial Service Tools

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Tool name	Description
<p>Engine ear</p>  <p>SIIA0995E</p>	<p>Locating the noise</p>

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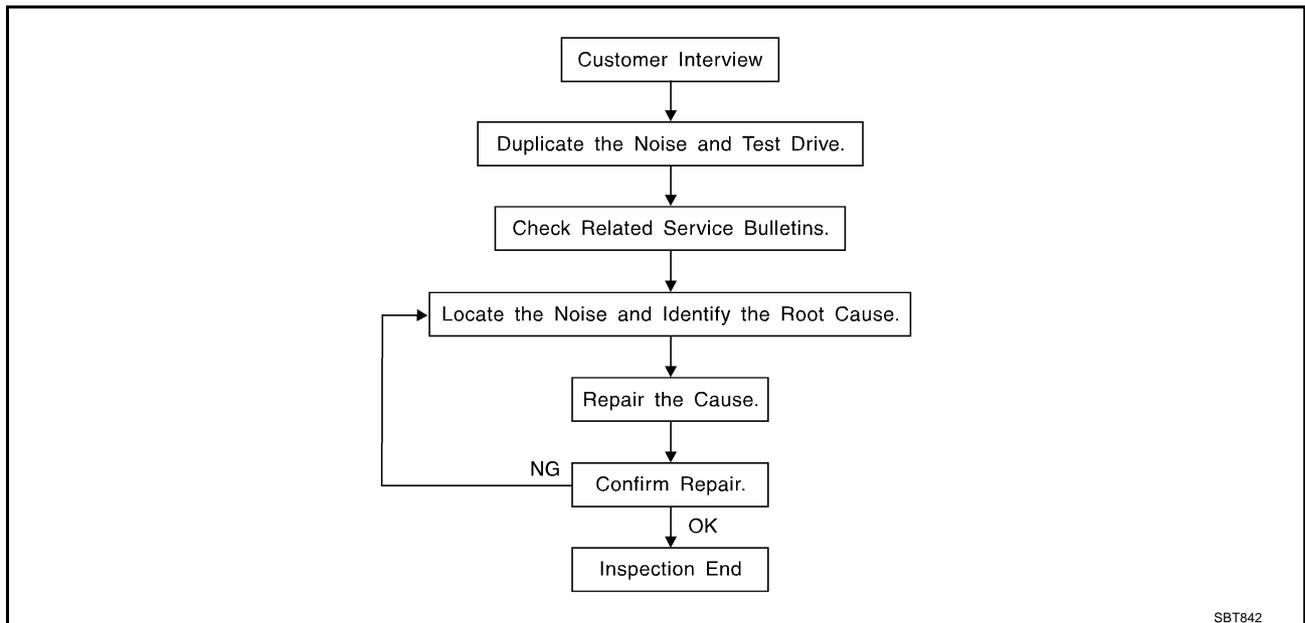
# SQUEAK AND RATTLE TROUBLE DIAGNOSIS

## SQUEAK AND RATTLE TROUBLE DIAGNOSIS

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### Work Flow

AIS000BU



### CUSTOMER INTERVIEW

Interview the customer if possible, to determine the conditions that exist when the noise occurs. Use the Diagnostic Worksheet during the interview to document the facts and conditions when the noise occurs and any customer's comments; refer to [BL-10, "Diagnostic Worksheet"](#). This information is necessary to duplicate the conditions that exist when the noise occurs.

- The customer may not be able to provide a detailed description or the location of the noise. Attempt to obtain all the facts and conditions that exist when the noise occurs (or does not occur).
- If there is more than one noise in the vehicle, be sure to diagnose and repair the noise that the customer is concerned about. This can be accomplished by test driving the vehicle with the customer.
- After identifying the type of noise, isolate the noise in terms of its characteristics. The noise characteristics are provided so the customer, service adviser and technician are all speaking the same language when defining the noise.
- Squeak —(Like tennis shoes on a clean floor)  
Squeak characteristics include the light contact/fast movement/brought on by road conditions/hard surfaces=higher pitch noise/softer surfaces=lower pitch noises/edge to surface=chirping
- Creak—(Like walking on an old wooden floor)  
Creak characteristics include firm contact/slow movement/twisting with a rotational movement/pitch dependent on materials/often brought on by activity.
- Rattle—(Like shaking a baby rattle)  
Rattle characteristics include the fast repeated contact/vibration or similar movement/loose parts/missing clip or fastener/incorrect clearance.
- Knock —(Like a knock on a door)  
Knock characteristics include hollow sounding/sometimes repeating/often brought on by driver action.
- Tick—(Like a clock second hand)  
Tick characteristics include gentle contacting of light materials/loose components/can be caused by driver action or road conditions.
- Thump—(Heavy, muffled knock noise)  
Thump characteristics include softer knock/dead sound often brought on by activity.
- Buzz—(Like a bumble bee)  
Buzz characteristics include high frequency rattle/firm contact.
- Often the degree of acceptable noise level will vary depending upon the person. A noise that you may judge as acceptable may be very irritating to the customer.
- Weather conditions, especially humidity and temperature, may have a great effect on noise level.

# SQUEAK AND RATTLE TROUBLE DIAGNOSIS

## DUPLICATE THE NOISE AND TEST DRIVE

If possible, drive the vehicle with the customer until the noise is duplicated. Note any additional information on the Diagnostic Worksheet regarding the conditions or location of the noise. This information can be used to duplicate the same conditions when you confirm the repair.

If the noise can be duplicated easily during the test drive, to help identify the source of the noise, try to duplicate the noise with the vehicle stopped by doing one or all of the following:

- 1) Close a door.
  - 2) Tap or push/pull around the area where the noise appears to be coming from.
  - 3) Rev the engine.
  - 4) Use a floor jack to recreate vehicle "twist".
  - 5) At idle, apply engine load (electrical load, half-clutch on M/T model, drive position on A/T model).
  - 6) Raise the vehicle on a hoist and hit a tire with a rubber hammer.
- Drive the vehicle and attempt to duplicate the conditions the customer states exist when the noise occurs.
  - If it is difficult to duplicate the noise, drive the vehicle slowly on an undulating or rough road to stress the vehicle body.

## CHECK RELATED SERVICE BULLETINS

After verifying the customer concern or symptom, check ASIST for Technical Service Bulletins (TSBs) related to that concern or symptom.

If a TSB relates to the symptom, follow the procedure to repair the noise.

## LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE

1. Narrow down the noise to a general area. To help pinpoint the source of the noise, use a listening tool (Chassis Ear: J-39570, Engine Ear: J-39565 and mechanics stethoscope).
2. Narrow down the noise to a more specific area and identify the cause of the noise by:
  - removing the components in the area that you suspect the noise is coming from.  
Do not use too much force when removing clips and fasteners, otherwise clips and fastener can be broken or lost during the repair, resulting in the creation of new noise.
  - tapping or pushing/pulling the component that you suspect is causing the noise.  
Do not tap or push/pull the component with excessive force, otherwise the noise will be eliminated only temporarily.
  - feeling for a vibration with your hand by touching the component(s) that you suspect is (are) causing the noise.
  - placing a piece of paper between components that you suspect are causing the noise.
  - looking for loose components and contact marks.  
Refer to [BL-8, "Generic Squeak and Rattle Troubleshooting"](#) .

## REPAIR THE CAUSE

- If the cause is a loose component, tighten the component securely.
- If the cause is insufficient clearance between components:
  - separate components by repositioning or loosening and retightening the component, if possible.
  - insulate components with a suitable insulator such as urethane pads, foam blocks, felt cloth tape or urethane tape. A Nissan Squeak and Rattle Kit (J-43980) is available through your authorized Nissan Parts Department.

### CAUTION:

**Do not use excessive force as many components are constructed of plastic and may be damaged.**

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

**The following materials are contained in the Nissan Squeak and Rattle Kit (J-43980). Each item can be ordered separately as needed.**

**URETHANE PADS [1.5 mm (0.059 in) thick]**

**Insulates connectors, harness, etc.**

**76268-9E005: 100 × 135 mm (3.94 × 5.31 in)/76884-71L01: 60 × 85 mm (2.36 × 3.35 in)/76884-71L02: 15 × 25 mm(0.59 × 0.98 in)**

**INSULATOR (Foam blocks)**

**Insulates components from contact.Can be used to fill space behind a panel.**

**73982-9E000: 45 mm (1.77 in) thick, 50 × 50 mm (1.97 × 1.97 in)/73982-50Y00: 10 mm (0.39 in) think, 50 × 50 mm (1.97 × 1.97 in)**

# SQUEAK AND RATTLE TROUBLE DIAGNOSIS

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## **INSULATOR (Light foam block)**

80845-71L00: 30 mm (1.18 in) thick, 30 × 50 mm (1.18×1.97 in)

## **FELT CLOTHTAPE**

Used to insulate where movement does not occur. Ideal for instrument panel applications.

68370-4B000: 15 × 25 mm (0.59 × 0.98 in) pad/68239-13E00: 5 mm (0.20 in) wide tape roll The following materials, not found in the kit, can also be used to repair squeaks and rattles.

## **UHMW(TEFLON) TAPE**

Insulates where slight movement is present. Ideal for instrument panel applications.

## **SILICONE GREASE**

Used in of UHMW tape that will be visible or not fit.

Note: Will only last a few months.

## **SILICONE SPRAY**

Use when grease cannot be applied.

## **DUCT TAPE**

Use to eliminate movement.

## **CONFIRM THE REPAIR**

Confirm that the cause of a noise is repaired by test driving the vehicle. Operate the vehicle under the same conditions as when the noise originally occurred. Refer to the notes on the Diagnostic Worksheet.

## **Generic Squeak and Rattle Troubleshooting**

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Refer to Table of Contents for specific component removal and installation information.

## **INSTRUMENT PANEL**

Most incidents are caused by contact and movement between:

1. The cluster lid A and instrument panel
2. Acrylic lens and combination meter housing
3. Instrument panel to front pillar garnish
4. Instrument panel to windshield
5. Instrument panel mounting pins
6. Wiring harnesses behind the combination meter
7. A/C defroster duct and duct joint

These incidents can usually be located by tapping or moving the components to duplicate the noise or by pressing on the components while driving to stop the noise. Most of these incidents can be repaired by applying felt cloth tape or silicon spray (in hard to reach areas). Urethane pads can be used to insulate wiring harness.

### **CAUTION:**

**Do not use silicone spray to isolate a squeak or rattle. If you saturate the area with silicone, you will not be able to recheck the repair.**

## **CENTER CONSOLE**

Components to pay attention to include:

1. Shifter assembly cover to finisher
2. A/C control unit and cluster lid C
3. Wiring harnesses behind audio and A/C control unit

The instrument panel repair and isolation procedures also apply to the center console.

## **DOORS**

Pay attention to the:

1. Finisher and inner panel making a slapping noise
2. Inside handle escutcheon to door finisher
3. Wiring harnesses tapping
4. Door striker out of alignment causing a popping noise on starts and stops

Tapping or moving the components or pressing on them while driving to duplicate the conditions can isolate many of these incidents. You can usually insulate the areas with felt cloth tape or insulator foam blocks from the Nissan Squeak and Rattle Kit (J-43980) to repair the noise.

# SQUEAK AND RATTLE TROUBLE DIAGNOSIS

## TRUNK

Trunk noises are often caused by a loose jack or loose items put into the trunk by the owner. In addition look for:

1. Trunk lid dumpers out of adjustment
2. Trunk lid striker out of adjustment
3. The trunk lid torsion bars knocking together
4. A loose license plate or bracket

Most of these incidents can be repaired by adjusting, securing or insulating the item(s) or component(s) causing the noise.

## SUNROOF/HEADLINER

Noises in the sunroof/headliner area can often be traced to one of the following:

1. Sunroof lid, rail, linkage or seals making a rattle or light knocking noise
2. Sunvisor shaft shaking in the holder
3. Front or rear windshield touching headliner and squeaking

Again, pressing on the components to stop the noise while duplicating the conditions can isolate most of these incidents. Repairs usually consist of insulating with felt cloth tape.

## SEATS

When isolating seat noise it's important to note the position the seat is in and the load placed on the seat when the noise is present. These conditions should be duplicated when verifying and isolating the cause of the noise.

Cause of seat noise include:

1. Headrest rods and holder
2. A squeak between the seat pad cushion and frame
3. The rear seat back lock and bracket

These noises can be isolated by moving or pressing on the suspected components while duplicating the conditions under which the noise occurs. Most of these incidents can be repaired by repositioning the component or applying urethane tape to the contact area.

## UNDERHOOD

Some interior noise may be caused by components under the hood or on the engine wall. The noise is then transmitted into the passenger compartment.

Causes of transmitted underhood noise include:

1. Any component mounted to the engine wall
2. Components that pass through the engine wall
3. Engine wall mounts and connectors
4. Loose radiator mounting pins
5. Hood bumpers out of adjustment
6. Hood striker out of adjustment

These noise can be difficult to isolate since they cannot be reached from the interior of the vehicle. The best method is to secure, move or insulate one component at a time and test drive the vehicle. Also, engine RPM or load can be changed to isolate the noise. Repairs can usually be made by moving, adjusting securing, or insulating the component causing the noise.

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# SQUEAK AND RATTLE TROUBLE DIAGNOSIS

## Diagnostic Worksheet

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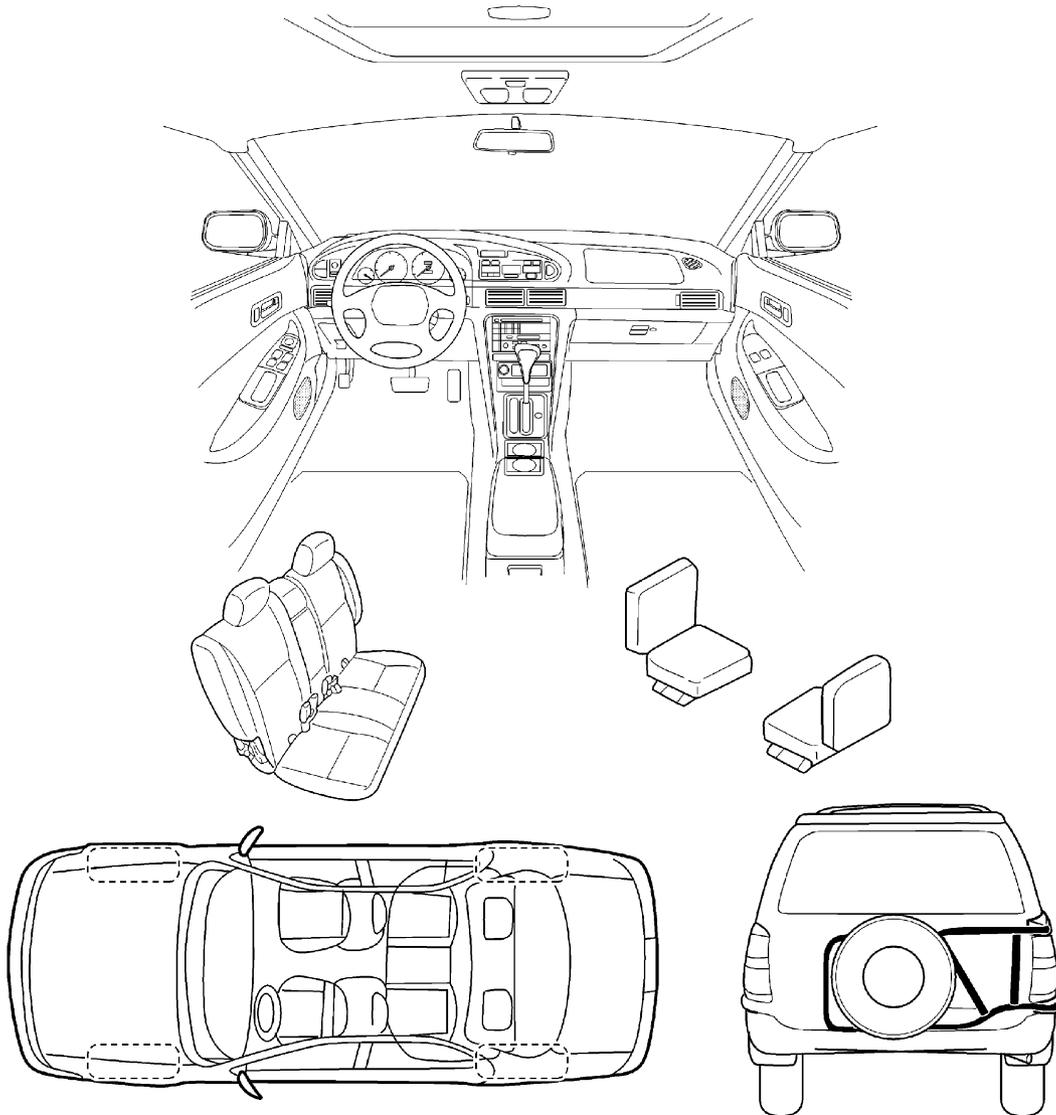
### SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

Dear Nissan Customer:

We are concerned about your satisfaction with your Nissan vehicle. Repairing a squeak or rattle sometimes can be very difficult. To help us fix your Nissan right the first time, please take a moment to note the area of the vehicle where the squeak or rattle occurs and under what conditions. You may be asked to take a test drive with a service advisor or technician to ensure we confirm the noise you are hearing.

#### I. WHERE DOES THE NOISE COME FROM? (circle the area of the vehicle)

The illustrations are for reference only, and may not reflect the actual configuration of your vehicle.



Continue to the back of the worksheet and briefly describe the location of the noise or rattle. In addition, please indicate the conditions which are present when the noise occurs.

SBT843

# SQUEAK AND RATTLE TROUBLE DIAGNOSIS

## SQUEAK & RATTLE DIAGNOSTIC WORKSHEET- page 2

Briefly describe the location where the noise occurs:

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### II. WHEN DOES IT OCCUR? (check the boxes that apply)

- |  |   |
|--|---|
| <input type="checkbox"/> anytime                             | <input type="checkbox"/> after sitting out in the sun |
| <input type="checkbox"/> 1 <sup>st</sup> time in the morning | <input type="checkbox"/> when it is raining or wet    |
| <input type="checkbox"/> only when it is cold outside        | <input type="checkbox"/> dry or dusty conditions      |
| <input type="checkbox"/> only when it is hot outside         | <input type="checkbox"/> other: _____                 |

### III. WHEN DRIVING:

- through driveways
- over rough roads
- over speed bumps
- only at about \_\_\_\_ mph
- on acceleration
- coming to a stop
- on turns : left, right or either (circle)
- with passengers or cargo
- other: \_\_\_\_\_
- after driving \_\_\_\_ miles or \_\_\_\_ minutes

### IV. WHAT TYPE OF NOISE?

- squeak (like tennis shoes on a clean floor)
- creak (like walking on an old wooden floor)
- rattle (like shaking a baby rattle)
- knock (like a knock on a door)
- tick (like a clock second hand)
- thump (heavy, muffled knock noise)
- buzz (like a bumble bee)

### TO BE COMPLETED BY DEALERSHIP PERSONNEL

#### Test Drive Notes:

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	YES	NO	Initials of person performing
Vehicle test driven with customer	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise verified on test drive	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise source located and repaired	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Follow up test drive performed to confirm repair	<input type="checkbox"/>	<input type="checkbox"/>	_____

VIN: \_\_\_\_\_ Customer Name: \_\_\_\_\_

W.O. #: \_\_\_\_\_ Date: \_\_\_\_\_

SBT844

**This form must be attached to Work Order**

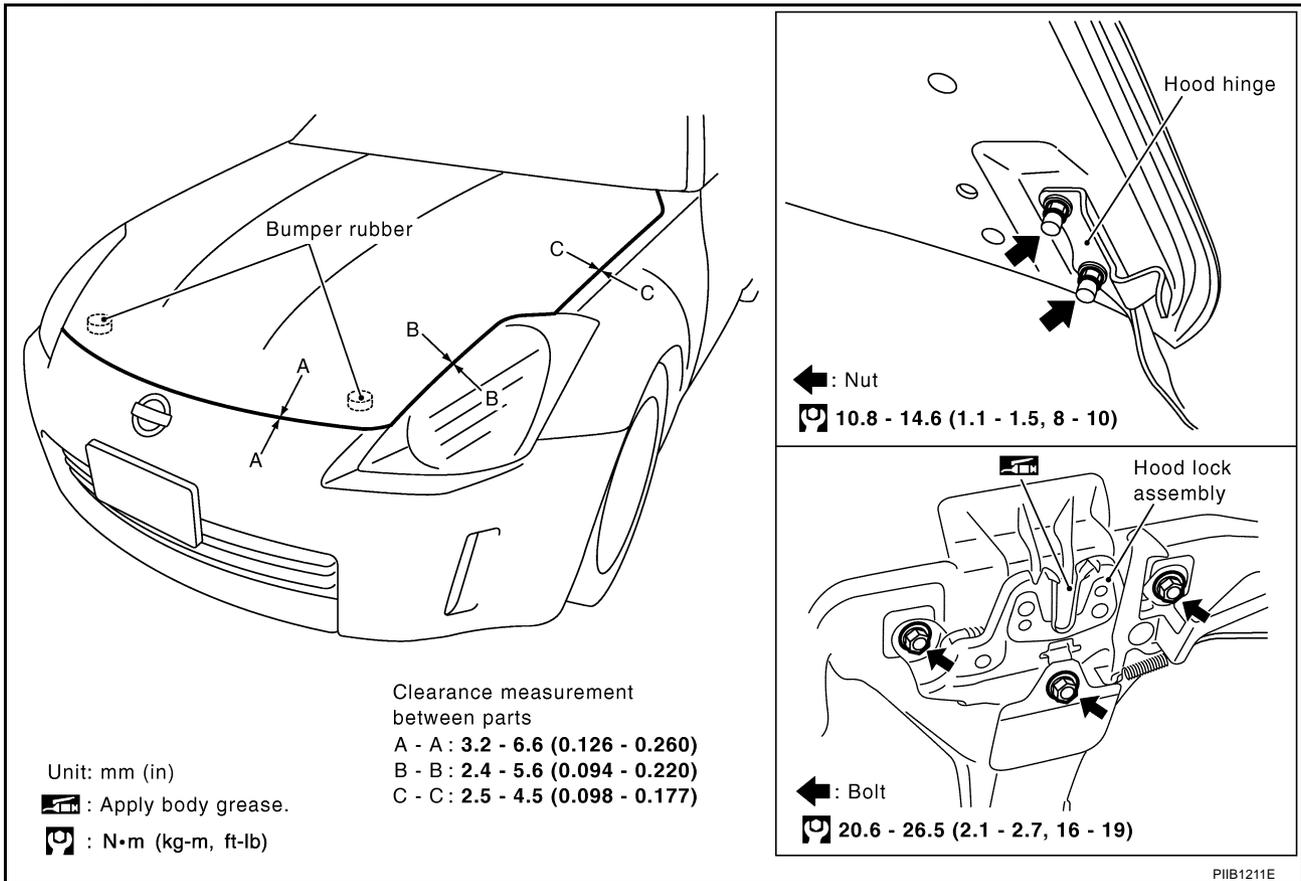
# HOOD

PFP:F5100

AIS000BX

## HOOD

### Fitting Adjustment



### FRONT END HEIGHT ADJUSTMENT AND LATERAL/LONGITUDINAL CLEARANCE ADJUSTMENT.

1. Remove the hood lock assembly and adjust the height by rotating the bumper rubber until the hood becomes 1 to 1.5 mm (0.04 to 0.059 in) lower than the fender.
2. Temporarily tighten the hood lock assembly, and position it by engaging it with the hood striker. Check the lock and striker for looseness, and tighten the lock mounting bolt by the specified torque.

#### CAUTION:

Adjust right/left gap between hood and each part to the following specification.

**Hood and head lamp (B-B) : Less than 2.0mm**

**Hood and fender (C-C) : Less than 1.0mm**

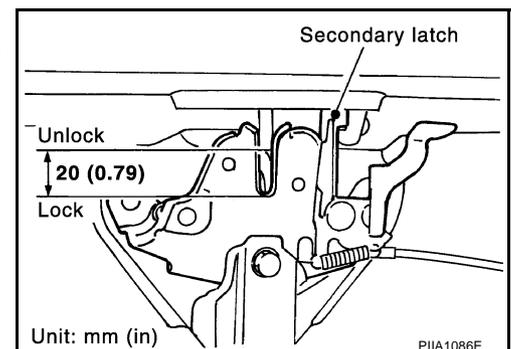
### SURFACE HEIGHT ADJUSTMENT

1. Remove the hood lock assembly, and adjust the surface height difference of the hood and fender according to the fitting standard dimension, by rotating RH and LH bumper rubbers.
2. Install the hood lock assembly temporarily, and align the hood striker and lock so that the centers of striker and lock become vertical viewed from the front, by moving the hood lock laterally.
3. Check that the secondary latch is properly engaged with the secondary striker with hood's own weight by dropping it from approx. 200 mm (7.87 in) height or by pressing it lightly approx. 3 kg (29 N).

#### CAUTION:

**Do not drop the hood higher than 300 mm (11.81 in).**

4. Move the hood lock assembly up and down so that the striker engaged firmly to the hood lock assembly, when hood is closed.
5. Tighten the hood lock assembly mounting bolts to the specified torque.

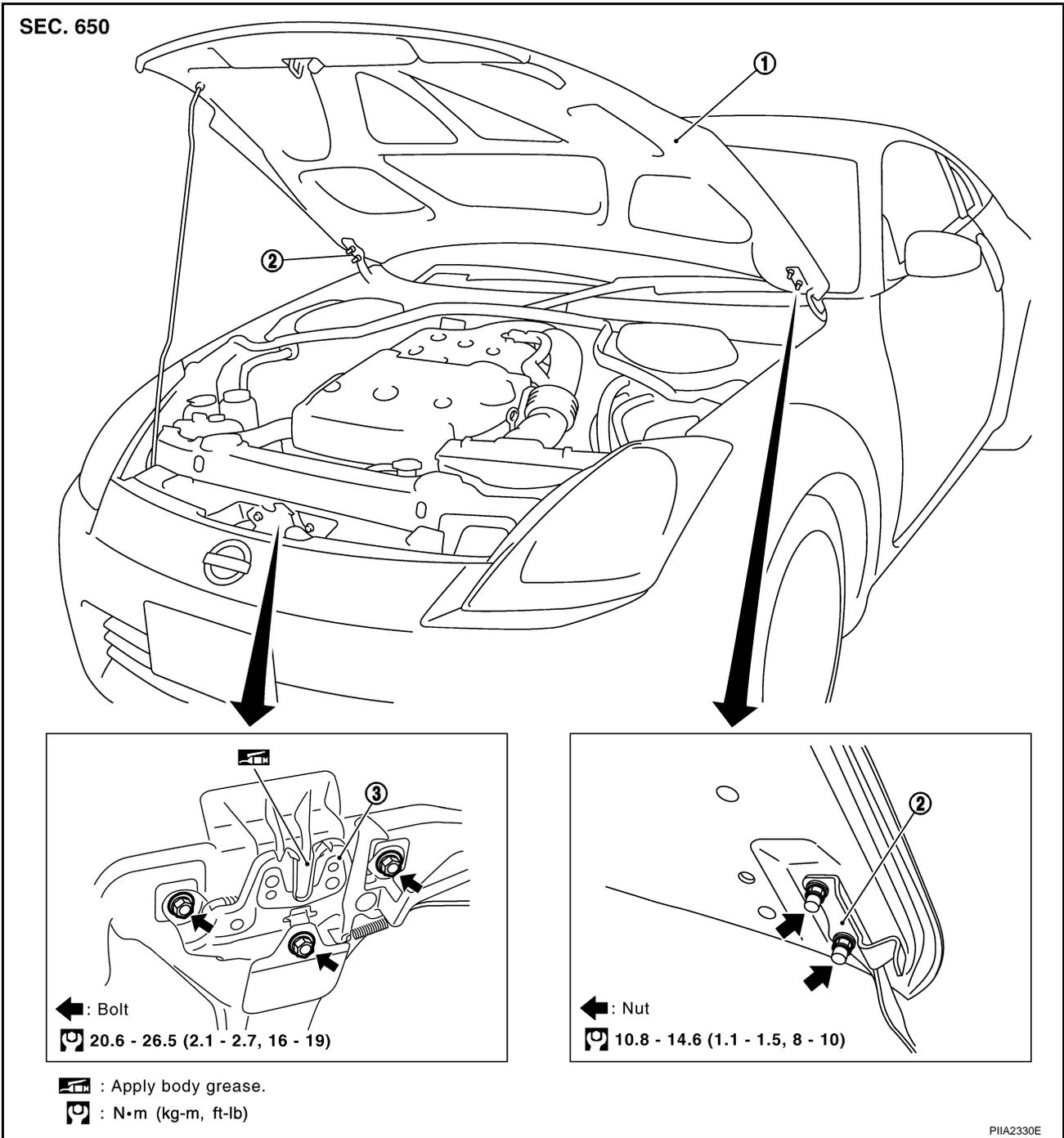


# HOOD

## Removal and Installation of Hood Assembly

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1. Hood assembly

2. Hood hinge

3. Hood lock assembly

1. Remove the hinge mounting nuts on the hood to remove the hood assembly.

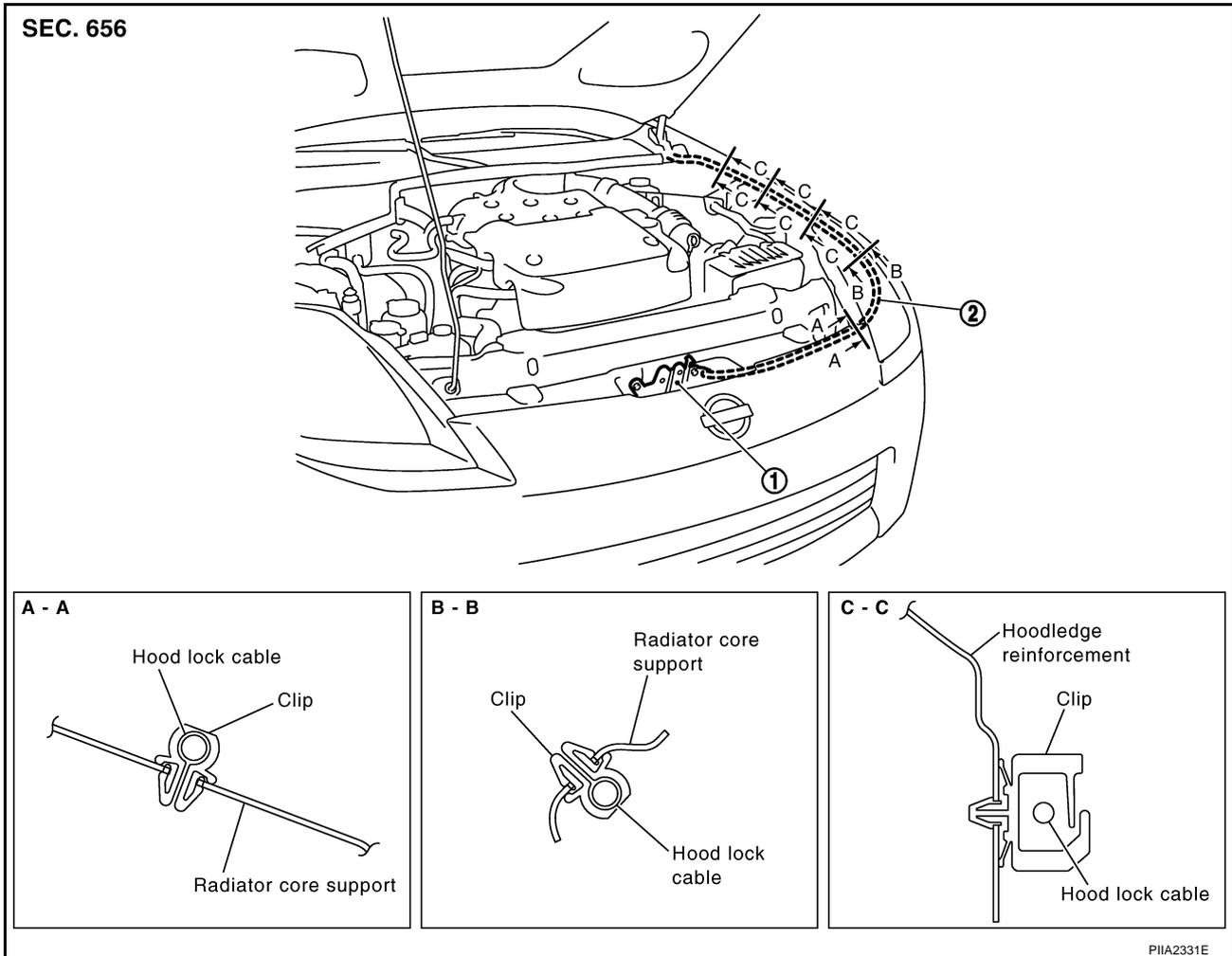
**CAUTION:**

**Operate with two workers, because of its heavy weight.**  
Install in the reverse order of removal.

# HOOD

## Removal and Installation of Hood Lock Control

AIS000BZ

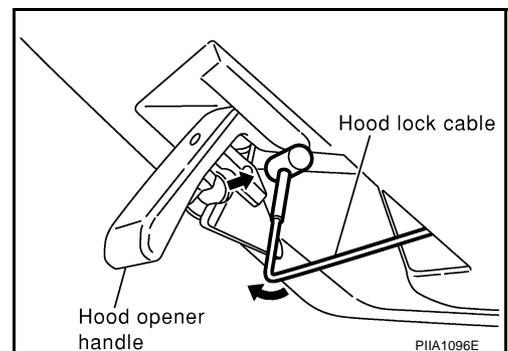


1. Hood lock assembly

2. Hood lock cable

### REMOVAL

1. Remove the fender protector (LH). Refer to [EI-21, "FENDER PROTECTOR"](#).
2. Remove the hood lock assembly.
3. Remove the dash side finisher. Refer to [IP-12, "DASH SIDE FINISHER \(LH/RH\)"](#).
4. Remove the hood lock cable by removing clips from the radiator core support area.
5. Remove the hood lock cable from the hood opener handle by pulling the hood lock cable.
6. Remove grommet on dash board, and pull hood lock cable toward passenger compartment.



### CAUTION:

While pulling the hood lock cable, be careful not to damage (peeling) the outside of the hood lock cable.

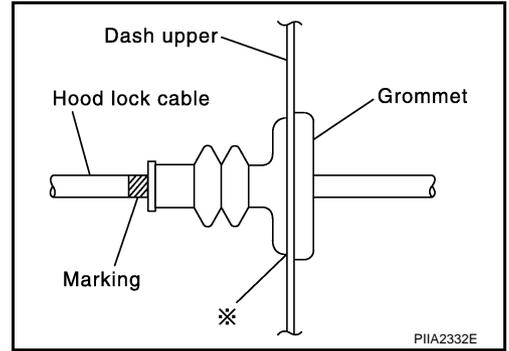
# HOOD

## INSTALLATION

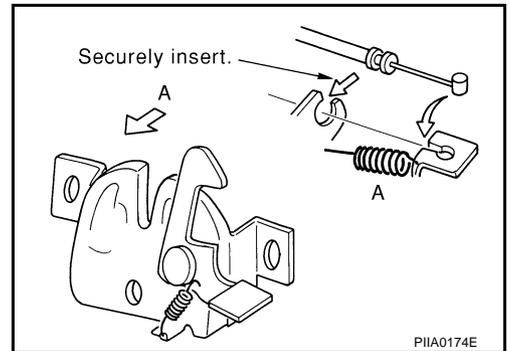
1. Pull the hood lock cable through the panel hole to the engine compartment.

Be careful not to bend the cable too much, keeping the radius 100 mm (3.94 in) or more.

2. Check that the cable is aligned with the positioning grommet, and push the grommet into the panel hole securely.
3. Apply the sealant to the grommet (at \* mark) properly.
4. Install while pulling hood lock cable.



5. Install the hood lock cable securely to the hood lock.
6. Install hood lock assembly.
7. After installing, check the hood lock adjustment and hood opener operation.

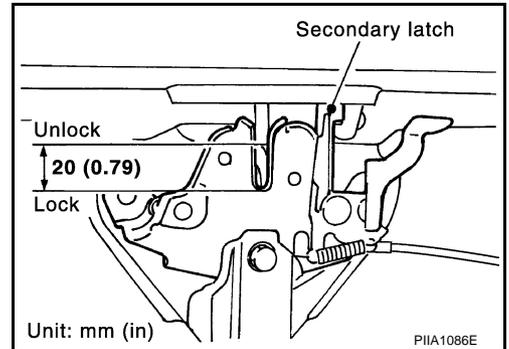


## Hood Lock Control Inspection

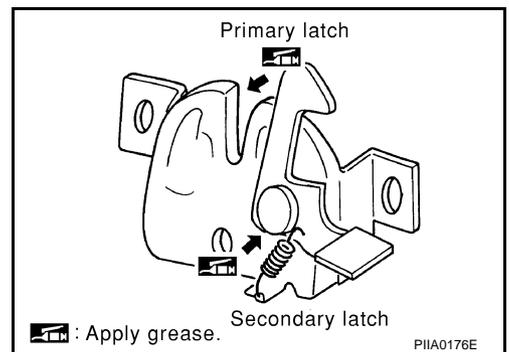
### CAUTION:

If the hood lock cable is bent or deformed, replace it.

1. Check that the secondary latch is properly engaged with the secondary striker when hood is dropped from approx. 200 mm (7.87 in) height with its own weight.
2. While operating the hood opener, carefully check that the front end of the hood is raised by approx. 20 mm (0.79 in). Also check that the hood opener returns to the original position.



3. Check the hood lock lubrication condition. If necessary, apply "body grease" to the points shown in the figure.



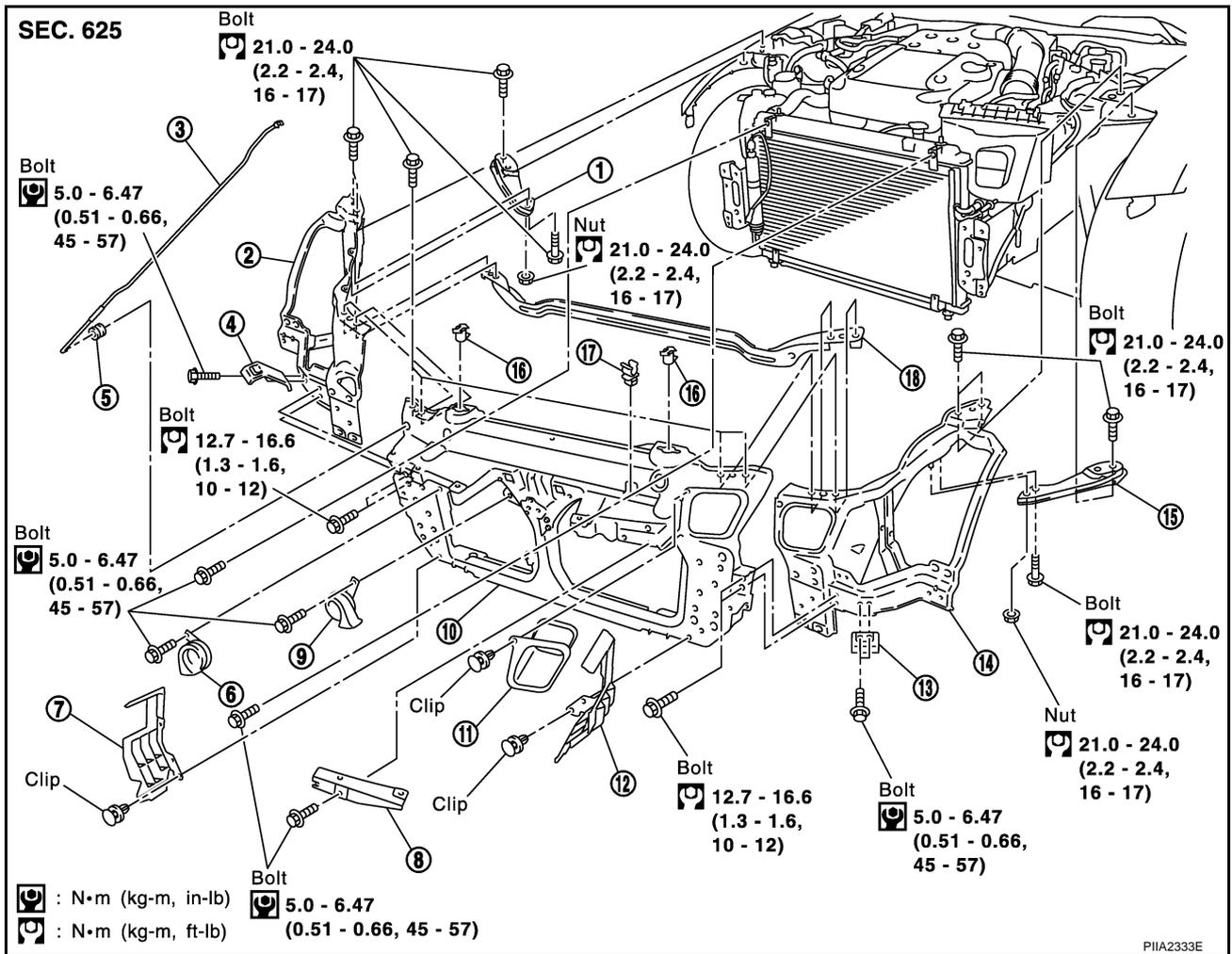
# RADIATOR CORE SUPPORT

PFP:62500

AIS000C1

## RADIATOR CORE SUPPORT

### Removal and Installation



- |   |  |  |
|---|--|--|
| 1. Radiator core support side stay (RH) | 2. Radiator core support side (RH)                 | 3. Hood stay                             |
| 4. Bumper retainer (RH)                 | 5. Grommet   | 6. Horn (High)                           |
| 7. Air guide (RH)                       | 8. Bumper fascia stay radiator core support center | 9. Horn (Low)                            |
| 10. Radiator core support center        | 11. Air duct                                       | 12. Air guide (LH)                       |
| 13. Bumper retainer (LH)                | 14. Radiator core support side (LH)                | 15. Radiator core support side stay (LH) |
| 16. Radiator upper bracket              | 17. Hood rod clamp                                 | 18. Radiator core support bar            |

### REMOVAL

1. Remove hood assembly. Refer to [BL-13, "Removal and Installation of Hood Assembly"](#).
2. Remove front bumper. Refer to [EI-14, "FRONT BUMPER"](#).
3. Remove head lamp (LH/RH). Refer to [LT-26, "Removal and Installation"](#).
4. Remove hood lock assembly, and then hood lock cable. Refer to [BL-14, "Removal and Installation of Hood Lock Control"](#).
5. Remove washer tank. Refer to [WW-29, "Removal and Installation of Washer Tank"](#).
6. Remove crash zone sensor. Refer to [SRS-42, "Removal and Installation"](#).
7. Remove washer tank inlet clip. Refer to [WW-29, "Removal and Installation of Washer Tank"](#).
8. Remove the oil cooler. Refer to [PS-33, "Removal and Installation"](#).
9. Remove horn connectors.
10. Remove harness attached by clips on radiator core support center and side.
11. Remove resonator mounting screws.

## RADIATOR CORE SUPPORT

12. Remove radiator upper bracket bolts, radiator core support side bolts and radiator core support hood ledge stay bolts.

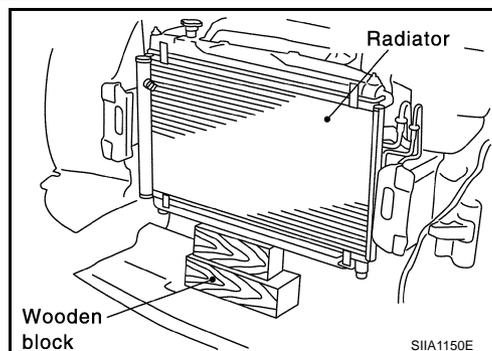
**CAUTION:**

**Put a wooden block under the radiator assembly to prevent the radiator assembly from falling.**

13. Remove radiator core support center and side together.

14. Remove the following parts.

- Hood stay, grommet and hood rod clamp
- Horn (High/Low)
- Air duct
- Air guide (LH/RH)
- Bumper fascia stay radiator core support center
- Bumper retainer (LH/RH)
- Radiator core support side and radiator core support side bar
- Radiator core support side hood ledge stay (LH/RH)
- Ambient sensor



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### INSTALLATION

Install in the reverse order of removal.

**CAUTION:**

**After installing, check the hood lock adjustment and hood opener operation. [BL-12. "Fitting Adjustment"](#) .**

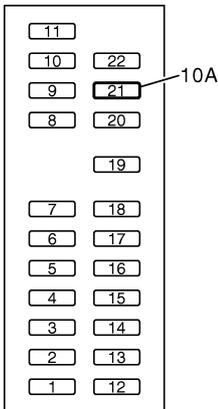
# POWER DOOR LOCK SYSTEM

PFP:24814

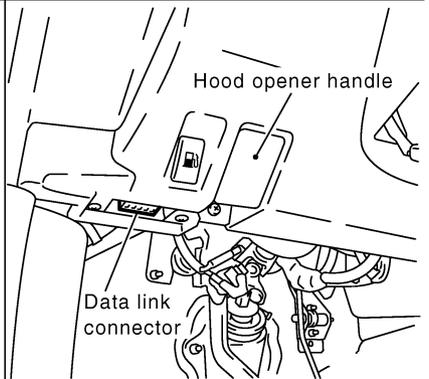
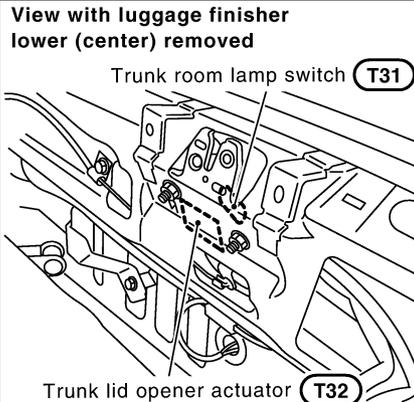
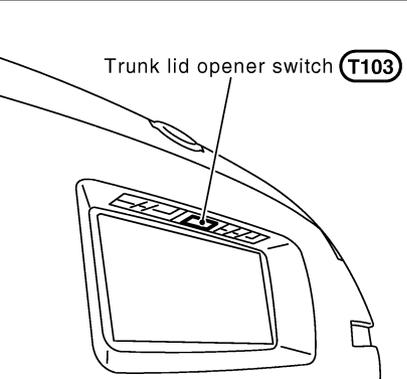
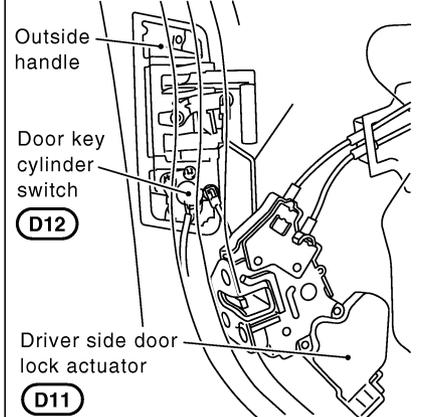
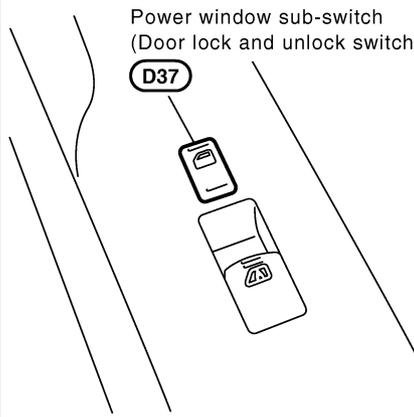
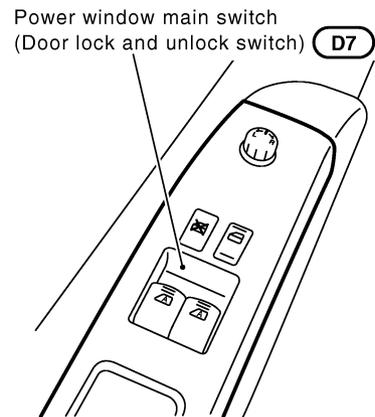
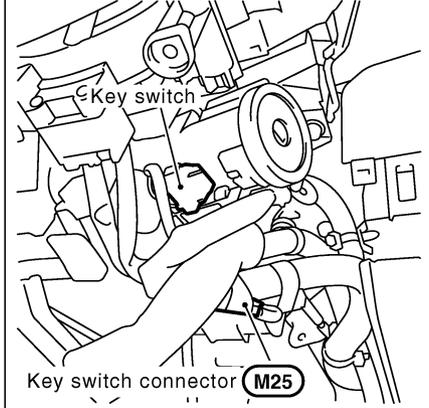
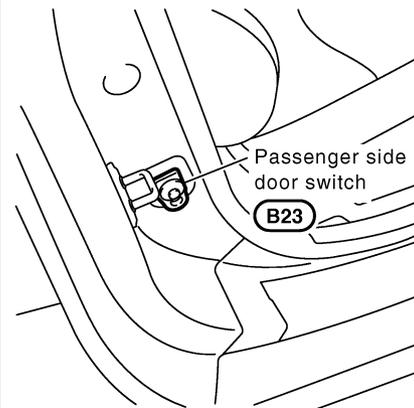
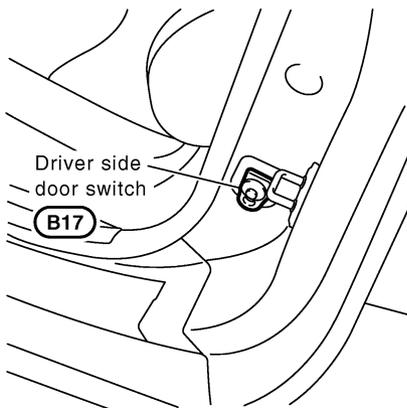
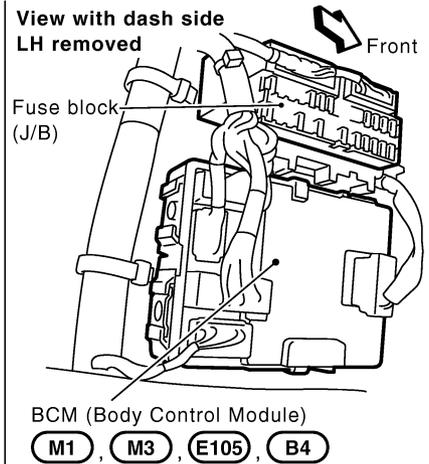
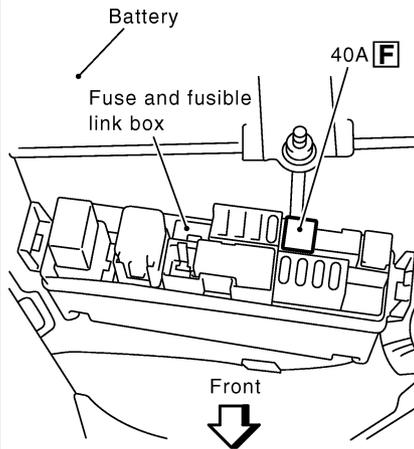
AIS000C2

## POWER DOOR LOCK SYSTEM

### Component Parts and Harness Connector Location



Fuse block (J/B) fuse layout



PIIA8064E

# POWER DOOR LOCK SYSTEM

AIS000C3

## System Description

Power is supplied at all times

- through 40A fusible link (letter **F** , located in the fuse and fusible link box)
- to BCM terminal 7, and
- through 10A fuse [No. 21, located in the fuse block (J/B)]
- to key switch terminal 2.

With ignition key inserted, power is supplied

- through key switch terminal 1
- to BCM terminal 62.

Ground is supplied to terminal 8 of BCM through grounds E17, E43 and F152.

When the door is locked and unlocked with power window main switch (door lock and unlock switch), ground is supplied

- to power window main switch (door lock and unlock switch) terminal 15
- through grounds M30 and M66.

Power window main switch (door lock and unlock switch) operation signal is supplied

- through power window main switch (door lock and unlock switch) terminal 12
- to BCM terminal 74.

When the door is locked and unlocked with power window sub-switch (door lock and unlock switch), ground is supplied

- to power window sub-switch (door lock and unlock switch) terminal 11
- through grounds M30 and M66.

Power window sub-switch (door lock and unlock switch) operation signal is supplied

- through power window sub-switch (door lock and unlock switch) terminal 16
- to BCM terminal 74.

When the door is locked with door key cylinder switch, ground is supplied

- to power window main switch (door lock and unlock switch) terminal 6
- through door key cylinder switch terminal 3
- through door key cylinder switch terminal 2
- through grounds M30 and M66.

Door key cylinder switch operation signal is supplied

- through power window main switch (door lock and unlock switch) terminal 12
- to BCM terminal 74.

When the door is unlocked with door key cylinder switch, ground is supplied

- to power window main switch (door lock and unlock switch) terminal 7
- through door key cylinder switch terminal 1
- through door key cylinder switch terminal 2
- through grounds M30 and M66.

Door key cylinder switch operation signal is supplied

- through power window main switch (door lock and unlock switch) terminal 12
- to BCM terminal 74.

BCM is connected to power window main switch (door lock and unlock switch) and power window sub-switch (door lock and unlock switch) as serial link.

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# POWER DOOR LOCK SYSTEM

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## POWER WINDOW SERIAL LINK

Power window main switch, power window sub-switch and BCM transmit and receive the signal by power window serial link.

The under mentioned signal is transmitted from power window main switch to BCM.

- Door lock and unlock switch signal.

The under mentioned signal is transmitted from power window sub-switch to BCM.

- Door lock and unlock switch signal.

## OUTLINE

### Functions Available by Operating the Door Lock and Unlock Switches on Driver's Door and Passenger's Door

- With the locking operation of door lock and unlock switch, door lock actuators of driver's and passenger's doors are locked.
- With the unlocking operation of door lock and unlock switch, door lock actuators of driver's and passenger's doors are unlocked.

### Functions Available by Operating the Key Cylinder Switch

- With the locking operation of door key cylinder, door lock actuators of all doors are locked.
- When door key cylinder is unlocked, door lock actuator (driver side) is unlocked.
- When door key cylinder is unlocked twice within 5 seconds after the first unlock operation, door lock actuators on driver's and passenger's doors are unlocked.

Unlock mode can be changed by using CONSULT-II "WORK SUPPORT" mode in "DOOR LOCK-UNLOCK SET".

Refer to [BL-28, "WORK SUPPORT"](#) .

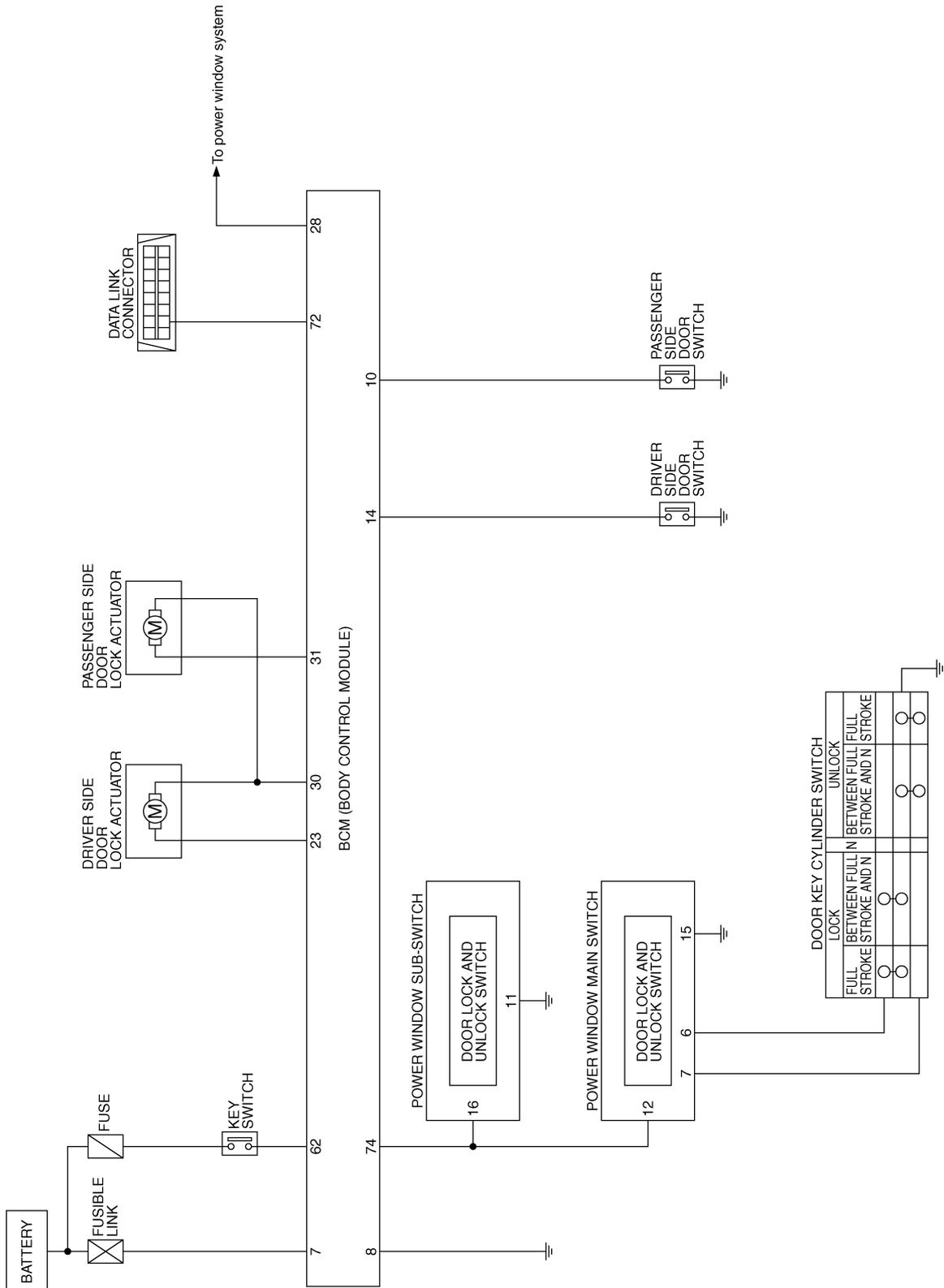
### Key Reminder Door System

When door lock and unlock switch is operated to lock doors with ignition key put in key cylinder and driver's and passenger's door open, driver and passenger door lock actuators are locked and then unlocked.

# POWER DOOR LOCK SYSTEM

## Schematic

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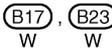
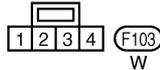
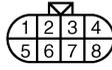
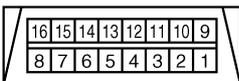
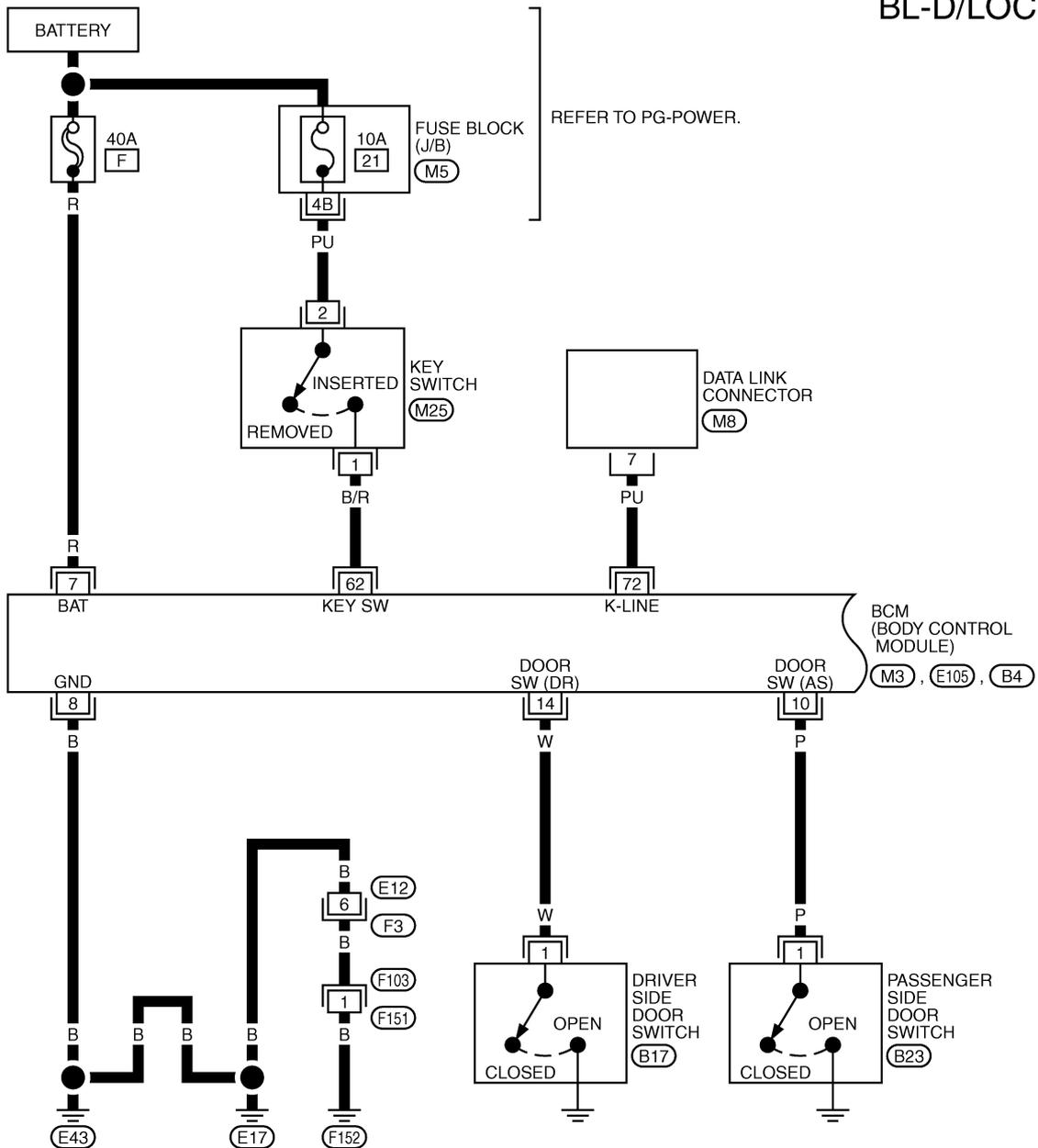
TIWT0483E

# POWER DOOR LOCK SYSTEM

AIS000C5

**Wiring Diagram -D/LOCK-**  
**FIG. 1**

BL-D/LOCK-01



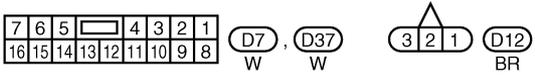
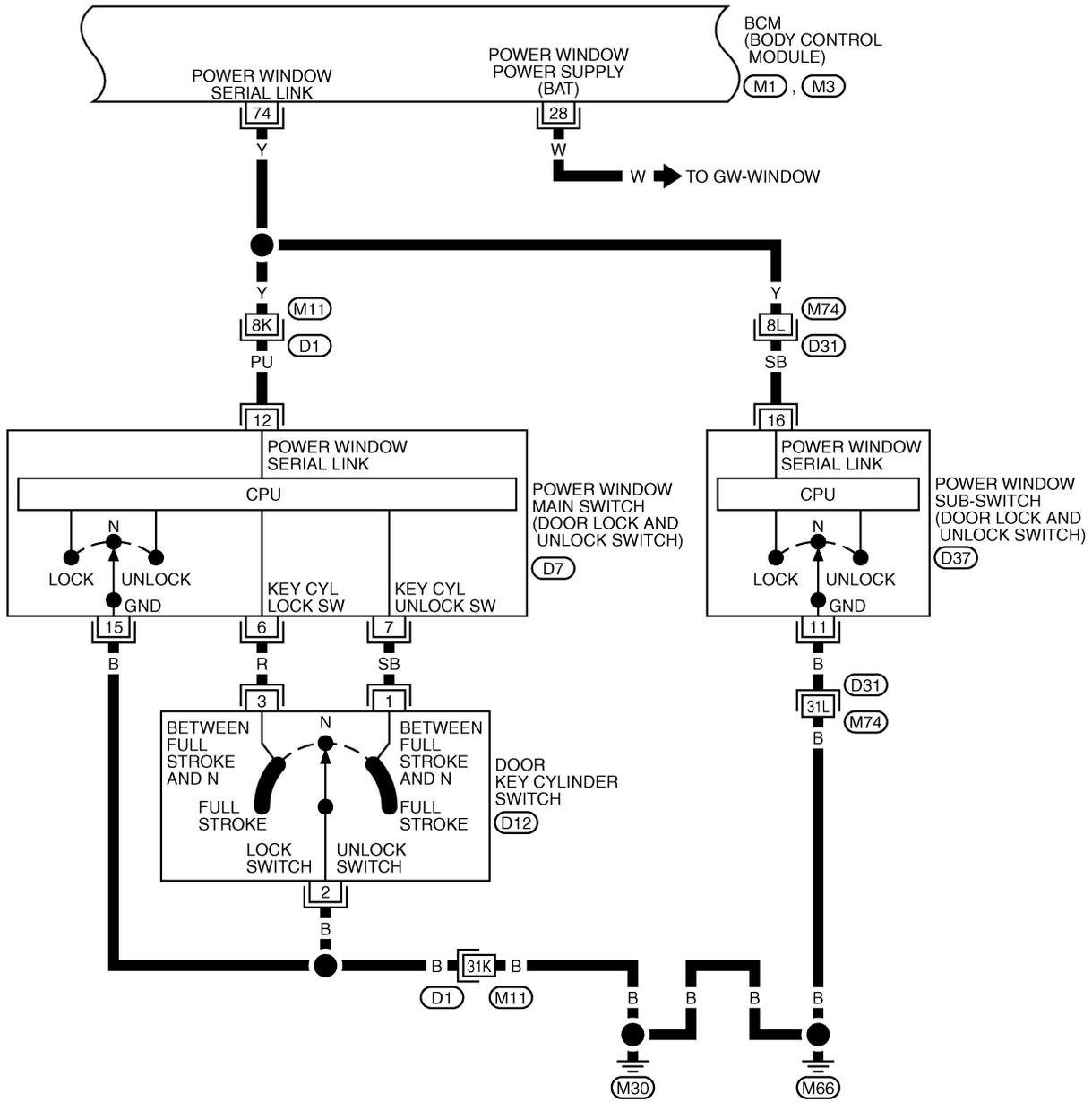
REFER TO THE FOLLOWING.  
 (M5) - FUSE BLOCK-JUNCTION BOX (J/B)  
 (M3), (E105), (B4)  
 - ELECTRICAL UNITS

TIWT0484E

# POWER DOOR LOCK SYSTEM

FIG. 2

BL-D/LOCK-02



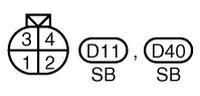
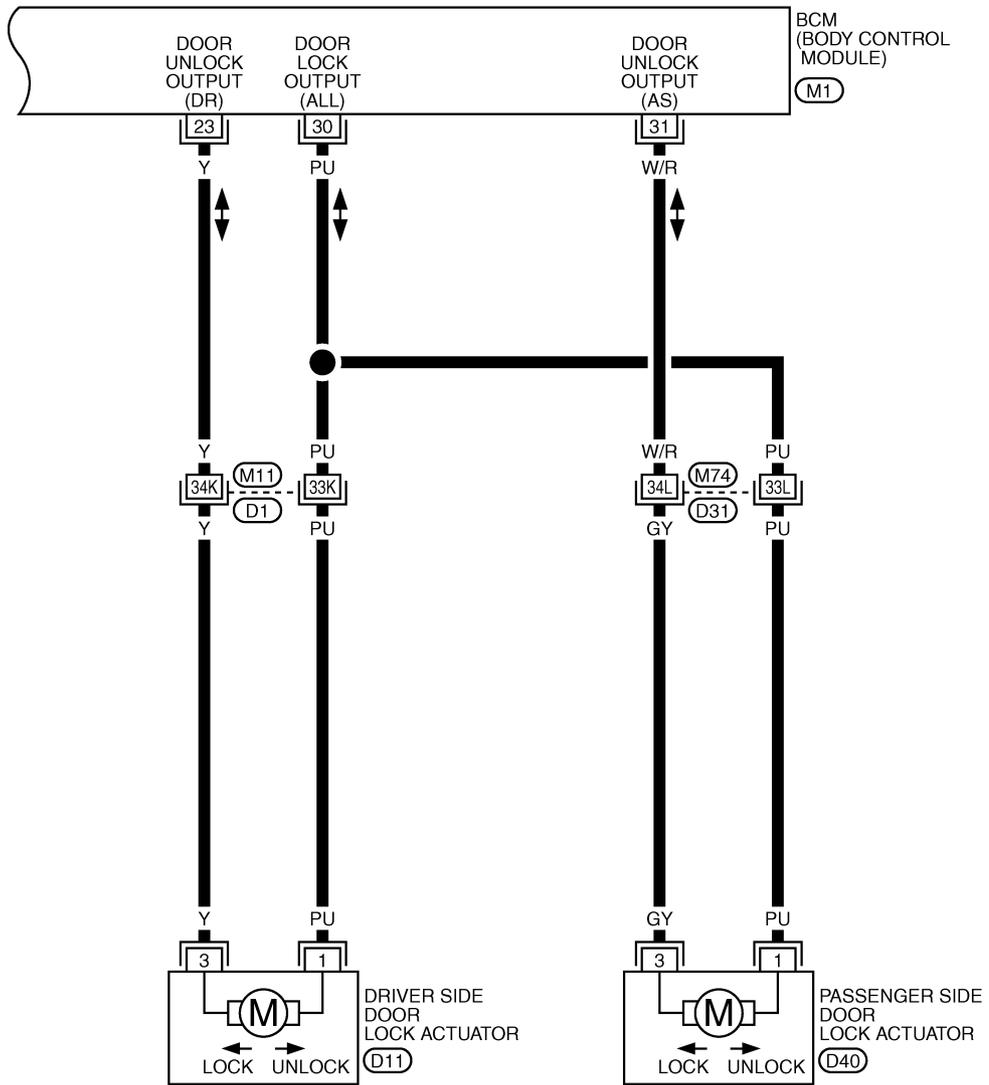
REFER TO THE FOLLOWING.  
 (D1), (D31) -SUPER MULTIPLE JUNCTION (SMJ)  
 (M1), (M3) -ELECTRICAL UNITS

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# POWER DOOR LOCK SYSTEM

**FIG. 3**

BL-D/LOCK-03



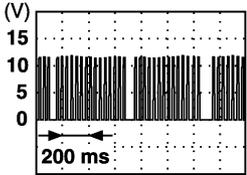
REFER TO THE FOLLOWING.  
 (D1), (D31) -SUPER MULTIPLE JUNCTION (SMJ)  
 (M1) -ELECTRICAL UNITS

TIWT0486E

# POWER DOOR LOCK SYSTEM

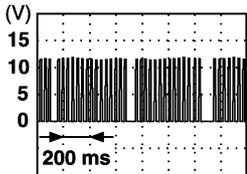
## Terminals and Reference Value for BCM

AIS000C6

TERMI- NAL	WIRE COLOR	ITEM	CONDITION	VOLTAGE (V) (Approx.)
7	R	Power source (Fusible link)	—	Battery voltage
8	B	Ground	—	0
10	P	Passenger side door switch	ON (Open) → OFF (Closed)	0 → 5
14	W	Driver side door switch	ON (Open) → OFF (Closed)	0 → 5
23	Y	Driver side door lock actuator (unlock)	Door lock / unlock switch (Free → Unlock)	0 → Battery voltage
28	W	Battery power supply	—	Battery voltage
30	PU	All door lock actuator (lock)	Door lock / unlock switch (Free → Lock)	0 → Battery voltage
31	W/R	Passenger side door lock actuator (unlock)	Door lock / unlock switch (Free → Unlock)	0 → Battery voltage
62	B/R	Ignition key switch (insert)	ON (Key inserted) → OFF (Key removed from IGN key cylinder)	Battery voltage → 0
72	PU	Data link connector	—	—
74	Y	Power window switch serial link	—	 <p style="text-align: right; font-size: small;">PIIA2344J</p>

## Terminal and Reference Value for Power Window Main Switch

AIS0014J

TERMI- NAL	WIRE COLOR	ITEM	CONDITION	VOLTAGE (V) (Approx.)
6	R	Key cylinder switch lock signal	Key position (Neutral → Locked)	5 → 0
7	SB	Key cylinder switch unlock signal	Key position (Neutral → Unlocked)	5 → 0
12	PU	Power window switch serial link	—	 <p style="text-align: right; font-size: small;">PIIA2344J</p>
15	B	Ground	—	0

# POWER DOOR LOCK SYSTEM

## Work Flow

AIS000C7

1. Check the symptom and customer's requests.
2. Understand the outline of system. Refer to [BL-19, "System Description"](#) .
3. Perform the preliminary check. Refer to [BL-26, "Preliminary Check"](#) .
4. Does power door lock system operate normally? If Yes, GO TO 7, If No, GO TO 5.
5. INSPECTION END.

## Preliminary Check

AIS000C8

### FUSE CHECK

#### 1. FUSE INSPECTION

1. Turn ignition switch OFF.
2. Check 40A fusible link (letter F located in the fuse and fusible link box).

#### NOTE:

Refer to [BL-18, "Component Parts and Harness Connector Location"](#) .

#### OK or NG

OK >> GO TO 2

NG >> If fuse is blown, be sure to eliminate cause of malfunction before installing new fuse. Refer to [PG-4, "POWER SUPPLY ROUTING CIRCUIT"](#) .

#### 2. CHECK POWER SUPPLY CIRCUIT

1. Disconnect BCM connector.
2. Check voltage between BCM connector E105 terminal 7 and ground.

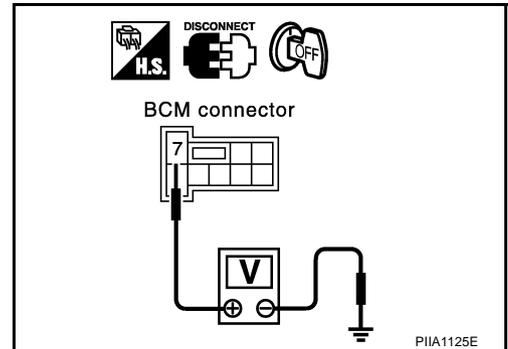
**7 (R) – Ground**

**Battery voltage should exist.**

#### OK or NG

OK >> GO TO 3

NG >> Check BCM power supply circuit for open or short.



#### 3. CHECK GROUND CIRCUIT

Check continuity between BCM connector E105 terminal 8 and ground.

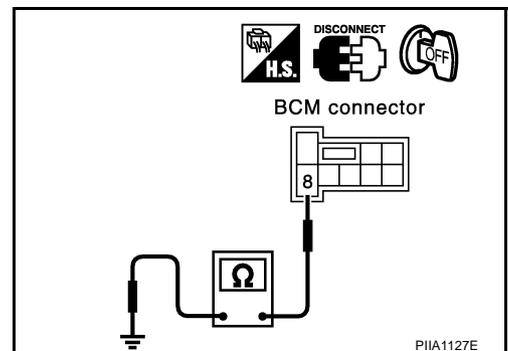
**8 (B) – Ground**

**Continuity should exist.**

#### OK or NG

OK >> Power supply and ground circuit is OK.

NG >> Check BCM ground circuit for open or short.



# POWER DOOR LOCK SYSTEM

## CONSULT-II Function

AIS000C9

Power door lock system check with data monitor and active test can be executed by combining data reception and command transmission via communication line from BCM.

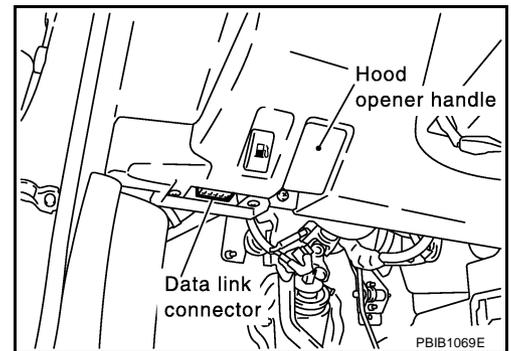
BCM diagnosis part	Inspection item, self-diagnosis mode	Content
Door lock	Work support	Changes the setting for each function.
	Data monitor	Displays BCM input data on real-time basis.
	Active test	Sends drive signals to door lock actuator to perform operation check.

## CONSULT-II BASIC OPERATION PROCEDURE

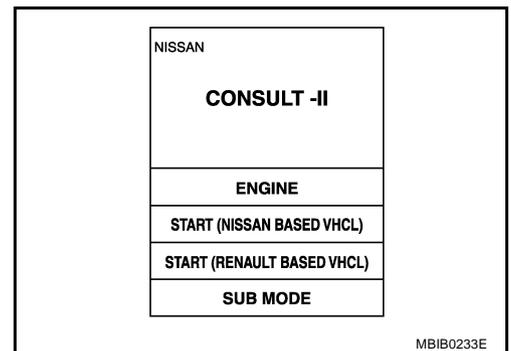
### CAUTION:

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

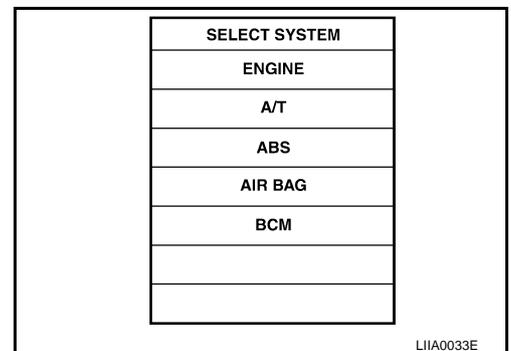
1. Turn ignition switch "OFF".
2. Connect "CONSULT-II" and CONSULT-II CONVERTER to data link connector.



3. Turn ignition switch "ON".
4. Touch "START(NISSAN BASED VHCL)".

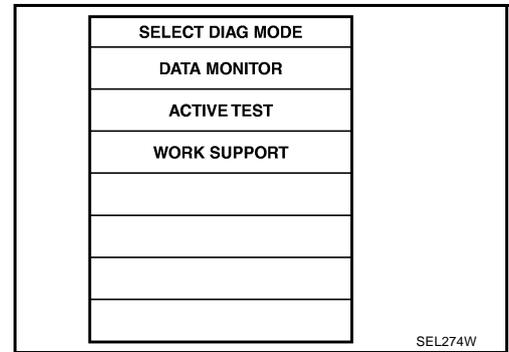


5. Touch "BCM".  
If "BCM" is not indicated, go to [GI-39](#), "CONSULT-II Data Link Connector (DLC) Circuit"



# POWER DOOR LOCK SYSTEM

6. Touch "DOOR LOCK".
7. Select diagnosis mode.  
"DATA MONITOR", "ACTIVE TEST" and "WORK SUPPORT"



## DATA MONITOR

Monitor item "operation"		Content
KEY ON SW	"ON/OFF"	Indicates [ON/OFF] condition of key switch.
LOCK SW DR/AS	"ON/OFF"	Indicates [ON/OFF] condition of lock signal from lock/unlock switch of driver and passenger side.
UNLK SW DR/AS	"ON/OFF"	Indicates [ON/OFF] condition of unlock signal from lock/unlock switch of driver and passenger side.
KEY CYL LK-SW	"ON/OFF"	Indicates [ON/OFF] condition of lock signal from key cylinder.
KEY CYL UN-SW	"ON/OFF"	Indicates [ON/OFF] condition of unlock signal from key cylinder.
LK BUTTON/SIG	"ON/OFF"	Indicates [ON/OFF] condition of lock signal from key fob.
UN BUTTON/SIG	"ON/OFF"	Indicates [ON/OFF] condition of unlock signal from key fob.
IGN ON SW	"ON/OFF"	Indicates [ON/OFF] condition of ignition switch.
DOOR SW-DR	"ON/OFF"	Indicates [ON/OFF] condition of driver side door switch.
DOOR SW-AS	"ON/OFF"	Indicates [ON/OFF] condition of passenger side door switch.
BACK DOOR SW	"ON/OFF"	This is displayed even if it is not equipped.
DOOR SW-RR	"ON/OFF"	This is displayed even if it is not equipped.
TRNK OPN MNTR	"ON/OFF"	Indicates [ON/OFF] condition of trunk lid opener switch.

## ACTIVE TEST

Test item	Content
ALL D/LK MTR	This test is able to check all door lock actuators lock operation. These actuators lock when "ON" on CONSULT-II screen is touched.
DR D/UN MTR	This test is able to check driver side door lock actuator unlock operation. This actuator unlock when "ON" on CONSULT-II screen is touched.
NON DR D/UN	This test is able to check door lock actuators (except driver side door lock actuator) unlock operation. These actuator unlock when "ON" on CONSULT-II screen is touched.

## WORK SUPPORT

Work item	Description
DOOR LOCK-UNLOCK SET	Select unlock mode can be changed in this mode. Selects ON-OFF at select unlock mode.
ANTI-LOCK OUT SET	Key reminder door mode can be changed in this mode. Selects ON-OFF at key reminder door mode.

# POWER DOOR LOCK SYSTEM

## Trouble Diagnoses Symptom Chart

AIS000CA

Symptom	Diagnoses service procedure	Refer to page
Key reminder door system does not operate properly.	1. Preliminary check.	<a href="#">BL-26</a>
	2. Key switch (Insert) check.	<a href="#">BL-31</a>
	3. Door switch check.	<a href="#">BL-30</a>
	4. Replace BCM.	<a href="#">BCS-15</a>
Power door lock does not operate by door lock and unlock switch on power window main switch or power window sub-switch.	1. Preliminary check.	<a href="#">BL-26</a>
	2. Door lock and unlock switch check.	<a href="#">BL-33</a>
	3. Driver side door lock actuator check.	<a href="#">BL-36</a>
	4. Passenger side door lock actuator check.	<a href="#">BL-38</a>
	5. Replace BCM	<a href="#">BCS-15</a>
Driver side door lock actuator does not operate.	1. Preliminary check.	<a href="#">BL-26</a>
	2. Driver side door lock actuator check.	<a href="#">BL-36</a>
Passenger side door lock actuator does not operate.	1. Preliminary check.	<a href="#">BL-26</a>
	2. Passenger side door lock actuator check.	<a href="#">BL-38</a>
Power door lock does not operate by door key cylinder operation, but operates by door lock and unlock switch.	1. Preliminary check.	<a href="#">BL-26</a>
	2. Door key cylinder switch check.	<a href="#">BL-40</a>
	3. Replace power window main switch.	<a href="#">BCS-15</a>

A  
B  
C  
D  
E  
F  
G  
H

BL

J  
K  
L  
M

# POWER DOOR LOCK SYSTEM

AIS000CB

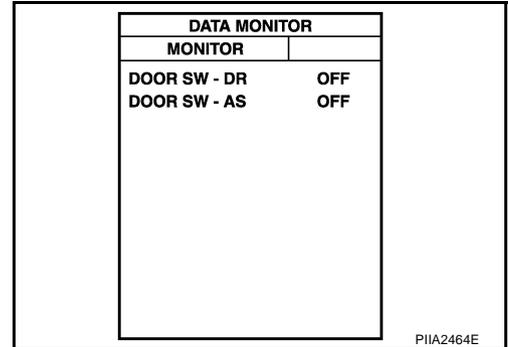
## Door Switch Check

### 1. CHECK DOOR SWITCH INPUT SIGNAL

#### With CONSULT-II

Check door switches ("DOOR SW-AS" and "DOOR SW-DR") in "DATA MONITOR" mode with CONSULT-II.

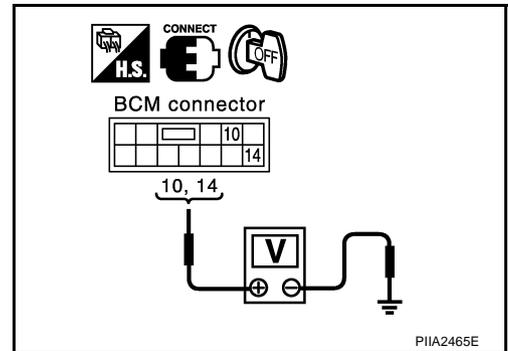
Monitor item	Condition
DOOR SW-DR	OPEN : ON
	CLOSE : OFF
DOOR SW-AS	OPEN : ON
	CLOSE : OFF



#### Without CONSULT-II

Check voltage between BCM connector and ground.

Item	Con- nector	Terminals		Condition	Voltage (V) (Approx.)
		(+) Terminal (Wire color)	(-)		
Passenger side door switch	B4	10 (P)	Ground	OPEN	0
				CLOSE	5
Driver side door switch		14 (W)	Ground	OPEN	0
				CLOSE	5



#### OK or NG

- OK >> Door switch is OK.
- NG >> GO TO 2.

### 2. CHECK DOOR SWITCH

1. Turn ignition switch OFF.
2. Disconnect door switch and BCM connector.
3. Check continuity between door switch connector B17, B23, terminals 1 and BCM connector B4 terminals 10, 14.

#### Driver side door switch – BCM

**1 (W) – 14 (W) :Continuity should exist.**

#### Passenger door switch – BCM

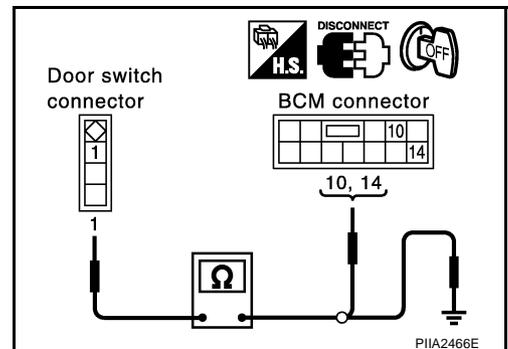
**1 (P) – 10 (P) :Continuity should exist.**

4. Check continuity between door switch harness connector B17, B23, terminals 1 and ground.

**1 (W or R) – Ground :Continuity should not exist.**

#### OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace harness.



# POWER DOOR LOCK SYSTEM

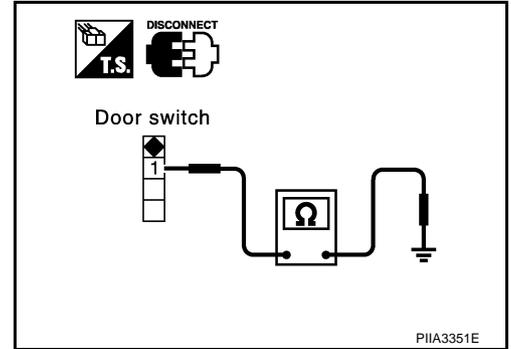
## 3. CHECK DOOR SWITCH

Check continuity between door switch connector B17 (driver side) or B23 (passenger side) terminal 1 (W or P) and ground.

Terminal		Door switch	Continuity
1	Ground	Pushed	No
		Released	Yes

**OK or NG**

- OK >> Further inspection is necessary. Refer to symptom chart.
- NG >> Replace malfunction door switch.



## Key Switch (Insert) Check

### 1. CHECK KEY SWITCH INPUT SIGNAL

**With CONSULT-II**

Check ignition key cylinder switch "IGN ON SW" in "DATE MONITOR" mode with CONSULT-II

- When key is inserted in ignition key cylinder  
**IGN KEY SW :ON**
- When key is removed in ignition key cylinder  
**IGN KEY SW :OFF**

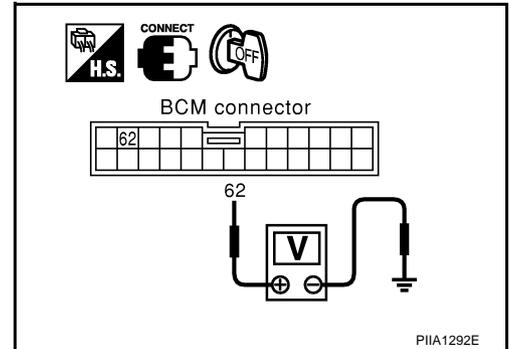
**Without CONSULT-II**

Check voltage between BCM connector and ground.

Terminals		Condition	Voltage (V) (Approx.)
(+)	(-)		
Connector	Terminal (Wire color)	Ground	Key is inserted Battery voltage
M3	62 (B/R)		

**OK or NG**

- OK >> Key switch is OK.
- NG >> GO TO 2.



# POWER DOOR LOCK SYSTEM

## 2. CHECK KEY SWITCH (INSERT)

1. Turn ignition switch OFF.
2. Disconnect key switch connector.
3. Check continuity between key switch terminals 1 and 2.

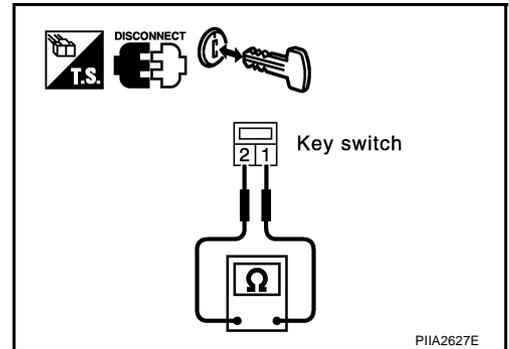
Terminals		Condition	Continuity
1	2	Key is inserted	Yes
		Key is removed	No

### OK or NG

OK >> Check the following.

- 10A fuse [No. 21, located in fuse block (J/B)]
- Harness for open or short between key switch and fuse
- Harness for open or short between BCM and key switch

NG >> Replace key switch.



# POWER DOOR LOCK SYSTEM

AIS000CE

## Door Lock and Unlock Switch Check

### 1. CHECK POWER WINDOW OPERATION

Does power window system operate normally?

YES or NO?

YES >> GO TO 2

NO >> Refer to [GW-28, "Trouble Diagnoses Symptom Chart"](#) .

### 2. CHECK DOOR LOCK AND UNLOCK SWITCH OUTPUT SIGNAL

#### ① With CONSULT-II

Check door lock and unlock switch ("LOCK SW DR/AS", "UNLK SW DR/AS") in DATA MONITOR mode with CONSULT-II. Refer to [BL-28, "DATA MONITOR"](#) .

- When door lock and unlock switch is turned to LOCK

**LOCK SW DR/AS :ON**

- When door lock and unlock switch is turned to UNLOCK

**UNLK SW DR/AS :ON**

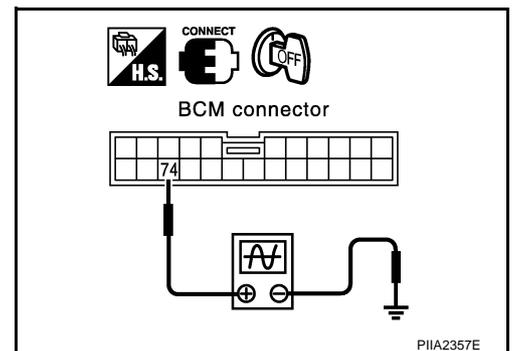
DATA MONITOR	
MONITOR	
LOCK SW DR/AS	OFF
UNLK SW DR/AS	OFF

LIIA0172E

#### ⊗ Without CONSULT-II

- Remove key from ignition switch, and close the doors of driver side and passenger side.
- Check the signal between BCM connector and ground with oscilloscope when door lock and unlock switch (driver side and passenger side) is turned "LOCK" or "UNLOCK".
- Make sure signals which are shown in the figure below can be detected during 10 second just after door lock and unlock switch (driver side or passenger side) is turned "LOCK" or "UNLOCK".

Terminals		Signal
(+)	(-)	
Connector	Terminal (Wire color)	<p>PIIA1297E</p>
M3	74 (Y)	
		Ground



OK or NG

OK >> GO TO 3.

NG >> GO TO 4.

# POWER DOOR LOCK SYSTEM

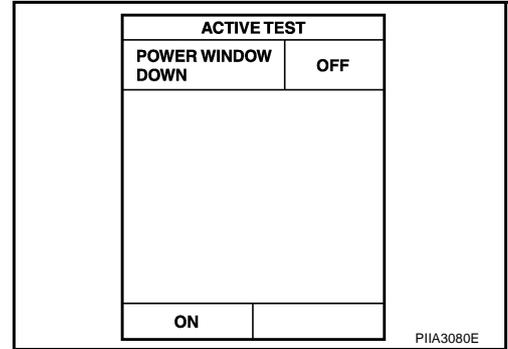
## 3. CHECK BCM OUTPUT SIGNAL

Check power window serial link ("POWER WINDOW DOWN") in "ACTIVE TEST" mode with CONSULT-II. Refer to [BL-61, "Active Test"](#).

When "ACTIVE TEST" is executed, the window of driver side and passenger side are go down.

### OK or NG

- OK >> Further inspection is necessary. Refer to symptom chart.
- NG >> Replace BCM.

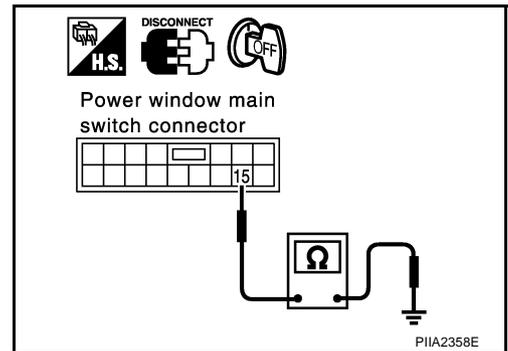


## 4. CHECK DOOR LOCK AND UNLOCK SWITCH GROUND HARNESS

1. Turn ignition switch OFF.
2. Disconnect power window main switch (door lock and unlock switch) and power window sub-switch (door lock and unlock switch) connector.
3. Check continuity between power window main switch (door lock and unlock switch) connector D7 terminal 15 and ground.

**15 (B) – Ground**

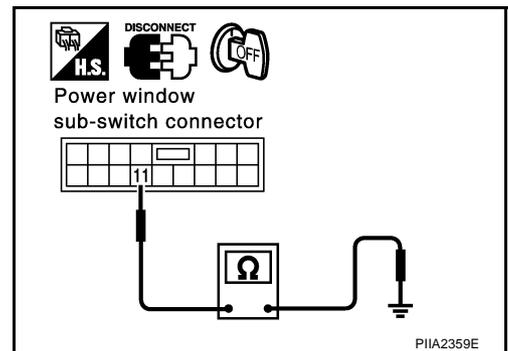
**:Continuity should exist.**



4. Check continuity between power window sub-switch (door lock and unlock switch) connector D37 terminal 11 and ground.

**11 (B) – Ground**

**:Continuity should exist.**



### OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace harness.

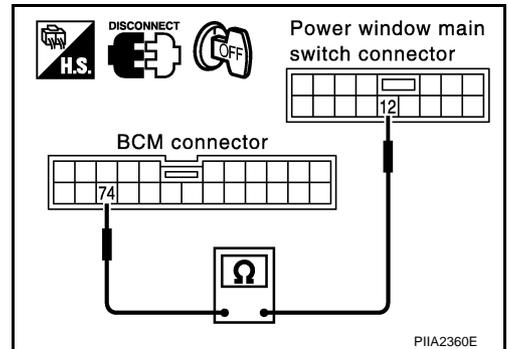
# POWER DOOR LOCK SYSTEM

## 5. CHECK POWER WINDOW SERIAL LINK CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between BCM connector M3 terminal 74 and power window main switch (door lock and unlock switch) connector D7 terminal 12.

**74 (Y) – 12 (PU)**

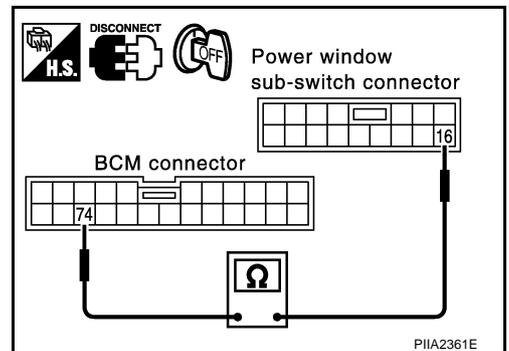
**:Continuity should exist.**



3. Check continuity between BCM connector M3 terminal 74 and power window sub-switch (door lock and unlock switch) connector D37 terminal 16.

**74 (Y) – 16 (SB)**

**:Continuity should exist.**



### OK or NG

- OK >> Replace power window main switch.
- NG >> Repair or replace harness.

# POWER DOOR LOCK SYSTEM

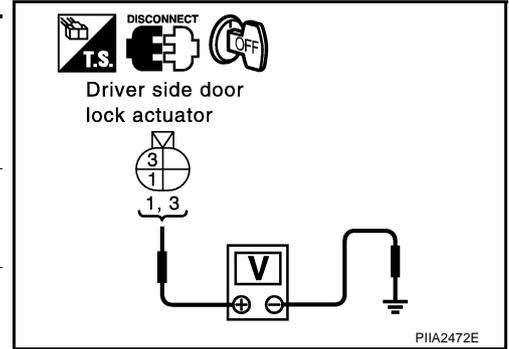
AIS000CG

## Driver Side Door Lock Actuator Check

### 1. CHECK DOOR LOCK ACTUATOR SIGNAL

1. Turn ignition switch OFF.
2. Disconnect driver side door lock actuator connector.
3. Check voltage between driver side door lock actuator connector and ground.

Terminals		Condition	Voltage (V) (Approx.)
(+)	(-)		
Connector D11	Terminal (Wire color) 1 (PU)	Ground	Driver door lock/unlock switch is turned to LOCK. 0 → Battery voltage
	3 (Y)		Driver door lock/unlock switch is turned to UNLOCK. 0 → Battery voltage



OK or NG

- OK >> Replace driver side door lock actuator.  
 NG >> GO TO 2.

### 2. CHECK DOOR LOCK ACTUATOR HARNESS

1. Disconnect BCM connector.
2. Check continuity between BCM connector M1 terminals 23, 30 and driver side door lock actuator connector D11 terminals 1, 3 and ground.

#### BCM – Driver side door lock actuator

**23 (Y) – 3 (Y) :Continuity should exist.**

**30 (PU) – 1 (PU) :Continuity should exist.**

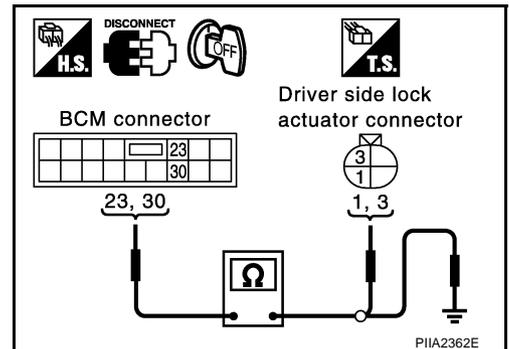
#### BCM – Ground

**23 (Y) – Ground :Continuity should not exist.**

**30 (PU) – Ground :Continuity should not exist.**

OK or NG

- OK >> GO TO 3.  
 NG >> Repair or replace harness between BCM and driver side door lock actuator.

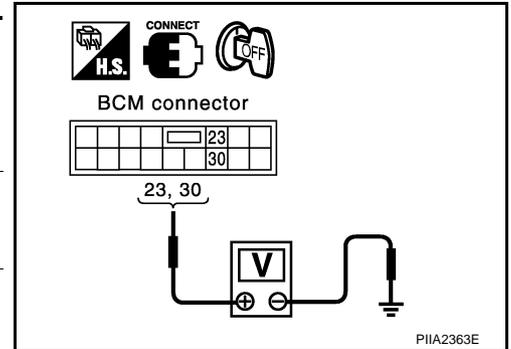


# POWER DOOR LOCK SYSTEM

## 3. CHECK OUTPUT SIGNAL

1. Connect BCM connector.
2. Check voltage between BCM connector and ground.

Terminals		Condition	Voltage (V) (Approx.)
(+)	(-)		
Connector	Terminal (Wire color)	Ground	
M1	23 (Y)		
	30 (PU)	Driver door lock/unlock switch is turned to LOCK.	0 → Battery voltage



### OK or NG

- OK >> Check the condition of the harness and the connector.  
 NG >> GO TO 4

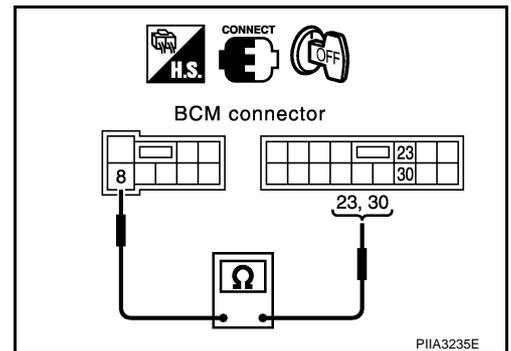
## 4. CHECK BCM

Check continuity between BCM connector E105 terminal 8 and connector M1 terminals 23, 30.

- 8 (B) – 23 (Y) :Continuity should exist.**  
**8 (B) – 30 (PU) :Continuity should exist.**

### OK or NG

- OK >> Check the condition of the harness and the connector.  
 NG >> Replace BCM.



# POWER DOOR LOCK SYSTEM

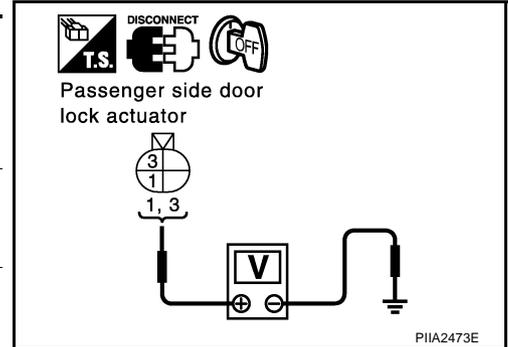
AI5000CH

## Passenger Side Door Lock Actuator Check

### 1. CHECK DOOR LOCK ACTUATOR SIGNAL

1. Turn ignition switch OFF.
2. Disconnect passenger side door lock actuator connector.
3. Check voltage between passenger side door lock actuator connector and ground.

Terminals		Condition	Voltage (V) (Approx.)
(+)	(-)		
Connector D40	Terminal (Wire color) 1 (PU)	Ground	Driver door lock/unlock switch is turned to LOCK. 0 → Battery voltage
	3 (GY)		Driver door lock/unlock switch is turned to UNLOCK. 0 → Battery voltage



OK or NG

- OK >> Replace passenger side door lock actuator.  
 NG >> GO TO 2.

### 2. CHECK DOOR LOCK ACTUATOR HARNESS

1. Disconnect BCM connector.
2. Check continuity between BCM connector M1 terminals 30, 31 and passenger side door lock actuator connector D40 terminals 1, 3 and ground.

#### BCM – Passenger side door lock actuator

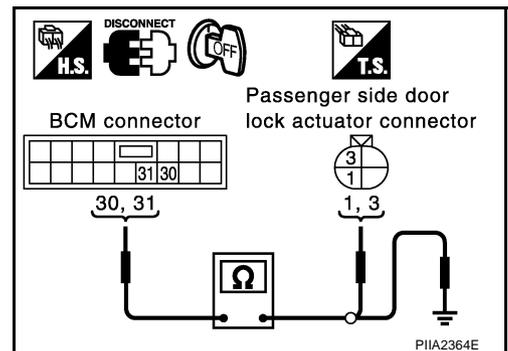
30 (PU) – 1 (PU) :Continuity should exist.

31 (W/R) – 3 (GY) :Continuity should exist.

#### BCM – Ground

30 (PU) – Ground :Continuity should not exist.

31 (W/R) – Ground :Continuity should not exist.



OK or NG

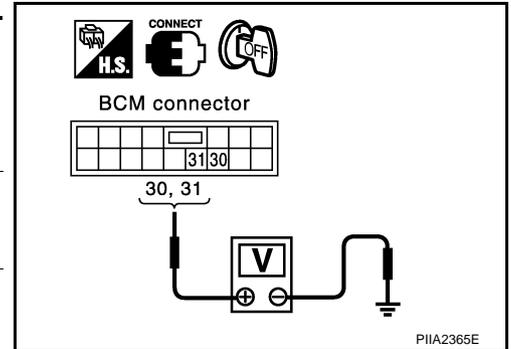
- OK >> GO TO 3.  
 NG >> Repair or replace harness between BCM and passenger side door lock actuator.

# POWER DOOR LOCK SYSTEM

## 3. CHECK OUTPUT SIGNAL

1. Connect BCM harness connector.
2. Check voltage between BCM connector and ground.

Terminals		Condition	Voltage (V) (Approx.)
(+)	(-)		
Connector	Terminal (Wire color)	Ground	
M1	30 (PU)		
	31 (W/R)	Driver door lock/unlock switch is turned to UNLOCK.	0 → Battery voltage



### OK or NG

- OK >> Check the condition of the harness and the connector.  
 NG >> GO TO 4.

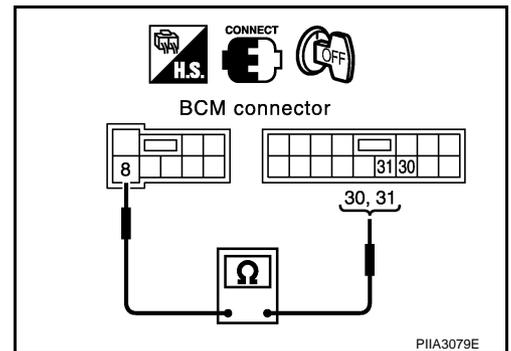
## 4. CHECK BCM

Check continuity between BCM connector E105 terminal 8 and connector M1 terminals 30, 31.

- 8 (B) – 30 (PU) :Continuity should exist.**  
**8 (B) – 31 (W/R) :Continuity should exist.**

### OK or NG

- OK >> Check the condition of the harness and the connector.  
 NG >> Replace BCM.



# POWER DOOR LOCK SYSTEM

AIS000CJ

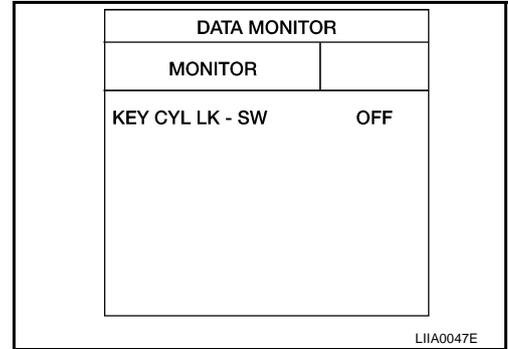
## Door Key Cylinder Switch Check

### 1. CHECK DOOR KEY CYLINDER SWITCH INPUT SIGNAL

④ With CONSULT-II

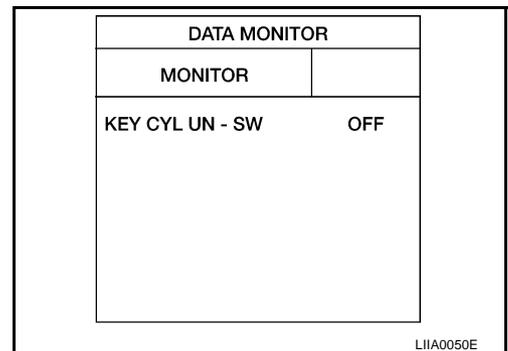
- Check door key cylinder switch ("KEY CYL LK SW") in "DATA MONITOR" mode with CONSULT-II.

**"KEY CYL LK-SW" should be "ON" when key inserted in door key cylinder is turned to lock.**



- Check door key cylinder switch ("KEY CYL UN-SW") in "DATA MONITOR" mode with CONSULT-II.

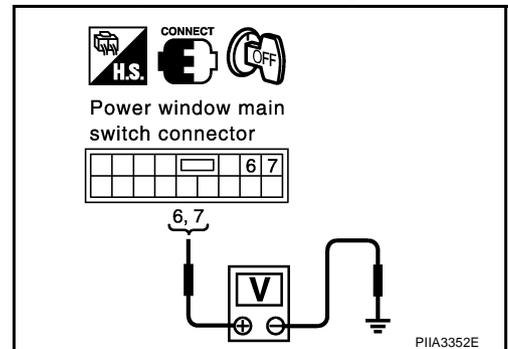
**"KEY CYL UN-SW" should be "ON" when key inserted in door key cylinder is turned to unlock.**



⊗ Without CONSULT-II

Check voltage between power window main switch (door lock and unlock switch) connector and ground.

Terminals		Key position	Voltage (V) (Approx.)
(+)	(-)		
D7	6 (R)	Neutral/Unlock	5
		Lock	0
	7 (SB)	Neutral/Lock	5
		Unlock	0



OK or NG

- OK >> Further inspection is necessary. Refer to symptom chart.
- NG >> GO TO 2.

# POWER DOOR LOCK SYSTEM

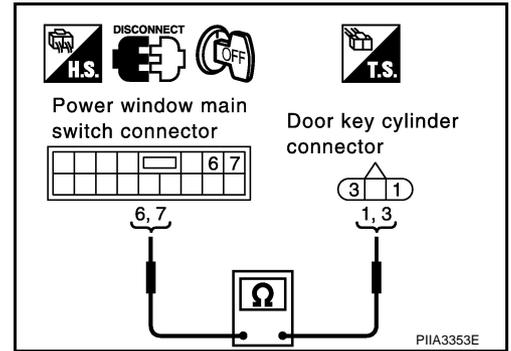
## 2. CHECK DOOR KEY CYLINDER SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect power window main switch (door lock and unlock switch) and door key cylinder switch connector.
3. Check continuity between power window main switch (door lock and unlock switch) connector D7 terminals 6, 7 and door key cylinder switch connector D12 terminals 1, 3.

**6 (R) – 3 (R) :Continuity should exist.**  
**7 (SB) – 1 (SB) :Continuity should exist.**

### OK or NG

- OK >> GO TO 3.  
 NG >> Repair or replace harness between power window main switch and door key cylinder switch.



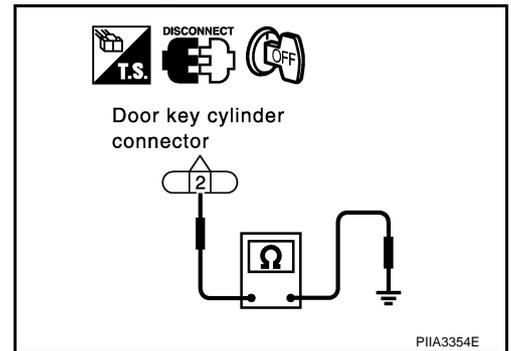
## 3. CHECK DOOR KEY CYLINDER SWITCH GROUND CHECK

Check continuity between door key cylinder switch connector D12 terminal 2 and ground.

**2 (B) – Ground :Continuity should exist.**

### OK or NG

- OK >> GO TO 4.  
 NG >> Repair or replace harness.



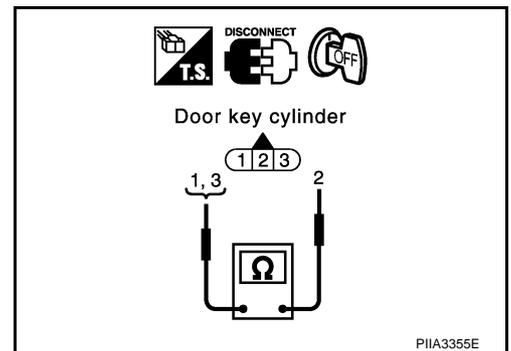
## 4. CHECK DOOR KEY CYLINDER SWITCH

Check continuity between door key cylinder switch terminal 1, 3 and 2.

Terminals	Key position	Continuity
1	Neutral/Lock	No
	Unlock	Yes
3	Neutral/Unlock	No
	Lock	Yes

### OK or NG

- OK >> Further inspection is necessary. Refer to symptom chart.  
 NG >> Replace door key cylinder switch.



# FUEL FILLER LID OPENER

---

## FUEL FILLER LID OPENER

PFP:78820

### System Description

AIS00405

Power is supplied at all times

- through 40A fusible link (letter **F** located in fusible link box)
- to BCM terminal 7.

Ground is supplied

- to BCM terminal 8
- through body grounds E17, E43, and F152.

### FUEL LID OPEN OPERATION

When fuel lid opener switch is ON (pushed), ground is supplied

- to BCM terminal 11
- through fuel lid opener switch terminals 1 and 2
- through body grounds M30 and M66.

And power is supplied

- to BCM terminal 20
- through fuel lid opener actuator terminals 1 and 2, and
- through body grounds B5, B6, and T14.

Then fuel lid opener actuator opens fuel lid.

### FUEL LID OPENER CANCEL OPERATION

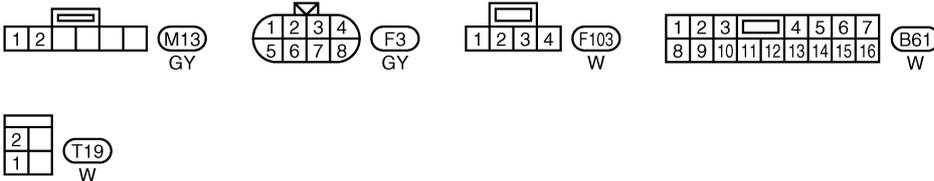
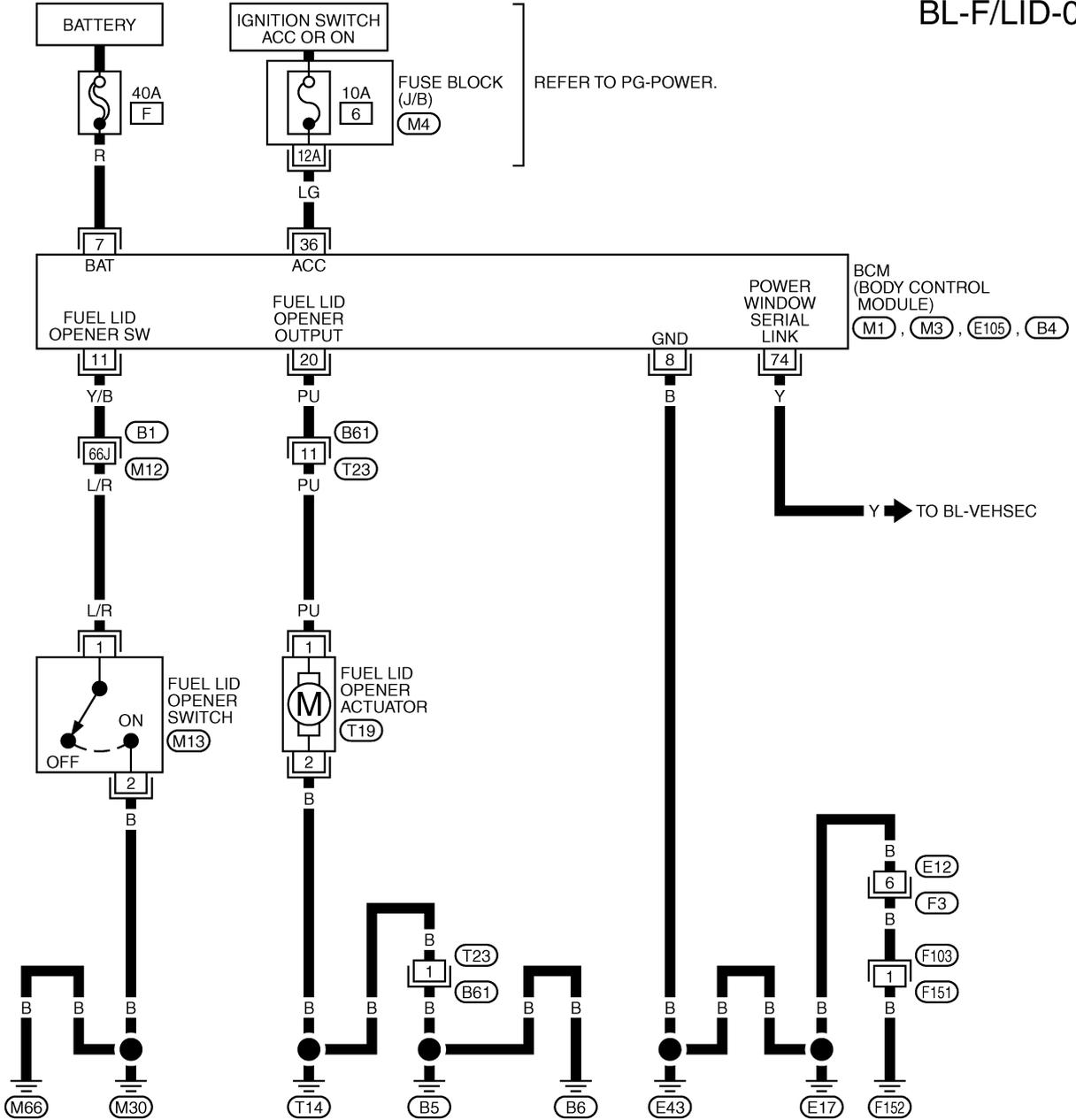
Fuel lid cannot open when vehicle condition is in arm or alarm phase.

# FUEL FILLER LID OPENER

## Wiring Diagram -F/LID-

AIS00109

BL-F/LID-01



REFER TO THE FOLLOWING.

- (B1) -SUPER MULTIPLE JUNCTION (SMJ)
- (M4) -FUSE BLOCK-JUNCTION BOX (J/B)
- (M1), (M3), (E105), (B4) -ELECTRICAL UNITS

A  
B  
C  
D  
E  
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I  
J  
K  
L  
M

BL

# FUEL FILLER LID OPENER

AIS00406

## CONSULT-II Function

Fuel filler lid opener check with data monitor and active test can be executed by combining data reception and command transmission via communication line from BCM.

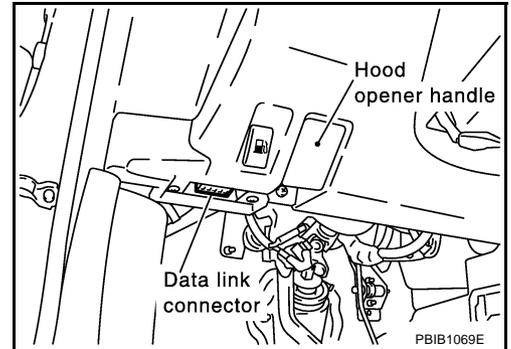
BCM diagnosis part	Inspection item, self-diagnosis mode	Content
Fuel lid	Data monitor	Displays BCM input data on real-time basis.
	Active test	Sends drive signals to fuel lid opener actuator to perform operation check.

## CONSULT-II BASIC OPERATION PROCEDURE

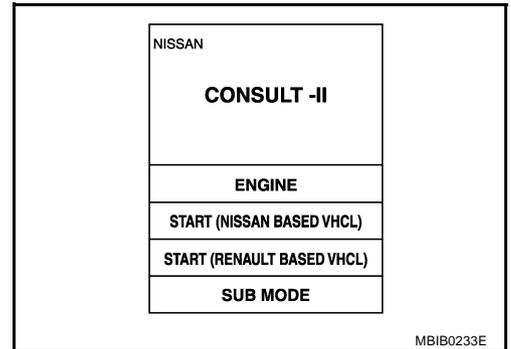
### CAUTION:

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

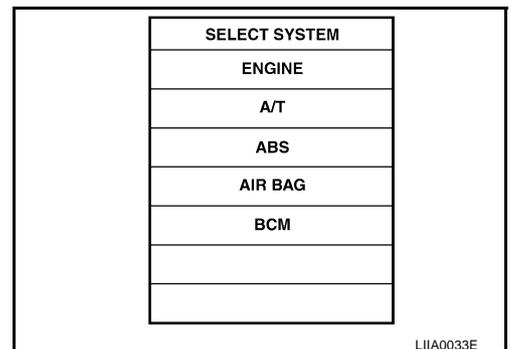
1. Turn ignition switch "OFF".
2. Connect "CONSULT-II" and CONSULT-II CONVERTER to data link connector.



3. Turn ignition switch "ON".
4. Touch "START(NISSAN BASED VHCL)".

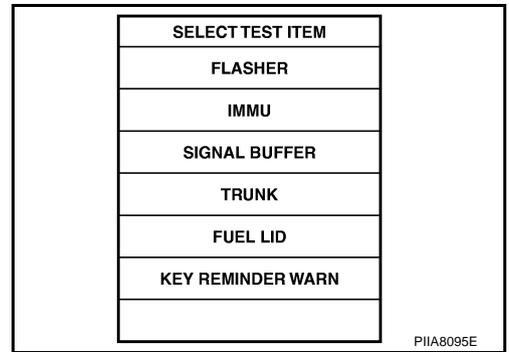


5. Touch "BCM".  
If "BCM" is not indicated, go to [GI-39](#), "CONSULT-II Date Link Connector (DLC) Circuit"



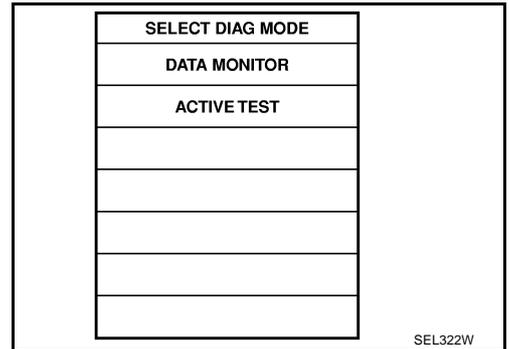
# FUEL FILLER LID OPENER

6. Touch "FUEL LID".



A  
B  
C  
D

7. Select diagnosis mode.  
"DATA MONITOR" and "ACTIVE TEST"



E  
F  
G  
H

## DATA MONITOR

Monitor item "operation"		Content
F/LID OPN SW	"ON/OFF"	Indicates [ON/OFF] condition of fuel lid opener switch.

BL

## ACTIVE TEST

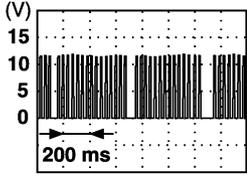
Test item	Content
FUEL LID OPEN	This test is able to check fuel lid opener actuator unlock operation. This actuator unlocks when "ON" on CONSULT-II screen is touched.

J  
K  
L  
M

# FUEL FILLER LID OPENER

## Terminals and Reference Value for BCM

AI500407

TERMI- NAL	WIRE COLOR	ITEM	CONDITION	VOLTAGE [V] (Approx.)
7	R	Power source (Fusible link)	—	Battery voltage
8	B	Ground	—	0
20	PU	Fuel lid opener release output signal	Fuel lid opener switch is ON	0
			Fuel lid opener switch is OFF	Battery voltage (for 0.5s)
11	Y/B	Fuel lid opener switch	Fuel lid opener switch is ON	0
			Fuel lid opener switch is OFF	Battery voltage
			Fuel lid opener switch is OFF position	Battery voltage
36	LG	ACC power supply (ACC or ON)	Ignition switch (ACC position)	Battery voltage
74	Y	Power window switch (Serial link)	Driver side door and passenger side door are closed. (Each door switches are OFF.)	 <p>PIIA2344J</p>

## Trouble Diagnosis

### FUEL LID DOSE NOT OPEN WITH FUEL LID OPENER SWITCH

AI500408

#### 1. VEHICLE CONDITION

Check vehicle security system.

**Arm phase or alarm phase?**

Yes or No

- Yes >> Cancel arm phase or alarm phase condition.
- No >> GO TO 2.

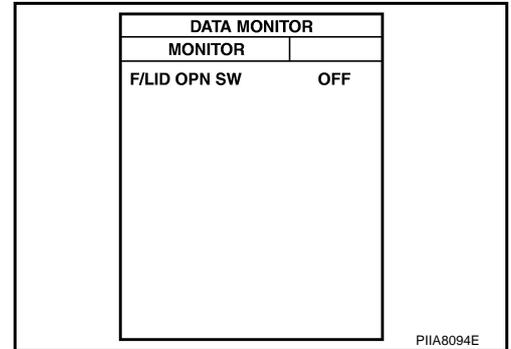
# FUEL FILLER LID OPENER

## 2. CHECK FUEL LID OPEN INPUT SIGNAL

### With CONSULT-II

Check door switches ("F/LID OPN SW") in "DATA MONITOR" mode with CONSULT-II.

Monitor item	Condition	
F/LID OPN SW	OPEN	: ON
	CLOSE	: OFF



### Without CONSULT-II

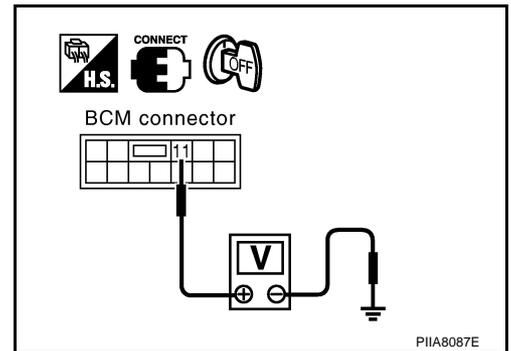
1. Turn ignition switch ON.
2. Check voltage between BCM and ground.

Connector	Terminal (Wire color)		Condition	Voltage [V]
	(+)	(-)		
M3	11 (Y/B)	Ground	Fuel lid opener switch ON	Approx. 0
			Fuel lid opener switch OFF	Battery voltage

OK or NG

OK >> GO TO 3.

NG >> GO TO 6.



## 3. CHECK FUEL LID OPEN OUTPUT SIGNAL

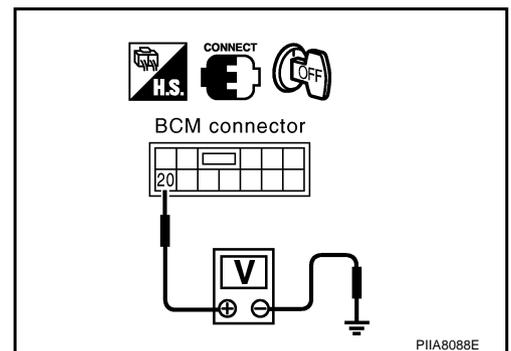
Check voltage between BCM and ground.

Connector	Terminal (Wire color)		Condition	Voltage [V]
	(+)	(-)		
B4	20 (PU)	Ground	Fuel lid opener switch ON	Battery voltage (for 0.5s)
			Fuel lid opener switch OFF	Approx. 0

OK or NG

OK >> GO TO 4.

NG >> Replace BCM. Refer to [BCS-15, "Removal and Installation of BCM"](#) .



# FUEL FILLER LID OPENER

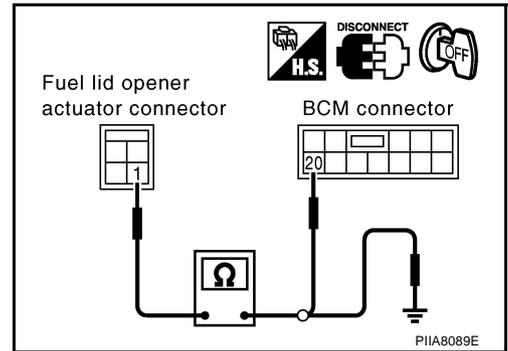
## 4. CHECK FUEL LID OPENER ACTUATOR CIRCUIT

1. Disconnect BCM connector and fuel lid opener actuator connector.
2. Check the following.
  - Continuity between BCM harness connector B4 terminal 20 (PU) and fuel lid opener actuator harness connector T19 terminal 1 (PU).

**20 (PU) - 1 (PU) : Continuity should exist.**

- Continuity between fuel lid opener actuator harness connector T19 terminal 1 (PU) and ground.

**1 (PU) - ground : Continuity should not exist.**



OK or NG

OK >> GO TO 5.

NG >> Repair harness or connector.

## 5. CHECK FUEL LID OPENER ACTUATOR GROUND CIRCUIT

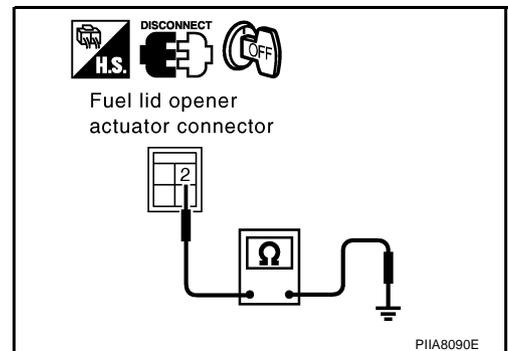
Check continuity between fuel lid opener actuator harness connector T19 terminal 2 (B) and ground.

**2 (B) - ground : Continuity should exist.**

OK or NG

OK >> Replace fuel lid opener actuator.

NG >> Repair harness or connector.



## 6. CHECK FUEL LID OPENER SWITCH

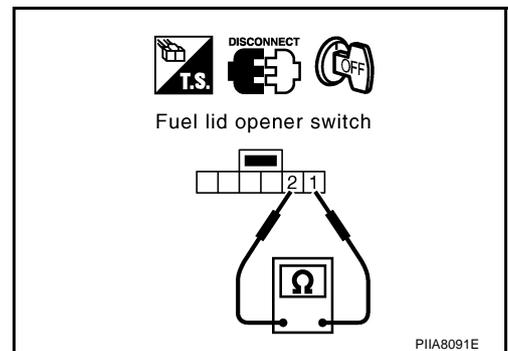
1. Disconnect fuel lid opener switch
2. Check continuity between fuel lid opener switch harness connector M13 terminals 1 and 2.

Terminals		Fuel lid opener switch condition	Continuity
1	2	ON (Pushed)	Yes
		OFF (Released)	No

OK or NG

OK >> GO TO 7.

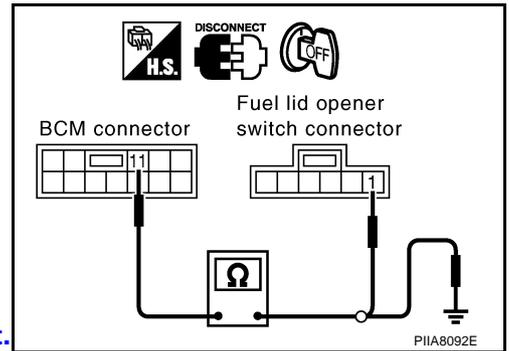
NG >> Replace fuel lid opener switch.



# FUEL FILLER LID OPENER

## 7. CHECK FUEL LID OPENER SWITCH CIRCUIT

1. Disconnect BCM connector.
2. Check the following.
  - Continuity between BCM harness connector B4 terminal 11 (Y/B) and fuel lid opener switch harness connector B71 terminal 1 (R).  
**11 (Y/B) - 1 (R) : Continuity should exist.**
  - Continuity between BCM harness connector B4 terminal 11 (Y/B) and ground.  
**11 (Y/B) - ground : Continuity should not exist.**



### OK or NG

- OK >> GO TO 8.
- NG >> Repair harness or connector.

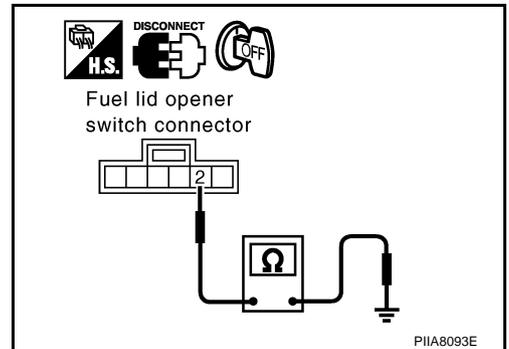
## 8. CHECK FUEL LID OPENER SWITCH GROUND CIRCUIT

Check continuity between fuel lid opener switch harness connector M13 terminal 2 (B) and ground.

**2 (B) - ground : Continuity should exist.**

### OK or NG

- OK >> Replace fuel lid opener switch.
- NG >> Repair harness or connector.



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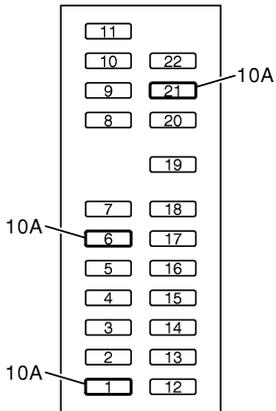
# REMOTE KEYLESS ENTRY SYSTEM

PFP:28596

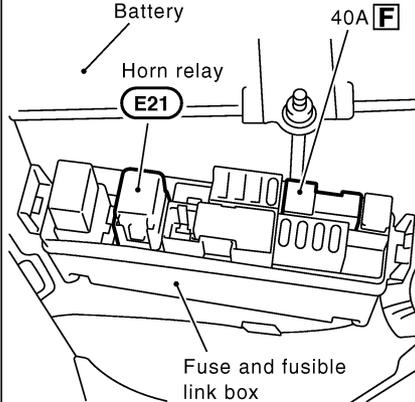
AIS000CK

## REMOTE KEYLESS ENTRY SYSTEM

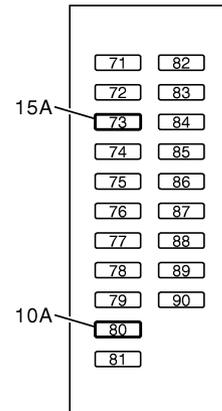
### Component Parts and Harness Connector Location



Fuse block (J/B) fuse layout

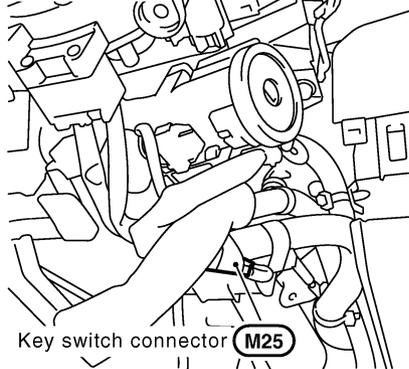


Fuse and fusible link box



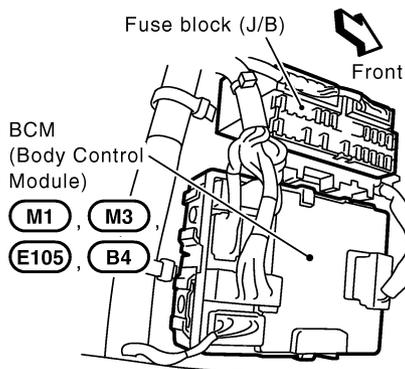
IPDM E/R fuse layout

View with steering lower column cover removed



Key switch connector (M25)

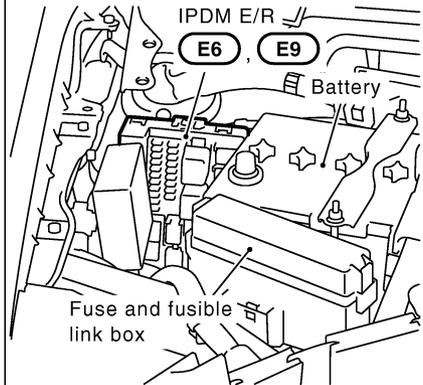
View with dash side LH removed



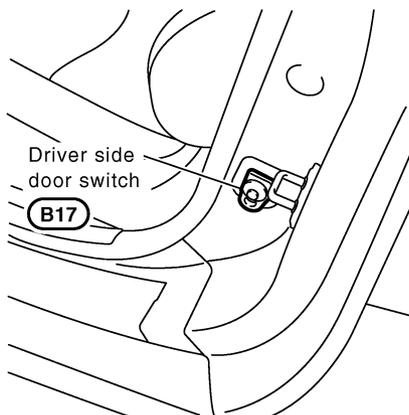
BCM (Body Control Module)

M1, M3, E105, B4

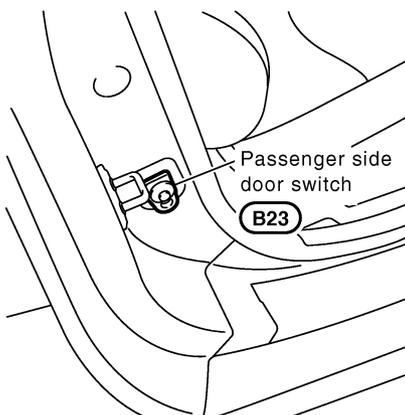
View with cowl top removed



Fuse and fusible link box

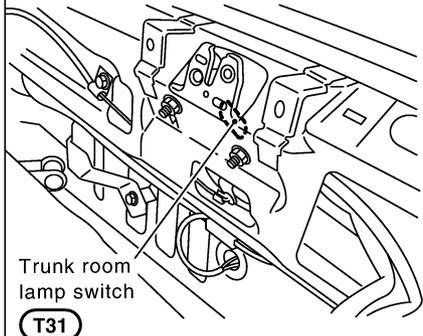


Driver side door switch (B17)

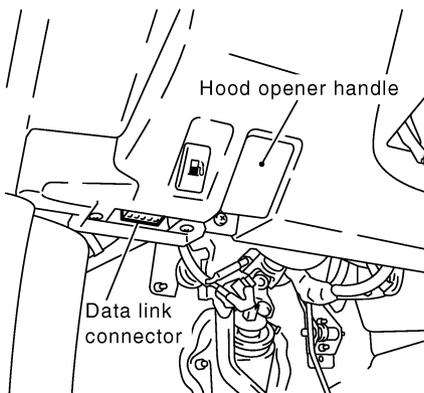


Passenger side door switch (B23)

View with luggage finisher lower (center) removed

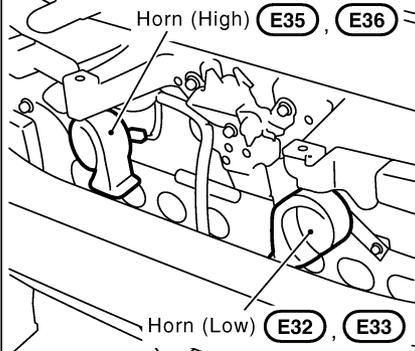


Trunk room lamp switch (T31)



Hood opener handle  
Data link connector

View with front bumper removed



Horn (High) (E35, E36)

Horn (Low) (E32, E33)

PIIA8065E

# REMOTE KEYLESS ENTRY SYSTEM

AIS000CL

## System Description

### INPUTS

Power is supplied at all times

- to BCM terminal 7
- through 40A fusible link (letter F , located in the fuse and fusible link box).
- to key switch terminal 2
- through 10A fuse (No.21,located in the fuse and fusible link box).

When the ignition switch is ON, power is supplied

- to BCM terminal 35
- through 10A fuse [No.1,located in the fuse block (J/B)].

When the ignition switch is ACC, power is supplied

- to BCM terminal 36
- through 10A fuse [No.6,located in the fuse block (J/B)].

When the driver side door switch is ON (door is OPEN), ground is supplied

- to BCM terminal 14
- through driver side door switch terminal 1
- to driver door switch case ground.

When the passenger side door switch is ON (door is OPEN), ground is supplied

- to BCM terminal 10
- through passenger side door switch terminal 1
- to passenger side door switch case ground.

When the trunk room lamp switch is ON (trunk is OPEN), ground is supplied

- to BCM terminal 18
- through the trunk room lamp switch terminal 1 and 2
- to body grounds B5,B6 and T14.

When the key switch is ON (key is inserted in ignition key cylinder), power is supplied

- through key switch terminal 1
- to BCM terminal 62

Key fob signal is inputted to BCM (the antenna of the system is combined with BCM).

The remote keyless entry system controls operation of the

- power door lock
- hazard and horn reminder
- auto door lock
- interior lamp and step lamp
- panic alarm
- back door opener
- keyless power window down (open)

### OPERATION PROCEDURE

#### Power Door Lock Operation

BCM locks all doors receiving LOCK signal from key fob.

If UNLOCK signal is sent from key fob once, driver's door will be unlocked.

Then, if next UNLOCK signal is sent from key fob within 5 seconds, all other doors will be unlocked.

#### Hazard Reminder

When the doors are locked or unlocked by key fob, power is supplied to hazard warning lamp and it flashes as follows

- LOCK operation: C mode (flash twice) or S mode (flash twice)
- UNLOCK operation: C mode (flash once) or S mode (does not flash)

#### Horn Reminder

BCM output to IPDM E/R for horn reminder signal as DATA LINE (CAN H line and CAN L line).

A

B

C

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L

M

# REMOTE KEYLESS ENTRY SYSTEM

The horn reminder has C mode (horn chirp mode) and S mode (non-horn chirp mode).

## Operating function of hazard and horn reminder

	C mode		S mode	
	Lock	Unlock	Lock	Unlock
Remote controller operation	Lock	Unlock	Lock	Unlock
Hazard warning lamp flash	Twice	Once	Twice	—
Horn sound	Once	—	—	—

Hazard and horn reminder does not operate if any door switch is ON (any door is OPEN).

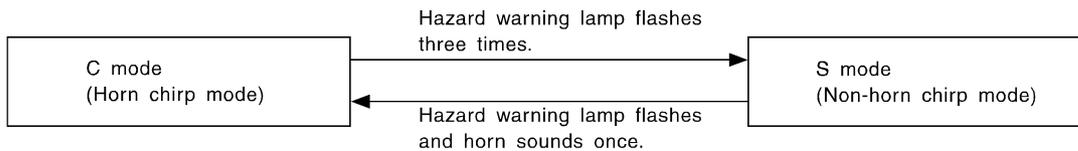
## How to change hazard and horn reminder mode

### Ⓟ With CONSULT-II

Hazard and horn reminder can be changed using "WORK SUPPORT" mode in "MULTI ANSWER BACK SET". Refer to [BL-61, "Work Support"](#).

### ⓧ Without CONSULT-II

When LOCK and UNLOCK signals are sent from the key fob for more than 2 seconds at the same time, the hazard and horn reminder mode is changed and hazard warning lamp flashes and horn sounds as follows:



SEL153WA

## Auto Door Lock Operation

Auto lock function signal is sent for operation when any of the following signals are not sent within 1 minute after the unlock signal is sent from the key fob:

- door switch is turned ON for open.
- the key switch is turned ON.
- the lock signal is sent from the key fob.

Auto door lock mode can be changed using "WORK SUPPORT" mode in "AUTO LOCK SET".

Refer to [BL-61, "Work Support"](#).

## Interior Lamp and Step Lamp Operation

When the following conditions come:

- condition of interior lamp switch is DOOR position;
- door switch OFF (all doors are closed);

Remote keyless entry system turns on interior lamp (for 30 seconds) with input of UNLOCK signal from key fob.

For detailed description, refer to [LT-117, "SPOT LAMP TIMER OPERATION"](#).

## Panic Alarm Operation

When key switch is OFF (when ignition key is not inserted in key cylinder), BCM turns on and off horn and headlamp intermittently with input of PANIC ALARM signal from key fob.

The alarm automatically turns off after 25 seconds or when BCM receives any signal from key fob.

For detailed description, refer to [BL-99, "PANIC ALARM OPERATION"](#).

## Trunk Opener Operation

When a TRUNK OPEN signal is sent with key OFF (ignition key removed from key cylinder) from key fob, power is supplied through BCM terminal 19.

When power and ground are supplied, trunk lid opener actuator opens trunk.

# REMOTE KEYLESS ENTRY SYSTEM

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## Keyless Power Window Down (open) Operation

When key fob unlock switch is turned ON with ignition switch OFF, and key fob unlock switch is detected to be on continuously for 3 seconds, the driver's door and passenger's door power windows are simultaneously opened.

Power window is operated to open and the operation continues, while the key fob unlock switch is pressed.

## CAN Communication System Description

*AIS00104*

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

## CAN Communication Unit

*AIS00411*

Refer to [LAN-4, "CAN COMMUNICATION"](#) .

A

B

C

D

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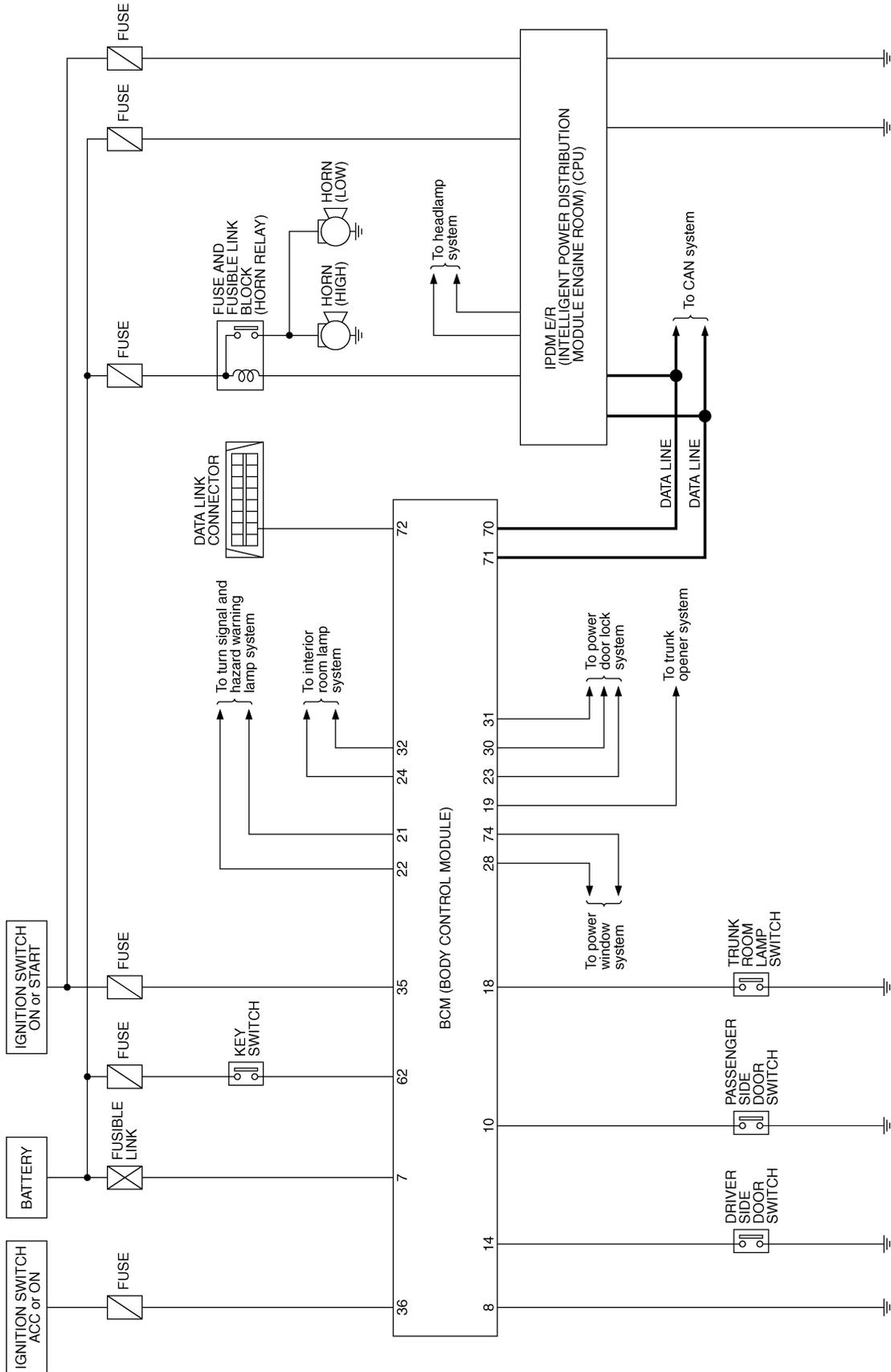
L

M

# REMOTE KEYLESS ENTRY SYSTEM

## Schematic

AIS000CN



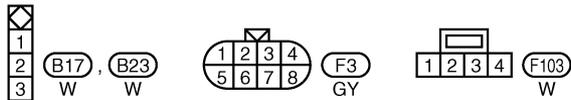
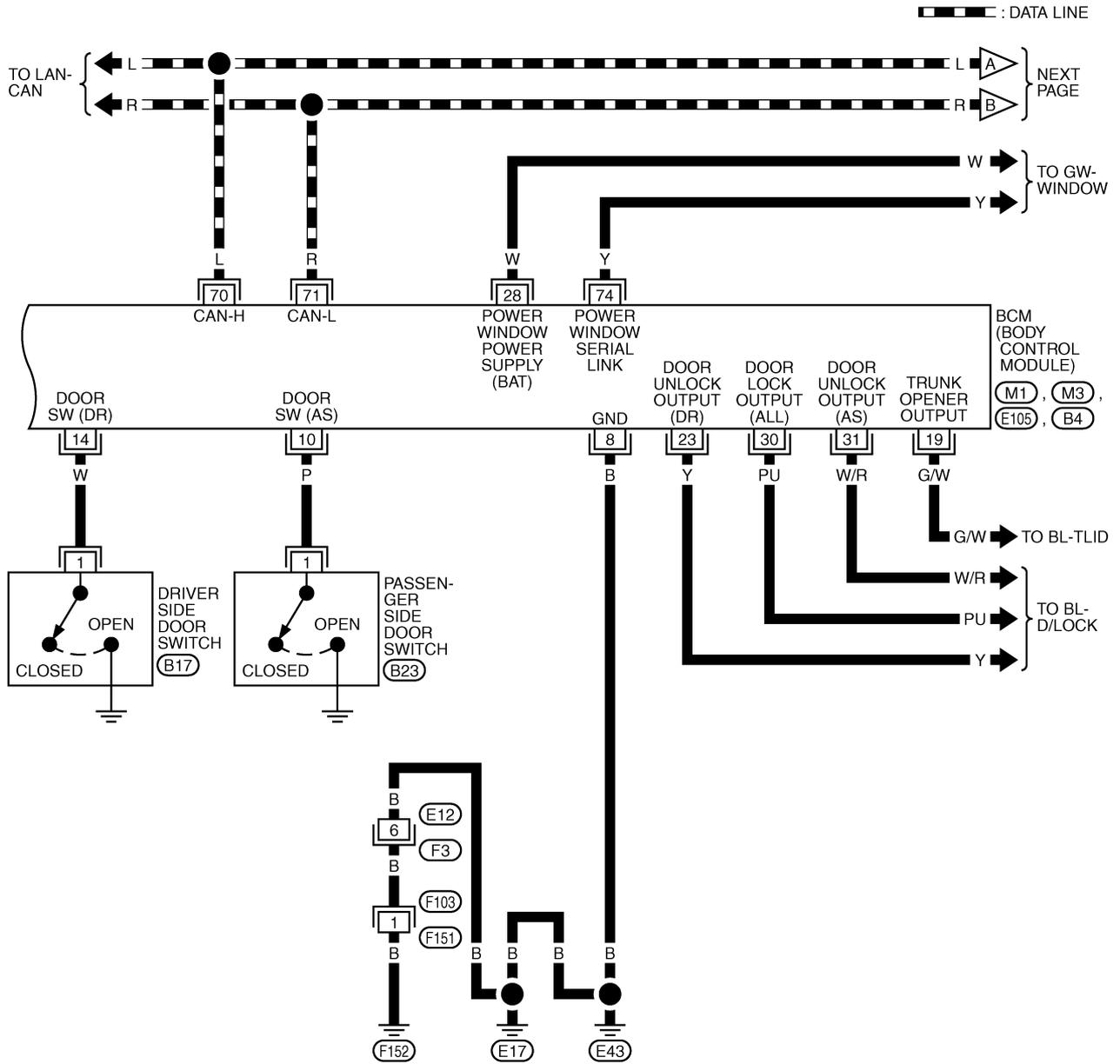
TIWT0489E



# REMOTE KEYLESS ENTRY SYSTEM

FIG. 2

BL-KEYLES-02



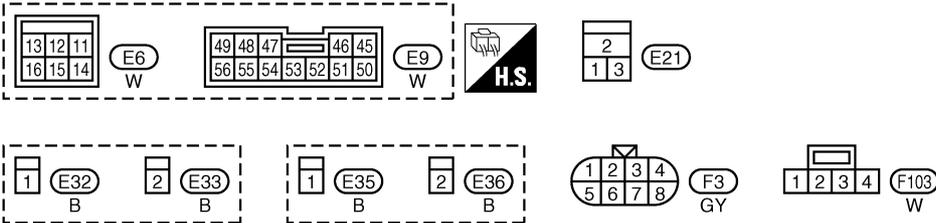
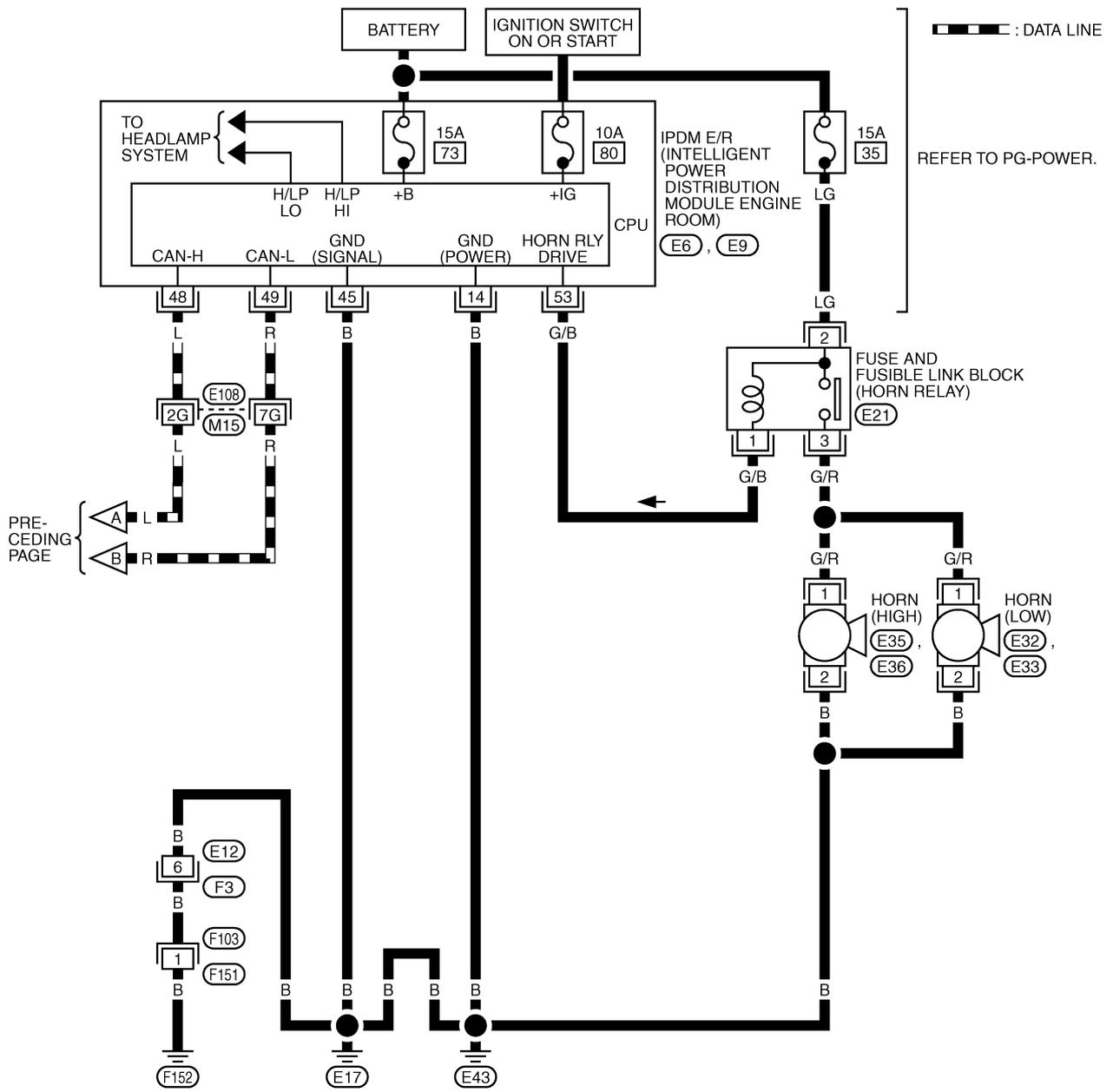
REFER TO THE FOLLOWING.  
 (M1), (M3), (E105), (B4)  
 -ELECTRICAL UNITS

TIWT0491E

# REMOTE KEYLESS ENTRY SYSTEM

FIG. 3

BL-KEYLES-03



REFER TO THE FOLLOWING.  
 (E108) -SUPER MULTIPLE JUNCTION (SMJ)

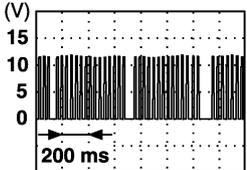
A  
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# REMOTE KEYLESS ENTRY SYSTEM

## Terminals and Reference Value for BCM

AIS000CP

TER-MINAL	WIRE COLOR	ITEM	CONDITION				VOLTAGE [V] (Approx.)
7	R	Power source (Fusible link)	—				Battery voltage
8	B	Ground	—				0
10	P	Passenger side door switch	ON (Open) → OFF (Closed)				0 → 5
14	W	Driver side door switch	ON (Open) → OFF (Closed)				0 → 5
18	R/W	Trunk room lamp	ON (Open) → OFF (Closed)				0 → Battery voltage*1
19	PU	Trunk lid opener actuator	Locked (OFF) → Unlocked (ON)				0 → Battery voltage
21	PU/W	Right turn signal lamp	When door lock or unlock is operated using key fob*3 2 (ON → OFF)				Battery voltage → 0
22	G/W	Left turn signal lamp	When door lock or unlock is operated using key fob*2 (ON → OFF)				Battery voltage → 0
23	Y	Driver side door lock actuator (Unlock)	Door lock / unlock switch (Free → Unlock)				0 → Battery voltage
24	R/B	Battery saver output signal	30 minutes after ignition switch is turned to OFF				0
28	W	Battery power supply	—				Battery voltage
30	PU	Door lock actuators	Door lock / unlock switch (Free → Lock)				0 → Battery voltage
31	W/R	Passenger side door lock actuator	Door lock / unlock switch (Free → Unlock)				0 → Battery voltage
32	P	Spot lamp output signal	ON	Spot lamp switch: DOOR position	Any door switch	ON (open)	0
					All door switch	OFF (closed)	Battery voltage
35	W/L	Ignition switch (ON or START)	Ignition switch (ON or START position)				Battery voltage
36	LG	ACC power supply (ACC or ON)	Ignition switch (ACC position)				Battery voltage
62	B/R	Ignition key switch (Insert)	ON (Key inserted) → OFF (Key removed from IGN key cylinder)				Battery voltage → 0
70	L	CAN – H	—				—
71	R	CAN – L	—				—
72	PU	Data link connector	—				—
74	Y	Power window switch (Serial link)	Driver side door and passenger side door are closed. (Each door switches are OFF.)				

PIIA2344J

\*1: When interior lamp battery saver control is in OFF: Approx.5V.

\*2: In the state that hazard reminder operates.

# REMOTE KEYLESS ENTRY SYSTEM

## Terminals and Reference Value for IPDM E/R

AIS001MF

TERMINAL	WIRE COLOR	ITEM	CONDITION	VOLTAGE [V] (Approx.)
14	B	Ground	—	0
45	B	Ground	—	0
48	L	CAN – H	—	0
49	R	CAN – L	—	0
53	G/B	Horn relay	When door lock is operated using key fob* (ON → OFF)	Battery voltage → 0

\*: In the state that horn reminder operates.

## CONSULT-II Function

AIS000CQ

- The following functions are executed by combining data received and command transmitted via the communication line from the BCM.

BCM diagnosis position	Inspection items and diagnosis mode		Description
BCM C/U*	Self-diagnosis results		Carries out the self-diagnosis.
	Data monitor	CAN diagnosis support monitor	Displays CAN communication system diagnosis, displays transmission status, and communication status of each unit communicated with BCM.
		Selection from menu	Displays the input data to BCM on real-time basis.
MULTI REMOTE ENT	Data monitor		Displays the input remote keyless entry system data to BCM on real-time basis.
	Active test		Sends a drive signal to check the operation.
	Work support		Changes the setting for each function.

\*: Refer to [BCS-13, "CAN Communication Inspection Using CONSULT-II \(Self-Diagnosis\)"](#).

## CONSULT-II Inspection Procedure

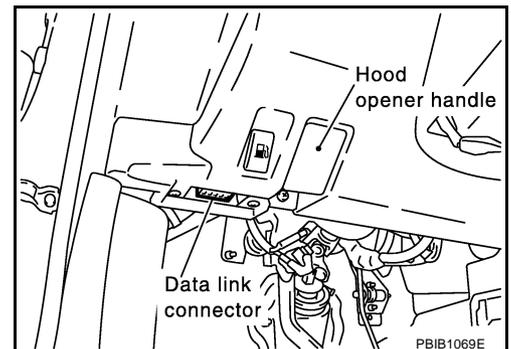
AIS000CR

### CAUTION:

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

### “MULTI REMOTE ENT”

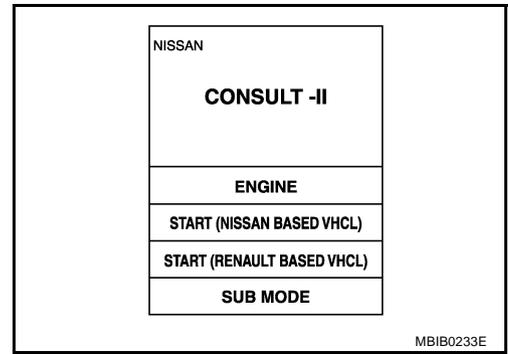
- Turn ignition switch “OFF”.
- Connect “CONSULT-II” and “CONSULT-II CONVERTER” to the data link connector.



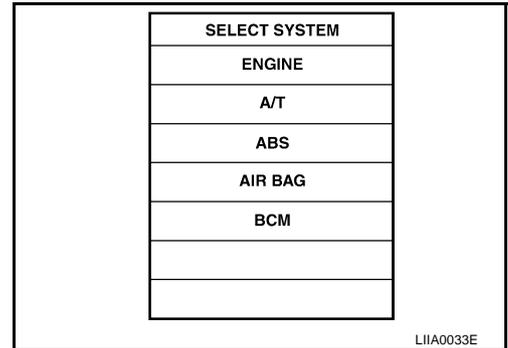
- Turn ignition switch “ON”.

# REMOTE KEYLESS ENTRY SYSTEM

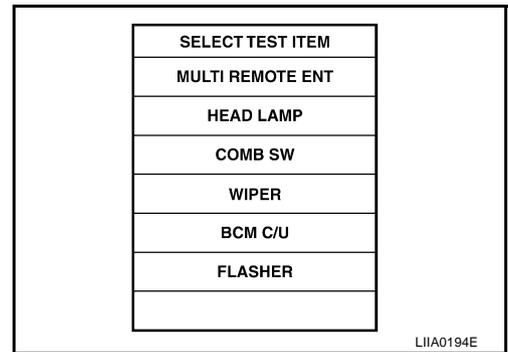
4. Touch "START(NISSAN BASED VHCL)".



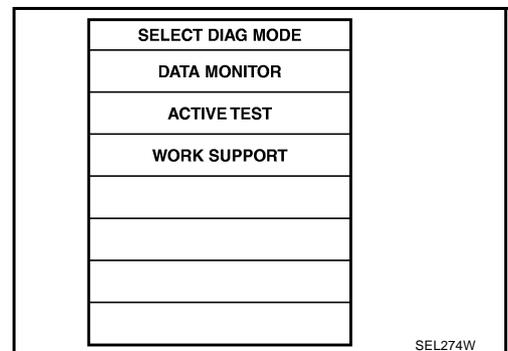
5. Touch "BCM".  
If "BCM" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#) .



6. Touch "MULTI REMOTE ENT".



7. Select diagnosis mode.  
"DATA MONITOR", "ACTIVE TEST" and "WORK SUPPORT" are available.



## CONSULT-II Application Items "MULTI REMOTE CONTENT"

AIS000CS

### Data Monitor

Monitored Item	Description
IGN ON SW	Indicates [ON/OFF] condition of ignition switch in ON position.
ACC ON SW	Indicates [ON/OFF] condition of ignition switch in ACC position.
KEY ON SW	Indicates [ON/OFF] condition of key switch.
DOOR SW-DR	Indicates [ON/OFF] condition of driver side door switch.
DOOR SW-AS	Indicates [ON/OFF] condition of passenger side door switch.

# REMOTE KEYLESS ENTRY SYSTEM

Monitored Item	Description
BACK DOOR SW	This is displayed even when it is not equipped.
LOCK SW DR/AS	Indicates [ON/OFF] condition of lock signal from lock/unlock switch.
UNLK SW DR/AS	Indicates [ON/OFF] condition of unlock signal from lock/unlock switch.
KEY CYL LK SW	Indicates [ON/OFF] condition of lock signal from door key cylinder switch.
LK BUTTON/SIG	Indicates [ON/OFF] condition of lock signal from key fob.
UN BUTTON/SIG	Indicates [ON/OFF] condition of unlock signal from key fob.
PANIC BTN	Indicates [ON/OFF] condition of panic signal from key fob.
TRUNK BTN/SIG	Indicates [ON/OFF] condition of trunk open signal from key fob.
TRUNK OPN MNTR	Indicates [ON/OFF] condition of trunk lid opener switch.
UN BUTTON ON	Indicates [ON/OFF] condition of unlock signal from key fob.
LK/UN BTN ON	Indicates [ON/OFF] condition of lock/unlock signal at the same time from key fob.
DOOR SW-RR	This is displayed even when it is not equipped.

## Active Test

Test Item	Description
INT LAMP	This test is able to check interior lamp operation. The interior lamp is turned on when "ON" on CONSULT-II screen is touched.
IGN ILLUM	This is displayed even when it is not equipped.
TRUNK/BACK DOOR	This test is able to check back door opener actuator operation. The back door is unlocked when "ON" on CONSULT-II screen is touched.
HORN	This test is able to check panic alarm and horn reminder operations. The horn activate for 0.02 seconds after "ON" on CONSULT-II screen is touched.
HEAD LAMP(HI)	This test is able to check headlamps panic alarm operation. The headlamp illuminates for 0.5 seconds after "ON" on CONSULT-II screen is touched.
POWER WINDOW DOWN	This test is able to check power window open operation. The front power windows activate for 10 seconds after "ON" or CONSULT-II screen is touched.
FLASHER RIGHT	This test is able to check hazard reminder operation. The right hazard lamp turns on when "ON" on CONSULT-II screen is touched.
FLASHER LEFT	This test is able to check hazard reminder operation. The left hazard lamp turns on when "ON" on CONSULT-II screen is touched.
FLASHER RIGHT (CAN)	This test is able to check hazard reminder operation. The right hazard indicator lamp turns on when "ON" on CONSULT-II screen is touched.
FLASHER LEFT (CAN)	This test is able to check hazard reminder operation. The left hazard indicator lamp turns on when "ON" on CONSULT-II screen is touched.

## Work Support

Test Item	Description
REMO CONT ID CONFIR	It can be checked whether key fob ID code is registered or not in this mode.
REMO CONT ID REGIST	Key fob ID code can be registered.
REMO CONT ID ERASUR	Key fob ID code can be erased.
MULTI ANSWER BACK SET	Hazard and horn reminder mode can be changed in this mode. The reminder mode will be changed when "MODE SET" on CONSULT-II screen is touched.
AUTO LOCK SET	Auto locking function mode can be changed in this mode. The function mode will be changed when "MODE SET" on CONSULT-II screen is touched.
PANIC ALRM SET	Panic alarm operation mode can be changed in this mode. The operation mode will be changed when "MODE SET" on CONSULT-II screen is touched.
TRUNK OPEN SET	Trunk lid opener operation mode can be changed in this mode. The operation mode will be changed when "MODE SET" on CONSULT-II screen is touched.
PW DOWN SET	Keyless power window down (open) operation mode can be changed in this mode. The operation mode will be changed when "MODE SET" on CONSULT-II screen is touched.

# REMOTE KEYLESS ENTRY SYSTEM

## Hazard and horn reminder mode

	ON (C mode)		OFF (S mode)		MODE 3		MODE 4		MODE 5		MODE 6	
	Lock	Unlock	Lock	Unlock	Lock	Unlock	Lock	Unlock	Lock	Unlock	Lock	Unlock
Key fob operation	Lock	Unlock	Lock	Unlock	Lock	Unlock	Lock	Unlock	Lock	Unlock	Lock	Unlock
Hazard warning lamp flash	Twice	Once	Twice	—	—	—	Twice	Once	Twice	—	—	Once
Horn sound	Once	—	—	—	—	—	—	—	Once	—	Once	—

## Auto door lock operation mode

	MODE 1	MODE 2	MODE 3
Auto locking function	1 minutes	Nothing	5 minutes

## Panic alarm operation mode

	MODE 1	MODE 2	MODE 3
Key fob operation	0.5 seconds	Nothing	1.5 seconds

## Trunk lid open operation mode

	MODE 1	MODE 2	MODE 3
Key fob operation	0.5 seconds	Nothing	1.5 seconds

## Power window down (open) operation mode

	MODE 1	MODE 2	MODE 3
Key fob operation	3 seconds	Nothing	5 seconds

## Work Flow

AIS000CT

1. Check the trouble symptom and customer's requests.
2. Understand outline of system. Refer to [BL-51, "System Description"](#) .
3. Confirm that power door lock system operates normally. Refer to [BL-18, "POWER DOOR LOCK SYSTEM"](#) .
4. Refer to trouble diagnosis chart by symptom, repair or replace any malfunctioning parts. Refer to [BL-62, "Trouble Diagnosis Chart by Symptom"](#) .
5. Inspection end.

## Trouble Diagnosis Chart by Symptom

AIS000CV

### NOTE:

- Always check the "Work Flow" before troubleshooting. Refer to [BL-62, "Work Flow"](#) .
- Always check key fob battery before replacing key fob.
- The panic alarm operation, back door opener operation and keyless power window down operation of remote keyless entry system do not activate with the ignition key inserted in the ignition key cylinder.

Symptom	Diagnoses/service procedure	Reference page
All function of remote keyless entry system do not operate.	1. Key fob battery and function check	<a href="#">BL-64</a>
	2. Replace key fob. Refer to ID Code Entry Procedure. <b>NOTE:</b> If the result of key fob function check with CONSULT-II is OK, key fob is not malfunctioning.	<a href="#">BL-71</a>
	3. Replace BCM	<a href="#">BCS-15</a>

# REMOTE KEYLESS ENTRY SYSTEM

Symptom	Diagnoses/service procedure	Reference page	
The new ID of key fob cannot be entered without CONSULT-II.	1. Key fob battery and function check	<a href="#">BL-64</a>	A
	2. Key switch check	<a href="#">BL-68</a>	B
	3. Door switch check	<a href="#">BL-66</a>	
	4. ACC switch check	<a href="#">BL-65</a>	
	5. Door lock and unlock switch check	<a href="#">BL-33</a>	C
	6. Replace key fob. Refer to ID Code Entry Procedure. <b>NOTE:</b> If the result of key fob function check with CONSULT-II is OK, key fob is not malfunctioning.	<a href="#">BL-71</a>	D
	7. Replace BCM	<a href="#">BCS-15</a>	
Door lock or unlock does not work.	1. Door lock operation check.	<a href="#">BL-19</a>	E
	2. Key fob battery and function check.	<a href="#">BL-64</a>	
	3. Replace key fob. Refer to ID Code Entry Procedure. <b>NOTE:</b> If the result of key fob function check with CONSULT-II is OK, key fob is not malfunctioning.	<a href="#">BL-71</a>	F
	4. Replace BCM	<a href="#">BCS-15</a>	G
Trunk does not open when trunk opener button is continuously pressed.	1. Trunk opener operation check.	<a href="#">BL-19</a>	
	2. Trunk open operation mode check.	<a href="#">BL-61</a>	H
	3. Key fob battery and function check	<a href="#">BL-64</a>	
	4. Key switch check	<a href="#">BL-68</a>	
	5. Replace BCM	<a href="#">BCS-15</a>	BL
Hazard reminder does not activate properly when pressing lock or unlock button of key fob.	1. Hazard reminder mode check* *: Hazard reminder can be activated or deactivated. First check the hazard reminder setting.	<a href="#">BL-61</a>	J
	2. Check hazard warning lamp function with hazard switch.	<a href="#">LT-57</a>	
	3. Door switch check	<a href="#">BL-66</a>	
	4. Replace BCM	<a href="#">BCS-15</a>	K
Horn reminder does not activate properly when pressing lock button of key fob.	1. Horn reminder mode check* *: Horn reminder can be activated or deactivated. First check the horn chirp setting.	<a href="#">BL-61</a>	L
	2. Check horn chirp function with horn switch.	<a href="#">BL-70</a>	
	3. Door switch check	<a href="#">BL-66</a>	
	4. IPDM E/R operation check	<a href="#">BL-69</a>	M
	5. Replace BCM	<a href="#">BCS-15</a>	
Interior lamp and step lamp operation do not activate properly.	1. Interior lamp and step lamp operation check	<a href="#">BL-70</a>	
	2. Door switch check	<a href="#">BL-66</a>	
	3. Replace BCM	<a href="#">BCS-15</a>	

# REMOTE KEYLESS ENTRY SYSTEM

Symptom	Diagnoses/service procedure	Reference page
Panic alarm (horn and headlamp) does not activate when panic alarm button is continuously pressed.	1. Panic alarm mode check* *: Panic alarm can be activated or deactivated. First check the Panic alarm setting.	<a href="#">BL-61</a>
	2. Key fob battery and function check	<a href="#">BL-64</a>
	3. Headlamp alarm check	<a href="#">BL-70</a>
	4. Check horn chirp function with horn switch.	<a href="#">BL-70</a>
	5. IPDM E/R operation check	<a href="#">BL-69</a>
	6. Key switch check	<a href="#">BL-68</a>
	7. Replace key fob. Refer to ID Code Entry Procedure. <b>NOTE:</b> If the result of key fob function check with CONSULT-II is OK, key fob is not malfunctioning.	<a href="#">BL-71</a>
	8. Replace BCM	<a href="#">BCS-15</a>
Auto door lock operation does not activate properly. (All other remote keyless entry system function is OK.)	1. Auto door lock operation mode check* *: Auto door lock operation can be activated or deactivated. First check the auto door lock operation setting.	<a href="#">BL-61</a>
	2. Replace BCM	<a href="#">BCS-15</a>
Keyless power window down (open) operation does not activate properly. (All other remote keyless entry system function is OK.)	1. Power window down operation mode check* *: Power window down operation can be activated or deactivated. First check the power window down setting.	<a href="#">BL-61</a>
	2. Check power window function	<a href="#">GW-13</a>
	3. Replace BCM	<a href="#">BCS-15</a>

## Key Fob Battery and Function Check

AIS000CW

### 1. CHECK KEY FOB BATTERY

1. Remove key fob battery. Refer to [BL-74, "Key Fob Battery Replacement"](#) .
2. Measure voltage between battery positive and negative terminals.

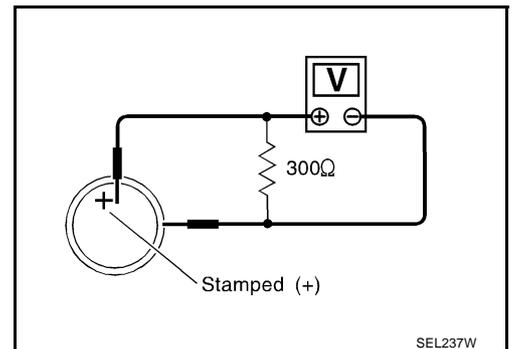
**Voltage** : 2.5V - 3.0V

#### NOTE:

Key fob does not function if battery is not set correctly.

#### OK or NG

- OK >> GO TO 2  
NG >> Replace battery.



SEL237W

# REMOTE KEYLESS ENTRY SYSTEM

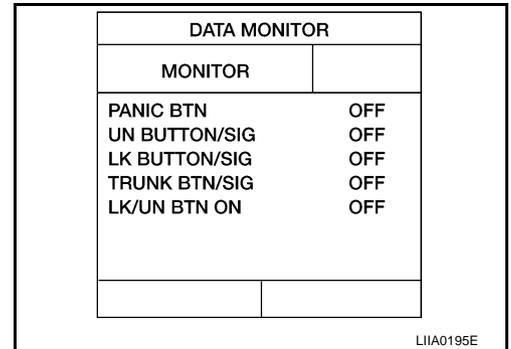
## 2. CHECK KEY FOB FUNCTION

### With CONSULT-II

Check key fob function in "DATA MONITOR" mode with CONSULT-II.

**When pushing each button of key fob, the corresponding monitor item should be turned as follows.**

Condition	Monitor item
Pushing LOCK	LK BUTTON/SIG : ON
Pushing UNLOCK	UN BUTTON/SIG : ON
Keep pushing UNLOCK	UN BUTTON/SIG : ON* *: UN BUTTON/SIG stays ON while keep pushing UNLOCK button.
Pushing TRUNK	TRUNK BTN/SIG : ON
Pushing PANIC	PANIC BTN : ON
Pushing LOCK and UNLOCK at the same time	LK/UN BTN ON : ON



### OK or NG

- OK >> Key fob is OK.
- NG >> Replace key fob.

## ACC Switch Check

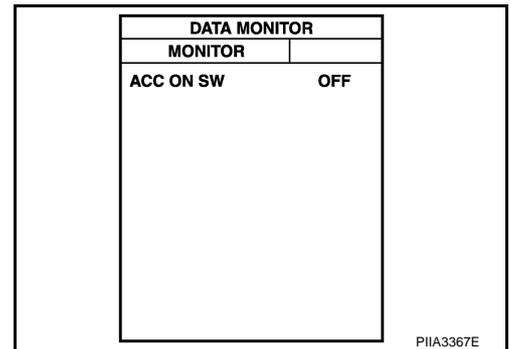
### 1. CHECK ACC SWITCH

AIS0010V

### With CONSULT-II

Check ACC switch ("ACC SW") in "DATA MONITOR" mode with CONSULT-II.

Monitor item	Condition
ACC SW	Ignition switch position is ACC or ON : ON
	Ignition switch position is OFF : OFF



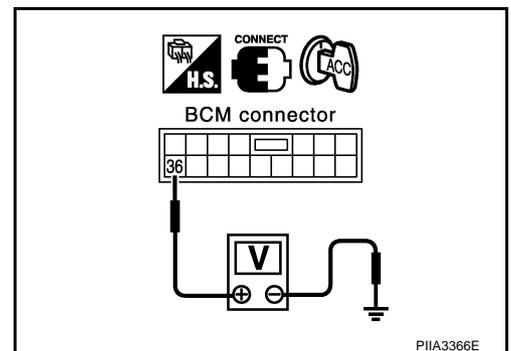
### Without CONSULT-II

Check voltage between BCM connector and ground.

Item	Terminals (Wire color)		Condition	Voltage [V]
	Con- nector	Terminal (Wire color)		
Ignition switch	M1	36 (LG)	ACC or ON	Battery voltage
			OFF	0

### OK or NG

- OK >> ACC switch is OK.
- NG >> Check the following.
  - 10A fuse [No. 6, located in fuse block (J/B)]
  - Harness for open or short between BCM and fuse.



# REMOTE KEYLESS ENTRY SYSTEM

AIS000CX

## Door Switch Check

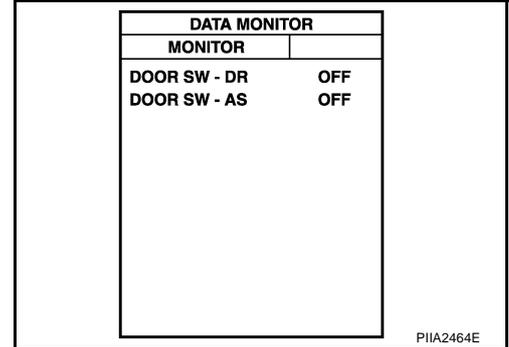
### DRIVER SIDE DOOR SWITCH AND PASSENGER SIDE DOOR SWITCH CHECK

#### 1. CHECK DOOR SWITCH INPUT SIGNAL

##### Ⓟ With CONSULT-II

Check door switches ("DOOR SW-DR" and "DOOR SW-AS") in "DATA MONITOR" mode with CONSULT-II.

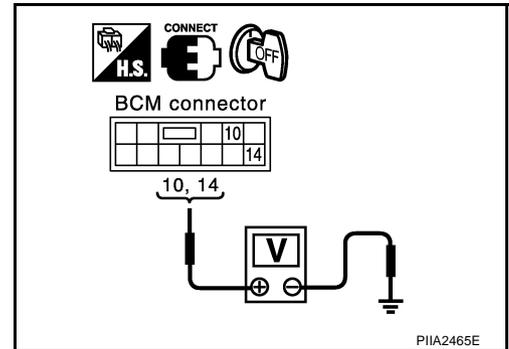
Monitor item	Condition	
DOOR SW-DR	OPEN	: ON
	CLOSE	: OFF
DOOR SW-AS	OPEN	: ON
	CLOSE	: OFF



##### ⓧ Without CONSULT-II

Check voltage between BCM connector and ground.

Item	Terminals (Wire color)		Condition	Voltage [V]	
	(+)				
	Con- nector	Terminal (Wire color)			
Passenger side door switch	B4	10 (P)	Ground	OPEN	0
				CLOSE	Approx. 5
Driver side door switch		14 (W)	Ground	OPEN	0
				CLOSE	Approx. 5



OK or NG

- OK >> Door switch is OK.
- NG >> GO TO 2

#### 2. CHECK DOOR SWITCH

1. Turn ignition switch OFF.
2. Disconnect door switch and BCM connector.
3. Check continuity between door switch connector B17, B23 terminal 1 (P, W) and BCM connector B4 terminal 10 (P), 14 (W).

**Passenger side door**

**1 (P) - 10 (P) :Continuity should exist.**

**Driver side door**

**1 (W) - 14 (W) :Continuity should exist.**

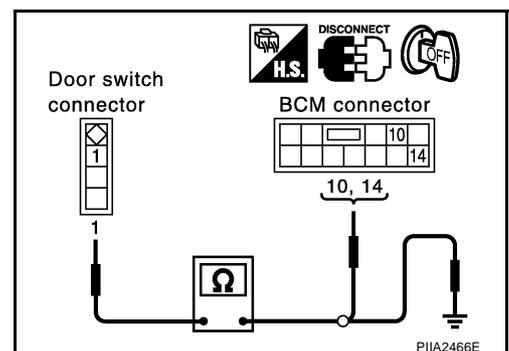
4. Check continuity between door switch connector B17, B23 terminal 1(P, W) and ground.

**Each door switch**

**1 (P, W) - Ground :Continuity should not exist.**

OK or NG

- OK >> Check door switch.
- NG >> Repair or replace door switch harness.



# REMOTE KEYLESS ENTRY SYSTEM

AIS003XV

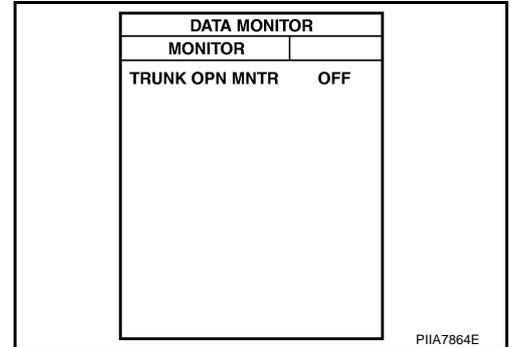
## Trunk Room Lamp Switch Check

### 1. CHECK TRUNK ROOM LAMP SWITCH INPUT SIGNAL

#### With CONSULT-II

Check trunk lid opener switch ("TRUNK OPN MNTR") in "DATA MONITOR" mode with CONSULT-II.

Monitor item	Condition
TRNK OPN MNTR	OPEN : ON
	CLOSE : OFF



#### Without CONSULT-II

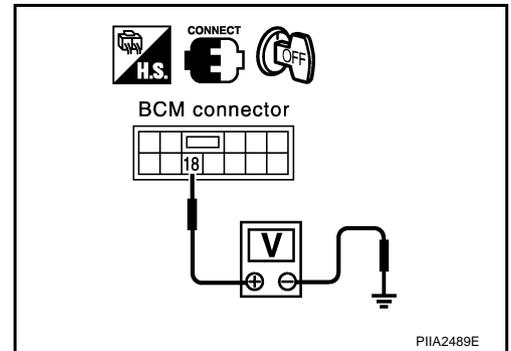
Check voltage between BCM connector and ground.

Item	Con- nector	Terminals (Wire color)		Condition	Voltage [V]
		(+)	(-)		
Trunk room lamp	B4	18 (R/W)	Ground	OPEN	0
				CLOSE	Battery volt- age*

\*: When interior lamp battery saver control is in OFF: Approx.5V.

OK or NG

- OK >> Trunk room lamp switch is OK.
- NG >> GO TO 2



### 2. CHECK TRUNK ROOM LAMP SWITCH HARNESS

1. Turn ignition switch OFF.
2. Disconnect back door switch and BCM connector.
3. Check continuity between trunk room lamp switch connector T31 terminal 1 (R) and BCM connector B4 terminal 18 (R/W).

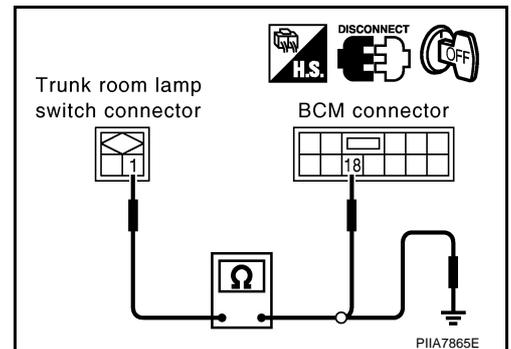
**1 (R) - 18 (R/W) :Continuity should exist.**

4. Check continuity between trunk room lamp switch connector T31 terminal 1(R) and ground.

**1 (R) - Ground :Continuity should not exist.**

OK or NG

- OK >> GO TO 3
- NG >> Repair or replace trunk room lamp switch harness.



# REMOTE KEYLESS ENTRY SYSTEM

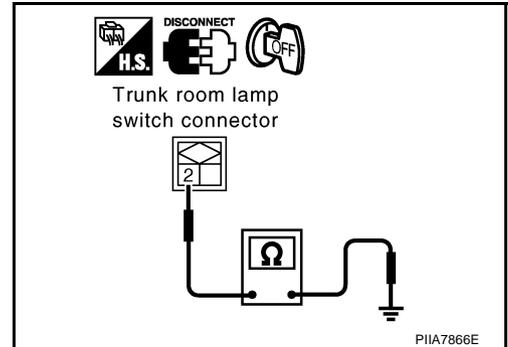
## 3. CHECK TRUNK ROOM LAMP SWITCH

1. Turn ignition switch OFF.
2. Disconnect trunk room lamp switch and BCM connector.
3. Check continuity between trunk room lamp switch connector T31 terminal 2 (B) and ground.

**2 (B) - Ground** :Continuity should exist.

OK or NG

- OK >> Check trunk room lamp switch.  
 NG >> Repair or replace trunk room lamp switch harness.



AIS000CZ

## Key Switch Check

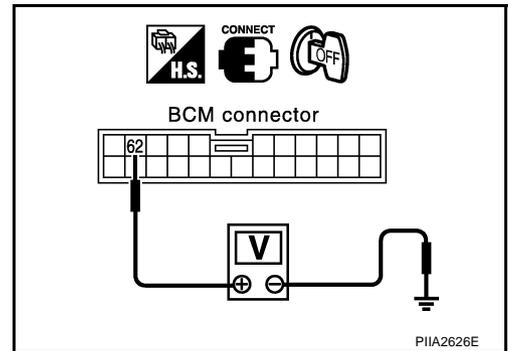
### 1. CHECK KEY SWITCH INPUT SIGNAL

Check voltage between BCM connector and ground.

Connector	Terminal (Wire color)		Condition of key switch	Voltage (V)
	(+)	(-)		
M3	62 (B/R)	Ground	Key is inserted.	Approx. 12
			Key is removed.	0

OK or NG

- OK >> Key switch is OK.  
 NG >> GO TO 2



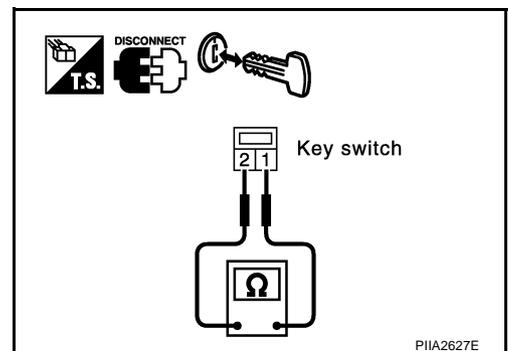
### 2. CHECK KEY SWITCH

Check continuity key switch terminal.

Connector	Terminal	Condition of key switch	Continuity
M25	1 - 2	Key is inserted.	Yes
		Key is removed.	No

OK or NG?

- OK >> Check the following.
- 10A fuse [No. 21, located in fuse block (J/B)]
  - Harness for open or short between key switch and fuse
  - Harness for open or short between BCM and key switch
- NG >> Replace key switch.



# REMOTE KEYLESS ENTRY SYSTEM

AIS001NY

## IPDM E/R Operation Check

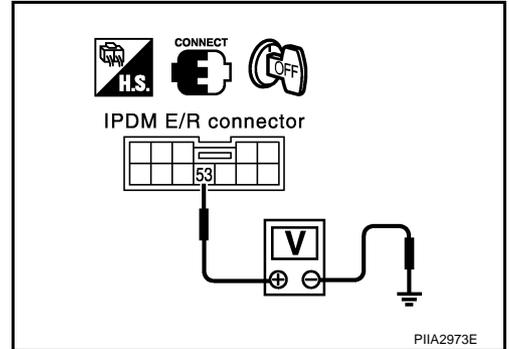
### 1. CHECK IPDM E/R INPUT VOLTAGE

Check voltage between IPDM E/R connector and ground.

Connector	Terminal (Wire color)		Voltage (V)
	(+)	(-)	
E9	53 (G/B)	Ground	Approx. 12

#### OK or NG

- OK >> Replace IPDM E/R.
- NG >> GO TO 2



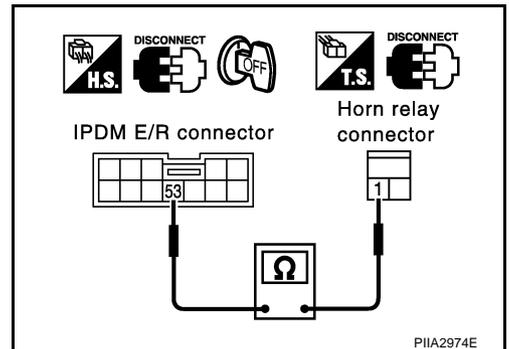
### 2. CHECK IPDM E/R HARNESS

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R and horn relay connector.
3. Check continuity between IPDM E/R connector E9 terminal 53 (G/B) and horn relay connector E21 terminal 1 (G/B).

**1 (G/B) - 53(G/B) :Continuity should exist.**

#### OK or NG?

- OK >> Check harness connection.
- NG >> Repair or replace harness.



# REMOTE KEYLESS ENTRY SYSTEM

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## Horn Function Check

AIS000D2

First perform the "SELF-DIAG RESULTS" in "BCM" with CONSULT-II, then perform the trouble diagnosis of malfunction system indicated "SELF-DIAG RESULTS" of "BCM". Refer to [BCS-13, "CAN Communication Inspection Using CONSULT-II \(Self-Diagnosis\)"](#) .

### 1. CHECK HORN OPERATION

---

Check if horn sounds with horn switch.

Does horn operate?

- Yes >> Check harness for open or short between IPDM E/R and horn relay.
- No >> Check horn circuit. Refer to [WW-33, "Wiring Diagram — HORN —"](#) .

## Headlamp Alarm Check

AIS0010W

First perform the "SELF-DIAG RESULTS" in "BCM" with CONSULT-II, then perform the trouble diagnosis of malfunction system indicated "SELF-DIAG RESULTS" of "BCM". Refer to [BCS-13, "CAN Communication Inspection Using CONSULT-II \(Self-Diagnosis\)"](#) .

### 1. CHECK HEADLAMP OPERATION

---

Does headlamp come on when turning lighting switch "ON".

YES or NO

- Yes >> Headlamp alarm circuit is OK.
- No >> Check headlamp system. Refer to [LT-6, "HEADLAMP \(FOR USA\)"](#) , [LT-29, "HEADLAMP \(FOR CANADA\) - DAYTIME LIGHT SYSTEM -"](#) .

## Interior Lamp and Step Lamp Operation Check

AIS000D3

### 1. CHECK ILLUMINATION OPERATION

---

When interior lamp switch is in "DOOR" position, open the door (driver side or passenger side).

**Interior lamp and step lamp should illuminate.**

OK or NG

- OK >> Replace BCM.
- NG >> Check illumination circuit. Refer to [LT-120, "Wiring Diagram — ROOM/L —"](#) .

# REMOTE KEYLESS ENTRY SYSTEM

AIS000D4

## ID Code Entry Procedure KEY FOB ID SETUP WITH CONSULT-II

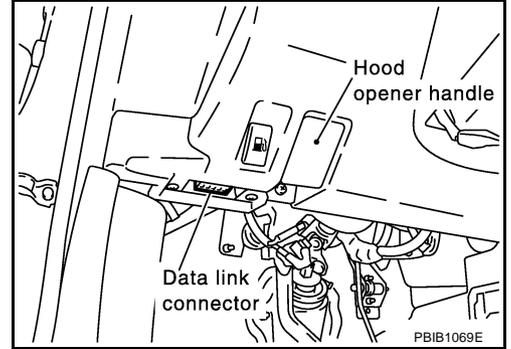
### CAUTION:

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

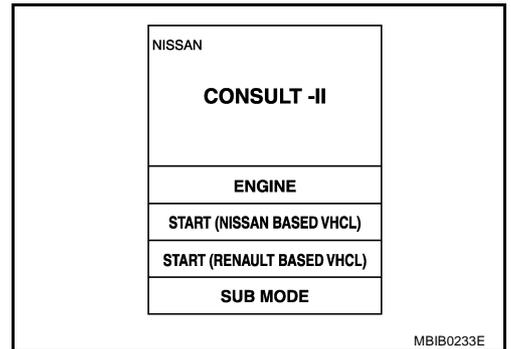
### NOTE:

If a key fob is lost, the ID code of the lost key fob must be erased to prevent unauthorized use. When the ID code of a lost key fob is not known, all controller ID codes should be erased. After all ID codes are erased, the ID codes of all remaining and/or new key fobs must be re-registered.

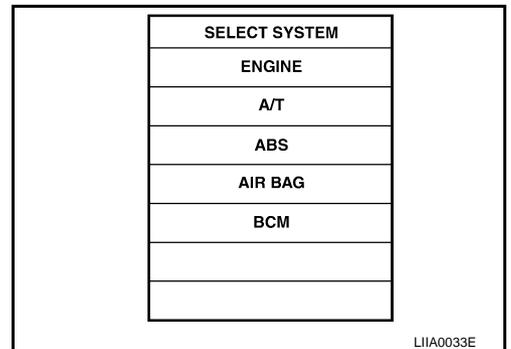
1. Turn ignition switch "OFF".
2. Connect "CONSULT-II" and "CONSULT-II CONVERTER" to the data link connector.



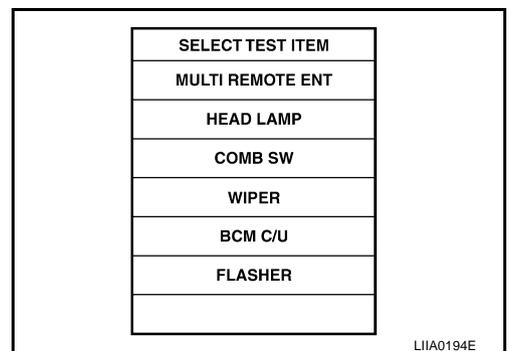
3. Turn ignition switch ON.
4. Touch "START (NISSAN BASED VHCL)".



5. Touch "BCM".  
If "BCM" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).



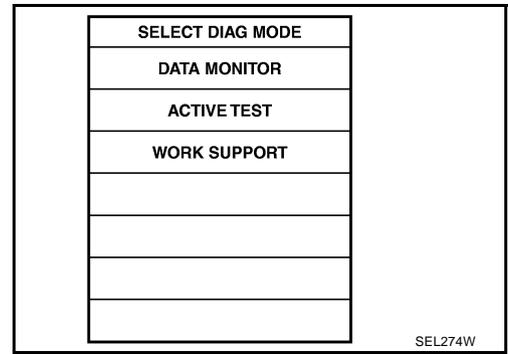
6. Touch "MULTI REMOTE ENT".



A  
B  
C  
D  
E  
F  
G  
H  
BL  
J  
K  
L  
M

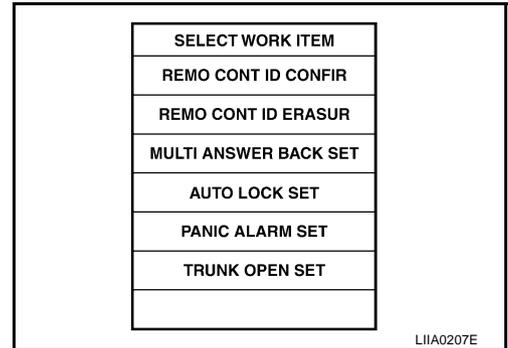
# REMOTE KEYLESS ENTRY SYSTEM

7. Touch "WORK SUPPORT".



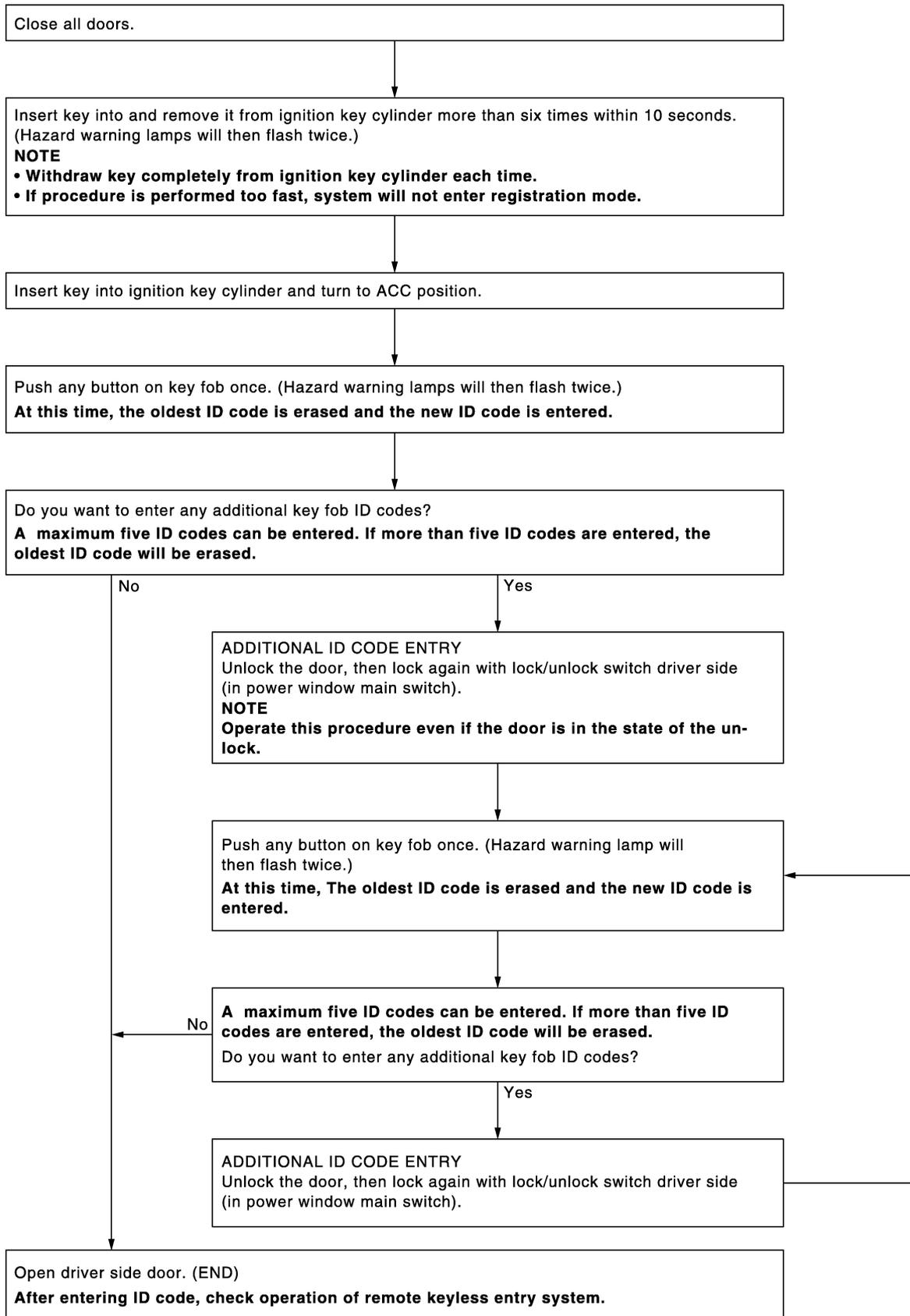
8. The items shown on the figure can be set up.

- "REMO CONT ID CONFIR"  
Use this mode to confirm if a key fob ID code is registered or not.
  - "REMO CONT ID REGIST"  
Use this mode to register a key fob ID code.
- NOTE:**  
**Register the ID code when key fob or BCM is replaced, or when additional key fob is required.**
- "REMO CONT ID ERASUR"  
Use this mode to erase a key fob ID code.



# REMOTE KEYLESS ENTRY SYSTEM

## KEY FOB ID SETUP WITHOUT CONSULT-II



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

BL

PIIA2839E

# REMOTE KEYLESS ENTRY SYSTEM

## NOTE:

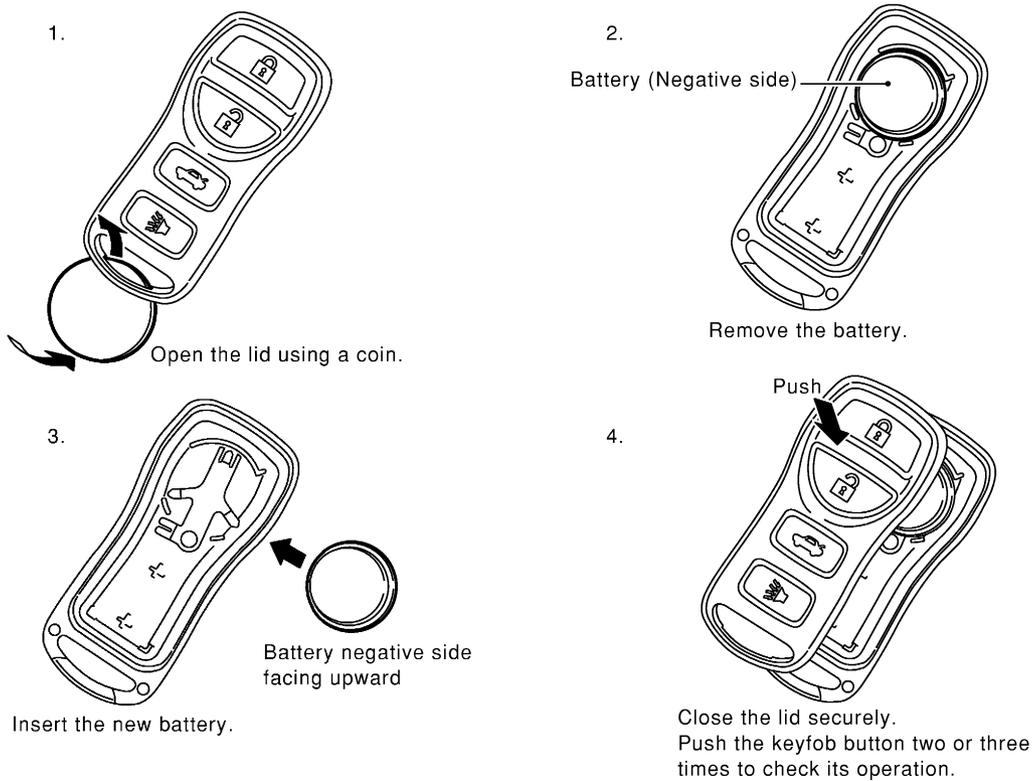
- If a key fob is lost, the ID code of the lost key fob must be erased to prevent unauthorized use. A specific ID code can be erased with CONSULT-II. However, when the ID code of a lost key fob is not known, all controller ID codes should be erased. After all ID codes are erased, the ID codes of all remaining and/or new key fobs must be re-registered.  
To erase all ID codes in memory, register one ID code (key fob) five times. After all ID codes are erased, the ID codes of all remaining and/or new key fobs must be re-registered.
- When registering an additional key fob, the existing ID codes in memory may or may not be erased. If five ID codes are stored in memory, when an additional code is registered, only the oldest code is erased. If less than five ID codes are stored in memory, when an additional ID code is registered, the new ID code is added and no ID codes are erased.
- If you need to activate more than two additional new key fobs, repeat the procedure “Additional ID code entry” for each new key fob.
- Entry of maximum five ID codes is allowed. When more than five ID codes are entered, the oldest ID code will be erased.
- Even if same ID code that is already in the memory is input, the same ID code can be entered. The code is counted as an additional code.

## Key Fob Battery Replacement

AIS000D5

### NOTE:

- Be careful not to touch the circuit board or battery terminal.
- The keyfob is water-resistant. However, if it does get wet, immediately wipe it dry.



SEL411Y

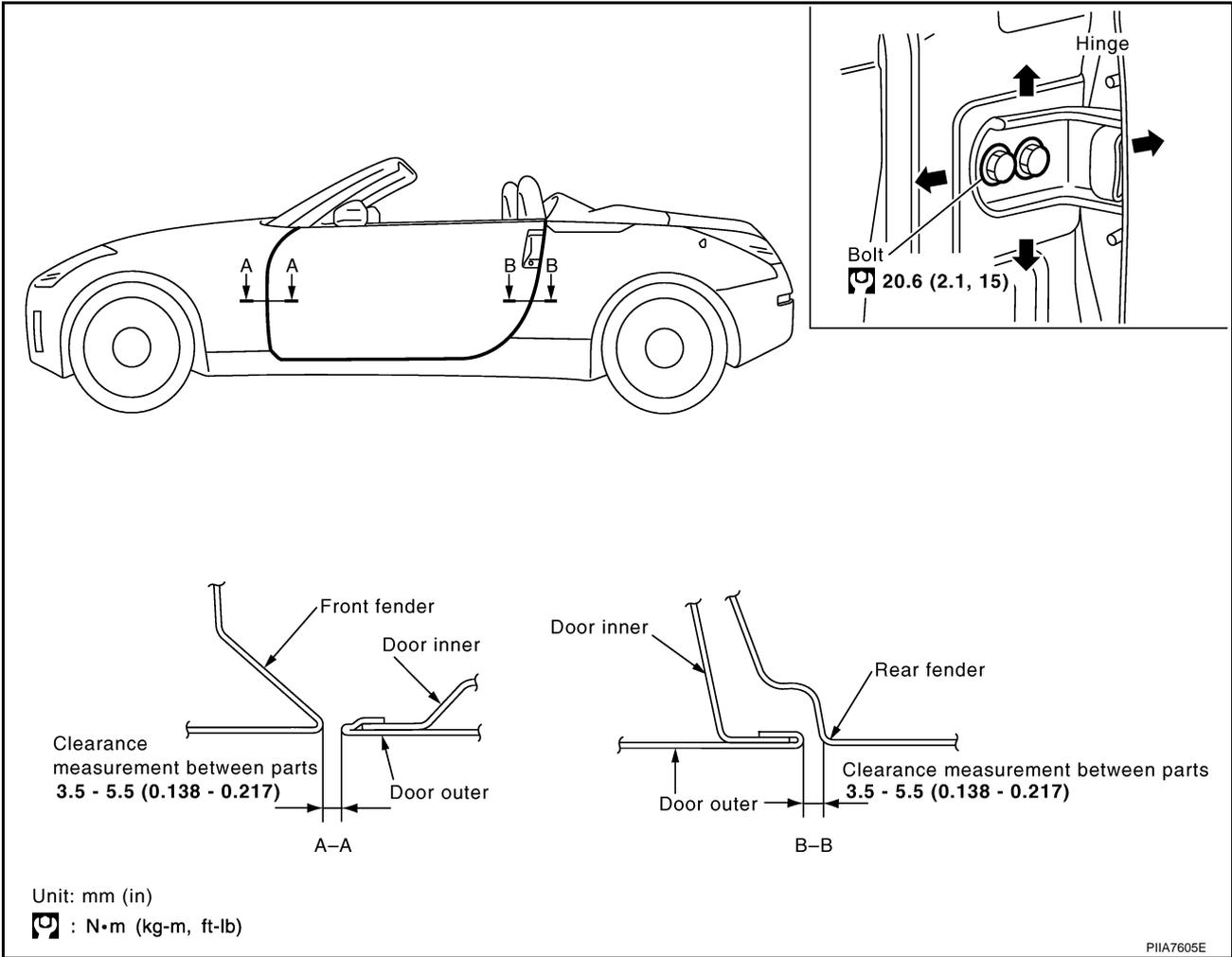
# DOOR

## DOOR

PPF:80100

### Fitting Adjustment

AIS000D6



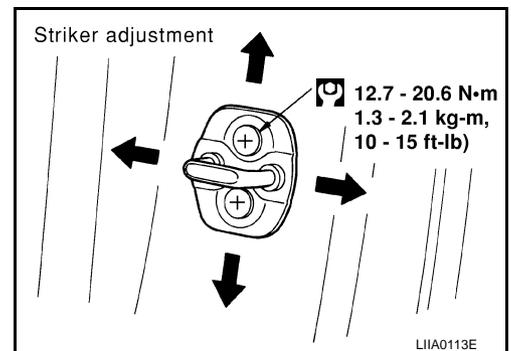
## DOOR

### Longitudinal Clearance and Surface Height Adjustment at front End

1. Remove the fender protector. Refer to [EI-21, "Removal and Installation"](#).
2. Loosen the hinge mounting bolts. Raise the door at rear end to adjust.

### STRIKER ADJUSTMENT

1. Adjust the striker so that it becomes parallel with the lock insertion direction.

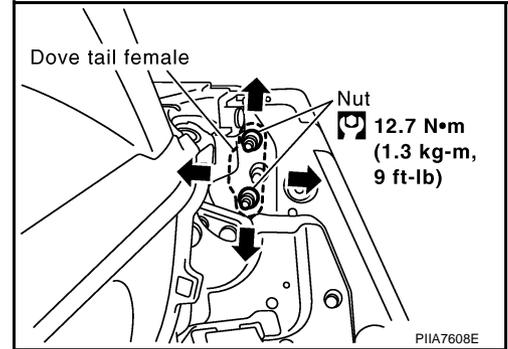


A  
B  
C  
D  
E  
F  
G  
H  
BL  
J  
K  
L  
M

# DOOR

## DOVE TAIL FEMALE ADJUSTMENT

1. Adjust the dove tail female so that it becomes parallel with the lock insertion direction.

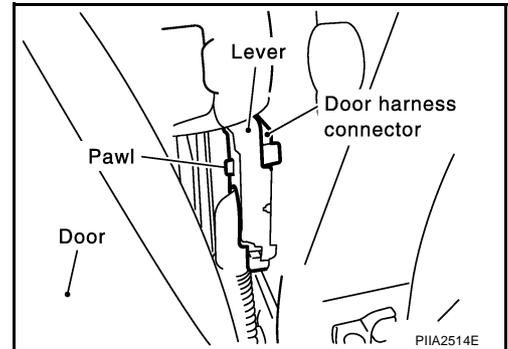


## Removal and Installation

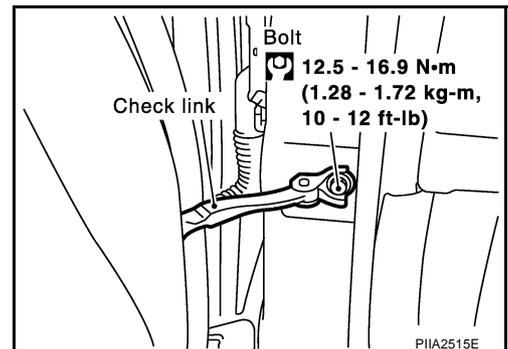
AIS000D7

### CAUTION:

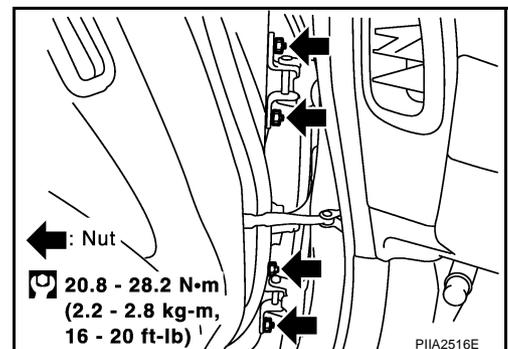
- When removing and installing the door assembly, support the door with a jack and shop cloth to protect the door and body.
  - When removing and installing door assembly, be sure to carry out the fitting adjustment.
  - Check the hinge rotating part for poor lubrication. If necessary, apply "body grease".
  - After installing, check operation.
1. Pull the lever and remove the door harness connector while removing tabs of door harness connector.



2. Remove the mounting bolts of the check link on the vehicle.



3. Remove the door-side hinge mounting nuts, and remove the door assembly.



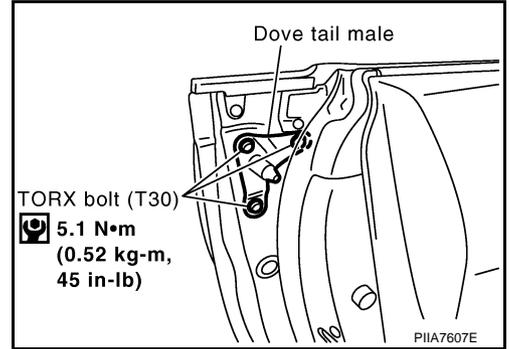
Install in the reverse order of removal.

# DOOR

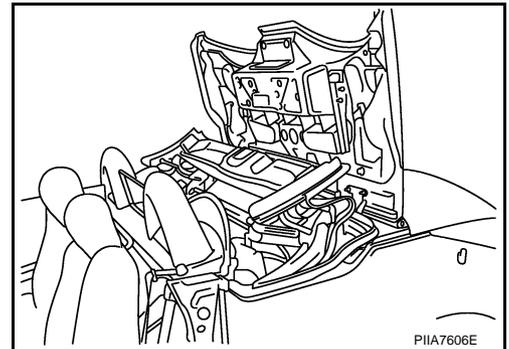
## Removal and Installation of Dove Tail Male & Female

AIS003X8

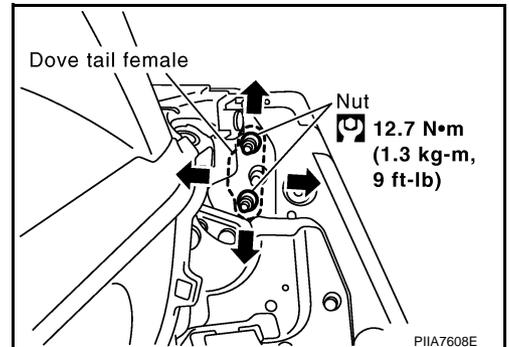
1. Remove the TORX bolts (T30) of dove tail male.



2. Soft top locate like a figure.
3. Remove the body side welt. Refer to [EI-29, "BODY SIDE TRIM"](#).
4. Remove the rear side finisher and kicking plate inner. Refer to [EI-29, "BODY SIDE TRIM"](#).
5. Remove the shoulder anchor. Refer to [SB-4, "Removal and Installation of Seat Belt"](#).



6. Remove the dove tail female mounting nuts. Remove the dove tail female.



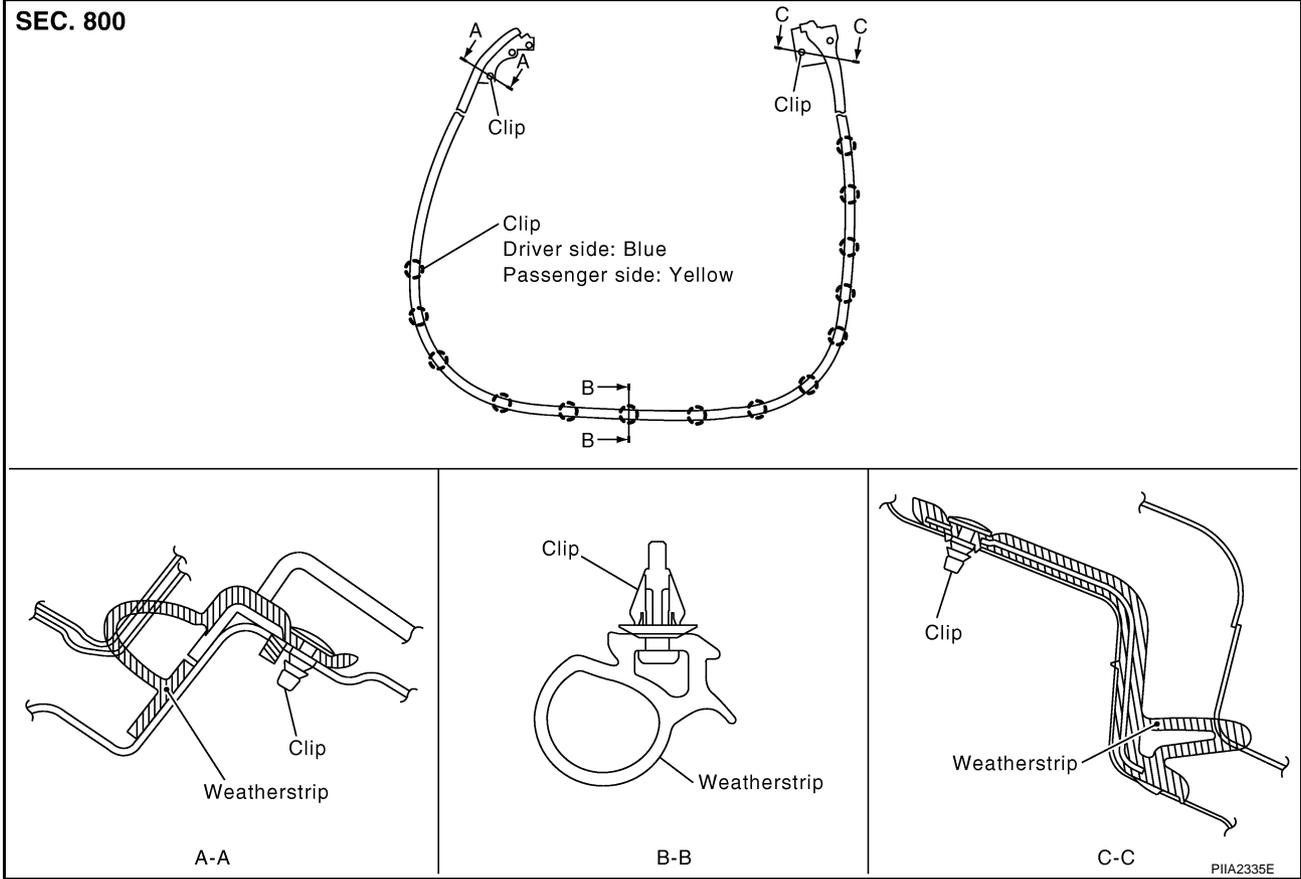
Install in the reverse order of removal.

A  
B  
C  
D  
E  
F  
G  
H  
BL  
J  
K  
L  
M

# DOOR

## Door Weatherstrip

AIS000D8



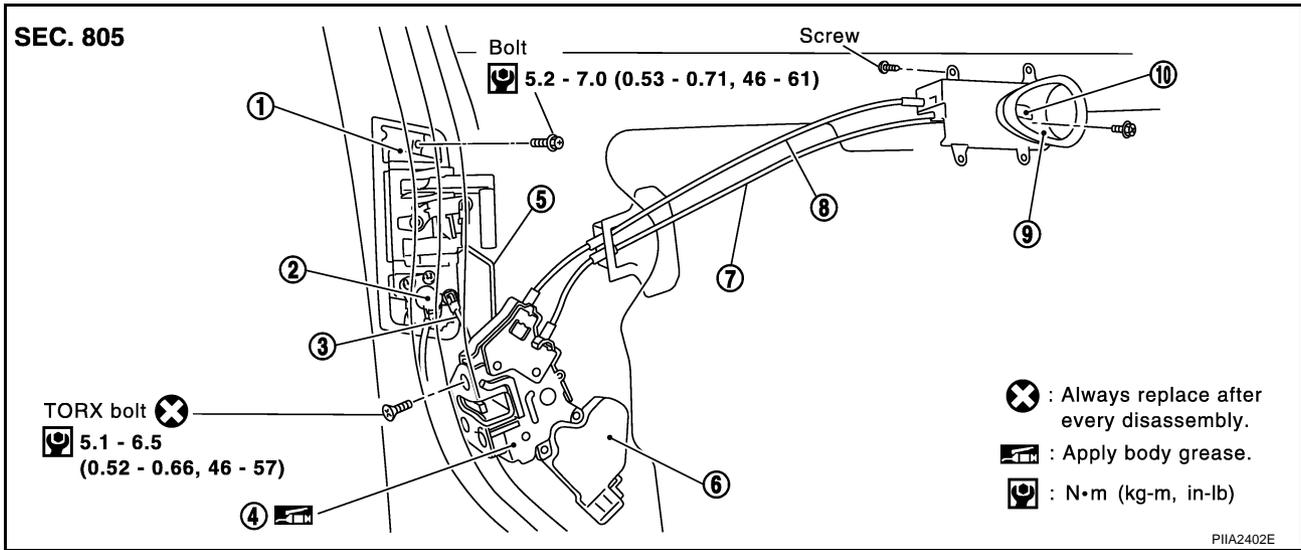
# DOOR LOCK

## DOOR LOCK

PF:80502

### Component Structure

AIS000D9



- |                       |                                    |                                    |
|-----------------------|------------------------------------|------------------------------------|
| 1. Outside handle     | 2. Key cylinder (driver side only) | 3. Key lock rod (driver side only) |
| 4. Door lock assembly | 5. Outside handle rod              | 6. Door lock actuator              |
| 7. Lock knob cable    | 8. Inside handle cable             | 9. Inside handle                   |
| 10. Lock knob         |                                    |                                    |

### Inspection and Adjustment

AIS000DA

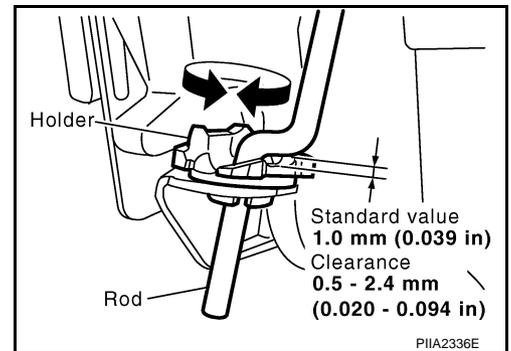
1. Remove the door finisher. Refer to [EI-27, "Removal and Installation"](#).
2. Remove the door window and door module assembly. Refer to [GW-49, "Removal and Installation"](#).

### EXTERIOR HANDLE ROD ADJUSTMENT

Rotate the bushing to adjust so that the clearance between the bushing and rod becomes as shown in the figure.

#### CAUTION:

Be careful not to make the clearance 0 mm (0 in) or the rod will be pressed continuously.

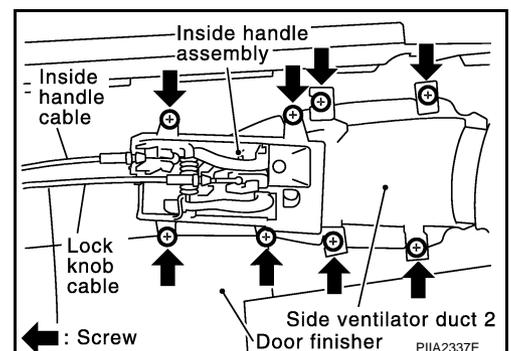


### Removal and Installation

#### REMOVAL

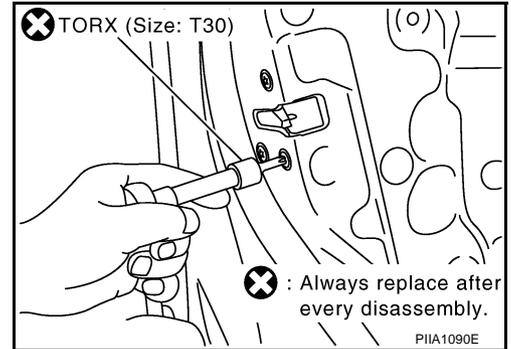
AIS000DB

1. Remove the door finisher. Refer to [EI-27, "Removal and Installation"](#).
2. Remove the door window and door module assembly. Refer to [GW-49, "Removal and Installation"](#).
3. Disconnect the inside handle cable and locking knob cable from the back side of the door finisher.

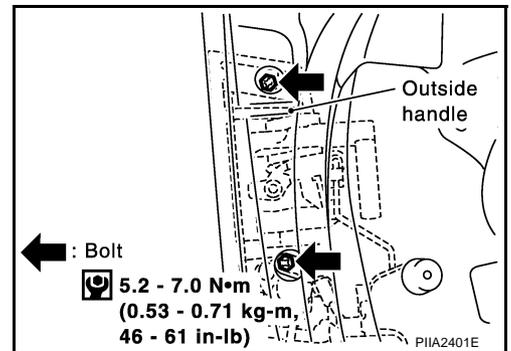


# DOOR LOCK

4. Reach to separate the key cylinder (driver side only) rod and outside handle rod connection (on the handle).
5. Disconnect the door lock actuator connector.
6. Remove the mounting screws (TORX T30), remove the door lock assembly.



7. Remove the outside handle mounting bolts, remove the outside handle.



## INSTALLATION

Install in the reverse order of removal.

### CAUTION:

- To install each rod, be sure to rotate the rod holder until a click is felt.
- After installing, check operation.
- After installing, perform fitting adjustment. Refer to [BL-75, "Fitting Adjustment"](#).

## Disassembly and Assembly

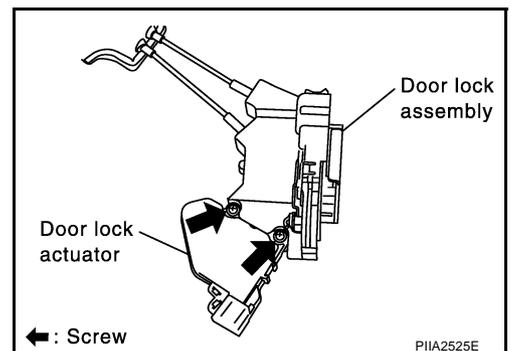
### DISASSEMBLY

AIS000DC

### CAUTION:

Be sure to remove or install the actuator when the door lock assembly is removed from a door.

1. Remove the mounting screws, and remove the actuator from the door lock assembly.
2. Pull the actuator straight downward to separate it from the door lock assembly.



## ASSEMBLY

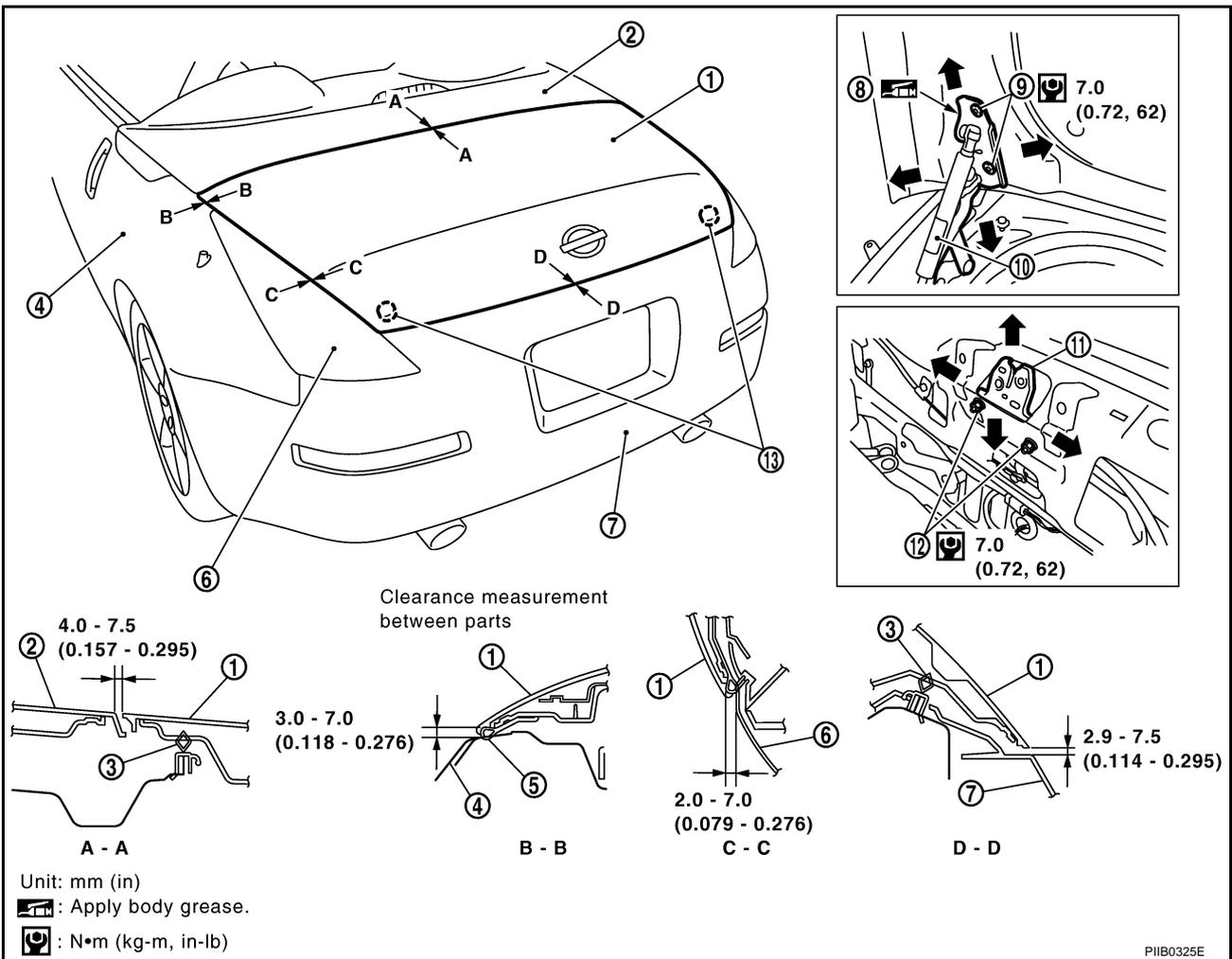
1. Align the actuator pivot with the cutout on the knob lever of the door lock assembly, then assemble the actuator.
2. Move the knob lever and the actuator pivot toward the lock-on direction, and check that it engages securely.

# TRUNK LID

PFP:H4300

## TRUNK LID Fitting Adjustment

AIS005FG



- |                       |                             |                           |
|-----------------------|-----------------------------|---------------------------|
| 1. Trunk lid assembly | 2. Storage lid              | 3. Trunk lid weatherstrip |
| 4. Rear fender        | 5. Trunk lid moulding       | 6. Rear combination lamp  |
| 7. Rear bumper fascia | 8. Trunk lid hinge          | 9. TORX bolt (T30)        |
| 10. Trunk lid stay    | 11. Trunk lid lock assembly | 12. Nut                   |
| 13. Bumper rubber     |                             |                           |

### LONGITUDINAL AND LATERAL CLEARANCE ADJUSTMENT

1. Remove trunk rear finisher. Refer to [EI-35. "TRUNK ROOM TRIM & TRUNK LID FINISHER"](#).
2. Loosen trunk lid hinge mounting bolts, and remove trunk lid lock. And then, close trunk lid.
3. Tighten trunk lid hinge mounting bolts to the specified torque after adjusting lateral clearance and clearance to storage lid and rear bumper fascia.
4. Position trunk lid lock and engage trunk lid striker. Check trunk lid striker and trunk lid lock for looseness.
5. Tighten trunk lid mounting bolts to the specified torque.

### SURFACE HEIGHT ADJUSTMENT

1. Remove trunk rear finisher. Refer to [EI-35. "TRUNK ROOM TRIM & TRUNK LID FINISHER"](#).
2. Remove trunk lid lock. Rotate bumper rubber to adjust height between trunk lid and bumper fascia.
3. Position trunk lid lock and engage trunk lid striker. Check trunk lid striker and trunk lid lock for looseness. Tighten trunk lid mounting bolts to the specified torque.
4. Adjust lateral clearance and surface height between trunk lid and other parts so that they are within the following dimensional difference.

#### CAUTION:

Adjust evenness between trunk lid and each part to the following specification.

A  
B  
C  
D  
E  
F  
G  
H  
BL  
J  
K  
L  
M

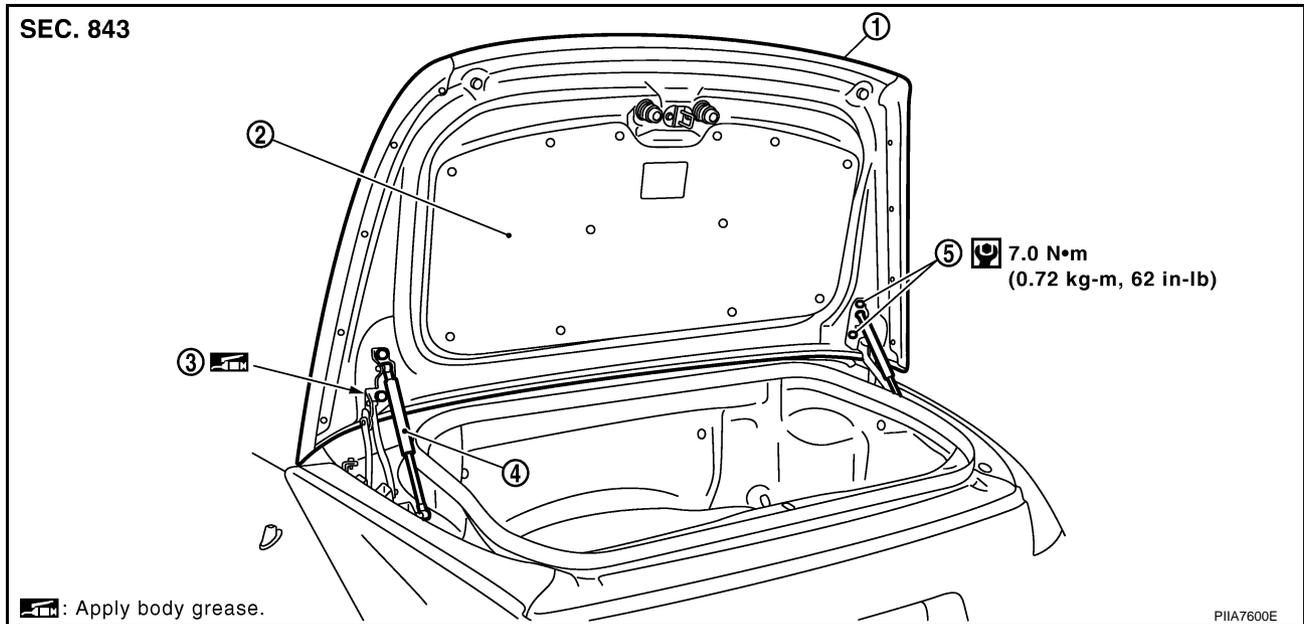
# TRUNK LID

Trunk lid and storage lid (A-A) :  $0 \pm 1.0$  mm ( $0 \pm 0.04$  in)

Trunk lid and rear bumper fascia (D-D) :  $0.85 \pm 2.1$  mm ( $0.0335 \pm 0.083$  in)

## Removal and Installation of Trunk Lid Assembly

AIS005FH



1. Trunk lid assembly

2. Trunk lid insulator

3. Trunk lid hinge

4. Trunk lid stay

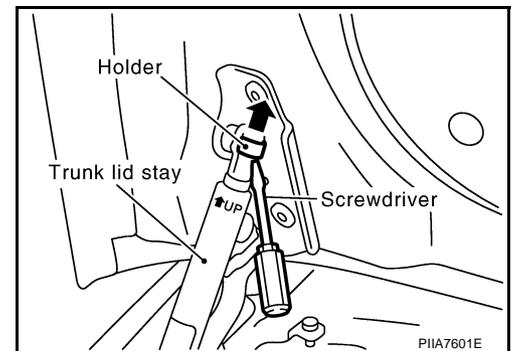
5. TORX bolt (T30)

### CAUTION:

Operate with two workers, because of its heavy weight.

### REMOVAL

1. Screwdriver into the gap and remove holder.
2. Remove trunk lid stay (gas stay).
3. Remove the trunk lid hinge bolts, trunk lid assembly side and remove the trunk lid assembly.



### INSTALLATION

Note the following, and install in the reverse order of removal.

Install holder to trunk lid stay, and then push it into trunk lid hinge (stud ball) when installing trunk lid stay.

### CAUTION:

- Check trunk lid open/close operation after installation
- Apply sealant and coat with the same body color paint to trunk lid hinge installation part and mounting bolts.

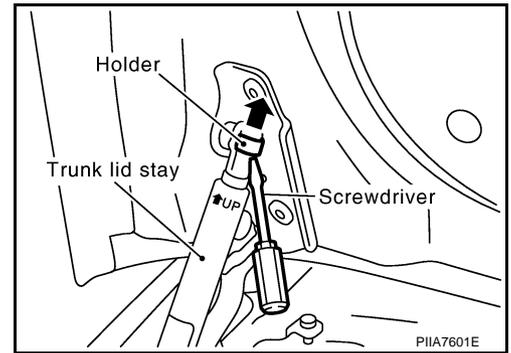
# TRUNK LID

## Removal and Installation of Trunk Lid Stay

AIS005FI

### REMOVAL

1. Screwdriver into the gap and remove holder.
2. Remove trunk lid stay.



### INSTALLATION

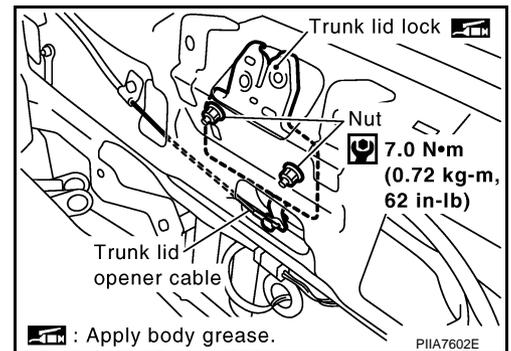
1. Note the following, and install in the reverse order of removal.  
Install holder to trunk lid stay, and then push it into trunk lid hinge (stud ball) when installing trunk lid stay.
2. After installation, check the operation.

## Removal and Installation of Trunk Lid Lock Assembly

AIS005FJ

### REMOVAL

1. Remove the trunk lid weatherstrip. Refer to [BL-85, "Removal and Installation of Trunk Lid Weatherstrip"](#).
2. Remove trunk lid release lever. Refer to [EI-35, "Removal and Installation"](#).
3. Remove the trunk lid finisher. Refer to [EI-35, "TRUNK ROOM TRIM & TRUNK LID FINISHER"](#).
4. Disconnect the release lever cable and trunk lid opener cable from the clip.
5. After removing the harness connector, remove the mounting bolts, and remove the trunk lid lock.



### INSTALLATION

1. Install in the reverse order of removal.

### CAUTION:

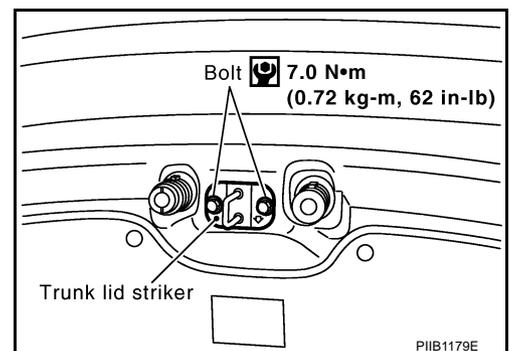
- After installing, close the trunk lid height. Perform the lock and surface height adjustment. Refer to [BL-81, "Fitting Adjustment"](#).
- After installing, check the operation.

## Removal and Installation of Trunk Lid Striker

AIS005FK

### REMOVAL

Remove the mounting bolts, then remove the striker from the trunk lock support.



### INSTALLATION

1. Install in the reverse order of removal.

# TRUNK LID

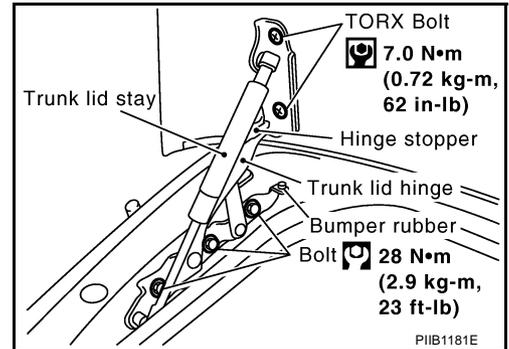
2. After installing, close the trunk lid height. Perform the lock and surface height adjustment. Refer to [BL-81, "Fitting Adjustment"](#).
3. After installation, check the operation.

## Removal and Installation of Trunk Lid Hinge

AIS005FL

### REMOVAL

1. Remove trunk lid stay. Refer to [BL-83, "Removal and Installation of Trunk Lid Stay"](#).
2. Remove trunk lid assembly. Refer to [BL-82, "Removal and Installation of Trunk Lid Assembly"](#).
3. Remove trunk lid hinge mounting bolts, and then remove trunk lid hinge.



### INSTALLATION

1. Position trunk lid hinge to body side. Temporarily tighten front side bolt and rear side bolt in this order, and then tighten them to the specified torque.
2. Install trunk lid to trunk lid hinge.
3. Install trunk lid stay.

#### CAUTION:

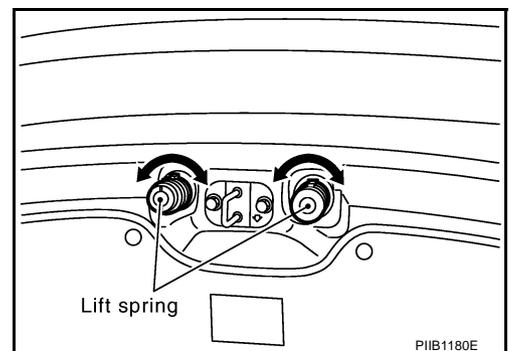
- Before installing trunk lid hinge, apply anticorrosive agent onto the mounting surface of the vehicle body.
- After installation, perform trunk lid fitting adjustment. Refer to [BL-81, "Fitting Adjustment"](#).
- Check trunk lid open/close operation after installation
- Apply sealant and the same body color paint to trunk lid hinge and mounting bolts to cover broken seal area.

## Removal and Installation of Lift Spring

AIS005FM

### REMOVAL

Rotate lift spring bottom clockwise/counterclockwise by approximately 90 deg, and then remove lift spring.



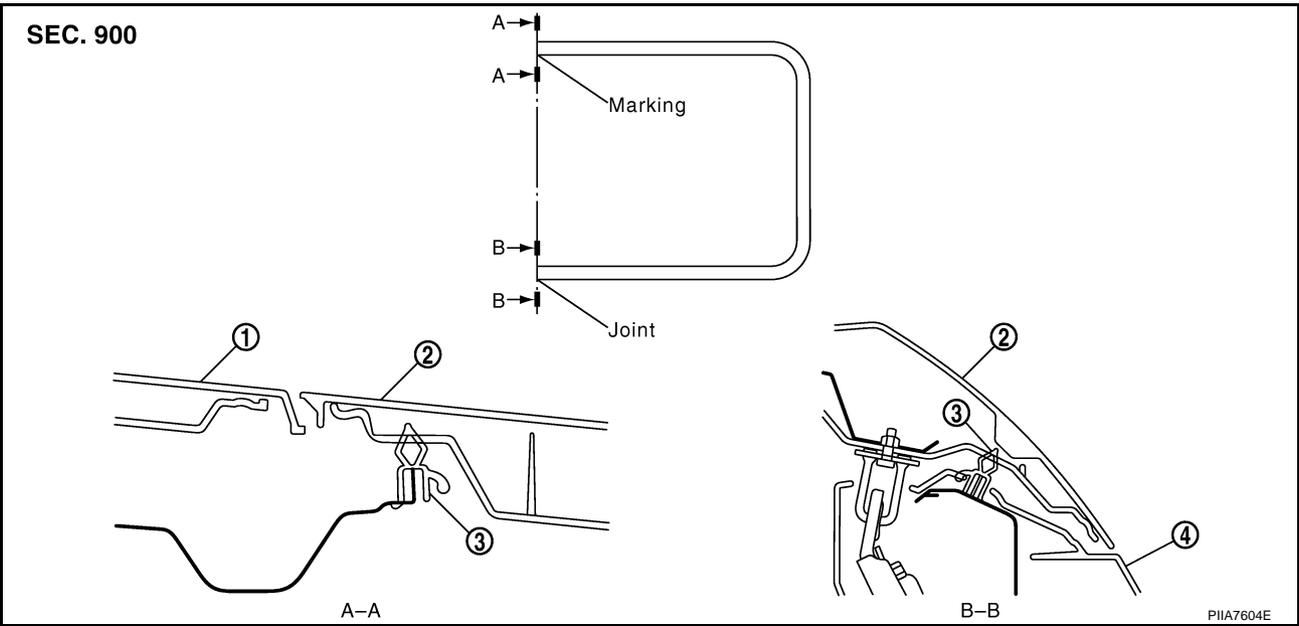
### INSTALLATION

Install in the reverse order of removal.

# TRUNK LID

## Removal and Installation of Trunk Lid Weatherstrip

AIS005FN



### REMOVAL

Pull up and remove engagement with body from weatherstrip joint.

#### **CAUTION:**

**After removal, do not pull strongly on the weatherstrip.**

### INSTALLATION

Install in the reverse order of removal.

1. Install the weatherstrip from the front with the vehicle center mark aligned to the weatherstrip mark.
2. At rear side, align the weatherstrip seam to the center of the striker.
3. After installing, pull the weatherstrip lightly to check for looseness.

#### **CAUTION:**

**The weatherstrip should fit tightly onto the corners and trunk lid rear plate.**

A  
B  
C  
D  
E  
F  
G  
H  
BL  
J  
K  
L  
M

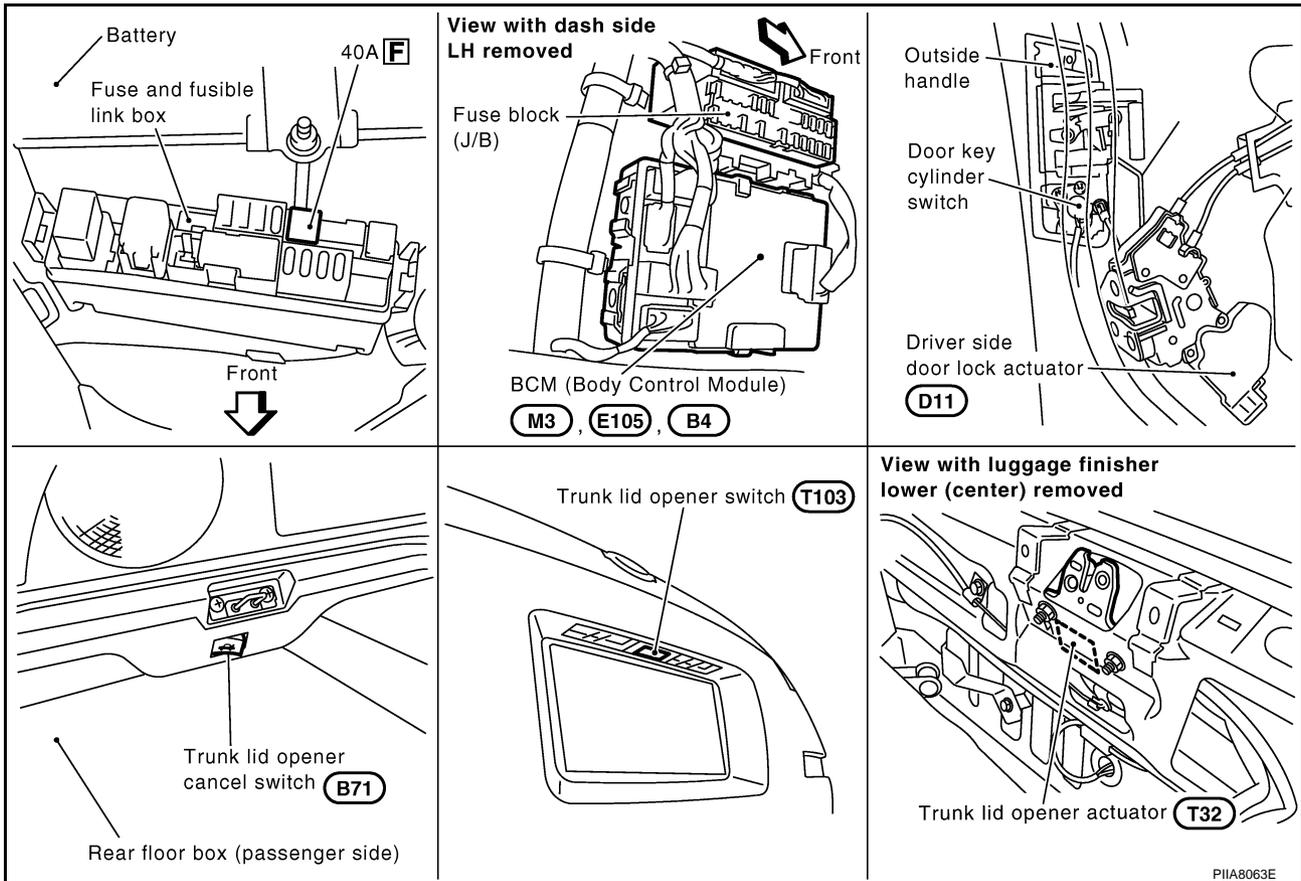
# TRUNK LID OPENER

PFP:84640

## TRUNK LID OPENER

### Component Parts and Harness Connector Location

AIS00409



### System Description

AIS003X1

Power is supplied at all times

- through 40A fusible link (letter F located in fusible link box)
- to BCM terminal 7.

Ground is supplied

- to BCM terminal 8
- through body grounds E17, E43, and F152.

When trunk lid opener cancel switch is ON and driver's door is unlocked, and trunk lid opener switch is ON (pushed), ground is supplied

- to BCM terminal 76
- through trunk lid opener cancel switch terminals 1 and 2,
- through trunk lid opener switch terminals 1 and 2,
- through driver side door lock actuator (unlock sensor) terminals 2 and 4, and
- through body grounds M30 and M66.

And power is supplied

- to BCM terminal 19
- through trunk lid opener actuator terminals 1 and 2
- through body grounds B5, B6 and T14.

Then trunk lid opener actuator opens trunk.

### TRUNK LID OPENER CANCEL OPERATION

When trunk lid opener cancel switch is OFF (CANCEL), it cannot open trunk with trunk lid opener switch.

# TRUNK LID OPENER

---

## TRUNK OPENER OPERATION WITH KEY FOB

Open the trunk with key fob. Refer to [BL-52, "Trunk Opener Operation"](#) .

A

B

C

D

E

F

G

H

**BL**

J

K

L

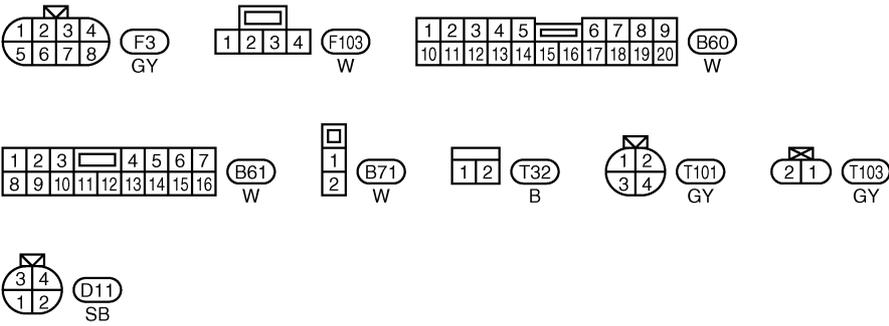
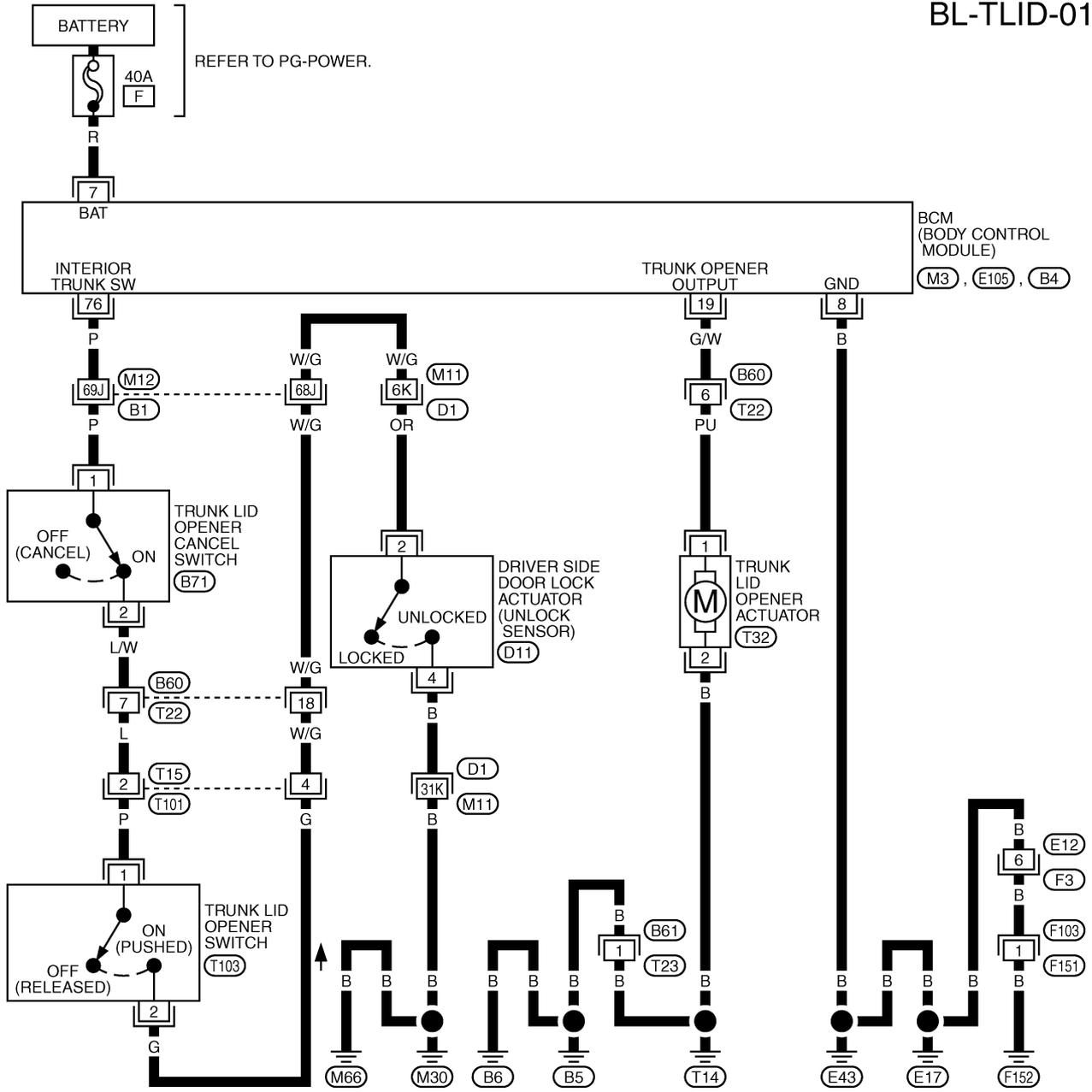
M

# TRUNK LID OPENER

AIS003XJ

## Wiring Diagram-T/LID-

BL-TLID-01



REFER TO THE FOLLOWING.

(B1), (D1) -SUPER MULTIPLE JUNCTION (SMJ)

(M3), (E105), (B4) -ELECTRICAL UNITS

TIWT0487E

# TRUNK LID OPENER

## Terminals and Reference Value for BCM

AIS003Y4

TERMI- NAL	WIRE COLOR	ITEM	CONDITION		VOLTAGE [V] (Approx.)
7	R	Power source (Fusible link)	—		Battery voltage
8	B	Ground	—		0
19	G/W	Trunk lid opener release output signal	Closed (OFF) → Opened (ON)		0 → Battery voltage
76	P	Trunk lid opener switch	Trunk lid opener cancel switch is ON	Trunk lid opener switch is ON	0
				Trunk lid opener switch is OFF	5
			Driver side door is locked	Trunk lid opener cancel switch is OFF	5

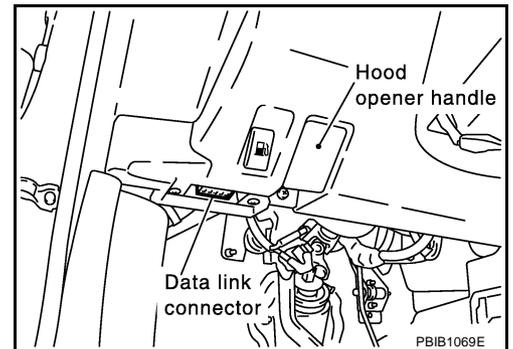
## CONSULT-II Function CONSULT-II BASIC OPERATION PROCEDURE

AIS0040A

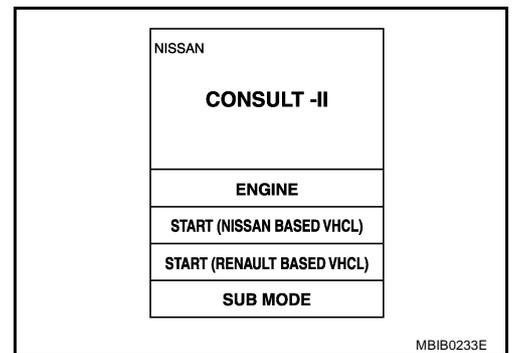
### CAUTION:

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

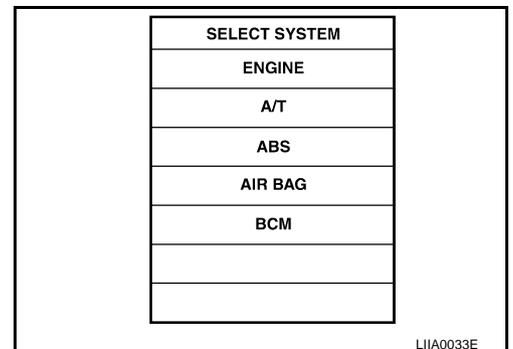
1. Turn ignition switch "OFF".
2. Connect "CONSULT-II" and CONSULT-II CONVERTER to data link connector.



3. Turn ignition switch "ON".
4. Touch "START(NISSAN BASED VHCL)".

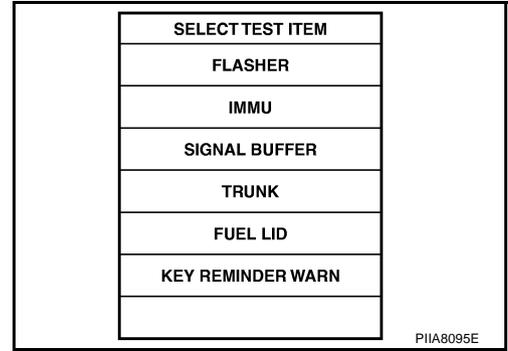


5. Touch "BCM".  
If "BCM" is not indicated, go to [GI-39](#), "CONSULT-II Date Link Connector (DLC) Circuit"

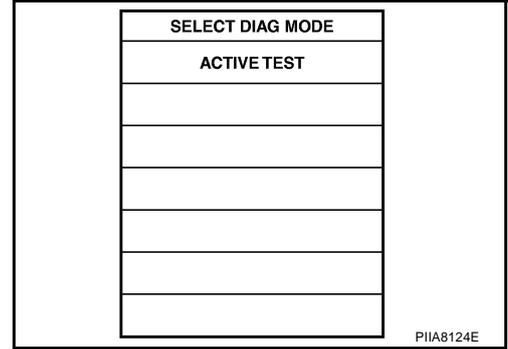


# TRUNK LID OPENER

6. Touch "TRUNK".



7. Select diagnosis mode.  
"ACTIVE TEST"



## ACTIVE TEST

Test item	Content
TRUNK/BACK DOOR	This test is able to check trunk lid opener actuator unlock operation. This actuator unlocks when "ON" on CONSULT-II screen is touched.

# TRUNK LID OPENER

## Trouble Diagnosis

AIS003Y5

### TRUNK DOSE NOT OPEN WITH TRUNK LID OPENER SWITCH

#### 1. CHECK TRUNK LID OPENER CANCEL SWITCH

Check trunk lid opener cancel switch position.

**Does trunk lid opener cancel switch turn OFF?**

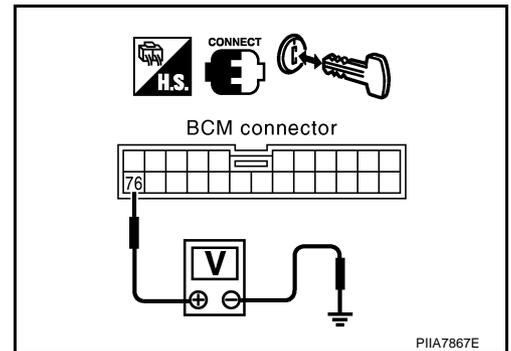
Yes or No

- Yes >> Turn on trunk lid opener cancel switch.
- No >> GO TO 2.

#### 2. CHECK TRUNK LID OPEN INPUT SIGNAL

1. Turn ignition switch OFF.
2. Turn on trunk lid opener cancel switch.
3. Unlock driver side door.
4. Check voltage between BCM and ground.

Connector	Terminal (Wire color)		Condition	Voltage [V]
	(+)	(-)		
M3	76 (P)	Ground	Trunk lid opener switch ON	Approx. 0
			Trunk lid opener switch OFF	Approx. 5



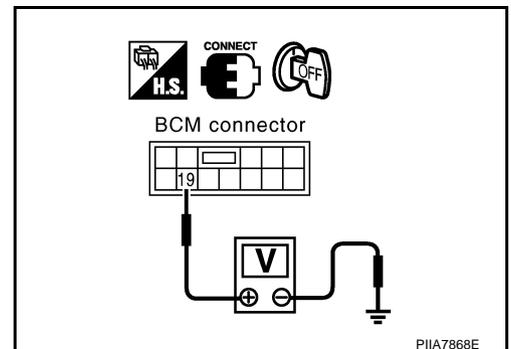
OK or NG

- OK >> GO TO 3.
- NG >> GO TO 6.

#### 3. CHECK TRUNK LID OPEN OUTPUT SIGNAL

Check voltage between BCM and ground.

Connector	Terminal (Wire color)		Condition	Voltage [V]
	(+)	(-)		
B4	19 (G/W)	Ground	Trunk lid opener switch ON	Battery voltage
			Trunk lid opener switch OFF	Approx. 0



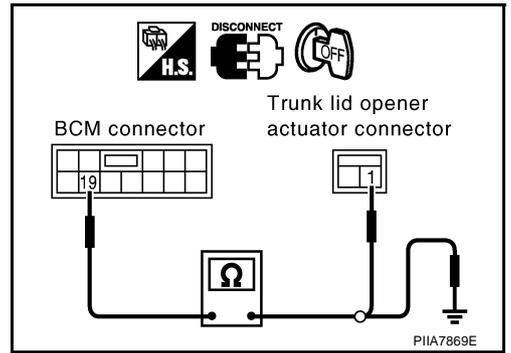
OK or NG

- OK >> GO TO 4.
- NG >> Replace BCM. Refer to [BCS-15, "Removal and Installation of BCM"](#).

# TRUNK LID OPENER

## 4. CHECK TRUNK LID OPENER ACTUATOR CIRCUIT

1. Disconnect BCM connector and trunk lid opener actuator connector.
2. Check the following.
  - Continuity between BCM harness connector B4 terminal 19 (G/W) and trunk lid opener actuator harness connector T32 terminal 1 (PU).  
**19 (G/W) - 1 (PU) : Continuity should exist.**
  - Continuity between BCM harness connector B4 terminal 19 (G/W) and ground.  
**19 (G/W) - ground : Continuity should not exist.**



OK or NG

- OK >> GO TO 5.  
 NG >> Repair harness or connector.

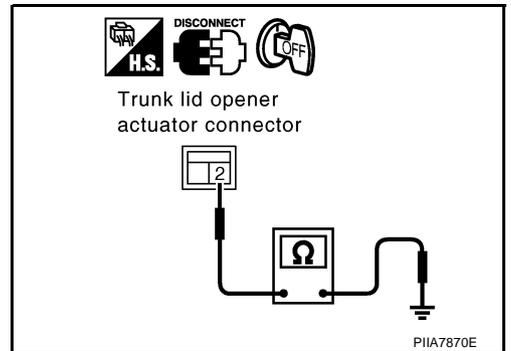
## 5. CHECK TRUNK LID OPENER ACTUATOR GROUND CIRCUIT

Check continuity between trunk lid opener actuator harness connector T32 terminal 2 (B) and ground.

**2 (B) - ground : Continuity should exist.**

OK or NG

- OK >> Replace trunk lid opener actuator.  
 NG >> Repair harness or connector.



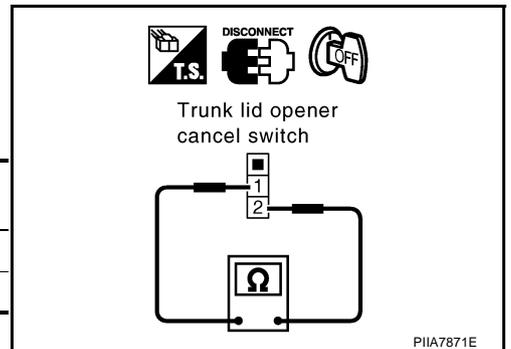
## 6. CHECK TRUNK LID OPENER CANCEL SWITCH

1. Turn ignition switch OFF.
2. Disconnect trunk lid opener cancel switch.
3. Check continuity between trunk lid opener cancel switch harness connector B71 terminals 1 and 2.

Terminals		Trunk lid opener cancel switch condition	Continuity
1	2	ON	Yes
		OFF	No

OK or NG

- OK >> GO TO 7.  
 NG >> Replace trunk lid opener cancel switch.



# TRUNK LID OPENER

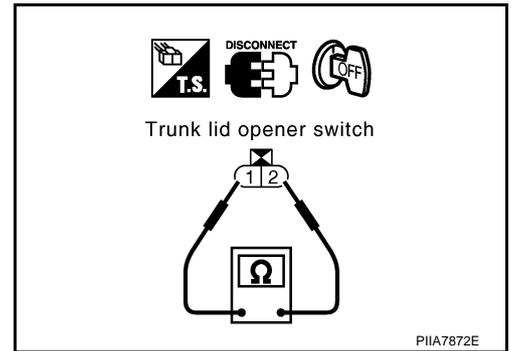
## 7. CHECK TRUNK LID OPENER SWITCH

1. Disconnect trunk lid opener switch
2. Check continuity between trunk lid opener switch harness connector T103 terminals 1 and 2.

Terminals		Trunk lid opener switch condition	Continuity
1	2	ON (Pushed)	Yes
		OFF (Released)	No

OK or NG

- OK >> GO TO 8.  
 NG >> Replace trunk lid opener switch.



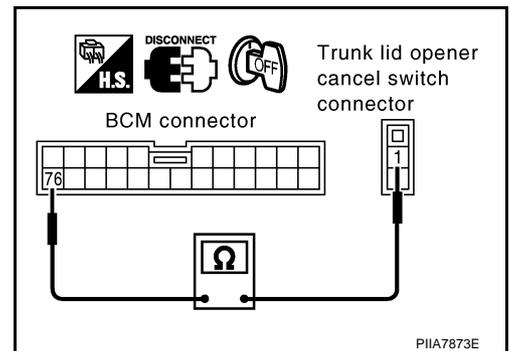
## 8. CHECK TRUNK LID OPENER CANCEL SWITCH CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between BCM harness connector M3 terminal 76 (P) and trunk lid opener cancel switch harness connector B71 terminal 1 (P).

**76 (P) - 1 (GY) : Continuity should exist.**

OK or NG

- OK >> GO TO 9.  
 NG >> Repair harness or connector.



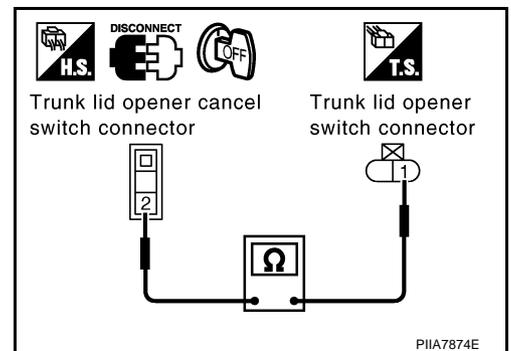
## 9. CHECK TRUNK LID OPENER SWITCH CIRCUIT

1. Check continuity between trunk lid opener cancel switch harness connector B71 terminal 2 (L/W) and trunk lid opener switch harness connector T103 terminal 1 (P).

**2 (L/W) - 1 (P) : Continuity should exist.**

OK or NG

- OK >> GO TO 10.  
 NG >> Repair harness or connector.



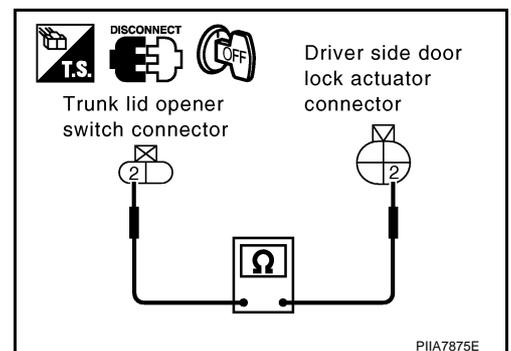
## 10. CHECK DRIVER SIDE DOOR LOCK ACTUATOR CIRCUIT

1. Disconnect driver side door lock actuator connector.
2. Check continuity between trunk lid opener switch harness connector T103 terminal 2 (G) and driver side door lock actuator switch harness connector D11 terminal 2 (OR).

**2 (G) - 2 (OR) : Continuity should exist.**

OK or NG

- OK >> GO TO 11.  
 NG >> Repair harness or connector.



# TRUNK LID OPENER

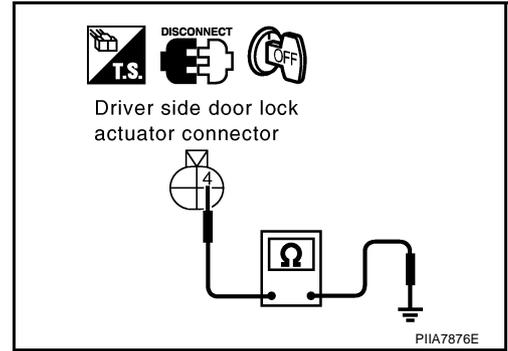
## 11. CHECK DRIVER SIDE DOOR LOCK ACTUATOR GROUND CIRCUIT

Check continuity between driver side door lock actuator switch harness connector D11 terminal 4 (B) and ground.

**4 (B) - ground : Continuity should exist.**

OK or NG

- OK >> Replace driver side door lock actuator.
- NG >> Repair harness or connector.

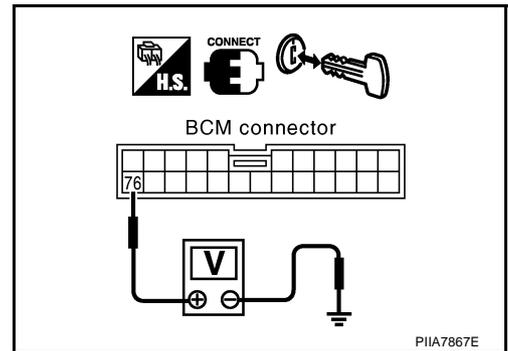


## TRUNK DOSE NOT CLOSE

### 1. CHECK TRUNK LID OPEN INPUT SIGNAL

1. Turn ignition switch OFF.
2. Turn on trunk lid opener cancel switch.
3. Unlock driver side door.
4. Check voltage between BCM and ground.

Connector	Terminal (Wire color)		Condition	Voltage [V]
	(+)	(-)		
M3	76 (P)	Ground	Trunk lid opener switch ON	Approx. 0
			Trunk lid opener switch OFF	Approx. 5



OK or NG

- OK >> GO TO 2.
- NG >> Replace BCM.

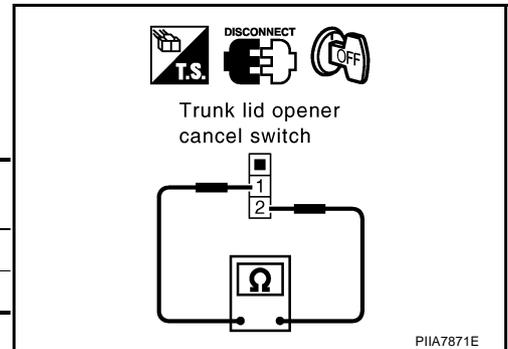
### 2. CHECK TRUNK LID OPENER CANCEL SWITCH

1. Turn ignition switch OFF.
2. Disconnect trunk lid opener cancel switch.
3. Check continuity between trunk lid opener cancel switch harness connector B71 terminals 1 and 2.

Terminals		Trunk lid opener cancel switch condition	Continuity
1	2	ON	Yes
		OFF	No

OK or NG

- OK >> GO TO 3.
- NG >> Replace trunk lid opener cancel switch.



# TRUNK LID OPENER

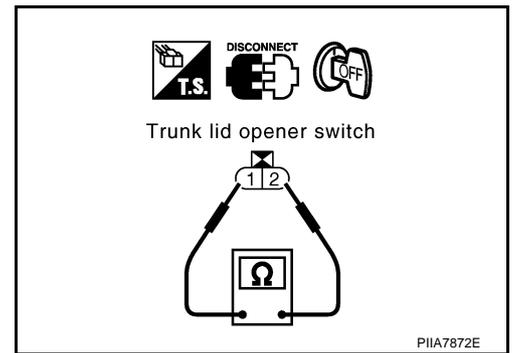
## 3. CHECK TRUNK LID OPENER SWITCH

1. Disconnect trunk lid opener switch
2. Check continuity between trunk lid opener switch harness connector T103 terminals 1 and 2.

Terminals		Trunk lid opener switch condition	Continuity
1	2	ON (Pushed)	Yes
		OFF (Released)	No

OK or NG

- OK >> GO TO 4.  
 NG >> Replace trunk lid opener switch.



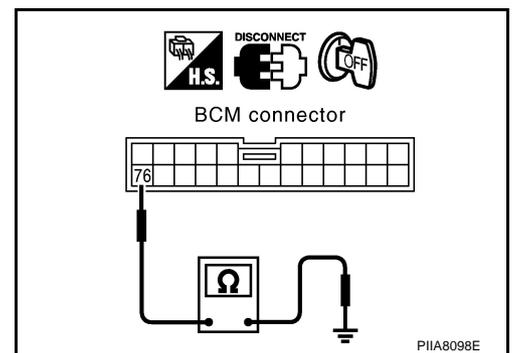
## 4. CHECK TRUNK LID OPENER CANCEL SWITCH CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between BCM harness connector M3 terminal 76 (P) and ground.

**76 (P) - ground : Continuity should not exist.**

OK or NG

- OK >> GO TO 5.  
 NG >> Repair harness or connector.



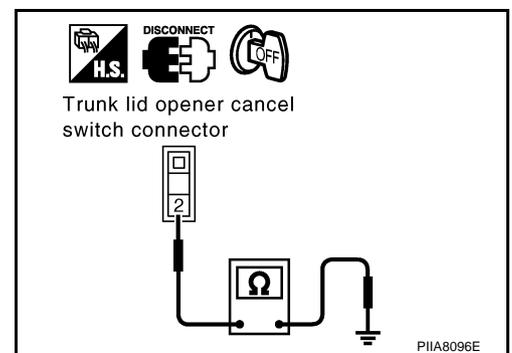
## 5. CHECK TRUNK LID OPENER SWITCH CIRCUIT

Check continuity between trunk lid opener cancel switch harness connector B71 terminal 2 (L/W) and ground.

**2 (L/W) - ground : Continuity should not exist.**

OK or NG

- OK >> GO TO 6.  
 NG >> Repair harness or connector.



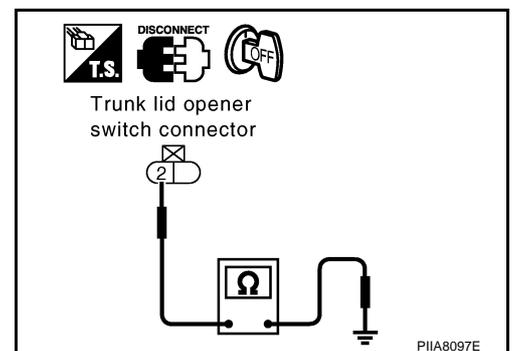
## 6. CHECK DRIVER SIDE DOOR LOCK ACTUATOR CIRCUIT

1. Disconnect driver side door lock actuator connector.
2. Check continuity between trunk lid opener switch harness connector T103 terminal 2 (G) and ground.

**2 (G) - ground : Continuity should not exist.**

OK or NG

- OK >> Replace BCM.  
 NG >> Repair harness or connector.



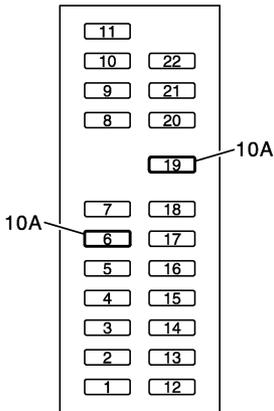
# VEHICLE SECURITY (THEFT WARNING) SYSTEM

PFP:28491

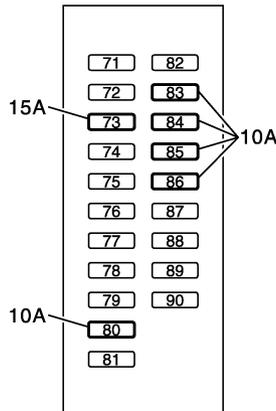
AIS0014P

## VEHICLE SECURITY (THEFT WARNING) SYSTEM

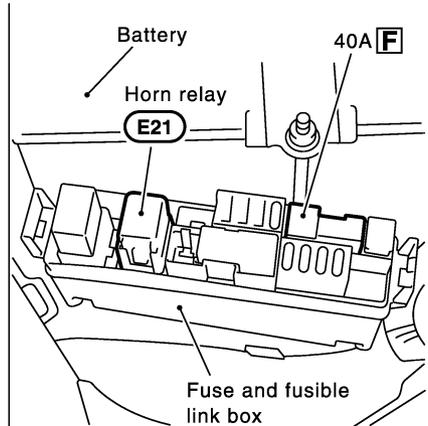
### Component Parts and Harness Connector Location



Fuse block (J/B) fuse layout

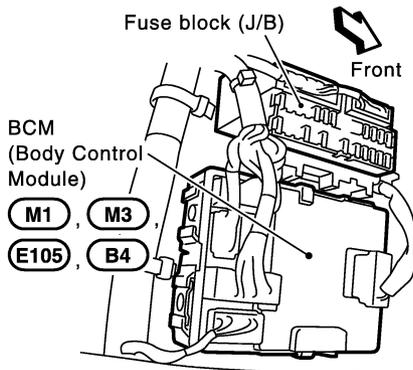


IPDM E/R fuse layout

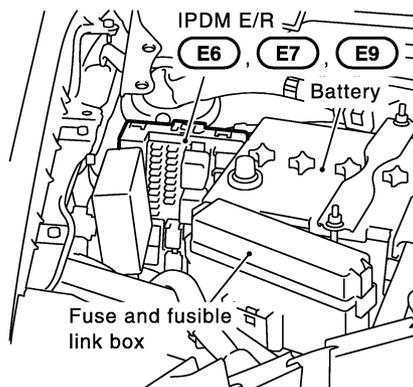


Fuse and fusible link box

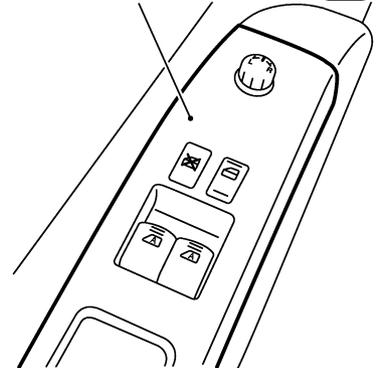
#### View with dash side LH removed



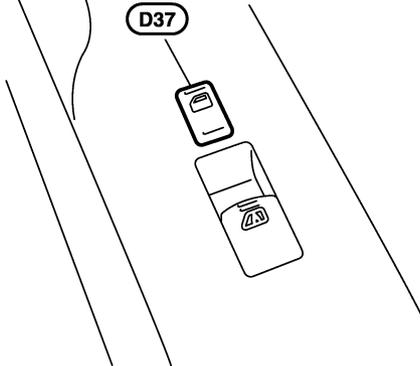
#### View with cowl top removed



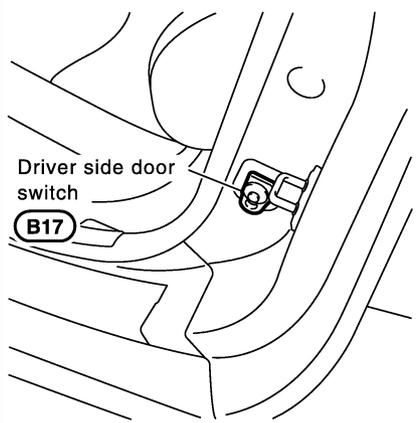
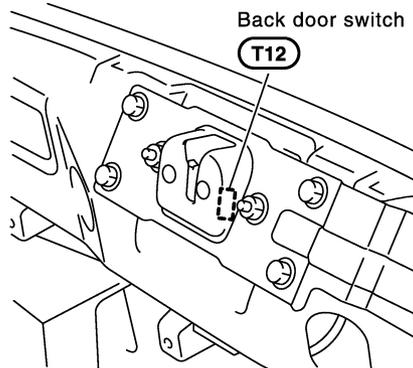
#### Power window main switch (Door lock and unlock switch)



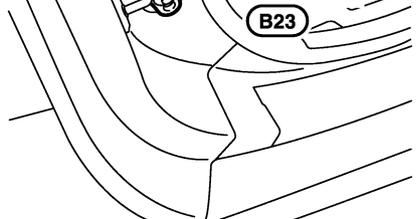
#### Power window sub-switch (Door lock and unlock switch)



#### View with luggage finisher rear

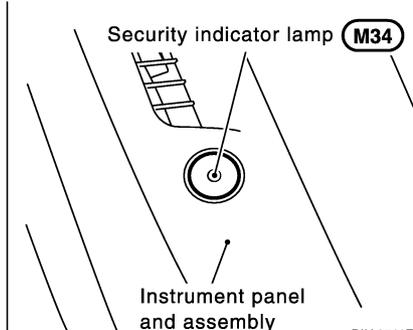
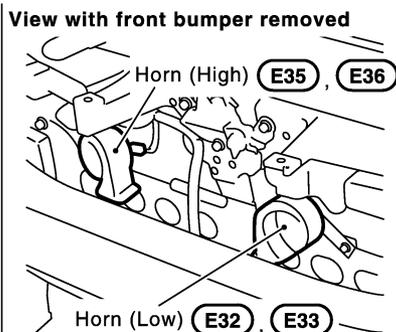
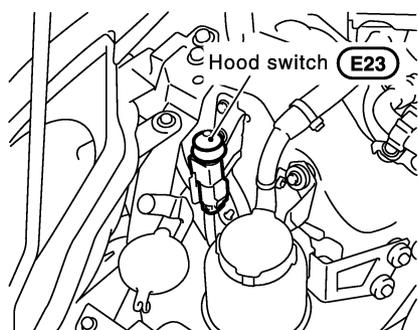


#### Passenger side door switch



PIIA2508E

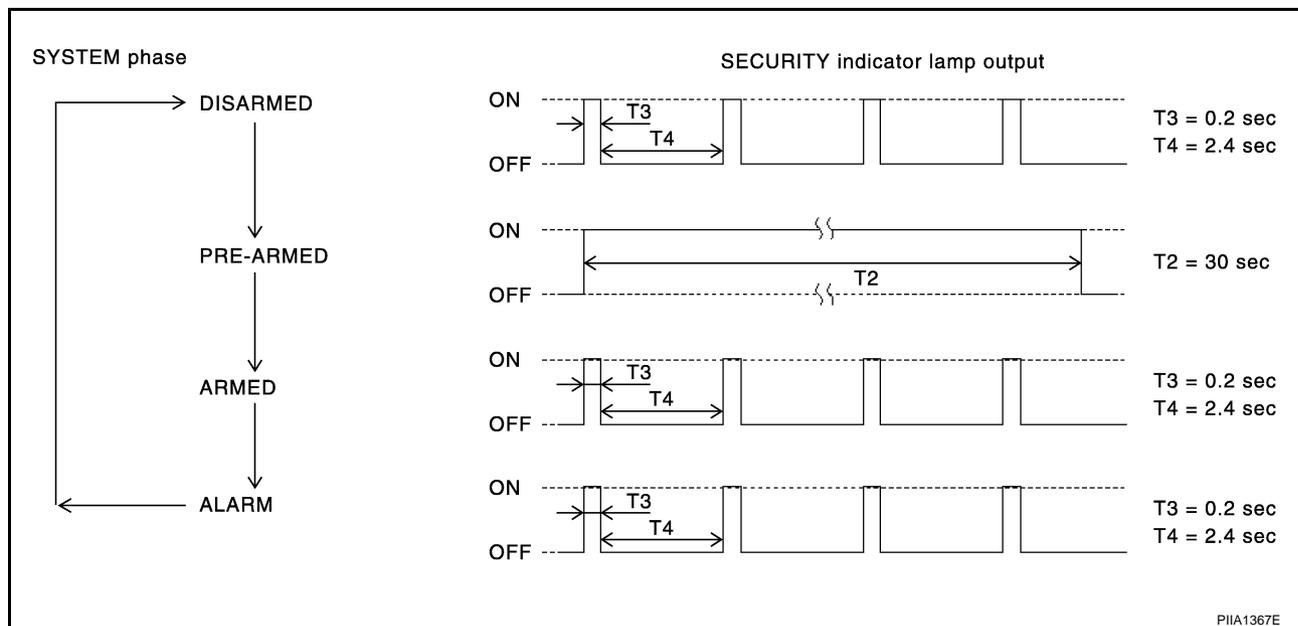
# VEHICLE SECURITY (THEFT WARNING) SYSTEM



## System Description

### DESCRIPTION

### Operation Flow



## Setting the Vehicle Security System

### Initial condition

- Ignition switch is in OFF position.

### Disarmed phase

- When hood, doors or trunk is open, the vehicle security system is set in the disarmed phase on the assumption that the owner is inside or near the vehicle.
- When the vehicle security system is in the disarmed phase, the security indicator lamp blinks every 2.4 seconds.

### Pre-armed phase and armed phase

When the following operation 1 or 2 is performed, the vehicle security system turns into the “pre-armed” phase. (The security indicator lamp illuminates.)

1. BCM receives LOCK signal from door key cylinder switch or key fob after hood, trunk and all doors are closed.
2. Hood all doors and trunk are closed after doors are locked by key or door lock and unlock switch. The security indicator lamp illuminates for 30 seconds. then, the system automatically shifts into the “armed” phase.

### Canceling the Set Vehicle Security System

When one of the following operations is performed, the armed phase is canceled.

1. Unlock the doors with the key or the key fob.
2. Open the trunk with the key fob.
3. Turn ignition switch to “ON” or “ACC” position.

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

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## Canceling the Alarm Operation of the Vehicle Security System

When one of the following operations is performed, the alarm operation is canceled.

- Unlock the door with the key or key fob.
- Open the trunk with the key fob.

## Activating the Alarm Operation of the Vehicle Security System

Make sure the system is in the armed phase. (The security indicator lamp blinks every 2.4 seconds.)

When the following operation 1 or 2 is performed, the system sounds the horns and flashes the headlamps for about 50 seconds.

1. Hood, any door or trunk is opened during armed phase.
2. Disconnecting and connecting the battery connector before canceling armed phase.

## POWER SUPPLY AND GROUND

Power is supplied at all times

- through 10A fuse [No.19, located in the fuse block (J/B)]
- to security indicator lamp terminal 1.

Power is supplied at all times

- through 40A fusible link (letter **F** , located in the fuse and fusible link box)
- to BCM terminal 7.

With the ignition switch in the ACC or ON position, power is supplied

- through 10A fuse [No. 6, located in the fuse block (J/B)]
- to BCM terminal 36.

Ground is supplied.

- to BCM terminal 8
- through body grounds E7, E43 and F152.

## INITIAL CONDITION TO ACTIVATE THE SYSTEM

The operation of the vehicle security system is controlled by the doors and hood.

To activate the vehicle security system, BCM must receive signals indicating the doors and hood are closed and the doors are locked by key or key fob.

When a door is open, BCM terminals 10, 14 or 18 receives a ground signal from each door switch.

When driver side door is unlocked by power window main switch (door lock and unlock switch), BCM terminal 74 receives a signal from terminal 12 of power window main switch.

When passenger side door is unlocked by power window sub-switch (door lock and unlock switch), BCM terminal 74 receives a signal from terminal 16 of power window sub-switch.

When the hood is open, IPDM E/R receives a ground signal

- from hood switch terminal 1
- to IPDM E/R terminal 51
- through body grounds E17, E43 and F152.

The IPDM E/R then sends a signal to the BCM through the CAN SYSTEM.

When the trunk is open, BCM terminal 18 receives a ground signal

- from terminal 1 of the trunk room lamp switch
- through body grounds B5, B6 and T14.

## VEHICLE SECURITY SYSTEM ALARM OPERATION

The vehicle security system is triggered by

- opening a driver or passenger side door
- opening the trunk
- opening the hood
- detection of battery disconnect and connect.

The vehicle security system will be triggered once the system is in armed phase, when BCM receives a ground signal at terminals 10, 14 (door switch), 18 (trunk room lamp switch), or IPDM E/R receives a ground signal at terminal 51 (hood switch).

Power is supplied at all times

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

- to horn relay terminal 2
- through 15A fuse (No. 35, located in fuse and fusible link box).

When the vehicle security system is triggered, ground is supplied intermittently to both headlamp relay and horn relay.

When both headlamp relay (with built-in IPDM E/R) and horn relay are energized, then power is supplied to headlamps (high beam and low beam) and horns (HIGH and LOW).

The headlamps flash and the horn sounds intermittently.

The alarm automatically turns off after 50 seconds, but will reactivate if the vehicle is tampered with again.

## VEHICLE SECURITY SYSTEM DEACTIVATION

To deactivate the vehicle security system, a door must be unlocked or trunk must be opened with the key or key fob.

When the key is used to unlock a door, BCM terminal 74 receives signal

- from terminal 12 of the power window main switch (door lock and unlock switch).

When the BCM receives either above signal or unlock signal from key fob, the vehicle security system is deactivated. (Disarmed phase)

## PANIC ALARM OPERATION

Remote keyless entry system may or may not operate vehicle security system (horn and headlamps) as required.

When the remote keyless entry system is triggered, ground is supplied intermittently to both headlamp relay and horn relay.

When both headlamp relay (with built-in IPDM E/R) and horn relay are energized, then power is supplied to headlamps (high beam and low beam) and horns (HIGH and LOW).

The headlamp flashes and the horn sounds intermittently.

The alarm automatically turns off after 25 seconds or when BCM receives any signal from key fob.

## CAN Communication System Description

AIS0014R

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

## CAN Communication Unit

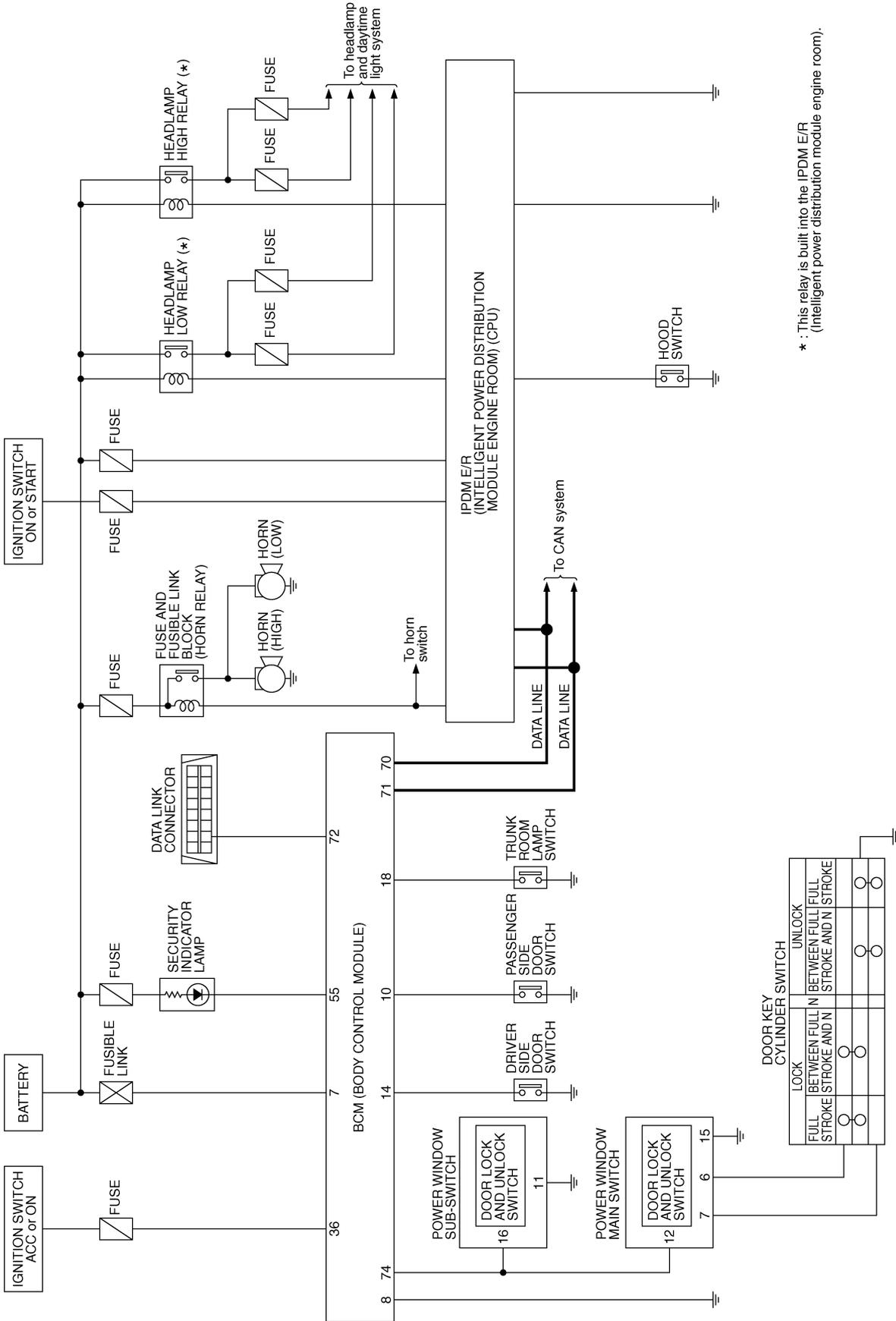
AIS00410

Refer to [LAN-4. "CAN COMMUNICATION"](#) .

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## Schematic

AI50014S



\* : This relay is built into the IPDM E/R (Intelligent power distribution module engine room).

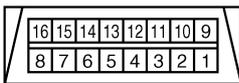
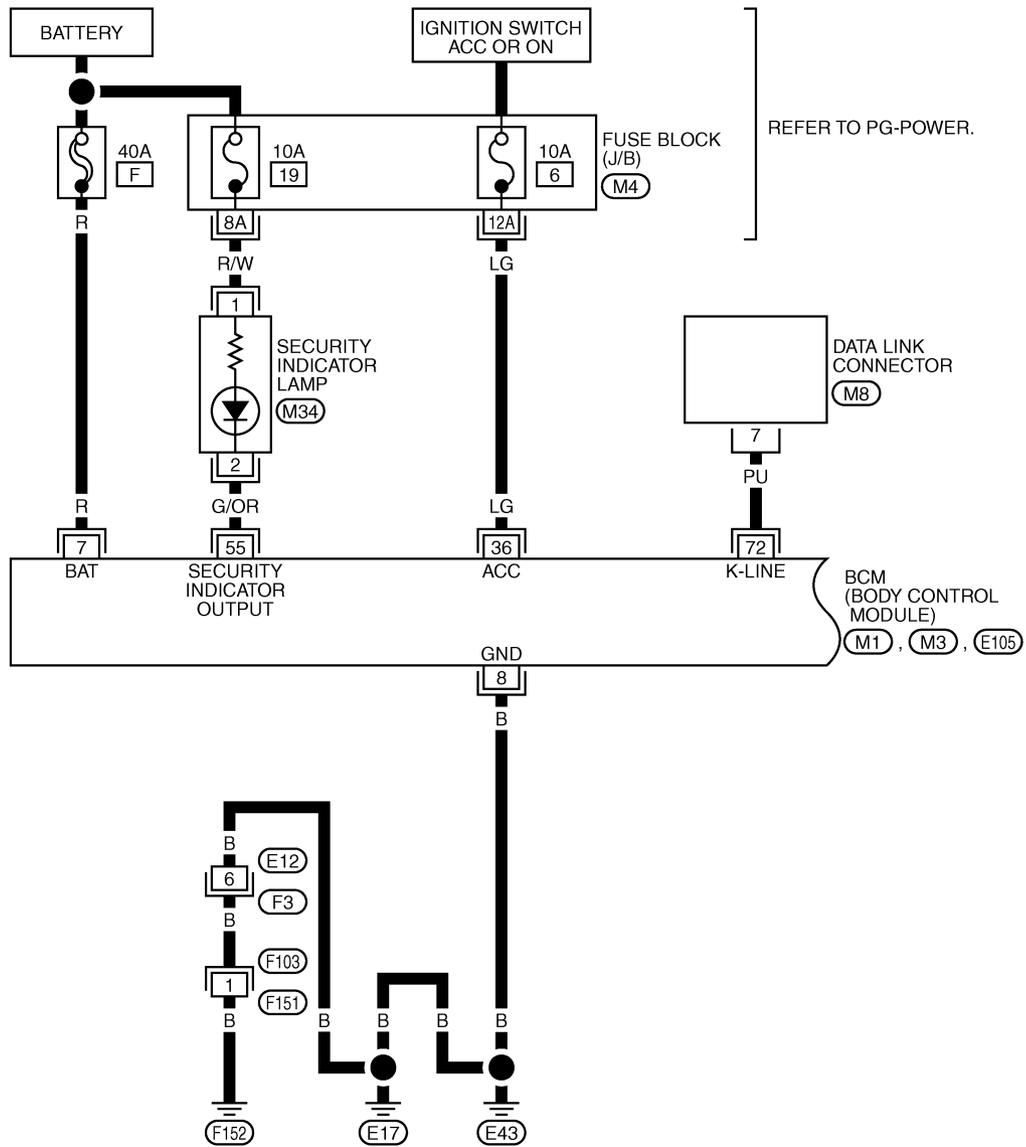
TIWT0493E

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

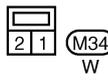
Wiring Diagram -VEHSEC-  
FIG. 1

AIS0014T

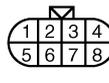
BL-VEHSEC-01



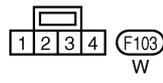
M8  
W



M34  
W



F3  
GY



F103  
W

REFER TO THE FOLLOWING.

M4 - FUSE BLOCK-JUNCTION BOX (J/B)

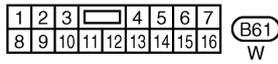
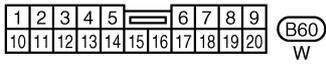
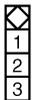
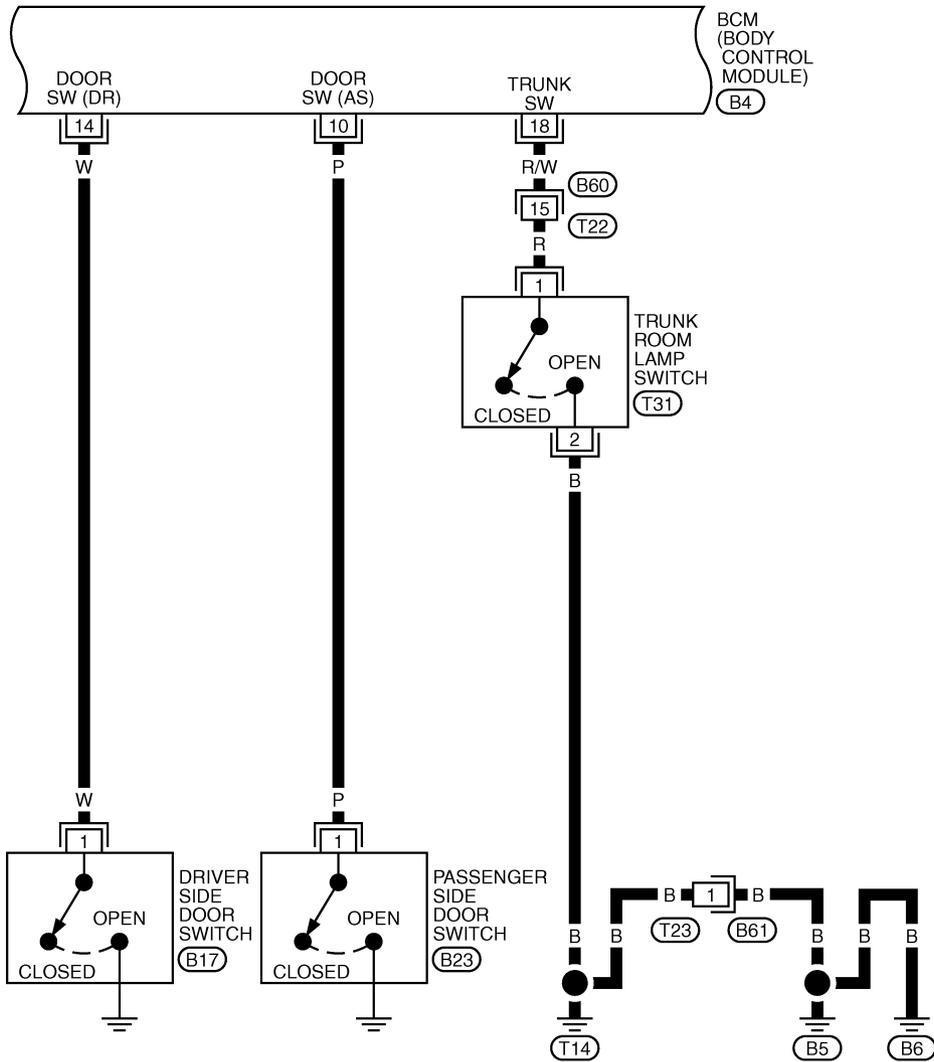
M1, M3, E105 - ELECTRICAL UNITS

TIWT0494E

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

FIG. 2

BL-VEHSEC-02



REFER TO THE FOLLOWING.

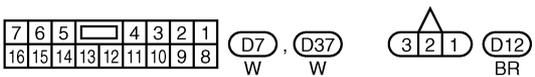
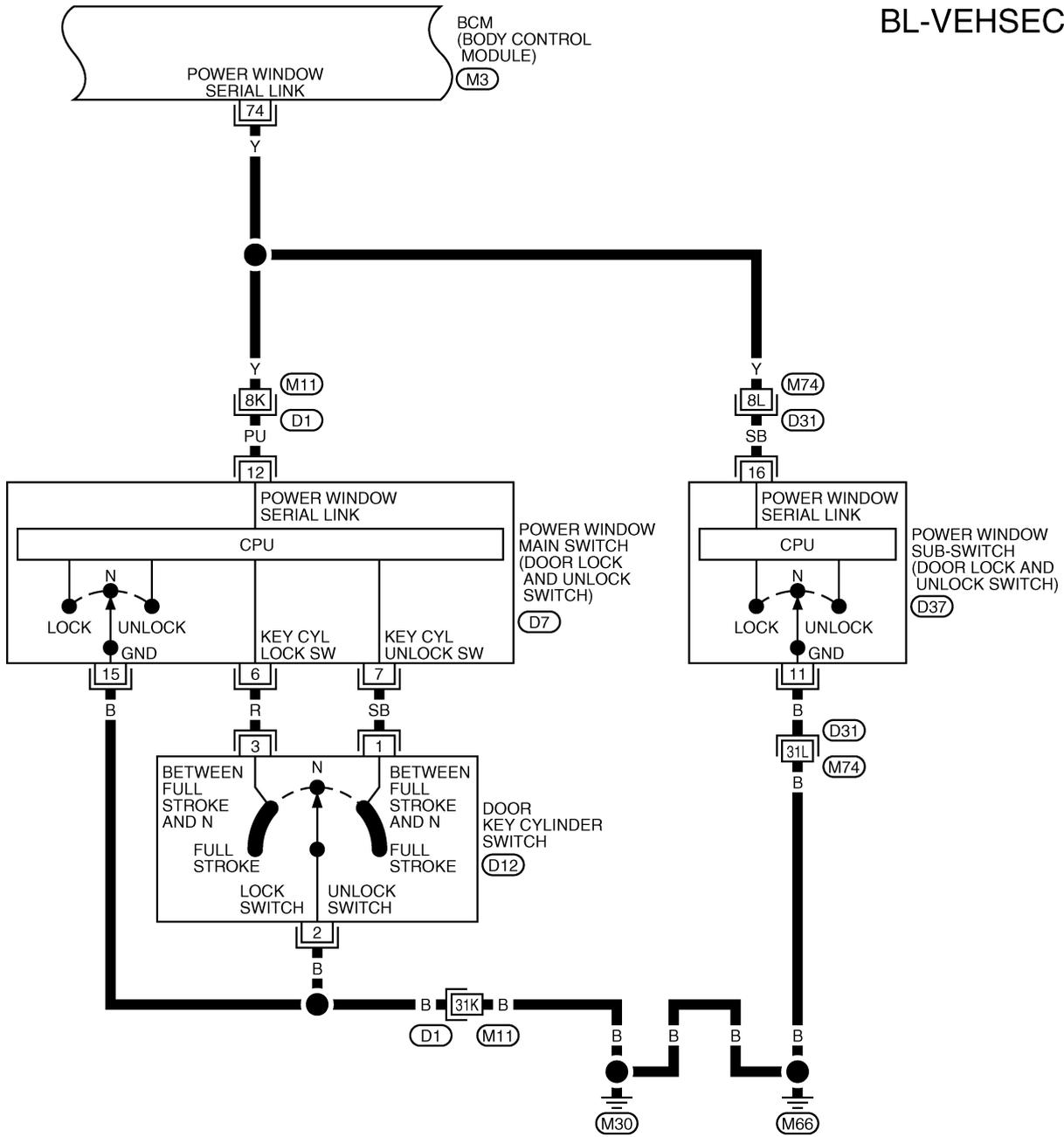
(B4) -ELECTRICAL UNITS

TIWT0495E

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

**FIG. 3**

BL-VEHSEC-03



REFER TO THE FOLLOWING.  
 (D1), (D31) -SUPER MULTIPLE JUNCTION (SMJ)  
 (M3) -ELECTRICAL UNITS

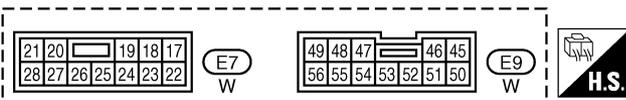
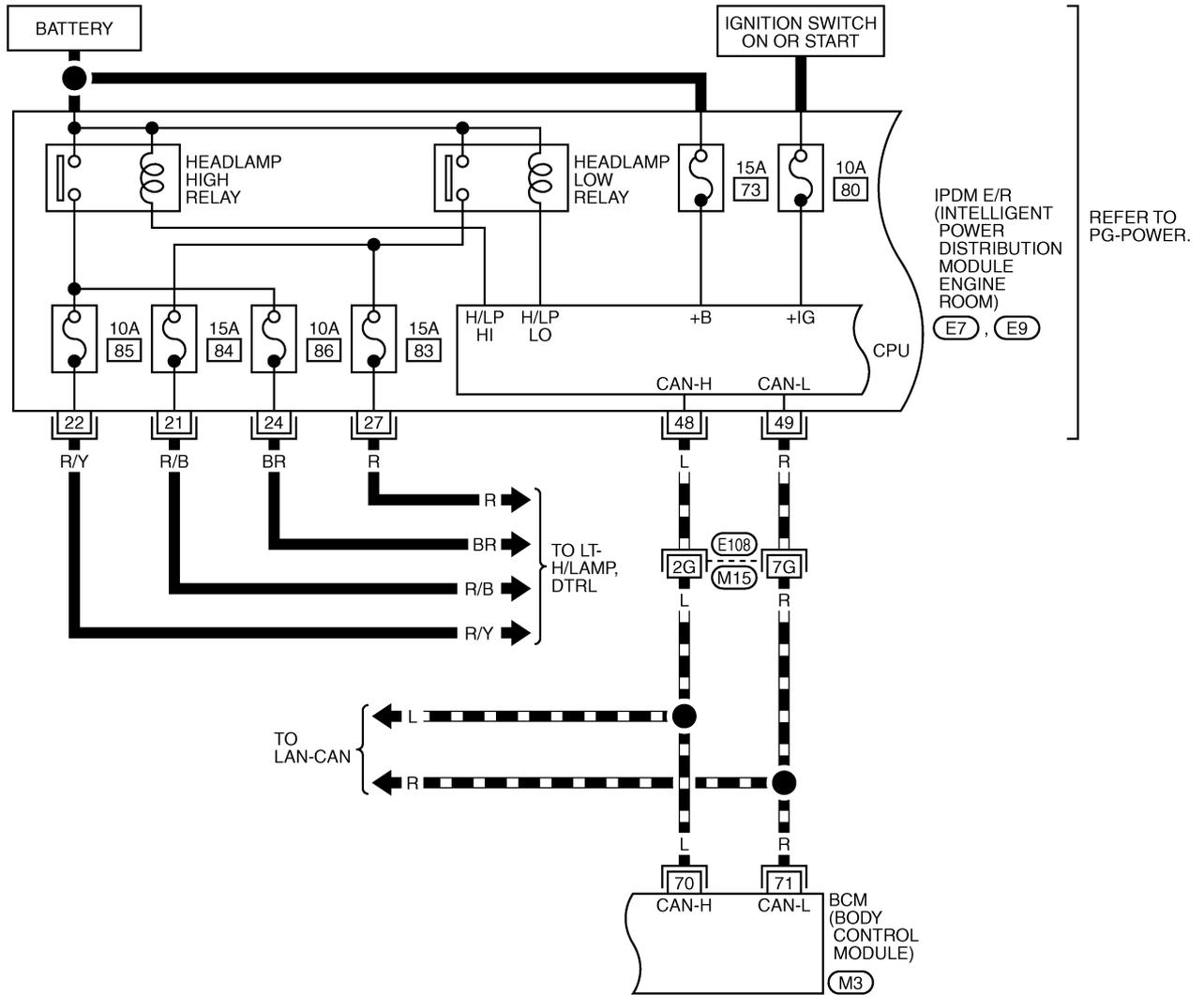
A  
B  
C  
D  
E  
F  
G  
H  
BL  
J  
K  
L  
M

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

FIG. 4

BL-VEHSEC-04

▬ : DATA LINE



REFER TO THE FOLLOWING.

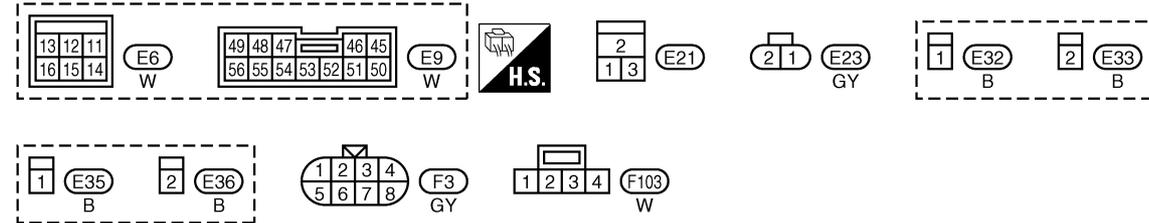
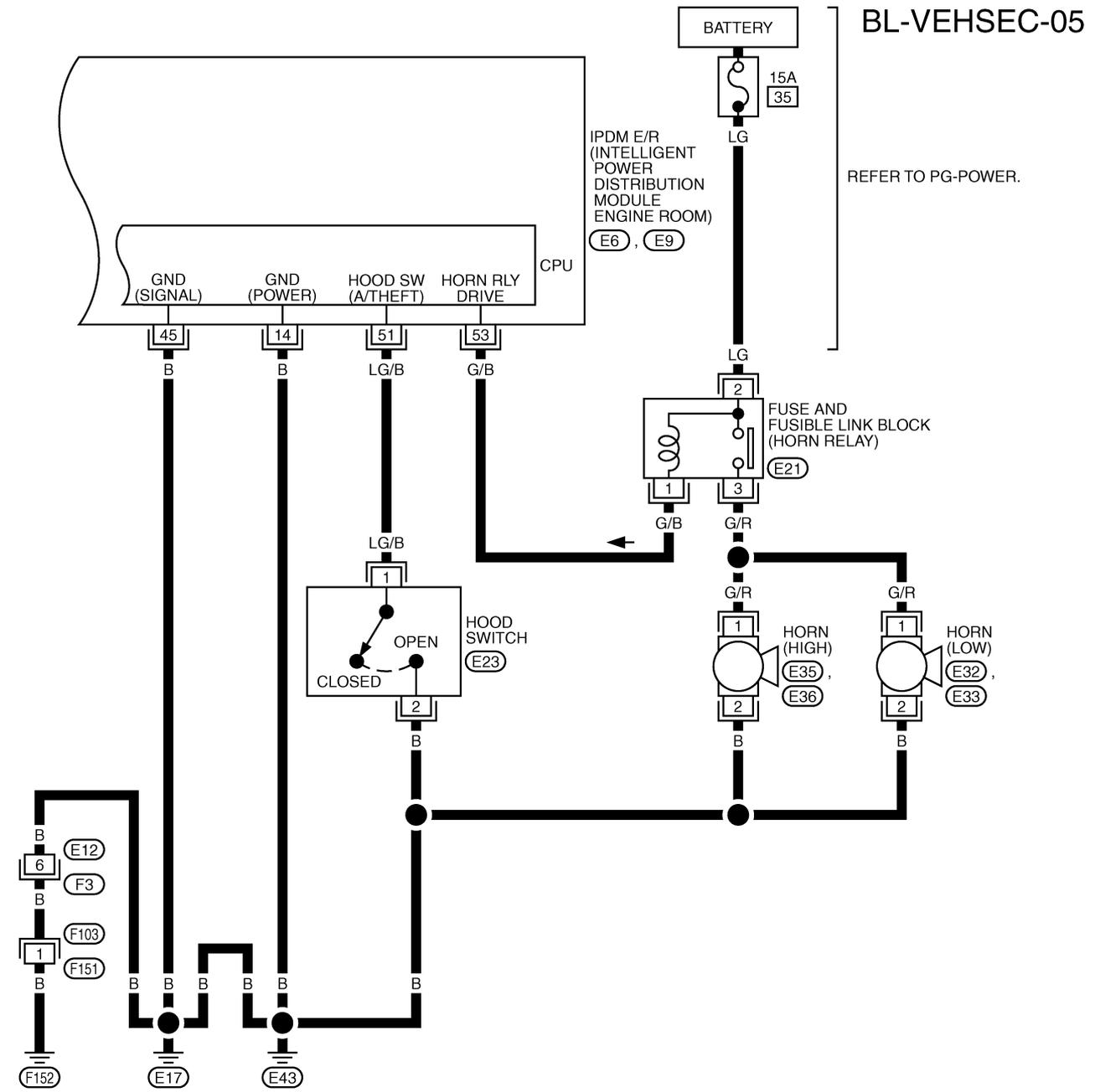
(E108) -SUPER MULTIPLE JUNCTION (SMJ)

(M3) -ELECTRICAL UNITS

TIWT0282E

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

FIG. 5



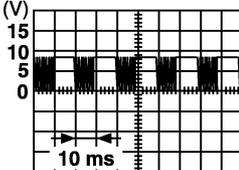
A  
B  
C  
D  
E  
F  
G  
H  
J  
K  
L  
M

BL

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## Terminals and Reference Value for BCM

AIS0014U

TERMINAL	WIRE COLOR	ITEM	CONDITION	VOLTAGE [V] (Approx.)
7	R	Power source (Fusible link)	—	Battery voltage
8	B	Ground	—	0
10	P	Passenger side door switch	ON (Open) → OFF (Closed)	0 → 5
14	W	Driver side door switch	ON (Open) → OFF (Closed)	0 → 5
18	R/W	trunk room lamp switch	ON (Open) → OFF (Closed)	0 → Battery voltage*
36	LG	ACC power supply (ACC or ON)	Ignition switch (ACC position)	Battery voltage
55	G/OR	Security indicator lamp	Goes off → Illuminates (Every 2.4 seconds)	Battery voltage → 0
70	L	CAN-H	—	—
71	R	CAN-L	—	—
72	PU	Data link connector	—	—
74	Y	Power window switch (Serial link)	Driver side door and passenger side door are closed. (Each door switch is OFF)	

PIIA1297E

\*: When interior lamp battery saver control is in OFF: Approx.5V.

## Terminals and Reference Value for IPDM E/R

AIS0014V

TERMINAL	WIRE COLOR	ITEM	CONDITION	VOLTAGE [V] (Approx.)
14	B	Ground	—	0
45	B	Ground	—	0
48	L	CAN-H	—	—
49	R	CAN-L	—	—
51	LG/B	Hood switch	ON (Open) → OFF (closed)	0 → Battery voltage
53	G/B	Horn relay	ON → OFF	0 → Battery voltage

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

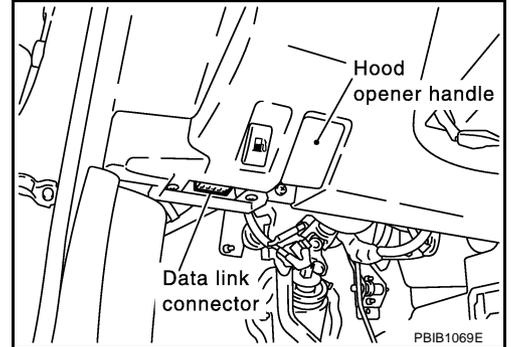
AIS0014W

## CONSULT-II Function CONSULT-II BASIC OPERATION PROCEDURE

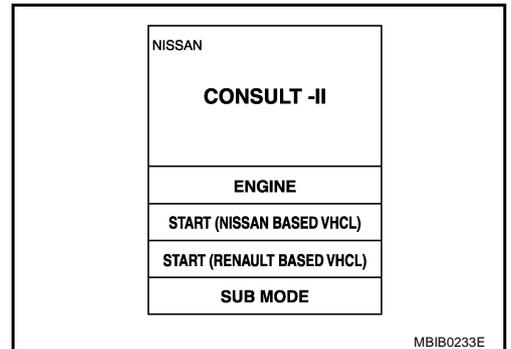
### CAUTION:

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

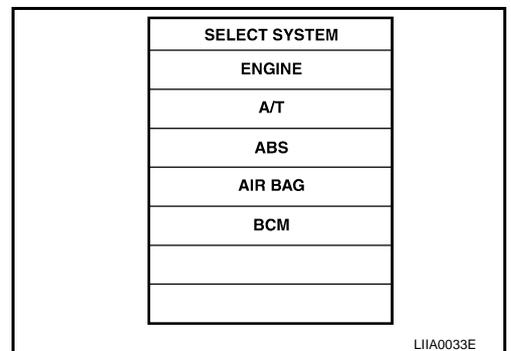
1. Turn ignition switch "OFF".
2. Connect CONSULT-II and CONSULT-II CONVERTER to data link connector.



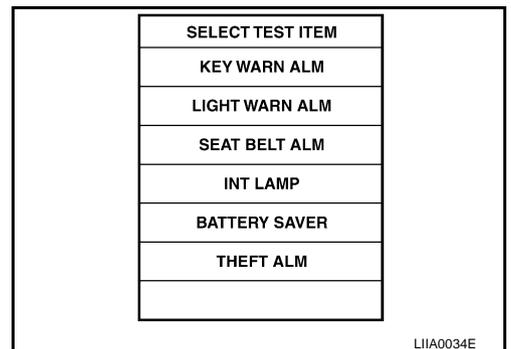
3. Turn ignition switch "ON".
4. Touch "START(NISSAN BASED VHCL)".



5. Touch "BCM".  
If "BCM" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).



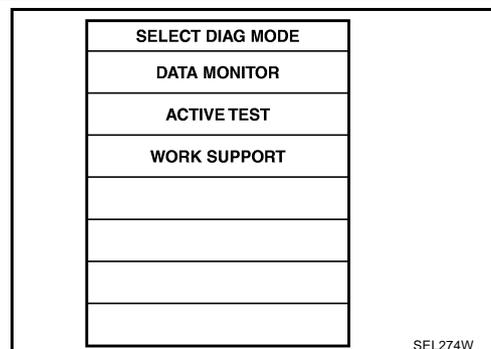
6. Touch "THEFT ALM".



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# VEHICLE SECURITY (THEFT WARNING) SYSTEM

7. Select diagnosis mode.  
 “DATE MONITOR”, “ACTIVE TEST” and “WORK SUPPORT”



## CONSULT-II APPLICATION ITEM

### Data Monitor

Monitored Item	Description
IGN ON SW	Indicates [ON/OFF] condition of ignition switch.
ACC ON SW	Indicates [ON/OFF] condition of ignition switch in ACC position.
KEY CYL LK SW	Indicates [ON/OFF] condition of lock signal from key cylinder switch.
KEY CYL UN SW	Indicates [ON/OFF] condition of unlock signal from key cylinder switch.
DOOR SW-DR	Indicates [ON/OFF] condition of driver side door switch.
DOOR SW-AS	Indicates [ON/OFF] condition of passenger side door switch.
BACK DOOR SW	This is displayed even when it is not equipped.
TRUNK OPNR SW	Indicates [ON/OFF] condition of trunk room lamp switch.
TRUNK OPN MNTR	Indicates [ON/OFF] condition of trunk lid opener switch.
TRUNK KEY SW	This is displayed even when it is not equipped.
DOOR SW-RR	This is displayed even when it is not equipped.
HOOD SW	Indicates [ON/OFF] condition of hood switch.
LOCK SW DR/AS	Indicates [ON/OFF] condition of lock signal from driver and passenger side door lock/unlock switch.
UNLK SW DR/AS	Indicates [ON/OFF] condition of unlock signal from driver and passenger side door lock/unlock switch.
LK BUTTON/SIG	Indicates [ON/OFF] condition of lock signal from key fob.
UN BUTTON/SIG	Indicates [ON/OFF] condition of unlock signal from key fob.
TRUNK BTN/SIG	Indicates [ON/OFF] condition of trunk open signal from key fob.

### Active Test

Test Item	Description
THEFT IND	This test is able to check security indicator lamp operation. The lamp will be turned on when “ON” on CONSULT-II screen is touched.
HORN	This test is able to check vehicle security horn (horn alarm) operation. The horns will be activated for 0.5 seconds after “ON” on CONSULT-II screen is touched.
HEAD LAMP	This test is able to check vehicle security lamp (headlamp alarm) operation. The headlamps will be activated for 0.5 seconds after “ON” on CONSULT-II screen is touched.

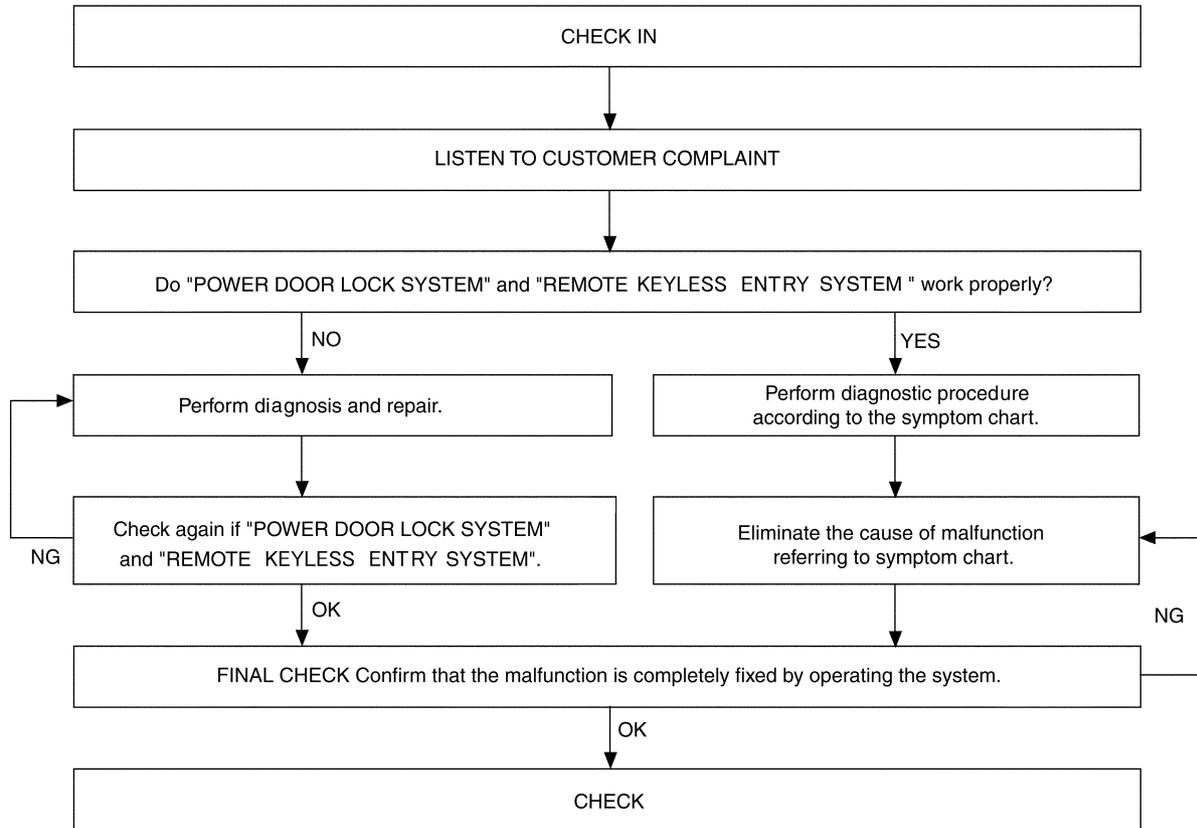
### Work Support

Test Item	Description
SECURITY ALARM SET	This mode is able to confirm and change security alarm ON-OFF setting.
THEFT ALM TRG	The switch which triggered vehicle security alarm is recorded. This mode is able to confirm and erase the record of vehicle security alarm. The trigger data can be erased by touching “CLEAR” on CONSULT-II screen.

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## Trouble Diagnosis WORK FLOW

AIS0014X



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D

E

F

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LIA0123E

- "POWER DOOR LOCK SYSTEM" Diagnosis; refer to [BL-26, "Work Flow"](#) .
- "REMOTE KEYLESS ENTRY" Diagnosis; refer to [BL-62, "Work Flow"](#) .

K

L

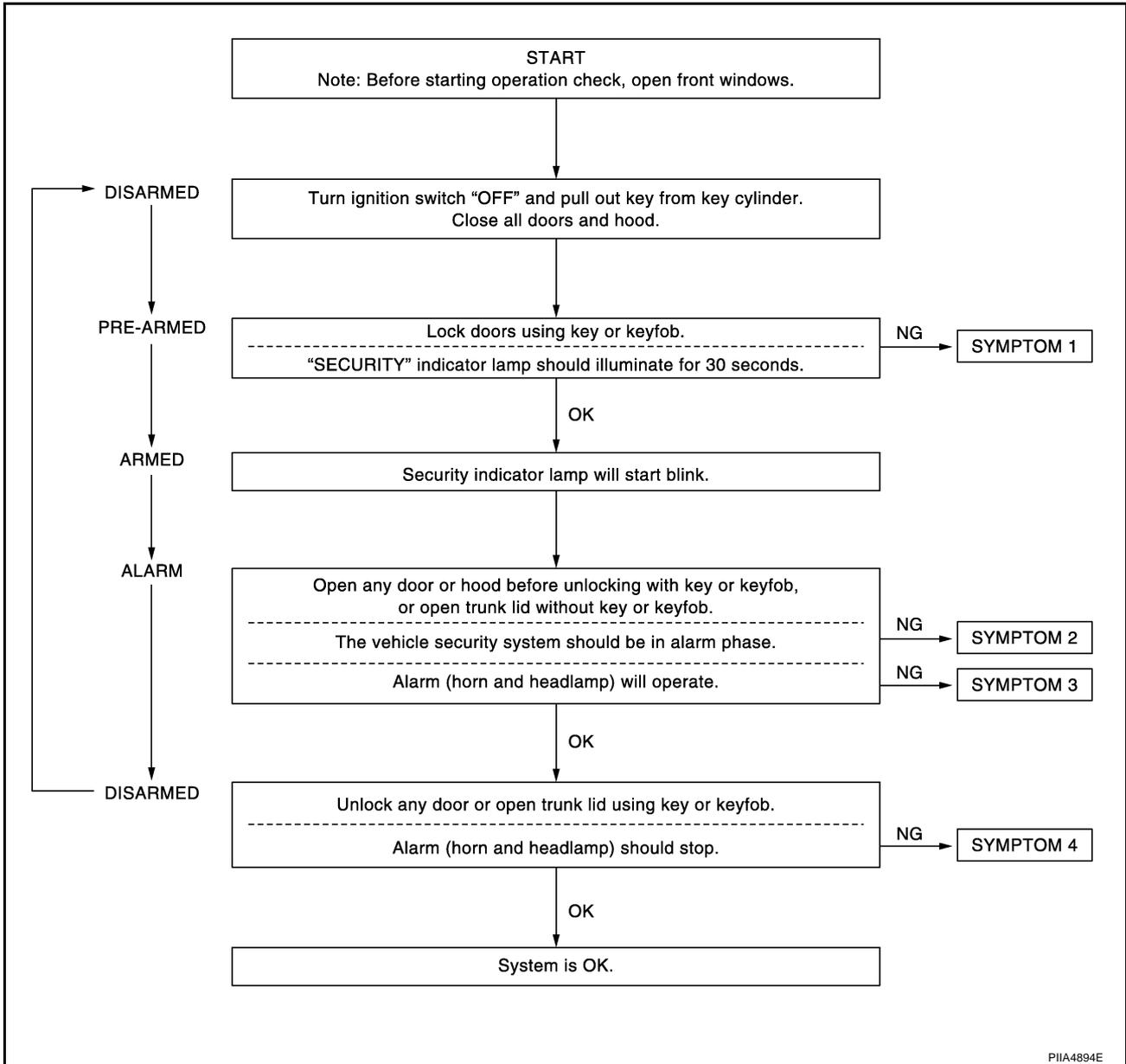
M

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

AIS0014Y

## Preliminary Check

The system operation check is canceled by turning ignition switch to "ACC" at any step between START and ARMED in the following flow chart.



After performing preliminary check, go to symptom chart. Refer to [BL-111, "Symptom Chart"](#) .

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## Symptom Chart

AIS0014Z

PROCEDURE		Diagnostic procedure	Reference page
SYMPTOM			
1	Vehicle security system cannot be set by ....	Door switch	Diagnostic Procedure 1 (Door, hood and trunk room lamp switch check) <a href="#">BL-112</a>
		Lock/unlock switch	Diagnostic Procedure 6 (Door lock/unlock switch check) <a href="#">BL-118</a>
		Door outside key	Diagnostic Procedure 3 (Door key cylinder switch check) <a href="#">BL-118</a>
		Key fob	Check remote keyless entry system function. <a href="#">BL-51</a>
		BCM	If the above systems are "OK", replace BCM. <a href="#">BCS-15</a>
	Security indicator does not turn "ON".		Diagnostic Procedure 2 (Security indicator lamp check) If the above systems are "OK", replace BCM. <a href="#">BL-117</a> <a href="#">BCS-15</a>
2	*1 Vehicle security system does not alarm when ....	Any door is opened.	Diagnostic Procedure 1 (Door, hood and trunk room lamp switch check) If the above systems are "OK", replace BCM. <a href="#">BL-112</a> <a href="#">BCS-15</a>
3	Vehicle security alarm does not activate.	Horn alarm	Diagnostic Procedure 4 (Vehicle security horn alarm check) If the above systems are "OK", replace BCM. <a href="#">BL-118</a> <a href="#">BCS-15</a>
		Headlamp alarm	Diagnostic Procedure 5 (Vehicle security headlamp alarm check) If the above systems are "OK", replace BCM. <a href="#">BL-118</a> <a href="#">BCS-15</a>
	Vehicle security system cannot be canceled by ....	Door outside key	Diagnostic Procedure 3 (Door key cylinder switch check) <a href="#">BL-118</a>
		Key fob	Check remote keyless entry system function. If the above systems are "OK", replace BCM. <a href="#">BL-51</a> <a href="#">BCS-15</a>

\*1: Make sure the system is in the armed phase.

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# VEHICLE SECURITY (THEFT WARNING) SYSTEM

AI500150

## Diagnostic Procedure 1 1 – 1 DOOR SWITCH CHECK

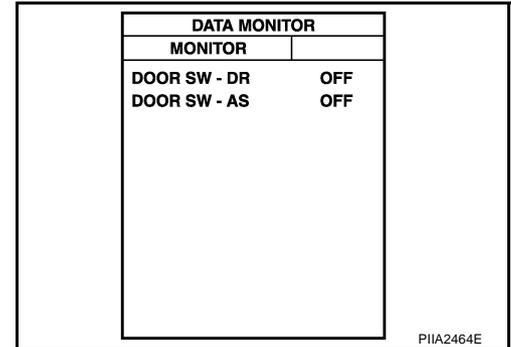
### Driver Side Door Switch and Passenger Side Door Switch Check

#### 1. CHECK DOOR SWITCH INPUT SIGNAL

##### With CONSULT-II

Check door switches ("DOOR SW-DR" and "DOOR SW-AS") in "DATA MONITOR" mode with CONSULT-II.

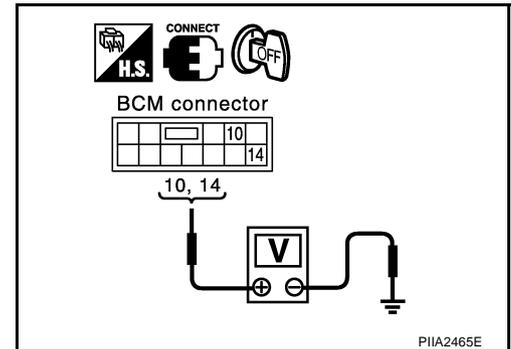
Monitor item	Condition
DOOR SW-DR	OPEN : ON
	CLOSE : OFF
DOOR SW-AS	OPEN : ON
	CLOSE : OFF



##### Without CONSULT-II

Check voltage between BCM connector and ground.

Item	Terminals (Wire color)			Condition	Voltage [V]
	(+)		(-)		
	Con- nector	Terminal (Wire color)			
Passenger side door switch	B4	10 (P)	Ground	OPEN	0
				CLOSE	Approx. 5
Driver side door switch		14 (W)		OPEN	0
				CLOSE	Approx. 5



#### OK or NG

- OK >> Door switch is OK, and go to [BL-113, "1 – 2 TRUNK ROOM LAMP SWITCH CHECK"](#).
- NG >> GO TO 2

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## 2. CHECK DOOR SWITCH

1. Turn ignition switch OFF.
2. Disconnect door switch and BCM connector.
3. Check continuity between door switch connector B17, B23 terminal 1 (P, W) and BCM connector B4 terminal 10 (P), 14 (W).

### Passenger side door

1 (P) - 10 (P) :Continuity should exist.

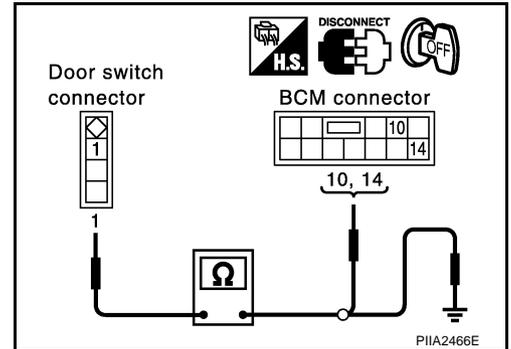
### Driver side door

1 (W) - 14 (W) :Continuity should exist.

4. Check continuity between door switch connector B17, B23 terminal 1(P, W) and ground.

### Each door switch

1 (P, W) - Ground :Continuity should not exist.



### OK or NG

OK >> Check door switch.

NG >> Repair or replace door switch harness.

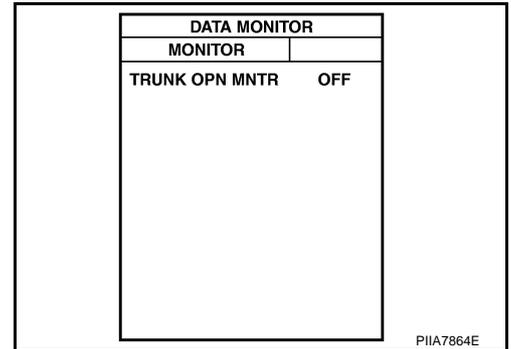
## 1 – 2 TRUNK ROOM LAMP SWITCH CHECK

### 1. CHECK TRUNK ROOM LAMP SWITCH INPUT SIGNAL

#### With CONSULT-II

Check trunk lid opener switch ("TRUNK OPN MNTR") in "DATA MONITOR" mode with CONSULT-II.

Monitor item	Condition
TRNK OPN MNTR	OPEN : ON
	CLOSE : OFF



#### Without CONSULT-II

Check voltage between BCM connector and ground.

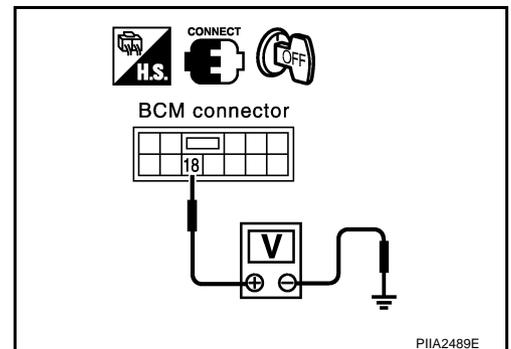
Item	Connector	Terminals (Wire color)		Condition	Voltage [V]
		(+)	(-)		
Trunk room lamp	B4	18 (R/W)	Ground	OPEN	0
				CLOSE	Battery voltage*

\*: When interior lamp battery saver control is in OFF: Approx.5V.

### OK or NG

OK >> Trunk room lamp switch is OK, and go to [BL-115, "1 – 3 HOOD SWITCH CHECK"](#).

NG >> GO TO 2



# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## 2. CHECK TRUNK ROOM LAMP SWITCH HARNESS

1. Turn ignition switch OFF.
2. Disconnect trunk room lamp switch and BCM connector.
3. Check continuity between trunk room lamp switch connector T31 terminal 1 (R) and BCM connector B4 terminal 18 (R/W).

**1 (R) - 18 (R/W) :Continuity should exist.**

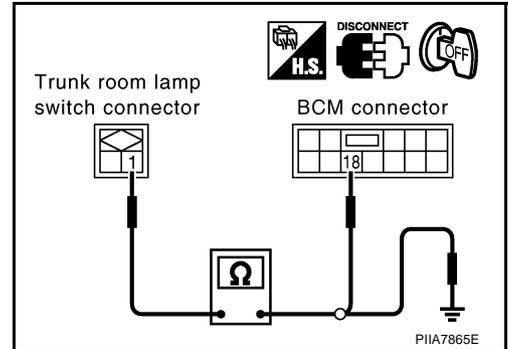
4. Check continuity between trunk room lamp switch connector T31 terminal 1(R) and ground.

**1 (R) - Ground :Continuity should not exist.**

OK or NG

OK >> GO TO 3

NG >> Replace trunk room lamp switch harness.



## 3. CHECK TRUNK ROOM LAMP SWITCH

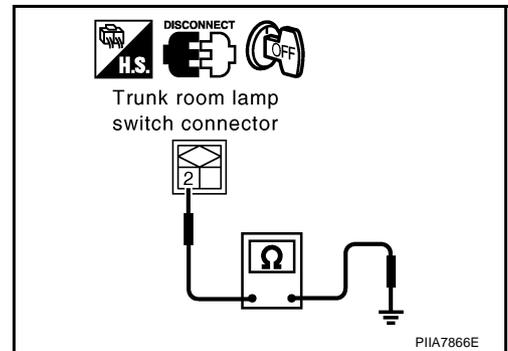
1. Turn ignition switch OFF.
2. Check continuity between trunk room lamp switch connector T31 terminal 2 (B) and ground.

**2 (B) - Ground :Continuity should exist.**

OK or NG

OK >> Check trunk room lamp switch.

NG >> Repair or replace trunk room lamp switch harness.



# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## 1 – 3 HOOD SWITCH CHECK

First perform the “SELF-DIAG RESULTS” in “BCM” with CONSULT-II, then perform the trouble diagnosis of malfunction system indicated “SELF-DIAG RESULTS” of “BCM”. Refer to [BCS-13, "CAN Communication Inspection Using CONSULT-II \(Self-Diagnosis\)"](#) .

### 1. CHECK HOOD SWITCH

Check hood switch and hood fitting condition.

OK or NG

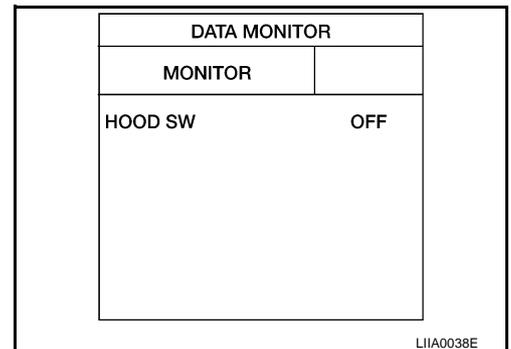
- OK >> GO TO 2.
- NG >> Adjust installation of hood switch.

### 2. CHECK HOOD SWITCH INPUT SIGNAL

#### With CONSULT-II

- Check “HOOD SW” in “DATA MONITOR” mode with CONSULT-II.

Monitor item	Condition
HOOD SW	Hood open : ON
	Hood closed : OFF



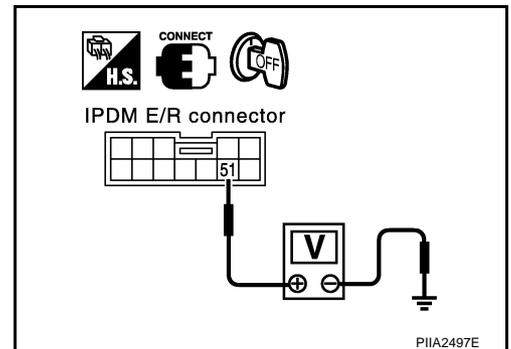
#### Without CONSULT-II

- Check voltage between IPDM E/R connector and ground.

Con- nector	Terminals (Wire color)		Condition	Voltage [V]
	(+)	(-)		
E9	51 (LG/B)	Ground	Hood Closed	Battery voltage
			Hood Open	0

OK or NG

- OK >> Hood switch is OK.
- NG >> GO TO 3.



### 3. CHECK HOOD SWITCH HARNESS

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R and hood switch connector.
3. Check continuity between hood switch connector E23 terminal 1 (LG/B) and IPDM E/R connector E9 terminal 51 (LG/B).

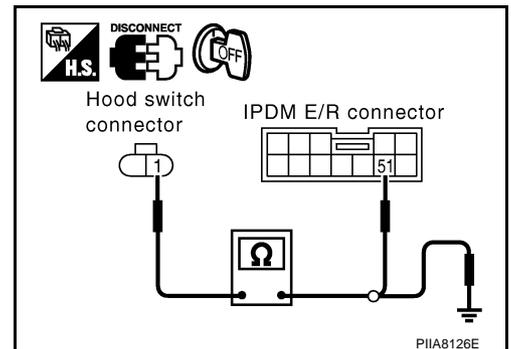
**1 (LG/B) - 51 (LG/B) : Continuity should exist.**

4. Check continuity between hood switch connector E23 terminal 1(LG/B) and ground.

**1 (LG/B) - Ground : Continuity should not exist.**

OK or NG

- OK >> GO TO 4.
- NG >> Repair or replace hood switch harness.



# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## 4. CHECK HOOD SWITCH GROUND CIRCUIT

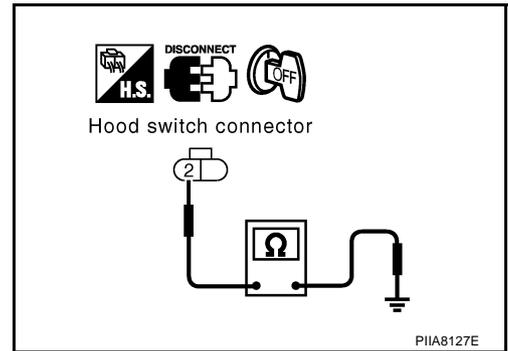
Check continuity between hood switch connector E23 terminal 2 and ground.

**Continuity should exist.**

OK or NG

OK >> GO TO 5.

NG >> Repair or replace hood switch harness.



## 5. CHECK HOOD SWITCH

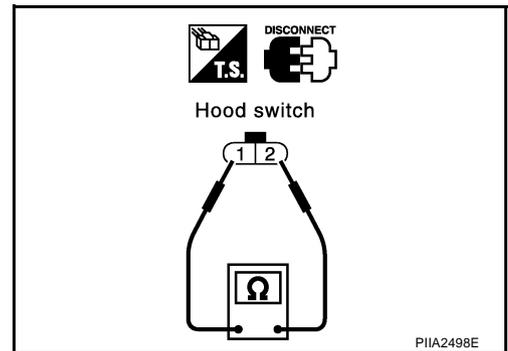
Check continuity between hood switch connector E23 terminals 1 and 2.

Terminals	Condition	Continuity
1 - 2	Pressed	No
	Released	Yes

OK or NG

OK >> Replace IPDM E/R.

NG >> Replace hood switch.



# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## Diagnostic Procedure 2 SECURITY INDICATOR LAMP CHECK

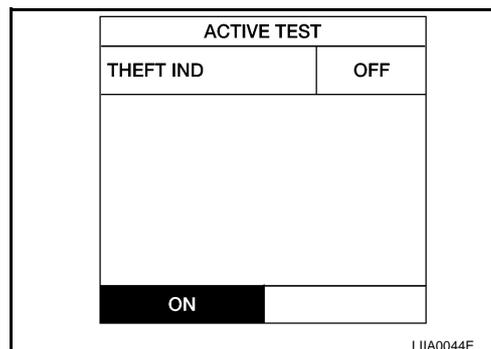
AIS00151

### 1. SECURITY INDICATOR LAMP ACTIVE TEST

#### ② With CONSULT-II

Check "THEFT IND" in "ACTIVE TEST" mode with CONSULT-II.

**Perform operation shown on display.  
Indicator lamp should illuminate.**



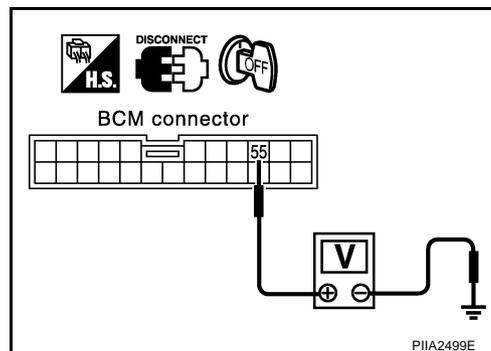
#### ⊗ Without CONSULT-II

1. Disconnect BCM connector M3.
2. Check voltage between BCM connector M3 terminal 55 (G/OR) and ground.

**Battery voltage should exist.**

OK or NG

- OK >> Security indicator lamp is OK.  
NG >> GO TO 2.



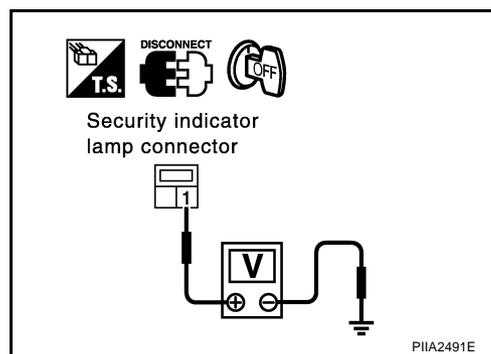
### 2. CHECK POWER SUPPLY CIRCUIT FOR SECURITY INDICATOR LAMP

1. Disconnect security indicator lamp connector.
2. Check voltage between security indicator lamp connector M34 terminal 1 (R/W) and ground.

**Battery voltage should exist.**

OK or NG

- OK >> Check the following.
- Harness for open or short between security indicator lamp and BCM.
  - Indicator lamp condition
- NG >> Check the following.
- 10A fuse [No. 19, located in fuse block (J/B)]
  - Harness for open or short between security indicator lamp and fuse



# VEHICLE SECURITY (THEFT WARNING) SYSTEM

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## Diagnostic Procedure 3 DOOR KEY CYLINDER SWITCH CHECK

AI500152

### 1. CHECK DOOR KEY CYLINDER SWITCH DRIVER SIDE OPERATION

---

Do doors lock/unlock when using the key?

YES or NO

YES >> Door key cylinder switch operation is OK.

NO >> Check door key cylinder switch circuit. Refer to [BL-40, "Door Key Cylinder Switch Check"](#) .

## Diagnostic Procedure 4 VEHICLE SECURITY HORN ALARM CHECK

AI500153

First perform the "SELF-DIAG RESULTS" in "BCM" with CONSULT-II, then perform the trouble diagnosis of malfunction system indicated "SELF-DIAG RESULTS" of "BCM". Refer to [BCS-13, "CAN Communication Inspection Using CONSULT-II \(Self-Diagnosis\)"](#) .

### 1. CHECK HORN OPERATION

---

Check if horn sounds with horn switch.

Does horn operate?

Yes >> Check harness for open or short between IPDM E/R and horn relay.

No >> Check horn circuit. Refer to [WW-33, "HORN"](#) .

## Diagnostic Procedure 5 VEHICLE SECURITY HEADLAMP ALARM CHECK

AI500154

### 1. CHECK HEAD LAMP OPERATION

---

Does headlamp come on when turning lighting switch "ON"?

YES or NO

YES >> Headlamp alarm circuit is OK.

NO >> Check headlamp system. Refer to [LT-6, "HEADLAMP \(FOR USA\)"](#) , [LT-29, "HEADLAMP \(FOR CANADA\) - DAYTIME LIGHT SYSTEM -"](#) .

## Diagnostic Procedure 6 DOOR LOCK AND UNLOCK SWITCH CHECK

AI500155

### 1. CHECK DOOR LOCK AND UNLOCK SWITCH INPUT SIGNAL

---

Do doors lock/unlock when using power window main switch (door lock and unlock switch) or power window sub-switch (door lock and unlock switch)?

YES or NO?

YES >> Door lock and unlock switch is OK.

NO >> Refer to [BL-33, "Door Lock and Unlock Switch Check"](#) .

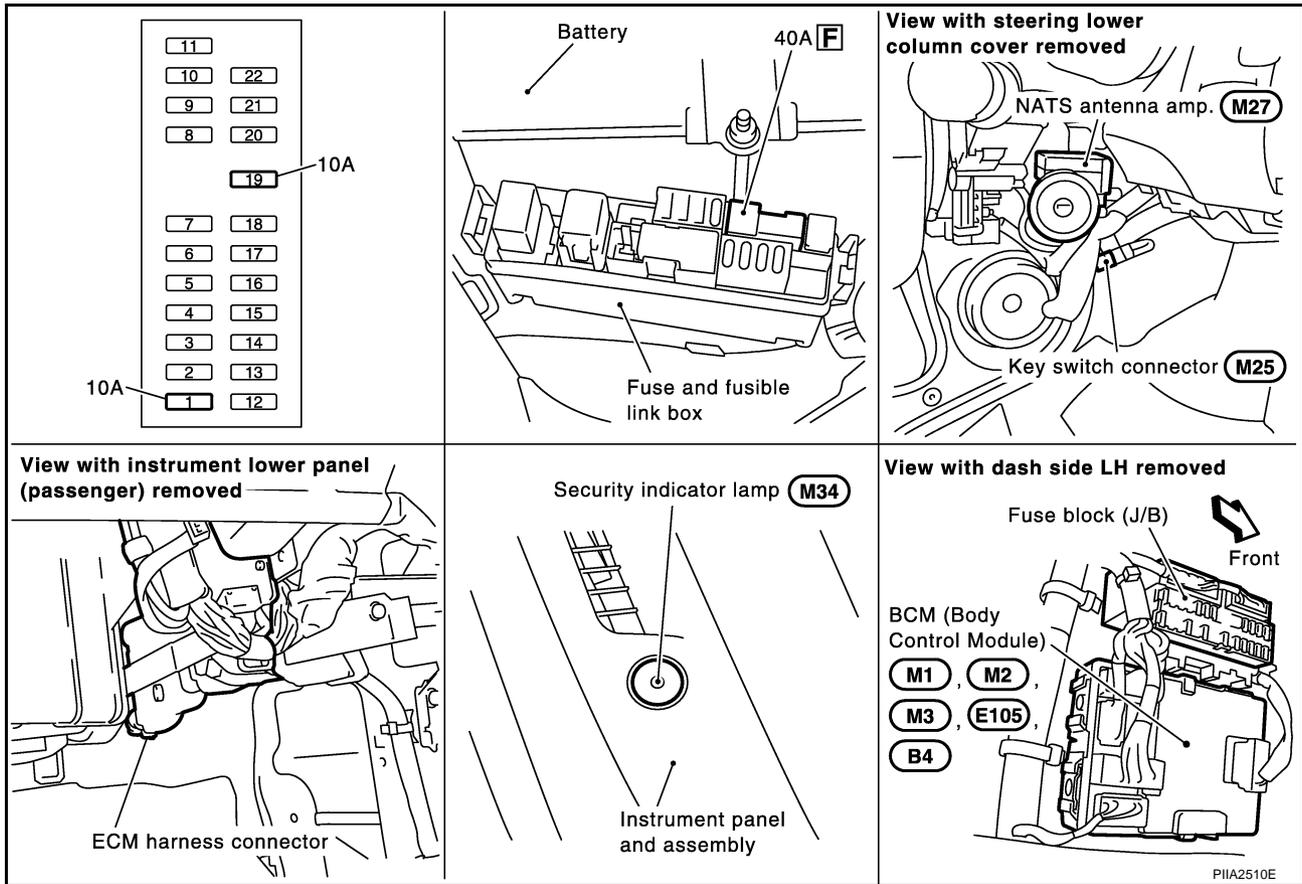
# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

## NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

PPF:25386

### Component Parts and Harness Connector Location

AIS00143



**NOTE:**

If customer reports a “No start” condition, request ALL KEYS to be brought to an NISSAN dealer in case of a NVIS (NATS) malfunction.

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# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

## System Description

AI500144

NVIS (Nissan Vehicle Immobilizer System-NATS) has the following immobilizer functions:

- Since only NVIS (NATS) ignition keys, whose ID No.s have been registered into the ECM and BCM (NATS control unit), allow the engine to run, a vehicle operation without a key registered in NVIS (NATS) is prevented by NVIS (NATS).  
That is to say, NVIS (NATS) will immobilize the engine if someone tries to start it without the registered key of NVIS (NATS).
- All of the originally supplied ignition key IDs (except for card plate key) have been registered in NVIS (NATS).  
If requested by the vehicle owner, a maximum of five key IDs can be registered into the NVIS (NATS) components.
- The security indicator blinks when the ignition switch is in “OFF” or “ACC” position. Therefore, NVIS (NATS) warns outsiders that the vehicle is equipped with the anti-theft system.
- When NVIS (NATS) detects trouble, the security indicator lamp lights up while ignition key is in the “ON” position.
- NVIS (NATS) trouble diagnoses, system initialization and additional registration of other NVIS (NATS) ignition key IDs must be carried out using CONSULT-II hardware and CONSULT-II NVIS (NATS) software. When NVIS (NATS) initialization has been completed, the ID of the inserted ignition key is automatically registered in NVIS (NATS). Then, if necessary, additional registration of other NVIS (NATS) ignition key IDs can be carried out.  
Regarding the procedures of NVIS (NATS) initialization and NVIS (NATS) ignition key ID registration, refer to CONSULT-II Operation Manual NATS-IVIS/NVIS.
- **When servicing a malfunction of the NVIS (NATS) (indicated by lighting up of Security Indicator Lamp) or registering another NVIS (NATS) ignition key ID No., it may be necessary to re-register original key identification. Therefore, be sure to receive ALL KEYS from vehicle owner.**

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

AIS00145

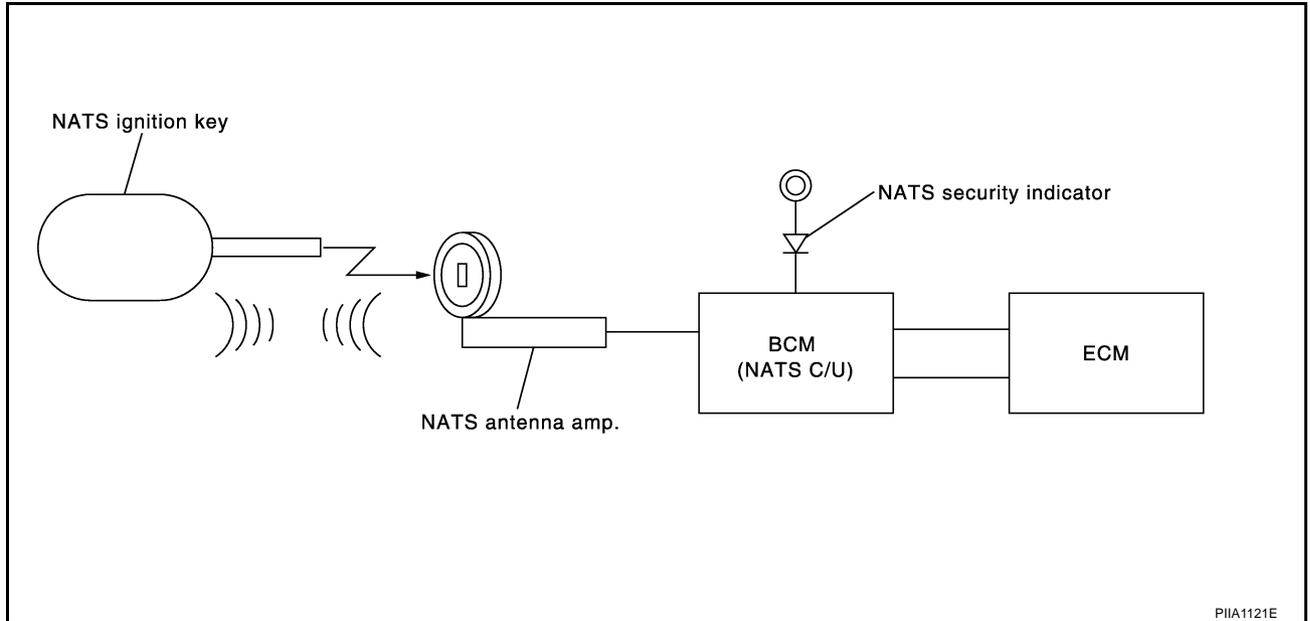
## System Composition

The immobilizer function of the NVIS (NATS) consists of the following:

- NATS ignition key
- NATS antenna amp. located in the ignition key cylinder
- BCM (NATS control unit)
- Engine control module (ECM)
- Security indicator

### NOTE:

The communication between ECM and BCM uses the CAN communication system.



## ECM Re-communicating Function

AIS00146

Performing following procedure can automatically perform re-communication of ECM and BCM, but only when the ECM has been replaced with a new one (\*1).

\*1: New one means a virgin ECM which has never been energized on-board.

(In this step, initialization procedure by CONSULT-II is not necessary)

### NOTE:

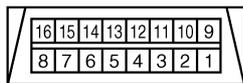
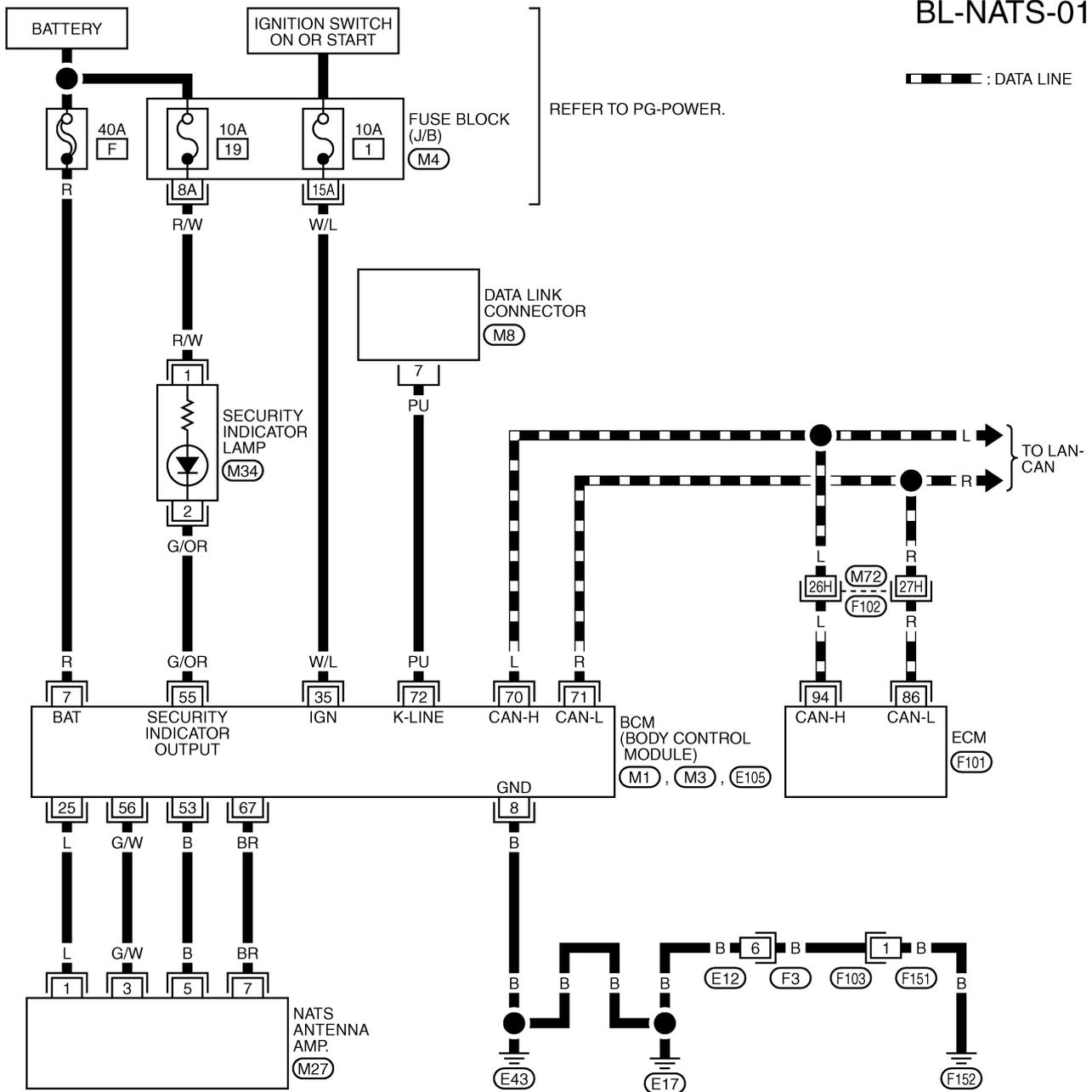
- When registering new Key IDs or replacing the ECM other than brand new, refer to CONSULT-II Operation Manual NATS-IVIS/NVIS.
  - If multiple keys are attached to the key holder, separate them before work.
  - Distinguish keys with unregistered key ID from those with registered ID.
1. Install ECM.
  2. Using a registered key (\*2), turn ignition switch to "ON".  
\*2: To perform this step, use the key (except for card plate key) that has been used before performing ECM replacement.
  3. Maintain ignition switch in "ON" position for at least 5 seconds.
  4. Turn ignition switch to "OFF".
  5. Start engine.  
If engine can be started, procedure is completed.  
If engine cannot be started, refer to CONSULT-II Operation Manual NATS-IVIS/NVIS and initialize control unit.

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

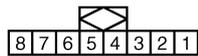
AIS00147

## Wiring Diagram — NATS —

BL-NATS-01



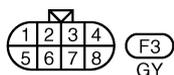
(M8)  
W



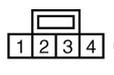
(M27)  
W



(M34)  
W



(F3)  
GY



(F103)  
W

REFER TO THE FOLLOWING.

(F102) -SUPER MULTIPLE JUNCTION (SMJ)

(M4) -FUSE BLOCK-JUNCTION BOX (J/B)

(M1), (M3), (E105), (F101) -ELECTRICAL UNITS

TIWT0436E

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

## Terminals and Reference Value for BCM

AIS00148

TERMINAL	WIRE COLOR	ITEM	CONDITION	VOLTAGE
7	R	Power source (Fusible link)	—	Battery voltage
8	B	Ground	—	0V
25	L	NATS antenna amp.	Ignition switch: OFF → ON	0V → 5V (for 3 seconds)
35	W/L	Ignition switch (ON or START)	Ignition switch (ON or START position)	Battery voltage
53	B	NATS antenna amp.	—	0V
55	G/OR	Security indicator lamp	Goes OFF → illuminates (Every 2.4 seconds)	Battery voltage → 0V
56	G/W	NATS antenna amp.	Ignition switch (OFF → ON)	Just after turning ignition switch "ON": Pointer of tester should move.
67	BR	NATS antenna amp.	Ignition switch (OFF → ON)	Just after turning ignition switch "ON": Pointer of tester should move.
70	L	CAN-H	—	—
71	R	CAN-L	—	—
72	PU	Data link connector	—	—

## CONSULT-II

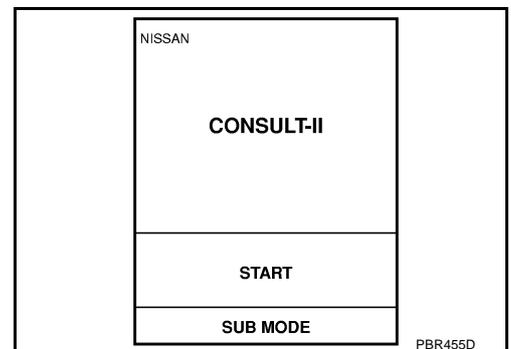
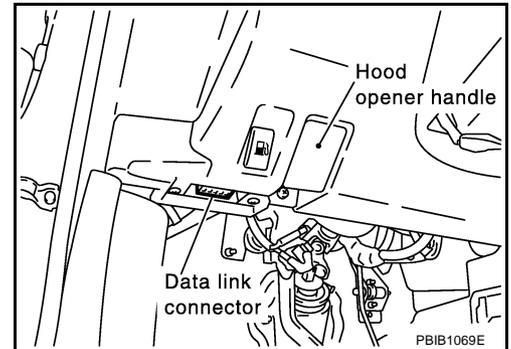
### CONSULT-II INSPECTION PROCEDURE

AIS00149

#### CAUTION:

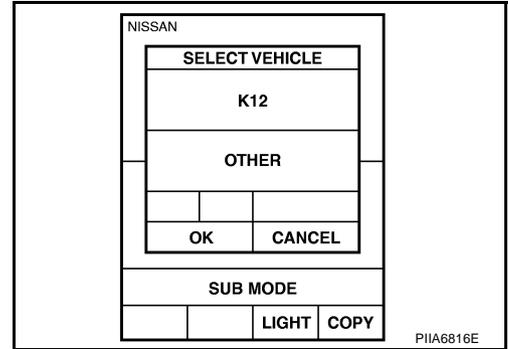
If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

1. Turn ignition switch OFF.
2. Insert NVIS (NATS) program card into CONSULT-II.  
**Program card : NATS (AEN02C)**
3. Connect CONSULT-II and CONSULT-II CONVERTER to data link connector.
4. Turn ignition switch ON.
5. Touch "START".

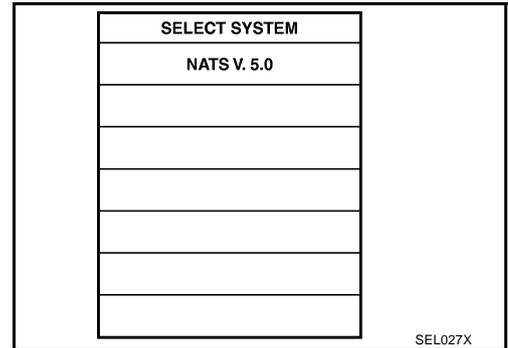


# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

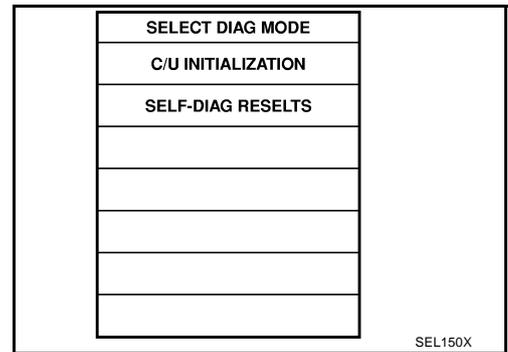
6. Touch "OTHER".



7. Select "NATS V.5.0".  
If "NATS V5.0" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#) .



8. Perform each diagnostic test mode according to each service procedure.  
**For further information, see the CONSULT-II Operation Manual NATS-IVIS/NVIS.**



## CONSULT-II DIAGNOSTIC TEST MODE FUNCTION

CONSULT-II DIAGNOSTIC TEST MODE	Description
C/U INITIALIZATION	When replacing any of the following components, C/U initialization and re-registration of all NATS ignition keys are necessary. [(NATS ignition key/ BCM (NATS control unit)/ ECM]
SELF-DIAG RESULTS	Detected items (screen terms) are as shown in the chart. Refer to <a href="#">BL-125, "NVIS (NATS) SELF-DIAGNOSTIC RESULTS ITEM CHART"</a> .

### NOTE:

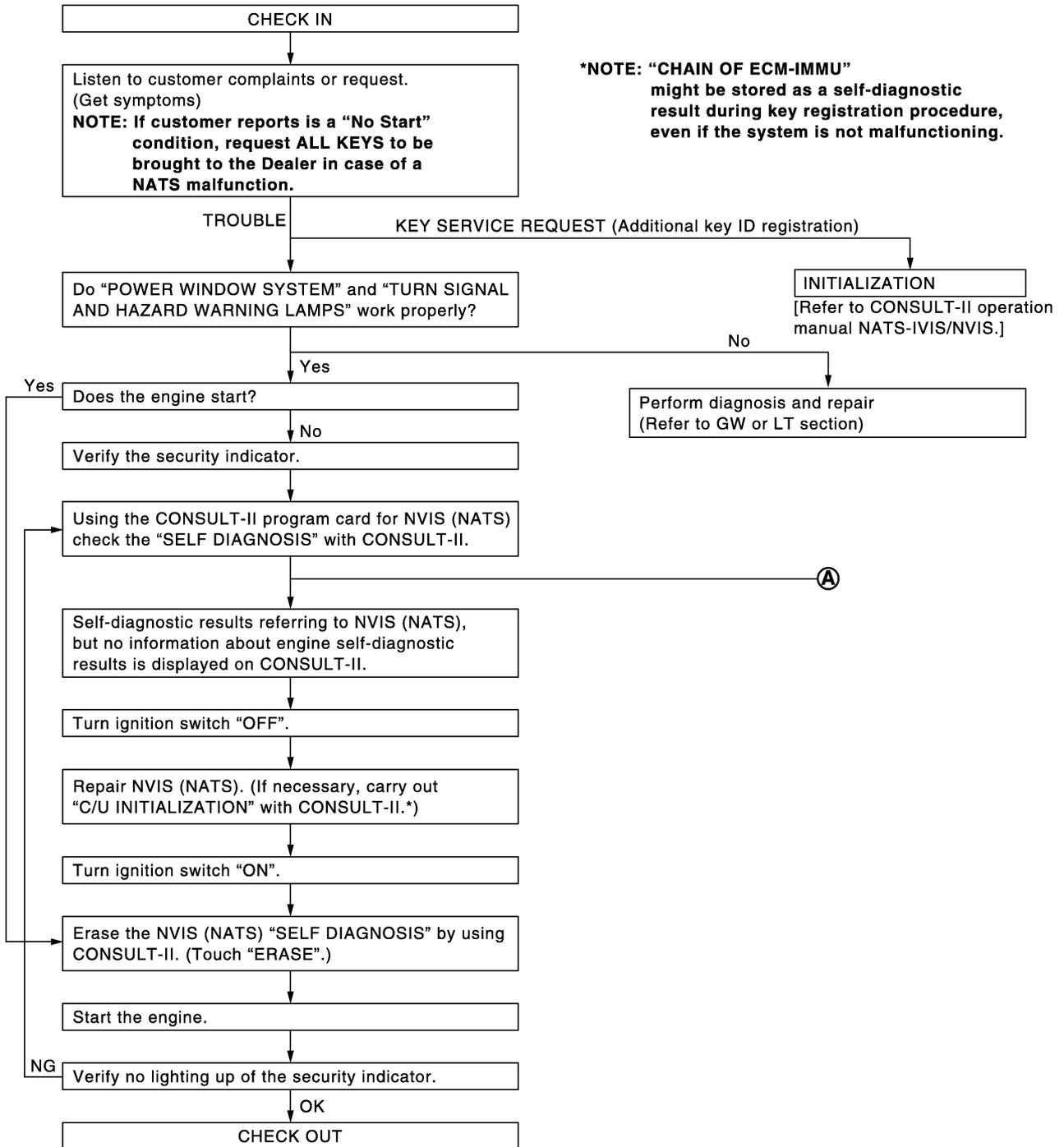
- When any initialization is performed, all ID previously registered will be erased and all NATS ignition keys must be registered again.
- The engine cannot be started with an unregistered key. In this case, the system will show "DIFFERENCE OF KEY" or "LOCK MODE" as a self-diagnostic result on the CONSULT-II screen.
- In rare case, "CHAIN OF ECM-IMMU" might be stored as a self-diagnostic result during key registration procedure, even if the system is not malfunctioning.



# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

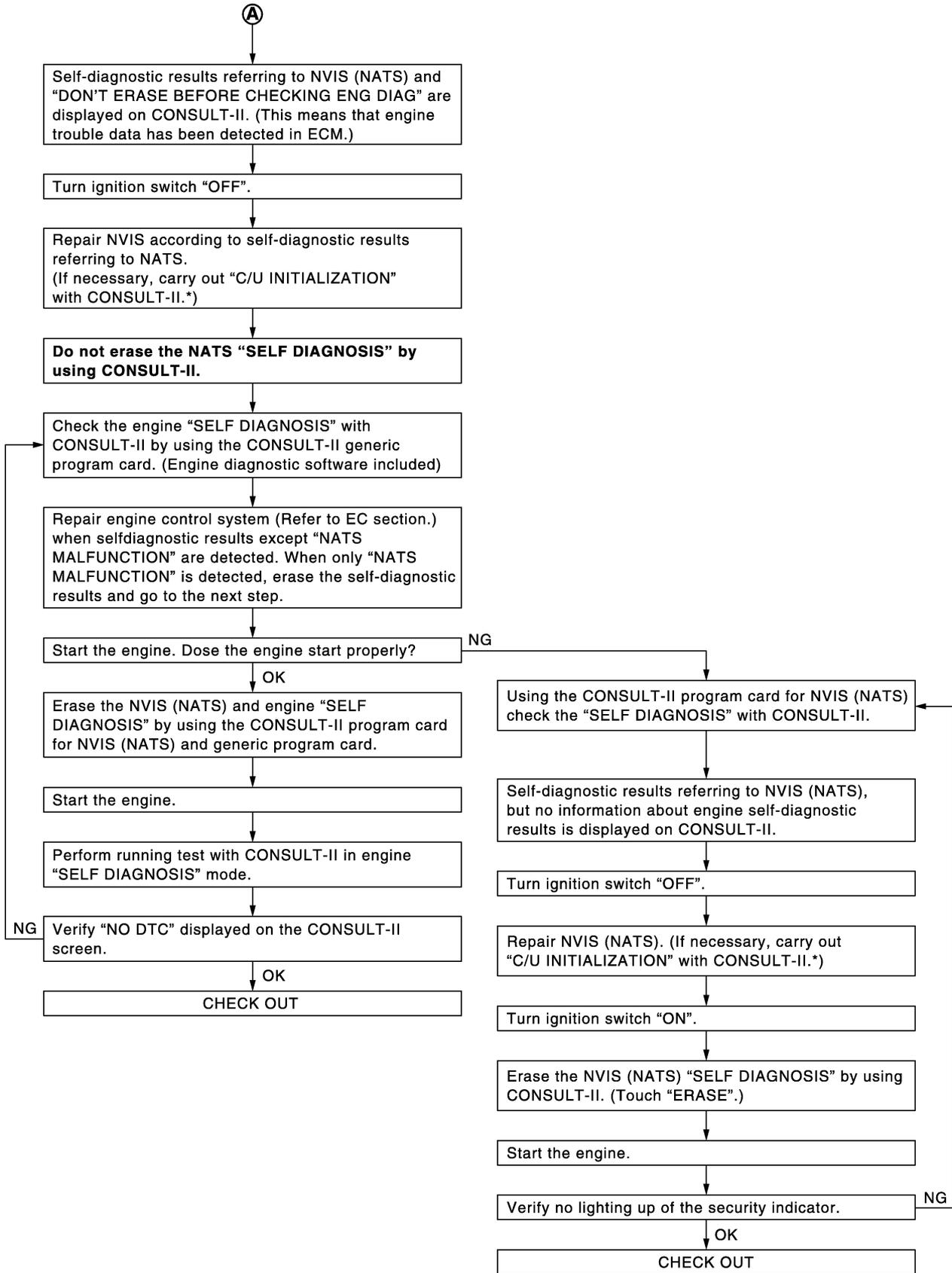
## Work Flow

AIS0014A



PIIA3528E

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)



PIIA3529E

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

AIS0014B

## Trouble Diagnoses SYMPTOM MATRIX CHART 1

### Self-diagnosis related item

SYMPTOM	Displayed "SELF-DIAG RESULTS" on CONSULT-II screen.	DIAGNOSTIC PROCEDURE (Reference page)	SYSTEM (Malfunctioning part or mode)	REFERENCE PART NO. OF ILLUSTRATION ON SYSTEM DIAGRAM
<ul style="list-style-type: none"> <li>● Security indicator lighting up*</li> <li>● Engine cannot be started</li> </ul>	CHAIN OF ECM-IMMU [P1612]	PROCEDURE 1 <a href="#">(BL-130)</a>	In rare case, "CHAIN OF ECM-IMMU" might be stored during key registration procedure, even if the system is not malfunctioning.	—
			Open circuit in battery voltage line of BCM (NATS control unit) circuit	C1
			Open circuit in ignition line of BCM (NATS control unit) circuit	C2
			Open circuit in ground line of BCM (NATS control unit) circuit	C3
			Open or short circuit between BCM (NATS control unit) and ECM communication line	C4
			ECM	B
			BCM (NATS control unit)	A
	DIFFERENCE OF KEY [P1615]	PROCEDURE 2 <a href="#">(BL-131)</a>	Unregistered key	D
			BCM (NATS control unit)	A
	CHAIN OF IMMU-KEY [P1614]	PROCEDURE 3 <a href="#">(BL-132)</a>	Malfunction of key ID chip	E5
			Communication line between ANT/ AMP and BCM (NATS control unit): Open circuit or short circuit of battery voltage line or ground line	E1
				E2
			Open circuit in power source line of ANT/ AMP circuit	E3
			Open circuit in ground line of ANT/ AMP circuit	E4
			NATS antenna amp.	E6
BCM (NATS control unit)			A	
ID DISCORD, IMM-ECM [P1611]	PROCEDURE 4 <a href="#">(BL-134)</a>	System initialization has not yet been completed.	F	
		ECM	B	
LOCK MODE [P1610]	PROCEDURE 6 <a href="#">(BL-136)</a>	LOCK MODE	D	
Security indicator lighting up*	DON'T ERASE BEFORE CHECKING ENG DIAG	WORK FLOW <a href="#">(BL-126)</a>	Engine trouble data and NVIS (NATS) trouble data have been detected in ECM	—

\*: When NVIS (NATS) detects trouble, the security indicator lights up while ignition key is in the "ON" position.



# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

AIS0014C

## Diagnostic Procedure 1

### Self-diagnostic results:

“CHAIN OF ECM-IMMU” displayed on CONSULT-II screen

First perform the “SELF-DIAG RESULTS” in “BCM” with CONSULT-II, then perform the trouble diagnosis of malfunction system indicated “SELF-DIAG RESULTS” of “BCM”. Refer to [BCS-13, "CAN Communication Inspection Using CONSULT-II \(Self-Diagnosis\)"](#) .

### 1. CONFIRM SELF-DIAGNOSTIC RESULTS

Confirm SELF-DIAGNOSTIC RESULTS “CHAIN OF ECM-IMMU” displayed on CONSULT-II screen.

#### NOTE:

In rare case, “CHAIN OF ECM-IMMU” might be stored during key registration procedure, even if the system is not malfunctioning.

Is CONSULT-II screen displayed as above?

- Yes >> GO TO 2.  
No >> GO TO [BL-128, "SYMPTOM MATRIX CHART 1"](#) .

SELF DIAGNOSIS	
DTC RESULTS	TIME
CHAIN OF ECM-IMMU [P1612]	0

PIIA1260E

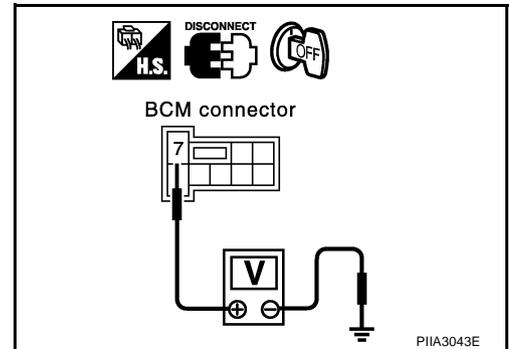
### 2. CHECK POWER SUPPLY CIRCUIT FOR BCM (NATS CONTROL UNIT)

1. Disconnect BCM (NATS control unit) connector.
2. Check voltage between BCM (NATS control unit) connector E105 terminal 7 (R) and ground with CONSULT-II or tester.

**Battery voltage should exist.**

OK or NG

- OK >> GO TO 3.  
NG >> Check the following.
- 40A fusible link (letter **F** , located in fuse and fusible link box)
  - Harness for open or short between fuse and BCM (NATS control unit) connector  
**Ref. Part No. C1**



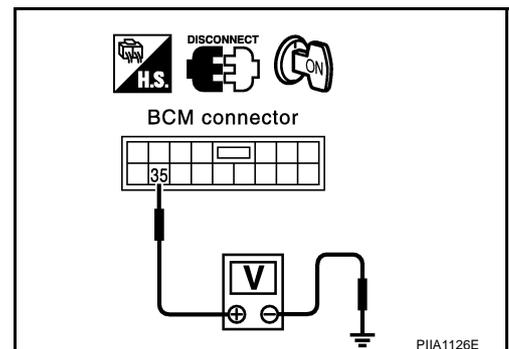
### 3. CHECK IGN SW. ON SIGNAL

1. Turn ignition switch ON.
2. Check voltage between BCM (NATS control unit) connector M1 terminal 35 (W/L) and ground with CONSULT-II or tester.

**Battery voltage should exist.**

OK or NG

- OK >> GO TO 4.  
NG >> Check the following.
- 10A fuse [No. 1, located in the fuse block (J/B)]
  - Harness for open or short between fuse and BCM (NATS control unit) connector  
**Ref. part No. C2**



# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

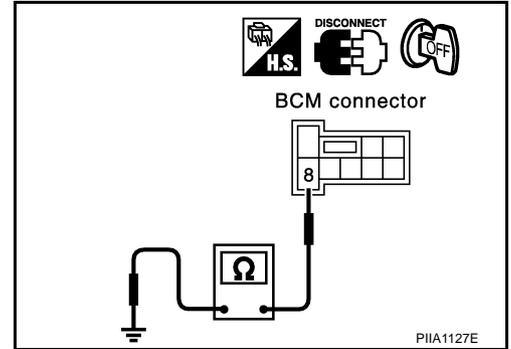
## 4. CHECK GROUND CIRCUIT FOR BCM (NATS CONTROL UNIT)

1. Turn ignition OFF.
2. Check continuity between BCM (NATS control unit) connector E105 terminal 8 (B) and ground.

**Continuity should exist.**

OK or NG

- OK >> GO TO 5.  
NG >> Repair harness. **Ref. part No. C3**



## 5. REPLACE BCM (NATS CONTROL UNIT)

1. Replace BCM (NATS control unit) **Ref. part No. A**
2. Perform initialization with CONSULT-II.  
For initialization, refer to "CONSULT-II Operation Manual NATS-IVIS/NVIS".

Does the engine start?

- Yes >> BCM (NATS control unit) is malfunctioning.
- Replace BCM (NATS control unit).  
**Ref. part No.A**
  - Perform initialization with CONSULT-II.
  - For initialization, refer to "CONSULT-II Operation Manual NATS-IVIS/NVIS".
- No >> ECM is malfunctioning.
- Replace ECM. **Ref. part No. B**
  - Perform initialization or re-communicating function.
  - For initialization, refer to "CONSULT-II Operation Manual NATS-IVIS/NVIS".
  - For re-communicating function, refer to [BL-121, "ECM Re-communicating Function"](#) .

## Diagnostic Procedure 2

AIS0014D

**Self-diagnostic results:**

**"DIFFERENCE OF KEY" displayed on CONSULT-II screen**

### 1. CONFIRM SELF-DIAGNOSTIC RESULTS

Confirm SELF-DIAGNOSTIC RESULTS "DIFFERENCE OF KEY" displayed on CONSULT-II screen.

Is CONSULT-II screen displayed as above?

- Yes >> GO TO 2.  
No >> GO TO [BL-128, "SYMPTOM MATRIX CHART 1"](#) .

SELF DIAG RESULTS	
DTC RESULTS	TIME
DIFFERENCE OF KEY [P1615]	0

PIIA1261E

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

## 2. PERFORM INITIALIZATION WITH CONSULT-II

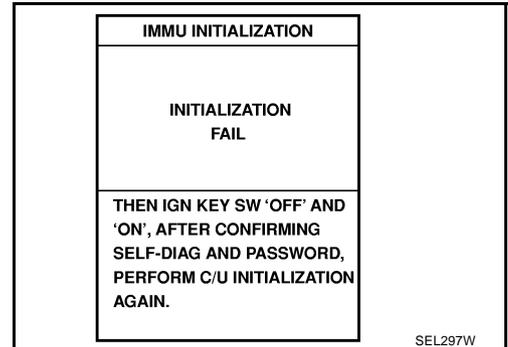
Perform initialization with CONSULT-II. Re-register all NATS ignition key IDs.  
For initialization and registration of NATS ignition key IDs, refer to "CONSULT-II Operation Manual NATS-IVIS/NVIS".

### NOTE:

If the initialization is not completed or malfunctions, CONSULT-II shows message on the screen.

Can the system be initialized and can the engine be started with re-registered NATS ignition key?

- Yes >> Ignition key ID was unregistered. **Ref. part No. D**  
No >> BCM (NATS control unit) is malfunctioning.
- Replace BCM (NATS control unit). **Ref. part No. A**
  - Perform initialization with CONSULT-II.
  - For initialization, refer to "CONSULT-II Operation Manual NATS-IVIS/NVIS".



## Diagnostic Procedure 3

AIS0014E

### Self-diagnostic results:

"CHAIN OF IMMU-KEY" displayed on CONSULT-II screen

### 1. CONFIRM SELF-DIAGNOSTIC RESULTS

Confirm SELF-DIAGNOSTIC RESULTS "CHAIN OF IMMU-KEY" displayed on CONSULT-II screen.

Is CONSULT-II screen displayed as above?

- Yes >> GO TO 2.  
No >> GO TO [BL-128, "SYMPTOM MATRIX CHART 1"](#) .

The screenshot shows a rectangular box with a black border. At the top, it says 'SELF DIAGNOSIS'. Below that, there is a table with two columns: 'DTC RESULTS' and 'TIME'. The first row shows 'CHAIN OF IMMU-KEY [P1614]' under 'DTC RESULTS' and '0' under 'TIME'. There are two empty rows below it. In the bottom right corner of the box, it says 'PIIA1263E'.

SELF DIAGNOSIS	
DTC RESULTS	TIME
CHAIN OF IMMU-KEY [P1614]	0

## 2. CHECK NATS ANTENNA AMP. INSTALLATION

Check NATS antenna amp. installation. Refer to [BL-137, "How to Replace NATS Antenna Amp."](#) .

OK or NG

- OK >> GO TO 3.  
NG >> Reinstall NATS antenna amp. correctly.

## 3. CHECK NVIS (NATS) IGNITION KEY ID CHIP

Start engine with another registered NATS ignition key.

Does the engine start?

- Yes >> Ignition key ID chip is malfunctioning.
- Replace the ignition key.  
**Ref. part No, E5**
  - Perform initialization with CONSULT-II.  
For initialization, refer to "CONSULT-II Operation Manual NATS-IVIS/NVIS".
- No >> GO TO 4.

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

## 4. CHECK POWER SUPPLY FOR NATS ANTENNA AMP.

1. Turn ignition switch "ON".
2. Check voltage between NATS antenna amp. connector M27 terminal 1 (L) and ground with CONSULT-II or tester.

**Just after turning ignition switch "ON"**

**Voltage: Approx. 5V (For 3 seconds)**

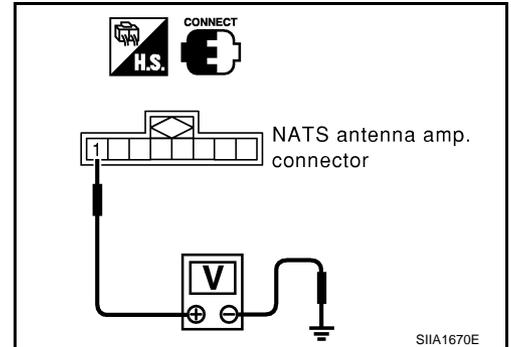
OK or NG

OK >> GO TO 5.

NG >> ● Check harness for open or short between NATS antenna amp. and BCM (NATS control unit).

**NOTE:**

If harness is OK, replace BCM (NATS control unit), perform initialization with CONSULT-II. For initialization, refer to "CONSULT-II Operation Manual NATS-IVIS/NVIS".



## 5. CHECK NATS ANTENNA AMP. SIGNAL LINE- 1

Check voltage between NATS antenna amp. connector M27 terminal 3 (G/W) and ground with analogue tester.

**Before turning ignition switch "ON"**

**Voltage: 0V**

**Just after turning ignition switch "ON"**

**: Pointer of tester should move.**

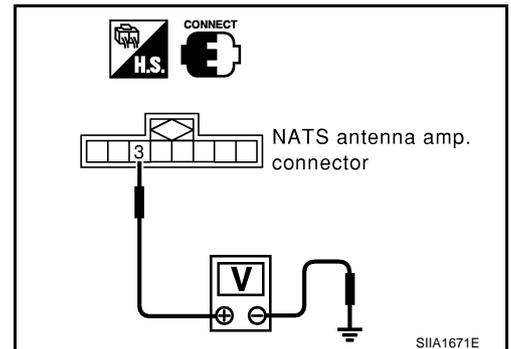
OK or NG

OK >> GO TO 6.

NG >> ● Check harness for open or short between NATS antenna amp. and BCM (NATS control unit).

**NOTE:**

If harness is OK, replace BCM (NATS control unit), perform initialization with CONSULT-II. For initialization, refer to "CONSULT-II Operation Manual NATS-IVIS/NVIS".



## 6. CHECK NATS ANTENNA AMP. SIGNAL LINE- 2

Check voltage between NATS antenna amp. connector M27 terminal 7 (BR) and ground with analogue tester.

**Before turning ignition switch "ON"**

**Voltage: 0V**

**Just after turning ignition switch "ON"**

**: Pointer of tester should move.**

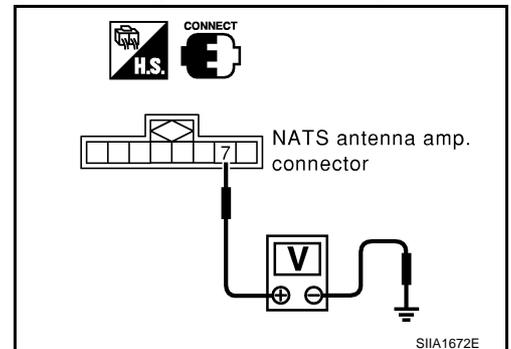
OK or NG

OK >> GO TO 7.

NG >> ● Check harness for open or short between NATS antenna amp. and BCM (NATS control unit).

**NOTE:**

If harness is OK, replace BCM (NATS control unit), perform initialization with CONSULT-II. For initialization, refer to "CONSULT-II Operation Manual NATS-IVIS/NVIS".



# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

## 7. CHECK NATS ANTENNA AMP. GROUND LINE CIRCUIT

1. Turn ignition switch "OFF".
2. Check continuity between NATS antenna amp. connector M27 terminal 5 (B) and ground.

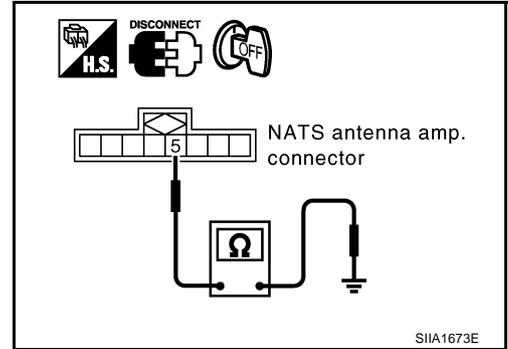
**Continuity should exist.**

OK or NG

- OK >> ● NATS antenna amp. is malfunctioning.  
Replace NATS antenna amp.  
**Ref. part No. E6**
- NG >> ● Check harness for open or short between NATS antenna amp. and BCM (NATS control unit).

**NOTE:**

If harness is OK, replace BCM (NATS control unit), perform initialization with CONSULT-II. For initialization, refer to "CONSULT-II Operation Manual NATS-IVIS/NVIS".



## Diagnostic Procedure 4

AIS0014F

**Self-diagnostic results:**

"ID DISCORD, IMM-ECM" displayed on CONSULT-II screen

### 1. CONFIRM SELF-DIAGNOSTIC RESULTS

Confirm SELF-DIAGNOSTIC RESULTS "ID DISCORD, IMM-ECM" displayed on CONSULT-II screen.

**NOTE:**

"ID DISCORD IMM-ECM":

Registered ID of BCM (NATS control unit) is in discord with that of ECM.

Is CONSULT-II screen displayed as above?

- Yes >> GO TO 2.  
No >> GO TO [BL-128, "SYMPTOM MATRIX CHART 1"](#).

SELF DIAG RESULTS	
DTC RESULTS	TIME
ID DISCORD, IMM-ECM [P1611]	0

PIIA1262E

### 2. PERFORM INITIALIZATION WITH CONSULT-II

Perform initialization with CONSULT-II. Re-register all NATS ignition key IDs.

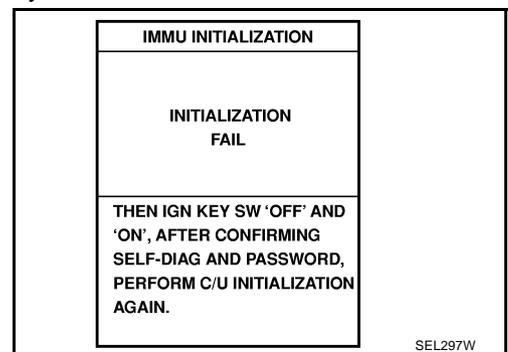
For initialization, refer to "CONSULT-II Operation Manual NATS-IVIS/NVIS".

**NOTE:**

If the initialization is not completed or malfunctions, CONSULT-II shows message on the screen.

Can the system be initialized?

- Yes >> ● Start engine. (END)
- System initialization had not been completed. **Ref. part No. F**
- No >> ECM is malfunctioning.
- Replace ECM. **Ref. part No. B**
  - Perform initialization with CONSULT-II.  
For initialization, refer to "CONSULT-II Operation Manual NATS-IVIS/NVIS".



# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

AIS0014G

## Diagnostic Procedure 5

“SECURITY INDICATOR LAMP DOES NOT LIGHT UP”

### 1. CHECK FUSE

Check 10A fuse [No.19, located in the fuse block (J/B)]

OK or NG

- OK >> GO TO 2.  
NG >> Replace fuse.

### 2. CHECK SECURITY INDICATOR LAMP

1. Install 10A fuse.
2. Start engine and turn ignition switch OFF.
3. Check the security indicator lamp lights up.

**Security indicator lamp should light up.**

OK or NG

- OK >> Inspection END.  
NG >> GO TO 3.

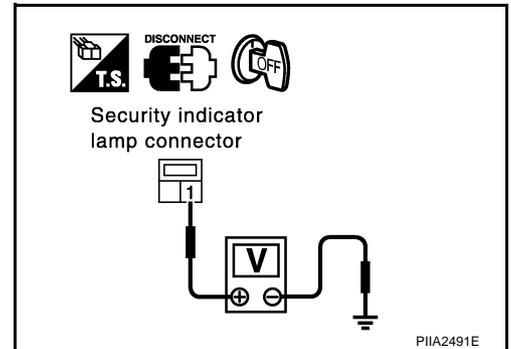
### 3. CHECK SECURITY INDICATOR LAMP POWER SUPPLY CIRCUIT

1. Disconnect security indicator lamp connector.
2. Check voltage between security indicator lamp connector M34 terminal 1 (R/W) and ground.

**Battery voltage should exist.**

OK or NG

- OK >> GO TO 4.  
NG >> Check harness for open or short between fuse and security indicator lamp.



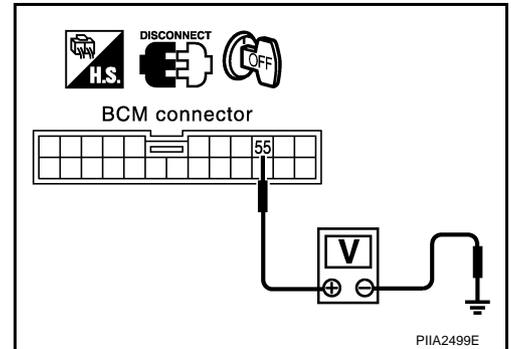
### 4. CHECK BCM (NATS CONTROL UNIT) FUNCTION

1. Connect security indicator lamp connector.
2. Disconnect BCM (NATS control unit) connector M3.
3. Check voltage between BCM (NATS control unit) connector M3 terminal 55 (G/OR) and ground.

**Battery voltage should exist.**

OK or NG

- OK >> BCM (NATS control unit) is malfunctioning.
- Replace BCM (NATS control unit).  
**Ref. part No. A**
  - Perform initialization with CONSULT-II.
  - For initialization, refer to “CONSULT-II Operation Manual NATS-IVIS/NVIS”.
- NG >> Check the following.
- Harness for open or short between security indicator lamp and BCM (NATS control unit).
  - Indicator lamp condition



# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

AIS0014H

## Diagnostic Procedure 6

### Self-diagnostic results:

“LOCK MODE” displayed on CONSULT-II screen

### 1. CONFIRM SELF-DIAGNOSTIC RESULTS

Confirm SELF-DIAGNOSTIC RESULTS “LOCK MODE” is displayed on CONSULT-II screen.

Is CONSULT-II screen displayed as above?

- Yes >> GO TO 2.
- No >> GO TO [BL-128, "SYMPTOM MATRIX CHART 1"](#).

SELF DIAG RESULTS	
DTC RESULTS	TIME
LOCK MODE [P1610]	0

PIIA1264E

### 2. ESCAPE FROM LOCK MODE

1. Turn ignition switch OFF.
2. Turn ignition switch ON with registered key. (Do not start engine.) Wait 5 seconds.
3. Return the key to OFF position. Wait 5 seconds.
4. Repeat steps 2 and 3 twice (total of three cycles).
5. Start the engine.

Does engine start?

- Yes >> System is OK (Now system is escaped from “LOCK MODE”).
- No >> GO TO 3.

### 3. PERFORM INITIALIZATION WITH CONSULT-II

Perform initialization with CONSULT-II.

For initialization, refer to “CONSULT-II Operation Manual NATS-IVIS/NVIS”.

#### NOTE:

If the initialization is not completed or malfunctions, CONSULT-II shows the message on the screen.

Can the system be initialized?

- Yes >> System is OK.
- No >> GO TO 4

IMMU INITIALIZATION
INITIALIZATION FAIL
THEN IGN KEY SW 'OFF' AND 'ON', AFTER CONFIRMING SELF-DIAG AND PASSWORD, PERFORM C/U INITIALIZATION AGAIN.

SEL297W

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

## 4. PERFORM INITIALIZATION WITH CONSULT-II AGAIN

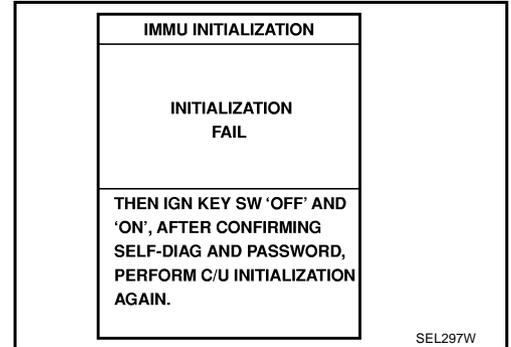
1. Replace BCM (NATS control unit).
2. Perform initialization with CONSULT-II.  
For initialization, refer to "CONSULT-II Operation Manual NATS-IVIS/NVIS".

### NOTE:

If the initialization is not completed or malfunctions, CONSULT-II shows the message on the screen.

Can the system be initialized?

- Yes >> System is OK. (BCM (NATS control unit) is malfunctioning. **Ref. part No. A**)
- No >> ECM is malfunctioning
- Replace ECM. **Ref. part No. B**
  - Perform initialization with CONSULT-II.  
For initialization, refer to "CONSULT-II Operation Manual NATS-IVIS/NVIS".

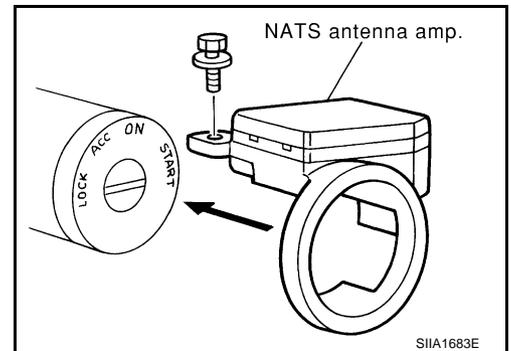


## How to Replace NATS Antenna Amp.

AI50014I

### NOTE:

- If NATS antenna amp. is not installed correctly, NVIS (NATS) system will not operate properly and SELF-DIAG RESULTS on CONSULT-II screen will show "LOCK MODE" or "CHAIN OF IMMU-KEY".
- Initialization is not necessary only when NATS antenna amp. is replaced with a new one.



# INTEGRATED HOMELINK TRANSMITTER

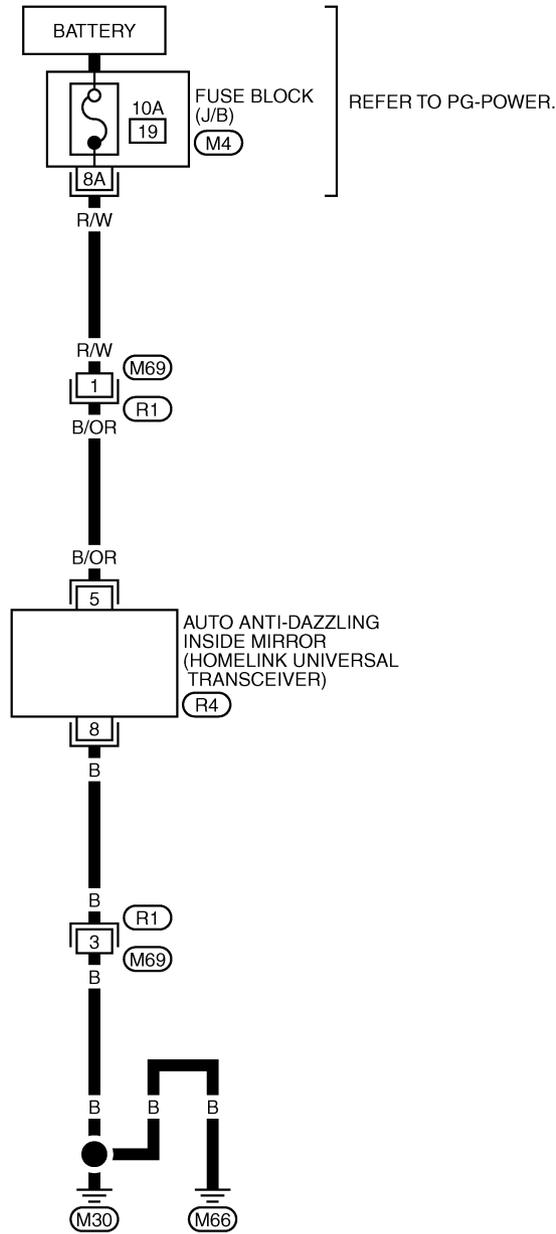
PDF:96401

## INTEGRATED HOMELINK TRANSMITTER

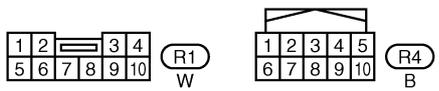
### Wiring Diagram —TRNSCV—

AIS000EK

## BL-TRNSCV-01



REFER TO PG-POWER.



REFER TO THE FOLLOWING.

(M4) - FUSE BLOCK-JUNCTION BOX (J/B)

# INTEGRATED HOMELINK TRANSMITTER

AIS000EL

## Trouble Diagnoses DIAGNOSTIC PROCEDURE

### SYMPTOM: Transmitter Does Not Activate Receiver.

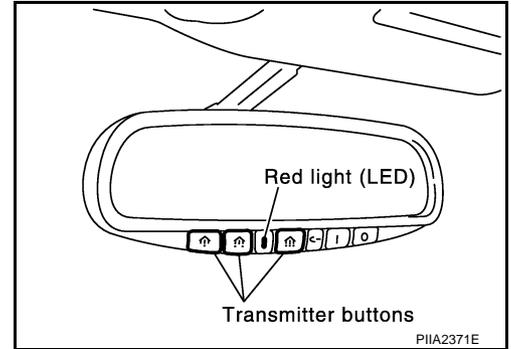
Before conducting the procedure given below, make sure that system receiver (garage door opener, etc.) operates with original, hand-held transmitter. If NG, receiver or hand-held transmitter is malfunctioning, not vehicle related.

#### 1. ILLUMINATION CHECK

1. Turn ignition switch "OFF".
2. Does red light (LED) of transmitter illuminate when any transmitter button is pressed?

##### YES or NO

- YES >> GO TO 2.  
NO >> GO TO 3.



#### 2. TRANSMITTER CHECK

Check transmitter with Tool\*.

\*:For details, refer to Technical Service Bulletin.

##### OK or NG

- OK >> Receiver or hand-held transmitter malfunction, not vehicle related.  
NG >> Replace inside mirror assembly. Refer to [GW-53, "Removal and Installation"](#).

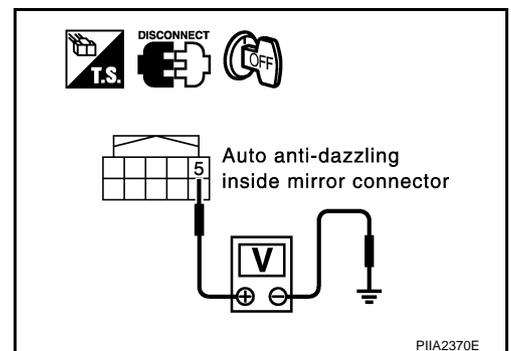
#### 3. CHECK POWER SUPPLY

1. Disconnect transmitter connector.
2. Turn ignition switch "OFF".
3. Check voltage between auto anti-dazzling inside mirror (integrated homelink transmitter) connector R4 terminal 5 (B/OR) and ground.

**5 (B/OR) – Ground : Battery voltage**

##### OK or NG

- OK >> GO TO 4.  
NG >> Check the following.
- 10A fuse. [No. 19 located in the fuse block (J/B)]
  - Harness for open or short between fuse and anti-dazzling inside mirror (integrated homelink transmitter)



# INTEGRATED HOMELINK TRANSMITTER

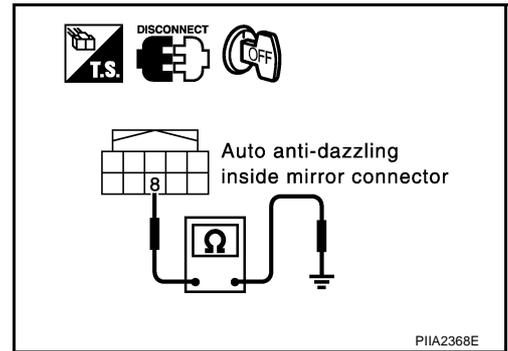
## 4. GROUND CIRCUIT CHECK

Check continuity between anti-dazzling inside mirror (integrated homelink transmitter) connector R4 terminal 8 (B) and ground.

**8 (B) – Ground** :Continuity should exist.

OK or NG

- OK >> Replace inside mirror assembly. Refer to [GW-53. "Removal and Installation"](#) .
- NG >> Check harness for open or short between anti-dazzling inside mirror (integrated homelink transmitter) body ground.



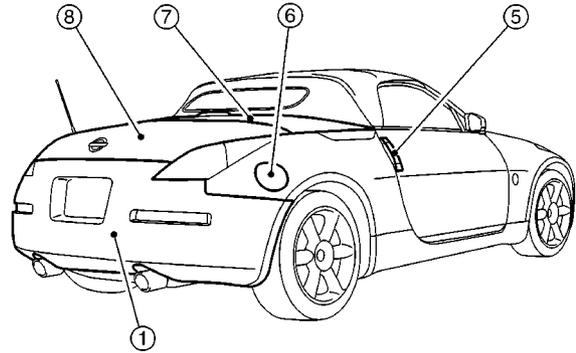
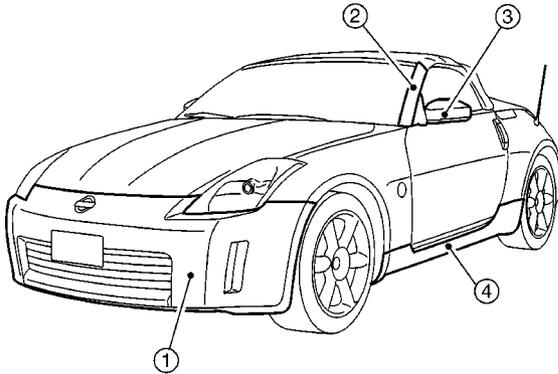
# BODY REPAIR

## BODY REPAIR

PPF:60100

### Body Exterior Paint Color

AIS003XD



SIIA2295E

Component		Color code	BA17	BAX6	BB17	BKH3	BKY0	BQX1	BWV2	BK25	
		Description	Orange	Red	Blue	Black	Silver	White	Silver	Silver	
		Paint type	2P	2S	CPM	2S	M	3P	M	M	
		Hard clear coat	-	X	X	X	-	-	-	-	
1	Bumper fascia	Body color	BA17	BAX6	BB17	BKH3	BKY0	BQX1	BWV2	BK25	
2	Front pillar finisher	Body color	BA17	BAX6	BB17	BKH3	BKY0	BQX1	BWV2	BK25	
3	Door outside mirror	Case	Body color	BA17	BAX6	BB17	BKH3	BKY0	BQX1	BWV2	BK25
		Base	Body color	BA17	BAX6	BB17	BKH3	BKY0	BQX1	BWV2	BK25
4	Center mudguard	Body color	BA17	BAX6	BB17	BKH3	BKY0	BQX1	BWV2	BK25	
5	Door outside handle and escutcheon	Velour chromium-plate	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	
6	Fuel filler lid	Body color	BA17	BAX6	BB17	BKH3	BKY0	BQX1	BWV2	BK25	
7	Storage lid	Body color	BA17	BAX6	BB17	BKH3	BKY0	BQX1	BWV2	BK25	
8	Trunk lid	Body color	BA17	BAX6	BB17	BKH3	BKY0	BQX1	BWV2	BK25	

2S:Solid + Clear, M:Metallic, 2P:2-Coat pearl, 3P:3-Coat pearl, CPM:Clear pearl metallic

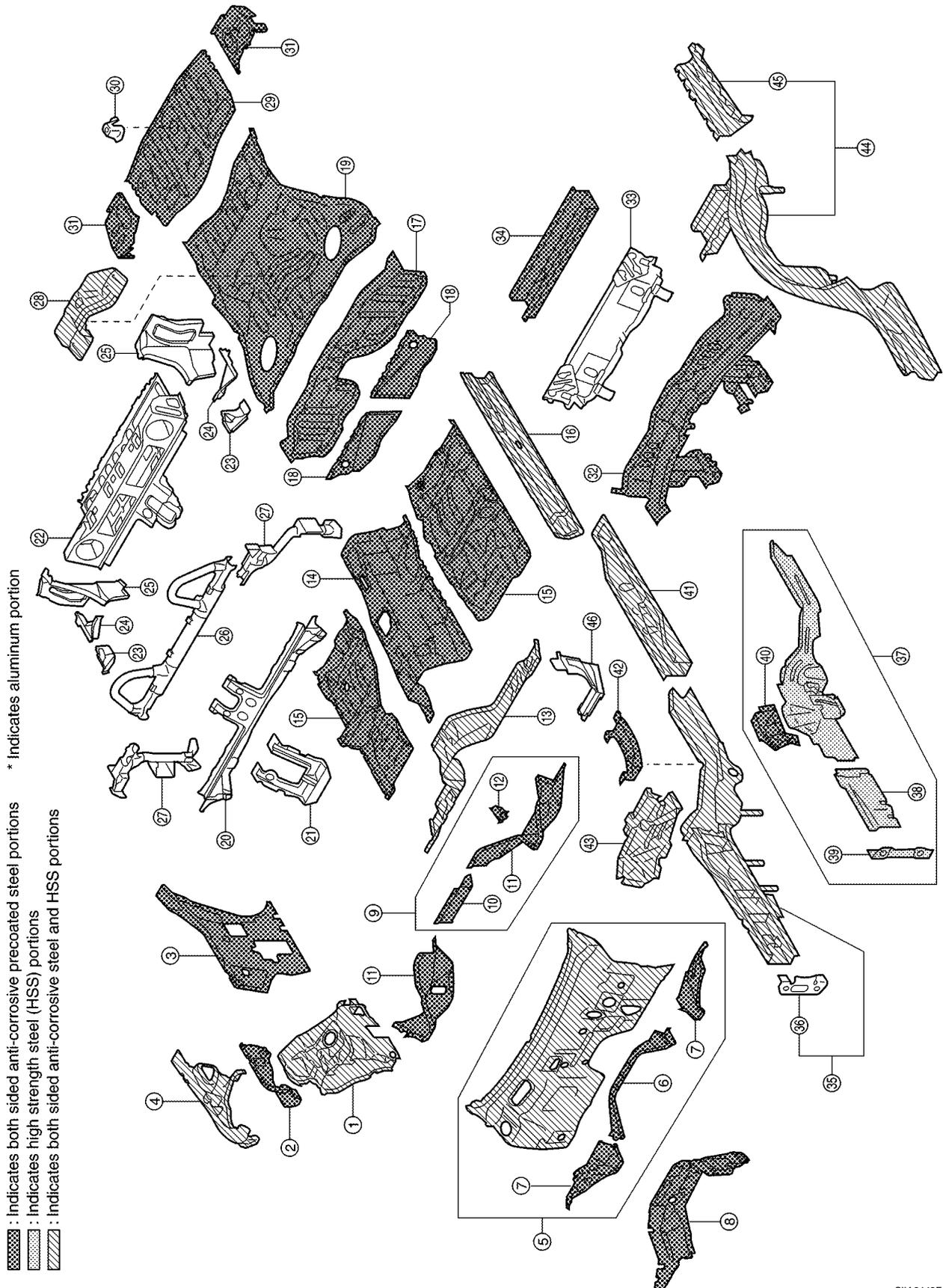
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BL

# BODY REPAIR

AIS006R0

## Body Component Parts UNDERBODY COMPONENT PARTS



SIIA2442E

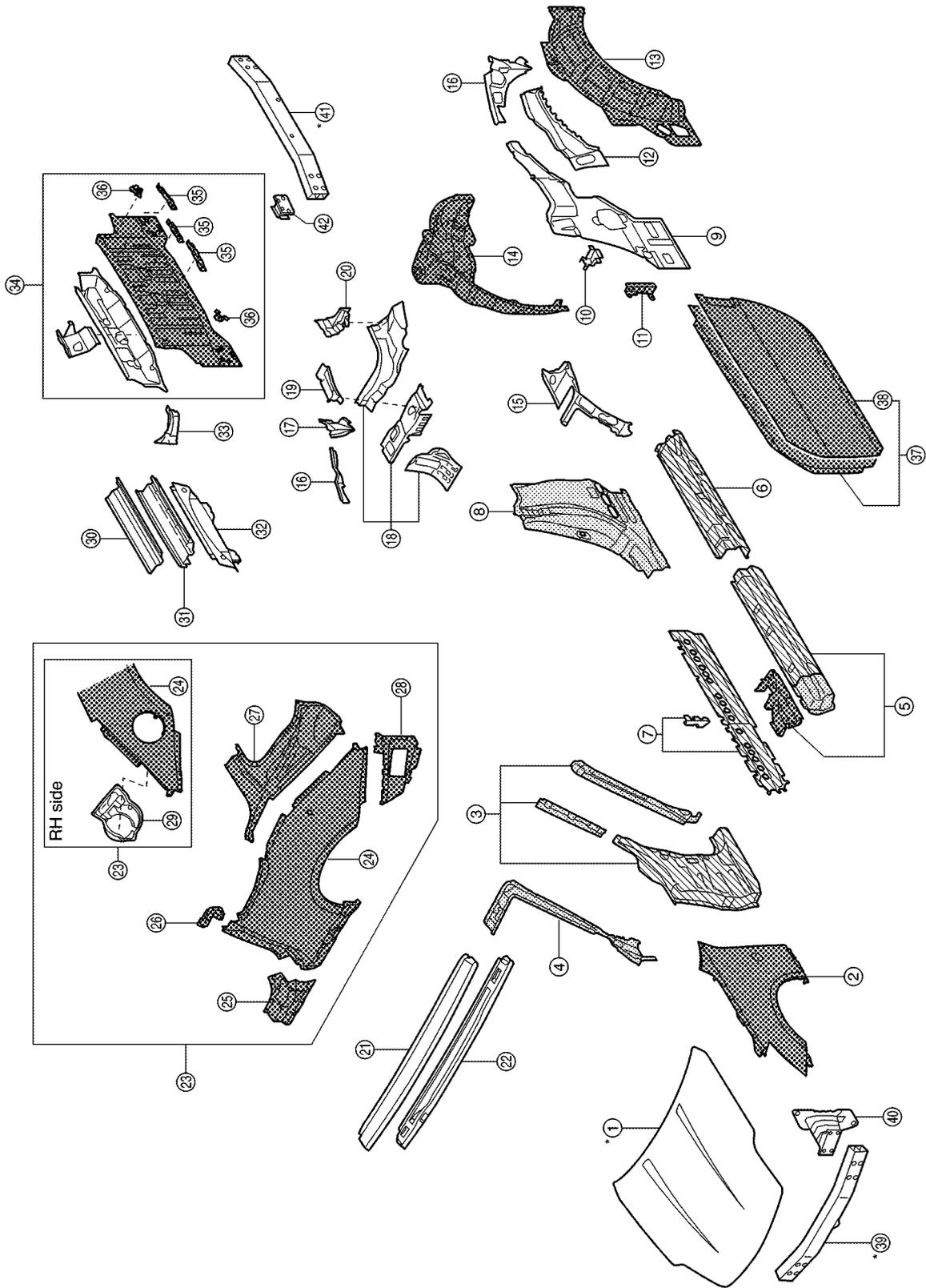
# BODY REPAIR

1.	Front strut housing (RH&LH)	A
2.	Upper front hoodledge (RH&LH)	
3.	Upper rear hoodledge (RH&LH)	
4.	Hoodledge reinforcement (RH&LH)	B
5.	Upper dash assembly	
6.	Lower dash crossmember center reinforcement	
7.	Lower dash crossmember reinforcement	C
8.	Cowl top	
9.	Lower dash crossmember assembly	
10.	Front crossmember center	D
11.	Lower dash crossmember A	
12.	Steering column mounting reinforcement	
13.	Lower dash	E
14.	Front floor center	
15.	Front floor	
16.	Inner sill (RH&LH)	F
17.	Rear seat crossmember reinforcement assembly	
18.	Rear floor gusset	
19.	Rear floor front	G
20.	Rear step upper panel assembly	
21.	Rear step lower panel assembly	
22.	Inside step panel	H
23.	Guard frame gusset	
24.	Rear side member connector	
25.	Inner rear wheelhouse connector	BL
26.	Guard frame assembly	
27.	Inside guard frame post	
28.	Rear floor seat belt anchor reinforcement	J
29.	Rear floor rear	
30.	Spare tire clamp bracket	
31.	Rear floor side	K
32.	Rear seat crossmember	
33.	2ND rear crossmember	
34.	Rear center crossmember assembly	L
35.	Front side member assembly (RH&LH)	
36.	Inner front towing hook bracket (RH&LH)	
37.	Front side member closing plate assembly (RH&LH)	M
38.	Front side member front closing plate (RH&LH)	
39.	Outer front towing hook bracket (RH&LH)	
40.	Front side member center closing plate (RH&LH)	
41.	Front side member rear extension (RH&LH)	
42.	Front side member rear reinforcement (RH&LH)	
43.	Front side member outrigger assembly (RH&LH)	
44.	Rear side member assembly (RH&LH)	
45.	Rear side member extension (RH&LH)	
46.	Lower dash crossmember B	

# BODY REPAIR

## BODY COMPONENT PARTS

-  : Indicates both sided anti-corrosive pre-coated steel portions
-  : Indicates high strength steel (HSS) portions
-  : Indicates both sided anti-corrosive steel and HSS portions
- \* : Indicates aluminum portion



SIIA2443E

# BODY REPAIR

1.	Hood	A
2.	Front fender (RH&LH)	
3.	Outer front pillar assembly (RH&LH)	
4.	Inner side roof rail (RH&LH)	B
5.	Outer front sill reinforcement assembly (RH&LH)	
6.	Outer rear sill reinforcement assembly (RH&LH)	
7.	Lower front pillar reinforcement assembly (RH&LH)	C
8.	Outer lock pillar reinforcement (RH&LH)	
9.	Inner rear pillar (RH&LH)	
10.	Seat belt anchor assembly (RH&LH)	D
11.	Outer sill brace (RH&LH)	
12.	Rear side waist reinforcement (RH&LH)	
13.	Outer rear wheel house (RH&LH)	E
14.	Inner rear wheel house (RH&LH)	
15.	Rear pillar joint (RH&LH)	
16.	Lower inner rear pillar	F
17.	Lower rear pillar rear (RH)	
18.	Side parcel shelf assembly (RH&LH)	
19.	Side parcel shelf (RH&LH)	G
20.	Rear pillar gusset (RH&LH)	
21.	Outer front roof rail	
22.	Inner front roof rail	H
23.	Rear fender assembly	
24.	Rear fender	
25.	Outer sill extension (RH&LH)	BL
26.	Rear fender extension A (RH&LH)	
27.	Rear fender extension B (RH&LH)	
28.	Rear fender extension C (RH&LH)	J
29.	Fuel filler lid base	
30.	Rear waist	
31.	Parcel shelf	K
32.	Seat back support	
33.	Rear panel bracket reinforcement (RH&LH)	
34.	Rear panel assembly	L
35.	Center rear bumper fascia bracket	
36.	Rear bumper fascia bracket	
37.	Front door assembly (RH&LH)	M
38.	Outer front door panel (RH&LH)	
39.	Front bumper reinforcement	
40.	Front bumper stay (RH&LH)	
41.	Rear bumper reinforcement	
42.	Rear bumper stay (RH&LH)	

# BODY REPAIR

AI5006R1

## Corrosion Protection

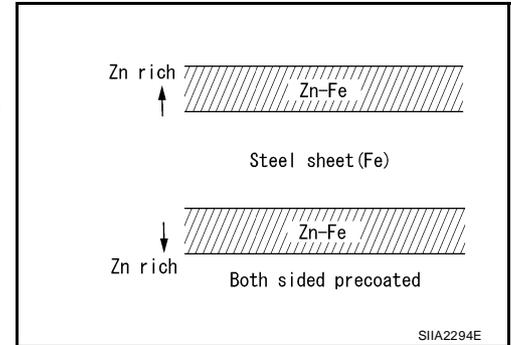
### DESCRIPTION

To provide improved corrosion prevention, the following anti-corrosive measures have been implemented in NISSAN production plants. When repairing or replacing body panels, it is necessary to use the same anti-corrosive measures.

### Anti-Corrosive Precoated Steel (Galvannealed Steel)

To improve reparability and corrosion resistance, a new type of anti-corrosive precoated steel sheet has been adopted replacing conventional zinc-coated steel sheet.

Galvannealed steel is electroplated and heated to form Zinc-iron alloy, which provides excellent and long term corrosion resistance with cationic electrodeposition primer.



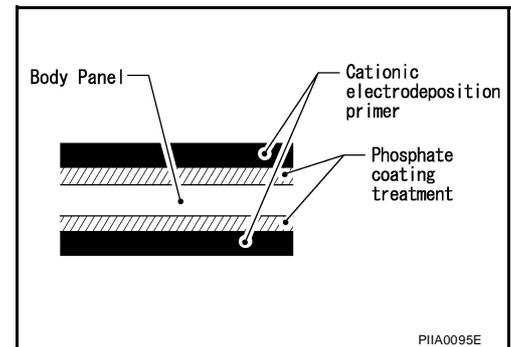
Nissan Genuine Service Parts are fabricated from galvannealed steel. Therefore, it is recommended that GENUINE NISSAN PARTS or equivalent be used for panel replacement to maintain the anti-corrosive performance built into the vehicle at the factory.

### Phosphate Coating Treatment and Cationic Electrodeposition Primer

A phosphate coating treatment and a cationic electrodeposition primer, which provide excellent corrosion protection, are employed on all body components.

#### CAUTION:

Confine paint removal during welding operations to an absolute minimum.

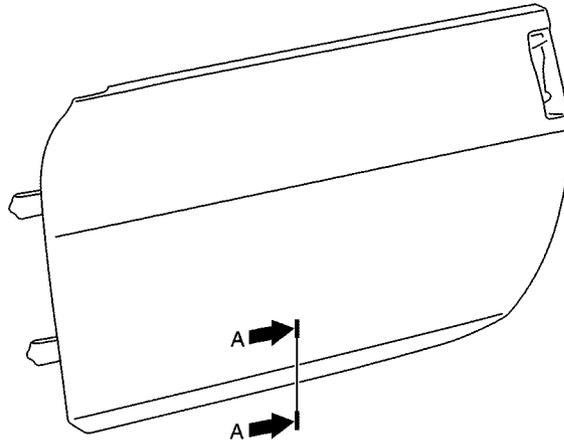


Nissan Genuine Service Parts are also treated in the same manner. Therefore, it is recommended that GENUINE NISSAN PARTS or equivalent be used for panel replacement to maintain anti-corrosive performance built into the vehicle at the factory.

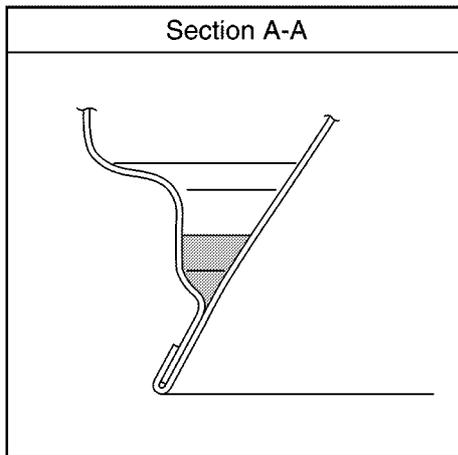
# BODY REPAIR

## ANTI-CORROSIVE WAX

To improve corrosion resistance, anti-corrosive wax is applied inside the body sill and inside other closed sections. Accordingly, when replacing these parts, be sure to apply anti-corrosive wax to the appropriate areas of the new parts. Select an excellent anti-corrosive wax which will penetrate after application and has a long shelf life.



 : Indicates anti-corrosive wax coated portions.



A  
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SIIA1979E

# BODY REPAIR

## UNDERCOATING

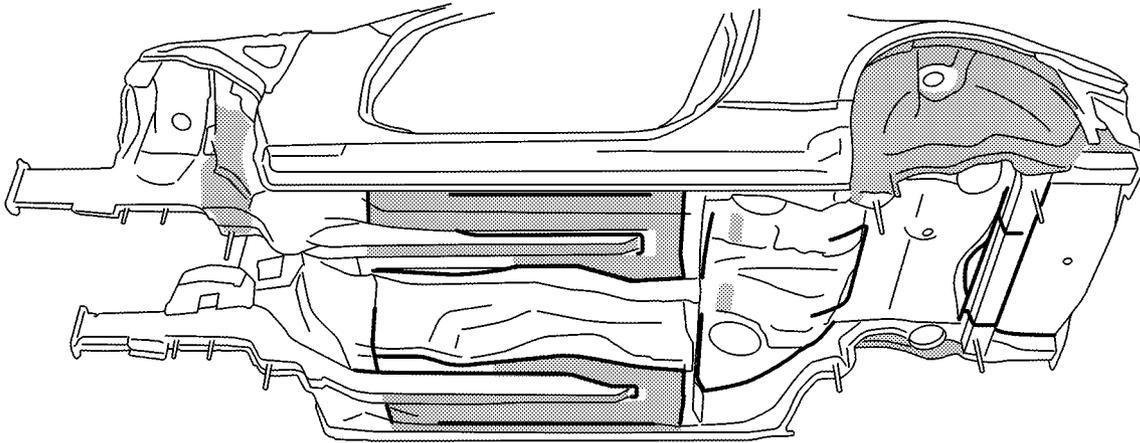
The underside of the floor and wheelhouse are undercoated to prevent rust, vibration, noise and stone chipping. Therefore, when such a panel is replaced or repaired, apply undercoating to that part. Use an undercoating which is rust preventive, soundproof, vibration-proof, shock-resistant, adhesive, and durable.

### Precautions in Undercoating

1. Do not apply undercoating to any place unless specified (such as the areas above the muffler and three way catalyst which are subjected to heat).
2. Do not undercoat the exhaust pipe or other parts which become hot.
3. Do not undercoat rotating parts.
4. Apply bitumen wax after applying undercoating.
5. After putting seal on the vehicle, put undercoating on it.

 : Indicates undercoated portions.

 : Indicates sealed portions.



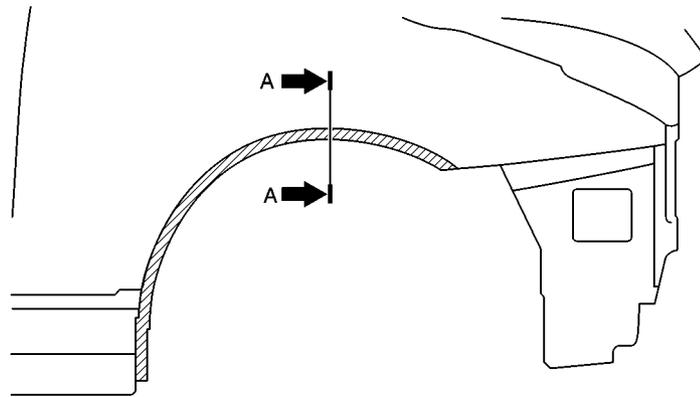
SIIA2298E

# BODY REPAIR

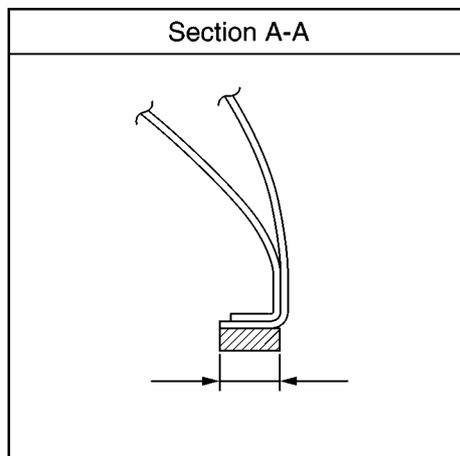
## STONE GUARD COAT

To prevent damage caused by stones, the lower outer body panel (fender, door, etc.) have an additional layer of Stone Guard Coating over the ED primer coating. When replacing or repairing these panels, apply Stone Guard coating to the same portions as before. Use a coating which is rust preventive, durable, shock-resistant and has a long shelf life.

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 : Indicates stone guard coated portions.



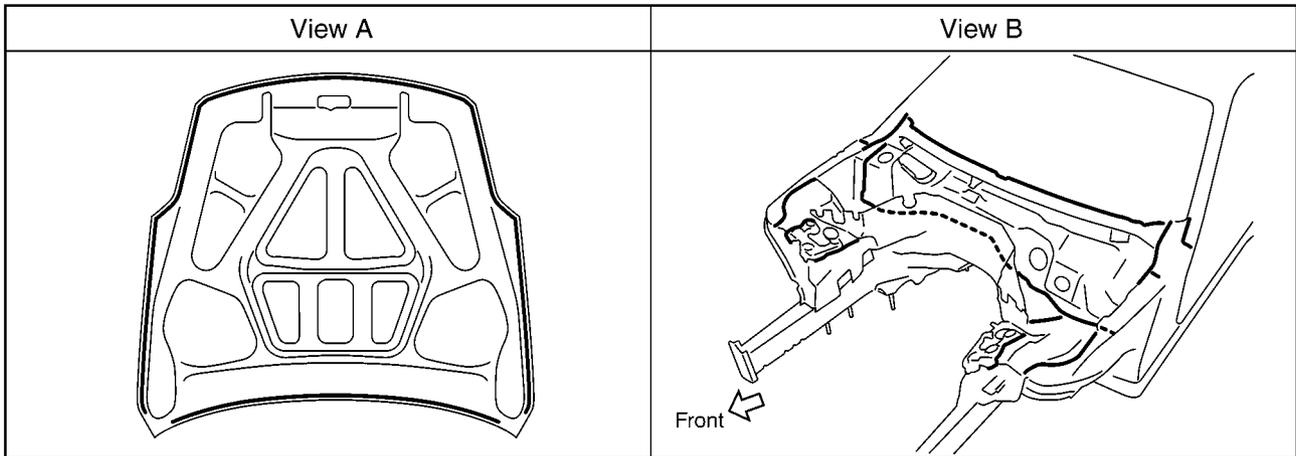
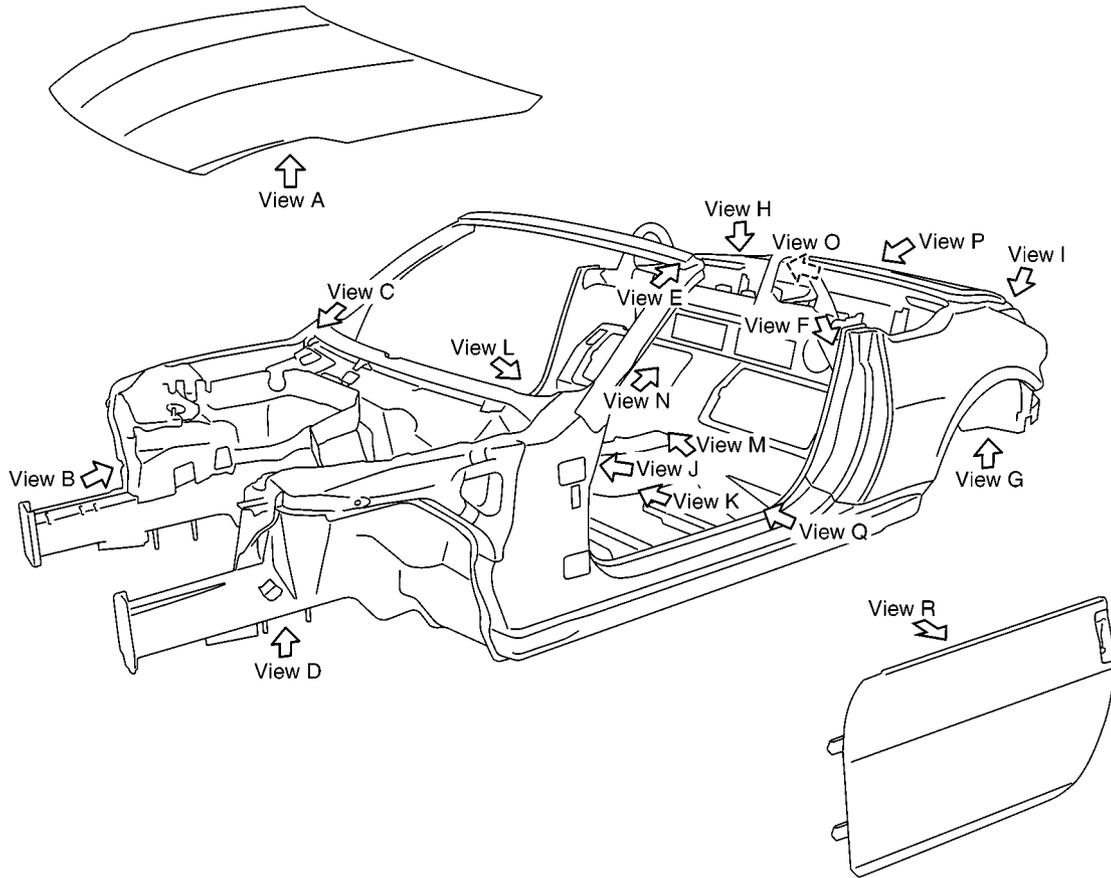
SIIA2299E

# BODY REPAIR

AIS003XF

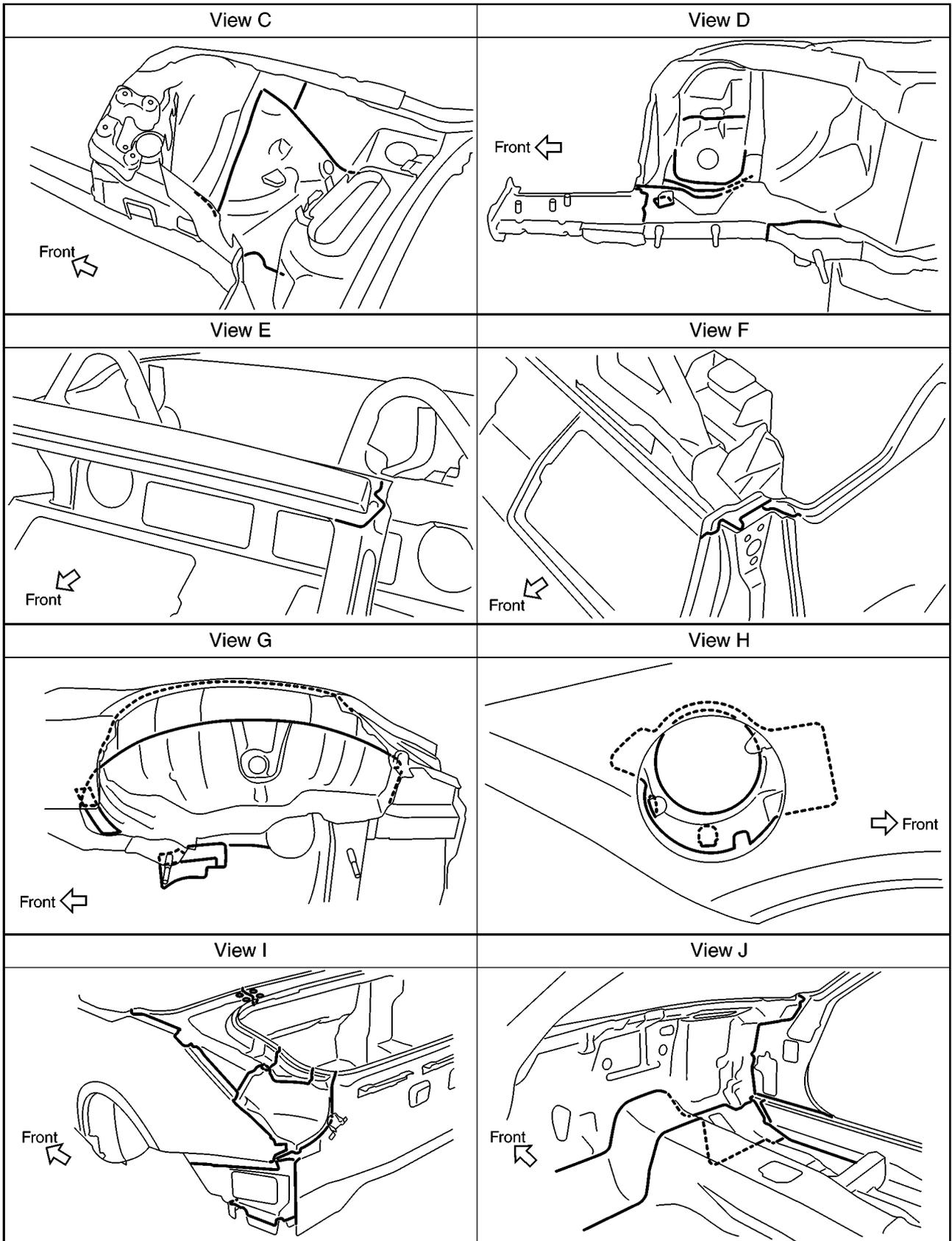
## Body Sealing DESCRIPTION

The following figure shows the areas which are sealed at the factory. Sealant which has been applied to these areas should be smooth and free from cuts or gaps. Care should be taken not to apply an excess amount of sealant and not to allow other unaffected parts to come into contact with the sealant.



SIA2300E

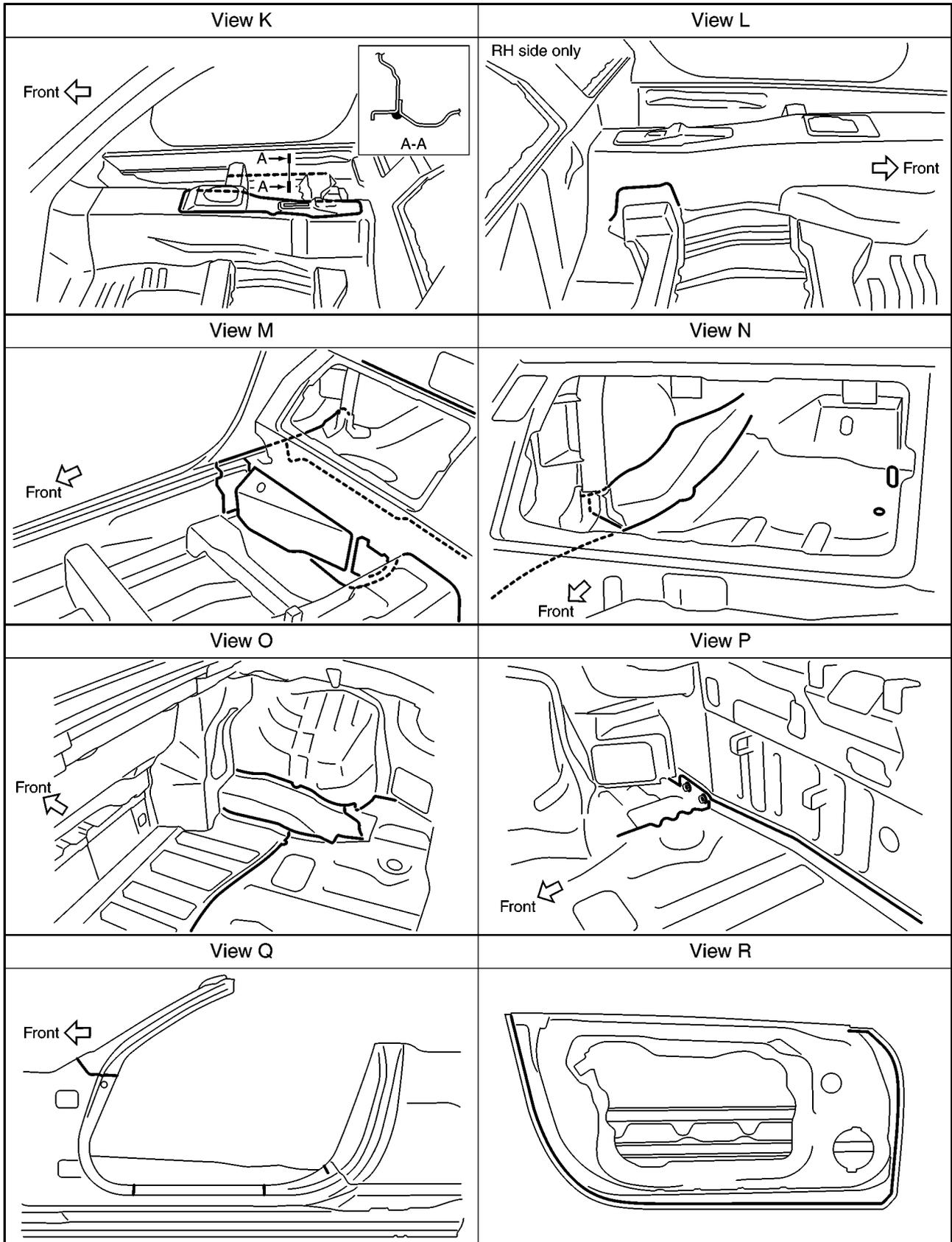
# BODY REPAIR



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SIIA2301E

# BODY REPAIR

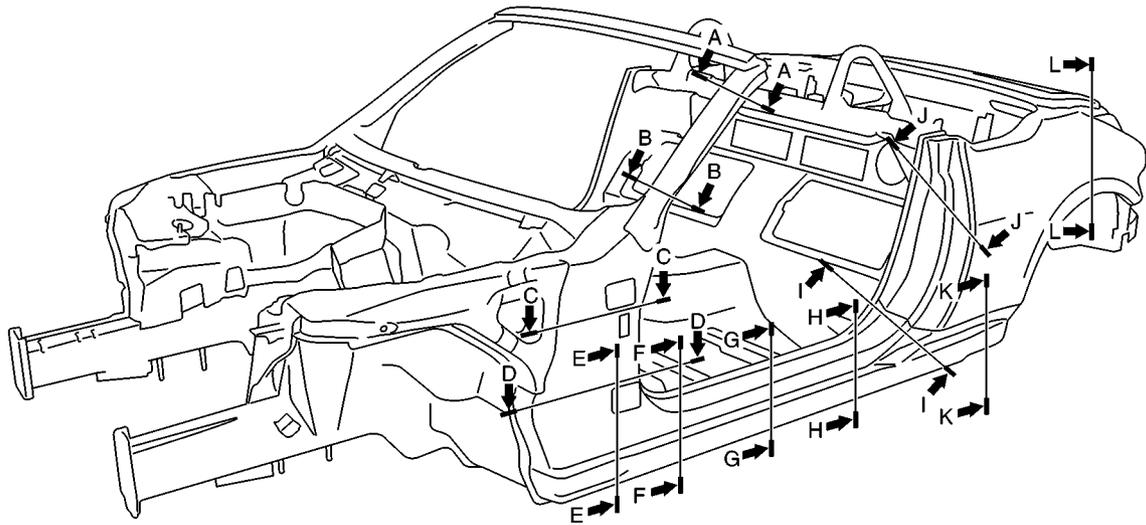


SIA2302E

# BODY REPAIR

## Body Construction BODY CONSTRUCTION

AI5003XG



Section A-A	Section B-B	Section C-C	Section D-D
Section E-E	Section F-F	Section G-G	Section H-H
Section I-I	Section J-J	Section K-K	Section L-L

A  
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L  
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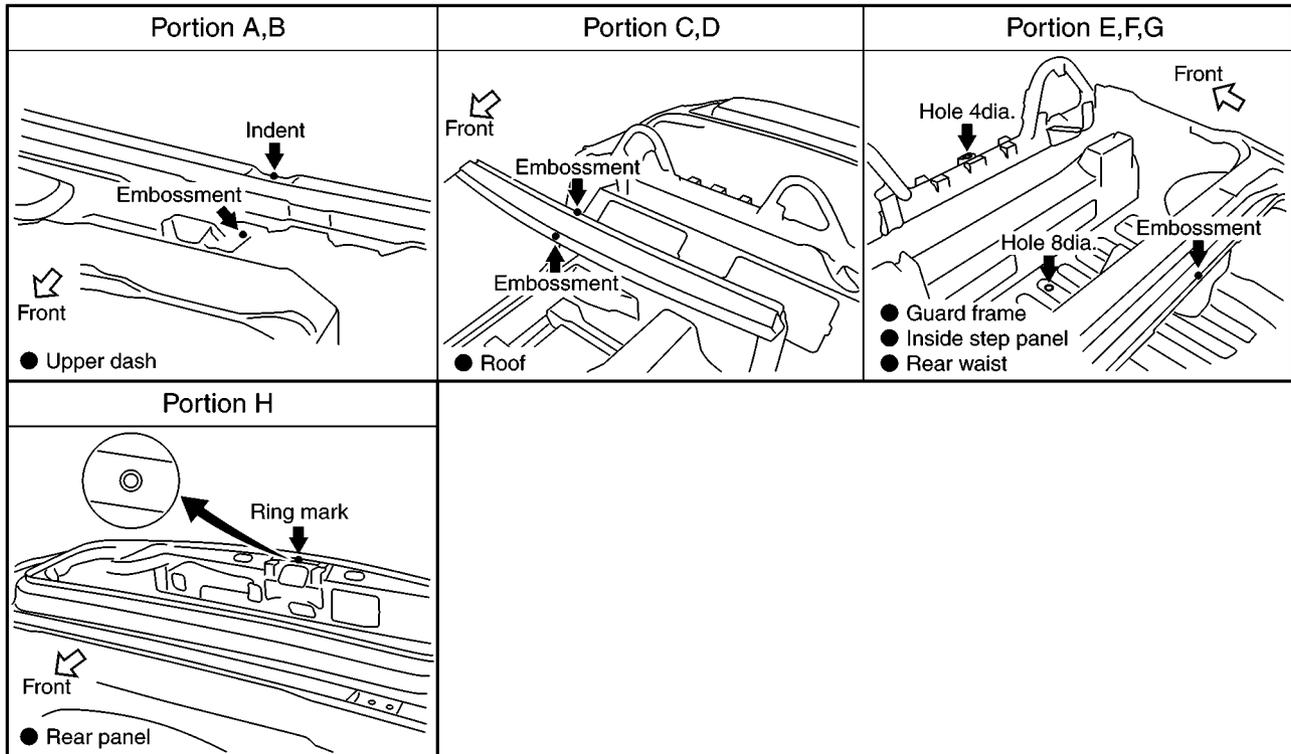
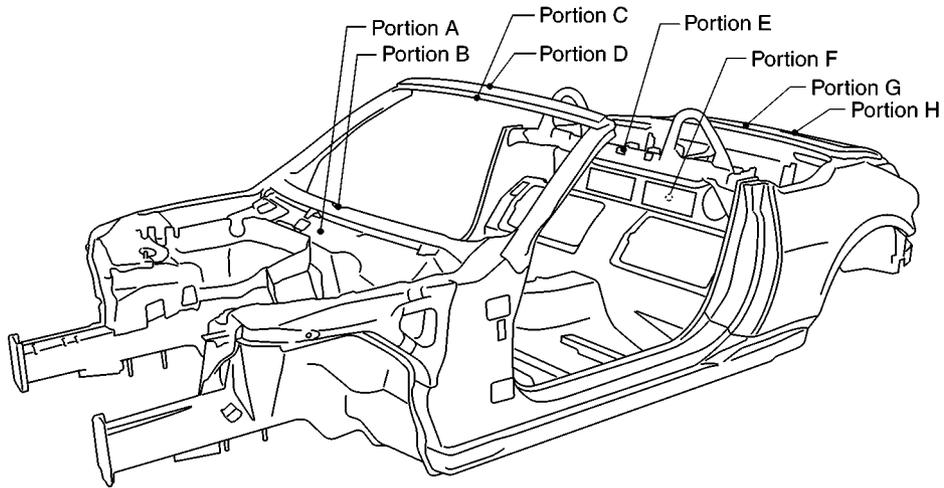
SIIA2303E

# BODY REPAIR

AIS006R2

## Body Alignment BODY CENTER MARKS

A mark has been placed on each part of the body to indicate the vehicle center. When repairing parts damaged by an accident which might affect the vehicle frame (members, pillars, etc.), more accurate and effective repair will be possible by using these marks together with body alignment specifications.

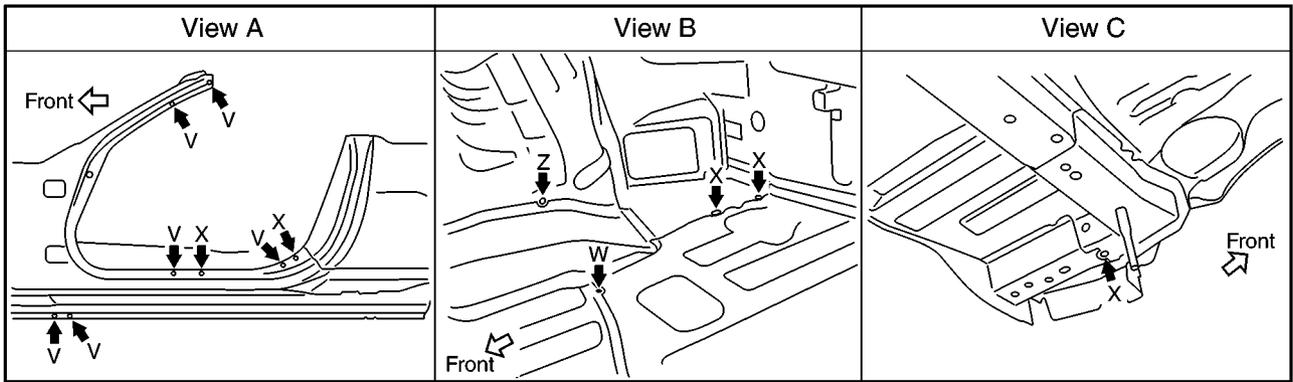
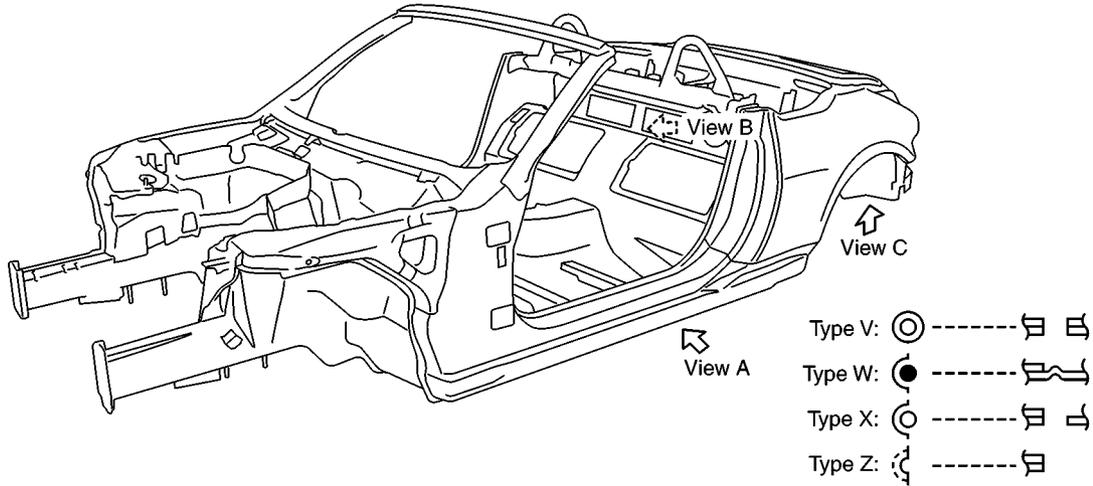


SIA2304E

# BODY REPAIR

## PANEL PARTS MATCHING MARKS

A mark has been placed on each body panel to indicate the parts matching positions. When repairing parts damaged by an accident which might affect the vehicle structure (members, pillars, etc.), more accurate and effective repair will be possible by using these marks together with body alignment specifications.



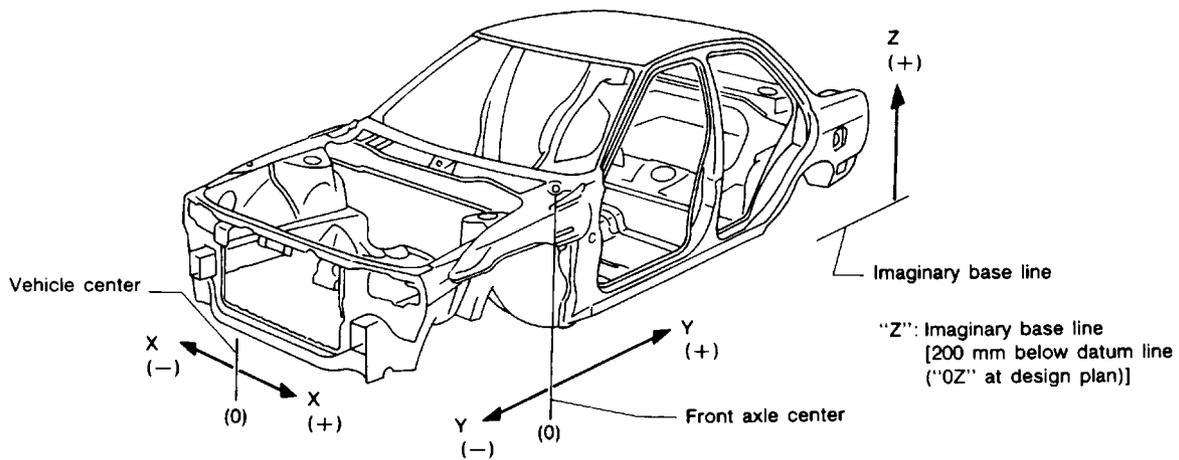
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SIIA2305E

# BODY REPAIR

## DESCRIPTION

- All dimensions indicated in the figures are actual.
- When using a tracking gauge, adjust both pointers to equal length. Then check the pointers and gauge itself to make sure there is no free play.
- When a measuring tape is used, check to be sure there is no elongation, twisting or bending.
- Measurements should be taken at the center of the mounting holes.
- An asterisk (\*) following the value at the measuring point indicates that the measuring point on the other side is symmetrically the same value.
- The coordinates of the measurement points are the distances measured from the standard line of "X", "Y" and "Z".



PIIA0104E

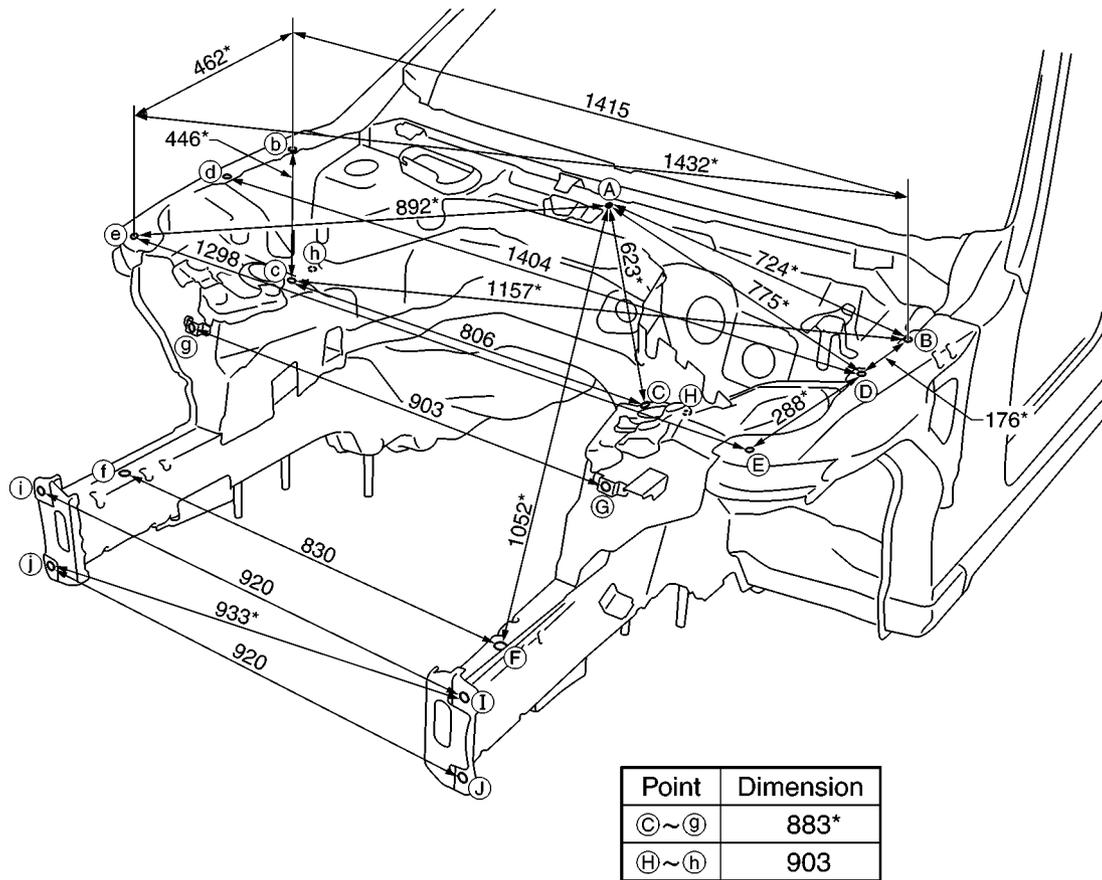
# BODY REPAIR

## ENGINE COMPARTMENT

### Measurement

Figures marked with a (\*) indicate symmetrically identical dimensions on both right and left hand sides of the vehicle.

Unit : mm



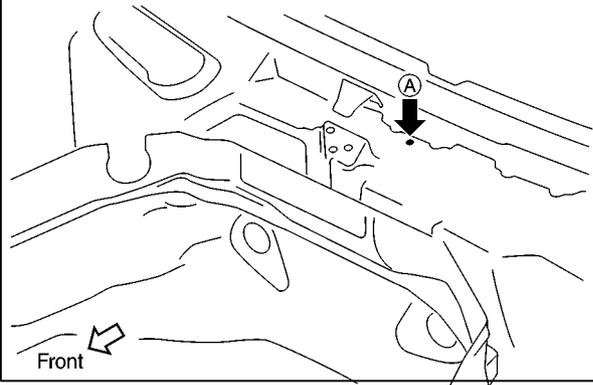
SIIA2306E

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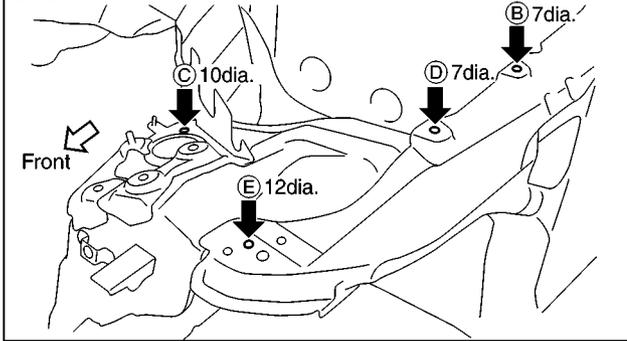
# BODY REPAIR

## Measurement Points

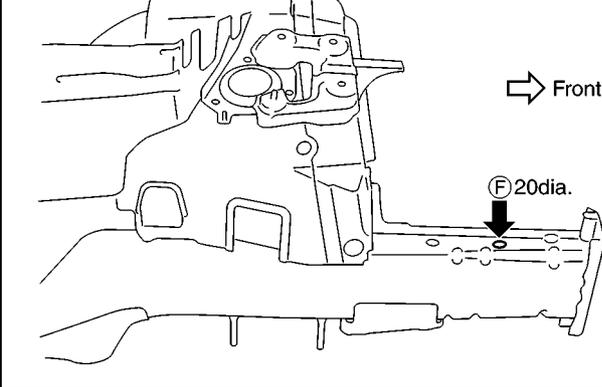
(A) : Upper dash positioning mark center of center positioning mark



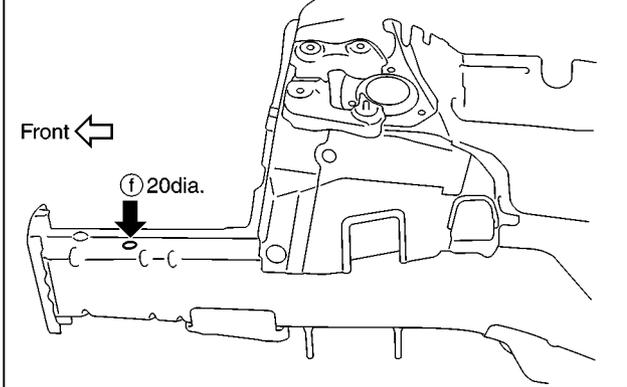
(B, b, D, d) : Front fender installing hole center (7dia.)  
 (C, c) : Front strut installing hole center (10dia.)  
 (E, e) : Radiator core support installing hole center (12dia.)



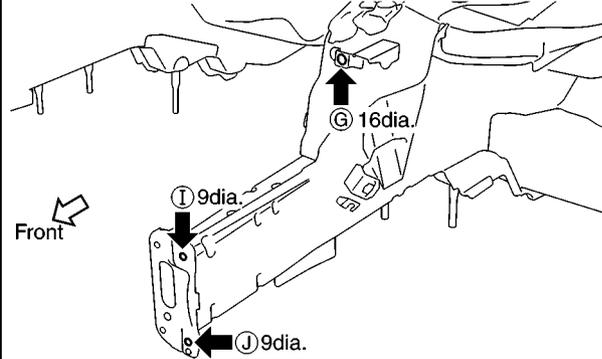
(F) : Front side member hole center (20dia.)



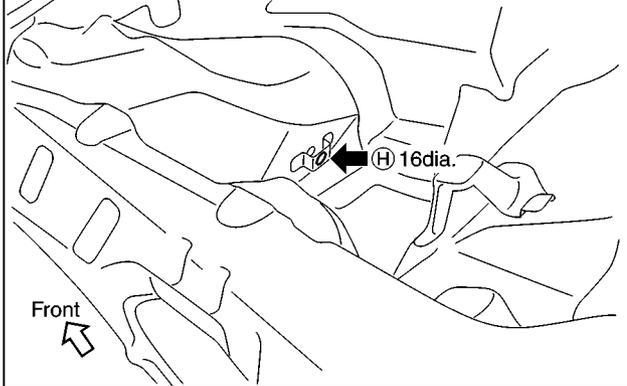
(f) : Front side member hole center (20dia.)



(G, g) : Nut holder hole center (16dia.)  
 (I, i, J, j) : Front bumper stay installing hole center (9dia.)



(H, h) : Nut holder hole center (16dia.)



# BODY REPAIR

## UNDERBODY Measurement

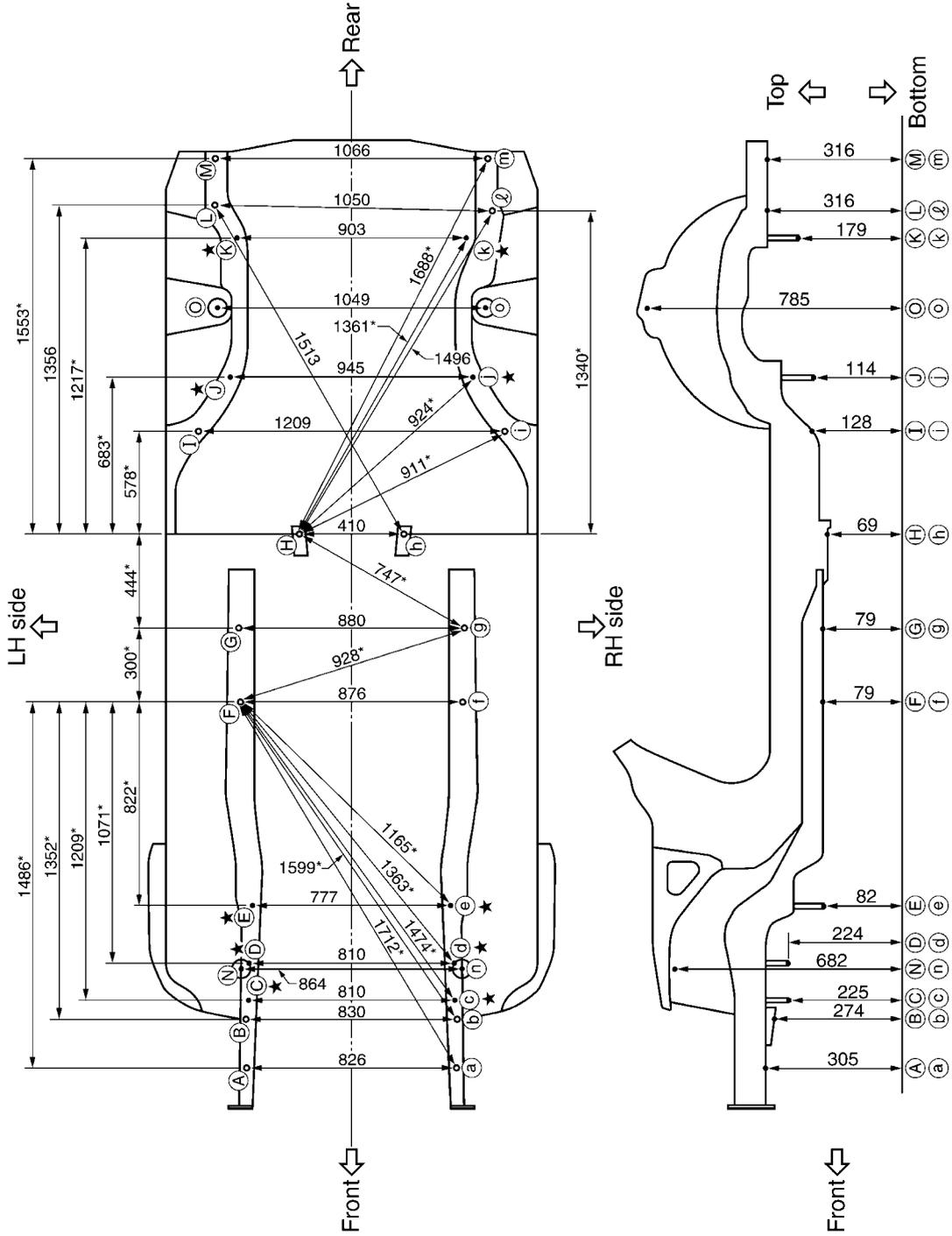
Unit : mm

Figures marked with a (\*) indicate symmetrically identical dimensions on both right and left hand sides of the vehicle.

As viewed from underside.

★ : Bolt head

All dimensions indicated in this figure are actual.



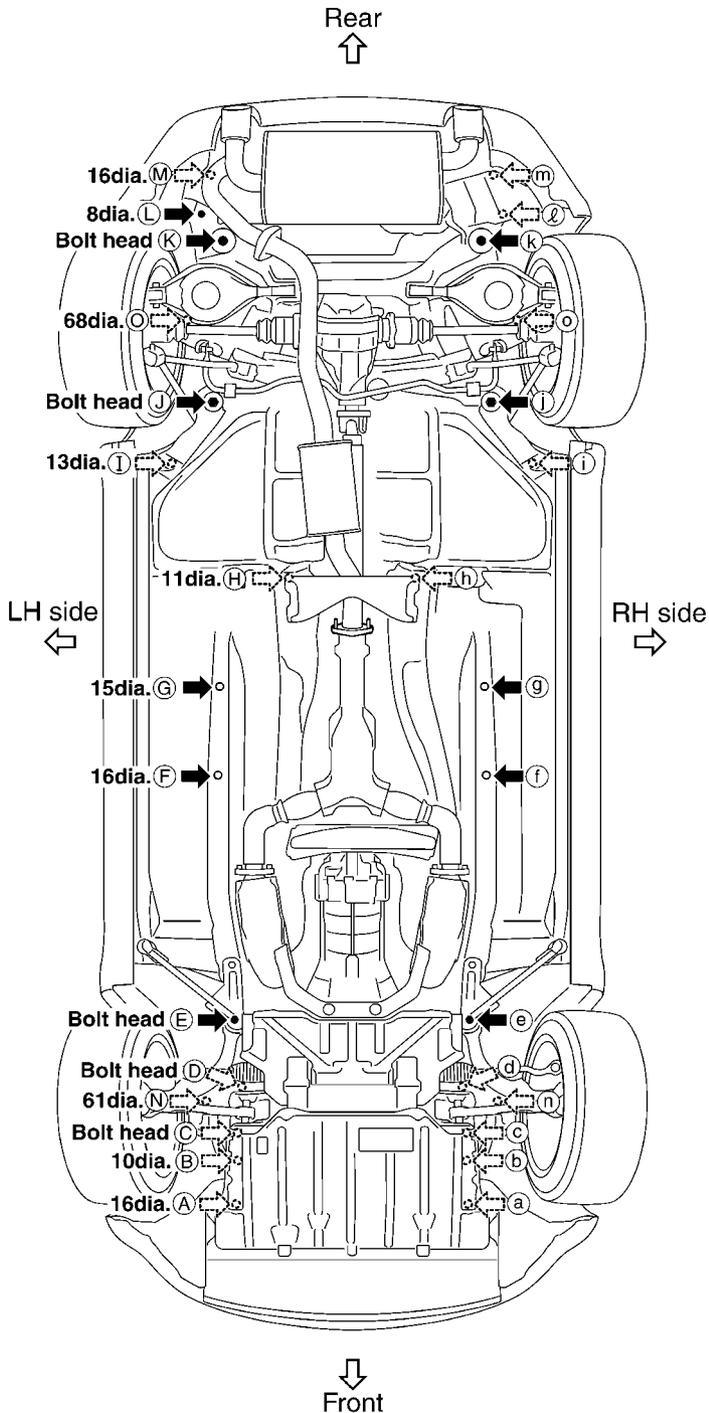
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# BODY REPAIR

## Measurement Points

Unit : mm

As viewed from underside.



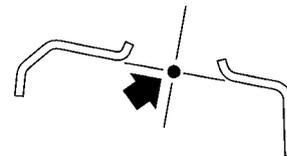
Coordinates:

(A), a	(I), i
X:413	X:605
Y:-368	Y:2191
Z:305	Z:128
(B), b	(J), j
X:415	X:473
Y:-238	Y:2404
Z:274	Z:114
(C), c	(K), k
X:405	X:452
Y:-100	Y:2964
Z:225	Z:179
(D), d	(L)
X:405	X:550
Y:39	Y:3065
Z:224	Z:316
(E), e	(l)
X:388	X:-500
Y:279	Y:3073
Z:82	Z:316
(F), f	(M), m
X:438	X:533
Y:1100	Y:3275
Z:79	Z:316
(G), g	
X:440	
Y:1400	
Z:79	
(H), h	
X:205	
Y:1777	
Z:69	

Front and rear strut tower centers

Coordinates:

(N), n
X:432
Y:28
Z:682
(O), o
X:524
Y:2682
Z:785



Front: (N), (n) 61dia.  
Rear: (O), (o) 68dia.

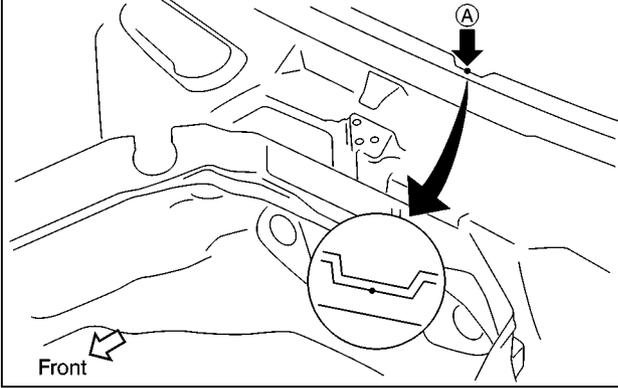
SIIA2348E



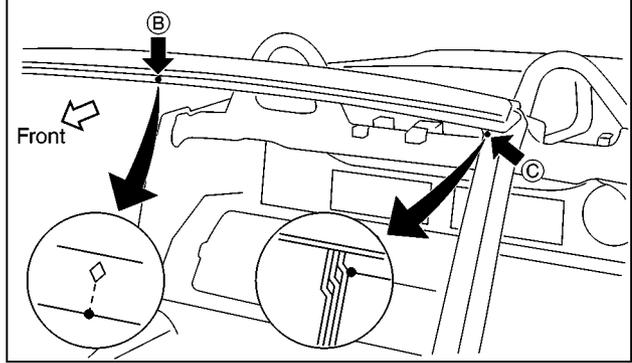
# BODY REPAIR

## Measurement Points

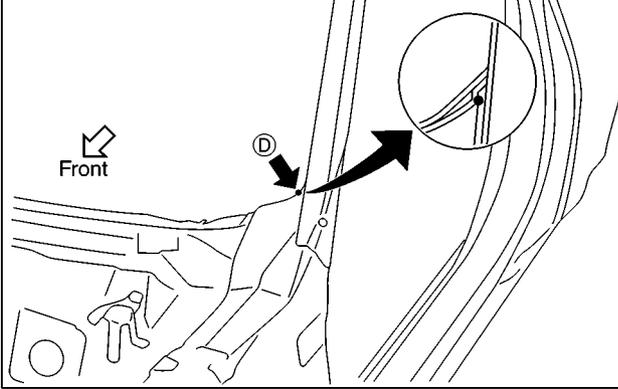
(A) : Upper dash crossmember indent of center positioning mark



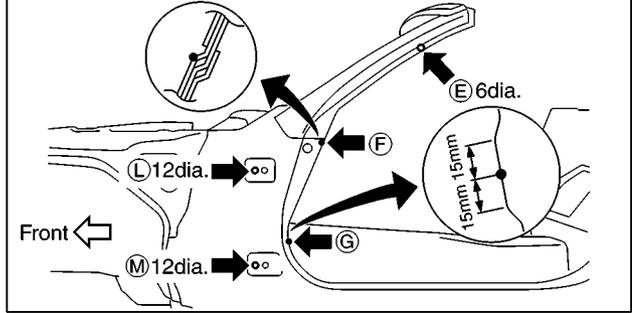
(B) : Outer front roof rail flange end of center positioning mark  
(C), (c) : Front pillar joggle



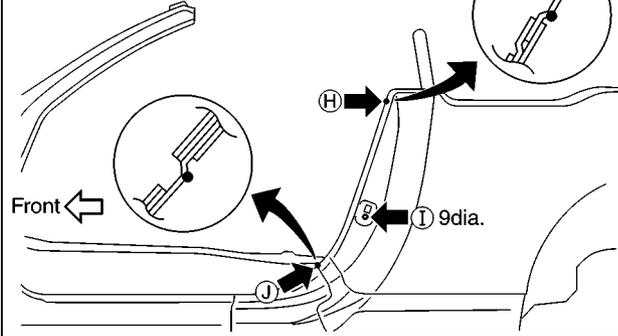
(D), (d) : Front pillar joggle



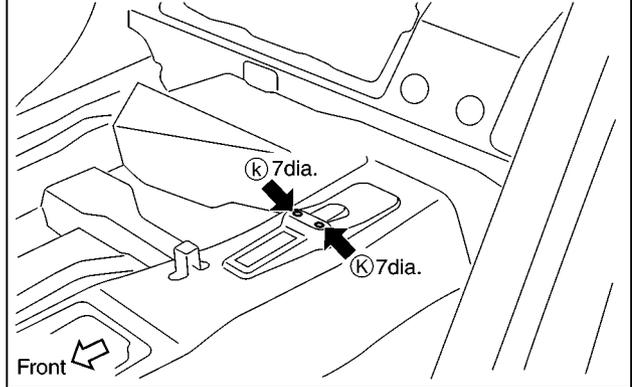
(E), (e) : Front pillar hole center (6dia.)  
(F), (f) : Front pillar joggle  
(G), (g) : Front pillar indent  
(L), (l), (M), (m) : Door hinge installing hole center (12dia.)



(H), (h) : Rear fender extension A joggle  
(I), (i) : Door switch installing hole center (9dia.)  
(J), (j) : Outer sill extension joggle



(K), (k) : Air bag sensor bracket installing hole center (7dia.)



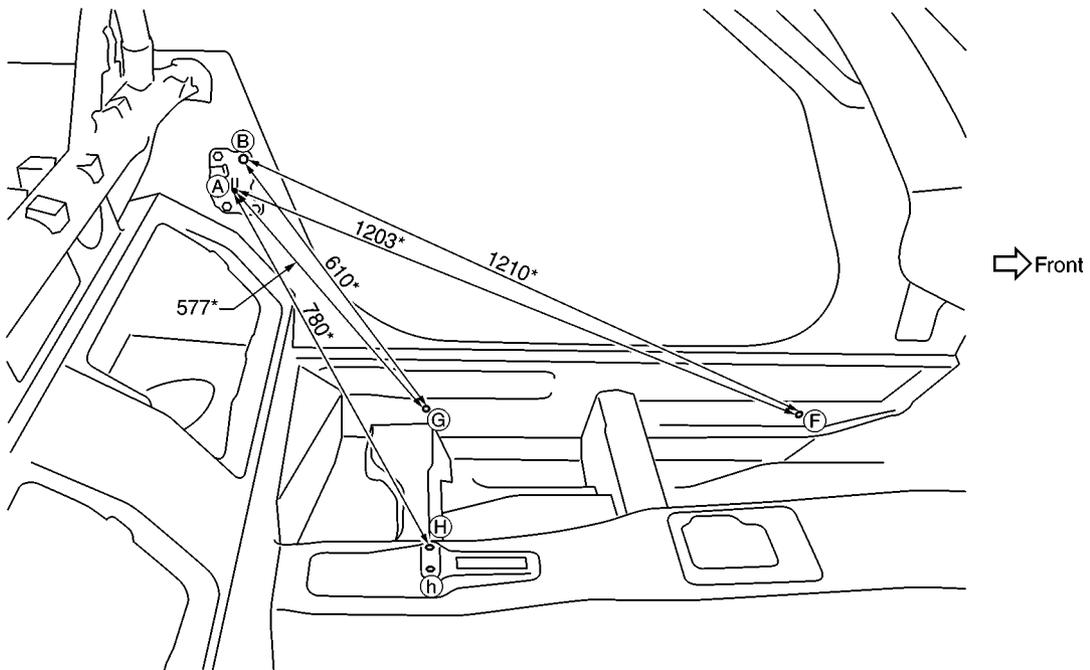
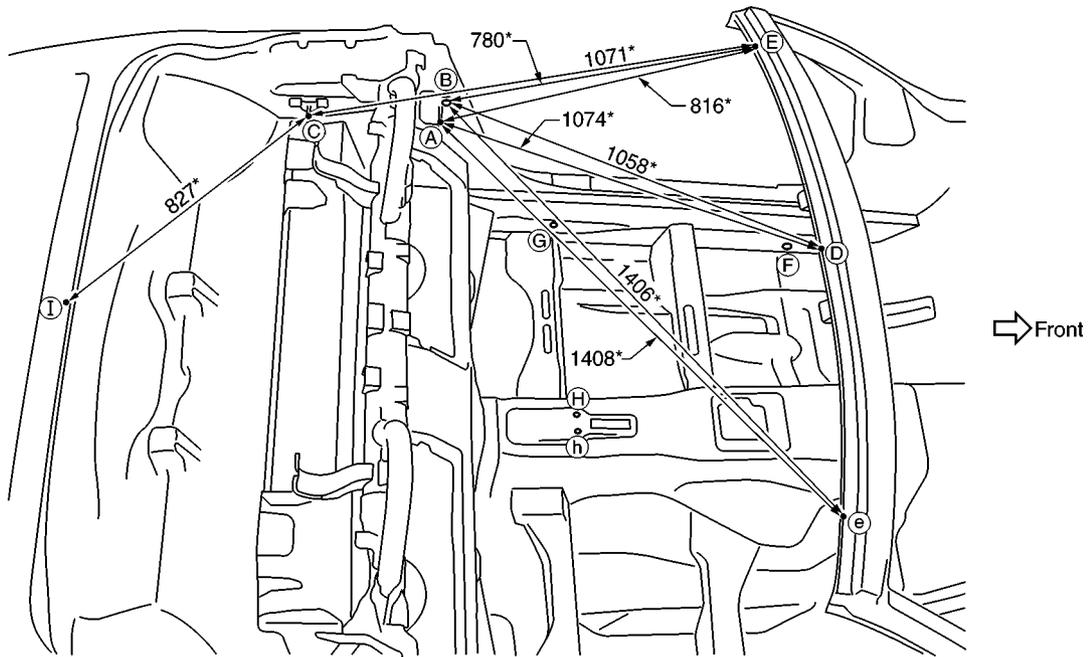
SIIA2444E

# BODY REPAIR

## SOFT TOP MOUNTING BRACKET

### Measurement

Figures marked with a (\*) indicate symmetrically identical dimensions on both right and left hand sides of the vehicle.

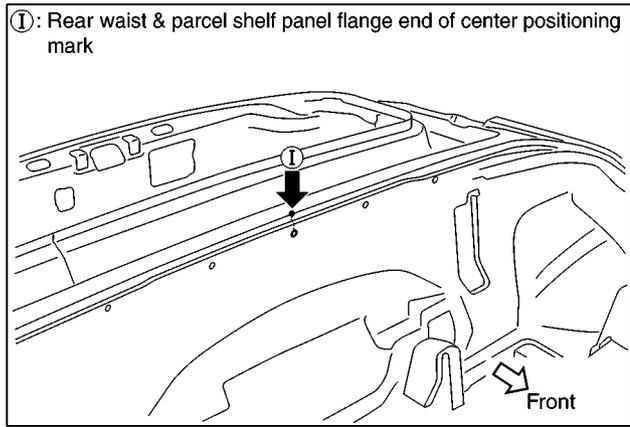
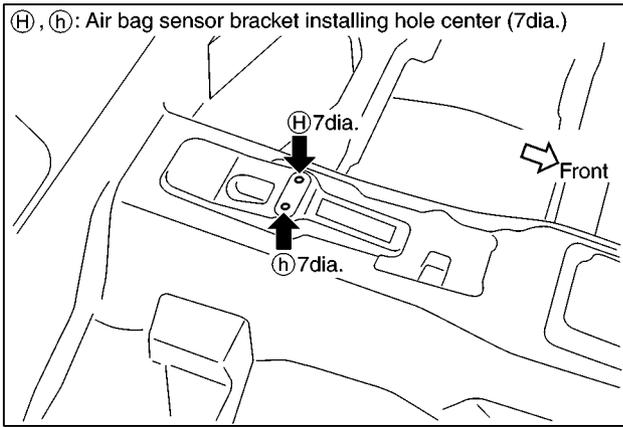
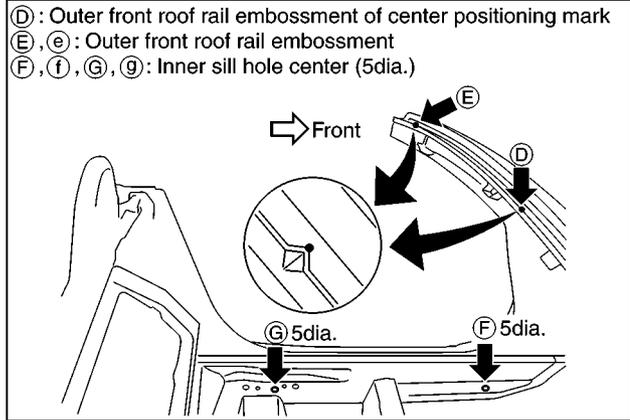
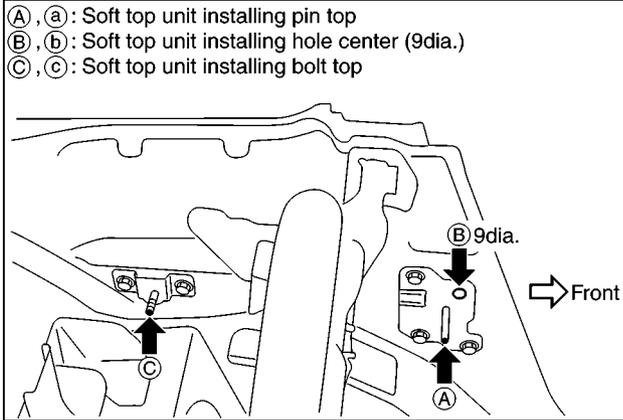


Point	Dimension
A~a	1,344

A  
B  
C  
D  
E  
F  
G  
H  
BL  
J  
K  
L  
M

# BODY REPAIR

## Measurement Points



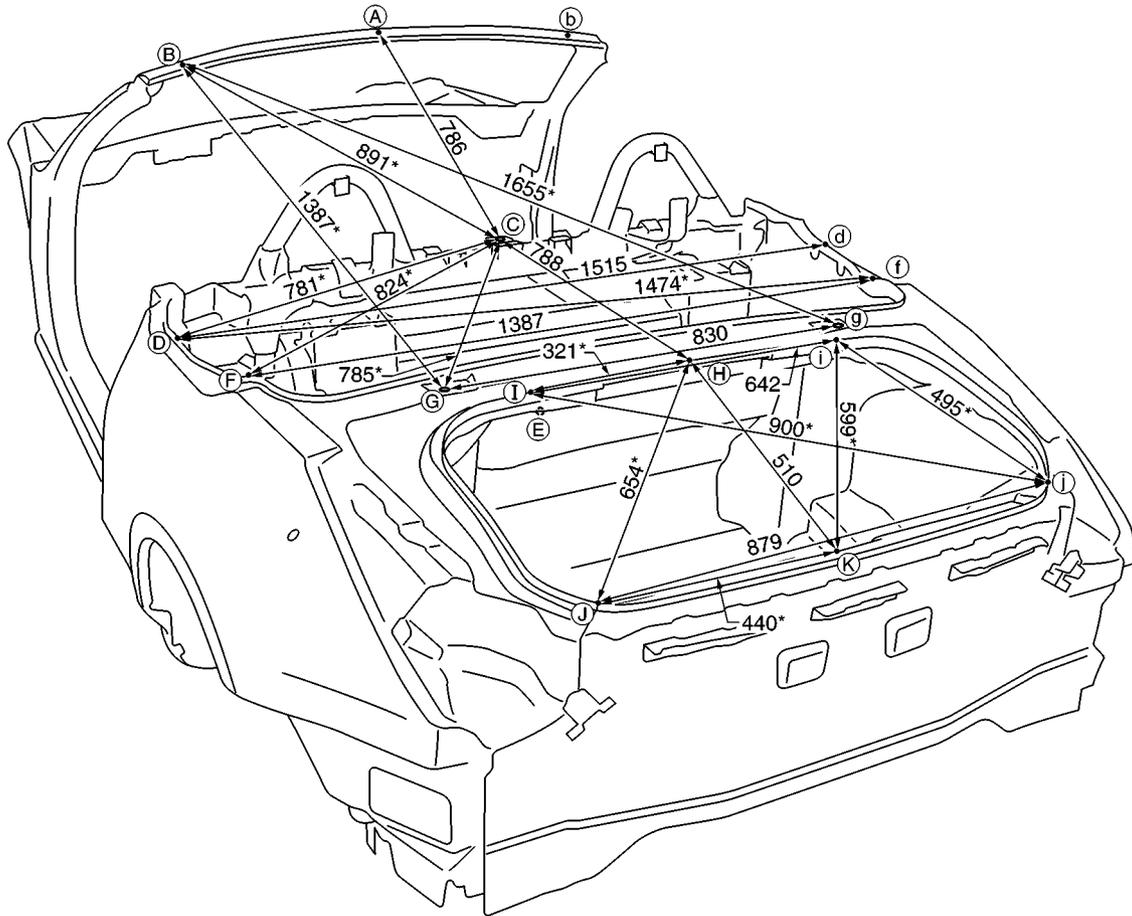
SIIA2445E

# BODY REPAIR

## REAR BODY Measurement

Figures marked with a (\*) indicate symmetrically identical dimensions on both right and left hand sides of the vehicle.

Unit : mm



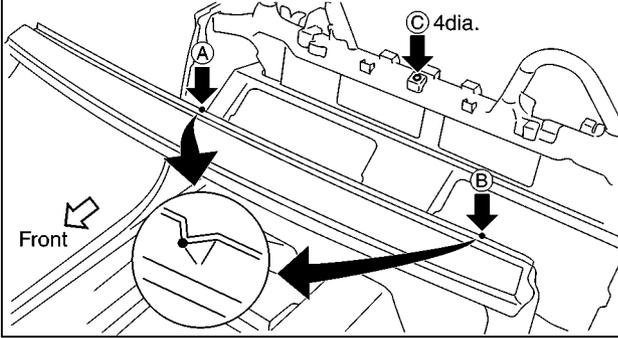
Point	Dimension
E~D	821*
E~F	767*
E~G	622*
E~H	580

A  
B  
C  
D  
E  
F  
G  
H  
BL  
J  
K  
L  
M

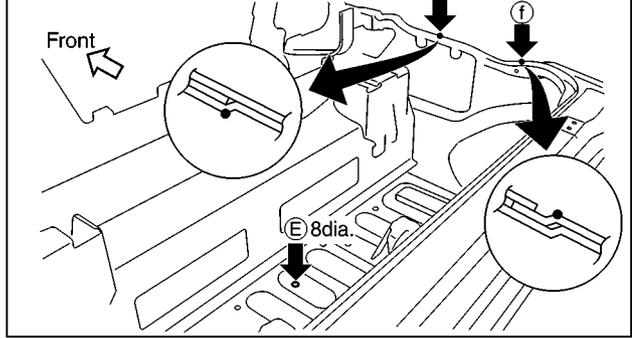
# BODY REPAIR

## Measurement Points

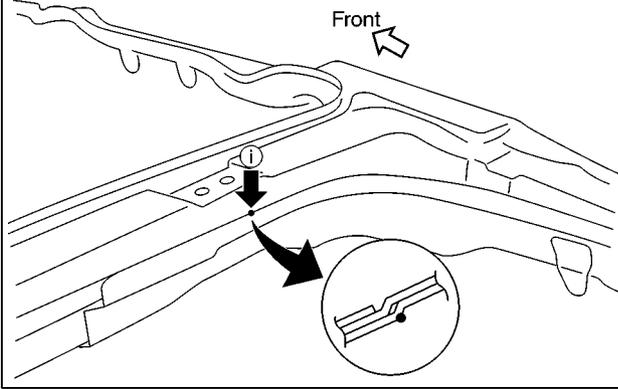
- (A) : Outer front roof rail embossment of center positioning mark
- (B) , (b) : Outer front roof rail embossment
- (C) : Guard frame hole center of center positioning mark (4dia.)



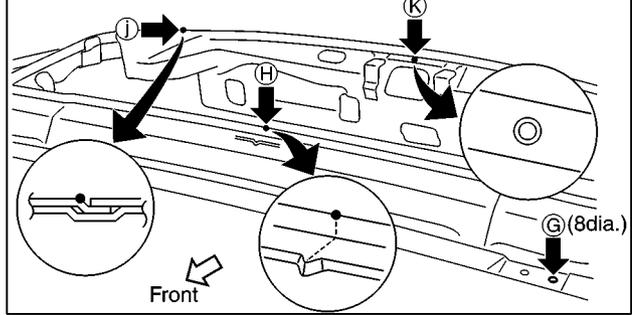
- (D) , (d) : Inner rear pillar joggle
- (E) : Inside step panel hole center of center positioning mark (8dia.)
- (F) , (f) : Rear fender extension B joggle



- (I) , (i) : Parcel shelf joggle



- (G) , (g) : Storage lid hinge installing hole center (8dia.)
- (H) : Rear waist flange end of center positioning mark
- (J) , (j) : Rear combination lamp base joggle
- (K) : Rear panel reinforcement ring mark center of center positioning mark



SIIA2446E

# BODY REPAIR

## Handling Precautions For Plastics HANDLING PRECAUTIONS FOR PLASTICS

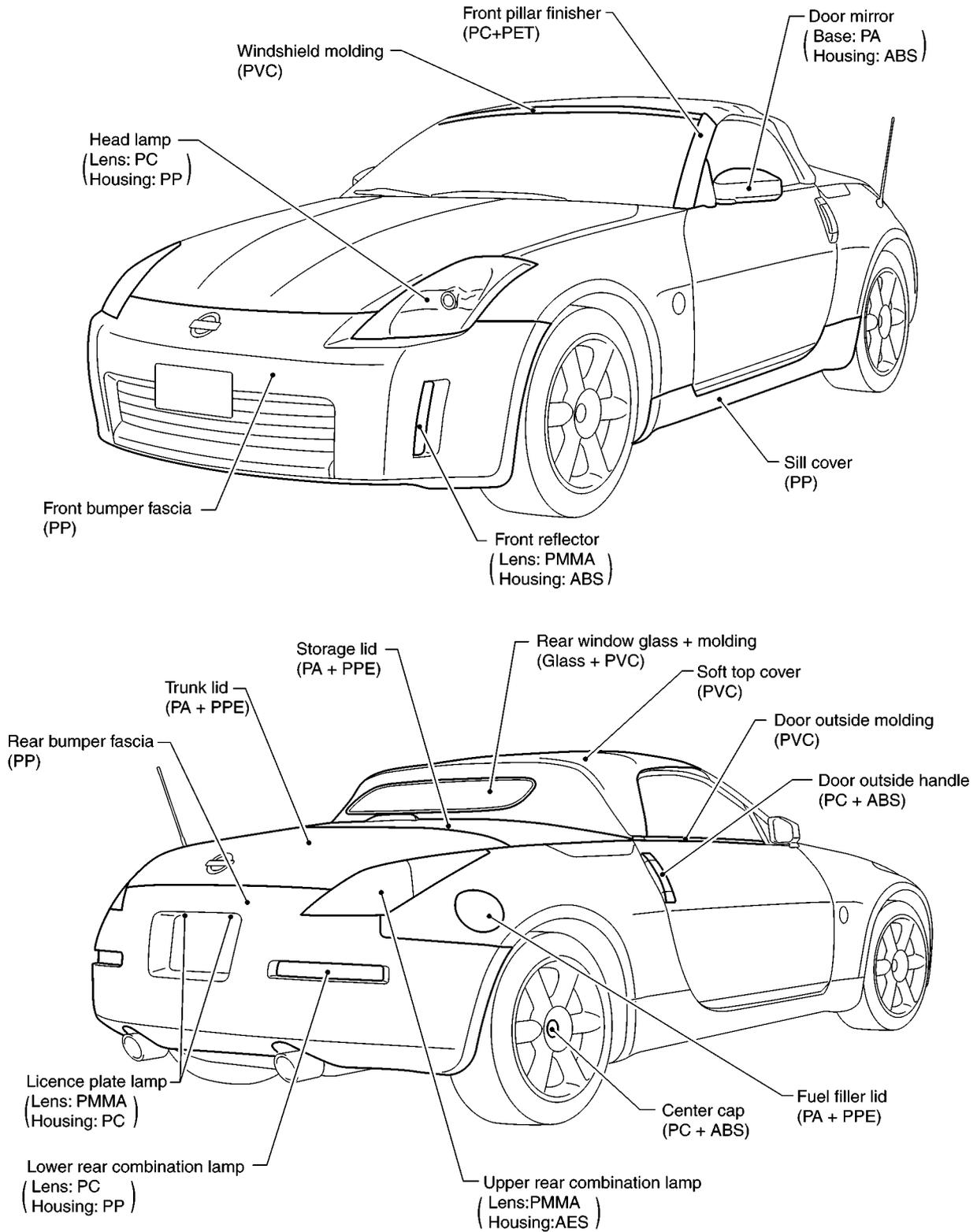
AIS006R3

Abbreviation	Material name	Heat resisting temperature °C(°F)	Resistance to gasoline and solvents	Other cautions
PE	Polyethylene	60(140)	Gasoline and most solvents are harmless if applied for a very short time (wipe up quickly).	Flammable
PVC	Poly Vinyl Chloride	80(176)	Same as above.	Poison gas is emitted when burned.
EPM/EPDM	Ethylene Propylene (Diene) copolymer	80(176)	Same as above.	Flammable
PP	Polypropylene	90(194)	Same as above.	Flammable, avoid battery acid.
UP	Unsaturated Polyester	90(194)	Same as above.	Flammable
PS	Polystyrene	80(176)	Avoid solvents.	Flammable
ABS	Acrylonitrile Butadiene Styrene	80(176)	Avoid gasoline and solvents.	
AES	Acrylonitrile Ethylene Styrene	80(176)	Same as above.	
PMMA	Poly Methyl Methacrylate	85(185)	Same as above.	
EVAC	Ethylene Vinyl Acetate	90(194)	Same as above.	
ASA	Acrylonitrile Styrene Acrylate	100(222)	Same as above.	Flammable
PPE	Poly Phenylene Ether	110(230)	Same as above.	
PC	Polycarbonate	120(248)	Same as above.	
PAR	Polyarylate	180(356)	Same as above.	
PUR	Polyurethane	90(194)	Same as above.	
POM	Poly Oxymethylene	120(248)	Same as above.	Avoid battery acid.
PBT+PC	Poly Butylene Terephthalate + Polycarbonate	120(248)	Same as above.	Flammable
PA	Polyamide	140(284)	Same as above.	Avoid immersing in water.
PBT	Poly Butylene Terephthalate	140(284)	Same as above.	
PET	Polyester	180(356)	Same as above.	
PEI	Polyetherimide	200(392)	Same as above.	

1. When repairing and painting a portion of the body adjacent to plastic parts, consider their characteristics (influence of heat and solvent) and remove them if necessary or take suitable measures to protect them.
2. Plastic parts should be repaired and painted using methods suiting the materials' characteristics.

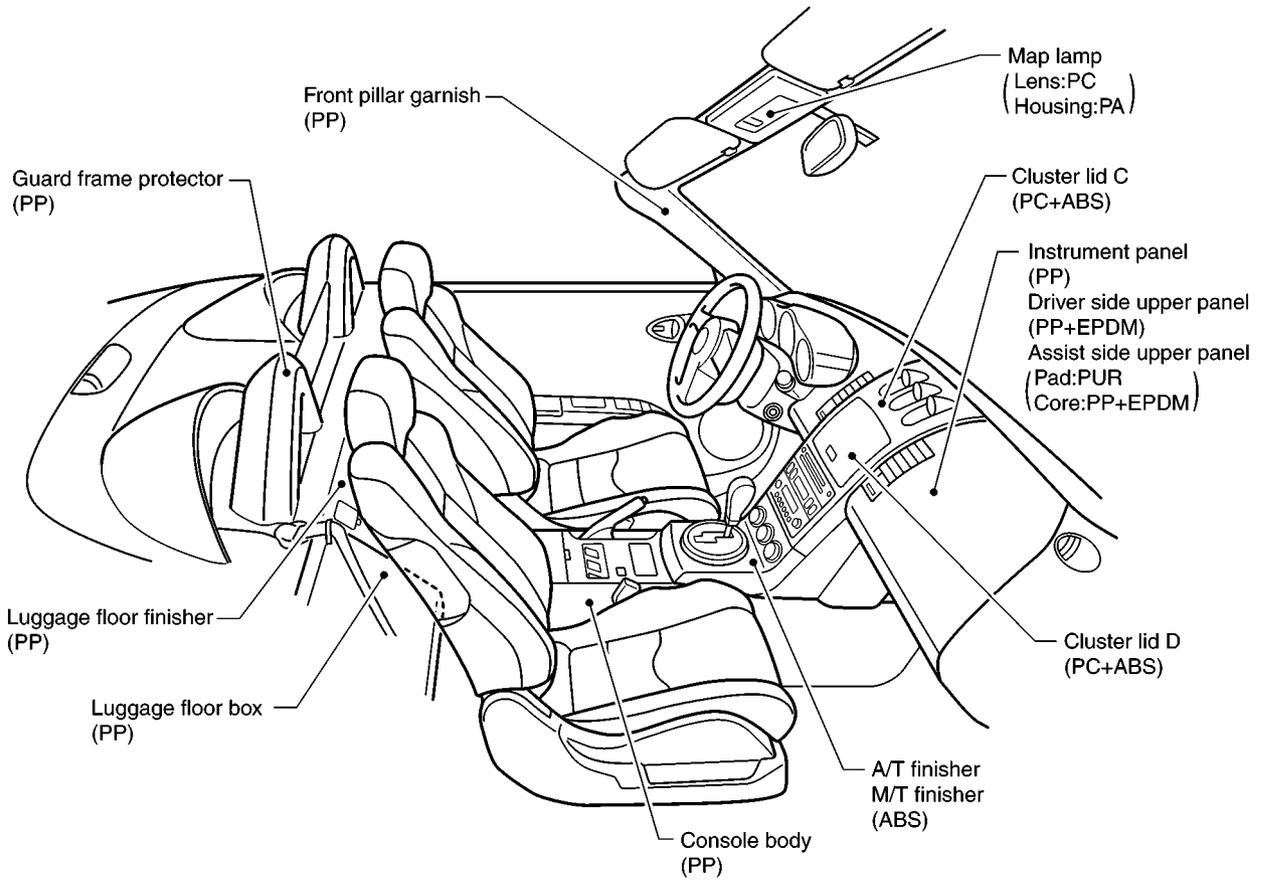
# BODY REPAIR

## LOCATION OF PLASTIC PARTS



SIIA2361E

# BODY REPAIR



A  
B  
C  
D  
E  
F  
G  
H  
BL  
J  
K  
L  
M

SIA2447E

# BODY REPAIR

## Precautions In Repairing High Strength Steel

AIS006R4

High strength steel is used for body panels in order to reduce vehicle weight. Accordingly, precautions in repairing automotive bodies made of high strength steel are described below:

### HIGH STRENGTH STEEL (HSS) USED IN NISSAN VEHICLES

Tensile strength	Nissan/Infiniti designation	Major applicable parts
373 N/mm <sup>2</sup> (38kg/mm <sup>2</sup> ,54klb/sq in)	SP130	<ul style="list-style-type: none"><li>● Front &amp; rear side member assembly</li><li>● Hoodledge assembly</li><li>● Upper dash</li><li>● Body side</li><li>● Other reinforcements</li></ul>
785-981 N/mm <sup>2</sup> (80-100kg/mm <sup>2</sup> ,114-142klb/sq in)	SP150	<ul style="list-style-type: none"><li>● Front door guard beam</li></ul>

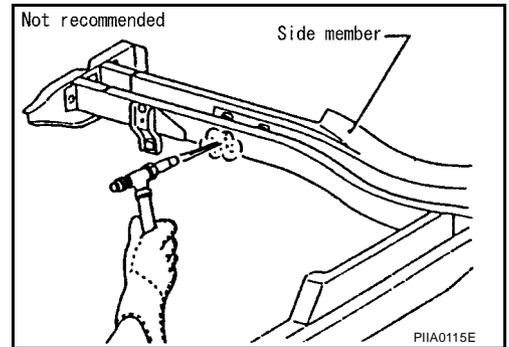
SP130 is the most commonly used HSS.

# BODY REPAIR

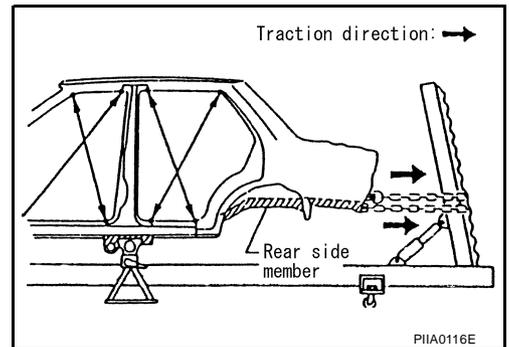
## Read the Following Precautions When Repairing HSS:

### 1. Additional points to consider

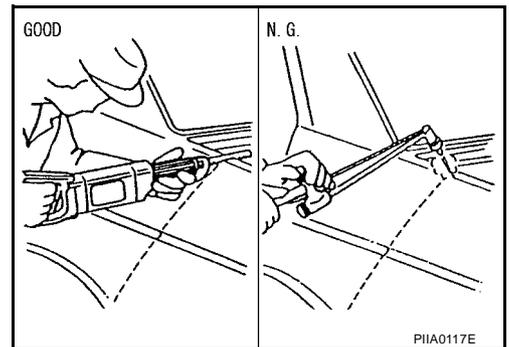
- The repair of reinforcements (such as side members) by heating is not recommended since it may weaken the component. When heating is unavoidable, do not heat HSS parts above 550°C (1,022°F). Verify heating temperature with a thermometer. (Crayon-type and other similar type thermometer are appropriate.)



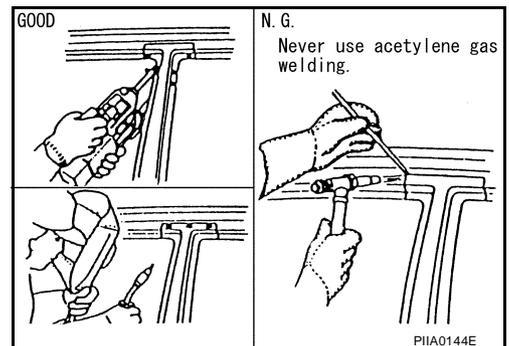
- When straightening body panels, use caution in pulling any HSS panel. Because HSS is very strong, pulling may cause deformation in adjacent portions of the body. In this case, increase the number of measuring points, and carefully pull the HSS panel.



- When cutting HSS panels, avoid gas (torch) cutting if possible. Instead, use a saw to avoid weakening surrounding areas due to heat. If gas (torch) cutting is unavoidable, allow a minimum margin of 50 mm (1.97in).



- When welding HSS panels, use spot welding whenever possible in order to minimize weakening surrounding areas due to heat. If spot welding is impossible, use M.I.G. welding. Do not use gas (torch) welding because it is inferior in welding strength.



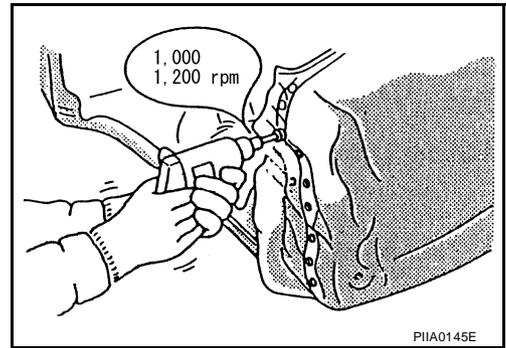
A  
B  
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G  
H

BL

J  
K  
L  
M

# BODY REPAIR

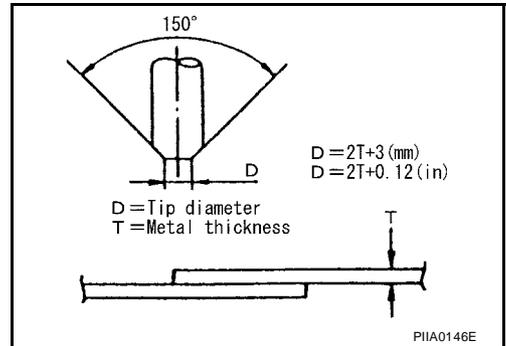
- The spot weld on HSS panels is harder than that of an ordinary steel panel.  
Therefore, when cutting spot welds on a HSS panel, use a low speed high torque drill (1,000 to 1,200 rpm) to increase drill bit durability and facilitate the operation.



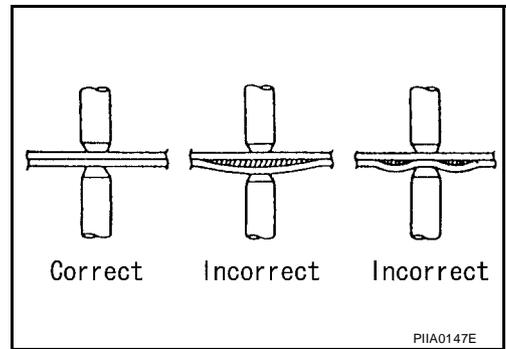
## 2. Precautions in spot welding HSS

This work should be performed under standard working conditions. Always note the following when spot welding HSS:

- The electrode tip diameter must be sized properly according to the metal thickness.



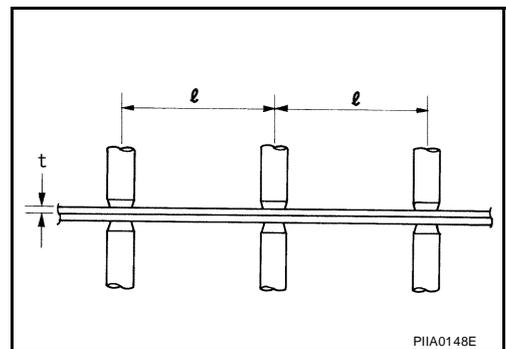
- The panel surfaces must fit flush to each other, leaving no gaps.



- Follow the specifications for the proper welding pitch.

Unit: mm

Thickness (t)	Minimum pitch (l)
0.6 (0.024)	10 (0.39) or over
0.8 (0.031)	12 (0.47) or over
1.0 (0.039)	18 (0.71) or over
1.2 (0.047)	20 (0.79) or over
1.6 (0.063)	27 (1.06) or over
1.8 (0.071)	31 (1.22) or over



# BODY REPAIR

## Replacement Operations

AIS006R5

### DESCRIPTION

This section is prepared for technicians who have attained a high level of skill and experience in repairing collision-damaged vehicles and also use modern service tools and equipment. Persons unfamiliar with body repair techniques should not attempt to repair collision-damaged vehicles by using this section.

Technicians are also encouraged to read Body Repair Manual (Fundamentals) in order to ensure that the original functions and quality of the vehicle can be maintained. The Body Repair Manual (Fundamentals) contains additional information, including cautions and warning, that are not including in this manual. Technicians should refer to both manuals to ensure proper repairs.

Please note that these information are prepared for worldwide usage, and as such, certain procedures might not apply in some regions or countries.

A

B

C

D

E

F

G

H

**BL**

J

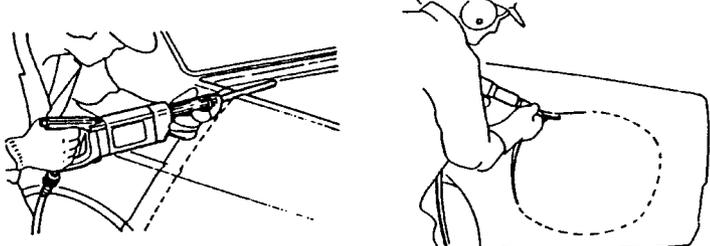
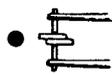
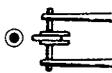
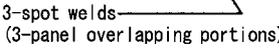
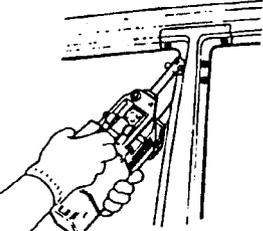
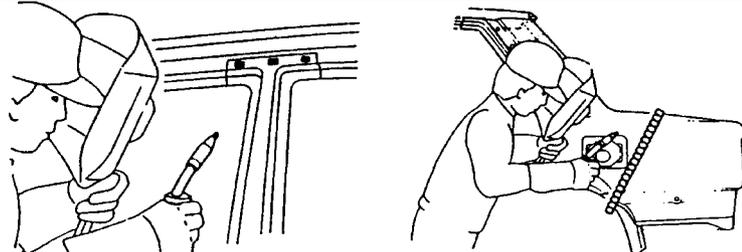
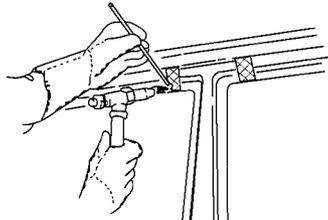
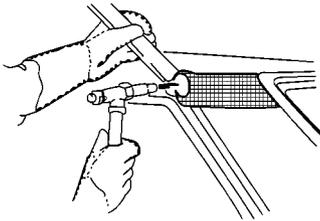
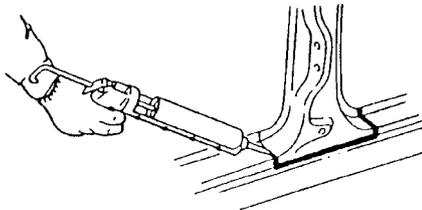
K

L

M

# BODY REPAIR

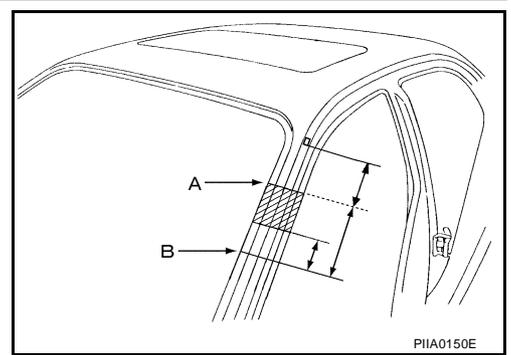
The symbols used in this section for cutting and welding / brazing operations are shown below.

 <p>Saw cut or air chisel cut</p>		
<p>Spot weld</p> <p>●●●● 2-spot welds</p>  <p>●●●● 3-spot welds</p> 	<p>2-spot welds (2-panel overlapping portions)</p>  <p>3-spot welds (3-panel overlapping portions)</p> 	
<p>■ ■ ■ ■ MIG plug weld</p>  <p>⌒ ⌒ ⌒ ⌒ MIG seam weld/ Point weld</p> 		
<p>▨ ▨ ▨ ▨ Brazing</p>  		
<p>▩ ▩ ▩ ▩ Soldering</p>  		
<p>— Sealing</p>		

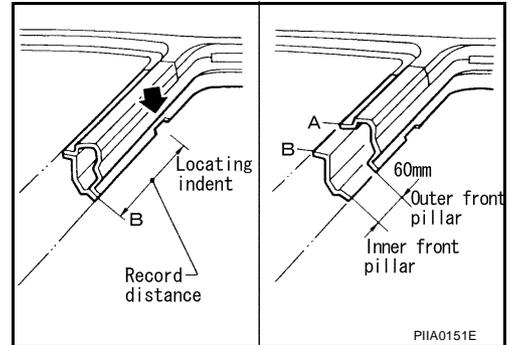
PIA0149E

# BODY REPAIR

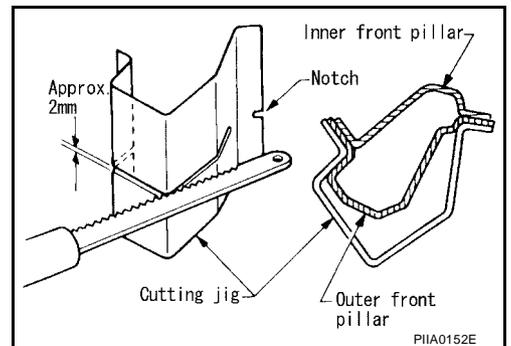
- Front pillar butt joint can be determined anywhere within shaded area as shown in the figure. The best location for the butt joint is at position A due to the construction of the vehicle. Refer to the front pillar section.



- Determine cutting position and record distance from the locating indent. Use this distance when cutting the service part. Cut outer front pillar over 60 mm above inner front pillar cut position.

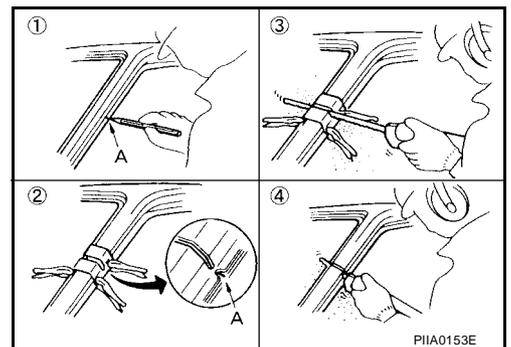


- Prepare a cutting jig to make outer pillar easier to cut. Also, this will permit service part to be accurately cut at joint position.



- An example of cutting operation using a cutting jig is as follows.

1. Mark cutting lines.  
A: Cut position of outer pillar  
B: Cut position of inner pillar
2. Align cutting line with notch on jig. Clamp jig to pillar.
3. Cut outer pillar along groove of jig. (At position A)
4. Remove jig and cut remaining portions.
5. Cut inner pillar at position B in same manner.



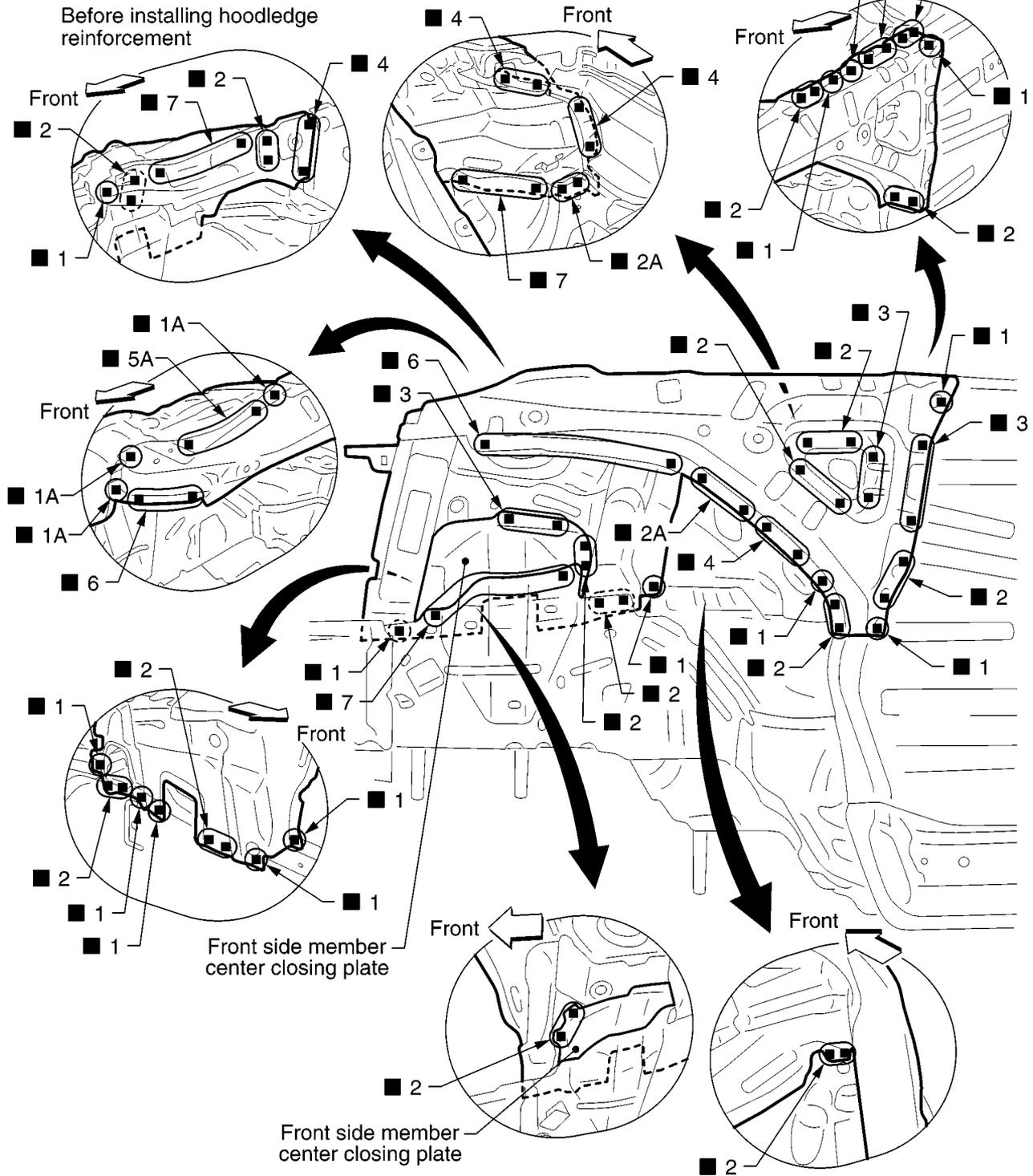
A  
B  
C  
D  
E  
F  
G  
H  
BL  
J  
K  
L  
M

# BODY REPAIR

## HOODLEDGE

### Service Joint

Remove front side member center closing plate for easier installation.



2-spot welds



3-spot welds



M I G plug weld



For 3 panels plug weld method



M I G seam weld/  
Point weld



SIIA2314E

Change parts

● Front strut housing (LH)

● Upper front hoodlidge (LH)

● Hoodlidge reinforcement (LH)



# BODY REPAIR

---

## Change parts

- Front side member assembly (LH)
- Front side member closing plate assembly (LH)
- Front side member outrigger assembly (LH)
- Front side member rear reinforcement (LH)

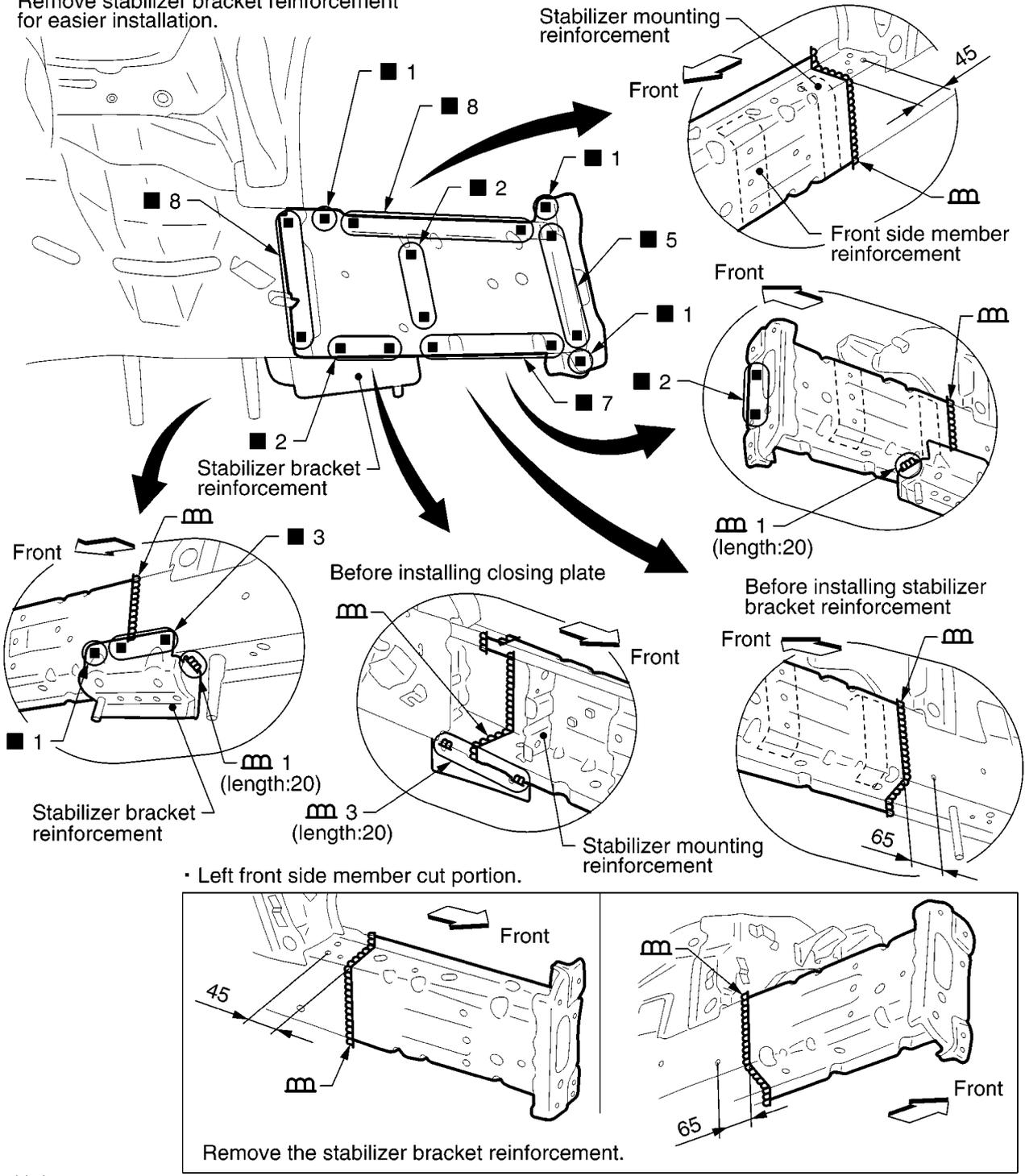
# BODY REPAIR

## FRONT SIDE MEMBER (PARTIAL REPLACEMENT)

A  
B  
C  
D  
E  
F  
G  
H  
BL  
J  
K  
L  
M

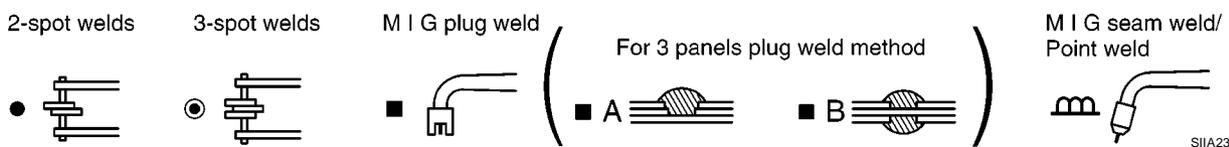
### Service Joint

(This figure shows right front side member)  
Remove stabilizer bracket reinforcement for easier installation.



• Left front side member cut portion.

Unit:mm



SIIA2316E

Change parts

- Front side member assembly (RH)
- Front side member front closing plate (RH)
- Outer front towing hook bracket (RH)

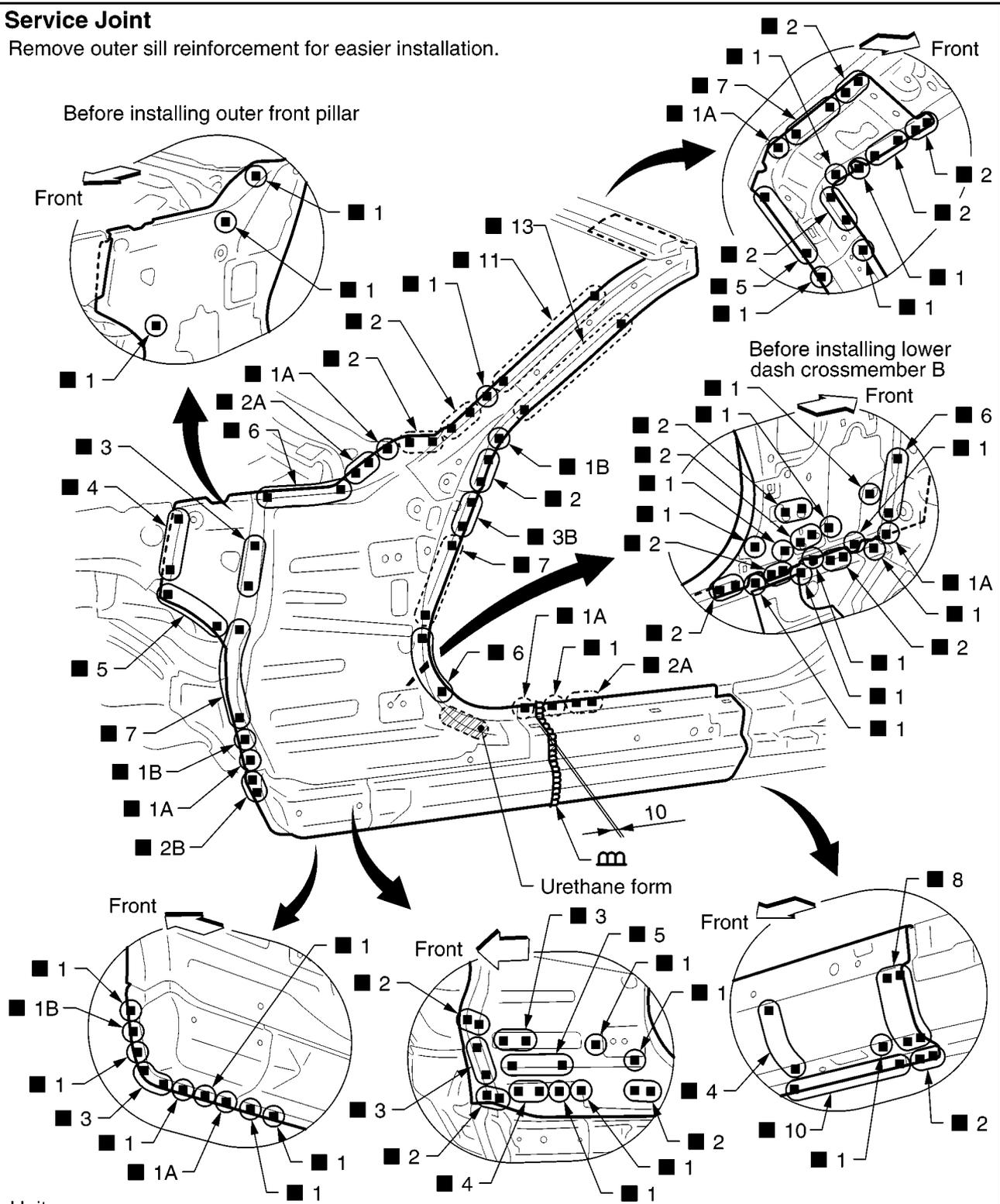
# BODY REPAIR

## FRONT PILLAR

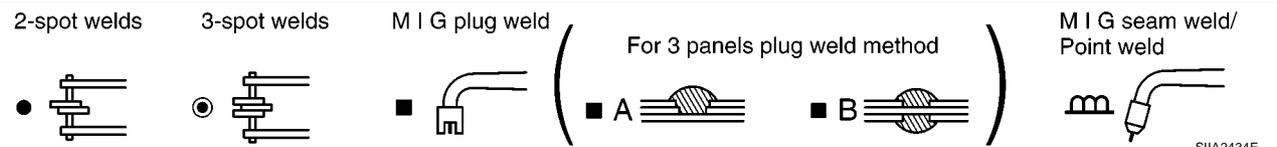
- Work after hoodledge reinforcement has been removed.

### Service Joint

Remove outer sill reinforcement for easier installation.



Unit:mm



SIIA2434E





# BODY REPAIR

---

Change parts

- Outer front sill reinforcement assembly (LH)
- Outer rear sill reinforcement assembly (LH)

A

B

C

D

E

F

G

H

**BL**

J

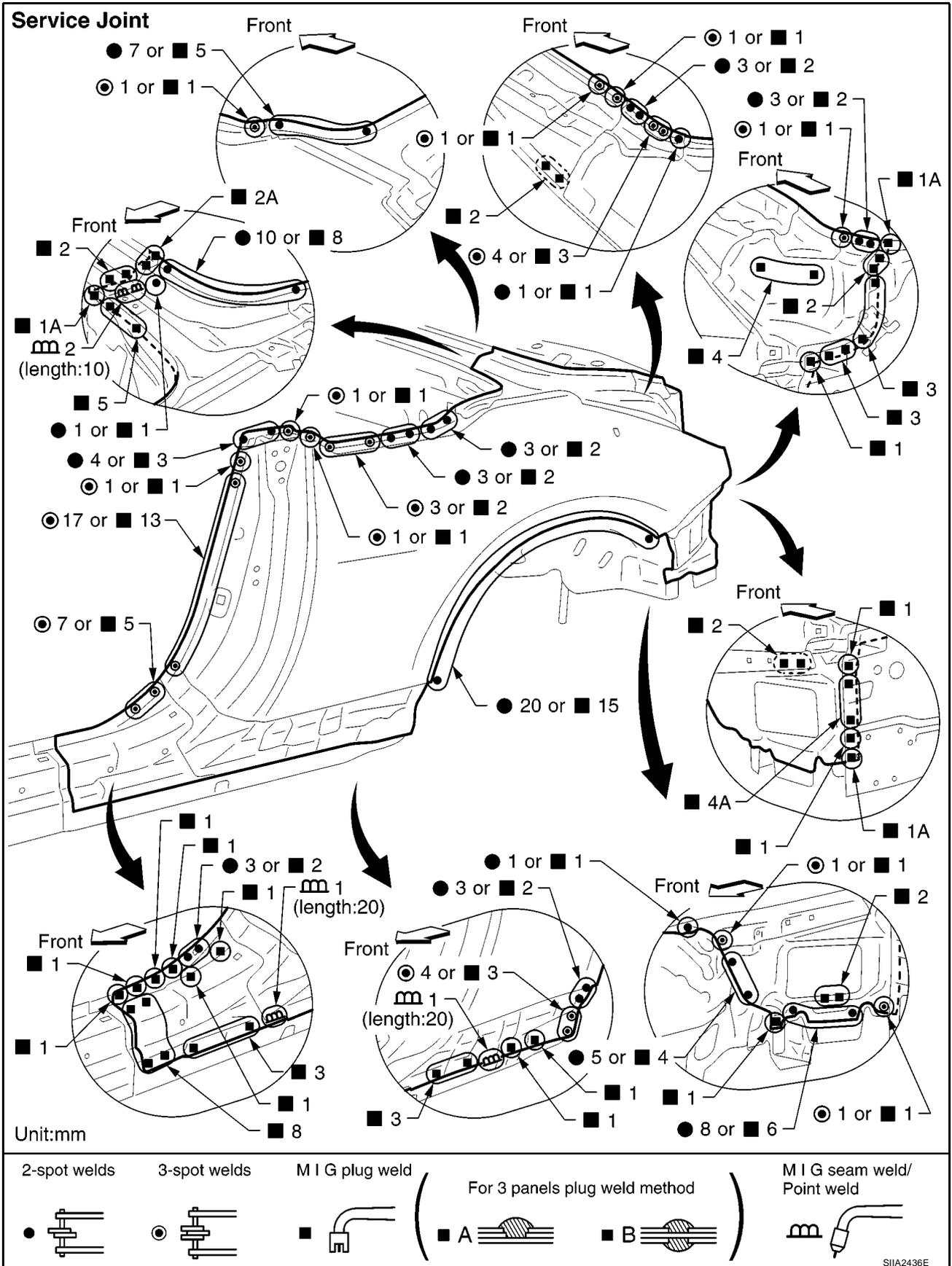
K

L

M

# BODY REPAIR

## REAR FENDER



Change parts

- Rear fender assembly (LH)

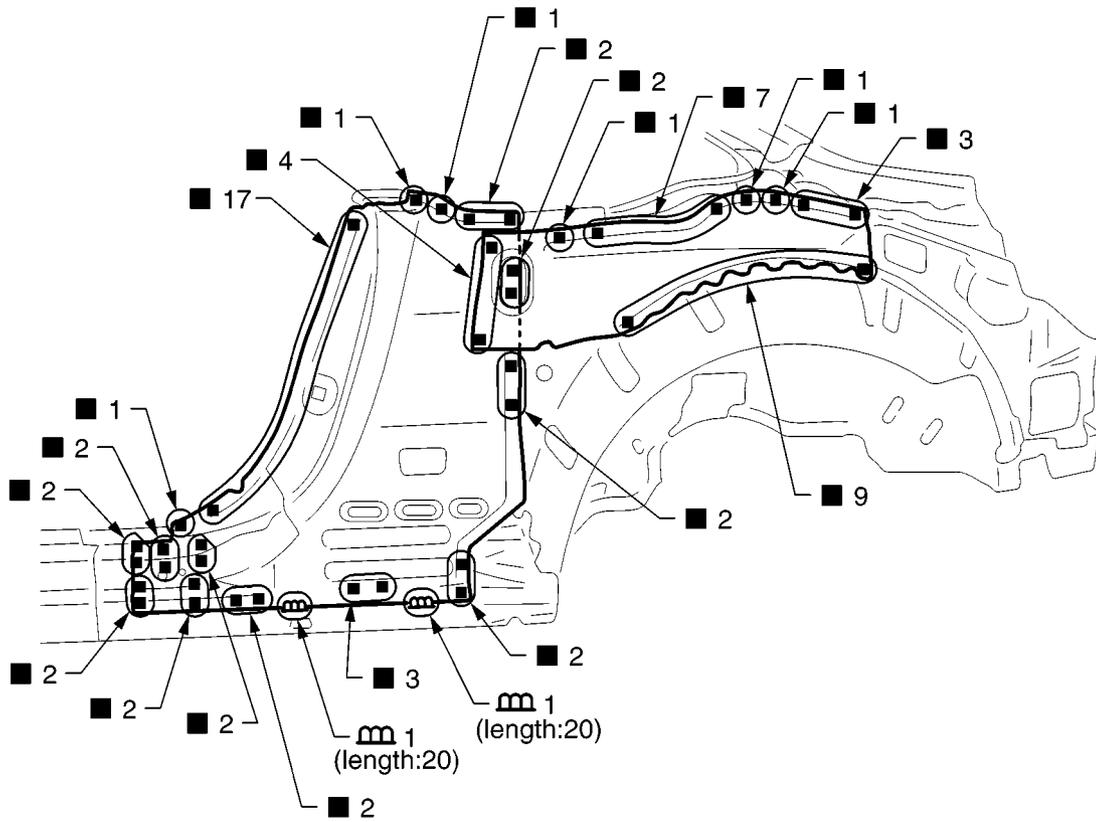
# BODY REPAIR

## LOCK PILLAR REINFORCEMENT

- Work after rear fender has been removed.

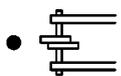
A  
B  
C  
D  
E  
F  
G  
H  
BL  
J  
K  
L  
M

### Service Joint



Unit:mm

2-spot welds



3-spot welds



M I G plug weld



For 3 panels plug weld method



M I G seam weld/  
Point weld



SIIA2321E

# BODY REPAIR

---

Change parts

- Outer lock pillar reinforcement (LH)
- Rear side waist reinforcement (LH)

# BODY REPAIR

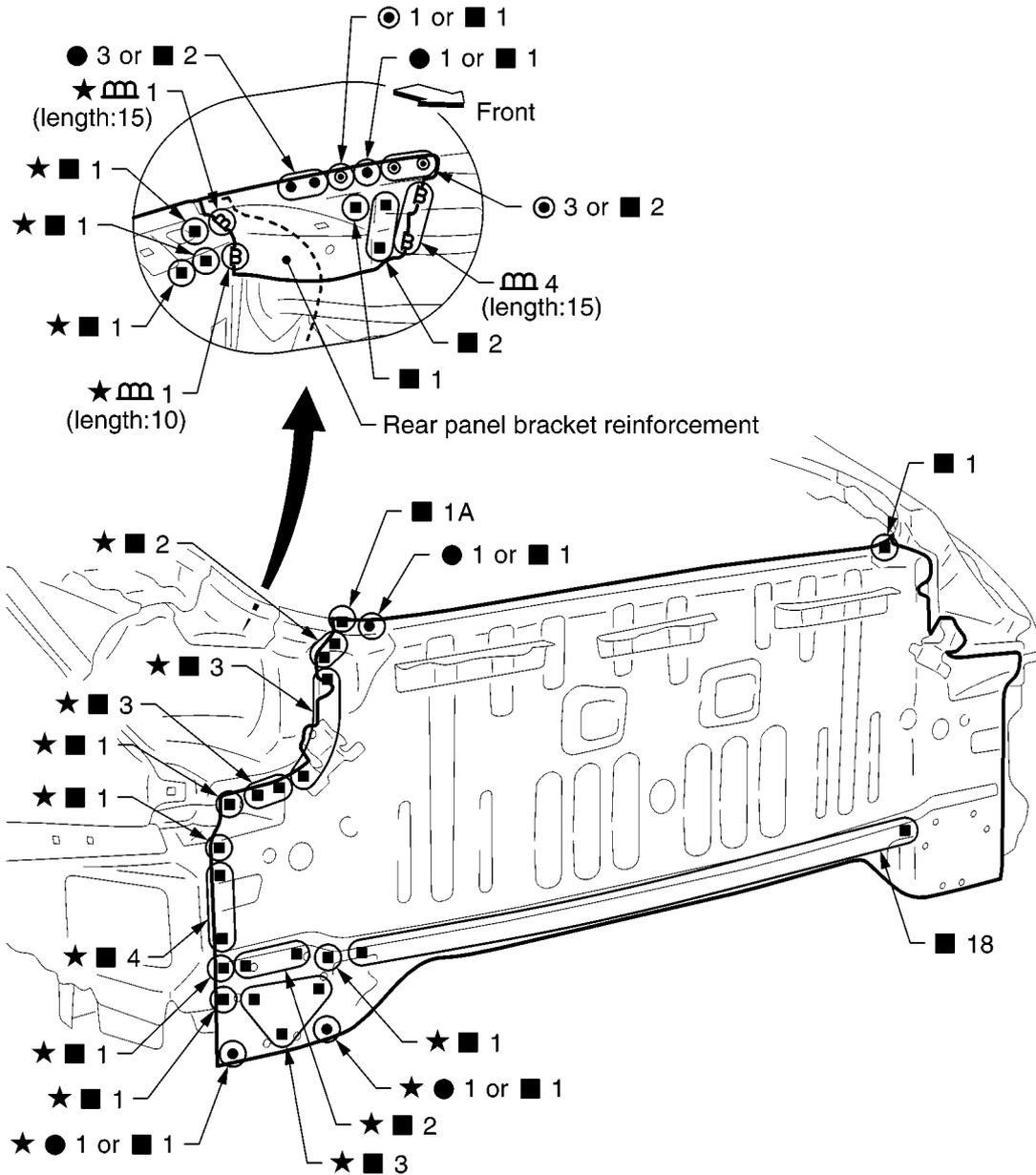
## REAR PANEL

A  
B  
C  
D  
E  
F  
G  
H  
BL  
J  
K  
L  
M

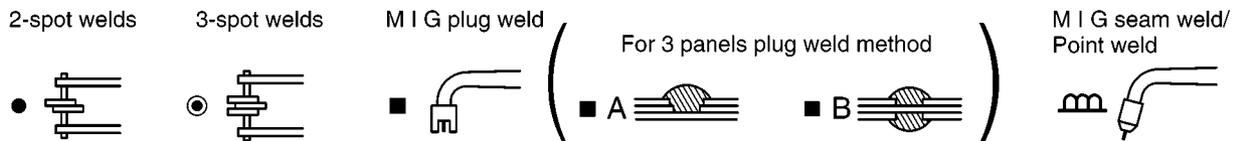
### Service Joint

Remove rear panel bracket reinforcement for easier installation.

★ indicates that there is an equivalent welding portion with the same dimensions on the opposite side.



Unit:mm



SIIA2322E

Change parts

- Rear panel assembly

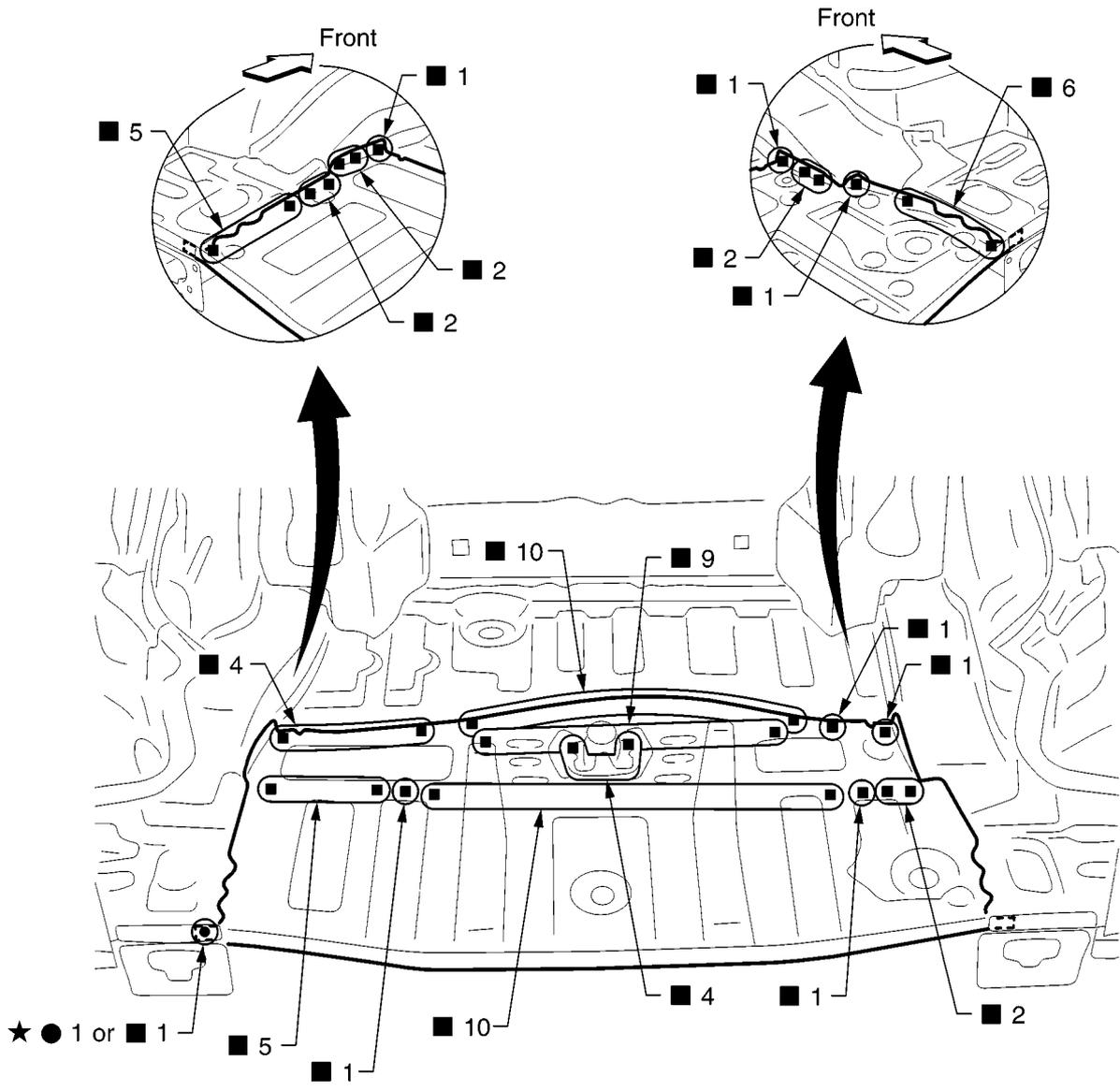
# BODY REPAIR

## REAR FLOOR REAR

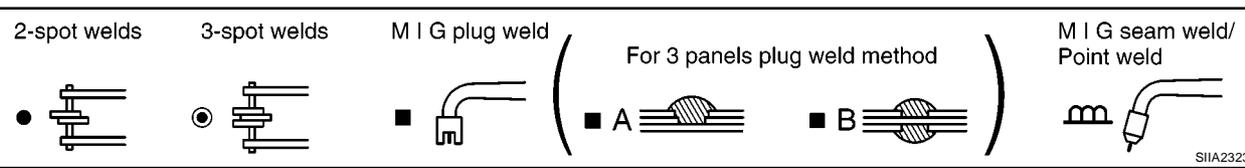
- Work after rear panel assembly has been removed.

### Service Joint

★ indicates that there is an equivalent welding portion with the same dimensions on the opposite side.



★ ● 1 or ■ 1



SIIA2323E

# BODY REPAIR

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## Change parts

- Rear floor rear
- Spare tire clamp bracket

A

B

C

D

E

F

G

H

**BL**

J

K

L

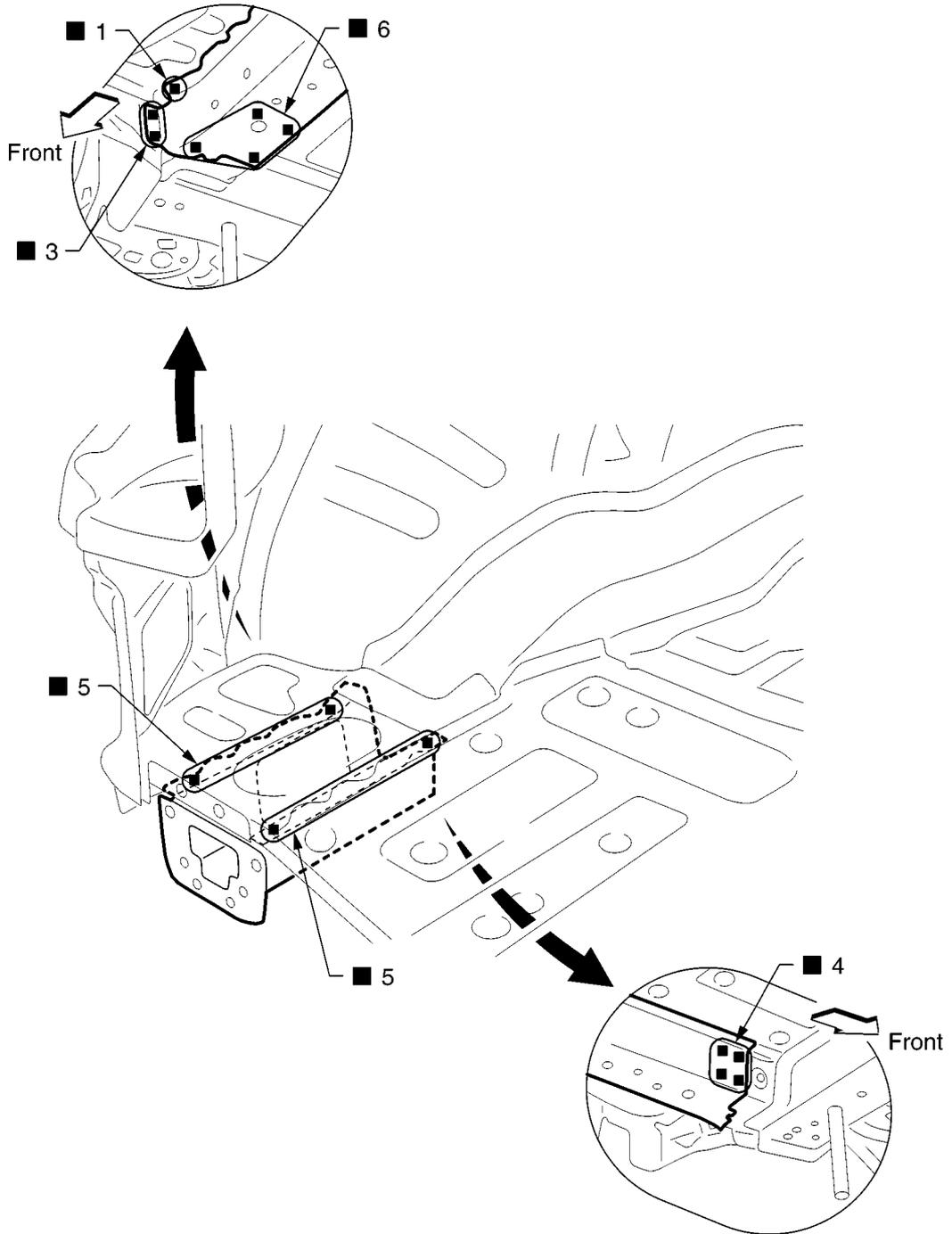
M

# BODY REPAIR

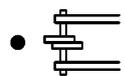
## REAR SIDE MEMBER EXTENSION

- Work after rear panel assembly has been removed.

### Service Joint



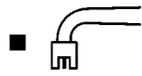
2-spot welds



3-spot welds



M I G plug weld



For 3 panels plug weld method



M I G seam weld/  
Point weld



SIIA2324E

# BODY REPAIR

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## Change parts

- Rear side member extension (LH)

A

B

C

D

E

F

G

H

**BL**

J

K

L

M

# BODY REPAIR

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