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DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION > [COUPE]

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow

DETAILED FLOW

1. OBTAIN INFORMATION ABOUT SYMPTOM

Interview the customer to obtain as much malfunction information (conditions and environment when the malfunction occurs) as possible when the customer brings the vehicle in.

>> GO TO 2.

2. REPRODUCE THE MALFUNCTION INFORMATION

Check the malfunction on the vehicle that the customer describes. Inspect the relation of the symptoms and the conditions when the symptoms occur.

>> GO TO 3.

3. IDENTIFY THE MALFUNCTIONING SYSTEM WITH "SYMPTOM DIAGNOSIS"

Use "Symptom diagnosis" from the symptom inspection result in step 2 and then identify where to start performing the diagnosis based on possible causes and symptoms.

>> GO TO 4.

f 4. IDENTIFY THE MALFUNCTIONING PARTS WITH "COMPONENT DIAGNOSIS"

Diagnose with "Component diagnosis" of the applicable system.

>> GO TO 5.

5. REPAIR OR REPLACE THE MALFUNCTIONING PARTS

Repair or replace the specified malfunctioning parts.

>> GO TO 6.

6. FINAL CHECK

Check that malfunctions are not reproduced when obtaining the malfunction information from the customer, referring to the symptom inspection result in step 2.

Are the malfunctions corrected?

YES >> INSPECTION END

NO >> GO TO 3.

INSPECTION AND ADJUSTMENT [COUPE] < BASIC INSPECTION > INSPECTION AND ADJUSTMENT Α ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL: De-В scription INFOID:0000000005241793 When the battery negative terminal is disconnected, the initialization is necessary. If any of the following operations are performed, the initialization is necessary as well as when the negative battery terminal is disconnected. Power supply to the power window switch or power window motor is cut off by removal of battery terminal or if the battery fuse is blown. D Disconnection and connection of power window switch harness connector. Removal and installation of motor from regulator assembly. Operation of regulator assembly as an independent unit. Е Removal and installation of door glass or door glass run. The following specified operations cannot be performed under the non initialized condition. Auto-up operation Anti-pinch function F Key cylinder switch power window function Automatic window adjusting function Auto-up, manual-up does not operate when door is open ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL: Special Repair Requirement INFOID:0000000005241794 Н INITIALIZATION PROCEDURE 1. Disconnect battery negative terminal or power window switch connector. Reconnect it after a minute or more. 2. Door switch is OFF (close). 3. Turn ignition switch ON. 4. Operate power window switch to fully open the window. (This operation is unnecessary if the window is already fully open.) 5. Continue pulling the power window switch AUTO-UP. Even after glass stops at the fully closed position, keep pulling the switch for 3 seconds or more. Initializing procedure is completed. **PWC** 7. Inspect anti-pinch function. **CAUTION:** When initialization is not complete, power window UP does not operate while door is open. CHECK ANTI-PINCH FUNCTION 1. Fully open the door window. 2. Place a piece of wood near the fully closed position. Close door glass completely with AUTO-UP. Check that glass lowers for approximately 150 mm (5.9 in) without pinching piece of wood and stops. Check that glass does not rise when operating the power window main switch while lowering. Ν **CAUTION:** Never check with hands and other part of body because they may be pinched. Never get pinched. Check that AUTO-UP operates before inspection when system initialization is performed.

- Perform initial setting when auto-up operation or anti-pinch function does not operate normally.
- Finish initial setting. Otherwise, next operation cannot be performed.
- 1. Auto-up operation
- 2. Anti-pinch function
- 3. Key cylinder switch power window function
- 4. Automatic window adjusting function
- 5. Auto-up, manual-up does not operate when door is open

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT

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INSPECTION AND ADJUSTMENT

< BASIC INSPECTION > [COUPE]

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT: Description

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When the control unit is replaced, the initialization is necessary.

If any of the following operations are performed, the initialization is necessary and the control unit must be disconnected.

- Power supply to the power window switch or power window motor is cut off by removal of battery terminal or
 if the battery fuse is blown.
- Disconnection and connection of power window switch harness connector.
- · Removal and installation of motor from regulator assembly.
- Operation of regulator assembly as an independent unit.
- Removal and installation of door glass or door glass run.

The following specified operations cannot be performed under the non initialized condition.

- Auto-up operation
- Anti-pinch function
- Key cylinder switch power window function
- Automatic window adjusting function
- Auto-up, manual-up does not operate when door is open

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT: Special Repair Requirement

INITIALIZATION PROCEDURE

- Disconnect battery negative terminal or power window switch connector. Reconnect it after a minute or more.
- 2. Door switch is OFF (close).
- 3. Turn ignition switch ON.
- 4. Operate power window switch to fully open the window. (This operation is unnecessary if the window is already fully open.)
- 5. Continue pulling the power window switch AUTO-UP. Even after glass stops at the fully closed position, keep pulling the switch for 3 seconds or more.
- Initializing procedure is completed.
- 7. Inspect anti-pinch function.

CAUTION:

When initialization is not complete, power window UP does not operate while door is open.

CHECK ANTI-PINCH FUNCTION

- 1. Fully open the door window.
- 2. Place a piece of wood near the fully closed position.
- 3. Close door glass completely with AUTO-UP.
- Check that glass lowers for approximately 150 mm (5.9 in) without pinching piece of wood and stops.
- Check that glass does not rise when operating the power window switch while lowering.

CAUTION:

- Never check with hands and other part of body because they may be pinched. Never get pinched.
- Check that AUTO-UP operates before inspection when system initialization is performed.
- Perform initial setting when auto-up operation or anti-pinch function does not operate normally.
- Finish initial setting. Otherwise, next operation cannot be performed.
- 1. Auto-up operation
- 2. Anti-pinch function
- 3. Key cylinder switch power window function
- 4. Automatic window adjusting function
- 5. Auto-up, manual-up does not operate when door is open

[COUPE]

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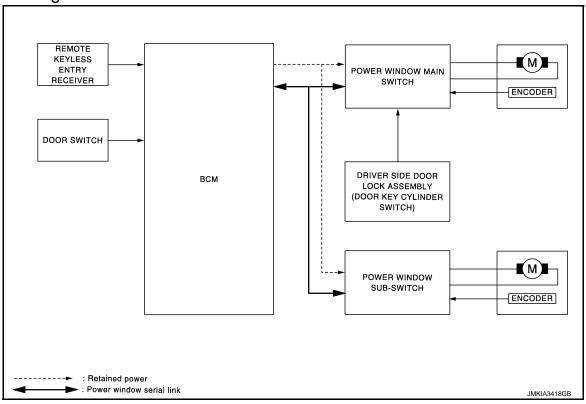
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SYSTEM DESCRIPTION

POWER WINDOW SYSTEM

System Diagram



System Description

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POWER WINDOW SYSTEM

 Power window system is activated by power window switch operation when ignition switch is turned ON and during the retained power operation, after ignition switch turned OFF.

Power window main switch can open/close all windows.

- Power window sub-switch can open/close the passenger side windows.
- AUTO operation can be activated by operating the power window switch once.
- It transmits and receives the signal between BCM and power window main switch or power window sub switch, via serial communication.
- When pressing power window lock switch, operation other than power window main switch becomes impos-
- When detecting the pinching resistance of foreign materials, etc. during power window AUTO UP operation, it lowers door glass to the specified value.
- When opening driver side or passenger side door while door glass is being fully closed, it lowers door glass of the door a little from the closed position. When closing the door, it return door glass to the fully closed position.
- All power windows open or close when Intelligent Key unlock button is pressed for 3seconds.
- Hold the door key cylinder to the UNLOCK direction for 1 second or more to OPEN all power windows when ignition switch OFF.

POWER WINDOW AUTO-OPERATION

- AUTO UP/DOWN operation can be performed when power window main switch turns to AUTO.
- Encoder continues detecting the movement of power window motor and transmits to power window switch as the encoder pulse signal while power window motor is operating.
- Power window switch reads the changes of encoder signal and stops AUTO operation when door glass is at the fully open/closed position.

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Auto function is inoperable if encoder is malfunctioning.

POWER WINDOW SYSTEM

[COUPE]

< SYSTEM DESCRIPTION >

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 BCM to power window main switch.

- Driver side door switch signal.
- Keyless power window down signal.
- Retained power operation signal.

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

- · Passenger side door switch signal.
- Keyless power window down signal.
- Retained power operation signal.

The following signal is transmitted from power window main switch to power window sub-switch.

- Passenger side door window operation signal.
- Power window lock signal.
- Power window control by key cylinder switch signal.

RETAINED POWER OPERATION

Retained power operation is an additional power supply function that enables power window system to operate for 45 seconds after ignition switch turns OFF.

RETAINED POWER FUNCTION CANCEL CONDITIONS

- Front door CLOSED (door switch OFF) → OPEN (door switch ON).
- When ignition switch turns ON again.
- When timer times out. (45 seconds)

POWER WINDOW LOCK FUNCTION

Switch operation other than power window main switch is prohibited when power window lock switch is ON. Power window main switch does not operate any power window other than driver power window.

ANTI-PINCH FUNCTION

- The anti-pinch function detects foreign matter being pinched in the door glass, during AUTO-UP operation, and lowers the door glass 150 mm (5.9in).
- Encoder continues detecting the movement of power window motor and transmits to power window switch as the encoder pulse signal while power window motor is operating.
- Resistance is applied to the power window motor rotation that changes the frequency of encoder pulse signal if foreign material is trapped in the door glass.
- Power window switch controls to lower the door glass for 150 mm (5.9in) after it detects encoder pulse signal frequency change.

OPERATION CONDITION

 When all door glass AUTO-UP operation is performed (anti-pinch function does not operate just before the door glass closes and is fully closed.)

NOTE:

Depending on environment and driving conditions, if a similar impact or load is applied to the door glass, it may lower.

AUTOMATIC WINDOW ADJUSTING FUNCTION

When the driver/passenger door(s) is open, the window of the opened door is lowered approximately 10 mm (0.39 in).

When the door is closed, the window is raised to the fully closed position.

Automatic window adjusting function system (opening operation) does not operate when the following item occurs.

• The window is 10 mm (0.39 in) or more open from the fully closed position.

Automatic window adjusting function system (closing operation) does not operate when the following item occurs.

• The automatic window adjusting function system (opening operation) operation.

DOOR KEY CYLINDER SWITCH POWER WINDOW FUNCTION

Hold the door key cylinder to the LOCK or UNLOCK position for 1 second or more to OPEN or CLOSE all power windows when ignition switch is OFF. In addition, it stops when the key position is NEUTRAL when operating.

OPERATION CONDITION

- Ignition switch OFF.
- Hold door key cylinder to the LOCK position for 1 second or more to perform CLOSE operation of the door glass.

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POWER WINDOW SYSTEM

< SYSTEM DESCRIPTION >

 Hold door key cylinder in the UNLOCK position for 1 second or more to perform OPEN operation of the door glass.

KEYLESS POWER WINDOW DOWN FUNCTION

All power windows open when the unlock button on Intelligent Key is activated and pressed and held for more than 3* seconds with the ignition switch OFF. The windows keep opening if the unlock button is continuously

The power window opening function stops when the following operations are performed.

- When the unlock button is pressed and held for more than 15 seconds.
- When the ignition switch is turned ON while the power window opening is operated.
- When the unlock button is released.

While retained power operation activates, keyless power window down function cannot be operated.

Keyless power window down operation mode can be changed by "PW DOWN SET" mode in "WORK SUP-PORT". Refer to DLK-41, "INTELLIGENT KEY: CONSULT-III Function (BCM - INTELLIGENT KEY)".

NOTE:

Use CONSULT-III to change settings.

MODE 1 (3 sec) / MODE 2 (OFF) / MODE 3 (5 sec)

POWER CONSUMPTION CONTROL SYSTEM

Power window switch incorporates a power consumption control function that reduces the power consumption according the vehicle status.

LOW POWER CONSUMPTION MODE

- Ignition switch OFF.
- Power window main switch and power window sub-switch do not receive a signal from serial link.
- · Power window motor does not move.

If any of the following conditions are satisfied, the low power consumption mode is released.

- Ignition switch ON.
- When door key cylinder switch signal is received.
- When the signal is received from serial link.
- When door open/close signal is received.
- When power window switch door lock is operated.

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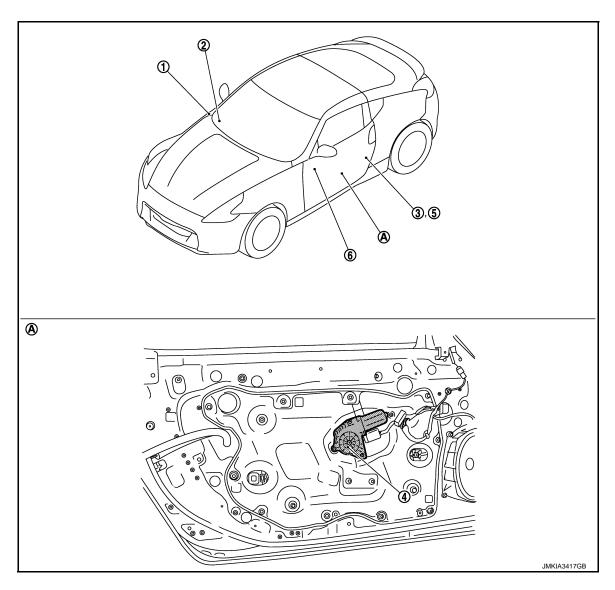
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Component Parts Location

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- 1. BCM M118, M119, M122, M123 BCS-9, "Component Parts Location"
- 4. Driver side power window motor D10 5.
- A. View with door finisher removed
- Remote keyless entry receiver M104 3.

 DLK-16, "INTELLIGENT KEY SYSTEM: Component Parts Location"
- Driver side door switch B16
- Driver side door lock assembly (door key cylinder switch) D15
- Power window main switch D8

6.

Component Description

INFOID:0000000005241800

| Component | Function |
|--------------------------|---|
| BCM | Supplies power to power window switches.Controls retained power function |
| Power window main switch | Directly controls all power window motors in all doors. Controls anti-pinch operation of power window. |
| Power window sub-switch | Controls anti-pinch operation of power window.Controls power window motor of passenger door. |
| Power window motor | Integrates the encoder and window motor. Starts operating with signals from each power window switch. Transmits power window motor rotation as a pulse signal to power window switch. |

POWER WINDOW SYSTEM

< SYSTEM DESCRIPTION >

[COUPE]

| Component | Function | |
|---|---|--|
| Driver side door lock assembly (door key cylinder switch) | Transmits operation condition of key cylinder switch to power window main switch. | |
| Remote keyless entry receiver | Receives lock/unlock signal from intelligent key, and then transmits to BCM. | |
| Door switch | Detects door open/close condition and transmits to BCM. | |

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[COUPE]

DIAGNOSIS SYSTEM (BCM)

COMMON ITEM

COMMON ITEM: CONSULT-III Function (BCM - COMMON ITEM)

INFOID:0000000005241801

APPLICATION ITEM

CONSULT-III performs the following functions via CAN communication with BCM.

| Diagnosis mode | Function Description |
|--------------------------|--|
| Work Support | Changes the setting for each system function. |
| Self Diagnostic Result | Displays the diagnosis results judged by BCM. |
| CAN Diag Support Monitor | Monitors the reception status of CAN communication viewed from BCM. Refer to CONSULT-III operation manual. |
| Data Monitor | The BCM input/output signals are displayed. |
| Active Test | The signals used to activate each device are forcibly supplied from BCM. |
| Ecu Identification | The BCM part number is displayed. |
| Configuration | Read and save the vehicle specification.Write the vehicle specification when replacing BCM. |

SYSTEM APPLICATION

BCM can perform the following functions for each system.

NOTE:

It can perform the diagnosis modes except the following for all sub system selection items.

×: Applicable item

| System | Sub system selection item | Diagnosis mode | | | |
|--|-----------------------------|----------------|--------------|-------------|--|
| System | Sub system selection item | Work Support | Data Monitor | Active Test | |
| Door lock | DOOR LOCK | × | × | × | |
| Rear window defogger | REAR DEFOGGER | | × | × | |
| Warning chime | BUZZER | | × | × | |
| Interior room lamp timer | INT LAMP | × | × | × | |
| Exterior lamp | HEAD LAMP | × | × | × | |
| Wiper and washer | WIPER | × | × | × | |
| Turn signal and hazard warning lamps | FLASHER | × | × | × | |
| _ | AIR CONDITONER* | | | | |
| Intelligent Key system Engine start system | INTELLIGENT KEY | × | × | × | |
| Combination switch | COMB SW | | × | | |
| Body control system | ВСМ | × | | | |
| IVIS - NATS | IMMU | | × | × | |
| Interior room lamp battery saver | BATTERY SAVER | × | × | × | |
| Trunk lid open | TRUNK | | × | × | |
| Vehicle security system | THEFT ALM | × | × | × | |
| RAP system | RETAINED PWR | | × | | |
| Signal buffer system | SIGNAL BUFFER | | × | × | |
| TPMS | TPMS (AIR PRESSURE MONITOR) | × | × | × | |

NOTE:

FREEZE FRAME DATA (FFD)

The BCM records the following vehicle condition at the time a particular DTC is detected, and displays on CONSULT-III.

^{*:} This item is displayed, but is not used.

DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

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| CONSULT screen item | Indication/Unit | Description | | |
|------------------------------------|-----------------|---|--|---|
| Vehicle Speed | km/h | Vehicle speed of the moment a particular DTC is detected | | |
| Odo/Trip Meter | km | Total mileage (Odometer value) of the moment a particular DTC is detected | | |
| SLEEP>LOCK SLEEP>OFF | | While turning BCM status from low power consumption mode to normal mode (Power supply position is "LOCK") | | |
| | | While turning BCM status from low power consumption mode to normal mode (Power supply position is "OFF".) | | |
| | LOCK>ACC | | While turning power supply position from "LOCK" to "ACC" | |
| | ACC>ON | | While turning power supply position from "ACC" to "IGN" | |
| | RUN>ACC | | While turning power supply position from "RUN" to "ACC" (Vehicle is stopping and selector lever is except P position.) | • |
| | CRANK>RUN | | While turning power supply position from "CRANKING" to "RUN" (From cranking up the engine to run it) | |
| | RUN>URGENT | | While turning power supply position from "RUN" to "ACC" (Emergency stop operation) | |
| | ACC>OFF | | While turning power supply position from "ACC" to "OFF" | |
| | OFF>LOCK | | While turning power supply position from "OFF" to "LOCK" | |
| Vehicle Condition OFF>ACC ON>CRANK | OFF>ACC | Power position status of the moment a particular | While turning power supply position from "OFF" to "ACC" | |
| | ON>CRANK | DTC is detected | While turning power supply position from "IGN" to "CRANKING" | • |
| | OFF>SLEEP | | While turning BCM status from normal mode (Power supply position is "OFF".) to low power consumption mode | |
| | LOCK>SLEEP | | While turning BCM status from normal mode (Power supply position is "LOCK".) to low power consumption mode | |
| | LOCK | | Power supply position is "LOCK" (Ignition switch OFF with steering is locked.) | |
| | OFF | | Power supply position is "OFF" (Ignition switch OFF with steering is unlocked.) | |
| | ACC | | Power supply position is "ACC" (Ignition switch ACC) | |
| | ON | | Power supply position is "IGN" (Ignition switch ON with engine stopped) | |
| | ENGINE RUN | | Power supply position is "RUN" (Ignition switch ON with engine running) | |
| | CRANKING | | Power supply position is "CRANKING" (At engine cranking) | |
| GN Counter | 0 - 39 | The number of times that ignition switch is turned ON after DTC is detected The number is 0 when a malfunction is detected now. The number increases like 1 → 2 → 338 → 39 after returning to the normal condition whenever ignition switch OFF → ON. | | |
| RETAINED PW | | I ne number is fixed to | o 39 until the self-diagnosis results are erased if it is over 39. | |

RETAINED PWR

RETAINED PWR : CONSULT-III Function (BCM - RETAINED PWR)

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Data monitor

| Monitor Item | Description | |
|--------------|---|--|
| DOOR SW-DR | Indicates [ON/OFF] condition of driver side door switch. | |
| DOOR SW-AS | Indicates [ON/OFF] condition of passenger side door switch. | |

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

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DTC/CIRCUIT DIAGNOSIS

POWER SUPPLY AND GROUND CIRCUIT

BCM

BCM : Diagnosis Procedure

INFOID:0000000005241803

1. CHECK FUSE AND FUSIBLE LINK

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

| Terminal No. | Signal name | Fuse and fusible link No. |
|--------------|----------------------|---------------------------|
| 1 | Battery power supply | K (40A) |
| 11 | Dattery power suppry | 10 (10A) |

Is the fuse fusing?

YES >> Replace the blown fuse or fusible link after repairing the affected circuit if a fuse or fusible link is

NO >> GO TO 2.

2. CHECK POWER SUPPLY CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Disconnect BCM connectors.
- Check voltage between BCM harness connector and ground.

| (+) BCM | | (-) | Voltage (Approx.) | |
|------------|----------|--------|---|--|
| Connector | Terminal | | (,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | |
| M118 | 1 | Ground | Pottory voltage | |
| M119 | 11 | Giound | Battery voltage | |

Is the measurement value normal?

YES >> GO TO 3.

NO >> Repair or replace harness.

3.CHECK GROUND CIRCUIT

Check continuity between BCM harness connector and ground.

| BCM | | | Continuity |
|-----------|----------|--------|------------|
| Connector | Terminal | Ground | Continuity |
| M119 | 13 | | Existed |

Does continuity exist?

YES >> INSPECTION END

NO >> Repair harness or connector.

POWER WINDOW MAIN SWITCH

POWER WINDOW MAIN SWITCH: Diagnosis Procedure

INFOID:0000000005241804

1. CHECK POWER SUPPLY CIRCUIT 1

- Turn ignition switch OFF.
- 2. Disconnect power window main switch connector.
- 3. Turn ignition switch ON.
- 4. Check voltage between power window main switch harness connector and ground.

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

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| (+) Power window main switch | | (-) | Voltage (V) (Approx.) | |
|------------------------------|----------|--------|--------------------------|--|
| Connector | Terminal | | (· .FP.O.V.) | |
| D8 | 1 | Ground | 12 | |
| | 10 | Ground | 12 | |

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> GO TO 2.

2.CHECK POWER SUPPLY CIRCUIT $_{2}$

- Turn ignition switch OFF.
- 2. Disconnect BCM connector.
- Check continuity between BCM harness connector and power window main switch harness connector.

| В | CM | Power window main switch | | | | Continuity |
|-----------|----------|--------------------------|----------|------------|--|------------|
| Connector | Terminal | Connector | Terminal | Continuity | | |
| M118 | 2 | D8 | 1 | Existed | | |
| IVITIO | 3 | D0 | 10 | LXISIGU | | |

Check continuity between BCM harness connector and ground.

| BCM | | | Continuity |
|-----------|----------|--------|-------------|
| Connector | Terminal | Ground | Continuity |
| M118 | 2 | Giouna | Not existed |
| IVITIO | 3 | | Not existed |

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-92, "Exploded View".

NO >> Repair or replace harness.

3. CHECK GROUND CIRCUIT

Turn ignition switch OFF.

Check continuity between power window main switch harness connector and ground.

| Power window main switch | | | Continuity |
|--------------------------|----|--------|------------|
| Connector Terminal | | Ground | Continuity |
| D8 | 15 | | Existed |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair or replace harness.

POWER WINDOW SUB-SWITCH

POWER WINDOW SUB-SWITCH: Diagnosis Procedure

1. CHECK POWER SUPPLY CIRCUIT 1

- 1. Turn ignition switch OFF.
- 2. Disconnect power window sub-switch connector.
- Check voltage between power window sub-switch harness connector and ground.

| (+) Power window sub-switch | | (–) | Voltage (V) (Approx.) | |
|-----------------------------|----------|--------|--------------------------|--|
| Connector | Terminal | | | |
| D38 | 10 | Ground | 12 | |

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INFOID:0000000005241805

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

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Is the measurement value within the specification?

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

2. CHECK POWER SUPPLY CIRCUIT 2

- 1. Turn ignition switch OFF.
- 2. Disconnect BCM connector.
- 3. Check continuity between BCM harness connector and power window sub-switch harness connector.

| В | BCM | | Power window sub-switch | |
|-----------|----------|-----------|-------------------------|------------|
| Connector | Terminal | Connector | Terminal | Continuity |
| M118 | 2 | D38 | 10 | Existed |

4. Check continuity between BCM harness connector and ground.

| ВСМ | | | Continuity |
|-----------|----------|--------|-------------|
| Connector | Terminal | Ground | Continuity |
| M118 | 2 | | Not existed |

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-92, "Exploded View".

NO >> Repair or replace harness.

3. CHECK GROUND CIRCUIT

Check continuity between power window sub-switch harness connector and ground.

| Power window sub-switch | | | Continuity |
|-------------------------|----------|--------|------------|
| Connector | Terminal | Ground | Continuity |
| D38 | 11 | | Existed |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair or replace harness.

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POWER WINDOW MOTOR

DRIVER SIDE

DRIVER SIDE : Description

INFOID:0000000005241806

Door glass moves UP/DOWN by receiving the signal from power window main switch.

DRIVER SIDE: Component Function Check

INFOID:0000000005241807

1. CHECK POWER WINDOW MOTOR CIRCUIT

Check driver side power window motor operation with power window main switch.

Is the inspection result normal?

YES >> Driver side power window motor is OK.

NO >> Refer to PWC-19, "DRIVER SIDE : Diagnosis Procedure".

DRIVER SIDE: Diagnosis Procedure

INFOID:0000000005241808

1. CHECK POWER WINDOW MAIN SWITCH OUTPUT SIGNAL

Turn ignition switch OFF.

- 2. Disconnect driver side power window motor connector.
- 3. Turn ignition switch ON.

4. Check voltage between driver side power window motor harness connector and ground.

| (+) Driver side power window motor | | (–) | Condition | | Voltage (V) (Approx.) |
|------------------------------------|----------|----------|--------------------------|------|---|
| Connector | Terminal | | | | (,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |
| | 6 | - Ground | Power window main switch | UP | 12 |
| D10 | | | | DOWN | 0 |
| D10 | | | | UP | 0 |
| 3 | | | DOWN | 12 | |

Is the measurement value within the specification?

YES >> GO TO 2.

NO >> GO TO 3.

2. CHECK POWER WINDOW MOTOR

Check driver side power window motor.

Refer to PWC-20, "DRIVER SIDE: Component Inspection".

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace driver side power window motor. Refer to <u>GW-23</u>, "Removal and Installation".

3.check power window motor circuit

1. Turn ignition switch OFF.

- 2. Disconnect power window main switch connector.
- 3. Check continuity between power window main switch harness connector and driver side power window motor harness connector.

| Power windo | w main switch | Driver side pow | er window motor | Continuity |
|-------------|---------------|-----------------|-----------------|------------|
| Connector | Terminal | Connector | Terminal | Continuity |
| D8 | 8 | D10 | 6 | Existed |
| | 11 | 010 | 3 | LXISIEU |

4. Check continuity between power window main switch harness connector and ground.

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< DTC/CIRCUIT DIAGNOSIS >

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| Power window main switch | | | Continuity |
|--------------------------|----------|--------|-------------|
| Connector | Terminal | Ground | Continuity |
| | 8 | Ground | Not existed |
| Do | 11 | | Not existed |

Is the inspection result normal?

YES >> Replace power window main switch. Refer to PWC-107, "Removal and Installation".

NO >> Repair or replace harness.

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

DRIVER SIDE : Component Inspection

INFOID:0000000005241809

COMPONENT INSPECTION

1. CHECK DRIVER SIDE POWER WINDOW MOTOR

- 1. Turn ignition switch OFF.
- Disconnect driver side power window motor connector.
- Check motor operation by connecting the battery voltage directly to driver side power window motor connector.

| Driver side power window mo- | Terr | Motor operation | |
|------------------------------|------|-----------------|-----------------|
| tor connector | (+) | (–) | Wotor operation |
| D10 | 3 | 6 | DOWN |
| | 6 | 3 | UP |

Is the inspection result normal?

YES >> Driver side power window motor is OK.

NO >> Replace driver side power window motor. Refer to <u>GW-23</u>, "Removal and Installation".

PASSENGER SIDE

PASSENGER SIDE : Description

INFOID:0000000005241810

Door glass moves UP/DOWN by receiving the signal power window main switch or power window sub-switch .

PASSENGER SIDE: Component Function Check

INFOID:0000000005241811

1. CHECK POWER WINDOW MOTOR CIRCUIT

Check passenger side power window motor operation with power window main switch or power window sub switch.

Is the inspection result normal?

YES >> Passenger side power window motor is OK.

NO >> Refer to PWC-20, "PASSENGER SIDE : Diagnosis Procedure".

PASSENGER SIDE: Diagnosis Procedure

INFOID:0000000005241812

1. CHECK POWER WINDOW SUB-SWITCH OUTPUT SIGNAL

- Turn ignition switch OFF.
- Disconnect passenger side power window motor connector.
- 3. Turn ignition switch ON.
- 4. Check voltage between passenger side power window motor harness connector and ground.

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| (+) | | <i>(</i>) | | | |
|-----------------------------------|----------|-------------------|-----------|------|--------------------------|
| Passenger side power window motor | | (–) | Condition | | Voltage (V) (Approx.) |
| Connector | Terminal | | | | () |
| D40 3 | - Ground | Power window sub- | UP | 12 | |
| | | | DOWN | 0 | |
| | 2 | Ground | switch | UP | 0 |
| | 3 | | | DOWN | 12 |

Is the measurement value within the specification?

YES >> GO TO 2.

NO >> GO TO 3.

2.check passenger side power window motor

Check passenger side power window motor.

Refer to PWC-21, "PASSENGER SIDE: Component Inspection".

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace passenger side power window motor. Refer to GW-23, "Removal and Installation".

3.check power window motor circuit

- Turn ignition switch OFF.
- 2. Disconnect power window sub-switch connector.
- Check continuity between power window sub-switch harness connector and passenger side power window motor harness connector.

| Power windo | Power window sub-switch | | Passenger side power window motor | |
|-------------|-------------------------|--------------------|-----------------------------------|------------|
| Connector | Terminal | Connector Terminal | | Continuity |
| D38 | 9 | D40 | 3 | Existed |
| D30 | 8 | D40 | 6 | LAISIEU |

Check continuity between power window sub-switch connector and ground.

| Power win | Power window sub-switch | | Continuity |
|-----------|-------------------------|--------|-------------|
| Connector | Terminal | Ground | Continuity |
| D38 | 8 | Ground | Not existed |
| D30 | 9 | | Not existed |

Is the inspection result normal?

YES >> Replace power window sub-switch. Refer to PWC-107, "Removal and Installation".

NO >> Repair or replace harness.

4. CHECK INTERMITTENT INCIDENT

>> INSPECTION END

Refer to GI-39, "Intermittent Incident".

PASSENGER SIDE : Component Inspection

COMPONENT INSPECTION

1. CHECK PASSENGER SIDE POWER WINDOW MOTOR

- Turn ignition switch OFF.
- 2. Disconnect passenger side power window motor connector.
- Check motor operation by connecting the battery voltage directly to passenger side power window motor connector.

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< DTC/CIRCUIT DIAGNOSIS >

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| Passenger side power window | Terminal | | Motor condition |
|-----------------------------|----------|-----|------------------|
| motor connector | (+) | (–) | Wiotor condition |
| D40 | 3 | 6 | DOWN |
| D40 | 6 | 3 | UP |

Is the inspection result normal?

YES >> Passenger side power window motor is OK.

NO >> Replace passenger side power window motor. Refer to <u>GW-23, "Removal and Installation"</u>.

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DRIVER SIDE

DRIVER SIDE: Description

INFOID:0000000005241814

Detects condition of the driver side power window motor operation and transmits to power window main switch as the pulse signal.

DRIVER SIDE: Component Function Check

INFOID:0000000005241815

1. CHECK ENCODER OPERATION

Check that driver side door glass performs AUTO open/close operation normally with power window main switch.

Is the inspection result normal?

YES >> Encoder operation is OK.

NO >> Refer to PWC-23, "DRIVER SIDE : Diagnosis Procedure".

DRIVER SIDE: Diagnosis Procedure

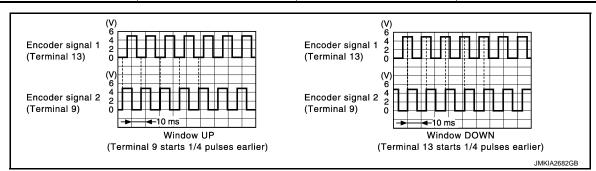
INFOID:0000000005241816

1. CHECK ENCODER OPERATION

1. Turn ignition switch ON.

2. Check signal between power window main switch harness connector and ground with oscilloscope.

| (+) | | | Oimmal. | |
|--------------------------|----------|--------|---|--|
| Power window main switch | | (–) | Signal (Reference value) | |
| Connector | Terminal | | (11111111111111111111111111111111111111 | |
| | 9 | Ground | Refer to the following signal | |
| Do | 13 | Ground | Ground Refer to the following s | |



Is the inspection result normal?

YES >> Replace power window main switch. Refer to PWC-107, "Removal and Installation".

NO >> GO TO 2.

2. CHECK ENCODER SIGNAL CIRCUIT

1. Turn ignition switch OFF.

- Disconnect power window main switch connector and driver side power window motor connector.
- 3. Check continuity between power window main switch harness connector and driver side power window motor harness connector.

| Power windo | Power window main switch | | Driver side power window motor | |
|-------------|--------------------------|-----------|--------------------------------|------------|
| Connector | Terminal | Connector | Terminal | Continuity |
| D8 | 9 | D10 | 5 | Existed |
| Do | 13 | D10 | 2 | LAISIEU |

4. Check continuity between power window main switch harness connector and ground.

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| Power window main switch | | | Continuity |
|--------------------------|----------|---------|-------------|
| Connector | Terminal | Ground | Continuity |
| | 9 | Giodila | Not existed |
| D0 | 13 | | NOT EXISTED |

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace harness.

${f 3.}$ CHECK ENCODER POWER SUPPLY CIRCUIT 1

- 1. Connect power window main switch connector.
- Turn ignition switch ON.
- 3. Check voltage between driver side power window motor harness connector and ground.

| (+) | | | Voltage (V) (Approx.) | |
|--------------------------------|----------|--------|--------------------------|--|
| Driver side power window motor | | (–) | | |
| Connector | Terminal | | (11 - 7 | |
| D10 | 4 | Ground | 12 | |

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> GO TO 4.

4. CHECK ENCODER POWER SUPPLY CIRCUIT 2

- Turn ignition switch OFF.
- 2. Disconnect power window main switch connector.
- Check continuity between power window main switch harness connector and driver side power window motor harness connector.

| Power window main switch | | Driver side power window motor | | Continuity |
|--------------------------|----------|--------------------------------|---|------------|
| Connector | Terminal | Connector Terminal | | Continuity |
| D8 | 5 | D10 | 4 | Existed |

4. Check continuity between power window main switch harness connector and ground.

| Power windo | Power window main switch | | Continuity |
|-------------|--------------------------|--|-------------|
| Connector | Connector Terminal | | Continuity |
| D8 | 5 | | Not existed |

Is the inspection result normal?

YES >> Replace power window main switch. Refer to PWC-107, "Removal and Installation".

NO >> Repair or replace harness.

5. CHECK GROUND CIRCUIT 1

- Turn ignition switch OFF.
- 2. Disconnect power window main switch connector.
- Check continuity between power window main switch harness connector and driver side power window motor harness connector.

| Power windo | Power window main switch | | Driver side power window motor | |
|-------------|--------------------------|-----------|--------------------------------|------------|
| Connector | Terminal | Connector | Terminal | Continuity |
| D8 | 14 | D10 | 1 | Existed |

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace harness.

6. CHECK GROUND CIRCUIT 2

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< DTC/CIRCUIT DIAGNOSIS >

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- 1. Connect power window main switch connector.
- 2. Check continuity between power window main switch harness connector and ground.

| Power window main switch | | | Continuity |
|--------------------------|----------|--------|------------|
| Connector | Terminal | Ground | Continuity |
| D8 | 14 | | Existed |

Is the inspection result normal?

YES >> Replace driver side power window motor. Refer to PWC-107, "Removal and Installation".

NO >> Replace power window main switch. Refer to PWC-107, "Removal and Installation".

PASSENGER SIDE

PASSENGER SIDE: Description

INFOID:0000000005241817

Detects condition of the passenger side power window motor operation and transmits to power window subswitch as the pulse signal.

PASSENGER SIDE: Component Function Check

INFOID:0000000005241818

1. CHECK ENCODER OPERATION

Check that passenger side door glass performs AUTO open operation normally with power window main switch or power window sub-switch.

Is the inspection result normal?

YES >> Encoder operation is OK.

NO >> Refer to PWC-25, "PASSENGER SIDE : Diagnosis Procedure".

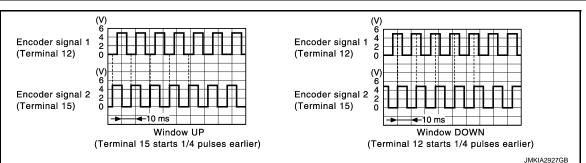
PASSENGER SIDE: Diagnosis Procedure

INFOID:0000000005241819

1. CHECK ENCODER SIGNAL

- Turn ignition switch ON.
- Check signal between power window sub-switch harness connector and ground with oscilloscope.

| (+) | | (-) | Signal (Reference value) | |
|-------------------------|----------|--------|--------------------------------|--|
| Power window sub-switch | | | | |
| Connector | Terminal | | , | |
| D38 | 12 | Ground | Refer to the following signal | |
| | 15 | Ground | Trefer to the following signal | |



Is the inspection result normal?

YES >> Replace power window sub-switch. Refer to PWC-107, "Removal and Installation".

NO >> GO TO 2.

2.CHECK ENCODER SIGNAL CIRCUIT

- Turn ignition switch OFF.
- Disconnect power window sub-switch connector and passenger side power window motor connector.
- Check continuity between power window sub-switch harness connector and passenger side power window motor harness connector.

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| Power wind | dow sub-switch | Passenger side power window motor | | Continuity |
|------------|----------------|-----------------------------------|---|------------|
| Connector | Terminal | Connector Terminal | | Continuity |
| D38 | 12 | D40 | 2 | Existed |
| D30 | 15 | D40 | 5 | LXISIEU |

4. Check continuity between power window sub-switch connector and ground.

| Power window sub-switch | | | Continuity |
|-------------------------|----------|---------|-------------|
| Connector | Terminal | Ground | Continuity |
| D38 | 12 | Giodila | Not existed |
| D36 | 15 | | Not existed |

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace harness.

3.CHECK ENCODER POWER SUPPLY CIRCUIT 1

- 1. Connect power window sub-switch connector.
- 2. Turn ignition switch ON.
- 3. Check voltage between passenger side power window motor harness connector and ground.

| (+) Passenger side power window motor | | (-) | Voltage (V) (Approx.) | |
|---------------------------------------|----------|--------|--------------------------|--|
| Connector | Terminal | | (, 4, 1, 2, 1, 1) | |
| D40 | 4 | Ground | 12 | |

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> GO TO 4.

4. CHECK ENCODER POWER SUPPLY CIRCUIT 2

- 1. Turn ignition switch OFF.
- Disconnect power window sub-switch connector.
- Check continuity between power window sub-switch harness connector and passenger side power window motor harness connector.

| Power windo | ow sub-switch | Passenger side power window motor Connector Terminal | | | | Continuity |
|-------------|---------------|---|---|------------|--|------------|
| Connector | Terminal | | | Continuity | | |
| D38 | 4 | D40 | 4 | Existed | | |

4. Check continuity between power window sub-switch harness connector and ground.

| Power window sub-switch | | | Continuity |
|-------------------------|--------------------|--|-------------|
| Connector | Connector Terminal | | Continuity |
| D38 | 4 | | Not existed |

Is the inspection result normal?

YES >> Replace power window sub-switch. Refer to PWC-107, "Removal and Installation".

NO >> Repair or replace harness.

5. CHECK GROUND CIRCUIT 1

- 1. Turn ignition switch OFF.
- 2. Disconnect power window sub-switch connector.
- Check continuity between power window sub-switch harness connector and passenger side power window motor harness connector.

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< DTC/CIRCUIT DIAGNOSIS >

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| Power windo | Power window sub-switch Passe | | Passenger side power window motor | | |
|-------------|-------------------------------|--------------------|-----------------------------------|------------|--|
| Connector | Terminal | Connector Terminal | | Continuity | |
| D38 | 3 | D40 | 1 | Existed | |

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace harness.

6. CHECK GROUND CIRCUIT 2

Connect power window sub-switch connector.

Check continuity between power window sub-switch harness connector and ground.

| Power window sub-switch | | | Continuity |
|-------------------------|----------|--------|------------|
| Connector | Terminal | Ground | Continuity |
| D38 | 3 | | Existed |

Is the inspection result normal?

YES >> Replace passenger side power window motor. Refer to PWC-107, "Removal and Installation".

>> Replace power window sub-switch. Refer to PWC-107, "Removal and Installation". NO

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POWER WINDOW SERIAL LINK POWER WINDOW MAIN SWITCH

POWER WINDOW MAIN SWITCH: Description

INFOID:0000000005241820

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

The signal mentioned below is transmitted from BCM to power window main switch, power window subswitch.

Keyless power window down signal

The signal mentioned below is transmitted from power window main switch to power window sub-switch.

- Front passenger side door window operation signal
- Power window control by key cylinder switch signal
- · Power window lock switch signal
- Retained power operation signal

POWER WINDOW MAIN SWITCH: Component Function Check

INFOID:0000000005241821

1. CHECK POWER WINDOW SWITCH OUTPUT SIGNAL

(III) With CONSULT-III

Check ("CDL LOCK SW", "CDL UNLOCK SW") in "DATA MONITOR" mode for "POWER DOOR LOCK SYSTEM" with CONSULT-III. Refer to DLK-40, "DOOR LOCK: CONSULT-III Function (BCM - DOOR LOCK)".

| Monitor item | C | ondition | |
|---------------|--------|----------|--|
| CDL LOCK SW | LOCK | : ON | |
| CDL LOCK SW | UNLOCK | : OFF | |
| CDL UNLOCK SW | LOCK | : OFF | |
| CDL UNLOCK SW | UNLOCK | : ON | |

Is the inspection result normal?

YES >> Power window serial link is OK.

NO >> Refer to PWC-28, "POWER WINDOW MAIN SWITCH: Diagnosis Procedure".

POWER WINDOW MAIN SWITCH: Diagnosis Procedure

INFOID:0000000005241822

1. CHECK POWER WINDOW SWITCH OUTPUT SIGNAL

- 1. Turn ignition switch ON.
- Check signal between power window main switch harness connector and ground.

| - | (+) Power window main switch | | Signal (Reference value) |
|-----------|------------------------------|--------|---|
| Connector | Terminal | | (************************************** |
| D8 | 12 | Ground | (V) 15 10 5 0 JPMIA0013GB |

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 2.

2. CHECK POWER WINDOW SERIAL LINK SIGNAL

Turn ignition switch OFF.

POWER WINDOW SERIAL LINK

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- Disconnect power window main switch connector.
- 3. Turn ignition switch ON.
- 4. Check voltage between power window main switch harness connector and ground.

| (+) | | | Voltage (V) (Approx.) | |
|--------------------------|----------|--------|--------------------------|--|
| Power window main switch | | (–) | | |
| Connector | Terminal | | , , , | |
| D8 | 12 | Ground | 12 | |

Is the inspection result normal?

YES >> Replace power window main switch. Refer to PWC-107, "Removal and Installation".

NO >> GO TO 3.

3.check power window serial link circuit

- 1. Turn ignition switch OFF.
- 2. Disconnect BCM connector.
- 3. Check continuity between BCM connector and power window main switch connector.

| BCM | | Power window main switch | | Continuity | |
|-----------|----------|--------------------------|----|------------|--|
| Connector | Terminal | Connector Terminal | | Continuity | |
| M123 | 132 | D8 | 12 | Existed | |

4. Check continuity between BCM connector and ground.

| ВСМ | | | Continuity |
|-----------|----------|--------|-------------|
| Connector | Terminal | Ground | Continuity |
| M123 | 132 | | Not existed |

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-92, "Removal and Installation".

NO >> Repair or replace harness.

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

POWER WINDOW SUB-SWITCH

POWER WINDOW SUB-SWITCH: Description

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

The signal mentioned below is transmitted from BCM to power window main switch, power window subswitch.

Keyless power window down signal

The signal mentioned below is transmitted from power window main switch to power window sub-switch.

- Front passenger side door window operation signal
- Power window control by key cylinder switch signal
- Power window lock switch signal
- Retained power operation signal

POWER WINDOW SUB-SWITCH: Component Function Check

1. CHECK POWER WINDOW SWITCH OUTPUT SIGNAL

(P) With CONSULT-III

Check ("CDL LOCK SW", "CDL UNLOCK SW") in "DATA MONITOR" mode for "POWER DOOR LOCK SYSTEM" with CONSULT-III. Refer to DLK-40, "DOOR LOCK: CONSULT-III Function (BCM - DOOR LOCK)".

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| Monitor item | | Condition | |
|---------------|--------|-----------|--|
| CDL LOCK SW | LOCK | : ON | |
| CDE LOCK SW | UNLOCK | : OFF | |
| CDL UNLOCK SW | LOCK | : OFF | |
| CDE UNLOCK SW | UNLOCK | : ON | |

Is the inspection result normal?

YES >> Power window serial link is OK.

NO >> Refer to PWC-30, "POWER WINDOW SUB-SWITCH: Diagnosis Procedure".

POWER WINDOW SUB-SWITCH: Diagnosis Procedure

INFOID:0000000005241825

1. CHECK POWER WINDOW SWITCH OUTPUT SIGNAL

- 1. Turn ignition switch ON.
- 2. Check signal between power window sub-switch harness connector and ground.

| | (+) Power window sub-switch | | Signal (Reference value) |
|-----------|-----------------------------|--------|----------------------------------|
| Connector | Terminal | | (|
| D38 | 16 | Ground | (V) 15 10 5 0 10 ms JPMIA0013GB |

Is the inspection result normal?

YES >> Replace power window sub-switch. Refer to PWC-107, "Removal and Installation".

NO >> GO TO 2.

2.CHECK POWER WINDOW SERIAL LINK SIGNAL

- Turn ignition switch OFF.
- 2. Disconnect power window sub-switch connector.
- 3. Turn ignition switch ON.
- 4. Check voltage between power window sub-switch harness connector and ground.

| (| +) | | _\t__\\\ | |
|-------------|-------------------------|--------|--------------------------|--|
| Power windo | Power window sub-switch | | Voltage (V) (Approx.) | |
| Connector | Terminal | (ppio | (11 - 7 | |
| D38 | 16 | Ground | 12 | |

Is the inspection result normal?

YES >> Replace power window main switch. Refer to PWC-107, "Removal and Installation".

NO >> GO TO 3.

3.CHECK POWER WINDOW SERIAL LINK CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Disconnect BCM connector and power window sub-switch connector.
- Check continuity between BCM connector and power window sub-switch connector.

| BCM | | Power window sub-switch | | Continuity |
|-----------|----------|-------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | Continuity |
| M123 | 132 | D38 | 16 | Existed |

POWER WINDOW SERIAL LINK

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4. Check continuity between BCM connector and ground.

| В | BCM | | Continuity |
|-----------|----------|--------|-------------|
| Connector | Terminal | Ground | Continuity |
| M123 | 132 | | Not existed |

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-92, "Removal and Installation".

NO >> Repair or replace harness.

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ECU DIAGNOSIS INFORMATION

BCM (BODY CONTROL MODULE)

Reference Value

VALUES ON THE DIAGNOSIS TOOL

CONSULT-III MONITOR ITEM

| Monitor Item | Condition | Value/Status |
|-----------------|---|---------------------------------|
| FR WIPER HI | Other than front wiper switch HI | Off |
| FR WIFER HI | Front wiper switch HI | On |
| FR WIPER LOW | Other than front wiper switch LO | Off |
| | Front wiper switch LO | On |
| FR WASHER SW | Front washer switch OFF | Off |
| FR WASHER SW | Front washer switch ON | On |
| FR WIPER INT | Other than front wiper switch INT | Off |
| FR WIPER IN | Front wiper switch INT | On |
| FR WIPER STOP | Front wiper is not in STOP position | Off |
| FR WIPER STOP | Front wiper is in STOP position | On |
| INT VOLUME | Wiper intermittent dial is in a dial position 1 - 7 | Wiper intermittent dia position |
| TUDN CIONAL D | Other than turn signal switch RH | Off |
| TURN SIGNAL R | Turn signal switch RH | On |
| TUDN CIONAL I | Other than turn signal switch LH | Off |
| TURN SIGNAL L | Turn signal switch LH | On |
| TAIL LAMP CW | Other than lighting switch 1ST and 2ND | Off |
| TAIL LAMP SW | Lighting switch 1ST or 2ND | On |
| LUDEANA CIA | Other than lighting switch HI | Off |
| HI BEAM SW | Lighting switch HI | On |
| 1154514450144 | Other than lighting switch 2ND | Off |
| HEAD LAMP SW 1 | Lighting switch 2ND | On |
| LIEAD LAMB CW/O | Other than lighting switch 2ND | Off |
| HEAD LAMP SW 2 | Lighting switch 2ND | On |
| DA COINIO OW | Other than lighting switch PASS | Off |
| PASSING SW | Lighting switch PASS | On |
| ALITO LIGHT CW | Other than lighting switch AUTO | Off |
| AUTO LIGHT SW | Lighting switch AUTO | On |
| FR FOG SW | NOTE: The item is indicated, but not monitored. | Off |
| DD FOO CW | Rear fog lamp switch OFF | Off |
| RR FOG SW | Rear fog lamp switch ON | On |
| DOOD SW DD | Driver door closed | Off |
| DOOR SW-DR | Driver door opened | On |
| DOOD 0W 40 | Passenger door closed | Off |
| DOOR SW-AS | Passenger door opened | On |
| DOOR SW-RR | NOTE: The item is indicated, but not monitored. | Off |

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|---|--|--------------|---|
| Monitor Item | Condition | Value/Status | |
| DOOR SW-RL | NOTE: The item is indicated, but not monitored. | Off | |
| DOOD OW DIV | Back door closed (Coupe models) Trunk lid closed (Roadster models) | Off | |
| DOOR SW-BK | Back door opened (Coupe models) Trunk lid opened (Roadster models) | On | |
| CDL LOCK SW | Other than door lock and unlock switch LOCK | Off | |
| CDL LOCK SW | Door lock and unlock switch LOCK | On | |
| CDL UNLOCK SW | Other than door lock and unlock switch UNLOCK | Off | |
| CDL UNLOCK SW | Door lock and unlock switch UNLOCK | On | |
| KEY CYL LK-SW | Other than driver door key cylinder LOCK position | Off | |
| KET CTL LK-SW | Driver door key cylinder LOCK position | On | |
| KEY CYL UN-SW | Other than driver door key cylinder UNLOCK position | Off | |
| INET OTE OIN-SVV | Driver door key cylinder UNLOCK position | On | |
| KEY CYL SW-TR | NOTE: The item is indicated, but not monitored. | Off | |
| HAZARD SW | Hazard switch is OFF | Off | |
| HAZAKU ƏW | Hazard switch is ON | On | |
| REAR DEF SW | Rear window defogger switch OFF | Off | |
| NOTE: At models with NAVI this item is not monitored. | Rear window defogger switch ON | On | |
| H/L WASH SW | NOTE: The item is indicated, but not monitored. | Off | |
| TD CANCEL CW | Trunk lid opener cancel switch OFF | Off | |
| TR CANCEL SW | Trunk lid opener cancel switch ON | On | |
| TR/BD OPEN SW | Back door opener switch OFF (Coupe models) Trunk lid opener switch OFF (Roadster models) | Off | |
| TR/BD OPEN SW | While the back door opener switch is turned ON (Coupe models) While the trunk lid opener switch is turned ON (Roadster models) | On | P |
| TRNK/HAT MNTR | NOTE: The item is indicated, but not monitored. | Off | |
| DKE I OCK | LOCK button of the Intelligent Key is not pressed | Off | |
| RKE-LOCK | LOCK button of the Intelligent Key is pressed | On | |
| DKE TIMI OCK | UNLOCK button of the Intelligent Key is not pressed | Off | |
| RKE-UNLOCK | UNLOCK button of the Intelligent Key is pressed | On | |
| RKE-TR/BD NOTE: | TRUNK OPEN button of the Intelligent Key is not pressed | Off | |
| At Coupe models this item is not monitored. | TRUNK OPEN of the Intelligent Key is pressed | On | |
| RKE-PANIC | PANIC button of the Intelligent Key is not pressed | Off | |
| TALL LAND | PANIC button of the Intelligent Key is pressed | On | |
| RKE-P/W OPEN | UNLOCK button of the Intelligent Key is not pressed | Off | |
| NNL-F/W OFEN | UNLOCK button of the Intelligent Key is pressed and held | On | |
| BKE MODE CHC | LOCK/UNLOCK button of the Intelligent Key is not pressed and held simultaneously | Off | |
| RKE-MODE CHG | LOCK/UNLOCK button of the Intelligent Key is pressed and held simultaneously | On | |

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| Monitor Item | Condition | Value/Status |
|--|---|--------------|
| ODTION OTNOOD | Bright outside of the vehicle | Close to 5 V |
| OPTICAL SENSOR | Dark outside of the vehicle | Close to 0 V |
| DEC OW DD | Driver door request switch is not pressed | Off |
| REQ SW -DR | Driver door request switch is pressed | On |
| DEO 0141 A 0 | Passenger door request switch is not pressed | Off |
| REQ SW -AS | Passenger door request switch is pressed | On |
| REQ SW -RR | NOTE: The item is indicated, but not monitored. | Off |
| REQ SW -RL | NOTE: The item is indicated, but not monitored. | Off |
| REQ SW -BD/TR | Back door request switch is not pressed (Coupe models) Trunk lid door request switch is not pressed (Roadster models) | Off |
| REQ 3W -BD/TR | Back door request switch is pressed (Coupe models) Trunk lid door request switch is pressed (Roadster models) | On |
| PUSH SW | Push-button ignition switch (push switch) is not pressed | Off |
| | Push-button ignition switch (push switch) is pressed | On |
| GN RLY2 -F/B | Ignition switch in OFF or ACC position | Off |
| CHINELE 1/D | Ignition switch in ON position | On |
| ACC RLY -F/B | NOTE: The item is indicated, but not monitored. | Off |
| CLUCH SW | The clutch pedal is not depressed | Off |
| NOTE: At A/T models this item is not nonitored. | The clutch pedal is depressed | On |
| | The brake pedal is depressed when No. 7 fuse is blown | Off |
| BRAKE SW 1 | The brake pedal is not depressed when No. 7 fuse is blown, or No. 7 fuse is normal | On |
| DAKE OW O | The brake pedal is not depressed | Off |
| BRAKE SW 2 | The brake pedal is depressed | On |
| DETE/CANCL SW | Selector lever in P position (A/T models) The clutch pedal is depressed (M/T models without SynchroRev Match mode) | Off |
| At M/T models with SynchroR- ev Match mode this item is not nonitored. | Selector lever in any position other than P (A/T models) The clutch pedal is not depressed (M/T models without SynchroRev Match mode) | On |
| SFT PN/N SW IOTE: At roadster M/T models and | Selector lever in any position other than P and N (A/T models) Control lever in any position other than neutral position (Coupe M/T models with SynchroRev Match mode) | Off |
| coupe M/T models without SynchroRev Match mode this item is not monitored. | Selector lever in P or N position (A/T models) Control lever in neutral position (Coupe M/T models with SynchroRev Match mode) | On |
| S/L LOCK | Steering is unlocked | Off |
| S/L -LOCK | Steering is locked | On |
| S/L LINI OCY | Steering is locked | Off |
| S/L -UNLOCK | Steering is unlocked | On |
| VI DELAVE/D | Ignition switch in OFF or ACC position | Off |
| S/L RELAY-F/B | Ignition switch in ON position | On |
| INI IZ CENI DD | Driver door is unlocked | Off |
| JNLK SEN -DR | Driver door is locked | On |

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[COUPE]

| Monitor Item | Condition | Value/Status | |
|------------------|--|--|---|
| PUSH SW -IPDM | Push-button ignition switch (push-switch) is not pressed | Off | |
| -03H 3W -IFDIVI | Push-button ignition switch (push-switch) is pressed | On | |
| GN RLY1 -F/B | Ignition switch in OFF or ACC position | Off | |
| IGN KLI I -F/B | Ignition switch in ON position | On | |
| DETE CW. IDDM | Selector lever in any position other than P | Off | |
| DETE SW -IPDM | Selector lever in P position | On | |
| SFT PN -IPDM | Selector lever in any position other than P and N (A/T models) The clutch pedal is not depressed (M/T models) | Off | |
| 011114 11 2141 | Selector lever in P or N position (A/T models) The clutch pedal is depressed (M/T models) | On | |
| SFT P -MET | Selector lever in any position other than P | Off | |
| OITI WEI | Selector lever in P position | On | |
| SFT N -MET | Selector lever in any position other than N | Off | |
| <u> </u> | Selector lever in N position | On | |
| | Engine stopped | Stop | |
| ENGINE STATE | While the engine stalls | Stall | |
| LINGINE STATE | At engine cranking | Crank | |
| | Engine running | Run | |
| S/L LOCK-IPDM | Steering is unlocked | Off | |
| 3/L LOCK-IF DIVI | Steering is locked | On | |
| S/L UNLK-IPDM | Steering is locked | Off | |
| S/L UNLK-IPDIVI | Steering is unlocked | On | |
| S/L RELAY-REQ | Steering lock system is not the LOCK condition and the changing condition from LOCK to UNLOCK | Off | |
| O/L NLLAI-NLQ | Steering lock system are not the LOCK condition or the changing condition from LOCK to UNLOCK | On | |
| VEH SPEED 1 | While driving | Equivalent to speedom- eter reading | F |
| VEH SPEED 2 | While driving | Equivalent to speedom- eter reading | |
| | Driver door is locked | LOCK | |
| DOOR STAT-DR | Wait with selective UNLOCK operation (60 seconds) | READY | |
| | Driver door is unlocked | UNLOCK | |
| | Passenger door is locked | LOCK | |
| DOOR STAT-AS | Wait with selective UNLOCK operation (60 seconds) | READY | |
| | Passenger door is unlocked | UNLOCK | |
| D OK FLAG | Steering is locked | Reset | |
| | Steering is unlocked | Set | |
| PRMT ENG STRT | The engine start is prohibited | Reset | |
| | The engine start is permitted | Set | |
| PRMT RKE STRT | NOTE: The item is indicated, but not monitored. | Reset | |
| KEY SW -SLOT | The Intelligent Key is not inserted into key slot | Off | |
| INE I OVV -OLU I | The Intelligent Key is inserted into key slot | On | |
| RKE OPE COUN1 | During the operation of the Intelligent Key | Operation frequency of the Intelligent Key | |

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| Monitor Item | Condition | Value/Status |
|---------------|---|--|
| RKE OPE COUN2 | During the operation of the Intelligent Key | Operation frequency of the Intelligent Key |
| CONEDMID ALL | The key ID that the key slot receives is not recognized by any key ID registered to BCM. | Yet |
| CONFRM ID ALL | The key ID that the key slot receives is recognized by any key ID registered to BCM. | Done |
| CONFIRM ID4 | The key ID that the key slot receives is not recognized by the fourth key ID registered to BCM. | Yet |
| CONFIRM ID4 | The key ID that the key slot receives is recognized by the fourth key ID registered to BCM. | Done |
| CONFIRM ID3 | The key ID that the key slot receives is not recognized by the third key ID registered to BCM. | Yet |
| CONFIRM IDS | The key ID that the key slot receives is recognized by the third key ID registered to BCM. | Done |
| CONFIRM ID2 | The key ID that the key slot receives is not recognized by the second key ID registered to BCM. | Yet |
| CONFIRM ID2 | The key ID that the key slot receives is recognized by the second key ID registered to BCM. | Done |
| CONFIDM ID4 | The key ID that the key slot receives is not recognized by the first key ID registered to BCM. | Yet |
| CONFIRM ID1 | The key ID that the key slot receives is recognized by the first key ID registered to BCM. | Done |
| TD 4 | The ID of fourth Intelligent Key is not registered to BCM | Yet |
| TP 4 | The ID of fourth Intelligent Key is registered to BCM | Done |
| TD 0 | The ID of third Intelligent Key is not registered to BCM | Yet |
| TP 3 | The ID of third Intelligent Key is registered to BCM | Done |
| TD 0 | The ID of second Intelligent Key is not registered to BCM | Yet |
| TP 2 | The ID of second Intelligent Key is registered to BCM | Done |
| TD 4 | The ID of first Intelligent Key is not registered to BCM | Yet |
| TP 1 | The ID of first Intelligent Key is registered to BCM | Done |
| AIR PRESS FL | Ignition switch ON (Only when the signal from the transmitter is received) | Air pressure of front LH tire |
| AIR PRESS FR | Ignition switch ON (Only when the signal from the transmitter is received) | Air pressure of front RH tire |
| AIR PRESS RR | Ignition switch ON (Only when the signal from the transmitter is received) | Air pressure of rear RH tire |
| AIR PRESS RL | Ignition switch ON (Only when the signal from the transmitter is received) | Air pressure of rear LH tire |
| ID REGST FL1 | ID of front LH tire transmitter is registered | Done |
| ID REGOT FLT | ID of front LH tire transmitter is not registered | Yet |
| ID REGST FR1 | ID of front RH tire transmitter is registered | Done |
| ID REGGI I RI | ID of front RH tire transmitter is not registered | Yet |
| ID REGST RR1 | ID of rear RH tire transmitter is registered | Done |
| ID REGGI KKI | ID of rear RH tire transmitter is not registered | Yet |
| ID DECST DI 1 | ID of rear LH tire transmitter is registered | Done |
| ID REGST RL1 | ID of rear LH tire transmitter is not registered | Yet |
| MADNING LAMP | Tire pressure indicator OFF | Off |
| WARNING LAMP | Tire pressure indicator ON | On |

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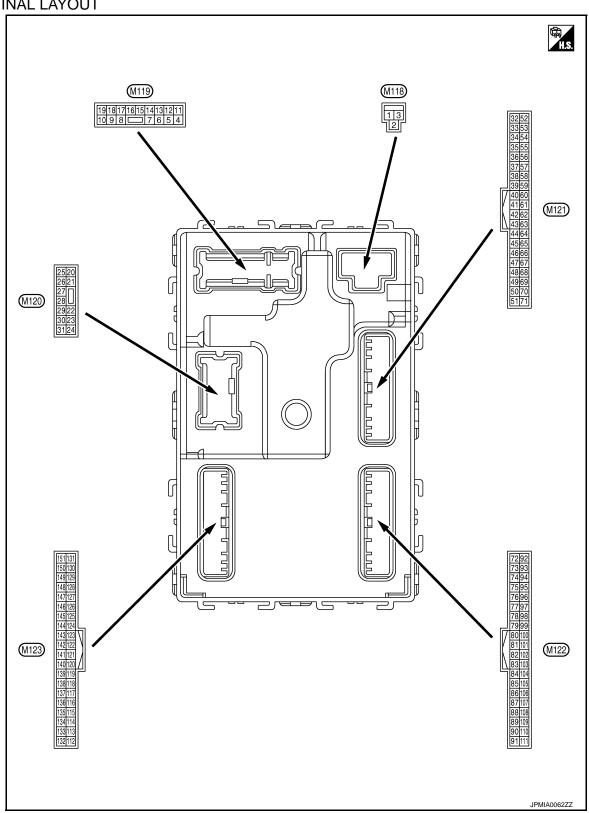
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| Monitor Item | Condition | Value/Status |
|--------------|---|--------------|
| BUZZER | Tire pressure warning alarm is not sounding | Off |
| BUZZER | Tire pressure warning alarm is sounding | On |

TERMINAL LAYOUT



PHYSICAL VALUES

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| Terminal No. Descri (Wire color) | | Description | | O an alitica | | Value | | | | | | |
|-------------------------------------|---------|---|------------------|-------------------|---|---|--------|--------|--------|-----------------|---------------------------------|------|
| + | | Signal name | Input/ Output | | Condition | (Approx.) | | | | | | |
| 1 (W) | Ground | Battery power supply | Input | Ignition switch (| OFF | Battery voltage | | | | | | |
| 2 (W) | Ground | P/W power supply (BAT) | Output | Ignition switch (| OFF | 12 V | | | | | | |
| 3 (Y) | Ground | P/W power supply (RAP) | Output | Ignition switch (| N | 12 V | | | | | | |
| | | | | | np battery saver is activated. r room lamp power supply) | 0 V | | | | | | |
| 4 (R) | Ground | Interior room lamp power supply | Output | vated. | mp battery saver is not acti- erior room lamp power sup- | 12 V | | | | | | |
| 5 (G)* ¹ | Ground | Passenger door UN- | Output | Passenger | UNLOCK (Actuator is activated) | 12 V | | | | | | |
| (V)* ² | Giodila | LOCK | Output | door | Other than UNLOCK (Actuator is not activated) | 0 V | | | | | | |
| 8 | Ground | All doors, fuel lid | Output All o | Output | Outout | Output | Outout | Outout | Outout | All doors, fuel | LOCK (Actuator is activated) | 12 V |
| (V) | Ground | LOCK | | lid | Other than LOCK (Actuator is not activated) | 0 V | | | | | | |
| 9 | Ground | Driver door, fuel lid | Output | Driver door, | UNLOCK (Actuator is activated) | 12 V | | | | | | |
| (G) | Giodila | UNLOCK | Output | fuel lid | Other than UNLOCK (Actuator is not activated) | 0 V | | | | | | |
| 11 (BR) | Ground | Battery power supply | Input | Ignition switch (| OFF | Battery voltage | | | | | | |
| 13 (B) | Ground | Ground | _ | Ignition switch (| ON | 0 V | | | | | | |
| | | | | | OFF | 0 V | | | | | | |
| 14 (R) | Ground | Push-button ignition switch illumination ground | Output | Tail lamp | ON | NOTE: When the illumination brightening/dimming level is in the neutral position. | | | | | | |
| 15 (Y) | Ground | ACC indicator lamp | Output | Ignition switch | OFF (LOCK indicator is not illuminated) ACC | JSNIA0010GB Battery voltage 0 V | | | | | | |

< ECU DIAGNOSIS INFORMATION >

| nal No. | Description | Description | | O a little a | Value | |
|---------|---------------------------------|--|---|---|--|--|
| - | Signal name | Input/ Output | | Condition | (Approx.) | |
| | Turn signal RH (Front | | lanition switch | Turn signal switch OFF | 0 V | |
| Ground | and side) | Output | ON | Turn signal switch RH | 1 s PKID0926E 6.5 V | |
| | | | | Turn signal switch OFF | 0 V | |
| Ground | Turn signal LH (Front and side) | Output | Ignition switch ON | Turn signal switch LH | (V) 15 10 5 0 1 s PKID0926E 6.5 V | |
| | | | | OFF | 12 V | |
| Ground | Room lamp timer control | Output | Interior room lamp | ON | 0 V | |
| | | | | Turn signal switch OFF | 0 V | |
| Ground | Turn signal RH (Rear) | Output | Ignition switch ON | Turn signal switch RH | (V) 15 10 5 0 1 s PKID0926E 6.5 V | |
| | Danis da au Taurah Kid | | Dool door | OPEN (Back door/Trunk lid opener actuator is activated) | 12 V | |
| Ground | open | Output | Trunk lid | Other than OPEN (Back door/Trunk lid opener actuator is not activated) | 0 V | |
| Ground | Rear fog lamp | Output | Rear fog lamp | OFF | 0 V | |
| 2.03.13 | 3 | | | ON | 12 V | |
| | | | | Turn signal switch OFF | 0 V | |
| Ground | Turn signal LH (Rear) | Output | Ignition switch ON | Turn signal switch LH | (V) 15 10 5 0 1 s | |
| | Ground Ground Ground Ground | Ground Turn signal RH (Front and side) Ground Room lamp timer control Ground Turn signal RH (Rear) Ground Room lamp timer control Ground Room lamp timer control | Fround Turn signal RH (Front and side) Ground Room lamp timer control Ground Turn signal RH (Rear) Ground Room lamp timer Output Ground Turn signal RH (Rear) Output Output Output | Ground Turn signal RH (Front and side) Ground Room lamp timer control Ground Turn signal RH (Rear) Ground Room lamp timer Output Interior room lamp Ground Turn signal RH (Rear) Ground Room lamp timer Output Interior room lamp Ground Turn signal RH (Rear) Ground Rear fog lamp Output Pack door/ Turn signal RH (Rear) Output Interior room lamp Imput Interior switch Output Interior room lamp Output Interior switch Output Interior switch | Ground Turn signal RH (Front and side) Ground Turn signal LH (Front and side) Ground Room lamp timer control Ground Turn signal RH (Rear) Ground Room lamp timer control Ground Room lamp timer control Ground Room lamp timer control Ground Room Room lamp timer control Ground Room | |

< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | | Value |
|-------------------------|---------|--------------------|------------------|-----------------|--|--|
| + (Wire | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| 30 | Cround | Luggage room/Trunk | Outnut | Luggage room/ | ON | 0 V |
| (R) | Ground | room lamp | Output | Trunk room lamp | OFF | 12 V |
| 34 (G)* ³ | Ground | Luggage room/Trunk | Output | Ignition switch | When Intelligent Key is in the passenger compartment | (V) 15 10 5 11 1 s JMKIA0062GB |
| (SB)* ⁴ | Glound | room antenna (-) | Output | ut ÖFF | When Intelligent Key is not in the passenger compartment | (V) 15 10 5 0 JMKIA0063GB |
| 35 (R)* ³ | Ground | Luggage room/Trunk | Output | Ignition switch | When Intelligent Key is in the passenger compartment | (V) 15 10 5 0 JMKIA0062GB |
| (V)* ⁴ | | room antenna (+) | · | ŎFF | When Intelligent Key is not in the passenger compartment | (V) 15 10 5 11 1 s JMKIA0063GB |

< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | | Value |
|--|---------|-------------------------|------------------|--|---|---|
| + (vvire | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| 38 | | Rear bumper anten- | | When the back door/trunk lid door request | When Intelligent Key is in the antenna detection area | (V) 15 10 5 0 1 s JMKIA0062GB |
| (B) | Ground | na (–) | Output | switch is oper- ated with igni- tion switch OFF | When Intelligent Key is not in the antenna detection area | (V) 15 10 5 0 |
| | | | | When the back | When Intelligent Key is in the antenna detection area | JMKIA0063GB (V) 15 10 5 1 |
| 39 (W) | Ground | Rear bumper antenna (+) | Output | door/trunk lid door request switch is oper- ated with igni- tion switch OFF | When Intelligent Key is not in the antenna detection area | JMKIA0062GB (V) 15 10 5 0 JMKIA0063GB |
| 47 ^^*3 | Crown | Ignition relay (IPDM | Outroit | Ignition assistate | OFF or ACC | 12 V |
| (V)* ³ (Y)* ⁴ | Ground | E/R) control | Output | Ignition switch | ON | 0 V |
| | | | | Ignition switch ON (A/T mod- | When selector lever is in P or N position | 12 V |
| 52 | Ground | Starter relay control | Outout | els) | When selector lever is not in P or N position | 0 V |
| (SB) | Cround | Clartor rolay control | | Ignition switch | When the clutch pedal is depressed | Battery voltage |
| | | | | ON (M/T mod- els) | When the clutch pedal is not depressed | 0 V |

< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | | Value |
|--|---------|--|------------------|--|--|---|
| + (Wire | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| 61 (W) | Ground | Back door/Trunk Lid door request switch | Input | Back door/ Trunk lid door request switch | ON (Pressed) OFF (Not pressed) | 0 V (V) 15 10 5 10 ms JPMIA0016GB 1.0 V |
| 64 | | Intelligent Kov wern | | Intelligent Key | Sounding | 0 V |
| (G)* ³ (V)* ⁴ | Ground | Intelligent Key warn- ing buzzer | Output | Intelligent Key warning buzzer | Not sounding | 12 V |
| 66 (R) | Ground | Back door/Trunk room lamp switch | Input | Back door/ Trunk room lamp switch | OFF (Door close) | (V) 15 10 5 0 10 ms JPMIA0011GB |
| | | | | | ON (Door open) | 0 V |
| 67 (GR) | Ground | Back door/Trunk lid opener switch | Input | Back door/ Trunk lid open- er switch | Pressed Not pressed | 0 V (V) 15 10 5 0 JPMIA0011GB 11.8 V |
| 72 (L)* ³ | Ground | Room antenna 2 (–) | Output | Ignition switch | When Intelligent Key is in the passenger compart- ment | (V) 15 10 0 1 s JMKIA0062GB |
| (R)* ⁴ | | (Center console) | • | OFF | When Intelligent Key is not in the passenger compartment | (V) 15 10 5 0 1 s JMKIA0063GB |

< ECU DIAGNOSIS INFORMATION >

| | nal No. color) | Description | | | O Pri | Value | | | | |
|--|-------------------|--------------------|------------------|---|--|---|--|--|---|---|
| + | - | Signal name | Input/ Output | | Condition | (Approx.) | | | | |
| 73 (D): ³ | | Room antenna 2 (+) | | Ignition switch | When Intelligent Key is in the passenger compart- ment | (V) 15 10 5 0 1 s JMKIA0062GB | | | | |
| (P)* ³ (G)* ⁴ | Ground | (Center console) | Output | ÖFF | When Intelligent Key is not in the passenger compartment | (V) 15 10 5 0 1 s JMKIA0063GB | | | | |
| 74 | | Passenger door an- | Output | When the passenger door re- | When Intelligent Key is in the antenna detection area | (V) 15 10 5 0 1 s JMKIA0062GB | | | | |
| (SB) | Ground | tenna (–) | | Сорт | Сорт | | | ut quest switch is operated with ignition switch OFF | When Intelligent Key is not in the antenna detection area | (V) 15 10 5 0 1 s JMKIA0063GB |
| 75 | Ground | Passenger door an- | Output | When the pas- senger door re- quest switch is | When Intelligent Key is in the antenna detection area | (V) 15 10 5 0 1 s JMKIA0062GB | | | | |
| (BR) | Giound | tenna (+) | Output | operated with ignition switch OFF | When Intelligent Key is not in the antenna detection area | (V) 15 10 5 0 1 s | | | | |

< ECU DIAGNOSIS INFORMATION >

| < ECU [| DIAGNO | BC SIS INFORMATIO | | DDY CONT | ROL MODULE) | [COUPE] | | | | |
|--|---|-----------------------------|---|---|--|---|---|-----------------------------------|---|---|
| | nal No. | Description | ı | | | Value | | | | |
| + | color) | Signal name | Input/ Output | Condition | | (Approx.) | | | | |
| 76 | ΔΙ | | When the driver door request | When Intelligent Key is in the antenna detection area | (V) 15 10 5 0 JMKIA0062GB | | | | | |
| (V) | Ground | Driver door antenna (-) | Output switch is oper- ated with igni- tion switch OFF | switch is oper- ated with igni- tion switch | When Intelligent Key is not in the antenna detection area | (V) 15 10 5 0 1 s JMKIA0063GB | | | | |
| 77 | Ground | Driver door antenna | Output | | | | Outer | When the driv- er door request | When Intelligent Key is in the antenna detection area | (V) 15 10 5 0 1 s JMKIA0062GB |
| (LG) | Clound | (+) | | Output switch is operated with ignition switch OFF | ated with igni- tion switch | When Intelligent Key is not in the antenna detection area | (V) 15 10 5 0 1 s JMKIA0063GB | | | |
| 78 (1)*5 | Canada | Room antenna 1 (–) | Outout | Ignition switch | When Intelligent Key is in the passenger compart- ment | (V) 15 10 5 0 1 s JMKIA0062GB | | | | |
| (L)* ⁵ (Y)* ⁶ | Glourid (Instrument panel) Output OFF | | When Intelligent Key is not in the passenger compartment | (V) 15 10 5 0 JMKIA0063GB | | | | | | |

< ECU DIAGNOSIS INFORMATION >

[COUPE]

| nal No. | Description | | O EG | | Value | | Value |
|---------|--|--|---|---|--|--|-------|
| color) | Signal name | Input/ Output | | Condition | (Approx.) | | |
| 0 | Room antenna 1 (+) | Outrait | Ignition switch | When Intelligent Key is in the passenger compart- ment | (V) 15 10 5 0 1 s JMKIA0062GB | | |
| Ground | (Instrument panel) | | ŎFF | When Intelligent Key is not in the passenger compartment | (V) 15 10 5 0 1 s | | |
| Ground | NATS antenna amp. | Input/ Output | During waiting | Ignition switch is pressed while inserting the Intelligent Key into the key slot. | Just after pressing ignition switch. Pointer of tester should move. | | |
| Ground | NATS antenna amp. | Input/ Output | During waiting | Ignition switch is pressed while inserting the Intelligent Key into the key slot. | Just after pressing ignition switch. Pointer of tester should move. | | |
| Ground | Ignition relay [Fuse block (J/B)] control | Output | Ignition switch | OFF or ACC | 0 V 12 V | | |
| Ground | Remote keyless entry | Input/ | During waiting | | (V) 15 10 5 0 1 ms JMKIA0064GB | | |
| Ground | receiver (front) com- munication | Output | When operating gent Key | either button on the Intelli- | 15 10 5 0 | | |
| | Ground Ground | Ground Room antenna 1 (+) (Instrument panel) Ground NATS antenna amp. Ground Ignition relay [Fuse block (J/B)] control Remote keyless entry receiver (front) com- | Ground Room antenna 1 (+) (Instrument panel) Ground NATS antenna amp. Input/Output Ground NATS antenna amp. Input/Output Ground Ignition relay [Fuse block (J/B)] control Output Ground Remote keyless entry receiver (front) com-Output | Ground Room antenna 1 (+) (Instrument panel) Output Ignition switch OFF Ground NATS antenna amp. Input/ Output Output During waiting Ground NATS antenna amp. Input/ Output During waiting Ground Ignition relay [Fuse block (J/B)] control Output Ignition switch Ground Remote keyless entry receiver (front) communication Input/ Output Uning waiting When operating | Ground Room antenna 1 (+) (Instrument panel) Ground NATS antenna amp. Input/Output Output Output In the passenger compartment Ground NATS antenna amp. Input/Output In the passenger compartment Ground NATS antenna amp. Input/Output In the passenger compartment Ground NATS antenna amp. Input/Output In | | |

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< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | | Value |
|------------|---------|----------------------------|------------------|--------------------|---|---|
| + (Wire | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| | | | | | All switches OFF (Wiper intermittent dial 4) | (V) 15 10 5 0 2 ms JPMIA0041GB |
| 87 (BR) | Ground | Combination switch INPUT 5 | Input | Combination switch | Rear fog lamp switch ON (Wiper intermittent dial 4) | (V) 15 10 5 0 2 ms JPMIA0038GB 1.3 V |
| | | | | | Any of the conditions below with all switches OFF • Wiper intermittent dial 1 • Wiper intermittent dial 2 • Wiper intermittent dial 6 • Wiper intermittent dial 7 | (V) 15 10 5 0 2 ms JPMIA0040GB 1.3 V |

< ECU DIAGNOSIS INFORMATION >

| Signal name Input/ Output Condition (A | Value A |
|--|----------------------|
| All switches OFF (Wiper intermittent dial 4) | |
| | JPMIA0041GB |
| Ground Communication Input | JPMIA0036GB 1.3 V |
| Lighting switch 2ND (Wiper intermittent dial 4) | JPMIA0037GB |
| Any of the conditions below with all switches OFF • Wiper intermittent dial 1 • Wiper intermittent dial 2 • Wiper intermittent dial 3 | JPMIA0040GB 1.3 V |
| 89 Ground Push-button ignition Input nition switch | 0 V ry voltage |
| 90 (P) Ground CAN-L Input/ Output — | _ |
| 91 (L) Ground CAN-H Input/ Output — | |
| OFF | 0 V |
| 92 (LG) Ground Key slot illumination Output Key slot illumination Blinking | JPMIA0015GB |
| | 6.5 V 12 V |

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | | Description | | | | Value | |
|--|---------|--|---------------------------------------|-------------------------------------|---|--|-----|
| + | - | Signal name | Input/ Output | | Condition | (Approx.) | |
| 93 (V) | Ground | ON indicator lamp | N indicator lamp Output Ignition swit | | OFF (LOCK indicator is not illuminated) | Battery voltage | |
| (V) | | | | | ON | 0 V | |
| 95 | Ground | ACC relay control | Output | Ignition switch | OFF | 0 V | |
| (O) | Giodila | ACC relay control | Output | ignition switch | ACC or ON | 12 V | |
| 96* ⁵ (Y) | Ground | A/T shift selector (Detention switch) power supply | Output | | _ | 12 V | |
| 97 | Ground | Steering lock condi- | Input | Steering lock | LOCK status | 0 V | |
| (L) | Ground | tion No. 1 | iliput | Steering lock | UNLOCK status | 12 V | |
| 98 | Ground | Steering lock condi- | Input | Steering lock | LOCK status | 12 V | |
| (P) | Cround | tion No. 2 | Прис | Clocking look | UNLOCK status | 0 V | |
| | | Selector lever P posi- | | Calastariavar | P position | 0 V | |
| 99* ⁷ | | tion switch (A/T models) | | Selector lever | Any position other than P | 12 V | |
| (BR)* ⁸ (R)* ⁹ | Ground | Clutch pedal position switch (M/T models | Input | Clutch pedal | OFF (Clutch pedal is depressed) | 0 V | |
| | | without SynchroRev Match mode) | | position switch | ON (Clutch pedal is not depressed) | Battery voltage | |
| | | | | | | ON (Pressed) | 0 V |
| 100 (GR)* ³ (G)* ⁴ | Ground | Passenger door request switch | Input | Passenger door request switch | OFF (Not pressed) | (V) 15 10 5 0 10 ms JPMIA00160 | |
| | | | | | ON (Pressed) | 0 V | |
| 101 (Y)* ³ (SB)* ⁴ | Ground | Driver door request switch | Input | Driver door request switch | OFF (Not pressed) | (V) 15 10 5 0 10 ms JPMIA00160 | |
| 102 | Ground | Blower fan motor re- | Output | Ignition switch | OFF or ACC | 0 V | |
| (O) | Ground | lay control | Output | iginuon switch | ON | 12 V | |
| 103 (LG) | Ground | Remote keyless entry receiver (front) power supply | Output | Ignition switch OFF | | 12 V | |
| 105 (GR) | Ground | Remote keyless entry receiver (rear) power supply | Output | Ignition switch C | DFF | 12 V | |
| 106 | Graves | Steering lock unit | Outenit | Ignition overtak | OFF or ACC | 12 V | |
| (W) | Ground | power supply | Output | Ignition switch | ON | 0 V | |

< ECU DIAGNOSIS INFORMATION >

[COUPE]

| (Mire color) | | Description | | | | Value |
|--------------|--------|----------------------------|------------------|---|------------------------|---|
| (Wire | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| | | | | | All switches OFF | (V) 15 10 5 0 2 ms JPMIA0041GB 1.4 V |
| | | | | | Turn signal switch LH | (V) 15 10 5 0 2 ms JPMIA0037GB 1.3 V |
| 107 (LG) | Ground | Combination switch INPUT 1 | Input | Combination switch (Wiper intermit- tent dial 4) | Turn signal switch RH | (V) 15 10 5 0 2 ms JPMIA0036GB 1.3 V |
| | | | | | Front wiper switch LO | (V) 15 10 5 0 2 ms JPMIA0038GB |
| | | | | | Front washer switch ON | (V) 15 10 5 0 2 ms JPMIA0039GB |

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< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | | Value |
|---------|---------|--------------------|------------------|-------------|--|---|
| + (Wire | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| | | | | | All switches OFF (Wiper intermittent dial 4) | (V) 15 10 5 0 2 ms JPMIA0041GB 1.4 V |
| 108 | Ground | Combination switch | Input | Combination | Lighting switch AUTO (Wiper intermittent dial 4) | (V) 15 10 5 0 2 ms JPMIA0038GB |
| (R) | | INPUT 4 | | switch | Lighting switch 1ST (Wiper intermittent dial 4) | (V) 15 10 5 0 2 ms JPMIA0036GB 1.3 V |
| | | | | | Any of the conditions below with all switches OFF Wiper intermittent dial 1 Wiper intermittent dial 5 Wiper intermittent dial 6 | (V) 15 10 5 0 2 ms JPMIA0039GB 1.3 V |

< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | | Value |
|---|---------|----------------------------|------------------|---|------------------------|---|
| (Wire + | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| | | | | | All switches OFF | (V) 15 10 5 0 2 ms JPMIA0041GB 1.4 V |
| | | | | | Lighting switch PASS | (V) 15 10 5 0 2 ms JPMIA0037GB |
| 109 (Y) | Ground | Combination switch INPUT 2 | Input | Combination switch (Wiper intermit- tent dial 4) | Lighting switch 2ND | (V) 15 10 5 0 2 ms JPMIA0036GB 1.3 V |
| | | | | | Front wiper switch INT | (V) 15 10 5 0 2 ms JPMIA0038GB 1.3 V |
| | | | | | Front wiper switch HI | (V) 15 10 5 0 2 ms JPMIA0040GB 1.3 V |
| | | | | | ON | 0 V |
| 110 (P)* ³ (G)* ⁴ | Ground | Hazard switch | Input | Hazard switch | OFF | (V) 15 10 5 0 JPMIA0012GB 1.1 V |

< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | | Value |
|-------------------|---------|--|------------------|------------------------------|---|---|
| (Wire | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| 111 (Y) | Ground | Steering lock unit communication | Input/ Output | Steering lock | LOCK status LOCK or UNLOCK | 12 V (V) 15 10 50 ms JMKIA0066GB |
| | | | | | For 15 seconds after UN- LOCK 15 seconds or later after | 12 V |
| | | | | | UNLOCK | 0 V |
| 113 | Ground | Optical sensor | Input | Ignition switch | When bright outside of the vehicle | Close to 5 V |
| (O) | Ground | Optical serisor | прис | ON | When dark outside of the vehicle | Close to 0 V |
| 114* ⁶ | Ground | Clutch interlock | Input | Clutchinterlock | OFF (Clutch pedal is not depressed) | 0 V |
| (R) | Cround | switch | Прис | switch | ON (Clutch pedal is depressed) | Battery voltage |
| 116 (SB) | Ground | Stop lamp switch 1 | Input | | _ | Battery voltage |
| 118 | Ground | Stop lamp switch 2 | Input | Stop lamp | OFF (Brake pedal is not depressed) | 0 V |
| (P) | | , | , | switch | ON (Brake pedal is depressed) | Battery voltage |
| 119 (SB) | Ground | Driver side door lock assembly (Unlock sensor) | Input | Driver door | LOCK status (Unlock sensor switch OFF) | (V) 15 10 5 0 10 ms JPMIA0012GB |
| | | | | | UNLOCK status (Unlock switch sensor ON) | 0 V |
| 121 | Ground | Key slot switch | Input | When the Intellig | gent Key is inserted into key | 12 V |
| (R) | Cround | Toy old Owner | Прис | When the Intellique key slot | gent Key is not inserted into | 0 V |
| 123 | Ground | IGN feedback | Input | Ignition switch | OFF or ACC | 0 V |
| (W) | | | F 4 | J | ON | Battery voltage |

< ECU DIAGNOSIS INFORMATION >

| | nal No. color) | Description | - | | 0 100 | Value | |
|---|-------------------|---|------------------|--|------------------------------------|--|--|
| + (vvire | color) | Signal name | Input/ Output | | Condition | (Approx.) | |
| 124 (LG) | Ground | Passenger door switch | Input | Passenger door switch | OFF (Door close) | (V) 15 10 5 0 10 ms JPMIA0011GB 11.8 V | |
| | | | | | ON (Door open) | 0 V | |
| 129 (O) | Ground | Trunk lid opener cancel switch | Input | Trunk lid opener cancel switch | CANCEL | (V) 15 10 5 0 JPMIA0012GB 1.1 V | |
| | | | | | ON | 0 V | |
| 130* ¹⁰ (L) | Ground | Rear window defog- ger switch | Input | Ignition switch ON | Rear window defogger switch OFF | (V) 15 10 5 0 10 ms JPMIA0012GB 1.1 V | |
| | | | | | Rear window defogger switch ON | 0 V | |
| 132 (Y)* ¹ (V)* ² | Ground | Power window switch and soft top control unit communication | Input/ Output | Ignition switch C | DN | (V) 15 10 5 0 10 ms JPMIA0013GB | |
| | | | | Ignition switch C | OFF or ACC | 12 V | |
| | | | | | ON (Tail lamps OFF) | 9.5 V | |
| 133 (G)* ³ (R)* ⁴ | Ground | Push-button ignition switch illumination | Output | Push-button ig- nition switch il- lumination | ON (Tail lamps ON) | NOTE: The pulse width of this wave is varied by the illumination brightening/dimming level. (V) 15 10 JPMIA0159GB | |
| | | | | | | | |

< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | | Value |
|---|---------|---|------------------|---|---|--|
| + (vvire | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| 134 (GR) | Ground | LOCK indicator lamp | Output | LOCK indicator lamp | OFF | Battery voltage |
| 137 (P)* ³ (O)* ⁴ | Ground | Receiver and sensor ground | Input | Ignition switch C | ON | 0 V |
| 138 | 0 | Receiver and sensor | 0 | lauditian auditali | OFF | 0 V |
| (V) | Ground | power supply | Output | Ignition switch | ACC or ON | 5.0 V |
| 139 Ground | | | | Ignition switch OFF (Remote key- less entry re- | During waiting | (V) 15 10 5 0 1 ms |
| | Ground | Remote keyless entry receiver and tire pres- sure receiver commu- | Input/ Output | ceiver communica- tion) | When operating either button on the Intelligent Key | (V) 15 10 5 0 1 ms |
| | | nication | Сара | Ignition switch ON (Tire pressure receiver com- munication) | Standby state | (V) 6 4 2 0 |
| | | | | | When receiving the signal from the transmitter | (V) 6 4 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| | | Selector lever P/N | | Selector lever | P or N position | 12 V |
| | | position (A/T models) | | Selector level | Except P and N positions | 0 V |
| 40* ¹¹ (G) | Ground | Park/neutral position switch (Coupe M/T | Input | Ignition switch | Control lever in neutral position | Battery voltage |
| · - / | | models with Synchro- Rev Match mode) | | ON | Control lever in any position other than neutral | 0 V |

< ECU DIAGNOSIS INFORMATION >

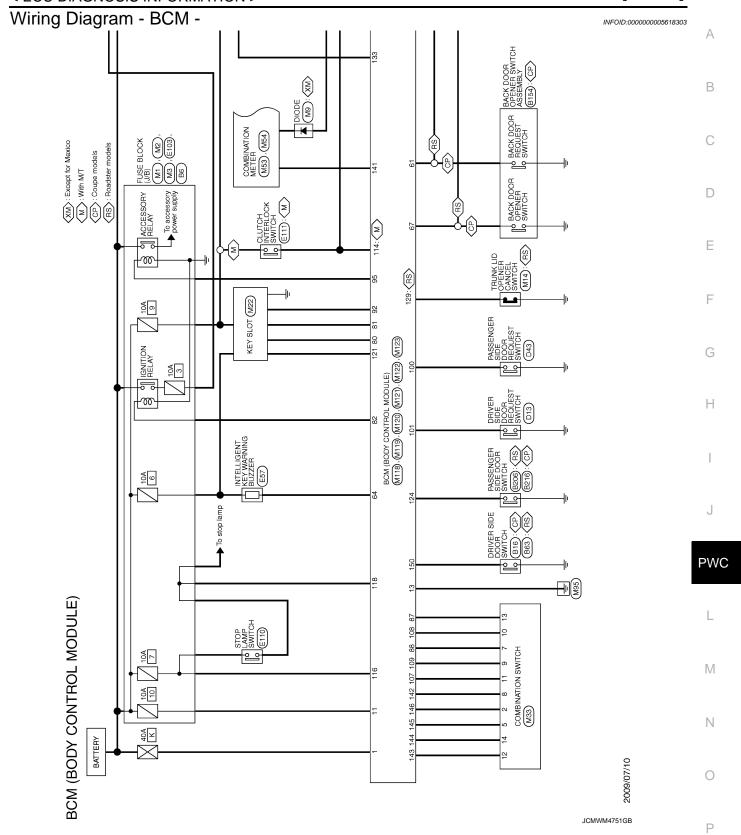
| (Mire color) | | Description | | Condition | | Value | |
|-------------------|-----------------------------|-----------------------------|--------------------|--|--|---|--|
| + (vvire | - color) | Signal name | Input/ Output | | Condition | (Approx.) | |
| 141 (Y) | Ground | Security indicator lamp | Output | Security indicator lamp | ON | 0 V | |
| | | | | | OFF All switches OFF | 11.3 V 12 V 0 V | |
| 142 (O) | Ground | Combination switch OUTPUT 5 | Output | Combination switch (Wiper intermit- tent dial 4) | Lighting switch 1ST Lighting switch HI Lighting switch 2ND | (V) 15 10 5 0 | |
| | | | | | Turn signal switch RH | JPMIA0031GB 10.7 V | |
| | | | | | All switches OFF (Wiper intermittent dial 4) Front wiper switch HI (Wiper intermittent dial 4) | 0 V | |
| 143 (P) | Ground | Combination switch OUTPUT 1 | Output | Combination switch | Any of the conditions below with all switches OFF • Wiper intermittent dial 1 • Wiper intermittent dial 2 • Wiper intermittent dial 3 • Wiper intermittent dial 6 • Wiper intermittent dial 7 | 15 10 5 0 2 ms JPMIA0032GB | |
| | | | | | All switches OFF (Wiper intermittent dial 4) Front washer switch ON (Wiper intermittent dial 4) | 0 V | |
| 144 (G) Ground | Combination switch OUTPUT 2 | Output | Combination switch | Any of the conditions below with all switches OFF Wiper intermittent dial 1 Wiper intermittent dial 5 Wiper intermittent dial 6 | (V) 15 10 5 0 2 ms JPMIA0033GB 10.7 V | | |
| | | | | | All switches OFF Front wiper switch INT | 0 V | |
| 145 (L) | Ground | Combination switch OUTPUT 3 | Output | Combination switch (Wiper intermit- tent dial 4) | Front wiper switch LO Lighting switch AUTO | 15 10 5 0 | |
| | | | | | Rear fog lamp switch ON | JPMIA0034GB | |

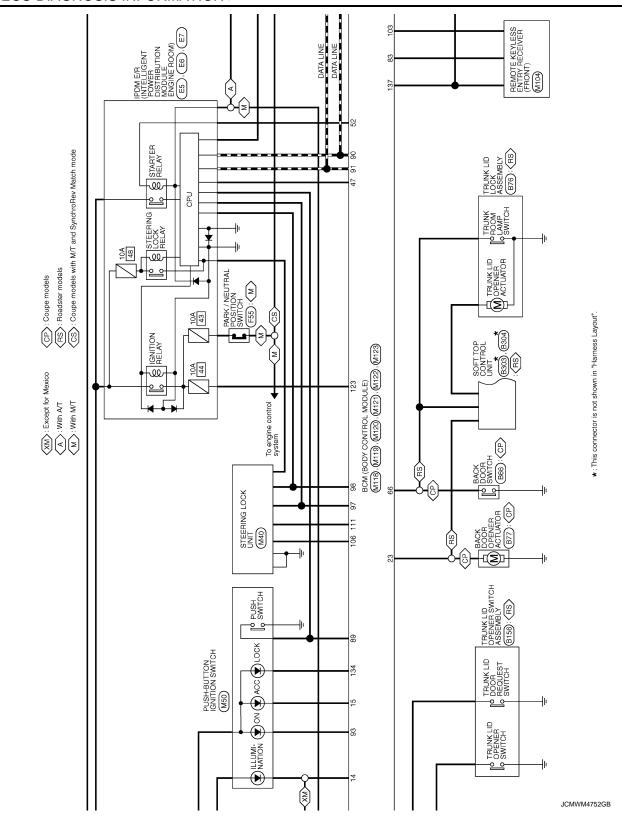
< ECU DIAGNOSIS INFORMATION >

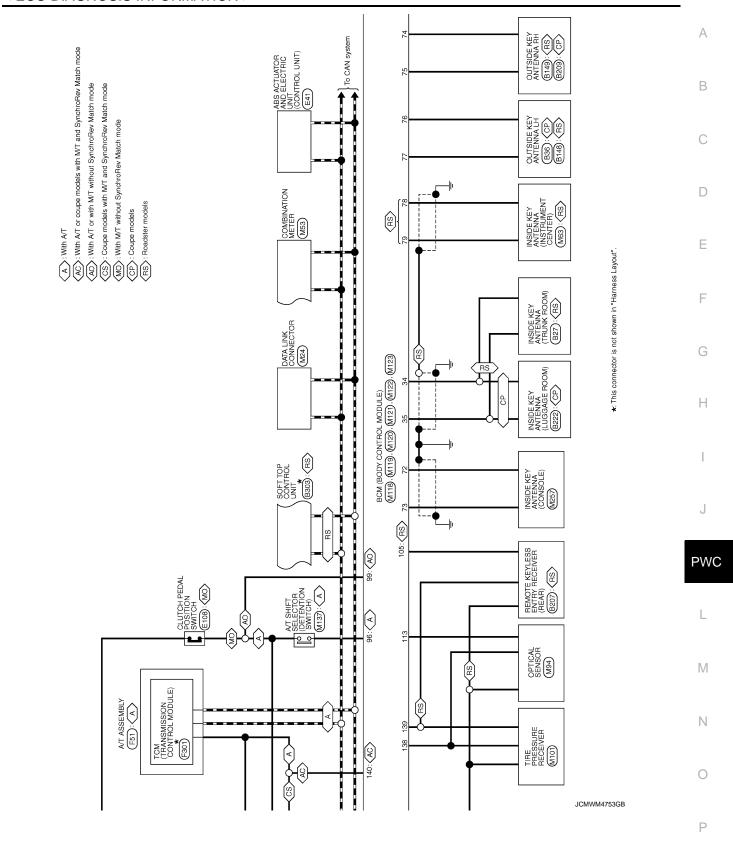
| | nal No. | Description | | | | Value |
|-------------|---|------------------------------------|------------------|-----------------------|-------------------------------------|---|
| (Wire | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| | | | | | All switches OFF | 0 V |
| | | | | | Lighting switch 2ND | |
| | | | | Combination | Lighting switch PASS | (V) |
| 146 (SB) | Ground Combination switch OUTPUT 4 Switch (Wiper into | | | Turn signal switch LH | 10 5 0 2 ms JPMIA0035GB | |
| 149 (W) | Ground | Tire pressure warning check switch | Input | | _ | 12 V |
| 150 (GR) | Ground | Driver door switch | Input | Driver door switch | OFF (Door close) | (V) 15 10 5 0 10 ms JPMIA0011GB 11.8 V |
| | | | | | ON (Door open) | 0 V |
| 151 | Ground | Rear window defog- | Output | Rear window | Active | 0 V |
| (G) | Siound | ger relay control | Jaipat | defogger | Not activated | Battery voltage |

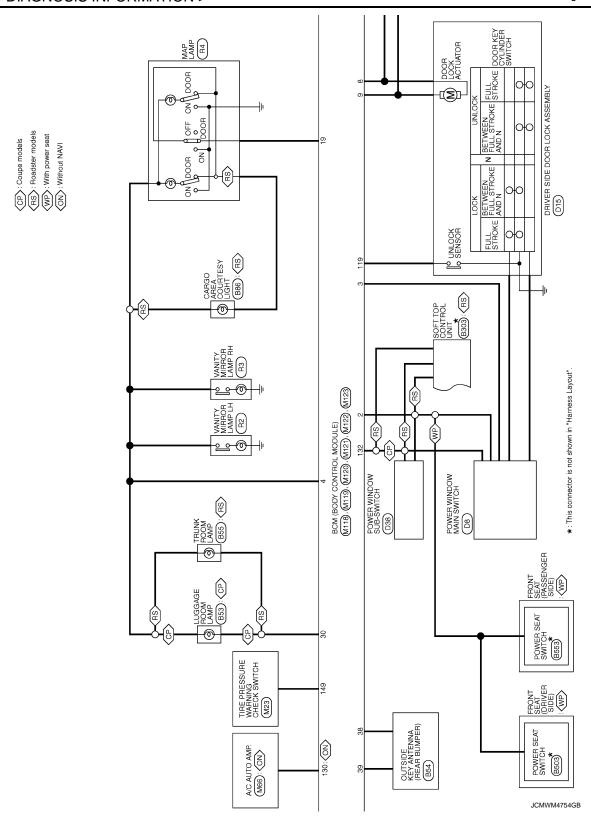
- *1: Coupe models
- *2: Roadster models
- *3: Except roadster M/T models
- *4: Roadster M/T models
- *5: A/T models
- *6: M/T models
- *7: Except M/T models with SynchroRev Match mode
- *8: Coupe M/T models
- *9: Except coupe models
- *10: Without NAVI
- *11: A/T models or coupe M/T models without SynchroRev Match mode

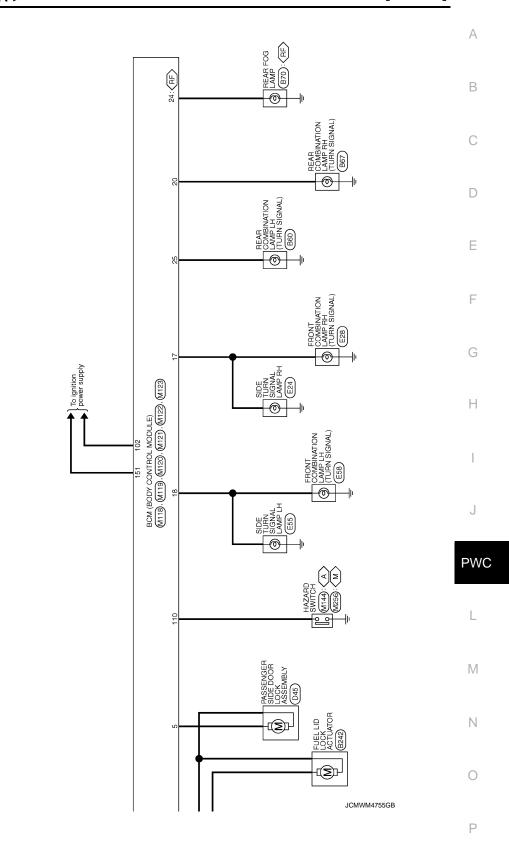
< ECU DIAGNOSIS INFORMATION >











 $\langle A \rangle$: With A/T $\langle M \rangle$: With M/T $\langle RF \rangle$: With rear fog lamp

| BCM (BODY CONTROL MODULE) | | | | | | |
|---|--|----------------|---|-------|-------------|--|
| Connector No. M33 | Connector No. M119 | Connector No. | M121 | 75 | BR | PASSENGER DOOR ANT+ |
| Connector Name COMBINATION SWITCH | Connector Name BCM (BODY CONTROL MODULE) | Connector Name | BCM (BODY CONTROL MODULE) | 76 | > 5 | DRIVER DOOR ANT- |
| Connector Type TH16FW-NH | Connector Type NS16FW-CS | Connector Type | TH40FGY-NH | 78 | 2 - | ROOM ANT 1= [With A/T] |
| 1 | 1 | 4 | | 78 | · >- | ROOM ANT 1 – [With M/T] |
| 修 | 修 | 修 | | 79 | ۳ | ROOM ANT 1+ [With A/T] |
| 7 | Si | <u> </u> | | 79 | BR | ROOM ANT 1+ [With M/T] |
| | 4 5 8 9 | | 7 | 80 | GR | NATS ANT AMP. |
| 3 | 11 13 14 15 17 18 19 | 1 | 67 88 35 34 87 88 85 34 82 83 83 83 83 83 83 83 83 83 83 83 83 83 | 81 | Μ | NATS ANT AMP. |
| 7 8 9 10 11 12 13 14 | 2 | 1 | | 82 | ۳ | IGN RELAY (F/B) CONT |
| | | | | 83 | × | KYLS ENT RECEIVER (FRONT) COMM [Roadster models with M/T] |
| | | | | 83 | ┪ | KYLS ENT RECEIVER (FRONT) COMM [Except for readstar models with M/T] |
| leu | la | nal | Signal Name [Specification] | 87 | BR | COMBI SW INPUT 5 |
| re | ē | 6 | _ | 88 | > | COMBI SW INPUT 3 |
| - | 7 | 7 | LUGGAGE ROOM ANT- [Roadster models with M/T] | 68 | BB | PUSH SW |
| SB | g : | + | LUGGAGE ROOM ANT- [Except for roadster models with M/T] | 90 | ٠. | CAN-L |
| + | 5 V SUPER LOCK OUTPUT [Roadster models] | + | LUGGAGE ROOM ANT+ [Roadster models with M/T] | 91 | _ | CAN-H |
| GND GND | Ť | + | LUGGAGE ROOM ANT+ [Except for roadster models with M/T] | 92 | 5 ; | KEY SLOT ILL |
| + | DRIVER DOOR, | + | BACK DOOK ANI= | 93 | > (| UNI NO |
| S NOTIFICIAL X | 13 BK BAI (FUSE) | 39 V | TON DELAY (DOM E/D) CONT [Douglass models with M/T] | cs so | , | A/T SHIET SELECTOR DOWER SLIDBLY |
| - 0 | O NOTTHE HSILE | - > | TOWN DELINATIONS CONT. CO | 000 | 1 | S.4 CONDITION 1 |
| + IONI | t | - CS | CTABLED BELAY CONT | 60 | ١. | S/L CONDITION 1 |
| 2 0 | W SIGN | + | BACK DOOR REDIEST SW [Course models] | 66 | . 0 | SHET P [With A/T] |
| | : 0 | ł | TRUNK LID REQUEST SW [Roadster models] | 66 | 1 | CLUTCH PEDAL POS SW [Coune models with M/T] |
| | P ROOM | + | 1-KEY WARN BUZZER (ENG ROOM) [Roadster models with M/T] | 66 | T | CLUTCH PEDAL POS SW [Roadster models with M/T] |
| , | . > | 64 | 1-KEY WARN BUZZER (ENG ROOM) [Except for roadster models with M/T] | 100 | T | PASSENGER DOOR PEQUEST SW [Roadster models with M/T] |
| | | H | BACK DOOR SW [Coupe models] | 100 | ١ | PASSENGER DOOR REQUEST SW [Except for roadster models with M/T] |
| Connector No. M118 | | 66 R | TRUNK ROOM LAMP SW [Roadster models] | 101 | SB | DRIVER DOOR REQUEST SW [Roadster models with M/T] |
| Connector Name BCM (BODY CONTROL MOBILE) | Connector No. M120 | 67 GR | Н | 101 | > | DRIVER DOOR REQUEST SW [Except for roadster models with M/T] |
| | Consoling Name BCM (BODY CONTROL MODILLE) | 67 GR | TRUNK LID OPENER SW [Roadster models] | 102 | 0 | BLOWER FAN MOTOR RELAY CONT |
| Connector Type M03FB-LC | П | | | 103 | FC | KYLS ENT RECEIVER (FRONT) PWR SUPPLY |
| 4 | Connector Type NS12FW-CS | | | 105 | æ | KYLS ENT RECEIVER (REAR) PWR SUPPLY |
| ALT. | 4 | Connector No. | M122 | 901 | > | S/L UNIT POWER SUPPLY |
| F.S. | Arts. | Connector Name | BCM (BODY CONTROL MODULE) | 107 | 9 | COMBI SW INPUT 1 |
| - 1 | E S | | Т | 108 | œ | COMBI SW INPUT 4 |
| | 20 23 24 | Connector Type | TH40FB-NH | 109 | \ | COMBI SW INPUT 2 |
| 7 | 25 26 30 | 4 | | 110 | ┪ | HAZARD SW [Roadster models with M/T] |
| | | 李 | | 110 | ۵ | HAZARD SW [Except for roadster models with M/T] |
| H | | S. | | Ξ | > | S/L UNIT COMM |
| re Signal N | - Fa | 91 90 8 | 9 88 87 83 82 81 80 79 78 77 76 75 74 73 72 72 97 87 87 178 178 72 92 92 92 92 92 92 93 93 93 93 93 93 93 93 93 93 93 93 93 | | | |
| > | of Wire | | | | | |
| 2 W POWER WINDOW POWER SUPPLY (BAT) 3 Y POWER WINDOW POWER SUPPLY (IGN) | 20 V TURN SIGNAL RH (REAR) 23 I RACK DOOR OPEN OUTPUT IT Course models | | | | | |
| | > | Terminal Color | Cinnal Nama [Casacification] | | | |
| | 0 | φ | - | | | |
| | P.C | 72 R | ROOM ANT 2- [Roadster models with M/T] | | | |
| | 30 R LUGGAGE ROOM LAMP OUTPUT | + | ROOM ANT 2- [Except for roadster models with M/T] | | | |
| | | 2 6 | ROOM ANT 2+ [Koadster models with M/T] | | | |
| | | + | + | | | |
| | | _ | | | | |

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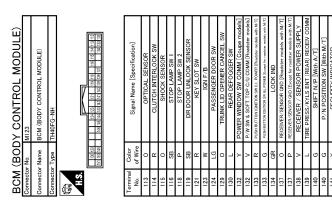
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FAIL-SAFE CONTROL BY DTC

Fail-safe

BCM performs fail-safe control when any DTC are detected.

< ECU DIAGNOSIS INFORMATION >

| Display contents of CONSULT | Fail-safe | Cancellation |
|-----------------------------|-------------------------|--|
| B2013: ID DISCORD BCM-S/L | Inhibit engine cranking | Erase DTC |
| B2014: CHAIN OF S/L-BCM | Inhibit engine cranking | Erase DTC |
| B2190: NATS ANTENNA AMP | Inhibit engine cranking | Erase DTC |
| B2191: DIFFERENCE OF KEY | Inhibit engine cranking | Erase DTC |
| B2192: ID DISCORD BCM-ECM | Inhibit engine cranking | Erase DTC |
| B2193: CHAIN OF BCM-ECM | Inhibit engine cranking | Erase DTC |
| B2195: ANTI SCANNING | Inhibit engine cranking | Ignition switch $ON \rightarrow OFF$ |
| B2557: VEHICLE SPEED | Inhibit steering lock | When normal vehicle speed signals are received from ABS actuator and electric unit (control unit) for 500 ms |
| B2560: STARTER CONT RELAY | Inhibit engine cranking | 500 ms after the following CAN signal communication status becomes consistent • Starter control relay signal • Starter relay status signal |
| B2601: SHIFT POSITION | Inhibit steering lock | 500 ms after the following signal reception status becomes consistent Selector lever P position switch signal P range signal (CAN) |
| B2602: SHIFT POSITION | Inhibit steering lock | 5 seconds after the following BCM recognition conditions are fulfilled Ignition switch is in the ON position Selector lever P position switch signal: Except P position (battery voltage) Vehicle speed: 4 km/h (2.5 MPH) or more |
| B2603: SHIFT POSI STATUS | Inhibit steering lock | 500 ms after the following BCM recognition conditions are fulfilled Ignition switch is in the ON position Selector lever P position switch signal: Except P position (battery voltage) Selector lever P/N position signal: Except P and N positions (0 V) |
| B2604: PNP SW | Inhibit steering lock | 500 ms after any of the following BCM recognition conditions are fulfilled • Status 1 - Ignition switch is in the ON position - Selector lever P/N position signal: P and N position (battery voltage) - P range signal or N range signal (CAN): ON • Status 2 - Ignition switch is in the ON position - Selector lever P/N position signal: Except P and N positions (0 V) - P range signal and N range signal (CAN): OFF |
| B2605: PNP SW | Inhibit steering lock | 500 ms after any of the following BCM recognition conditions are fulfilled Status 1 Ignition switch is in the ON position Selector lever P/N position signal: Except P and N positions (0 V) Interlock/PNP switch signal (CAN): OFF Status 2 Ignition switch is in the ON position Selector lever P/N position signal: P or N position (battery voltage) PNP switch signal (CAN): ON |
| B2606: S/L RELAY | Inhibit engine cranking | 500 ms after the following CAN signal communication status becomes consistent Steering lock relay signal (Request signal) Steering lock relay signal (Condition signal) |

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| Display contents of CONSULT | Fail-safe | Cancellation |
|-----------------------------|---|---|
| B2607: S/L RELAY | Inhibit engine cranking | 500 ms after the following CAN signal communication status has becomes consistent • Steering lock relay signal (Request signal) • Steering lock relay signal (Condition signal) |
| B2608: STARTER RELAY | Inhibit engine cranking | 500 ms after the following signal communication status becomes consistent Starter motor relay control signal Starter relay status signal (CAN) |
| B2609: S/L STATUS | Inhibit engine cranking Inhibit steering lock | When the following steering lock conditions agree BCM steering lock control status Steering lock condition No. 1 signal status Steering lock condition No. 2 signal status |
| B260A: IGNITION RELAY | Inhibit engine cranking | 500 ms after the following conditions are fulfilled IGN relay (IPDM E/R) control signal: OFF (Battery voltage) Ignition ON signal (CAN to IPDM E/R): OFF (Request signal) Ignition ON signal (CAN from IPDM E/R): OFF (Condition signal) |
| B260F: ENG STATE SIG LOST | Maintains the power supply position attained at the time of DTC detection | When any of the following conditions are fulfilled • Power position changes to ACC • Receives engine status signal (CAN) |
| B2612: S/L STATUS | Inhibit engine cranking Inhibit steering lock | When any of the following conditions are fulfilled Steering lock unit status signal (CAN) is received normally The BCM steering lock control status matches the steering lock status recognized by the steering lock unit status signal (CAN from IPDM E/R) |
| B2617: STARTER RELAY CIRC | Inhibit engine cranking | 1 second after the starter motor relay control inside BCM becomes normal |
| B2618: BCM | Inhibit engine cranking | 1 second after the ignition relay (IPDM E/R) control inside BCM becomes normal |
| B2619: BCM | Inhibit engine cranking | 1 second after the steering lock unit power supply output control inside BCM becomes normal |
| B261E: VEHICLE TYPE | Inhibit engine cranking | BCM initialization |
| B26E8: CLUTCH SW | Inhibit engine cranking | When any of the following BCM recognition conditions are fulfilled Status 1 Clutch switch signal (CAN from ECM): ON Clutch interlock switch signal: OFF (0 V) Status 2 Clutch switch signal (CAN from ECM): OFF Clutch interlock switch signal: ON (Battery voltage) |
| B26E9: S/L STATUS | Inhibit engine cranking Inhibit steering lock | When BCM transmits the LOCK request signal to steering lock unit, and receives LOCK response signal from steering lock unit, the following conditions are fulfilled • Steering condition No. 1 signal: LOCK (0 V) • Steering condition No. 2 signal: LOCK (Battery voltage) |

HIGH FLASHER OPERATION

BCM detects the turn signal lamp circuit status by the current value.

BCM increases the turn signal lamp blinking speed if the bulb or harness open is detected with the turn signal lamp operating.

NOTE:

The blinking speed is normal while activating the hazard warning lamp.

FAIL-SAFE CONTROL BY RAIN SENSOR MALFUNCTION

- BCM judges the rain sensor serial link error by the rain sensor serial link condition and detects the rain sensor malfunction by rain sensor malfunction signal.
- When BCM detects the rain sensor serial link error or the rain sensor malfunction while front wiper AUTO operation, BCM operates a fail-safe control.

NOTE:

If rain sensor malfunction is detected when ignition switch is turned OFF ⇒ ON and front wiper switch is INT position, BCM operates a fail-safe control.

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< ECU DIAGNOSIS INFORMATION >

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DTC Inspection Priority Chart

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If some DTCs are displayed at the same time, perform inspections one by one based on the following priority chart.

| Priority | DTC |
|----------|--|
| 1 | B2562: LOW VOLTAGE |
| 2 | U1000: CAN COMM CIRCUIT U1010: CONTROL UNIT (CAN) |
| 3 | B2190: NATS ANTENNA AMP B2191: DIFFERENCE OF KEY B2192: ID DISCORD BCM-ECM B2193: CHAIN OF BCM-ECM B2195: ANTI SCANNING |
| 4 | ■ B2013: ID DISCORD BCM-S/L ■ B2014: CHAIN OF S/L-BCM ■ B2553: IGNITION RELAY ■ B2556: STOP LAMP ■ B2556: PUSH-BTN IGN SW ■ B2557: VEHICLE SPEED ■ B2560: STARTER CONT RELAY ■ B2601: SHIFT POSITION ■ B2602: SHIFT POSITION ■ B2603: SHIFT POSITION ■ B2604: PNP SW ■ B2605: PNP SW ■ B2606: S/L RELAY ■ B2607: S/L RELAY ■ B2608: STARTER RELAY ■ B2609: S/L STATUS ■ B2609: S/L STATUS ■ B2609: S/L STATUS ■ B2609: S/L STATUS ■ B2600: STEERING LOCK UNIT ■ B2601: STEERING LOCK UNIT ■ B2605: STEERING LOCK UNIT ■ B2615: S/L STATUS ■ B2614: ACC RELAY CIRC ■ B2615: BLOWER RELAY CIRC ■ B2616: IGN RELAY CIRC ■ B2616: IGN RELAY CIRC ■ B2616: BCM ■ B2617: STARTER RELAY CIRC ■ B2618: BCM ■ B2619: BCM ■ B2614: PUSH-BTN IGN SW ■ B2615: VEHICLE TYPE ■ B2668: CLUTCH SW ■ B2669: S/L STATUS ■ B2668: KEY REGISTRATION ■ C1729: VHCL SPEED SIG ERR |
| | |

< ECU DIAGNOSIS INFORMATION >

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| Priority | DTC |
|----------|---|
| 5 | C1704: LOW PRESSURE FL C1705: LOW PRESSURE FR C1706: LOW PRESSURE RR C1707: LOW PRESSURE RL C1708: [NO DATA] FL C1709: [NO DATA] FR C1710: [NO DATA] RR C1711: [NO DATA] RL C1716: [PRESSDATA ERR] FL C1717: [PRESSDATA ERR] FR C1718: [PRESSDATA ERR] RR C1719: [PRESSDATA ERR] RR C1734: CONTROL UNIT |
| 6 | B2621: INSIDE ANTENNA B2622: INSIDE ANTENNA B2623: INSIDE ANTENNA |

DTC Index

NOTE:

The details of time display are as follows.

- CRNT: A malfunction is detected now.
- PAST: A malfunction was detected in the past.

IGN counter is displayed on Freeze Frame Data. For details of Freeze Frame Data, refer to <u>BCS-19. "COM-MON ITEM : CONSULT-III Function (BCM - COMMON ITEM)"</u>.

| CONSULT display | Fail-safe | Freeze Frame Data •Vehicle Speed •Odo/Trip Meter •Vehicle condition | Intelligent Key warning lamp ON | Tire pressure monitor warn- ing lamp ON | Reference page |
|--|-----------|--|---------------------------------------|---|----------------|
| No DTC is detected. further testing may be required. | _ | _ | _ | _ | _ |
| U1000: CAN COMM CIRCUIT | _ | _ | _ | _ | BCS-42 |
| U1010: CONTROL UNIT (CAN) | _ | _ | _ | _ | BCS-43 |
| U0415: VEHICLE SPEED SIG | _ | _ | _ | _ | BCS-44 |
| B2013: ID DISCORD BCM-S/L | × | × | _ | _ | <u>SEC-51</u> |
| B2014: CHAIN OF S/L-BCM | × | × | _ | _ | <u>SEC-52</u> |
| B2190: NATS ANTENNA AMP | × | _ | _ | _ | SEC-43 |
| B2191: DIFFERENCE OF KEY | × | _ | _ | _ | <u>SEC-46</u> |
| B2192: ID DISCORD BCM-ECM | × | _ | _ | _ | <u>SEC-47</u> |
| B2193: CHAIN OF BCM-ECM | × | _ | _ | _ | SEC-49 |
| B2195: ANTI SCANNING | × | _ | _ | _ | <u>SEC-50</u> |
| B2553: IGNITION RELAY | _ | × | _ | _ | PCS-48 |
| B2555: STOP LAMP | _ | × | _ | _ | <u>SEC-55</u> |
| B2556: PUSH-BTN IGN SW | _ | × | × | _ | <u>SEC-57</u> |
| B2557: VEHICLE SPEED | × | × | × | _ | <u>SEC-59</u> |
| B2560: STARTER CONT RELAY | × | × | × | _ | <u>SEC-60</u> |
| B2562: LOW VOLTAGE | _ | × | _ | _ | BCS-45 |
| B2601: SHIFT POSITION | × | × | × | _ | <u>SEC-61</u> |
| B2602: SHIFT POSITION | × | × | × | _ | <u>SEC-64</u> |
| B2603: SHIFT POSI STATUS | × | × | × | _ | <u>SEC-67</u> |
| B2604: PNP SW | × | × | × | _ | SEC-70 |

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| CONSULT display | Fail-safe | Freeze Frame Data •Vehicle Speed •Odo/Trip Meter •Vehicle condition | Intelligent Key warning lamp ON | Tire pressure monitor warn- ing lamp ON | Reference page | |
|---------------------------|-----------|--|---------------------------------------|---|---|--|
| B2605: PNP SW | × | × | × | _ | SEC-72 | |
| B2606: S/L RELAY | × | × | × | _ | SEC-74 | |
| B2607: S/L RELAY | × | × | × | _ | SEC-75 | |
| B2608: STARTER RELAY | × | × | × | _ | SEC-77 | |
| B2609: S/L STATUS | × | × | × | _ | SEC-79 | |
| B260A: IGNITION RELAY | × | × | × | _ | PCS-50 | |
| B260B: STEERING LOCK UNIT | _ | × | × | _ | SEC-83 | |
| B260C: STEERING LOCK UNIT | _ | × | × | _ | <u>SEC-84</u> | |
| B260D: STEERING LOCK UNIT | _ | × | × | _ | SEC-85 | |
| B260F: ENG STATE SIG LOST | × | × | × | _ | SEC-86 | |
| B2612: S/L STATUS | × | × | × | _ | SEC-91 | |
| B2614: ACC RELAY CIRC | _ | × | × | _ | PCS-52 | |
| B2615: BLOWER RELAY CIRC | _ | × | × | _ | PCS-55 | |
| B2616: IGN RELAY CIRC | _ | × | × | _ | PCS-58 | |
| B2617: STARTER RELAY CIRC | × | × | × | _ | SEC-95 | |
| B2618: BCM | × | × | × | _ | PCS-61 | |
| B2619: BCM | × | × | × | _ | <u>SEC-97</u> | |
| B261A: PUSH-BTN IGN SW | _ | × | × | _ | PCS-62 | |
| B261E: VEHICLE TYPE | × | × | × (Turn ON for 15 seconds) | _ | SEC-98 | |
| B2621: INSIDE ANTENNA | _ | × | | | DLK-279 | |
| B2622: INSIDE ANTENNA | _ | × | _ | _ | • <u>DLK-84</u> (Coupe • <u>DLK-281</u> (Road ster) | |
| B2623: INSIDE ANTENNA | _ | × | _ | _ | • <u>DLK-86</u> (Coupe • <u>DLK-283</u> (Road ster) | |
| B26E8: CLUTCH SW | × | × | × | _ | <u>SEC-87</u> | |
| B26E9: S/L STATUS | × | × | × (Turn ON for 15 seconds) | _ | SEC-89 | |
| B26EA: KEY REGISTRATION | _ | × | × (Turn ON for 15 seconds) | _ | <u>SEC-90</u> | |
| C1704: LOW PRESSURE FL | _ | _ | _ | × | | |
| C1705: LOW PRESSURE FR | _ | _ | _ | × | <u>WT-26</u> | |
| C1706: LOW PRESSURE RR | _ | _ | _ | × | <u> </u> | |
| C1707: LOW PRESSURE RL | _ | _ | _ | × | | |
| C1708: [NO DATA] FL | _ | _ | _ | × | | |
| C1709: [NO DATA] FR | _ | _ | | × | <u>WT-28</u> | |
| C1710: [NO DATA] RR | _ | _ | _ | × | <u>v v 1 - 2 0</u> | |
| C1711: [NO DATA] RL | _ | _ | _ | × | | |
| C1716: [PRESSDATA ERR] FL | _ | _ | _ | × | | |
| C1717: [PRESSDATA ERR] FR | _ | _ | _ | × | \//T 24 | |
| C1718: [PRESSDATA ERR] RR | _ | _ | _ | × | <u>WT-31</u> | |
| C1719: [PRESSDATA ERR] RL | _ | _ | _ | × | | |

< ECU DIAGNOSIS INFORMATION >

[COUPE]

| CONSULT display | Fail-safe | Freeze Frame Data •Vehicle Speed •Odo/Trip Meter •Vehicle condition | Intelligent Key warning lamp ON | Tire pressure monitor warn- ing lamp ON | Reference page |
|---------------------------|-----------|--|---------------------------------------|---|----------------|
| C1729: VHCL SPEED SIG ERR | _ | _ | _ | × | <u>WT-33</u> |
| C1734: CONTROL UNIT | _ | _ | _ | × | <u>WT-35</u> |

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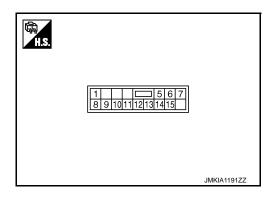
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POWER WINDOW MAIN SWITCH

Reference Value

TERMINAL LAYOUT

PHYSICAL VALUES



POWER WINDOW MAIN SWITCH

| Terminal No. (Wire color) | | Description | | Condition | Voltage [V] |
|------------------------------|--------|---|------------------|--|---|
| + | - | Signal name | Input/ Output | Gondinon | (Approx.) |
| 1 (W) | Ground | Battery power supply | Input | _ | 12 |
| 5 (BG) | Ground | Encoder power supply | Output | When ignition switch ON or automatic window adjusting operates | 12 |
| 6 (GR) | Ground | Door key cylinder switch LOCK signal | Input | Key position (Neutral → Locked) | 5 → 0 |
| 7 (V) | Ground | Door key cylinder switch UN- LOCK signal | Input | Key position (Neutral → Unlocked) | 5 → 0 |
| 8 (L) | Ground | Driver side power window motor UP signal | Output | When power window main switch (Driver side) is operated UP | 12 |
| 9 (LG) | Ground | Encoder pulse signal 2 | Input | When power window motor operates | (V) 6 4 2 0 10 ms JMKIA0070GB |
| 10 | Ground | Ignition switch power signal | Input | IGN SW ON | 12 |
| (Y) | Cround | ignition owiton power signal | mpat | IGN SW OFF | 0 |
| 11 (BR) | Ground | Driver side power window motor DOWN signal | Output | When power window main switch (Driver side) is op- erated DOWN | 12 |
| 12 (SB) | Ground | Power window serial link | Input/ Output | Ignition switch ON | (V) 15 10 5 0 JPMIA0013GB |

POWER WINDOW MAIN SWITCH

< ECU DIAGNOSIS INFORMATION >

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| | inal No. e color) | Description | | Condition | Voltage [V] | |
|-----------|----------------------|------------------------|------------------|----------------------------------|----------------------------------|--|
| + | - | Signal name | Input/ Output | Conducti | (Approx.) | |
| 13 (R) | Ground | Encoder pulse signal 1 | Input | When power window motor operates | (V) 6 4 2 0 10 ms | |
| 14 (G) | Ground | Encoder ground | _ | _ | 0 | |
| 15 (B) | Ground | Ground | _ | _ | 0 | |

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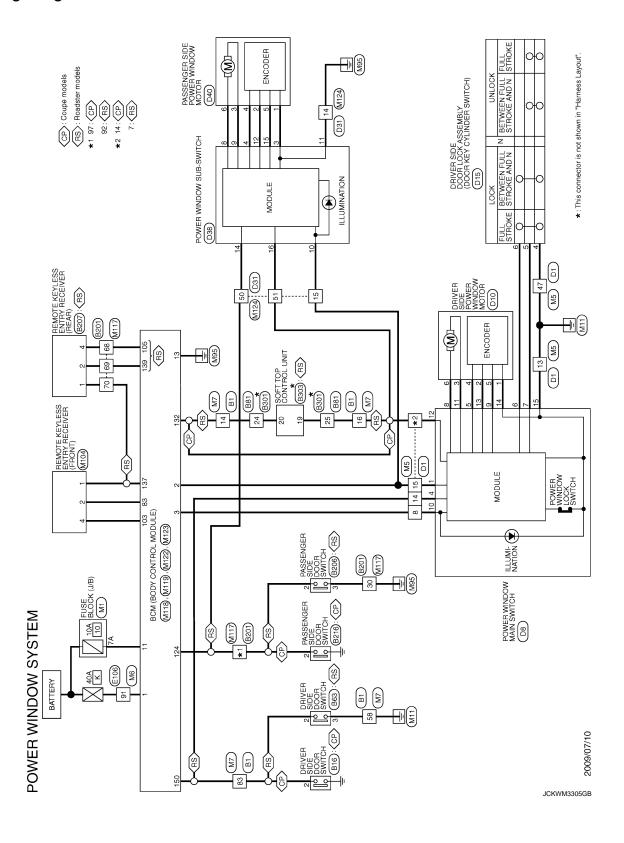
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Wiring Diagram - POWER WINDOW CONTROL SYSTEM -

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POWER WINDOW MAIN SWITCH

< ECU DIAGNOSIS INFORMATION >

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| | А |
|--|-------------|
| | В |
| | С |
| 8 0 0 7 1 1 1 2 1 2 1 2 1 2 1 2 1 2 1 3 1 2 1 3 1 3 | D |
| TTCH TTCH TTCH TTCH TTCH TTCH TTCH TTCH | Е |
| Signal Name [5] Signal Name [6] Signal Name [7] Signal Name [8] Signal Name [8] Signal Name [8] Signal Name [8] Signal Name [9] Signal Name [9 | F |
| Type | G |
| Connector Na Connector Na Connector Ty No. of No. Connector Na Conn | Н |
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| - [Co. - [Rase - [Rase - | J |
| | PW |
| 1 | |
| | L |
| WRE CSIE-TM4 CSIE-TM4 Signal Name [Specification] - [Coupe models] - [Roadster models] - [Roadster models] - [Coupe models] - [Coupe models] - [Coupe models] - [Roadster models] - [Coupe models] - [Roadster models] - [Roadster models] - [Roadster models] | M |
| WIRE TO WIRE THEOFW-CSIG-TM4 THEOFW-CSIG-TM4 Signal Name [- [Coupe - [Roadstet - [Roadste | N |
| N N N N N N N N N N | |
| POWM Connecto Co | JCKWM3306GB |
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| 0 0 | t | REAR) 8 0 | t | | - M 91 | - DG | 24 V – | Н | 31 BG – | Ь | 34 0 - | ation] 35 SB - | | | T Connector No. B303 | Connector Name SOFT TOP CONTROL UNIT | Connector Time TLIANED-NIL | ٦. | 6 | | | 13 12 11 10 9 8 7 6 | 38 38 37 30 30 30 34 33 32 31 30 28 28 27 20 20 24 23 | | | nal | 9. | BR SENSOR POWER SUPPLY (ROOF STRIKER SENSOR LH) | s 4 s | > 8 | SB POWE | 0 | 11 O ROOF STATUS SIGNAL (INDICATOR) | ă | J D | > | 17 BG CAN-H | 18 P CAN-L | 19 LG LOCAL COMMUNICATION (POWER WINDOW) | > | BR SENSOR POWER SUPPLY | 29 DG GND | 35 P ROOF OPEN / CLOSE SWITCH (GND) | | ation] | | |
|---------------------|--------------|---|------------------------|------------------|---------------------|--|--------|---|---------|---|--------|-----------------------------|---------|------------------|----------------------|--------------------------------------|----------------------------|-------------------|---------------------|---|----------------------|---------------------|---|------------------|---------------------|-----|---------------------|---|------------------|-----|---------|---------------|-------------------------------------|----------------|-----------------------------|--------------------------|------------------|---------------------|--|-----|---|-----------|-------------------------------------|-------------|--------|------------------|---------------------|
| Gonnaertor No 18207 | T | Connector Name REMOTE KEYLESS ENTRY RECEIVER (REAR) | Connector Type JAB04FB | 4 | 医 | \frac{1}{2} | | 1 2 4 | | | | lau | ē | | SIG | 4 GR BATTERY | | On actoring | Т | Connector Name PASSENGER SIDE DOOR SWITCH | Connector Type A03FW | 4 | E | ES. | | 2 | | | Terminal Golor | | 2 LG - | | N. T. | Γ | Connector Name WIRE TO WIRE | Connector Type TH40MW-NH | ά | 医 | ei T | | 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 16 10 10 11 12 13 14 15 16 | 1 | | L | lal | of Wire | - FG - |
| [Causa modele] | | - [Koadster models] - [Coune models] | - [Roadster models] | - [Coupe models] | - [Roadster models] | 1 | - | - | 1 | 1 | _ | | | | | | - [Coupe models] | | - [Roadster models] | | | - [Coupe models] | - [Roadster models] | - [Coupe models] | - [Roadster models] | | - [Roadster models] | | - [Coupe models] | | | B206 | PASSENGER SIDE DOOR SWITCH | ANSEW | | Ē | | | 0 | 7 0 | <u> </u> | | Signal Name [Specification] | | 1 | | |
| 89 | + | 89 | - G9 | 70 G | 70 07 | N 08 | 81 SB | 82 G | | Н | 85 B | φ | 87 0 | 88 BK | 1 | S | 92 SB | 92 - 10 | 93 M | 9 | т | Ĺ | Н | 97 LG | Н | + | 7 | 9 66 | + | - | | Connector No. | Connector Name | Connector Type | | 修 | Š | 1 | | | | | la l | No. of Wire | 7 | 3 B | |
| POWER WINDOW SYSTEM | DZOI | WIRE TO WIRE | TH80FW-CS16-TM4 | | | 00 01 00 00 00 00 00 00 00 00 00 00 00 0 | | C 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | Signal Name [Specification] | | - [Coupe models] | - [Roadster models] | - [Coupe models] | - [Koadster models] | Felicina accorded | - [Roadster models] | | 1 | , | 1 | 1 | 1 | 1 | | | | 1 | - | T | | | - [Coupe models] | - [Roadster models] | - [Coupe models] | - [Roadster models] | | - | 1 | | 1 | 1 | | - [Coupe models] | - [Koadster models] |
| VER W | COLLING INC. | Connector Name | Connector Type | | | Si - | | | | | | _ | ot Wire | ž, | : ا | > 0 | n (| 5 0 | <u> </u> | . g | > | œ | ŋ | œ | В | ≱ : | > < | ۔ و | - 85 | ۵ | ٦ | SHELD | £ ; | - III | 5 | ۵ | ۳ | _ | В | Μ | GR | В | > | > | gg (| g d | 0 |
| | 1 | သူ | 1 % | rii ` | • | 1/2 | | | | | | Ferminal | ġ, | - 1 | ۵, | ., l | , | Ι. | L | | 6 | = | 20 | 21 | စ္က | 육 | # 3 | 2 5 | 3 4 | | 52 | 23 | 5 | 3 8 | 57 | 22 | 28 | 28 | 29 | 8 | 19 | 62 | | 49 | 8 | واو | 9 |

JCKWM3307GB

POWER WINDOW MAIN SWITCH

[COUPE]

| | A |
|--|--|
| - [Roadster models] [Baster models] | В |
| NSIGFW N | С |
| S3 O O O O O O O O O | D |
| K ASSEMBLY A Codes Indes In | inthront BOSE system) Cdelsi |
| No. D15 | cept for coupe models without a coupe models without a coupe models coupe c |
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| Commector Na Commector Ty A.S. H.S. H.S. H.S. H.S. H.S. H.S. Lorminal Commector Na Commercor Na Commerc | H |
| WINDOW MAIN SWITCH CS 11 12 13 14 15 11 12 13 14 15 - Coupe models - (Roadster models) | Signal Name [Specification] - [Coupte models] - [Roadster models] |
| POWER WINDOW MAIN SWITCH NSIGFW-CS 8 9 10 11 12 13 14 15 | Signal Nam |
| Connector No. Connector Name Connector Type | Terminal Color of Wire 9 |
| | L |
| Name WIRE TO WIRE | M |
| Connector Name WIRE TO WIRE | N |
| Connector Name Connector Type Conn | 0 |
| | JCKWM3308GB |
| | P |

Revision: 2009 July **PWC-75** 2010 370Z

| Connector No. MII Connector No. MII Connector Name FUSE BLOCK (J.B.) | |
|---|----|
| Commetter Name Commetter Type Comm | I |
| | Н |
| ter models] ter models codels with M/T] ter models | 48 |
| - [Roadster m - [Roadster m - [Coup - [Coup - [Roads - [R | |
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| 21 221 33 33 34 35 36 36 37 37 38 38 38 38 38 38 38 38 38 38 38 38 38 | |
| WINDOW SYST D40 PASSENGER SUDE POWER FHB06FGY-Z - Coope - Coop | - |
| Connector Name Connector Name Connector Name Connector Type Connector Type Connector Name Conn | Pl |
| DOW Commetted | 20 |

JCKWM3309GB

POWER WINDOW MAIN SWITCH

< ECU DIAGNOSIS INFORMATION >

[COUPE]

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| POW | ER WIN | POWER WINDOW SYSTEM | | | | | | | |
|----------------|-------------|---|----------------|--|----------|------------|------------------------------|--|---|
| Connector No. | т | MG | 59 L | 1 | 21 | o 5 | I | W C | |
| Connector Name | | WIRE TO WIRE | + | | 23 | <u>5</u> > | 1 1 | + | |
| Connector Type | П | TH80MW-CS16-TM4 | 81 GR | - | 24 | ď | - | 84 L | 1 |
| ą | | | Н | - | 22 | ٦ | 1 | 85 LG | 1 |
| 事 | _ | | 83 | 1 | 26 | ۵ | 1 | + | 1 |
| H.S. | | 10 10 10 10 10 10 10 10 10 10 10 10 10 1 | + | | 31 | * | ı | + | |
| | | | 85 BR | 1 | 32 | <u>а</u> | ı | 88 SB | 1 |
| | | 2 | 98 | (E) N 157 - 117 - 117 - 117 | 33 | ≥ 0 | 1 | 93 × | - |
| | | | + | - [Koadster models with IM/ I] | t c | ۱ ۲ | 1 | 90 - | - [Coupe models] |
| | | | 2 0 | cept tor roadster | ςς \$ | n - | 1 | 1 | ster models] |
| 1 | _ | | + | | 2 | ١, | | ģ 3 | [D4-t |
| lerminal No | Color | Signal Name [Specification] | + | 1 | 4 5 | 2 5 | 1 | ۸. | ster models] |
| JAC. | _ | | + | | 47 | 5 0 | | J 9 | - |
| -[| - | 1 | 28 2 | 1 | | <u> </u> | - [Coupe models] | י בי | - [Coupe models] |
| ,[. | 1 | 1 | 94 | 1 | 2 | > | - [Koadster models] | - 8 | ster models |
| 4 | ، ا | 1 | + | | 44 | ¥ « | ı | 98 BG - Co | - [Coupe models] |
| | m (| | + | | 45 | ٥ | (A) 1 00000 | 4/B | - [Koadster models] |
| 8 | 1 | | 0 86 | 1 | 46 | 5 | = [With A/T] | M 66 | |
| 6 | _ | - [Coupe models] | + | | 46 | gg B | - [With M/T] | 100 B | 1 |
| 6 | В | [Roadster models] | \dashv | 1 | 47 | ~ | – [With A/T] | | |
| Ξ | GR | 1 | | | 47 | > | [With M/T] | | |
| 12 | ч | _ | | | 48 | SHIELD | _ | Connector No. M104 | |
| 13 | ٦ | - | Connector No. | M7 | 51 | > | 1 | Connector Name REMOTE KEYLESS ENTRY RECEIVER (FRONT) | N RECEIVER (FRONT) |
| 14 | g | _ | Connector Name | WIRE TO WIRE | 52 | œ | _ | | |
| 15 | Ь | 1 | | | 57 | SHIELD | 1 | Connector Type JAB04FB | |
| 16 | Μ | 1 | Connector Type | TH80MW-CS16-TM4 | 58 | В | 1 | 1 | |
| 17 | BR | _ | q | | 09 | L | - [Coupe models] | ALT. | |
| 50 | GR | - | 李 | | 60 | ^ | - [Roadster models] | Si. | |
| 21 | BR | - [Coupe models] | Š | 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 61 | ď | - [Coupe models] | - - | Īī |
| 21 | œ | - [Roadster models] | | STATE OF THE STATE | 19 | SB | - [Roadster models] | 1 2 | 4 |
| 31 | ٦ | [Roadster models with M/T] | | 図 (3 mm) (2 mm) (3 mm | 62 | SHIELD | i | 1 | 1 |
| 31 | BR | [Except for roadster models with M/T] | | 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | П | ď | - [Coupe models] | | |
| 32 | Υ | with M/T | | | 63 | BR | - [Roadster models] | | |
| 32 | ۸ | - [Except for roadster models with M/T] | | | 64 | 9 | - [Coupe models] | al Color | Simpl Name [Specification] |
| 33 | Ь | | Terminal Color | Normal Normal Control of the Control | П | ٨ | - [Roadster models] | No. of Wire Signal Nam | e [Specification] |
| 34 | 7 | ı | No. of Wii | | | SHIELD | 1 | 1 0 GND [Roadste | GND [Roadster models with M/T] |
| 35 | BR | 1 | - BR | 1 | Г | Ρ | - [Coupe models] | T | GND [Except for roadster models with M/T] |
| 36 | SB | 1 | 2 0 | 1 | 99 | Ь | - [Roadster models] | Т | SIGNAL OUTPUT [Roadster models with M/T] |
| 37 | > | 1 | 3 Γ | | 67 | > | - [Coupe models] | SR. | t for roadster models with M/T] |
| 38 | PC | 1 | 4 | 1 | 67 | - | - [Roadster models] | ΓC | BATTERY |
| 39 | SB | 1 | 9 | 1 | 89 | SHIELD | 1 | | |
| 40 | 3 | 1 | H | | 69 | - | - [Solube models] | | |
| 1 | <u>.</u> | | . 0 | | 69 | , , | - [Boadstar modale] | | |
| \$ | 2 | | ł | | 02 | | - County models | | |
| 2 5 | | | + | | 2 2 | ۱, | [Sonnia Monal] | | |
| 2 | 5 0 | 1 000 | - 3 | 1 | 2 | 5 : | - [Koadster models] | | |
| 44 | 9 | = [With A/ I.] | + | | _ | > | 1 | | |
| 44 | œ | – [With M/T] | \exists | | 72 | _ | 1 | | |
| 45 | 0 | _ | | | 73 | BR | _ | | |
| 46 | 5 | 1 | L | | 74 | SR | | | |
| 47 | HB. | | 7 | | 75 | 0 | | | |
| g | CHIE | | ł | | Oa | , > | | | |
| 28 | SHIELD | 1 | ┨ | | 80 | > | 1 | | |
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| POWEF | POWER WINDOW SYSTEM | | | | | | | | | |
|----------------|--|----------|----------------|-----------------------------|----------------|-----------------|---|-----|----------|--|
| Connector No. | o. M117 | Ĺ | 0 99 | - [Coupe models] | - | W | BAT (F/L) | 74 | SB | PASSENGER DOOR ANT- |
| Connector Name | ame WIRE TO WIRE | <u> </u> | 99 99 | - [Roadster models] | 2 0 | Α : | POWER WINDOW POWER SUPPLY (BAT) | 75 | BR | PASSENGER DOOR ANT+ |
| Connector Type | De TH80MW-CS16-TM4 | <u></u> |) d | - Couns models | ~ | - | POWER WINDOW POWER SUPPLY (IGN) | ٥ ۲ | 2 ح | DRIVER DOOR ANT- |
| [| 1 | Ľ | ľ |]- | | | | 78 | 2 - | ROOM ANT 1 - [With A/T] |
| · 修 | | Ĺ | T 69 | - [Coupe models] | Connector No. | | M119 | 78 | > | ROOM ANT 1- [With M/T] |
| Š | 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Ĺ | 69 P | - [Roadster models] | October Name | | BCM (BODY CONTBOL MOBILIE) | 79 | ч | ROOM ANT 1+ [With A/T] |
| | 25 25 25 25 25 25 25 25 25 25 25 25 25 2 | | 70 L | - [Coupe models] | | П | COM (COM COM MODELE) | 79 | BR | ROOM ANT 1+ [With M/T] |
| | | | 70 0 | - [Roadster models] | Connector Type | r Type | NS16FW-CS | 80 | SR | NATS ANT AMP. |
| | 00 50 00 00 00 00 00 00 00 00 00 00 00 0 | | 80 W | - [Coupe models] | q | | | 81 | М | NATS ANT AMP. |
| | | | 80 L | - [Roadster models] | 唐 | | | 82 | ۳ | IGN RELAY (F/B) CONT |
| | | | 81 Y | 1 | S | L | | 83 | \ | KYLS ENT RECEIVER (FRONT) COMM [Roadster models with M/T] |
| lai | Color Simpl Name [Samiffeeting] | Ĺ | 82 W | - | | 4 | 2 | 83 | GR. | KYLS ENT RECEIVER (FRONT) COMM [Except for roadstar models with M/T] |
| No. | of Wire | Ĺ | 83 B | 1 | | Į÷ | 12 14 15 17 18 10 | 87 | H | COMBI SW INPUT 5 |
| 2 | GR – [Coupe models] | Ĺ | 84 R | 1 | | IJ | 01 /1 01 1-1 | 88 | > | COMBI SW INPUT 3 |
| 2 | | Ĺ | 85 G | 1 | | | | 68 | BB | PUSH SW |
| 8 | | Ĺ | 86 SHIELD | - G | | | | 90 | ۵ | CAN-L |
| 3 | B - [Roadster models] | Ĺ | 87 G | 1 | Terminal | Color | [| 16 | ٦ | CAN-H |
| 4 | W - [Coupe models] | Ĺ | 7 88 | 1 | No. | of Wire | olgnai Name Lopecinication] | 95 | Ρ | KEY SLOT ILL |
| 4 | G - [Roadster models] | Ĺ | 89 B | 1 | 4 | œ | INTERIOR ROOM LAMP POWER SUPPLY | 93 | > | ON IND |
| 7 | LG - [Coupe models] | Ĺ | 90 SHIELD | - Q | 2 | ŋ | SUPER LOCK OUTPUT [Coupe models] | 92 | 0 | ACC RELAY CONT |
| 7 | | Ĺ | 92 G | - [Coupe models] | S | > | SUPER LOCK OUTPUT [Roadster models] | 96 | > | A/T SHIFT SELECTOR POWER SUPPLY |
| 8 | - T | Ĺ | 92 LG | - [Roadster models] | 8 | > | ALL DOOR, FUEL LID LOCK OUTPUT | 97 | ٦ | S/L CONDITION 1 |
| H | - | Ľ | H | | 6 | 5 | DRIVER DOOR, FUEL LID UNLOCK OUTPUT | 86 | а | S/L CONDITION 2 |
| = | 1 | Ĺ | 7 × 6 | - [Roadster models] | = | BR | BAT (FUSE) | 66 | œ | SHIFT P [With A/T] |
| 20 | 1 | Ĺ | 94 SHIELD | | 13 | ш | GND | 66 | HB | CLUTCH PEDAL POS SW [Coupe models with M/T] |
| 21 | 1 | Ľ | 94 G | - [Roadster models] | 14 | œ | PUSH-BUTTON IGNITION SWILL POWER | 66 | ۳ | CLUTCH PEDAL POS SW [Roadster models with M/T] |
| 30 | 1 | Ľ | H | | 15 | > | ACC IND | 100 | g | PASSENGER DOOR REQUEST SW [Roadster models with M/T] |
| 40 | - 0 | Ĺ | L | | 17 | Μ | TURN SIGNAL RH (FRONT, SIDE) | 100 | ЗB | PASSENGER DOOR REQUEST SW [Except for roadster models with M/T] |
| 41 | - | Ĺ | ┞ | | 18 | 0 | TURN SIGNAL LH (FRONT, SIDE) | 101 | SB | DRIVER DOOR REQUEST SW [Roadster models with M/T] |
| 42 | | Ľ | ┝ | | 19 | Ь | ROOM LAMP TIMER CONTROL [Coupe models] | 101 | > | DRIVER DOOR REQUEST SW [Except for roadster models with M/T] |
| 43 | - 1 | Ľ | ^ 86 | - [Coupe models] | 19 | > | ROOM LAMP TIMER CONTROL [Roadster models] | 102 | 0 | BLOWER FAN MOTOR RELAY CONT |
| H | - 88 | Ľ | 98 Y/B | - | | | | 103 | 57 | KYLS ENT RECEIVER (FRONT) PWR SUPPLY |
| H | - | Ľ | H | | | | | 105 | æ | KYLS ENT RECEIVER (REAR) PWR SUPPLY |
| 52 | - 5 | Ľ | Ľ | - [Coupe models] | Connector No. | Г | M122 | 106 | × | S/L UNIT POWER SUPPLY |
| 53 | SHIELD - | Ľ | ۸ ک | | | Г | (1 mages logitings yada) mag | 107 | PΠ | COMBI SW INPUT 1 |
| 54 | LG - [Coupe models] | | | | Connector Name | | BOM (BOD) CONTROL MODULE) | 108 | ۳ | COMBI SW INPUT 4 |
| H | BR - [Roadster models] | | | | Connector Type | | TH40FB-NH | 109 | > | COMBI SW INPUT 2 |
| H | | ပ္ပိ | Connector No. | M118 | 4 | | | 110 | g | HAZARD SW [Roadster models with M/T] |
| 22 | Y - [Roadster models] | ć | Omera Memory | (a lingow loginos ydog) Mog | 图 | | | 110 | d | HAZARD SW [Except for roadster models with M/T] |
| Н | SHIELD - | 3 | nector Name | | Š | | | Ξ | > | S/L UNIT COMM |
| 23 | G - [Coupe models] | ပ္ပိ | Sonnector Type | M03FB-LC | | | | | | |
| 22 | - | | | | | 91 90 89 88 | 87 83 82 81 80 79 78 77 76 75 74 73 72 | | | |
| 28 | | ß | 7 | | | 111 116 109 108 | 107 105 105 1103 1103 1001 100 99 98 97 95 95 95 92 | | | |
| 28 | | 1 | Ų. | | | | | | | |
| 26 | 1 | | | C T | | | | | | |
| 09 | - M | | | 7 | Terminal | Color | 3 | | | |
| 61 | GR - | | | N | No. | of Wire | oignal ivame [opecification] | | | |
| 62 | | | | | 72 | ч | ROOM ANT 2- [Roadster models with M/T] | | | |
| 63 | | Į | | | 72 | _ | ROOM ANT 2- [Except for roadster models with M/T] | | | |
| 64 | | Ter | Terminal Color | Signal Name [Specification] | 73 | ŋ | ROOM ANT 2+ [Roadster models with M/T] | | | |
| 65 | - 5 | _ | | | 73 | Ь | ROOM ANT 2+ [Except for roadster models with M/T] | | | |

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FAIL-SAFE CONTROL

Fail-Safe

Switches to fail-safe control when malfunction is detected in encoder signal that detects up/down speed and direction of door glass. Switches to fail-safe control when a signal that is out of the specified value is detected between the fully closed position and the actual position of the glass.

POWER WINDOW MAIN SWITCH

[COUPE]

| Malfunction | Malfunction condition |
|--|--|
| Pulse sensor malfunction | When one pulse signals that is the specified value or more is detected continuously for the specified time or more, while door glass is being operated UP or DOWN. |
| Both pulse sensor mal- function | When both pulse signal are not detected continuously for the specified time or more, while door glass is being operated UP or DOWN. |
| Pulse direction malfunction | When a pulse indicating that the window is moving in the opposite direction against the power window motor is detected for the specified value or more, while door glass is being operated UP or DOWN. |
| Glass recognition position malfunction 1 | When the actual door glass position that is out of the specified value is detected compared to the door glass fully closed position memorized in module, while door is being operated UP or DOWN. |
| Glass recognition position malfunction 2 | When pulse count that is out of door glass full stroke value or more is detected, while door glass is being operated UP or DOWN. |

In fail-safe control, the system changes to a non-initialized condition and the following functions do not operate.

- AUTO UP operation
- Anti-pinch function
- Automatic window adjusting function

When fail-safe control is activated, perform initializing operation to recover. If a malfunction is detected in power window switch, fail-safe control is activated again.

POWER WINDOW SUB-SWITCH

< ECU DIAGNOSIS INFORMATION >

[COUPE]

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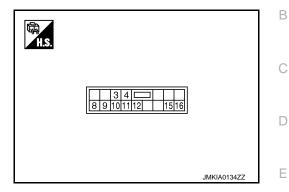
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POWER WINDOW SUB-SWITCH

Reference Value

TERMINAL LAYOUT



PHYSICAL VALUES

| | inal No. e color) | Description | | Condition | Voltage [V] | | |
|-----------|----------------------|---------------------------------|------------------|--|-------------------------|--|--|
| + | - | Signal name | Input/ Output | Condition | (Approx.) | | |
| 3 (G) | Ground | Encoder ground | _ | _ | 0 | | |
| 4 (BG) | Ground | Encoder power supply | Output | When ignition switch ON or automatic window operates adjusting | 12 | | |
| 8 (L) | Ground | Power window motor UP signal | Output | When power window motor is operated UP | 12 | | |
| 9 (BR) | Ground | Power window motor DOWN signal | Output | When power window motor is operated DOWN | 12 | | |
| 10 (W) | Ground | Battery power supply | Input | _ | 12 | | |
| 11 (B) | Ground | Ground | _ | _ | 0 | | |
| 12 (R) | Ground | Encoder pulse signal 1 | Input | When power window motor operates | (V) 6 4 2 0 | | |

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POWER WINDOW SUB-SWITCH

< ECU DIAGNOSIS INFORMATION >

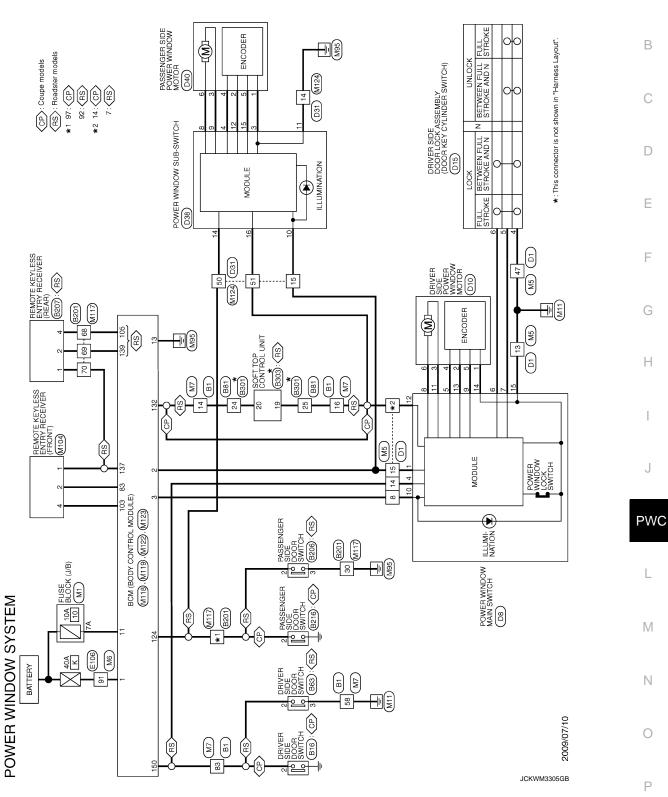
[COUPE]

| | inal No. e color) | Description | | Condition | Voltage [V] |
|------------|----------------------|--------------------------|------------------|----------------------------------|---|
| + | - | Signal name | Input/ Output | Condition | (Approx.) |
| 15 (LG) | Ground | Encoder pulse signal 2 | Input | When power window motor operates | (V) 6 4 2 0 10 ms JMKIA0070GB |
| 16 (Y) | Ground | Power window serial link | Input/ Output | Ignition switch ON | (V) 15 10 5 0 10 ms JPMIA0013GB |

[COUPE]

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Wiring Diagram - POWER WINDOW CONTROL SYSTEM - INFOID:000000005618534



| 14 C C C C C C C C C C C C C | | | |
|---|----------------------|---|--|
| Connector No. B16 Connector Name DRIVER SIDE DOOR SWITCH Connector Type A03FW | ہے ق | Connector No. B83 Connector Name DRIVER SIDE DOOR SWITCH Connector Type A03FW 1.3 2.2 2.3 | Connector No. Signal Name Specification Color |
| | 11111 | [Coupe models] - [Readster models] | - (Coups models) - (Readster models) - (Readster models) - (Readster models) - (Coups models) - (Readster models) - (Readster models) |
| SHELD | SHELD G P V | 8 B B A ≺ O GR BR A ← C GR BR | B B C C C C C B B B C C C C C C C C C C |
| 51 52 57 58 60 61 62 63 64 65 65 | 68 69 70 77 | 73 74 75 80 81 82 83 84 84 86 | 88 98 94 94 96 96 98 98 98 98 98 98 98 |
| POWER WINDOW SYSTEM Connector No. BI BI Connector Type TH80FV-CSI6-TM4 WE TH80FV-CSI6-TM4 WE TH80FV-CSI6-TM4 WE TH80FV-CSI6-TM4 | Signal Name - [Coup | | |
| POWER W Connector No. Connector Name Connector Type | 0 P | × × × SB C | N N N N N N N N N N |
| POWER Connector No. Connector Nam Connector Typ | Terminal No. | 3 6 6 7 7 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 16 20 22 23 23 24 26 26 26 33 33 33 34 40 40 41 41 41 41 41 41 41 41 41 41 41 41 41 |
| | | | |

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POWER WINDOW SUB-SWITCH

< ECU DIAGNOSIS INFORMATION >

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| [| POWER No. | POWER WINDOW SYSTEM | og G | ٩ | | - Course models | Connector No. 18207 | | <u> </u> | Γ |
|--------------|----------------|---|----------|----------------|-------------------------------|-----------------------------|---|-----------------------------|--|----------|
| 1 | | Γ | 8 | 100 | ľ | adster models | Γ | | ł | Ī |
| U | Connector Name | | 69 | Ľ | , i | [Coupe models] | Connector Name REMOTE KEYLESS ENTRY RECEIVER (REAR) | RECEIVER (REAR) | - × 6 | |
| U | Connector Type | Type TH80FW-CS16-TM4 | 69 | _ | - | [Roadster models] | Connector Type JAB04FB | | \dashv | |
| <u> 12</u> | 1 | | 02 | 1 | | - [Coupe models] | 4 | | 7 | |
| 7 | | (A) | 0 8 | 1 | [Ros | [Roadster models] | | | 16 W = - | Τ |
| _ | Ź | 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 | 8 2 | > 0% | 100 | 1 1 | | | 24 \ | Τ |
| | | c c c c c c c c c c | 88 | ľ | 1 | | 1 2 1 | | 25 LG - | Ι |
| | | 2 | 83 | Ľ | 2 | 1 | | 71 | BG | |
| | | | 84 | ^ | W | 1 | | | 32 P – | |
| L | L | | 82 | ٦ | B | 1 | L | | + | 1 |
| | lerminal (| Color Signal Name [Specification] | 8 | SHELD | ELD . | 1 | Terminal Color Signal Name | Signal Name [Specification] | 35 SB = | 7 |
| _ | t | BR - Coune models | 8 | 8 | | 1 1 | 2 0 | | | |
| _ | 1 ~ | | 8 8 | ╀ | | 1 | | OUTPUT | Connector No. B303 | |
| _ | | | 8 | SHIEL | ans. | 1 | 4 GR BAT | BATTERY | Г | |
| | 3 | B - [Roadster models] | 92 | Н | | [Coupe models] | | | Connector Name SUFI TOP CONTROL UNIT | |
| ш | 4 | - <u> </u> | 92 | Н | - | [Roadster models] | | | Connector Type TH40FB-NH | |
| ш | 7 | R – [Coupe models] | 93 | Н | | - [Coupe models] | Connector No. B216 | | á | |
| | _ | Y - [Roadster models] | 93 | ┪ | ' | [Roadster models] | Connector Name PASSENGER SIDE DOOR SWITCH | OR SWITCH | A-A-T-T | |
| | 00 | | 94 | φ | | coupe models] | Т | | S. | |
| | 6 | | 94 | + | 1 | Koadster models | Connector Type A03FW | | 16 15 14 13 13 11 10 9 8 7 8 5 | F |
| | = 8 | ~ (| 95 | ag : | | - [Coupe models] | 4 | | 40 38 38 37 36 38 38 32 31 30 29 28 27 28 25 24 23 22 21 | - जिल्ल |
| _ | 02 50 | | 66 | 1 | | - [Koadster models] | | | | 1 |
| _ | 17 8 | 1 | 6 | 1 | 2 2 | - [Coupe models] | E | | | |
| | 95 | m 3 | 6 | 1 | <u> </u> | adster models] | Ī | | - | ſ |
| | € ; | A : | 88 | * } | | [Coupe models] | 2 | | Signal Name [Specification] | |
| | 4 5 | > (| 88 | 9/R | | - [Koadster models] | | | o wire | |
| | 74.5 | ا و | S 5 | 5 2 | | | | | BR SENSOR FUMER SUPPLY (ROOF STRIKER SENS | ASOR LHJ |
| | 2 P | | 3 5 | 1 | | - [Coupe models] | | | 4 W BOOF STRIKER SENSOR RH | Τ |
| | : 15 | 3 0 | 3 | - | | acoron modelo | of Wire | Signal Name [Specification] | > | Ī |
| _ | 52 | | | | | | T | | 9 SB POWER CONDITION (POWER WINDOW | (MOC |
| _ | t | SHIELD - | Connec | Connector No. | B206 | | ł | | G | Τ |
| | 24 | BR - | , | : | Т | 110000 | | | O | OR) |
| _ | 92 | | Connec | Connector Name | ne PASSENGER SIDE DOOR SWITCH | DOOR SWILCH | Connector No. B301 | | L | 6 |
| _ | T | SHIELD | Connec | Connector Type | e A03FW | | Γ | | 3 - | OSE) |
| | T | G - Coupe models | 1 | , | | | Connector Name WIRE TO WIRE | | 57 | DEN) |
| | 22 | | F | | | _ | Connector Type TH40MW-NH | | > | |
| _ | 28 | R - [Coupe models] | Ę | | | | | | 17 BG CAN-H | |
| _ | 88 | | | • | | | · · | | H | |
| _ | 29 | - 8 | | | c | | S. # | | 19 LG LOCAL COMMUNICATION (POWER WINDOW | (MOQN) |
| _ | 99 | - M | | | 7 | | - ~ | | 20 V LOCAL COMMUNICATION (BCM) | ŝ |
| _ | 150 | - ag | | | n | | 1 2 3 4 5 6 7 8 9 10 11 12 13 | 14 15 16 17 18 19 20 | BR | (SOR RH) |
| _ | 62 | - 8 | | | | | 21 22 23 24 25 26 27 28 29 30 31 32 33 | 34 35 36 37 38 38 40 | 29 DG GND | |
| _ | 8 | | Terminal | _ | | 3 | | | T | (QNS |
| _ | 2 | | Š | | of Wire Signal Na | Signal Name [Specification] | | | | |
| _ | 92 | | ~ | ٦ | C ³ | 1 | Color | | | |
| _ | 99 | BG - [Coupe models] | e | " | 8 | 1 | No. of Wire Signal Name | Signal Name [Specification] | | |
| _ | 8 | 1 | | 1 | | | | | | |
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| 53 O - [Roadster models] 54 GR - 55 L - Connector No. D38 Connector Name POWER WINDOW SUB-SWITCH Connector Type NS16FW-CS | 8 9 10 11 12 14 15 16 | Terminal Color Signal Name [Specification] No. of Wire Signal Name [Specification] 3 G - [Coupe models] | 4 0 - [Roadster models] 8 L | £ ≥ ∞ α | ₩ | | | |
|--|---|---|---------------------------------|---------|-------|--|--|-------------------------------------|
| Connector No. D15 Connector Name DRIVER SIDE DOOR LOCK ASSEMBLY Connector Type EDFTCV-RS A18 (123456) | Terminal Color Signal Name [Specification] No. of Wire Signal Name [Specification] BG Cloupe models O Roadster models O Roadster models O Roadster models O Cloupe models O Cloupe models O O Cloupe models O O O O O O O O O | 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 | Connector No 1731 | · · | 7 | 1 2 2 1 1 1 1 1 1 1 | Terminal Color | B S G Y Y L L P ≷ B |
| No. D8 POWER WINDOW MAIN SWITCH Type NS16FW-CS 1 | Color of Wire Signal Name [Specification] W | | - LG | SB | B | r No. D10 DRIVER SIDE POWER WINDOW MOTOR Type FHB06FGY-Z | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | Color Signal Name [Specification] |
| Gomector No. Connector Name Connector Type H.S. | Terminal No. 1 | 0 0 1 8 | 9 10 | 12 12 | 14 | Connector No. Connector Name Connector Type | ₹. | Terminal No. 2 2 3 4 4 4 4 6 6 6 |
| POWER WINDOW SYSTEM Connector No. DI Connector Name WIRE TO WIRE Connector Type TH40FW-CSI5 (S) (16) (14) (2) (1) (10) (8) (7) (8) (14) (2) (11) (10) (8) (7) (11) (11) (11) (11) (11) (11) (11) | Signal Name [Specification] | - [Coupe models] - [Roadster models] - [With BOSE system] - [Without BOSE system] | - - - - - - - | | 1 1 1 | | - (Goupe models) | |
| POWER W. Connector Name Connector Type Connector Ty | of Wire | $\frac{1}{1}$ | _ B % | ₩ | ₩ | S S S S S > | 8 0 8 0 | |
| DOW Connect Connect Connect H.S. | Terminal No. 7 | 9 9 = = | 13 | 4 5 5 | 8 4 | 51 50 48 | 55 54 55 55 55 55 55 55 55 55 55 55 55 5 | |

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POWER WINDOW SUB-SWITCH

< ECU DIAGNOSIS INFORMATION >

[COUPE]

| with M/T] | | А |
|--|-------------|----|
| - [Roadster models with M/T] - [Except for roadster models with M/T] | | В |
| - - - - - - - - - - | | С |
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| eoification] eoification] eoification] | | Е |
| No. MI | | F |
| Connector Name FLK | | G |
| Connector No. Connector No. Connector Typ. A.A. I. A. A. B. B. A. B. B. A. B. B. A. B. B. B. A. B. | | Н |
| - [Coupe models] - [Roadster models] - [Roadster models with M/T] - [Except for roadster models] - [Coupe models] - [Coupe models] - [Roadster models] | | I |
| - [Roadster - [Roa | | J |
| | | PW |
| 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | | |
| | | L |
| R SIDE FOURE WINDOW MOTOR NY-Z 2 3 | | M |
| NDOW SYSTEM Date PASSENGER SIDE FOWER WINDOW MOTOR FHBORFGY-Z FHBORFGY-Z FILOS E106 - [Couge models] | | |
| WINDOW S | | Ν |
| Connector Name PASSENGER SIDE FOWER WINDOW SYSTEM | | 0 |
| <u> </u> | JCKWM3309GB | |
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| ∟ြိ | POWER Connector No. | No. | Connector No. M6 | 29 | 1 | - | 21 | 5 | - | 18 | W | _ | |
|----------|------------------------|--------------|---|-------------------------------|----------------|--|-----|--------|---------------------|----------------|----------|---|--|
| ć | Connector Mano | | MIDE TO WIDE | 70 | ۲ | - | 22 | GR | - | 82 | BR | - | |
| 3 | nnector. | | WIRE TO WIRE | 80 | ΡC | 1 | 23 | > | - | 83 | GR | 1 | |
| ဝိ | Connector Type | | TH80MW-CS16-TM4 | 81 | GR | _ | 24 | ч | ī | 84 | 7 | ì | |
| 16 | | | | 82 | ۸ | - | 25 | ٦ | ì | 82 | 57 | 1 | |
| 唐 | | | | 83 | ^ | - | 26 | Ь | - | 98 | ^ | - | |
| 1 | ğ | | 5 10 00 00 00 00 00 00 00 00 00 00 00 00 | 84 | 7 | = | 31 | М | - | 87 | BR | - | |
| j | 1 | | 55 E E E E E E E E E E E E E E E E E E | 82 | BR | = | 32 | В | - | 88 | SB | • | |
| | | | S 3 | 98 | ٨ | - | 33 | ٨ | - | 93 | Υ | _ | |
| | | | | 87 | ۸ | [Roadster models with M/T] | 34 | ď | - | 94 | SB | - [Coupe models] | |
| | | | | 87 | 9 | [Except for roadster models with M/T] | 35 | В | - | 94 | _ | - [Roadster models] | |
| | | | | 68 | Ь | _ | 40 | ٦ | - | 98 | GR | - [Coupe models] | |
| Te | lar | Color | Cionel Mosso [Consideration] | 91 | Μ | _ | 41 | ۳ | - | 98 | W | - [Roadster models] | |
| | No. | of Wire | | 92 | Ь | = | 42 | GR | ì | 96 | 7 | - | |
| | - | ٨ | | 93 | Ь | _ | 43 | ٣ | - [Coupe models] | 6 | ΓĞ | - [Coupe models] | |
| <u> </u> | 3 | _ | П | 94 | > | 1 | 43 | > | - [Roadster models] | 6 | > | - [Roadster models] | |
| <u> </u> | 4 | _ | 1 | 96 | ۵ | 1 | 44 | œ | - | 86 | BG | - [Coupe models] | |
| _ | 7 | В | 1 | 6 | GR | - | 45 | 0 | - | 86 | A/B | - [Roadster models] | |
| _ | 8 | ۵ | 1 | 86 | 0 | 1 | 46 | ŋ | - [With A/T] | 66 | × | 1 | |
| L | 6 | _ | - [Coupe models] | 66 | × | 1 | 46 | SB | - [With M/T] | 100 | 8 | 1 | |
| L | 6 | <u></u> | - [Roadster models] | 100 | œ | 1 | 47 | œ | - [With A/T] | | | | |
| L | = | æ | 1 | | | | 47 | > | - [With M/T] | | | | |
| <u>L</u> | 12 | œ | 1 | | | | 48 | SHIELD | | Connector No. | No. M104 | 04 | |
| | 13 | _ | 1 | Connector No. | or No. | M7 | 51 | > | 1 | | Γ | ٠ | |
| L | 14 | U | 1 | | | | 52 | œ | 1 | Connector Name | | REMOTE KEYLESS ENTRY RECEIVER (FRONT) | |
| <u>L</u> | 15 | ۵ | 1 | Connect | Connector Name | WIRE TO WIRE | 22 | SHELD | - | Connector Type | Г | JAB04FB | |
| L | 16 | Μ | 1 | Connector Type | or Type | TH80MW-CS16-TM4 | 28 | ď | 1 | | 1 | | |
| L | 17 | æ | 1 | ֓֞֜֞֜֜֜֟֟֜֜֟֝֟֜֟֜֟֜֟֜֟֟֜֟֟֜֟֟ | - | | 09 | _ | - [Coupe models] | F | | | |
| <u> </u> | 20 | GR | 1 | 唐 | | נננננננננננננננננננננננננננננננננננננננ | 09 | > | - [Roadster models] | \ <u>\</u> | | | |
| L | 21 | BR | - [Coupe models] | (i) | | 3 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 | 19 | ۲ | - [Coupe models] | | | | |
| | 21 | ď | - [Roadster models] | | | 3 8 3 8 3 8 3 8 3 8 3 8 3 8 3 8 3 8 3 8 | 19 | SB | - [Roadster models] | | | 1 2 4 | |
| | 31 | ٦ | - [Roadster models with M/T] | | | 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 | 62 | SHIELD | | | | | |
| | 31 | BR | [Except for roadster models with M/T] | | | | 63 | ٣ | - [Coupe models] | | | | |
| | 32 | Υ. | - [Roadster models with M/T] | | | | 63 | BR | - [Roadster models] | | | | |
| | 32 | ^ | [Except for roadster models with M/T] | | | | 64 | 5 | - [Coupe models] | Terminal | Color | Simpl Name [Secondary] | |
| | 33 | Ь | - | Terminal | _ | [acitooticors] cmcN [cm/S | 64 | Υ | - [Roadster models] | No. | of Wire | orginal realine [openingation] | |
| | 34 | ٦ | - | No. | of Wire | Ogna reame [Openication] | 65 | SHIELD | | - | 0 | GND [Roadster models with M/T] | |
| | 35 | BR | - | - | BR | - | 99 | ΓC | - [Coupe models] | - | Р С | GND [Except for roadster models with M/T] | |
| | 36 | SB | - | 2 | 0 | - | 99 | Д | - [Roadster models] | 2 | Y SIG | SIGNAL OUTPUT [Roadster models with M/T] | |
| | 37 | Υ | - | 3 | ΓC | - | 67 | > | - [Coupe models] | 2 | GR SIG | SIGNAL OUTPUT [Except for roadster models with M/T] | |
| | 38 | LG | - | 4 | 0 | - | 67 | _ | - [Roadster models] | 4 | FG | BATTERY | |
| _ | 39 | SB | 1 | 9 | > | 1 | 89 | SHIELD | | | | | |
| | 40 | × | ı | 7 | ₅ | I | 69 | _ | - [Conbe models] | | | | |
| | 41 | ₂ | ı | 8 | SB | I | 69 | ۳ | - [Roadster models] | | | | |
| _ | 42 | ~ | 1 | 6 | æ | 1 | 70 | ۵ | - [Conpe models] | | | | |
| | 43 | ŋ | 1 | 11 | > | 1 | 70 | 5 | - [Roadster models] | | | | |
| | 44 | 9 | – [With A/T] | 12 | > | | 7.1 | > | _ | | | | |
| | 44 | ۳ | – [With M/T] | 13 | BR | 1 | 72 | ۵ | 1 | | | | |
| | 45 | 0 | 1 | 14 | > | - | 73 | BR | 1 | | | | |
| | 46 | 5 | 1 | 12 | В | ı | 74 | GR | 1 | | | | |
| | 47 | BR | - | 91 | ^ | _ | 75 | 0 | _ | | | | |
| | | SHIELD | | 50 | SB | _ | 80 | > | _ | | | | |

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POWER WINDOW SUB-SWITCH

< ECU DIAGNOSIS INFORMATION >

[COUPE]

| σĘ | POWER No | POWER WINDOW SYSTEM | ď | c | - [Canna madale] | M I N | | 25 | g | DASSENGED DOOD ANT- | |
|----------|----------------|--|---------|----------------|-----------------------------|--|-----------------------|------|---------|---|--|
| | | Т | 99 | 0 | - [Roadster models] | t | SUPPLY (BAT) | . 22 | 8 8 | PASSENGER DOOR ANT+ | |
| ું ડે | Connector Name | ime WIRE TO WIRE | 67 | > | - | H | R SUPPLY (IGN) | 9/ | > | DRIVER DOOR ANT- | |
| Con | nector Typ | pe TH80MW-CS16-TM4 | 89 | Ь | - [Coupe models] | | | 7.7 | 57 | DRIVER DOOR ANT+ | |
| 4 | | | 89 | GR | - [Roadster models] | | | 78 | 7 | ROOM ANT 1- [With A/T] | |
| 医 | • | 0 0 | 69 | 7 | - [Coupe models] | Connector No. M119 | | 78 | ٨ | ROOM ANT 1- [With M/T] | |
| 1 | S | 5 20 20 20 20 20 20 20 20 20 20 20 20 20 | 69 | Д | - [Roadster models] | BCM (BODY CONTEON MOBILE) | (a III E) | 79 | ď | ROOM ANT 1+ [With A/T] | |
| • | 1 | 28 M H K K K K K K K K K K K K K K K K K K | 70 | 7 | - [Coupe models] | | JUGILE, | 62 | BR | ROOM ANT 1+ [With M/T] | |
| | | 8 12 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 | 70 | 0 | - [Roadster models] | Connector Type NS16FW-CS | | 80 | GR | NATS ANT AMP. | |
| | | | 80 | М | - [Coupe models] | ģ | | 81 | M | NATS ANT AMP. | |
| | | | 80 | 7 | - [Roadster models] | 唐 | | 82 | æ | IGN RELAY (F/B) CONT | |
| I | - 1 | | 81 | > | 1 | | ſ | 83 | П | KYLS ENT RECEIVER (FRONT) COMM [Roadster models with M/T] | |
| Ter | la | Color Signal Name [Specification] | 82 | ≥ | 1 | 4 5 | o | 83 | GR KYLS | S ENT RECEIVER (FRONT) COMM [Except for roadster models with M/T] | |
| | No. of V | ė | 83 | В | ı | 11 13 14 15 17 1 | 18 19 | 87 | BR | COMBI SW INPUT 5 | |
| | 2 G | GR – [Coupe models] | 84 | œ | ı | | | 88 | > | COMBI SW INPUT 3 | |
| | 2 L | LG - [Roadster models] | 82 | g | _ | | | 68 | BR | PUSH SW | |
| | 3 | O [Coupe models] | 98 | SHIELD | (| | | 90 | Ь | CAN-L | |
| | 3 E | B - [Roadster models] | 87 | g | 1 | Terminal Color | | 91 | _ | CAN-H | |
| | 4 | W - [Coupe models] | 88 | _ | 1 | No. of Wire | | 92 | re | KEY SLOT ILL | |
| | 4 | G - [Roadster models] | 88 | Ь | 1 | 4 R INTERIOR ROOM LAMP POWER | POWER SUPPLY | 93 | > | ON IND | |
| | ر ا | | 96 | SHIELD | - | \vdash | [Coupe models] | 92 | 0 | ACC RELAY CONT | |
| 1_ | | _ | 92 | G | - [Coupe models] | V SUPER LOCK | Roadster models | 96 | ┝ | A/T SHIFT SELECTOR POWER SUPPLY | |
| | α | | 8 | , <u>c</u> | - [Roadster models] | . > | OCK OLITPLIT | 67 | - | S / CONDITION 1 | |
| | + | 2 > | 8 | 2 0 | - County model | . 0 | TI I OCK OI I TEI I T | 80 | 1 0 | S/I CONDITION 2 | |
| 1 | $^{+}$ | | 8 8 | <u> </u> ; | [sepon ednoo] | S S S S S S S S S S S S S S S S S S S | | 8 8 | | S NOTION S | |
| 1 | + | | 3 | > i | | XO I | | S S | 1 | Shirl P [With A/1] | |
| | 20 | J | 94 | SHIELD | | В | | 66 | | CLUTCH PEDAL POS SW [Coupe models with M/T] | |
| | | E | 94 | g | - [Roadster models] | 14 R PUSH-BUTTON IGNITION SW ILL POWER | N SW ILL POWER | 66 | R CLI | CLUTCH PEDAL POS SW [Roadster models with M/T] | |
| L | L | - 8 | 92 | SB | - [Coupe models] | 15 Y ACC IND | | 100 | G PAS | SSENGER DOOR REQUEST SW [Roadster models with M/T] | |
| Ľ | 40 C | | 95 | 5 | - [Roadster models] | 17 W TURN SIGNAL RH (FRONT, SIDE) | RONT, SIDE) | 100 | GR PAS | PASSENGER DOOR REQUEST SW [Except for roadster models with M/T] | |
| Ľ | L | | 6 | 9 | - [Counte models] | С | RONT SIDE) | 101 | Т | DRIVER DOOR REQUEST SW [Boadster models with M/T] | |
| Ľ | 42 | | 6 | } | - [Spectar models] | 0 | Ol [Course models] | Ę | T | DRIVED DOOD BEOLIEST SW [Except for madetar models with M/T] | |
| L | ╀ | | 6 | - - | [Notice models] | . > | Deadates medals | 5 | T | DI OMED CAN MOTOR DEI AV CONT | |
| | + | | 9 8 | > 5 | Conbe models] | V ROOM LAMP | JL [Koadster models] | 701 | Ť | BLOWER FAIN MOTOR RELAT COINT | |
| 1 | + | | 8 | 4/B | - [Koadster models] | | | 103 | † | LS ENT RECEIVER (FRONT) PWR SUPPLY | |
| 1 | + | | 66 6 | 9 | - | 1 | | 105 | | KYLS ENT RECEIVER (REAR) PWR SUPPLY | |
| 1 | ┪ | - 5 | 001 | 땲 | - [Coupe models] | Connector No. M122 | | 901 | M | S/L UNIT POWER SUPPLY | |
| | 53 SHIEL | (IELD - | 100 | > | - [Roadster models] | Connector Name BCM (BODY CONTROL MODILIE) | (3 10 | 107 | FG | COMBI SW INPUT 1 | |
| | _ | LG - [Coupe models] | | | | | ACCE, | 108 | ч | COMBI SW INPUT 4 | |
| Ľ | H | BR - [Roadster models] | | | | Connector Type TH40FB-NH | | 109 | Α. | COMBI SW INPUT 2 | |
| L | H | | Connec | Connector No. | M118 | | | 110 | 9 | HAZARD SW [Roadster models with M/T] | |
| L | Ĺ | Y - [Roadster models] | | | | | | 1.10 | Ī | HAZARD SW [Except for roadster models with M/T] | |
| Ľ | 99 | | Connec | Connector Name | BCM (BODY CONTROL MODULE) | | | 2 | t | S / TINIT COMM | |
| 1 | + | 9 | ļ | | 0 - 00000 | Ź | | | - | S/L UNIT COMIN | |
| | 2) | | Connec | onnector 1ype | MU3FB-LC | 27 07 08 18 08 08 70 70 | 25 27 27 27 37 | | | | |
| | \dashv | - [R | Q | | | 100 99 98 | 97 96 95 93 92 | | | | |
| | _ | R - [Coupe models] | 手 | | | | | | | | |
| Ľ | 1 89 | L - [Roadster models] | S E | | | | | | | | |
| 1 | H | - | | • | \(\frac{1}{2}\) | | | | | | |
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| Ĺ | + | | | | 725 | _ | cification] | | | | |
| | + | | | |] | 5 | | | | | |
| | 4 | | | | | ď | models with M/T] | | | | |
| | 23 | Υ - | | | | 72 L ROOM ANT 2- Except for roadster models with M/T | ster models with M/T] | | | | |
| Ĺ | 34 | - | Termin | al Color | | L | models with M/T] | | | | |
| Ĺ | 92 | - 5 | Š | of Wire | Signal Name [Specification] | | ster models with M/T] | | | | |
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| МЗ | | | | | | | | | | | |
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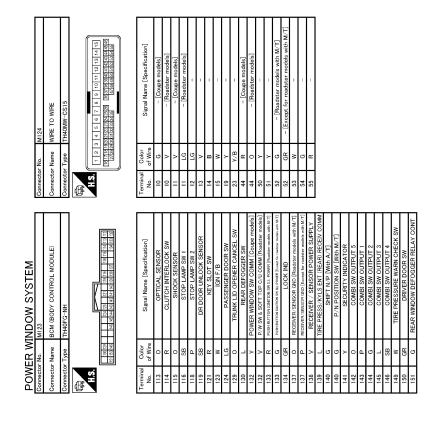
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JCKWM3312GB

Fail-Safe

INFOID:0000000005241836

FAIL-SAFE CONTROL

Switches to fail-safe control when malfunction is detected in encoder signal that detects up/down speed and direction of door glass. Switches to fail-safe control when a signal that is out of the specified value is detected between the fully closed position and the actual position of the glass.

POWER WINDOW SUB-SWITCH

< ECU DIAGNOSIS INFORMATION >

[COUPE]

| Malfunction | Malfunction condition |
|--|--|
| Pulse sensor malfunction | When one pulse signals that is the specified value or more is detected continuously for the specified time or more, while door glass is being operated UP or DOWN. |
| Both pulse sensor mal- function | When both pulse signal are not detected continuously for the specified time or more, while door glass is being operated UP or DOWN. |
| Pulse direction malfunction | When a pulse indicating that the window is moving in the opposite direction against the power window motor is detected for the specified value or more, while door glass is being operated UP or DOWN. |
| Glass recognition position malfunction 1 | When the actual door glass position that is out of the specified value is detected compared to the door glass fully closed position memorized in module, while door is being operated UP or DOWN. |
| Glass recognition position malfunction 2 | When pulse count that is out of door glass full stroke value or more is detected, while door glass is being operated UP or DOWN. |

In fail-safe control, the system changes to a non-initialized condition and the following functions do not oper-

- Automatic window adjusting function
- Anti-pinch function
- Automatic window adjusting function

When fail-safe control is activated, perform initializing operation to recover. If a malfunction is detected in power window switch, fail-safe control is activated again.

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POWER WINDOWS DO NOT OPERATE WITH ANY POWER WINDOW SWITCHES

< SYMPTOM DIAGNOSIS >

[COUPE]

SYMPTOM DIAGNOSIS

POWER WINDOWS DO NOT OPERATE WITH ANY POWER WINDOW SWITCHES

Description INFOID:000000005241837

All power windows do not operate via power window main switch and power window sub-switch.

Diagnosis Procedure

INFOID:0000000005241838

1. CHECK BCM POWER SUPPLY AND GROUND CIRCUIT

Check BCM power supply and ground circuit.

Refer to PWC-16, "BCM: Diagnosis Procedure".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the malfunctioning parts.

2.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

DRIVER SIDE POWER WINDOW ALONE DOES NOT OPERATE

[COUPE] < SYMPTOM DIAGNOSIS > DRIVER SIDE POWER WINDOW ALONE DOES NOT OPERATE Α Description INFOID:0000000005241839 Driver side power window does not operate using power window main switch. В Diagnosis Procedure INFOID:0000000005241840 1. CHECK POWER WINDOW MAIN SWITCH POWER SUPPLY AND GROUND CIRCUIT Check power window main switch power supply and ground circuit. Refer to PWC-16, "POWER WINDOW MAIN SWITCH: Diagnosis Procedure". D Is the inspection result normal? YES >> GO TO 2. NO >> Repair or replace the malfunctioning parts. Е 2.CHECK DRIVER SIDE POWER WINDOW MOTOR Check driver side power window motor. Refer to PWC-19, "DRIVER SIDE: Component Function Check". F Is the measurement value within the specification? YES >> GO TO 3. NO >> Repair or replace the malfunctioning parts. 3.CONFIRM THE OPERATION Confirm the operation again. Н Is the result normal? YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident". >> GO TO 1. NO

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PASSENGER SIDE POWER WINDOW ALONE DOES NOT OPERATE

< SYMPTOM DIAGNOSIS >

[COUPE]

PASSENGER SIDE POWER WINDOW ALONE DOES NOT OPERATE WHEN POWER WINDOW MAIN SWITCH IS OPERATED

WHEN POWER WINDOW MAIN SWITCH IS OPERATED: Description

INFOID:0000000005241841

Passenger side power window operates using power window sub-switch but does not operate using power window main switch.

WHEN POWER WINDOW MAIN SWITCH IS OPERATED: Diagnosis Procedure

INFOID:0000000005241842

1. CHECK POWER WINDOW SUB-SWITCH POWER SUPPLY AND GROUND CIRCUIT

Check power window sub-switch power supply and ground circuit.

Refer to PWC-17, "POWER WINDOW SUB-SWITCH: Diagnosis Procedure".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the malfunctioning parts.

2.CHECK POWER WINDOW SUB-SWITCH SERIAL LINK CIRCUIT

Check power window sub-switch serial link circuit.

Refer to PWC-29, "POWER WINDOW SUB-SWITCH: Component Function Check".

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace the malfunctioning parts.

3.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

WHEN POWER WINDOW SUB-SWITCH IS OPERATED

WHEN POWER WINDOW SUB-SWITCH IS OPERATED: Description

INFOID:0000000005241843

Passenger side power window operates using power window main switch but not using power window subswitch.

WHEN POWER WINDOW SUB-SWITCH IS OPERATED: Diagnosis Procedure

INFOID:0000000005241844

1. CHECK POWER WINDOW SUB-SWITCH POWER SUPPLY AND GROUND CIRCUIT

Check power window sub-switch power supply and ground circuit.

Refer to PWC-17, "POWER WINDOW SUB-SWITCH: Diagnosis Procedure".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the malfunctioning parts.

2.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

WITH BOTH POWER WINDOW MAIN SWITCH AND POWER WINDOW SUB-SWITCH

WITH BOTH POWER WINDOW MAIN SWITCH AND POWER WINDOW SUB-

PASSENGER SIDE POWER WINDOW ALONE DOES NOT OPERATE

[COUPE] < SYMPTOM DIAGNOSIS > **SWITCH**: Description INFOID:0000000005241845 Α Passenger side power window operates using power window main switch and power window sub-switch. WITH BOTH POWER WINDOW MAIN SWITCH AND POWER WINDOW SUB-В SWITCH: Diagnosis Procedure INFOID:0000000005241846 1. CHECK PASSENGER SIDE POWER WINDOW MOTOR Check passenger side power window motor. Refer to PWC-20, "PASSENGER SIDE: Component Function Check". Is the measurement value within the specification? D YES >> GO TO 2. NO >> Repair or replace the malfunctioning parts. 2.CONFIRM THE OPERATION Е Confirm the operation again. Is the result normal? F YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident". NO >> GO TO 1. Н **PWC** M Ν

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ANTI-PINCH FUNCTION DOES NOT OPERATE

< SYMPTOM DIAGNOSIS >

ANTI-PINCH FUNCTION DOES NOT OPERATE

DRIVER SIDE

DRIVER SIDE: Description

INFOID:0000000005241847

[COUPE]

Anti-pinch function does not operate when power window up operated.

DRIVER SIDE: Diagnosis Procedure

INFOID:0000000005241848

1. CHECK AUTO UP OPERATION

Check AUTO UP operation.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Refer to PWC-97, "DRIVER SIDE : Diagnosis Procedure".

2. CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

PASSENGER SIDE

PASSENGER SIDE : Description

INFOID:0000000005241849

Anit-pinch function does not operate when power window up operated.

PASSENGER SIDE: Diagnosis Procedure

INFOID:0000000005241850

1. CHECK AUTO UP OPERATION

Check AUTO UP operation.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Refer to PWC-97, "PASSENGER SIDE : Diagnosis Procedure".

2.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

AUTO OPERATION DOES NOT OPERATE BUT MANUAL OPERATES NORMAL-LY SYMPTOM DIAGNOSIS > [COUPE] AUTO OPERATION DOES NOT OPERATE BUT MANUAL OPERATES

| < SYMPTOM DIAGNOSIS > [COUPE] | |
|---|-----|
| AUTO OPERATION DOES NOT OPERATE BUT MANUAL OPERATES | |
| NORMALLY | Α |
| DRIVER SIDE | |
| | В |
| DRIVER SIDE : Diagnosis Procedure | |
| 1.PERFORM INITIALIZATION PROCEDURE | С |
| Initialization procedure is performed and operation is confirmed. | |
| Refer to PWC-7, "ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL: Special Repair Requirement". | Б |
| Is the inspection result normal? | D |
| YES >> INSPECTION END | |
| NO >> GO TO 2. | Е |
| 2.CHECK ENCODER (DRIVER SIDE) CIRCUIT | |
| Check encoder (driver side) circuit. Refer to PWC-23, "DRIVER SIDE: Component Function Check". | F |
| Is the inspection result normal? | |
| YES >> GO TO 3. | |
| NO >> Repair or replace the malfunctioning parts. | G |
| 3.CONFIRM THE OPERATION | |
| Confirm the operation again. | Н |
| Is the result normal? | |
| YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident". NO >> GO TO 1. | I |
| PASSENGER SIDE | |
| PASSENGER SIDE : Diagnosis Procedure | |
| , | J |
| 1.PERFORM INITIALIZATION PROCEDURE | |
| Initialization procedure is performed and operation is confirmed. Refer to PWC-7, "ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL: Special | PWC |
| Repair Requirement". | |
| Is the inspection result normal? | 1 |
| YES >> INSPECTION END | _ |
| NO >> GO TO 2. | |
| 2.CHECK ENCODER (PASSENGER SIDE) CIRCUIT | M |
| Check encoder (passenger side) circuit. Refer to PWC-25 , "PASSENGER SIDE: Component Function Check". | |
| Is the inspection result normal? | Ν |
| YES >> GO TO 3. | |
| NO >> Repair or replace the malfunctioning parts. | |
| 3.CONFIRM THE OPERATION | 0 |
| Confirm the operation again. | |
| Is the result normal? | Р |
| YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident". NO >> GO TO 1. | |
| | |

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POWER WINDOW RETAINED POWER FUNCTION DOES NOT OPERATE NOR-MALLY

< SYMPTOM DIAGNOSIS >

[COUPE]

INFOID:0000000005241854

POWER WINDOW RETAINED POWER FUNCTION DOES NOT OPERATE NORMALLY

Description INFOID:000000005241853

Retained power function does not operate after ignition switch turns OFF.

Diagnosis Procedure

1. CHECK DOOR SWITCH

Check door switch.

Refer to DLK-88, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the malfunctioning parts.

2. CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

DOOR KEY CYLINDER SWITCH DOES NOT OPERATE POWER WINDOWS

[COUPE] < SYMPTOM DIAGNOSIS >

DOOR KEY CYLINDER SWITCH DOES NOT OPERATE POWER WIN-**DOWS**

Description INFOID:0000000005241855

Power window does not operate when locking or unlocking a door using door key cylinder.

Diagnosis Procedure

1. PERFORM INITIALIZATION PROCEDURE

Initialization procedure is executed and operation is confirmed.

Refer to PWC-7, "ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL: Special Repair Requirement".

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2.CHECK DRIVER SIDE DOOR LOCK ASSEMBLY (DOOR KEY CYLINDER SWITCH)

Check driver side door lock assembly (door key cylinder switch).

Refer to DLK-99, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace the malfunctioning parts.

3.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

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INFOID:0000000005241856

KEYLESS POWER WINDOW DOWN DOES NOT OPERATE

< SYMPTOM DIAGNOSIS >

[COUPE]

KEYLESS POWER WINDOW DOWN DOES NOT OPERATE

Description INFOID:000000005241857

Power window down does not operate when pressing unlock button on Intelligent Key.

Diagnosis Procedure

INFOID:0000000005241858

1. CHECK REMOTE KEYLESS ENTRY FUNCTION

Check remote keyless entry function.

Does door lock/unlock with Intelligent Key button?

YES >> GO TO 2.

NO >> Refer to DLK-132, "Diagnosis Procedure".

2.CHECK POWER WINDOW OPERATION

Check power window operation.

Does power window operate up/down using power window main switch?

YES >> GO TO 3.

NO >> Refer to <u>DLK-132</u>, "<u>Diagnosis Procedure</u>".

3.check "pw down set" setting in "work support"

Check "PW DOWN SET" setting in "WORK SUPPORT".

Refer to DLK-41, "INTELLIGENT KEY: CONSULT-III Function (BCM - INTELLIGENT KEY)".

Is the inspection result normal?

YES >> GO TO 4.

NO >> Set "PW DOWN SET" setting in "WORK SUPPORT".

4. CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

POWER WINDOW LOCK SWITCH DOES NOT FUNCTION

[COUPE] < SYMPTOM DIAGNOSIS > POWER WINDOW LOCK SWITCH DOES NOT FUNCTION Α Diagnosis Procedure INFOID:0000000005241859 1. REPLACE POWER WINDOW MAIN SWITCH В Replace power window main switch. С >> Refer to PWC-107, "Removal and Installation". D Е F G Н J PWC L M Ν 0

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POWER WINDOW SWITCH ILLUMINATION DOES NOT ILLUMINATE

< SYMPTOM DIAGNOSIS > [COUPE]

POWER WINDOW SWITCH ILLUMINATION DOES NOT ILLUMINATE DRIVER SIDE

DRIVER SIDE : Diagnosis Procedure

INFOID:0000000005241860

1. REPLACE POWER WINDOW MAIN SWITCH

Replace power window main switch.

>> Refer to PWC-107, "Removal and Installation".

PASSENGER SIDE

PASSENGER SIDE: Diagnosis Procedure

INFOID:0000000005241861

1. REPLACE POWER WINDOW SUB-SWITCH

Replace power window sub-switch.

>> Refer to PWC-107, "Removal and Installation".

| SYMPTOM DIAGNOSIS > AUTOMATIC WINDOW ADJUSTING FUNCTION DOES NO | T OPERATE |
|---|-------------------------|
| DRIVER SIDE | 1 01 210 112 |
| DRIVER SIDE : Diagnosis Procedure | INFOID:0000000005241862 |
| .CHECK AUTO UP OPERATION | |
| Check AUTO UP operation. | |
| s the inspection result normal? YES >> GO TO 2. | |
| NO >> Refer to PWC-97, "DRIVER SIDE : Diagnosis Procedure". | |
| 2.check door switch | |
| Check door switch. Refer to DLK-88, "Component Function Check". | |
| s the inspection result normal? | |
| YES >> GO TO 3. | |
| NO >> Repair or replace the malfunctioning parts. 3. CHECK POWER WINDOW SERIAL LINK (POWER WINDOW MAIN SWITCH) | |
| Check power window serial link (power window main switch) | |
| Refer to PWC-28, "POWER WINDOW MAIN SWITCH : Component Function Check" | |
| s the result normal? | |
| YES >> GO TO 4. NO >> Repair or replace the malfunctioning parts | |
| 1.CONFIRM THE OPERATION | |
| Confirm the operation again. | _ |
| s the result normal? | |
| YES >> Check intermittent incident. Refer to <u>GI-39, "Intermittent Incident"</u> . NO >> GO TO 1. | |
| PASSENGER SIDE | 1 |
| PASSENGER SIDE : Diagnosis Procedure | INFOID:0000000005241863 |
| PERFORM INITIALIZATION PROCEDURE | |
| nitialization procedure is performed and operation is confirmed. | |
| Refer to <u>PWC-7, "ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE</u> <u>Repair Requirement"</u> . | E TERMINAL : Special |
| s the inspection result normal? | |
| YES >> INSPECTION END | |
| NO >> GO TO 2. 2. CHECK DOOR SWITCH | |
| Check door switch. | |
| Refer to DLK-88, "Component Function Check". | |
| s the inspection result normal? | |
| YES >> GO TO 3. NO >> Repair or replace the malfunctioning parts. | |
| 3.CHECK POWER WINDOW SERIAL LINK (POWER WINDOW SUB-SWITCH) | |
| Check power window serial link (power window sub-switch) | |
| Refer to PWC-29, "POWER WINDOW SUB-SWITCH: Component Function Check" s the result normal? | |
| YES >> GO TO 4. | |
| NO >> Repair or replace the malfunctioning parts | |

AUTOMATIC WINDOW ADJUSTING FUNCTION DOES NOT OPERATE

< SYMPTOM DIAGNOSIS > [COUPE]

4. CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

PRECAUTIONS

< PRECAUTION > [COUPE]

PRECAUTION

PRECAUTIONS FOR USA AND CANADA

FOR USA AND CANADA: Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

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

WARNING:

- 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 AIR BAG".
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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

WARNING:

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the
 ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s)
 with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly
 causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

FOR USA AND CANADA: Service

- Do not use electrical test equipment to check SRS circuits unless instructed to in this Service Manual.
- Before servicing the SRS, turn ignition switch OFF, disconnect battery negative terminal, and wait at least 3
 minutes or more.
 - For approximately 3 minutes after the battery negative terminal is removed, it is still possible for the air bag and seat belt pre-tensioner to deploy. Therefore, do not work on any SRS connectors or wires until 3 minutes or more elapse.
- Diagnosis sensor unit must always be installed with their arrow marks "←" pointing towards the front of the
 vehicle for normal operation. Also check diagnosis sensor unit for cracks, deformities, or rust before installation and replace if necessary.
- The spiral cable must be aligned in the neutral position since its rotations are limited. Do not turn steering wheel and column after removal of steering gear.
- Handle air bag module carefully. Always place driver and front passenger air bag modules with the pad side facing upward and seat mounted front side air bag module standing with the stud bolt side facing down.
- Perform self-diagnosis to check entire SRS for normal function after replacing any components.
- After air bag inflates, the front instrument panel assembly must be replaced if damaged.
- Always replace instrument panel pad following front passenger air bag deployment.

FOR USA AND CANADA: Precaution for Battery Service

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.

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PRECAUTIONS

< PRECAUTION > [COUPE]

FOR MEXICO

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

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. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" 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 AIR BAG".
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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

WARNING:

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the
 ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s)
 with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly
 causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

FOR MEXICO: Service

INFOID:0000000005549153

- Do not use electrical test equipment to check SRS circuits unless instructed to in this Service Manual.
- Before servicing the SRS, turn ignition switch OFF, disconnect battery negative terminal, and wait at least 3 minutes or more.
 - For approximately 3 minutes after the battery negative terminal is removed, it is still possible for the air bag and seat belt pre-tensioner to deploy. Therefore, do not work on any SRS connectors or wires until 3 minutes or more elapse.
- Diagnosis sensor unit must always be installed with their arrow marks "←" pointing towards the front of the vehicle for normal operation. Also check diagnosis sensor unit for cracks, deformities, or rust before installation and replace if necessary.
- The spiral cable must be aligned in the neutral position since its rotations are limited. Do not turn steering wheel and column after removal of steering gear.
- Handle air bag module carefully. Always place driver and front passenger air bag modules with the pad side facing upward and seat mounted front side air bag module standing with the stud bolt side facing down.
- Perform self-diagnosis to check entire SRS for normal function after replacing any components.
- After air bag inflates, the front instrument panel assembly must be replaced if damaged.
- Always replace instrument panel pad following front passenger air bag deployment.

FOR MEXICO: Precaution for Battery Service

INFOID:0000000005549154

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.

POWER WINDOW MAIN SWITCH

< REMOVAL AND INSTALLATION >

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REMOVAL AND INSTALLATION

POWER WINDOW MAIN SWITCH

Removal and Installation

INFOID:0000000005241866

REMOVAL

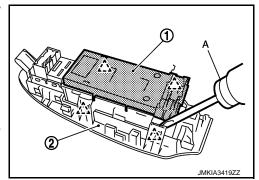
- 1. Remove the power window main switch finisher (2). Refer to INT-14. "Removal and Installation".
- 2. Power window main switch (1) is removed from power window main switch finisher (2) using flat-bladed screw driver (A) etc.



CAUTION:

Never fold the pawl of power window main switch finisher.

The same procedure is also performed for power window subswitch.



INSTALLATION

Install in the reverse order of removal.

NOTE:

Power window main switch is replaced or is removed it is necessary to do the initialization procedure. Refer to PWC-8, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement".

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< BASIC INSPECTION > [ROADSTER]

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

WorkFlow INFOID:000000005483870

DETAILED FLOW

1. OBTAIN INFORMATION ABOUT SYMPTOM

Interview the customer to obtain the malfunction information (conditions and environment when the malfunction occurred) as much as possible when the customer brings the vehicle in.

>> GO TO 2.

2. CHECK FOR DTC

- 1. Check DTC for BCM.
- 2. Perform the following procedure if DTC is displayed.
- Record DTC and freeze frame data (Print them out with CONSULT-III.)
- Erase DTC.
- Study the relationship between the cause detected by DTC and the symptom described by the customer.
- 3. Check related service bulletins for information.

Is any symptom described and any DTC detected?

Symptom is described, DTC is displayed>>PWC-167, "DTC Index".

Symptom is described, DTC is not displayed>>GO TO 3.

${f 3.}$ REPRODUCE THE MALFUNCTION INFORMATION

Check the malfunction on the vehicle that the customer describes.

Inspect the relation of the symptoms and the condition when the symptoms occur.

>> GO TO 4.

4. IDENTIFY THE MALFUNCTIONING SYSTEM WITH "SYMPTOM DIAGNOSIS"

Use "Symptom diagnosis" from the symptom inspection result in step 2 and then identify where to start performing the diagnosis based on possible causes and symptoms.

>> GO TO 5.

5. IDENTIFY THE MALFUNCTIONING PARTS WITH "COMPONENT DIAGNOSIS"

Perform the diagnosis with "Component diagnosis" of the applicable system.

>> GO TO 6.

6.REPAIR OR REPLACE THE MALFUNCTIONING PARTS

Repair or replace the specified malfunctioning parts.

>> GO TO 7.

7. FINAL CHECK

Check that malfunctions are not reproduced when obtaining the malfunction information from the customer, referring to the symptom inspection result in step 2.

Are the malfunctions corrected?

YES >> INSPECTION END

NO >> GO TO 4.

INSPECTION AND ADJUSTMENT

[ROADSTER] < BASIC INSPECTION > INSPECTION AND ADJUSTMENT Α ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL: Description INFOID:0000000005477013 Initial setting is necessary when battery terminal is removed. **CAUTION:** The following specified operations are not performed under the non-initialized condition. Auto-up operation Anti-pinch function D Automatic window adjusting function Key cylinder switch power window function Power window UP operation while door is open Е ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL: Special Repair Requirement INFOID:0000000005477014 F INITIALIZATION PROCEDURE 1. Disconnect battery terminal or power window main switch connector. Reconnect it after a minute or more. Door close (door switch OFF) Turn ignition switch ON. 4. Operate power window switch to fully open the window. (This operation is unnecessary if the window is already fully open) 5. Continue pulling the power window switch UP (AUTO-UP operation). Even after glass stops at fully closed position, keep pulling the switch for 3 seconds or more. Inspect anti-pinch function. CHECK ANTI-PINCH FUNCTION 1. Fully open the door window. 2. Place a piece of wood near fully closed position. 3. Close door glass completely with AUTO-UP. Check that glass lowers for approximately 150 mm without pinching piece of wood and stops. Check that glass does not rise when operating the power window main switch while lowering. **CAUTION: PWC** Do not check with hands and other part of body because they may be pinched. Do not get pinched. Check that AUTO-UP operates before inspection when system initialization is performed. Perform initial setting when auto-up operation or anti-pinch function does not operate normally. Finish initial setting. Otherwise, next operation cannot be done. 1. Auto-up operation Anti-pinch function 2. 3. Automatic window adjusting function 4. Key cylinder switch power window function 5. Power window UP operation while door is open ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT N ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT: Description INFOID:000000005477015 Initial setting is necessary when replacing power window main switch. CAUTION: The following specified operations are not performed under the non-initialized condition. Р Auto-up operation Anti-pinch function Automatic window adjusting function Key cylinder switch power window function Power window UP operation while door is open

Revision: 2009 July **PWC-109** 2010 370Z

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT: Special Repair Re-

INSPECTION AND ADJUSTMENT

< BASIC INSPECTION > [ROADSTER]

quirement INFOID:000000005477016

INITIALIZATION PROCEDURE

- Disconnect battery minus terminal or power window main switch connector. Reconnect it after a minute or more.
- 2. Door close (door switch OFF)
- 3. Turn ignition switch ON.
- 4. Operate power window switch to fully open the window. (This operation is unnecessary if the window is already fully open)
- 5. Continue pulling the power window switch UP (AUTO-UP operation). Even after glass stops at fully closed position, keep pulling the switch for 3 seconds or more.
- 6. Inspect anti-pinch function.

CHECK ANTI-PINCH FUNCTION

- Fully open the door window.
- 2. Place a piece of wood near fully closed position.
- 3. Close door glass completely with AUTO-UP.
- Check that glass lowers for approximately 150 mm without pinching piece of wood and stops.
- Check that glass does not rise when operating the power window main switch while lowering.

CAUTION:

- Do not check with hands and other part of body because they may be pinched. Do not get pinched.
- Check that AUTO-UP operates before inspection when system initialization is performed.
- Perform initial setting when auto-up operation or anti-pinch function does not operate normally.
- Finish initial setting. Otherwise, next operation cannot be done.
- 1. Auto-up operation
- 2. Anti-pinch function
- 3. Automatic window adjusting function
- 4. Key cylinder switch power window function
- 5. Power window UP operation while door is open

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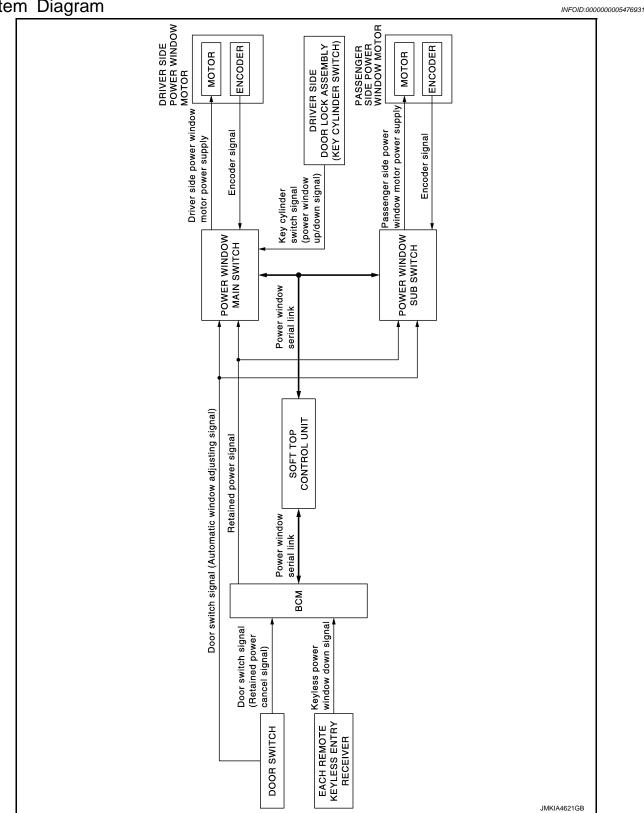
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SYSTEM DESCRIPTION

POWER WINDOW SYSTEM

System Diagram



System Description

INFOID:0000000005476932

POWER WINDOW SYSTEM

POWER WINDOW SYSTEM

< SYSTEM DESCRIPTION >

[ROADSTER]

- Power window system is activated by power window switch operation when ignition switch is turned ON and during the retained power operation, after ignition switch turned OFF.
- Power window main switch can open/close all windows.
- Power window sub-switch can open/close the passenger side window.
- AUTO operation can be activated by operating the power window switch once.
- It transmits and receives the signal between soft top control unit and power window main switch or power window sub switch, via serial communication.
- When pressing power window lock switch, operation other than power window main switch becomes impossible.
- When detecting the pinching resistance of foreign materials, etc. during power window AUTO UP operation, it lowers door glass to the specified value.
- When opening driver side or passenger side door while door glass is being fully closed, it lowers door glass
 of the door a little from the closed position. When closing the door, it return door glass to the fully closed
 position.
- All power windows open or close when Intelligent Key unlock button is pressed for 3seconds.
- Hold the door key cylinder to the UNLOCK direction for 1 second or more to OPEN all power windows when ignition switch OFF.
- Power window system operation links with soft top system to <u>RF-17</u>, "SOFT TOP SYSTEM: System <u>Description</u>".

POWER WINDOW AUTO-OPERATION

- AUTO UP/DOWN operation can be performed when power window switch turns to AUTO.
- Encoder continues detecting the movement of power window motor and transmits to power window switch as the encoder pulse signal while power window motor is operating.
- Power window switch reads the changes of encoder signal and stops AUTO operation when door glass is at the fully open/closed position.
- Auto function is inoperable if encoder is malfunctioning.

POWER WINDOW SERIAL LINK

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

The under mentioned signal is transmitted from BCM to soft top control unit.

Keyless power window down signal

The under mentioned signal is transmitted from soft top control unit to power window switch.

- Soft top operation signal (front power window down signal, front power window up operation prohibition signal)
- Keyless power window down signal

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

- Passenger side door window operation signal
- Power window control by key cylinder switch signal
- Retained power operation signal
- Power window lock signal

The under mentioned signal is transmitted from power window main switch to BCM via soft top control unit.

- Power window control by key cylinder switch signal
- Power window lock signal
- · Door lock/unlock switch signal

RETAINED POWER OPERATION

Retained power operation is an additional power supply function that enables power window system to operate for 45 seconds after ignition switch turns OFF.

RETAINED POWER FUNCTION CANCEL CONDITIONS

- Front door CLOSED (door switch OFF) → OPEN (door switch ON).
- When ignition switch turns ON again.
- When timer times out. (45 seconds)

POWER WINDOW LOCK FUNCTION

Switch operation other than power window main switch is prohibited when power window lock switch is ON. Power window main switch does not operate any power window other than driver power window.

ANTI-PINCH FUNCTION

• The anti-pinch function detects foreign matter being pinched in the door glass, during AUTO-UP operation, and lowers the door glass 150 mm (5.9in).

POWER WINDOW SYSTEM

[ROADSTER] < SYSTEM DESCRIPTION >

 Encoder continues detecting the movement of power window motor and transmits to power window switch as the encoder pulse signal while power window motor is operating.

 Resistance is applied to the power window motor rotation that changes the frequency of encoder pulse signal if foreign material is trapped in the door glass.

 Power window switch controls to lower the door glass for 150 mm (5.9in) after it detects encoder pulse signal frequency change.

OPERATION CONDITION

 When all door glass AUTO-UP operation is performed (anti-pinch function does not operate just before the door glass closes and is fully closed.)

NOTE:

Depending on environment and driving conditions, if a similar impact or load is applied to the door glass, it may lower.

AUTOMATIC WINDOW ADJUSTING FUNCTION

When the driver/passenger door(s) is open, the window of the opened door is lowered approximately 10 mm

When the door is closed, the window is raised to the fully closed position.

Automatic window adjusting function system (opening operation) does not operate when the following item

The window is 10 mm (0.39 in) or more open from the fully closed position.

DOOR KEY CYLINDER SWITCH POWER WINDOW FUNCTION

Hold the door key cylinder to the LOCK or UNLOCK position for 1 second or more to OPEN or CLOSE all power windows when ignition switch is OFF. In addition, the windows stop the operation when the key position is NEUTRAL when operating.

OPERATION CONDITION

- Ignition switch OFF.
- Hold door key cylinder to the LOCK position for 1 second or more to perform CLOSE operation of the door
- Hold door key cylinder to the UNLOCK position for 1 second or more to perform OPEN operation of the door glass.

KEYLESS POWER WINDOW DOWN FUNCTION

All power windows open when the unlock button on Intelligent Key is activated and pressed and held for more than 3* seconds with the ignition switch OFF. The windows keep opening if the unlock button is continuously pressed.

The power window opening function stops when the following operations are performed.

- When the ignition switch is turned ON while the power window opening is operated.
- When the unlock button is released.

While retained power operation activates, keyless power window down function cannot be operated.

Keyless power window down operation mode can be changed by "PW DOWN SET" mode in "WORK SUP-PORT". Refer to DLK-232, "INTELLIGENT KEY: CONSULT-III Function (BCM - INTELLIGENT KEY)".

NOTE:

Use CONSULT-III to change settings.

MODE 1 (3 sec) / MODE 2 (OFF) / MODE 3 (5 sec)

POWER CONSUMPTION CONTROL SYSTEM

Power window switch incorporates a power consumption control function that reduces the power consumption according to the vehicle status.

LOW POWER CONSUMPTION MODE

- Ignition switch OFF.
- Power window main switch and power window sub-switch do not receive a signal from serial link.
- Power window motor does not move.

If any of the following conditions are satisfied, the low power consumption mode is released.

- Ignition switch ON.
- When door key cylinder switch signal is received.
- When the signal is received from serial link.
- When door open/close signal is received.
- When power window switch door lock is operated.

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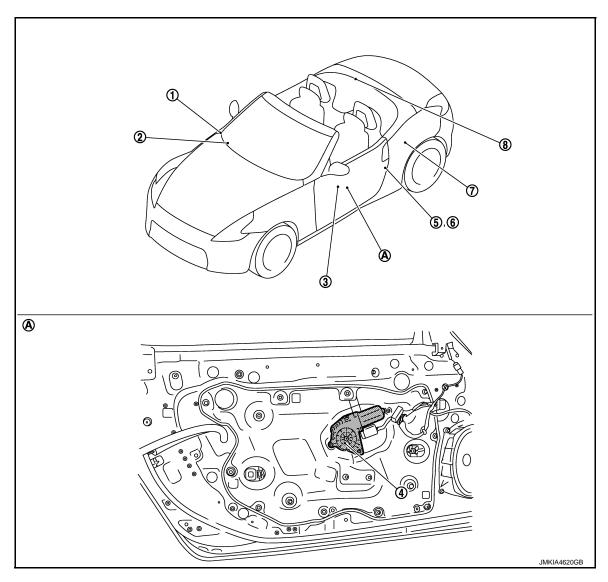
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Component Parts Location

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- BCM
 BCS-9. "Component Parts Location"
- 4. Driver side power window motor
- 7. Soft top control unit BCS-9, "Component Parts Location"
- A. View with door finisher removed
- Front remote keyless entry receiver <u>DLK-207, "DOOR LOCK:</u> <u>Component Parts Location"</u>
- 5. Driver side door lock assembly (door key cylinder switch)
- Rear remote keyless entry receiver <u>DLK-207, "DOOR LOCK:</u> <u>Component Parts Location"</u>
- 3. Power window main switch
- 6. Driver side door switch

Component Description

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| Component | Function |
|--------------------------|---|
| BCM | Supplies power to power window switches.Controls retained power function |
| Power window main switch | Directly controls all power window motors in all doors. Controls anti-pinch operation of power window. |
| Power window sub-switch | Controls anti-pinch operation of power window.Controls power window motor of passenger door. |

POWER WINDOW SYSTEM

< SYSTEM DESCRIPTION >

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| Component | Function | |
|---|--|--|
| Driver side power window motor | Integrates the encoder and window motor. Starts operating with signals from power window main switch. Transmits power window motor rotation as a pulse signal to power window switch. | |
| Passenger side power window motor | Integrates the encoder and window motor. Starts operating with signals from power window main switch & power window subswitch. Transmits power window motor rotation as a pulse signal to power window switch. | |
| Driver side door lock assembly (door key cylinder switch) | Transmits operation condition of key cylinder switch to power window main switch. | |
| Remote keyless entry receiver | Receives lock/unlock signal from intelligent key and then transmits to BCM. | |
| Door switch | Detects door open/close condition and transmits to BCM. Door switch signal is directly received by power window switch and is used for the automatic window adjusting function. | |
| Soft top control unit | Controls power window when opening/closing soft top. | |
| Door key cylinder switch | Power window main switch detects condition of the door key cylinder switch and transmits to BCM as the LOCK or UNLOCK signals. | |

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[ROADSTER]

DIAGNOSIS SYSTEM (BCM)

COMMON ITEM

COMMON ITEM: CONSULT-III Function (BCM - COMMON ITEM)

INFOID:0000000005483809

APPLICATION ITEM

CONSULT-III performs the following functions via CAN communication with BCM.

| Diagnosis mode | Function Description | | |
|--------------------------|--|--|--|
| Work Support | Changes the setting for each system function. | | |
| Self Diagnostic Result | Displays the diagnosis results judged by BCM. | | |
| CAN Diag Support Monitor | Monitors the reception status of CAN communication viewed from BCM. Refer to CONSULT-III operation manual. | | |
| Data Monitor | The BCM input/output signals are displayed. | | |
| Active Test | The signals used to activate each device are forcibly supplied from BCM. | | |
| Ecu Identification | The BCM part number is displayed. | | |
| Configuration | Read and save the vehicle specification.Write the vehicle specification when replacing BCM. | | |

SYSTEM APPLICATION

BCM can perform the following functions for each system.

NOTE:

It can perform the diagnosis modes except the following for all sub system selection items.

x: Applicable item

| System | Sub avetem coloction item | Diagnosis mode | | |
|--|-----------------------------|----------------|--------------|-------------|
| System | Sub system selection item | Work Support | Data Monitor | Active Test |
| Door lock | DOOR LOCK | × | × | × |
| Rear window defogger | REAR DEFOGGER | | × | × |
| Warning chime | BUZZER | | × | × |
| Interior room lamp timer | INT LAMP | × | × | × |
| Exterior lamp | HEAD LAMP | × | × | × |
| Wiper and washer | WIPER | × | × | × |
| Turn signal and hazard warning lamps | FLASHER | × | × | × |
| _ | AIR CONDITONER* | | | |
| Intelligent Key system Engine start system | INTELLIGENT KEY | × | × | × |
| Combination switch | COMB SW | | × | |
| Body control system | ВСМ | × | | |
| IVIS - NATS | IMMU | | × | × |
| Interior room lamp battery saver | BATTERY SAVER | × | × | × |
| Trunk lid open | TRUNK | | × | × |
| Vehicle security system | THEFT ALM | × | × | × |
| RAP system | RETAINED PWR | | × | |
| Signal buffer system | SIGNAL BUFFER | | × | × |
| TPMS | TPMS (AIR PRESSURE MONITOR) | × | × | × |

NOTE:

FREEZE FRAME DATA (FFD)

The BCM records the following vehicle condition at the time a particular DTC is detected, and displays on CONSULT-III.

^{*:} This item is displayed, but is not used.

DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

[ROADSTER]

| CONSULT screen item | Indication/Unit | Description | | |
|---------------------|-----------------|--|--|--|
| Vehicle Speed | km/h | Vehicle speed of the moment a particular DTC is detected | | |
| Odo/Trip Meter | km | Total mileage (Odometer value) of the moment a particular DTC is detected | | |
| _ | SLEEP>LOCK | | While turning BCM status from low power consumption mode to normal mode (Power supply position is "LOCK") | |
| | SLEEP>OFF | | While turning BCM status from low power consumption mode to normal mode (Power supply position is "OFF".) | |
| | LOCK>ACC | | While turning power supply position from "LOCK" to "ACC" | |
| | ACC>ON | | While turning power supply position from "ACC" to "IGN" | |
| | RUN>ACC | | While turning power supply position from "RUN" to "ACC" (Vehicle is stopping and selector lever is except P position.) | |
| | CRANK>RUN | | While turning power supply position from "CRANKING" to "RUN" (From cranking up the engine to run it) | |
| | RUN>URGENT | | While turning power supply position from "RUN" to "ACC" (Emergency stop operation) | |
| Vehicle Condition | ACC>OFF | Power position status of the moment a particular DTC is detected | While turning power supply position from "ACC" to "OFF" | |
| | OFF>LOCK | | While turning power supply position from "OFF" to "LOCK" | |
| | OFF>ACC | | While turning power supply position from "OFF" to "ACC" | |
| | ON>CRANK | | While turning power supply position from "IGN" to "CRANKING" | |
| | OFF>SLEEP | | While turning BCM status from normal mode (Power supply position is "OFF".) to low power consumption mode | |
| | LOCK>SLEEP | | While turning BCM status from normal mode (Power supply position is "LOCK".) to low power consumption mode | |
| | LOCK | | - | Power supply position is "LOCK" (Ignition switch OFF with steering is locked.) |
| | OFF | | Power supply position is "OFF" (Ignition switch OFF with steering is unlocked.) | |
| | ACC | | Power supply position is "ACC" (Ignition switch ACC) | |
| | ON | | Power supply position is "IGN" (Ignition switch ON with engine stopped) | |
| | ENGINE RUN | | Power supply position is "RUN" (Ignition switch ON with engine running) | |
| | CRANKING | | Power supply position is "CRANKING" (At engine cranking) | |
| IGN Counter | 0 - 39 | The number of times that ignition switch is turned ON after DTC is detected The number is 0 when a malfunction is detected now. The number increases like 1 → 2 → 338 → 39 after returning to the normal condition whenever ignition switch OFF → ON. The number is fixed to 39 until the self-diagnosis results are erased if it is over 39. | | |

RETAINED PWR : CONSULT-III Function (BCM - RETAINED PWR)

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Data monitor

| Monitor Item | Description |
|--------------|---|
| DOOR SW-DR | Indicates [ON/OFF] condition of driver side door switch. |
| DOOR SW-AS | Indicates [ON/OFF] condition of passenger side door switch. |

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[ROADSTER]

DTC/CIRCUIT DIAGNOSIS

POWER SUPPLY AND GROUND CIRCUIT BCM

BCM: Diagnosis Procedure

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1. CHECK FUSE AND FUSIBLE LINK

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

| Terminal No. | Signal name | Fuse and fusible link No. |
|--------------|----------------------|---------------------------|
| 1 | Battery power supply | K (40A) |
| 11 | Dattery power suppry | 10 (10A) |

Is the fuse fusing?

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

NO >> GO TO 2.

2. CHECK POWER SUPPLY CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Disconnect BCM connectors.
- Check voltage between BCM harness connector and ground.

| (+) BCM | | (-) | Voltage (Approx.) | |
|------------|----------|--------|----------------------|--|
| Connector | Terminal | | (v. pp. 67.1) | |
| M118 | 1 | Ground | Pottory voltogo | |
| M119 | 11 | Giouna | Battery voltage | |

Is the measurement value normal?

YES >> GO TO 3.

NO >> Repair or replace harness.

3.CHECK GROUND CIRCUIT

Check continuity between BCM harness connector and ground.

| BCM | | | Continuity |
|-----------|----------|--------|------------|
| Connector | Terminal | Ground | Continuity |
| M119 | 13 | | Existed |

Does continuity exist?

YES >> INSPECTION END

NO >> Repair harness or connector.

POWER WINDOW MAIN SWITCH

POWER WINDOW MAIN SWITCH: Diagnosis Procedure

INFOID:0000000005476938

1. CHECK POWER SUPPLY CIRCUIT

- Turn ignition switch OFF.
- 2. Disconnect power window main switch connector.
- 3. Turn ignition switch ON.
- 4. Check voltage between power window main switch harness connector and ground.

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

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| | (+) | | V-16 0.0 | |
|--------------------------|----------|--------|--------------------------|--|
| Power window main switch | | (–) | Voltage (V) (Approx.) | |
| Connector | Terminal | | | |
| | 1 | Ground | 12 | |
| Do | 10 | Giouna | 12 | |

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> GO TO 2.

2. CHECK HARNESS CONTINUTY

- 1. Turn ignition switch OFF.
- 2. Disconnect BCM connector.
- 3. Check continuity between BCM harness connector and power window main switch harness connector.

| BCM | | Power window main switch | | Continuity |
|-----------|----------|--------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | Continuity |
| M118 | 2 | D8 | 1 | Existed |
| IVITO | 3 | D6 | 10 | Existed |

4. Check continuity between BCM harness connector and ground.

| ВСМ | | | Continuity |
|-----------|----------|--------|-------------|
| Connector | Terminal | Ground | Continuity |
| M118 | 2 | Ground | Not existed |
| WITTO | 3 | | Not existed |

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-92, "Exploded View".

NO >> Repair or replace harness.

3. CHECK GROUND CIRCUIT

Turn ignition switch OFF.

Check continuity between power window main switch harness connector and ground.

| Power windo | w main switch | | Continuity | |
|-------------|---------------|--------|------------|--|
| Connector | Terminal | Ground | Continuity | |
| D8 | 15 | | Existed | |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair or replace harness.

POWER WINDOW SUB-SWITCH

POWER WINDOW SUB-SWITCH: Diagnosis Procedure

1. CHECK POWER SUPPLY CIRCUIT

- 1. Turn ignition switch OFF.
- Disconnect power window sub-switch connector.
- 3. Check voltage between power window sub-switch harness connector and ground.

| (+) Power window sub-switch | | (-) | Voltage (V) (Approx.) |
|-----------------------------|----------|--------|--------------------------|
| Connector | Terminal | | (11 - 7 |
| D38 | 10 | Ground | 12 |

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POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[ROADSTER]

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> GO TO 2.

2. CHECK HARNESS CONTINUTY

- 1. Turn ignition switch OFF.
- 2. Disconnect BCM connector.
- 3. Check continuity between BCM harness connector and power window sub-switch harness connector.

| В | ВСМ | | Power window sub-switch | |
|-----------|----------|-----------|-------------------------|------------|
| Connector | Terminal | Connector | Terminal | Continuity |
| M118 | 2 | D38 | 10 | Existed |

4. Check continuity between BCM harness connector and ground.

| В | CM | | Continuity |
|-----------|----------|--------|-------------|
| Connector | Terminal | Ground | Continuity |
| M118 | 2 | | Not existed |

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-92, "Exploded View".

NO >> Repair or replace harness.

3. CHECK GROUND CIRCUIT

Check continuity between power window sub-switch harness connector and ground.

| Power windo | ow sub-switch | | Continuity |
|-------------|---------------|--------|------------|
| Connector | Terminal | Ground | Continuity |
| D38 | 11 | | Existed |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair or replace harness.

< DTC/CIRCUIT DIAGNOSIS >

[ROADSTER]

POWER WINDOW MOTOR

DRIVER SIDE

DRIVER SIDE : Description

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Door glass moves UP/DOWN by receiving the signal from power window main switch.

DRIVER SIDE: Component Function Check

INFOID:0000000005476941

1. CHECK POWER WINDOW MOTOR CIRCUIT

Check driver side power window motor operation with power window main switch.

Is the inspection result normal?

YES >> Driver side power window motor is OK.

NO >> Refer to PWC-121, "DRIVER SIDE : Diagnosis Procedure".

DRIVER SIDE: Diagnosis Procedure

INFOID:0000000005476942

1. CHECK DRIVER SIDE POWER WINDOW MOTOR INPUT SIGNAL

Turn ignition switch OFF.

- 2. Disconnect driver side power window motor connector.
- 3. Turn ignition switch ON.

4. Check voltage between driver side power window motor harness connector and ground.

| (+) Driver side power window motor | | (-) | | Condition | |
|------------------------------------|----------|----------|---------------------------------|-----------|--------------------------|
| Connector | Terminal | | | | Voltage (V) (Approx.) |
| | 6 | — Ground | Ground Power window main switch | UP | 12 |
| D10 | D10 6 G | | | DOWN | 0 |
| Dio | | | | UP | 0 |
| | | | | DOWN | 12 |

Is the measurement value within the specification?

YES >> GO TO 2.

NO >> GO TO 3.

2. CHECK POWER WINDOW MOTOR

Check driver side power window motor.

Refer to PWC-122, "DRIVER SIDE: Component Inspection".

Is the inspection result normal?

YES >> GO TO 4.

NO

>> Replace driver side power window motor. Refer to GW-23, "Removal and Installation".

3.check harness continuty

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- 1. Turn ignition switch OFF.
- 2. Disconnect power window main switch connector.
- 3. Check continuity between power window main switch harness connector and driver side power window motor harness connector.

| Power windo | w main switch | Driver side power window motor | | Continuity |
|-------------|---------------|--------------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | Continuity |
| D8 | 8 | D10 | 6 | Existed |
| | 11 | 010 | 3 | LXISIEU |

4. Check continuity between power window main switch harness connector and ground.

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< DTC/CIRCUIT DIAGNOSIS >

[ROADSTER]

| Power wind | Power window main switch | | Continuity |
|------------|--------------------------|--------|--------------|
| Connector | Terminal | Ground | Continuity |
| | 8 | Ground | Not existed |
| Do | 11 | | INOL EXISTED |

Is the inspection result normal?

YES >> Replace power window main switch. Refer to PWC-217, "Removal and Installation".

NO >> Repair or replace harness.

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

DRIVER SIDE: Component Inspection

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COMPONENT INSPECTION

1. CHECK DRIVER SIDE POWER WINDOW MOTOR

- 1. Turn ignition switch OFF.
- Disconnect driver side power window motor connector.
- Check motor operation by connecting the battery voltage directly to driver side power window motor connector.

| Driver side power window mo- | Terr | Motor operation | |
|------------------------------|------|-----------------|-----------------|
| tor connector | (+) | (–) | Wotor operation |
| D10 | 3 | 6 | DOWN |
| | 6 | 3 | UP |

Is the inspection result normal?

YES >> Driver side power window motor is OK.

NO >> Replace driver side power window motor. Refer to <u>GW-23</u>, "Removal and Installation".

PASSENGER SIDE

PASSENGER SIDE : Description

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Door glass moves UP/DOWN by receiving the signal power window main switch or power window sub-switch .

PASSENGER SIDE: Component Function Check

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1. CHECK POWER WINDOW MOTOR CIRCUIT

Check passenger side power window motor operation with power window main switch or power window sub switch.

Is the inspection result normal?

YES >> Passenger side power window motor is OK.

NO >> Refer to PWC-122, "PASSENGER SIDE : Diagnosis Procedure".

PASSENGER SIDE: Diagnosis Procedure

INFOID:0000000005476946

1. CHECK PASSENGER SIDE POWER WINDOW MOTOR INPUT SIGNAL

- Turn ignition switch OFF.
- Disconnect passenger side power window motor connector.
- 3. Turn ignition switch ON.
- 4. Check voltage between passenger side power window motor harness connector and ground.

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| (+) | | () | | | |
|-----------------------------------|----------|--------|-------------------|------|--------------------------|
| Passenger side power window motor | | (-) | Condition | | Voltage (V) (Approx.) |
| Connector | Terminal | | | | (11 - 7 |
| | | 6 | | UP | 12 |
| D40 | 6 | Ground | Power window sub- | DOWN | 0 |
| - | 2 | Ground | switch | UP | 0 |
| | 3 | | | DOWN | 12 |

Is the measurement value within the specification?

YES >> GO TO 2.

NO >> GO TO 3.

2.CHECK PASSENGER SIDE POWER WINDOW MOTOR

Check passenger side power window motor.

Refer to PWC-123, "PASSENGER SIDE: Component Inspection".

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace passenger side power window motor. Refer to GW-23, "Removal and Installation".

3.check harness continuty

Turn ignition switch OFF.

- Disconnect power window sub-switch connector.
- Check continuity between power window sub-switch harness connector and passenger side power window motor harness connector.

| Power windo | Power window sub-switch | | Passenger side power window motor | |
|-------------|-------------------------|-----------|-----------------------------------|------------|
| Connector | Terminal | Connector | Terminal | Continuity |
| Dao | 9 | D40 | 3 | Existed |
| D38 | 8 | D40 | 6 | Existen |

4. Check continuity between power window sub-switch connector and ground.

| Power windo | ow sub-switch | | Continuity |
|-------------|---------------|--------|-------------|
| Connector | Terminal | Ground | Continuity |
| D38 | 8 | Ground | Not existed |
| D30 | 9 | | Not existed |

Is the inspection result normal?

YES >> Replace power window sub-switch. Refer to PWC-217, "Removal and Installation".

NO >> Repair or replace harness.

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

PASSENGER SIDE: Component Inspection

COMPONENT INSPECTION

1. CHECK PASSENGER SIDE POWER WINDOW MOTOR

- Turn ignition switch OFF.
- 2. Disconnect passenger side power window motor connector.
- Check motor operation by connecting the battery voltage directly to passenger side power window motor connector.

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INFOID:0000000005476947

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< DTC/CIRCUIT DIAGNOSIS >

[ROADSTER]

| Passenger side power window | Terminal | | Motor condition |
|-----------------------------|----------|-----|------------------|
| motor connector | (+) | (–) | Wiotor condition |
| D40 | 3 | 6 | DOWN |
| D40 | 6 | 3 | UP |

Is the inspection result normal?

YES >> Passenger side power window motor is OK.

NO >> Replace passenger side power window motor. Refer to <u>GW-23, "Removal and Installation"</u>.

[ROADSTER]

ENCODER

DRIVER SIDE

DRIVER SIDE : Description

INFOID:0000000005476948

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Detects condition of the driver side power window motor operation and transmits to power window main switch as the pulse signal.

DRIVER SIDE : Component Function Check

INFOID:0000000005476949

1. CHECK ENCODER OPERATION

Check that driver side door glass performs AUTO open/close operation normally with power window main switch.

Is the inspection result normal?

YES >> Encoder operation is OK.

NO >> Refer to PWC-125, "DRIVER SIDE : Diagnosis Procedure".

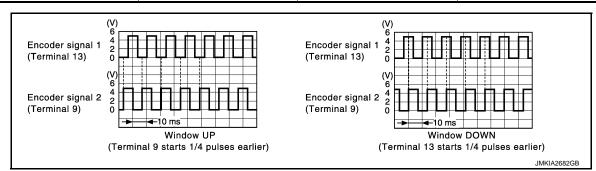
DRIVER SIDE: Diagnosis Procedure

INFOID:0000000005476950

1. CHECK ENCODER OPERATION

- 1. Turn ignition switch ON.
- 2. Check signal between power window main switch harness connector and ground with oscilloscope.

| (| (+) | | Cinnal | |
|-------------|---------------|--------|-------------------------------|--|
| Power windo | w main switch | (–) | Signal (Reference value) | |
| Connector | Terminal | | | |
| | 9 | Ground | Refer to the following signal | |
| Do | 13 | Giouna | There to the following signal | |



Is the inspection result normal?

YES >> Replace power window main switch. Refer to PWC-217, "Removal and Installation".

NO >> GO TO 2.

2. CHECK ENCODER SIGNAL CIRCUIT

1. Turn ignition switch OFF.

- Disconnect power window main switch connector and driver side power window motor connector.
- 3. Check continuity between power window main switch harness connector and driver side power window motor harness connector.

| Power windo | w main switch | Driver side power window motor | | Continuity |
|-------------|---------------|--------------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | Continuity |
| D8 | 9 | D10 | 5 | Existed |
| Do | 13 | D10 | 2 | LAISteu |

4. Check continuity between power window main switch harness connector and ground.

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| Power window main switch | | | Continuity |
|--------------------------|----------|---------|-------------|
| Connector | Terminal | Ground | Continuity |
| | 9 | Giodila | Not existed |
| D6 | 13 | | Not existed |

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace harness.

3.check encoder power supply circuit

- 1. Connect power window main switch connector.
- Turn ignition switch ON.
- 3. Check voltage between driver side power window motor harness connector and ground.

| (+) Driver side power window motor | | | Voltage (V) (Approx.) | |
|------------------------------------|----------|--------|--------------------------|--|
| | | (–) | | |
| Connector | Terminal | | , , , | |
| D10 | 4 | Ground | 12 | |

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> GO TO 4.

4. CHECK HARNESS CONTINUTY

- Turn ignition switch OFF.
- 2. Disconnect power window main switch connector.
- Check continuity between power window main switch harness connector and driver side power window motor harness connector.

| Power window main switch | | Driver side power window motor | | Continuity |
|--------------------------|----------|--------------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | Continuity |
| D8 | 5 | D10 | 4 | Existed |

4. Check continuity between power window main switch harness connector and ground.

| Power window main switch | | | Continuity |
|--------------------------|----------|--------|-------------|
| Connector | Terminal | Ground | Continuity |
| D8 | 5 | | Not existed |

Is the inspection result normal?

YES >> Replace power window main switch. Refer to PWC-217, "Removal and Installation".

NO >> Repair or replace harness.

5. CHECK GROUND CIRCUIT

- Turn ignition switch OFF.
- 2. Disconnect power window main switch connector.
- Check continuity between power window main switch harness connector and driver side power window motor harness connector.

| Power windo | w main switch | Driver side pow | er window motor | Continuity |
|-------------|---------------|-----------------|-----------------|------------|
| Connector | Terminal | Connector | Terminal | Continuity |
| D8 | 14 | D10 | 1 | Existed |

Is the inspection result normal?

YES >> Replace driver side power window motor. Refer to PWC-217, "Removal and Installation".

NO >> Repair or replace harness.

PASSENGER SIDE

[ROADSTER]

PASSENGER SIDE : Description

INFOID:0000000005476951

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Detects condition of the passenger side power window motor operation and transmits to power window subswitch as the pulse signal.

PASSENGER SIDE : Component Function Check

INFOID:0000000005476952

CHECK ENCODER OPERATION

Check that passenger side door glass performs AUTO open operation normally with power window main switch or power window sub-switch.

Is the inspection result normal?

YES >> Encoder operation is OK.

NO >> Refer to PWC-127, "PASSENGER SIDE : Diagnosis Procedure".

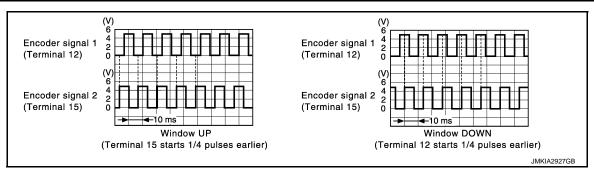
PASSENGER SIDE: Diagnosis Procedure

INFOID:0000000005476953

1. CHECK ENCODER SIGNAL

- 1. Turn ignition switch ON.
- 2. Check signal between power window sub-switch harness connector and ground with oscilloscope.

| | +) ow sub-switch | (-) | Signal (Reference value) |
|-----------|---------------------|--------|---|
| Connector | Terminal | | (************************************** |
| D38 | 12 | Ground | Defer to the following signal |
| D38 | 15 | Giound | Refer to the following signal |



Is the inspection result normal?

YES >> Replace power window sub-switch. Refer to PWC-217, "Removal and Installation".

NO >> GO TO 2.

2. CHECK ENCODER SIGNAL CIRCUIT

1. Turn ignition switch OFF.

- 2. Disconnect power window sub-switch connector and passenger side power window motor connector.
- Check continuity between power window sub-switch harness connector and passenger side power window motor harness connector.

| Power windo | ow sub-switch | Passenger side power window motor | | Continuity |
|-------------|---------------|-----------------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | Continuity |
| D38 | 12 | D40 | 2 | Existed |
| D30 | 15 | D40 | 5 | LXISIGU |

4. Check continuity between power window sub-switch connector and ground.

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| Power win | Power window sub-switch | | Continuity |
|-----------|-------------------------|--------|-------------|
| Connector | Terminal | Ground | Continuity |
| D38 | 12 | Ground | Not existed |
| D36 | 15 | _ | Not existed |

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace harness.

3.check encoder power supply circuit

- 1. Connect power window sub-switch connector.
- 2. Turn ignition switch ON.
- 3. Check voltage between passenger side power window motor harness connector and ground.

| (+) Passenger side power window motor | | (–) | Voltage (V) (Approx.) |
|---------------------------------------|---|--------|--------------------------|
| | | | |
| D40 | 4 | Ground | 12 |

Is the measurement value within the specification?

YES >> GO TO 5.

NO >> GO TO 4.

4. CHECK HARNESS CONTINUTY

- 1. Turn ignition switch OFF.
- 2. Disconnect power window sub-switch connector.
- Check continuity between power window sub-switch harness connector and passenger side power window motor harness connector.

| Power windo | ow sub-switch | Passenger side power window motor | | Continuity | |
|-------------|---------------|-----------------------------------|---|------------|--|
| Connector | Terminal | Connector Terminal | | Continuity | |
| D38 | 4 | D40 | 4 | Existed | |

4. Check continuity between power window sub-switch harness connector and ground.

| Power windo | ow sub-switch | Continuity | |
|-------------|---------------|------------|-------------|
| Connector | Terminal | Ground | Continuity |
| D38 | 4 | | Not existed |

Is the inspection result normal?

YES >> Replace power window sub-switch. Refer to PWC-217, "Removal and Installation".

NO >> Repair or replace harness.

5. CHECK GROUND CIRCUIT

- Turn ignition switch OFF.
- 2. Disconnect power window sub-switch connector.
- Check continuity between power window sub-switch harness connector and passenger side power window motor harness connector.

| Power windo | ow sub-switch | Passenger side power window motor | | Continuity | |
|-------------|---------------|-----------------------------------|---|------------|--|
| Connector | Terminal | Connector Terminal | | Continuity | |
| D38 | 3 | D40 | 1 | Existed | |

Is the inspection result normal?

YES >> Replace passenger side power window motor. Refer to PWC-217, "Removal and Installation".

NO >> Repair or replace harness.

DOOR SWITCH CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[ROADSTER]

DOOR SWITCH CIRCUIT

DRIVER SIDE

DRIVER SIDE: Description

INFOID:0000000005483791

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Detects door open/closed condition.

DRIVER SIDE: Component Function Check

INFOID:0000000005483792

1. CHECK FUNCTION

Check automatic window adjusting function.

Is the inspection result normal?

YES >> Door switch is OK.

>> Refer to PWC-129, "DRIVER SIDE : Diagnosis Procedure". NO

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DRIVER SIDE : Diagnosis Procedure

1. CHECK DOOR SWITCH

INFOID:0000000005483793

Check door switch. Refer to DLK-285, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 2.

NO

>> Repair or replace the malfunctioning parts.

2.CHECK DOOR SWITCH INPUT SIGNAL

Check voltage between driver side power window main switch harness connector and ground.

| (+ Driver side power w | | (-) | Voltage (V) (Approx.) |
|---------------------------|----------|--------|----------------------------------|
| Connector | Terminal | | |
| D8 | 4 | Ground | (V) 15 10 5 0 10 ms JPMIA0011GB |

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Is the inspection result normal?

YES >> Replace power window main switch.Refer to PWC-217, "Removal and Installation".

NO >> GO TO 3.

3.check door switch circuit

1. Turn ignition switch OFF.

2. Disconnect power window main switch connector and driver side power window motor connector.

| 3. | Check continuity I | between pow | er window m | ain switch | harness | connector | and driver | side door | switch har- |
|----|--------------------|-------------|-------------|------------|---------|-----------|------------|-----------|-------------|
| | ness connector. | | | | | | | | |

| Power windo | w main switch | Driver side door switch | | Continuity | |
|-------------|---------------|-------------------------|----------|------------|--|
| Connector | Terminal | Connector | Terminal | Continuity | |
| D8 | 4 | B63 | 2 | Existed | |

Check continuity between power window main switch harness connector and ground.

| Power window main switch | | | Continuity |
|--------------------------|----------|--------|-------------|
| Connector | Terminal | Ground | Continuity |
| D8 | 4 | | Not existed |

DOOR SWITCH CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[ROADSTER]

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace harness.

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

PASSENGER SIDE

PASSENGER SIDE : Description

INFOID:0000000005483794

Detects door open/closed condition.

PASSENGER SIDE: Component Function Check

INFOID:0000000005483795

1. CHECK FUNCTION

Check automatic window adjusting function.

Is the inspection result normal?

YES >> Door switch is OK.

NO >> Refer to PWC-130, "PASSENGER SIDE : Diagnosis Procedure".

PASSENGER SIDE : Diagnosis Procedure

INFOID:0000000005483796

1. CHECK DOOR SWITCH

Check door switch. Refer to DLK-285, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the malfunctioning parts.

2.CHECK DOOR SWITCH INPUT SIGNAL

Check voltage between power window sub-switch harness connector and ground.

| (+) Power window | | (–) | Voltage (V) (Approx.) |
|------------------|----------|--------|---|
| Connector | Terminal | | , , , |
| D38 | 14 | Ground | (V) 15 10 5 0 10 ms JPMIA0011GB |

Is the inspection result normal?

YES >> Replace power window sub-switch.Refer to PWC-217, "Removal and Installation".

NO >> GO TO 3.

3.check door switch circuit

1. Disconnect passenger side door switch connector.

2. Check continuity between passenger side door switch harness connector and power window sub-switch harness connector.

| Power windo | ow sub-switch | Passenger side door switch | | Continuity |
|-------------|---------------|----------------------------|---|------------|
| Connector | Terminal | Connector Terminal | | Continuity |
| D38 | 14 | B206 | 2 | Existed |

DOOR SWITCH CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[ROADSTER]

3. Check continuity between power window sub-switch harness connector and ground.

| Power window sub-switch | | | Continuity |
|-------------------------|----------|--------|-------------|
| Connector | Terminal | Ground | Continuity |
| D38 | 14 | | Not existed |

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace harness.

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

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ECU DIAGNOSIS INFORMATION

BCM (BODY CONTROL MODULE)

Reference Value

VALUES ON THE DIAGNOSIS TOOL

CONSULT-III MONITOR ITEM

| Monitor Item | Condition | Value/Status |
|---------------------------|---|---------------------------------|
| FR WIPER HI | Other than front wiper switch HI | Off |
| FK WIFEK HI | Front wiper switch HI | On |
| FR WIPER LOW | Other than front wiper switch LO | Off |
| FR WIPER LOW | Front wiper switch LO | On |
| FR WASHER SW | Front washer switch OFF | Off |
| FR WASHER SW | Front washer switch ON | On |
| ED WIDED INT | Other than front wiper switch INT | Off |
| FR WIPER INT | Front wiper switch INT | On |
| ED WIDED STOD | Front wiper is not in STOP position | Off |
| FR WIPER STOP | Front wiper is in STOP position | On |
| INT VOLUME | Wiper intermittent dial is in a dial position 1 - 7 | Wiper intermittent dia position |
| TUDNI CIONAL D | Other than turn signal switch RH | Off |
| TURN SIGNAL R | Turn signal switch RH | On |
| TURN CIONAL I | Other than turn signal switch LH | Off |
| TURN SIGNAL L | Turn signal switch LH | On |
| TAIL LAND OW | Other than lighting switch 1ST and 2ND | Off |
| TAIL LAMP SW | Lighting switch 1ST or 2ND | On |
| | Other than lighting switch HI | Off |
| HI BEAM SW | Lighting switch HI | On |
| | Other than lighting switch 2ND | Off |
| HEAD LAMP SW 1 | Lighting switch 2ND | On |
| 115 4 D 1 4 4 4 D 0 1 4 6 | Other than lighting switch 2ND | Off |
| HEAD LAMP SW 2 | Lighting switch 2ND | On |
| D4 001N10 01M | Other than lighting switch PASS | Off |
| PASSING SW | Lighting switch PASS | On |
| ALITO LIQUIT OW | Other than lighting switch AUTO | Off |
| AUTO LIGHT SW | Lighting switch AUTO | On |
| FR FOG SW | NOTE: The item is indicated, but not monitored. | Off |
| DD 500 0W | Rear fog lamp switch OFF | Off |
| RR FOG SW | Rear fog lamp switch ON | On |
| D00D 0W D2 | Driver door closed | Off |
| DOOR SW-DR | Driver door opened | On |
| D00D 0W 40 | Passenger door closed | Off |
| DOOR SW-AS | Passenger door opened | On |
| DOOR SW-RR | NOTE: The item is indicated, but not monitored. | Off |

< ECU DIAGNOSIS INFORMATION >

| Monitor Item | Condition | Value/Status |
|---|--|--------------|
| DOOR SW-RL | NOTE: The item is indicated, but not monitored. | Off |
| DOOD OW DIV | Back door closed (Coupe models) Trunk lid closed (Roadster models) | Off |
| DOOR SW-BK | Back door opened (Coupe models) Trunk lid opened (Roadster models) | On |
| CDL LOCK SW | Other than door lock and unlock switch LOCK | Off |
| JDL LOCK SW | Door lock and unlock switch LOCK | On |
| CDL UNLOCK SW | Other than door lock and unlock switch UNLOCK | Off |
| CDL UNLOCK SW | Door lock and unlock switch UNLOCK | On |
| KEY CYL LK-SW | Other than driver door key cylinder LOCK position | Off |
| NET CTL LN-SVV | Driver door key cylinder LOCK position | On |
| KEN CALTIN CM | Other than driver door key cylinder UNLOCK position | Off |
| KEY CYL UN-SW | Driver door key cylinder UNLOCK position | On |
| KEY CYL SW-TR | NOTE: The item is indicated, but not monitored. | Off |
| HAZARD SW | Hazard switch is OFF | Off |
| HALAKU SW | Hazard switch is ON | On |
| REAR DEF SW | Rear window defogger switch OFF | Off |
| NOTE: At models with NAVI this item is not monitored. | Rear window defogger switch ON | On |
| H/L WASH SW | NOTE: The item is indicated, but not monitored. | Off |
| TD CANCEL CW | Trunk lid opener cancel switch OFF | Off |
| TR CANCEL SW | Trunk lid opener cancel switch ON | On |
| TR/BD OPEN SW | Back door opener switch OFF (Coupe models) Trunk lid opener switch OFF (Roadster models) | Off |
| TR/BD OPEN SW | While the back door opener switch is turned ON (Coupe models) While the trunk lid opener switch is turned ON (Roadster models) | On |
| TRNK/HAT MNTR | NOTE: The item is indicated, but not monitored. | Off |
| DKE LOCK | LOCK button of the Intelligent Key is not pressed | Off |
| RKE-LOCK | LOCK button of the Intelligent Key is pressed | On |
| DIVE LINI OCK | UNLOCK button of the Intelligent Key is not pressed | Off |
| RKE-UNLOCK | UNLOCK button of the Intelligent Key is pressed | On |
| RKE-TR/BD NOTE: | TRUNK OPEN button of the Intelligent Key is not pressed | Off |
| At Coupe models this item is not monitored. | TRUNK OPEN of the Intelligent Key is pressed | On |
| RKE-PANIC | PANIC button of the Intelligent Key is not pressed | Off |
| MAL I / MIO | PANIC button of the Intelligent Key is pressed | On |
| RKE-P/W OPEN | UNLOCK button of the Intelligent Key is not pressed | Off |
| NAL-F/VV OFEIN | UNLOCK button of the Intelligent Key is pressed and held | On |
| BKE MODE CHC | LOCK/UNLOCK button of the Intelligent Key is not pressed and held simultaneously | Off |
| RKE-MODE CHG | LOCK/UNLOCK button of the Intelligent Key is pressed and held simultaneously | On |

< ECU DIAGNOSIS INFORMATION >

| Monitor Item | Condition | Value/Status |
|---|---|--------------|
| ODTICAL CENCOD | Bright outside of the vehicle | Close to 5 V |
| OPTICAL SENSOR | Dark outside of the vehicle | Close to 0 V |
| DEO CW. DD | Driver door request switch is not pressed | Off |
| REQ SW -DR | Driver door request switch is pressed | On |
| DEO CW. AC | Passenger door request switch is not pressed | Off |
| REQ SW -AS | Passenger door request switch is pressed | On |
| REQ SW -RR | NOTE: The item is indicated, but not monitored. | Off |
| REQ SW -RL | NOTE: The item is indicated, but not monitored. | Off |
| REQ SW -BD/TR | Back door request switch is not pressed (Coupe models) Trunk lid door request switch is not pressed (Roadster models) | Off |
| KEQ 3W -BB/TK | Back door request switch is pressed (Coupe models) Trunk lid door request switch is pressed (Roadster models) | On |
| PUSH SW | Push-button ignition switch (push switch) is not pressed | Off |
| | Push-button ignition switch (push switch) is pressed | On |
| GN RLY2 -F/B | Ignition switch in OFF or ACC position | Off |
| JIN KLTZ -F/D | Ignition switch in ON position | On |
| ACC RLY -F/B | NOTE: The item is indicated, but not monitored. | Off |
| CLUCH SW | The clutch pedal is not depressed | Off |
| NOTE: At A/T models this item is not nonitored. | The clutch pedal is depressed | On |
| | The brake pedal is depressed when No. 7 fuse is blown | Off |
| BRAKE SW 1 | The brake pedal is not depressed when No. 7 fuse is blown, or No. 7 fuse is normal | On |
| 22 445 214 2 | The brake pedal is not depressed | Off |
| BRAKE SW 2 | The brake pedal is depressed | On |
| DETE/CANCL SW | Selector lever in P position (A/T models) The clutch pedal is depressed (M/T models without SynchroRev Match mode) | Off |
| at M/T models with SynchroR- No Match mode this item is not nonitored. | Selector lever in any position other than P (A/T models) The clutch pedal is not depressed (M/T models without SynchroRev Match mode) | On |
| SFT PN/N SW NOTE: At roadster M/T models and | Selector lever in any position other than P and N (A/T models) Control lever in any position other than neutral position (Coupe M/T models with SynchroRev Match mode) | Off |
| oupe M/T models without SynchroRev Match mode this em is not monitored. | Selector lever in P or N position (A/T models) Control lever in neutral position (Coupe M/T models with SynchroRev Match mode) | On |
| S/L LOCK | Steering is unlocked | Off |
| S/L -LOCK | Steering is locked | On |
| C/L LINILOCK | Steering is locked | Off |
| S/L -UNLOCK | Steering is unlocked | On |
| N/L DELAY/E/D | Ignition switch in OFF or ACC position | Off |
| S/L RELAY-F/B | Ignition switch in ON position | On |
| INILIZ OENL DD | Driver door is unlocked | Off |
| JNLK SEN -DR | Driver door is locked | On |

< ECU DIAGNOSIS INFORMATION >

[ROADSTER]

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| Monitor Item | Condition | Value/Status |
|-------------------|--|--|
| DUCH CW IDDM | Push-button ignition switch (push-switch) is not pressed | Off |
| PUSH SW -IPDM | Push-button ignition switch (push-switch) is pressed | On |
| CN DIV4 E/D | Ignition switch in OFF or ACC position | Off |
| GN RLY1 -F/B | Ignition switch in ON position | On |
| DETE SW -IPDM | Selector lever in any position other than P | Off |
| DETE SVV -IPDIVI | Selector lever in P position | On |
| SFT PN -IPDM | Selector lever in any position other than P and N (A/T models) The clutch pedal is not depressed (M/T models) | Off |
| SI I FIN -IFDIVI | Selector lever in P or N position (A/T models) The clutch pedal is depressed (M/T models) | On |
| SFT P -MET | Selector lever in any position other than P | Off |
| DELE-MET | Selector lever in P position | On |
| OFT N. MET | Selector lever in any position other than N | Off |
| SFT N -MET | Selector lever in N position | On |
| | Engine stopped | Stop |
| NOINE STATE | While the engine stalls | Stall |
| ENGINE STATE | At engine cranking | Crank |
| | Engine running | Run |
| N/L LOOK IDDM | Steering is unlocked | Off |
| S/L LOCK-IPDM | Steering is locked | On |
| 2/L LINU IZ IDDA4 | Steering is locked | Off |
| S/L UNLK-IPDM | Steering is unlocked | On |
| N/ DELAY DEO | Steering lock system is not the LOCK condition and the changing condition from LOCK to UNLOCK | Off |
| S/L RELAY-REQ | Steering lock system are not the LOCK condition or the changing condition from LOCK to UNLOCK | On |
| VEH SPEED 1 | While driving | Equivalent to speedom eter reading |
| VEH SPEED 2 | While driving | Equivalent to speedom eter reading |
| | Driver door is locked | LOCK |
| DOOR STAT-DR | Wait with selective UNLOCK operation (60 seconds) | READY |
| | Driver door is unlocked | UNLOCK |
| | Passenger door is locked | LOCK |
| DOOR STAT-AS | Wait with selective UNLOCK operation (60 seconds) | READY |
| | Passenger door is unlocked | UNLOCK |
| D OK FLAG | Steering is locked | Reset |
| D OKT LAG | Steering is unlocked | Set |
| DOMT ENG STOT | The engine start is prohibited | Reset |
| PRMT ENG STRT | The engine start is permitted | Set |
| PRMT RKE STRT | NOTE: The item is indicated, but not monitored. | Reset |
| KEY SW -SLOT | The Intelligent Key is not inserted into key slot | Off |
| ALI SW -SLUT | The Intelligent Key is inserted into key slot | On |
| RKE OPE COUN1 | During the operation of the Intelligent Key | Operation frequency of the Intelligent Key |

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< ECU DIAGNOSIS INFORMATION >

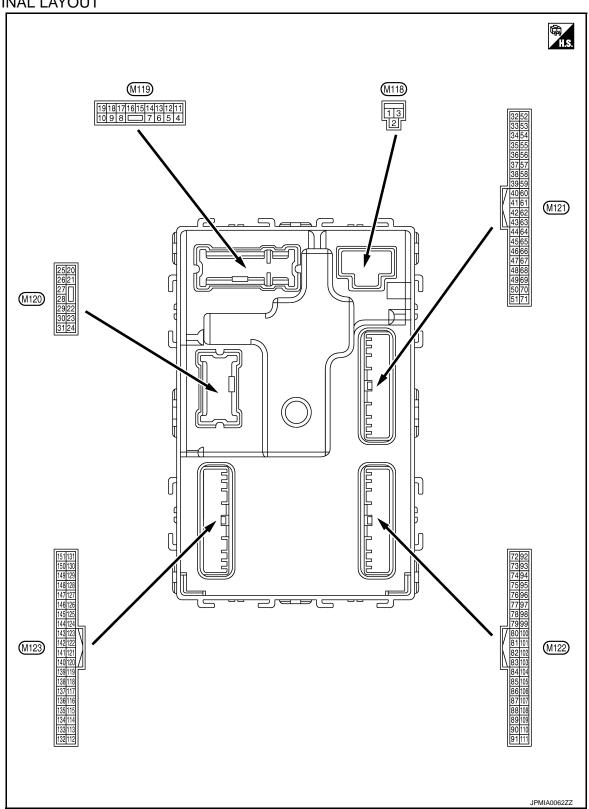
| Monitor Item | Condition | Value/Status |
|----------------|---|--|
| RKE OPE COUN2 | During the operation of the Intelligent Key | Operation frequency of the Intelligent Key |
| CONFRM ID ALL | The key ID that the key slot receives is not recognized by any key ID registered to BCM. | Yet |
| CONFRINTID ALL | The key ID that the key slot receives is recognized by any key ID registered to BCM. | Done |
| CONFIRM ID4 | The key ID that the key slot receives is not recognized by the fourth key ID registered to BCM. | Yet |
| CONTINUID4 | The key ID that the key slot receives is recognized by the fourth key ID registered to BCM. | Done |
| CONFIRM ID3 | The key ID that the key slot receives is not recognized by the third key ID registered to BCM. | Yet |
| CONFIRM ID3 | The key ID that the key slot receives is recognized by the third key ID registered to BCM. | Done |
| CONFIRM ID2 | The key ID that the key slot receives is not recognized by the second key ID registered to BCM. | Yet |
| CONFIRM ID2 | The key ID that the key slot receives is recognized by the second key ID registered to BCM. | Done |
| CONFIDM ID4 | The key ID that the key slot receives is not recognized by the first key ID registered to BCM. | Yet |
| CONFIRM ID1 | The key ID that the key slot receives is recognized by the first key ID registered to BCM. | Done |
| TD 4 | The ID of fourth Intelligent Key is not registered to BCM | Yet |
| TP 4 | The ID of fourth Intelligent Key is registered to BCM | Done |
| TD 0 | The ID of third Intelligent Key is not registered to BCM | Yet |
| TP 3 | The ID of third Intelligent Key is registered to BCM | Done |
| TP 2 | The ID of second Intelligent Key is not registered to BCM | Yet |
| IF Z | The ID of second Intelligent Key is registered to BCM | Done |
| TP 1 | The ID of first Intelligent Key is not registered to BCM | Yet |
| IF I | The ID of first Intelligent Key is registered to BCM | Done |
| AIR PRESS FL | Ignition switch ON (Only when the signal from the transmitter is received) | Air pressure of front LF tire |
| AIR PRESS FR | Ignition switch ON (Only when the signal from the transmitter is received) | Air pressure of front RH tire |
| AIR PRESS RR | Ignition switch ON (Only when the signal from the transmitter is received) | Air pressure of rear RH tire |
| AIR PRESS RL | Ignition switch ON (Only when the signal from the transmitter is received) | Air pressure of rear LH tire |
| ID REGST FL1 | ID of front LH tire transmitter is registered | Done |
| ID NEODITEI | ID of front LH tire transmitter is not registered | Yet |
| ID REGST FR1 | ID of front RH tire transmitter is registered | Done |
| ID NEOOT INT | ID of front RH tire transmitter is not registered | Yet |
| ID REGST RR1 | ID of rear RH tire transmitter is registered | Done |
| ID NEGOT NAT | ID of rear RH tire transmitter is not registered | Yet |
| ID REGST RL1 | ID of rear LH tire transmitter is registered | Done |
| ID NEGOT KET | ID of rear LH tire transmitter is not registered | Yet |
| WARNING LAMP | Tire pressure indicator OFF | Off |
| VVAINING LAWE | Tire pressure indicator ON | On |

< ECU DIAGNOSIS INFORMATION >

[ROADSTER]

| Monitor Item | Condition | Value/Status |
|--------------|---|--------------|
| BUZZER | Tire pressure warning alarm is not sounding | Off |
| BUZZER | Tire pressure warning alarm is sounding | On |

TERMINAL LAYOUT



PHYSICAL VALUES

Revision: 2009 July **PWC-137** 2010 370Z

В

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| | nal No. | Description | | | | Value |
|--------------------------|---------|---|------------------|---------------------|---|---|
| + | – | Signal name | Input/ Output | | Condition | (Approx.) |
| 1 (W) | Ground | Battery power supply | Input | Ignition switch OFF | | Battery voltage |
| 2 (W) | Ground | P/W power supply (BAT) | Output | Ignition switch (| OFF | 12 V |
| 3 (Y) | Ground | P/W power supply (RAP) | Output | Ignition switch (| ON | 12 V |
| | | | | | np battery saver is activated. or room lamp power supply) | 0 V |
| 4 (R) | Ground | Interior room lamp power supply | Output | vated. | mp battery saver is not acti- erior room lamp power sup- | 12 V |
| 5 (G)* ¹ | Ground | Passenger door UN- | Output | Passenger | UNLOCK (Actuator is activated) | 12 V |
| (G) (V)* ² | Ground | LOCK | Output | door | Other than UNLOCK (Actuator is not activated) | 0 V |
| 8 | 8 All | All doors, fuel lid LOCK | Outrout | All doors, fuel | LOCK (Actuator is activated) | 12 V |
| (V) | Ground | | Output | | Other than LOCK (Actuator is not activated) | 0 V |
| 9 | Crownd | Driver door, fuel lid | 0.1.1 | Driver door, | UNLOCK (Actuator is activated) | 12 V |
| (G) | Ground | UNLOCK | Output | fuel lid | Other than UNLOCK (Actuator is not activated) | 0 V |
| 11 (BR) | Ground | Battery power supply | Input | Ignition switch (| OFF | Battery voltage |
| 13 (B) | Ground | Ground | _ | Ignition switch (| ON | 0 V |
| | | | | | OFF | 0 V |
| 14 (R) | Ground | Push-button ignition switch illumination ground | Output | Tail lamp | ON | NOTE: When the illumination brightening/dimming level is in the neutral position. |
| | | | | | | 0 2 ms JSNIA0010GB |
| 15 (Y) | Ground | ACC indicator lamp | Output | Ignition switch | OFF (LOCK indicator is not illuminated) | Battery voltage |
| | | | | | ACC | 0 V |

< ECU DIAGNOSIS INFORMATION >

| Terminal No. Description (Wire color) | | | | | Value | |
|---|---------|---------------------------------|-----------------------|-------------------------|---|--|
| + (vvire | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| | | | | | Turn signal switch OFF | 0 V |
| 17 (W) Ground Turn signal RH (Front and side) | | Output | Ignition switch ON | Turn signal switch RH | (V) 15 10 5 0 1 s PKID0926E 6.5 V | |
| | | | | | Turn signal switch OFF | 0 V |
| 18 (O) | Ground | Turn signal LH (Front and side) | Output | Ignition switch ON | Turn signal switch LH | (V) 15 10 5 0 1 s |
| 19 | | Room lamp timer | | put Interior room - | OFF | 6.5 V 12 V |
| (P)* ¹ (V)* ² | Ground | control | Output | | ON | 0 V |
| | | | | | Turn signal switch OFF | 0 V |
| 20 (V) | Ground | Turn signal RH (Rear) | Output | Ignition switch ON | Turn signal switch RH | (V) 15 10 5 0 1 s PKID0926E 6.5 V |
| 23 | | Pook door/Truel, lid | | Pook door! | OPEN (Back door/Trunk lid opener actuator is activated) | 12 V |
| (L)* ¹ (Y)* ² | Ground | Back door/Trunk lid open | Output | Back door/ Trunk lid | Other than OPEN (Back door/Trunk lid open- er actuator is not activat- ed) | 0 V |
| 24 | Ground | Rear fog lamp | Output | Rear fog lamp | OFF | 0 V |
| (O) | 2.00110 | ···-9 ·····P | | | ON | 12 V |
| | | | | | Turn signal switch OFF | 0 V |
| 25 (LG) | Ground | Turn signal LH (Rear) | Output | Ignition switch ON | Turn signal switch LH | (V) 15 10 5 0 1 s |

< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | | Value |
|---|---------|--------------------|------------------|-----------------------------|--|---|
| + (vvire | color) | Signal name | Input/ Output | Condition | | (Approx.) |
| 30 | Ground | Luggage room/Trunk | Output | Luggage room/ Trunk room | ON | 0 V |
| (R) | Ground | room lamp | Output | lamp | OFF | 12 V |
| 34 | | Luggage room/Trunk | | Ignition switch | When Intelligent Key is in the passenger compart- ment | (V) 15 10 5 0 JMKIA0062GB |
| (G)* ³ G (SB)* ⁴ | Ground | room antenna (-) | Output | OFF | When Intelligent Key is not in the passenger compartment | (V) 15 10 5 0 1 s JMKIA0063GB |
| 35 (R)* ³ | Ground | Luggage room/Trunk | runk Output | Ignition switch | When Intelligent Key is in the passenger compart- ment | (V) 15 10 5 0 JMKIA0062GB |
| (R)* ³ (V)* ⁴ | Ground | room antenna (+) | Supur | OFF | When Intelligent Key is not in the passenger compartment | (V) 15 10 5 0 1 s JMKIA0063GB |

< ECU DIAGNOSIS INFORMATION >

[ROADSTER]

| | nal No. | Description | | | | Value | | | | | | | | | | | | | |
|-------------------------|------------------------------|-------------------------|---------------------------------|--|---|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--|---|---|---|
| + | color) | Signal name | Input/ Output | | Condition | (Approx.) | | | | | | | | | | | | | |
| | | | | When the back door/trunk lid | When Intelligent Key is in the antenna detection area | (V) 15 10 5 0 JMKIA0062GB | | | | | | | | | | | | | |
| 38 (B) | Ground | Rear bumper antenna (–) | Output | door request switch is oper- ated with igni- tion switch OFF | When Intelligent Key is not in the antenna detection area | (V) 15 10 5 0 JMKIA0063GB | | | | | | | | | | | | | |
| | | | | | | (V) | | | | | | | | | | | | | |
| 39 | Rear bumper anten- | | When the back door/trunk lid | When Intelligent Key is in the antenna detection area | 15 10 5 0 1 s JMKIA0062GB | | | | | | | | | | | | | | |
| (W) | Ground | na (+) | Output | Output | Output | Output | Output | Output | Output | Output | Output | Output | Output | Output | Output | door request switch is oper- ated with igni- tion switch OFF | switch is oper- ated with igni- tion switch | When Intelligent Key is not in the antenna detection area | (V) 15 10 5 0 1 s JMKIA0063GB |
| 47 (V)* ³ | Ground | Ignition relay (IPDM | Output | lanition awitch | OFF or ACC | 12 V | | | | | | | | | | | | | |
| (V)** ⁴ | Ground | E/R) control | Output | Ignition switch | ON | 0 V | | | | | | | | | | | | | |
| | | | Ignition switch ON (A/T mod- | When selector lever is in P or N position | 12 V | | | | | | | | | | | | | | |
| 52 | Ground | Startor roley control | Outout | els) | When selector lever is not in P or N position | 0 V | | | | | | | | | | | | | |
| (SB) | Ground Starter relay control | Output | Ignition switch ON (M/T mod- | When the clutch pedal is depressed | Battery voltage | | | | | | | | | | | | | | |
| | | | | els) | When the clutch pedal is not depressed | 0 V | | | | | | | | | | | | | |

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< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | | Value |
|--|---------|--|------------------|--|--|---|
| + (Wire | color) | Signal name | Input/ Output | Condition | | (Approx.) |
| 61 (W) | Ground | Back door/Trunk Lid door request switch | Input | Back door/ Trunk lid door request switch | ON (Pressed) OFF (Not pressed) | 0 V (V) 15 10 10 10 ms JPMIA0016GB |
| 64 | | Intelligent Key warn- | | Intelligent Key | Sounding | 1.0 V 0 V |
| (G)* ³ (V)* ⁴ | Ground | ing buzzer | Output | warning buzzer | Not sounding | 12 V |
| 66 (R) | Ground | Back door/Trunk room lamp switch | Input | Back door/ Trunk room lamp switch | OFF (Door close) | (V) 15 10 5 0 10 ms JPMIA0011GB |
| | | | | | ON (Door open) | 0 V |
| - | | | | | Pressed | 0 V |
| 67 (GR) | Ground | Back door/Trunk lid opener switch | Input | Back door/ Trunk lid open- er switch | Not pressed | (V) 15 10 5 0 10 ms JPMIA0011GB 11.8 V |
| 72 (L)* ³ | Ground | Room antenna 2 (–) | Output | Ignition switch | When Intelligent Key is in the passenger compart- ment | (V) 15 10 5 0 JMKIA0062GB |
| (R)* ⁴ | Ground | (Center console) | Output | ŎFF | When Intelligent Key is not in the passenger compartment | (V) 15 10 5 0 JMKIA0063GB |

< ECU DIAGNOSIS INFORMATION >

| | nal No. color) | Description | | | O Pri | Value |
|--|-------------------|--------------------|------------------|--|--|---|
| + (vvire | – | Signal name | Input/ Output | | Condition | (Approx.) |
| 73 (D): ³ | | Room antenna 2 (+) | | Ignition switch | When Intelligent Key is in the passenger compart- ment | (V) 15 10 5 0 1 S S S S S S S S S |
| (P)* ³ (G)* ⁴ | Ground | (Center console) | Output | ÖFF | When Intelligent Key is not in the passenger compartment | (V) 15 10 5 0 JMKIA0063GB |
| 74 | | Passenger door an- | | When the passenger door re- | When Intelligent Key is in the antenna detection area | (V) 15 10 5 0 JMKIA0062GB |
| (SB) | Ground | tenna (–) | Output | quest switch is operated with ignition switch OFF | When Intelligent Key is not in the antenna detection area | (V) 15 10 5 0 JMKIA0063GB |
| 75 | Ground | Passenger door an- | Output | When the pas- senger door re- quest switch is | When Intelligent Key is in the antenna detection area | (V) 15 10 5 0 JMKIA0062GB |
| (BR) | Glound | tenna (+) | Output | operated with ignition switch OFF | When Intelligent Key is not in the antenna detection area | (V) 15 10 5 0 JMKIA0063GB |

< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | | Value |
|-------------------------|---------|--|------------------|--|---|---|
| + (vvire | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| 76 | Ground | Driver door antenna | | When the driver door request switch is operated with ignition switch | When Intelligent Key is in the antenna detection area | (V) 15 10 5 0 1 s JMKIA0062GB |
| (V) | Clound | (-) | Output | | When Intelligent Key is not in the antenna detection area | (V) 15 10 5 0 1 s JMKIA0063GB |
| 77 | Ground | Ground Driver door antenna (+) | Output | When the driver door request switch is operated with ignition switch | When Intelligent Key is in the antenna detection area | (V) 15 10 5 0 1 s JMKIA0062GB |
| (LG) | Ground | | | | When Intelligent Key is not in the antenna detection area | (V) 15 10 5 0 1 s JMKIA0063GB |
| 78 (L)* ⁵ | Ground | d Room antenna 1 (–) (Instrument panel) | Output | Ignition switch OFF | When Intelligent Key is in the passenger compartment | (V) 15 10 5 0 JMKIA0062GB |
| (L) (Y)*6 | Ground | | | | When Intelligent Key is not in the passenger compartment | (V) 15 10 5 0 1 s JMKIA0063GB |

< ECU DIAGNOSIS INFORMATION >

[ROADSTER]

| | nal No. | Description | | Condition | | Value | |
|---|---------|--|------------------|-------------------------|---|---|--|
| + | color) | Signal name | Input/ Output | | Condition | (Approx.) | |
| | C | Room antenna 1 (+) | Outeri | Ignition switch | When Intelligent Key is in the passenger compart- ment | (V) 15 10 5 0 1 S S S S S S S S S | |
| (R)* ⁶ (BR)* ⁶ | Ground | (Instrument panel) | Output | OFF | When Intelligent Key is not in the passenger compartment | (V) 15 10 5 0 JMKIA0063GB | |
| 80 (GR) | Ground | NATS antenna amp. | Input/ Output | During waiting | Ignition switch is pressed while inserting the Intelligent Key into the key slot. | Just after pressing ignition switch. Pointer of tester should move. | |
| 81 (W) | Ground | NATS antenna amp. | Input/ Output | During waiting | Ignition switch is pressed while inserting the Intelligent Key into the key slot. | Just after pressing ignition switch. Pointer of tester should move. | |
| 82 (R) | Ground | Ignition relay [Fuse block (J/B)] control | Output | Ignition switch | OFF or ACC | 0 V 12 V | |
| 83 (GR)* ³ | Ground | Remote keyless entry receiver (front) com- | Input/ | During waiting | | (V) 15 10 5 0 1 ms | |
| (GR)* ⁴ | Ground | munication | Output | When operating gent Key | geither button on the Intelli- | (V) 15 10 1 ms JMKIA0065GB | |

Р

< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | - | Value |
|------------|---------|----------------------------|------------------|--------------------|---|---|
| (Wire | color) | Signal name | Input/ Output | Condition | | (Approx.) |
| | | | | | All switches OFF (Wiper intermittent dial 4) | (V) 15 10 5 0 2 ms JPMIA0041GB 1.4 V |
| 87 (BR) | Ground | Combination switch INPUT 5 | Input | Combination switch | Rear fog lamp switch ON (Wiper intermittent dial 4) | (V) 15 10 5 0 2 ms JPMIA0038GB 1.3 V |
| | | | | | Any of the conditions below with all switches OFF Wiper intermittent dial 1 Wiper intermittent dial 2 Wiper intermittent dial 6 Wiper intermittent dial 7 | (V) 15 10 5 0 2 ms JPMIA0040GB 1.3 V |

< ECU DIAGNOSIS INFORMATION >

| Signal name Output Outp | Terminal No. | | Description | | | | Value | |
|--|------------------|---------|-----------------------|--------|--|---|---|--|
| Second Combination switch Input | | color) | Signal name | | | Condition | | |
| 88 (V) Ground Combination switch INPUT 3 Republication switch INP | | | | | | | 15 10 5 0 2 ms JPMIA0041GB | |
| Any of the conditions below with all switches OF 1.3 V 15 1.3 V 1.3 | 88 (V) Ground | | Input | | | 2 ms JPMIA0036GB | | |
| Bay Bround Push-button ignition switch (Push switch) Push-button ignition switch (Push switch) Push switch (Push switch) Push switch (Push switch) Push-button ignition switch (Push switch) Push-button ignition switch (Push switch) Push switch (Push switch) Pressed OV Bay Bround CAN-L Input Output Push-button ignition switch (Push switch) Pressed Battery voltage CAN-L Input Output Push-button ignition switch (Push switch) Pressed OV Battery voltage CAN-H Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV Battery voltage CAN-H Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition switch (Push switch) Pressed OV CAN-L Output Push-button ignition Switch (Push switch) Pressed OV CAN-L Output Push-button ignitio | | INPUT 3 | | | | 15 10 5 0 2 ms JPMIA0037GB | | |
| Bay Ground Push-button ignition switch (Push switch) Input Push-button ignition switch (push switch) Input Push-button ignition switch (push switch) Input I | | | | | | low with all switches OFFWiper intermittent dial 1Wiper intermittent dial 2 | 10 5 0 ————————————————————————————————— | |
| BR) Ground switch (Push switch) Input (push switch) Not pressed Battery voltage 90 Ground CAN-L Input/ Output — — — 91 (L) Ground CAN-H Output Output Output Blinking 92 Ground Key slot illumination Output Key slot illumination Dutput Key slot illumination Dutput Switch (push switch) Not pressed Battery voltage 90 Ground CAN-L Input/ Output — — — — — — — — — — — — — — — — — — — | 80 | | Push-hutton ignition | | | Pressed | | |
| 91 Ground CAN-H Input/Output — — — — — — — — — — — — — — — — — — — | | Ground | | Input | | Not pressed | Battery voltage | |
| Ground Key slot illumination Output OFF OV OFF OV Slot illumination Output Key slot illumination Blinking OFF OV OFF | | Ground | CAN-L | | | | | |
| 92 Ground Key slot illumination Output Key slot illumination Blinking OFF 0 V 15 10 15 15 10 15 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 15 10 15 15 10 15 15 10 15 15 10 15 15 10 15 15 15 15 15 15 15 15 15 15 15 15 15 | | Ground | CAN-H | | | _ | _ | |
| 92 LG) Ground Key slot illumination Output Key slot illumination Blinking Blinking Blinking 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 10 15 15 10 15 15 10 15 15 15 15 15 15 15 15 15 15 15 15 15 | | | | | | OFF | 0 V | |
| | 92 (LG) Groun | Ground | Key slot illumination | Output | | Blinking | 15 10 5 0 1 s JPMIA0015GB | |
| (1)(1) | | | | | | ON | 6.5 V 12 V | |

< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | | Value |
|--|--------------------|--|------------------|-------------------------------------|---|--|
| + (vvire | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| 93 (V) | Ground | ON indicator lamp | Output | Ignition switch | OFF (LOCK indicator is not illuminated) | Battery voltage |
| (v) | | | | | ON | 0 V |
| 95 | Ground | ACC relay control | Output | Ignition switch | OFF | 0 V |
| (O) | Ground | ACC relay control | Output | ignition switch | ACC or ON | 12 V |
| 96* ⁵ (Y) | Ground | A/T shift selector (Detention switch) power supply | Output | | _ | 12 V |
| 97 | Ground | Steering lock condi- | Input | nput Steering lock | LOCK status | 0 V |
| (L) | Ground | tion No. 1 | прис | Steering lock | UNLOCK status | 12 V |
| 98 | Ground | Steering lock condi- | Input | Steering lock | LOCK status | 12 V |
| (P) | Ground | tion No. 2 | прис | Oleching lock | UNLOCK status | 0 V |
| | | Selector lever P posi- | | | P position | 0 V |
| 99* ⁷ | | tion switch (A/T models) | | Selector lever | Any position other than P | 12 V |
| (BR)* ⁸ Ground (R)* ⁹ | switch (M/T models | Input | Clutch pedal | OFF (Clutch pedal is depressed) | 0 V | |
| | | without SynchroRev Match mode) | | position switch | ON (Clutch pedal is not depressed) | Battery voltage |
| | | | | | ON (Pressed) | 0 V |
| 100 (GR)* ³ (G)* ⁴ | Ground | Passenger door request switch | Input | Passenger door request switch | OFF (Not pressed) | (V) 15 10 5 0 10 ms JPMIA0016G |
| | | | | | ON (Pressed) | 0 V |
| 101 (Y)* ³ (SB)* ⁴ | Ground | Driver door request switch | Input | Driver door request switch | OFF (Not pressed) | (V) 15 10 5 0 JPMIA0016GI |
| 102 | Ground | Blower fan motor re- | Output | Ignition switch | OFF or ACC | 0 V |
| (O) | Cround | lay control | Output | iginuon switch | ON | 12 V |
| 103 (LG) | Ground | Remote keyless entry receiver (front) power supply | Output | Ignition switch C | DFF | 12 V |
| 105 (GR) | Ground | Remote keyless entry receiver (rear) power supply | Output | Ignition switch C | DFF | 12 V |
| 106 | Cround | Steering lock unit | Outout | Ignition outitob | OFF or ACC | 12 V |
| (W) Ground | | power supply | Output | Ignition switch | ON | 0 V |

< ECU DIAGNOSIS INFORMATION >

[ROADSTER]

| Terminal No. Descr (Wire color) | | Description | | | | Value | |
|------------------------------------|--------|------------------------------|-------|---|------------------------|---|---|
| + | color) | Signal name Input/ Output | | | Condition | (Approx.) | |
| | | | | | All switches OFF | (V) 15 10 5 0 2 ms JPMIA0041GB 1.4 V | |
| | | | | | Turn signal switch LH | (V) 15 10 5 0 2 ms JPMIA0037GB 1.3 V | |
| 107 (LG) | Ground | Combination switch INPUT 1 | Input | Combination switch (Wiper intermit- tent dial 4) | Turn signal switch RH | (V) 15 10 5 0 2 ms JPMIA0036GB 1.3 V | |
| | | | | | Front wiper switch LO | (V) 15 10 5 0 2 ms JPMIA0038GB | F |
| | | | | | Front washer switch ON | (V) 15 10 5 0 2 ms | |

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< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | | Value |
|---------|---------|----------------------------|------------------|-----------------------|--|---|
| + (Wire | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| | | | | | All switches OFF (Wiper intermittent dial 4) | (V) 15 10 5 0 2 ms JPMIA0041GB 1.4 V |
| 108 | Ground | Combination switch INPUT 4 | Input | Combination switch | Lighting switch AUTO (Wiper intermittent dial 4) | (V) 15 10 5 0 2 ms JPMIA0038GB |
| (R) | | | | | Lighting switch 1ST (Wiper intermittent dial 4) | (V) 15 10 5 0 2 ms JPMIA0036GB 1.3 V |
| | | | | | Any of the conditions below with all switches OFF Wiper intermittent dial 1 Wiper intermittent dial 5 Wiper intermittent dial 6 | (V) 15 10 5 0 2 ms JPMIA0039GB 1.3 V |

< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | | Value |
|---|---------|----------------------------|------------------|---|------------------------|---|
| (Wire + | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| | | | | | All switches OFF | (V) 15 10 5 0 2 ms JPMIA0041GB 1.4 V |
| | | | | | Lighting switch PASS | (V) 15 10 5 0 2 ms JPMIA0037GB |
| 109 (Y) | Ground | Combination switch INPUT 2 | Input | Combination switch (Wiper intermit- tent dial 4) | Lighting switch 2ND | (V) 15 10 5 0 2 ms JPMIA0036GB 1.3 V |
| | | | | | Front wiper switch INT | (V) 15 10 5 0 2 ms JPMIA0038GB 1.3 V |
| | | | | | Front wiper switch HI | (V) 15 10 5 0 2 ms JPMIA0040GB 1.3 V |
| | | | | | ON | 0 V |
| 110 (P)* ³ (G)* ⁴ | Ground | Hazard switch | Input | Hazard switch | OFF | (V) 15 10 5 0 10 ms JPMIA0012GB |

< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | | Value |
|-------------------|---------|--|------------------------|------------------------------|---|--|
| (Wire | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| | | | | | LOCK status | 12 V |
| 111 (Y) | Ground | Steering lock unit communication | Input/ Output | Steering lock | LOCK or UNLOCK | (V) 15 10 50 ms JMKIA0066GB |
| | | | | | For 15 seconds after UN- LOCK | 12 V |
| | | | | | 15 seconds or later after UNLOCK | 0 V |
| 113 | Ground | Optical sensor | Input | Ignition switch | When bright outside of the vehicle | Close to 5 V |
| (O) | Ground | Optical Serisor | прис | ON | When dark outside of the vehicle | Close to 0 V |
| 114* ⁶ | Ground | Clutch interlock | Input | Clutchinterlock | OFF (Clutch pedal is not depressed) | 0 V |
| (R) | Ground | switch | прис | switch | ON (Clutch pedal is depressed) | Battery voltage |
| 116 (SB) | Ground | Stop lamp switch 1 | Input | | _ | Battery voltage |
| 118 | Ground | Stop lamp switch 2 | op lamp switch 2 Input | Stop lamp | OFF (Brake pedal is not depressed) | 0 V |
| (P) | Cround | Ctop ramp switch 2 | Прис | switch | ON (Brake pedal is depressed) | Battery voltage |
| 119 (SB) | Ground | Driver side door lock assembly (Unlock sensor) | Input | Driver door | LOCK status (Unlock sensor switch OFF) | (V) 15 10 5 0 10 ms JPMIA0012GB 1.1 V |
| | | | | | UNLOCK status (Unlock switch sensor ON) | 0 V |
| 121 | Ground | Key slot switch | Input | When the Intelliq | gent Key is inserted into key | 12 V |
| (R) | Siddild | ney siot switch | прис | When the Intellique key slot | gent Key is not inserted into | 0 V |
| 123 | Ground | IGN feedback | Input | Ignition switch | OFF or ACC | 0 V |
| (W) | | | | | ON | Battery voltage |

< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | | | | Value |
|---|---------|---|--|--|---------------------------------|---|
| (Wire + | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| 124 (LG) | Ground | Passenger door switch | Input | Passenger door switch | OFF (Door close) | (V) 15 10 5 0 10 ms JPMIA0011GB 11.8 V |
| | | | | | ON (Door open) | 0 V |
| 129 (O) | Ground | nd runk lid opener can- Input e | Trunk lid open- er cancel switch | CANCEL | (V) 15 10 5 0 JPMIA0012GB | |
| | | | | | ON | 1.1 V 0 V |
| | | | Input | Ignition switch ON | | (V) 15 |
| 30* ¹⁰ (L) | Ground | Rear window defog- ger switch | | | Rear window defogger switch OFF | 10 5 0 |
| | | | | | | JPMIA0012GB 1.1 V |
| | | | | | Rear window defogger switch ON | 0 V |
| 132 (Y)* ¹ (V)* ² | Ground | Power window switch and soft top control unit communication | Input/ Output | Ignition switch C | DN | (V) 15 10 5 0 10 ms |
| | | | | Ignition switch C | DEE or ACC | 10.2 V 12 V |
| | | | | iginuon switch C | ON (Tail lamps OFF) | 9.5 V |
| 400 | | Push-button ignition switch illumination | Output | | | NOTE: The pulse width of this wave is varied by the illumination brightening/dimming level. |
| 133 (G)* ³ (R)* ⁴ | Ground | | | Push-button ig- nition switch il- lumination | ON (Tail lamps ON) | (V) 15 10 5 0 |
| | | | | | OFF | 0 V |

< ECU DIAGNOSIS INFORMATION >

| | nal No. | Description | ı | | | Value |
|---|---------|--|------------------|---|---|--|
| + | color) | Signal name | Input/ Output | | Condition | (Approx.) |
| 134 (GR) | Ground | LOCK indicator lamp | Output | LOCK indicator lamp | OFF ON | Battery voltage 0 V |
| 137 (P)* ³ (O)* ⁴ | Ground | Receiver and sensor ground | Input | Ignition switch C | N | 0 V |
| 138 | Ground | Receiver and sensor | Output | Ignition switch | OFF | 0 V |
| (V) | Ground | power supply | Output | ignition switch | ACC or ON | 5.0 V |
| | | Remote keyless entry receiver and tire pressure receiver communication | | Ignition switch OFF (Remote key- less entry re- | During waiting | (V) 15 10 5 1 ms JMKIA0064GB |
| 139 (L) | Ground | | Input/ Output | ceiver communica- tion) | When operating either button on the Intelligent Key | (V) 15 10 5 0 1 ms JMKIA0065GB |
| | | | | Ignition switch ON (Tire pressure receiver com- munication) | Standby state | (V) 6 4 2 0 |
| | | | | | When receiving the signal from the transmitter | (V) 6 4 2 0 ••• 0.2s OCC3880D |
| | | Selector lever P/N | | Selector lever | P or N position | 12 V |
| | | position (A/T models) | | Selector lever | Except P and N positions | 0 V |
| 140* ¹¹ (G) | Ground | Park/neutral position switch (Coupe M/T | Input | Ignition switch | Control lever in neutral position | Battery voltage |
| | | models with Synchro- Rev Match mode) | | ON | Control lever in any position other than neutral | 0 V |

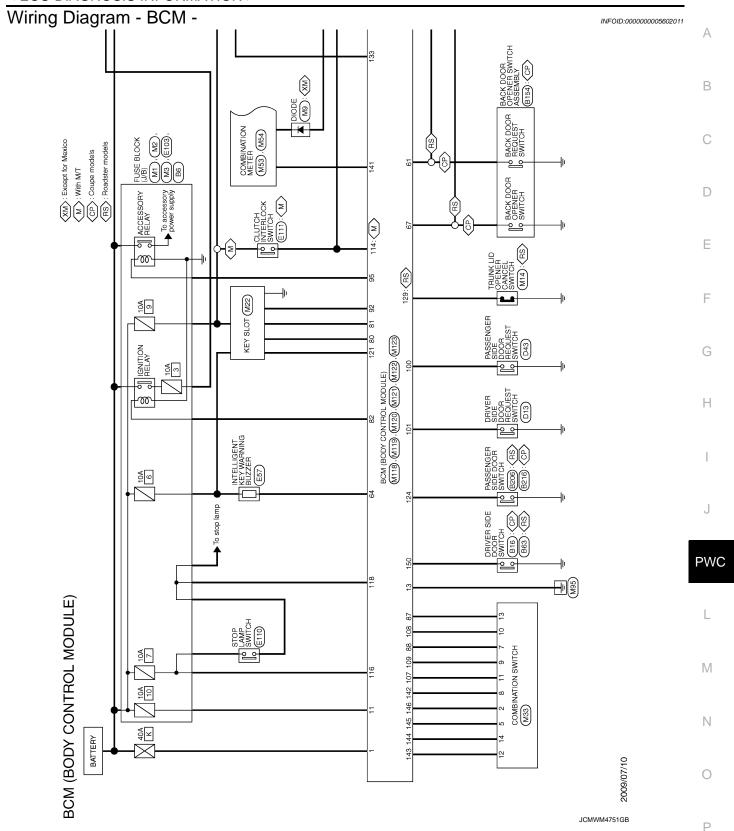
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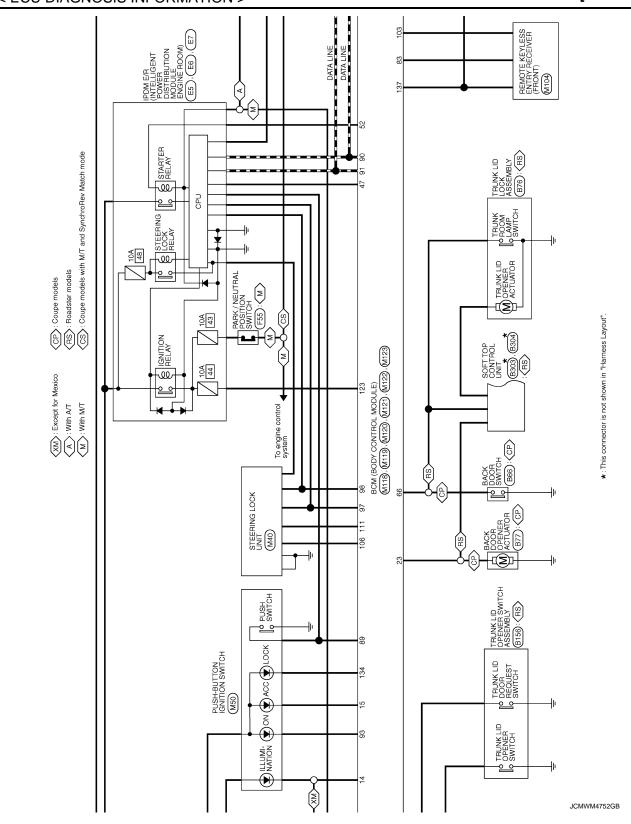
| | nal No. color) | Description | Т | | O Pro | Value |
|------------|-------------------|--------------------------------|------------------|--|--|---|
| + | - | Signal name | Input/ Output | | Condition | (Approx.) |
| | | | | | ON | 0 V |
| 141 (Y) | Ground | Security indicator lamp | Output | Security indicator lamp | Blinking | (V) 15 10 5 0 1 s JPMIA0014GB |
| | | | | - | OFF | 12 V |
| | | | | | All switches OFF | 0 V |
| | | | | | Lighting switch 1ST | |
| | | | | Combination | Lighting switch HI | (V) |
| 142 (O) | Ground | Combination switch OUTPUT 5 | Output | switch (Wiper intermittent dial 4) | Lighting switch 2ND Turn signal switch RH | 10 5 0 |
| | | | | | . s.m orginal ownord INT | JPMIA0031GB |
| | | | | | | 10.7 V |
| | | | | | All switches OFF (Wiper intermittent dial 4) | 0 V |
| | | | | | Front wiper switch HI | |
| | | | | | (Wiper intermittent dial 4) | (V) |
| 143 (P) | Ground | Combination switch OUTPUT 1 | Output | Combination switch | Any of the conditions below with all switches OFF • Wiper intermittent dial 1 • Wiper intermittent dial 2 • Wiper intermittent dial 3 • Wiper intermittent dial 6 • Wiper intermittent dial 7 | 15 10 5 0 2 ms JPMIA0032GB 10.7 V |
| | | | | | All switches OFF | 0 V |
| | | | | | (Wiper intermittent dial 4) | · |
| | | | | | Front washer switch ON (Wiper intermittent dial 4) | (V) |
| 144 (G) | Ground | Combination switch OUTPUT 2 | Output | Combination switch | Any of the conditions below with all switches OFF • Wiper intermittent dial 1 | 15 10 5 0 |
| | | | | | Wiper intermittent dial 5Wiper intermittent dial 6 | 2 ms JPMIA0033GB |
| | | | | | , | 10.7 V |
| | | | | | All switches OFF | 0 V |
| | | | | • | Front wiper switch INT | |
| | | | | Combination | Front wiper switch LO | (V) |
| 145 (L) | Ground | Combination switch OUTPUT 3 | Output | switch (Wiper intermit- tent dial 4) | Lighting switch AUTO | 10 5 0 |
| | | | | | Rear fog lamp switch ON | 2 ms JPMIA0034GB |
| | | | | | | 10.7 V |

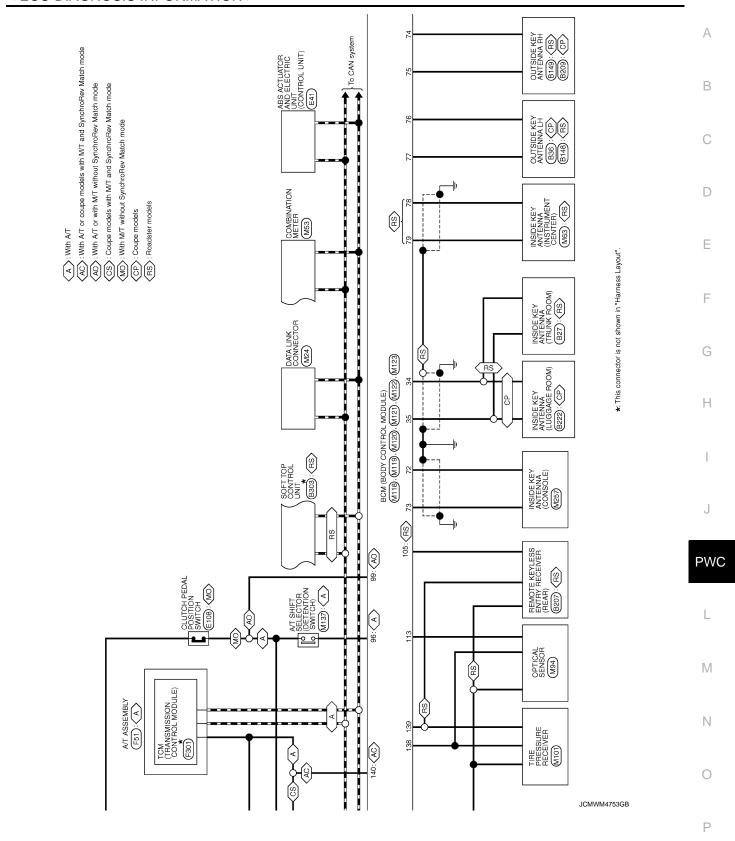
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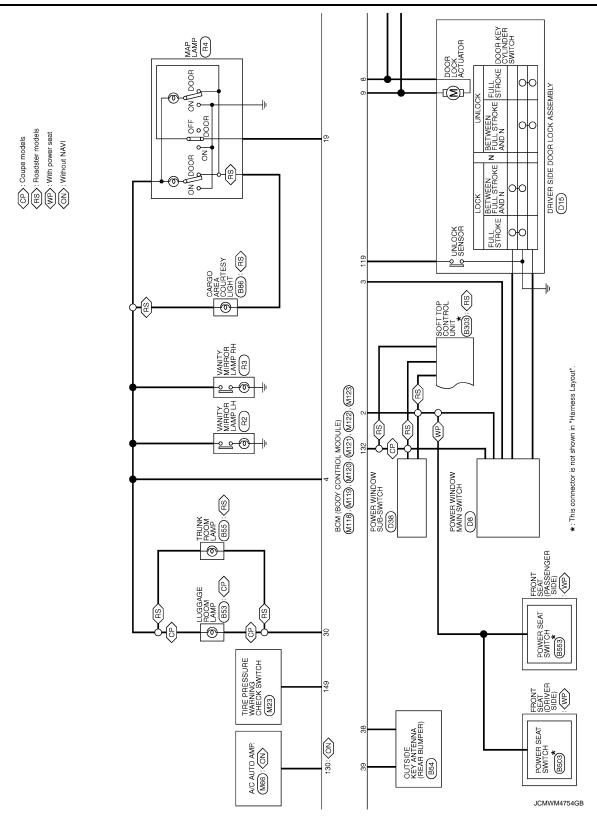
| | nal No. | Description | | | | Value |
|-------------|---------|------------------------------------|------------------|--|-----------------------|---|
| (Wire | color) | Signal name | Input/ Output | Condition | | (Approx.) |
| | | | | | All switches OFF | 0 V |
| | | | | | Lighting switch 2ND | |
| | | | | Combination | Lighting switch PASS | (V) |
| 146 (SB) | Ground | Combination switch OUTPUT 4 | Output | switch (Wiper intermit- tent dial 4) | Turn signal switch LH | 10 5 0 2 ms JPMIA0035GB |
| 149 (W) | Ground | Tire pressure warning check switch | Input | | _ | 12 V |
| 150 (GR) | Ground | Driver door switch | Input | Driver door switch | OFF (Door close) | (V) 15 10 5 0 10 ms JPMIA0011GB |
| | | | | | ON (Door open) | 0 V |
| 151 | Ground | Rear window defog- | Output | Rear window | Active | 0 V |
| (G) | Siound | ger relay control | Output | defogger | Not activated | Battery voltage |

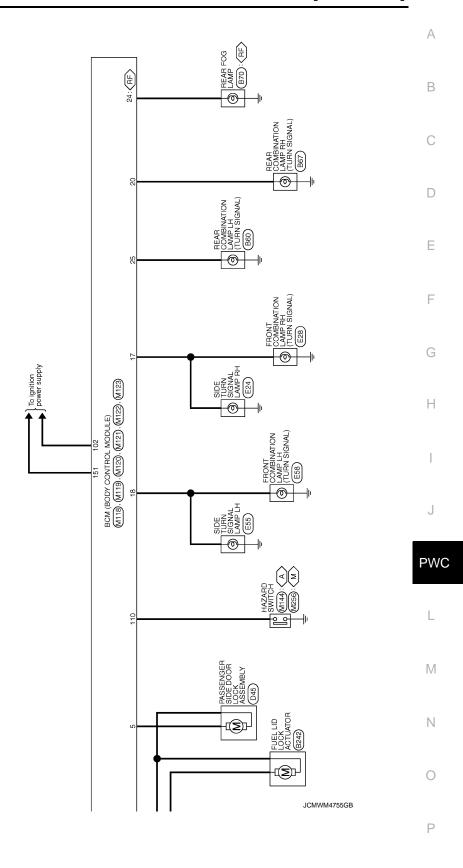
- *1: Coupe models
- *2: Roadster models
- *3: Except roadster M/T models
- *4: Roadster M/T models
- *5: A/T models
- *6: M/T models
- *7: Except M/T models with SynchroRev Match mode
- *8: Coupe M/T models
- *9: Except coupe models
- *10: Without NAVI
- *11: A/T models or coupe M/T models without SynchroRev Match mode











| BCM (BODY CONTROL MODULE) | | | | |
|--|--|--|----------|--|
| Connector No. M33 | Connector No. M119 | Connector No. M121 | 75 BR | PASSENGER DOOR ANT+ |
| Connector Name COMBINATION SWITCH | Connector Name BCM (BODY CONTROL MODULE) | Connector Name BCM (BODY CONTROL MODULE) | 76 > 77 | DRIVER DOOR ANT- |
| Connector Type TH16FW-NH | Connector Type NS16FW-CS | Connector Type TH40FGY-NH | t | ROOM ANT 1- [With A/T] |
| | | 1 | 78 Y | ROOM ANT 1- [With M/T] |
| 修 | E | E | 79 R | ROOM ANT 1+ [With A/T] |
| <u> </u> | S | S . | 79 BR | ROOM ANT 1+ [With M/T] |
| | 4 5 8 9 | | 80 GR | NATS ANT AMP. |
| 3 | 11 13 14 15 17 18 19 | 67 68 64 65 64 65 65 65 65 65 65 65 65 65 65 65 65 65 | 81 W | NATS ANT AMP. |
| 7 8 9 10 11 12 13 14 | 2 | | 82 R | IGN RELAY (F/B) CONT |
| | | | + | |
| ŀ | L | L | + | KYLS ENT RECEIVER (FRONT) COMM [Except for readstar models with M/T] |
| la | la | la l | 87 BR | COMBI SW INPUT 5 |
| re | e e | ot Wire | + | COMBI SW INPUT 3 |
| P FK WASHER (=) | T C CHIPTER SOUTH TO THE SUPPLY | 34 SB LUGGAGE ROUM ANI - [Roadster models with M/ I.] | 88 68 | WORL SW |
| | , > | 5 > | ╀ | H-Web |
| GND GND | 8 V ALL DOOR, FUEL LID LOCK OUTPUT | · œ | 92 | KEY SLOT ILL |
| _ | G | 80 | H | QNI NO |
| 8 0 OUTPUT 5 | 11 BR BAT (FUSE) | W | 95 0 | ACC RELAY CONT |
| 9 Y INPUT 2 | 13 B GND | 47 Y IGN RELAY (IPDM E/R) CONT [Roadster models with M/T] | A 96 | A/T SHIFT SELECTOR POWER SUPPLY |
| | R PUSH-BUTTON | V IGN RELAY (IPC | 97 L | S/L CONDITION 1 |
| LG | > | SB | \dashv | S/L CONDITION 2 |
| <u>a</u> | Μ | Μ | \dashv | SHIFT P [With A/T] |
| BR | 0 | Μ | 7 | CLUTCH PEDAL POS SW [Coupe models with M/T] |
| 14 G OUTPUT 2 | ۵ | > | 4 | CLUTCH PEDAL POS SW [Roadster models with M/T] |
| | 19 V ROOM LAMP TIMER CONTROL [Roadster models] | G HKEY W | + | PASSENGER DOOR REQUEST SW [Roadster models with M/T] |
| | | œ | + | PASSENGER DOOR REQUEST SW [Except for roadster models with M/T] |
| Connector No. M118 | ſ | œ | 101 SB | DRIVER DOOR REQUEST SW [Roadster models with M/T] |
| Connector Name BCM (BODY CONTROL MODULE) | Connector No. M120 | E GE | + | DRIVER DOOR REQUEST SW [Except for roadster models with M/T] |
| Т | Connector Name BCM (BODY CONTROL MODULE) | 67 GR TRUNK LID OPENER SW [Roadster models] | + | BLOWER FAN MOTOR RELAY CONT |
| Connector type MUSHB-LC | Connector Time NC19EM-CS | | 103 | KYLS ENT RECEIVER (FRONT) PWR SUPPLY |
| | 1 | Connector No M122 | + | SALINIT DOWER SLIDELY |
| | | Т | Ŧ | COMBI SW INDIT 1 |
| | | Connector Name BCM (BODY CONTROL MODULE) | ╀ | COMBI SW INDIT 4 |
| <u></u> | 113. Dal 123. Dal 123 | Connector Type TH40FB-NH | ł | COMBI SW INPUT 2 |
| 2 | 90 30 | | 110 | HAZARD SW [Roadster models with M/T] |
|] | 707 | E | 110 P | HAZARD SW [Except for roadster models with M/T] |
| | | H.S. | 111 Y | S/L UNIT COMM |
| leu | L | 70 100 1 | | |
| e. | Terminal Color Signal Name [Specification] | 111 110 109 108 108 108 109 109 109 109 109 109 109 109 109 109 | | |
| 2 W POWER WINDOW POWER SLIPPLY (BAT) | t | | | |
| : >- | L BACK DC | | | |
| | > | -la | | |
| | 0 | of Wire | | |
| | 9 J | œ . | | |
| | 30 R LUGGAGE ROOM LAMP OUTPUT | + | | |
| | | 73 D ROOM ANT 2+ [Except for condition models with M/7] | | |
| | | L SS | | |
| | | an a | | |

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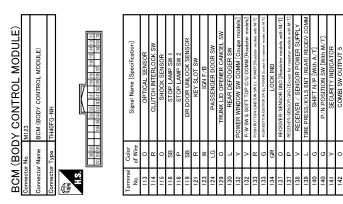
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Fail-safe

FAIL-SAFE CONTROL BY DTC

BCM performs fail-safe control when any DTC are detected.

| Display contents of CONSULT | Fail-safe | Cancellation | | |
|-----------------------------|-------------------------|--|--|--|
| B2013: ID DISCORD BCM-S/L | Inhibit engine cranking | Erase DTC | | |
| B2014: CHAIN OF S/L-BCM | Inhibit engine cranking | Erase DTC | | |
| B2190: NATS ANTENNA AMP | Inhibit engine cranking | Erase DTC | | |
| B2191: DIFFERENCE OF KEY | Inhibit engine cranking | Erase DTC | | |
| B2192: ID DISCORD BCM-ECM | Inhibit engine cranking | Erase DTC | | |
| B2193: CHAIN OF BCM-ECM | Inhibit engine cranking | Erase DTC | | |
| B2195: ANTI SCANNING | Inhibit engine cranking | Ignition switch ON → OFF | | |
| B2557: VEHICLE SPEED | Inhibit steering lock | When normal vehicle speed signals are received from ABS actuator and electric unit (control unit) for 500 ms | | |
| B2560: STARTER CONT RELAY | Inhibit engine cranking | 500 ms after the following CAN signal communication status becomes consistent Starter control relay signal Starter relay status signal | | |
| B2601: SHIFT POSITION | Inhibit steering lock | 500 ms after the following signal reception status becomes consistent Selector lever P position switch signal P range signal (CAN) | | |
| B2602: SHIFT POSITION | Inhibit steering lock | 5 seconds after the following BCM recognition conditions are fulfilled Ignition switch is in the ON position Selector lever P position switch signal: Except P position (battery voltage) Vehicle speed: 4 km/h (2.5 MPH) or more | | |
| B2603: SHIFT POSI STATUS | Inhibit steering lock | 500 ms after the following BCM recognition conditions are fulfilled Ignition switch is in the ON position Selector lever P position switch signal: Except P position (battery voltage) Selector lever P/N position signal: Except P and N positions (0 V) | | |
| B2604: PNP SW | Inhibit steering lock | 500 ms after any of the following BCM recognition conditions are fulfilled Status 1 Ignition switch is in the ON position Selector lever P/N position signal: P and N position (battery voltage) P range signal or N range signal (CAN): ON Status 2 Ignition switch is in the ON position Selector lever P/N position signal: Except P and N positions (0 V) P range signal and N range signal (CAN): OFF | | |
| B2605: PNP SW | Inhibit steering lock | 500 ms after any of the following BCM recognition conditions are fulfilled • Status 1 - Ignition switch is in the ON position - Selector lever P/N position signal: Except P and N positions (0 V) - Interlock/PNP switch signal (CAN): OFF • Status 2 - Ignition switch is in the ON position - Selector lever P/N position signal: P or N position (battery voltage) - PNP switch signal (CAN): ON | | |
| B2606: S/L RELAY | Inhibit engine cranking | 500 ms after the following CAN signal communication status becomes consistent Steering lock relay signal (Request signal) Steering lock relay signal (Condition signal) | | |

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| Display contents of CONSULT | Fail-safe | Cancellation | | |
|--|---|---|--|--|
| B2607: S/L RELAY | Inhibit engine cranking | 500 ms after the following CAN signal communication status has becomes consistent • Steering lock relay signal (Request signal) • Steering lock relay signal (Condition signal) | | |
| B2608: STARTER RELAY | Inhibit engine cranking | 500 ms after the following signal communication status becomes consistent Starter motor relay control signal Starter relay status signal (CAN) | | |
| B2609: S/L STATUS • Inhibit engine cranking • Inhibit steering lock | | When the following steering lock conditions agree BCM steering lock control status Steering lock condition No. 1 signal status Steering lock condition No. 2 signal status | | |
| B260A: IGNITION RELAY Inhibit engine cranking | | 500 ms after the following conditions are fulfilled IGN relay (IPDM E/R) control signal: OFF (Battery voltage) Ignition ON signal (CAN to IPDM E/R): OFF (Request signal) Ignition ON signal (CAN from IPDM E/R): OFF (Condition signal) | | |
| B260F: ENG STATE SIG LOST | Maintains the power supply position attained at the time of DTC detection | When any of the following conditions are fulfilled • Power position changes to ACC • Receives engine status signal (CAN) | | |
| B2612: S/L STATUS | Inhibit engine cranking Inhibit steering lock | When any of the following conditions are fulfilled Steering lock unit status signal (CAN) is received normally The BCM steering lock control status matches the steering lock status recognized by the steering lock unit status signal (CAN from IPDM E/R) | | |
| B2617: STARTER RELAY CIRC | Inhibit engine cranking | 1 second after the starter motor relay control inside BCM becomes normal | | |
| B2618: BCM | Inhibit engine cranking | 1 second after the ignition relay (IPDM E/R) control inside BCM becomes normal | | |
| B2619: BCM | Inhibit engine cranking | 1 second after the steering lock unit power supply output control inside BCM becomes normal | | |
| B261E: VEHICLE TYPE | Inhibit engine cranking | BCM initialization | | |
| B26E8: CLUTCH SW Inhibit engine cranking | | When any of the following BCM recognition conditions are fulfilled • Status 1 - Clutch switch signal (CAN from ECM): ON - Clutch interlock switch signal: OFF (0 V) • Status 2 - Clutch switch signal (CAN from ECM): OFF - Clutch interlock switch signal: ON (Battery voltage) | | |
| B26E9: S/L STATUS | Inhibit engine cranking Inhibit steering lock | When BCM transmits the LOCK request signal to steering lock unit, and receives LOCK response signal from steering lock unit, the following conditions are fulfilled • Steering condition No. 1 signal: LOCK (0 V) • Steering condition No. 2 signal: LOCK (Battery voltage) | | |

HIGH FLASHER OPERATION

BCM detects the turn signal lamp circuit status by the current value.

BCM increases the turn signal lamp blinking speed if the bulb or harness open is detected with the turn signal lamp operating.

NOTE:

The blinking speed is normal while activating the hazard warning lamp.

FAIL-SAFE CONTROL BY RAIN SENSOR MALFUNCTION

- BCM judges the rain sensor serial link error by the rain sensor serial link condition and detects the rain sensor malfunction by rain sensor malfunction signal.
- When BCM detects the rain sensor serial link error or the rain sensor malfunction while front wiper AUTO operation, BCM operates a fail-safe control.

NOTE:

If rain sensor malfunction is detected when ignition switch is turned OFF ⇒ ON and front wiper switch is INT position, BCM operates a fail-safe control.

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DTC Inspection Priority Chart

INFOID:0000000005602013

If some DTCs are displayed at the same time, perform inspections one by one based on the following priority chart.

| 1 B2562: LOW VOLTAGE 2 | Priority | DTC |
|--|----------|--|
| **DITTON OF THE PROPERTY OF TH | 1 | B2562: LOW VOLTAGE |
| | 2 | |
| B2014: CHAIN OF S/L-BCM B2555: IGNITION RELAY B2555: STOP LAMP B2556: PUSH-BTN IGN SW B2557: VEHICLE SPEED B2560: STARTER CONT RELAY B2601: SHIFT POSITION B2602: SHIFT POSITION B2603: SHIFT POSI STATUS B2604: PNP SW B2605: PNP SW B2606: S/L RELAY B2607: S/L RELAY B2608: STARTER RELAY B2609: S/L STATUS B2609: S/L STATUS B2609: S/L STATUS B2609: S/E STARTER RELAY B2600: STEERING LOCK UNIT B2600: STEERING LOCK UNIT B2600: STEERING LOCK UNIT B2601: SNEERING LOCK UNIT B2601: SNEERING LOCK UNIT B2601: SIL STATUS B2611: SCL STATUS B2615: BLOWER RELAY CIRC B2616: IGN RELAY CIRC B2616: IGN RELAY CIRC B2617: STARTER RELAY CIRC B2618: BCM B2618: BCM B2611: PUSH-BTN IGN SW | 3 | B2191: DIFFERENCE OF KEY B2192: ID DISCORD BCM-ECM B2193: CHAIN OF BCM-ECM |
| B26E8: CLUTCH SW B26E9: S/L STATUS B26EA: KEY REGISTRATION C1729: VHCL SPEED SIG ERR U0415: VEHICLE SPEED SIG | 4 | B2013: ID DISCORD BCM-S/L B2014: CHAIN OF S/L-BCM B2553: IGNITION RELAY B2555: STOP LAMP B2556: PUSH-BTN IGN SW B2557: VEHICLE SPEED B2560: STARTER CONT RELAY B2601: SHIFT POSITION B2602: SHIFT POSITION B2603: SHIFT POSITION B2604: PNP SW B2605: PNP SW B2606: S/L RELAY B2606: S/L RELAY B2609: STARTER RELAY B2609: S/L STATUS B2609: S/L STATUS B2600: STEERING LOCK UNIT B2601: STEERING LOCK UNIT B2602: S/L STATUS B2614: ACC RELAY CIRC B2615: BLOWER RELAY CIRC B2616: IGN RELAY CIRC B2616: IGN RELAY CIRC B2617: STARTER RELAY CIRC B2618: BCM B2619: BCM B2611: VEHICLE TYPE B2628: CLUTCH SW B2629: S/L STATUS B2626: KEY REGISTRATION C1729: VHCL SPEED SIG ERR |

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| Priority | DTC |
|----------|---|
| 5 | C1704: LOW PRESSURE FL C1705: LOW PRESSURE FR C1706: LOW PRESSURE RR C1707: LOW PRESSURE RL C1708: [NO DATA] FL C1709: [NO DATA] FR C1710: [NO DATA] RR C1711: [NO DATA] RL C1716: [PRESSDATA ERR] FL C1717: [PRESSDATA ERR] FR C1718: [PRESSDATA ERR] RR C1719: [PRESSDATA ERR] RR C1734: CONTROL UNIT |
| 6 | B2621: INSIDE ANTENNA B2622: INSIDE ANTENNA B2623: INSIDE ANTENNA |

DTC Index

NOTE:

The details of time display are as follows.

- CRNT: A malfunction is detected now.
- PAST: A malfunction was detected in the past.

IGN counter is displayed on Freeze Frame Data. For details of Freeze Frame Data, refer to <u>BCS-19. "COM-MON ITEM : CONSULT-III Function (BCM - COMMON ITEM)"</u>.

| CONSULT display | Fail-safe | Freeze Frame Data •Vehicle Speed •Odo/Trip Meter •Vehicle condition | Intelligent Key warning lamp ON | Tire pressure monitor warn- ing lamp ON | Reference page | |
|--|-----------|--|---------------------------------------|---|----------------|----------|
| No DTC is detected. further testing may be required. | _ | _ | _ | _ | _ | |
| U1000: CAN COMM CIRCUIT | _ | _ | _ | _ | BCS-42 | _ _ P |
| U1010: CONTROL UNIT (CAN) | _ | _ | _ | _ | BCS-43 | |
| U0415: VEHICLE SPEED SIG | _ | _ | _ | _ | BCS-44 | _ |
| B2013: ID DISCORD BCM-S/L | × | × | _ | _ | SEC-51 | _ |
| B2014: CHAIN OF S/L-BCM | × | × | _ | _ | SEC-52 | _ |
| B2190: NATS ANTENNA AMP | × | _ | | _ | <u>SEC-43</u> | _ |
| B2191: DIFFERENCE OF KEY | × | _ | _ | _ | <u>SEC-46</u> | _ |
| B2192: ID DISCORD BCM-ECM | × | _ | | _ | SEC-47 | |
| B2193: CHAIN OF BCM-ECM | × | _ | | _ | SEC-49 | |
| B2195: ANTI SCANNING | × | _ | _ | _ | SEC-50 | |
| B2553: IGNITION RELAY | _ | × | _ | _ | PCS-48 | |
| B2555: STOP LAMP | _ | × | _ | _ | <u>SEC-55</u> | _ |
| B2556: PUSH-BTN IGN SW | _ | × | × | _ | <u>SEC-57</u> | _ |
| B2557: VEHICLE SPEED | × | × | × | _ | <u>SEC-59</u> | _ |
| B2560: STARTER CONT RELAY | × | × | × | _ | SEC-60 | _ |
| B2562: LOW VOLTAGE | _ | × | _ | _ | BCS-45 | |
| B2601: SHIFT POSITION | × | × | × | _ | <u>SEC-61</u> | |
| B2602: SHIFT POSITION | × | × | × | _ | <u>SEC-64</u> | _ |
| B2603: SHIFT POSI STATUS | × | × | × | _ | <u>SEC-67</u> | _ |
| B2604: PNP SW | × | × | × | _ | <u>SEC-70</u> | _ |

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| CONSULT display | Fail-safe | Freeze Frame Data •Vehicle Speed •Odo/Trip Meter •Vehicle condition | Intelligent Key warning lamp ON | Tire pressure monitor warn- ing lamp ON | Reference page |
|---------------------------|-----------|--|---------------------------------------|---|---|
| B2605: PNP SW | × | × | × | _ | <u>SEC-72</u> |
| B2606: S/L RELAY | × | × | × | _ | SEC-74 |
| B2607: S/L RELAY | × | × | × | _ | <u>SEC-75</u> |
| B2608: STARTER RELAY | × | × | × | _ | SEC-77 |
| B2609: S/L STATUS | × | × | × | _ | SEC-79 |
| B260A: IGNITION RELAY | × | × | × | _ | PCS-50 |
| B260B: STEERING LOCK UNIT | _ | × | × | _ | SEC-83 |
| B260C: STEERING LOCK UNIT | _ | × | × | _ | SEC-84 |
| B260D: STEERING LOCK UNIT | _ | × | × | _ | <u>SEC-85</u> |
| B260F: ENG STATE SIG LOST | × | × | × | _ | <u>SEC-86</u> |
| B2612: S/L STATUS | × | × | × | _ | SEC-91 |
| B2614: ACC RELAY CIRC | _ | × | × | _ | PCS-52 |
| B2615: BLOWER RELAY CIRC | _ | × | × | _ | PCS-55 |
| B2616: IGN RELAY CIRC | _ | × | × | _ | PCS-58 |
| B2617: STARTER RELAY CIRC | × | × | × | _ | <u>SEC-95</u> |
| B2618: BCM | × | × | × | _ | PCS-61 |
| B2619: BCM | × | × | × | _ | <u>SEC-97</u> |
| B261A: PUSH-BTN IGN SW | _ | × | × | _ | PCS-62 |
| B261E: VEHICLE TYPE | × | × | × (Turn ON for 15 seconds) | _ | <u>SEC-98</u> |
| B2621: INSIDE ANTENNA | _ | × | _ | _ | DLK-279 |
| B2622: INSIDE ANTENNA | _ | × | _ | _ | • <u>DLK-84</u> (Coupe) • <u>DLK-281</u> (Road- ster) |
| B2623: INSIDE ANTENNA | _ | × | _ | _ | • <u>DLK-86</u> (Coupe) • <u>DLK-283</u> (Road- ster) |
| B26E8: CLUTCH SW | × | × | × | _ | SEC-87 |
| B26E9: S/L STATUS | × | × | × (Turn ON for 15 seconds) | _ | SEC-89 |
| B26EA: KEY REGISTRATION | _ | × | × (Turn ON for 15 seconds) | _ | SEC-90 |
| C1704: LOW PRESSURE FL | _ | _ | _ | × | |
| C1705: LOW PRESSURE FR | _ | _ | _ | × | \\/T_26 |
| C1706: LOW PRESSURE RR | _ | _ | _ | × | <u>WT-26</u> |
| C1707: LOW PRESSURE RL | _ | _ | _ | × | |
| C1708: [NO DATA] FL | _ | _ | _ | × | |
| C1709: [NO DATA] FR | _ | _ | _ | × | MT 20 |
| C1710: [NO DATA] RR | _ | _ | _ | × | <u>WT-28</u> |
| C1711: [NO DATA] RL | _ | _ | _ | × | |
| C1716: [PRESSDATA ERR] FL | _ | _ | _ | × | |
| C1717: [PRESSDATA ERR] FR | _ | _ | _ | × | VAIT O4 |
| C1718: [PRESSDATA ERR] RR | _ | _ | _ | × | <u>WT-31</u> |
| C1719: [PRESSDATA ERR] RL | _ | _ | _ | × | |

< ECU DIAGNOSIS INFORMATION >

[ROADSTER]

| CONSULT display | Fail-safe | Freeze Frame Data •Vehicle Speed •Odo/Trip Meter •Vehicle condition | Intelligent Key warning lamp ON | Tire pressure monitor warn- ing lamp ON | Reference page |
|---------------------------|-----------|--|---------------------------------------|---|----------------|
| C1729: VHCL SPEED SIG ERR | _ | _ | _ | × | <u>WT-33</u> |
| C1734: CONTROL UNIT | _ | _ | _ | × | <u>WT-35</u> |

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Reference Value

VALUES ON THE DIAGNOSIS TOOL

CONSULT-III MONITOR ITEM

| Monitor Item | | Condition | Status/Value |
|---------------------|--|---|--------------|
| | | Lock position | ON |
| ROOF LATCHED RH | State of roof lock is in roof | Other than above | OFF |
| | latch RH | Roof striker sensor RH circuit is open or short | NG |
| | | Lock position | ON |
| ROOF LATCHED LH | State of roof lock is in roof | Other than above | OFF |
| NOON EMONES EN | latch LH | Roof striker sensor LH circuit is open or short | NG |
| | | Lock | ON |
| F/CENTER LOCK | State of roof latch cylinder | Other than above | OFF |
| T/OLIVIER EOOR | State of roof later symmetr | Roof latch lock sensor circuit is open or short | NG |
| | | Soft top is close | ON |
| R/RAIL RAISED LH | State of roof drive cylinder | Other than above | OFF |
| TOTO WE TO WOLD EIT | LH | Roof status sensor LH circuit is open or short | NG |
| | | Soft top is close | ON |
| R/RAIL RAISED RH | State of roof drive cylinder | Other than above | OFF |
| | RH | Roof status sensor RH circuit is open or short | NG |
| R/RAIL LOWERED | | Soft top is open | ON |
| | State of roof drive cylinder | Other than above | OFF |
| | LH | Roof status sensor LH circuit is open or short | NG |
| | | 5th bow is close | ON |
| 5TH BOW LOWERED | State of 5th bow drive cylin- | Other than above | OFF |
| | der LH | 5th bow status sensor LH circuit is open or short | NG |
| | | 5th bow is open | ON |
| 5TH BOW RAISED | State of 5th bow drive cylin- Other than above | | OFF |
| | der RH | 5th bow status sensor RH circuit is open or short | NG |
| | | Storage lid is open | ON |
| S/LID OPEN LH | State of storage lid drive cyl- | Other than above | OFF |
| | inder LH | Storage lid status sensor LH circuit is open or short | NG |
| | | Storage lid is open | ON |
| S/LID OPEN RH | State of storage lid drive cyl- | Other than above | OFF |
| 55 | inder RH | Storage lid status sensor RH circuit is open or short | NG |

< ECU DIAGNOSIS INFORMATION >

[ROADSTER]

| Monitor Item | | Condition | Status/Value |
|------------------|-----------------------------------|---|--------------|
| | | Storage lid is close | ON |
| S/LID CLOSE RH | State of storage lid drive cyl- | Other than above | OFF |
| 0.2.2 0.2002 | inder RH | Storage lid status sensor RH circuit is open or short | NG |
| | | Unlock | ON |
| 5TH BOW LATCH OP | State of 5th bow latch cylin- | Other than above | OFF |
| | der | 5th bow latch open sensor circuit is open or short | NG |
| | | Operate | ON |
| SWITCH VALVE 1 | Operation of switching valve 1 | Stop | OFF |
| | valvo | Switching valve 1 circuit is short | NG |
| | | Operate | ON |
| SWITCH VALVE 2 | Operation of switching valve 2 | Stop | OFF |
| | valvo 2 | Switching valve 2 circuit is short | NG |
| | | Operate | ON |
| SWITCH VALVE 3 | Operation of switching valve 3 | Stop | OFF |
| | valve o | Switching valve 3 circuit is short | NG |
| | | Operate | ON |
| SWITCH VALVE 4 | Operation of switching valve 4 | Stop | OFF |
| | valve 4 | Switching valve 4 circuit is short | NG |
| | | Operate | ON |
| SWITCH VALVE 5 | Operation of switching valve 5 | Stop | OFF |
| | valve 5 | Switching valve 5 circuit is short | NG |
| | | Turning clockwise | ON |
| PUMP OUT (RH) | Operation of hydraulic | Other than above | OFF |
| | pump motor | Hydraulic pump motor (RH) circuit is short | NG |
| | | Turning counterclockwise | ON |
| PUMP OUT (LH) | Operation of hydraulic pump motor | Other than above | OFF |
| | pump motor | Hydraulic pump motor (LH) circuit is short | NG |
| | | Lock | ON |
| 5TH BOW LATCH CL | State of 5th bow latch cylin- | Other than above | OFF |
| STH BOW LATCH CL | der | 5th bow latch close sensor circuit is open or short | NG |
| DOOF CW (ODEN) | State of roof open/close | OPEN operation is in operation | ON |
| ROOF SW (OPEN) | switch | Other than above | OFF |
| DOOE ON (OLOGE) | State of roof open/close | CLOSE operation is in operation | ON |
| ROOF SW (CLOSE) | switch | Other than above | OFF |
| CHIET D. CIONAL | Chiff position | R position | ON |
| SHIFT R SIGNAL | Shift position | Other than R position | OFF |
| TOUNK OPEN OUT | Operation of trunk lid open- | OPEN operation is in operation | ON |
| TRUNK OPEN OUT | er actuator | Other than above | OFF |
| THE DOCTED BUILD | Thermo protection hydraulic | In non-operation | OK |
| THER PROTEC PUMP | pump | In operation | NG |
| THE DOOTES SOLL | Thermo protection soft top | In non-operation | ОК |
| THER PROTEC RCU | control unit | In operation | NG |

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< ECU DIAGNOSIS INFORMATION >

| Monitor Item | | Condition | Status/Value |
|---|--------------------------------|---|--------------|
| PWR COND RCU | Power supply voltage state | Normal | OK |
| PWR COND RCU | of soft top control unit | Malfunction | NG |
| PWR COND P/W | Power supply voltage state | Normal | OK |
| FVVK COIND F/VV | of power window | Malfunction | NG |
| | | Normal | OK |
| LOCAL COMM 1 | State of local communication 1 | It is in sleep mode | SLEEP |
| | | Communication error | NG |
| LOCAL COMM 2 | 3 | Normal | ОК |
| | State of local communication 2 | It is in sleep mode | SLEEP |
| | | Communication error | NG |
| REAR DEF OUT | Operation of rear window | Roof position is full close | ОК |
| REAR DEF OUT | defogger | Other than above | NG |
| 5BOW STRIK LATCH | | 5th bow striker is in 5th bow latch | ON |
| | State of 5th bow latch | Other than above | OFF |
| | | 5th bow striker sensor circuit is open or short | NG |
| DAM OD DEO SWISIC | State of request switch sig- | OPEN operation is in operation | ON |
| P/W OP REQ SW SIG | nal | Stop | OFF |
| DDOHIRIT D/W LID | Prohibit of nower window up | In operation | ON |
| PROHIBIT P/W UP Prohibit of power window up | | In non-operation | OFF |
| IGN ON SIG(BCM) | Power position signal | Ignition switch ON | ON |
| IOIA OIA OIG(DOIVI) | 1 Ower position signal | Other than above | OFF |
| RF OP REQ SW SIG | State of request switch sig- | OPEN operation is in operation | ON |
| INT OF REQ 3W 3IG | nal | Stop | OFF |

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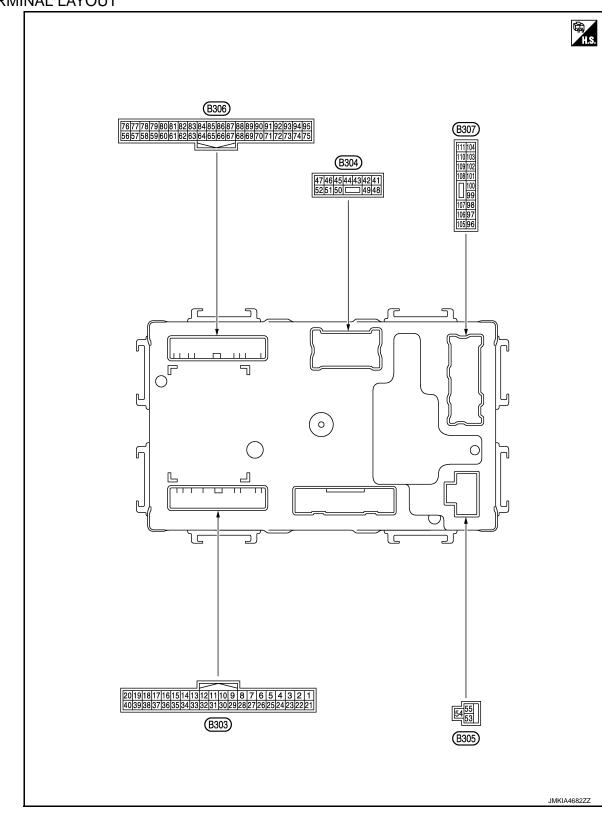
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TERMINAL LAYOUT



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| | nal No. color) | Description | | Condition | | Value |
|------------|-------------------|--|------------------|--|--------------------|--|
| + | _ | Signal name | Input/ Output | Condition | | (Approx.) |
| 1 (BR) | Ground | Sensor power supply (Roof striker sensor LH) | Output | [Engine is running] | | 12 V |
| 3 (DG) | Ground | Roof striker sensor RH | Input | [Engine is running] • Roof lock assembly | | |
| 4 (W) | Ground | Roof striker sensor LH | Input | [Engine is running] • Roof lock assembly | Hooked Released | 0.8 V 3.0 V |
| 8 (Y) | Ground | Back up lamp signal | Input | [Ignition switch: ON] | | Battery voltage 0 V |
| 9 (SB) | Ground | Power source (Power window) | Input | [Ignition switch: OFF] | | Battery voltage |
| 10 | | Trunk lid open re- | | [Ignition switch: ON] | Operate | $0 \text{ V} \rightarrow \text{Battery voltage} \rightarrow 0 \text{ V}$ |
| (O) | Ground | quest signal (BCM) | Input | Trunk opener | Other than above | 0 V |
| 11 | Ground | Roof status signal | Output | [Engine is running] | Illuminate | 0 V |
| (O) | Ground | (Indicator lamp) | Output | Soft top indicator lamp Not illuminate | | Battery voltage |
| 12 | | Roof status signal | | [Engine is running] • Soft top system Fully open Other than above | | 9.5 V |
| (SB) | Ground | (Audio) | Output | | | 0 V |
| 14 | Ground | Roof open/close switch | Innut | [Engine is running] | | 0 V |
| (L) | Giouna | (Close) | Input | Close switch Released | | Battery voltage |
| 15 (LG) | Ground | Roof open/close switch (Open) | Input | [Engine is running] • Open switch Pressed Released | | 0 V Battery voltage |
| | | | | | Open | 0 V |
| 16 (V) | Ground | Trunk room lamp switch | Input | [Ignition switch: ON] • Trunk lid | Other than above | Battery voltage |
| 17 (BG) | Ground | CAN-H | Input/ Output | _ | | _ |
| 18 (P) | Ground | CAN-L | Input/ Output | _ | | _ |
| 19 (LG) | Ground | Local communication (Power window) | Input/ Output | _ | | (V) 15 10 5 0 ++10ms JMKIA4024GB |
| 20 (V) | Ground | Local communication (BCM) | Input/ Output | _ | | (V) 15 10 5 0 ++10ms JMKIA4024GB |

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) Description | | | Condition | | Value | |
|--|--------|--|------------------|--|-----------------------|--|
| + | _ | Signal name | Input/ Output | Condition | | (Approx.) |
| 21 (BR) | Ground | Sensor power supply (Roof striker sensor RH) | Output | [Engine is running] | | 12 V |
| 29 (DG) | Ground | Ground | _ | _ | | _ |
| 35 (P) | Ground | Ground (Roof open/close switch) | _ | _ | | _ |
| 41 (DG) | Ground | Trunk lid opener actuator | Output | Trunk lid opener | Operate Stop | $0 \text{ V} \rightarrow \text{Battery voltage} \rightarrow 0 \text{ V}$ 0 V |
| 48 (R) | Ground | Power source (Rear window defog- ger) | Input | [Engine is running] • Rear window defogger | Active Not active | Battery voltage 0 V |
| 49 (R) | Ground | Power source (Rear window defog- | Input | [Engine is running] • Rear window defogger | Active Not active | Battery voltage 0 V |
| 53 (R) | Ground | ger) Power source (Roof) | Input | [Engine is running] | 1111 | |
| 54 (B) | Ground | Ground (Roof) | _ | _ | | _ |
| 56 (W) | Ground | 5th bow latch close sensor | Input | [Engine is running] • 5th bow latch | Lock Other than above | 0.8 V 3.0 V |
| 57 | | 5th bow latch open | | [Engine is running] | Unlock | 0.8 V |
| (G) | Ground | sensor | Input | • 5th bow latch | Other than above | 3.0 V |
| 58 | 0 | Storage lid status | | [Engine is running] | Full open | 0.8 V |
| (LG) | Ground | sensor RH (Open) | Input | Storage lid | Other than above | 3.0 V |
| 59 | | Storage lid status | | [Engine is running] | Full close | 0.8 V |
| (W) | Ground | sensor RH (Close) | Input | Storage lid | Other than above | 3.0 V |
| 60 | | Storage lid status | | [Engine is running] | Full open | 0.8 V |
| (DG) | Ground | sensor LH (Open) | Input | Storage lid | Other than above | 3.0 V |
| 61 | | Roof status sensor | | [Engine is running] | Raised | 0.8 V |
| (Y) | Ground | RH (Close) | Input | Soft top | Other than above | 3.0 V |
| 66 | | Roof status sensor | | [Engine is rupping] | Lowered | 0.8 V |
| 66 (L) | Ground | LH (Open) | Input | [Engine is running]Soft top | Other than above | 3.0 V |
| 68 | | 5th bow status sen- | | [Engine is running] | Raised | 0.8 V |
| (P) | Ground | sor RH | Input | • 5th bow | Other than above | 3.0 V |
| 69 | | Roof status sensor | | [Engine is running] | Raised | 0.8 V |
| (V) | Ground | LH (Close) | Input | Soft top | Other than above | 3.0 V |

| Terminal No. (Wire color) | | Description | | O and History | | Value | |
|------------------------------|---------|---|------------------|---|--------------------|---|--|
| + | _ | Signal name | Input/ Output | Condition | | (Approx.) | |
| | | | | | Lowered | 0.8 V | |
| 70 (O) | Ground | 5th bow status sen- sor LH | Input | [Engine is running] • 5th bow Other than above | | 3.0 V | |
| 74 | | Doof letable and | | [Facinalis amains] | Lock | 0.8 V | |
| 71 (SB) | Ground | Roof latch lock sen- sor | Input | [Engine is running] • Roof lock assembly Other than above | | 3.0 V | |
| 72 (W/R) | Ground | Hydraulic pump tem- perature sensor | Input | [Engine is running] | | 0 - 4.8 V Output voltage varies with hydraulic pump temperature. | |
| 73 | 0 | Hydraulic pump relay | 1 | [Engine is running] | Active | 12 V | |
| (R) | Ground | 2 ON signal | Input | Hydraulic pump motor (Right rotation) | Inactive | 0 V | |
| 74 | | Hydraulic pump relay | | [Engine is running] | Active | 12 V | |
| (R/B) | Ground | 1 ON signal | Input | Hydraulic pump motor (Left rotation) | Inactive | 0 V | |
| 75 (BR) | Ground | Sensor power supply (Roof status sensor LH//5th bow latch open sensor/5th bow latch close sensor/ 5th bow striker sen- sor) | Output | [Engine is running] | | 12 V | |
| 76 (L) | Ground | 5th bow striker sen- sor | Input | [Engine is running] • 5th bow striker | Hooked | 0.8 V | |
| 92 (BG) | Ground | Sensor ground (Hydraulic pump temperature sensor) | _ | Sth bow striker Released | | 3.0 V | |
| 93 (BR) | Ground | Sensor power supply (Roof status sensor RH/Storage lid status sensor RH) | Output | [Engine is running] | | 12 V | |
| 94 (BR) | Ground | Sensor power supply (Roof latch lock sen- sor/5th bow status sensor LH) | Output | [Engine is running] | | 12 V | |
| 95 (BR) | Ground | Sensor power supply (Storage lid status sensor/5th bow sta- tus sensor RH) | Output | [Engine is running] | | 12 V | |
| 96 | Ground | Switching valve 4 | Output | [Engine is running] | Active | 12 V | |
| (W) | 2.34114 | | Julput | Switching valve 4 | Inactive | 0 V | |
| 97 | Ground | Switching valve 3 | Output | [Engine is running] | Active | 12 V | |
| (LG) | | | • | Switching valve 3 | Inactive | 0 V | |
| 98 (L) | Ground | Switching valve 2 | Output | [Engine is running]Switching valve 2 | Active | 12 V | |
| (L) | | | | | Inactive | 0 V | |
| 99 (O) | Ground | Switching valve 1 | Output | [Engine is running]Switching valve 1 | Active | 12 V | |
| (0) | | | | [Engine is running] | Inactive Active | 0 V | |
| 100 | Ground | Hydraulic pump relay | Output | Hydraulic pump motor | ACTIVE | 1 | |

< ECU DIAGNOSIS INFORMATION >

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| | nal No. color) | Description | | Condition | | Value | |
|------------|-------------------|--|--|--|------------|-----------------|--|
| + | _ | Signal name | Input/ Output | Condition | | (Approx.) | |
| 101 | Crawad | Hydraulic pump relay | Outnut | [Engine is running] | Active | 12 V | |
| (SB) | Ground | 1 | Output | Hydraulic pump motor (Left rotation) | Inactive | 0 V | |
| 102 | Ground | Switching valve 5 | Output | [Engine is running] | Active | 12 V | |
| (P) | Giodila | Switching valve 5 | Output | Switching valve 5 | Inactive | 0 V | |
| 103 (B) | Ground | Hydraulic unit ground | _ | _ | | _ | |
| | | | | [Engine is running] Active | Active | Battery voltage | |
| 104 (R) | Ground | Rear window defog- ger power supply | Output | Rear window defogger NOTE: Roof is fully closed. | Not active | 0 V | |
| | Ground | Rear window defog- ger power supply Output | | [Engine is running] | Active | Battery voltage | |
| 111 (R) | | | Rear window defogger NOTE: Roof is fully closed. | Not active | 0 V | | |

Fail-safe

FAIL-SAFE CONTROL BY DTC

Soft top control unit performs fail-safe control when any of the following DTCs is detected.

| | Display contents of CONSULT-III | Fail-safe | Cancellation |
|-------|---------------------------------|---|---|
| U1000 | CAN COMM CIRCUIT | Inhibit soft top operation. | Communication is normal. |
| U1010 | CONTROL UNIT (CAN) | Inhibit soft top operation. | Communication is normal. |
| U0140 | LOCAL COMM-1 | Inhibit soft top operation. | Communication is normal. |
| U0215 | LOCAL COMM-2 | Inhibit soft top operation. | Communication is normal. |
| B1701 | ROOF CONTROL UNIT | Inhibit soft top operation. | Replace soft top control unit. |
| B1702 | ROOF CONTROL UNIT | Inhibit soft top operation. | Replace soft top control unit. |
| B1709 | ROOF SWITCH(OPEN) | Inhibit soft top operation. | Detects roof open/close switch (OPEN) is OFF. |
| B170A | ROOF SWITCH(CLOSE) | Inhibit soft top operation. | Detects roof open/close switch (CLOSE) is OFF. |
| B170F | SENSOR POWER SUPPLY | Inhibit soft top operation. | Detects normal value. |
| B171A | HYDRAULIC PMP(LH) | Inhibit soft top operation. | Detects normal value. |
| B171B | HYDRAULIC PMP(RH) | Inhibit soft top operation. | Detects normal value. |
| B171C | SWITCHING VALVE 1 | Inhibit soft top operation. | Detects normal value. |
| B171D | SWITCHING VALVE 2 | Inhibit soft top operation. | Detects normal value. |
| B172C | ROOF STATE SIG(TRUNK)* | Inhibit soft top operation. | Detects normal value. |
| B1731 | HYDRAULIC STATE 1 | Inhibit soft top operation. | Turn ignition switch OFF. |
| B1758 | THERMO PROTECTION | Inhibit soft top operation. | Turn ignition switch OFF and wait at least 5 minutes. |
| B175C | PWR SOURCE(ROOF) | Inhibit soft top operation. | Power source is 11.4 (V) or more for 0.5 second. |
| B175D | PWR SOURCE(ROOF) | Inhibit soft top operation. | Power source is14.5 (V) or more for 4 seconds. |
| B175E | PWR SOURCE(WINDOW) | Inhibit soft top operation and rear power window operation. | Power source (power window) is 9.5 (V) or more. |
| B175F | PWR SOURCE(WINDOW) | Inhibit soft top operation and rear power window operation. | Power source (power window) is 15.5 (V) or more. |
| B1766 | SWITCHING VALVE 3 | Inhibit soft top operation. | Detects normal value. |
| B1767 | SWITCHING VALVE 4 | Inhibit soft top operation. | Detects normal value. |

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| | Display contents of CONSULT-III | Fail-safe | Cancellation |
|-------|---------------------------------|---|---|
| B1768 | SWITCHING VALVE 5 | Inhibit soft top operation. | Detects normal value. |
| B176A | THERMO PROTECTION | Inhibit soft top operation. | Turn ignition switch OFF and wait at least 5 minutes. |
| B176B | ROOF WARNING LAMP | Inhibit soft top operation. | Detects normal value. |
| B176C | STRIKER SENSOR RH | Inhibit soft top operation. | Detects normal value. |
| B176D | STRIKER SENSOR LH | Inhibit soft top operation. | Detects normal value. |
| B176E | ROOF LATCH LOCK SEN- SOR | Inhibit soft top operation. | Detects normal value. |
| B176F | ROOF STATUS SEN LH | Inhibit soft top operation. | Detects normal value. |
| B1770 | ROOF STATUS SEN RH | Inhibit soft top operation. | Detects normal value. |
| B1771 | ROOF STATUS SEN LH | Inhibit soft top operation. | Detects normal value. |
| B1772 | 5BOW STATUS SEN LH | Inhibit soft top operation. | Detects normal value. |
| B1773 | 5BOW STATUS SEN RH | Inhibit soft top operation. | Detects normal value. |
| B1774 | S/LID STATUS SEN LH | Inhibit soft top operation. | Detects normal value. |
| B1775 | S/LID STATUS SEN RH | Inhibit soft top operation. | Detects normal value. |
| B1776 | S/LID STATUS SEN RH | Inhibit soft top operation. | Detects normal value. |
| B1777 | REAR DEF OUT SIG | Inhibit soft top and rear window defogger operation. | Detects normal value. |
| B1778 | TRUNK OPEN OUT SIG | Inhibit soft top and trunk lid opener actuator operation. | Detects normal value. |
| B1779 | THERMO PROTECTION | Inhibit soft top operation. | Detects normal value. |
| B177A | ROOF STATE INCORRECT | Inhibit soft top operation. | Detects normal value. |
| B177B | ROOF STATE INCORRECT | Inhibit soft top operation. | Detects normal value. |
| B177C | THERMO PROTECTION | Inhibit soft top operation. | Detects normal value. |
| B177D | 5BOW LATCH OPEN SEN | Inhibit soft top operation. | Detects normal value. |
| B177E | 5BOW LATCH CLOSE SEN | Inhibit soft top operation. | Detects normal value. |
| B177F | 5BOW STRIKER SENSOR | Inhibit soft top operation. | Detects normal value. |

^{*:} This item indicates the roof status signal (Audio).

DTC Inspection Priority Chart

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If some DTCs are displayed at the same time, perform inspections one by one based on the following priority chart.

| Priority | Display contents of CONSULT-III | | |
|----------|---------------------------------|---------------------|--|
| | U1000 | CAN COMM CIRCUIT | |
| | U1010 | CONTROL UNIT (CAN) | |
| | B170F | SENSOR POWER SUPPLY | |
| | B175C | PWR SOURCE(ROOF) | |
| 1 | B175D | PWR SOURCE(ROOF) | |
| | B175E | PWR SOURCE(WINDOW) | |
| | B175F | PWR SOURCE(WINDOW) | |
| | B1701 | ROOF CONTROL UNIT | |
| | B1702 | ROOF CONTROL UNIT | |

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| Priority | | Display contents of CONSULT-III |
|----------|-------|---------------------------------|
| | B1709 | ROOF SWITCH(OPEN) |
| | B170A | ROOF SWITCH(CLOSE) |
| | B176B | ROOF WARNING LAMP |
| | B176C | STRIKER SENSOR RH |
| | B176D | STRIKER SENSOR LH |
| | B176E | ROOF LATCH LOCK SEN |
| | B176F | ROOF STATUS SEN LH |
| | B1770 | ROOF STATUS SEN RH |
| 2 | B1771 | ROOF STATUS SEN LH |
| | B1772 | 5BOW STATUS SEN LH |
| | B1773 | 5BOW STATUS SEN RH |
| | B1774 | S/LID STATUS SEN LH |
| | B1775 | S/LID STATUS SEN RH |
| | B1776 | S/LID STATUS SEN RH |
| | B177D | 5BOW LATCH OPEN SEN |
| | B177E | 5BOW LATCH CLOSE SEN |
| | B177F | 5BOW STRIKER SENSOR |
| | U0140 | LOCAL COMM-1 |
| | U0215 | LOCAL COMM-2 |
| | B171A | HYDRAULIC PMP(LH) |
| | B171B | HYDRAULIC PMP(RH) |
| | B171C | SWITCHING VALVE 1 |
| | B171D | SWITCHING VALVE 2 |
| | B172C | ROOF STATE SIG(TRUNK)* |
| | B1731 | HYDRAULIC STATE 1 |
| | B1758 | THERMO PROTECTION |
| 3 | B1766 | SWITCHING VALVE 3 |
| | B1767 | SWITCHING VALVE 4 |
| | B1768 | SWITCHING VALVE 5 |
| | B176A | THERMO PROTECTION |
| | B1777 | REAR DEF OUT SIG |
| | B1778 | TRUNK OPEN OUT SIG |
| | B1779 | THERMO PROTECTION |
| | B177A | ROOF STATE INCORRECT |
| | B177B | ROOF STATE INCORRECT |
| | B177C | THERMO PROTECTION |

^{*:} This item indicates the roof status signal (Audio).

DTC Index

NOTE:

For details of Freeze Frame Data, refer to RF-29, "CONSULT-III Function".

| | Display contents of CONSULT-III | Fail-safe | Freeze Frame Data | Reference page |
|-------------|--|-----------|----------------------|----------------|
| No DTC is o | detected. Further testing may be required. | _ | _ | _ |
| U1000 | CAN COMM CIRCUIT | × | × | <u>RF-70</u> |

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| | Display contents of CONSULT-III | Fail-safe | Freeze Frame Data | Reference page |
|-------|---------------------------------|-----------|----------------------|----------------|
| U1010 | CONTROL UNIT (CAN) | × | × | <u>RF-71</u> |
| U0140 | LOCAL COMM-1 | × | × | <u>RF-72</u> |
| U0215 | LOCAL COMM-2 | × | × | <u>RF-73</u> |
| B1701 | ROOF CONTROL UNIT | × | × | <u>RF-75</u> |
| B1702 | ROOF CONTROL UNIT | × | × | <u>RF-76</u> |
| B1709 | ROOF SWITCH-OPEN | × | × | <u>RF-77</u> |
| B170A | ROOF SWITCH-CLOSE | × | × | <u>RF-79</u> |
| B170F | SENSOR POWER SUPPLY | × | × | <u>RF-81</u> |
| B171A | HYDRAULIC PMP(LH) | × | × | <u>RF-84</u> |
| B171B | HYDRAULIC PMP(RH) | × | × | <u>RF-87</u> |
| B171C | SWITCHING VALVE 1 | × | × | <u>RF-90</u> |
| B171D | SWITCHING VALVE 2 | × | × | RF-92 |
| B172C | ROOF STATE SIG(TRUNK)* | × | × | <u>RF-94</u> |
| B1731 | HYDRAULIC STATE 1 | × | × | <u>RF-96</u> |
| B1758 | THERMO PROTECTION | × | × | <u>RF-97</u> |
| B175C | PWR SOURCE(ROOF) | × | × | RF-98 |
| B175D | PWR SOURCE(ROOF) | × | × | RF-99 |
| B175E | PWR SOURCE(WINDOW) | × | × | <u>RF-100</u> |
| B175F | PWR SOURCE(WINDOW) | × | × | <u>RF-102</u> |
| B1766 | SWITCHING VALVE 3 | × | × | RF-104 |
| B1767 | SWITCHING VALVE 4 | × | × | <u>RF-106</u> |
| B1768 | SWITCHING VALVE 5 | × | × | <u>RF-108</u> |
| B176A | THERMO PROTECTION | × | × | <u>RF-110</u> |
| B176B | ROOF WARNING LAMP | × | × | <u>RF-111</u> |
| B176C | STRIKER SENSOR RH | × | × | <u>RF-113</u> |
| B176D | STRIKER SENSOR LH | × | × | <u>RF-115</u> |
| B176E | ROOF LATCH LOCK SEN | × | × | <u>RF-117</u> |
| B176F | ROOF STATUS SEN LH | × | × | RF-119 |
| B1770 | ROOF STATUS SEN RH | × | × | RF-121 |
| B1771 | ROOF STATUS SEN LH | × | × | RF-123 |
| B1772 | 5BOW STATUS SEN LH | × | × | RF-125 |
| B1773 | 5BOW STATUS SEN RH | × | × | RF-127 |
| B1774 | S/LID STATUS SEN LH | × | × | RF-129 |
| B1775 | S/LID STATUS SEN RH | × | × | RF-131 |
| B1776 | S/LID STATUS SEN RH | × | × | RF-133 |
| B1777 | REAR DEF OUT SIG | × | × | RF-135 |
| B1778 | TRUNK OPEN OUT SIG | × | × | RF-136 |
| B1779 | THERMO PROTECTION | × | × | RF-138 |
| B177A | ROOF STATE INCORRECT | × | × | RF-140 |
| B177B | ROOF STATE INCORRECT | × | × | RF-141 |
| B177C | THERMO PROTECTION | × | × | RF-142 |
| B177D | 5BOW LATCH OPEN SEN | × | × | RF-143 |
| B177E | 5BOW LATCH CLOSE SEN | × | × | RF-145 |
| B177E | 5BOW STRIKER SENSOR | × | × | RF-147 |

SOFT TOP CONTROL UNIT

< ECU DIAGNOSIS INFORMATION >

[ROADSTER]

*: This item indicates the roof status signal (Audio).

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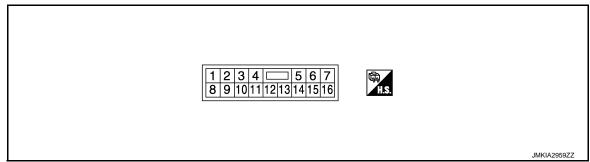
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[ROADSTER]

POWER WINDOW MAIN SWITCH

Reference Value

TERMINAL LAYOUT



PHYSICAL VALUES

POWER WINDOW MAIN SWITCH

| | inal No. e color) | Description | | Condition | Voltage [V] |
|-----------|----------------------|---|------------------|--|---|
| + | - | Signal name | Input/ Output | Condition | (Approx.) |
| 1 (W) | Ground | Battery power supply | Input | _ | 12 |
| 4 (Y) | Ground | Driver side door switch | Input | OFF (Door close) | (V) 15 10 5 0 10 ms JPMIA0011GB |
| | | | | ON (Door open) | 0 |
| 5 (O) | Ground | Encoder power supply | Output | When ignition switch ON or automatic window adjusting operates | 12 |
| 6 (GR) | Ground | Door key cylinder switch LOCK signal | Input | Key position (Neutral → Locked) | 5 → 0 |
| 7 (V) | Ground | Door key cylinder switch UN- LOCK signal | Input | Key position (Neutral → Unlocked) | 5 → 0 |
| 8 (L) | Ground | Driver side power window motor UP signal | Output | When power window main switch (Driver side) is operated UP | 12 |
| 9 (LG) | Ground | Encoder pulse signal 2 | Input | When power window motor operates | (V) 6 4 2 0 10 ms JMKIA0070GB |
| 10 | 0 | 1 | 1 | IGN SW ON | 12 |
| (Y) | Ground | Ignition switch power signal | Input | IGN SW OFF | 0 |

POWER WINDOW MAIN SWITCH

< ECU DIAGNOSIS INFORMATION >

[ROADSTER]

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| | nal No. e color) | Description | | Condition | Voltage [V] |
|------------|---------------------|--|------------------|--|----------------------------------|
| + | - | Signal name | Input/ Output | Condition | (Approx.) |
| 11 (BR) | Ground | Driver side power window motor DOWN signal | Output | When power window main switch (Driver side) is op- erated DOWN | 12 |
| 12 (SB) | Ground | Power window serial link | Input/ Output | Ignition switch ON | (V) 15 10 5 0 JPMIA0013GB |
| 13 (R) | Ground | Encoder pulse signal 1 | Input | When power window motor operates | (V) 6 4 2 0 10 ms |
| 14 (G) | Ground | Encoder ground | _ | _ | 0 |
| 15 (B) | Ground | Ground | _ | _ | 0 |

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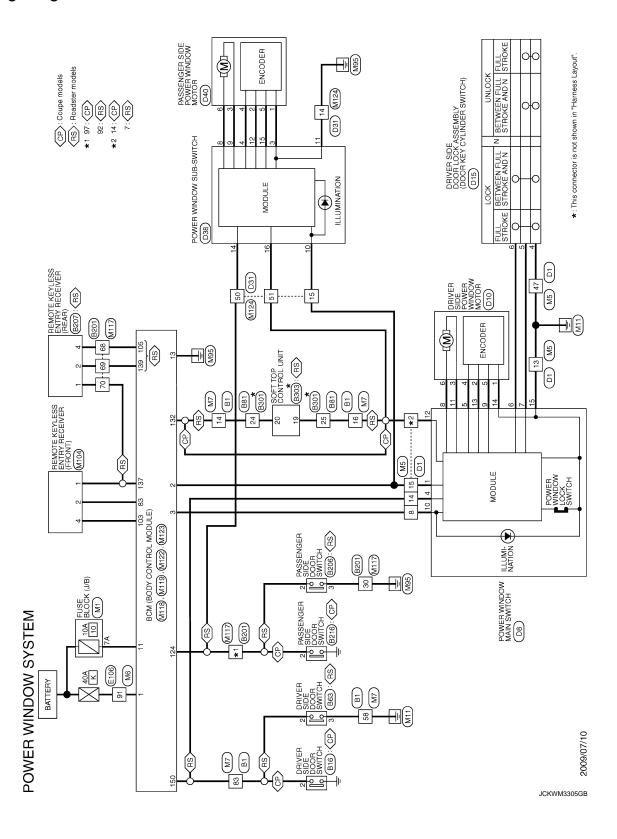
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Wiring Diagram - POWER WINDOW CONTROL SYSTEM -

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POWER WINDOW MAIN SWITCH

< ECU DIAGNOSIS INFORMATION >

[ROADSTER]

| | А |
|--|----|
| | В |
| > 0 8 8 > 0 2 > 1 a o a | С |
| 8 | D |
| TCH | Е |
| Signal Name [St. Signal | F |
| | G |
| Connector Name Colomector Name Colomector Type Connector Name Colomector Name | Н |
| | I |
| 1 | J |
| | PW |
| | |
| | L |
| WIRE CSIG-TM4 WIRE CSIG-TM4 CSignal Name (Specification) - [Coupe models] - [Roadster models] - [Coupe models] | M |
| | N |
| No No No No No No No No | IN |
| Connector Name Conn | 0 |
| JCKWM3306GB | |
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| POWE | ER WINE | POWER WINDOW SYSTEM | | | | | | | | |
|----------------|-------------|--|----------|----------------|----------------------------|----------------------|--|----------------|---|--|
| Connector No. | . No. B20 | 01 | 99 | _ | - [Coupe models] | Connector No. B207 | 7 | 9 | 1 | |
| Connector Name | | WIRE TO WIRE | 89 | 68 GR | - [Roadster models] | Connector Name REM | REMOTE KEYLESS ENTRY RECEIVER (REAR) | 8 6 | | |
| Connector Type | П | TH80FW-CS16-TM4 | 9 | Н | - [Roadster models] | Connector Type JAB | JAB04FB | Н | | |
| 1 | Į | | 5 5 | 20 G | - [Coupe models] | 4 | | 15 BR | W 3 | |
| Ī | | 11 12 10 10 10 10 10 10 10 10 10 10 10 10 10 | 8 | + | Loadster models] | V | | ╀ | 0 | |
| | 8 [5] | h 0 | 81 | 1 SB | 1 | | | 24 V | - | |
| | 8 8 | 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 82 | 2 G | - | | 1 2 4 | 25 L(| T | |
| | 18 | | 83 | 3 R | - | | | 31 BG | - 5 | |
| | | | త | 84 W | 1 | | | 32 P | - | |
| | - | | 82 | \dashv | ı | ŀ | | \dashv | | |
| Terminal | Color | Signal Name [Specification] | 98 | <u>نە</u> | | la | Signal Name [Specification] | 35 SB | | |
| ġ, | ot Wire | | 8 8 | 0 6 | i | No. of Wire | CHO CHO | | | |
| 4 6 | á | [Secondary of the control of the con | 8 8 | + | | | CICHIAI OITEDIT | Connector No | B203 | |
| 4 67 | - - - | - [Coupe models] | ا ۾ | OS SHIELD | - | 4 GR | BATTERY | | Т | |
| 6 | 8 | - [Roadster models] | 6 | t | - [Coupe models] | | | Connector Name | soft top control unit | |
| 4 | ŋ | | 92 | ┝ | | | | Connector Type | e TH40FB-NH | |
| 7 | œ | - [Coupe models] | 93 | > | - [Coupe models] | Connector No. B216 | 9 | 4 | | |
| 7 | > | - [Roadster models] | 93 | 3 M | - [Roadster models] | Г | 100000000000000000000000000000000000000 | 彦 | | |
| 89 | re | 1 | 94 | 4 SHIELD | | | SSENGER SIDE DOOR SWILCH | <u>v</u> | | |
| 6 | | 1 | ಹ | 94 G | - [Roadster models] | Connector Type A03FW | FW | | (| |
| = | ď | 1 | 6 | 95 GR | | | | 20 19 | 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 | |
| 20 | 9 | 1 | 95 | 5 LG | | 修 | E | 80 04 | 38 37 30 30 30 30 37 37 37 37 37 58 57 50 50 50 50 50 57 57 | |
| 21 | œ | 1 | 97 | H | | <u> </u> | | | | |
| 8 | В | 1 | 97 | H | | | | | | |
| 40 | W | 1 | 86 | W 8 | - [Coupe models] | | 0 | Terminal Color | lor | |
| 41 | ^ | - | 86 | 8 Y/B | - [Roadster models] | | 1 | No. of Wire | | |
| 42 | G | - | 66 | Н | 1 | | | 1 BR | R SENSOR POWER SUPPLY (ROOF STRIKER SENSOR LH) | |
| 43 | 7 | 1 | 10 | 100 BR | - [Coupe models] | | | 3 DG | | |
| 44 | SB | - | 10 | Н | - | lal | Simul Name [Secretarian] | 4 W | ROO | |
| 51 | Ь | 1 | | | | No. of Wire | oignal Ivalie [opecilication] | 8 | REVERSE SIGNAL | |
| 52 | 7 | | | | | 2 LG | 1 | BS 6 | B POWER CONDITION (POWER WINDOW) | |
| 53 | SHIELD | - | Conn | Connector No. | B206 | | | 10 0 | | |
| 54 | BR | - | 2 | Connector Name | PASSENGER SIDE DOOR SWITCH | | | 11 0 | č | |
| П | > | - | 5 | ingui inguie | | Connector No. B301 | 1 | 12 SB | Н | |
| 99 | SHIELD | - | Conn | Connector Type | A03FW | Omen votes | MIDE TO MIDE | 14 L | . ROOF OPEN / CLOSE SWITCH (CLOSE) | |
| 57 | g | - [Coupe models] | ą | • | | | | 15 L(| LG ROOF OPEN / CLOSE SWITCH (OPEN) | |
| 22 | Ь | [Roadster models] | 多 | _ | Ē | Connector Type TH4 | TH40MW-NH | 16 | TRUNK ROOM LAMP SWITCH | |
| 28 | æ | - [Coupe models] | ٦ | S | K | q | | 17 BG | | |
| 28 | ٦ | [Roadster models] | | l | | 季 | | 18 P | | |
| 29 | В | - | | | 0 | S | | 19 LG | G LOCAL COMMUNICATION (POWER WINDOW) | |
| 09 | W | 1 | | | 1 (| | 4 | 20 ^ | / LOCAL COMMUNICATION (BCM) | |
| 19 | GR | 1 | | | m | 1 2 3 4 5 6 | 5 7 8 9 10 11 12 13 14 15 16 17 18 19 20 | 21 BR | SENSOR POWER SUPPL | |
| 62 | В | | | | | 2 02 42 02 22 12 | 10 10 10 10 10 10 10 10 | 29 Di | L | |
| 63 | > | 1 | Tern | Ferminal Color | | | | 35 P | ROOF OPEN / CLOSE SWITCH (GND) | |
| 49 | > | 1 | No. | o. of Wire | olgnai Name Lopecincation | | | | | |
| 92 | SB | 1 | Ľ | הם | i | Terminal Color | 3: | | | |
| 99 | BG | - [Coupe models] | <u></u> | 9 2 | ı | No. of Wire | olgnar Name Lopecinication | | | |
| 99 | 0 | - [Roadster models] |] | | | 4 LG | 1 | | | |
| 29 | > | | | | | ┞ | | | | |
| ; | | | | | | , | | | | |

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POWER WINDOW MAIN SWITCH

[ROADSTER]

| | А |
|--|-------------|
| - [Raadstor models] | В |
| 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | С |
| S3 O O | D |
| (ASSEMBLY confraction) Indets] | Е |
| No. D15 | F |
| | G |
| Connector No. Connector Try No. Connector No. Connector Try No. Co | Н |
| NS 16FW-CS NS 16FW-CS | J |
| | |
| Connector No. Connector No. Connector No. Connector No. Connector Type Connector Type Connector No. Connector | PW0 |
| | L |
| Commercer Name | M |
| NINDOW Symple NINE TO WIRE NIN | N |
| Connector No Connector Type Connec | 0 |
| <u> </u> | JCKWM3308GB |
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| Connector No. MII Connector No. MII Connector Name FUSE BLOCK (J.B.) | |
|--|----|
| Commetter Name Commetter Type Comm | I |
| | Н |
| ter models] ter models codels with M/T] ter models | 48 |
| - [Roadster m - [Roadster m - [Coup - [Coup - [Roads - [Roads - [Roads - [Roads - [Roads - [Roads - [Roads - [Roads | |
| S S S S S S S S S S | |
| 21 21 33 33 34 34 35 36 36 37 37 37 37 37 37 37 37 37 37 37 37 37 | |
| WINDOW SYST D40 PASSENGER SUDE POWER FHB06FGY-Z - Coope - Roads Signal Name Signal Name Signal Name | - |
| Connector Name Conn | Pl |
| DOW | 20 |

JCKWM3309GB

POWER WINDOW MAIN SWITCH

< ECU DIAGNOSIS INFORMATION >

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| or No. M6 | 59 | _ & <u>c</u> | 1 1 | 22 | o 6 | - | 81 W | 1 1 |
|--|----------------|--------------|--|----------|--------------|---------------------|------------------------|--|
| ector Name WIF | 70 | ۳ ـ | 1 | 22 | 0 | I | | |
| lector Type TH | 2 8 | 5 | | | 5 | - | + | |
| | 08 50 | 9 | 1 | 2 5 | > 0 | | 83 - GK | 1 1 |
| | 000 | ۲ > | | 47 30 | ۔ | | + | 1 1 |
| | 700 | > > | | 67 | ، ا | | 57 60 | 1 |
| | 3 3 | | | 0.7 | 1 | | > 00 | 1 |
| | 84 | _ _ | 1 | 3 | ۱ ۸ | 1 | + | i |
| 5 | 82 | ä | 1 | 32 | <u></u> | 1 | 88 88 | 1 |
| | 98 | > | - | 33 | > | - | + | - |
| 96 20 0 20 0 20 0 20 0 20 0 20 0 20 0 20 | 87 | > | [Roadster models with M/T] | 34 | œ | - | 94 SB | - [Coupe models] |
| | 87 | 9 | [Except for roadster models with M/T] | 35 | В | - | | [Roadster models] |
| | 88 | а | 1 | 40 | _ | 1 | | - [Coupe models] |
| | 91 | > | 1 | 41 | ~ | 1 | M 98 | - [Roadster models] |
| No. of Wire Signal Name [Specification] | 92 | ۵ | 1 | 42 | g | 1 | ┞ | 1 |
| | 63 | ۵ | 1 | 43 | ۵ | - [Coupe models] | 64 | - [Couns models] |
| | 3 3 | . , | | Ş | : > | | ł | [-Cape |
| 1 | ±6 | - - | | 2 | ، ا | Troadster models | - 6 | [Noauster models] |
| + | 96 | <u> </u> | | ļ | ، ا | | + | [Coupe models] |
| 9 1 | /6 | ¥, | 1 | 42 | ۰ | 1 | 7 | - [Koadster models] |
| a. 80 | 86 | 0 | 1 | 46 | _U | - [With A/T] | M 66 | 1 |
| + | 66 | 3 | 1 | 46 | 23 | = [With M/T] | 100 B | - |
| m | 100 | ¥ | 1 | 4/ | × | - [With A/T] | | |
| GR | | | | 47 | > | | - 1 | |
| œ | | ı | | 48 | SHIELD | | Connector No. M104 | |
| 13 L – | Connector No. | No. M7 | | 51 | > | | Gonnector Name BEMG | REMOTE KEYLESS ENTRY RECEIVER (FRONT) |
| 9 | Connector Name | | WIRE TO WIRE | 52 | œ | , | П | |
| | | | | 22 | SHIELD | | Connector Type JAB04FB | 4FB |
| W | Connector T | Type TH | TH80MW-CS16-TM4 | 58 | В | 1 | 4 | |
| L | 4 | | | 09 | ٦ | - [Coupe models] | 唐 | |
| ┝ | F | L | | 09 | ۸ | - [Roadster models] | <u> </u> | |
| 21 BR - [Coune models] | Ę | _ | 20 ES | 19 | œ | - [Coune models] | | |
| ۵ | | _ | | 19 | ď | - [Roadster models] | | 1 2 4 |
| - | | | 8 | 63 | O LILLIO | | | 1 |
| 7 00 | | | 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 20 | 0 | | | |
| + | | | | 3 8 | ٤ 5 | [Sianoiii adnoo] | | |
| - : | | | | 3 | ž (| | L | |
| V - Except for roads | L | } | | 64 | ت ا | - [Coupe models] | a | Signal Name [Specification] |
| 33 P | la | Color | Signal Name [Specification] | 64 | > | - [Roadster models] | No. of Wire | |
| + | NO. | or wire | | G9 | SHIELD | | 1 | GND [Roadster models with M/1] |
| BR | - | 띪 | 1 | 99 | 5 LG | - [Coupe models] | I P GNE | GND [Except for roadster models with M/T] |
| 36 SB – | 2 | 0 | - | 99 | ۵ | - [Roadster models] | | AL OUTPUT [Roadster models with M/T] |
| , | 3 | LG | - | 67 | > | - [Coupe models] | 2 GR SIGN | L OUTPUT [Except for roadster models with M/T] |
| L | 4 | 0 | 1 | 49 | _ | - [Roadster models] | Г | BATTERY |
| as | 9 | > | | 89 | SHIFLD | | | |
| 3 | _ | | 1 | 90 | - | - [Coupe modele] | | |
| = - | | 2 6 | | 8 | ، إ | [Soonbe Hones] | | |
| = FG = - | 20 | SB | 1 | 69 | ¥ | - [Koadster models] | | |
| r | 6 | HS. | 1 | 0/ | 1 | - [Coupe models] | | |
| G | 11 | > | _ | 70 | g | - [Roadster models] | | |
| | 12 | > | 1 | 71 | > | 1 | | |
| œ | 13 | BB | 1 | 72 | ۵ | 1 | | |
| :: 0 | 14 | > | 1 | 73 | 8 | 1 | | |
| 2 2 | ű | , a | | 2 2 | á | | | |
| 4 | 2 | <u> </u> | | 4 | <u>ξ</u> | | | |
| _ | 91 | > ; | 1 | 2 3 | o ; | | | |
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| | M | U.D. ER SUPPLY (GAT) ER SUPPLY (GAT) ER SUPPLY (GAT) IODULE) Geoffication P POWER SUPPLY T [Coupe models] [Teaster models] T LOCK OUTPUT SUMLOCK OUTPUT SUMLOCK OUTPUT SUMLOCK OUTPUT | 14 15 15 15 15 15 15 15 | SER PASSENGER DOOR ANT- V |
|--------------------------------|---|--|---|--|
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| | 41 | 9 8 19 Edge models Power Superv | | |
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| | 4 <u> </u> | POU.E.) 3 1 1 1 1 1 1 1 1 1 | | |
| | - 4 | 8 19 POWER SUPPLY [Course models] LOSK CHAPUT IN. | | |
| | <u> </u> | 8 19 Balting | | |
| | 0 0 0 Wife | 8 19 6 10 10 10 10 10 10 10 10 10 10 10 10 10 | | |
| | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 8 119 Reference of the property of the proper | | |
| | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 8 19 enfantation] Powers Supply Couge models Resister models LOSK OUTPUT EN | | |
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| | Color of Wire C C C C C C C C C C C C C C C C C C C | eifeation] cifeation] POWER SUPPLY [Coupe models] LOCK OUTPUT UNLOCK OUTPUT | | |
| | Color of Wire C C C C C C C C C C C C C C C C C C C | offication] POWER SUPPLY [Coupe models] Readster models] LOCK OUTPUT UNLOCK OUTPUT | | |
| | Color of Wire | ofication] POWER SUPPLY [Couper models] LOCK OUTPUT UNLOCK OUTPUT | | |
| | Color of Wire | oification] POWER SUPPLY [Coupe models] Roadster models] LOCK OUTPUT UNI OCK OUTPUT | | |
| | Odor of Wire | cification] POWER SUPPLY [Coupe models] Roadster models] LOCK OUTPUT UNLOCK OUTPUT | ++++ | +++++ |
| | - | POWER SUPPLY [Coupe models] Roadster models] LOCK OUTPUT UNLOCK OUTPUT | ++++ | ++++ |
| | ┤┤┤ ┤┤ | POWER SUPPLY [Coupe models] Roadster models] LOCK OUTPUT UNLOCK OUTPUT | +++ | |
| | $HH^{2}H$ | [Coupe models] Roadster models] LOCK OUTPUT UNLOCK OUTPUT | Н | +++ |
| | HHH | Roadster models] OCK OUTPUT UNLOCK OUTPUT | 96 7 | ₩ |
| | + | OCK OUTPUT UNLOCK OUTPUT | 1 /6 | |
| | 7 | UNLOCK OUTPUT | | |
| | ++ | ú | 98 P | |
| | H | - | 99 R | SHIFT P [With A/T] |
| | H | | 99 BR | R CLUTCH PEDAL POS SW [Coupe models with M/T] |
| | | N SW ILL POWER | 99 R | Г |
| | Y ACC IND | | Н | PASSENGER DOOR REQUEST SW [Roadster models with M/T] |
| | W TURN SIGNAL RH (FRONT, SIDE) | RONT, SIDE) | _ | |
| | O TURN SIGNAL LH (FRONT, SIDE) | RONT, SIDE) | 101 SI | SB DRIVER DOOR REQUEST SW [Roadster models with M/T] |
| | P ROOM LAMP TIMER CONTROL [Coupe models] | 3OL [Coupe models] | 101 Y | ORIVER DOOR REQUEST SW [Except for roadster models with M/T] |
| | V ROOM LAMP TIMER CONTROL [Roadster models] | OL [Roadster models] | 102 0 | BLOWER FAN MOTOR RELAY CONT |
| [Koadster models] | | | 103 LG | _ |
| | | | Н | GR KYLS ENT RECEIVER (REAR) PWR SUPPLY |
| - [Coupe models] Connector No. | or No. M122 | | 106 W | / S/L UNIT POWER SUPPLY |
| - [Roadster models] | BCM (BODY CONTROL MODIII E) |)DIII E) | 107 L(| LG COMBI SW INPUT 1 |
| | | (100) | 108 | COMBI SW INPUT 4 |
| Connec | | | 109 | COMBI SW INPUT 2 |
| 4 | | | 4 | T |
| | | | 110 P | HAZARD SW [Except for roadster models with M/T] |
| | | | 111 | S/L UNIT COMM |
| | | 1 | | |
| | 110 109 108 107 105 105 103 | 92 | | |
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| Termir | Color | cification] | | |
| No. | 4 | | | |
| 72 | 7 | models with M/T] | | |
| 72 | 7 | ster models with M/T] | | |
| Signal Name [Specification] 73 | ╅ | models with M/T] ster models with M/T] | | |
| | 1 8 5 | I Name [Special Special Specia | THAFFE-NH THAFFE-NH Signal Name [Specification] Signal Name [Specification] Signal Name [Specification] Signal Name [Specification] ROOM ANT 2- [Roadster models with M/T] | 108 109 109 109 109 109 109 109 109 109 109 |

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| M124 | WIRE TO WIRE | TH40MW-CS15 | | 6 7 8 | গুরাহত তেতে তথ্য ত বিশেষ বিশ্বত বিশ্বত তথ্য তথ্য তথ্য তথ্য তথ্য তথ্য তথ্য তথ্ | Signal Name [Specification] | - [Goine models] | - [Roadster models] | - [Coupe models] | - [Roadster models] | _ | 1 | 1 | 1 | - | - | - [Coupe models] | - [Roadster models] | 1 | - | [Roadster models with M/T] | [Except for roadster models with M/T] | _ | 1 | T | | | | | | | | | | | | |
|--|----------------|----------------|-----|-----------------|--|-----------------------------------|------------------|---------------------|------------------|---------------------|-----|-------|-----|---------|-----|----------------------------|------------------|---------------------|--|---|--|---|-----|-----|--------------------------------|--|-----|-----|----------|-----|-------------------|-----|-------------------|-----|---------|-----|---------------------------------|
| Г | | П | | 1 2 3 | 27282930313233 | Color | 2 | > | > | P | LG | ^ | В | W | Υ | Y/B | ď | 0 | Υ | Υ | G | GR | W | ŋ | ۳ | | | | | | | | | | | | |
| Connector No. | Connector Name | Connector Type | € E | ż | | Terminal | 9 | 2 | 11 | 11 | 12 | 13 | 14 | 15 | 19 | 23 | 44 | 44 | 20 | 51 | 52 | 52 | 53 | 54 | 55 | | | | | | | | | | | | |
| POWER WINDOW SYSTEM Sonnector No. M123 | | TH40FG-NH | | 124 123 124 121 | स्थ । स्थान्त्रं स्थ स्थान्त्रं स्यान्त्रं स्थान्त्रं स्थान्त्रं स्थान्त्रं स्थान्त्रं स्थान्त्रं स | or Signal Name [Specification] | OPTICAL SENSOB | lig. | SHOCK SENSOR | STOP LAMP SW 1 | | DR DO | KE | IGN F/B | | TRUNK LID OPENER CANCEL SW | REAR DEFOGGER SW | | P/W SW & SOFT TOP C/U COMM [Roadster models] | PUSH BUTTON IGNITION SWILL POWER [Roadster models with M/T] | PUSH BUTTON ICNITION SWILL POWER (Except for readster models with M/T) | Н | | RE | RECEIVER / SENSOR POWER SUPPLY | TIRE PRESS/KYLS ENT (REAR) RECEIV COMM | 4 | P/N | | | COMBI SW OUTPUT 1 | | COMBI SW OUTPUT 3 | | TIRE PR | ┥ | REAR WINDOW DEFOGGER RELAY CONT |
| ER V | or Name | or Type | | | 151 150 14 | Color | 5 |) a | 0 | SB | ۵ | SB | ۳ | Μ | ΓC | 0 | ٦ | > | > | ۳ | ŋ | GR | 0 | ۵ | > | _ | g | ŋ | \ | 0 | ۵ | 5 | ٦ | SB | ≯ | æ | G |
| POWER Connector No. | Connector Name | Connector Type | Œ | Ž. | | Termina | 113 | 114 | 115 | 116 | 118 | 119 | 121 | 123 | 124 | 129 | 130 | 132 | 132 | 133 | 133 | 134 | 137 | 137 | 138 | 139 | 140 | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 149 | 120 | 151 |

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INFOID:0000000005476967

Fail-Safe

FAIL-SAFE CONTROL

Switches to fail-safe control when malfunction is detected in encoder signal that detects up/down speed and direction of door glass. Switches to fail-safe control when a signal that is out of the specified value is detected between the fully closed position and the actual position of the glass.

POWER WINDOW MAIN SWITCH

[ROADSTER]

| Malfunction | Malfunction condition |
|--|--|
| Pulse sensor malfunction | When one pulse signals that is the specified value or more is detected continuously for the specified time or more, while door glass is being operated UP or DOWN. |
| Both pulse sensor mal- function | When both pulse signal are not detected continuously for the specified time or more, while door glass is being operated UP or DOWN. |
| Pulse direction malfunction | When a pulse indicating that the window is moving in the opposite direction against the power window motor is detected for the specified value or more, while door glass is being operated UP or DOWN. |
| Glass recognition position malfunction 1 | When the actual door glass position that is out of the specified value is detected compared to the door glass fully closed position memorized in module, while door is being operated UP or DOWN. |
| Glass recognition position malfunction 2 | When pulse count that is out of door glass full stroke value or more is detected, while door glass is being operated UP or DOWN. |

It changes to condition before initialization and the following functions do not operate when switched to fail-safe control.

- Auto-up operation
- Anti-pinch function
- Automatic window adjusting function
- Retained power operation

Perform initial operation to recover when switched to fail-safe mode. However, it switches back to fail-safe control when malfunction is found in power window switch or in motor.

POWER WINDOW SUB-SWITCH

[ROADSTER]

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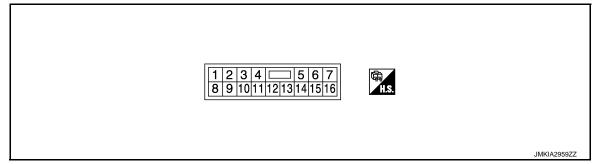
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POWER WINDOW SUB-SWITCH

Reference Value

TERMINAL LAYOUT



PHYSICAL VALUES

| | inal No. e color) | Description | | Condition | Voltage [V] |
|-----------|----------------------|---------------------------------|------------------|--|----------------------------------|
| + | - | Signal name | Input/ Output | Condition | (Approx.) |
| 3 (G) | Ground | Encoder ground | _ | _ | 0 |
| 4 (O) | Ground | Encoder power supply | Output | When ignition switch ON or automatic window operates adjusting | 12 |
| 8 (L) | Ground | Power window motor UP signal | Output | When power window motor is operated UP | 12 |
| 9 (BR) | Ground | Power window motor DOWN signal | Output | When power window motor is operated DOWN | 12 |
| 10 (W) | Ground | Battery power supply | Input | _ | 12 |
| 11 (B) | Ground | Ground | _ | _ | 0 |
| 12 (R) | Ground | Encoder pulse signal 1 | Input | When power window motor operates | (V) 6 4 2 0 10 ms |
| 14 (Y) | Ground | Passenger side door switch | Input | OFF (Door close) | (V) 15 10 5 0 10 ms JPMIA0011GB |
| | | | | ON (Door open) | 0 |

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POWER WINDOW SUB-SWITCH

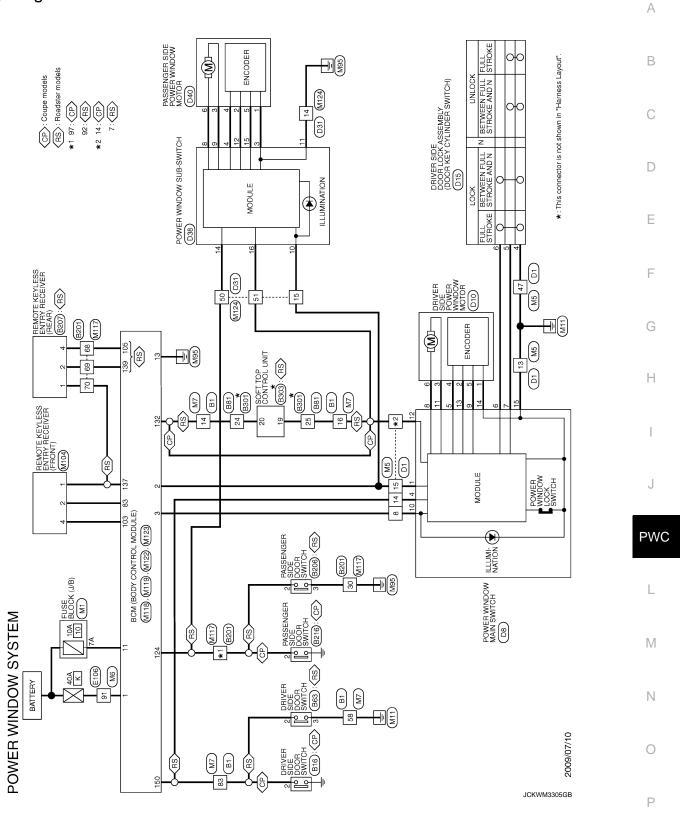
< ECU DIAGNOSIS INFORMATION >

[ROADSTER]

| | inal No. e color) | Description | | Condition | Voltage [V] |
|------------|----------------------|--------------------------|------------------|----------------------------------|---|
| + | - | Signal name | Input/ Output | Condition | (Approx.) |
| 15 (LG) | Ground | Encoder pulse signal 2 | Input | When power window motor operates | (V) 6 4 2 0 10 ms JMKIA0070GB |
| 16 (Y) | Ground | Power window serial link | Input/ Output | Ignition switch ON | (V) 15 10 5 0 10 ms JPMIA0013GB |

INFOID:0000000005602009

Wiring Diagram - POWER WINDOW CONTROL SYSTEM -



| 8 Y 0 14 GR 15 GR 15 GR 15 GR 15 GR 15 GR 16 GR 17 GR | | |
|--|--|----------------------|
| Connector No. B16 Connector Name DRIVER SIDE DOOR SWITCH Connector Type A03FW A13. | Terminal Color Signal Name Specification Cornector Name Signal Name Specification Cornector Name Cornector Name Cornector Name Cornector Name Cornector Name Color Signal Name Specification Cornector Name Cornector Name WRE TO WIRE Cornector Name WIRE Cornector Name WIRE Cornector Name WIRE Cornector Name Color WIRE Color WIRE Color WIRE Color WIRE W | Щ |
| | | |
| N R R R SHELD SHEL | SHED SHED < | |
| 51 52 57 57 60 61 61 63 64 64 64 64 64 66 66 67 | 68 71 72 73 74 74 75 75 76 88 88 88 88 88 89 99 99 99 99 | |
| POWER WINDOW SYSTEM Connector No. BI Donnector Type TH90FW-CS16-TM4 WIRE TH90FW-CS16-TM4 | Signal Name [Specification] | |
| Connector No. Connector Name Connector Type | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | SB SB |
| POWER Connector No. Connector Na. Connector Typ | Terminal 1 | 46 47 48 48 |
| | | |

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POWER WINDOW SUB-SWITCH

< ECU DIAGNOSIS INFORMATION >

[ROADSTER]

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Revision: 2009 July **PWC-197** 2010 370Z

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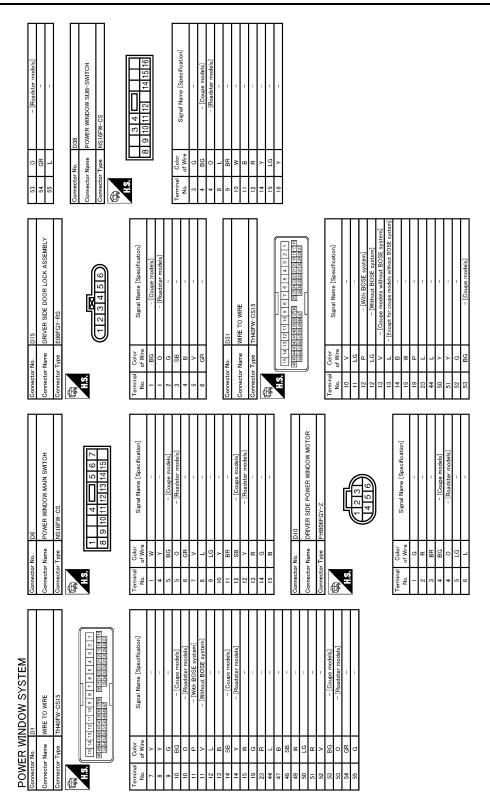
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POWER WINDOW SUB-SWITCH

< ECU DIAGNOSIS INFORMATION >

[ROADSTER]

| ts with M/T] | А |
|--|---------------------|
| - [Roadster models with M/T] - [Except for roadster models with M/T] | В |
| SS SR | С |
| 9 4 4 9 8 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | D |
| eoification] | Е |
| No. M1 Nume FUSE BLOCK (J./B) | F |
| | G |
| | Н |
| - (Toupe models) - (Roadster models) - (Roadster models with M/T] - (Bouge models) - (Coupe models) | 1 |
| - (Road ter non (Road ter non (Road ter non (Road ter non (Road | J |
| 2 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | PW |
| | L |
| NDOW SYSTEM D40 PASSENGER SIDE FOWER WINDOW NOTOR PASSENGER SIDE FOWER WINDOW NOTOR FHBORFOY-Z FHBORFOY-Z Coupe models | М |
| INDOW SYS D40 PASSENGER SIDE FOW FHB06FGV-2 E106 WIRE TO WIRE TH80FW-CS16-TM4 Signal Nam Signal N | N |
| Connector Name PASSENGER SIDE FOWER WINDON Connector Name PASSENGER SIDE FOWER WINDON Connector Type FHB08FGY-Z Terminal Color Connector Name Capeci | 0 |
| | Ј СКWM3309GB |

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| | 2 | 28 | ٦ | 1 | 21 | 5 | - | _ Т | 18 | > | 1 |
|----------------|---|----------------|----------|--|------|----------|---------------------|---------------|----------------|---------|---|
| Connector Name | WIRE TO WIRE | 70 | ٣ | 1 | 22 | GR | - | | 82 | BR | 1 |
| mector Mann | | 80 | 57 | - | 23 | ۸ | - | | 83 | GR | - |
| Connector Type | TH80MW-CS16-TM4 | 18 | GR | - | 24 | ٣ | - | | 84 | ٦ | - |
| | | 82 | ۸ | - | 25 | _ | _ | | 85 | FG | - |
| | | 83 | > | ı | 26 | ۵ | 1 | | 98 | > | 1 |
| H.S. | 1 6 12 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | 84 | _ | I | 31 | ≯ | 1 | _ | 87 | 띪 | II |
| l | | 82 | BR | ı | 32 | В | 1 | | 88 | SB | 1 |
| | 4 9 90 90 90 90 90 90 90 90 90 90 90 90 9 | 98 | >- | 1 | 33 | ≯ | 1 | _ | 93 | > | II |
| | 38 00 00 00 00 00 00 00 00 00 00 00 00 00 | 87 | > | - [Roadster models with M/T] | 34 | œ | 1 | _ | 94 | SB | - [Coupe models] |
| | | 87 | 9 | Except for roadster models with M/T] | 32 | В | 1 | | 94 | _ | [Roadster models] |
| ı, | | 68 | ۵ | 1 | 40 | - | 1 | _ _ | 92 | æ | [Coupe models] |
| Ē | Signal Name [Specification] | 91 | Α | 1 | 4 | œ | 1 | | 92 | * | - [Roadster models] |
| No. of Wire | | 92 | ۵ | 1 | 45 | មួ | 1 | _ T | 96 | _ | ì |
| > _ | 1 | 93 | ۵ | 1 | 43 | ۳ | - [Coupe models] | _ T | 97 | g | [Coupe models] |
| 3 | ı | 94 | ≻ | 1 | 43 | > | - [Roadster models] | 7 | 97 | > | [Roadster models] |
| 4 | 1 | 96 | ۵ | 1 | 44 | œ | 1 | | 86 | BG | - [Coupe models] |
| 7 B | 1 | 97 | GR | 1 | 45 | 0 | 1 | 7 | 86 | Y/B | - [Roadster models] |
| 8 P | 1 | 86 | 0 | | 46 | ŋ | - [With A/T] | | 66 | Μ | - |
| J 6 | - [Coupe models] | 66 | W | - | 46 | SB | - [With M/T] | | 100 | В | - |
| 9 B | - [Roadster models] | 100 | ч | - | 47 | ч | - [With A/T] | | | | |
| 11 GR | 1 | | | | 47 | > | - [With M/T] | | | | |
| 12 R | 1 | | | | 48 | SHIELD | - Q | ٥ | Connector No. | | M104 |
| 13 L | 1 | Connector No. | ۱۲ No. | M7 | 51 | ۸ | 1 | | Compactor Name | Г | (INCOD) GOVERNO SERVER SERVER |
| 14 G | - | Constant Mana | w Momo | HATEL TO WIDE | 52 | ч | - | | ionnamin. | | INOTE NETERING ENTRY PROCESS (TROM) |
| 15 P | 1 | 100 | n wallie | WINCE TO WINCE | 22 | SHIELD | - | | Connector Type | | JAB04FB |
| Н | 1 | Connector Type | r Type | TH80MW-CS16-TM4 | 58 | В | - | | ó | | |
| \dashv | 1 | ą | | | 09 | _ | - [Coupe models] | <i>-</i> | 事 | | |
| + | | 事 | | | 09 | > | - [Roadster models] | | ES. | | |
| 7 | | H.S. | | 9 14 20 20 20 20 20 20 20 20 20 20 20 20 20 | 61 | ۳ | - [Coupe models] | ' | | | Ī |
| 21 R | _ | | | 92 | 9 | SB | - [Roadster models] | <u> </u> | | | 1 2 4 |
| ┥ | + | | | 8 G 8 G 8 G | 62 | SHELD | | 1 | | | |
| 31 BR | <u>-</u> | | | (2) (2) (2) (2) (2) (2) (2) (2) (2) (2) | 63 | œ (| - [Coupe models] | Τ | | | |
| + | + | | | | 2 2 | ž (| - [Koadster models] | T | ⊢ | - | |
| 32 ^ | - Lexcept for roadster models with M/ I.j | Tominol | Color | | 84 | 5 > | - [Coupe models] | T | No | of Wire | Signal Name [Specification] |
| + | | No. | _ | Signal Name [Specification] | 5 59 | SHIFLD | | T | t | c | GND [Boadster models with M/T] |
| 35 BR | 1 | - | BB | 1 | 99 | 5 | - [Coupe models] | <u>-</u> Т | - | t | GND [Except for roadster models with M/T |
| H | 1 | 2 | 0 | 1 | 99 | ۵ | - [Roadster models] | T | 2 | T | SIGNAL OUTPUT [Roadster models with M/T |
| H | I | က | ŊΠ | 1 | 67 | > | - [Coupe models] | L | 2 | GR | SIGNAL OUTPUT [Except for roadster models with M/T. |
| 38 | 1 | 4 | С | 1 | 67 | - | - [Roadster models] | _ | 4 | Т | BATTERY |
| ╀ | 1 | | > | 1 | 89 | SHELD | | , T | 1 | | |
| ╀ | 1 | , | ۳. | 1 | 69 | - | - [Coupe models] | Ι | | | |
| F | 1 | | SB | 1 | 69 | 1 2 | - [Roadster models] | Τ | | | |
| ╀ | 1 | 6 | g. | 1 | 70 | <u>a</u> | - [Coupe models] | Τ | | | |
| L | 1 | Ξ | > | 1 | 70 | g | - [Roadster models] | Γ | | | |
| H | - [With A/T] | 12 | > | 1 | 71 | > | | Γ | | | |
| H | | 5 | BR | 1 | 72 | ۵ | 1 | Γ | | | |
| 45 0 | | 41 | > | 1 | 73 | BR | 1 | Γ | | | |
| 46 G | 1 | 15 | В | | 74 | GR | | П | | | |
| П | 1 | 16 | > | - | 75 | 0 | - | Γ | | | |
| COLLEGE DE | | 8 | | | | | | I | | | |

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POWER WINDOW SUB-SWITCH

< ECU DIAGNOSIS INFORMATION >

[ROADSTER]

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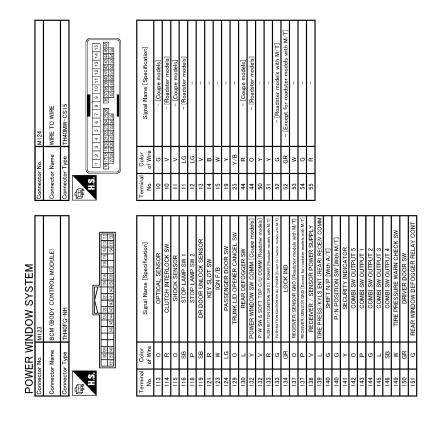
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Fail-Safe

INFOID:0000000005476970

FAIL-SAFE CONTROL

Switches to fail-safe control when malfunction is detected in encoder signal that detects up/down speed and direction of door glass. Switches to fail-safe control when a signal that is out of the specified value is detected between the fully closed position and the actual position of the glass.

POWER WINDOW SUB-SWITCH

< ECU DIAGNOSIS INFORMATION >

[ROADSTER]

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| Malfunction | Malfunction condition |
|--|--|
| Pulse sensor malfunction | When one pulse signals that is the specified value or more is detected continuously for the specified time or more, while door glass is being operated UP or DOWN. |
| Both pulse sensor mal- function | When both pulse signal are not detected continuously for the specified time or more, while door glass is being operated UP or DOWN. |
| Pulse direction malfunction | When a pulse indicating that the window is moving in the opposite direction against the power window motor is detected for the specified value or more, while door glass is being operated UP or DOWN. |
| Glass recognition position malfunction 1 | When the actual door glass position that is out of the specified value is detected compared to the door glass fully closed position memorized in module, while door is being operated UP or DOWN. |
| Glass recognition position malfunction 2 | When pulse count that is out of door glass full stroke value or more is detected, while door glass is being operated UP or DOWN. |

It changes to condition before initialization and the following functions do not operate when switched to fail-safe control.

- Auto-up operation
- Anti-pinch function
- Automatic window adjusting function
- Retained power operation

Perform initial operation to recover when switched to fail-safe mode. However, it switches back to fail-safe control when malfunction is found in power window switch or in motor.

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POWER WINDOWS DO NOT OPERATE WITH ANY POWER WINDOW SWITCH-ES

< SYMPTOM DIAGNOSIS >

[ROADSTER]

SYMPTOM DIAGNOSIS

POWER WINDOWS DO NOT OPERATE WITH ANY POWER WINDOW SWITCHES

Description INFOID:000000005476971

All power windows do not operate via power window main switch and power window sub-switch.

Diagnosis Procedure

INFOID:0000000005476972

1. CHECK BCM POWER SUPPLY AND GROUND CIRCUIT

Check BCM power supply and ground circuit.

Refer to PWC-118, "BCM: Diagnosis Procedure".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the malfunctioning parts.

2.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

DRIVER SIDE POWER WINDOW ALONE DOES NOT OPERATE [ROADSTER] < SYMPTOM DIAGNOSIS > DRIVER SIDE POWER WINDOW ALONE DOES NOT OPERATE Α Description INFOID:0000000005476973 Driver side power window does not operate using power window main switch. В Diagnosis Procedure INFOID:0000000005476974 1. CHECK POWER WINDOW MAIN SWITCH POWER SUPPLY AND GROUND CIRCUIT Check power window main switch power supply and ground circuit. Refer to PWC-118, "POWER WINDOW MAIN SWITCH: Diagnosis Procedure". D Is the inspection result normal? YES >> GO TO 2. NO >> Repair or replace the malfunctioning parts. Е 2.CHECK DRIVER SIDE POWER WINDOW MOTOR Check driver side power window motor. Refer to PWC-121, "DRIVER SIDE: Component Function Check". F Is the measurement value within the specification? YES >> GO TO 3. NO >> Repair or replace the malfunctioning parts.

>> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

3.CONFIRM THE OPERATION

Confirm the operation again.

>> GO TO 1.

Is the result normal?

YES

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PASSENGER SIDE POWER WINDOW ALONE DOES NOT OPERATE

< SYMPTOM DIAGNOSIS >

[ROADSTER]

PASSENGER SIDE POWER WINDOW ALONE DOES NOT OPERATE

Description INFOID:000000005483814

Passenger side power window operates using power window main switch and power window sub-switch.

Diagnosis Procedure

INFOID:0000000005483815

1. CHECK POWER WINDOW SUB-SWITCH POWER SUPPLY AND GROUND CIRCUIT

Check power window sub-switch power supply and ground circuit.

Refer to PWC-119, "POWER WINDOW SUB-SWITCH: Diagnosis Procedure".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the malfunctioning parts.

2. CHECK PASSENGER SIDE POWER WINDOW MOTOR

Check passenger side power window motor.

Refer to PWC-122, "PASSENGER SIDE: Component Function Check".

Is the measurement value within the specification?

YES >> GO TO 3.

NO >> Repair or replace the malfunctioning parts.

3.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

ANTI-PINCH FUNCTION DOES NOT OPERATE

| SYMPTOM DIAGNOSIS > | [ROADSTER] | |
|---|-------------------------|-----|
| ANTI-PINCH FUNCTION DOES NOT OPERATE DRIVER SIDE | | А |
| DRIVER SIDE : Description | INFOID:000000005476981 | D |
| Anti-pinch function does not operate when power window up operated. DRIVER SIDE: Diagnosis Procedure | INFOID:0000000005476982 | В |
| 1. CHECK AUTO UP OPERATION | | |
| Check AUTO UP operation. Is the inspection result normal? YES >> GO TO 2. | | D |
| NO >> Refer to PWC-208, "DRIVER SIDE : Diagnosis Procedure". 2.CONFIRM THE OPERATION | | Е |
| Confirm the operation again. <u>Is the result normal?</u> YES >> Check intermittent incident. Refer to <u>GI-39</u> , " <u>Intermittent Incident</u> ". | | F |
| NO >> GO TO 1. PASSENGER SIDE | | G |
| PASSENGER SIDE : Description | INFOID:000000005476983 | Н |
| Anit-pinch function does not operate when power window up operated. PASSENGER SIDE: Diagnosis Procedure | INFOID:000000005476984 | ı |
| 1. CHECK AUTO UP OPERATION | | |
| Check AUTO UP operation. Is the inspection result normal? YES >> GO TO 2. | | J |
| NO >> Refer to PWC-208 , "PASSENGER SIDE : Diagnosis Procedure". 2.CONFIRM THE OPERATION | | PWC |
| Confirm the operation again. <u>Is the result normal?</u> YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident". | | L |
| NO >> GO TO 1. | | M |
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AUTO OPERATION DOES NOT OPERATE BUT MANUAL OPERATES NORMAL-LY

< SYMPTOM DIAGNOSIS >

[ROADSTER]

AUTO OPERATION DOES NOT OPERATE BUT MANUAL OPERATES NORMALLY

DRIVER SIDE

DRIVER SIDE : Diagnosis Procedure

INFOID:0000000005476985

1. PERFORM INITIALIZATION PROCEDURE

Initialization procedure is performed and operation is confirmed.

Refer to PWC-109, "ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL: Special Repair Requirement".

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2. CHECK ENCODER (DRIVER SIDE) CIRCUIT

Check encoder (driver side) circuit.

Refer to PWC-125, "DRIVER SIDE: Component Function Check".

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace the malfunctioning parts.

3.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

PASSENGER SIDE

PASSENGER SIDE : Diagnosis Procedure

INFOID:0000000005476986

1. PERFORM INITIALIZATION PROCEDURE

Initialization procedure is performed and operation is confirmed.

Refer to PWC-109, "ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL: Special Repair Requirement".

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2. CHECK ENCODER (PASSENGER SIDE) CIRCUIT

Check encoder (passenger side) circuit.

Refer to PWC-127, "PASSENGER SIDE: Component Function Check".

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace the malfunctioning parts.

3.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

POWER WINDOW RETAINED POWER FUNCTION DOES NOT OPERATE NOR-**MALLY** [ROADSTER] < SYMPTOM DIAGNOSIS > POWER WINDOW RETAINED POWER FUNCTION DOES NOT OPERATE Α NORMALLY Description INFOID:0000000005476987 В Retained power function does not operate after ignition switch turns OFF. **Diagnosis Procedure** INFOID:0000000005476988 1. CHECK DOOR SWITCH Check door switch. D Refer to DLK-88, "Component Function Check". Is the inspection result normal? YES >> GO TO 2. Е NO >> Repair or replace the malfunctioning parts. 2. CONFIRM THE OPERATION Confirm the operation again. Is the result normal? YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident". NO >> GO TO 1. Н J

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PWC-209 Revision: 2009 July 2010 370Z

DOOR KEY CYLINDER SWITCH DOES NOT OPERATE POWER WINDOWS

< SYMPTOM DIAGNOSIS >

[ROADSTER]

DOOR KEY CYLINDER SWITCH DOES NOT OPERATE POWER WINDOWS

Description INFOID:000000005476988

Power window does not operate when locking or unlocking a door using door key cylinder.

Diagnosis Procedure

INFOID:0000000005476990

1. PERFORM INITIALIZATION PROCEDURE

Initialization procedure is executed and operation is confirmed.

Refer to <u>PWC-109</u>, "ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL : Special Repair Requirement".

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

$2. \mathsf{CHECK}\ \mathsf{DRIVER}\ \mathsf{SIDE}\ \mathsf{DOOR}\ \mathsf{LOCK}\ \mathsf{ASSEMBLY}\ (\mathsf{DOOR}\ \mathsf{KEY}\ \mathsf{CYLINDER}\ \mathsf{SWITCH})$

Check driver side door lock assembly (door key cylinder switch).

Refer to DLK-99, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace the malfunctioning parts.

3.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

| KEYLESS POWER WINDOW DOWN DOES NOT OPERAT < SYMPTOM DIAGNOSIS > | E [ROADSTER] |
|--|-------------------------|
| KEYLESS POWER WINDOW DOWN DOES NOT OPERATE | |
| Description | INFOID:0000000005476991 |
| Power window down does not operate when pressing unlock button on Intelligent Key. | |
| Diagnosis Procedure | INFOID:0000000005476992 |
| 1. CHECK REMOTE KEYLESS ENTRY FUNCTION | |
| Check remote keyless entry function. Does door lock/unlock with Intelligent Key button? YES >> GO TO 2. NO >> Refer to DLK-334, "Diagnosis Procedure". 2.CHECK POWER WINDOW OPERATION | |
| Check power window operation. Does power window operate up/down using power window main switch? YES >> GO TO 3. NO >> Refer to PWC-204, "Diagnosis Procedure". 3.CHECK "PW DOWN SET" SETTING IN "WORK SUPPORT" | |
| Check "PW DOWN SET" setting in "WORK SUPPORT". Refer to DLK-41, "INTELLIGENT KEY: CONSULT-III Function (BCM - INTELLIGENT KEY)". | |
| Is the inspection result normal? YES >> GO TO 4. NO >> Set "PW DOWN SET" setting in "WORK SUPPORT". 4.CONFIRM THE OPERATION | |
| Confirm the operation again. Is the result normal? YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident". NO >> GO TO 1. | |
| NO >> GO TO 1. | |
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POWER WINDOW LOCK SWITCH DOES NOT FUNCTION

< SYMPTOM DIAGNOSIS > [ROADSTER]

INFOID:0000000005476993

POWER WINDOW LOCK SWITCH DOES NOT FUNCTION

Diagnosis Procedure

1.REPLACE POWER WINDOW MAIN SWITCH

Replace power window main switch.

>> Refer to PWC-217, "Removal and Installation".

POWER WINDOW SWITCH ILLUMINATION DOES NOT ILLUMINATE

[ROADSTER] < SYMPTOM DIAGNOSIS > POWER WINDOW SWITCH ILLUMINATION DOES NOT ILLUMINATE Α **DRIVER SIDE** DRIVER SIDE: Diagnosis Procedure INFOID:0000000005476994 В 1. REPLACE POWER WINDOW MAIN SWITCH Replace power window main switch. C >> Refer to PWC-217, "Removal and Installation". PASSENGER SIDE D PASSENGER SIDE: Diagnosis Procedure INFOID:0000000005476995 Е 1. REPLACE POWER WINDOW SUB-SWITCH Replace power window sub-switch. F >> Refer to PWC-217, "Removal and Installation". Н J **PWC** M Ν

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AUTOMATIC WINDOW ADJUSTING FUNCTION DOES NOT OPERATE

< SYMPTOM DIAGNOSIS >

[ROADSTER]

AUTOMATIC WINDOW ADJUSTING FUNCTION DOES NOT OPERATE DRIVER SIDE

DRIVER SIDE: Diagnosis Procedure

INFOID:0000000005483818

1. CHECK AUTO UP OPERATION

Check AUTO UP operation.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Refer to PWC-208, "DRIVER SIDE : Diagnosis Procedure".

2. CHECK DOOR SWITCH

Check door switch.

Refer to PWC-129, "DRIVER SIDE: Component Function Check".

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace the malfunctioning parts.

3.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

PASSENGER SIDE

PASSENGER SIDE : Diagnosis Procedure

INFOID:0000000005483819

1. CHECK AUTO UP OPERATION

Check AUTO UP operation.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Refer to PWC-208, "PASSENGER SIDE : Diagnosis Procedure".

2.CHECK DOOR SWITCH

Check door switch.

Refer to PWC-130, "PASSENGER SIDE: Component Function Check".

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace the malfunctioning parts.

3.CONFIRM THE OPERATION

Confirm the operation again.

Is the result normal?

YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".

NO >> GO TO 1.

PRECAUTIONS

< PRECAUTION > [ROADSTER]

PRECAUTION

PRECAUTIONS FOR USA AND CANADA

FOR USA AND CANADA: Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

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

WARNING:

- 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 AIR BAG".
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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

WARNING:

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the
 ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s)
 with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly
 causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

FOR USA AND CANADA: Precaution for Battery Service

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.

FOR MEXICO

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

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. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" 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 AIR BAG".

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PRECAUTIONS

< PRECAUTION > [ROADSTER]

 Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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

WARNING:

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the
 ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s)
 with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly
 causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

FOR MEXICO: Precaution for Battery Service

INFOID:0000000005669291

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.

POWER WINDOW MAIN SWITCH

< REMOVAL AND INSTALLATION >

[ROADSTER]

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REMOVAL AND INSTALLATION

POWER WINDOW MAIN SWITCH

Removal and Installation

REMOVAL

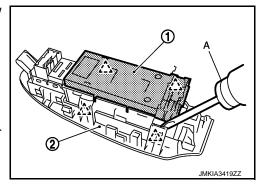
- 1. Remove the power window main switch finisher (2). Refer to INT-14, "Removal and Installation".
- 2. Power window main switch (1) is removed from power window main switch finisher (2) using flat-bladed screw driver (A) etc.



CAUTION:

Never fold the pawl of power window main switch finisher. NOTE:

The same procedure is also performed for power window subswitch.



INSTALLATION

Install in the reverse order of removal.

NOTE:

Power window main switch is replaced or is removed it is necessary to do the initialization procedure. Refer to PWC-109, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT: Special Repair Requirement".

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