SECURITY CONTROL SYSTEM

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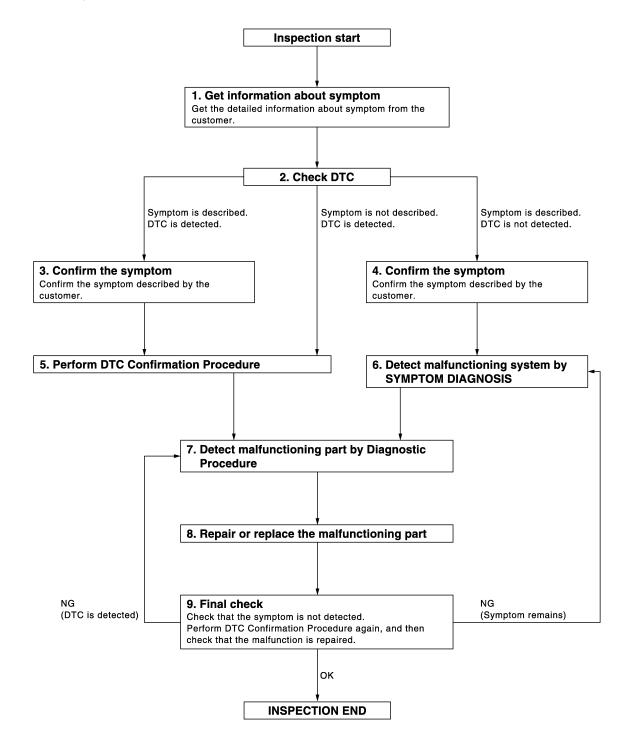
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BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow

OVERALL SEQUENCE



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DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

1.GET INFORMATION ABOUT SYMPTOM

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

>> GO TO 2.

2.check dtc

- 1. Check BCM and IPDM E/R for DTC.
- 2. Perform the following procedure if DTC is detected.
- Record DTC and freeze frame data (Print them out using 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.

Are any symptoms described and any DTC detected?

Symptom is described, DTC is detected>>GO TO 3.

Symptom is described, DTC is not detected>>GO TO 4.

Symptom is not described, DTC is detected>>GO TO 5.

3.CONFIRM THE SYMPTOM

Confirm the symptom described by the customer.

Connect CONSULT-III to the vehicle in the "DATA MONITOR" mode and check real time diagnosis results. Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 5.

f 4.CONFIRM THE SYMPTOM

Confirm the symptom described by the customer.

Connect CONSULT-III to the vehicle in the "DATA MONITOR" mode and check real time diagnosis results. Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 6.

5. PERFORM DTC CONFIRMATION PROCEDURE

Perform DTC Confirmation Procedure for the detected DTC, and then check that DTC is detected again. At this time, always connect CONSULT-III to the vehicle, and check diagnostic results in real time. If two or more DTCs are detected, refer to SEC-196, "DTC Inspection Priority Chart" (BCM) or SEC-212, "DTC Index" (IPDM E/R), and determine trouble diagnosis order.

Is DTC detected?

YES >> GO TO 7.

NO >> Refer to GI-39, "Intermittent Incident".

6. DETECT MALFUNCTIONING SYSTEM BY SYMPTOM DIAGNOSIS

Detect malfunctioning system according to SYMPTOM DIAGNOSIS based on the confirmed symptom in step 4, and determine the trouble diagnosis order based on possible causes and symptom.

>> GO TO 7.

7. DETECT MALFUNCTIONING PART BY DIAGNOSTIC PROCEDURE

Inspect according to Diagnostic Procedure of the system.

NOTE:

The Diagnostic Procedure is described based on open and short circuit inspection.

Is malfunctioning part detected?

YES >> GO TO 8.

NO >> Check voltage of related BCM terminals using CONSULT-III.

8.REPAIR OR REPLACE THE MALFUNCTIONING PART

1. Repair or replace the malfunctioning part.

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Repair of replace the mailunctioning part.

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DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

- Reconnect parts or connectors disconnected during Diagnostic Procedure again after repair and replacement.
- 3. Check DTC. If DTC is detected, erase it.

>> GO TO 9.

9. FINAL CHECK

When DTC is detected in step 2, perform DTC Confirmation Procedure or Component Function Check again, and then check that the malfunction is repaired securely.

When symptom is described by the customer, refer to confirmed symptom in step 3 or 4, and check that the symptom is not detected.

Does the symptom reappear?

YES (DTC is detected)>>GO TO 7.

YES (Symptom remains)>>GO TO 6.

NO >> INSPECTION END

INSPECTION AND ADJUSTMENT

< BASIC INSPECTION >

INSPECTION AND ADJUSTMENT ECM RECOMMUNICATING FUNCTION

INFOID:0000000005240808

ECM RECOMMUNICATING FUNCTION : Description

Performing the following procedure can automatically activate recommunication of ECM and BCM, but only when the ECM is replaced with a new one*.

*: New one means a virgin ECM that is never energized on-board.
(In this step, initialization procedure by CONSULT-III is not necessary)

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NOTE:

- When registering new Key IDs or replacing the ECM that is not brand new, refer to CONSULT-III Operation Manual NATS-IVIS/NVIS.
- If multiple keys are attached to the key holder, separate them before beginning work.
- Distinguish keys with unregistered key IDs from those with registered IDs.

ECM RECOMMUNICATING FUNCTION : Special Repair Requirement

INFOID:0000000005240809

1.PERFORM ECM RECOMMUNICATING FUNCTION

- 1. Install ECM.
- 2. Insert the registered Intelligent Key* into key slot, turn ignition switch to "ON".

 *: To perform this step, use the key that is used before performing ECM replacement.
- 3. Maintain ignition switch in the "ON" position for 5 seconds or more.
- 4. Turn ignition switch to "OFF".
- 5. Start engine.

Can engine be started?

YES >> Procedure is complete.

NO >> Initialize control unit. Refer to CONSULT-III Operation Manual NATS-IVIS/NVIS.

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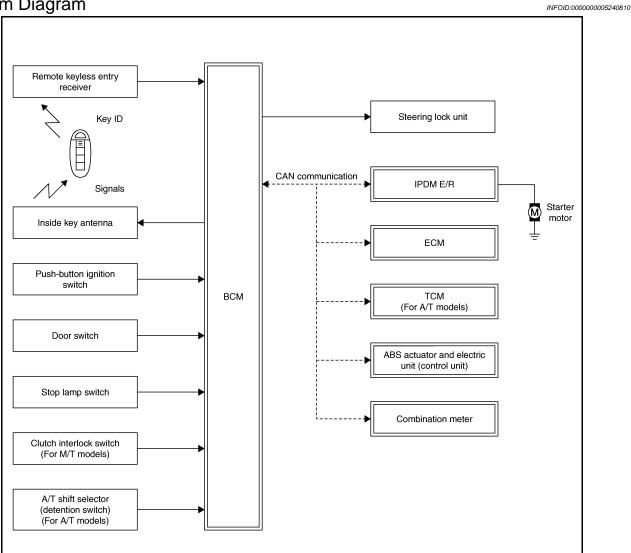
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SYSTEM DESCRIPTION

INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

System Diagram



System Description

INFOID:00000000005240811

SYSTEM DESCRIPTION

• The engine start function of Intelligent Key system is a system that makes it possible to start and stop the engine without removing the key. It verifies an electronic ID using two-way communication when pressing the push-button ignition switch while carrying the Intelligent Key, which operates based on the results of electronic ID verification of Intelligent Key using two-way communication between the Intelligent Key and the vehicle.

NOTE:

The driver should carry the Intelligent Key at all times.

- Intelligent Key has 2 IDs [Intelligent Key and NVIS (NATS)]. It can perform the door lock/unlock operation and the push-button ignition switch operation when the registered Intelligent Key is carried.
- When the Intelligent Key battery is discharged, it can be used as emergency back-up by inserting the Intelligent Key to the key slot. At that time, perform the NVIS (NATS) ID verification. If it is used when the Intelligent Key is carried, perform the Intelligent Key ID verification.
- If the ID is successfully verified, when push-button ignition switch is pressed, steering lock is released and the engine can be started.

< SYSTEM DESCRIPTION >

 Up to 4 Intelligent Keys can be registered (Including the standard Intelligent Key) upon request from the customer.

NOTE:

Refer to DLK-24, "INTELLIGENT KEY SYSTEM: System Description" for any functions other than engine start function of Intelligent Key system.

PRECAUTIONS FOR INTELLIGENT KEY SYSTEM

In the Intelligent Key system, the transponder [the chip for NVIS (NATS) ID verification] is integrated into the Intelligent Key. (For the conventional models, it is integrated into the mechanical key.) Therefore, the mechanical key cannot perform ID verification, and thus it cannot start the engine. Instead, NVIS (NATS) ID verification can be performed by inserting the Intelligent Key to the key slot, and then it can start the engine.

OPERATION WHEN INTELLIGENT KEY IS CARRIED

- 1. When the push-button ignition switch is pressed, the BCM activates the inside key antenna and transmits the request signal to the Intelligent Key.
- The Intelligent Key receives the request signal and transmits the Intelligent Key ID signal to the BCM via the remote keyless entry receiver.
- The Intelligent Key receives the Intelligent Key ID signal and verifies it with the registered ID.
- BCM transmits the steering lock unlock signal to steering lock unit and IPDM E/R if the verification results are OK.
- 5. IPDM E/R turns the steering lock relay ON and supplies power supply to the steering lock unit.
- The steering lock releases.
- BCM transmits the power supply stop signal to IPDM E/R when detecting that the steering lock is in the unlock condition.
- 8. IPDM E/R turns the steering lock relay OFF and stops power supply to the steering lock unit.
- BCM turns ACC relay ON and transmits the ignition power supply ON signal to IPDM E/R.
- IPDM E/R turns the ignition relay ON and starts the ignition power supply.
- 11. BCM detects that the selector lever position and brake pedal operating condition (A/T models), or shift lever position and clutch pedal operation condition (M/T models).
- 12. BCM transmits the starter request signal via CAN communication to IPDM E/R and turns the starter relay in IPDM E/R ON if BCM judges that the engine start condition is satisfied.
- IPDM E/R turns the starter control relay ON when receiving the starter request signal.
- 14. Power supply is supplied through the starter relay and the starter control relay to operate the starter motor and start cranking.

CAUTION:

If a malfunction is detected in the Intelligent Key system, the "KEY" warning lamp in the combination meter illuminates. At that time, the engine cannot be started.

15. When BCM receives feedback signal from ECM indicating that the engine is started, the BCM transmits a stop signal to IPDM E/R and stops cranking by turning OFF the starter motor relay. (If engine start is unsuccessful, cranking stops automatically within 5 seconds.) CAUTION:

When the Intelligent Key is carried outside of the vehicle (inside key antenna detection area) while the power supply is in the ACC or ON position, even if the engine start condition* is satisfied, the engine cannot be started.

*: For the engine start condition, refer to "PUSH-BUTTON IGNITION SWITCH OPERATION PROCEDURE".

OPERATION RANGE

Engine can be started when Intelligent Key is inside the vehicle. However, sometimes engine may not start when Intelligent Key is on instrument panel or in glove box.

OPERATION WHEN KEY SLOT IS USED

When the Intelligent Key battery is discharged, it performs NVIS (NATS) ID verification between the integrated transponder and BCM by inserting the Intelligent Key into the key slot, and then the engine can be started. For details relating to starting the engine using key slot, refer to <u>SEC-16, "System Description"</u>.

BATTERY SAVER SYSTEM

When all the following conditions are met for 60 minutes, the battery saver system cuts off the power supply to prevent battery discharge.

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< SYSTEM DESCRIPTION >

- The ignition switch is in the ACC position
- All doors are closed
- Selector lever is in the P position

Reset Condition of Battery Saver System

A/T models

In order to prevent the battery from discharging, the battery saver system cuts off the power supply when all doors are closed, the selector lever is in the P position, and the ignition switch is left in the ACC position for 60 minutes. If any of the following conditions are met the battery saver system is released and the steering changes automatically to the lock position from the OFF position.

- Opening any door
- Operating door lock using door request switch
- Operating door lock using Intelligent Key

Press push-button ignition switch and ignition switch changes to the ACC position from the OFF position.

M/T models

If any of the above conditions are met, the battery saver system is released but the steering is not locked. In this case, the steering operation OFF to LOCK is prohibited.

STEERING LOCK OPERATION

Steering is locked by steering lock unit when ignition switch is in the OFF position, selector lever is in the P position, and any of the following conditions are met.

- Opening door
- Closing door
- Door is locked using door request switch
- Door is locked using Intelligent Key

POWER SUPPLY POSITION CHANGE TABLE BY PUSH-BUTTON IGNITION SWITCH OPERA-TION

The power supply position changing operation can be performed with the following operations.

NOTE:

- When an Intelligent Key is within the detection area of inside key antenna and when it is inserted to the key slot, it is equivalent to the operations below.
- When starting the engine, the BCM monitors under the engine start conditions,

A/T models

- Brake pedal operating condition
- Selector lever position
- Vehicle speed

M/T models

- Clutch pedal operating condition
- Vehicle speed

Vehicle speed: less than 4 km/h (2.5 MPH)

Power supply position	A/T n	nodels	M/T models	Push-button ignition switch operation fre-
. сто. сарру росто.	Selector lever	Brake pedal operation condition	Clutch pedal operation condition	quency
$LOCK \to ACC$	_	Not depressed	Not depressed	1
$LOCK \to ACC \to ON$	_	Not depressed	Not depressed	2
$\begin{array}{c} LOCK \to ACC \to ON \to \\ OFF \end{array}$	_	Not depressed	Not depressed	3
LOCK → START ACC → START ON → START	P or N position	Depressed	Depressed	1
Engine is running → OFF	_	_	_	1

Vehicle speed: 4 km/h (2.5 MPH) or more

< SYSTEM DESCRIPTION >

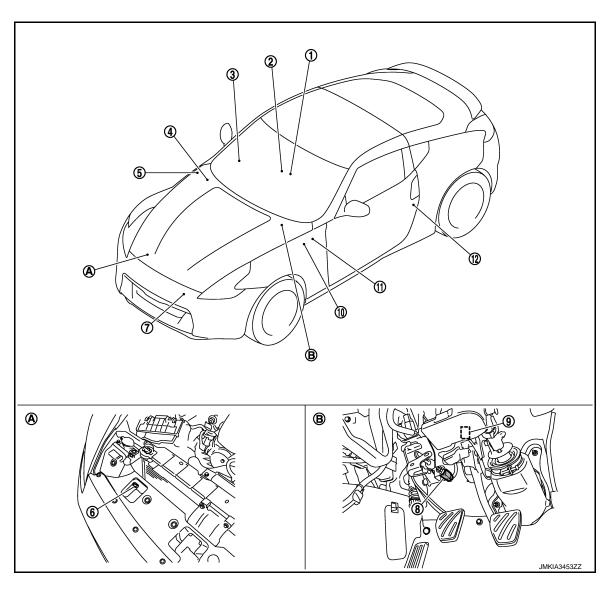
Power supply position	A/T models		M/T models	Push-button ignition switch operation fre-	
,	Selector lever	Brake pedal operation condition	Clutch pedal operation condition	quency	
Engine is running → ACC	_	_	_	Emergency stop oper- ation	
Engine stall return operation while driving	N position	Not depressed	Depressed	1	

Emergency stop operation

- Press and hold the push-button ignition switch for 2 seconds or more.
- Press the push-button ignition switch 3 times or more within 1.5 seconds.

Component Parts Location

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< SYSTEM DESCRIPTION >

- 1. Combination meter M53, M54
- Push-button ignition switch M50
- Remote keyless entry receiver M104 Refer to DLK-16, "INTELLIGENT **KEY SYSTEM:** Component Parts Location".

BCM M118, M119, M121, M122, M123

Refer to BCS-9, "Component Parts Location".

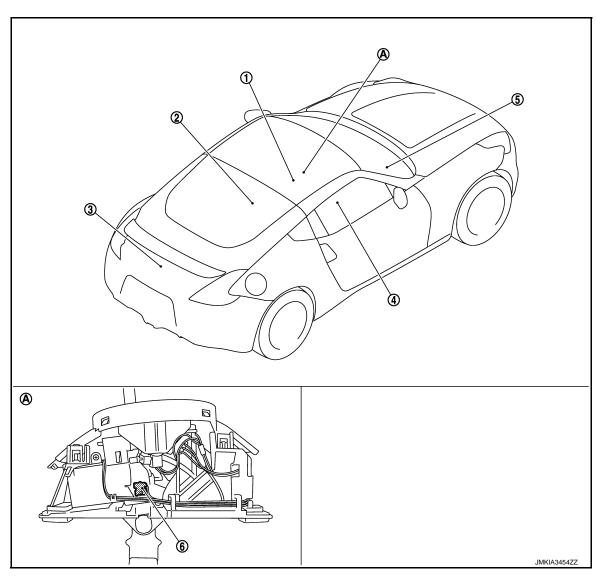
- Horn (low) E69, E70
- IPDM E/R E5, E6, E7, E9 Refer to PCS-6, "Component Parts Location".
- Hood switch
- Clutch interlock switch E111 (for M/T models)
- 9. Stop lamp switch E110

12. Driver side door switch B16

10. ABS actuator and electric unit (con- 11. Key slot M22 trol unit) E41

Refer to BRC-11, "Component Parts Location".

- A. Built in hood lock RH
- View with instrument driver lower cover removed



- Inside key antenna (console) M257
- Inside key antenna (luggage room) B222
- 5. **ECM M107**

3. Back door switch B66

4. **TCM F301** A/T shift selector (detention switch) M137

Built in A/T shift selector

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< SYSTEM DESCRIPTION >

Component Description

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Component	Reference
BCM	<u>SEC-97</u>
Steering lock unit	<u>SEC-83</u>
Push-button ignition switch	<u>SEC-57</u>
Door switch	<u>DLK-20</u> or <u>DLK-210</u>
A/T shift selector (detention switch) (A/T models)	<u>SEC-113</u>
Inside key antenna	<u>DLK-20</u> or <u>DLK-210</u>
Remote keyless entry receiver	DLK-20 or DLK-210
Stop lamp switch	<u>SEC-55</u>
TCM (A/T models)	<u>SEC-70</u>
Clutch interlock switch (M/T models)	<u>SEC-87</u>
Steering lock relay	<u>SEC-74</u>
Starter relay	<u>SEC-77</u>
Starter control relay	<u>SEC-108</u>
Security indicator lamp	<u>SEC-126</u>
Key warning lamp	<u>SEC-128</u>

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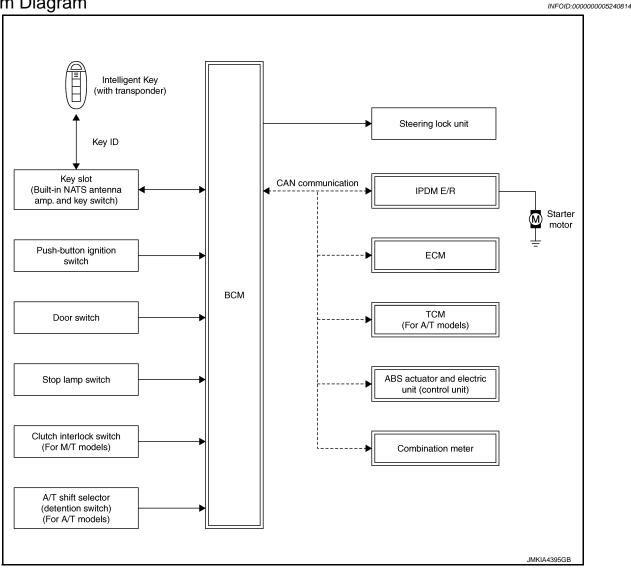
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System Diagram



System Description

INFOID:0000000005240815

SYSTEM DESCRIPTION

- The NVIS (NATS) is an anti-theft system that registers an Intelligent Key ID to the vehicle and prevents the engine from being started by an unregistered Intelligent Key. It has higher protection against auto theft involving the duplication of mechanical keys.
- It performs ID verification when starting the engine in the same way as the Intelligent system, but it performs the NVIS (NATS) ID verification when inserting the Intelligent Key and performs the Intelligent Key ID verification when carrying the Intelligent Key.
- The mechanical key integrated in the Intelligent Key cannot start the engine. When the Intelligent Key battery is discharged, the NVIS (NATS) ID verification memorized to the transponder integrated with Intelligent Key is performed by inserting the Intelligent Key into the key slot. If the verification results are OK, the engine start operation can be performed by the push-button ignition switch operation.
- Locate the security indicator lamp and apply the anti-theft system equipment sticker that warns that the NVIS (NATS) is onboard the model.
- Security indicator lamp always blinks when the power supply position is in any position except the ON position.
- Up to 4 Intelligent Keys can be registered (including the standard ignition key) upon request from the owner.

< SYSTEM DESCRIPTION >

- Specified registration is required when replacing ECM, BCM, or Intelligent Key. For the registrations procedures for NVIS (NATS) and Intelligent Key when installing the BCM, refer to CONSULT-III Operation Manual NATS-IVIS/NVIS.
- Possible symptom of NVIS (NATS) malfunction is "Engine cannot start". The engine can be started with the Intelligent Key system and NVIS (NATS). Identify the possible causes according to "Work Flow". Refer to SEC-6, "Work Flow".
- If ECM other than genuine part is installed, the engine cannot be started. For ECM replacement procedure, refer to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM): Special Repair Requirement".

PRECAUTIONS FOR KEY REGISTRATION

- The key registration is a procedure that erases the current NVIS (NATS) ID once, and then reregisters a new ID operation. Therefore a registered Intelligent Key is necessary for this procedure. Before starting the registration operation collect all registered Intelligent Keys from the customer.
- When registering the Intelligent Key, perform only one procedure to simultaneously register both ID (NVIS "NATS" ID and Intelligent Key ID).
 - The NVIS (NATS) ID registration is the procedure that registers the ID stored into the transponder (integrated in Intelligent Key) to BCM.
 - The Intelligent key ID registration is the procedure that registers the ID to BCM.
- When performing the Intelligent Key system registration only, the engine cannot be started by inserting the key into the key slot. When performing the NVIS (NATS) registration only, the engine cannot be started by the operation when carrying the key. The registrations of both systems should be performed.

SECURITY INDICATOR LAMP

- Warns that the vehicle is equipped with NVIS (NATS).
- Security indicator lamp always blinks when the ignition switch is in any position except the ON position.

Because security indicator lamp is highly efficient, the battery is barely affected.

POWER SUPPLY POSITION CHANGE TABLE BY PUSH-BUTTON IGNITION SWITCH OPERA-TION

The power supply position changing operation can be performed with the following operations.

NOTE:

- When an Intelligent Key is within the detection area of inside key antenna and when it is inserted to the key slot, it is equivalent to the operations below.
- When starting the engine, the BCM monitors under the engine start conditions,

A/T models

- Brake pedal operating condition
- Selector lever position
- Vehicle speed

M/T models

- Clutch pedal operating condition
- Vehicle speed

Vehicle speed: less than 4 km/h (2.5 MPH)

Power supply position	A/T n	nodels	M/T models	Push-button ignition switch operation fre-
	Selector lever	Brake pedal operation condition	Clutch pedal operation condition	quency
$LOCK \to ACC$	_	Not depressed	Not depressed	1
$LOCK \to ACC \to ON$	_	Not depressed	Not depressed	2
$\begin{array}{c} LOCK \to ACC \to ON \to \\ OFF \end{array}$	_	Not depressed	Not depressed	3
$\begin{array}{c} LOCK \to START \\ ACC \to START \\ ON \to START \end{array}$	P or N position	Depressed	Depressed	1
Engine is running → OFF	_	_	_	1

Vehicle speed: 4 km/h (2.5 MPH) or more

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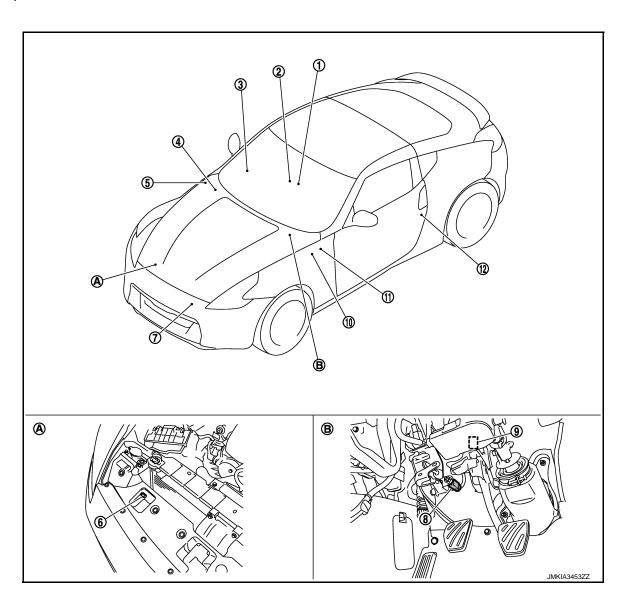
Power supply position Sele	A/T models		M/T models	Push-button ignition switch operation fre-
	Selector lever	Brake pedal operation condition	Clutch pedal operation condition	quency
Engine is running → ACC	_	_	_	Emergency stop operation
Engine stall return operation while driving	N position	Not depressed	Depressed	1

Emergency stop operation

- Press and hold the push-button ignition switch for 2 seconds or more.
- Press the push-button ignition switch 3 times or more within 1.5 seconds.

Component Parts Location

INFOID:0000000005240816



< SYSTEM DESCRIPTION >

- Combination meter M53, M54
- Push-button ignition switch M50
- Remote keyless entry receiver M104 Refer to DLK-16, "INTELLIGENT **KEY SYSTEM:** Component Parts Location".

BCM M118, M119, M121, M122,

Refer to BCS-9, "Component Parts Location".

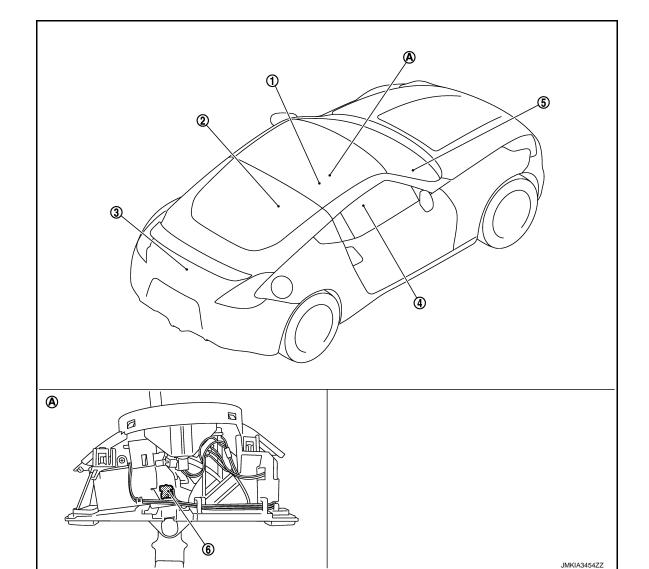
- 7. Horn (low) E69, E70
- IPDM E/R E5, E6, E7, E9 Refer to PCS-6, "Component Parts Location".
- 6. Hood switch

- 8. Clutch interlock switch E111 (for M/T models)
- 9. Stop lamp switch E110

10. ABS actuator and electric unit (con- 11. Key slot M22 trol unit) E41

Refer to BRC-11, "Component Parts Location".

- Built in hood lock RH
- View with instrument driver lower cover removed
- 12. Driver side door switch B16



- Inside key antenna (console) M257
- Inside key antenna (luggage room) B222
- **ECM M107** 5.

3. Back door switch B66

TCM F301

A/T shift selector (detention switch) M137

Built in A/T shift selector

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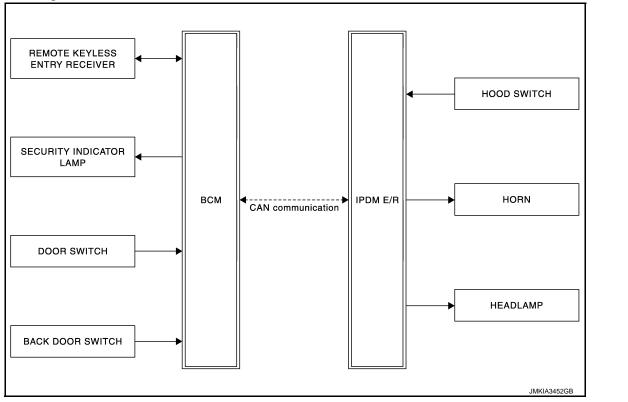
Component Description

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Component	Reference
BCM	<u>SEC-97</u>
Steering lock unit	<u>SEC-83</u>
Push-button ignition switch	<u>SEC-57</u>
Door switch	<u>DLK-20</u> or <u>DLK-210</u>
Key slot	SEC-119
A/T shift selector (detention switch) (A/T models)	SEC-113
Stop lamp switch	<u>SEC-55</u>
TCM (A/T models)	<u>SEC-70</u>
Clutch interlock switch (M/T models)	<u>SEC-87</u>
Steering lock relay	<u>SEC-74</u>
Starter relay	<u>SEC-77</u>
Starter control relay	<u>SEC-108</u>
Security indicator lamp	<u>SEC-126</u>

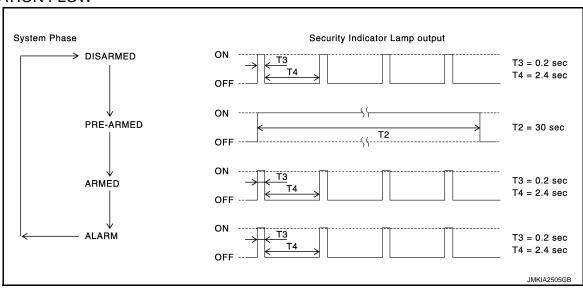
VEHICLE SECURITY SYSTEM

System Diagram



System Description

OPERATION FLOW



SETTING THE VEHICLE SECURITY SYSTEM

Initial Condition

• Ignition switch is in the OFF position.

Disarmed Phase

• When any door or back door is open, the vehicle security system is set in the disarmed phase on the assumption that the owner is inside or near the vehicle.

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VEHICLE SECURITY SYSTEM

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When the vehicle security system is in the disarmed phase, the security indicator lamp blinks every 2.4 seconds.

Pre-armed Phase and Armed Phase

When the following operation is performed, the vehicle security system turns into the "pre-armed" phase. (The security indicator lamp illuminates.)

- 1. BCM receives LOCK signal from door request switch or Intelligent Key, after all doors are closed.
- 2. Security indicator lamp illuminates for 30 seconds. Then, the system automatically shifts into the "armed" phase.

CANCELING THE ARMED PHASE VEHICLE SECURITY SYSTEM

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

- 1. Unlock all doors with the door request switch or Intelligent Key.
- 2. Turn ignition switch "ON" or "ACC" position.

CANCELING THE ALARM OPERATION OF THE VEHICLE SECURITY SYSTEM

When unlocking all doors with the door request switch or Intelligent Key the alarm operation is canceled.

ACTIVATING THE ALARM OPERATION OF THE VEHICLE SECURITY SYSTEM

Check that the system is in the armed phase. (Security indicator lamp blinks every 2.4 seconds.)

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

- 1. Any door or hood is open during the armed phase.
- 2. Disconnecting and connecting the battery connector before canceling the armed phase.

PANIC ALARM FUNCTION

When ignition switch is OFF (ignition switch is not pressed) and key switch is OFF (Intelligent Key is not inserted in key slot), BCM receives PANIC ALARM signal from Intelligent Key.

BCM turns on and off headlamp intermittently and transmits theft warning horn signal to IPDM E/R. Then, IPDM E/R turns on and off horn intermittently.

The headlamp blinks and the horn sounds intermittently.

The alarm automatically turns off:

- After 25 seconds
- When BCM receives any signal from Intelligent Key

Panic alarm function mode can be changed by "PANIC ALARM SET" mode in "WORK SUPPORT" of "INTELLIGENT KEY" of "BCM" using CONSULT-III. Refer to <u>SEC-26, "INTELLIGENT KEY: CONSULT-III Function</u> (BCM - INTELLIGENT KEY)".

Component Parts Location

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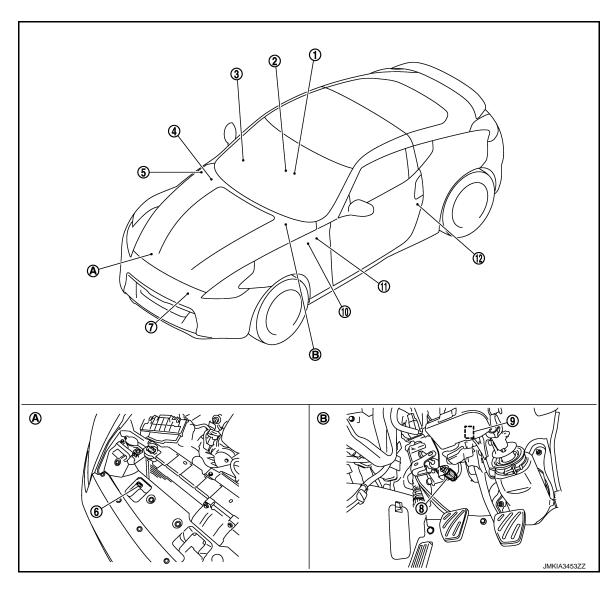
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- 1. Combination meter M53, M54
- BCM M118, M119, M121, M122, M123
 Refer to BCS-9, "Component Parts Location".
- 7. Horn (low) E69, E70
- ABS actuator and electric unit (control unit) E41
 Refer to <u>BRC-11</u>, "Component Parts <u>Location</u>".
- A. Built in hood lock RH

- 2. Push-button ignition switch M50
- 5. IPDM E/R E5, E6, E7, E9
 Refer to PCS-6, "Component Parts
 Location".
- Clutch interlock switch E111 (for M/T models)
- 11. Key slot M22
- B. View with instrument driver lower cover removed

- 3. Remote keyless entry receiver M104
- 6. Hood switch
- 9. Stop lamp switch E110
- 12. Driver side door switch B16

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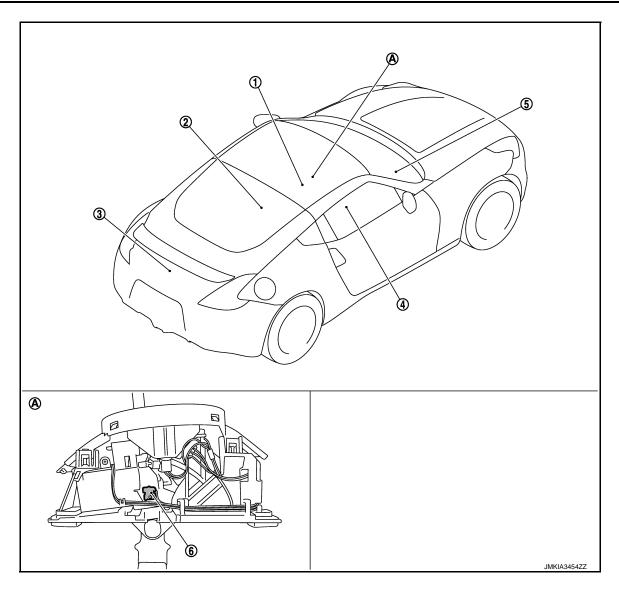
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- 1. Inside key antenna (console) M257 2.
- Inside key antenna (luggage room) 3.
 B222

4. TCM F301

5. ECM M107

- 3. Back door switch B66
- 6. A/T shift selector (detention switch) M137

A. Built in A/T shift selector

Component Description

INFOID:0000000005240821

Component	Reference
BCM	<u>SEC-97</u>
Security indicator lamp	<u>SEC-126</u>
Door switch	<u>DLK-20</u> or <u>DLK-210</u>
Back door switch	DLK-20
Hood switch	<u>SEC-122</u>

< SYSTEM DESCRIPTION >

DIAGNOSIS SYSTEM (BCM)

COMMON ITEM

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

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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 systemEngine start system	INTELLIGENT KEY	×	×	×
Combination switch	COMB SW		×	
Body control system	ВСМ	×		
IVIS - NATS	IMMU		×	×
Interior room lamp battery saver	BATTERY SAVER	×	×	×
Back door open	TRUNK		×	×
Vehicle security system	THEFT ALM	×	×	×
-	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.

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

< SYSTEM DESCRIPTION >

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	Power position status of the moment a particular DTC is detected	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)	
ACC>O	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		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. 		

INTELLIGENT KEY

INTELLIGENT KEY: CONSULT-III Function (BCM - INTELLIGENT KEY) INFOID:000000005240823

WORK SUPPORT

Monitor item	Description	
CONFIRM KEY FOB ID	It can be checked whether Intelligent Key ID code is registered or not in this mode.	
AUTO LOCK SET	Auto door lock time can be changed in this mode. • MODE 1: 1 minute • MODE 2: 5 minutes • MODE 3: 30 seconds • MODE 4: 2 minutes	

< SYSTEM DESCRIPTION >

Monitor item	Description
LOCK/UNLOCK BY I-KEY	Door lock/unlock function by door request switch (driver side, passenger side and back door) mode can be changed to operate (ON) or not operate (OFF) in this mode.
ENGINE START BY I-KEY	Engine start function mode can be changed to operate (ON) or not operate (OFF) with this mode.
TRUNK/GLASS HATCH OPEN	Buzzer reminder function mode by back door request switch can be changed to operate (ON) or not operate (OFF) with this mode.
PANIC ALARM SET	Panic alarm button pressing time on Intelligent Key remote control button can be selected from the following with this mode. • MODE 1: 0.5 sec. • MODE 2: Non-operation • MODE 3: 1.5 sec.
TAKE OUT FROM WIN WARN	NOTE: This item is displayed, but cannot be monitored.
PW DOWN SET	Unlock button pressing time on Intelligent Key button can be selected from the following with this mode. • MODE 1: 3 sec. • MODE 2: Non-operation • MODE 3: 5 sec.
TRUNK OPEN DELAY	NOTE: This item is displayed, but cannot be supported.
LO- BATT OF KEY FOB WARN	Intelligent Key low battery warning mode can be changed to operate (ON) or not operate (OFF) with this mode.
ANTI KEY LOCK IN FUNCTI	Key reminder function mode can be changed to operate (ON) or not operate (OFF) with this mode.
HAZARD ANSWER BACK	Hazard reminder function mode can be selected from the following with this mode. • LOCK ONLY: Door lock operation only • UNLOCK ONLY: Door unlock operation only • LOCK/UNLOCK: Lock/unlock operation • OFF: Non-operation
ANS BACK I-KEY LOCK	Buzzer reminder function (lock operation) mode by door request switch (driver side and passenger side) can be selected from the following with this mode. • Horn chirp: Sound horn • Buzzer: Sound Intelligent Key warning buzzer • OFF: Non-operation
ANS BACK I-KEY UNLOCK	Buzzer reminder function (unlock operation) mode by door request switch can be changed to operate (ON) or not operate (OFF) with this mode.
SHORT CRANKING OUTPUT	Starter motor can be forcibly activated.
INSIDE ANT DIAGNOSIS	This function allows inside key antenna self-diagnosis.
HORN WITH KEYLESS LOCK	Horn reminder function mode by Intelligent Key button can be changed to operate (ON) or not operate (OFF) with this mode.

SELF-DIAG RESULT

Refer to BCS-86, "DTC Index".

DATA MONITOR

Monitor Item	Condition
REQ SW -DR	Indicates [ON/OFF] condition of door request switch (driver side).
REQ SW -AS	Indicates [ON/OFF] condition of door request switch (passenger side).
REQ SW -BD/TR	Indicates [ON/OFF] condition of back door request switch.
PUSH SW	Indicates [ON/OFF] condition of push-button ignition switch.
IGN RLY2 -F/B	Indicates [ON/OFF] condition of ignition relay 2.
ACC RLY-F/B	NOTE: This item is displayed, but cannot be monitored.

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< SYSTEM DESCRIPTION >

Monitor Item	Condition	
CLUCH SW*1	Indicates [ON/OFF] condition of clutch switch.	
BRAKE SW 1	Indicates [ON/OFF]*2 condition of brake switch power supply.	
BRAKE SW 2	Indicates [ON/OFF] condition of brake switch.	
DETE/CANCL SW	Indicates [ON/OFF] condition of P position.	
SFT PN/N SW	Indicates [ON/OFF] condition of P or N position.	
S/L -LOCK	Indicates [ON/OFF] condition of steering lock unit (LOCK).	
S/L -UNLOCK	Indicates [ON/OFF] condition of steering lock unit (UNLOCK).	
S/L RELAY -F/B	Indicates [ON/OFF] condition of steering lock relay.	
UNLK SEN -DR	Indicates [ON/OFF] condition of driver door UNLOCK status.	
PUSH SW -IPDM	Indicates [ON/OFF] condition of push-button ignition switch.	
IGN RLY1 -F/B	Indicates [ON/OFF] condition of ignition relay 1.	
DETE SW -IPDM	Indicates [ON/OFF] condition of P position.	
SFT PN -IPDM	Indicates [ON/OFF] condition of P or N position.	
SFT P -MET	Indicates [ON/OFF] condition of P position.	
SFT N -MET	Indicates [ON/OFF] condition of N position.	
ENGINE STATE	Indicates [STOP/STALL/CRANK/RUN] condition of engine states.	
S/L LOCK-IPDM	Indicates [ON/OFF] condition of steering lock unit (LOCK).	
S/L UNLK-IPDM	Indicates [ON/OFF] condition of steering lock unit (UNLOCK).	
S/L RELAY-REQ	Indicates [ON/OFF] condition of steering lock relay.	
VEH SPEED 1	Display the vehicle speed signal received from combination meter by numerical value [km/h].	
VEH SPEED 2	Display the vehicle speed signal received from ABS or VDC or TCM by numerical value [km/h]	
DOOR STAT-DR	Indicates [LOCK/READY/UNLOCK] condition of driver side door status.	
DOOR STAT-AS	Indicates [LOCK/READY/UNLOCK] condition of passenger side door status.	
ID OK FLAG	Indicates [SET/RESET] condition of key ID.	
PRMT ENG STRT	Indicates [SET/RESET] condition of engine start possibility.	
PRMT RKE STRT	NOTE: This item is displayed, but cannot be monitored.	
KEY SW -SLOT	Indicates [ON/OFF] condition of key slot.	
TRNK/HAT MNTR	NOTE: This item is displayed, but cannot be monitored.	
RKE-LOCK	Indicates [ON/OFF] condition of LOCK signal from Intelligent Key.	
RKE-UNLOCK	Indicates [ON/OFF] condition of UNLOCK signal from Intelligent Key.	
RKE-TR/BD	NOTE: This item is displayed, but cannot be monitored.	
RKE-PANIC	Indicates [ON/OFF] condition of PANIC button of Intelligent Key.	
RKE-P/W OPEN	Indicates [ON/OFF] condition of P/W DOWN signal from Intelligent Key.	
RKE-MODE CHG	Indicates [ON/OFF] condition of MODE CHANGE signal from Intelligent Key.	
RKE OPE COUN1	When remote keyless entry receiver receives the signal transmitted while operating on Intelligent Key, the numerical value start changing.	
RKE OPE COUN2	NOTE: This item is displayed, but cannot be monitored.	

^{*1:} It is displayed but does not operate on M/T models.

ACTIVE TEST

 $^{^{\}star2}$: OFF is displayed when brake pedal is depressed while brake switch power supply is OFF.

< SYSTEM DESCRIPTION >

Test item	Description
BATTERY SAVER	This test is able to check interior room lamp operation. The interior room lamp is activated after "ON" on CONSULT-III screen is touched.
PW REMOTO DOWN SET	This test is able to check power window down operation. The power window down is activated after "ON" on CONSULT-III screen is touched.
OUTSIDE BUZZER	This test is able to check Intelligent Key warning buzzer operation. The Intelligent Key warning buzzer is activated after "ON" on CONSULT-III screen is touched.
INSIDE BUZZER	This test is able to check warning chime in combination meter operation. • Take away warning chime sounds when "TAKE OUT" on CONSULT-III screen is touched. • Key warning chime sounds when "KEY" on CONSULT-III screen is touched. • OFF position warning chime sounds when "KNOB" on CONSULT-III screen is touched.
INDICATOR	This test is able to check warning lamp operation. • "KEY" Warning lamp illuminates when "KEY ON" on CONSULT-III screen is touched. • "KEY" Warning lamp blinks when "KEY IND" on CONSULT-III screen is touched.
INT LAMP	This test is able to check interior room lamp operation. The interior room lamp is activated after "ON" on CONSULT-III screen is touched.
LCD	This test is able to check meter display information • Engine start information displays when "BP N" on CONSULT-III screen is touched. • Engine start information displays when "BP I" on CONSULT-III screen is touched. • Key ID warning displays when "ID NG" on CONSULT-III screen is touched. • Steering lock information displays when "ROTAT" on CONSULT-III screen is touched. • P position warning displays when "SFT P" on CONSULT-III screen is touched. • Intelligent Key insert information displays when "INSRT" on CONSULT-III screen is touched. • Intelligent Key low battery warning displays when "BATT" on CONSULT-III screen is touched. • Take away through window warning displays when "NO KY" on CONSULT-III screen is touched. • Take away warning display when "OUTKEY" on CONSULT-III screen is touched. • OFF position warning display when "LK WN" on CONSULT-III screen is touched.
TRUNK/GLASS HATCH	NOTE: This item is displayed, but cannot be tested.
FLASHER	This test is able to check hazard warning lamp operation. The hazard warning lamps are activated after "LH/RH/OFF" on CONSULT-III screen is touched.
HORN	This test is able to check horn operation. The horn is activated after "ON" on CONSULT-III screen is touched.
P RANGE	This test is able to check A/T shift selector power supply A/T shift selector power is supplied when "ON" on CONSULT-III screen is touched.
ENGINE SW ILLUMI	This test is able to check push-ignition switch illumination operation. Push-ignition switch illumination illuminates when "ON" on CONSULT-III screen is touched.
LOCK INDICATOR	This test is able to check LOCK indicator in push-ignition switch operation. LOCK indicator in push-ignition switch illuminates when "ON" on CONSULT-III screen is touched.
ACC INDICATOR	This test is able to check ACC indicator in push-ignition switch operation. ACC indicator in push-ignition switch illuminates when "ON" on CONSULT-III screen is touched.
IGNITION ON IND	This test is able to check ON indicator in push-ignition switch operation. ON indicator in push-ignition switch illuminates when "ON" on CONSULT-III screen is touched.
KEY SLOT ILLUMI	This test is able to check key slot illumination operation. Key slot illumination blinks when "ON" on CONSULT-III screen is touched.
TRUNK/BACK DOOR	This test is able to check back door opener actuator open operation. This actuator opens when "OPEN" on CONSULT-III screen is touched.

THEFT ALM

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THEFT ALM: CONSULT-III Function (BCM - THEFT)

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DATA MONITOR

Monitored Item	Description
REQ SW -DR	Indicates [ON/OFF] condition of door request switch (driver side).
REQ SW -AS	Indicates [ON/OFF] condition of door request switch (passenger side).
REQ SW -RR	NOTE: This is displayed even when it is not equipped.
REQ SW -RL	NOTE: This is displayed even when it is not equipped.
REQ SW -BD/TR	Indicates [ON/OFF] condition of back door request switch.
PUSH SW	Indicates [ON/OFF] condition of push-button ignition switch
UNLK SEN -DR	Indicates [ON/OFF] condition of driver door UNLOCK status.
KEY SW -SLOT	Indicates [ON/OFF] condition of key slot.
DOOR SW-DR	Indicates [ON/OFF] condition of driver side door switch.
DOOR SW-AS	Indicates [ON/OFF] condition of passenger side door switch.
DOOR SW-RR	NOTE: This is displayed even when it is not equipped.
DOOR SW-RL	NOTE: This is displayed even when it is not equipped.
DOOR SW-BK	Indicates [ON/OFF] condition of back door switch.
CDL LOCK SW	Indicates [ON/OFF] condition of lock signal from door lock/unlock switch LH and RH.
CDL UNLOCK SW	Indicates [ON/OFF] condition of unlock signal from door lock/unlock switch LH and RH.
TR/BD OPEN SW	Indicates [ON/OFF] condition of back door opener switch.
TRNK/HAT MNTR	Indicates [ON/OFF] condition of back door.
RKE-LOCK	Indicates [ON/OFF] condition of LOCK signal from Intelligent Key.
RKE-UNLOCK	Indicates [ON/OFF] condition of UNLOCK signal from Intelligent Key.
RKE-TR/BD	NOTE: This is displayed even when it is not equipped.

WORK SUPPORT

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

ACTIVE TEST

Test Item	Description	
THEFT IND This test is able to check security indicator lamp operation. The lamp is turned on when CONSULT-III screen is touched.		
VEHICLE SECURITY HORN This test is able to check vehicle security horn operation. The horns are activated for 0.5 s after "ON" on CONSULT-III screen is touched.		
HEADLAMP(HI) This test is able to check vehicle security lamp operation. The headlamps are activated onds after "ON" on CONSULT-III screen is touched.		
FLASHER	This test is able to check vehicle security hazard lamp operation. The hazard lamps are activated after "ON" on CONSULT-III screen is touched.	

IMMU

< SYSTEM DESCRIPTION >

IMMU : CONSULT-III Function (BCM - IMMU)

INFOID:0000000005240825

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DATA MONITOR

Monitor item	Content	
CONFRM ID ALL		
CONFIRM ID4	Indicates [YET] at all time. Switches to [DONE] when a registered Intelligent Key is inserted into the key slot.	
CONFIRM ID3		`
CONFIRM ID2		
CONFIRM ID1		
TP 4	Indicates the number of IDs that are registered.	
TP 3		1
TP 2		ı
TP 1		
PUSH SW	Indicates [ON/OFF] condition of push-button ignition switch.	
KEY SW -SLOT	Indicates [ON/OFF] condition of key slot.	

ACTIVE TEST

Test item	Description	
THEFT IND	This test is able to check security indicator lamp operation. The lamp is turned on when "ON" on CONSULT-III screen touched.	

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Revision: 2009 July SEC-31 2010 370Z

DTC/CIRCUIT DIAGNOSIS

U1000 CAN COMM CIRCUIT

BCM

BCM : Description

INFOID:0000000005240826

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

CAN Communication Signal Chart. Refer to LAN-26. "CAN Communication Signal Chart".

BCM : DTC Logic

INFOID:0000000005240827

DTC DETECTION LOGIC

DTC	CONSULT-III display description	DTC Detection Condition	Possible cause	
U1000	CAN COMM	When BCM cannot communicate CAN communication signal continuously for 2 seconds or more.		

BCM: Diagnosis Procedure

INFOID:0000000005240828

1.PERFORM SELF DIAGNOSTIC

- 1. Turn ignition switch ON and wait for 2 seconds or more.
- 2. Check "Self Diagnostic Result".

Is DTC "U1000" displayed?

YES >> Refer to LAN-16, "Trouble Diagnosis Flow Chart".

NO >> Refer to GI-39, "Intermittent Incident".

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : Description

CAN (Controller Area Network) is a serial communication line for real time applications. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Modern vehicle is equipped with many electronic control unit, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN-H line, CAN-L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only. CAN Communication Signal Chart. Refer to LAN-26, "CAN Communication Signal Chart".

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : DTC Logic

DTC DETECTION LOGIC

DTC	CONSULT-III display description	DTC Detection Condition	Possible cause	
U1000	CAN COMM CIRCUIT	When IPDM E/R cannot communicate CAN communication signal continuously for 2 seconds or more	CAN communication system	

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : Di-

Revision: 2009 July SEC-32 2010 370Z

U1000 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS > agnosis Procedure INFOID:0000000005240831 Α 1.PERFORM SELF DIAGNOSTIC Turn the ignition switch ON and wait for 2 seconds or more. В Check "Self Diagnostic Result" of IPDM E/R. 2. Is "CAN COMM CIRCUIT" displayed? >> Refer to LAN-16, "Trouble Diagnosis Flow Chart". C >> Refer to GI-39, "Intermittent Incident". NO D Е F G Н J **SEC** L M Ν 0

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U1010 CONTROL UNIT (CAN)

< DTC/CIRCUIT DIAGNOSIS >

U1010 CONTROL UNIT (CAN)

BCM

BCM : DTC Logic

DTC DETECTION LOGIC

DTC	CONSULT-III display de- scription	DTC Detection Condition	Possible cause
U1010	CONTROL UNIT(CAN)	BCM detected internal CAN communication circuit malfunction.	BCM

BCM: Diagnosis Procedure

INFOID:0000000005240833

INFOID:0000000005240832

1.REPLACE BCM

When DTC "U1010" is detected, replace BCM.

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

BCM: Special Repair Requirement

INFOID:0000000005240834

1. REQUIRED WORK WHEN REPLACING BCM

Initialize control unit. Refer to CONSULT-III operation manual NATS-IVIS/NVIS.

>> Work end.

P1610 LOCK MODE

< DTC/CIRCUIT DIAGNOSIS >

P1610 LOCK MODE

Description

When the starting operation is carried more than five times consecutively under the following conditions, NATS shifts to the mode that prevents the engine from being started.

- Unregistered Intelligent Key is used.
- · BCM or ECM is malfunctioning.

DTC Logic

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1610	LOCK MODE	When the starting operation is carried out five or more times consecutively under the following conditions. • Unregistered Intelligent Key • BCM or ECM is malfunctioning	_

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON.
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-35, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

1. CHECK ENGINE START FUNCTION

>> INSPECTION END

- 1. Perform the check for DTC except DTC P1610.
- 2. Use CONSULT-III to erase DTC after fixing.
- 3. Turn ignition switch OFF.
- 4. Turn ignition switch ON when registered Intelligent Key is inserted into key slot and wait for 5 seconds.
- Turn the ignition switch OFF and wait 5 seconds.
- 6. Repeat steps 4 and 5 twice (a total of 3 times).
- Check that engine can start when registered Intelligent Key is inserted into key slot.

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Revision: 2009 July SEC-35 2010 370Z

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INFOID:0000000005240837

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P1611 ID DISCORD, IMMU-ECM

< DTC/CIRCUIT DIAGNOSIS >

P1611 ID DISCORD, IMMU-ECM

Description INFOID:000000005240838

BCM performs the ID verification with ECM that allows the engine to start. Start the engine if the ID is successfully verified. ECM prevents the engine from starting if the ID is not registered. BCM starts the communication with ECM if ignition switch is turned ON.

DTC Logic

DTC DETECTION LOGIC

NOTE:

- If DTC P1611 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".
- If DTC P1611 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to <u>SEC-34, "BCM: DTC Logic"</u>.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1611	ID DISCORD, IMMU- ECM	The ID verification results between BCM and ECM are NG. Registration is necessary.	• BCM • ECM

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-36, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240840

1. PERFORM INITIALIZATION

Perform initialization using CONSULT-III. Reregister all Intelligent Keys.

For initialization and registration of Intelligent Key, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END

NO >> GO TO 2.

2.REPLACE BCM

- 1. Replace BCM. Refer to BCS-92, "Removal and Installation".
- 2. Perform initialization using CONSULT-III.

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

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END

NO >> GO TO 3.

3.REPLACE ECM

- 1. Replace ECM. Refer to <u>EC-17</u>, "<u>ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM)</u>: <u>Description</u>".
- 2. Perform initialization using CONSULT-III.

P1611 ID DISCORD, IMMU-ECM

< DTC/CIRCUIT DIAGNOSIS >

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

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END

NO >> GO TO 4.

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

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P1612 CHAIN OF ECM-IMMU

< DTC/CIRCUIT DIAGNOSIS >

P1612 CHAIN OF ECM-IMMU

Description INFOID:000000005240841

BCM performs ID verification with ECM that allows the engine to start. Start the engine if the ID is successfully verified. ECM prevents the engine from starting if the ID is not registered. BCM starts the communication with ECM if ignition switch is turned ON.

DTC Logic

DTC DETECTION LOGIC

NOTE:

- If DTC P1612 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".
- If DTC P1612 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to <u>SEC-34, "BCM: DTC Logic"</u>.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1612	CHAIN OF ECM-IMMU	Inactive communication between ECM and BCM	 Harness or connectors (The CAN communication line is open or shorted) BCM ECM

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-38, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240843

1.REPLACE BCM

- 1. Replace BCM. Refer to BCS-92, "Removal and Installation".
- 2. Perform initialization using CONSULT-III.

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

Does the engine start?

YES >> INSPECTION END

NO >> GO TO 2.

2.REPLACE ECM

Replace ECM. Refer to <u>EC-17</u>, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : <u>Description"</u>.

>> INSPECTION END

P1614 CHAIN OF IMMU-KEY

< DTC/CIRCUIT DIAGNOSIS >

P1614 CHAIN OF IMMU-KEY

Description INFOID:0000000005240844

Performs ID verification through BCM and Intelligent Key when push-button ignition switch is pressed. Prohibits the release of steering lock or start of engine when an unregistered ID of Intelligent Key is used.

DTC Logic INFOID:0000000005240845

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1614	CHAIN OF IMMU- KEY	Inactive communication between key slot and BCM.	Harness or connectors (The key slot circuit is open or shorted) Key slot BCM

DTC CONFIRMATION PROCEDURE

${f 1}$.PERFORM DTC CONFIRMATION PROCEDURE 1

- Insert Intelligent Key into the key slot.
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-39, "Diagnosis Procedure".

NO >> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE 2

- Press the push-button ignition switch.
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-39, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

1. INSPECTION START

Perform inspection in accordance with procedure that confirms DTC.

Which procedure confirms DTC?

DTC confirmation procedure 1>>GO TO 2.

DTC confirmation procedure 2>>GO TO 4.

2.CHECK KEY SLOT INPUT SIGNAL

- Turn ignition switch OFF.
- 2. Disconnect key slot connector.
- Check voltage between key slot harness connector and ground.

	(+) Key slot		Voltage (V) (Approx.)	
Connector Terminal			(44.5)	
M22	2	Ground	Battery voltage	

Is the inspection result normal?

YES >> Replace key slot. Refer to SEC-225, "Removal and Installation".

>> GO TO 3. NO

3.CHECK KEY SLOT CIRCUIT

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P1614 CHAIN OF IMMU-KEY

< DTC/CIRCUIT DIAGNOSIS >

- 1. Disconnect BCM connector.
- Check continuity between key slot harness connector and BCM harness connector.

Key slot		ВСМ		Continuity
Connector	Terminal	Terminal Connector Termina		Continuity
M22	2	M122	80	Existed

Check continuity between key slot harness connector and ground.

Key	slot /		Continuity
 Connector Terminal		Ground	Continuity
 M22	2		Not existed

Is the inspection result normal?

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

NO >> Repair or replace harness.

4. CHECK PUSH-BUTTON IGNITION SWITCH OPERATION

Press push-button ignition switch and check if it turns ON.

Does ignition switch turn to ON?

YES >> GO TO 5.

NO >> GO TO 7.

5. CHECK KEY SLOT COMMUNICATION SIGNAL

- 1. Turn ignition switch OFF.
- 2. Disconnect key slot connector.
- 3. Check voltage between key slot harness connector and ground.

	(+)	(-)	Voltage (V)	
Connector	y slot Terminal		(Approx.)	
M22	3	Ground	Battery voltage	

Is the inspection result normal?

YES >> Replace key slot. Refer to <u>SEC-225</u>, "Removal and Installation".

NO >> GO TO 6.

6. CHECK KEY SLOT COMMUNICATION SIGNAL CIRCUIT

- 1. Disconnect BCM connector.
- 2. Check continuity between key slot harness connector and BCM harness connector.

Key slot		ВСМ		Continuity
Connector	tor Terminal Cor		Terminal	Continuity
M22	3	M122	81	Existed

3. Check continuity between key slot harness connector and ground.

Key	√ slot		Continuity
Connector Terminal		Ground	Continuity
M22	3		Not existed

Is the inspection result normal?

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

NO >> Repair or replace harness.

7. CHECK KEY SLOT GROUND CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Disconnect key slot connector.

P1614 CHAIN OF IMMU-KEY

< DTC/CIRCUIT DIAGNOSIS >

Check continuity between key slot harness connector and ground.

Key	/ slot		Continuity
Connector Terminal		Ground	Continuity
M22	7		Existed

Is the inspection result normal?

YES >> GO TO 8.

NO >> Repair or replace harness.

8. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

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P1615 DIFFRENCE OF KEY

< DTC/CIRCUIT DIAGNOSIS >

P1615 DIFFRENCE OF KEY

Description INFOID:000000005240847

Performs ID verification through BCM and Intelligent Key when push-button ignition switch is pressed. Prohibits the release of steering lock or start of engine when an unregistered ID of Intelligent Key is used.

DTC Logic

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1615	DIFFERENCE OF KEY	The ID verification results between BCM and Intelligent Key are NG. Registration is necessary.	Intelligent Key

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Press the push-button ignition switch.
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-42, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240849

1. PERFORM INITIALIZATION

Perform initialization using CONSULT-III. Reregister all Intelligent Keys.

For initialization and registration of Intelligent Key, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END

NO >> GO TO 2.

REPLACE INTELLIGENT KEY

- 1. Replace Intelligent Key.
- 2. Perform initialization using CONSULT-III.

For initialization and registration of Intelligent Key, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END

NO >> GO TO 3.

3.check intermittent incident

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2190 NATS ANTENNA AMP.

< DTC/CIRCUIT DIAGNOSIS >

B2190 NATS ANTENNA AMP.

Description INFOID:0000000005240850

Performs ID verification through BCM and Intelligent Key when push-button ignition switch is pressed. Prohibits the release of steering lock or start of engine when an unregistered ID of Intelligent Key is used.

DTC Logic INFOID:0000000005240851

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2190	NATS ANTENNA AMP	Inactive communication between key slot and BCM.	Harness or connectors (The key slot circuit is open or shorted) Key slot BCM

DTC CONFIRMATION PROCEDURE

${f 1}$.PERFORM DTC CONFIRMATION PROCEDURE 1

- Insert Intelligent Key into the key slot.
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-43, "Diagnosis Procedure".

NO >> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE 2

- Press the push-button ignition switch.
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-43, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

1. INSPECTION START

Perform inspection in accordance with the appropriate confirmation procedure DTC.

Which procedure confirms DTC?

DTC confirmation procedure 1>>GO TO 2.

DTC confirmation procedure 2>>GO TO 4.

2.CHECK KEY SLOT INPUT SIGNAL

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

(+) Key slot Connector Terminal		(–)	Voltage (V) (Approx.)
			(/ (pp. 0x.)
M22	2	Ground	Battery voltage

Is the inspection result normal?

YES >> Replace key slot. Refer to SEC-225, "Removal and Installation".

NO >> GO TO 3.

3.CHECK KEY SLOT CIRCUIT

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B2190 NATS ANTENNA AMP.

< DTC/CIRCUIT DIAGNOSIS >

- 1. Disconnect BCM connector.
- Check continuity between key slot harness connector and BCM harness connector.

Key	Key slot BCM		Continuity	
Connector	Terminal	Connector	Terminal	Continuity
M22	2	M122	80	Existed

3. Check continuity between key slot harness connector and ground.

Key	slot		Continuity
Connector Terminal		Ground	Continuity
M22	2		Not existed

Is the inspection result normal?

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

NO >> Repair or replace harness.

4.CHECK PUSH-BUTTON IGNITION SWITCH OPERATION

Press push-button ignition switch and check if it turns ON.

Does ignition switch turn to ON?

YES >> GO TO 5.

NO >> GO TO 7.

5. CHECK KEY SLOT COMMUNICATION SIGNAL

- 1. Turn ignition switch OFF.
- 2. Disconnect key slot connector.
- 3. Check voltage between key slot harness connector and ground.

(+) Key slot		(-)	Voltage (V) (Approx.)
Connector	Terminal		(/ .pp. 3/)
M22	3	Ground	Battery voltage

Is the inspection result normal?

YES >> Replace key slot. Refer to <u>SEC-225</u>, "Removal and Installation".

NO >> GO TO 6.

6. CHECK KEY SLOT COMMUNICATION SIGNAL CIRCUIT

- 1. Disconnect BCM connector.
- 2. Check continuity between key slot harness connector and BCM harness connector.

Key	/ slot	В	CM	Continuity
Connector	Terminal	Connector	Terminal	Continuity
M22	3	M122	81	Existed

3. Check continuity between key slot harness connector and ground.

Key	slot		Continuity
Connector	Connector Terminal		Continuity
M22	3		Not existed

Is the inspection result normal?

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

NO >> Repair or replace harness.

7.CHECK KEY SLOT GROUND CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Disconnect key slot connector.

B2190 NATS ANTENNA AMP.

< DTC/CIRCUIT DIAGNOSIS >

3. Check continuity between key slot harness connector and ground.

Key slot			Continuity
Connector	Connector Terminal		Continuity
M22	7		Existed

Is the inspection result normal?

YES >> GO TO 8.

NO >> Repair or replace harness.

8. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

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B2191 DIFFERENCE OF KEY

< DTC/CIRCUIT DIAGNOSIS >

B2191 DIFFERENCE OF KEY

Description INFOID:000000005240853

Performs ID verification through BCM and Intelligent Key when push-button ignition switch is pressed. Prohibits the release of steering lock or start of engine when an unregistered ID of Intelligent Key is used.

DTC Logic

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2191	DIFFERENCE OF KEY	The ID verification results between BCM and Intelligent Key are NG. Registration is necessary.	Intelligent Key

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Press the push-button ignition switch.
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-46, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240855

1. PERFORM INITIALIZATION

Perform initialization using CONSULT-III. Reregister all Intelligent Keys.

For initialization and registration of Intelligent Key, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END

NO >> GO TO 2.

2.REPLACE INTELLIGENT KEY

- Replace Intelligent Key.
- Perform initialization using CONSULT-III.

For initialization and registration of Intelligent Key, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END

NO >> GO TO 3.

3.check intermittent incident

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2192 ID DISCORD, IMMU-ECM

< DTC/CIRCUIT DIAGNOSIS >

B2192 ID DISCORD, IMMU-ECM

Description INFOID:0000000005240856

BCM performs ID verification with ECM that allows the engine to start. Start the engine if the ID is successfully verified. ECM prevents the engine from starting if the ID is not registered. BCM starts the communication with ECM if ignition switch is turned ON.

DTC Logic INFOID:0000000005240857

DTC DETECTION LOGIC

NOTE:

 If DTC B2192 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".

 If DTC B2192 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-34, "BCM: DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2192	ID DISCORD, IMMU-ECM	The ID verification results between BCM and ECM are NG. Registration is necessary.	• BCM • ECM

DTC CONFIRMATION PROCEDURE

${f 1}$.PERFORM DTC CONFIRMATION PROCEDURE

Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-47, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

1. PERFORM INITIALIZATION

For initialization and registration of Intelligent Key, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END

NO >> GO TO 2.

2.REPLACE BCM

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

Perform initialization using CONSULT-III. Reregister all Intelligent Keys.

Perform initialization using CONSULT-III. For initialization, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END

NO >> GO TO 3.

3.REPLACE ECM

Replace ECM. Refer to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM): Description".

Perform initialization using CONSULT-III. For initialization, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".

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INFOID:0000000005240858

B2192 ID DISCORD, IMMU-ECM

< DTC/CIRCUIT DIAGNOSIS >

Can the system be initialized and can the engine be started with reregistered Intelligent Key?

YES >> INSPECTION END

NO >> GO TO 4.

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2193 CHAIN OF ECM-IMMU

< DTC/CIRCUIT DIAGNOSIS >

B2193 CHAIN OF ECM-IMMU

Description INFOID:0000000005240859

BCM performs the ID verification with ECM that allows the engine to start. Start the engine if the ID is successfully verified. ECM prevents the engine from starting if the ID is not registered. BCM starts the communication with ECM if ignition switch is turned ON.

DTC Logic INFOID:0000000005240860

DTC DETECTION LOGIC

NOTE:

 If DTC B2193 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".

 If DTC B2193 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-34, "BCM: DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2193	CHAIN OF ECM-IMMU	Inactive communication between ECM and BCM	Harness or connectors (The CAN communication line is open or shorted) BCM ECM

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

Turn ignition switch ON under the following conditions.

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-49, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

1.REPLACE BCM

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

Perform initialization using CONSULT-III. For initialization, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".

Does the engine start?

YFS >> INSPECTION END

NO >> GO TO 2.

2.REPLACE ECM

Replace ECM. Refer to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL Description".

>> INSPECTION END

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INFOID:0000000005240861

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SEC-49 Revision: 2009 July 2010 370Z

B2195 ANTI-SCANNING

< DTC/CIRCUIT DIAGNOSIS >

B2195 ANTI-SCANNING

Description INFOID:000000005240862

When ignition switch is turned ON, BCM performs ID verification with ECM. If ID verification that is out of the specified specification is detected, BCM prohibits further ID verification and engine cranking.

DTC Logic

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2195	ANTI-SCANNING	ID verification between BCM and ECM that is out of the specified specification is detected	ID verification request out of the specified specification

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Refer to <u>SEC-50</u>, "Diagnosis Procedure".

NO >> INSPECTION END.

Diagnosis Procedure

INFOID:0000000005240864

1. CHECK SELF-DIAGNOSTIC RESULT-1

- 1. Perform "Self-diagnostic result" of BCM using CONSULT-III.
- Erase DTC.
- 3. Perform DTC Confirmation Procedure. Refer to SEC-50, "DTC Logic".

Is DTC 2195 detected?

YES >> GO TO 2.

NO >> INSPECTION END

2.CHECK EQUIPMENT OF THE VEHICLE

Check that unspecified accessory part related to engine start is not installed.

Is unspecified accessory part related to engine start installed?

YES >> GO TO 3.

NO >> Replace BCM. Refer to BCS-92, "Removal and Installation".

3. CHECK SELF-DIAGNOSTIC RESULT-2

- 1. Obtain the customers approval to remove unspecified accessory part related to engine start, and then remove it.
- 2. Perform "Self-diagnostic result" of BCM using CONSULT-III.
- Erase DTC.
- Perform DTC Confirmation Procedure. Refer to <u>SEC-50</u>, "DTC Logic".

Is DTC 2195 detected?

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

NO >> INSPECTION END

B2013 ID DISCORD, IMMU-STRG

< DTC/CIRCUIT DIAGNOSIS >

B2013 ID DISCORD, IMMU-STRG

Description INFOID:0000000005240865

BCM performs the ID verification with the steering lock unit and releases the steering lock if both BCM and steering lock unit ID are same. BCM starts the communication with the steering lock unit when Intelligent Key is carried into the passenger compartment and the push-button ignition switch is pressed.

DTC Logic INFOID:0000000005240866

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2013	ID DISCORD, IMMU-STRG	The ID verification results between BCM and steering lock unit are NG. Registration is necessary.	Steering lock unit

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Lock steering.
- Press the push-button ignition switch.
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-51, "Diagnosis Procedure".

>> INSPECTION END NO

Diagnosis Procedure

1. PERFORM INITIALIZATION

Perform initialization using CONSULT-III.

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

Does steering lock operate?

YES >> INSPECTION END

NO >> GO TO 2.

2.REPLACE STEERING LOCK UNIT

- Replace steering lock unit.
- Perform initialization using CONSULT-III. For initialization, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".

Does steering lock operate?

YES >> INSPECTION END

NO >> GO TO 3.

3.check intermittent incident

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

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INFOID:0000000005240867

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B2014 CHAIN OF STRG-IMMU

< DTC/CIRCUIT DIAGNOSIS >

B2014 CHAIN OF STRG-IMMU

Description

BCM performs the ID verification with the steering lock unit to release the steering. BCM starts the communication with the steering lock unit when Intelligent Key is carried into the passenger compartment and the push-button ignition switch is pressed.

DTC Logic

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2014	CHAIN OF STRG- IMMU	Inactive communication between steering lock unit and BCM.	Harness or connectors (Steering lock unit circuit is open or shorted) Steering lock unit BCM

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

- Lock steering.
- 2. Press the push-button ignition switch.
- 3. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-52, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240870

1. CHECK STEERING LOCK UNIT POWER SUPPLY

- Turn ignition switch OFF.
- 2. Disconnect steering lock unit connector.
- 3. Check voltage between steering lock unit harness connector and ground.

	+) Jock unit	(-)	Condition		Voltage (V) (Approx.)
Connector	Terminal				(11 - 7
M40	7	Cround Ignition quitch		OFF or ACC	Battery voltage
10140	,	7 Ground Ignition switch	ignition switch	ON	0

Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

2.CHECK STEERING LOCK UNIT POWER SUPPLY CIRCUIT

- 1. Disconnect BCM connector.
- 2. Check continuity between steering lock unit harness connector and BCM harness connector.

Steering	lock unit	ВСМ		Continuity
Connector	Terminal	Connector	Terminal	Continuity
M40	7	M122	106	Existed

Check continuity between steering lock unit harness connector and ground.

B2014 CHAIN OF STRG-IMMU

< DTC/CIRCUIT DIAGNOSIS >

Steering	lock unit		Continuity
Connector	Terminal	Ground	Continuity
M40	7		Not existed

Is the inspection result normal?

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

NO >> Repair or replace harness.

3.check steering lock unit ground circuit

Check continuity between steering lock unit and ground.

Steering	g lock unit		Continuity
Connector	Terminal	Ground	Continuity
M40	5	Giouna	Existed
W40	6		Existed

Is the inspection result normal?

YES >> GO TO 4.

>> Repair or replace harness. NO

4. CHECK STEERING LOCK UNIT COMMUNICATION SIGNAL

- Connect steering lock unit connector and BCM connector.
- Read voltage signal between steering lock unit harness connector and ground.

	+) lock unit Terminal	(–)	Condition		Voltage (V) (Approx.)
				Lock status	Battery voltage
M40	2	Ground	Steering lock unit	Lock or unlock	(V) 15 10 50 ms JMKIA0066GB
				For 15 seconds after unlock	Battery voltage
				15 seconds or later after unlock.	0

Steering is locked : Opening the door when ignition switch is ON to OFF.

Steering is unlocked : Ignition switch is OFF to ACC.

Is the inspection result normal?

YES >> Replace steering lock unit.

NO >> GO TO 5.

${f 5.}$ CHECK STEERING LOCK UNIT COMMUNICATION CIRCUIT

- Disconnect steering lock unit and BCM connector.
- Check continuity between steering lock unit harness connector and BCM harness connector.

Steering	lock unit	BCM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
M40	2	M122	111	Existed

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B2014 CHAIN OF STRG-IMMU

< DTC/CIRCUIT DIAGNOSIS >

3. Check continuity between steering lock unit harness connector and ground.

Steering	lock unit		Continuity
Connector	Terminal	Ground	Continuity
M40	2		Not existed

Is the inspection result normal?

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

NO >> Repair or replace harness.

B2555 STOP LAMP

Description INFOID:000000000524087

BCM detects the stop lamp status and confirms the stop lamp switch ON/OFF status. BCM confirms the engine start condition according to the stop lamp switch ON/OFF status.

DTC Logic INFOID:0000000005240872

DTC DETECTION LOGIC

DTC No.	Trouble diagno- sis name	DTC detecting condition	Possible cause
B2555	STOP LAMP	BCM makes a comparison between the upper voltage and lower voltage of stop lamp switch. It judges from their values to detect the malfunctioning circuit.	Harness or connectors (stop lamp switch circuit is open or shorted) Stop lamp switch Fuse

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- Depress the brake pedal and wait 1 second or more.
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-55, "Diagnosis Procedure".

>> INSPECTION END NO

Diagnosis Procedure

1. CHECK STOP LAMP SWITCH INPUT SIGNAL

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

(+) BCM		(–)	Voltage (V)	
Connector	Terminal		(Approx.)	
M123	116	Ground	Battery voltage	

Is the inspection normal?

>> GO TO 2. YES

NO-1 >> Check 10 A fuse [No. 7, located in the fuse block (J/B)].

NO-2 >> Check harness for open or short between BCM and fuse.

2.check stop lamp switch power supply circuit

- Disconnect stop lamp switch connector.
- Check voltage between stop lamp harness connector and ground.

(+) Stop lamp switch		(-)	Voltage (V) (Approx.)
Connector	Terminal		(11 - 7
E110	1	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check harness for open or short to stop lamp switch.

3.CHECK STOP LAMP SWITCH CIRCUIT

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B2555 STOP LAMP

< DTC/CIRCUIT DIAGNOSIS >

1. Check continuity between stop lamp switch harness connector and BCM harness connector.

Stop lan	Stop lamp switch		ВСМ	
Connector	Terminal	Connector	Terminal	Continuity
E110	2	M123	118	Existed

2. Check continuity between stop lamp switch harness connector and ground.

Stop lan	np switch		Continuity
Connector	Terminal	Ground	Continuity
E110	2		Not existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace harness.

4. CHECK STOP LAMP SWITCH

Refer to SEC-56, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace stop lamp switch. Refer to BR-20, "Exploded View".

5. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection

INFOID:0000000005240874

1. CHECK STOP LAMP SWITCH

- 1. Turn ignition switch OFF.
- 2. Disconnect stop lamp switch connector.
- 3. Check continuity between stop lamp switch terminals.

Stop lamp switch Terminal		Condition		Continuity
ı	2	Brake pedal	Depressed	Existed

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace stop lamp switch. Refer to BR-20, "Exploded View".

B2556 PUSH-BUTTON IGNITION SWITCH

< DTC/CIRCUIT DIAGNOSIS >

B2556 PUSH-BUTTON IGNITION SWITCH

Description

The switch changes the power supply position. BCM maintains the power supply position status. BCM changes the power supply position with the operation of the push-button ignition switch.

DTC Logic

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2556	PUSH-BUTTON IG- NITION SWITCH	BCM detects the push-button ignition switch stuck at ON for 100 seconds or more.	 Harness or connectors (Push-button ignition switch circuit is shorted.) Push-button ignition switch BCM

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Start the engine and wait 100 seconds or more.
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to <u>SEC-57</u>, "<u>Diagnosis Procedure</u>".

NO >> INSPECTION END

Diagnosis Procedure

1. CHECK PUSH-BUTTON IGNITION SWITCH INPUT SIGNAL

- 1. Turn ignition switch OFF.
- 2. Disconnect push-button ignition switch connector.
- 3. Check voltage between push-button ignition switch harness connector and ground.

(Push-button	+) ignition switch	(-)	Voltage (V) (Approx.)	
Connector	Terminal		, , ,	
M50	4	Ground	Battery voltage	

Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

2.CHECK PUSH-BUTTON IGNITION SWITCH CIRCUIT

- 1. Disconnect BCM connector and IPDM E/R connector.
- 2. Check continuity between push-button ignition switch harness connector and BCM harness connector.

Push-button	ignition switch	BCM Connector Terminal		Continuity	
Connector	Terminal			Continuity	
M50	4	M122	89	Existed	

Check continuity between push-button ignition switch harness connector and ground.

Push-button ignition switch			Continuity
Connector	Terminal	Ground	Continuity
M50	4		Not existed

Is the inspection result normal?

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B2556 PUSH-BUTTON IGNITION SWITCH

< DTC/CIRCUIT DIAGNOSIS >

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

NO >> Repair or replace harness.

3.check push-button ignition switch ground circuit

Check continuity between push-button ignition switch harness connector and ground.

Push-button ignition switch			Continuity
Connector	Terminal	Ground	Continuity
M50	1		Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace harness.

4. CHECK PUSH-BUTTON IGNITION SWITCH

Refer to SEC-58, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace push-button ignition switch. Refer to <u>SEC-226</u>, "Removal and Installation".

5. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection

INFOID:0000000005240878

1. CHECK PUSH-BUTTON IGNITION SWITCH

- Turn ignition switch OFF.
- 2. Disconnect push-button ignition switch connector.
- 3. Check continuity between push-button ignition switch terminals.

Push-button ignition switch		Condition		Continuity
Terminal				
	1	Push-button ignition	Pressed	Existed
	4	switch	Not pressed	Not existed

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace push-button ignition switch. Refer to <u>SEC-226</u>. "Removal and Installation".

B2557 VEHICLE SPEED

< DTC/CIRCUIT DIAGNOSIS >

B2557 VEHICLE SPEED

Description INFOID:0000000005240879

BCM receives 2 vehicle speed signals via CAN communication. 1 signal is transmitted by the "unified meter and A/C amp.". Another signal is transmitted by "ABS actuator and electric unit (control unit.)". BCM compares both signals to detect the vehicle speed.

DTC Logic INFOID:0000000005240880

DTC DETECTION LOGIC

NOTE:

 If DTC B2557 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".

 If DTC B2557 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-34, "BCM: DTC Logic".

DTC No.	Self-diagnosis name	DTC detecting condition	Possible causes
B2557	VEHICLE SPEED	BCM detects the following difference between the vehicle speed signal from "unified meter and A/C amp." and the one from "ABS actuator and electric unit" for 10 seconds continuously. • One is 10 km/h (6.2 MPH) or more and the other is 4 km/h (2.5 MPH) or less	 Wheel sensor Unified meter and A/C amp. ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Drive the vehicle at the vehicle speed of 10 km/h (6.2 MPH) or more and wait 10 seconds or more.
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-59, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

 ${f 1}$.CHECK DTC WITH "ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)"

Check "Self-diagnostic result" using CONSULT-III. Refer to BRC-83, "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the malfunctioning parts.

2.CHECK DTC WITH "COMBINATION METER"

Check "Self-diagnostic result" using CONSULT-III. Refer to MWI-77, "DTC Index".

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace the malfunctioning parts.

${f 3.}$ CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

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B2560 STARTER CONTROL RELAY

< DTC/CIRCUIT DIAGNOSIS >

B2560 STARTER CONTROL RELAY

Description

Starter control relay, integrated in IPDM E/R, permits the starter relay operation when in the N or P position and the steering is locked or unlocked. It is installed parallel to the starter relay.

DTC Logic

DTC DETECTION LOGIC

NOTE:

- If DTC B2560 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".
- If DTC B2560 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to <u>SEC-34, "BCM: DTC Logic"</u>.

DTC No.	Self-diagnosis name	DTC detecting condition	Possible causes
B2560	STARTER CONTROL RELAY	BCM detects a discrepancy between the OFF request of starter control relay to IPDM E/R and the feedback. (The feedback is ON instead of OFF.)	

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions and wait 2 seconds or more.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to <u>SEC-60</u>, "<u>Diagnosis Procedure</u>".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240884

1. CHECK DTC WITH IPDM E/R

Check "Self-diagnostic result" using CONSULT-III. Refer to SEC-212, "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

2.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2601 SHIFT POSITION

< DTC/CIRCUIT DIAGNOSIS >

B2601 SHIFT POSITION

Description

BCM confirms the shift position with the following 4 signals.

- Selector lever
- Transmission range switch
- P position signal from IPDM E/R (CAN)
- P position signal from TCM (CAN)

DTC Logic

DTC DETECTION LOGIC

NOTE:

- If DTC B2601 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".
- If DTC B2601 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-34, "BCM: DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2601	SHIFT POSITION	BCM detects when a difference between the shift P input signal and the shift position signal received from IPDM E/R via CAN communication continues for 2 seconds or more.	Harness or connectors (A/T shift selector circuit is open or shorted) A/T shift selector (detention switch)

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON under the following conditions and wait 2 seconds or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-61, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

1. CHECK A/T SHIFT SELECTOR POWER SUPPLY

- Turn ignition switch OFF.
- Disconnect A/T shift selector (detention switch) connector.
- 3. Check voltage between A/T shift selector (detention switch) harness connector and ground.

A/T shift selector	+) (detention switch)	(-)	Voltage (V) (Approx.)
Connector	Terminal		(11 - /
M137	9	Ground	Battery voltage

Is the inspection result normal?

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

2.CHECK A/T SHIFT SELECTOR POWER SUPPLY CIRCUIT

- 1. Disconnect BCM connector.
- Check continuity between A/T shift selector (detention switch) harness connector and BCM harness connector.

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B2601 SHIFT POSITION

< DTC/CIRCUIT DIAGNOSIS >

A/T shift selector	(detention switch)	BCM Connector Terminal		Continuity
Connector	Terminal			Continuity
M137	9	M122	96	Existed

3. Check continuity between A/T shift selector (detention switch) harness connector and ground.

A/T shift selector (detention switch)			Continuity
Connector	Terminal	Ground	Continuity
M137	9		Not existed

Is the inspection result normal?

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

NO >> Repair or replace harness.

3.CHECK A/T SHIFT SELECTOR CIRCUIT (BCM)

- Disconnect BCM connector and IPDM E/R connector.
- Check continuity between A/T shift selector (detention switch) harness connector and BCM harness connector.

A/T shift selector (detention switch)		BCM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
M137	10	M122	99	Existed

3. Check continuity between A/T shift selector (detention switch) harness connector and ground.

A/T shift selector (detention switch)			Continuity
Connector	Terminal	Ground	Continuity
M137	10		Not existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace harness.

4. CHECK A/T SHIFT SELECTOR CIRCUIT (IPDM E/R)

Check continuity between A/T shift selector (detention switch) harness connector and IPDM E/R harness connector.

A/T shift selector	A/T shift selector (detention switch)		IPDM E/R	
Connector	Terminal	Connector	Terminal	Continuity
M137	10	E6	43	Existed

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace harness.

5. CHECK A/T SHIFT SELECTOR (DETENTION SWITCH)

Refer to SEC-63, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace A/T shift selector. Refer to TM-308, "Removal and Installation".

6.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2601 SHIFT POSITION

< DTC/CIRCUIT DIAGNOSIS >

Component Inspection

INFOID:0000000005240888

$1. {\sf CHECK\ A/T\ SHIFT\ SELECTOR\ (DETENTION\ SWITCH)}$

- 1. Turn ignition switch OFF.
- 2. Disconnect A/T shift selector connector.
- 3. Check continuity between A/T shift selector (detention switch) terminals.

A/T shift selector	(detention switch)	Condition		Continuity
Teri	minal	Condition		Continuity
9	10	Selector lever	P position	Not existed
9	10	Selector level	Other than above	Existed

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace A/T shift selector. Refer to TM-308, "Removal and Installation".

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B2602 SHIFT POSITION

< DTC/CIRCUIT DIAGNOSIS >

B2602 SHIFT POSITION

Description

BCM confirms the shift position with the following 4 signals.

- Selector lever
- Transmission range switch
- P position signal from IPDM E/R (CAN)
- P position signal from TCM (CAN)

DTC Logic

DTC DETECTION LOGIC

NOTE:

- If DTC B2602 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to <u>SEC-32</u>, "BCM: DTC Logic".
- If DTC B2602 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to <u>SEC-34, "BCM: DTC Logic"</u>.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2602	SHIFT POSITION	BCM detects the following status for 10 seconds. • Shift position is in the P position • Vehicle speed is 4 km/h (2.5 MPH) or more • Ignition switch is in the ON position	Harness or connectors (A/T shift selector circuit is open or shorted) A/T shift selector (detention switch) ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Start the engine under the following conditions and wait 10 seconds or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-64, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240891

${f 1}$.CHECK DTC WITH "ABS ACTUATOR AND ELECTRIC UNIT"

Check "Self-diagnostic result" using CONSULT-III. Refer to BRC-83, "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the malfunctioning parts.

2.CHECK A/T SHIFT SELECTOR POWER SUPPLY

- Turn ignition switch OFF.
- 2. Disconnect A/T shift selector (detention switch) connector.
- Check voltage between A/T shift selector (detention switch) harness connector and ground.

A/T shift selector	(+) A/T shift selector (detention switch)		Voltage (V) (Approx.)	
Connector	Terminal		(11 - 7	
M137	9	Ground	Battery voltage	

Is the inspection result normal?

B2602 SHIFT POSITION

< DTC/CIRCUIT DIAGNOSIS >

YES >> GO TO 4. NO >> GO TO 3.

3.check a/t shift selector power supply circuit

Disconnect BCM connector.

2. Check continuity between A/T shift selector (detention switch) harness connector and BCM harness connector.

A/T shift selector (detention switch)		ВСМ		Continuity
Connector	Terminal	Connector	Terminal	Continuity
M137	9	M122	96	Existed

3. Check continuity between A/T shift selector (detention switch) harness connector and ground.

A/T shift selector (detention switch)			Continuity
Connector	Terminal	Ground	Continuity
M137	9		Not existed

Is the inspection result normal?

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

NO >> Repair or replace harness.

4. CHECK A/T SHIFT SELECTOR CIRCUIT

1. Disconnect BCM connector and IPDM E/R connector.

Check continuity between A/T shift selector (detention switch) harness connector and BCM harness connector.

A/T shift selector (detention switch)		BCM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
M137	10	M122	99	Existed

3. Check continuity between A/T shift selector (detention switch) harness connector and ground.

A/T shift selector	(detention switch)		Continuity
Connector	Terminal	Ground	Continuity
M137	10		Not existed

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace harness.

5.check a/t shift selector (detention switch)

Refer to SEC-65, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace A/T shift selector. Refer to TM-308, "Removal and Installation".

6. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection

1. CHECK A/T SHIFT SELECTOR (DETENTION SWITCH)

- Turn ignition switch OFF.
- 2. Disconnect A/T shift selector connector.
- Check continuity between A/T shift selector (detention switch) terminals.

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INFOID:0000000005240892

B2602 SHIFT POSITION

< DTC/CIRCUIT DIAGNOSIS >

A/T shift selector	A/T shift selector (detention switch)		Condition		
Ter	minal	Condition		Continuity	
9	10	Selector lever	P position	Not existed	
9	10	Ocicolol level	Other than above	Existed	

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace A/T shift selector. Refer to TM-308, "Removal and Installation".

B2603 SHIFT POSITION STATUS

< DTC/CIRCUIT DIAGNOSIS >

B2603 SHIFT POSITION STATUS

Description INFOID:0000000005240893

BCM confirms the shift position with the following 4 signals.

- Selector lever
- Transmission range switch
- P position signal from IPDM E/R (CAN)
- P position signal from TCM (CAN)

DTC Logic INFOID:0000000005240894

DTC DETECTION LOGIC

NOTE:

- If DTC B2603 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".
- If DTC B2603 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-34, "BCM: DTC Logic".
- If DTC B2603 is displayed with DTC B2601, first perform the trouble diagnosis for DTC B2601. Refer to SEC-61. "DTC Logic".

DTC No.	Self-diagnosis name	DTC detecting condition	Possible causes
B2603	SHIFT POSITION STATUS	BCM detects the following status for 500 ms or more when shift is in the P position, and ignition switch is in the ON position. • Transmission range switch: approx. 0 V • A/T shift selector (detention switch): approx. 0 V	Harness or connector (A/T shift selector circuit is open or shorted) Harness or connectors (TCM circuit is open or shorted) A/T shift selector (detention switch) TCM

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Start the engine under the following conditions and wait 1 second or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-67, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

1. CHECK DTC WITH TCM Check "Self-diagnostic result" using CONSULT-III.

Are any DTC detected?

YES >> Refer to TM-286, "DTC Index".

NO >> GO TO 2.

2.CHECK TRANSMISSION RANGE SWITCH CIRCUIT 1

- Turn ignition switch OFF.
- 2. Disconnect A/T assembly connector and BCM connector.
- Check continuity between A/T assembly harness connector and BCM harness connector.

A/T assembly		ВСМ		Continuity	
Connector Terminal		Terminal	Connector	Terminal	Continuity
	F51	9	M123	140	Existed

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Check continuity between A/T assembly harness connector and ground.

B2603 SHIFT POSITION STATUS

< DTC/CIRCUIT DIAGNOSIS >

A/T as	sembly		Continuity
Connector	Connector Terminal		Continuity
F51	9		Not existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace harness.

3.CHECK TRANSMISSION RANGE SWITCH CIRCUIT $^{ m 2}$

- 1. Disconnect TCM connector.
- 2. Check continuity between TCM harness connector and A/T assembly harness connector.

TCM		A/T as	Continuity	
Connector Terminal		Connector	Terminal	Continuity
F301	9	F51	9	Existed

3. Check continuity between TCM harness connector and ground.

To	CM		Continuity	
Connector Terminal		Ground	Continuity	
F301	9		Not existed	

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace harness.

4.CHECK A/T SHIFT SELECTOR POWER SUPPLY

- 1. Disconnect A/T shift selector (detention switch) connector.
- 2. Check voltage between A/T shift selector (detention switch) harness connector and ground.

(+) A/T shift selector (detention switch)		(–)	Voltage (V) (Approx.)	
Connector Terminal			(44)	
M137	9	Ground	Battery voltage	

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 5.

CHECK A/T SHIFT SELECTOR POWER SUPPLY CIRCUIT

- 1. Disconnect BCM connector.
- Check continuity between A/T shift selector (detention switch) harness connector and BCM harness connector.

A/T shift selector	(detention switch)	В	ВСМ		
Connector	Terminal	Connector	Terminal	Continuity	
M137	9	M122	96	Existed	

3. Check continuity between A/T shift selector (detention switch) harness connector and ground.

A/T shift selector	(detention switch)		Continuity
Connector Terminal		Ground	Continuity
M137	9		Not existed

Is the inspection result normal?

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

NO >> Repair or replace harness.

B2603 SHIFT POSITION STATUS

< DTC/CIRCUIT DIAGNOSIS >

6.CHECK A/T SHIFT SELECTOR CIRCUIT

- Disconnect BCM connector and IPDM E/R connector.
- 2. Check continuity between A/T shift selector (detention switch) harness connector and BCM harness connector.

A/T shift selector (detention switch)		ВСМ		Continuity
Connector	Terminal	Connector	Terminal	Continuity
M137	10	M122	99	Existed

3. Check continuity between A/T shift selector (detention switch) harness connector and ground.

A/T shift selector	(detention switch)		Continuity
Connector Terminal		Ground	Continuity
M137	10		Not existed

Is the inspection result normal?

>> GO TO 7. YES

NO >> Repair or replace harness.

7.CHECK A/T SHIFT SELECTOR (DETENTION SWITCH)

Refer to SEC-63, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace A/T shift selector. Refer to TM-308, "Removal and Installation".

8. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

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B2604 PNP SWITCH

< DTC/CIRCUIT DIAGNOSIS >

B2604 PNP SWITCH

Description INFOID:000000005240898

BCM confirms the shift position with the following 4 signals.

- Selector lever
- Transmission range switch
- P position signal from IPDM E/R (CAN)
- P position signal from TCM (CAN)

DTC Logic

DTC DETECTION LOGIC

NOTE:

- If DTC B2604 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".
- If DTC B2604 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to <u>SEC-34, "BCM: DTC Logic"</u>.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2604	PNP SWITCH	 BCM detects the following status for 500 ms or more when the ignition switch is in the ON position. N position input signal exists. Shift position signal from TCM does not exist. N position input signal does not exist. Shift position signal from TCM exists. 	Harness or connectors (TCM circuit is open or shorted) TCM

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Start the engine under the following conditions and wait 1 second or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-70, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240898

1. CHECK DTC WITH TCM

Check "Self-diagnostic result" using CONSULT-III.

Are any DTC detected?

YES >> Refer to TM-286, "DTC Index".

NO >> GO TO 2.

2.check transmission range switch circuit 1

- Turn ignition switch OFF.
- Disconnect A/T assembly connector and BCM connector.
- Check continuity between A/T assembly harness connector and BCM harness connector.

A/T assembly		BCM		Continuity
Connector Terminal		Connector Terminal		
F51	9	M123	140	Existed

4. Check continuity between A/T assembly harness connector and ground.

B2604 PNP SWITCH

< DTC/CIRCUIT DIAGNOSIS >

A/T assembly			Continuity	
Connector	Connector Terminal		Continuity	
F51	9		Not existed	

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace harness.

3.CHECK TRANSMISSION RANGE SWITCH CIRCUIT 2

- Disconnect TCM connector.
- 2. Check continuity between TCM harness connector and A/T assembly harness connector.

TCM		A/T assembly		Continuity
Connector	Terminal	Connector	Terminal	Continuity
F301	9	F51	9	Existed

3. Check continuity between TCM harness connector and ground.

T(CM		Continuity	
Connector Terminal		Ground		
F301	9		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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B2605 PNP SWITCH

< DTC/CIRCUIT DIAGNOSIS >

B2605 PNP SWITCH

Description INFOID:000000005240899

BCM confirms the shift position with the following 4 signals.

- Selector lever
- Transmission range switch
- P position signal from IPDM E/R (CAN)
- P position signal from TCM (CAN)

DTC Logic

DTC DETECTION LOGIC

NOTE:

- If DTC B2605 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".
- If DTC B2605 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to <u>SEC-34, "BCM: DTC Logic"</u>.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2605	PNP SWITCH	 BCM detects the following status for 500 ms or more when the ignition switch is in the ON position N position input signal exists. Shift position signal from IPDM E/R does not exist. N position input signal does not exist. Shift position signal from IPDM E/R exists. 	(TCM circuit is open or shorted) • TCM

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON under the following conditions and wait 1 second or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-72, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240901

1. CHECK DTC WITH IPDM E/R

Check "Self-diagnostic result" using CONSULT-III. Refer to SEC-212, "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the malfunctioning parts.

2. CHECK TRANSMISSION RANGE SWITCH CIRCUIT 1

- Turn ignition switch OFF.
- 2. Disconnect A/T assembly connector and BCM connector.
- 3. Check continuity between A/T assembly harness connector and BCM harness connector.

A/T assembly		BCM		Continuity	
Connector	Terminal	Connector	Terminal	Continuity	
F51	9	M123	140	Existed	

4. Check continuity between A/T assembly harness connector and ground.

B2605 PNP SWITCH

< DTC/CIRCUIT DIAGNOSIS >

A/T assembly			Continuity
Connector	Connector Terminal		Continuity
F51	9		Not existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace harness.

3.CHECK TRANSMISSION RANGE SWITCH CIRCUIT 2

- 1. Disconnect TCM connector.
- 2. Check continuity between TCM harness connector and A/T assembly harness connector.

T	CM	A/T as	ssembly	Continuity
Connector	Terminal	Connector	Terminal	Continuity
F301	9	F51	9	Existed

3. Check continuity between TCM harness connector and ground.

T	CM		Continuity
Connector Terminal		Ground	Continuity
F301	9		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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B2606 STEERING LOCK RELAY

< DTC/CIRCUIT DIAGNOSIS >

B2606 STEERING LOCK RELAY

Description INFOID:000000005240902

The steering lock relay ON signal is transmitted to IPDM E/R by BCM via CAN communication. IPDM E/R turns the steering lock relay ON and transmits the release of the steering to BCM.

DTC Logic

DTC DETECTION LOGIC

NOTE:

- If DTC B2606 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".
- If DTC B2606 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to <u>SEC-34, "BCM: DTC Logic"</u>.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2606	STEERING LOCK RELAY	BCM detects that there is a discrepancy between the following statuses. Steering lock unit ON signal transmitted by IPDM E/R The steering lock unit status feedback	Steering lock relay (In IPDM E/R)

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-74, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240904

1.CHECK DTC WITH IPDM E/R

Check "Self-diagnostic result" using CONSULT-III. Refer to SEC-212. "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

2.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2607 STEERING LOCK RELAY

< DTC/CIRCUIT DIAGNOSIS >

B2607 STEERING LOCK RELAY

Description

BCM requests to IPDM E/R to supply power to steering lock unit. After receiving the power, the steering lock unit transmits an ON signal to BCM.

DTC Logic

DTC DETECTION LOGIC

NOTE:

- If DTC B2607 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".
- If DTC B2607 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to <u>SEC-34, "BCM: DTC Logic"</u>.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2607	STEERING LOCK RELAY	BCM detects that there is a difference between the following statuses. • Steering lock unit ON signal transmitted by IPDM E/R • The steering lock unit status feedback	Harness or connectors (Steering lock unit power supply circuit is open or shorted) Steering lock relay (In IPDM E/R)

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to <u>SEC-75</u>, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

1.CHECK DTC WITH IPDM E/R

Check "Self-diagnostic result" using CONSULT-III. Refer to SEC-212. "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the malfunctioning parts.

2.CHECK STEERING LOCK UNIT POWER SUPPLY CIRCUIT

- 1. Turn ignition switch OFF.
- Disconnect steering lock unit connector.
- Check voltage between steering lock unit harness connector and ground.

- <u> </u>	+) lock unit	(–)	Condition	Voltage (V) (Approx.)	
Connector	Terminal			(· .pp. 6/)	
M40	1	Ground	Press push-button ignition switch when steering lock is in lock condition.	Battery voltage	

Is the inspection result normal?

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B2607 STEERING LOCK RELAY

< DTC/CIRCUIT DIAGNOSIS >

YES >> GO TO 4. NO >> GO TO 3.

3.check steering lock unit circuit

- 1. Disconnect IPDM E/R connector.
- 2. Check continuity between steering lock unit harness connector and IPDM E/R harness connector.

Steering	lock unit	IPDI	M E/R	Continuity
Connector	Terminal	Connector	Terminal	Continuity
M40	1	E5	11	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering	lock unit		Continuity
Connector	Connector Terminal		Continuity
M40	1		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

NO >> Repair or replace harness.

4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2608 STARTER RELAY

Description INFOID:0000000005240908

Located in IPDM E/R, the starter relay runs the starter motor. The starter relay is turned ON by the BCM when the ignition switch is in the START position. IPDM E/R transmits the starter relay ON signal to BCM via CAN communication.

DTC Logic INFOID:0000000005240909

DTC DETECTION LOGIC

NOTE:

 If DTC B2608 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".

 If DTC B2608 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-34, "BCM: DTC Logic".

• If DTC B2608 is displayed with DTC B210D for IPDM E/R, first perform the trouble diagnosis for DTC B210D. Refer to SEC-110, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2608	STARTER RELAY	BCM receives starter relay ON signal (CAN) from IPDM E/R even if BCM turns the starter relay OFF.	 Harness or connectors (Starter relay circuit is open or shorted.) IPDM E/R

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-77, "Diagnosis Procedure".

>> INSPECTION END NO

Diagnosis Procedure

1. CHECK BCM POWER SUPPLY CIRCUIT

Turn ignition switch ON.

Check voltage between BCM harness connector and ground.

(+) BCM		(-)	Condition		Voltage (V) (Approx.)
Connector	Terminal				(11 -)
	M04 50	Ground	Selector lever (A/T models) Clutch pedal	N or P position	12
M121				Other than above	0
M121 52	52			Depressed	Battery voltage
			(M/T models)	Not depressed	0

Is the measurement value within the specification?

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

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B2608 STARTER RELAY

< DTC/CIRCUIT DIAGNOSIS >

$\overline{2}$.check starter relay circuit

- 1. Turn ignition switch OFF.
- 2. Disconnect BCM connector and IPDM E/R connector.
- 3. Check continuity between IPDM E/R harness connector and BCM harness connector.

IPDI	M E/R	В	CM	Continuity
Connector	Terminal	Connector	Terminal	Continuity
E6	46	M121	52	Existed

4. Check continuity between IPDM E/R harness connector and ground.

IPDI	M E/R		Continuity
Connector	Terminal	Ground	Continuity
E6	46		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

NO >> Repair or replace harness.

3. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

< DTC/CIRCUIT DIAGNOSIS >

B2609 STEERING STATUS

Description INFOID:0000000005240911

There are 2 switches in the steering lock unit (steering lock/unlock switch 1 and 2). BCM compares the 2 switch conditions to judge the present steering status.

DTC Logic INFOID:0000000005240912

DTC DETECTION LOGIC

NOTE:

- If DTC B2609 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".
- If DTC B2609 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-34, "BCM: DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2609	STEERING STATUS	BCM detects the malfunction of steering lock unit switches for 1 second.	Harness or connectors [Steering lock unit circuit (BCM side) is open or shorted] Harness or connectors [Steering lock unit circuit (IPDM E/R side) is open or shorted] Steering lock unit IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE-1

Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-79, "Diagnosis Procedure".

NO >> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE-2

- Turn ignition switch ON.
- 2. Turn ignition switch OFF.
- Press driver side door switch and wait 1second or more.
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-79, "Diagnosis Procedure".

>> INSPECTION END NO

Diagnosis Procedure

1.INSPECTION START

Perform inspection in accordance with procedure that confirms DTC.

Which procedure confirms DTC?

DTC confirmation procedure 1>>GO TO 2.

DTC confirmation procedure 2>>GO TO 6.

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< DTC/CIRCUIT DIAGNOSIS >

2.CHECK BCM OUTPUT SIGNAL-1

- 1. Turn ignition switch OFF.
- 2. Disconnect steering lock unit connector and IPDM E/R connector.
- 3. Check voltage between steering lock unit harness connector and ground.

(Steering	+) lock unit	(-)	Voltage (V) (Approx.)	
Connector	Terminal		(11 -)	
M40	3	Ground	Battery voltage	

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

3.check steering lock unit circuit-1 $\,$

- 1. Disconnect BCM connector.
- 2. Check continuity between steering lock unit harness connector and BCM harness connector.

Steering lock unit		ВСМ		Continuity
Connector	Terminal	Connector	Terminal	Continuity
M40	3	M122	97	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering	lock unit		Continuity
Connector Terminal		Ground	Continuity
M40	3		Not existed

Is the inspection result normal?

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

NO >> Repair or replace harness.

4. CHECK IPDM E/R OUTPUT SIGNAL-1

- Connect IPDM E/R connector.
- 2. Disconnect BCM connector.
- 3. Check voltage between steering lock unit harness connector and ground.

(+) Steering lock unit		(-)	Voltage (V) (Approx.)	
Connector	Terminal			
M40	3	Ground	Battery voltage	

Is the inspection result normal?

YES >> Replace steering lock unit.

NO >> GO TO 5.

CHECK STEERING LOCK UNIT CIRCUIT-2

- 1. Disconnect IPDM E/R connector.
- 2. Check continuity between steering lock unit harness connector and IPDM E/R harness connector.

Steering	lock unit	IPDM E/R		Continuity
Connector	Terminal	Connector Terminal		
M40	3	E5	32	Existed

Check continuity between steering lock unit harness connector and ground.

< DTC/CIRCUIT DIAGNOSIS >

Steering	J lock unit		Continuity	
Connector	Terminal	Ground	Continuity	
M40	3		Not existed	

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

NO >> Repair or replace harness.

6. CHECK BCM OUTPUT SIGNAL-2

- Turn ignition switch OFF.
- Disconnect steering lock unit connector and IPDM E/R connector.
- Check voltage between steering lock unit harness connector and ground.

	(+)	(-)	V 16 0.0	
Steering	g lock unit		Voltage (V) (Approx.)	
Connector	Terminal		(11 - 7	
M40	8	Ground	Battery voltage	

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 7.

7.CHECK STEERING LOCK UNIT CIRCUIT-3

- Disconnect BCM connector.
- Check continuity between steering lock unit harness connector and BCM harness connector.

Steering lock unit		ВСМ		Continuity
Connector	Terminal	Connector Terminal		Continuity
M40	8	M122	98	Existed

Check continuity between steering lock unit harness connector and ground.

Steering	lock unit		Continuity
Connector Terminal		Ground	Continuity
M40	8		Not existed

Is the inspection result normal?

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

NO >> Repair or replace harness.

8. CHECK IPDM E/R OUTPUT SIGNAL-2

- Connect IPDM E/R connector.
- Disconnect BCM connector. 2.
- Check voltage between steering lock unit harness connector and ground.

	(+)	(–)	V (4 0 0	
Steering	g lock unit		Voltage (V) (Approx.)	
Connector	Terminal		(11 - 7	
M40	8	Ground	Battery voltage	

Is the inspection result normal?

YES >> Replace steering lock unit.

NO >> GO TO 9.

9. CHECK STEERING LOCK UNIT CIRCUIT-4

- Disconnect IPDM E/R connector.
- Check continuity between steering lock unit harness connector and IPDM E/R harness connector.

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< DTC/CIRCUIT DIAGNOSIS >

Steering lock unit		IPDI	Continuity	
Connector	Terminal	Connector Terminal		Continuity
M40	8	E5	33	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering	lock unit		Continuity
Connector	Terminal	Ground	Continuity
M40	8		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

NO >> Repair or replace harness.

B260B STEERING LOCK UNIT

< DTC/CIRCUIT DIAGNOSIS >

B260B STEERING LOCK UNIT

Description INFOID:0000000005240914

The steering lock unit performs the check by itself according to the steering status.

DTC Logic

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B260B	STEERING LOCK UNIT	BCM detects malfunctioning of steering lock unit before steering unlocking.	Steering lock unit

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- Press the push-button ignition switch, when steering is locked.
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-83, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

1. INSPECTION START

- 1. Turn ignition switch ON.
- 2. Check "Self-diagnostic result" using CONSULT-III.
- 3. Touch "ERASE".
- 4. Perform DTC Confirmation Procedure.

See SEC-83, "DTC Logic".

Is the DTC B260B displayed again?

YES >> Replace steering lock unit.

NO >> INSPECTION END

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B260C STEERING LOCK UNIT

< DTC/CIRCUIT DIAGNOSIS >

B260C STEERING LOCK UNIT

Description INFOID:000000005240917

The steering lock unit performs the check by itself according to the steering status.

DTC Logic

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B260C	STEERING LOCK UNIT	BCM detects malfunctioning of steering lock unit before steering locking.	Steering lock unit

INFOID:0000000005240919

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON.
- 2. Turn ignition switch OFF.
- 3. Press driver side door switch.
- 4. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-84, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

1.INSPECTION START

- Turn ignition switch ON.
- 2. Check "Self-diagnostic result" using CONSULT-III.
- Touch "ERASE".
- 4. Perform DTC Confirmation Procedure.

See SEC-84, "DTC Logic".

Is the DTC B260C displayed again?

YES >> Replace steering lock unit.

NO >> INSPECTION END

B260D STEERING LOCK UNIT

< DTC/CIRCUIT DIAGNOSIS >

B260D STEERING LOCK UNIT

Description INFOID:0000000005240920

The steering lock unit performs the check by itself according to the steering lock status (before lock, after lock and unlock).

DTC Logic INFOID:0000000005240921

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B260D	STEERING LOCK UNIT	BCM detects malfunctioning of steering lock unit after steering locking.	Steering lock unit

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON.
- Turn ignition switch OFF. 2.
- Press driver side door switch.
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-85, "Diagnosis Procedure".

>> INSPECTION END NO

Diagnosis Procedure

1.INSPECTION START

- Turn ignition switch ON.
- 2. Check "Self-diagnostic result" using CONSULT-III.
- Touch "ERASE". 3.
- **Perform DTC Confirmation Procedure.**

See SEC-85, "DTC Logic".

Is the DTC B260D displayed again?

YES >> Replace steering lock unit.

NO >> INSPECTION END **SEC**

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B260F ENGINE STATUS

< DTC/CIRCUIT DIAGNOSIS >

B260F ENGINE STATUS

Description INFOID:000000005240923

BCM receives the engine status signal from ECM via CAN communication.

DTC Logic

DTC DETECTION LOGIC

NOTE:

- If DTC B260F is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to <u>SEC-32</u>, "BCM: DTC Logic".
- If DTC B260F is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to <u>SEC-34, "BCM: DTC Logic"</u>.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B260F	INTERRUPTION OF ENGINE STATUS SIGNAL	BCM has not yet received the engine status signal from ECM when ignition switch is in the ON position.	ECM

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to <u>SEC-86</u>, "<u>Diagnosis Procedure</u>".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240925

1.INSPECTION START

- 1. Turn ignition switch ON.
- 2. Check "Self-diagnostic result" using CONSULT-III.
- Touch "ERASE".
- 4. Perform DTC Confirmation Procedure.

See SEC-86, "DTC Logic".

Is the DTC B260F displayed again?

YES >> GO TO 2.

NO >> GO TO 3.

2.REPLACE ECM

Replace ECM. Refer to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Description".

>> INSPECTION END

3. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B26E8 CLUTCH INTERLOCK SWITCH

< DTC/CIRCUIT DIAGNOSIS >

B26E8 CLUTCH INTERLOCK SWITCH

Description INFOID:0000000005240926

When clutch interlock switch turns ON, BCM detects that clutch pedal is being depressed and permits to start the engine.

DTC Logic

NOTE:

If DTC B26E8 is displayed with DTC B210F, first perform the trouble diagnosis for DTC B210F. Refer to <u>SEC-113</u>, "DTC Logic".

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detection condition	Possible cause
B26E8	CLUTCH INTERLOCK SWITCH	Detects that ASCD cancel switch is in the ON position for 2 seconds or more while ignition switch and clutch interlock switch are ON.	Clutch interlock switch Harness or connector (Clutch interlock switch circuit open or shorted)

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON under the following condition.
- Shift lever is in the neutral position.
- Depress clutch pedal.
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-87, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

1. CHECK CLUTCH INTERLOCK SWITCH POWER SUPPLY

- Turn ignition switch OFF.
- Disconnect clutch interlock switch connector.
- 3. Check voltage between clutch interlock switch harness connector and ground.

(+) Clutch interlock switch		(-)	Voltage (V) (Approx.)	
Connector	Terminal		(11 - 7	
E111	1	Ground	Battery voltage	

Is the inspection result normal?

YES >> GO TO 2.

NO-1 >> Check 10 A fuse [No. 9, located in the fuse block (J/B)]

NO-2 >> Check harness for open or short between clutch interlock switch and fuse.

2.CHECK CLUTCH INTERLOCK SWITCH SIGNAL

- Connect clutch interlock switch connector.
- 2. Disconnect BCM connector.
- Check voltage between BCM harness connector and ground.

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B26E8 CLUTCH INTERLOCK SWITCH

< DTC/CIRCUIT DIAGNOSIS >

(+) BCM		(-)	Condition		Voltage (V) (Approx.)
Connector	Terminal				(11 -)
M123	114	Ground	Clutch pedal	Depressed	Battery voltage
IVI 123	114	Giodila	Ground Clutch pedal		0

Is the inspection result normal?

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

NO >> GO TO 3.

${f 3.}$ check clutch interlock switch signal circuit

- 1. Disconnect clutch interlock switch connector.
- 2. Check continuity between clutch interlock switch harness connector and BCM harness connector.

Clutch interlock switch		ВСМ		Continuity
Connector	Terminal	Connector	Terminal	Continuity
E111	2	M123	114	Existed

3. Check continuity between clutch interlock switch harness connector and ground.

Clutch inte	rlock switch		Continuity
Connector	Terminal	Ground	Continuity
E111	2		Not existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace harness.

4. CHECK CLUTCH INTERLOCK SWITCH

Refer to SEC-88, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace clutch interlock switch. Refer to CL-12, "Exploded View".

5. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection

INFOID:0000000005240929

1. CHECK CLUTCH INTERLOCK SWITCH

- 1. Turn ignition switch OFF.
- 2. Disconnect clutch interlock switch connector.
- 3. Check continuity between clutch interlock switch terminals.

Clutch interlock switch Terminal		Condition		Continuity
				Continuity
1	2	Clutch pedal	Depressed	Existed
	Z	Oluton pedal	Not depressed	Not existed

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace clutch interlock switch. Refer to <u>CL-12</u>, "<u>Exploded View</u>".

< DTC/CIRCUIT DIAGNOSIS >

B26E9 STEERING STATUS

Description

There are 2 switches in the steering lock unit (steering lock/unlock switch 1 and 2). BCM compares the 2 switch conditions to judge the present steering status.

DTC Logic

DTC DETECTION LOGIC

NOTE:

If DTC B26E9 is displayed with DTC B2609, first perform the trouble diagnosis for DTC B2609. Refer to <u>SEC-79</u>, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B26E9	S/L STATUS	BCM requests lock to steering lock unit, then steering lock unit transmits a recognition signal to BCM, but steering lock unit remains unlocked.	Steering lock unit

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON.
- 2. Turn ignition switch OFF.
- 3. Press driver side door switch and wait 1 second or more.
- Turn ignition switch ON.
- 5. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Refer to <u>SEC-89</u>, "<u>Diagnosis Procedure</u>".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240932

1.INSPECTION START

- 1. Turn ignition switch ON.
- 2. Check "Self-diagnostic result" using CONSULT-III.
- 3. Touch "ERASE".
- 4. Perform DTC Confirmation Procedure.

Refer to SEC-89, "DTC Logic".

Is the DTC B26E9 displayed again?

YES >> GO TO 2.

NO >> GO TO 3.

2.REPLACE STEERING LOCK UNIT

- Replace steering lock unit.
- 2. Perform DTC confirmation procedure. Refer to <a>SEC-89, "DTC Logic".

Is the DTC B26E9 displayed again?

YES >> GO TO 3.

NO >> INSPECTION END

3.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

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SEC-89

B26EA KEY REGISTRATION

< DTC/CIRCUIT DIAGNOSIS >

B26EA KEY REGISTRATION

Description INFOID:0000000005240933

When the registered Intelligent Key is carried, the door lock/unlock operation and the push-button ignition switch operation become possible.

DTC Logic

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B26EA	KEY REGISTRA- TION	Intelligent Key is not registered successfully.	Improper registration operation Intelligent Key BCM

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- Perform initialization using CONSULT-III. Reregister all Intelligent Keys.
 For initialization and registration of Intelligent Key, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-90, "Diagnosis Procedure"

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240935

1. PERFORM INITIALIZATION

- Perform initialization using CONSULT-III. Reregister all Intelligent Keys.
 For initialization and registration of Intelligent Key, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> GO TO 2.

NO >> INSPECTION END

2.REPLACE INTELLIGENT KEY

- Replace Intelligent Key. Reregister all Intelligent Keys
- 2. Perform initialization using CONSULT-III. For initialization, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".
- 3. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

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

NO >> INSPECTION END

< DTC/CIRCUIT DIAGNOSIS >

B2612 STEERING STATUS

Description INFOID:0000000005240936

There are 2 switches in the steering unit. IPDM E/R compares the 2 switch conditions to judge the present steering status and transmits the result to BCM via CAN communication.

DTC Logic INFOID:0000000005240937

DTC DETECTION LOGIC

NOTE:

- If DTC B2612 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".
- If DTC B2612 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-34, "BCM: DTC Logic".

DTC No.	Self-diagnosis name	DTC detecting condition	Possible causes
B2612	STEERING STATUS	BCM detects the difference between the following status for 1 second • Steering lock or unlock • Feedback of steering lock status from IPDM E/R (CAN)	Harness or connectors [Steering lock unit circuit (BCM side) is open or shorted] Harness or connectors [Steering lock unit circuit (IPDM E/R side) is open or shorted] Steering lock unit IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE-1

Turn ignition switch ON under the following conditions.

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-91, "Diagnosis Procedure".

NO >> GO TO 2.

2.perform dtc confirmation procedure-2

- Turn ignition switch ON.
- Turn ignition switch OFF.
- Press door switch.
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

>> Go to SEC-91, "Diagnosis Procedure". YES

>> INSPECTION END

Diagnosis Procedure

1.INSPECTION START

Perform inspection in accordance with procedure that confirms DTC.

Which procedure confirms DTC?

DTC confirmation procedure 1>>GO TO 2.

DTC confirmation procedure 2>>GO TO 6.

2.CHECK BCM OUTPUT SIGNAL-1

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< DTC/CIRCUIT DIAGNOSIS >

- 1. Turn ignition switch OFF.
- Disconnect steering lock unit connector and IPDM E/R connector.
- 3. Check voltage between steering lock unit harness connector and ground.

(+)	(-)	Voltage (V) (Approx.)	
Steering	lock unit			
Connector	Terminal		V 11 - 7	
M40	3	Ground	Battery voltage	

Is the inspection result normal?

YES >> GO TO 4. NO >> GO TO 3.

3.check steering lock unit circuit-1 $\,$

- 1. Disconnect BCM connector.
- 2. Check continuity between steering lock unit harness connector and BCM harness connector.

Steering lock unit		BCM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
M40	3	M122	97	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering	lock unit		Continuity
Connector Terminal		Ground	Continuity
M40	3		Not existed

Is the inspection result normal?

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

NO >> Repair or replace harness.

4.CHECK IPDM E/R OUTPUT SIGNAL-1

- Connect IPDM E/R connector.
- Disconnect BCM connector.
- 3. Check voltage between steering lock unit harness connector and ground.

(Steering	+) lock unit	(–)	Voltage (V) (Approx.)
Connector	Terminal		
M40	3	Ground	Battery voltage

Is the inspection result normal?

YES >> Replace steering lock unit.

NO >> GO TO 5.

5. CHECK STEERING LOCK UNIT CIRCUIT-2

- 1. Disconnect IPDM E/R connector.
- Check continuity between steering lock unit harness connector and IPDM E/R harness connector.

Steering lock unit		IPDM E/R		Continuity
Connector	Terminal Connector		Terminal	Continuity
M40	3	E5	32	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering	lock unit		Continuity
Connector Terminal		Ground	Continuity
M40	3		Not existed

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

NO >> Repair or replace harness.

6. CHECK BCM OUTPUT SIGNAL-2

- 1. Turn ignition switch OFF.
- 2. Disconnect steering lock unit connector and IPDM E/R connector.
- 3. Check voltage between steering lock unit harness connector and ground.

(+)	(-)	Voltage (V) (Approx.)
Steering	lock unit		
Connector Terminal			,
M40	8	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 7.

7. CHECK STEERING LOCK UNIT CIRCUIT-3

- 1. Disconnect BCM connector.
- 2. Check continuity between steering lock unit harness connector and BCM harness connector.

Steering	lock unit	BCM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
M40	8	M122	98	Existed

3. Check continuity between steering lock unit harness connector and ground.

Steering	J lock unit		Continuity
Connector Terminal		Ground	Continuity
M40	8		Not existed

Is the inspection result normal?

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

NO >> Repair or replace harness.

8. CHECK IPDM E/R OUTPUT SIGNAL-2

- 1. Connect IPDM E/R connector.
- 2. Disconnect BCM connector.
- 3. Check voltage between steering lock unit harness connector and ground.

	+)	(–)	Voltage (V) (Approx.)
Steering	lock unit		
Connector Terminal			(11 /
M40	8	Ground	Battery voltage

Is the inspection result normal?

YES >> Replace steering lock unit.

NO >> GO TO 9.

9. CHECK STEERING LOCK UNIT CIRCUIT-4

- 1. Disconnect IPDM E/R connector.
- 2. Check continuity between steering lock unit harness connector and IPDM E/R harness connector.

Steering lock unit		IPDM E/R		Continuity	
Connector	Terminal	Connector Terminal		Continuity	
M40	8	E5	33	Existed	

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< DTC/CIRCUIT DIAGNOSIS >

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit			Continuity
Connector	Terminal	Ground	Continuity
M40	8		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

NO >> Repair or replace harness.

B2617 STARTER RELAY CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

B2617 STARTER RELAY CIRCUIT

Description INFOID:0000000005240939

Located in IPDM E/R, the starter relay runs the starter motor. The starter relay is turned ON by the BCM when the ignition switch is in the START position. IPDM E/R transmits the starter relay ON signal to BCM via CAN communication.

DTC Logic INFOID:0000000005240940

DTC DETECTION LOGIC

NOTE:

 If DTC B2617 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".

 If DTC B2617 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to SEC-34, "BCM: DTC Logic".

• If DTC B2617 is displayed with DTC B210E for IPDM E/R, first perform the trouble diagnosis for DTC B210E. Refer to SEC-111, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2617	STARTER RELAY CIRCUIT	An immediate operation of starter relay is requested by BCM, but there is no response for more than 1 second.	Harness or connectors (Starter relay circuit is open or shorted.) IPDM E/R

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

Turn ignition switch ON under the following conditions and wait 1 second or more.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-95, "Diagnosis Procedure".

>> INSPECTION END NO

Diagnosis Procedure

1.CHECK STARTER RELAY

Turn ignition switch ON.

Check voltage between BCM harness connector and ground.

(+) BCM		(-)	Condition		Voltage (V) (Approx.)
Connector	Terminal				(11 - 7
		Ground	Selector lever (A/T models)	N or P position	12
M121	M121 52			Other than above	0
101121 32	Ground	Clutch pedal	Depressed	Battery voltage	
			(M/T models)	Not depressed	0

Is the measurement value within the specification.

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

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B2617 STARTER RELAY CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

$\overline{2}$.check starter relay circuit

- 1. Turn ignition switch OFF.
- 2. Disconnect BCM connector and IPDM E/R connector.
- 3. Check continuity between IPDM E/R harness connector and BCM harness connector.

IPDM E/R		всм		Continuity	
Connector	Terminal	Connector Terminal			
E6	46	M121	52	Existed	

4. Check continuity between IPDM E/R harness connector and ground.

IPDM E/R			Continuity
Connector	Terminal	Ground	Continuity
E6	46		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

NO >> Repair or replace harness.

3. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2619 BCM

< DTC/CIRCUIT DIAGNOSIS >

B2619 BCM

Description INFOID:0000000005240942

BCM requests IPDM E/R to supply power to steering lock unit. After receiving the power, the steering lock unit transmits an ON signal to BCM.

DTC Logic INFOID:0000000005240943

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2619	ВСМ	BCM detects a discrepancy between the power supplied to the steering lock unit and the feedback for one second or more.	ВСМ

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

Turn ignition switch ON under the following conditions and wait 1 second or more.

- Selector lever is in the P or N position
- Do not depress brake pedal

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-97, "Diagnosis Procedure".

>> INSPECTION END NO

Diagnosis Procedure

1.INSPECTION START

- Turn ignition switch ON.
- Check "Self-diagnostic result" using CONSULT-III.
- Touch "ERASE".
- **Perform DTC Confirmation Procedure.**

See SEC-97, "DTC Logic".

Is the DTC B2619 displayed again?

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

NO >> INSPECTION END

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B261E VEHICLE TYPE

< DTC/CIRCUIT DIAGNOSIS >

B261E VEHICLE TYPE

Description INFOID:000000005240945

There are two types of vehicles.

- HEV
- Conventional

DTC Logic

DTC DETECTION LOGIC

NOTE

- If DTC B261E is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "BCM: DTC Logic".
- If DTC B261E is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to <u>SEC-34, "BCM: DTC Logic"</u>.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B261E	VEHICLE TYPE	Difference of BCM configuration.	BCM

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-98, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240947

1. INSPECTION START

- Turn ignition switch ON.
- Check "Self-diagnostic result" using CONSULT-III.
- Touch "ERASE".
- 4. Perform DTC Confirmation Procedure.

See SEC-98, "DTC Logic".

Is the 1st trip DTC B261E displayed again?

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

NO >> INSPECTION END

B261F ASCD CLUTCH SWITCH

< DTC/CIRCUIT DIAGNOSIS >

B261F ASCD CLUTCH SWITCH

Description INFOID:0000000005240948

BCM judges that clutch pedal is operated by clutch interlock switch and clutch pedal position switch operation.

DTC Logic

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detection condition	Possible cause
B261F	ASCD CNCL/CLTH SW	When ignition switch is ON and vehicle speed is 40 km/h, BCM detects that clutch pedal position switch is ON for 10 seconds or more.	Harness or connector (ASCD clutch switch circuit open or shorted) Clutch pedal position switch BCM

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Drive the vehicle at the vehicle speed of 40 km/h (24.8 MPH) or more wait 10 seconds or more.
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-99, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

1. CHECK CLUTCH PEDAL POSITION SWITCH POWER SUPPLY

- Turn ignition switch OFF.
- 2. Disconnect clutch pedal position switch connector.
- Turn ignition switch ON.
- 4. Check voltage between clutch pedal position switch harness connector and ground.

(+) Clutch pedal position switch		(-)	Voltage (V) (Approx.)	
Connector	Terminal			
E108	1	Ground	Battery voltage	

Is the inspection result normal?

YES >> GO TO 2.

NO-1 >> Check 10 A fuse [No. 3, located in the fuse block (J/B)]

NO-2 >> Check harness for open or short between clutch pedal position switch and fuse.

2.CHECK CLUTCH PEDAL POSITION SWITCH SIGNAL

- Turn ignition switch OFF.
- 2. Connect clutch pedal position switch connector.
- 3. Disconnect BCM connector.
- Turn ignition switch ON.
- 5. Check voltage between BCM harness connector and ground.

(+)				V (16 0.0)
BCM		(–)	Condition		Voltage (V) (Approx.)
Connector	Terminal				(44.5)
M122	99 Group	99 Ground	Clutch podal	Depressed	0
IVITZZ	99	Ground Clutch pedal		Not depressed	Battery voltage

Is the inspection result normal?

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B261F ASCD CLUTCH SWITCH

< DTC/CIRCUIT DIAGNOSIS >

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

NO >> GO TO 3.

3.check clutch pedal position switch signal circuit

- Turn ignition switch OFF.
- 2. Disconnect clutch pedal position switch connector.
- 3. Check continuity between clutch pedal position switch harness connector and BCM harness connector.

Clutch pedal position switch		всм		Continuity	
Connector	Terminal	Connector Terminal		Continuity	
E108	2	M122	99	Existed	

4. Check continuity between clutch pedal position switch harness connector and ground.

Clutch pedal position switch			Continuity
Connector Terminal		Ground	Continuity
E108	2		Not existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace harness.

4. CHECK CLUTCH PEDAL POSITION SWITCH

Refer to SEC-100, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace clutch pedal position switch. Refer to <u>CL-12</u>, "<u>Exploded View</u>".

5. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection

INFOID:0000000005240951

1. CHECK CLUTCH PEDAL POSITION SWITCH

- Turn ignition switch OFF.
- 2. Disconnect clutch pedal position switch connector.
- 3. Check continuity between clutch pedal position switch terminals.

Clutch pedal position switch		Condition		Continuity
Terminal				Continuity
1	1 2		Depressed	Not existed
<u>'</u>	2	Clutch pedal	Not depressed	Existed

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace clutch pedal position switch. Refer to <u>CL-12</u>. "Exploded View".

B2108 STEERING LOCK RELAY

< DTC/CIRCUIT DIAGNOSIS >

B2108 STEERING LOCK RELAY

Description INFOID:0000000005240952

The steering lock relay ON signal is transmitted to IPDM E/R by BCM via CAN communication. IPDM E/R turns the steering lock relay ON and transmits the release of the steering to BCM.

DTC Logic INFOID:0000000005240953

DTC DETECTION LOGIC

NOTE:

If DTC B2108 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM): DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2108	STRG LCK RELAY ON	IPDM E/R detects that the relay is stuck in the ON position for about 1 second even if the IPDM E/R receives steering lock relay ON/OFF signal from BCM.	

DTC CONFIRMATION PROCEDURE

${f 1}$.PERFORM DTC CONFIRMATION PROCEDURE

Turn ignition switch ON under the following conditions and wait 1 second or more.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-101, "Diagnosis Procedure".

>> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240954

1. CHECK STEERING LOCK RELAY

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

(+) IPDM E/R		(-) C		Condition	Voltage (V) (Approx.)
Connector	Terminal				(Approxi)
			Ignition switch OFF	A few seconds after opening the driver door	Battery voltage
E5	11	Ground	Ignition switch LOCK	Press the push-button ignition switch	Battery voltage
			Ignition switch	ACC or ON	0

Is the inspection normal?

YES >> GO TO 2.

NO >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

2.check steering lock relay circuit

- Turn ignition switch OFF.
- Disconnect IPDM E/R connector and steering lock unit connector.
- Check continuity IPDM E/R harness connector and steering lock unit harness connector.

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B2108 STEERING LOCK RELAY

< DTC/CIRCUIT DIAGNOSIS >

IPDI	IPDM E/R		Steering lock unit	
Connector	Terminal	Connector Terminal		Continuity
E5	11	M40	1	Existed

4. Check continuity IPDM E/R harness connector and ground.

IPDI	M E/R		Continuity
Connector	Connector Terminal		Continuity
E5	11		Not existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace harness.

3. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

B2109 STEERING LOCK RELAY

< DTC/CIRCUIT DIAGNOSIS >

B2109 STEERING LOCK RELAY

Description INFOID:0000000005240955

The steering lock relay ON signal is transmitted to IPDM E/R by BCM via CAN communication. IPDM E/R turns the steering lock relay ON and transmits the release of the steering to BCM.

DTC Logic INFOID:0000000005240956

DTC DETECTION LOGIC

NOTE:

- If DTC B2109 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM): DTC Logic".
- When IPDM E/R power supply voltage is low (Approx. 7 8 V for about 1 second), the DTC B2109 may be detected.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2109	STRG LCK RELAY OFF	IPDM E/R detects that the relay is stuck in the OFF position for about 1 second even if the IPDM E/R receives steering lock relay ON/OFF signal from BCM.	Harness or connector (Power supply circuit) IPDM E/R Battery

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

Turn ignition switch ON under the following conditions and wait 1 second or more.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-103, "Diagnosis Procedure".

>> INSPECTION END NO

Diagnosis Procedure

1. CHECK POWER SUPPLY CIRCUIT

Check IPDM E/R power supply circuit. Refer to SEC-117, "IPDM E/R (INTELLIGENT POWER DISTRIBU-TION MODULE ENGINE ROOM): Diagnosis Procedure".

Is the circuit normal?

YES >> GO TO 2.

NO >> Repair or replace the malfunctioning part.

2.CHECK FUSE

- Turn ignition switch OFF.
- Check 10A fuse (No. 48, located in IPDM E/R).

Is the inspection normal?

>> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation". YES

>> Replace the blown fuse after repairing the affected circuit if a fuse is blown. NO

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INFOID:0000000005240957

SEC-103 Revision: 2009 July 2010 370Z

< DTC/CIRCUIT DIAGNOSIS >

B210A STEERING LOCK CONDITION SWITCH

Description INFOID:000000005240958

There are 2 switches in the steering unit. IPDM E/R compares the 2 switch conditions to judge the present steering status and transmits the result to BCM via CAN communication.

DTC Logic

DTC DETECTION LOGIC

NOTE:

If DTC B210A is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM): DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B210A	STRG LCK STATE SW	IPDM E/R detects the difference between steering condition switches 1 and 2 for 1 second.	Harness or connectors [Steering lock unit circuit (BCM side) is open or shorted] Harness or connectors [Steering lock unit circuit (IPDM E/R side) is open or shorted] Steering lock unit IPDM E/R

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE-1

Turn ignition switch ON under the following conditions and wait 1 second or more.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-104, "Diagnosis Procedure".

NO >> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE-2

- Turn ignition switch ON.
- 2. Turn ignition switch OFF.
- 3. Press driver side door switch and wait 1 second or more.
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-104, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240960

1.INSPECTION START

Perform inspection in accordance with procedure that confirms DTC.

Which procedure confirms DTC?

DTC confirmation procedure 1>>GO TO 2.

DTC confirmation procedure 2>>GO TO 6.

2.CHECK BCM OUTPUT SIGNAL-1

1. Turn ignition switch OFF.

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< DTC/CIRCUIT DIAGNOSIS >

- 2. Disconnect steering lock unit connector and IPDM E/R connector.
- 3. Check voltage between steering lock unit harness connector and ground.

(+) Steering lock unit		(-)	Voltage (V) (Approx.)
Connector Terminal			
M40	3	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

3. CHECK STEERING LOCK UNIT CIRCUIT-1

- Disconnect BCM connector.
- 2. Check continuity between steering lock unit harness connector and BCM harness connector.

Steering	Steering lock unit		BCM	
Connector	Terminal	Connector Terminal		Continuity
M40	3	M122	97	Existed

Check continuity between steering lock unit harness connector and ground.

Steering	lock unit		Continuity
Connector Terminal		Ground	Continuity
M40	3		Not existed

Is the inspection result normal?

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

NO >> Repair or replace harness.

4. CHECK IPDM E/R OUTPUT SIGNAL-1

- 1. Connect IPDM E/R connector.
- Disconnect BCM connector.
- Check voltage between steering lock unit harness connector and ground.

(+) Steering lock unit		(–)	Voltage (V) (Approx.)	
Connector	Terminal		(11 - /	
M40	3	Ground	Battery voltage	

Is the inspection result normal?

YES >> Replace steering lock unit.

NO >> GO TO 5.

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5. CHECK STEERING LOCK UNIT CIRCUIT-2

- 1. Disconnect IPDM E/R connector.
- 2. Check continuity between steering lock unit harness connector and IPDM E/R harness connector.

Steering	Steering lock unit IPDM E/R		Continuity		
Connector	Terminal	Connector Terminal		Continuity	
M40	3	E5	32	Existed	

Check continuity between steering lock unit harness connector and ground.

Steering lock unit Connector Terminal			Continuity
		Ground	Continuity
M40	3		Not existed

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< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

NO >> Repair or replace harness.

6.CHECK BCM OUTPUT SIGNAL-2

- 1. Turn ignition switch OFF.
- 2. Disconnect steering lock unit connector and IPDM E/R connector.
- 3. Check voltage between steering lock unit harness connector and ground.

(+) Steering lock unit Connector Terminal		(-)	Voltage (V) (Approx.)	
M40	8	Ground	Battery voltage	

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 7.

7. CHECK STEERING LOCK UNIT CIRCUIT-3

- 1. Disconnect BCM connector.
- 2. Check continuity between steering lock unit harness connector and BCM harness connector.

Steering	Jock unit	ВСМ		Continuity	
Connector	Terminal	Connector Terminal		Continuity	
M40	8	M122	98	Existed	

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit			Continuity	
Connector Terminal		Ground	Continuity	
M40	8		Not existed	

Is the inspection result normal?

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

NO >> Repair or replace harness.

8. CHECK IPDM E/R OUTPUT SIGNAL-2

- 1. Connect IPDM E/R connector.
- 2. Disconnect BCM connector.
- 3. Check voltage between steering lock unit harness connector and ground.

(+) Steering lock unit Connector Terminal		(–)	Voltage (V) (Approx.)	
			(11 - 7	
M40	8	Ground	Battery voltage	

Is the inspection result normal?

YES >> Replace steering lock unit.

NO >> GO TO 9.

9. CHECK STEERING LOCK UNIT CIRCUIT-4

- 1. Disconnect IPDM E/R connector.
- 2. Check continuity between steering lock unit harness connector and IPDM E/R harness connector.

Steering lock unit		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	Continuity
M40	8	E5	33	Existed

< DTC/CIRCUIT DIAGNOSIS >

3. Check continuity between steering lock unit harness connector and ground.

Steering lock unit			Continuity	
Connector Terminal		Ground	Continuity	
M40	8		Not existed	

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

NO >> Repair or replace harness.

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B210B STARTER CONTROL RELAY

< DTC/CIRCUIT DIAGNOSIS >

B210B STARTER CONTROL RELAY

Description INFOID:000000005240961

Starter control relay, integrated in IPDM E/R, permits the starter relay operation when in the N or P position and the steering is locked or unlocked. It is installed parallel to the starter relay.

DTC Logic (INFOID:000000005240962

DTC DETECTION LOGIC

NOTE:

If DTC B210B is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM): DTC Logic".

	DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
-	B210B	START CONT RLY ON	IPDM E/R detects that the relay is stuck in the ON position even if the following conditions are met for about 1 second. • Starter control relay ON/OFF signal from BCM • Transmission range switch input signal	IPDM E/R

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

Turn the power supply position to start under the following conditions and wait 1 second or more.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- 2. Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to <u>SEC-108</u>, "<u>Diagnosis Procedure</u>".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240963

1.INSPECTION START

- 1. Turn ignition switch ON.
- 2. Check "Self-diagnostic result" for IPDM E/R using CONSULT-III.
- 3. Touch "ERASE".
- 4. Perform DTC Confirmation Procedure.

See SEC-108, "DTC Logic".

Is the DTC B210B displayed again?

YES >> Replace IPDM E/R. Refer PCS-35, "Removal and Installation".

NO >> INSPECTION END

B210C STARTER CONTROL RELAY

< DTC/CIRCUIT DIAGNOSIS >

B210C STARTER CONTROL RELAY

Description INFOID:0000000005240964

Starter control relay, integrated in IPDM E/R, permits the starter relay operation when in the N or P position and the steering is locked or unlocked. It is installed parallel to the starter relay.

DTC Logic INFOID:0000000005240965

DTC DETECTION LOGIC

NOTE:

- If DTC B210C is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM): DTC Logic".
- When IPDM E/R power supply voltage is low (Approx. 7 8 V for about 1 second), the DTC B210C may be detected.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B210C	START CONT RLY OFF	IPDM E/R detects that the relay is stuck in the OFF position even if the following conditions are met for about 1 second. • Starter control relay ON/OFF signal from BCM • Transmission range switch input signal	IPDM E/R Battery

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

Turn the power supply position to start under the following conditions and wait 1 second or more.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-109, "Diagnosis Procedure".

>> INSPECTION END NO

Diagnosis Procedure

1.INSPECTION START

- 1. Turn ignition switch ON.
- Check "Self-diagnostic result" for IPDM E/R using CONSULT-III. 2.
- Touch "ERASE".
- Perform DTC Confirmation Procedure.

See SEC-109, "DTC Logic".

Is the DTC B210C displayed again?

YES >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

NO >> INSPECTION END SEC

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B210D STARTER RELAY

< DTC/CIRCUIT DIAGNOSIS >

B210D STARTER RELAY

Description INFOID:000000005240967

Located in IPDM E/R, the starter relay runs the starter motor. The starter relay is turned ON by the BCM when the ignition switch is in the START position. IPDM E/R transmits the starter relay ON signal to BCM via CAN communication.

DTC Logic

DTC DETECTION LOGIC

NOTE:

- If DTC B210D is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM): DTC Logic".
- If DTC B210D is displayed with DTC B2617, first perform the trouble diagnosis for DTC B2617. Refer to <u>SEC-95, "DTC Logic"</u>.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B210D	STARTER RELAY ON	IPDM E/R detects that the relay is stuck in the ON position even if the following conditions are met for about 1 second. • Starter control relay ON/OFF signal from BCM • Transmission range switch input	IPDM E/R

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions and wait for 1 second or more.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-110, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000005240969

1. INSPECTION START

- Turn ignition switch ON.
- Check "Self-diagnostic result" for IPDM E/R using CONSULT-III.
- 3. Touch "ERASE".
- 4. Perform DTC Confirmation Procedure.

See SEC-110, "DTC Logic".

Is the DTC B210D displayed again?

YES >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

NO >> INSPECTION END

B210E STARTER RELAY

Description

Located in IPDM E/R, the starter relay runs the starter motor. The starter relay is turned ON by the BCM when the ignition switch is in the START position. IPDM E/R transmits the starter relay ON signal to BCM via CAN communication.

DTC Logic

DTC DETECTION LOGIC

NOTE:

• If DTC B210E is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM): DTC Logic".

- If DTC B210E is displayed with DTC B2110 for IPDM E/R, first perform the trouble diagnosis for DTC B2110. Refer to SEC-115, "DTC Logic".
- When IPDM E/R power supply voltage is low (Approx. 7 8 V for about 1 second), the DTC B210F may be detected.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B210E	STARTER RELAY OFF	IPDM E/R detects that the relay is stuck in the OFF position even if the following conditions are met for about 1 second. • Starter control relay ON/OFF signal from BCM • Transmission range switch input	IPDM E/R Battery

DTC CONFIRMATION PROCEDURE

${f 1}$.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON under the following conditions and wait 1 second or more.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-111, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

1. CHECK STARTER RELAY OUTPUT SIGNAL

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

(+) BCM		(–)	Condition		Voltage (V) (Approx.)
Connector	Terminal				(
		Onemad	Selector lever (A/T models)	P or N position	12
M121	50			Other than above	0
IVIIZI	52 Ground Clutch pedal (M/T models)	Depressed	Battery voltage		
		(M/T models)	Not depressed	0	

Is the inspection result normal?

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

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B210E STARTER RELAY

< DTC/CIRCUIT DIAGNOSIS >

2.CHECK STARTER RELAY OUTPUT SIGNAL CIRCUIT

- 1. Disconnect IPDM E/R connector.
- 2. Check continuity between BCM harness connector and IPDM E/R harness connector.

всм		IPDI	Continuity	
Connector	Terminal	Connector	Terminal	Continuity
M121	52	E6	46	Existed

3. Check continuity between BCM harness connector and ground.

В	CM		Continuity
Connector	Terminal	Ground	Continuity
M121	52		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

NO >> Repair or replace harness.

3.check starter relay power supply circuit

- 1. Turn ignition switch OFF.
- 2. Disconnect IPDM E/R connector.
- 3. Check voltage between IPDM E/R harness connector and ground.

	+)		Voltage (V)	
Connector	IPDM E/R Connector Terminal		Voltage (V) (Approx.)	
E5	36	Ground	Battery voltage	

Is the inspection result normal?

NO

YES >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

>> Check harness for open or short between IPDM E/R and battery. Refer to <u>SEC-207</u>, "Wiring Diagram - IPDM E/R -".

B210F PNP/CLUTCH INTERLOCK SWITCH

< DTC/CIRCUIT DIAGNOSIS >

B210F PNP/CLUTCH INTERLOCK SWITCH

Description INFOID:0000000005240973

IPDM E/R confirms the shift position with the following signals.

- Transmission range switch
- Shift position signal from BCM (CAN)

DTC Logic INFOID:0000000005240974

DTC DETECTION LOGIC

NOTE:

If DTC B210F is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM): DTC Logic"

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B210F	INTER LOCK/PNP SW ON	IPDM E/R detects the difference between the signals below for 1 second or more. • Transmission range switch input signal • Shift position signal from BCM (CAN)	Harness or connectors (Transmission range switch circuit is open or shorted) Transmission range switch IPDM E/R BCM

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON under the following conditions and wait 1 second or more.
- Selector lever is in the P or N position
- Do not depress brake pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-113, "Diagnosis Procedure".

>> INSPECTION END NO

Diagnosis Procedure

1. CHECK DTC WITH BCM Check "Self-diagnostic result" using CONSULT-III. Refer to SEC-197, "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the malfunctioning parts.

2.check transmission range switch signal

- Turn ignition switch OFF.
- Disconnect IPDM E/R connector. 2.
- Turn ignition switch ON. 3.
- Check voltage between IPDM E/R harness connector and ground.

(+) IPDM E/R		(-)	Co	Condition	
Connector	Terminal				
	Selector lever		N or P position	Battery voltage	
E <i>E</i>	30	Cround	(A/T models)	Other than above	0
EĐ	E5 30 Gr	Ground	Clutch pedal	Depressed	Battery voltage
			(M/T models)	Not depressed	0

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

SEC-113 Revision: 2009 July 2010 370Z

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INFOID:0000000005240975

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B210F PNP/CLUTCH INTERLOCK SWITCH

< DTC/CIRCUIT DIAGNOSIS >

NO >> GO TO 3.

3.CHECK TRANSMISSION RANGE SWITCH SIGNAL CIRCUIT

- 1. Disconnect BCM connector.
- 2. Check continuity between IPDM E/R harness connector and BCM harness connector.

IPDI	M E/R	В	Continuity	
Connector	Terminal	Connector	Terminal	Continuity
E5	30	M123	140	Existed

3. Check continuity between IPDM E/R harness connector and ground.

IPDI	M E/R		Continuity
Connector	Terminal	Ground	Continuity
E 5	30		Not existed

Is the inspection result normal?

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

NO >> Repair or replace harness.

B2110 PNP/CLUTCH INTERLOCK SWITCH

< DTC/CIRCUIT DIAGNOSIS >

B2110 PNP/CLUTCH INTERLOCK SWITCH

Description INFOID:0000000005240976

IPDM E/R confirms the shift position with the following signals.

- Transmission range switch
- Shift position signal from BCM (CAN)

DTC Logic INFOID:0000000005240977

DTC DETECTION LOGIC

NOTE:

If DTC B2110 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to SEC-32, "IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM): DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
B2110	INTER LOCK/PNP SW	IPDM E/R detects the difference between the signals below for 1 second or more. • Transmission range switch input signal • Shift position signal from BCM (CAN)	Harness or connectors (Transmission range switch circuit is open or shorted) Transmission range switch IPDM E/R BCM

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

Turn the ignition switch ON under the following conditions and wait 1 second or more.

A/T models

- Selector lever is in the P or N position
- Do not depress brake pedal

M/T models

- Do not depress clutch pedal
- Check "Self-diagnostic result" using CONSULT-III.

Is DTC detected?

YES >> Go to SEC-115, "Diagnosis Procedure".

>> INSPECTION END NO

Diagnosis Procedure

1. CHECK DTC WITH BCM

Check "Self-diagnostic result" using CONSULT-III. Refer to SEC-197, "DTC Index".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the malfunctioning parts.

2.CHECK TRANSMISSION RANGE SWITCH SIGNAL

- Turn ignition switch OFF. 1.
- Disconnect IPDM E/R connector. 2.
- Turn ignition switch ON.
- Check voltage between IPDM E/R harness connector and ground.

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INFOID:0000000005240978

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B2110 PNP/CLUTCH INTERLOCK SWITCH

< DTC/CIRCUIT DIAGNOSIS >

(+) IPDM E/R		(–)	Co	Condition	
Connector	Terminal				
	30	Ground	Selector lever	N or P position	Battery voltage
E5			(A/T models)	Other than above	0
⊑ 5			Clutch pedal	Depressed	Battery voltage
			(M/T models)	Not depressed	0

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

NO >> GO TO 3.

3.check transmission range switch signal circuit

- Disconnect BCM connector.
- 2. Check continuity between IPDM E/R harness connector and BCM harness connector.

IPDI	IPDM E/R		ВСМ		
Connector	Terminal	Connector Terminal		Continuity	
E5	30	M123	140	Existed	

3. Check continuity between IPDM E/R harness connector and ground.

IPDI	M E/R		Continuity	
Connector Terminal		Ground	Continuity	
E5	30		Not existed	

Is the inspection result normal?

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

NO >> Repair or replace harness.

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

POWER SUPPLY AND GROUND CIRCUIT

BCM

BCM : Diagnosis Procedure

INFOID:0000000005240979

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1. CHECK FUSE AND FUSIBLE LINK

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

Signal name	Fuse and fusible link No.	
Rattory power supply	К	
Battery power supply	10	

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

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

(Voltage		
В	СМ		(Approx.)
Connector	Terminal	Ground	
M118	1	Glound	Battery voltage
M119	11		Battery Voltage

Is the measurement value normal?

YES >> GO TO 3.

NO >> Repair harness or connector.

3.CHECK GROUND CIRCUIT

Check continuity between BCM harness connector and ground.

В	CM		Continuity
Connector Terminal		Ground	Continuity
M119 13			Existed

Does continuity exist?

YES >> INSPECTION END

NO >> Repair harness or connector.

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) : Diagnosis Procedure

1. CHECK FUSES AND FUSIBLE LINK

Check that the following IPDM E/R fuses or fusible links are not blown.

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POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

Signal name	Fuses and fusible link No.
	С
Battery power supply	50
	51

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 the ignition switch OFF.
- 2. Disconnect IPDM E/R connector.
- 3. Check voltage between IPDM E/R harness connector and the ground.

(+)	(-)	Voltage
IPDM E/R		(-)	(Approx.)
Connector	Terminal	Ground	
E4	1	Giodila	Battery voltage

Is the measurement value normal?

YES >> GO TO 3.

NO >> Repair the harness or connector.

3. CHECK GROUND CIRCUIT

Check continuity between IPDM E/R harness connectors and the ground.

IPDM E	E/R		Continuity
Connector	Terminal	Ground	Continuity
E5	12	Giodila	Existed
E6	41		LAISIEU

Does continuity exist?

YES >> INSPECTION END

NO >> Repair the harness or connector.

KEY SLOT

Description INFOID:0000000005240981

When the Intelligent Key battery is discharged, it performs the NVIS (NATS) ID verification between the integrated transponder and BCM by inserting the Intelligent Key into the key slot, and then the engine can be started.

Component Function Check

1. CHECK FUNCTION

- Remove Intelligent Key battery from Intelligent Key.
- 2. Change power supply position when Intelligent Key insert into key slot and then press push-button ignition switch.

Is the inspection result normal?

YES >> Key slot function is normal.

>> Go to SEC-119, "Diagnosis Procedure". NO

Diagnosis Procedure

1. CHECK KEY SLOT POWER SUPPLY CIRCUIT

- Turn ignition switch OFF.
- 2. Disconnect key slot connector.
- Check voltage between key slot harness connector and ground.

(+ Key	•	(-)	Voltage (V) (Approx.)	
Connector	Terminal			
M22	1 5	Ground	Battery voltage	

Is the inspection result normal?

>> GO TO 2.

NO-1 >> Check 10 A fuse [No. 6 and 9 located in the fuse block (J/B)].

NO-2 >> Check harness for open or short between key slot and fuse.

2.CHECK KEY SLOT GROUND CIRCUIT

Check continuity between key slot harness connector and ground.

Key s	slot		Continuity	
Connector	Connector Terminal		Continuity	
M22	7		Existed	

Is the inspection result normal?

YES >> Replace key slot. Refer to SEC-225, "Removal and Installation".

NO >> Repair or replace harness.

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INFOID:0000000005240982

INFOID:0000000005240983

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KEY SLOT INDICATOR

< DTC/CIRCUIT DIAGNOSIS >

KEY SLOT INDICATOR

Description INFOID:000000005240984

Blinks when Intelligent Key insertion is required.

Component Function Check

INFOID:0000000005240985

1. CHECK FUNCTION

Check key slot illumination ("KEY SLOT ILLUMI") Active Test mode.

Is the inspection result normal?

YES >> Key slot function is normal.

NO >> Refer to <u>SEC-120, "Diagnosis Procedure"</u>.

Diagnosis Procedure

INFOID:0000000005240986

1. CHECK KEY SLOT INDICATOR OUTPUT SIGNAL

Check voltage between key slot harness connector and ground.

Key slot					Voltage (V) (Approx.)
(+)		(–)	Condition	Key slot illumination	
Connector	Terminal				(11 - 2 - 1)
M22	6 Ground	Ground	Insert Intelligent Key into key slot	OFF	Battery voltage
IVIZZ		Oround	Remove Intelligent Key from key slot	ON	0

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 2.

2. CHECK KEY SLOT POWER SUPPLY CIRCUIT

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

Key	slot		V 16 0.0	
(+	+)	(–)	Voltage (V) (Approx.)	
Connector	Terminal			
M22	1	Ground	Rattory voltago	
IVIZZ	5	Giodila	Battery voltage	

Is the inspection result normal?

YES >> GO TO 3.

NO-1 >> Check 10 A fuse [No. 6 and 9 located in the fuse block (J/B)].

NO-2 >> Check harness for open or short between key slot and fuse.

3.CHECK KEY SLOT GROUND CIRCUIT

Check continuity between key slot harness connector and ground.

Key	slot		Continuity	
Connector	Connector Terminal 7		Continuity	
M22			Existed	

Is the inspection result normal?

YES >> GO TO 4.

KEY SLOT INDICATOR

< DTC/CIRCUIT DIAGNOSIS >

NO >> Repair or replace key slot ground circuit.

4. CHECK KEY SLOT CIRCUIT

- Turn ignition switch OFF.
- Disconnect BCM connector.
- Check continuity between BCM harness connector and key slot harness connector.

В	ВСМ		Key slot	
Connector	Terminal	Connector Terminal		Continuity
M122	92	M22	6	Existed

Check continuity between BCM harness connector and ground.

В	CM		Continuity
Connector	Terminal	Ground	Continuity
M122	92		Not existed

Is the inspection result normal?

YES >> Replace key slot. Refer to SEC-225, "Removal and Installation".

NO >> Repair or replace harness.

5. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

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SEC-121 Revision: 2009 July 2010 370Z

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HOOD SWITCH

Description INFOID:0000000005240987

Hood switch is built into hood lock (RH) and connected to IPDM E/R which detects the open/close condition of hood.

Component Function Check

INFOID:0000000005240988

1. CHECK FUNCTION

- 1. Select "HOOD SW" in the "Data Monitor" mode using CONSULT-III.
- 2. Check the hood switch signal under the following condition.

Test item	Condition		Status
HOOD SW	Hood	Open	ON
TICOD SW	H000	Close	OFF

Is the indication normal?

YES >> Hood switch is normal.

NO >> Go to <u>SEC-122</u>, "<u>Diagnosis Procedure</u>".

Diagnosis Procedure

INFOID:0000000005240989

1. CHECK HOOD SWITCH SIGNAL

- Turn ignition switch OFF.
- Disconnect hood switch connector.
- 3. Check voltage between hood switch harness connector and ground.

(+) Hood switch		(–)	Voltage (V) (Approx.)	
Connector	Terminal		(друюх.)	
E30	2	Ground	Battery voltage	

Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

2. CHECK HOOD SWITCH CIRCUIT

- 1. Disconnect IPDM E/R connector.
- Check continuity between IPDM E/R harness connector and hood switch harness connector.

IPDI	IPDM E/R		Hood switch	
Connector	Terminal	Connector Terminal		Continuity
E9	104	E30	2	Existed

3. Check continuity between IPDM E/R harness connector and ground.

IPDN	1 E/R		Continuity
Connector	Terminal	Ground	Continuity
E9	104		Not existed

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-35, "Removal and Installation".

NO >> Repair or replace harness.

3.CHECK HOOD SWITCH GROUND CIRCUIT

Check continuity between hood switch harness connector and ground.

HOOD SWITCH

< DTC/CIRCUIT DIAGNOSIS >

Hood	d switch		Continuity
Connector	Terminal	Ground	Continuity
E30	1		Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace harness.

4. CHECK HOOD SWITCH

Refer to SEC-123, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace hood lock (RH). Refer to <u>DLK-184, "Removal and Installation"</u>.

5. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

Component Inspection

1. CHECK HOOD SWITCH

1. Turn ignition switch OFF.

Disconnect hood switch connector.

3. Check continuity between hood switch terminals.

Hood switch Terminal		Condition		Continuity	
I	2	11000 SWILCH	Released	Existed	

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace hood lock (RH). Refer to <u>DLK-184, "Removal and Installation"</u>.

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Revision: 2009 July SEC-123 2010 370Z

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HORN FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

HORN FUNCTION

Description

Performs answer-back for each operation with horn.

Component Function Check

INFOID:0000000005568861

1. CHECK FUNCTION

- 1. Use CONSULT-III to perform Active Test ("HORN").
- 2. Touch "ON" to check that it works normally.

Is the operation normal?

YES >> Horn function is OK.

NO >> Refer to <u>SEC-124, "Diagnosis Procedure"</u>.

Diagnosis Procedure

INFOID:0000000005568862

1. CHECK HORN SWITCH

Check horn function with horn switch

Do the horns sound?

YES >> GO TO 2.

NO >> Refer to HRN-2, "Wiring Diagram - HORN -".

2.CHECK HORN RELAY POWER SUPPLY

- 1. Turn ignition switch ON.
- Perform "ACTIVE TEST" ("HORN") using CONSULT-III.
- 3. Check voltage between malfunctioning horn relay harness connector and ground.

	(+)					V I 00		
	Horn relay		(–)	Test item ON HORN				Voltage (V) (Approx.)
Conr	nector	Terminal				(11 - 7		
Low	E11	1	Ground			Battery voltage → 0 → Battery voltage		
High	E18	3	Ground	TIOKN	Other than above	Battery voltage		

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

3.CHECK HORN RELAY CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Disconnect IPDM E/R connector and horn relay.
- 3. Check continuity between IPDM E/R harness connector and malfunctioning horn relay terminal connector.

IPD	M E/R	Horn	Continuity	
Connector	Terminal	Connector	Terminal	Continuity
	44	E11	1	Existed
LO	45	E18	3	LAISIEU

4. Check continuity between IPDM E/R harness connector and ground.

IPD	M E/R		Continuity
Connector	Terminal	Ground	Continuity
E6	44	Giodila	Not existed
Ε0	45		Not existed

Is the inspection result normal?

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HORN FUNCTION < DTC/CIRCUIT DIAGNOSIS > >> Repair or replace harness. NO 4. CHECK INTERMITTENT INCIDENT Α Refer to GI-39, "Intermittent Incident". Is the inspection result normal? В >> INSPECTION END С D Е F G Н J L

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SECURITY INDICATOR LAMP

< DTC/CIRCUIT DIAGNOSIS >

SECURITY INDICATOR LAMP

Description INFOID:000000005240991

- Security indicator lamp is located on combination meter.
- NVIS (Nissan Vehicle Immobilizer System) and vehicle security system conditions are indicated by blink or illumination of security indicator lamp.

Component Function Check

INFOID:0000000005240992

1. CHECK FUNCTION

- 1. Perform "THEFT IND" in the "ACTIVE TEST" mode using CONSULT-III.
- 2. Check security indicator lamp operation.

Test	item	Desc	ription
THEFT IND	ON	Security indicator lamp	Illuminates
	OFF	Security indicator lamp	Does not illuminate

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to SEC-126, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000005240993

1. CHECK SECURITY INDICATOR LAMP POWER SUPPLY CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Disconnect combination meter connector.
- 3. Check voltage between combination meter harness connector and ground.

	+)		Voltage (V)
Connector	tion meter Terminal	()	Voltage (V) (Approx.)
M53	1	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 2.

NO-1 >> Check 10 A fuse [No. 11, located in the fuse block (J/B)].

NO-2 >> Check harness for open or short between combination meter and fuse.

2.CHECK SECURITY INDICATOR LAMP SIGNAL

- Connect combination meter connector.
- Disconnect BCM connector.
- Check voltage between BCM harness connector and ground.

(+) CM	(-)	Voltage (V) (Approx.)
Connector	Terminal		(/ (pp.ox.)
M123	141	Ground	Battery voltage

Is the inspection result normal?

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

NO >> GO TO 3.

3. CHECK COMBINATION METER CIRCUIT

- 1. Disconnect combination meter connector.
- Check continuity between combination meter harness connector and BCM harness connector.

SECURITY INDICATOR LAMP

< DTC/CIRCUIT DIAGNOSIS >

Combina	tion meter	В	СМ	Continuity
Connector	Terminal	Connector	Terminal	Continuity
M54	28	M123	141	Existed

3. Check continuity between combination meter harness connector and ground.

Combina	tion meter		Continuity
Connector	Terminal	Ground	Continuity
M54	28		Not existed

Is the inspection result normal?

YES >> Replace combination meter. Refer to MWI-103, "Removal and Installation".

NO >> Repair or replace harness.

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KEY WARNING LAMP

< DTC/CIRCUIT DIAGNOSIS >

KEY WARNING LAMP

Description

Performs operation method guide and warning together with buzzer.

Component Function Check

INFOID:0000000005240995

1. CHECK FUNCTION

Check the operation with "INDICATOR" in "Active Test" mode using CONSULT-III.

Test item	Con	dition
INDICATOR	KEY ON	Key warning lamp illuminates
INDICATOR	KEY IND	Key warning lamp blinks

Is the inspection result normal?

YES >> Key warning lamp in combination meter is normal.

NO >> Refer to <u>SEC-128</u>, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000005240996

1. CHECK KEY WARNING LAMP

Refer to <u>DLK-123</u>, "<u>Diagnosis Procedure</u>" (Coupe) or <u>DLK-325</u>, "<u>Diagnosis Procedure</u>" (Roadster).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace malfunctioning parts.

2. CHECK INTERMITTENT INCIDENT

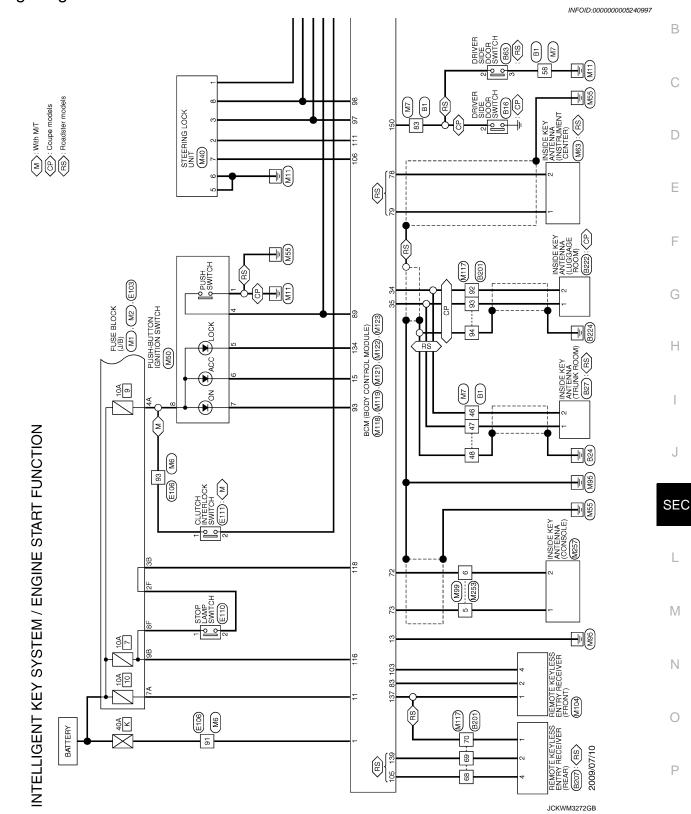
Refer to GI-39, "Intermittent Incident".

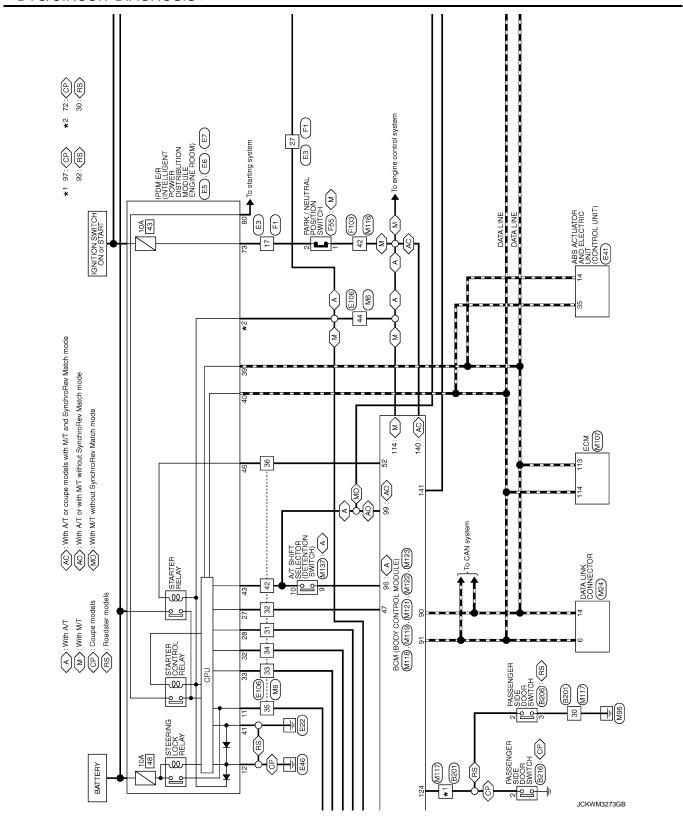
>> INSPECTION END

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INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION

Wiring Diagram - INTELLIGENT KEY SYSTEM/ENGINE START FUNCTION -





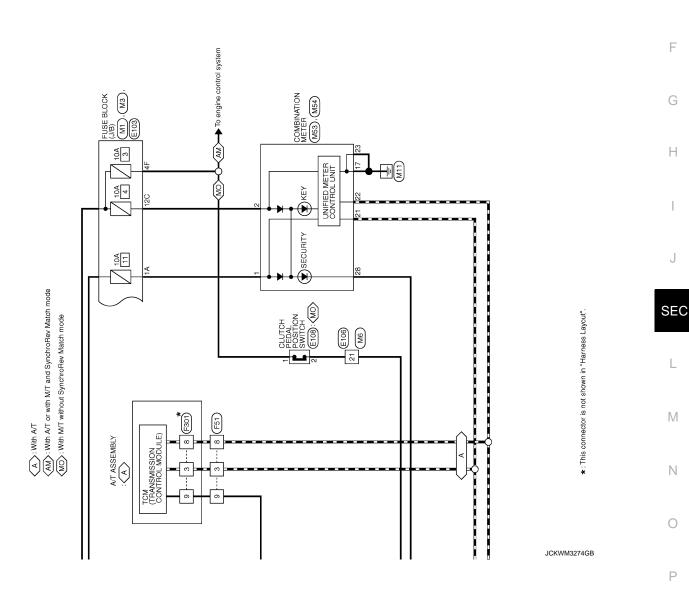
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	Connector No. B207	Connector Name REMOTE KEYLESS ENTRY RECEIVER (REAR)	Connection Time	٦	€	A STATE OF THE STA	T.S.		112 4]		H	Terminal Color Signal Name [Specification]	t	2 P SIGNAL OUTPUT	4 GR BATTERY			Connector No. B216	Connector Name DASSENGER SIDE DOOR SWITCH	П	Connector Type A03FW	₽			<u>T</u>	7]	Terminal Golor		2 LG -			Connector No. B222	Gonnector Name INSIDE KEY ANTENNA (LUGGAGE ROOM)	Т	Connector Type RK02FGY	1	Arts.	≪	 					Terminal Golor	No. of Wire Signal Name Lopecincation.	>	2 SB –	
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T FUN	Ь	GR -	_	۵ (9	0	>	SB	G	œ	≥ (20 1	SHIELD	· #	>-	SHIELD	SB	LG	^	Μ	SHELD	o !	E :	<u> </u>	2 >	- 3		2	9 8	<u></u>			П		П										Color	of Wire	υ	8			
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73 GR	, ss	- Y 3/7	: M			Т	Connector Name ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)	Connector Type BAA42FB-AHZ4-LH	48	ST.					Terminal Color Signal Name [Specification]	m	2 G UBMR			>	BG	DP RL [BK	M OF	:: a	>	PG	GR	28 G UZ		H		45 B BUS-H									
11		Connector Lype TH08FW-NH	6	E	42 41 40 39	45 44 43			Terminal Color Signal Name [Specification]				SB	Н	45 G	^ 01		Connector No. E7	PDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE	П	Connector Type TH20FW-CS12-M4			believeleeleel believ kelorike	47 48 49 50 51 52 [5866] F26 64 65 66 67 68 79 80			ŀ	Signal Name [Specification]	t	49 BG - [Coupe models]	- 0	>	4		+	22 G	╀	69 BR –	Н	70 0 - [Roadster models]	+
START FUNCTION	T.G	43 G	SHIELD	H	BR	- 20 G	SBS	Н		Connector No. E5	Connector Name PROM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)	Connector Type TH20FW-CS12-M4-1V	1	唐		3 4 5 6 7 8 1518174818 2021222323 35 36				lal	of Wire	> -	٥ -	K 0		F	Н	FG	- W 61	,, _{>}		30 GR -	Н	\dashv	-							
		Connector Type SAA36MB-RS8-SHZ8		H.S. 9 10 11 12	4 17718180201202020	_	7 8 25.38.37.38.39.40.41.42.43 44.45.48.48.50.51.52		Terminal Color Signal Name [Specification] No. of Wire	Н	+	4 SHED	T	- G -	M 8	+	- \	12 SB –	H	14 G –	+	+	7 29	10 1 10 = [Count models]	30	В	Н	M	23 SB = -	;; >	27 GR –	H	Н	\dashv	31 BR –	32 Y	34 BG - [Coune models]	0	GR	37 SHIELD –		1 A A A A A

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INTELL	INTELLIGENT KEY SYSTEM / ENGIN	ш	ART	START FUNCTION					
Connector No.	o. F1		38	M	ő	Connector No.	F55	46 V	I
Connector Name	ame WIRE TO WIRE		39		- Co	Connector Name	ne PARK / NEUTRAL POSITION SWITCH		
ŀ			940	ו פי	J.	F	Т		
Connector Type	ype SAA30rB-KS8-SH28		4 S	n 40	5	Connector 1ype	PE KNUZFB	Confrector No.	F301
Œ			+		Ø	7		Connector Name	TCM (TRANSMISSION CONTROL MODULE)
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8	L/B	Š	Connector No.	F51] [No. of Wire	
4	SHIELD -	L		г				Α	NDIA
T		3	Connector Name	me A/ I ASSEMBLY	Con	Connector No.	F103	2 B	BATT
7	- 5	ပိ	Connector Type	De RK10FG-DGY	L		Γ	3	CAN-H
. 00	1 ×][1	<u></u> []	Connector Name	ne WIRE TO WIRE	╁	: NI I-X
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\dashv	BG - [Coupe models]			9 2 8 6 0		38 37	38 37 38 38 38 38 38 38 38 38 38 38 38 38 38	+	STARTER RLY
\dashv	O - [Roadster models]					46	40 39 29 28 27 28 25 24 23 22 21 10 9 B 7	10 W/B	
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+		Te	leu	Color Signal Name [Specification]					
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20	BG - [Coupe models]		4	- · · · · · · · · · · · · · · · · · · ·		3 '	M	ą	
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H		<u> </u>	6	GR -		01	GR -		
25	- ^		10	- 8		B 61	BG - [Coupe models]		
27	GR -	l				19 (O - [Roadster models]		
28	BR -				<u>``</u>	, 70	·	lar	or Company Name Consideration
59							- B	No. of Wire	
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ć	Connector Time	J.	SO-MEDIAN	Connector Type	Type	TUSONAW_CC16_TM4	8 5	2 2	
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	ı		4B 3B 2B 1B			2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	85	BR	1
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						50 00 00 00 00 00 00 00 00 00 00 00 00 0	87	>	 [Roadster models with M/T]
						M M M M	89	5 a	- [Except for roadster models with M/T]
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Conn	Connector No.	No.	M3	13	٦	ı			
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5	Connector Name	Name	FUSE BLOCK (J/B)	15	Ь	1			
Conn	Connector Type	Type	NS12FW-CS	16	W	I			
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F	4			20	g	1			
7	V E			21	BR	- [Coupe models]			
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			2700	3		- [Roadster models with M/T]			
			2	E	æ	= [Except for roadster models with M/T]			
				8	<u></u>	- [Roadster models with M/T]			
				32	>	- [Except for roadster models with M/T]			
Terminal	⊢	Color	3	33	۵	1			
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ğ			- [Roadster models]	8		ı			
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				43	g	-			
				44	G	– [With A/T]			
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INTELLI Connector No.	INTELLIGENT KEY SYSTEM / ENGII	ENGINE	E START		FUNCTION -	Connector No. M24	Connector No. M50
	г		52	۵		ı	
Connector Name	Name WIRE TO WIRE		57	SHIELD	- T	Connector Name DATA LINK CONNECTOR	Connector Name PUSH-BUTTON IGNITION SWITCH
Connector Type	Type TH80MW-CS16-TM4		28	В	-	Connector Type BD16FW	Connector Type TK08FBR
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	2 to 2 to 3 to 3 to 3 to 3 to 3 to 3 to		19 8	8 1	- [Roadster models]	1 91 141 111 /	N
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			63	8	ľ		
			8 49	S			
Terminal	Color	ſ	64	>		Terminal Color	al Color
No.	of Wire Signal Name [Specification]	- Tuc	65	SHIELD			
_	BR -		99	PC	- [Coupe models]	3 \	1 B -
2	- 0		99	Ь		4 B -	2 R -
ε,	Te		29	>	- [Coupe models]	- B	3 R - [Roadster models with M/T]
4	- 0		67	٦	- [Roadster models]	- 1 9	3 G - [Except for roadster models with M/T]
9	۸		89	SHIELD		7 Y - [Coupe models]	4 BR –
7	Te		69	_		7 V - [Roadster models]	5 GR –
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6	GR –		70	Ь		TI LG	7 V
=	Υ .		0/	g	- [Roadster models]	14 P	- L
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15	- E		74	æ	-	Connector No. M40	
91	^		75	0	1	Connector Name STEERING LOCK UNIT	
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21	- 9		8	≯		Connector Type TH08FW-NH	
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32	- B		88	SB			
33	- M		93	>	-		
34	- 2		94	SB	3 - [Coupe models]		
35	1 8		94	Ľ		No. of Wire Signal Name [Specification]	
40	-		92	GR		1 BR S/L 12V (MECHANICAL)	
41	۰		92	>			
42	GR		96	-		3 L S/L CONDITION 1	
43	R - [Coupe models]		6	ΓC	- [Coupe models]	5 B GND	
43			97	>		6 B GND	
44			86	BG	. [Coupe models]	7 W S/L 12V (GPU)	
45	- 0		86	Y/B	B - [Roadster models]	8 P S/L CONDITION 2	
46			66	W	_		
46	SB – [With M/T]		100	В	_		
47	R – [With A/T]						
47	V - [With M/T]						
8	SHIELD -						

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- [Roudster models] - [Coupe models] - [Roudster models with MT] - [Except for roudster models with MT] - [Signal Name [Specification]	F
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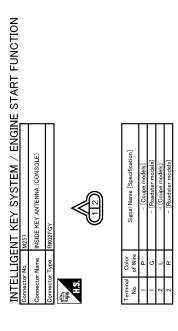
INTELLIGENT KEY SYSTEM / ENGINE	START	- FUNCTION	NOI						
Connector No. M116	3	0	- [Coupe models]	98	SHIELD	-	Connector No.		M119
Connector Name WIRE TO WIRE	္က .	8	- [Roadster models]	87	g .	1	Connector Name		BCM (BODY CONTROL MODULE)
т	4 4	3 (- [Coupe models]	88 8	ا د	1 1	Connecto		SO-MESSIAN OS
٦.	+ ~	5 E	- [Coupe models]	60	SHELD	: 1	add one	1	20 M G2
C C	, _	2 >	- [Roadster models]	92	5	- [Coupe models]	Œ		
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	20	9	1	94	SHIELD	- [Coupe models]			
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_	£ 1 4	> >		66	2 9	- [Coupe models]	No.	of Wire	Signal Name [Specification]
2 W	42	g	1	97	>	- [Roadster models]	4	۳	INTERIOR ROOM LAMP POWER SUPPLY
3 BG - [Coupe models]	£3	-	1	86	>	- [Coupe models]	2	G	SUPER LOCK OUTPUT [Coupe models]
3 0 - [Roadster models]	44	SB	1	86	Y/B	- [Roadster models]	5	H	SUPER LOCK OUTPUT [Roadster models]
	51	В	_	66	g	-	8	^	ALL DOOR, FUEL LID LOCK OUTPUT
5 B –	52	g	_	100	BR	- [Coupe models]	6	Ē	DRIVER DOOR, FUEL LID UNLOCK OUTPUT
8 L	53	SHIELD	_	100	\	- [Roadster models]	11	BR	BAT (FUSE)
\dashv	54	LG	- [Coupe models]				13	\dashv	GND
	54	BR	[Roadster models]		- 1		14	ď	PUSH-BUTTON IGNITION SW ILL POWER
- 0 61	55	>	- [Coupe models]	Connector No.		M118	15	\	ACC IND
4	┪	X	- [Roadster models]	Connect	Connector Name	BCM (BODY CONTROL MODULE)	17	*	TURN SIGNAL RH (FRONT, SIDE)
\dashv	┪	SHIELD	1		Т		18	П	TURN SIGNAL LH (FRONT, SIDE)
29 LG -	22	9	- [Coupe models]	Connector Type	╗	M03FB-LC	19	Œ G	ROOM LAMP TIMER CONTROL [Coupe models]
30 LG –	57	Ь	- [Roadster models]	q			19	Α	DOM LAMP TIMER CONTROL [Roadster models]
+	28	ď	- [Coupe models]	THE PERSON NAMED IN					
\dashv	58	٦	- [Roadster models]	H.S.					
+	29	В	1			1 3			
43 P -	09	м	1						
7 "	61	GR.	1			7			
- BK	79 50	מ ;	1						
┨	3 3	- -	1	Ŀ					
	94	7	1	lermina No	of Mire	Signal Name [Specification]			
Connector No M117	S	,	[olopom conto] =	-	2 2	DAT (E(I)			
Т	99	0	- [Boadster models]		. 4	DOWER WINDOW DOWER SLIDDI Y (BAT)			
Connector Name WIRE TO WIRE	8,1	>		٦ ،	>	DOWER WINDOW DOWER SLIDELY (IGN)			
Connector Type TH80MW-CS16-TM4	89	. a	- [Coupe models]	·					
1	88	ag.	- [Boodster models]						
	8 8	<u> </u>	- [Couns models]						
	69	1 0	- [Roadster models]						
3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	70	_	- [Coupe models]						
	02	0	- [Roadster models]						
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अर्थ हिंदू कि अर्थ कि	8	٦	- [Roadster models]						
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ā	82	W	1						
9	83	В	1						
GR	84	æ	1						
2 LG - [Roadster models]	82	g	1						

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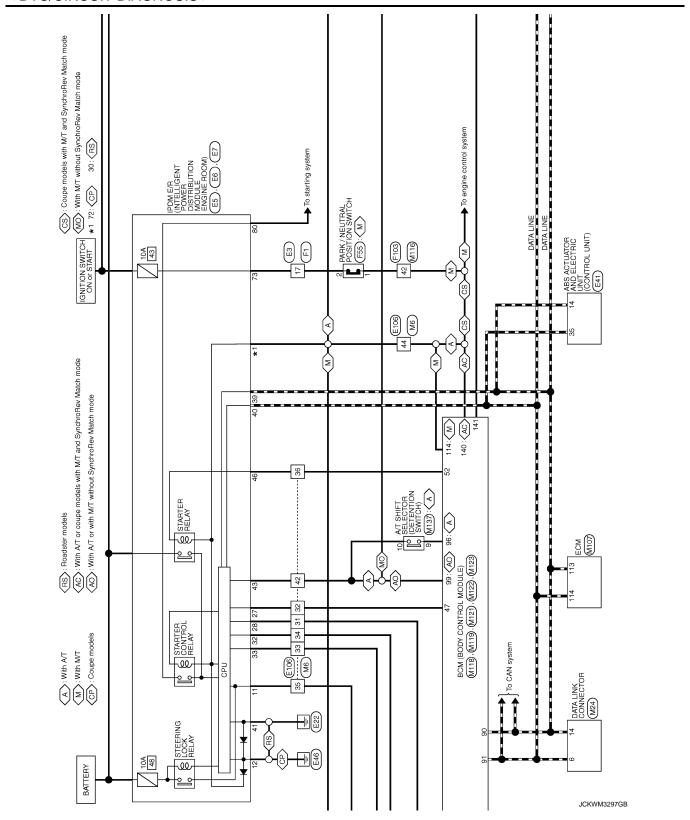
Connector No. M137	A B C
Connector Name ECM (BODY CONTROL MODULE)	E F G
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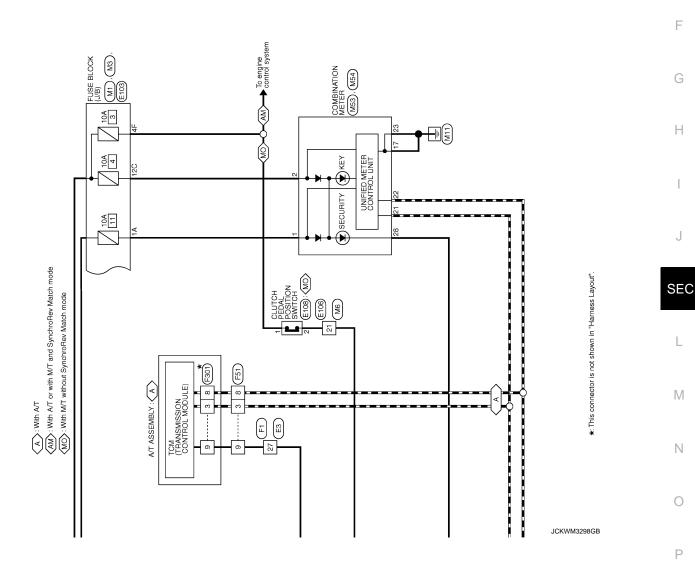
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JCKWM3285GB

NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS Α Wiring Diagram - NISSAN VEHICLE IMMOBILIZER SYSTEM -INFOID:0000000005240998 FUSE BLOCK (J/B) (J/B) (M1) В ⟨M⟩: With M/T ⟨CP⟩: Coupe models ⟨RS⟩: Roadster models 93 E106 40F C D STEERING LOCK UNIT Е F 10A KEY SLOT BCM (BODY CONTROL MODULE) (M118), (M12), (M123), (M123) W355 Н PUSH SWITCH PUSH-BUTTON IGNITION SWITCH (M50) LOCK ACC J No No SEC NISSAN VEHICLE IMMOBILIZER SYSTEM L M Ν 0 91 Me Me 404 A 2009/07/10 Р





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< DTC/CIRCUIT DIAGNOSIS >

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Connector No.	tor No.	E3	9	+	-	Connector No.	ı		73	æ,	1	
Connec	Connector Name	WIRE TO WIRE	14 64	≥ 5		Connector Name		IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)	74	o g	1 1	
Connec	Connector Type	SAA36MB-RS8-SHZ8	43	H	1	Connector Type	TH08FW-NH	Ξ	9/	>	-	
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F		I,	46	Ġ	-	匿			80	Μ	-	
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		7 8 35/36/37/36/40/41/42/43	2 2	+			46	46 45 44 43	Connect	Connector Name	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)	
		٦ II.	2	73 -					T actoodic	Т	H LATUR GROWANG	
	-		26	┨		L	ļ		Collifect	7	BAA42FB-AH24-LH	
No.	of Wire	Signal Name [Specification]				No. c	of Wire	Signal Name [Specification]	修			
-	$\Gamma \lambda$		Conne	Connector No.	E5	68	Ь		\ \ \			
2	SHIELD	-	- Coro	Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE	40	_	1		9	7 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
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4	SHIELD	_	Conne	Connector Type	TH20FW-CS12-M4-1V	42	Υ.	-				
2	BR	1	4			43	SB	1				
7	ŋ	1	手	_		44	×	1				
8	Μ	1	Ę	Ś		45	G	1	Terminal	-	Simal Name [Specification]	
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=	۸	1							2	9	UBMR	
12	SB	1				Connector No.	4o. E7		8	ď	UBVR	
13	_	1						LIGENT POWER DISTRIBUTION MODULE	4	В	GND	
4	ŋ	ı	Terminal	inal Color	3	Connector Name		ENGINE ROOM)	2	>	DS FL	
15	~	1	No.	of Wire	olgnai Name Lopecinication]	Connector Type	Type TH20FW-CS12-M4	:S12-M4	9	BG	DP RL [Coupe models]	
91	5 D	1	4	>	1	4			9	0	DP RL [Roadster models]	
17	GR	1	5	_	1	唐			7	BR	AR 40	
18	٨	1	9	ч	1				6	В	DP FR	
19	BB	- [Coupe models]	7	В	1		535455565758 69		10	М	DS FR	
19	0	- [Roadster models]	=	BR	1		47 48 49 50 51 52 59	5960616263 6465666768 79 80	14	Ь	CAN-L	
20	В	1	12	B/W	N				25	Υ	T-SNB	
21	SB	1	13	Α	1				26	57	DP FL	
22	М	-	16	57	-				27	GR	DS RL	
23	SB	1	19	W	1	Terminal		9	28	5	ZN	
24	SR	1	52	5		No.	of Wire	Ignal Name [Specification]	59	۵	DS RR	
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27	GR	1	28	_	1	64	BG	- [Coupe models]	31	a	VDC OFF SW	
28	٨	-	30	GR		64	0	- [Roadster models]	35	7	CAN-H	
58	Ь	-	32	1	-	19	Y	-	45	В	H-SNB	
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31	BR	-	36	9		24	۸	-				
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33	ŋ	1				26	LG	-				
34	BG	- [Coupe models]				25	G	_				
34	0					89	Ь					
36	GR	1				69	BR	1				
37	SHELD					02	BG	- [Coupe models]				
38	٦					70	0	- [Roadster models]				
38	۵	1				72	GR	1				

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< DTC/CIRCUIT DIAGNOSIS >

	Α
Signal Name [Specification]	В
Object of Wire Signal Carlot of GR R R R R R R R R R R R R R R R R R R	С
Terminal O	D
SWITCH fination Match mode] Match mode] Match mode] Match mode] Match mode]	Е
Signal Name (Specification) Signal Name (Specification) - [With SynchroRev Match mode] - [Without SynchroRev Match	F
E110 E1110 E1110 E1110 E1110 E1110 E1110 E1110 E1110	G
Connector No. Connector Name Connector Name	Н
- (Coupe models) - (Roadster models with M/T) - (Except for roadster models with M/T) - (Coupe models) - (Coupe models) - (Coupe models) - (Coupe models) - (Roadster models) - (Coupe models) - (Roadster models)	I
- [Roadster mod - [Roadster mod - [Coupe] -	J
	SEC
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NISSAN VEHICLE IMMOBILIZER Connector No. E103 Connector No. E103 Connector No. E103 Connector No. E103 Connector No. Con	M
FHICLE IMN E103 FUSE BLOCK (J/B) NS16FW-CS NS16FW-CS FE FE FE FE FE FE FE F	Ν
	0
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Stant Name Sta	JISSAN VE	NISSAN VEHICLE IMMOBILIZER SYSTEM	TEM	-	-					-	
Convector Name Conv	Connector No.	FI		\dashv			Connect	tor No.	F55	46 V	1
Control Cont	Connector Name	WIRE TO WIRE	Ϊ`	+			Connect	tor Name	PARK / NEUTRAL POSITION SWITCH		
Contact Name Secretary Contact Name Contact Na	Т	SAA36FB-BS8-SH78		+			Connect	or Tyne	BK02EB	Г	E301
	7			╀				201.00	2 12000	T	
Control Cont	•		1	H	-		修				TCM (TRANSMISSION CONTROL MODULE)
	H.S.	01	ľ	П			HS		<	П	SP10FG
			1	┪	ELD -					1	
Control Cont		82726	7	+					((5 1))	李	<
Control Cont			1	+						⊞S.	
Figure Signet Name [Specification] Signet Name [Specificatio	J		1	┨							7
Training Colorer Colorer models 25 VW				┥				ı			2 o
Simple S	_	Signal Name [Specification]	[┪			Terming	_			7 8 9
Connector No. Far.	┪			┨	- 5		ģ	of Wire			
Connector No. Coupe models Coupe models	ζ	1					-	g	1	ı	
Connector No. Connector No. Example Example Connector No.	SHIELD	_					2	Μ	-		Simal Name [Specification]
Connector Name Art ASSEMBLY Connector Name FIO3	L/B	_	Con	nector No.							Ognar ivalie Copedification
Cornector Type RVI A-SSIMILA Convector Name From the Convector	SHIELD	1	d	14						Α	VIGN
Connector Type TKO 10FC DCY Connector Type TKO 10FC DC DC Connector Type TKO 10FC DC DC	BR	_	5	iector iva			Connect		F103	2 B	BATT
Terminal Colors models	9	-	Son	nector Typ	Г					3	CAN-H
Courte models Court	*	1] [1		Connec		WIRE TO WIRE	L	K-LINE
Terminal Coder models Terminal Coder mode	Α	1	F	•	<		Connect	or Type	TK36FW-NS10		GND
Course models Course model	g	-	1	Ľ	«					H	VIGN
Terminal Color models Color mode	~	-	•	1	_		F			H	REV LAMP RLY
Terminal Coupe modes Coupe mo	۵	-			4		Ě			H	CAN-L
Terminal Color Color models Color Color models Col	BG	- [Coupe models]			6		2	_		H	STARTER RLY
Terminal Golor Signal Name [Specification] Color Signal Name	0	- [Roadster models]						46 45 44 43	사용하는 1 등 1 등 1 등 1 등 1 등 1 등 1 등 1 등 1 등 1	H	GND
Terminal Glock	. g	1								ł	
No. of Wine Signal Name Capecinication Cornector No. of Wine Couper models Couper models	BR	1	Ter	⊢							
1	٨	-	_			lication					M1
2 BR	W	1		L	1		Termina	_			(4) 1 / 200 10 10111
Convector Type NSORFW- Couper models S L Couper models S L Couper models S C C Couper models S C C C C C C C C	PC	1	Ĺ	H			Ñ.	of Wire	Signal Name [Specification]		FUSE BLOCK (J/B)
Coupe models	۵	1	Ĺ	3	1		2	5	1	Г	NS06FW-M2
Fractister models	BG	- [Coupe models]		Н			3	W	-	ą	
1	0	- [Roadster models]		Н			4	ч	-	厚	
1	BR	1	L				2	В	1	Š	
S P Coupe models	5	1		_			∞	_	1		
10 GR	>	1	Ĺ				6	>	1		24 7A 6A 6A 4A
10 B C C C C C C C C C	5	-	Ĺ	H			2	SR	-		8A / A DA DA 4A
19 O - [Roadster models] Terminal Color 20 V - [Roadster models] Terminal Color 20 V - [Coupe models] SA L 21 EG - [Coupe models] SA L 22 EG - [Coupe models] SA L 23 EG - [Coupe models] SA L 24 G - [Roadster models] SA L 25 EG - [Coupe models] SA L 26 EG - [Coupe models] SA L 27 EG - [Coupe models] SA L 28 L - [Coupe models] SA L 29 EG - [Coupe models] SA L 20 EG - [Coupe models] SA EG EG 20 EG - [Coupe models] SA EG EG EG 20 EG - [Coupe models] SA EG EG EG EG EG EG EG E	>	-		H	-		61	BG	- [Coupe models]		
20	æ	1					61	0	- [Roadster models]		
28 B	æ	1					20	>	1	⊢	2
15 16 17 18 19 19 19 19 19 19 19	_	1					28	8	1		Signal Name [Specification]
Coupe models							29	9	1	T	1
1 BG -[Coupe models] 3A L L	۵						30	2	1	ł	1
Coupe models	. 3						3	S. S.	- [Come modele]	╀	1
- [Goupe models]	97						- F	3 0	- [Roadstar models]	╀	1
Couper models	9 9	[90000000] =					5 8	3	[cianoni languago]	╀	1
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- [Coupe models] - [Roadster models] - [Roadst	5	[Signor answer]					ş ş	5 6		+	ı
- (Coupe models) - (Roadster models) - (As Y	ž							1		+	1
- [Roadster models,	SHELD	- [Coupe models]					44	-	1	8A L	1
	В	 Roadster models] 					42	>			

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< DTC/CIRCUIT DIAGNOSIS >

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ordets with M/T] ordets with M/T] ordets with M/T] models with M/T] models with M/T]		Е
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NISSAN Connector No. Connector		0
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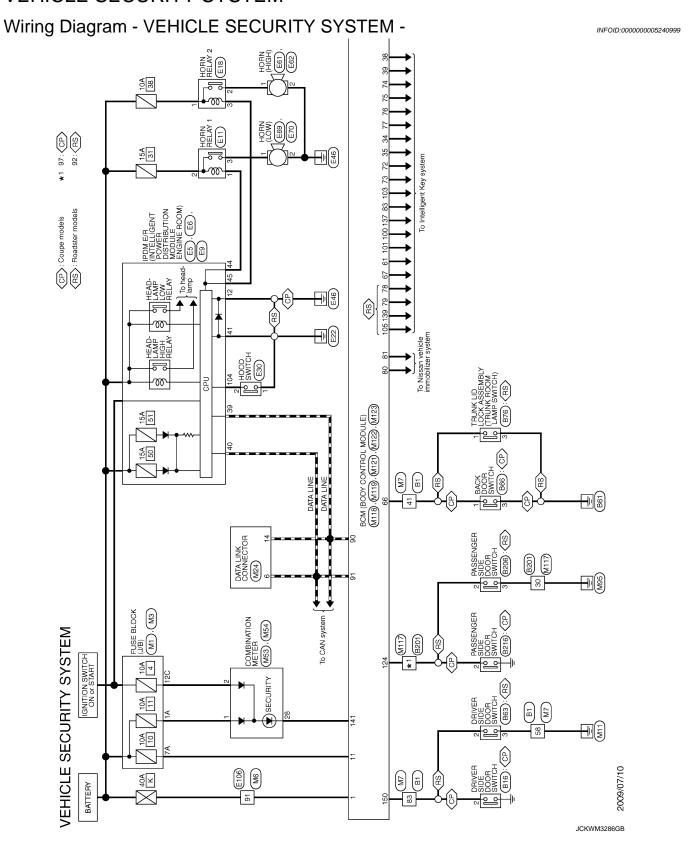
NISSAN VEHICLE IMMOBILIZER SYSTEM	TEM				
Connector No. M50	19 G A/C AUTO AMP, CONNECTION RECOGNITION SIGNAL	Terminal Color	lor Simpl Name [Specification]	10	
LICETING INCIDENCE INCIDENCE	20 GR AMBIENT SENSOR GROUND	No. of Wire		19	- 0
	7	97 F	R APS 1	20	- 5
Connector Type TK08FBR	22 P CAN-L	98	P APS 2	28	- L
	23 B GROUND	66	AVCC 1-APS 1	59	- 57
	Y FUEL LEVE	L	W GNDA-APS I	30	- 91
]		101	SB ASCDSW	31	- 0
1 2 3		102 G	GR FTPRS	39	- 5
2 2 2	Connector No. M54	103	G AVCC2-APS 2	42	- 5
/ 0	Γ	H		43	-
	Connector Name COMBINATION METER	┞		44	- 1
	Connector Type TH16FW-NH	┞	W	42	BR -
Terminal Color		┞	BR AVCC 2-FTPRS	46	- ^
	· · · · · · · · · · · · · · · · · · ·	H			
		┞	G NEUT-H		
2 R		L	ТАСНО	Connector No.	No. M118
3 R - [Roadster models with M/T]	26 27 28 29	112 S	SB GNDA-FTPRES	d	(1 HOOM COLLEGE MOOD MOOD
3 G - [Except for roadster models with M/T]	33 34 35 36 37 38 39 40	113 F	P VEHCAN-L1	Connector Name	
4 BR –		114	. VEHCAN-H1	Connector Type	Type M03FB-LC
5 GR -		117	KLINE [Coupe models]	4	
- × 9	Terminal Color	117	/ KLINE [Roadster models]	厚	
	No. of Wire olgnar Name Lopecinication.	121 L	LG CDCV	Š	
- С	25 W ALTERNATOR SIGNAL	122 F	P BRAKE		7
	O PARK	123 B	GND		
	27 LG BRAKE FLUID LEVEL SWITCH SIGNAL	124 E	B GND		7
Connector No. M53	28 Y SECURITY SIGNAL	125 F]
Г	29 GR WASHER LEVEL SWITCH SIGNAL	126 B	BR BNCSW		
Connector Name COMBINATION METER	ŋ	H		Terminal	Color
Connector Type TH24FW-NH	33 O PADDLE SHIFTER UP SIGNAL	128 E	B GND	No.	of Wire Signal Name [Specification]
á	34 BR FUEL LEVEL SENSOR SIGNAL			_	W BAT (F/L)
香	35 L SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE)			2	W POWER WINDOW POWER SUPPLY (BAT)
<u> </u>	٦	Connector No.	M116	3	Y POWER WINDOW POWER SUPPLY (IGN)
4 2 2 4 5 6 18 6 10 119	36 P SEAT BELT BUCKLE SWITCH SIGNAL (PASSENGER SIDE) [Except for Maxico]	Connector Name	WIRE TO WIRE		
01 6 6 6 6 7 27	37 G NON-MANUAL MODE SIGNAL				
75 15 15 15 15 15 15 15 15 15 15 15 15 15	38 V MANUAL MODE SHIFT DOWN SIGNAL	Connector Type	e TK36MW-NS10		
	L MAN	ą.			
- 1-	40 W MANUAL MODE SIGNAL	4			
Signal Name [Specification]		2			
t	Connector No. M107	6 - 2	1 2 3 4 6 1112[13]14[15]16[17]18[19[20]28[36]36[36]36[36]37[38] 6 7 8 9 10 [2122[23]24[25[28[27]28[28] 38]40[41]42[43]44[45]46		
2 O IGNITION POWER SUPPLY	Т				
VEHI	Connector Name ECM				
4 Y VEHICLE SPEED SIGNAL (8-PULSE)	Connector Type RH24FGY-RZ8-R-LH-Z				
5 B ILLUMINATION CONTROL SIGNAL	4	Terminal Color	lor		
6 R ROOF STATUS SIGNAL		No. of V	of Wire		
9 BR COMMUNICATION SIGNAL (METER->TRIPLE METER)	T 128 124 119118 10410	2 W			
10 L COMMUNICATION SIGNAL (TRIPLE METER->METER)	121	3 B	BG - [Coupe models]		
S S	126 122 114 110 108 102 98	3	O - [Roadster models]		
L	125 121 117 113 109 105 101 97	۷ ۸	M		
R		5	- B		
В		8	-		
18 V AMBIENT SENSOR SIGNAL		6	λ		

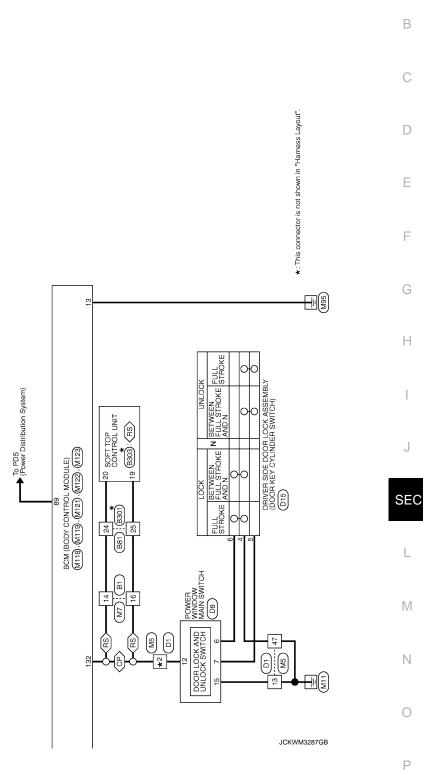
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< DTC/CIRCUIT DIAGNOSIS >

(SEV COMM TT]	A
TIRE PRESS. WYLS ENT (REAR) RECEIV COMM SCHIEN POWN AVT] PAN BOHITON SWI (WAR AVT) COMEI SW OUTPUT 5 COMEI SW OUTPUT 2 COMEI SW OUTPUT 3 COMEI SW OUTPUT 3 COMEI SW OUTPUT 4 THE PRESSURE WARN CHECK SW DRIVER DOOR SW REAR WINDOW DEFOGGER RELAY CONT Signal Name [Specification] Signal Name [Specification]	В
	С
139 L 140 G 140 G 140 G 141 G 145 G G G G G G G G G	D
SHIFT P (With A/T) AL DOS SWI Foundation models with M/T) AL DOS SWI Foundation models with M/T) AL DOS SWI Foundation models with M/T) BY FOUNDATION SWI Foundation models with M/T) THE CAN MOTOR RELAY CONT RECEVER REACH PAWR SUPPLY RECEVER REACH PAWR SUPPLY COMEIS SWI RIPUT 2 COMEIS SWI RIPUT 2 COMEIS SWI RIPUT 1 COMEIS SWI RIPUT 2 SWI ROADSTAND SWI RIPUT 1 SAL UNIT COMM SWI ROADSTAND SWI RIPUT 3 SAL UNIT COMM SWI ROADSTAND SWI RIPUT 3 SAL UNIT COMM SWI ROADSTAND SWI RIPUT 3 SAL UNIT COMM SWI ROADSTAND SWI ROADSTAND SWI RUL DOPENER CANCEL SWI REY SLOT SWI OPTICAL SENSOR REY SLOT SWI GOTTOR ALL POWER ROADSTAND SWI RUL DOPENER COMPERS WITH THE RUCK SWI COMM (COURS WITH THE RUCK SWI COURS WITH THE RUCK SWI COURS WITH THE RUCK SWI COMM (COURS WITH THE RUCK SWI COURS WITH THE RUCK SWI	Е
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	G
Connector Na. Co	Н
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A A A A A A A A A A	SEC
LLE)	L
Signal Name [Specification] BAT (FUSE) AND SIGNAL LID LOK OUTPUT BAT (FUSE) THAN SIGNAL HI (FROMT, SIDE) THAN SIGNAL HI (SOMT) Signal Name [Specification]	M
NISSAN VEHICLE IMMOBILIZER SY Johnsetor No. MI19 Somector Name BCM (BODY CONTROL MODULE) A	N
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Connector No. Connector No. Connector No. Connector No. Connector No. Color No	0
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	Г

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⟨CP⟩: Coupe models
⟨RS⟩: Roadster models
★2 14: ⟨CP⟩
7: ⟨RS⟩

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Wile To Wile	VEHICLE SECURITY SYSTEM	3	 -		O	-
WINE TO WINE 27 SHELD		ត	2	1	Connector No. BIb	Connector No. B/b
The Grown CS In The Commentary Type ACONT COMPANY Commentary Type ACONT Type AC	RE TO WIRE	57	+		Connector Name DRIVER SIDE DOOR SWITCH	Connector Name TRUNK LID LOCK ASSEMBLY
Signal Name Colore models Colore	180FW-CS16-TM4	28	Н		H	Connector Type NS03FW-CS
Signal Name (Specification)		9	>	1	4	Œ.
Signal Name (Secorication)	8	19	+		K.	Atto
Signal Name (Specification)		92	+			
Signal Name (Specification) 66 SHIELD		64	H	1	Ī	201
Signal Name (Specification) 66		65	П	1	7	671
Signal Name [Specification] 66 SHELD		99	Н	1		
Signal Name (Specification) 68 SH(ELD		67	Н			
10 10 10 10 10 10 10 10	Signal Name [Specification]	88	┪			a
Total Coupe models Total C	2	69	ر م		of Wire	No. of Wire
Connector No. Bits Connector No. Connector N		ř	5 2		2 00	$^{+}$
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14	Sienoili Jeneral -	7 52	+		Γ	0
17 17 17 17 17 17 17 17		5 5	╀		Т	
Commerciar Type A03FW A	1	75	╀		Connector Name DRIVER SIDE DOOR SWITCH	Connector No B81
Signature Course models		2 8	╀		Connector Type A03EW	Τ
10 10 10 10 10 10 10 10	1	8	╀	1		Connector Name WIRE TO WIRE
Coupe models Coup	1	82	H	1		Connector Type TH40FW-NH
S4 G - (Coupe models S6 C C C C C C C C C	1	83	H	1		1
E4 L - [Roadster models] E6 L - [Roadster models] E7 E7 E7 E7 E7 E7 E7 E	1	84	H	- [Coupe models]		修
Se	1	84	L	- [Roadster models]	0	(r)
S6 V − − − − − − − − − − − − − − − − − −	1	82	Н	1	1 0	7
State	1	86	Н	1	<u> </u>	20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Course models Course model	1	87	\dashv	1	ı	
Name	1	88	+	1		
1	1	93	4	1	of Wire	L
- 94 G	i	94	4	- [Coupe models]	┪	la.
Course models Course models Course models	1	94	+	- [Roadster models]	\dashv	re
Commercer No. E86 LG Floadster models Commercer No. E86 E96 LG Floadster models Commercer No. E86 E97 Y Commercer No. E96	1	92	+	- [Coupe models]		+
Commetcy No. Electronic	1	95	+	- [Roadster models]	-[BR
Second Process Seco	1	96	4	1		- B 9
Comestor Type A03FW Commestor Type A03FW	í	97	4	1	Connector Name BACK DOOR SWITCH	+
Connector Type A03FW Connector Type A0	-	86	Χ	- [Conbe models]		- 0 6
	- [Coupe models]	86	+	- [Roadster models]	- 1	_
- 100 B - 1100 F - 11	- [Roadster models]	66	+	1	1	4
Terminal Color No. of Wire L L L L L L L L L		90	4	-		16 V =
Terminal Color Coupe models No. of Wire L L Color						17 G –
Terminal Color Coupe models No. of Wire L.	-				_	24 LG -
Terminal Color No. of Wire L Coupe models 1	1				1	25 V –
Terminal Color Coupe models	П				T	31 L
- [Coupe models]					ଚ	32 P –
Terminal Color Coupe models	ı					34 0 -
- [Roadster models] No of Wire I L L L L L L L R R R R R R R R R R R R	- [Coupe models]				⊢	Н
- 69	- [Roadster models]				of Wire	
	1				1 L	
	1				_	
SHIELD - SHIELD	1					

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< DTC/CIRCUIT DIAGNOSIS >

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VEHICLE SECURITY SYSTEM				
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Connector Name WIRE TO WIRE	Connector Name POWER WINDOW MAIN SWITCH	Connector Name	IPDM E/R (NTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)	V 94
Connector Type TH40FW-CS15	Connector Type NS16FW-CS	Connector Type	TH20FW-CS12-M4-1V	
	E	售		Connector No. E9 Connector Name Person Errant Prover DISTRIBUTION MODULE
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Terminal Color Signal Name [Specification]	Terminal Color Signal Name [Specification]	Terminal Color No. of Wire	or Signal Name [Specification]	98 97 96 95 94 93 92 91 106105104 103 102 101 100 99
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10 O - [Roadster models]	6 GR –	11 BR	1	91 P
+	>	12 B/W	^	BG
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	13 R -	30 GR	1	Connector No. E11
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53 BG - [Coupe models]	1	Connector Type	TH08FW-NH	3 1
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SB	- [Roadster models with M/T]	40	W				
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Connector No.	or No.	M117	99	0	- [Coupe models]	× .	BAT (F/L)	+	BACK DOOR ANT-	
Connecto	Connector Name	WIRE TO WIRE	66	ຶ >	- [Roadster models]	3 ×	POWER WINDOW POWER SUPPLY (BAT) POWER WINDOW POWER SUPPLY (IGN)	39 W 47 Y	BACK DOOR ANT+ IGN RELAY (IPDM E/R) CONT [Roadster models with M/T]	
Connector Type	or Type	TH80MW-CS16-TM4	89	۵	- [Coupe models]	 		>	IGN RELAY (IPDM E/R) CONT [Except for roadster models with M/T]	
1			89	꾭.	- [Roadster models]			SB :	STARTER RELAY CONT	
事			69	_	- [Coupe models]	Connector No.	т	W 3	BACK DOOR REQUEST SW [Coupe models]	
2	_	2 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	2	-	- [Coupe models]	Connector Name	BCM (BODY CONTROL MODULE)	>	I-KEY WARN BUZZER (ENG ROOM) [Roadster models with M/T]	
			70	0	- [Roadster models]	Connector Type	NS18FW-CS	5	I-KEY WARN BUZZER (ENG ROOM) [Except for roadster models with M/T]	
		\$ 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	80	Μ	- [Coupe models]	á	1	H	BACK DOOR SW [Coupe models]	
			80	7	- [Roadster models]	图		В	TRUNK ROOM LAMP SW [Roadster models]	
			81	>	-	SH		GR	BACK DOOR OPENER SW [Coupe models]	
Terminal	_	Signal Name [Snecification]	82	м	1		4 5	67 GR 1	TRUNK LID OPENER SW [Roadster models]	
No.	of Wire		83	В	-		11 13 14 15 17 18 19			
2	GR	- [Coupe models]	84	œ	I	_				
2	ΓC	- [Roadster models]	85	9	_					
3	0	- [Coupe models]	98	SHIELD						
8	В	- [Roadster models]	87	5	-	Terminal Color	[
4	×	- [Coupe models]	88	_	1	No. of Wire				
4	g	- [Roadster models]	88	۵	1	4	INTERIOR ROOM LAMP POWER SUPPLY			
7	2	- [Coupe models]	06	SHELD	1	2	H			
7	>	- [Roadster models]	95	G	- [Coupe models]	2	SUPER LOCK OUTPUT [Roadster models]			
60	ΓG		95	9	- [Roadster models]	8	ALL DOOR, FUEL LID LOCK OUTPUT			
6	>		93	œ	- [Coupe models]	5	DR			
- =	۵		63	>	- [Roadster models]	ľ	t			
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9	٥		GG G	9 9	[sianoii adnool	+	+			
⊋ :	<u>:</u>		G E	2 5	- [Koadster models]	+	+			
41	×	1	/6	<u>.</u>	- [Coupe models]	+	T			
45		1	/6	- :	- Koadster models	6 :	ROOM LAMP TIMER CONTROL [Coupe models]			
.5	4		86	>	- [Coupe models]	^ 61	ROOM LAMP TIMER CONTROL [Roadster models]			
4	gg	1	86	4/Β	- [Roadster models]	1				
21	œ	1	66	g	1					
52	g	_	100	æ	- [Coupe models]	Connector No.	M121			
53	SHIELD	0	100	>	- [Roadster models]	Constor Name	BCM (BODY CONTED) MODILLE)			
54	57	- [Coupe models]				Ocimector Manie				
54	BR	- [Roadster models]				Connector Type	TH40FGY-NH			
22	>	- [Coupe models]	Connector No.	or No.	M118	ģ				
22	Υ	- [Roadster models]	1000	o Managa	(allidon loginos adoa) NSa	逐				
26	SHIELD		200111600	Name	BOM (BOD) CONTROL MODOLE)	Š				
22	g	- [Coupe models]	Connector Type	™ Type	M03FB-LC					
22	۵	- [Roadster models]	ſ			1	39 38 35 34			
28		- [Coupe models]	修				67 66 65 64 61 61 52			
25	ŀ	- [Roadster models]	Į.							
29		Forester (constant)	5		1					
9	3					Terminal Color	L			
8 5	9				<u> </u>	_	Signal Name [Specification]			
9	<u></u>	1]	t	I IIGGAGE BOOM ANT - [Boadster models with M/T]			
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3 2	-	,	Terminal			╀	T			
ŧ %	ي ر		N N	of Wire	Signal Name [Specification]	+	t			
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	150 GR	UT 1 G REAR WINDOW DEFOGGER RELAY CONT	11.5	07.2	odels with M/T]	er models with M/ I_	WW				DULE)					18 118 114 110 112	[3] [3] [3]				Ilicadorij	SOR	DCK SW	O.K.	I Mo	SW 2	SENSOR.		OB SW	SANGEL SW	ER SW	/ [Coupe models]	M [Roadster models]	Roadster models with M/T]	t for coasister models with M/T]		ter models with M/T]	badster models with M/T)	DWER SUPPLY	IR) RECEIV COMM	A/T]	With M/T]	ATOR	PUT 5	PUT 1	PUT 2	PUT 3	PUT 4	A CHECK SW
	S/L UNIT POWER SUPPLY	COMBI SW INPUT	COMBI SW INPUT 4	COMBI SW INPUT 2	HAZARD SW [Roadster models with M/T	HAZARD SW Except for roadster models with M/	S/L UNIT COMM		M193	07111	BCM (BODY CONTROL MODULE)	TH40FG-NH				124 125 121 119 118 1	146 145 144 143 142 141 140 139 138 137				olgnar Name Lopec	OPTICAL SENSOR	CLUTCH INTERLOCK SW	SHOCK SENSOR	STOP LAMPS	STOP LAMP SW 2	DA DOOR GIVEDOR 3	IGN F/B	PASSENGER DOOR SW	TRUNK LID OPENER CANCEL SW	REAR DEFOGGER SW	POWER WINDOW SW COMM [Coupe models	P/W SW & SOFT TOP C/U COMM [Roadster model	PUSH BUTTON IGNITION SWILL POWER [Roadster models with M/T]	PUSH BUTTON IGNITION SWILL POWER (Except for	LOCK IND	RECEIVER/SENSOR GND [Roadster models with M/T]	RECEIVER/SENSOR GND [Except for roadster models with Mo	RECEIVER / SENSOR POWER SUPPLY	TIRE PRESS/KYLS ENT (REAR) RECEIV COMM	SHIFT N/P [With A/T]	P/N POSITION SW [With M/	SECURITY INDICATOR	COMBI SW OUTPUT 5	COMBI SW OUTPUT	COMBI SW OUTPUT 2	COMBI SW OUTPUT 3	COMBI SW OUTPUT 4	TIRE PRESSURE WARN CHECK SW
	M .	EG.	: ۲	× (ۍ ا		_		ı	ı	. Name	. Type				130 123	151 150 149			Color	of Wire	0	ď	0 8	27 0	٦ S	9 0	× ×	5	0	L	≻	>	œ	g	GR	0	۵	>	_	g	G	Υ	0	۵	G	٦	SB	W
3	901	107	901	601	011	2 ;	=		Connector No		Connector Name	Connector Type	1	季	ES.					Terminal	No.	113	114	112	٥	20 5	5	123	124	129	130	132	132	133	133	134	137	137	138	139	140	140	141	142	143	144	145	146	149
VEHICLE SECURITY SYSTEM	M122	BCM (BODY CONTROL MODULE)		TH40FB-NH				88 87 87 87 87 87 87 87 87 87 87 87 87 8	108 107 106 105 100 100 101 100 89 89 87 86 85 85 83 82			Signal Name [Specification]	-	ROOM ANT 2- [Roadster models with M/T]	ROOM ANT 2- [Except for roadster models with M/T]	ROOM ANT Z+ [Roadster models with M/ I]	NOOM AN 1 2+ [Except for roadster models with M/1] DASSENGED DOOD ANT.	PASSENGER DOOR ANT+	DRIVER DOOR ANT-	DRIVER DOOR ANT+	ROOM ANT 1- [With A/T]	ROOM ANT 1- [With M/T]	ROOM ANT 1+ [With A/T]	ROOM ANI 1+ [With M/ I]	NATS ANT AMP.	NAIS ANI AMP.	MAN PERMIT PERMI	KYLS BYT RECEIVER (FRONT) COMM (Except for roadster models with M-T)	COMBLSW INPLIT 5	COMBI SW INPUT 3	PUSH SW	CAN-L	CAN-H	KEY SLOT ILL	ON IND	ACC RELAY CONT	A/T SHIFT SELECTOR POWER SUPPLY	S/L CONDITION 1	S/L CONDITION 2	SHIFT P [With A/T]	CLUTCH PEDAL POS SW [Coupe models with M/T]	CLUTCH PEDAL POS SW [Roadster models with M/T]	PASSENGER DOOR REQUEST SW [Roadster models with M/T]	PASSENGER DOOR REQUEST SW [Except for readster models with M/T]	DRIVER DOOR REQUEST SW [Roadster models with M/T]	DRIVER DOOR REQUEST SW [Except for roadster models with M/T]	BLOWER FAN MOTOR RELAY CONT	KYLS ENT RECEIVER (FRONT) PWR SUPPLY	KYLS ENT RECEIVER (REAR) PWR SUPPLY
빌	or No.	Connector Name	ŀ	Connector Type				91 90 89	111 110 108			⊢	of Wire	۳	١,	5 0	1 8	8 8	>	r _G	٦	>	œ	¥ 6	5	≥ 0	د >	. g	ä	>	BR	₽	-	១	>	0	>	-	۵	~	æ	۳	ŋ	GR	SB	>	0	FG	GR
픠	Connector No.	nnecto	ľ	nnect	4	Į.	2					Ferminal	ė Š	72	27	2 5	2 2	52	2 2	77	78	78	79	£ 8	2 2	18	8 8	3 8	87	88	88	90	91	95	93	92	96	97	86	66	66	66	100	100	<u></u>	101	102	103	105

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< ECU DIAGNOSIS INFORMATION >

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
FR WIPER LOW	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 LAND CVA	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
LIEAD LAND CVA/A	Other than lighting switch 2ND	Off
HEAD LAMP SW 1	Lighting switch 2ND	On
LIEAD LAMB OW	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 500 0W	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 SW AC	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	
DOOR SW-BK	Back door closed (Coupe models) Trunk lid closed (Roadster models)	Off	
DOOK 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 LINII OCK SW	Other than door lock and unlock switch UNLOCK	Off	
CDL UNLOCK SW	Door lock and unlock switch UNLOCK	On	
KEN ON LIK OM	Other than driver door key cylinder LOCK position	Off	
KEY CYL LK-SW	Driver door key cylinder LOCK position	On	
VEV 0VI 11N 0W	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	
LIAZADD CW	Hazard switch is OFF	Off	
HAZARD 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	
TD/DD ODEN OW	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	- 5
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	
DIVE LINI OOK	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	_
MALTI AINIO	PANIC button of the Intelligent Key is pressed	On	
DKE DW ODEN	UNLOCK button of the Intelligent Key is not pressed	Off	
RKE-P/W OPEN	UNLOCK button of the Intelligent Key is pressed and held	On	
RKE-MODE CHG	LOCK/UNLOCK button of the Intelligent Key is not pressed and held simultaneously	Off	
NNE-IVIOUE ONG	LOCK/UNLOCK button of the Intelligent Key is pressed and held simultaneously	On	

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Monitor Item	Condition	Value/Status						
PTICAL SENSOR	Bright outside of the vehicle	Close to 5 V						
OF HOAL SENSOR	Dark outside of the vehicle	Close to 0 V						
REQ SW -DR	Driver door request switch is not pressed	Off						
REQ 3W -DR	Driver door request switch is pressed	On						
REQ SW -AS	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						
DEO SW. BD/TD	Back door request switch is not pressed (Coupe models) Trunk lid door request switch is not pressed (Roadster models)	Off						
REQ SW -BD/TR	Back door request switch is pressed (Coupe models) Trunk lid door request switch is pressed (Roadster models)	On						
DUCH CW	Push-button ignition switch (push switch) is not pressed	Off						
PUSH SW	Push-button ignition switch (push switch) is pressed	On						
ON DIVO E'D	Ignition switch in OFF or ACC position	Off						
GN RLY2 -F/B	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						
	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 monitored.	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						
coupe M/T models without SynchroRev Match mode this tem 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 LINILOCK	Steering is locked	Off						
S/L -UNLOCK	Steering is unlocked	On						
All DELAYE'S	Ignition switch in OFF or ACC position	Off						
S/L RELAY-F/B	Ignition switch in ON position	On						
INII K OENI BB	Driver door is unlocked	Off						
JNLK SEN -DR	Driver door is unlocked							

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Monitor Item	Condition	Value/Status
PUSH SW -IPDM	Push-button ignition switch (push-switch) is not pressed	Off
FUSH SW -IFUW	Push-button ignition switch (push-switch) is pressed	On
IGN RLY1 -F/B	Ignition switch in OFF or ACC position	Off
IGN KETT-1/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
OTTTN II DIN	 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
OI II -WILI	Selector lever in P position	On
SFT N -MET	Selector lever in any position other than N	Off
OI 1 IN TVIL I	Selector lever in N position	On
	Engine stopped	Stop
ENGINE STATE	While the engine stalls	Stall
ENGINE STATE	At engine cranking	Crank
	Engine running	Run
S/L LOCK-IPDM	Steering is unlocked	Off
S/L LOCK-IPDIVI	Steering is locked	On
C/L LINILIZ IDDM	Steering is locked	Off
S/L UNLK-IPDM	Steering is unlocked	On
C/I 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
ID OK FLAG	Steering is locked	Reset
ID ON I LAG	Steering is unlocked	Set
DDMT ENC STDT	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
KEN SW SLOT	The Intelligent Key is not inserted into key slot	Off
KEY SW -SLOT	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

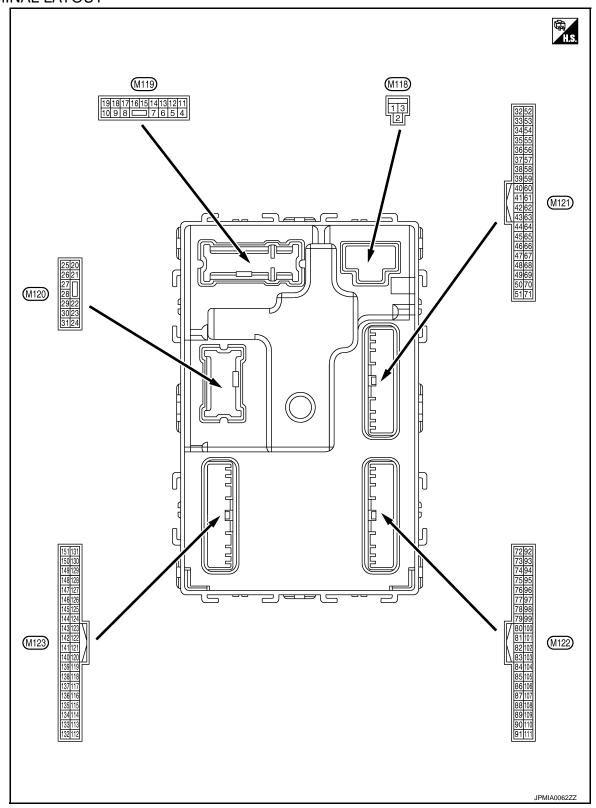
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Monitor Item	Condition	Value/Status
RKE OPE COUN2	During the operation of the Intelligent Key	Operation frequency of the Intelligent Key
CONFRM ID ALL	The key ID that the key slot receives is not recognized by any key ID registered to BCM.	Yet
COM KINI 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
CONFIDM ID2	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
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 DECOT ELA	ID of front LH tire transmitter is registered	Done
ID REGST FL1	ID of front LH tire transmitter is not registered	Yet
ID DECCT ED4	ID of front RH tire transmitter is registered	Done
ID REGST FR1	ID of front RH tire transmitter is not registered	Yet
ID DECCT DD4	ID of rear RH tire transmitter is registered	Done
ID REGST RR1	ID of rear RH tire transmitter is not registered	Yet
ID DECCT DI 4	ID of rear LH tire transmitter is registered	Done
ID REGST RL1	ID of rear LH tire transmitter is not registered	Yet
MADNING LAND	Tire pressure indicator OFF	Off
WARNING LAMP	Tire pressure indicator ON	On

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

TERMINAL LAYOUT



PHYSICAL VALUES

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	nal No.	Description				Value
+ (vvire	color)	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 (DFF	12 V
3 (Y)	Ground	P/W power supply (RAP)	Output	Ignition switch (ON	12 V
					mp 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
(V)* ²	Ground	LOCK	Output	door	Other than UNLOCK (Actuator is not activated)	0 V
8	Crownd	All doors, fuel lid	Outerut	All doors, fuel	LOCK (Actuator is activated)	12 V
(V)	Ground	LOCK	Output	lid	Other than LOCK (Actuator is not activated)	0 V
9	0	Driver door, fuel lid	Outrout	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 (DFF	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. (V) 10 0 JSNIA0010GB
15 (Y)	Ground	ACC indicator lamp	Output	Ignition switch	OFF (LOCK indicator is not illuminated) ACC	Battery voltage

	nal No. color)	Description			Condition	Value
+	-	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 PKID0926E 6.5 V
19		Daniel Inner Grane		latarian assau	OFF	12 V
(P)* ¹ (V)* ²	Ground	Room lamp timer control	Output	Interior room lamp	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 11 1 s PKID0926E
23		Pook door/Trunk lid		Pools door/	OPEN (Back door/Trunk lid opener actuator is activated)	6.5 V 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)	Cround	Toda log lamp	Caipai	. todi iog idilip	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
						PKID0926E 6.5 V

	nal No.	Description				Value
(Wire	color)	Signal name	Input/ Output		Condition	(Approx.)
30		Luggage room/Trunk		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 0 1 s JMKIA0062GB
(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	Output	Ignition switch	When Intelligent Key is in the passenger compart- ment	(V) 15 10 5 0 JMKIA0062GB
(V)* ⁴		room antenna (+)	2 2 3 7 2 4	OFF	When Intelligent Key is not in the passenger compartment	(V) 15 10 5 0 1 s JMKIA0063GB

	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 JMKIA0063GB
39		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
(W)	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 1 s JMKIA0063GB
47 (V)* ³	Ground	Ignition relay (IPDM	Output	Ignition switch	OFF or ACC	12 V
(V) (Y)* ⁴	Ground	E/R) control	Output	iginuon 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	Output	els)	When selector lever is not in P or N position	0 V
(SB)	Cround	Sanoi rolay control	Calput	Ignition switch ON (M/T mod-	When the clutch pedal is depressed	Battery voltage
				els)	When the clutch pedal is not depressed	0 V

	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		latalia ant Marria		latallia at I/a	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 11.8 V	
					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	
(E) *4	Ground	(Center console)	Sulput	ÖFF	When Intelligent Key is not in the passenger compartment	(V) 15 10 5 0 JMKIA0063GB	

	nal No.	Description			0 1111	Value	
+	color)	Signal name	Input/ Output		Condition	(Approx.)	F
73 (P)* ³	Cround	Room antenna 2 (+)	Outout	Ignition switch	When Intelligent Key is in the passenger compart- ment	(V) 15 10 5 0 1 s JMKIA0062GB	
(G)* ⁴	Ground	(Center console)	Output	ÖFF	When Intelligent Key is not in the passenger compartment	(V) 15 10 5 0 1 s JMKIA0063GB	F
74		Passenger door an-	1- Output	When the passenger door request switch is operated with ignition switch OFF	When Intelligent Key is in the antenna detection area	(V) 15 10 5 0 1 s JMKIA0062GB	ŀ
(SB)	Ground	tenna (–)			When Intelligent Key is not in the antenna detection area	(V) 15 10 5 0 1 s JMKIA0063GB	SI
75	Constant	Passenger door an-	0.4-14	When the passenger door re-	When Intelligent Key is in the antenna detection area	(V) 15 10 5 0 JMKIA0062GB	1
(BR)	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	[

	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 OFF	When Intelligent Key is in the antenna detection area	(V) 15 10 5 0 1 s JMKIA0062GB
(V)			Output		When Intelligent Key is not in the antenna detection area	(V) 15 10 5 0 JMKIA0063GB
77	Ground	Driver door antenna (+)	Output	When the driver door request switch is operated with ignition switch OFF	When Intelligent Key is in the antenna detection area	(V) 15 10 5 11 1 s JMKIA0062GB
(LG)					When Intelligent Key is not in the antenna detection area	(V) 15 10 5 0 1 s JMKIA0063GB
78 (L)* ⁵	Ground	Room antenna 1 (–) (Instrument panel)	Output	Ignition switch OFF	When Intelligent Key is in the passenger compart- ment	(V) 15 10 5 0 1 s JMKIA0062GB
(Y)* ⁶					When Intelligent Key is not in the passenger compartment	(V) 15 10 5 0 JMKIA0063GB

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Terminal No. Description (Wire color)		1			Value	
color)	Signal name	Input/ Output		Condition	(Approx.)	
	Room entenne 4 (1)		Ignition switch	When Intelligent Key is in the passenger compart- ment	(V) 15 10 5 0 1 s JMKIA0062GB	
Ground	(Instrument panel)	Output	OFF Ignition switch	When Intelligent Key is not in the passenger compartment	(V) 15 10 5 0 1 s JMKIA0063GB	
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 receiver (front) com- munication	Input/ Output	During waiting		(V) 15 10 1 ms JMKIA0064GB	
Siound			When operating gent Key	either button on the Intelli-	(V) 15 10 5 0 1 ms JMKIA0065GB	
	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) Output Ground NATS antenna amp. Input/Output Ground Ignition relay [Fuse block (J/B)] control Output Ground Remote keyless entry receiver (front) com-Output/Output	Ground Room antenna 1 (+) (Instrument panel) Output Ignition switch OFF Ground NATS antenna amp. Input/ Output Output Output Ground NATS antenna amp. Input/ Output Output Ignition switch OFF Ground Room antenna amp. Input/ Output Ignition switch Output Ignition switch Input/ Output Ignition switch Ground Remote keyless entry receiver (front) communication Input/ Output Inpu	Ground Room antenna 1 (+) (Instrument panel) Ground NATS antenna amp. Input/ Output Paron In the passenger compartment Ground NATS antenna amp. Input/ Output In the passenger compartment Ground NATS antenna amp. Input/ Output During waiting When Intelligent Key is not in the passenger compartment Ground NATS antenna amp. Input/ Output During waiting Input/ Output While inserting the Intelligent Key into the key slot. Ground Ignition relay [Fuse block (J/B)] control Ground Remote keyless entry receiver (front) communication When Intelligent Key is in the passenger compartment Unity During waiting Ignition switch is pressed while inserting the Intelligent Key into the key slot. OFF or ACC ON During waiting OFF or ACC ON When operating either button on the Intelligible to the passenger compartment When operating either button on the Intelligible to the passenger compartment When operating either button on the Intelligible to the passenger compartment When operating either button on the Intelligible to the passenger compartment When operating either button on the Intelligible to the passenger compartment When operating either button on the Intelligible to the passenger compartment When operating either button on the Intelligible to the passenger compartment When operating either button on the Intelligible to the passenger compartment When operating either button on the Intelligible to the passenger compartment When operating either button on the Intelligible to the passenger compartment When operating either button on the Intelligible to the passenger compartment When operating either button on the Intelligible to the passenger compartment When operating either button on the Intelligible to the passenger compartment When operating either button on the Intelligible to the passenger compartment When operating the passenger compart	

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Terminal No.		Description				Value
(Wire +	color)	Signal name Input/		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
						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

Terminal No. (Wire color)		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	
88	Crowd	Combination switch	land	Combination	Lighting switch HI (Wiper intermittent dial 4)	(V) 15 10 5 0 2 ms JPMIA0036GB 1.3 V	
(V)	Ground	INPUT 3	Input	switch	Lighting switch 2ND (Wiper intermittent dial 4)	(V) 15 10 5 0 2 ms JPMIA0037GB	
					Any of the conditions below with all switches OFF Wiper intermittent dial 1 Wiper intermittent dial 2 Wiper intermittent dial 3	(V) 15 10 5 0 2 ms JPMIA0040GB	
00		D .1 1		Push-button ig-	Pressed	0 V	
89 BR)	Ground	Push-button ignition switch (Push switch)	Input	nition switch (push switch)	Not pressed	Battery voltage	
90 (P)	Ground	CAN-L	Input/ Output	·	<u> </u>	_	
91 (L)	Ground	CAN-H	Input/ Output		_	_	
					OFF	0 V	
92 (LG)	Ground	d Key slot illumination Output	Key slot illumi- nation	Blinking	(V) 15 10 5 0 1 s JPMIA0015GB		
					ON	6.5 V	
					ON	12 V	

	nal No.	Description		0 1111		Value
+	color)	Signal name	Input/ Output		Condition	(Approx.)
93 (V)	Ground	ON indicator lamp	Output	Ignition switch	OFF (LOCK indicator is not illuminated)	Battery voltage
(•)					ON	0 V
95	Ground	ACC relay control	Output	Ignition switch	OFF	0 V
(O)		-	•		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	mput	Oldering look	UNLOCK status	12 V
98	Ground	Steering lock condi-	Input	Steering lock	LOCK status	12 V
(P)	0.000	tion No. 2		Oldering lean	UNLOCK status	0 V
		Selector lever P position switch (A/T mod-		Selector lever	P position	0 V
99* ⁷		els)		Selector level	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) ON (Pressed)	(V) 15 10 5 0 10 ms JPMIA0016GB 1.0 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 JPMIA0016GB
102	Ground	Blower fan motor re-	Output	Ignition switch	OFF or ACC	0 V
(O)		lay control		-	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 (DFF	12 V
106	C=====================================	Steering lock unit	0	Ignition outlet	OFF or ACC	12 V
(W)	Ground	power supply	Output	Ignition switch	ON	0 V

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Terminal No. (Wire color)		Description				Value	
(Wire +	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	
107 (LG)	Ground	Combination switch INPUT 1	Input	Combination switch (Wiper intermit- tent dial 4)	Turn signal switch RH	1.3 V (V) 15 10 2 ms JPMIA0036GB 1.3 V	
					Front wiper switch LO	(V) 15 10 2 ms JPMIA0038GB 1.3 V	
					Front washer switch ON	(V) 15 10 5 0 2 ms JPMIA0039GB	

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	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)	15
(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 2 ms JPMIA0039GB 1.3 V

	nal No.	Description				Value
+	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 intermittent 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
					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 1.1 V

	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	mput	ON	When dark outside of the vehicle	Close to 0 V
114* ⁶	0	Clutch interlock	14	Clutchinterlock	OFF (Clutch pedal is not depressed)	0 V
(R)	Ground	switch	Input	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)	Ground	Stop lamp 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
					UNLOCK status (Unlock switch sensor ON)	0 V
121	Ground	Key slot switch	Innut	When the Intellig	gent Key is inserted into key	12 V
(R)	Ground	vel and amiliti	Input	When the Intelli- key slot	gent Key is not inserted into	0 V
123	Ground	IGN feedback	Input	Ignition switch	OFF or ACC	0 V
(W)	Cround	1014 IOCUDAUN	iiiput	ignition switch	ON	Battery voltage

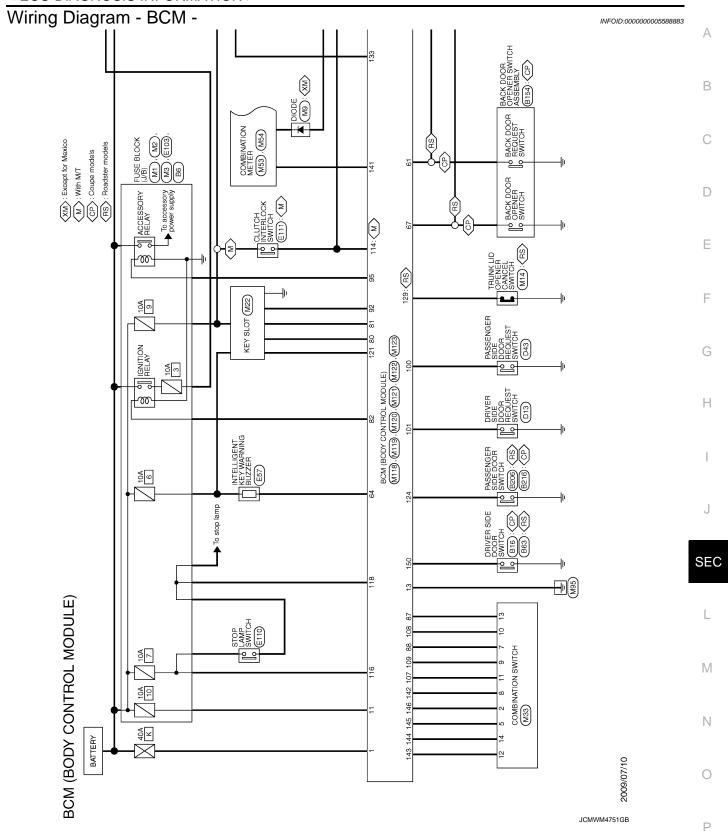
	al No.	Description				Value
(Wire co	color)	Signal name	Input/ Output		Condition	(Approx.)
124 (LG)	Ground	Passenger door switch	Input	Passenger door switch	OFF (Door close)	(V) 15 10 5 0 10 ms JPMIA0011GB
					ON (Door open)	0 V
129 (O)	Ground	Trunk lid opener can- cel switch	Input	Trunk lid open- er cancel switch	CANCEL	(V) 15 10 5 0 10 ms JPMIA0012GB
					ON	1.1 V 0 V
130* ¹⁰ (L)	Ground	Rear window defog- ger switch	Input	Ignition switch	Rear window defogger switch OFF	(V) 15 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 ON		(V) 15 10 5 0 10 ms JPMIA0013GB
						10.2 V
				Ignition switch C	ON (Tail lamps OFF)	12 V 9.5 V
122				Duck I "	ON (Tail failips OFF)	NOTE: The pulse width of this wave is varied by the illumination brightening/dimming level.
133 (G)* ³ (R)* ⁴	Ground	Push-button ignition switch illumination Outpu	Output	Push-button ig- tinition switch il- lumination	ON (Tail lamps ON)	(V) 15 10 5 0
						JPMIA0159GB

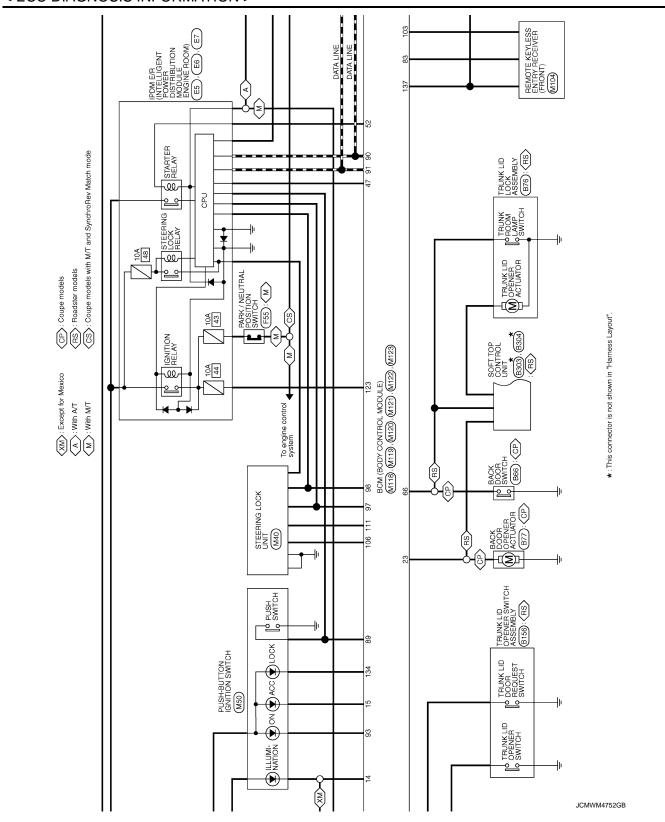
	nal No. color)	Description	Input/		O a malitica m	Value
+	-	Signal name	Input/ Output		Condition	(Approx.)
134 (GR)	Ground	LOCK indicator lamp	Output	LOCK indicator lamp	OFF ON	Battery voltage 0 V
137 (P)* ³ (O)* ⁴	Ground	Receiver and sensor ground	Input	Ignition switch C	N	0 V
138	Ground	Receiver and sensor	Output	Ignition switch	OFF	0 V
(V)		power supply			ACC or ON	5.0 V
				Ignition switch OFF (Remote key- less entry re-	During waiting	(V) 15 10 5 0 1 ms JMKIA0064GB
139 (L)	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 1 ms JMKIA0065GB
		nication Selector lever P/N		Ignition switch ON (Tire pressure receiver com- munication)	Standby state	(V) 6 4 2 0 ••• 0.2s
					When receiving the signal from the transmitter	(V) 6 4 2 0
				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

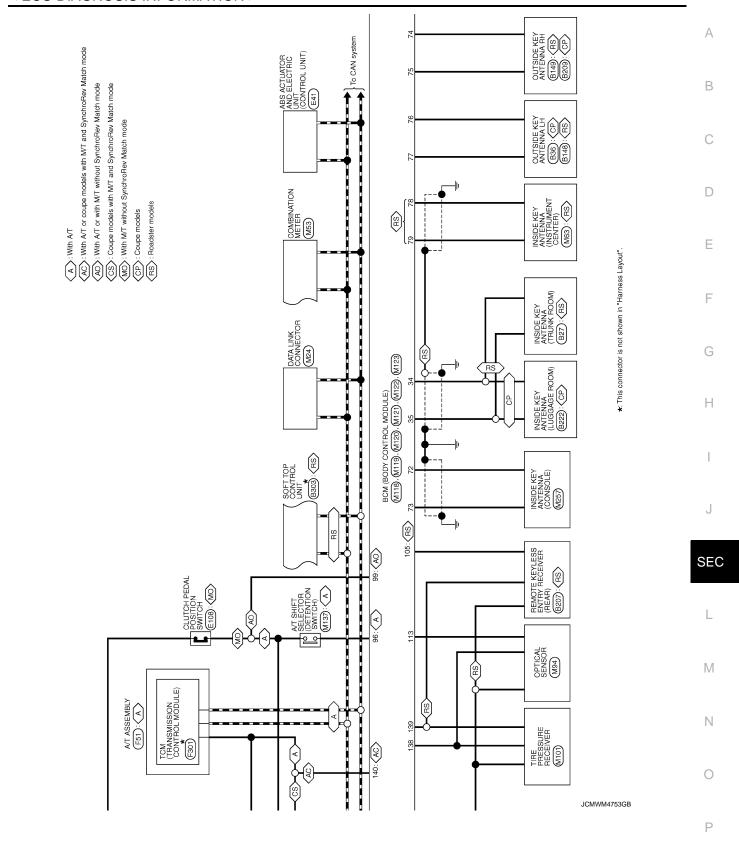
	nal No. color)	Description	1		0 197	Value
+	-	Signal name	Input/ Output		Condition	(Approx.)
					ON	0 V
141 (Y)	Ground	Security indicator lamp	Output	Security indicator lamp	Blinking	(V) 15 10 5 0 1 s JPMIA0014GB
					OFF	12 V
					All switches OFF	0 V
					Lighting switch 1ST	
				Combination	Lighting 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
					· · · · · · · · · · · · · · · · · · ·	JPMIA0031GB
						10.7 V
					All switches OFF (Wiper intermittent dial 4)	0 V
					Front wiper switch HI	
143 (P)	Ground	Combination switch OUTPUT 1	Output	Combination switch	(Wiper intermittent dial 4) 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	(V) 15 10 5 0 2 ms JPMIA0032GB
					All switches OFF (Wiper intermittent dial 4)	0 V
					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 Wiper intermittent dial 5 Wiper intermittent dial 6	15 10 5 0 2 ms JPMIA0033GB
					All awitches OFF	10.7 V
					All switches OFF	0 V
145 (L)		Combination switch OUTPUT 3			Front wiper switch INT	(V)
	Ground		Output	Combination switch (Wiper intermittent dial 4)	Front wiper switch LO Lighting switch AUTO	(V) 15 10 5 0
				,	Rear fog lamp switch ON	2 ms JPMIA0034GB
						10.7 V

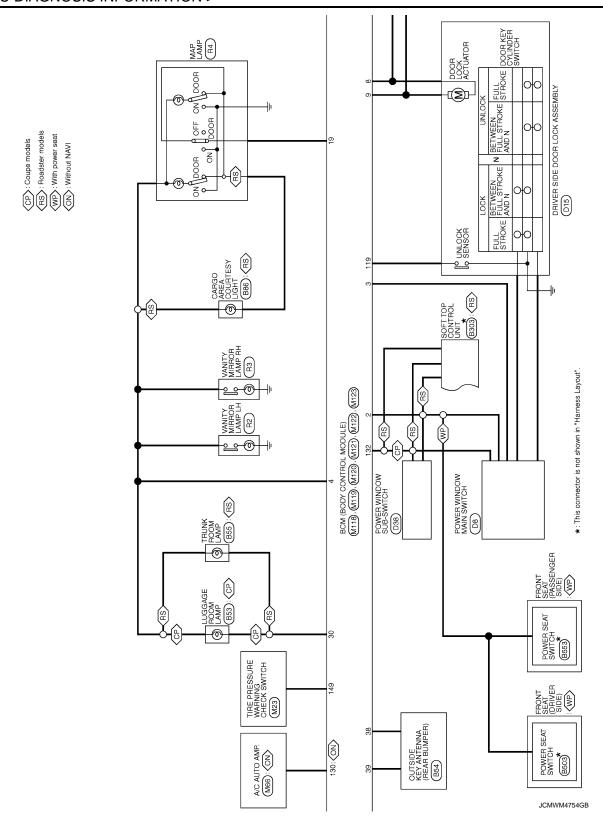
	nal No.	Description				Value
(Wire	color)	Signal name	Input/ Output		Condition	(Approx.)
					All switches OFF	0 V
					Lighting switch 2ND	
				Combination	Lighting switch PASS	(V) 15
146 (SB)	Ground	Combination switch OUTPUT 4	Output	switch (Wiper intermit- tent dial 4)	Turn signal switch LH	10 5 0 2 ms JPMIA0035GB 10.7 V
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 10 ms JPMIA0011GB
					ON (Door open)	0 V
151	Ground	Rear window defog-	Output	Rear window	Active	0 V
(G)	2.34.14	ger relay control	2 3.49 4.1	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

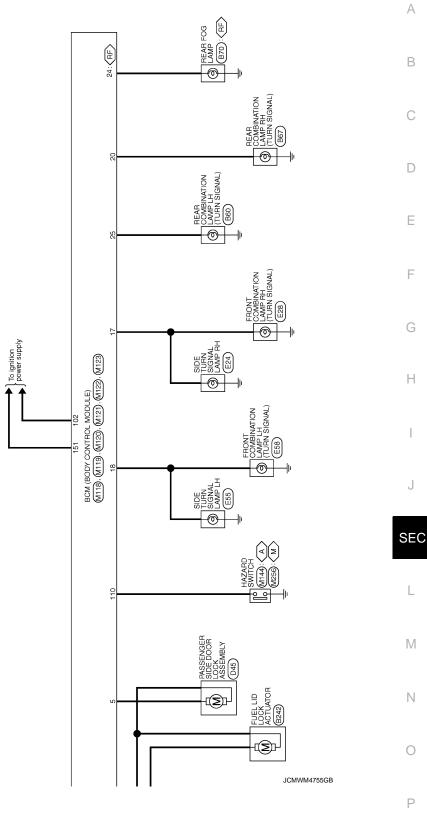








 $\langle A \rangle$: With A/T $\langle M \rangle$: With M/T $\langle RF \rangle$: With rear fog lamp



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BCM (B Connector No	(BOI	BCM (BODY CONTROL MODULE) Connector No. M33	Connector No.	П	M119	Connector No. M121		75	BR	PASSENGER DOOR ANT+	
Connecto	Connector Name	COMBINATION SWITCH	Connector Name		BCM (BODY CONTROL MODULE)	Connector Name BCM (BCM (BODY CONTROL MODULE)	9/	>	DRIVER DOOR ANT-	
		Т		┑			(1)	77	PC	DRIVER DOOR ANT+	
Connector Type	or Type	TH16FW-NH	Connector Type	╗	NS16FW-CS	Connector Type TH40F	TH40FGY-NH	78	-	ROOM ANT 1- [With A/T]	
4	_		4			4		8 F	، ا	ROOM ANT 1- [With M/T]	
#			#					2 5	¥ 6	ROOM ANT 1- [With A/1]	
2	_	/	2	Ŀ	5 8 9 9	211		80	6 8	NATS ANT AMP	
		1 2 3 4 5 6		ţ	10 14 15 17	47	39 38 35 34	8 8	<u> </u> ≥	NATS ANT AMP.	
		7 8 9 10 11 12 13 14		1		90 /9	20 04 01 01	82	۳	IGN RELAY (F/B) CONT	
	-							83	۰	KYLS ENT RECEIVER (FRONT) COMM [Roadster models with M/T]	
								83	뜐	KYLS ENT RECEIVER (FRONT) COMM [Except for readstar models with M./T]	
Terminal		Signal Name [Specification]	Terminal		Signal Name [Specification]	la l	Signal Name [Specification]	87	æ	COMBI SW INPUT 5	
No.	of Wire		No.	e e		of Wire		88	>	COMBI SW INPUT 3	
- 0	ا ۵	FR WASHER (-)	4	\dagger	INTERIOR ROOM LAMP POWER SUPPLY	SB	UGGAGE ROOM ANT [Roadster models with M/T]	68	E G	PUSH SW	
2	gg .	OUTPUT 4	3	+	SUPER LOCK OUTPUT [Coupe models]	ۍ :	_UGGAGE_ROOM_ANT= [Except for roadster models with M/T]	06 3	٠.	CAN-L	
2	_	OUTPUT 3	2	> :	SUPER LOCK OUTPUT [Roadster models]	>	LUGGAGE ROOM ANT+ [Roadster models with M/T]	6	- !	CAN-H	
ء ه	2	GND	Σ .	+	ALL DOOK, FUEL LID LOCK OUTPUT	35 K LUGGAG	LUGGAGE HOUM AN I + [Except for roadster models with M/1]	82	2 :	KEY SLOT ILL	
۰ ۵	> <	S HOTHO	0 :	5 8	DAT (FIRE)	+	BACK DOOR ANT-	20 0	> 0	ON INC	
	, ,	WDIT 2	:	į .	CALCOL	; >	AN ORDER (D) CONT TO LANGE (A) CONT TO LANGE (A)	8 8	,	V T CUIET SEI ECTOB DOMED SI IDDI V	
n ⊆	- -	NPULZ NPULZ	2 4	מם	BISH-BITTON IGNITION SWILL BOWER	47 V IGN RELA	ION RELAT (IPDM E/R) CONT [Roadster models with M/T]	6 6	-	AV I SHIFT SELECTION POWER SUPPLY	
2 =	<u>-</u>	- High	7	t	ACC IND	- g	STABLED DELAY CONT	ò	٥ د	S/L CONDITION 2	
= 2	2 0	TIGHIO	2 5	- 3	TIIDN SIGNAL BH (EDONT SIDE)	g ×	BACK DOOD DECITES SW [Cours models]	8	۵	SALCONDITION 2	
13 12	L 8	Noir	100	: 0	TIDN SIGNAL NH (FRONT, SIDE)	. 3	TRINK IN PROJECT SW [Boodstor models]	66	2 0	CHITCH BEDAL DOS SW [Course models with M/T]	
2 1	ś	S INTERIOR	0 0	T	BOOM I AMP TIMER CONTROL [Course models]	>	I-KEY WARN RIJZER (FNG ROOM) [Roadster models with M/T]	8 6	á	CLITCH PEDAL POS SW [Readeter models with M/T]	
:	,	3 -0	2 6	T	ROOM I AMP TIMER CONTROL [Boadster models]		KEY WARN BUZZER (ENG ROOM) Traces for resister models with M/TI	8 6	2 ح	PASSENGER DOOR PEQUEST SW [Roadster models with M/T]	
						2	BACK DOOR SW [Going models]	9		PASSENGER DOOR REQUEST SW Taxont for roadster models with M/TI	
Connector No.	>r No.	M118				<u>~</u>	TRUNK ROOM LAMP SW [Roadster models]	101	SB	DRIVER DOOR REQUEST SW [Roadster models with M/T]	
		П	Connector No.	Г	M120	GR	BACK DOOR OPENER SW [Coupe models]	101	≻	DRIVER DOOR REQUEST SW [Except for roadster models with M/T]	
Connect	Connector Name	BOM (BODY CONTROL MODULE)	2	Г	Calling Modified Modified	Н	TRUNK LID OPENER SW [Roadster models]	102	0	BLOWER FAN MOTOR RELAY CONT	
Connects	Connector Type	M03FB-LC	onnecio		OM (BOD) CONTROL MODOLE)			103	FC	KYLS ENT RECEIVER (FRONT) PWR SUPPLY	
ą			Connector Type	П	NS12FW-CS			105	GR	KYLS ENT RECEIVER (REAR) PWR SUPPLY	
李			ą			Connector No. M122		106	≯	S/L UNIT POWER SUPPLY	
HS			手			Connector Name	BCM (BODY CONTROL MODILLE)	107	ΓG	COMBI SW INPUT 1	
		т С.	HS				, and a second	108	۳	COMBI SW INPUT 4	
				-	23 24	Connector Type TH40FB-NH	-B-NH	109	>	COMBI SW INPUT 2	
		7			55 26 30	4		110	g	HAZARD SW [Roadster models with M/T]	
				2		ANTO		110	۵	HAZARD SW [Except for roadster models with M/T]	
	L					HS		Ξ	>	S/L UNIT COMM	
Terminal	Color	Signal Name [Specification]		L		190 88 88 82	83 82 81 80 79 78 77 75 75 74 72 72				
NO.	o wire	DAT (CA)	lerminal No	color of Wire	Signal Name [Specification]	111 110 109 108 107 105 1	OS 100 100 100 99 98 97 96 95 83 92				
- 6	3	DOWER WINDOW DOWER SLIPPLY (BAT)	2	>	TijBN Signal BH (BEAB)						
4 6	: >	POWER WINDOW DOWER SLIBBLY (IGN)	23	\ -	BACK DOOR OPEN OUTBIT [Course models]						
,			23) F	TRUNK LID OPEN OUTPUT [Roadster models]	Terminal Color					
			24	0	REAR FOG OUTPUT	_	Signal Name [Specification]				
			25	ΓC	TURN SIGNAL LH (REAR)	72 R ROOI	ROOM ANT 2- [Roadster models with M/T]				
			30	ч	LUGGAGE ROOM LAMP OUTPUT	72 L ROOM	ROOM ANT 2- [Except for roadster models with M/T]				
						g (ROOM ANT 2+ [Roadster models with M/T]				
						a 8	ROOM ANT 2+ [Except for roadster models with M/T]				
						74 SB	PASSENGER DOOR ANT-				

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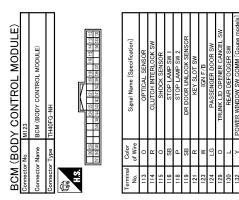
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Fail-safe

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 be comes normal
B2619: BCM	Inhibit engine cranking	1 second after the steering lock unit power supply output control in side 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

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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 B2600: STEERING LOCK UNIT B2600: STEERING LOCK UNIT B2600: STEERING LOCK UNIT B2601: STEERING LOCK UNIT B2601: STEERING LOCK UNIT B2602: STEERING LOCK UNIT B2603: STEERING LOCK UNIT B2604: 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: ACC RELAY CIRC B2615: BLOWER RELAY CIRC B2616: BCM B2617: STARTER RELAY CIRC B2618: BCM B2619: BCM B2611: VEHICLE TYPE B2626: CLUTCH SW B2616: CLUTCH SW B2616: KEY REGISTRATION C1729: VHCL SPEED SIG ERR
	B26EA: KEY REGISTRATION

< ECU DIAGNOSIS INFORMATION >

Priority	DTC	
	C1704: LOW PRESSURE FL C1705: LOW PRESSURE FR C1706: LOW PRESSURE RR C1707: LOW PRESSURE RL C1708: [NO DATA] FL	
5	 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] RL 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	_ _ S
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	×	_	_	_	SEC-46	_
B2192: ID DISCORD BCM-ECM	×	_	_	_	SEC-47	_
B2193: CHAIN OF BCM-ECM	×	_	_	_	<u>SEC-49</u>	_
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	×	×	×	_	SEC-60	
B2562: LOW VOLTAGE	_	×	_	_	BCS-45	_
B2601: SHIFT POSITION	×	×	×	_	SEC-61	_
B2602: SHIFT POSITION	×	×	×	_	<u>SEC-64</u>	_
B2603: SHIFT POSI STATUS	×	×	×	_	SEC-67	_
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	×	×	×	_	<u>SEC-72</u>
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	_	×	×	_	<u>SEC-83</u>
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	×	×	×	_	<u>SEC-91</u>
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	×	×	×	_	SEC-97
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	×	×	×	_	<u>SEC-87</u>
B26E9: S/L STATUS	×	×	× (Turn ON for 15 seconds)	_	<u>SEC-89</u>
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</u>
C1711: [NO DATA] RL	_	_	_	×	
C1716: [PRESSDATA ERR] FL	_	_	_	×	
C1717: [PRESSDATA ERR] FR	_	_	_	×	WT-31
C1718: [PRESSDATA ERR] RR	_	_		×	<u>*** 1 0 1</u>
C1719: [PRESSDATA ERR] RL	_	_		×	

< ECU DIAGNOSIS INFORMATION >

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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< ECU DIAGNOSIS INFORMATION >

IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

Reference Value

VALUES ON THE DIAGNOSIS TOOL

CONSULT-III MONITOR ITEM

Monitor Item		Condition		
RAD FAN REQ	Engine idle speed	Changes depending on engine coolant temperature, air conditioner operation status, vehicle speed, etc.	0 - 100 %	
		A/C switch OFF	Off	
AC COMP REQ	Engine running	A/C switch ON (Compressor is operating)	On	
TAIL&CLR REQ	Lighting switch OFF		Off	
IAIL&OLININLQ	Lighting switch 1ST, 2ND, HI	or AUTO (Light is illuminated)	On	
	Lighting switch OFF		Off	
HL LO REQ	Lighting switch 2ND HI or AU	TO (Light is illuminated)	On	
	Daytime running light system	is operated (With daytime running light system)	On	
	Lighting switch OFF		Off	
HL HI REQ	Lighting switch HI		On	
FR FOG REQ	NOTE: The item is indicated, but not	monitored.	Off	
		Front wiper switch OFF	Stop	
ED 1441D DE 0	Innitia a suitale ONI	Front wiper switch INT	1LOW	
FR WIP REQ	Ignition switch ON	Front wiper switch LO	Low	
		Front wiper switch HI	Hi	
		Front wiper stop position	STOP P	
WIP AUTO STOP	Ignition switch ON	Any position other than front wiper stop position	ACT P	
		Front wiper operates normally	Off	
WIP PROT	Ignition switch ON	Front wiper stops at fail-safe operation	BLOCK	
ON DLV4 DEO	Ignition switch OFF or ACC	Off		
GN RLY1 -REQ	Ignition switch ON	On		
ONDLY	Ignition switch OFF or ACC		Off	
GN RLY	Ignition switch ON		On	
DUCULOW.	Release the push-button ignit	ion switch	Off	
PUSH SW	Press the push-button ignition	On		
	Ignition switch ON	Selector lever in any position other than P or N (A/T models)	Off	
NITED/NID O\A	_	Release clutch pedal (M/T models)		
NTER/NP SW	Ignition switch ON	Selector lever in P or N position (A/T models)	On	
	1	Depress clutch pedal (M/T models)	0 "	
ST RLY CONT	Ignition switch ON		Off	
	At engine cranking		On On	
IHBT RLY -REQ	Ignition switch ON		Off	
	At engine cranking		On	

< ECU DIAGNOSIS INFORMATION >

Monitor Item	Con	Value/Status		
	Ignition switch ON	Off		
	At engine cranking		INHI ON \rightarrow ST ON	
ST/INHI RLY	The status of starter relay or starter conbattery voltage malfunction, etc. when control relay is OFF	ntrol relay cannot be recognized by the the starter relay is ON and the starter	UNKWN	
DETENT SW	Ignition switch ON	Press the selector button with selector lever in P position Selector lever in any position other than P	Off	
	Release the selector button with selector NOTE: Fixed On for M/T models	tor lever in P position	On	
	None of the conditions below are pres	ent	Off	
S/L RLY -REQ	 Open the driver door after the ignition switch is turned OFF (for a few seconds) Press the push-button ignition switch when the steering lock is activated Depress the clutch pedal when the steering lock is activated 			
	Steering lock is activated	LOCK		
S/L STATE	Steering lock is deactivated	UNLOCK		
	[DTC: B210A] is detected		UNKWN	
OTRL REQ	Daytime running light system is not op	Off		
NOTE: This item is monitored only on the vehicle with the daytime running light system.	Daytime running light system is operate	On		
OIL D CW	Ignition switch OFF, ACC or engine rul	Open		
OIL P SW	Ignition switch ON	Close		
HOOD SW	Close the hood	Off		
100D 3W	Open the hood	On		
HL WASHER REQ	NOTE: The item is indicated, but not monitore	Off		
	Not operation		Off	
THFT HRN REQ	Panic alarm is activated Horn is activated with VEHICLE SEC	On		
JOBN CHIRD	Not operating		Off	
HORN CHIRP	Door locking with Intelligent Key (horn	chirp mode)	On	
CRNRNG LMP REQ	NOTE: The item is indicated, but not monitore	Off		

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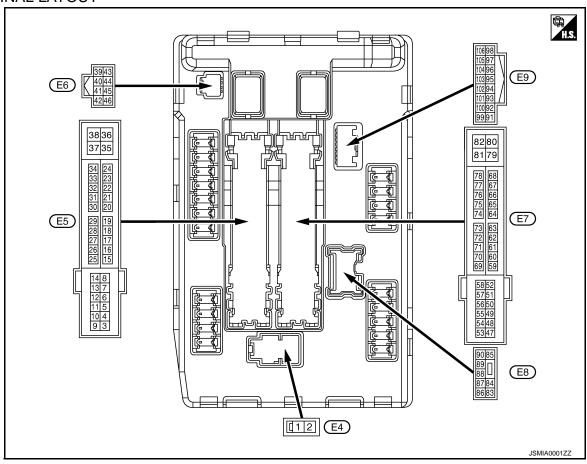
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< ECU DIAGNOSIS INFORMATION >

TERMINAL LAYOUT



PHYSICAL VALUES

	inal No.	Description				Value	
(Wire	e color)	Signal name	Input/ Output		Condition	(Approx.)	
1 (W)	Ground	Battery power supply	Input	Ignition switch O	FF	Battery voltage	
2 (L)	Ground	Battery power supply	Input	Ignition switch O	FF	Battery voltage	
4	Cround	Front winer I O	Outnut	Ignition switch	Front wiper switch OFF	0 V	
(V)	Ground	Front wiper LO	Output	ON	Front wiper switch LO	Battery voltage	
5	Cround	Front wiper HI	Output	Ignition switch	Front wiper switch OFF	0 V	
(L)	Ground	Front wiper mi	output ON	ON	Front wiper switch HI	Battery voltage	
6 ^{*1} (R)	Ground	Daytime running light relay	Input	Ignition switch OFF		Battery voltage	
7		Illuminations*1		lanition outtob	Lighting switch OFF	0 V	
(R)	Ground	Tail, license plate lamps & illuminations*2	Output	Ignition switch ON	Lighting switch 1ST	Battery voltage	
		0		Ignition switch OFF	A few seconds after opening the driver door	Battery voltage	
11 (BR)	11 (BR) Ground	Steering lock unit power supply	Output	Ignition switch LOCK	Press the push-button ignition switch	Battery voltage	
				Ignition switch A	CC or ON	0 V	
12 (B/W)	Ground	Ground	_	Ignition switch O	N	0 V	

	inal No.	Description				Value	Λ
+ (VVire	e color)	Signal name	Input/ Output		Condition	(Approx.)	А
13		Fuel pump power sup-		Approximately 1 second or more after turning the ignition switch ON		0 V	В
(Y)	Ground	ply	Output	Approximately ignition switchEngine running		Battery voltage	С
16				Ignition switch	Front wiper stop position	0 V	
(LG)	Ground	Front wiper auto stop	Input	ON Switch	Any position other than front wiper stop position	Battery voltage	D
19	Ground	Ignition relay power	Output	Ignition switch Ol	FF	0 V	
(W)	Cround	supply	Odiput	Ignition switch Ol	N	Battery voltage	E
25	Ground	Ignition relay power	Output	Ignition switch Ol	FF	0 V	
(G)	Ground	supply	Output	Ignition switch Ol	V	Battery voltage	
27	Ground	Ignition relay monitor	Input	Ignition switch Ol	FF or ACC	Battery voltage	F
(Y)	Giodila	ignition relay monitor	iliput	Ignition switch Ol	N	0 V	
28	Cround	Push-button ignition	loout	Press the push-b	utton ignition switch	0 V	
(L)	Ground	switch	Input	Release the push	n-button ignition switch	Battery voltage	— G
				A/T models	Selector lever in any position other than P or N (Ignition switch ON)	0 V	Н
30 (GR)	Ground	d Starter relay control	Input		Selector lever P or N (Ignition switch ON)	Battery voltage	
				NA/T Isla	Release the clutch pedal	0 V	
				M/T models	Depress the clutch pedal	Battery voltage	
32	0	Steering lock unit condi-	1	Steering lock is activated		0 V	J
(L)	Ground	tion-1	Input	Steering lock is d	eactivated	Battery voltage	
33		Steering lock unit condi-		Steering lock is a	ctivated	Battery voltage	
(P)	Ground	tion-2	Input	Steering lock is d	eactivated	0 V	SEC
36 (G)	Ground	Battery power supply	Input	Ignition switch Ol	-F	Battery voltage	
39 (P)	_	CAN-L	Input/ Output		_	_	L
40 (L)	_	CAN-H	Input/ Output		_	_	M
41 (B/W)	Ground	Ground	_	Ignition switch Ol	N	0 V	
42	Ground	Cooling fan relay con-	Input	Ignition switch Ol	FF or ACC	0 V	N
(Y)	Cround	trol	mput	Ignition switch Ol	N	0.7 V	
43 ^{*3} (SB)	Ground	A/T shift selector (Detention switch)	Input	Ignition switch	Press the selector button (selector lever P) Selector lever in any position other than P	Battery voltage	0
					Release the selector button (selector lever P)	0 V	P
44	Ground	Horn relay control	Input	The horn is deac	tivated	Battery voltage	_
(W)	Giound	Hom relay control	iriput	The horn is activa	ated	0 V	
	5 Anti thaft harn ralay		anti theft horn relav		tivated	Battery voltage	
45 (G)	Ground	Anti theft horn relay	Input	The horn is deac	iivatou	Battery vertage	

	Terminal No. Description (Wire color)				Value										
+ (VVIre	e color)	Signal name	Input/ Output		Condition	(Approx.)									
	Selector lever in any position other than P or N A/T models (Ignition switch ON)		sition other than P or N	0 V											
46 (V)	Ground	Starter relay control	Input		Selector lever P or N (Ignition switch ON)	Battery voltage									
				M/T models	Release the clutch pedal	0 V									
				W/ Tillodels	Depress the clutch pedal	Battery voltage									
					A/C switch OFF	0 V									
48 (L)	Ground	A/C relay power supply	Output	Engine running	A/C switch ON (A/C compressor is operating)	Battery voltage									
49		FOM selections are		Ignition switch O (More than a few tion switch OFF)	FF seconds after turning igni-	0 V									
(BG) ^{*5} (O) ^{*6}	Ground	ECM relay power sup- ply	Output	Ignition switch Ignition switch (For a few second switch OFF)		Battery voltage									
51	0	Ignition relay power	0	Ignition switch OFF		0 V									
(Y)	Ground	supply	Output	Ignition switch ON		Battery voltage									
53	53 F	ECM rolay power our	ECM relay power sup-	ECM roley power cup		Ignition switch OFF (More than a few seconds after turning ignition switch OFF)		0 V							
(W)	Ground	ply	Output	Ignition switch Ignition switch (For a few second switch OFF)		Battery voltage									
54		Throttle control motor		Ignition switch O (More than a few tion switch OFF)	FF seconds after turning igni-	0 V									
(V)	Ground	relay power supply	Output	Output	Output	Output	Output	Output	Output	Output	Output	Output	 Ignition switch Ignition switch (For a few second switch OFF) 		Battery voltage
55 (SB)	Ground	ECM power supply	Output	Ignition switch O	FF	Battery voltage									
56	Ground	Ignition relay power	Output	Ignition switch O	FF	0 V									
(LG)	Cround	supply	Juipui	Ignition switch O	N	Battery voltage									
57	Ground	Ignition relay power	Output	Ignition switch O	FF	0 V									
(G)	Cidana	supply	Caipui	Ignition switch O	N	Battery voltage									
58 ^{*3}	Ground	Ignition relay power	Output	Ignition switch O	FF	0 V									
(P)		supply		Ignition switch O	N	Battery voltage									
69				Ignition switch O (More than a few tion switch OFF)	FF seconds after turning igni-	Battery voltage									
(BR)	Ground	ECM relay control	Output	Ignition switch Ignition switch (For a few second switch OFF)		0 - 1.5 V									

	inal No.	Description				Value
(Wire	e color)	Signal name	Input/ Output		Condition	(Approx.)
70 (O)	Ground	Throttle control motor relay control	Output	Ignition switch ON → OFF		0 -1.0 V ↓ Battery voltage ↓
(-)						0 V
				Ignition switch Of		0 - 1.0 V
				A/T models	Selector lever in any position other than P or N (Ignition switch ON)	0 V
72 (GR)	Ground	Starter relay control	Input		Selector lever P or N (Ignition switch ON)	Battery voltage
				M/T models	Release the clutch pedal	0 V
				W/ I IIIOUEIS	Depress the clutch pedal	Battery voltage
73 ^{*4}	C=====================================	Ignition relay power	0	Ignition switch Of	F	0 V
(GR)	Ground	supply	Output	Ignition switch Of	N	Battery voltage
74		Ignition relay power		Ignition switch Of	FF	0 V
(G)	Ground	supply	Output	Ignition switch Of	N	Battery voltage
75		0.1		Ignition switch	Engine stopped	0 V
(SB)	Ground	Oil pressure switch	Input	ON	Engine running	Battery voltage
						2ms
76 (Y)	Ground	Power generation command signal	Output	40% is set on "A0" TOR DUTY" of "E	CTIVE TEST", "ALTERNA- ENGINE"	(V) 6 4 2 0 2ms JPMIA0002GB
				80% is set on "ACTIVE TEST", "ALTERNATOR DUTY" of "ENGINE"		(V) 6 4 2 0 2 2 2 2 3 2 3 3 3 3 4 3 3 3 3 3 3 3 3 3
77	Ground	Fuel pump relay control	Output	Approximately 1 second after turning the ignition switch ON Engine running Approximately 1 second or more after turning the ignition switch ON		0 - 1.0 V
(R)						Battery voltage

	Terminal No. Description				Value	
+ (Wire	e color)	Signal name	Input/ Output	Condition		(Approx.)
				Ignition switch	Lighting switch OFF	0 V
83 (R)	Ground	Headlamp LO (RH)	Output	ON	Lighting switch 2ND	D. H H
(14)				Daytime running	light system activated*1	Battery voltage
				Ignition switch	Lighting switch OFF	0 V
84 (P)	Ground	Headlamp LO (LH)	Output	ON	Lighting switch 2ND	Pottory voltage
(')				Daytime running	light system activated*1	Battery voltage
88 (G)	Ground	Washer pump power supply	Output	Ignition switch Ol	N	Battery voltage
89				Ignition switch	Lighting switch OFF	0 V
(BR)	Ground	Headlamp HI (RH)	Output	Ignition switch ON	Lighting switch HI Lighting switch PASS	Battery voltage
				Ignition quitab	Lighting switch OFF	0 V
90 (LG)	Ground	Headlamp HI (LH)	Output	Ignition switch ON	Lighting switch HI Lighting switch PASS	Battery voltage
91 ^{*2}	Cround	Darking James (DLI)	Outrut	Ignition switch	Lighting switch OFF	0 V
(P)	Ground	Parking lamp (RH)	Output	ON	Lighting switch 1ST	Battery voltage
92*2				Ignition switch	Lighting switch OFF	0 V
(BG) ^{*5} (O) ^{*6}	Ground	Parking lamp (LH)	Output	ON	Lighting switch 1ST	Battery voltage
97 (V)	Ground	Cooling fan control	Output	Engine idling		0 - 5 V
104	Ground	Hood switch	Input	Close the hood		Battery voltage
(LG)	Giodila	1100d SWITCH	iliput	Open the hood		0 V
				Parking lamp	Turned OFF	Battery voltage
105 ^{*1} (SB)	Ground	Daytime running light relay control	Output	Side maker lamp License plate lamp Tail lamp	Turned ON	0 V

^{*1:} With daytime running light system

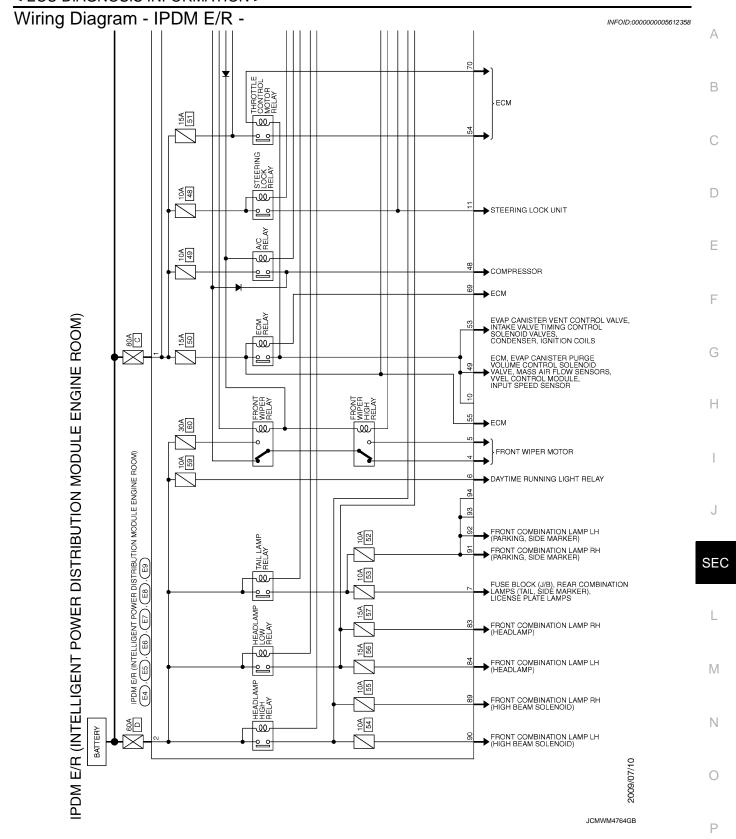
^{*2:} Without daytime running light system

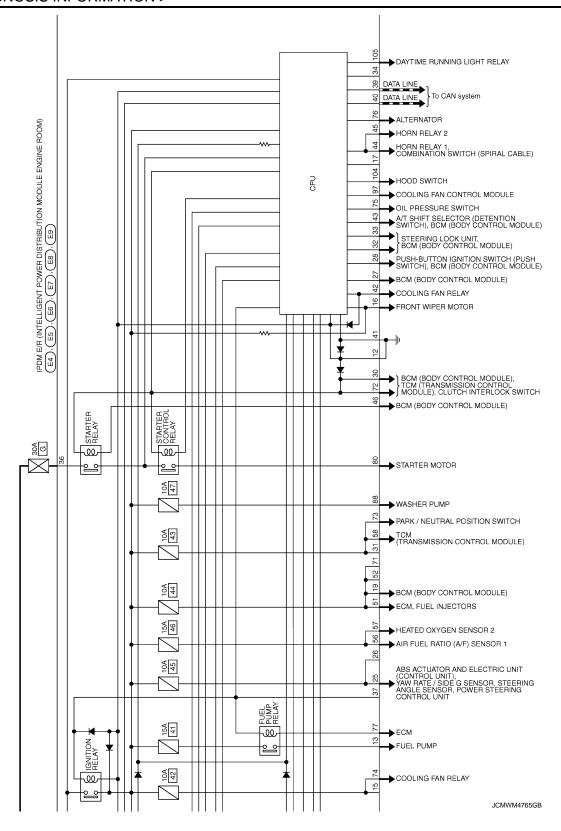
^{*3:} A/T models only

^{*4:} M/T models only

^{*5:} Coupe models

^{*6:} Roadster models



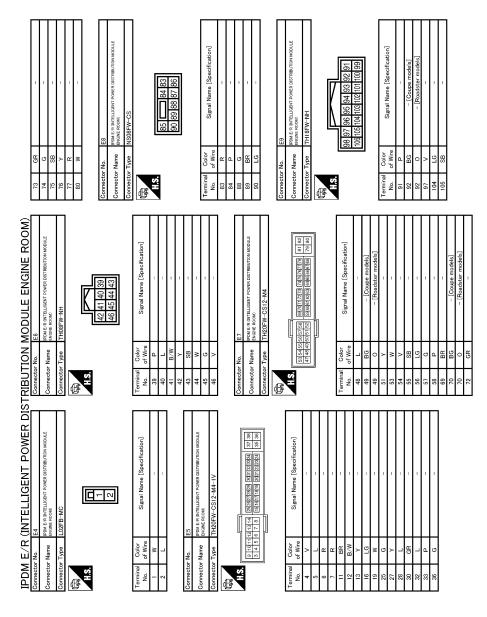


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JCMWM4767GB

Fail-safe

INFOID:0000000005612359

CAN COMMUNICATION CONTROL

When CAN communication with ECM and BCM is impossible, IPDM E/R performs fail-safe control. After CAN communication recovers normally, it also returns to normal control.

If No CAN Communication Is Available With ECM

< ECU DIAGNOSIS INFORMATION >

Control part	Fail-safe operation
Cooling fan	 Outputs the pulse duty signal (PWM signal) 100% when the ignition switch is turned ON Outputs the pulse duty signal (PWM signal) 0% when the ignition switch is turned OFF
A/C compressor	A/C relay OFF
Alternator	Outputs the power generation command signal (PWM signal) 0%

If No CAN Communication Is Available With BCM

Control part	Fail-safe operation
Headlamp	 Turns ON the headlamp low relay when the ignition switch is turned ON Turns OFF the headlamp low relay when the ignition switch is turned OFF Headlamp high relay OFF
Parking lampsSide maker lampLicense plate lampsIlluminationsTail lamps	 Turns ON the tail lamp relay and the daytime running light relay* when the ignition switch is turned ON Turns OFF the tail lamp relay and the daytime running light relay* when the ignition switch is turned OFF
Front wiper	 The status just before activation of fail-safe control is maintained until the ignition switch is turned OFF while the front wiper is operating at LO or HI speed. The wiper is operated at LO speed until the ignition switch is turned OFF if the fail-safe control is activated while the front wiper is set in the AUTO mode and the front wiper motor is operating.
Horn	Horn relay OFF
Ignition relay	The status just before activation of fail-safe is maintained.
Starter motor	Starter control relay OFF
Steering lock unit	Steering lock relay OFF

^{*:} With daytime running light system

IGNITION RELAY MALFUNCTION DETECTION FUNCTION

- IPDM E/R monitors the voltage at the contact circuit and excitation coil circuit of the ignition relay inside it.
- IPDM E/R judges the ignition relay error if the voltage differs between the contact circuit and the excitation coil circuit.
- If the ignition relay cannot turn OFF due to contact seizure, it activates the tail lamp relay and the daytime running light relay* for 10 minutes to alert the user to the ignition relay malfunction when the ignition switch is turned OFF.

Voltage	judgment			
Ignition relay contact side Ignition relay excitation coil side		IPDM E/R judgment	Operation	
ON	ON	Ignition relay ON normal	_	
OFF	OFF	Ignition relay OFF normal	_	
ON	OFF	Ignition relay ON stuck	 Detects DTC "B2098: IGN RELAY ON" Turns ON the tail lamp relay and the daytime running light relay* for 10 minutes 	
OFF	ON	Ignition relay OFF stuck	Detects DTC "B2099: IGN RELAY OFF"	

^{*:} With daytime running light system

FRONT WIPER CONTROL

IPDM E/R detects front wiper stop position by a front wiper stop position signal.

When a front wiper stop position signal is in the conditions listed below, IPDM E/R stops power supply to wiper after repeating a front wiper 10 seconds activation and 20 seconds stop five times.

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< ECU DIAGNOSIS INFORMATION >

Ignition switch	Front wiper switch	Front wiper stop position signal
ON	OFF	The front wiper stop position signal (stop position) cannot be input for 10 seconds.
	ON	The front wiper stop position signal does not change for 10 seconds.

NOTE:

This operation status can be confirmed on the IPDM E/R "Data Monitor" that displays "BLOCK" for the item "WIP PROT" while the wiper is stopped.

STARTER MOTOR PROTECTION FUNCTION

IPDM E/R turns OFF the starter control relay to protect the starter motor when the starter control relay remains active for 90 seconds.

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 FFD (Freeze Frame data).
- The number is 0 when is detected now.
- The number increases like 1 \rightarrow 2 \cdots 38 \rightarrow 39 after returning to the normal condition whenever IGN OFF \rightarrow ON.
- The number is fixed to 39 until the self-diagnosis results are erased if it is over 39.

x: Applicable

		×: Applicable	
CONSULT display	Fail-safe	Refer to	
No DTC is detected. further testing may be required.	_	_	
U1000: CAN COMM CIRCUIT	×	PCS-16	
B2098: IGN RELAY ON	×	PCS-17	
B2099: IGN RELAY OFF	_	PCS-18	
B2108: STRG LCK RELAY ON	_	SEC-101	
B2109: STRG LCK RELAY OFF	_	<u>SEC-103</u>	
B210A: STRG LCK STATE SW	_	<u>SEC-104</u>	
B210B: START CONT RLY ON	_	SEC-108	
B210C: START CONT RLY OFF	_	SEC-109	
B210D: STARTER RELAY ON	_	<u>SEC-110</u>	
B210E: STARTER RELAY OFF	_	<u>SEC-111</u>	
B210F: INTRLCK/PNP SW ON	_	SEC-113	
B2110: INTRLCK/PNP SW OFF	_	<u>SEC-115</u>	

ENGINE DOES NOT START WHEN INTELLIGENT KEY IS INSIDE OF VEHICLE

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

ENGINE DOES NOT START WHEN INTELLIGENT KEY IS INSIDE OF VE-HICLE

Description INFOID:0000000005241009

Engine does not start when push-button ignition switch is pressed while carrying Intelligent Key.

- Check that vehicle is under the condition shown in "Conditions of vehicle" before starting diagnosis, and check each symptom.
- The engine start function, door lock function, power distribution system, and NATS-IVIS/NVIS in the Intelligent Key system are closely related to each other regarding control. The vehicle security function can operate only when the door lock and power distribution system are operating normally.

Conditions of Vehicle (Operating Conditions)

- "ENGINE START BY I-KEY" in "WORK SUPPORT" is ON when setting on CONSULT-III.
- Intelligent Key is not inserted in key slot.
- One or more of Intelligent Keys with registered Intelligent Key ID is in the vehicle.

Diagnosis Procedure

PERFORM WORK SUPPORT

Perform "INSIDE ANT DIAGNOSIS" on Work Support in "INTELLIGENT KEY".

Refer to SEC-26, "INTELLIGENT KEY: CONSULT-III Function (BCM - INTELLIGENT KEY)".

>> GO TO 2.

2.PERFORM SELF-DIAGNOSTIC RESULT

Perform Self-Diagnostic Result in "BCM", and check whether or not DTC of inside key antenna is detected.

Is DTC detected?

YES >> Refer to <u>DLK-84, "DTC Logic"</u> (console) or <u>DLK-86, "DTC Logic"</u> (luggage room).

NO >> GO TO 3.

3.check push-button ignition switch

Check push-button ignition switch.

Refer to PCS-65, "Component Function Check".

Is the operation normal?

YES >> GO TO 4.

NO >> Repair or replace malfunctioning parts.

4.CONFIRM THE OPERATION

Confirm the operation again.

Is the inspection normal?

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

NO >> GO TO 1.

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STEERING DOES NOT LOCK

< SYMPTOM DIAGNOSIS >

STEERING DOES NOT LOCK

Description INFOID:0000000005241011

Steering does not lock when door is open while ignition switch is OFF.

NOTE:

Before performing the diagnosis, check "Work Flow". Refer to SEC-6, "Work Flow".

Diagnosis Procedure

INFOID:0000000005241012

1. CHECK DOOR SWITCH

Check door switch.

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

Is the inspection normal?

YES >> GO TO 2.

NO >> Repair or replace malfunctioning parts.

2. CONFIRM THE OPERATION

Confirm the operation again.

Is the inspection normal?

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

NO >> GO TO 1.

SECURITY INDICATOR LAMP DOES NOT TURN ON OR BLINK

< SYMPTOM DIAGNOSIS >

SECURITY INDICATOR LAMP DOES NOT TURN ON OR BLINK

Description INFOID:0000000005241013

Security indicator lamp does not blink when ignition switch is in a position other than ON NOTE:

- Before performing the diagnosis, check "Work Flow". Refer to <u>SEC-6, "Work Flow".</u>
- · Check that vehicle is under the condition shown in "Conditions of vehicle" before starting diagnosis, and check each symptom.

Conditions of Vehicle (Operating Conditions)

- · Intelligent Key is not inserted in key slot.
- Ignition switch is not in the ON position.

Diagnosis Procedure

1. CHECK SECURITY INDICATOR LAMP

Check security indicator lamp. Refer to SEC-126, "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.

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VEHICLE SECURITY SYSTEM CANNOT BE SET

< SYMPTOM DIAGNOSIS >

VEHICLE SECURITY SYSTEM CANNOT BE SET

INTELLIGENT KEY

INTELLIGENT KEY: Description

INFOID:0000000005241015

Armed phase is not activated when door is locked using Intelligent Key.

NOTE:

Check that vehicle is under the condition shown in "Conditions of vehicle" before starting diagnosis, and check each symptom.

CONDITION OF VEHICLE (OPERATING CONDITION)

Confirm the setting of "SECURITY ALARM SET" in "WORK SUPPORT" in "THEFT ALM" using CONSULT-III.

INTELLIGENT KEY: Diagnosis Procedure

INFOID:0000000005241016

1. CHECK INTELLIGENT KEY SYSTEM (REMOTE KEYLESS ENTRY FUNCTION)

Lock/unlock door with Intelligent Key.

Refer to DLK-29, "REMOTE KEYLESS ENTRY FUNCTION: System Description".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Check Intelligent Key system (remote keyless entry function). Refer to <u>DLK-132, "Diagnosis Procedure".</u>

2. CHECK HOOD SWITCH

Check hood switch.

Refer to SEC-122, "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.

DOOR REQUEST SWITCH

DOOR REQUEST SWITCH: Description

INFOID:0000000005241017

Armed phase is not activated when door is locked using door request switch.

NOTE:

Check that vehicle is under the condition shown in "Conditions of vehicle" before starting diagnosis, and check each symptom.

CONDITION OF VEHICLE (OPERATING CONDITION)

Confirm the setting of "SECURITY ALARM SET" in "WORK SUPPORT" in "THEFT ALM" using CONSULT-III.

DOOR REQUEST SWITCH: Diagnosis Procedure

INFOID:0000000005241018

1. CHECK INTELLIGENT KEY SYSTEM (DOOR LOCK FUNCTION)

Lock/unlock door with door request switch.

Refer to DLK-25, "DOOR LOCK FUNCTION: System Description".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Check Intelligent Key system (door lock function). Refer to <u>DLK-130, "ALL DOOR : Diagnosis Procedure".</u>

2.CHECK HOOD SWITCH

VEHICLE SECURITY SYSTEM CANNOT BE SET	
< SYMPTOM DIAGNOSIS >	
Check hood switch.	
Refer to SEC-122, "Component Function Check".	А
Is the inspection result normal?	
YES >> GO TO 3. NO >> Repair or replace the malfunctioning parts.	В
3.CONFIRM THE OPERATION	
Confirm the operation again.	
Is the result normal?	С
YES >> Check intermittent incident. Refer to GI-39, "Intermittent Incident".	
NO >> GO TO 1.	D
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VEHICLE SECURITY ALARM DOES NOT ACTIVATE

< SYMPTOM DIAGNOSIS >

VEHICLE SECURITY ALARM DOES NOT ACTIVATE

Description INFOID:0000000005241019

Alarm does not operate when alarm operating condition is satisfied.

NOTE:

Check that vehicle is under the condition shown in "Conditions of vehicle" before starting diagnosis, and check each symptom.

CONDITIONS OF VEHICLE (OPERATING CONDITIONS)

"SECURITY ALARM SET" in "WORK SUPPORT" of "THEFT ALM" is ON when setting on CONSULT-III.

Diagnosis Procedure

INFOID:0000000005241020

1. CHECK DOOR SWITCH

Check door switch.

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the malfunctioning door switch

2. CHECK HOOD SWITCH

Check hood switch.

Refer to SEC-122, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace the malfunctioning parts.

3. CHECK HEADLAMP

Check headlamp.

Refer to EXL-81, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace the malfunctioning parts.

4.CHECK HORN

Check horn.

Refer to HRN-2, "Wiring Diagram - HORN -".

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace the malfunctioning parts.

5. 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.

INTELLIGENT KEY INSERT INFORMATION DOES NOT OPERATE

< SYMPTOM DIAGNOSIS >

Description INFOID:0000000005241021
Intelligent Key insert information does not operate when push-button ignition switch is operated while Intelligent Key is not inside vehicle.
NOTE: Warning functions operating condition is extremely complicated. During operation confirmation reconfirm the list above twice in order to ensure proper operation. Refer to DLK-32 , "WARNING FUNCTION: System Description".
Diagnosis Procedure
1.CHECK POWER POSITION
Check if ignition switch position is changing or not. Does ignition switch position change? YES >> GO TO 3.
NO >> GO TO 2. 2.CHECK PUSH-BUTTON IGNITION SWITCH
Check push-button ignition switch. Refer to PCS-65, "Component Function Check".
Is the inspection result normal? YES >> Check BCM for DTC. Refer to SEC-197, "DTC Index". NO >> Repair or replace the malfunctioning parts.
3.CHECK DOOR SWITCH Check door switch.
Refer to DLK-88, "Component Function Check". Is the inspection result normal? YES >> GO TO 4. NO >> Repair or replace the malfunctioning parts. 4. CHECK KEY SLOT
Check key slot. Refer to SEC-119, "Component Function Check".
Is the inspection result normal? YES >> GO TO 5. NO >> Repair or replace the malfunctioning parts.
5. CHECK COMBINATION METER DISPLAY
Check combination meter display. Refer to <u>DLK-121</u> , "Component Function Check" (Coupe) or <u>DLK-323</u> , "Component Function Check" (Roadster).
Is the inspection result normal? YES >> GO TO 6. NO >> Repair or replace the malfunctioning parts.
6.CHECK KEY SLOT INDICATOR
Check key slot indicator. Refer to SEC-120, "Component Function Check".
YES >> GO TO 7. NO >> Repair or replace the malfunctioning parts.
Confirm the operation again.

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INTELLIGENT KEY INSERT INFORMATION DOES NOT OPERATE

< SYMPTOM DIAGNOSIS >

Is the result normal?

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

NO >> GO TO 1.

PANIC ALARM FUNCTION DOES NOT OPERATE

< SYMPTOM DIAGNOSIS >	
PANIC ALARM FUNCTION DOES NOT OPERATE	
Description	568858
NOTE: Before performing the diagnosis in the following procedure, check the operation condition. Refer to DLK-"ENTRY FUNCTION : System Description" (Coupe) or DLK-221 , "REMOTE KEYLE ENTRY FUNCTION: System Description" (Roadster).	29. SS
Diagnosis Procedure	568859
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".	E
2.CHECK VEHICLE SECURITY ALARM OPERATION	
Check vehicle security alarm operation. Does alarm (headlamp and horn) active? YES >> GO TO 3. NO >> Refer to SEC-218, "Diagnosis Procedure". 3.CHECK "PANIC ALARM SET" SETTING IN "WORK SUPPORT"	(
Check "PANIC ALARM SET" setting in "WORK SUPPORT". Refer to SEC-26, "INTELLIGENT KEY: CONSULT-III Function (BCM - INTELLIGENT KEY)".	
Is the inspection result normal? YES >> GO TO 4. NO >> Set "PANIC ALARM 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.	S
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PRECAUTIONS

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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 Necessary for Steering Wheel Rotation after Battery Disconnect

NOTE:

- Before removing and installing any control units, first turn the push-button ignition switch to the LOCK position, then disconnect both battery cables.
- After finishing work, confirm that all control unit connectors are connected properly, then re-connect both battery cables.
- Always use CONSULT-III to perform self-diagnosis as a part of each function inspection after finishing work.
 If a DTC is detected, perform trouble diagnosis according to self-diagnosis results.

For vehicle with steering lock unit, if the battery is disconnected or discharged, the steering wheel will lock and cannot be turned

If turning the steering wheel is required with the battery disconnected or discharged, follow the operation procedure below before starting the repair operation.

OPERATION PROCEDURE

Connect both battery cables.

NOTE:

Supply power using jumper cables if battery is discharged.

- Turn the push-button ignition switch to ACC position. (At this time, the steering lock will be released.)
- Disconnect both battery cables. The steering lock will remain released with both battery cables disconnected and the steering wheel can be turned.
- 4. Perform the necessary repair operation.

PRECAUTIONS

< PRECAUTION >

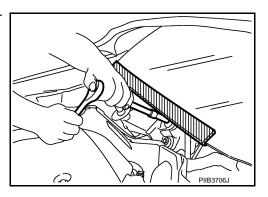
- 5. When the repair work is completed, re-connect both battery cables. With the brake pedal released, turn the push-button ignition switch from ACC position to ON position, then to LOCK position. (The steering wheel will lock when the push-button ignition switch is turned to LOCK position.)
- 6. Perform self-diagnosis check of all control units using CONSULT-III.

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 USA AND CANADA: Precaution for Procedure without Cowl Top Cover

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



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: Precaution Necessary for Steering Wheel Rotation after Battery Disconnect

NOTE:

Before removing and installing any control units, first turn the push-button ignition switch to the LOCK position, then disconnect both battery cables.

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PRECAUTIONS

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- After finishing work, confirm that all control unit connectors are connected properly, then re-connect both battery cables.
- Always use CONSULT-III to perform self-diagnosis as a part of each function inspection after finishing work. If a DTC is detected, perform trouble diagnosis according to self-diagnosis results.

For vehicle with steering lock unit, if the battery is disconnected or discharged, the steering wheel will lock and cannot be turned.

If turning the steering wheel is required with the battery disconnected or discharged, follow the operation procedure below before starting the repair operation.

OPERATION PROCEDURE

Connect both battery cables.

NOTE:

Supply power using jumper cables if battery is discharged.

- 2. Turn the push-button ignition switch to ACC position. (At this time, the steering lock will be released.)
- 3. Disconnect both battery cables. The steering lock will remain released with both battery cables disconnected and the steering wheel can be turned.
- 4. Perform the necessary repair operation.
- 5. When the repair work is completed, re-connect both battery cables. With the brake pedal released, turn the push-button ignition switch from ACC position to ON position, then to LOCK position. (The steering wheel will lock when the push-button ignition switch is turned to LOCK position.)
- 6. Perform self-diagnosis check of all control units using CONSULT-III.

FOR MEXICO: Precaution for Battery Service

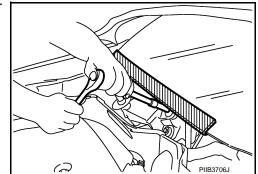
Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference.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

FOR MEXICO: Precaution for Procedure without Cowl Top Cover

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



REMOVAL AND INSTALLATION

KEY SLOT

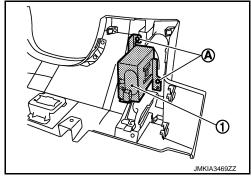
Exploded View

Refer to IP-12, "Exploded View".

Removal and Installation

REMOVAL

- 1. Remove the instrument driver lower panel. Refer to IP-13, "Removal and Installation".
- 2. Disconnect key slot connector.
- 3. Remove the key slot mounting screw (A), and then remove key slot (1) from instrument driver lower panel.



INSTALLATION

Install in the reverse order of removal.

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PUSH BUTTON IGNITION SWITCH

< REMOVAL AND INSTALLATION >

PUSH BUTTON IGNITION SWITCH

Exploded View

Refer to IP-12, "Exploded View".

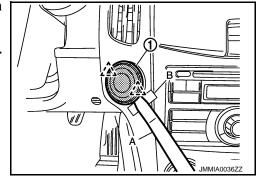
Removal and Installation

REMOVAL

Disconnect the push-button ignition switch (1) fixing pawl using a remover tool (A), and then remove push-button ignition switch. **CAUTION:**

Always apply a protective tape (B) on instrument panel for protection.





INSTALLATION

Install in the reverse order of removal.