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SECTION

STC

STEERING CONTROL SYSTEM

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DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow

INFOID:000000006355215

DETAILED FLOW

1.COLLECT THE INFORMATION FROM THE CUSTOMER

It is also important to clarify customer complaints before inspection. First of all, reproduce symptoms and understand them fully. Ask customer about his/her complaints carefully. In some cases, it is necessary to check symptoms by driving vehicle with customer.

CAUTION:

Customers are not professional. It is dangerous to make an easy guess like “maybe the customer means that...,” or “maybe the customer mentions this symptom”.

>> GO TO 2.

2.CHECK THE STATUS

1. Power steering fluid leakage and check the power steering fluid level. Refer to [ST-9, "Inspection"](#).
2. Check the drive belt tension. Refer to [EM-18, "Checking"](#).
3. Check the power steering gear for damages, cracks and fluid leakage. Refer to [ST-26, "Inspection"](#).
4. Check the relief oil pressure. Refer to [ST-32, "Inspection"](#).

>> GO TO 3.

3.DIAGNOSIS CHART BY SYMPTOM

Perform the diagnosis by symptom. Refer to [STC-20, "Diagnosis Procedure"](#).

>> GO TO 4.

4.FINAL CHECK

Check the input/output standard values for the power steering control unit.

Are the power steering control unit input/output values within standard ranges respectively?

- YES >> INSPECTION END
NO >> GO TO 2.

EPS SYSTEM

< SYSTEM DESCRIPTION >

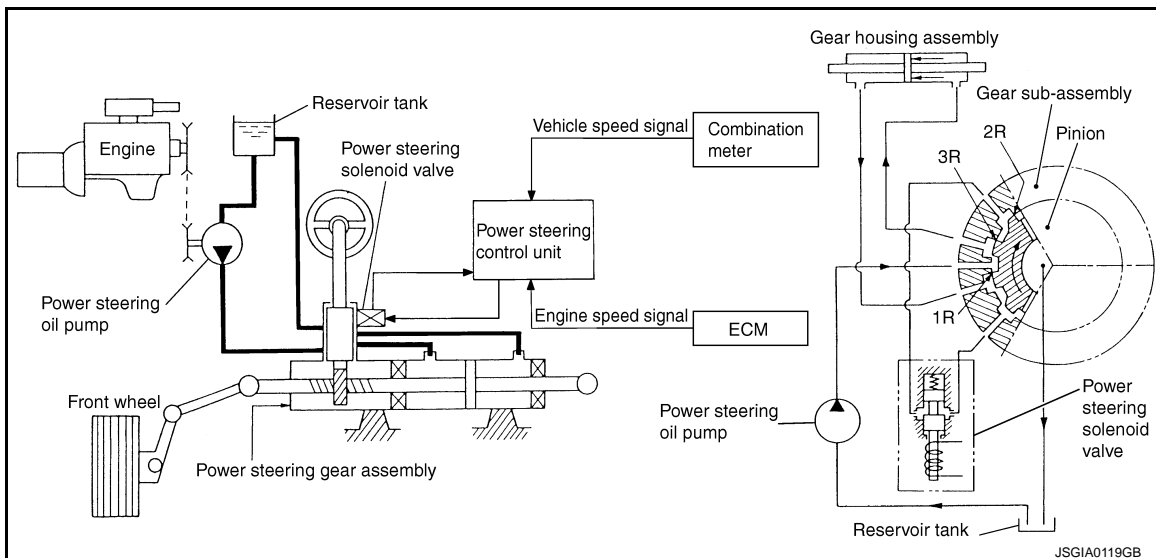
SYSTEM DESCRIPTION

EPS SYSTEM

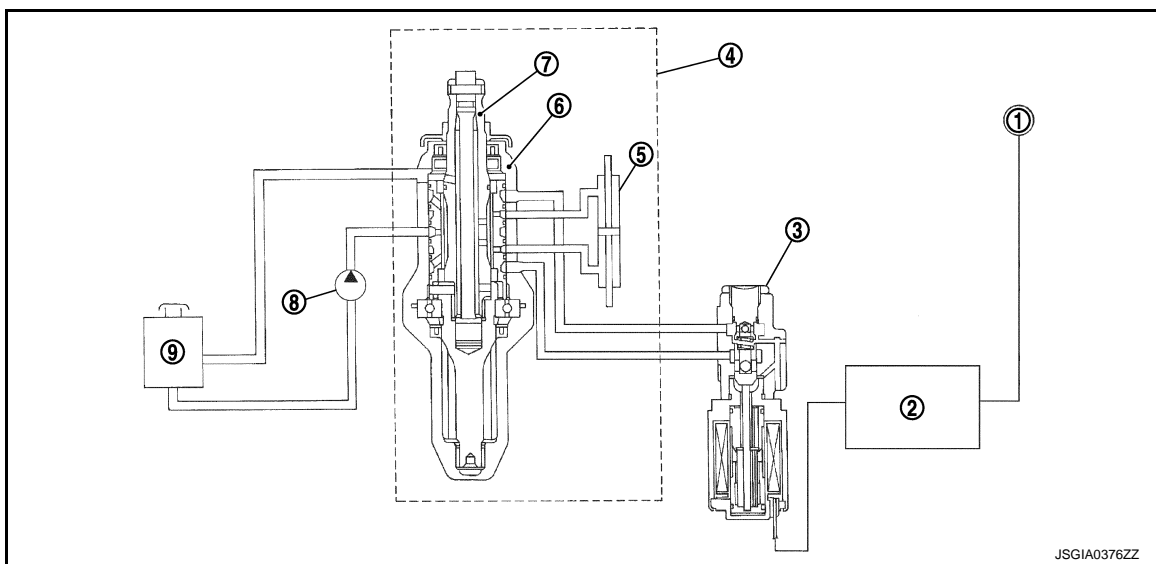
System Diagram

INFOID:000000006355216

CONTROL DIAGRAM



CROSS-SECTIONAL VIEW



- | | | |
|---------------------------|--------------------------------|----------------------------------|
| 1. Combination meter | 2. Power steering control unit | 3. Power steering solenoid valve |
| 4. Steering gear assembly | 5. Gear housing assembly | 6. Gear sub-assembly |
| 7. Pinion | 8. Power steering oil pump | 9. Reservoir tank |

System Description

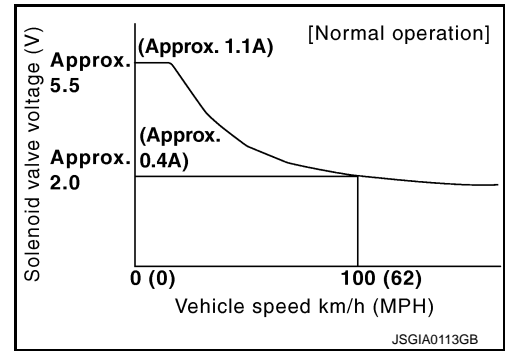
INFOID:000000006355217

- The EPS system controls the power steering solenoid valve through the power steering control unit.

EPS SYSTEM

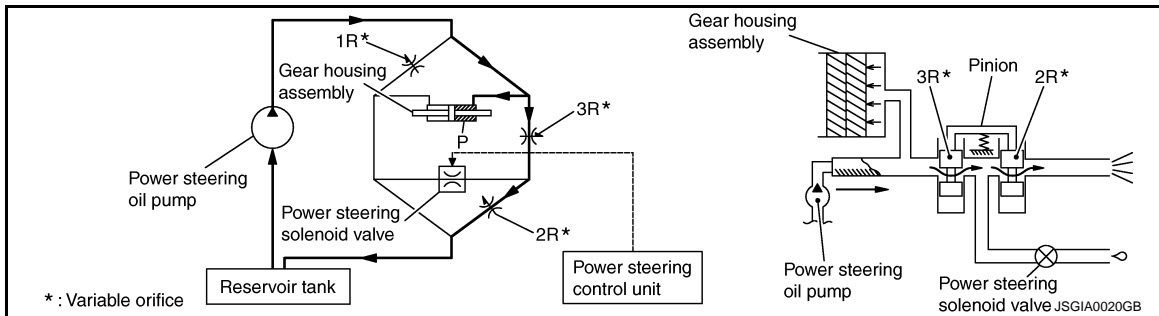
< SYSTEM DESCRIPTION >

- The valve driving voltage to control the power steering solenoid valve varies according to the vehicle speed.



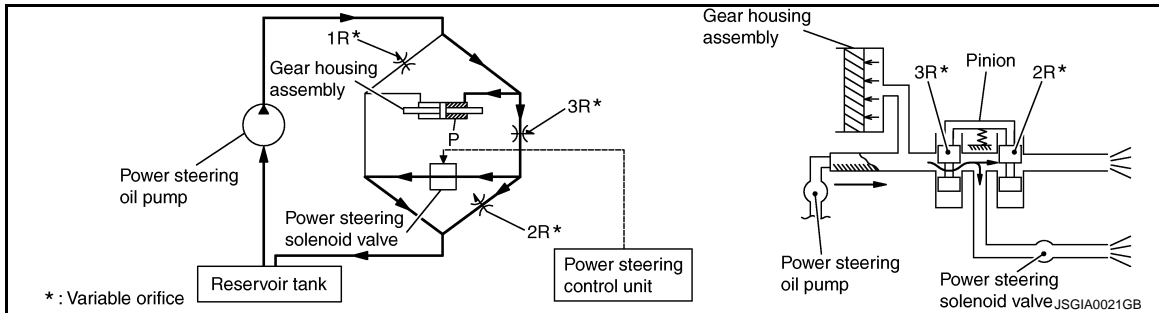
OPERATION PRINCIPLE

During Parking (When Turning The Steering Wheel To The Right.)



- Power steering solenoid valve is closed while a vehicle is stopped.
- Pinion "1R", "2R" and "3R" are closed depending on steering torque of steering wheel.
- Oil pressure "P" in the gear housing assembly is the sum of oil pressures occurred in "2R" and "3R". This results in a light steering force because of high pressure.

During High-speed Operation (When Turning The Steering Wheel To The Right.)



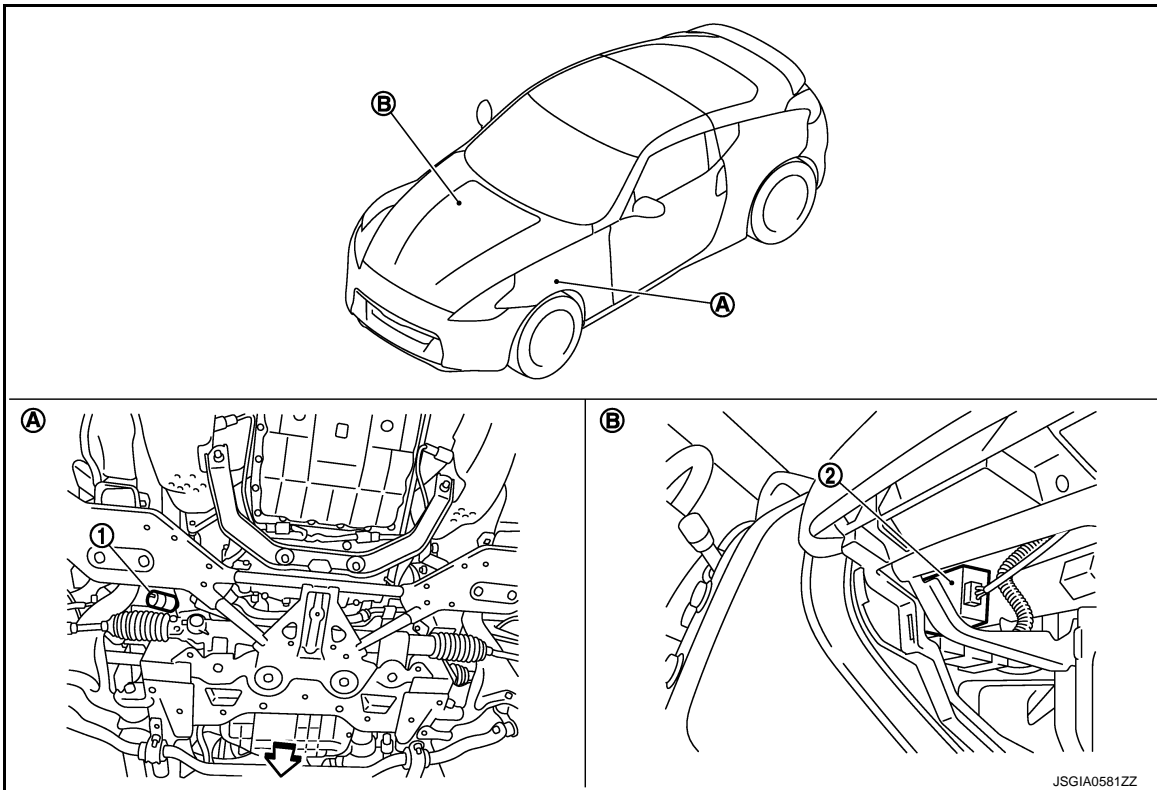
- Power steering solenoid valve is opened during high-speed operation.
- Pinion "1R", "2R" and "3R" are closed depending on steering torque of steering wheel.
- Oil pressure "2R" does not occur because the power steering solenoid valve is on full throttle.
- Oil pressure "P" in the gear housing assembly includes only oil pressure occurred in "3R" and results in a heavy steering force.

EPS SYSTEM

< SYSTEM DESCRIPTION >

Component Parts Location

INFOID:000000006355218



1. Power steering solenoid valve
2. Power steering control unit
- A. Steering gear assembly
- B. Glove box assembly removed

↩: Vehicle front

Component Description

INFOID:000000006355219

| Component parts | Reference/Function |
|-------------------------------|--|
| Power steering control unit | <ul style="list-style-type: none"> Signals from various sensors control the driving voltage to the power steering solenoid valve. The power steering control unit controls the driving voltage to the power steering solenoid valve for maintaining the power steering assist force when the fail-safe function is activated. (The engine speed signals control EPS system if any vehicle speed signal error is detected.) |
| Combination meter | STC-11, "Description" |
| ECM | STC-9, "Description" |
| Power steering solenoid valve | STC-7, "Description" |

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

DTC/CIRCUIT DIAGNOSIS

POWER SUPPLY AND GROUND CIRCUIT

Description

INFOID:000000006355220

Power supply to EPS system

Diagnosis Procedure

INFOID:000000006355221

1.CHECK POWER SUPPLY

1. Turn the ignition switch OFF.
2. Disconnect power steering control unit harness connector.
3. Check the voltage between power steering control unit harness connector and ground.

| Power steering control unit | | — | Voltage (Approx.) |
|-----------------------------|----------|--------|----------------------|
| Connector | Terminal | | |
| M108 | 3 | Ground | 0 V |

4. Turn the ignition switch ON.
CAUTION:
Never start the engine.
5. Check the voltage between power steering control unit harness connector and ground.

| Power steering control unit | | — | Voltage |
|-----------------------------|----------|--------|-----------------|
| Connector | Terminal | | |
| M108 | 3 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 2.

NO >> Check the following. If any items are damaged, repair or replace damaged parts.

- 10A fuse (#45) open
- Harness for short or open between ignition switch and power steering control unit harness connector No. 3 terminal.
- Ignition switch. Refer to [PCS-122. "Exploded View"](#).

2.CHECK GROUND CIRCUIT

1. Turn the ignition switch OFF.
2. Check the continuity between power steering control unit harness connector and ground.

| Power steering control unit | | — | Continuity |
|-----------------------------|----------|--------|------------|
| Connector | Terminal | | |
| M108 | 6 | Ground | Existed |

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace error-detected parts.

3.CHECK TERMINALS AND HARNESS CONNECTORS

Check the power steering control unit pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair or replace error-detected parts.

POWER STEERING SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

POWER STEERING SOLENOID VALVE

Description

INFOID:000000006355222

Power steering solenoid valve controls the power steering oil pressure in the gear housing assembly.

Component Function Check

INFOID:000000006355223

1.CHECK POWER STEERING SOLENOID VALVE OPERATION

Check changes in steering force from a halt condition to high-speed driving.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Check the power steering solenoid valve. Refer to [STC-7, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000006355224

1.CHECK POWER STEERING SOLENOID VALVE SIGNAL

1. Turn the ignition switch OFF.
2. Check the voltage between power steering control unit harness connector and ground.

| Power steering control unit | | — | Condition | Voltage (Approx.) |
|-----------------------------|----------|--------|--|-------------------|
| Connector | Terminal | | | |
| M108 | 1 | Ground | Vehicle speed: 0 km/h (0 MPH) (Engine is running) | 4.4 – 6.6 V |
| | | | Vehicle speed: 100 km/h (62 MPH) | 2.4 – 3.6 V |

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 2.

2.CHECK HARNESS BETWEEN POWER STEERING SOLENOID VALVE AND POWER STEERING CONTROL UNIT

1. Turn the ignition switch OFF.
2. Disconnect power steering solenoid valve harness connector.
3. Disconnect power steering control unit harness connector.
4. Check the continuity between power steering solenoid valve harness connector and the power steering control unit harness connector.

| Power steering solenoid valve | | Power steering control unit | | Continuity |
|-------------------------------|----------|-----------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| F45 | 1 | M108 | 1 | Existed |
| | 2 | | 5 | Existed |

5. Check the continuity between power steering control unit harness connector and ground.

| Power steering control unit | | — | Continuity |
|-----------------------------|----------|--------|-------------|
| Connector | Terminal | | |
| M108 | 1 | Ground | Not existed |
| | 5 | | |

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace error-detected parts.

3.CHECK POWER STEERING SOLENOID VALVE

Check the power steering solenoid valve. Refer to [STC-8, "Component Inspection"](#).

POWER STEERING SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace gear-sub assembly. Refer to [ST-20, "Exploded View"](#).

4.CHECK TERMINALS AND HARNESS CONNECTORS

- Check the power steering control unit pin terminals for damage or loose connection with harness connector.
- Check the power steering solenoid valve pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace power steering control unit. Refer to [STC-24, "Removal and Installation"](#).

NO >> Repair or replace error-detected parts.

Component Inspection

INFOID:000000006355225

1.CHECK POWER STEERING SOLENOID VALVE

1. Turn the ignition switch OFF.
2. Disconnect power steering solenoid valve harness connector.
3. Check resistance between power steering solenoid valve connector terminals.

| Power steering solenoid valve | | Resistance (Approx.) |
|-------------------------------|---|----------------------|
| Terminal | | |
| 1 | 2 | 4 – 6 Ω |

4. Check power steering solenoid valve by listening for its operation sound while applying battery voltage to power steering solenoid valve connector F45 terminals 1 (positive) and 2 (negative).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace gear-sub assembly. Refer to [ST-20, "Exploded View"](#).

ENGINE SPEED SIGNAL CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

ENGINE SPEED SIGNAL CIRCUIT

Description

INFOID:000000006355226

ECM sends engine speed signal to power steering control unit.

Diagnosis Procedure

INFOID:000000006355227

1.PERFORM ECM SELF-DIAGNOSIS

With CONSULT-III

1. Turn the ignition switch ON.

CAUTION:

Never start the engine

2. Perform "ENGINE" self-diagnosis. Refer to [EC-154, "CONSULT-III Function"](#).

Is any DTC detected?

- YES >> Check the DTC.
NO >> GO TO 2.

2.CHECK HARNESS BETWEEN ECM AND POWER STEERING CONTROL UNIT

1. Turn the ignition switch OFF.
2. Disconnect ECM harness connectors.
3. Disconnect power steering control unit harness connector.
4. Check the continuity between ECM harness connector and power steering control unit harness connector.

| ECM | | Power steering control unit | | Continuity |
|-----------|----------|-----------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| M107 | 110 | M108 | 10 | Existed |

5. Check the continuity between power steering control unit harness connector and ground.

| Power steering control unit | | — | Continuity |
|-----------------------------|----------|--------|-------------|
| Connector | Terminal | | |
| M108 | 10 | Ground | Not existed |

Is the inspection result normal?

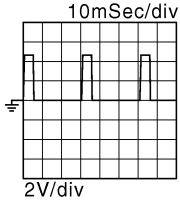
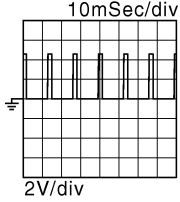
- YES >> GO TO 3.
NO >> Repair or replace error-detected parts.

3.CHECK ENGINE SPEED SIGNAL (1)

1. Connect ECM harness connectors.
2. Turn the ignition switch ON.
3. Check the signal between ECM harness connector and ground with oscilloscope.

ENGINE SPEED SIGNAL CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

| ECM | | — | Condition | Voltage (Approx.) |
|-----------|----------|--------|--|---|
| Connector | Terminal | | | |
| M107 | 110 | Ground | Engine is running <ul style="list-style-type: none"> • Warm-up condition • Idle speed |  |
| | | | Engine is running <ul style="list-style-type: none"> • Warm-up condition • Engine speed: Approx. 2,000 rpm |  |

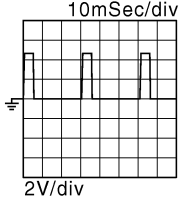
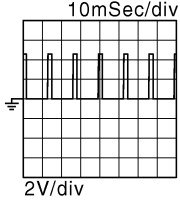
Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace ECM. Refer to [EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT \(ECM\) : Description"](#).

4.CHECK ENGINE SPEED SIGNAL (2)

1. Turn the ignition switch OFF.
2. Connect power steering control unit harness connector.
3. Check the signal between power steering control unit harness connector and ground with oscilloscope.

| Power steering control unit | | — | Condition | Voltage (Approx.) |
|-----------------------------|----------|--------|--|---|
| Connector | Terminal | | | |
| M108 | 10 | Ground | Engine is running <ul style="list-style-type: none"> • Warm-up condition • Idle speed |  |
| | | | Engine is running <ul style="list-style-type: none"> • Warm-up condition • Engine speed: Approx. 2,000 rpm |  |

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace power steering control unit. Refer to [STC-24, "Removal and Installation"](#).

5.CHECK TERMINALS AND HARNESS CONNECTORS

- Check the power steering control unit pin terminals for damage or loose connection with harness connector.
- Check the ECM pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair or replace error-detected parts.

VEHICLE SPEED SIGNAL CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

VEHICLE SPEED SIGNAL CIRCUIT

Description

INFOID:000000006355228

Combination meter sends vehicle speed signal to power steering control unit.

Diagnosis Procedure

INFOID:000000006355229

1.PERFORM COMBINATION METER SELF-DIAGNOSIS

With CONSULT-III

1. Turn the ignition switch ON.

CAUTION:

Never start the engine

2. Perform "METER/M&A" self-diagnosis. Refer to [MWI-34, "CONSULT-III Function \(METER/M&A\)"](#).

Is any DTC detected?

- YES >> Check the DTC.
NO >> GO TO 2.

2.CHECK HARNESS BETWEEN COMBINATION METER AND POWER STEERING CONTROL UNIT

1. Turn the ignition switch OFF.
2. Disconnect combination meter harness connector.
3. Disconnect power steering control unit harness connector.
4. Check the continuity between combination meter harness connector and power steering control unit harness connector.

| Combination meter | | Power steering control unit | | Continuity |
|-------------------|----------|-----------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| M53 | 3 | M108 | 8 | Existed |

5. Check the continuity between power steering control unit harness connector and ground.

| Power steering control unit | | — | Continuity |
|-----------------------------|----------|--------|-------------|
| Connector | Terminal | | |
| M108 | 8 | Ground | Not existed |

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Repair or replace error-detected parts.

3.CHECK VEHICLE SPEED SIGNAL (1)

1. Connect combination meter harness connector.
2. Check the combination meter input/output standard values. Refer to [MWI-57, "Reference Value"](#).

Is the inspection result normal?

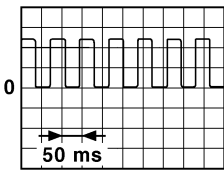
- YES >> GO TO 4.
NO >> Replace combination meter Refer to [MWI-103, "Exploded View"](#).

4.CHECK VEHICLE SPEED SIGNAL (2)

1. Turn the ignition switch OFF.
2. Connect power steering control unit harness connector.
3. Check the signal between power steering control unit harness connector and ground with oscilloscope.

VEHICLE SPEED SIGNAL CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

| Power steering control unit | | — | Condition | Voltage (Approx.) |
|-----------------------------|----------|--------|---|--|
| Connector | Terminal | | | |
| M108 | 8 | Ground | Vehicle speed: 40 km/h (25 MPH) CAUTION: Check air pressure of tire under standard condition. | NOTE: The maximum voltage varies depending on the specification (destination unit).  <small>JSNIA0015GB</small> |

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace power steering control unit. Refer to [STC-24, "Removal and Installation"](#).

5.CHECK TERMINALS AND HARNESS CONNECTORS

- Check the power steering control unit pin terminals for damage or loose connection with harness connector.
- Check the combination meter pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair or replace error-detected parts.

POWER STEERING CONTROL UNIT

< ECU DIAGNOSIS INFORMATION >

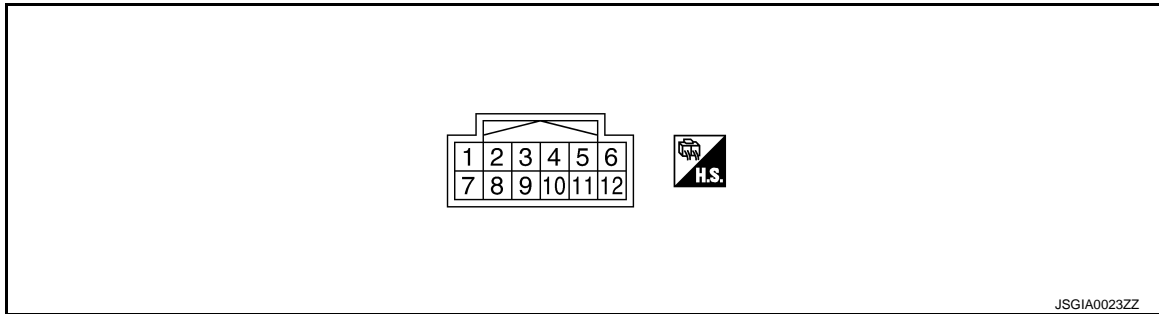
ECU DIAGNOSIS INFORMATION

POWER STEERING CONTROL UNIT

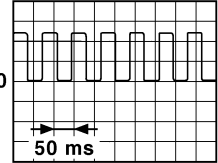
Reference Value

INFOID:000000006355230

TERMINAL LAYOUT



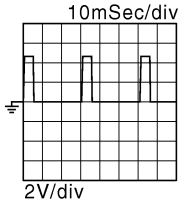
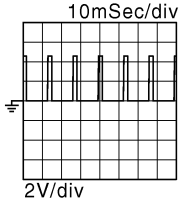
PHYSICAL VALUES

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|------------------------------|--------|--|------------------|---|--|
| + | - | Signal name | Input/ Output | | |
| 1 (LG) | Ground | Power steering solenoid valve control voltage | Output | Vehicle speed: 0 km/h (0 MPH) (Engine is running) | 4.4 – 6.6 V |
| | | | | Vehicle speed: 100 km/h (62 MPH) | 2.4 – 3.6 V |
| 3 (G) | Ground | Ignition switch power supply | Input | Ignition switch: ON | Battery voltage |
| | | | | Ignition switch: OFF | 0 V |
| 5 (B) | Ground | Power steering solenoid valve ground | — | Always | 0 V |
| 6 (B) | Ground | Ground | — | Always | 0 V |
| 8 (L) | Ground | Vehicle speed signal | Input | Vehicle speed: 40 km/h (25 MPH) CAUTION: Check air pressure of tire under standard condition. | NOTE: The maximum voltage varies de- pending on the specification (destination unit).  |

JSNIA0015GB

POWER STEERING CONTROL UNIT

< ECU DIAGNOSIS INFORMATION >

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|------------------------------|--------|---------------------|------------------|--|---|
| + | - | Signal name | Input/ Output | | |
| 10 (R) | Ground | Engine speed signal | Input | Engine is running <ul style="list-style-type: none"> • Warm-up condition • Idle speed |  |
| | | | | Engine is running <ul style="list-style-type: none"> • Warm-up condition • Engine speed: Approx. 2,000 rpm |  |

CAUTION:

When using circuit tester or oscilloscope to measure voltage for inspection, never forcibly extend any connector terminals.

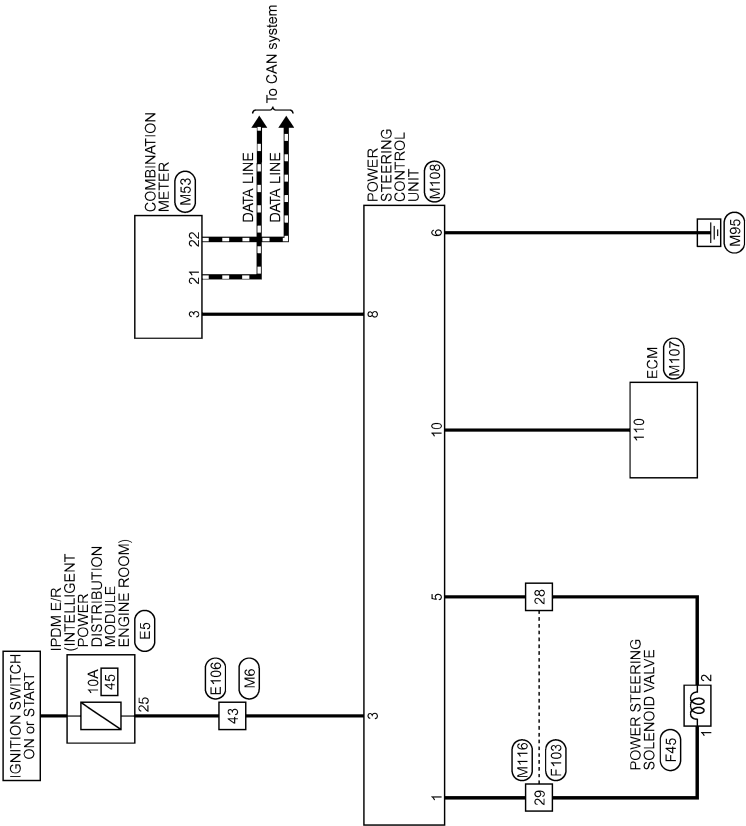
POWER STEERING CONTROL UNIT

< ECU DIAGNOSIS INFORMATION >

Wiring Diagram - ELECTRONICALLY CONTROLLED POWER STEERING SYSTEM -

INFOID:000000006355231

ELECTRONICALLY CONTROLLED POWER STEERING SYSTEM



2008/09/12

JCGWA0200GB

STC

POWER STEERING CONTROL UNIT

< ECU DIAGNOSIS INFORMATION >

ELECTRONICALLY CONTROLLED POWER STEERING SYSTEM

| | |
|----------------|--|
| Connector No. | E5 |
| Connector Name | ENGINE INTELIGENT POWER DISTRIBUTION MODULE ENGINE ROOM |
| Connector Type | TH20FW-GS12-1M-1V |



| | | | | | | | | | | | | | | | | | |
|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 9 | 10 | 11 | 12 | 13 | 14 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 37 | 38 |
| 3 | 4 | 5 | 6 | 7 | 8 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 35 | 36 |

POWER STEERING CONTROL UNIT

< ECU DIAGNOSIS INFORMATION >

ELECTRONICALLY CONTROLLED POWER STEERING SYSTEM

| | |
|----------------|-----------------|
| Connector No. | M6 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80MW-2S16-TM4 |

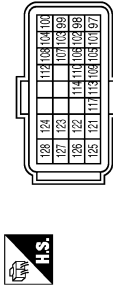


| | | |
|-----|----|---|
| 82 | V | - |
| 83 | V | - |
| 84 | L | - |
| 85 | BR | - |
| 86 | Y | - |
| 87 | G | - |
| 88 | P | - |
| 91 | W | - |
| 92 | P | - |
| 93 | P | - |
| 94 | Y | - |
| 96 | P | - |
| 97 | GR | - |
| 98 | O | - |
| 99 | W | - |
| 100 | R | - |

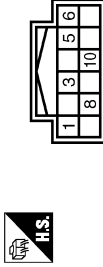
| | | |
|--------------|---------------|-----------------------------|
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|

| | | |
|----|--------|--------------|
| 1 | Y | - |
| 3 | L | - |
| 4 | L | - |
| 7 | B | - |
| 8 | P | - |
| 9 | B | - |
| 11 | GR | - |
| 12 | R | - |
| 13 | L | - |
| 14 | G | - |
| 15 | P | - |
| 16 | W | - |
| 17 | BR | - |
| 20 | GR | - |
| 21 | R | - |
| 31 | BR | - |
| 32 | V | - |
| 33 | P | - |
| 34 | L | - |
| 35 | BR | - |
| 36 | SB | - |
| 37 | Y | - |
| 38 | LG | - |
| 39 | SB | - |
| 40 | W | - |
| 41 | LG | - |
| 42 | R | - |
| 43 | G | - |
| 44 | G | - [With A/T] |
| 44 | R | - [With M/T] |
| 45 | O | - |
| 46 | G | - |
| 47 | BR | - |
| 58 | SHIELD | - |
| 59 | L | - |
| 70 | R | - |
| 80 | LG | - |
| 81 | GR | - |

| | |
|----------------|--------------------|
| Connector No. | M107 |
| Connector Name | ECM |
| Connector Type | FR42FCY-R28-R-LH-Z |



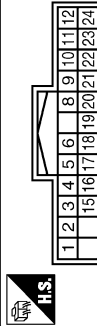
| | |
|----------------|-----------------------------|
| Connector No. | M108 |
| Connector Name | POWER STEERING CONTROL UNIT |
| Connector Type | TH12FW-NH |



| | | |
|--------------|---------------|-----------------------------|
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|

| | | |
|--------------|---------------|-----------------------------|
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|

| | |
|----------------|-------------------|
| Connector No. | M53 |
| Connector Name | COMBINATION METER |
| Connector Type | TH12FW-NH |



| | | |
|--------------|---------------|-----------------------------|
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|

JCGWA0287GB

POWER STEERING CONTROL UNIT

< ECU DIAGNOSIS INFORMATION >

ELECTRONICALLY CONTROLLED POWER STEERING SYSTEM

| | |
|----------------|--------------|
| Connector No. | M116 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TK36MW-1S10 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 2 | W | - |
| 3 | BG | - [Coupe models] |
| 3 | O | - [Roadster models] |
| 4 | W | - |
| 5 | B | - |
| 8 | L | - |
| 9 | Y | - |
| 10 | R | - |
| 19 | O | - |
| 20 | G | - |
| 28 | B | - |
| 29 | LG | - |
| 30 | LG | - |
| 31 | O | - |
| 39 | G | - |
| 42 | G | - |
| 43 | P | - |
| 44 | L | - |
| 45 | BR | - |
| 46 | V | - |

Fail-Safe

EPS system

JCGWA0288GB

INFOID:000000006355232

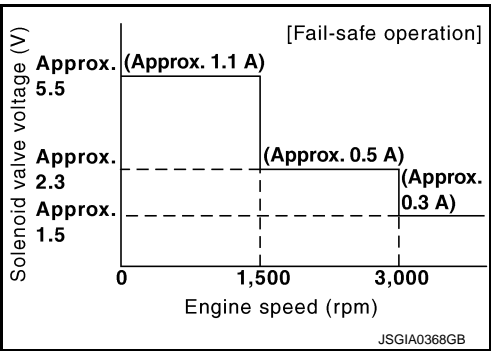
POWER STEERING CONTROL UNIT

< ECU DIAGNOSIS INFORMATION >

- EPS system enters the fail-safe mode (that allows the steering force to be controlled without impairing the drivability) if any of the input/output values to/from EPS system (power steering control unit) deviate from the standard range.

NOTE:

- The system enters the fail-safe mode if the engine speed remains at 1,500 rpm or more for over 10 seconds while the vehicle is stopped. This is normal.
- The fail-safe function is canceled when a vehicle speed signal of 2 km/h (1.2 MPH) or more is inputted or the ignition switch is turned OFF→ON. EPS system restores the normal operation at that time.



| Mode | Warn-ing lamp | DTC | Detection point (malfunction part) | Error area and root cause |
|-----------|---------------|-----|------------------------------------|--|
| Fail-safe | — | — | Vehicle speed signal input | <ul style="list-style-type: none">• Engine speed is 1,500 rpm or more and there is no vehicle speed signal input for over 10 seconds during vehicle travel.• Vehicle speed signal has abruptly dropped from 30 km/h (19 MPH) or more to 2 km/h (1.2 MPH) or less within 1.4 sec-onds. |

STC

UNBALANCE STEERING WHEEL TURNING FORCE (TORQUE VARIATION)

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

UNBALANCE STEERING WHEEL TURNING FORCE (TORQUE VARIATION)

Description

INFOID:000000006355233

- Hard steering when fully turning the steering wheel.
- Light steering when driving at a high speed.

Diagnosis Procedure

INFOID:000000006355234

1.CHECK SYSTEM FOR POWER SUPPLY AND GROUND

Perform trouble diagnosis for power supply and ground. Refer to [STC-6, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace error-detected parts.

2.CHECK SYSTEM FOR VEHICLE SPEED SIGNAL

Perform trouble diagnosis for vehicle speed signal. Refer to [STC-11, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace error-detected parts.

3.CHECK SYSTEM FOR ENGINE SPEED SIGNAL

Perform trouble diagnosis for engine speed signal. Refer to [STC-9, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace error-detected parts.

4.CHECK SYSTEM FOR POWER STEERING SOLENOID VALVE

Perform trouble diagnosis for power steering solenoid valve. Refer to [STC-7, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> Perform the symptom diagnosis for the steering system. Refer to [ST-3, "NVH Troubleshooting Chart"](#).

NO >> Repair or replace error-detected parts.

PRECAUTIONS

< PRECAUTION >

PRECAUTION

PRECAUTIONS

FOR USA AND CANADA

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

INFOID:000000006355235

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:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that 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 "SRS AIR BAG".
- Never 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:

Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never 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 : Precautions Necessary for Steering Wheel Rotation After Battery Disconnection

INFOID:000000006355236

CAUTION:

Comply with the following cautions to prevent any error and malfunction.

- Before removing and installing any control units, first turn the 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 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

1. Connect both battery cables.

NOTE:

Supply power using jumper cables if battery is discharged.

2. Turn the ignition switch to ACC position.
(At this time, the steering lock will be released.)

PRECAUTIONS

< PRECAUTION >

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 ignition switch from ACC position to ON position, then to LOCK position. (The steering wheel will lock when the ignition switch is turned to LOCK position.)
6. Perform self-diagnosis check of all control units using CONSULT.

FOR USA AND CANADA : Precaution for Battery Service

INFOID:000000006355237

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

FOR MEXICO

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

INFOID:000000006355238

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:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that 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 "SRS AIR BAG".
- Never 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:

Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never 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 : Precautions Necessary for Steering Wheel Rotation After Battery Disconnection

INFOID:000000006355239

CAUTION:

Comply with the following cautions to prevent any error and malfunction.

- Before removing and installing any control units, first turn the 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 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.

PRECAUTIONS

< PRECAUTION >

OPERATION PROCEDURE

1. Connect both battery cables.
NOTE:
Supply power using jumper cables if battery is discharged.
2. Turn the 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 ignition switch from ACC position to ON position, then to LOCK position. (The steering wheel will lock when the ignition switch is turned to LOCK position.)
6. Perform self-diagnosis check of all control units using CONSULT.

FOR MEXICO : Precaution for Battery Service

INFOID:000000006355240

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

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STC

POWER STEERING CONTROL UNIT

< REMOVAL AND INSTALLATION >

REMOVAL AND INSTALLATION

POWER STEERING CONTROL UNIT

Removal and Installation

INFOID:000000006355241

REMOVAL

1. Remove instrument lower panel RH. Refer to [JP-14, "Exploded View"](#).
2. Disconnect power steering control unit connector.
3. Remove power steering control unit.

INSTALLATION

Install in the reverse order of removal.