SECTION STR
STARTING SYSTEM

CONTENTS

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow (With GR8-1200 NI)

INFOID:0000000008888994

STARTING SYSTEM DIAGNOSIS WITH GR8-1200 NI

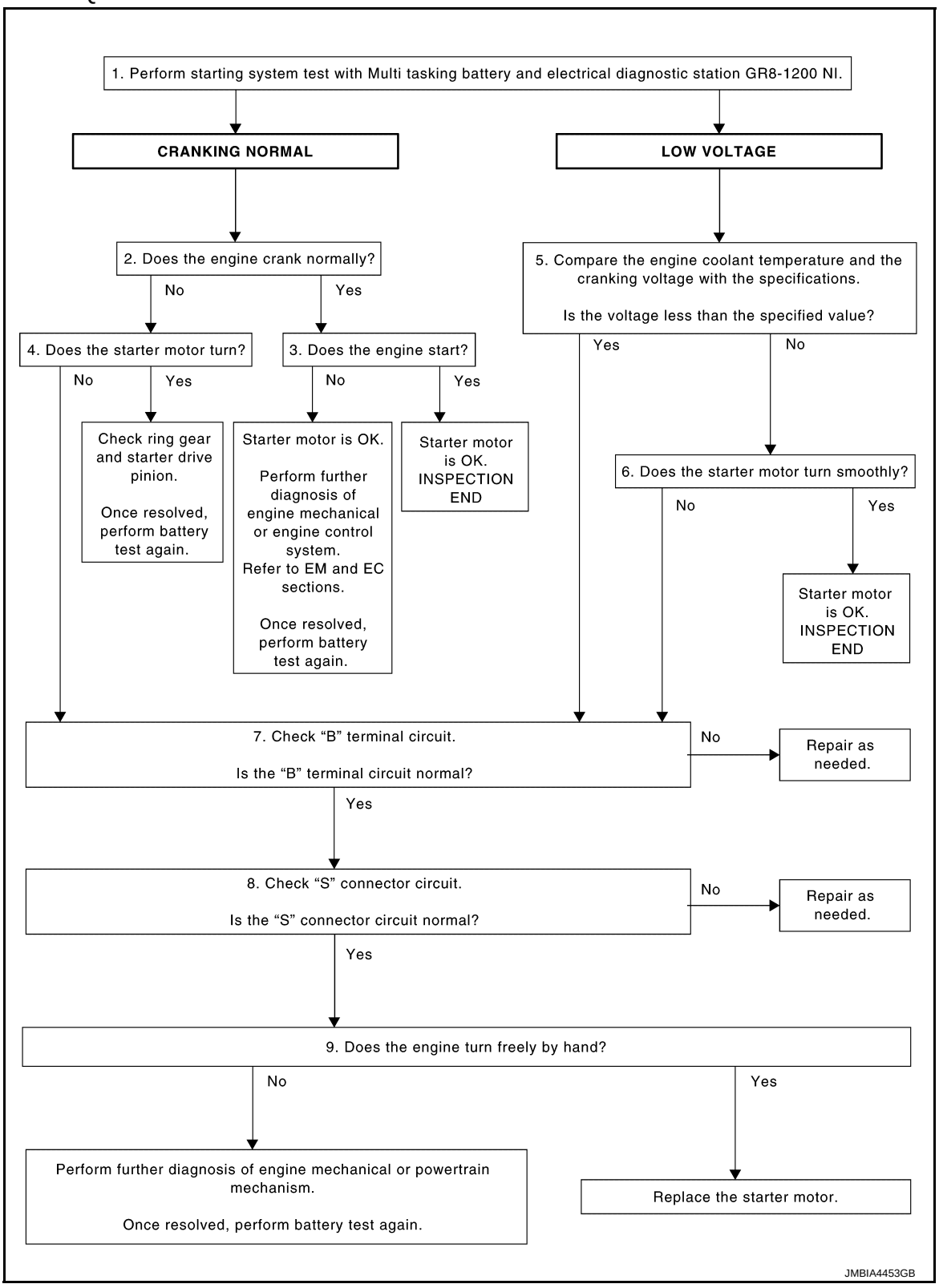
To test the starting system, use the following special service tool:

- GR8-1200 NI Multitasking battery and electrical diagnostic station

NOTE:

Refer to the diagnostic station Instruction Manual for proper starting system diagnosis procedures.

OVERALL SEQUENCE



DETAILED FLOW

NOTE:

To ensure a complete and thorough diagnosis, the battery, starter motor and alternator test segments must be done as a set from start to finish.

1. DIAGNOSIS WITH MULTITASKING BATTERY AND ELECTRICAL DIAGNOSTIC STATION GR8-1200 NI

Perform the starting system test with Multitasking battery and electrical diagnostic station GR8-1200 NI. For details and operating instructions, refer to diagnostic station Instruction Manual.

Test result

CRANKING NORMAL>>GO TO 2.
LOW VOLTAGE>>GO TO 5.
CHARGE BATTERY>>Perform the slow battery charging procedure. (Initial rate of charge is 10A for 12 hours.) Perform battery test again. Refer to diagnostic station instruction manual.
REPLACE BATTERY>>Before replacing battery, clean the battery cable clamps and battery posts. Perform battery test again. Refer to diagnostic station instruction manual. If second test result is “REPLACE BATTERY”, then do so. Perform battery test again to confirm repair.

2.CRANKING CHECK

Check that the starter motor operates correctly.

Does the engine crank normally?

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

3.ENGINE START CHECK

Check that the engine starts.

Does the engine start?

YES >> Starter motor is OK. INSPECTION END
NO >> Perform further diagnosis of engine mechanical or engine control system. Refer EM and EC sections. Once resolved, perform battery test again.

4.STARTER MOTOR ACTIVATION

Check that the starter motor operates.

Does the starter motor turn?

YES >> Check ring gear and starter motor drive pinion. Once resolved, perform battery test again.
NO >> GO TO 7.

5.COMPARISON BETWEEN ENGINE COOLANT AND CRANKING VOLTAGE

Compare the engine coolant temperature and the cranking voltage with the specifications.

Minimum Specification of Cranking Voltage Referencing Coolant Temperature

Engine coolant temperature [°C (°F)]	Voltage [V]
–30 to –20 (–22 to –4)	8.6
–19 to –10 (–2 to 14)	9.1
–9 to 0 (16 to 32)	9.5
More than 1 (More than 34)	9.9

Is the voltage less than the specified value?

YES >> GO TO 7.
NO >> GO TO 6.

6.STARTER OPERATION

Check the starter operation status.

Does the starter motor turn smoothly?

YES >> Starter motor is OK. INSPECTION END
NO >> GO TO 7.

7.“B” TERMINAL CIRCUIT INSPECTION

Check “B” terminal circuit. Refer to STR-9, "Diagnosis Procedure".

Is “B” terminal circuit normal?

YES >> GO TO 8.
NO >> Repair as needed.

8.“S” CONNECTOR CIRCUIT INSPECTION

Check “S” connector circuit. Refer to STR-10, "Diagnosis Procedure".

Is “S” connector circuit normal?

YES >> GO TO 9.
NO >> Repair as needed.

9. ENGINE ROTATION STATUS

Check that the engine can be rotated by hand.

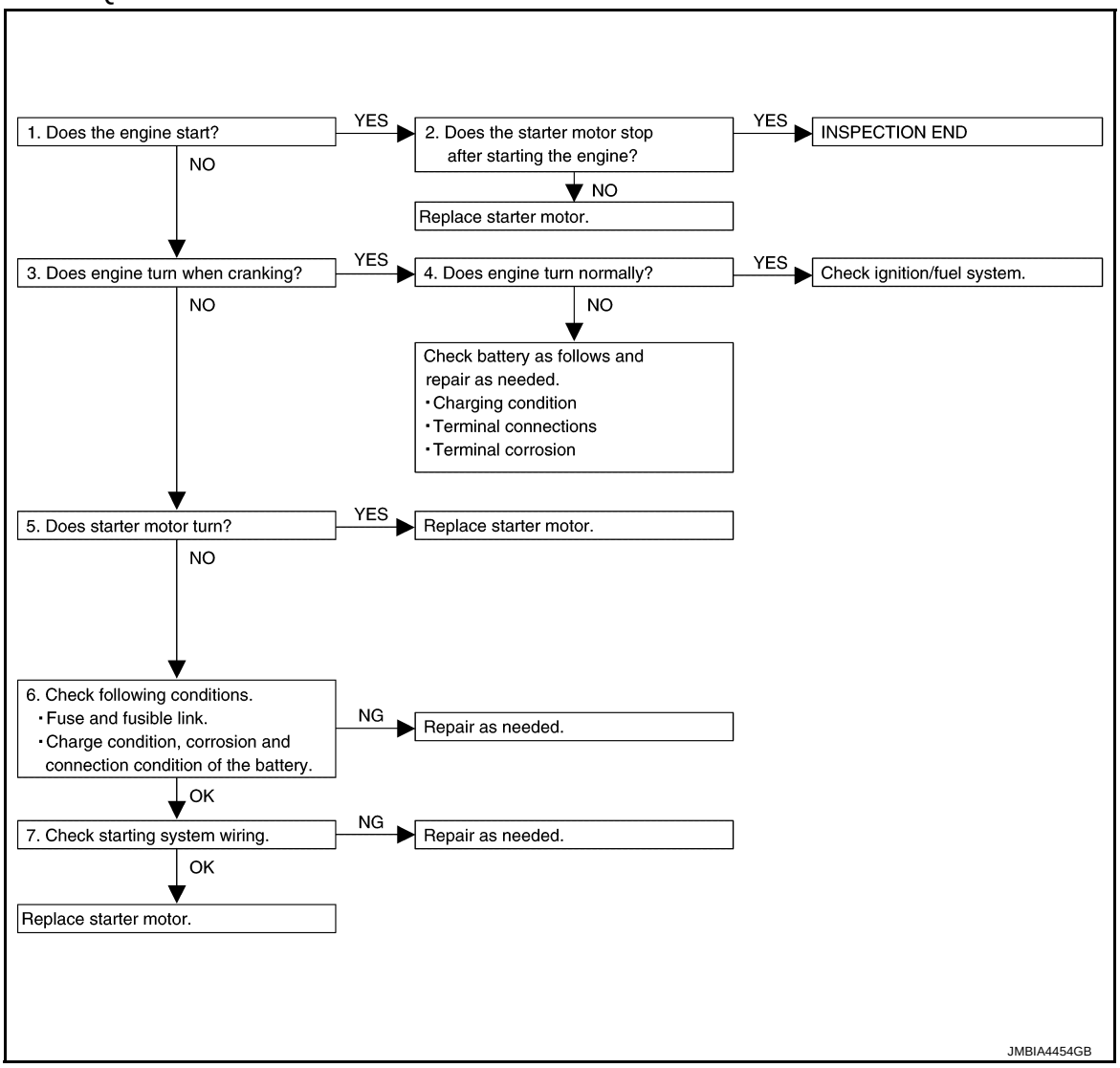
Does the engine turn freely by hand?

YES >> Replace starter motor. Refer to STR-17, "Removal and Installation".
NO >> Perform further diagnosis of engine mechanical or powertrain mechanism. Once resolved, perform battery test again using Multitasking battery and electrical diagnostic station GR8-1200 NI. Refer to the diagnostic station Instruction Manual for proper testing procedures.

Work Flow (Without GR8-1200 NI)

INFOID:0000000008888995

OVERALL SEQUENCE



DETAILED FLOW

NOTE:
If any malfunction is found, immediately disconnect the battery cable from the negative terminal.

1. CHECK ENGINE START

Crank the engine and check that the engine starts.

Does the engine start?

YES >> GO TO 2.

NO >> GO TO 3.

2.CHECK THAT THE STARTER MOTOR STOPS

Check that the starter motor stops after starting the engine.

Does the starter motor stop?

YES >> INSPECTION END
NO >> Replace starter motor. Refer to STR-17, "Removal and Installation".

3.CHECK THAT THE ENGINE TURNS WHEN CRANKING

Check that the engine turns when cranking.

Does engine turn when cranking?

YES >> GO TO 4.
NO >> GO TO 5.

4.CHECK THE ENGINE SPEED WHEN CRANKING

Check that the engine speed is not low when cranking.

Does engine turn normally?

YES >> Check ignition/fuel system.
NO >> Check charge condition, corrosion and connection condition of the battery. Refer to PG-3, "Work Flow".

5.CHECK STARTER MOTOR ACTIVATION

Check that the starter motor runs at cranking.

Does starter motor turn?

YES >> Replace starter motor. Refer to STR-17, "Removal and Installation".
NO >> GO TO 6.

6.CHECK POWER SUPPLY CIRCUIT

Check the following conditions.
- Fuse and fusible link
- Charge condition, corrosion and connection condition of the battery. Refer to PG-3, "Work Flow".

Are these inspection results normal?

YES >> GO TO 7.
NO >> Repair as needed.

7.CHECK STARTING SYSTEM WIRING

Check the following.
- “B” terminal circuit. Refer to STR-9, "Diagnosis Procedure".
- “S” connector circuit. Refer to STR-10, "Diagnosis Procedure".

Are these inspection results normal?

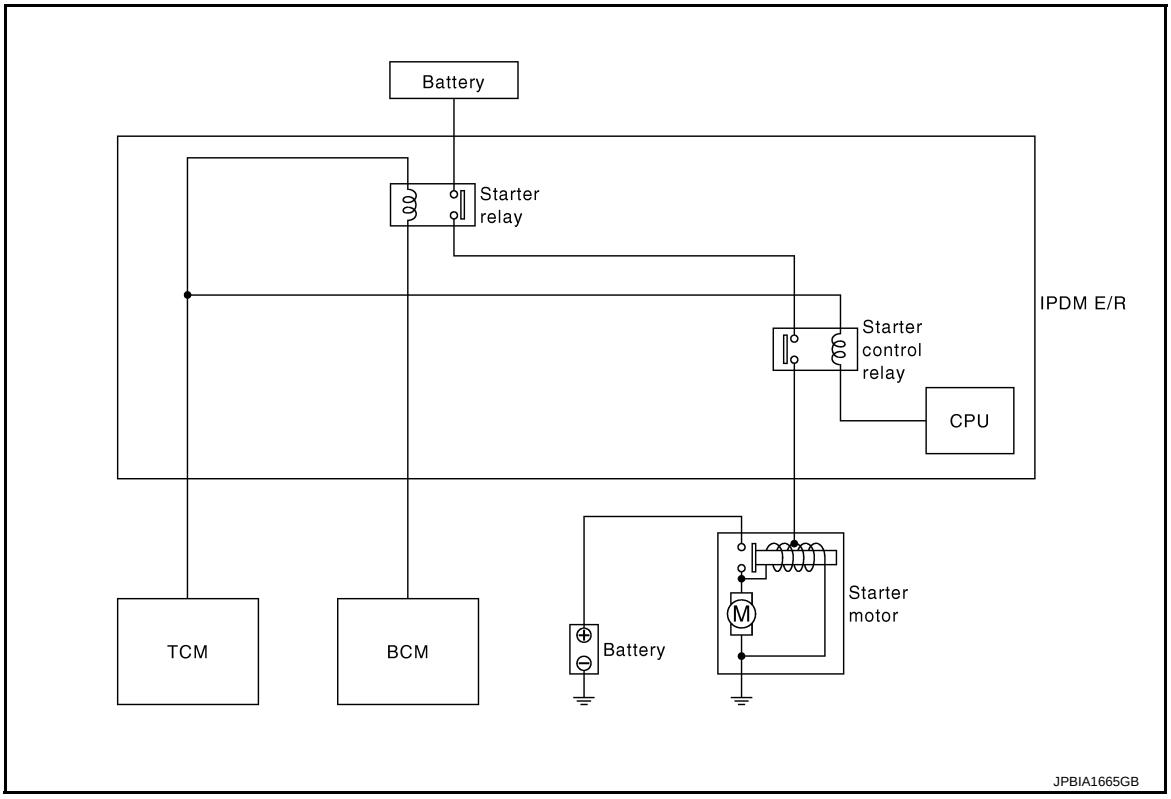
YES >> Replace starter motor. Refer to STR-17, "Removal and Installation".
NO >> Repair as needed.

SYSTEM DESCRIPTION

STARTING SYSTEM

System Diagram

INFOID:0000000008456523



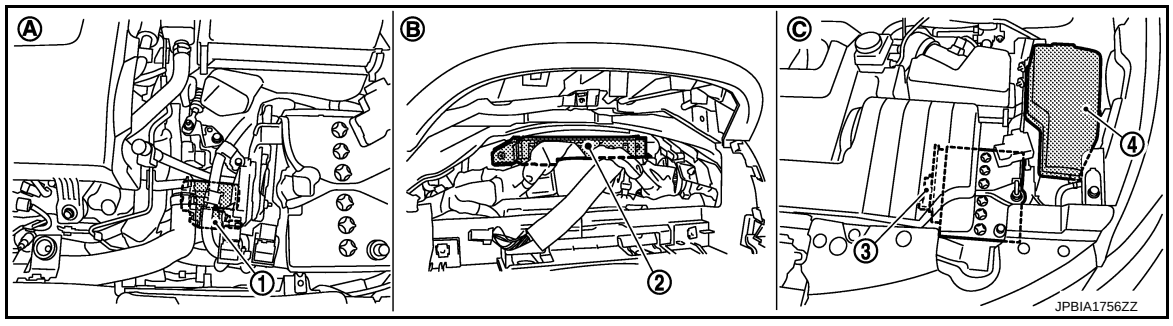
System Description

INFOID:0000000008456524

The starter motor plunger closes and provides a closed circuit between the battery and starter motor. The starter motor is grounded to the engine block. With power and ground supplied, cranking occurs and the engine starts.

Component Parts Location

INFOID:0000000008456525



1. Starter motor
2. BCM
3. TCM
4. IPDM E/R

A. Cylinder block left side
B. Behind the combination meter
C. Engine room dash panel (LH)

Component Description

INFOID:0000000008456526

Component part	Description
TCM	TCM supplies power to the starter relay and starter control relay inside IPDM E/R when the selector lever is shifted to the P or N position.
BCM	BCM controls the starter relay inside IPDM E/R.
IPDM E/R	CPU inside IPDM E/R controls the starter control relay.
Starter motor	The starter motor plunger closes and the motor is supplied with battery power, which in turn cranks the engine, when the “S” terminal is supplied with electric power.

DTC/CIRCUIT DIAGNOSIS

B TERMINAL CIRCUIT

Description

INFOID:0000000008456527

The “B” terminal is constantly supplied with battery power.

Diagnosis Procedure

INFOID:0000000008456528

CAUTION:

Perform diagnosis under the condition that engine cannot start by the following procedure.

1. **Remove fuel pump fuse.**
2. **Crank or start the engine (where possible) until the fuel pressure is released.**

1.CHECK “B” TERMINAL CIRCUIT

1. Turn ignition switch OFF.
2. Check that starter motor “B” terminal connection is clean and tight.
3. Check voltage between starter motor “B” terminal and ground.

Terminals			Voltage (Approx.)
(+)		(–)	
Starter motor “B” terminal	Terminal		
F10	2	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 2.
NO >> Check harness between battery and starter motor for open circuit.

2.CHECK BATTERY CABLE CONNECTION STATUS (VOLTAGE DROP TEST)

1. Shift the selector lever to “P” or “N” position.
2. Check voltage between battery positive terminal and starter motor “B” terminal.

Terminals			Condition	Voltage (Approx.)
(+)	(–)			
	Starter motor “B” terminal	Terminal		
Battery positive terminal	F10	2	When the ignition switch is in START position	Less than 0.5 V

Is the inspection result normal?

YES >> GO TO 3.
NO >> Check harness between the battery and the starter motor for poor continuity.

3.CHECK GROUND CIRCUIT STATUS (VOLTAGE DROP TEST)

1. Shift the selector lever to “P” or “N” position.
2. Check voltage between starter motor case and battery negative terminal.

Terminals		Condition	Voltage (Approx.)
(+)	(–)		
Starter motor case	Battery negative terminal	When the ignition switch is in START position	Less than 0.2 V

Is the inspection result normal?

YES >> “B” terminal circuit is OK. Further inspection is necessary. Refer to STR-2, "Work Flow (With GR8-1200 NI)" or STR-5, "Work Flow (Without GR8-1200 NI)".
NO >> Check the starter motor case and ground for poor continuity.

S CONNECTOR CIRCUIT

Description

INFOID:0000000008456529

The starter motor magnetic switch is supplied with power when the ignition switch is turned to the START position while the selector lever is in the P or N position.

Diagnosis Procedure

INFOID:0000000008456530

CAUTION:
Perform diagnosis under the condition that engine cannot start by the following procedure.
1. Remove fuel pump fuse.
2. Crank or start the engine (where possible) until the fuel pressure is released.

1.CHECK “S” CONNECTOR CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect starter motor connector.
3. Shift the selector lever to “P” or “N” position.
4. Check voltage between starter motor harness connector and ground.

Terminals			Condition	Voltage (Approx.)
(+)		(–)		
Starter motor harness connector	Terminal			
F47	1	Ground	When the ignition switch is in START position	Battery voltage

Is the inspection result normal?

YES >> “S” connector circuit is OK. Further inspection is necessary. Refer to STR-2, "Work Flow (With GR8-1200 NI)" or STR-5, "Work Flow (Without GR8-1200 NI)".

NO >> GO TO 2.

2.CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect IPDM E/R connector.
2. Check continuity between starter motor harness connector and IPDM E/R harness connector.

Starter motor harness connector		IPDM E/R harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
F47	1	F12	80	Existed

Is the inspection result normal?

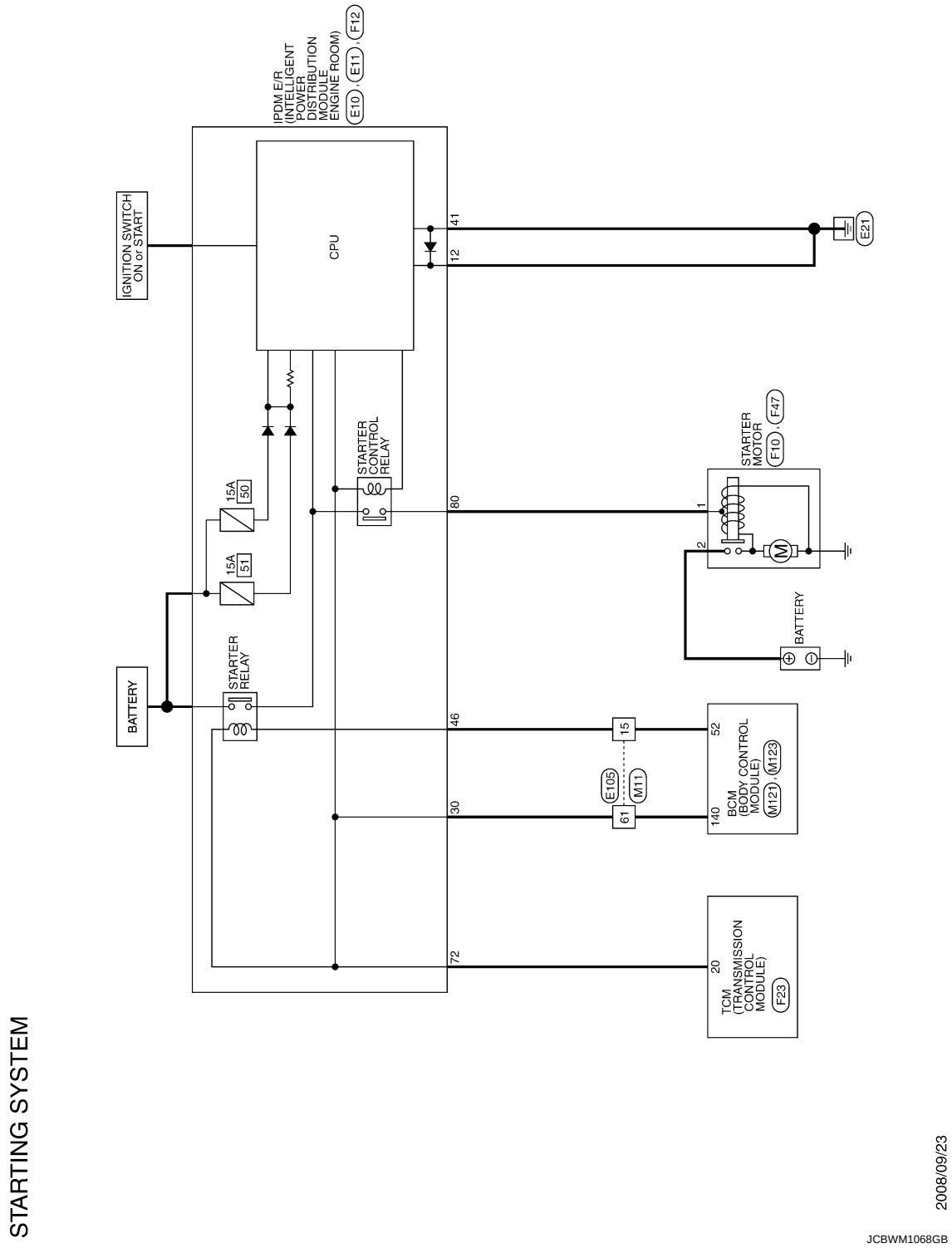
YES >> Further inspection is necessary. Refer to STR-2, "Work Flow (With GR8-1200 NI)" or STR-5, "Work Flow (Without GR8-1200 NI)".

NO >> Repair the harness.

STARTING SYSTEM

Wiring Diagram - STARTING SYSTEM -

INFOID:0000000008456531



SYMPTOM DIAGNOSIS

STARTING SYSTEM

Symptom Table

INFOID:0000000008456532

Symptom	Reference
No normal cranking	Refer to STR-2, "Work Flow (With GR8-1200 NI)" or STR-5, "Work Flow (Without GR8-1200 NI)".
Starter motor does not rotate	

PRECAUTION

PRECAUTIONS

FOR USA AND CANADA

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

INFOID:0000000008456533

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 MEXICO

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

INFOID:0000000008456534

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.**

PREPARATION

PREPARATION

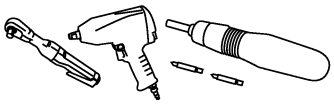
Special Service Tools

INFOID:0000000008888993

Tool number (Kent-Moore No.) Tool name	Description
— (—) Model GR8-1200 NI Multitasking battery and electrical diagnostic station  AWIIA1239ZZ	Tests batteries, starting and charging systems and charges batteries. For operating instructions, refer to diagnostic station instruction manual.

Commercial Service Tools

INFOID:0000000008456536

Tool name	Description
Power tool  PIIB1407E	Loosening bolts, nuts and screws

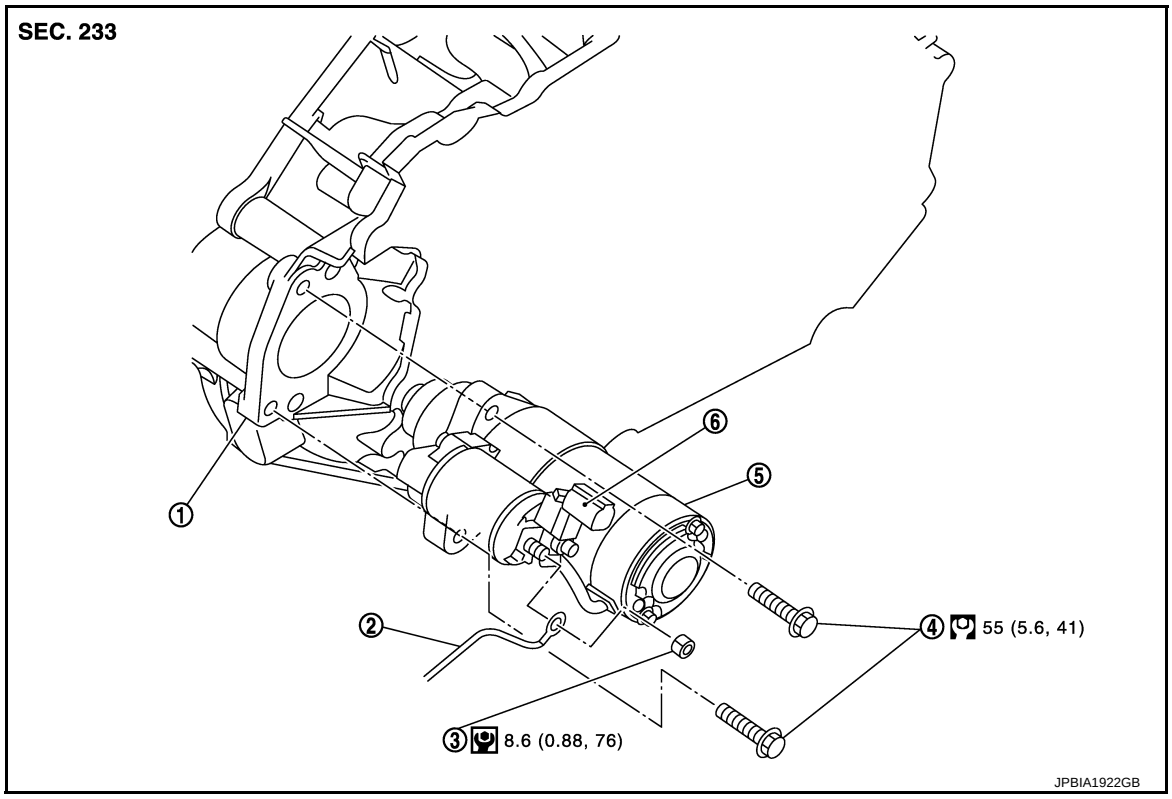
REMOVAL AND INSTALLATION

STARTER MOTOR

Exploded View

INFOID:0000000008456537

REMOVAL

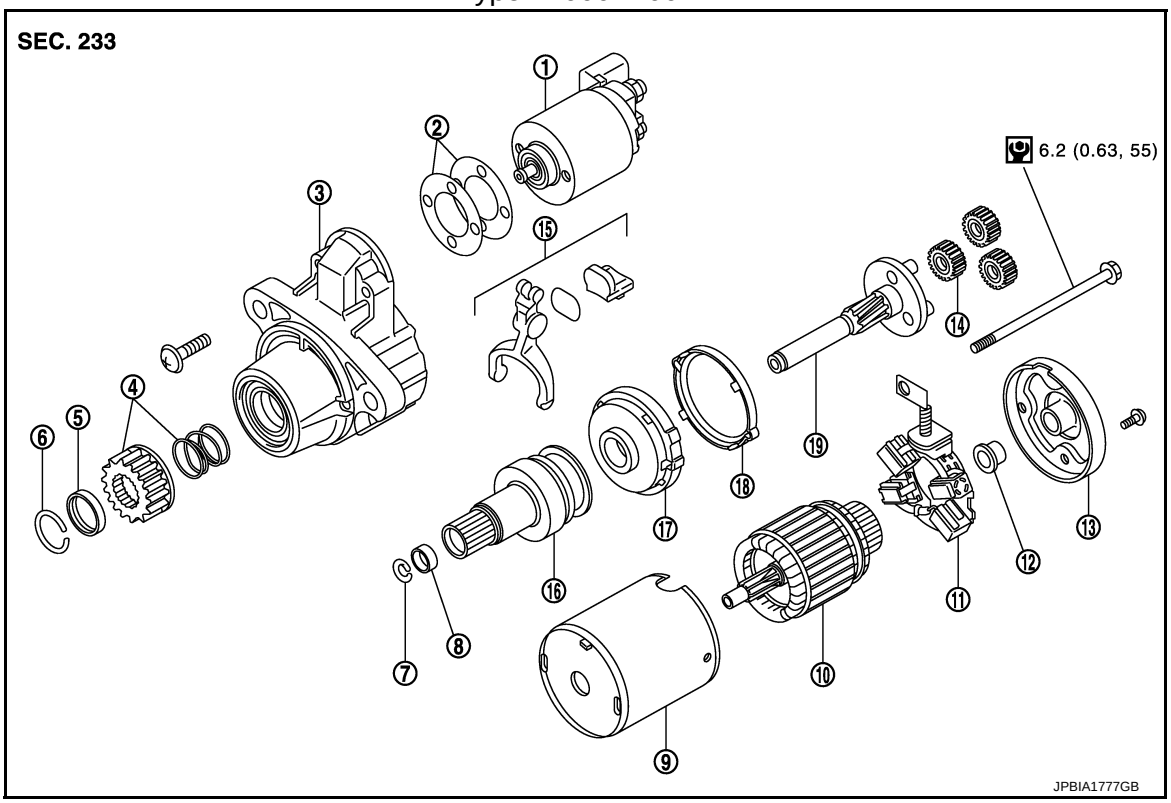


1. Converter housing
2. “B” terminal harness
3. Starter motor “B” terminal nut
4. Starter motor mounting bolt
5. Starter motor
6. “S” connector

Refer to GI-4, "Components" for symbols in the figure.

DISASSEMBLY

Type: M000TA0072



1. Magnetic switch assembly	2. Dust cover kit	3. Gear case assembly
4. Pinion assembly	5. Stopper	6. Ring
7. Ring	8. Stopper	9. Yoke assembly
10. Armature assembly	11. Brush holder assembly	12. Metal
13. Rear cover	14. Gear assembly	15. Shift lever set
16. Clutch gear assembly	17. Center bracket	18. Packing
19. Gear shaft		

Refer to GI-4, "Components" for symbols not described on the above.

Removal and Installation

INFOID:0000000008456538

REMOVAL

1. Remove the battery Refer to PG-118, "Removal and Installation".
2. Remove the air cleaner assembly and air ducts.
3. Disconnect the following unit connectors:
   - ECM
   - TCM
   - IPDM E/R
4. Remove the battery tray.
5. Disconnect the starter motor harness connectors.
6. Remove the starter motor mounting bolts, using power tools.
7. Remove the starter motor.

INSTALLATION

Installation is in the reverse order of removal.

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Starter Motor

INFOID:0000000008456540

Type			M000TA0072
			MITSUBISHI make
			Reduction gear type
System voltage		(V)	12
No-load	Terminal voltage	(V)	11
	Current	(A)	Less than 90
	Revolution	(rpm)	More than 2,400