

SECTION **GI**
GENERAL INFORMATION

B
C
D
E
F
G
H
I
J
K
L
M
N
O
P

CONTENTS

HOW TO USE THIS MANUAL	3	Precautions For Xenon Headlamp Service	23
HOW TO USE THIS MANUAL	3	Precautions for Removing Battery Terminal	24
Description	3	General Precautions	25
Terms	3	Three Way Catalyst	26
Units	3	Multiport Fuel Injection System or Engine Control	
Contents	3	System	26
Relation between Illustrations and Descriptions	4	Hoses	26
Components	4	Engine Oils	27
HOW TO FOLLOW TROUBLE DIAGNOSES	6	Air Conditioning	28
Description	6	Fuel	28
How to Follow Test Groups in Trouble Diagnosis	6	LIFTING POINT	29
Key to Symbols Signifying Measurements or Pro-		Commercial Service Tools	29
cedures	7	Garage Jack and Safety Stand and 2-Pole Lift	29
HOW TO READ WIRING DIAGRAMS	9	Board-On Lift	30
Connector Symbols	9	TOW TRUCK TOWING	31
Sample/Wiring Diagram -Example-	10	Tow Truck Towing	31
Connector Information	12	Vehicle Recovery (Freeing a Stuck Vehicle)	31
ABBREVIATIONS	14	VEHICLE INFORMATION	33
Abbreviation List	14	IDENTIFICATION INFORMATION	33
TIGHTENING TORQUE OF STANDARD		Model Variation	33
BOLTS	19	Information About Identification or Model Code	33
Description	19	Dimensions	35
Tightening Torque Table (New Standard Includ-		Wheels & Tires	35
ed)	19	BASIC INSPECTION	37
RECOMMENDED CHEMICAL PRODUCTS		SERVICE INFORMATION FOR ELECTRICAL	
AND SEALANTS	22	INCIDENT	37
Recommended Chemical Products and Sealants...	22	Work Flow	37
PRECAUTION	23	Control Units and Electrical Parts	37
PRECAUTIONS	23	How to Check Terminal	38
Description	23	Intermittent Incident	41
Precaution for Supplemental Restraint System		Circuit Inspection	44
(SRS) "AIR BAG" and "SEAT BELT PRE-TEN-		CONSULT/GST CHECKING SYSTEM	49
SIONER"	23	Description	49
Precaution for Procedure without Cowl Top Cover...	23	CONSULT Function and System Application*1	49

CONSULT/GST Data Link Connector (DLC) Circuit	50	ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL	59
Wiring Diagram - CONSULT/GST CHECKING SYSTEM -	51	ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL : Required Procedure After Battery Disconnection	59
INSPECTION AND ADJUSTMENT	59		

HOW TO USE THIS MANUAL

< HOW TO USE THIS MANUAL >

HOW TO USE THIS MANUAL

HOW TO USE THIS MANUAL

GI

Description

INFOID:0000000012407635

This volume explains "Removal, Disassembly, Installation, Inspection and Adjustment" and "Trouble Diagnoses".

Terms

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- The captions **WARNING** and **CAUTION** warn you of steps that must be followed to prevent personal injury and/or damage to some part of the vehicle.

WARNING indicates the possibility of personal injury if instructions are not followed.

CAUTION indicates the possibility of component damage if instructions are not followed.

BOLD TYPED STATEMENTS except **WARNING** and **CAUTION** give you helpful information.

Standard value: Tolerance at inspection and adjustment.

Limit value: The maximum or minimum limit value that should not be exceeded at inspection and adjustment.

Units

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- The **UNITS** given in this manual are primarily expressed as the SI UNIT (International System of Unit), and alternatively expressed in the metric system and in the yard/pound system. Also with regard to tightening torque of bolts and nuts, there are descriptions both about range and about the standard tightening torque.

"Example"

Range

Outer Socket Lock Nut : 59 - 78 N·m (6.0 - 8.0 kg-m, 43 - 58 ft-lb)

Standard

Drive Shaft Installation Bolt : 44.3 N·m (4.5 kg-m, 33 ft-lb)

Contents

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- **A QUICK REFERENCE INDEX**, a black tab (e.g. **BR**) is provided on the first page. You can quickly find the first page of each section by matching it to the section's black tab.
- **THE CONTENTS** are listed on the first page of each section.
- **THE TITLE** is indicated on the upper portion of each page and shows the part or system.
- **THE PAGE NUMBER** of each section consists of two or three letters which designate the particular section and a number (e.g. "BR-5").
- **THE SMALL ILLUSTRATIONS** show the important steps such as inspection, use of special tools, knacks of work and hidden or tricky steps which are not shown in the previous large illustrations. Assembly, inspection and adjustment procedures for the complicated units such as the automatic transaxle or transmission, etc. are presented in a step-by-step format where necessary.

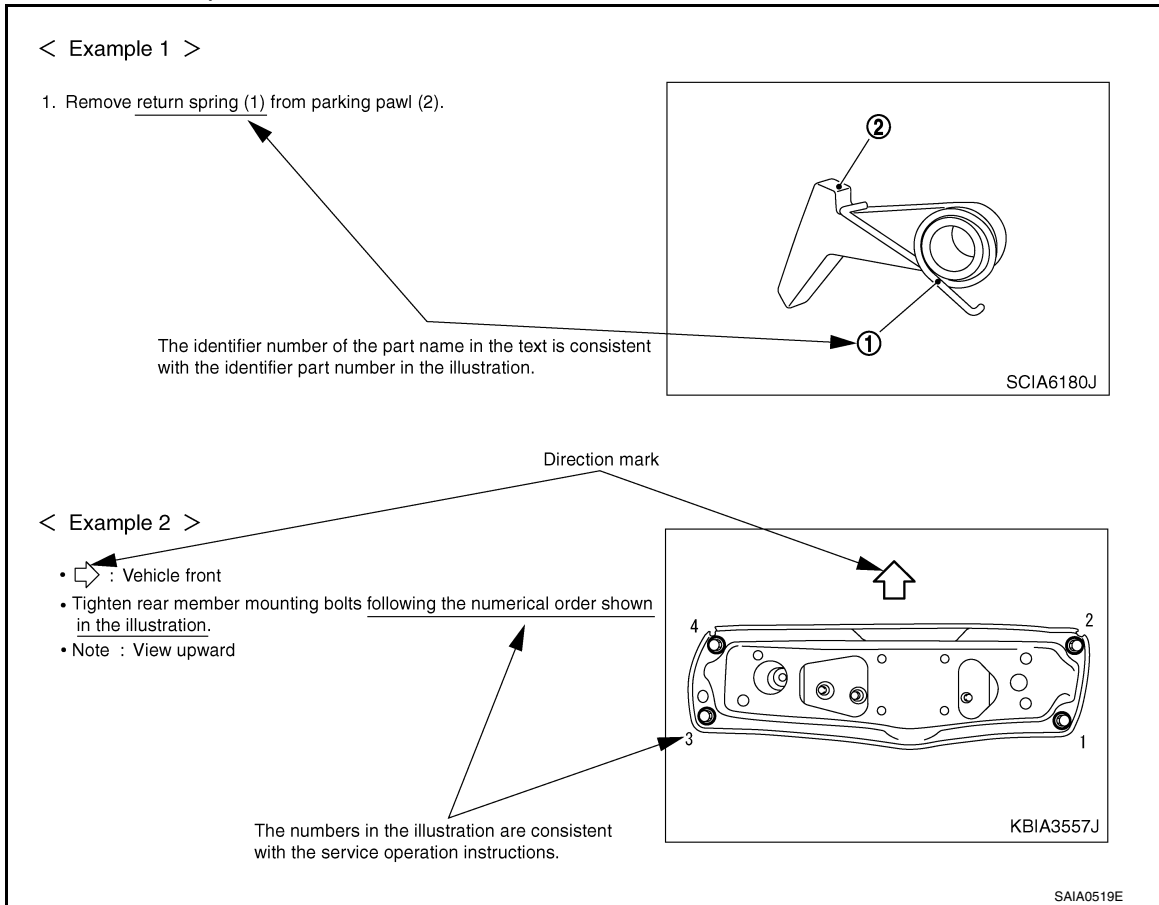
HOW TO USE THIS MANUAL

< HOW TO USE THIS MANUAL >

Relation between Illustrations and Descriptions

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The following sample explains the relationship between the part description in an illustration, the part name in the text and the service procedures.



Components

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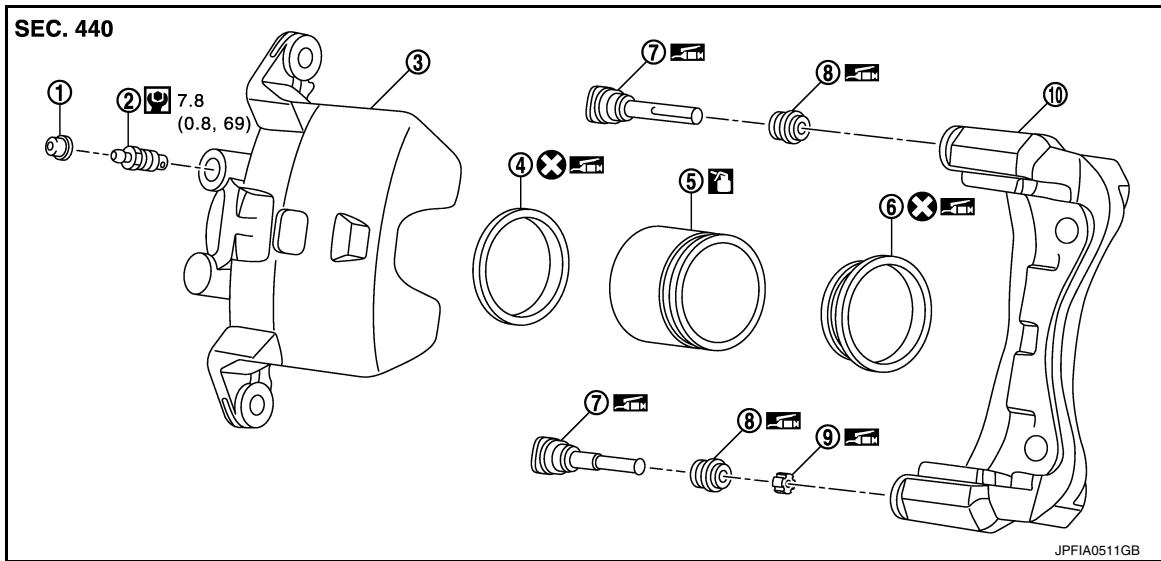
- **THE LARGE ILLUSTRATIONS** are exploded views (see the following) and contain tightening torques, lubrication points, section number of the **PARTS CATALOG** (e.g. SEC. 440) and other information necessary to perform repairs.

The illustrations should be used in reference to service matters only. When ordering parts, refer to the appropriate **PARTS CATALOG**.

Components shown in an illustration may be identified by a circled number. When this style of illustration is used, the text description of the components will follow the illustration.

HOW TO USE THIS MANUAL

< HOW TO USE THIS MANUAL >



- | | | |
|-------------------|---------------------|------------------|
| 1. Cap | 2. Bleeder valve | 3. Cylinder body |
| 4. Piston seal | 5. Piston | 6. Piston boot |
| 7. Sliding pin | 8. Sliding pin boot | 9. Bushing |
| 10. Torque member | | |

: Apply rubber grease.

: Apply brake fluid.

: N·m (kg-m, in-lb)

: Always replace after every disassembly

SYMBOLS

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	Tightening torque The tightening torque specifications of bolts and nuts may be presented as either a range or a standard tightening torque.		: N·m (kg-m, ft-lb)
			: N·m (kg-m, in-lb)
	Should be lubricated with grease. Unless otherwise indicated, use recommended multi-purpose grease.		Apply petroleum jelly.
	Should be lubricated with oil.		Apply molybdenum added petroleum jelly.
	Sealing point		Apply ATF.
	Sealing point with locking sealant.	★	Select with proper thickness.
	Checking point	☆	Adjustment is required.
			Always replace after every disassembly.

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HOW TO FOLLOW TROUBLE DIAGNOSES

< HOW TO USE THIS MANUAL >

HOW TO FOLLOW TROUBLE DIAGNOSES

Description

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NOTICE:

Trouble diagnoses indicate work procedures required to diagnose problems effectively. Observe the following instructions before diagnosing.

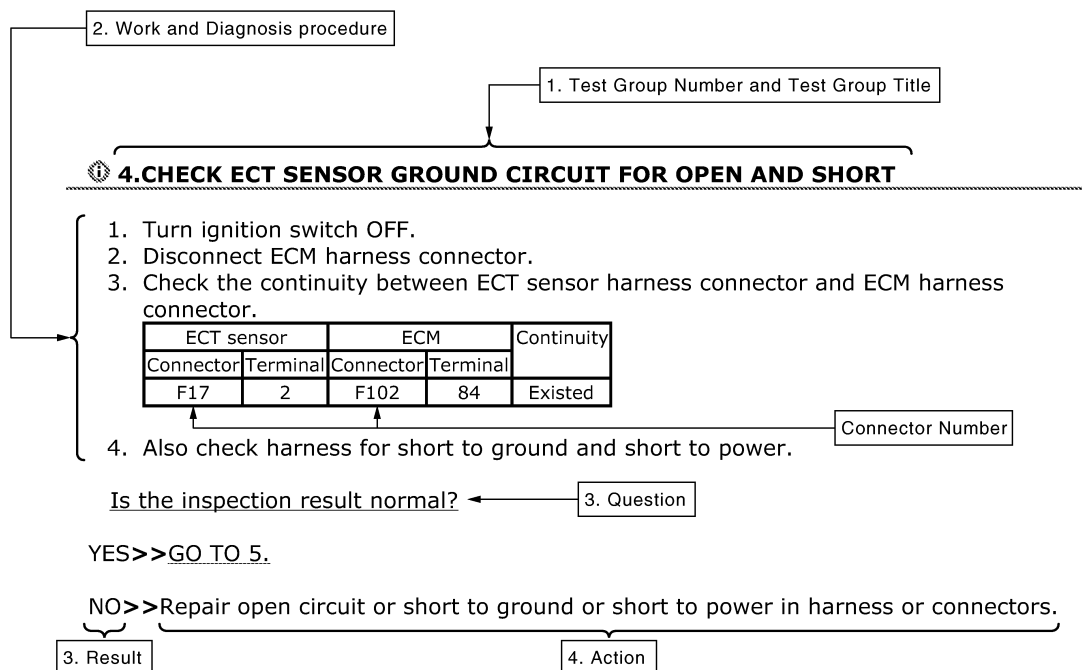
- Before performing trouble diagnoses, read the “Work Flow” in each section.
- After repairs, re-check that the problem has been completely eliminated.
- Refer to Component Parts and Harness Connector Location for the Systems described in each section for identification/location of components and harness connectors.
- When checking circuit continuity, ignition switch should be OFF.
- Refer to the Circuit Diagram for quick pinpoint check.

If you need to check circuit continuity between harness connectors in more detail, such as when a sub-harness is used, refer to Wiring Diagram in each individual section and Harness Layout in PG section for identification of harness connectors.

- Before checking voltage at connectors, check battery voltage.
- After accomplishing the Diagnosis Procedures and Electrical Components Inspection, check that all harness connectors are reconnected as they were.

How to Follow Test Groups in Trouble Diagnosis

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1. Test group number and test group title
 - Test group number and test group title are shown in the upper portion of each test group.
2. Work and diagnosis procedure
 - Start to diagnose a problem using procedures indicated in enclosed test groups.
3. Questions and results
 - Questions and required results are indicated in test group.
4. Action
 - Next action for each test group is indicated based on result of each question.

HOW TO FOLLOW TROUBLE DIAGNOSES

< HOW TO USE THIS MANUAL >

Key to Symbols Signifying Measurements or Procedures

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SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	Check after disconnecting the connector to be measured.		Procedure with Generic Scan Tool. (GST, OBD-II scan tool)
	Check after connecting the connector to be measured.		Procedure without CONSULT or GST
	Insert key into ignition switch.		A/C switch is "OFF".
	Remove key from ignition switch.		A/C switch is "ON".
	Insert and remove key repeatedly.		REC switch is "ON".
	Turn ignition switch to "OFF" position.		REC switch is "OFF".
	Turn ignition switch to "ACC" position.		Fan switch is "ON". (At any position except for "OFF" position)
	Turn ignition switch to "ON" position.		Fan switch is "OFF".
	Turn ignition switch to "START" position.		Apply fuse.
	Turn ignition switch from "OFF" to "ACC" position.		Apply positive voltage from battery with fuse directly to components.
	Turn ignition switch from "ACC" to "ON" position.		
	Turn ignition switch from "ACC" to "OFF" position.		

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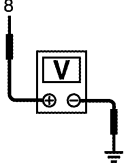











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HOW TO FOLLOW TROUBLE DIAGNOSES

< HOW TO USE THIS MANUAL >

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	Turn ignition switch from "OFF" to "ON" position.		Drive vehicle.
	Turn ignition switch from "ON" to "OFF" position.		
	Do not start engine, or check with engine stopped.		Disconnect battery negative cable.
	Start engine, or check with engine running.		Depress brake pedal.
	Apply parking brake.		Release brake pedal.
	Release parking brake.		Depress accelerator pedal.
	Release parking brake.		Release accelerator pedal.
	Check after engine is warmed up sufficiently.	  	Pin terminal check for SMJ type ECM or TCM connectors. For details regarding the terminal arrangement, refer to the "ELECTRICAL UNITS" electrical reference page at the end of the manual.
	Voltage should be measured with a voltmeter.		
	Circuit resistance should be measured with an ohmmeter.		
			
	Current should be measured with an ammeter.		
	Pulse signal should be checked with an oscilloscope.		
	Procedure with CONSULT		
	Procedure without CONSULT		
	Place selector lever in "P" position.		
	Place selector lever in "N" position.		
	Jack up front portion.		
	Jack up rear portion.		
	Inspect under engine room.		
	Inspect under floor.		
	Inspect rear under floor.		

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HOW TO READ WIRING DIAGRAMS

< HOW TO USE THIS MANUAL >

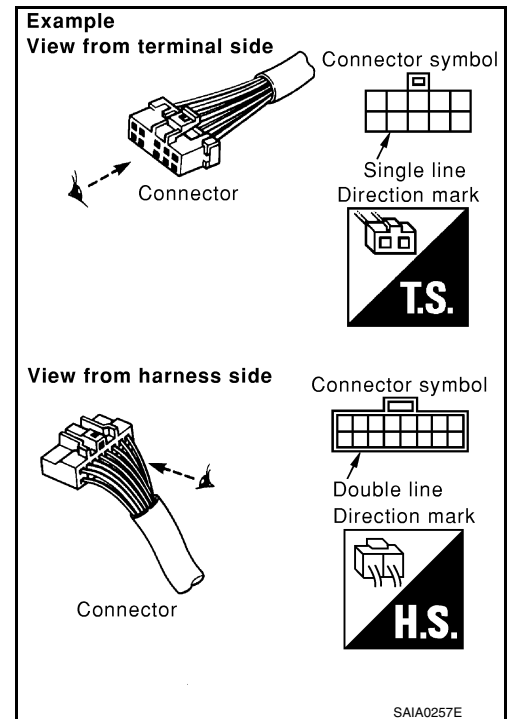
HOW TO READ WIRING DIAGRAMS

Connector Symbols

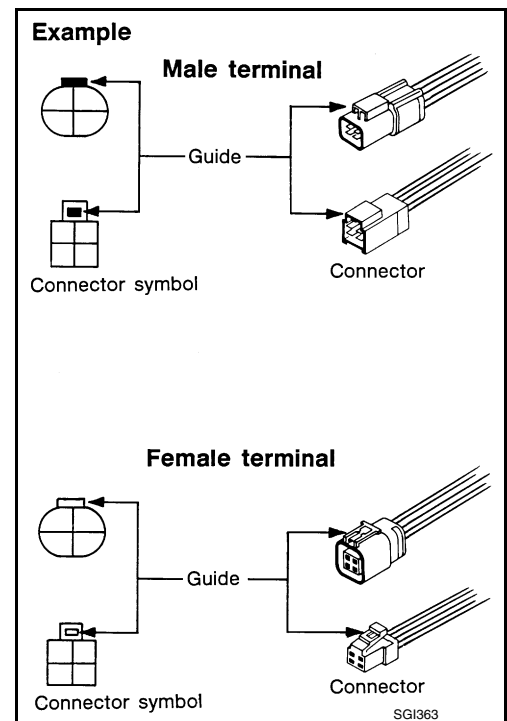
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Most of connector symbols in wiring diagrams are shown from the terminal side.

- Connector symbols shown from the terminal side are enclosed by a single line and followed by the direction mark.
- Connector symbols shown from the harness side are enclosed by a double line and followed by the direction mark.
- Certain systems and components, especially those related to OBD, may use a new style slide-locking type harness connector. For description and how to disconnect, refer to PG section, "Description", "HARNESS CONNECTOR".



- Male and female terminals
Connector guides for male terminals are shown in black and female terminals in white in wiring diagrams.



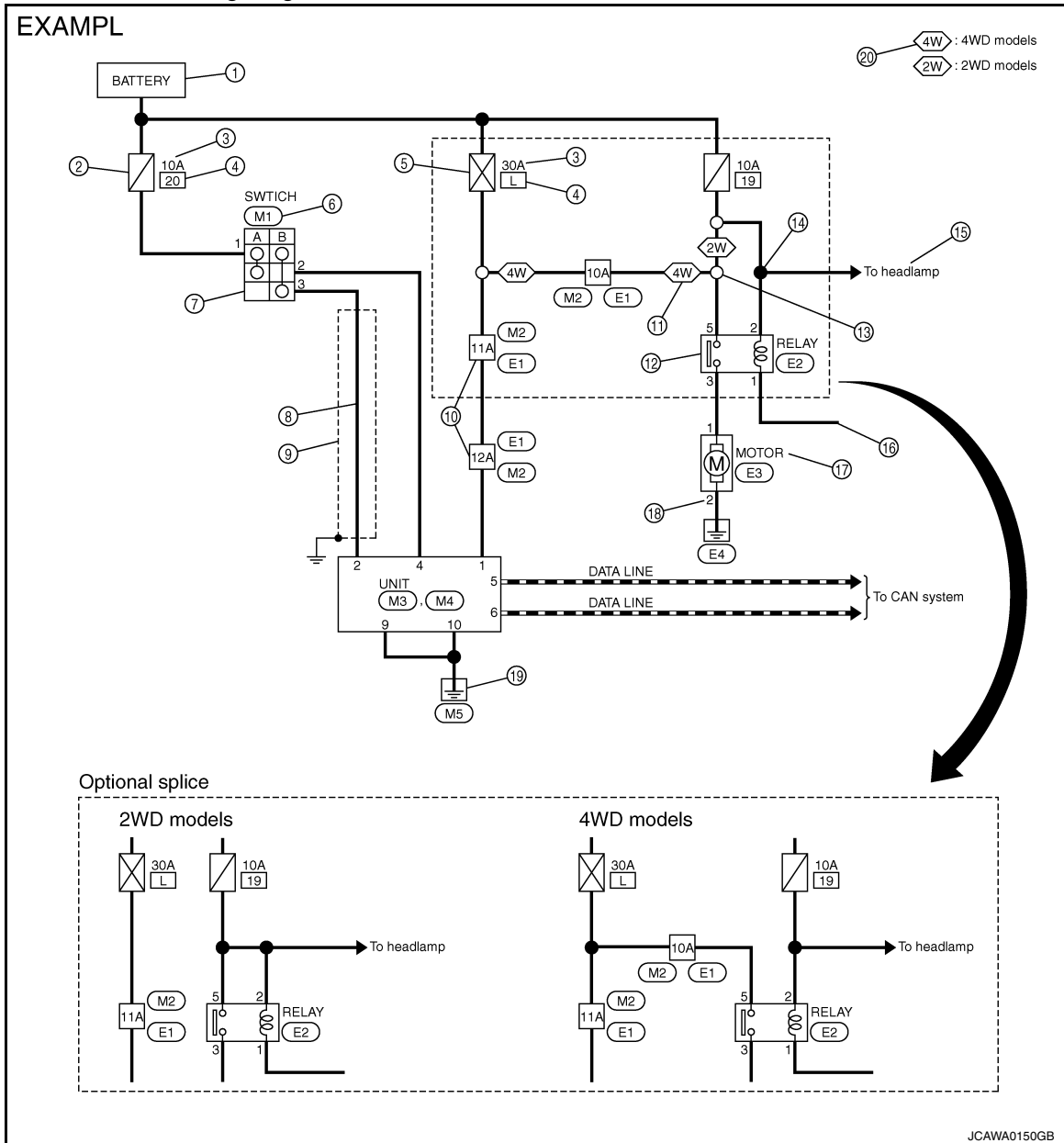
HOW TO READ WIRING DIAGRAMS

< HOW TO USE THIS MANUAL >

Sample/Wiring Diagram -Example-

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Each section includes wiring diagrams.



Description

Number	Item	Description
1	Power supply	• This means the power supply of fusible link or fuse.
2	Fuse	• “/” means the fuse.
3	Current rating of fusible link/fuse	• This means the current rating of the fusible link or fuse.
4	Number of fusible link/fuse	• This means the number of fusible link or fuse location.
5	Fusible link	• “X” means the fusible link.
6	Connector number	• Alphabetic characters show to which harness the connector is placed. • Numeric characters show the identification number of connectors.
7	Switch	• This shows that continuity exists between terminals 1 and 2 when the switch is in the A position. Continuity exists between terminals 1 and 3 when the switch is in the B position.
8	Circuit (Wiring)	• This means the wiring.

HOW TO READ WIRING DIAGRAMS

< HOW TO USE THIS MANUAL >

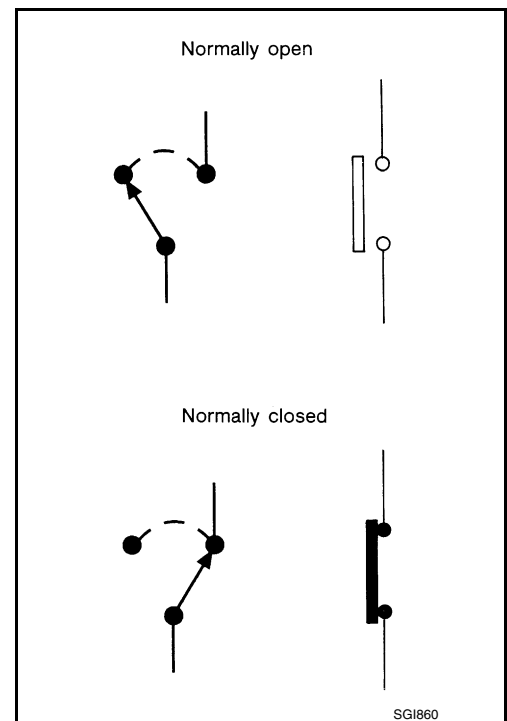
Number	Item	Description
9	Shielded line	• The line enclosed by broken line circle shows shield wire.
10	Connectors	• This means that a transmission line bypasses two connectors or more.
11	Option abbreviation	• This means the vehicle specifications which layouts the circuit between “O”.
12	Relay	• This shows an internal representation of the relay.
13	Optional splice	• The open circle shows that the splice is optional depending on vehicle application.
14	Splice	• The shaded circle “●” means the splice.
15	System branch	• This shows that the circuit is branched to other systems.
16	Page crossing	• This circuit continues to an adjacent page.
17	Component name	• This shows the name of a component.
18	Terminal number	• This means the terminal number of a connector.
19	Ground (GND)	• This shows the ground connection.
20	Explanation of option description	• This shows a description of the option abbreviation used on the page.

SWITCH POSITIONS

Switches are shown in wiring diagrams as if the vehicle is in the “normal” condition.

A vehicle is in the “normal” condition when:

- ignition switch is “OFF”
- doors, hood and trunk lid/back door are closed
- pedals are not depressed
- parking brake is released



MULTIPLE SWITCH

The continuity of multiple switch is described in two ways as shown below.

- The switch chart is used in schematic diagrams.

HOW TO READ WIRING DIAGRAMS

< HOW TO USE THIS MANUAL >

- The switch diagram is used in wiring diagrams.

Example

(SWITCH CHART)

WIPER SWITCH		OFF	INT	LO	HI	WASH
1						○
2					○	
3	○	○	○			
4	○	○	○	○		
5		○				
6		○	○	○	○	

(SWITCH DIAGRAM)

Both switches are turned in combination.

Continuity circuit of wiper switch

SWITCH POSITION	CONTINUITY CIRCUIT
OFF	3-4
INT	3-4, 5-6
LO	3-6
HI	2-6
WASH	1-6

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Connector Information

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HOW TO USE CONNECTOR INFORMATION

①

Connector No.	M3
Connector Name	UNIT
Connector Type	NS06FW-M2

②

Connector No.	M4
Connector Name	UNIT
Connector Type	NS10FW-CS

H.S.

③

Terminal No.	Color of Wire	Signal Name [Specification]
1	W	BAT
2	G	SWITCH B
4	V	SWITCH A
5	L	CAN-H
6	P	CAN-L

④

H.S.

⑤

Terminal No.	Color of Wire	Signal Name [Specification]
9	B	GND
10	B	GND

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HOW TO READ WIRING DIAGRAMS

< HOW TO USE THIS MANUAL >

Description				
Number	Item	Description		
1	Connector number	<ul style="list-style-type: none"> Alphabetic characters show to which harness the connector is placed. Numeric characters show the identification number of connectors. 		
2	Connector type	<p>1: Connector model 2: Cavity 3: Male (M) and female (F) terminals 4: Connector color 5: Special type</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Example:</p> <p style="text-align: right; font-size: small;">JPMIA0113GB</p> </div>		
3	Terminal number	<ul style="list-style-type: none"> This means the terminal number of a connector. 		
4	Wire color	<ul style="list-style-type: none"> This shows a code for the color of the wire. <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> B = Black W = White R = Red G = Green L = Blue Y = Yellow LG = Light Green BG or BE = Beige LA = Lavender </td> <td style="width: 50%; border: none;"> BR = Brown OR or O = Orange P = Pink PU or V (Violet) = Purple GY or GR = Gray SB = Sky Blue CH = Dark Brown DG = Dark Green </td> </tr> </table> <ul style="list-style-type: none"> When the wire color is striped, the base color is given first, followed by the stripe color as shown below: Example: L/W = Blue with White Stripe 	B = Black W = White R = Red G = Green L = Blue Y = Yellow LG = Light Green BG or BE = Beige LA = Lavender	BR = Brown OR or O = Orange P = Pink PU or V (Violet) = Purple GY or GR = Gray SB = Sky Blue CH = Dark Brown DG = Dark Green
B = Black W = White R = Red G = Green L = Blue Y = Yellow LG = Light Green BG or BE = Beige LA = Lavender	BR = Brown OR or O = Orange P = Pink PU or V (Violet) = Purple GY or GR = Gray SB = Sky Blue CH = Dark Brown DG = Dark Green			
5	Connector	<ul style="list-style-type: none"> This means the connector information. This unit-side is described by the connector symbols. 		

GI

B

C

D

E

F

G

H

I

J

K

L

M

N

O

P

ABBREVIATIONS

< HOW TO USE THIS MANUAL >

ABBREVIATIONS

Abbreviation List

INFOID:000000012407647

The following **ABBREVIATIONS** are used:

A

ABBREVIATION	DESCRIPTION
A/C	Air conditioner
A/C	Air conditioning
ADCM	AdBlue® dosing control module
A/F sensor	Air fuel ratio sensor
A/T	Automatic transaxle/transmission
ABS	Anti-lock braking system
ACCS	Advance climate control system
ACL	Air cleaner
AP	Accelerator pedal
APP	Accelerator pedal position
ATF	Automatic transmission fluid
AV	Audio visual
AWD	All wheel drive

NOTE:

AdBlue® is the registered trademark of the Verband der Automobilindustrie e.V. (VDA).

B

ABBREVIATION	DESCRIPTION
BARO	Barometric pressure
BCI	Back-up collision intervention
BCM	Body control module
BLSD	Brake limited slip differential
BPP	Brake pedal position
BSW	Blind spot warning

C

ABBREVIATION	DESCRIPTION
CKP	Crankshaft position
CL	Closed loop
CMP	Camshaft position
CPP	Clutch pedal position
CTP	Closed throttle position
CVT	Continuously variable transaxle/transmission

D

ABBREVIATION	DESCRIPTION
D1	Drive range first gear
D2	Drive range second gear
D3	Drive range third gear
D4	Drive range fourth gear
DCA	Distance control assist
DDS	Downhill drive support
DFI	Direct fuel injection system

ABBREVIATIONS

< HOW TO USE THIS MANUAL >

ABBREVIATION	DESCRIPTION
DLC	Data link connector
DTC	Diagnostic trouble code

E	
ABBREVIATION	DESCRIPTION
E/T	Exhaust temperature
EBD	Electric brake force distribution
EC	Engine control
ECL	Engine coolant level
ECM	Engine control module
ECT	Engine coolant temperature
ECV	Electrical control valve
EEPROM	Electrically erasable programmable read only memory
EFT	Engine fuel temperature
EGR	Exhaust gas recirculation
EGRT	Exhaust gas recirculation temperature
EGT	Exhaust gas temperature
EOP	Engine oil pressure
EP	Exhaust pressure
EPR	Exhaust pressure regulator
EPS	Electronically controlled power steering
ESP	Electronic stability program system
EVAP canister	Evaporative emission canister
EVSE	Electric vehicle supply equipment
EXC	Exhaust control

F	
ABBREVIATION	DESCRIPTION
FC	Fan control
FCW	Forward collision warning
FEB	Forward emergency braking
FIC	Fuel injector control
FP	Fuel pump
FR	Front
FRP	Fuel rail pressure
FRT	Fuel rail temperature
FTP	Fuel tank pressure
FTT	Fuel tank temperature

G	
ABBREVIATION	DESCRIPTION
GND	Ground
GPS	Global positioning system
GST	Generic scan tool

H	
ABBREVIATION	DESCRIPTION
HBMC	Hydraulic body-motion control system
HDD	Hard disk drive

ABBREVIATIONS

< HOW TO USE THIS MANUAL >

ABBREVIATION	DESCRIPTION
HO2S	Heated oxygen sensor
HOC	Heated oxidation catalyst
HPCM	Hybrid power train control module

I

ABBREVIATION	DESCRIPTION
I/M	Inspection and maintenance
IA	Intake air
IAC	Idle air control
IAT	Intake air temperature
IBA	Intelligent brake assist
IC	Ignition control
ICC	Intelligent cruise control
ICM	Ignition control module
IPDM E/R	Intelligent power distribution module engine room
ISC	Idle speed control
ISS	Input shaft speed

K

ABBREVIATION	DESCRIPTION
KS	Knock sensor

L

ABBREVIATION	DESCRIPTION
LBC	Li-ion battery controller
LCD	Liquid crystal display
LCU	Local control unit
LDP	Lane departure prevention
LDW	Lane departure warning
LED	Light emitting diode
LH	Left-hand
LIN	Local interconnect network

M

ABBREVIATION	DESCRIPTION
M/T	Manual transaxle/transmission
MAF	Mass airflow
MAP	Manifold absolute pressure
MDU	Multi display unit
MI	Malfunction indicator
MIL	Malfunction indicator lamp

N

ABBREVIATION	DESCRIPTION
NOX	Nitrogen oxides

O

ABBREVIATION	DESCRIPTION
O2	Oxygen
O2S	Oxygen sensor
OBD	On board diagnostic

ABBREVIATIONS

< HOW TO USE THIS MANUAL >

ABBREVIATION	DESCRIPTION
OC	Oxidation catalytic converter
OD	Overdrive
OL	Open loop
OSS	Output shaft speed

P

ABBREVIATION	DESCRIPTION
P/S	Power steering
PBR	Potential balance resistor
PCV	Positive crankcase ventilation
PFCW	Predictive forward collision warning
PNP	Park/Neutral position
PSP	Power steering pressure
PTC	Positive temperature coefficient
PTO	Power takeoff
PWM	Pulse width modulation

R

ABBREVIATION	DESCRIPTION
RAM	Random access memory
RAS	Rear active steer
RH	Right-hand
ROM	Read only memory
RPM	Engine speed
RR	Rear

S

ABBREVIATION	DESCRIPTION
SAE	Society of Automotive Engineers, Inc.
SCK	Serial clock
SCR	Selective Catalytic Reduction
SDS	Service Data and Specifications
SRT	System readiness test
SST	Special Service Tools

T

ABBREVIATION	DESCRIPTION
TC	Turbocharger
TCM	Transmission control module
TCS	Traction control system
TCU	Telematics communication unit
TP	Throttle position
TPMS	Tire pressure monitoring system
TSS	Turbine shaft speed
TWC	Three way catalytic converter

U

ABBREVIATION	DESCRIPTION
USS	Uphill start support

ABBREVIATIONS

< HOW TO USE THIS MANUAL >

V

ABBREVIATION	DESCRIPTION
VCM	Vehicle control module
VDC	Vehicle dynamics control system
VIN	Vehicle identification number
VSS	Vehicle speed sensor

W

ABBREVIATION	DESCRIPTION
WOT	Wide open throttle

1

ABBREVIATION	DESCRIPTION
11	1st range first gear
12	1st range second gear
1GR	First gear

2

ABBREVIATION	DESCRIPTION
21	2nd range first gear
22	2nd range second gear
2GR	Second gear
2WD	2-wheel drive

3

ABBREVIATION	DESCRIPTION
3GR	Third gear

4

ABBREVIATION	DESCRIPTION
4GR	Fourth gear
4WAS	Four wheel active steer
4WD	Four wheel drive

5

ABBREVIATION	DESCRIPTION
5GR	Fifth gear

6

ABBREVIATION	DESCRIPTION
6GR	Sixth gear

7

ABBREVIATION	DESCRIPTION
7GR	Seventh gear

TIGHTENING TORQUE OF STANDARD BOLTS

< HOW TO USE THIS MANUAL >

TIGHTENING TORQUE OF STANDARD BOLTS

GI

Description

INFOID:000000012407648

This vehicle has both new standard based on ISO* and previous standard bolts/nuts. There are some differences between these two types of bolts/ nuts; shape of the head, grade of strength, hexagonal width across flats and the standard tightening torque.

- For guidance in discriminating, refer to [GI-19, "Tightening Torque Table \(New Standard Included\)"](#).
- The new standard machine screws and tapping screws have a head of ISO standard torx recess.
- If the tightening torque is not described in the description or figure, refer to [GI-19, "Tightening Torque Table \(New Standard Included\)"](#).

*ISO: International Organization for Standardization

Tightening Torque Table (New Standard Included)

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CAUTION:

- The special parts are excluded.
- The bolts/nuts in these tables have a strength (discrimination) number/symbol assigned to the head or the like. As to the relation between the strength grade in these tables and the strength (discrimination) number/symbol, refer to "DISCRIMINATION OF BOLTS AND NUTS".

PREVIOUS STANDARD

Grade (Strength grade)	Bolt size	Bolt di- ameter mm	Hexagonal width across flats mm	Pitch mm	Tightening torque (Without lubricant)							
					Hexagon head bolt				Hexagon flange bolt			
					N·m	kg·m	ft·lb	in·lb	N·m	kg·m	ft·lb	in·lb
4T	M6	6.0	10	1.0	5.5	0.56	4	49	7	0.71	5	62
	M8	8.0	12	1.25	13.5	1.4	10	—	17	1.7	13	—
				1.0	13.5	1.4	10	—	17	1.7	13	—
	M10	10.0	14	1.5	28	2.9	21	—	35	3.6	26	—
				1.25	28	2.9	21	—	35	3.6	26	—
	M12	12.0	17	1.75	45	4.6	33	—	55	5.6	41	—
1.25				45	4.6	33	—	65	6.6	48	—	
M14	14.0	19	1.5	80	8.2	59	—	100	10	74	—	
7T	M6	6.0	10	1.0	9	0.92	7	80	11	1.1	8	97
	M8	8.0	12	1.25	22	2.2	16	—	28	2.9	21	—
				1.0	22	2.2	16	—	28	2.9	21	—
	M10	10.0	14	1.5	45	4.6	33	—	55	5.6	41	—
				1.25	45	4.6	33	—	55	5.6	41	—
	M12	12.0	17	1.75	80	8.2	59	—	100	10	74	—
1.25				80	8.2	59	—	100	10	74	—	
M14	14.0	19	1.5	130	13	96	—	170	17	125	—	
9T	M6	6.0	10	1.0	11	1.1	8	—	13.5	1.4	10	—
	M8	8.0	12	1.25	28	2.9	21	—	35	3.6	26	—
				1.0	28	2.9	21	—	35	3.6	26	—
	M10	10.0	14	1.5	55	5.6	41	—	80	8.2	59	—
				1.25	55	5.6	41	—	80	8.2	59	—
	M12	12.0	17	1.75	100	10	74	—	130	13	96	—
1.25				100	10	74	—	130	13	96	—	
M14	14.0	19	1.5	170	17	125	—	210	21	155	—	

CAUTION:

TIGHTENING TORQUE OF STANDARD BOLTS

< HOW TO USE THIS MANUAL >

The parts with aluminum or the cast iron washer surface/thread surface are excluded.

NEW STANDARD BASED ON ISO

Grade (Strength grade)	Bolt size	Bolt di- ameter mm	Hexagonal width across flats mm	Pitch mm	Tightening torque							
					Hexagon head bolt				Hexagon flange bolt			
					N-m	kg-m	ft-lb	in-lb	N-m	kg-m	ft-lb	in-lb
4.8 (Without lubricant)	M6	6.0	10	1.0	5.5	0.56	4	49	7	0.71	5	62
	M8	8.0	13	1.25	13.5	1.4	10	—	17	1.7	13	—
				1.0	13.5	1.4	10	—	17	1.7	13	—
	M10	10.0	16	1.5	28	2.9	21	—	35	3.6	26	—
				1.25	28	2.9	21	—	35	3.6	26	—
	M12	12.0	18	1.75	45	4.6	33	—	55	5.6	41	—
1.25				45	4.6	33	—	65	6.6	48	—	
M14	14.0	21	1.5	80	8.2	59	—	100	10	74	—	
4.8 (With lu- bricant)	M6	6.0	10	1.0	4	0.41	3	35	5.5	0.56	4	49
	M8	8.0	13	1.25	11	1.1	8	—	13.5	1.4	10	—
				1.0	11	1.1	8	—	13.5	1.4	10	—
	M10	10.0	16	1.5	22	2.2	16	—	28	2.9	21	—
				1.25	22	2.2	16	—	28	2.9	21	—
	M12	12.0	18	1.75	35	3.6	26	—	45	4.6	33	—
1.25				35	3.6	26	—	45	4.6	33	—	
M14	14.0	21	1.5	65	6.6	48	—	80	8.2	59	—	
8.8 (With lu- bricant)	M6	6.0	10	1.0	8	0.82	6	71	10	1.0	7	89
	M8	8.0	13	1.25	21	2.1	15	—	25	2.6	18	—
				1.0	21	2.1	15	—	25	2.6	18	—
	M10	10.0	16	1.5	40	4.1	30	—	50	5.1	37	—
				1.25	40	4.1	30	—	50	5.1	37	—
	M12	12.0	18	1.75	70	7.1	52	—	85	8.7	63	—
1.25				70	7.1	52	—	85	8.7	63	—	
M14	14.0	21	1.5	120	12	89	—	140	14	103	—	
10.9 (With lu- bricant)	M6	6.0	10	1.0	10	1.0	7	89	12	1.2	9	106
	M8	8.0	13	1.25	27	2.8	20	—	32	3.3	24	—
				1.0	27	2.8	20	—	32	3.3	24	—
	M10	10.0	16	1.5	55	5.6	41	—	65	6.6	48	—
				1.25	55	5.6	41	—	65	6.6	48	—
	M12	12.0	18	1.75	95	9.7	70	—	110	11	81	—
1.25				95	9.7	70	—	110	11	81	—	
M14	14.0	21	1.5	160	16	118	—	180	18	133	—	

CAUTION:

1. Use tightening torque with lubricant for the new standard bolts/nuts in principle. Friction coefficient stabilizer is applied to the new standard bolts/nuts.
2. However, use tightening torque without lubricant for the following cases. Friction coefficient stabilizer is not applied to the following bolts/nuts.
 - Grade 4.8, M6 size bolt, Conical spring washer installed
 - Paint removing nut (Size M6 and M8) for fixing with weld bolt

TIGHTENING TORQUE OF STANDARD BOLTS

< HOW TO USE THIS MANUAL >

DISCRIMINATION OF BOLTS AND NUTS

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BOLTS

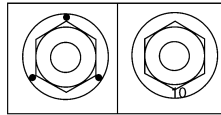
	Grade (Strength)	Discrimination	
Previous standard	4T (392N/mm ²)		
	7T (686N/mm ²)		
	9T (883N/mm ²)		
New Standard	4.8 (420N/mm ²)		
	8.8 (800N/mm ²)		
	10.9 (1040N/mm ²)		

NUTS

	Grade (Proof load stress)	Discrimination		
Previous standard	7N (686N/mm ²)			
	9N (883N/mm ²)			
New Standard	8 (800N/mm ²)			
	10 (1040N/mm ²)			

NOTICE:

- A number is assigned on the side of the nuts in some cases.
- A number or symbol is assigned on the upper surface of the flange for the nut with flange.



MACHINE SCREWS AND TAPPING SCREWS

Shape of the head :

Cross recess for the previous standard

Torx recess for the new standard

Screw size	Screw diameter	Torx size
M4	4.0	T20
M5	5.0	T20
M6	6.0	T30

NOTICE:

Use torx size T20 (united with M4 screw) for M5 screw although ISO standard specifies T25.

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RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS

< HOW TO USE THIS MANUAL >

RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS

Recommended Chemical Products and Sealants

INFOID:000000012407650

Refer to the following chart for help in selecting the appropriate chemical product or sealant.

	Product Description	Purpose	Nissan North America Part No. (USA)	Nissan Canada Part No. (Canada)	Aftermarket Cross-reference Part Nos.
1	Rear View Mirror Adhesive	Used to permanently re-mount rear view mirrors to windows.	999MP-AM000P	99998-50505	Permatex 81844
2	Anaerobic Liquid Gasket	For metal-to-metal flange sealing. Can fill a 0.38 mm (0.015 inch) gap and provide instant sealing for most powertrain applications.	999MP-AM001P	99998-50503	Permatex 51813 and 51817
3	High Performance Thread Sealant	Provides instant sealing on any threaded straight or parallel threaded fitting. (Thread sealant only, no locking ability.) • Do not use on plastic.	999MP-AM002P	999MP-AM002P	Permatex 56521
4	Silicone RTV	Gasket Maker	999MP-AM003P (Ultra Grey)	99998-50506 (Ultra Grey)	Permatex Ultra Grey 82194; Three Bond 1207, 1215, 1216, 1217F, 1217G and 1217H Nissan RTV Part No. 999MP-A7007
		Gasket Maker for Maxima/Quest 5-speed automatic transmission (RE5F22A)	-	-	Three Bond 1281B or exact equivalent in its quality
5	High Temperature, High Strength Thread Locking Sealant (Red)	Threadlocker	999MP-AM004P	999MP-AM004P	Permatex 27200; Three Bond 1360, 1360N, 1305 N&P, 1307N, 1335, 1335B, 1363B, 1377C, 1386B, D&E and 1388 Loctite 648
6	Medium Strength Thread Locking Sealant (Blue)	Threadlocker (service tool removable)	999MP-AM005P	999MP-AM005P	Permatex 24200, 24206, 24240, 24283 and 09178; Three Bond 1322, 1322N, 1324 D&N, 1333D, 1361C, 1364D, 1370C and 1374

PRECAUTIONS

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PRECAUTION

PRECAUTIONS

Description

INFOID:0000000012407651

Observe the following precautions to ensure safe and proper servicing. These precautions are not described in each individual section.

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

INFOID:0000000012407652

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:

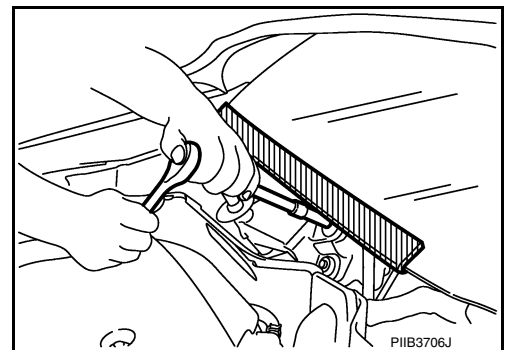
Always observe the following items for preventing accidental activation.

- 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.

Precaution for Procedure without Cowl Top Cover

INFOID:0000000012407653

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc to prevent damage to windshield.



Precautions For Xenon Headlamp Service

INFOID:0000000012817480

WARNING:

Comply with the following warnings to prevent any serious accident.

PRECAUTIONS

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- **Disconnect the battery cable (negative terminal) or the power supply fuse before installing, removing, or touching the xenon headlamp (bulb included). The xenon headlamp contains high-voltage generated parts.**
- **Never work with wet hands.**
- **Check the xenon headlamp ON-OFF status after assembling it to the vehicle. Never turn the xenon headlamp ON in other conditions. Connect the power supply to the vehicle-side connector. (Turning it ON outside the lamp case may cause fire or visual impairments.)**
- **Never touch the bulb glass immediately after turning it OFF. It is extremely hot.**

CAUTION:

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

- **Install the xenon bulb securely. (Insufficient bulb socket installation may melt the bulb, the connector, the housing, etc. by high-voltage leakage or corona discharge.)**
- **Never perform HID circuit inspection with a tester.**
- **Never touch the xenon bulb glass with hands. Never put oil and grease on it.**
- **Dispose of the used xenon bulb after packing it in thick vinyl without breaking it.**
- **Never wipe out dirt and contamination with organic solvent (thinner, gasoline, etc.).**

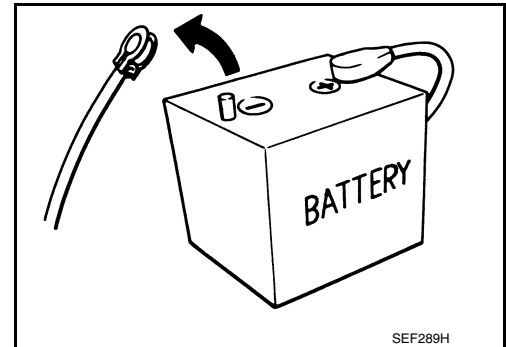
Precautions for Removing Battery Terminal

INFOID:000000012817479

When disconnecting the battery terminal, pay attention to the following.

- Always use a 12V battery as power source.
- Never disconnect battery terminal while engine is running.
- When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.
- For vehicles with the engine listed below, remove the battery terminal after a lapse of the specified time:

D4D engine	: 20 minutes	YS23DDT	: 4 minutes
HRA2DDT	: 12 minutes	YS23DDTT	: 4 minutes
K9K engine	: 4 minutes	ZD30DDTi	: 60 seconds
M9R engine	: 4 minutes	ZD30DDTT	: 60 seconds
R9M engine	: 4 minutes		
V9X engine	: 4 minutes		
YD25DDTi	: 2 minutes		



NOTE:

ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

- After high-load driving, if the vehicle is equipped with the V9X engine, turn the ignition switch OFF and wait for at least 15 minutes to remove the battery terminal.

NOTE:

- Turbocharger cooling pump may operate in a few minutes after the ignition switch is turned OFF.
- Example of high-load driving
 - Driving for 30 minutes or more at 140 km/h (86 MPH) or more.
 - Driving for 30 minutes or more on a steep slope.
- For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.

NOTE:

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

- After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.

NOTE:

The removal of 12V battery may cause a DTC detection error.

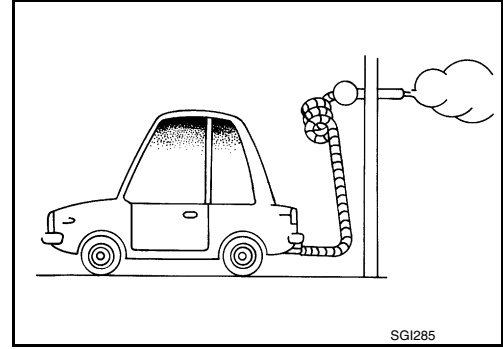
PRECAUTIONS

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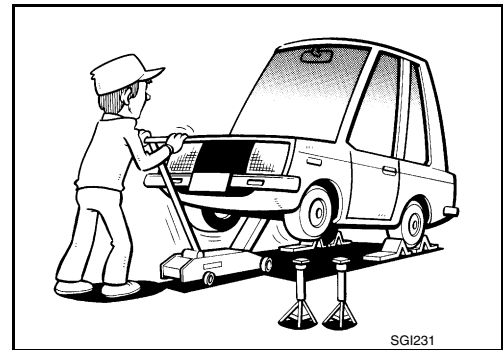
General Precautions

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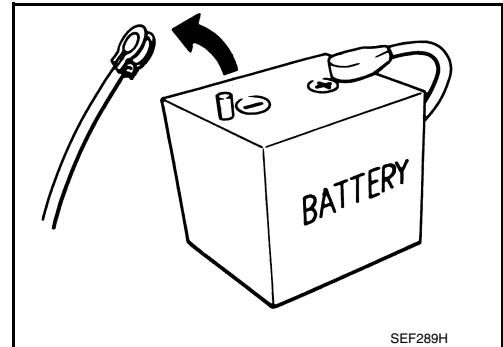
- Do not operate the engine for an extended period of time without proper exhaust ventilation.
Keep the work area well ventilated and free of any inflammable materials. Special care should be taken when handling any inflammable or poisonous materials, such as gasoline, refrigerant gas, etc. When working in a pit or other enclosed area, be sure to properly ventilate the area before working with hazardous materials. Do not smoke while working on the vehicle.



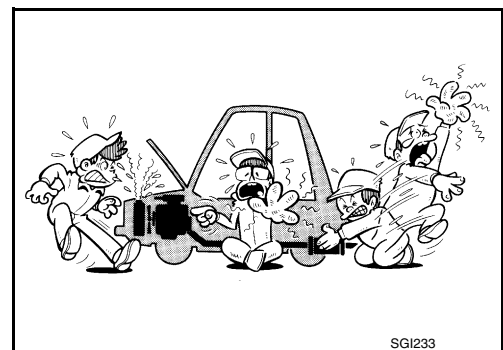
- Before jacking up the vehicle, apply wheel chocks or other tire blocks to the wheels to prevent the vehicle from moving. After jacking up the vehicle, support the vehicle weight with safety stands at the points designated for proper lifting before working on the vehicle.
These operations should be done on a level surface.
- When removing a heavy component such as the engine or transaxle/transmission, be careful not to lose your balance and drop them. Also, do not allow them to strike adjacent parts, especially the brake tubes and master cylinder.



- Before starting repairs which do not require battery power:
Turn off ignition switch.
Disconnect the negative battery terminal.
- If the battery terminals are disconnected, recorded memory of radio and each control unit is erased.
- For vehicles with two batteries, be sure to remove both batteries when instructed to remove 12V battery in the service manual. If specified as main battery or sub battery, then do as instructed.



- To prevent serious burns:
Avoid contact with hot metal parts.
Do not remove the radiator cap when the engine is hot.
- Dispose of drained oil or the solvent used for cleaning parts in an appropriate manner.
- Do not attempt to top off the fuel tank after the fuel pump nozzle shuts off automatically.
Continued refueling may cause fuel overflow, resulting in fuel spray and possibly a fire.
- Clean all disassembled parts in the designated liquid or solvent prior to inspection or assembly.
- Replace oil seals, gaskets, packings, O-rings, locking washers, cotter pins, self-locking nuts, etc. with new ones.
- Replace inner and outer races of tapered roller bearings and needle bearings as a set.
- Arrange the disassembled parts in accordance with their assembled locations and sequence.
- Do not touch the terminals of electrical components which use microcomputers (such as ECM).
Static electricity may damage internal electronic components.
- After disconnecting vacuum or air hoses, attach a tag to indicate the proper connection.
- Use only the fluids and lubricants specified in this manual.
- Use approved bonding agent, sealants or their equivalents when required.



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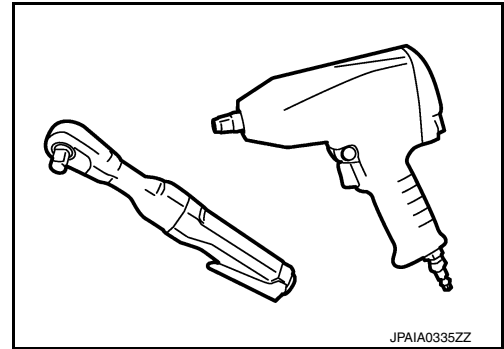
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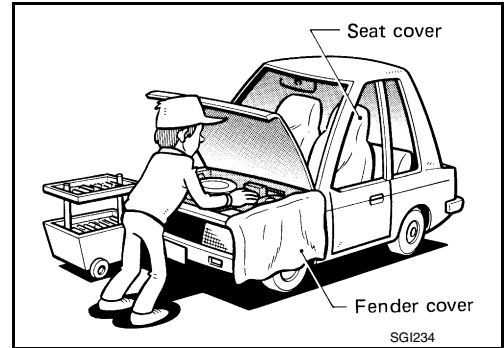
PRECAUTIONS

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- Use hand tools, power tools (disassembly only) and recommended special tools where specified for safe and efficient service repairs.
- When repairing the fuel, oil, water, vacuum or exhaust systems, check all affected lines for leakage.



- Before servicing the vehicle:
Protect fenders, upholstery and carpeting with appropriate covers.
Take caution that keys, buckles or buttons do not scratch paint.



WARNING:

To prevent ECM from storing the diagnostic trouble codes, never carelessly disconnect the harness connectors which are related to the engine control system and TCM (transmission control module) system. The connectors should be disconnected only when working according to the **WORK FLOW** of **TROUBLE DIAGNOSES** in EC and TM sections.

Three Way Catalyst

INFOID:000000012407656

If a large amount of unburned fuel flows into the catalyst, the catalyst temperature will be excessively high. To prevent this, follow the instructions.

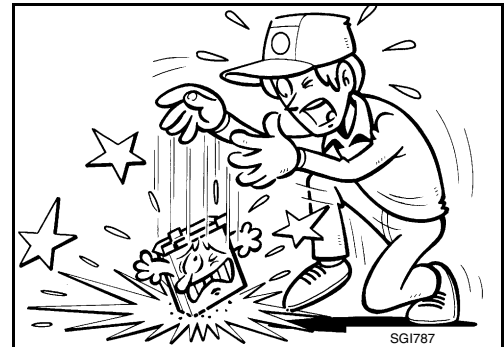
- Use unleaded gasoline only. Leaded gasoline will seriously damage the three way catalyst.
- When checking for ignition spark or measuring engine compression, make tests quickly and only when necessary.
- Do not run engine when the fuel tank level is low, otherwise the engine may misfire, causing damage to the catalyst.

Do not place the vehicle on flammable material. Keep flammable material off the exhaust pipe and the three way catalyst.

Multiport Fuel Injection System or Engine Control System

INFOID:000000012407657

- Before connecting or disconnecting any harness connector for the multiport fuel injection system or ECM:
Turn ignition switch to "OFF" position.
Disconnect negative battery terminal.
Otherwise, there may be damage to ECM.
- Before disconnecting pressurized fuel line from fuel pump to injectors, be sure to release fuel pressure.
- Be careful not to jar components such as ECM and mass air flow sensor.



Hoses

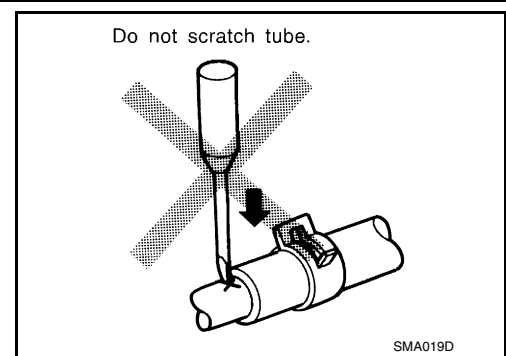
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HOSE REMOVAL AND INSTALLATION

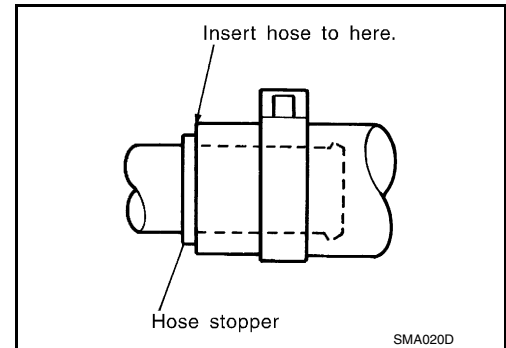
PRECAUTIONS

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- To prevent damage to rubber hose, do not pry off rubber hose with tapered tool or screwdriver.

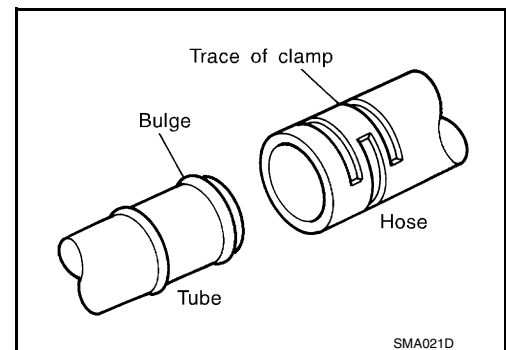


- To reinstall the rubber hose securely, check that hose insertion length and orientation is correct. (If tube is equipped with hose stopper, insert rubber hose into tube until it butts up against hose stopper.)

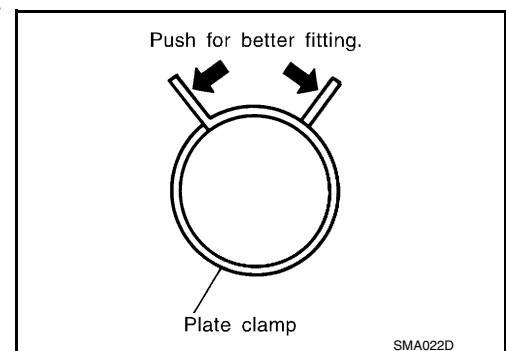


HOSE CLAMPING

- If old rubber hose is re-used, install hose clamp in its original position (at the indentation where the old clamp was). If there is a trace of tube bulging left on the old rubber hose, align rubber hose at that position.
- Discard old clamps; replace with new ones.



- After installing plate clamps, apply force to them in the direction of the arrow, tightening rubber hose equally all around.



Engine Oils

INFOID:000000012407659

Prolonged and repeated contact with used engine oil may cause skin cancer. Try to avoid direct skin contact with used oil.

If skin contact is made, wash thoroughly with soap or hand cleaner as soon as possible.

HEALTH PROTECTION PRECAUTIONS

- Avoid prolonged and repeated contact with oils, particularly used engine oils.
- Wear protective clothing, including impervious gloves where practicable.
- Do not put oily rags in pockets.
- Avoid contaminating clothes, particularly underpants, with oil.

PRECAUTIONS

< PRECAUTION >

- Heavily soiled clothing and oil-impregnated footwear should not be worn. Overalls must be cleaned regularly.
- First aid treatment should be obtained immediately for open cuts and wounds.
- Use barrier creams, applying them before each work period, to help the removal of oil from the skin.
- Wash with soap and water to ensure all oil is removed (skin cleansers and nail brushes will help). Preparations containing lanolin replace the natural skin oils which have been removed.
- Do not use gasoline, kerosene, diesel fuel, gas oil, thinners or solvents for cleaning skin.
- If skin disorders develop, obtain medical advice without delay.
- Where practical, degrease components prior to handling.
- Where there is a risk of eye contact, eye protection should be worn, for example, chemical goggles or face shields; in addition an eye wash facility should be provided.

ENVIRONMENTAL PROTECTION PRECAUTIONS

Dispose of used oil and used oil filters through authorized waste disposal contractors to licensed waste disposal sites, or to the waste oil reclamation trade. If in doubt, contact the local authority for advice on disposal facilities.

It is illegal to pour used oil on to the ground, down sewers or drains, or into water sources.

The regulations concerning pollution vary between regions.

Air Conditioning

INFOID:000000012407660

Use an approved refrigerant recovery unit any time the air conditioning system must be discharged. Refer to HA section "REFRIGERANT" for specific instructions.

Fuel

INFOID:000000012407661

Use unleaded regular gasoline with an octane rating of at least 87 AKI (Anti-Knock Index) number (Research octane number 91).

CAUTION:

- **Using a fuel other than that specified could adversely affect the emission control system, and may also affect warranty coverage.**
- **Under no circumstances should a leaded gasoline be used, because this will damage the three-way catalyst.**
- **Do not use E-15 or E-85 fuel in the vehicle. The vehicle is not designed to run on E-15 or E-85 fuel. Using E-15 or E-85 fuel in a vehicle not specifically designed for E-15 or E-85 fuel can adversely affect the emission control devices and systems of the vehicle. Damage caused by such fuel is not covered by the NISSAN new vehicle limited warranty.**
- **Do not use fuel that contains the octane booster methylcyclopentadienyl manganese tricarbonyl (MMT). Using fuel containing MMT may adversely affect vehicle performance and vehicle emissions. Not all fuel dispensers are labeled to indicate MMT content, consult gasoline retailer for more details. Note that Federal and California laws prohibit the use of MMT in reformulated gasoline.**
- **U.S government regulations require ethanol dispensing pumps to be identified by a small, square, orange and black label with the common abbreviation or the appropriate percentage for that region.**

LIFTING POINT

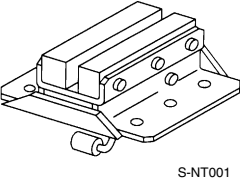
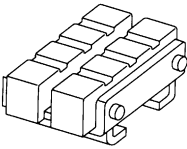
< PRECAUTION >

LIFTING POINT

Commercial Service Tools

INFOID:000000012407662

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Tool name	Description
Board on attachment	 <p>S-NT001</p>
Safety stand attachment	 <p>S-NT002</p>

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CAUTION:

- Every time the vehicle is lifted up, maintain the complete vehicle curb condition.
- Since the vehicle's center of gravity changes when removing main parts on the front side (engine, transmission, suspension etc.), support a jack up point on the rear side garage jack with a mission jack or equivalent.
- Since the vehicle's center of gravity changes when removing main parts on the rear side (rear axle, suspension, etc.), support a jack up point on the front side garage jack with a mission jack or equivalent.
- Be careful not to smash or never do anything that would affect piping parts.

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Garage Jack and Safety Stand and 2-Pole Lift

INFOID:000000012407663

WARNING:

- Park the vehicle on a level surface when using the jack. Check to avoid damaging pipes, tubes, etc. under the vehicle.
- Never get under the vehicle while it is supported only by the jack. Always use safety stands when you have to get under the vehicle.
- Place wheel chocks at both front and back of the wheels on the ground.
- When lifting the vehicle, open the lift arms as wide as possible and ensure that the front and rear of the vehicle are well balanced.
- When setting the lift arm, never allow the arm to contact the brake tubes, brake cable, fuel lines and sill spoiler.

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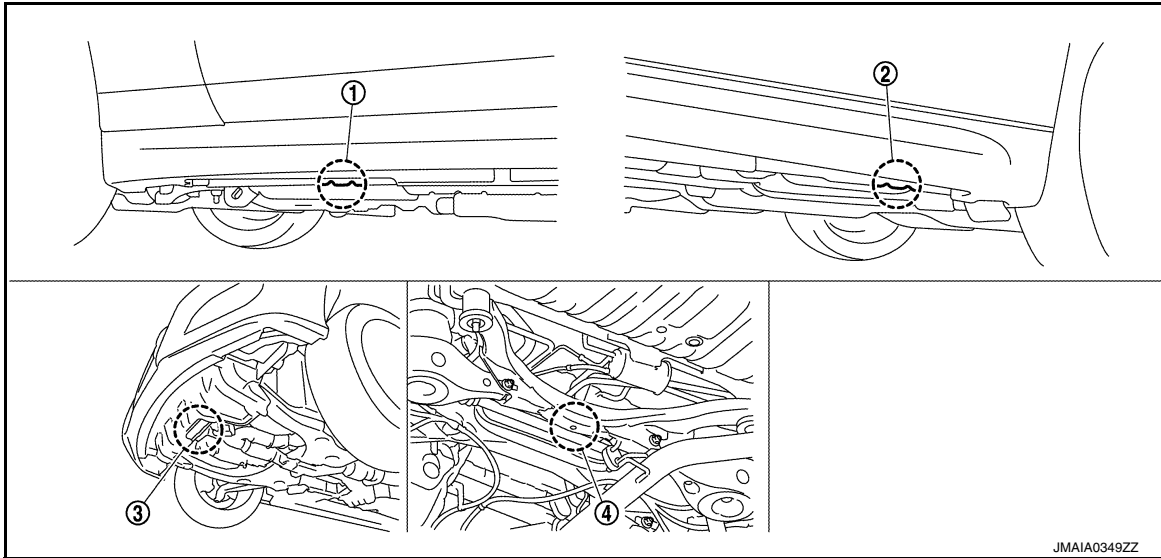
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LIFTING POINT

< PRECAUTION >



1. Safety stand point and lift up point (front)
2. Safety stand point and lift up point (rear)
3. Garage jack point (front)
4. Garage jack point (rear)

CAUTION:

There is canister just behind Garage jack point rear. Jack up carefully.

Board-On Lift

INFOID:000000012407664

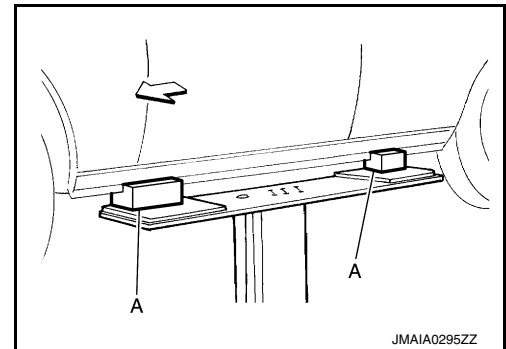
CAUTION:

Check vehicle is empty when lifting.

- The board-on lift attachment (A) set at front end of vehicle should be set on the front of the sill under the front door opening.
- Position attachments at front and rear ends of board-on lift.

← : Vehicle front

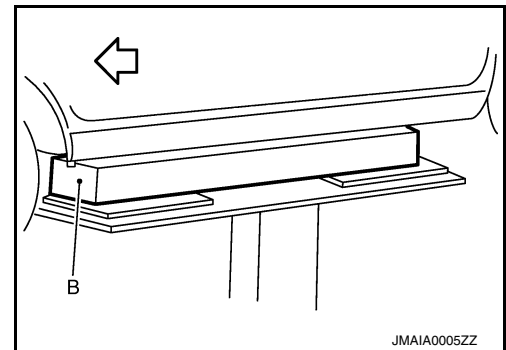
Size of attachment L: 200 mm (7.87 in), W: 90 mm (3.54 in), H: 110 mm (4.33 in)



- When using lift attachment (B), set lift attachment so that its width center contacts to side sill as shown in the figure.

← : Vehicle front

Size of attachment L: 1400 mm (55.12 in), W: 120 mm (4.72 in), H: 100 mm (3.94 in)



TOW TRUCK TOWING

< PRECAUTION >

TOW TRUCK TOWING

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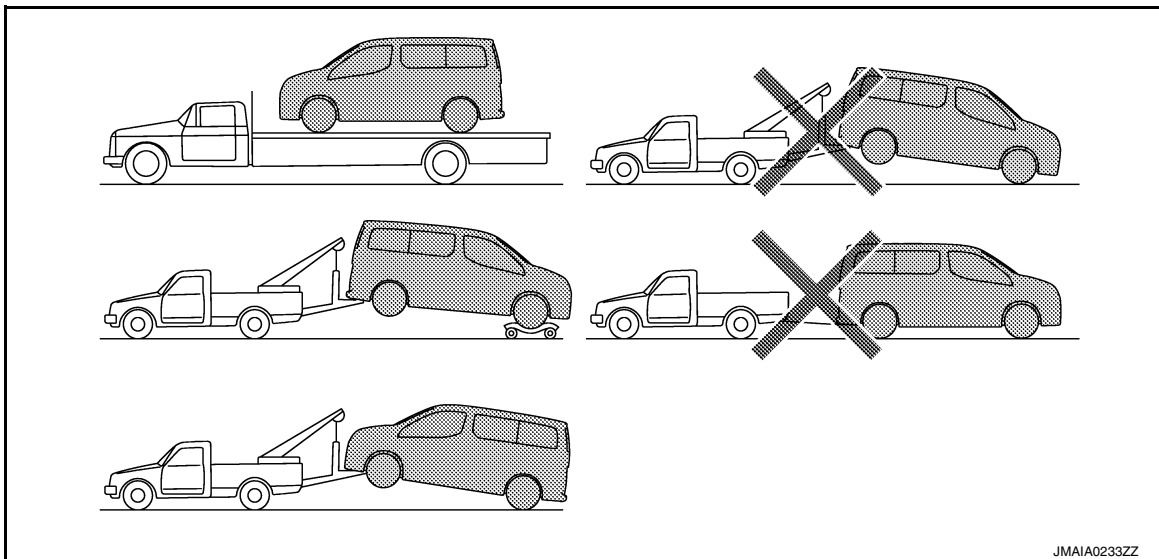
Tow Truck Towing

INFOID:000000012407665

CAUTION:

- All applicable state or Provincial (in Canada) laws and local laws regarding the towing operation must be obeyed.
- It is necessary to use proper towing equipment to avoid possible damage to the vehicle during towing operation. Towing is in accordance with Towing Procedure Manual at dealer.
- Always attach safety chains before towing.
- When towing, check that the transmission, steering system and powertrain are in good order. If any unit is damaged, dollies must be used.
- Never tow a CVT model from the rear (that is backward) with four wheels on the ground. This may cause serious and expensive damage to the transmission.

2WD MODELS



NISSAN recommends that vehicle be towed with the driving (front) wheels off the ground or that a dolly be used as illustrated.

CAUTION:

- Never tow CVT models with the front wheels on the ground or four wheels on the ground (forward or backward), as this may cause serious and expensive damage to the transmission. If it is necessary to tow the vehicle with the rear wheels raised, always use towing dollies under the front wheels.
- When towing CVT models with the front wheels on towing dollies:
 - Turn the ignition switch to the OFF position, and secure the steering wheel in a straight ahead position with a rope or similar device. Never secure the steering wheel by turning the ignition switch to the LOCK position. This may damage the steering lock mechanism.
 - Move the selector lever to the N (Neutral) position.
- When the battery of vehicle equipped with the Intelligent Key system is discharged, your vehicle should be towed with the front wheels on towing dollies or place the vehicle on a flat bed truck.
- When towing two wheel drive CVT model with the rear wheels on the ground (if you do not use towing dollies): Always release the parking brake.

Vehicle Recovery (Freeing a Stuck Vehicle)

INFOID:000000012407666

FRONT

Securely install the vehicle recovery hook stored with jacking tools. Check that the hook is properly secured in the stored place after use.

WARNING:

- Stand clear of a stuck vehicle.

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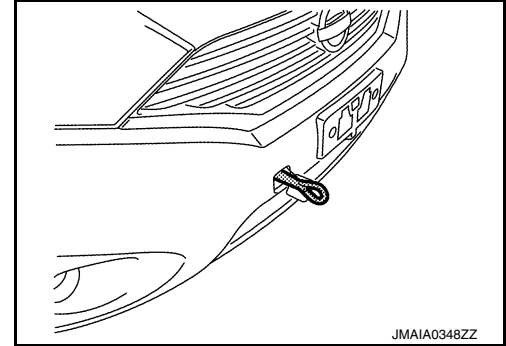
TOW TRUCK TOWING

< PRECAUTION >

- Never spin your tires at high speed. This could cause them to explode and result in serious injury. Parts of your vehicle could also overheat and be damaged.

CAUTION:

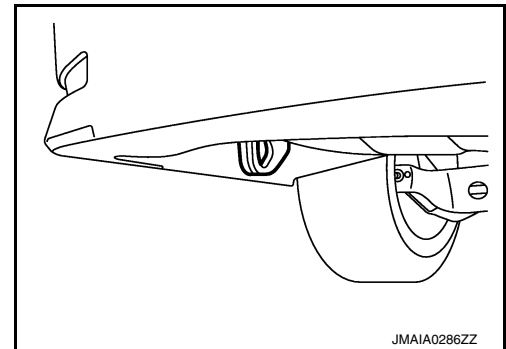
- Tow chains or cables must be attached only to the vehicle recovery hooks or main structural members of the vehicle. Otherwise, the vehicle body will be damaged.
- Never use the vehicle tie downs to free a vehicle stuck in sand, snow, mud, etc. Never tow the vehicle using the vehicle tie downs or recovery hooks.
- Always pull the cable straight out from the front of the vehicle. Never pull on the hook at an angle.
- Pulling devices should be routed so they never touch any part of the suspension, steering, brake or cooling systems.
- Pulling devices such as ropes or canvas straps are not recommended for use in vehicle towing or recovery.



REAR

WARNING:

- Rear hook is not available.



IDENTIFICATION INFORMATION

< VEHICLE INFORMATION >

VEHICLE INFORMATION

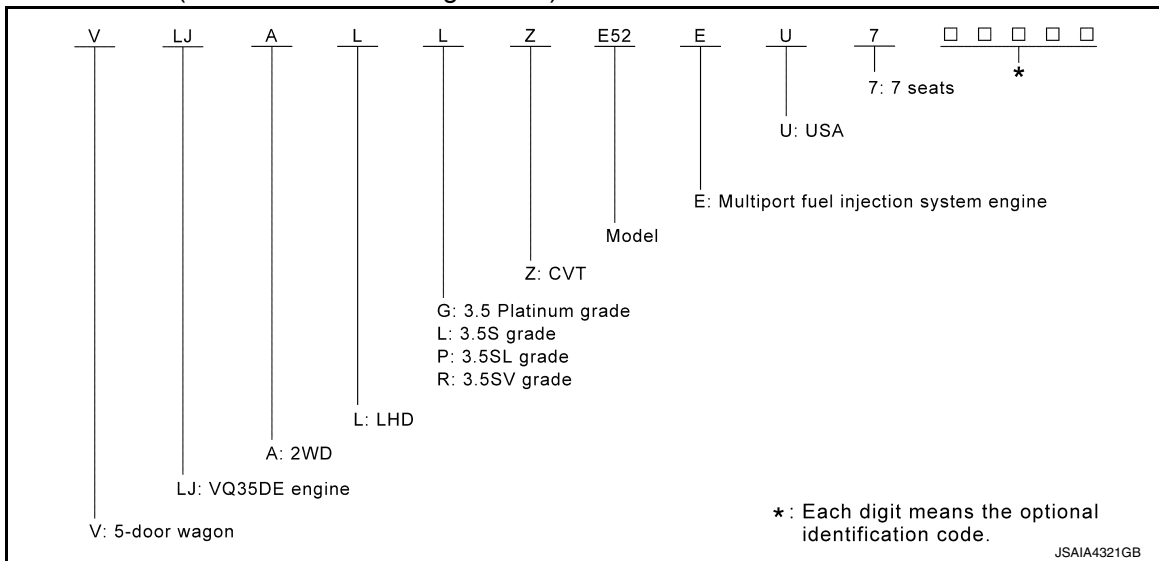
IDENTIFICATION INFORMATION

Model Variation

INFOID:0000000012407667

Destination	Body	Engine	Axle	Handle	Transmission	Grade	Model
USA	5-door wagon	VQ35DE	2WD	LHD	CVT	3.5S	VLJALLZ-EU7
						3.5SV	VLJALRZ-EU7
						3.5SL	VLJALPZ-EU7
						3.5Platinum	VLJALGZ-EU7

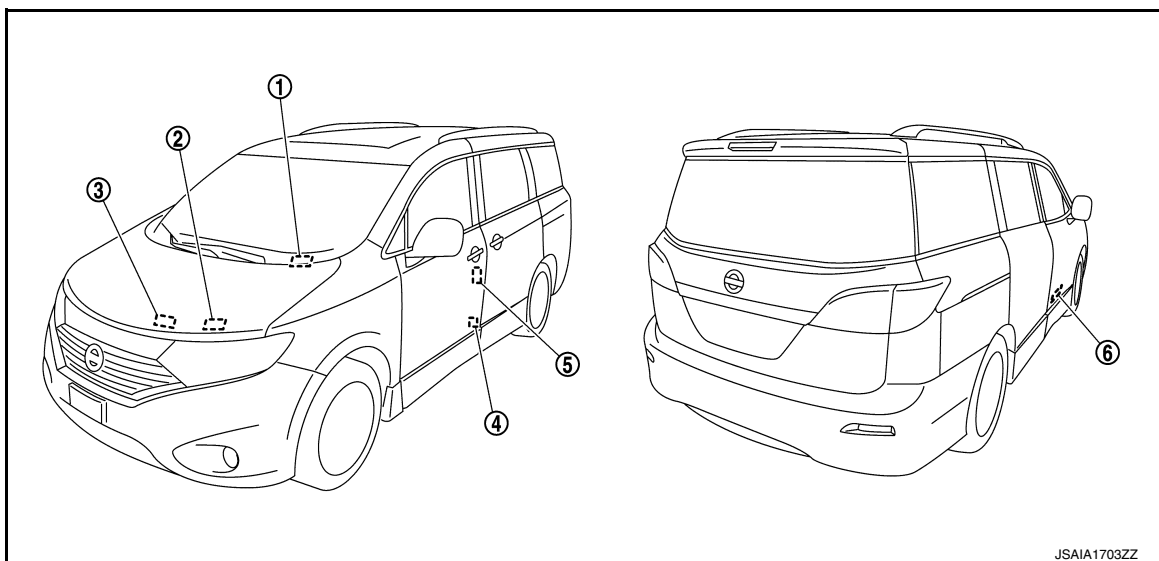
Model variation code (Prefix and suffix designations)



Information About Identification or Model Code

INFOID:0000000012407668

IDENTIFICATION NUMBER

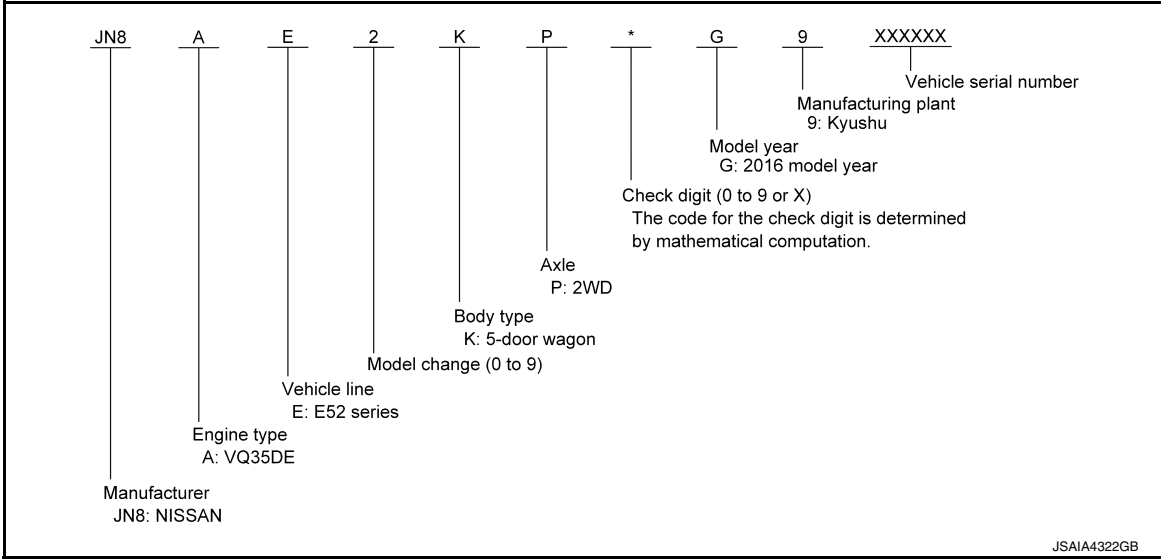


1. Vehicle identification number plate
2. Emission control information label
3. Air conditioner specification label
4. FMVSS certification label
5. Tire and loading information label
6. Vehicle identification number (Chassis number)

IDENTIFICATION INFORMATION

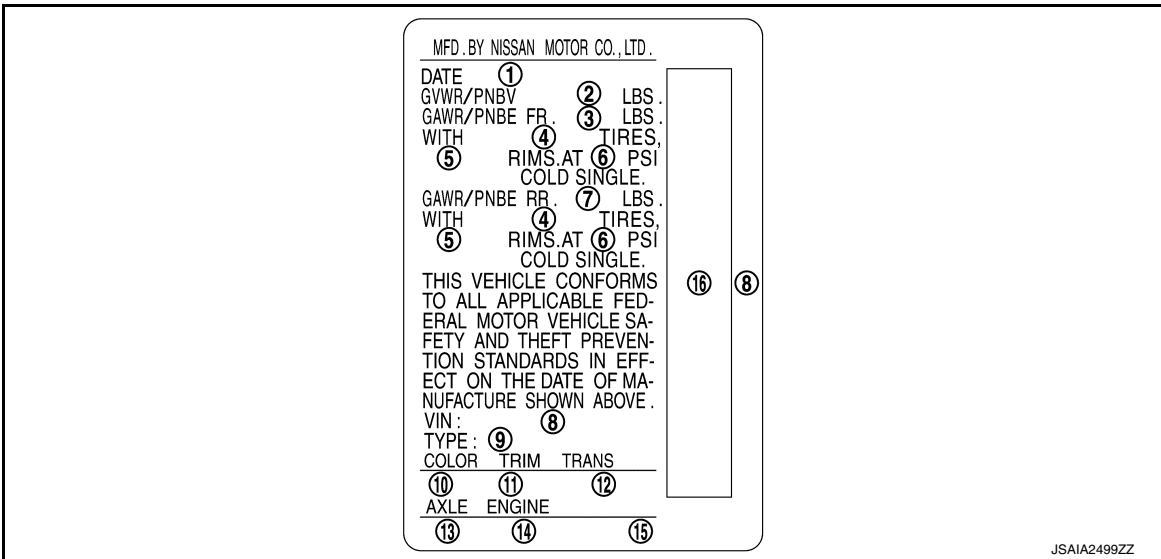
< VEHICLE INFORMATION >

VEHICLE IDENTIFICATION NUMBER ARRANGEMENT



CERTIFICATION LABEL

FMVSS certification label



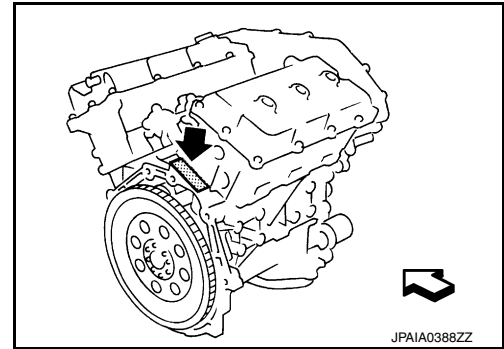
- | | | |
|------------------------------------|----------------------------------|-------------------------------------|
| 1. MFR Month/Year | 2. Gross vehicle weight rating | 3. Gross axle weight rating (Front) |
| 4. Tire size | 5. Wheel size | 6. Tire inflation pressure |
| 7. Gross axle weight rating (Rear) | 8. Vehicle identification number | 9. Verification model code |
| 10. Body color number | 11. Trim color number | 12. Transmission type |
| 13. Axle type | 14. Engine type | 15. Engine displacement |
| 16. VIN bar code | | |

ENGINE SERIAL NUMBER

IDENTIFICATION INFORMATION

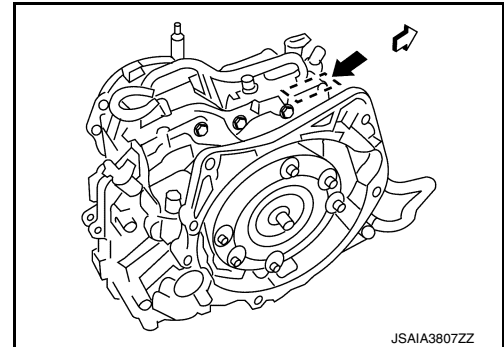
< VEHICLE INFORMATION >

← : Vehicle front



AUTOMATIC TRANSMISSION NUMBER

← : Vehicle front



Dimensions

INFOID:0000000012407669

Unit: mm (in)

Overall length	5,100 (200.8) ^{*1}
	5,110 (201.2) ^{*2}
Overall width	1,970 (77.6)
Overall height	1,815 (71.5) ^{*3}
	1,855 (73.0) ^{*4}
Front tread	1,730 (68.1) ^{*5}
	1,720 (67.7) ^{*6}
Rear tread	1,730 (68.1) ^{*5}
	1,720 (67.7) ^{*6}
Wheelbase	3,000 (118.1)

*1: Without front licence plate bracket

*2: With front licence plate bracket

*3: Without roof rail

*4: With roof rail

*5: 16-inch tire equipped models

*6: 18-inch tire equipped models

Wheels & Tires

INFOID:0000000012407670

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IDENTIFICATION INFORMATION

< VEHICLE INFORMATION >

Conventional	16 inch	Tire		P225/65R16 99T
		Road wheel (Steel)	Size	16 × 6-1/2JJ
			Inset	50 mm (1.97 in)
		Road wheel (Aluminum)	Size	16 × 7J
	Inset		50 mm (1.97 in)	
	18 inch	Tire		P235/55R18 99T
Road wheel (Aluminum)		Size	18 × 7J	
		Inset	55 mm (2.17 in)	
Spare	16 inch	Tire		T135/80D16 101M T135/90D16 102M
		Road wheel (Steel)	Size	16 × 4T
			Inset	30 mm (1.18 in)

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

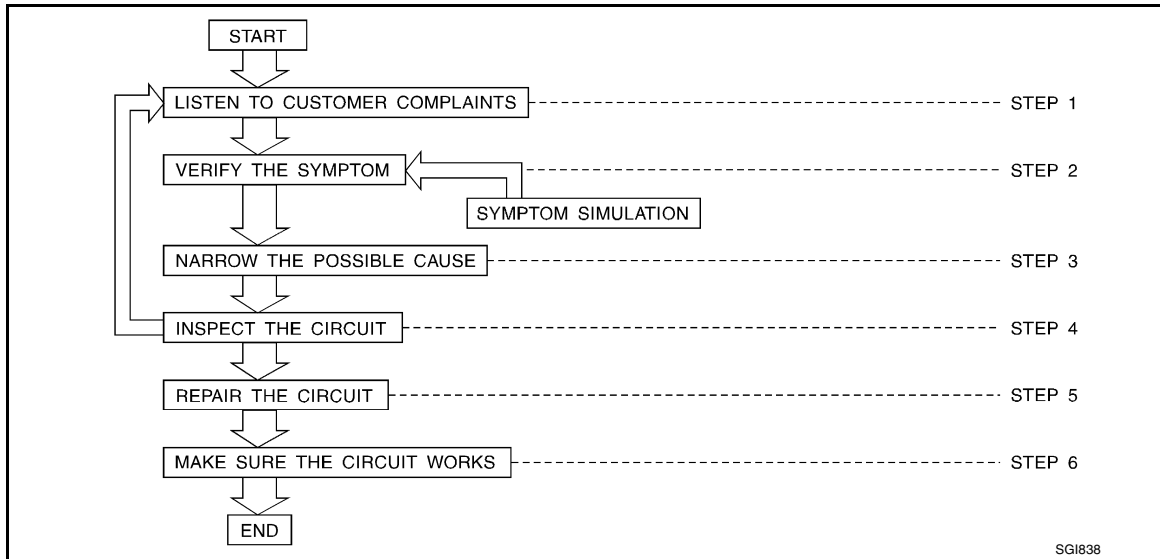
BASIC INSPECTION

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

Work Flow

INFOID:0000000012407671

WORK FLOW



STEP	DESCRIPTION	
STEP 1	Get detailed information about the conditions and the environment when the incident occurred. The following are key pieces of information required to make a good analysis:	
	WHAT	Vehicle Model, Engine, Transmission/Transaxle and the System (i.e. Radio).
	WHEN	Date, Time of Day, Weather Conditions, Frequency.
	WHERE	Road Conditions, Altitude and Traffic Situation.
STEP 2	HOW	System Symptoms, Operating Conditions (Other Components Interaction). Service History and if any After Market Accessories have been installed.
	Operate the system, road test if necessary. Verify the parameter of the incident. If the problem cannot be duplicated, refer to "Incident Simulation Tests".	
STEP 3	Get the proper diagnosis materials together including: <ul style="list-style-type: none"> • Power Supply Routing • System Operation Descriptions • Applicable Service Manual Sections • Check for any Service Bulletins Identify where to begin diagnosis based upon your knowledge of the system operation and the customer comments.	
STEP 4	Inspect the system for mechanical binding, loose connectors or wiring damage. Determine which circuits and components are involved and diagnose using the Power Supply Routing and Harness Layouts.	
STEP 5	Repair or replace the incident circuit or component.	
STEP 6	Operate the system in all modes. Verify the system works properly under all conditions. Check you have not inadvertently created a new incident during your diagnosis or repair steps.	

Control Units and Electrical Parts

INFOID:0000000012407672

PRECAUTIONS

- Never reverse polarity of battery terminals.
- Install only parts specified for a vehicle.
- Before replacing the control unit, check the input and output and functions of the component parts.
- Do not apply excessive force when disconnecting a connector.

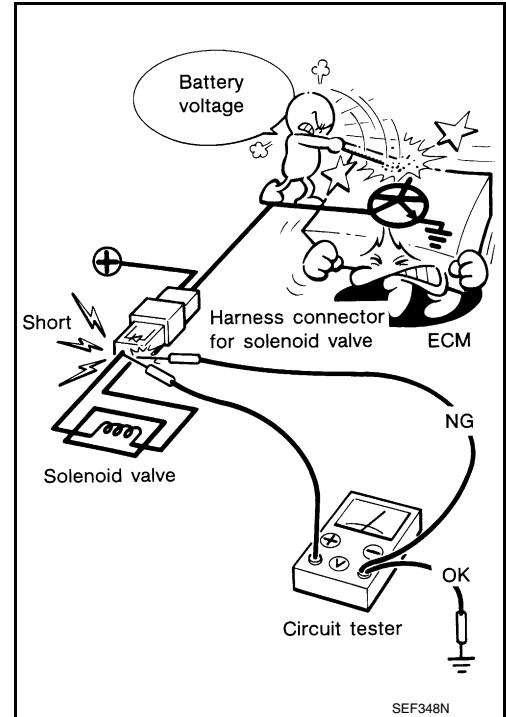
SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

- Do not apply excessive shock to the control unit by dropping or hitting it.
- Be careful to prevent condensation in the control unit due to rapid temperature changes and do not let water or rain get on it. If water is found in the control unit, dry it fully and then install it in the vehicle.
- Be careful not to let oil get on the control unit connector.
- Avoid cleaning the control unit with volatile oil.
- Do not disassemble the control unit, and do not remove the upper and lower covers.



- When using a DMM, be careful not to let test probes get close to each other to prevent the power transistor in the control unit from damaging battery voltage because of short circuiting.
- When checking input and output signals of the control unit, use the specified check adapter.



How to Check Terminal

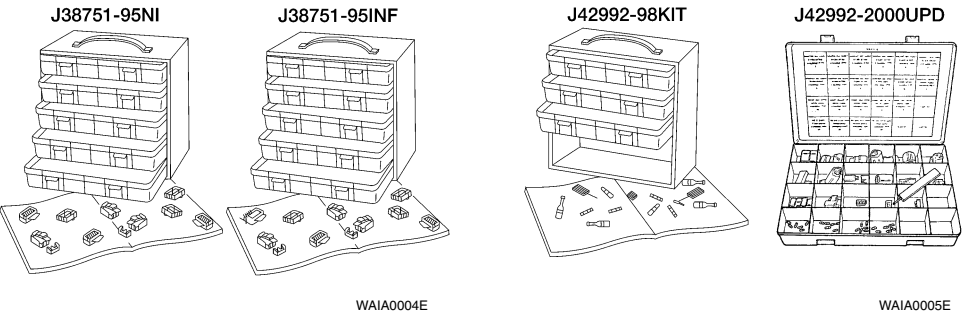
INFOID:000000012407673

CONNECTOR AND TERMINAL PIN KIT

- Use the connector and terminal pin kits listed below when replacing connectors or terminals.
- The connector and terminal pin kits contain some of the most commonly used NISSAN/INFINITI connectors and terminals. For detailed connector and terminal pin replacement procedures, refer to the latest NISSAN/INFINITI CONNECTOR AND TERMINAL PIN SERVICE MANUAL.

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

Tool number (TechMate No.) Tool name	Description
- (J38751-95NI) Connector and terminal pin kit (NISSAN) - (J38751-95INF) Connector and terminal pin kit (INFINITI) - (J42992-98KIT) OBD and terminal repair kit - (J42992-2000UPD) OBD-II Connector Kit Up- date	

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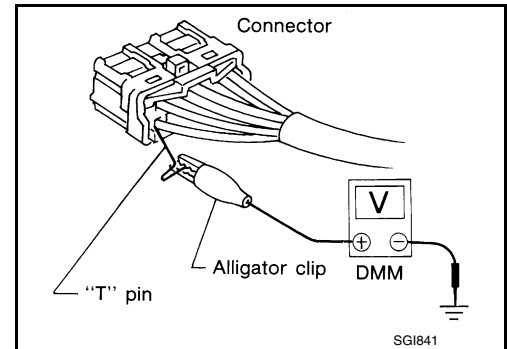
HOW TO PROBE CONNECTORS

- Connector damage and an intermittent connection can result from improperly probing of the connector during circuit checks.
- The probe of a digital multimeter (DMM) may not correctly fit the connector cavity. To correctly probe the connector, follow the procedures below using a "T" pin. For the best contact grasp the "T" pin using an alligator clip.

Probing from Harness Side

Standard type (not waterproof type) connector should be probed from harness side with "T" pin.

- If the connector has a rear cover such as a ECM connector, remove the rear cover before probing the terminal.
- Do not probe waterproof connector from harness side. Damage to the seal between wire and connector may result.



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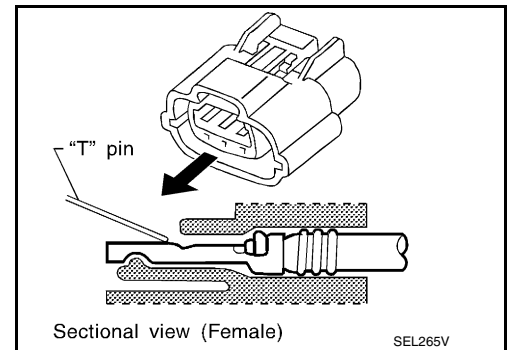
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Probing from Terminal Side

FEMALE TERMINAL

- There is a small notch above each female terminal. Probe each terminal with the "T" pin through the notch. Do not insert any object other than the same type male terminal into female terminal.



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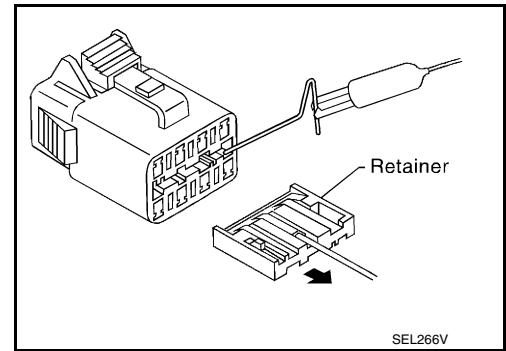
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SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

- Some connectors do not have a notch above each terminal. To probe each terminal, remove the connector retainer to make contact space for probing.

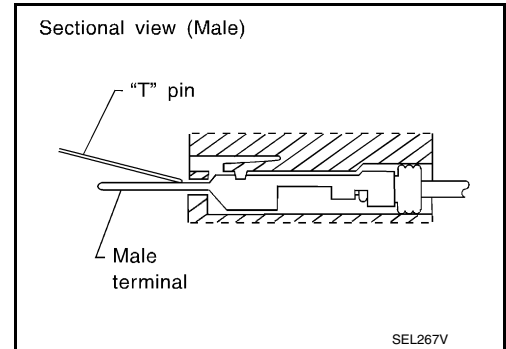


MALE TERMINAL

- Carefully probe the contact surface of each terminal using a "T" pin.

CAUTION:

Never bend terminal.



How to Check Enlarged Contact Spring of Terminal

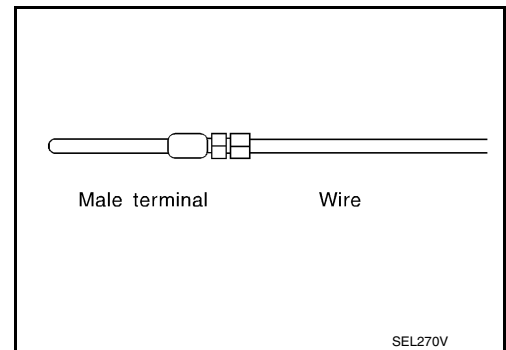
- An enlarged contact spring of a terminal may create intermittent signals in the circuit.
- If the intermittent open circuit occurs, follow the procedure below to inspect for open wires and enlarged contact spring of female terminal.

- Assemble a male terminal and approx. 10 cm (3.9 in) of wire.

NOTE:

Use a male terminal which matches the female terminal.

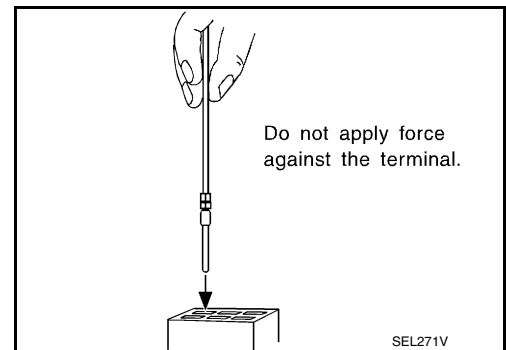
- Disconnect the suspected faulty connector and hold it terminal side up.



- While holding the wire of the male terminal, try to insert the male terminal into the female terminal.

CAUTION:

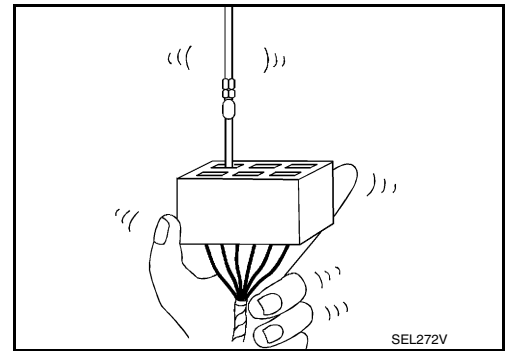
Never force the male terminal into the female terminal with your hands.



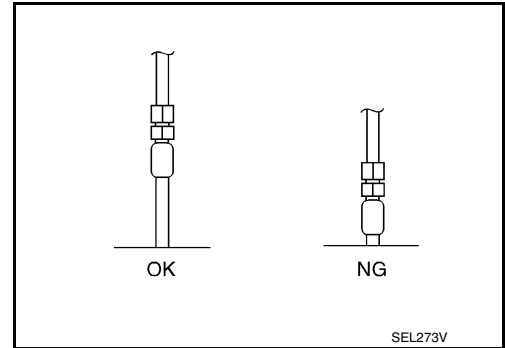
SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

4. While moving the connector, check whether the male terminal can be easily inserted or not.



- If the male terminal can be easily inserted into the female terminal, replace the female terminal.

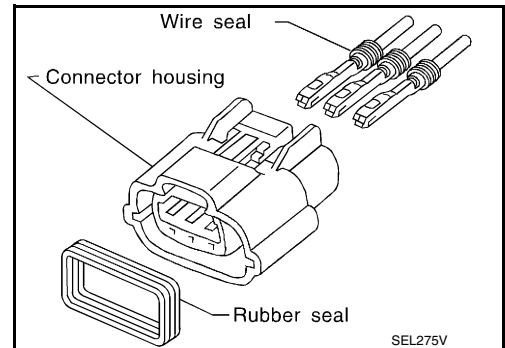


Waterproof Connector Inspection

If water enters the connector, it can short interior circuits. This may lead to intermittent problems. Check the following items to maintain the original waterproof characteristics.

RUBBER SEAL INSPECTION

- Most waterproof connectors are provided with a rubber seal between the male and female connectors. If the seal is missing, the waterproof performance may not meet specifications.
- The rubber seal may come off when connectors are disconnected. Whenever connectors are reconnected, check the rubber seal is properly installed on either side of male or female connector.

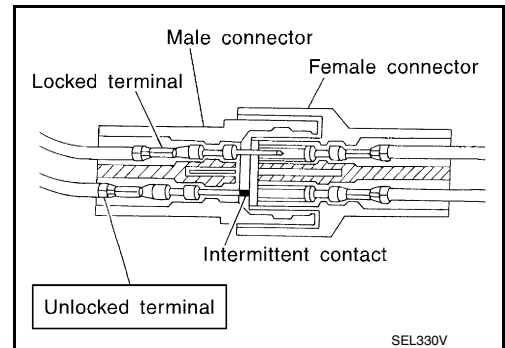


WIRE SEAL INSPECTION

- The wire seal must be installed on the wire insertion area of a waterproof connector. Be sure that the seal is installed properly.

Terminal Lock Inspection

Check for unlocked terminals by pulling wire at the end of connector. An unlocked terminal may create intermittent signals in the circuit.



Intermittent Incident

INFOID:000000012407674

DESCRIPTION

Sometimes the symptom is not present when the vehicle is brought in for service. If possible, re-create the conditions present at the time of the incident. Doing so may help avoid a No Trouble Found Diagnosis. The fol-

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SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

Following section illustrates ways to simulate the conditions/environment under which the owner experiences an electrical incident.

The section is broken into the six following topics:

- Vehicle vibration
- Heat sensitive
- Freezing
- Water intrusion
- Electrical load
- Cold or hot start up

Get a thorough description of the incident from the customer. It is important for simulating the conditions of the problem.

VEHICLE VIBRATION

The problem may occur or become worse while driving on a rough road or when engine is vibrating (idle with A/C on). In such a case, you will want to check for a vibration related condition. Refer to the following illustration.

Connector & Harness

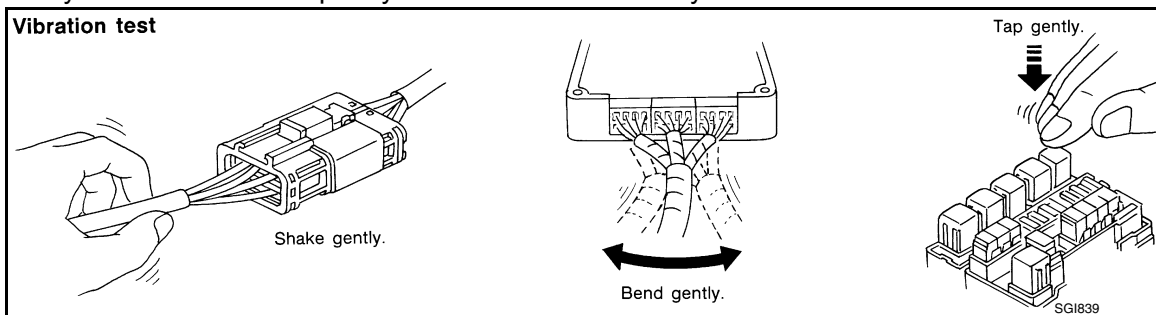
Determine which connectors and wiring harness would affect the electrical system you are inspecting. Gently shake each connector and harness while monitoring the system for the incident you are trying to duplicate. This test may indicate a loose or poor electrical connection.

Hint

Connectors can be exposed to moisture. It is possible to get a thin film of corrosion on the connector terminals. A visual inspection may not reveal this without disconnecting the connector. If the problem occurs intermittently, perhaps the problem is caused by corrosion. It is a good idea to disconnect, inspect and clean the terminals on related connectors in the system.

Sensor & Relay

Gently apply a slight vibration to sensors and relays in the system you are inspecting. This test may indicate a loose or poorly mounted sensor or relay.



Engine Compartment

There are several reasons a vehicle or engine vibration could cause an electrical complaint. Some of the things to check for are:

- Connectors not fully seated.
- Wiring harness not long enough and is being stressed due to engine vibrations or rocking.
- Wires laying across brackets or moving components.
- Loose, dirty or corroded ground wires.
- Wires routed too close to hot components.

To inspect components under the hood, start by verifying the integrity of ground connections. (Refer to Ground Inspection described later.) First check that the system is properly grounded. Then check for loose connection by gently shaking the wiring or components as previously explained. Using the wiring diagrams inspect the wiring for continuity.

Behind the Instrument Panel

An improperly routed or improperly clamped harness can become pinched during accessory installation. Vehicle vibration can aggravate a harness which is routed along a bracket or near a screw.

Under Seating Areas

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

An unclamped or loose harness can cause wiring to be pinched by seat components (such as slide guides) during vehicle vibration. If the wiring runs under seating areas, inspect wire routing for possible damage or pinching.

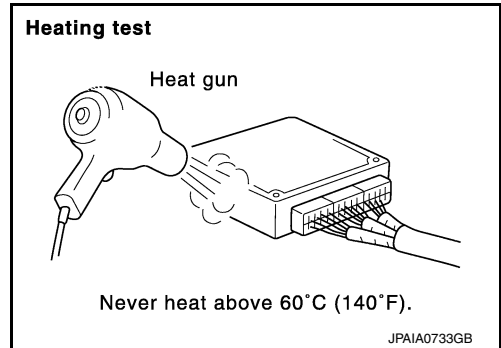
HEAT SENSITIVE

- The customer's concern may occur during hot weather or after car has sat for a short time. In such cases you will want to check for a heat sensitive condition.
- To determine if an electrical component is heat sensitive, heat the component with a heat gun or equivalent.

CAUTION:

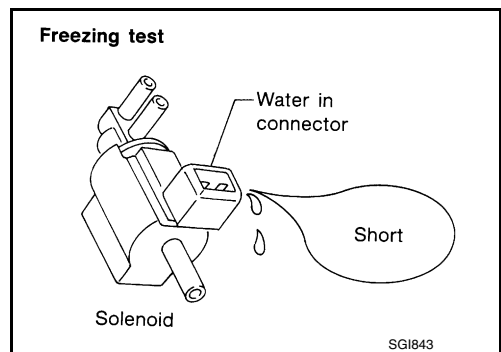
Never heat components above 60°C (140°F).

- If incident occurs while heating the unit, either replace or properly insulate the component.



FREEZING

- The customer may indicate the incident goes away after the car warms up (winter time). The cause could be related to water freezing somewhere in the wiring/electrical system.
- There are two methods to check for this. The first is to arrange for the owner to leave his car overnight. Check it will get cold enough to demonstrate his complaint. Leave the car parked outside overnight. In the morning, do a quick and thorough diagnosis of those electrical components which could be affected.
- The second method is to put the suspect component into a freezer long enough for any water to freeze. Reinstall the part into the car and check for the reoccurrence of the incident. If it occurs, repair or replace the component.

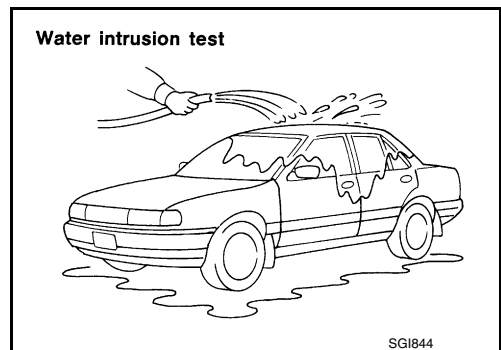


WATER INTRUSION

The incident may occur only during high humidity or in rainy/snowy weather. In such cases the incident could be caused by water intrusion on an electrical part. This can be simulated by soaking the car or running it through a car wash.

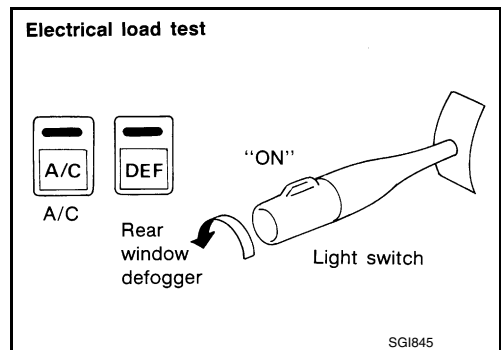
CAUTION:

Never spray water directly on any electrical components.



ELECTRICAL LOAD

The incident may be electrical load sensitive. Perform diagnosis with all accessories (including A/C, rear window defogger, radio, fog lamps) turned on.



COLD OR HOT START UP

On some occasions an electrical incident may occur only when the car is started cold, or it may occur when the car is restarted hot shortly after being turned off. In these cases you may have to keep the car overnight to make a proper diagnosis.

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SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

Circuit Inspection

INFOID:000000012407675

DESCRIPTION

- In general, testing electrical circuits is an easy task if it is approached in a logical and organized method. Before beginning it is important to have all available information on the system to be tested. Also, get a thorough understanding of system operation. Then you will be able to use the appropriate equipment and follow the correct test procedure.
- You may have to simulate vehicle vibrations while testing electrical components. Gently shake the wiring harness or electrical component to do this.

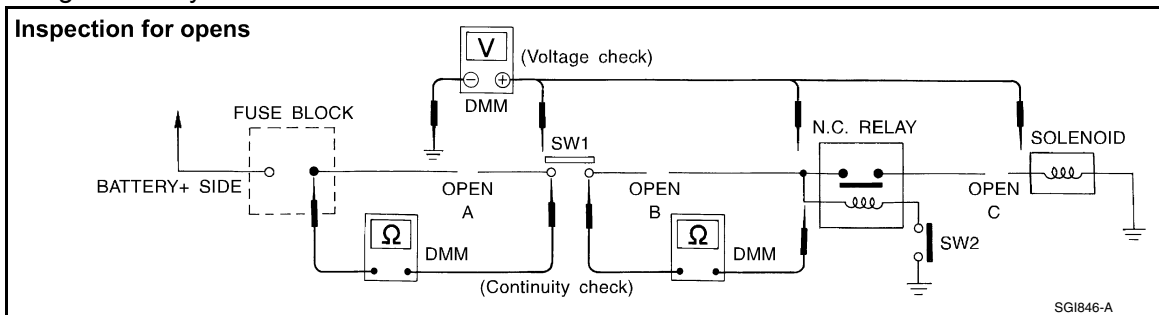
OPEN	A circuit is open when there is no continuity through a section of the circuit.	
SHORT	There are two types of shorts.	
	• SHORT CIRCUIT	When a circuit contacts another circuit and causes the normal resistance to change.
	• SHORT TO GROUND	When a circuit contacts a ground source and grounds the circuit.

NOTE:

Refer to [GI-38, "How to Check Terminal"](#) to probe or check terminal.

TESTING FOR "OPENS" IN THE CIRCUIT

Before you begin to diagnose and test the system, you should rough sketch a schematic of the system. This will help you to logically walk through the diagnosis process. Drawing the sketch will also reinforce your working knowledge of the system.



Continuity Check Method

The continuity check is used to find an open in the circuit. The digital multimeter (DMM) set on the resistance function will indicate an open circuit as over limit (no beep tone or no ohms symbol). Check to always start with the DMM at the highest resistance level.

To help in understanding the diagnosis of open circuits, please refer to the previous schematic.

- Disconnect the battery negative cable.
- Start at one end of the circuit and work your way to the other end. (At the fuse block in this example)
- Connect one probe of the DMM to the fuse block terminal on the load side.
- Connect the other probe to the fuse block (power) side of SW1. Little or no resistance will indicate that portion of the circuit has good continuity. If there were an open in the circuit, the DMM would indicate an over limit or infinite resistance condition. (point A)
- Connect the probes between SW1 and the relay. Little or no resistance will indicate that portion of the circuit has good continuity. If there were an open in the circuit, the DMM would indicate an over limit or infinite resistance condition. (point B)
- Connect the probes between the relay and the solenoid. Little or no resistance will indicate that portion of the circuit has good continuity. If there were an open in the circuit, the DMM would indicate an over limit or infinite resistance condition. (point C)

Any circuit can be diagnosed using the approach in the previous example.

Voltage Check Method

To help in understanding the diagnosis of open circuits please refer to the previous schematic.

In any powered circuit, an open can be found by methodically checking the system for the presence of voltage. This is done by switching the DMM to the voltage function.

- Connect one probe of the DMM to a known good ground.
- Begin probing at one end of the circuit and work your way to the other end.
- With SW1 open, probe at SW1 to check for voltage.
voltage: open is further down the circuit than SW1.

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

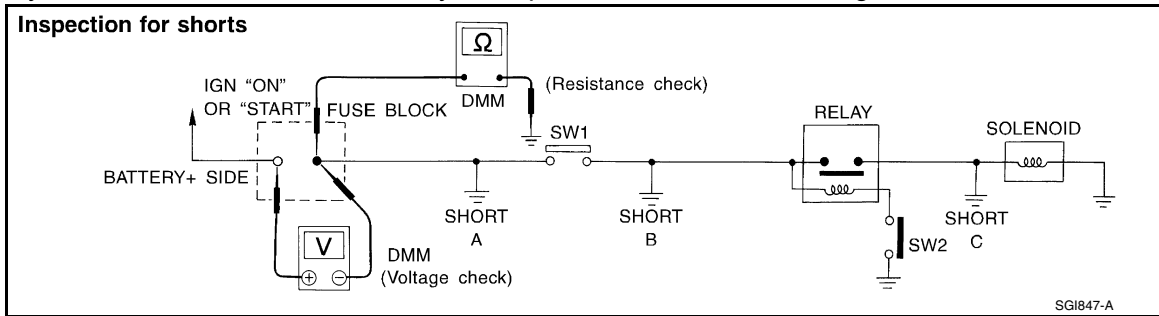
< BASIC INSPECTION >

- no voltage: open is between fuse block and SW1 (point A).
- Close SW1 and probe at relay.
 - voltage: open is further down the circuit than the relay.
 - no voltage: open is between SW1 and relay (point B).
- Close the relay and probe at the solenoid.
 - voltage: open is further down the circuit than the solenoid.
 - no voltage: open is between relay and solenoid (point C).

Any powered circuit can be diagnosed using the approach in the previous example.

TESTING FOR "SHORTS" IN THE CIRCUIT

To simplify the discussion of shorts in the system, please refer to the following schematic.



Resistance Check Method

- Disconnect the battery negative cable and remove the blown fuse.
- Disconnect all loads (SW1 open, relay disconnected and solenoid disconnected) powered through the fuse.
- Connect one probe of the DMM to the load side of the fuse terminal. Connect the other probe to a known good ground.
- With SW1 open, check for continuity.
 - continuity: short is between fuse terminal and SW1 (point A).
 - no continuity: short is further down the circuit than SW1.
- Close SW1 and disconnect the relay. Put probes at the load side of fuse terminal and a known good ground. Then, check for continuity.
 - continuity: short is between SW1 and the relay (point B).
 - no continuity: short is further down the circuit than the relay.
- Close SW1 and jump the relay contacts with jumper wire. Put probes at the load side of fuse terminal and a known good ground. Then, check for continuity.
 - continuity: short is between relay and solenoid (point C).
 - no continuity: check solenoid, retrace steps.

Voltage Check Method

- Remove the blown fuse and disconnect all loads (i.e. SW1 open, relay disconnected and solenoid disconnected) powered through the fuse.
- Turn the ignition switch to the ON or START position. Verify battery voltage at the battery + side of the fuse terminal (one lead on the battery + terminal side of the fuse block and one lead on a known good ground).
- With SW1 open and the DMM leads across both fuse terminals, check for voltage.
 - voltage: short is between fuse block and SW1 (point A).
 - no voltage: short is further down the circuit than SW1.
- With SW1 closed, relay and solenoid disconnected and the DMM leads across both fuse terminals, check for voltage.
 - voltage: short is between SW1 and the relay (point B).
 - no voltage: short is further down the circuit than the relay.
- With SW1 closed, relay contacts jumped with fused jumper wire check for voltage.
 - voltage: short is down the circuit of the relay or between the relay and the disconnected solenoid (point C).
 - no voltage: retrace steps and check power to fuse block.

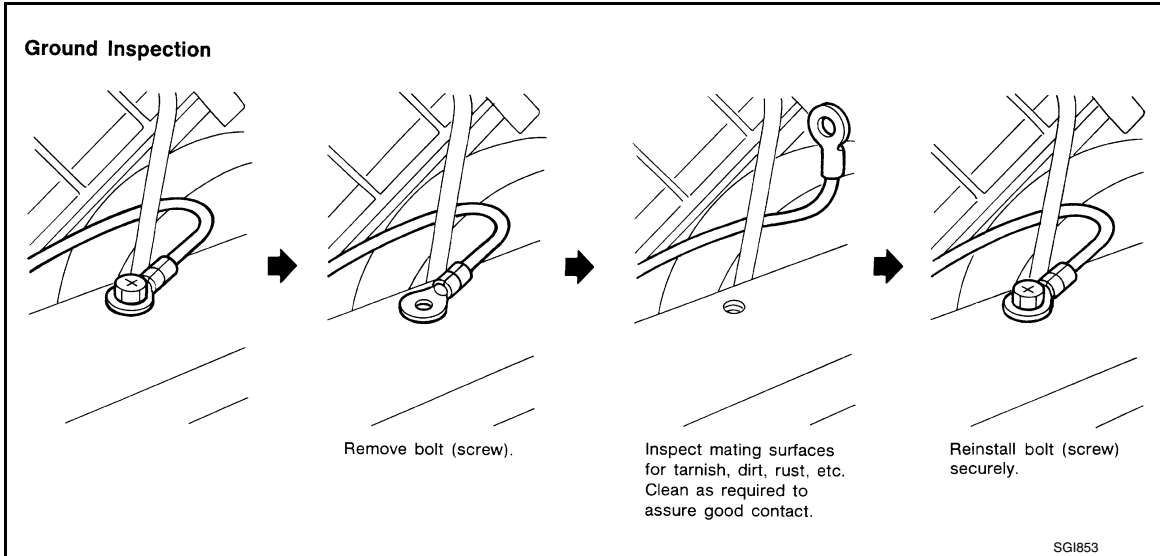
GROUND INSPECTION

- Ground connections are very important to the proper operation of electrical and electronic circuits. Ground connections are often exposed to moisture, dirt and other corrosive elements. The corrosion (rust) can become an unwanted resistance. This unwanted resistance can change the way a circuit works.
- Electronically controlled circuits are very sensitive to proper grounding. A loose or corroded ground can drastically affect an electronically controlled circuit. A poor or corroded ground can easily affect the circuit. Even when the ground connection looks clean, there can be a thin film of rust on the surface.

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

- When inspecting a ground connection follow these rules:
 - Remove the ground bolt or screw.
 - Inspect all mating surfaces for tarnish, dirt, rust, etc.
 - Clean as required to assure good contact.
 - Reinstall bolt or screw securely.
- Inspect for “add-on” accessories which may be interfering with the ground circuit.
- If several wires are crimped into one ground eyelet terminal, check for proper crimps. Check all of the wires are clean, securely fastened and providing a good ground path. If multiple wires are cased in one eyelet check no ground wires have excess wire insulation.
- For detailed ground distribution information, refer to “Ground Distribution” in PG section.



VOLTAGE DROP TESTS

- Voltage drop tests are often used to find components or circuits which have excessive resistance. A voltage drop in a circuit is caused by a resistance when the circuit is in operation.
- Check the wire in the illustration. When measuring resistance with DMM, contact by a single strand of wire will give reading of 0 ohms. This would indicate a good circuit. When the circuit operates, this single strand of wire is not able to carry the current. The single strand will have a high resistance to the current. This will be picked up as a slight voltage drop.
- Unwanted resistance can be caused by many situations as follows:
 - Undersized wiring (single strand example)
 - Corrosion on switch contacts
 - Loose wire connections or splices.
- If repairs are needed always use wire that is of the same or larger gauge.

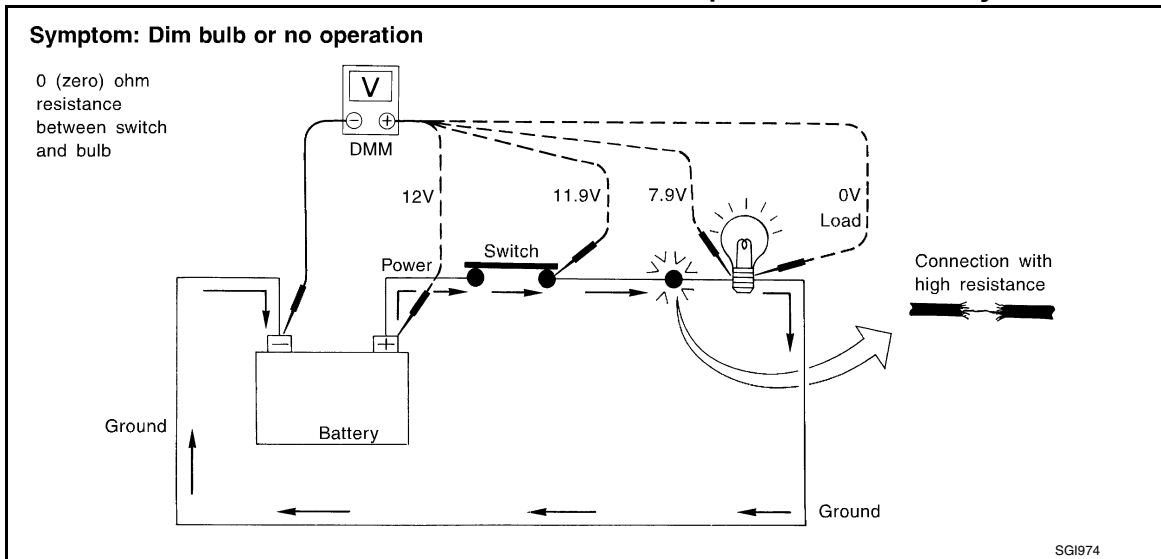
Measuring Voltage Drop — Accumulated Method

- Connect the DMM across the connector or part of the circuit you want to check. The positive lead of the DMM should be closer to power and the negative lead closer to ground.
- Operate the circuit.
- The DMM will indicate how many volts are being used to “push” current through that part of the circuit.

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

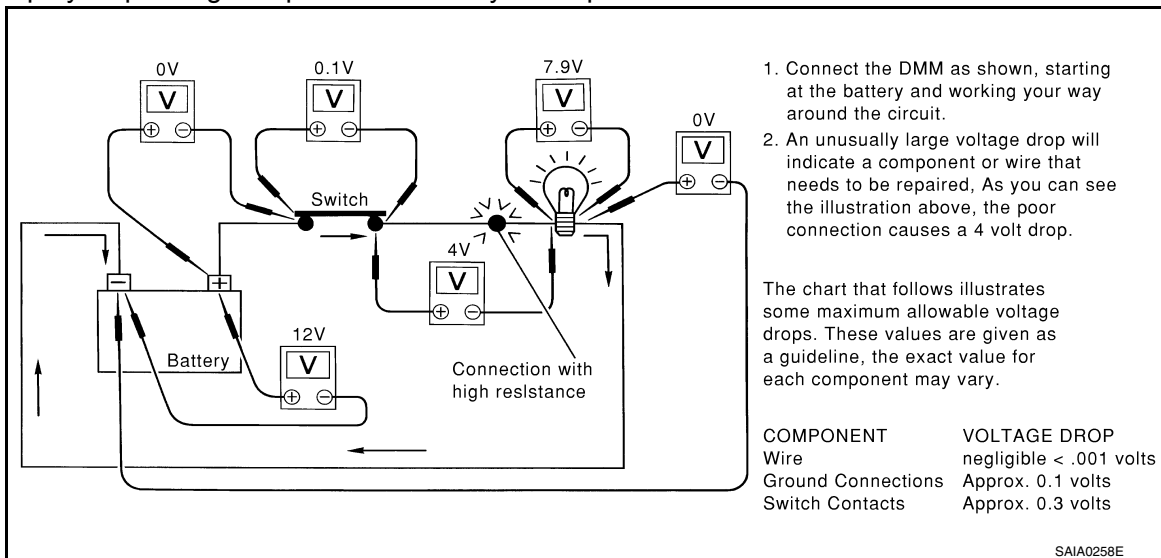
< BASIC INSPECTION >

Note in the illustration that there is an excessive 4.1 volt drop between the battery and the bulb.



Measuring Voltage Drop — Step-by-Step

- The step-by-step method is most useful for isolating excessive drops in low voltage systems (such as those in “Computer Controlled Systems”).
- Circuits in the “Computer Controlled System” operate on very low amperage.
- The (Computer Controlled) system operations can be adversely affected by any variation in resistance in the system. Such resistance variation may be caused by poor connection, improper installation, improper wire gauge or corrosion.
- The step by step voltage drop test can identify a component or wire with too much resistance.

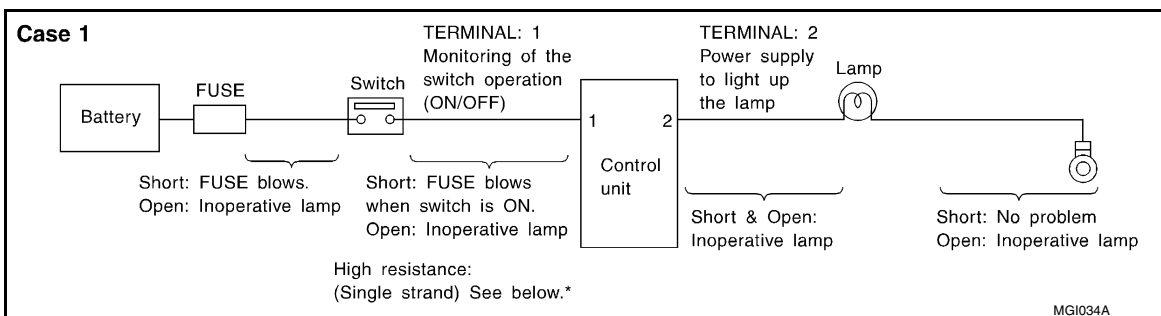


CONTROL UNIT CIRCUIT TEST

System Description

- When the switch is ON, the control unit lights up the lamp.

CASE 1



SERVICE INFORMATION FOR ELECTRICAL INCIDENT

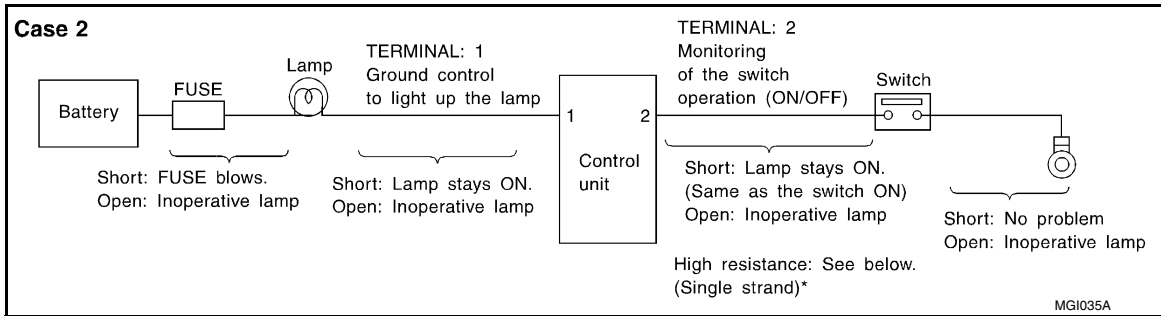
< BASIC INSPECTION >

INPUT-OUTPUT VOLTAGE CHART

Terminal No.		Description		Condition	Value (Approx.)	In case of high resistance such as single strand (V) *
+	-	Signal name	Input/Output			
1	Body ground	Switch	Input	Switch ON	Battery voltage	Lower than battery voltage Approx. 8 (Example)
				Switch OFF	0 V	Approx. 0
2	Body ground	Lamp	Output	Switch ON	Battery voltage	Approx. 0 (Inoperative lamp)
				Switch OFF	0 V	Approx. 0

- The voltage value is based on the body ground.
- *: If high resistance exists in the switch side circuit (caused by a single strand), terminal 1 does not detect battery voltage. Control unit does not detect the switch is ON even if the switch does not turn ON. Therefore, the control unit does not supply power to light up the lamp.

CASE 2



INPUT-OUTPUT VOLTAGE CHART

Terminal No.		Description		Condition	Value (Approx.)	In case of high resistance such as single strand (V) *
+	-	Signal name	Input/Output			
1	Body ground	Lamp	Output	Switch ON	0 V	Battery voltage (Inoperative lamp)
				Switch OFF	Battery voltage	Battery voltage
2	Body ground	Switch	Input	Switch ON	0 V	Higher than 0 Approx. 4 (Example)
				Switch OFF	5 V	Approx. 5

- The voltage value is based on the body ground.
- *: If high resistance exists in the switch side circuit (caused by a single strand), terminal 2 does not detect approx. 0 V. Control unit does not detect the switch is ON even if the switch does not turn ON. Therefore, the control unit does not control ground to light up the lamp.

CONSULT/GST CHECKING SYSTEM

< BASIC INSPECTION >

CONSULT/GST CHECKING SYSTEM

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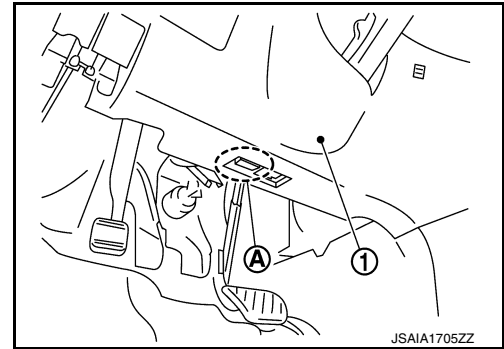
Description

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- When CONSULT/GST is connected with a data link connector (A) equipped on the vehicle side, it will communicate with the control unit equipped in the vehicle and then enable various kinds of diagnostic tests.

1 : Instrument lower panel LH

- Refer to “CONSULT Software Operation Manual” for more information.



CONSULT Function and System Application*1

INFOID:000000012407677

FUNCTION

Mode	Function
All DTC Reading	Display all DTCs or diagnostic items that all ECUs are recording and judging.
Work Support	This mode enables a technician to adjust some devices faster and more accurately.
Self Diagnostic Results	Retrieve DTC from ECU and display diagnostic items.
Data Monitor	Monitor the input/output signal of the control unit in real time.
CAN Diagnosis	This mode displays a network diagnosis result about CAN by diagram.
CAN Diagnosis Support Monitor	It monitors the status of CAN communication.
Active Test	Send the drive signal from CONSULT to the actuator. The operation check can be performed.
ECU Identification	Display the ECU identification number (part number etc.) of the selected system.
Configuration	Function to READ/WRITE vehicle configuration.
SRT&P-DTC Confirmation	The state of System Readiness Test (SRT) items, the presence or absence of permanent DTC*, and driving conditions can be checked.
DTC work support	DTC reproduction procedure can be performed speedily and precisely.
Others	Other results or histories, etc. that are recorded in ECU are displayed.

*: Permanent DTC is not applied for regions where it is not mandated.

SYSTEM APPLICATION*1

System	All DTC Reading	Work Support	Self Diagnostic Results	Data Monitor	CAN Diagnosis	CAN Diagnosis Support Monitor	Active Test	ECU Identification	Configuration	SRT&P-DTC Confirmation	DTC work support	Others
ENGINE	x	x	x	x	x	x	x	x	-	x*2	x	-
TRANSMISSION	x	x	x	x	x	x	-	x	-	-	-	• CALIB DATA
ABS	x	x	x	x	x	x	x	x	-	-	-	-

CONSULT/GST CHECKING SYSTEM

< BASIC INSPECTION >

System	All DTC Reading	Work Support	Self Diagnostic Results	Data Monitor	CAN Diagnosis	CAN Diagnosis Support Monitor	Active Test	ECU Identification	Configuration	SRT&P-DTC Confirmation	DTC work support	Others
AIR BAG	x	-	x	-	x	-	-	x	-	-	-	<ul style="list-style-type: none"> • TROUBLE DIAG RECORD • SELF-DIAG RESULT [CAN] • CAUSE OF WARNING
IPDM E/R	x	-	x	x	x	x	x	x	-	-	-	-
BCM	x	x	x	x	x	x	x	x	x	-	-	-
MULTI AV	-	x	x	x	x	x	-	x	x	-	-	-
METER / M&A	x	-	x	x	x	x	-	-	-	-	-	<ul style="list-style-type: none"> • Warning History
AUTO BACK DOOR	x	-	x	x	x	x	-	x	-	-	-	-
AUTO SLIDE DOOR	x	-	x	x	x	x	x	x	-	-	-	-
AUTO SLIDE DOOR RIGHT	x	-	x	x	x	x	x	x	-	-	-	-
AUTO DRIVE POS.	x	x	x	x	x	x	x	x	-	-	-	-
EPS	x	-	x	x	x	x	-	x	-	-	-	-
OCCUPANT DETECTION	-	x	-	-	-	-	-	-	-	-	-	-
AVM	x	x	x	x	x	x	-	x	x	-	-	-
BSW	x	-	x	x	x	x	x	x	-	-	-	-
SIDE RADAR LEFT	x	-	x	x	x	x	x	x	-	-	-	-
SIDE RADAR RIGHT	x	-	x	x	x	x	x	x	-	-	-	-

x: Applicable

*1: If GST application is equipped, functions in accordance with SAE J1979 and ISO 15031-5 can be used.

*2: Permanent DTC is not applied for regions where it is not mandated.

CONSULT/GST Data Link Connector (DLC) Circuit

INFOID:0000000012407678

INSPECTION PROCEDURE

If the CONSULT/GST cannot diagnose the system properly, check the following items.

Symptom	Check item
CONSULT/GST cannot access any system.	<ul style="list-style-type: none"> • CONSULT/GST DLC power supply circuit (Terminal 8 and 16) and ground circuit (Terminal 4 and 5)
CONSULT cannot access individual system. (Other systems can be accessed.)	<ul style="list-style-type: none"> • Power supply and ground circuit for the control unit of the system (For detailed circuit, refer to wiring diagram for each system.) • Open or short circuit between the system and CONSULT DLC (For detailed circuit, refer to wiring diagram for each system.) • Open or short circuit CAN communication line. Refer to LAN-17, "Trouble Diagnosis Flow Chart".

NOTE:

The DDL1 and DDL2 circuits from DLC pins 12, 13, 14 and 15 may be connected to more than one system. A short in a DDL circuit connected to a control unit in one system may affect CONSULT access to other systems. If the GST cannot operate properly, check the circuit based on the information of SAE J1962 and ISO 15031-3.

CONSULT/GST CHECKING SYSTEM

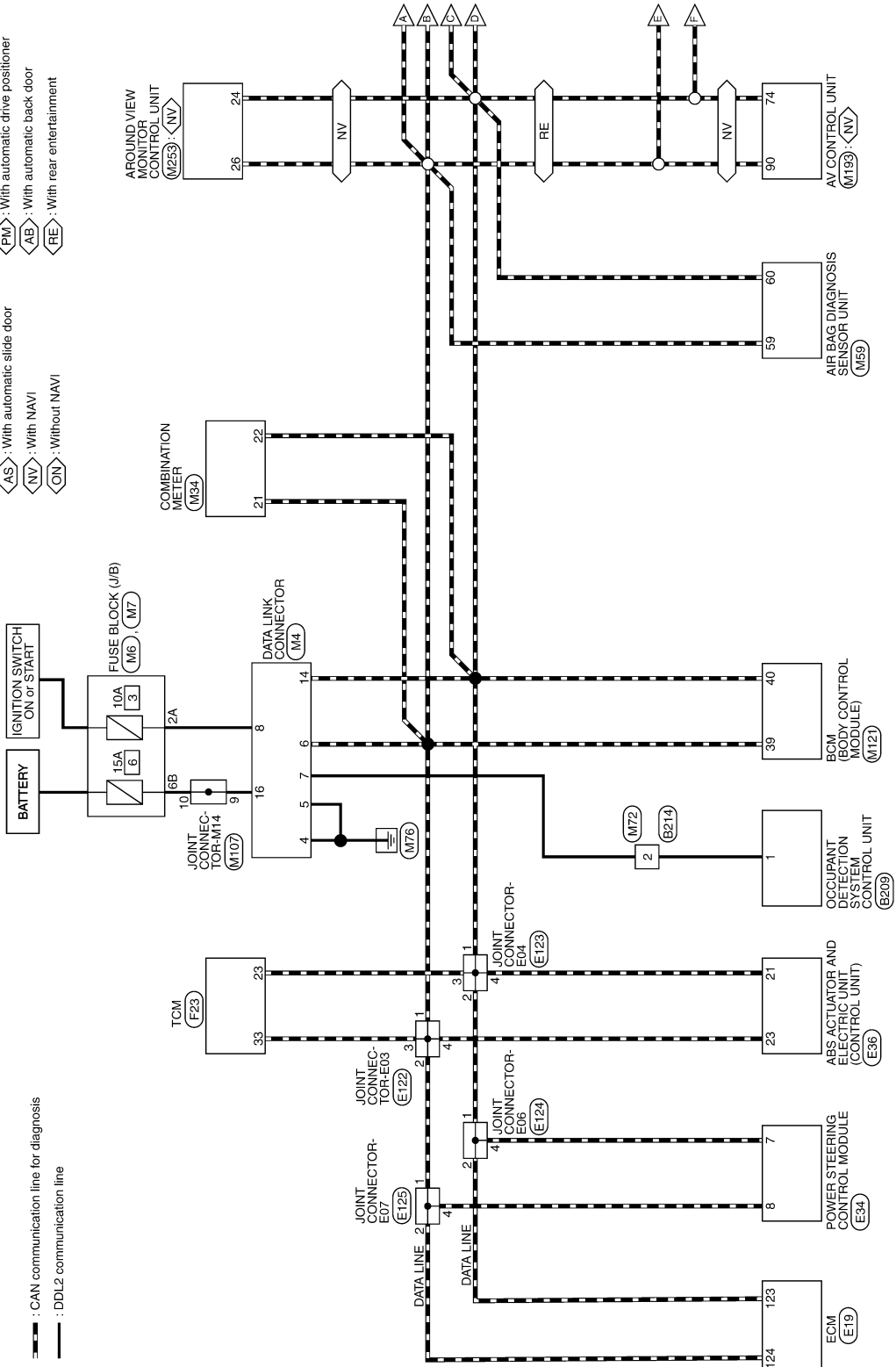
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Wiring Diagram - CONSULT/GST CHECKING SYSTEM -

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CONSULT CHECKING SYSTEM

- BS : With blind spot warning
- PM : With automatic drive positioner
- AB : With automatic back door
- RE : With rear entertainment
- OS : Without automatic slide door
- AS : With automatic slide door
- NV : With NAVI
- ON : Without NAVI



*: This connector is not shown in "Harness Layout".

2015/09/04

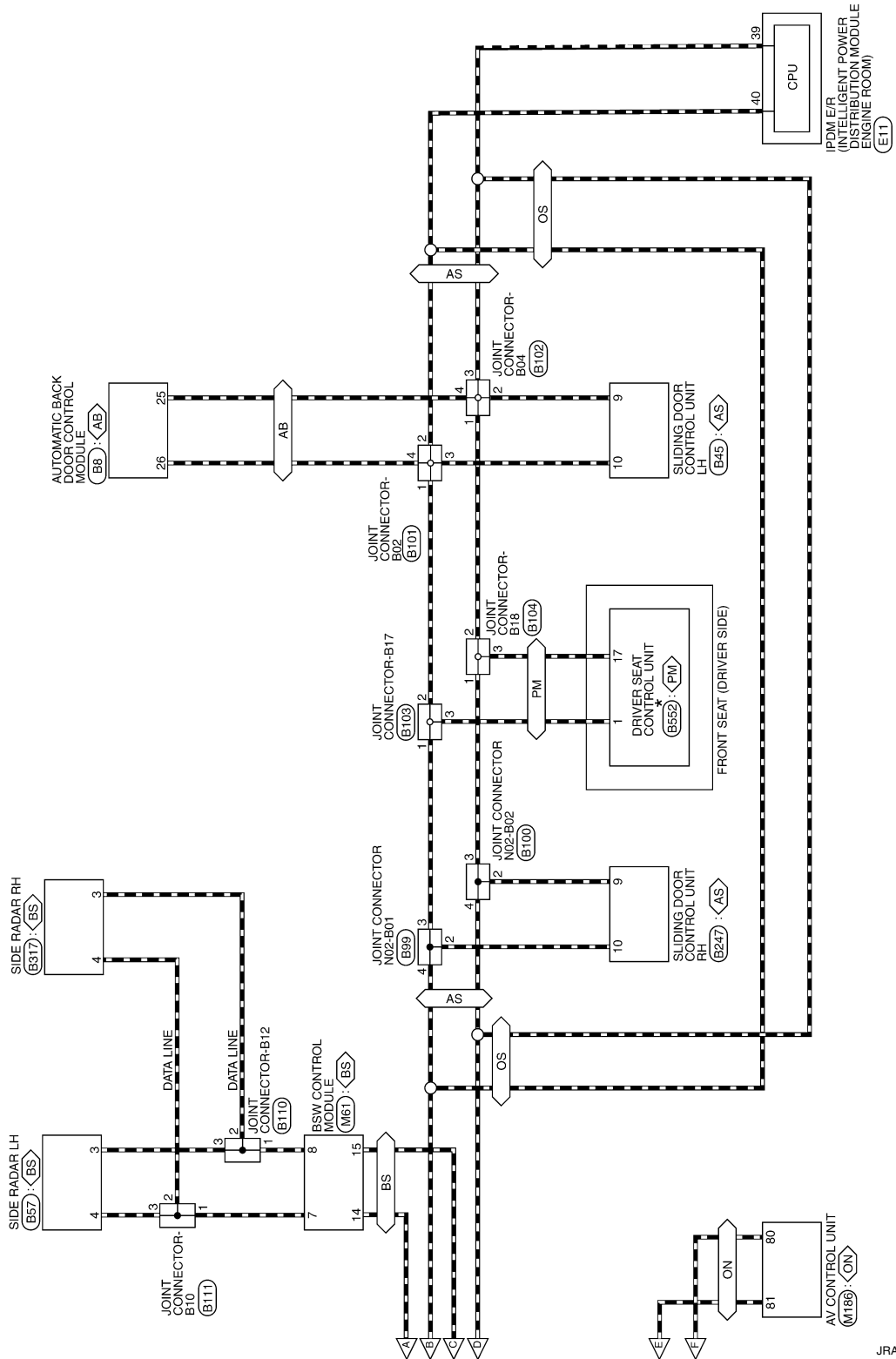
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CONSULT/GST CHECKING SYSTEM

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CONSULT/GST CHECKING SYSTEM

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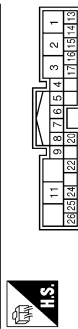
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CONSULT CHECKING SYSTEM

Connector No.	188
Connector Name	AUTOMATIC BACK DOOR CONTROL MODULE
Connector Type	TRD2PW-T86



Connector No.	1845
Connector Name	SLIDING DOOR CONTROL UNIT LH
Connector Type	TRD32PW-MH



Connector No.	1857
Connector Name	SIDE RADAR LH
Connector Type	4-ACORP#-W/P-5P



Connector No.	18100
Connector Name	JOINT CONNECTOR NO2-B02
Connector Type	TK04FW-J

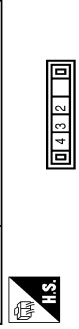


Terminal No.	Color Of Wire	Signal Name [Specification]
1	SB	+B
2	BR	LATCH MTR CLOSE
3	L	LATCH MTR OPEN
4	P	INSIDE CLOSE SW
5	W	BUZZER
6	B	NAVF-FLUNC-FLG
7	P	+B
8	B	GROUND
9	GR	+B
11	B	GROUND
13	W	TOUCH SENS RH
14	P	TOUCH SENS GND
15	GR	DRIVER SW
16	L	MAIN SW
17	G	CLOSE SW
20	R	OPEN SW
22	G	CONH SW
25	P	CONH
26	L	CONH

Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	MAIN SW
3	R	KNOB LOCK
4	GR	A-SIGN
5	L	HAL-LATCH
6	P	IGN
8	W	BUZZER
9	P	CANL
10	L	CANH
11	P	ENGINEER POWER
12	GR	ELEC B
14	GR	ONETOUCH OPER SW
15	R	NEUTRAL SW
17	GR	FUELLID SW
18	W	FUEL SW
19	P	DRIVER SW
21	G	BSIGN
22	G	SWGUS
24	G	TOUCH SENS
26	L	ENGINEER GND
27	B	GO LOGIC
28	GR	RELEDOOR SW

Terminal No.	Color Of Wire	Signal Name [Specification]
2	B	GROUND
3	Y	BSW COMM-L
4	L	BSW COMM-H
5	V	IGNITION
6	W	BSW INDICATOR

Connector No.	B59
Connector Name	JOINT CONNECTOR NO2-R01
Connector Type	TK04FW-J



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	W	-
3	L	-
4	L	-

Terminal No.	Color Of Wire	Signal Name [Specification]
2	B	-
3	P	-
4	P	-

Connector No.	B101
Connector Name	JOINT CONNECTOR-B02
Connector Type	TK04FW-J



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	L	-
3	L	-
4	L	-

CONSULT/GST CHECKING SYSTEM

< BASIC INSPECTION >

CONSULT CHECKING SYSTEM

Connector No.	B102
Connector Name	JOINT CONNECTOR-B04
Connector Type	T104FW-J



1	4
2	3
3	2
4	1

Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	P	-
3	P	-
4	P	-

Connector No.	B103
Connector Name	JOINT CONNECTOR-B17
Connector Type	T104FW-J



1	3
2	2
3	1

Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	L	-
3	L	-

Connector No.	B104
Connector Name	JOINT CONNECTOR-B18
Connector Type	T104FW-J



1	3
2	2
3	1

Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	P	-
3	P	-

Connector No.	B110
Connector Name	JOINT CONNECTOR-B12
Connector Type	T104FW-J



1	3
2	2
3	1

Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	Y	-
3	Y	-

Connector No.	B111
Connector Name	JOINT CONNECTOR-B10
Connector Type	T104FW-J



1	3
2	2
3	1

Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	L	-
3	L	-

Connector No.	B209
Connector Name	OCCUPANT DETECTION SYSTEM CONTROL UNIT
Connector Type	T104FW-NH



1	4
2	3
3	2
4	1

Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	k-LINE
2	GR	GROUND
3	BR	COMMUNICATION
4	SB	IGN

Connector No.	B214
Connector Name	WIRE TO WIRE
Connector Type	NS12MRB-CS



1	2
2	3
3	4
4	5
5	6
6	7
7	8
8	9
9	10
10	11
11	12

Terminal No.	Color Of Wire	Signal Name [Specification]
1	SB	-
2	L	-
4	BR	-
5	Y	-
6	V	-
7	W	-
8	R	-
9	LG	-
10	Y	-
11	G	-
12	SB	-

Connector No.	B247
Connector Name	SLIDING DOOR CONTROL UNIT RH
Connector Type	T102FW-NH



1	3
2	4
3	5
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5	7
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98	100
99	101
100	102

Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	MAIN SW
3	P	KNOB LOCK
4	R	A-SIGN
5	G	HALF LATCH
6	L	IGN
8	P	BUZZER
9	B	CANLL
10	W	CANRH
11	G	ENCODER POWER

CONSULT/GST CHECKING SYSTEM

< BASIC INSPECTION >

GI

CONSULT CHECKING SYSTEM

Terminal No.	Wire	Signal Name [Specification]
12	V	ELEC B
14	GR	ONE TOUCH LIPER SW
15	W	RECLINER SW
18	W	RECLINER SW
19	G	DRIVER SW
21	P	B-SIG
22	W	HANDLE
23	B	SW GND
24	G	TOUCH SENS
26	GR	ENCODER GND
27	GR	GD LOGIC
28	GR	RR DOORS SW

Connector No.	B337
Connector Name	SIDE RADAR RH
Connector Type	AAK061R-WP-SP



Terminal No.	Wire	Signal Name [Specification]
2	B	GROUND
3	Y	BSW CONTROL
5	G	BSW GND
6	W	BSW INDICATOR

Connector No.	B852
Connector Name	DRIVER SEAT CONTROL UNIT
Connector Type	TH327W-AH



Terminal No.	Wire	Signal Name [Specification]
1	B/Y	CAN-L
2	BL	LUFT (FR)
3	BL	PUSET (LINE)
4	R/L	PUSET (LINE)
6	B/W	ADDRESS 2
7	R/G	IND-2
8	S/B	SLIDE SW (BACKWARD)
9	L	RECLINER SW (BACKWARD)
10	L/B	FRONT LIFTER SW (DOWNWARD)
11	L/W	REAR LIFTER SW (DOWNWARD)
12	L/R	SENSOR POWER SUPPLY
17	V	CAN-L
18	B/W	PULSE (SLIDE)
19	B/R	PULSE (FRONT LIFTER)
20	B/L	PULSE (REAR LIFTER)
22	W/L	ADDRESS 1
23	W/R	IND-1
24	V/W	SLIDE SW (FORWARD)
25	Y/B	RECLINER SW (FORWARD)
26	Y/R	FRONT LIFTER SW (UPWARD)
27	Y/L	REAR LIFTER SW (UPWARD)
28	G	SET SW

Connector No.	E11
Connector Name	IPM/FIR INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM
Connector Type	TH85FW-AH



Terminal No.	Wire	Signal Name [Specification]
39	P	-
40	L	-
41	B	-
42	S/B	-
43	LG	-
44	W	-
45	Y	-
46	O	-

Connector No.	E19
Connector Name	ECM
Connector Type	HW24FB-B28-LH



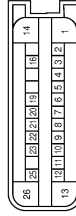
Terminal No.	Wire	Signal Name [Specification]
121	LG	EVAP CONTROL SYSTEM PRESSURE SENSOR
123	P	CAN COMMUNICATION LINE (CAN-L)
124	L	CAN COMMUNICATION LINE (CAN-H)
125	W	SENSOR POWER SUPPLY
128	Y	FUEL TANK TEMPERATURE SENSOR
133	BR	IGNITION SWITCH
134	Y	ASCD STEERING SWITCH
135	BR	SENSOR GROUND
139	S/B	STOP LAMP SWITCH
140	BR	BRAKE PEDAL POSITION SWITCH
141	V	EVAP CANISTER VENT CONTROL VALVE
142	GR	SENSOR POWER SUPPLY
143	O	ACCELERATOR PEDAL POSITION SENSOR 2
144	G	SENSOR GROUND
146	L	POWER SUPPLY FOR ECM
147	P	SENSOR POWER SUPPLY
148	Y	SENSOR GROUND
149	B	ECM GROUND
150	W	ACCELERATOR PEDAL POSITION SENSOR 1
151	B	SENSOR GROUND
152	B	ECM GROUND

Connector No.	E34
Connector Name	POWER STEERING CONTROL MODULE
Connector Type	FEA04FB-FH2-LC



Terminal No.	Wire	Signal Name [Specification]
5	Y	IGN
7	P	CAN-L
8	L	CAN-H

Connector No.	E36
Connector Name	ABS ACTIVATOR AND ELECTRIC UNIT (CONTROL UNIT)
Connector Type	AE227FB-AZ4-LH



Terminal No.	Wire	Signal Name [Specification]
1	R	VALVE BATTERY
2	Y	RR LH WHEEL SENSOR POWER SIGNAL
3	L	FR RH WHEEL SENSOR POWER SUPPLY
4	G	G-SENSOR POWER SUPPLY
5	B	FR RH WHEEL SENSOR POWER SUPPLY
6	W	FR RH WHEEL SENSOR SIGNAL
7	V	BRAKE FLUID LEVEL SWITCH SIGNAL
8	LG	FR LH WHEEL SENSOR SIGNAL
9	L	FR LH WHEEL SENSOR POWER SUPPLY
10	B	G SENSOR GND
11	V	RR RH WHEEL SENSOR POWER SUPPLY
12	P	RR RH WHEEL SENSOR SIGNAL
13	B	GROUND
14	G	MOTOR BATTERY
16	S/B	STOP LAMP SWITCH SIGNAL
19	Y	G SENSOR SIGNAL (+)
20	GR	IGN

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CONSULT/GST CHECKING SYSTEM

< BASIC INSPECTION >

CONSULT CHECKING SYSTEM

23	P	ONMS	ONMS SIGNAL
24	BR	VDC OFF SW	VDC OFF SW SIGNAL
25	O	ONAL	ONAL SIGNAL
26	B	GROUND	GROUND

Connector No.	E122
Connector Name	JOINT CONNECTOR-E03
Connector Type	TK04FW-J



Terminal No.	Color	Wire	Signal Name [Specification]
1	L	L	-
2	L	L	-
3	L	L	-
4	L	L	-

Connector No.	E123
Connector Name	JOINT CONNECTOR-E04
Connector Type	TK04FW-J



Terminal No.	Color	Wire	Signal Name [Specification]
1	P	P	-
2	P	P	-
3	P	P	-
4	P	P	-

Connector No.	E124
Connector Name	JOINT CONNECTOR-E06
Connector Type	TK04FW-J



Terminal No.	Color	Wire	Signal Name [Specification]
1	P	P	-
2	P	P	-
4	P	P	-

Connector No.	E125
Connector Name	JOINT CONNECTOR-E07
Connector Type	TK04FW-J



Terminal No.	Color	Wire	Signal Name [Specification]
1	L	L	-
2	L	L	-
4	L	L	-

Connector No.	F23
Connector Name	TCM
Connector Type	RH408F-R24-L-RH



Terminal No.	Color	Wire	Signal Name [Specification]
2	GR	GR	L-RANGE SW
4	G/O	G/O	D-RANGE SW
5	P/L	P/L	N-RANGE SW
6	P/B	P/B	R-RANGE SW
7	BR/W	BR/W	P-RANGE SW
11	W/R	W/R	SENSOR GROUND
12	V	V	CVT FLUID TEMPERATURE SENSOR
14	W	W	G SENSOR
16	V/W	V/W	SECONDARY PRESSURE SENSOR
17	LG	LG	PRIMARY PRESSURE SENSOR
23	P	P	CVT-L
24	BR	BR	INPUT SPEED SENSOR
26	L/O	L/O	SENSOR POWER
30	RY	RY	LINE PRESSURE SOLENOID VALVE
32	LC/R	LC/R	OUTPUT SPEED SENSOR
35	LC	LC	BRAKE SPEED SENSOR
37	L/W	L/W	SELECT SOLENOID VALVE
38	V/R	V/R	TORQUE CONVERTER CLUTCH SOLENOID VALVE
39	W/B	W/B	SECONDARY PRESSURE SOLENOID VALVE
40	B/R	B/R	PRIMARY PRESSURE SOLENOID VALVE
41	B	B	GROUND
42	B	B	GROUND
45	LG	LG	BATTERY POWER SUPPLY
46	LG	LG	BATTERY POWER SUPPLY
47	Y	Y	IGNITION POWER SUPPLY
48	Y	Y	IGNITION POWER SUPPLY

Connector No.	M4
Connector Name	DATA LINK CONNECTOR
Connector Type	BD165V



Terminal No.	Color	Wire	Signal Name [Specification]
3	LG	LG	-
4	GR	GR	-
5	GR	GR	-
6	L	L	-
7	R	R	-
8	G	G	-
11	SB	SB	-
14	P	P	-
16	P	P	-

Connector No.	M6
Connector Name	FUSE BLOCK (J/B)
Connector Type	CS06FW-4/2



Terminal No.	Color	Wire	Signal Name [Specification]
3A	Y	Y	-
2A	G	G	-
3A	L	L	-
4A	GR	GR	-
5A	V	V	-
6A	R	R	-
7A	GR	GR	-
8A	L	L	-

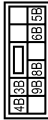
CONSULT/GST CHECKING SYSTEM

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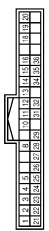
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Connector No.	M17
Connector Name	FUSE BLOCK (I/R)
Connector Type	INSJ2FR-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
3B	V	-
4B	W	-
5B	BR	-
6B	O	-
8B	R/L	-
9B	GR	-

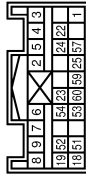
Connector No.	M34
Connector Name	COMBINATION METER
Connector Type	TH40FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	BATTERY POWER SUPPLY (With automatic drive position)
1	P	BATTERY POWER SUPPLY (Without automatic drive position)
2	G	IGNITION SIGNAL (Without automatic drive position)
2	Y	IGNITION SIGNAL (With automatic drive position)
3	B	GROUND
4	B	ILLUMINATION CONTROL SIGNAL (With automatic drive position)
5	B/P	ILLUMINATION CONTROL SIGNAL (Without automatic drive position)
8	G	TRIP RESET SWITCH SIGNAL (Without automatic drive position)
8	SB	TRIP RESET SWITCH SIGNAL (With automatic drive position)
10	P	METER CONTROL SWITCH GROUND
11	G	ENTER SWITCH SIGNAL
12	BR	SELECT SWITCH SIGNAL (With automatic drive position)
12	R	SELECT SWITCH SIGNAL (Without automatic drive position)

13	W	ILLUMINATION CONTROL SIGNAL (With automatic drive position)
13	G	ILLUMINATION CONTROL SIGNAL (Without automatic drive position)
14	P	TRIP RESET SWITCH SIGNAL (Without automatic drive position)
14	V	TRIP RESET SWITCH SIGNAL (With automatic drive position)
15	BR	AIR BAG SIGNAL
16	L	ENGINE COOLANT TEMPERATURE SIGNAL
18	L	AMBIENT SENSOR SIGNAL (With automatic drive position)
18	LG	AMBIENT SENSOR SIGNAL (Without automatic drive position)
19	R	A/C AUTO AMP. CONNECTION RECOGNITION SIGNAL
20	G	AMBIENT SENSOR GROUND (Without automatic drive position)
20	Y	AMBIENT SENSOR GROUND (With automatic drive position)
21	L	CANH
22	P	CANH
23	B	GROUND
24	B	FUEL LEVEL SENSOR GROUND
25	BR	ALTERNATOR SIGNAL (With automatic drive position)
25	W	ALTERNATOR SIGNAL (Without automatic drive position)
26	BR	PARKING BRAKE SWITCH SIGNAL
27	BE	SMART FUEL INJECTION SWITCH SIGNAL (With automatic drive position)
27	Y	SMART FUEL INJECTION SWITCH SIGNAL (Without automatic drive position)
28	V	SECURITY SIGNAL
29	G	WASHER LEVEL SWITCH SIGNAL
31	SB	VEHICLE SPEED SIGNAL (8-PULSE)
32	P	OVERDRIVE CONTROL SWITCH SIGNAL
34	O	FUEL LEVEL SENSOR SIGNAL
35	P	STARTER RELAY CONTROL SIGNAL (Without automatic drive position)
35	P	STARTER RELAY CONTROL SIGNAL (With automatic drive position)
36	BR	PASSENGER SEAT BELT WARNING SIGNAL

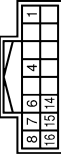
Connector No.	M59
Connector Name	AIR BAG DIAGNOSIS SENSOR UNIT
Connector Type	MI28FM-EX



Terminal No.	Color Of Wire	Signal Name [Specification]
1	BE	IGN
2	GR	GROUND
3	LG	DRL (-)
4	Y	DRL (+) DR2 (-)
5	V	DR2 (+)
6	V	AS1 (+)

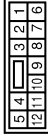
7	LG	AS1 (-)
8	BR	AS2 (+)
8	B	AS2 (-)
18	B	ECSS
19	W	ECSS
22	GR	GROUND
23	R	AIRBAG W/L
24	LG	SEATBELT W/L
25	LG	CUTOFF-TELETYPE
51	W	SIDE SENS RH2+
52	B	SIDE SENS LH2+
53	W	SIDE SENS LH2-
57	W	DEPLOYMENT INFORMATION OUTPUT
59	L	CANH
60	P	CANH

Connector No.	M61
Connector Name	BSW CONTROL MODULE
Connector Type	TH16FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
4	P	SOW SW
4	B	SOW SW_IND
6	B	GRD
7	L	BSW COM+H
8	Y	BSW COM+L
14	L	CANH
15	P	CANH
16	G	IGNITION

Connector No.	M72
Connector Name	WIRE TO WIRE
Connector Type	INSJ2FR-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	BE	-
2	R	-
4	P	-
5	L	-
6	Y	-
7	GR	-
8	P	-
9	SB	-
10	W	-
11	Y	-
12	Y	-

Connector No.	M107
Connector Name	JOINT CONNECTOR-M14
Connector Type	BS8FW



Terminal No.	Color Of Wire	Signal Name [Specification]
2	R	-
3	R	-
4	R	-
6	O	-
7	O	-
8	O	-
9	P	-
10	P	-
11	O	-

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CONSULT/GST CHECKING SYSTEM

< BASIC INSPECTION >

CONSULT CHECKING SYSTEM

12	V	-	-
13	V	-	-
14	V	-	-
15	B	-	-
16	B	-	-
17	B	-	-
20	G	-	-
21	G	- [Without automatic drive positioner]	-
22	G	- [With automatic drive positioner]	-
23	V	-	-
25	LG	-	-
26	LG	-	-
27	V	-	-
29	P	-	-
30	P	-	-
31	P	-	-
32	P	-	-
33	P	-	-

Connector No.	M121
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH44FB-NH



16	V	IGNITION SIGNAL
17	O	DOOR LOCK SIGNAL
18	W	REVERSE SIGNAL
19	W	AV COMMUNICATION SIGNAL (L)
21	GR	AV COMMUNICATION SIGNAL (R)
23	B	SECURITY AND CONT
25	P	WAS ANT AMP
27	O	A/C ON
28	BR	BLOWER FAN ON
29	P	HAZARD SW
30	L	8X DOOR OPEN SW
31	G	DR DOOR UNLK SW
32	R	COMBI SW OUTPUT 5
33	W	COMBI SW OUTPUT 4
34	P	COMBI SW OUTPUT 3
35	GR	COMBI SW OUTPUT 2
36	R	COMBI SW OUTPUT 1
37	G	DEFENT SW
38	BE	RECEIVER COMM
39	L	CAN-H
40	P	CAN-L

Connector No.	M188
Connector Name	AV CONTROL UNIT
Connector Type	TH32FW-NH



98	G	IGNITION SIGNAL
99	W	REVERSE SIGNAL
102	W	AV COMMUNICATION SIGNAL (L)
103	B	AV COMMUNICATION SIGNAL (R)
104	R	AUX SOUND SIGNAL (LH (-))
105	GR	AUX SOUND SIGNAL (RH (+))
106	P	HEADPHONE SOUND SIGNAL (LH (-))
107	L	HEADPHONE SOUND SIGNAL (RH (+))

Connector No.	M193
Connector Name	AV CONTROL UNIT
Connector Type	TH32FW-NH



Connector No.	M253
Connector Name	AROUND VIEW MONITOR CONTROL UNIT
Connector Type	TH48FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
3	SHIELD	SHIELD
4	B	CAMERA IMAGE SIGNAL
5	B	FRONT CAMERA GROUND
6	R	FRONT CAMERA POWER SUPPLY
7	SHIELD	SHIELD
8	W	FRONT CAMERA IMAGE SIGNAL
9	B	SIDE CAMERA PASSENGER SIDE GROUND
10	R	SIDE CAMERA PASSENGER SIDE POWER SUPPLY
11	SHIELD	SHIELD
12	W	SIDE CAMERA DRIVER SIDE IMAGE SIGNAL
13	B	SIDE CAMERA DRIVER SIDE GROUND
14	R	SIDE CAMERA DRIVER SIDE POWER SUPPLY
15	SHIELD	SHIELD
16	W	SIDE CAMERA DRIVER SIDE IMAGE SIGNAL
17	B	SIDE CAMERA DRIVER SIDE GROUND
18	R	SIDE CAMERA DRIVER SIDE POWER SUPPLY
19	SHIELD	SHIELD
20	W	REAR CAMERA IMAGE SIGNAL
21	P	CAN-H
26	L	CAN-L
32	LG	REVERSE SIGNAL
39	B	GROUND
40	G	IGNITION SIGNAL

Terminal No.	Color Of Wire	Signal Name [Specification]
65	R	PARKING BRAKE SIGNAL
67	W	COMPOSITE IMAGE SIGNAL (FOR FRONT DISPLAY UNIT)
68	R	SHIELD
71	SHIELD	SHIELD
72	W	MICROPHONE VCC
73	P	COMMUNICATION SIGNAL (CONT->SPF)
74	LG	AV COMMUNICATION SIGNAL (L)
75	LG	AV COMMUNICATION SIGNAL (L)
76	LG	AV COMMUNICATION SIGNAL (L)
79	BE	DIAPHERS SIGNAL
80	G	IGNITION SIGNAL
81	W	REVERSE SIGNAL
82	P	VEHICLE SPEED SIGNAL (8-PULSE)
83	SHIELD	SHIELD
84	B	COMPOSITE IMAGE SYNCHRONIZING SIGNAL
87	B	MICROPHONE SIGNAL
88	SHIELD	SHIELD
89	W	COMMUNICATION SIGNAL (DISP->CONT)
90	L	CAN-H
91	SR	AV COMMUNICATION SIGNAL (H)
92	V	AV COMMUNICATION SIGNAL (H)

Terminal No.	Color Of Wire	Signal Name [Specification]
76	LG	AV COMMUNICATION SIGNAL (L)
77	V	AV COMMUNICATION SIGNAL (H)
78	LG	AV COMMUNICATION SIGNAL (L)
79	SR	AV COMMUNICATION SIGNAL (H)
80	P	CAN-L
81	L	CAN-H
82	R	SWITCH GROUND
87	R	SOUND SIGNAL (TEL VOICE VOICE GUIDANCE) (+)
88	W	SOUND SIGNAL (TEL VOICE VOICE GUIDANCE) (-)
90	BR	HEADPHONE SOUND SIGNAL (RH (+))
91	Y	HEADPHONE SOUND SIGNAL (RH (-))
92	P	VEHICLE SPEED SIGNAL (8-PULSE)
93	R	PARKING BRAKE SIGNAL
94	W	REVERSE SIGNAL

Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	REAR WINDOW DEF RELAY CONT
2	R	COMBI SW INPUT 5
3	G	COMBI SW INPUT 4
4	BE	COMBI SW INPUT 3
5	G	COMBI SW INPUT 2
6	W	COMBI SW INPUT 1
7	W	KEY CYL UNLOCK SW
8	GR	PW SW COMMM [With automatic slide door]
9	Y	KEY CYL LOCK SW [Without automatic slide door]
9	GR	STOP LAMP SW 1
12	GR	DOOR LK & UNLK SW LOCK
13	BR	DOOR LK & UNLK SW UNLOCK
14	L	OPTICAL SENS
15	W	REAR WINDOW DEF SW

JRAWC2978GB

INSPECTION AND ADJUSTMENT

< BASIC INSPECTION >

INSPECTION AND ADJUSTMENT

ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL

ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL : Re- quired Procedure After Battery Disconnection

INFOID:0000000012407680

SYSTEM	ITEM		REFERENCE
Automatic air conditioning system	Temperature setting trimmer (Front)		HAC-85. "Temperature Setting Trimmer (Front)"
	Temperature setting trimmer (Rear)		HAC-86. "Temperature Setting Trimmer (Rear)"
	Foot position setting trimmer		HAC-87. "Foot Position Setting Trimmer"
	Inlet port memory function		HAC-87. "Inlet Port Memory Function"
	Inlet port memory function (FRE) ^{*1}		—
	Inlet port memory function (REC) ^{*1}		—
	Exhaust gas / outside odor detecting gas sensor sensitivity adjustment function ^{*2}		HAC-88. "Exhaust Gas/Outside Odor Detecting Sensor Sensitivity Adjustment Function"
	Auto intake switch interlocking movement change ^{*2}		HAC-88. "AUTO Intake Switch Interlocking Movement Change Function"
	Clean switch interlocking movement change ^{*1}		—
Automatic drive positioner	Automatic drive positioner system		ADP-48. "Description"
Power window control	Power window control system	FRONT WINDOW ANTI-PINCH	PWC-34. "Description"
		DRIVER SIDE WINDOW ANTI-PINCH	PWC-95. "Description"
Sunroof system	Sunroof system		RF-21. "FRONT SUNROOF : Description" (FRONT) RF-21. "REAR SUNROOF : Description" (REAR)
Sunshade system	Sunshade system		RF-21. "FRONT SUNROOF : Description" (FRONT) RF-21. "REAR SUNROOF : Description" (REAR)
Rear view monitor ^{*1}	Rear view monitor predictive course line center position adjustment		—
Around view monitor ^{*1}	Predictive course line center position adjustment		—
Automatic sliding door system	Automatic sliding door system		DLK-174. "AUTOMATIC SLIDING DOOR SYSTEM : Description"
Automatic back door system	Automatic back door system		DLK-174. "AUTOMATIC BACK DOOR SYSTEM : Description"
Engine oil level read ^{*1}	Engine oil level read		—

*1: Not equipped.

*2: With ACCS (Advanced climate control system)