

SECTION

GI

GENERAL INFORMATION

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HOW TO USE THIS MANUAL

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HOW TO USE THIS MANUAL

HOW TO USE THIS MANUAL

Description

INFOID:0000000012429813

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.

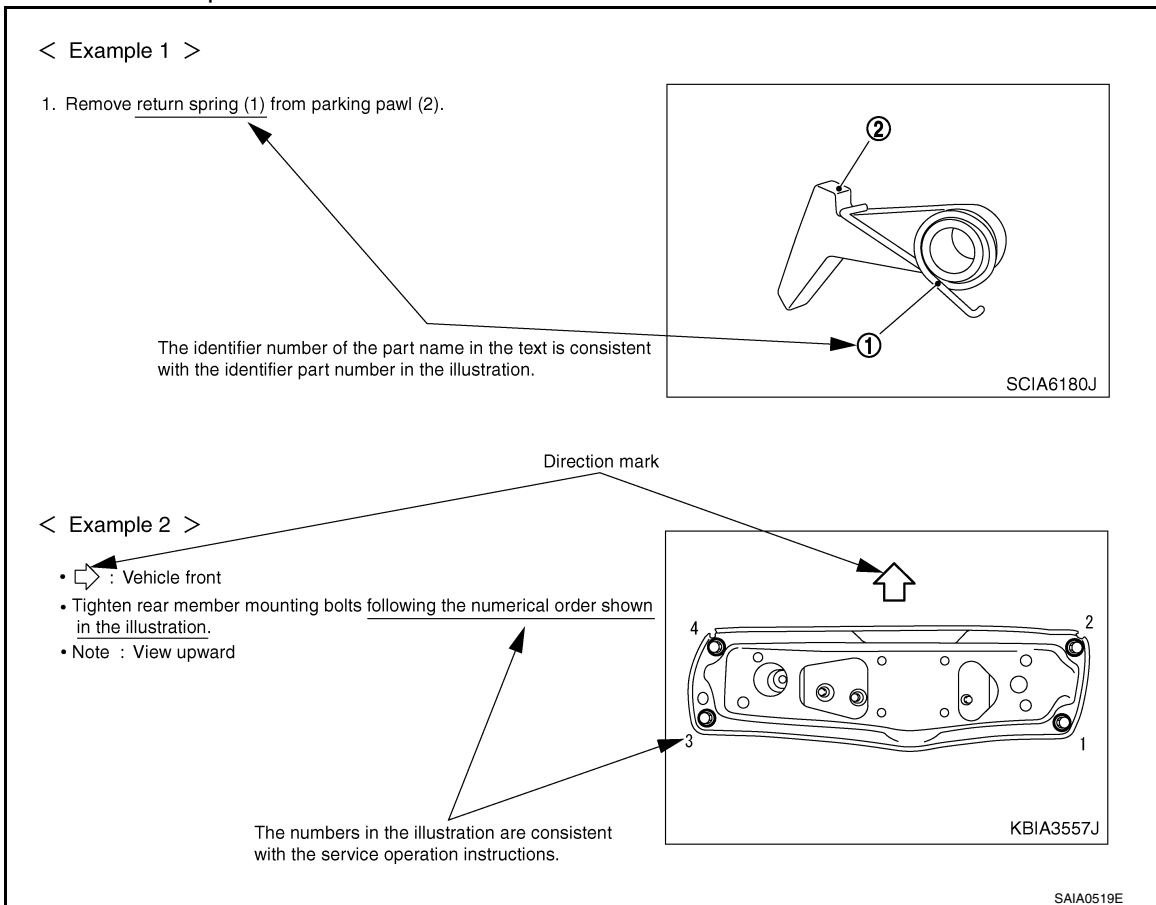
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Relation between Illustrations and Descriptions

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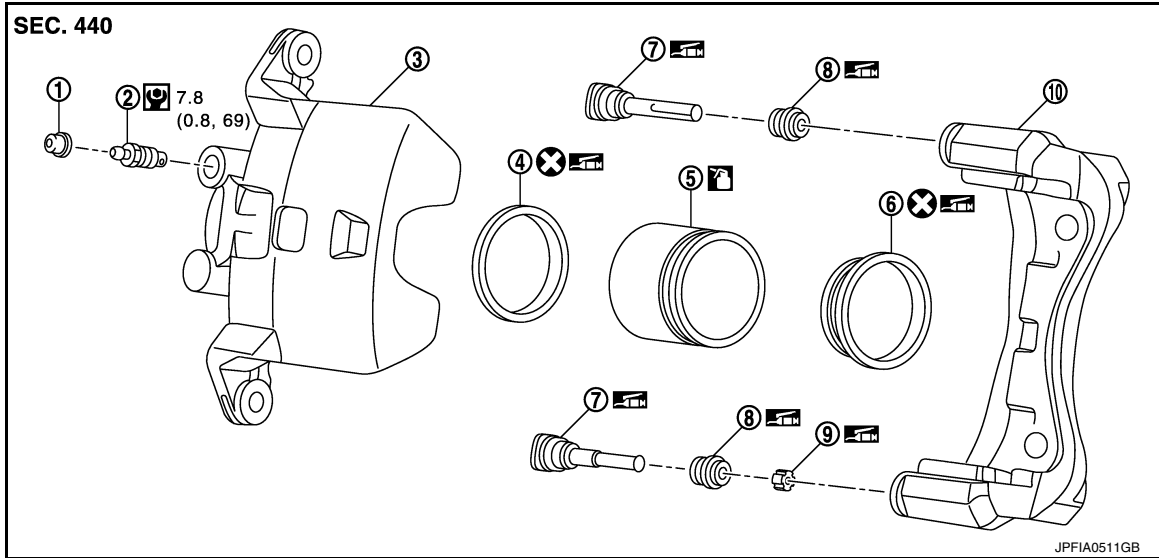
- **THE LARGE ILLUSTRATIONS** are exploded views (see the following) and contain tightening torques, lubrication points, section number of the **PARTS CATALOG** (e.g. SEC. 440) and other information necessary to perform repairs.

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.

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- | | | |
|-------------------|---------------------|------------------|
| 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) | | Always replace after every disassembly. |
| | | : N·m (kg-m, in-lb) | | Apply petroleum jelly. |
| | Should be lubricated with grease. Unless otherwise indicated, use recommended multi-purpose grease. | | | Apply molybdenum added petroleum jelly. |
| | Should be lubricated with oil. | | | Apply ATF. |
| | Sealing point | | | Select with proper thickness. |
| | Sealing point with locking sealant. | | | Adjustment is required. |
| | Checking point | | | |

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HOW TO FOLLOW TROUBLE DIAGNOSES

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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.

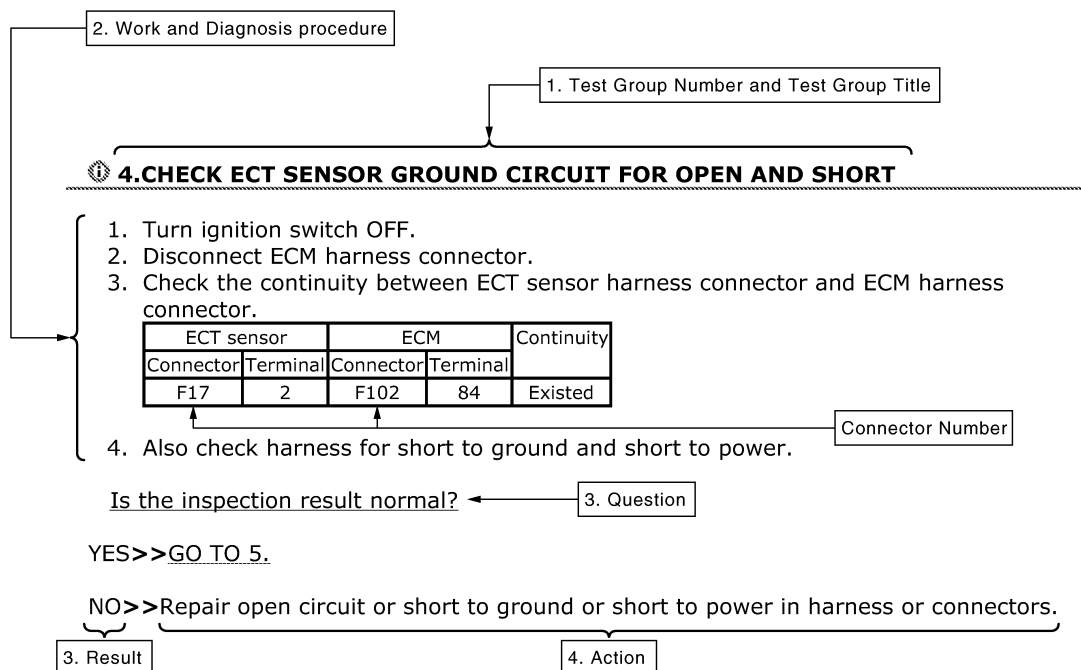
- Before performing trouble diagnoses, read the “Work Flow” in each section.
- After repairs, re-check that the problem has been completely eliminated.
- Refer to Component Parts and Harness Connector Location for the Systems described in each section for identification/location of components and harness 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, make sure 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

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Key to Symbols Signifying Measurements or Procedures
















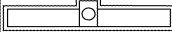
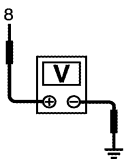












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| SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION |
|--------|---|--------|---|
| | Check after disconnecting the connector to be measured. | | Procedure with Generic Scan Tool. (GST, OBD-II scan tool) |
| | Check after connecting the connector to be measured. | | 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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HOW TO FOLLOW TROUBLE DIAGNOSES

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| 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. |
|  | Check after engine is warmed up sufficiently. |  | Release accelerator pedal. |
|  | Voltage should be measured with a voltmeter. |    | 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. |
|  | 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 >

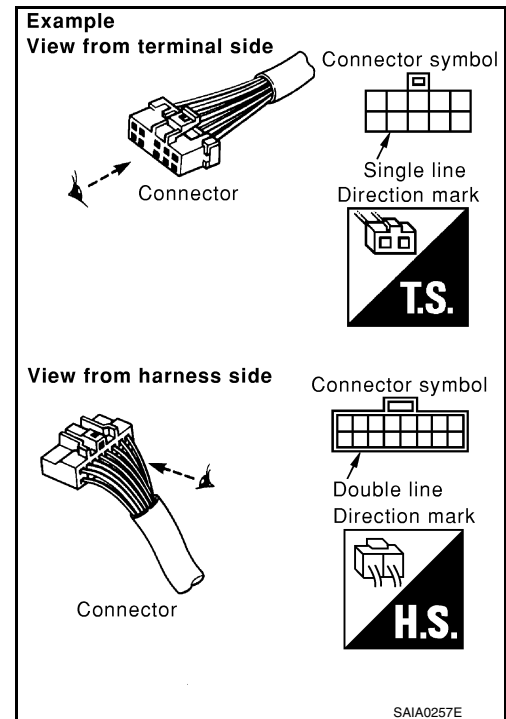
HOW TO READ WIRING DIAGRAMS

Connector Symbols

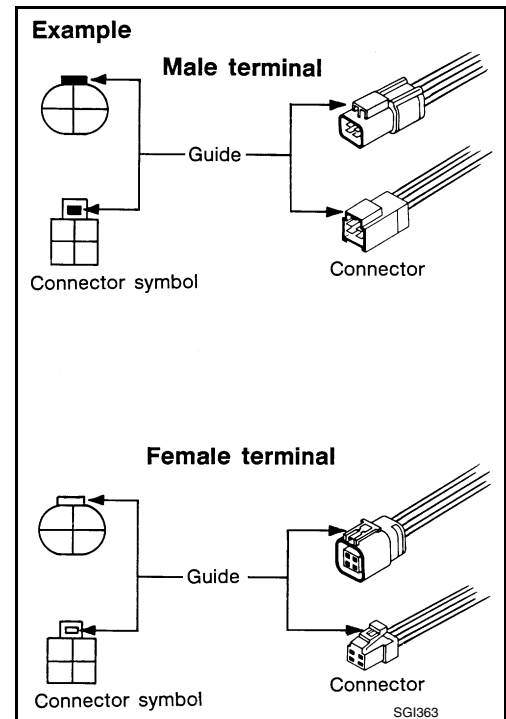
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Most of connector symbols in wiring diagrams are shown from the terminal side.

- 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.



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EXAMPLE

① BATTERY

② 10A 20

③ 30A L

④ 10A 19

⑤ SWITCH M1

⑥ A B

⑦ 1 2 3

⑧ 8

⑨ 9

⑩ UNIT M3 M4

⑪ 11A M2 E1

⑫ 12A E1 M2

⑬ RELAY E2

⑭ MOTOR E3

⑮ To headlamp

⑯ DATA LINE

⑰ To CAN system

⑱ M5

⑲ 19

⑳ 4W : 4WD models
2W : 2WD models

Optional splice

2WD models

4WD models

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HOW TO READ WIRING DIAGRAMS

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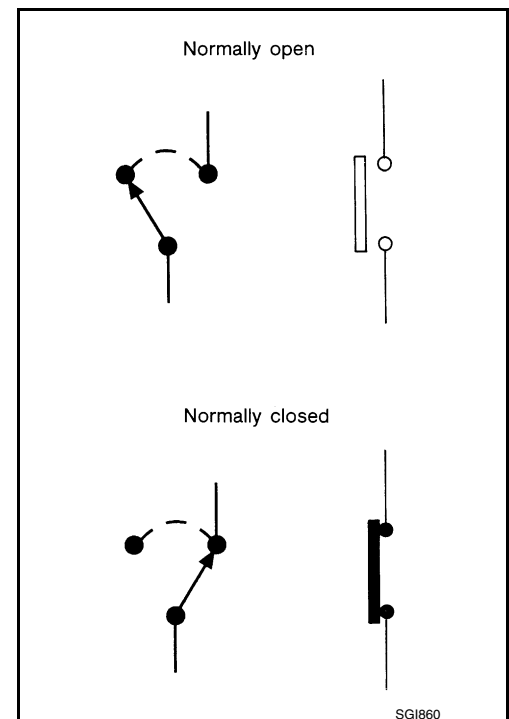
| Number | Item | Description |
|--------|-----------------------------------|---|
| 9 | Shielded line | • The line enclosed by broken line circle shows shield wire. |
| 10 | Connectors | • This means that a transmission line bypasses two connectors or more. |
| 11 | Option abbreviation | • This means 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

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- The switch diagram is used in wiring diagrams.

Example

(SWITCH CHART)

| | 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

② Connector Name UNIT

② Connector Color WHITE

③

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

Connector No. M4

Connector Name UNIT

Connector Color WHITE

⑤

| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 9 | B | GND |
| 10 | B | GND |

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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 color | <ul style="list-style-type: none"> This means the color of a connector. |
| 3 | Terminal number | <ul style="list-style-type: none"> This means the terminal number of a connector. |

HOW TO READ WIRING DIAGRAMS

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| Number | Item | Description |
|--------|------------|---|
| 4 | Wire color | <ul style="list-style-type: none"> This shows a code for the color of the wire. |
| | | <div> <div> B = Black W = White R = Red G = Green L = Blue Y = Yellow LG = Light Green BG = Beige BR = Brown </div> <div> LA = Lavender OR or O = Orange P = Pink PU or V (Violet) = Purple GY or GR = Gray SB = Sky Blue CH = Dark Brown DG = Dark Green </div> </div> |
| | | <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 |
| 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

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ABBREVIATIONS

Abbreviation List

INFOID:0000000012429825

The following **ABBREVIATIONS** are used:

A

| ABBREVIATION | DESCRIPTION |
|--------------|----------------------------------|
| A/C | Air conditioner |
| A/C | Air conditioning |
| 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 |
| AVM | Around view monitor |
| AWD | All wheel drive |

B

| ABBREVIATION | DESCRIPTION |
|--------------|---------------------------------|
| BARO | Barometric pressure |
| BCI | Backup collision intervention |
| BCM | Body control module |
| BLSD | Brake limited slip differential |
| BPP | Brake pedal position |
| BSI | Blind spot intervention |
| 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

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| 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 |
| 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 |
| HO2S | Heated oxygen sensor |

ABBREVIATIONS

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| ABBREVIATION | DESCRIPTION |
|--------------|-----------------------------------|
| HOC | Heated oxidation catalyst |
| HPCM | Hybrid power train control module |

| 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 |
| ITS | Information technology suite |

| ABBREVIATION | DESCRIPTION |
|--------------|--------------|
| KS | Knock sensor |

| 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 |
| LHD | Left-hand drive |
| LIN | Local interconnect network |

| 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 |
| MOD | Moving object detection |

| ABBREVIATION | DESCRIPTION |
|--------------|-----------------|
| NOX | Nitrogen oxides |

ABBREVIATIONS

< HOW TO USE THIS MANUAL >

| O | | GI |
|--------------|---------------------------------------|----|
| ABBREVIATION | DESCRIPTION | |
| O2 | Oxygen | |
| O2S | Oxygen sensor | |
| OBD | On board diagnostic | |
| OC | Oxidation catalytic converter | |
| OD | Overdrive | |
| OL | Open loop | |
| OSS | Output shaft speed | |
| P | | D |
| ABBREVIATION | DESCRIPTION | |
| P/S | Power steering | |
| PBR | Potential balance resistor | |
| PCV | Positive crankcase ventilation | |
| PNP | Park/Neutral position | |
| PSP | Power steering pressure | |
| PTC | Positive temperature coefficient | |
| PTO | Power takeoff | |
| PWM | Pulse width modulation | |
| R | | H |
| ABBREVIATION | DESCRIPTION | |
| RAM | Random access memory | |
| RAS | Rear active steer | |
| RH | Right-hand | |
| RHD | Right-hand drive | |
| ROM | Read only memory | |
| RPM | Engine speed | |
| RR | Rear | |
| S | | L |
| ABBREVIATION | DESCRIPTION | |
| SAE | Society of Automotive Engineers, Inc. | |
| SCK | Serial clock | |
| 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 | |

ABBREVIATIONS

< HOW TO USE THIS MANUAL >

| U | |
|--------------|---------------------------------|
| ABBREVIATION | DESCRIPTION |
| USS | Uphill start support |
| 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:0000000012429826

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 \(New Standard Included\)".](#)
- 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)

INFOID:0000000012429827

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:

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

TIGHTENING TORQUE OF STANDARD BOLTS

< HOW TO USE THIS MANUAL >

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 | — |
| 4.8 (With lu- bricant) | M14 | 14.0 | 21 | 1.5 | 80 | 8.2 | 59 | — | 100 | 10 | 74 | — |
| | 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 | — |
| 8.8 (With lu- bricant) | 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 | — |
| | 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 | — |
| 10.9 (With lu- bricant) | 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 | — |
| | M6 | 6.0 | 10 | 1.0 | 10 | 1.0 | 7 | 89 | 12 | 1.2 | 9 | 106 |
| 10.9 (With lu- bricant) | 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 | — |
| 10.9 (With lu- bricant) | 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

GI

BOLTS

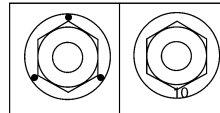
| | Grade (Strength) | Discrimination | |
|----------------------|----------------------------------|--|---|
| Previous standard | 4T (392N/mm ²) |  |  (No number/ symbol) |
| | 7T (686N/mm ²) |  |  |
| | 9T (883N/mm ²) |  |  |
| New Standard | 4.8 (420N/mm ²) |  |  (No number/ symbol) |
| | 8.8 (800N/mm ²) |  |  |
| | 10.9 (1040N/mm ²) |  |  |

NUTS

| | Grade (Proof load stress) | Discrimination | | |
|----------------------|---------------------------------|---|---|---|
| Previous standard | 7N (686N/mm ²) |  (No number/ symbol) | | |
| | 9N (883N/mm ²) |  |  | |
| New Standard | 8 (800N/mm ²) |  |  |  (No number/ symbol) |
| | 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.

SAIA0453E

B

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RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS

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RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS

Recommended Chemical Products and Sealants

INFOID:0000000012429828

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 |
| 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

< PRECAUTION >

PRECAUTION

PRECAUTIONS

Description

INFOID:0000000012429829

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:0000000012556713

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SR section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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

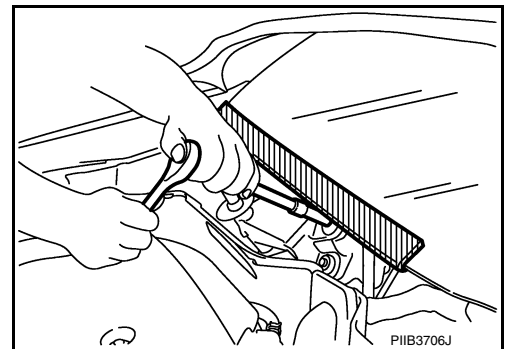
WARNING:

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

Procedures without Cowl Top Cover

INFOID:0000000012429831

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



Cautions in Removing Battery Terminal and AV Control Unit (Models with AV Control Unit)

INFOID:0000000012429832

CAUTION:

Remove battery terminal and AV control unit after a lapse of 30 seconds or more after turning the ignition switch OFF.

NOTE:

After the ignition switch is turned OFF, the AV control unit continues operating for approximately 30 seconds. Therefore, data corruption may occur if battery voltage is cut off within 30 seconds.

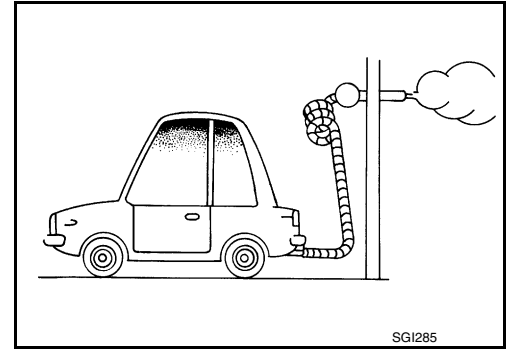
PRECAUTIONS

< PRECAUTION >

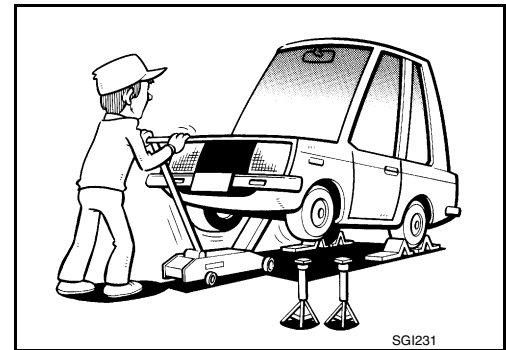
General Precautions

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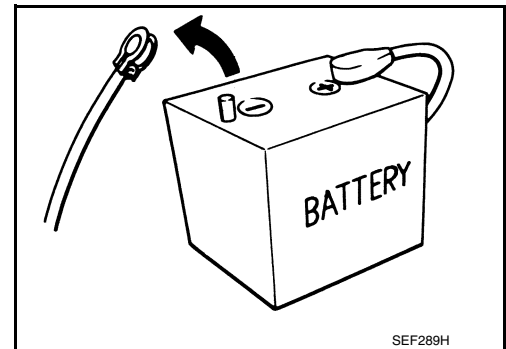
- Do not operate the engine for an extended period of time without proper exhaust ventilation.
Keep the work area well ventilated and free of any inflammable materials. Special care should be taken when handling any inflammable or poisonous materials, such as gasoline, refrigerant gas, etc. When working 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.



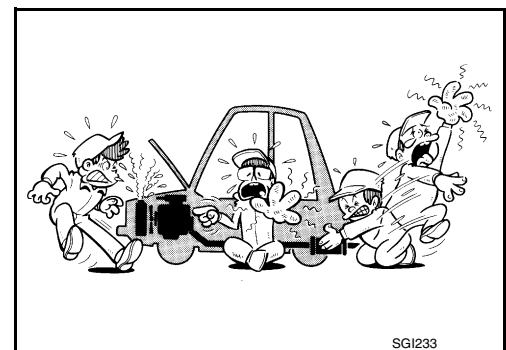
- Before jacking up the vehicle, apply wheel chocks or other tire blocks to the wheels to prevent the vehicle from moving. After jacking up the vehicle, support the vehicle weight with safety stands at the points designated for proper lifting before working on the vehicle.
These operations should be 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.



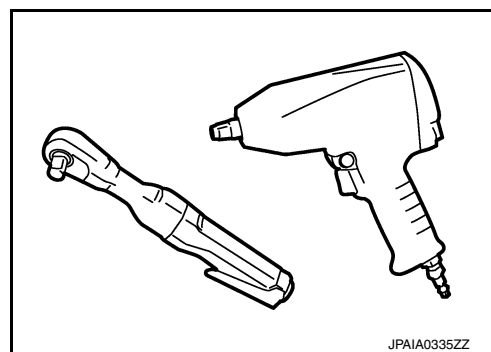
- To prevent serious burns:
Avoid contact with hot metal parts.
Do not remove the radiator cap when the engine is hot.
- Dispose of drained oil or the solvent used for cleaning parts in an appropriate manner.
- Do not attempt to top off the fuel tank after the fuel pump nozzle shuts off automatically.
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.



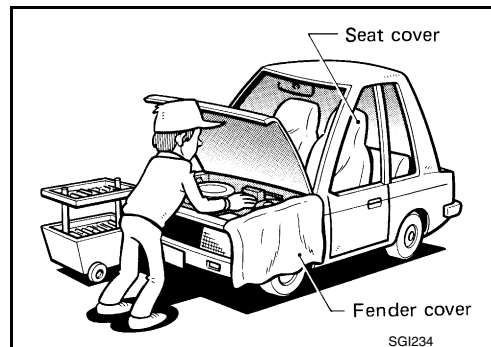
PRECAUTIONS

< PRECAUTION >

- 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 leaks.



- 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, do not 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:0000000012429834

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.

Fuel

INFOID:0000000012429835

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 the 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 your vehicle. Your 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, so you may have to consult your gasoline retailer for more details. Note that Federal and California laws prohibit the use of MMT in reformulated gasoline.

PRECAUTIONS

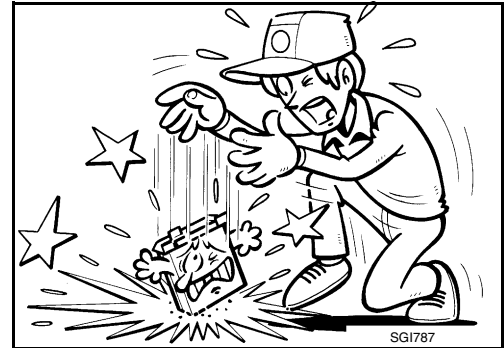
< PRECAUTION >

- 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.

Multiport Fuel Injection System or Engine Control System

INFOID:0000000012429836

- 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.

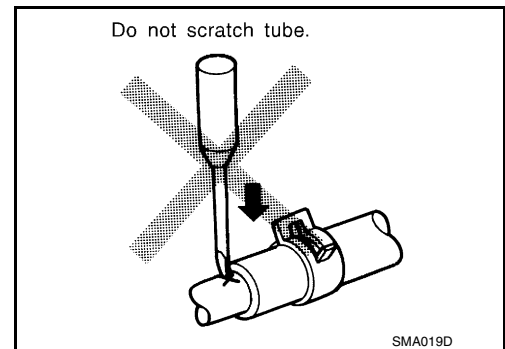


Hoses

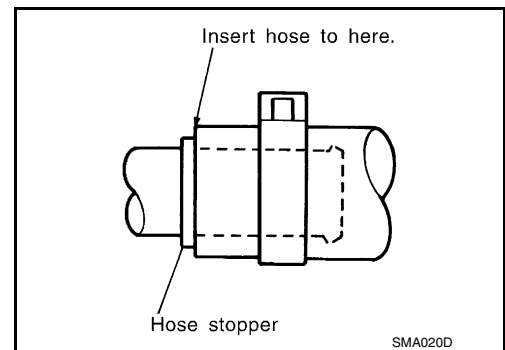
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HOSE REMOVAL AND INSTALLATION

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

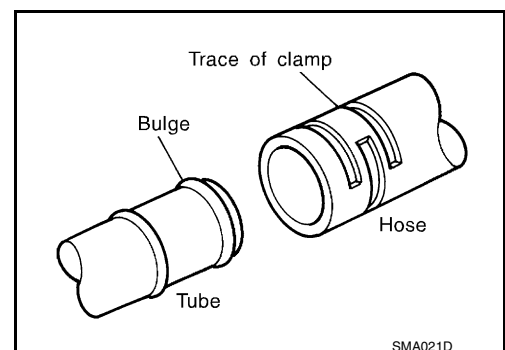


- To reinstall the rubber hose securely, make sure that hose insertion length and orientation is correct. (If tube is equipped with hose stopper, insert rubber hose into tube until it butts up against hose stopper.)



HOSE CLAMPING

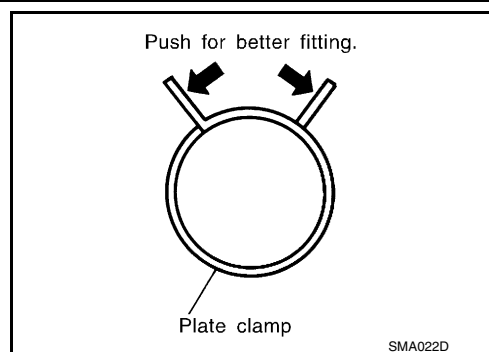
- If old rubber hose is re-used, install hose clamp in its original position (at the indentation where the old clamp was). If there is a trace of tube bulging left on the old rubber hose, align rubber hose at that position.
- Discard old clamps; replace with new ones.



PRECAUTIONS

< PRECAUTION >

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



Engine Oils

INFOID:0000000012429838

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.
- 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:0000000012429839

Use an approved refrigerant recovery unit any time the air conditioning system must be discharged. Refer to [HA-21. "Description"](#).

LIFTING POINT

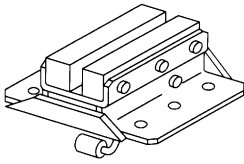
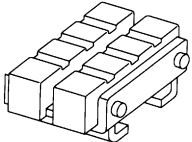
< PRECAUTION >

LIFTING POINT

Special Service Tool

INFOID:0000000012429840

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

| Tool number (Kent-Moore No.) Tool name | Description |
|---|---|
| LM4086-0200 (-) Board on attachment |  <p>S-NT001</p> |
| LM4519-0000 (-) Safety stand attachment |  <p>S-NT002</p> |

CAUTION:

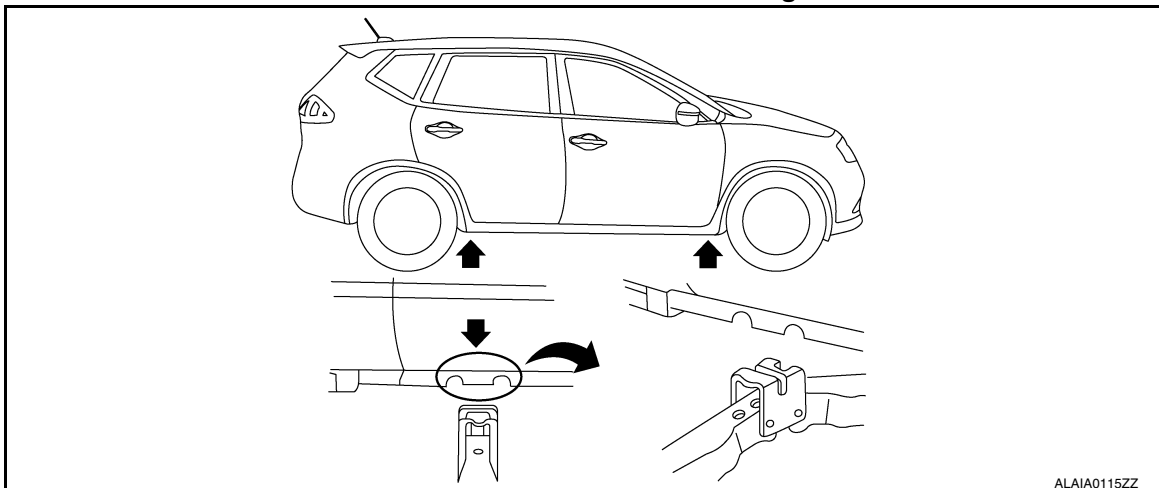
- Every time the vehicle is lifted up, maintain the complete vehicle curb condition.
- Since the vehicle's center of gravity changes when removing main parts on the front side (engine, transmission, suspension etc.), support a jack up point on the rear side garage jack with a transmission jack or equivalent.
- 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 transmission jack or equivalent.
- Be careful not to smash or do anything that would affect piping parts.

Pantograph Jack

INFOID:0000000012429841

WARNING:

- Never get under the vehicle while it is supported only by the jack. Always use safety stands to support the frame when you have to get under the vehicle.
- Place wheel chocks at both front and back of the wheels on the ground.



LIFTING POINT

< PRECAUTION >

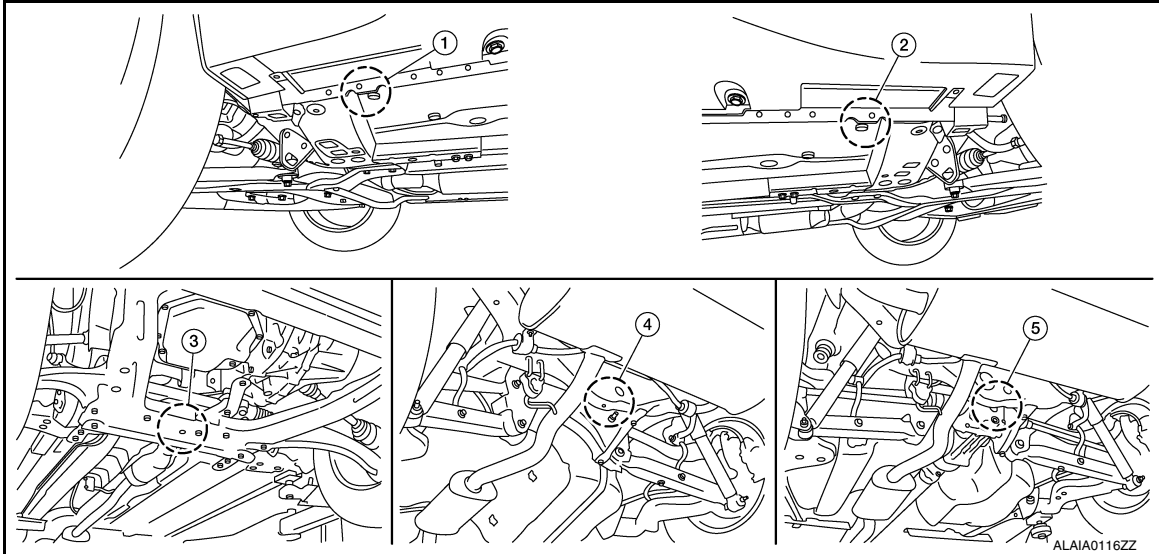
Garage Jack and Safety Stand and 2-Pole Lift

INFOID:0000000012429842

GI

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.



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) (FWD)
5. Garage jack point (rear) (AWD)

CAUTION:

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

Board-on Lift

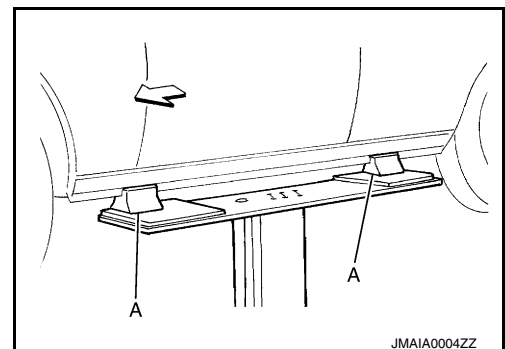
INFOID:0000000012429843

CAUTION:

Make sure 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



TOW TRUCK TOWING

< PRECAUTION >

TOW TRUCK TOWING

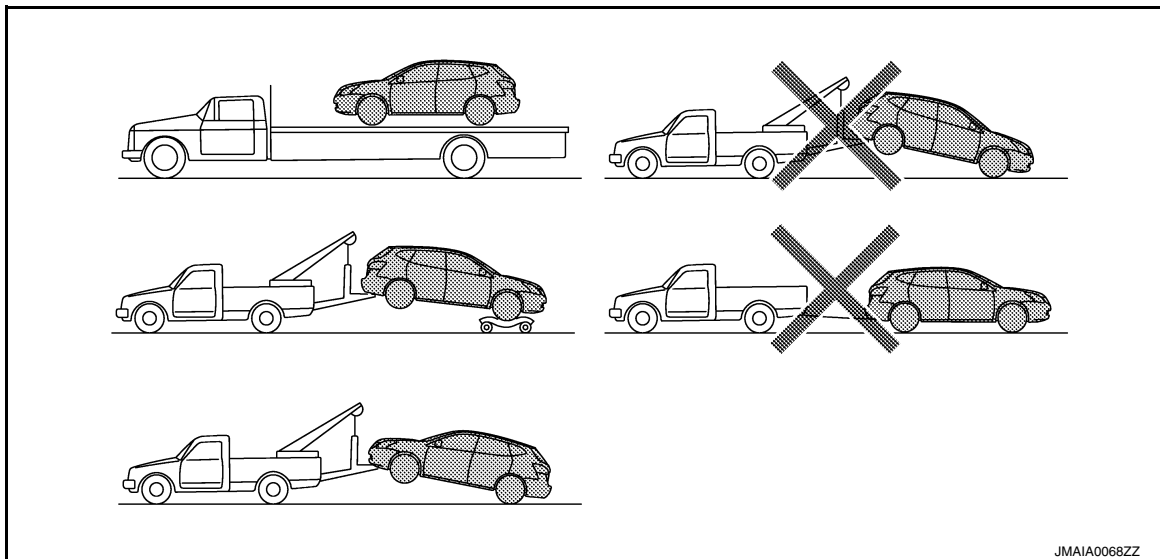
Tow Truck Towing

INFOID:000000012429844

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.

FWD MODELS



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

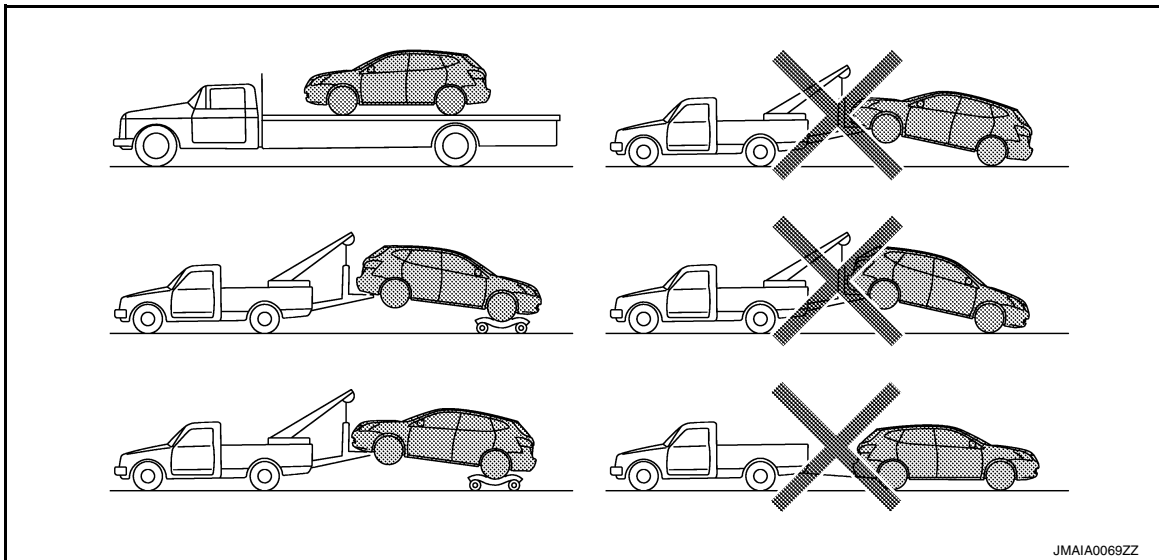
CAUTION:

- 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.

TOW TRUCK TOWING

< PRECAUTION >

AWD MODELS



NISSAN recommends that a dolly be used as illustrated when towing AWD models.

CAUTION:

Never tow AWD models with any of the wheels on the ground as this may cause serious and expensive damage to the powertrain.

Vehicle Recovery (Freeing a Stuck Vehicle)

INFOID:0000000012429845

WARNING:

- Stand clear of a stuck vehicle.
- 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:

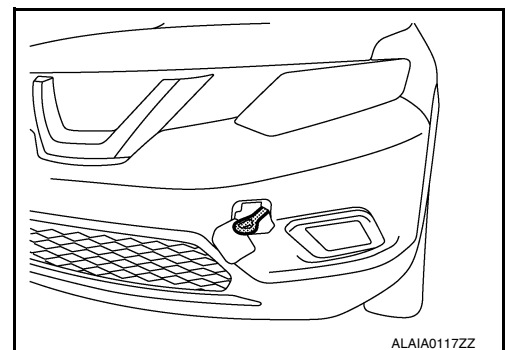
- Tow chains or cables must be attached only to the vehicle recovery hooks or main structural members of the vehicle. Otherwise, the vehicle body will be damaged.
- Never use the vehicle tie downs to free a vehicle stuck in sand, snow, mud, etc. Never tow the vehicle using the vehicle tie downs or recovery 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.

FRONT

Securely install the vehicle recovery hook stored with jacking tools.

NOTE:

To prevent squeaks and rattles, check that the hook is properly secured in the stored place after use.



REAR

WARNING:

- Rear hook is not available.

CVT

TOW TRUCK TOWING

< PRECAUTION >

To tow a vehicle equipped with an automatic transmission, an appropriate vehicle dolly **MUST** be placed under the towed vehicle's drive wheels. **Always** follow the dolly manufacturer's recommendations when using their product.

If the vehicle is stuck in sand, snow, mud, etc., use the following procedure:

1. Turn off the Vehicle Dynamic Control System.
2. Check the area in front and behind the vehicle is clear of obstructions.
3. Turn the steering wheel right and left to clear an area around the front tires.
4. Slowly rock the vehicle forward and backward.
Shift back and forth between R (reverse) and D (drive).
Apply the accelerator as little as possible to maintain the rocking motion.
Release the accelerator pedal before shifting between R and D.
Do not spin the tires above 35 mph (55 km/h).
5. If the vehicle can not be freed after a few tries, contact a professional towing service to remove the vehicle.

IDENTIFICATION INFORMATION

< VEHICLE INFORMATION >

VEHICLE INFORMATION

IDENTIFICATION INFORMATION

Model Variation

INFOID:0000000012429846

FWD Model

| Body | Engine | Grade | Transmission | Destination | | |
|-------------|--------|------------|--------------|-------------|-------------|-------------|
| | | | | 50-State | California | Canada |
| 2 Row Wagon | QR25DE | S | CVT | TDBALPZ-EUA | TDBALPZ-EVA | TDBALPZ-ENA |
| | | SV | | TDBALQZ-EUA | TDBALQZ-EVA | TDBALQZ-ENA |
| | | SV Premium | | TDBALTZ-EUA | TDBALTZ-EVA | — |
| | | SL | | TDBALRZ-EUA | — | — |
| | | SL Premium | | TDBALSZ-EUA | — | — |
| 3 Row Wagon | | S | | JDBALPZ-EUA | JDBALPZ-EVA | — |
| | | SV | | JDBALQZ-EUA | JDBALQZ-EVA | — |

AWD Model

| Body | Engine | Grade | Transmission | Destination | | |
|-------------|--------|------------|--------------|-------------|-------------|-------------|
| | | | | 50-State | California | Canada |
| 2 Row Wagon | QR25DE | S | CVT | TDBNLPZ-EUA | TDBNLPZ-EVA | TDBNLPZ-ENA |
| | | SV | | TDBNLQZ-EUA | TDBNLQZ-EVA | TDBNLQZ-ENA |
| | | SV Premium | | TDBNLTZ-EUA | TDBNLTZ-EVA | — |
| | | SL | | TDBNLRZ-EUA | TDBNLRZ-EVA | TDBNLRZ-ENA |
| | | SL Premium | | TDBNLSZ-EUA | TDBNLSZ-EVA | TDBNLSZ-EUA |
| 3 Row Wagon | | S | JDBNLPZ-EUA | JDBNLPZ-EVA | — | |
| | | SV | JDBNLQZ-EUA | JDBNLQZ-EVA | JDBNLQZ-ENA | |

Prefix and Suffix Designations

| Position | Character | Qualifier | Definition |
|----------|-----------|--------------|----------------|
| 1 | T | Body type | J: 3 Row Wagon |
| | | | T: 2 Row Wagon |
| 2 | DB | Engine | DB: QR25DE |
| 3 | | | |
| 4 | A | Axle | A: FWD |
| | | | N: AWD |
| 5 | L | Drive | L: LH |
| 6 | P | Grade | P: S |
| | | | Q: SV |
| | | | R: SL |
| | | | S: SL Premium |
| | | | T: SV Premium |
| 7 | Z | Transmission | Z: CVT |
| 8 | T32 | Model | T32: Rogue |
| 9 | | | |
| 10 | | | |
| 11 | E | Intake | E: EGI |

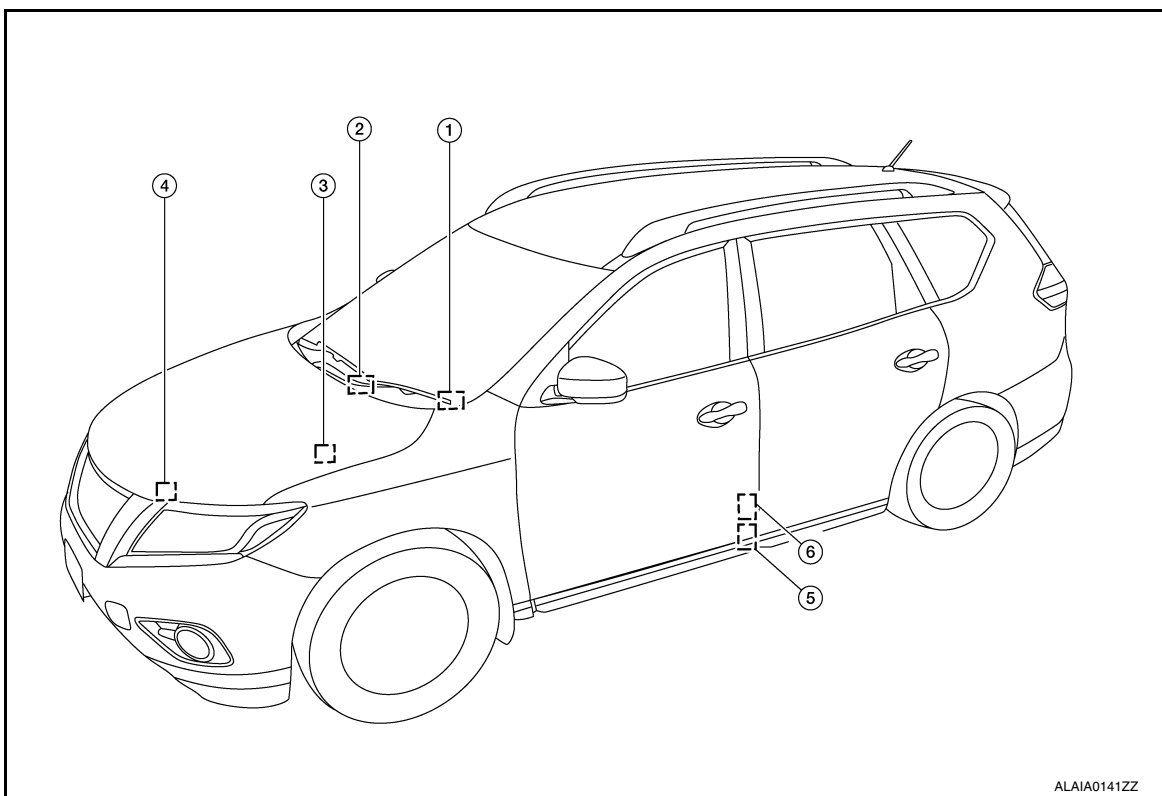
IDENTIFICATION INFORMATION

< VEHICLE INFORMATION >

| Position | Character | Qualifier | Definition |
|----------|-----------|--------------|---------------|
| 12 | U | Zone | U: 50-state |
| | | | N: Canada |
| | | | V: California |
| 13 | A | Equipment | A: Standard |
| 14 | XXXXX | Option Codes | Option Codes |
| 15 | | | |
| 16 | | | |
| 17 | | | |
| 18 | | | |

Identification Number

INFOID:0000000012429847



1. Vehicle Identification Number (VIN) plate
2. Vehicle identification number chassis number (center of bulkhead)
3. Emission control information label
4. Air conditioner specification label
5. F.M.V.S.S./C.M.V.S.S. certification label
6. Tire and loading information label

Vehicle Identification Number Arrangement

| Position | Character | Qualifier | Definition |
|----------|-----------|--------------|--|
| 1 | 5N1 | Manufacturer | 5N1: Nissan MPV [NNA. Inc.] KNM: Korea produced Multi-purpose vehicle |
| 2 | | | |
| 3 | | | |
| 4 | A | Engine type | A: QR25DE |
| 5 | T2 | Model series | T2: T32 (Rogue) |
| 6 | | | |
| 7 | M | Body type | M: 4 Door Wagon |

IDENTIFICATION INFORMATION

< VEHICLE INFORMATION >

| Position | Character | Qualifier | Definition |
|----------|-----------|-----------------------|--|
| 8 | T | Restraint system | N: 2WD, Class D (3 row, 7 seating capacity) • (Driver and Passenger) 3-Point Manual Belts, Frontal Air Bags, Side Air Bags and Curtain Side Air Bags. • (2nd Row Outboard): 3-Point Manual Belts and Curtain Side Air Bags. • (2nd Row Center): 3-Point Manual Belt. • (3rd Row Outboard): 3-Point Manual Belts and Curtain Side Air Bags. |
| | | | M: 4WD, Class D (3 row, 7 seating capacity) • (Driver and Passenger) 3-Point Manual Belts, Frontal Air Bags, Side Air Bags and Curtain Side Air Bags. • (2nd Row Outboard): 3-Point Manual Belts and Curtain Side Air Bags. • (2nd Row Center): 3-Point Manual Belt. • (3rd Row Outboard): 3-Point Manual Belts and Curtain Side Air Bags. |
| | | | T: 2WD, Class C (2 row, 5 seating capacity) • (Driver and Passenger) 3-Point Manual Belts, Frontal Air Bags, Side Air Bags and Curtain Side Air Bags. • (2nd Row Outboard): 3-Point Manual Belts and Curtain Side Air Bags. • (2nd Row Center): 3-Point Manual Belt. |
| | | | V: 4WD, Class C (2 row, 5 seating capacity) • (Driver and Passenger) 3-Point Manual Belts, Frontal Air Bags, Side Air Bags and Curtain Side Air Bags. • (2nd Row Outboard): 3-Point Manual Belts and Curtain Side Air Bags. • (2nd Row Center): 3-Point Manual Belt. |
| 9 | * | Check digit | (0 to 9 or X) The code for the check digit is determined by a mathematical computation |
| 10 | G | Model year | G: 2016 |
| 11 | C | Manufacturing plant | C: USA production (Smyrna, Tennessee) P: Korea production |
| 12 | XXXXXX | Vehicle serial number | Chassis number |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |
| 17 | | | |

Identification Plate











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USA

IDENTIFICATION INFORMATION







< VEHICLE INFORMATION >

USA Production

| | | |
|---|---|--|
| MFD BY NISSAN MOTOR CO., LTD. | | |
| DATE:  | |  Date of manufacture |
| GVWR: XXXXX KG | |  Vehicle identification number (Chassis number) |
| | XXXXX LB | |
| GAWR FR: XXXXX KG | |  Model |
| | XXXXX LB | |
| WITH XXXXX/XXXXX: TIRES | |  Body color code |
| XXxX.X RIMS AT XX PSI | | |
| COLD SINGLE | |  Trim color code |
| GAWR RR: XXXXX KG | | |
| | XXXXX LB | |
| WITH XXXXX/XXXXX: TIRES | | |
| XXxX.X RIMS AT XX PSI | | |
| COLD SINGLE | | |
| THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY AND THEFT PREVENTION STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE. | | |
|  XXXXXXXXXXXXXXXX | | |
| MPV | XXX | |
|  MODEL: XXXXXXX-XXXXXXX | | |
| COLOR: XXX | TRIM: X | |
|  |  | |

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Korea Production

| | | |
|---|--------|--|
| MFD BY NISSAN MOTOR CO., LTD. | | |
| DATE:  | |  Date of manufacture |
| GVWR: XXXXX LB | |  Vehicle identification number (Chassis number) |
| GAWR FR: XXXXX LB | | |
| WITH XXXXX/XXXXX: TIRES | |  Model |
| XXxX.X RIMS AT XX PSI | | |
| COLD SINGLE | | |
| GAWR RR: XXXXX LB | | |
| WITH XXXXX/XXXXX: TIRES | | |
| XXxX.X RIMS AT XX PSI | | |
| COLD SINGLE | | |
| THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY AND THEFT PREVENTION STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE. SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION | | |
|  VIN:XXXXXXXXXXXXXXX | | |
| TYPE: MPV | | |
|  MODEL: XXXXXXX-XXXXXXX | | |
| COLOR | TRIM | TRANS |
| AXLE | ENGINE | |






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CANADA

IDENTIFICATION INFORMATION




< VEHICLE INFORMATION >

USA Production

| | |
|---|----------------------|
| MFD. BY NISSAN MOTOR CO.,LTD. | |
| DATE: | MM/YY |
| GVWR/PNBV: | XXXXX KG XXXXX LB |
| GAWR/PNBE FR: | XXXXX KG XXXXX LB |
| ##X#.# | RIMS/JANTES |
| GAWR/PNBE RR: | XXXXX KG XXXXX LB |
| ##X#.# | RIMS/JANTES |
|   | |
| XXXXXXXXXXXXXXXXXXXX  TYPE: MPV/VTUM  ICES/NMB-002 MODEL: XXXXXXXXXXXXXXXXXXXX COLOR: XXX TRIM: X  | |

ALAI0124GB

Korea Production

| | |
|---|----------|
| MFD. BY NISSAN MOTOR CO.,LTD. | |
| DATE: | MM/YY |
| GVWR/PNBV: | XXXXX KG |
| GAWR/PNBE FR: | XXXXX KG |
| WITH XXXXX/XXXXX: | TIRES |
| XXxX.X RIMS AT | XX PSI |
| COLD SINGLE | |
| GAWR/PNBE RR: | XXXXX KG |
| WITH XXXXX/XXXXX: | TIRES |
| XXxX.X RIMS AT | XX PSI |
| COLD SINGLE | |
|   | |
| VIN: XXXXXXXXXXXXXXXX  TYPE: MPV/VTUM ICES/NMB-002 MODEL: XXXXXXXXXXXXXXXX COLOR TRIM TRANS AXLE ENGINE | |

ALAI0166GB

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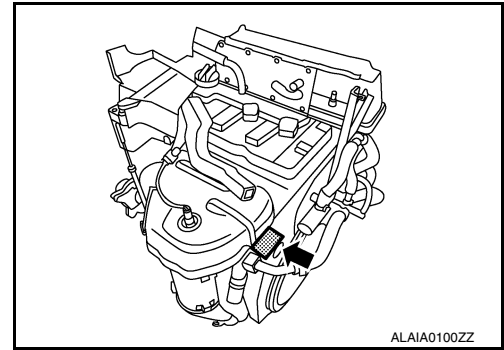
IDENTIFICATION INFORMATION

< VEHICLE INFORMATION >

Engine Serial Number

INFOID:0000000012429849

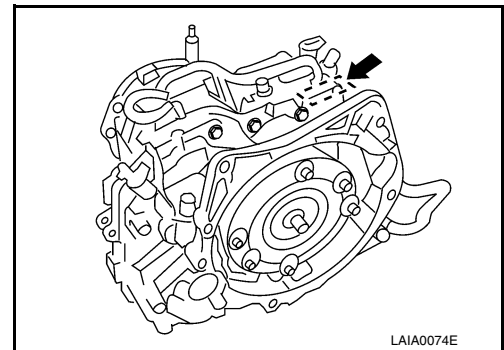
QR25DE



↶: Vehicle front

CVT Number

INFOID:0000000012429850



Dimensions

INFOID:0000000012429851

Unit: mm (in)

| | | |
|----------------|-------------------|---------------|
| Overall length | | 4,630 (182.3) |
| Overall width | | 1,840 (72.4) |
| Overall height | without roof rack | 1,687 (66.4) |
| | with roof rack | 1,714 (67.5) |
| Front tread | | 1,595 (62.8) |
| Rear tread | | 1,595 (62.8) |
| Wheelbase | | 2,706 (106.5) |

Wheels & Tires

INFOID:0000000012429852

| | Conventional | Spare (if equipped) |
|---------------------------|---|--------------------------|
| Road wheel/offset mm (in) | 17 X 7.0J Steel/35 (1.38) 17 X 7.0J Aluminum/35 (1.38) 18 X 7.0J Aluminum/35 (1.38) | T145/90D16 T155/90D17 |
| Tire size | P225/65R17 P225/65RF17 P225/60R18 | |

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

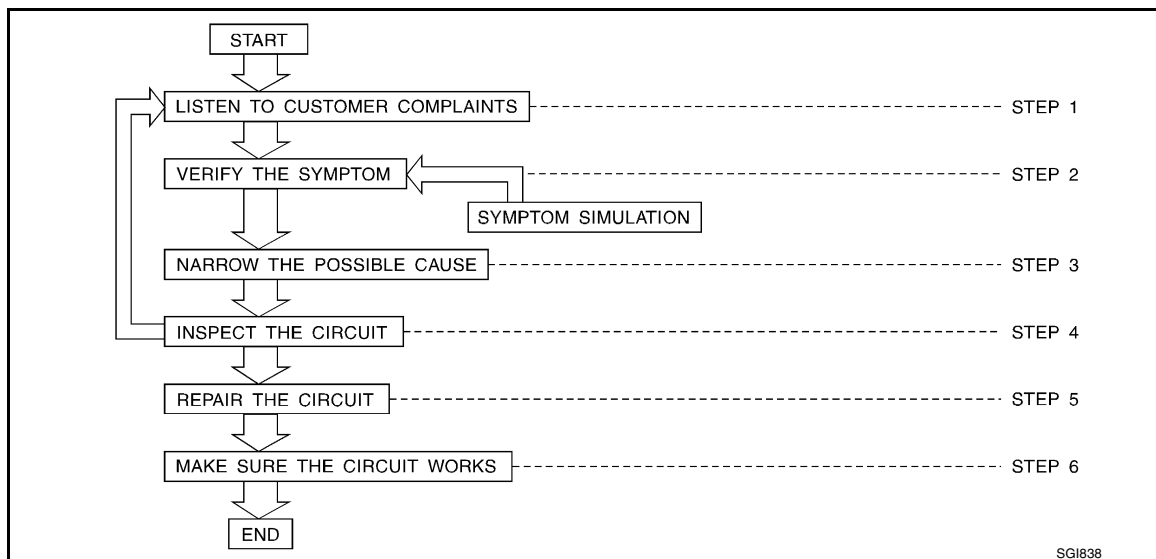
BASIC INSPECTION

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

Work Flow

INFOID:0000000012429853

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. |
| | HOW | System Symptoms, Operating Conditions (Other Components Interaction). Service History and if any After Market Accessories have been installed. |
| STEP 2 | 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. Make sure you have not inadvertently created a new incident during your diagnosis or repair steps. | |

Control Units and Electrical Parts

INFOID:0000000012429854

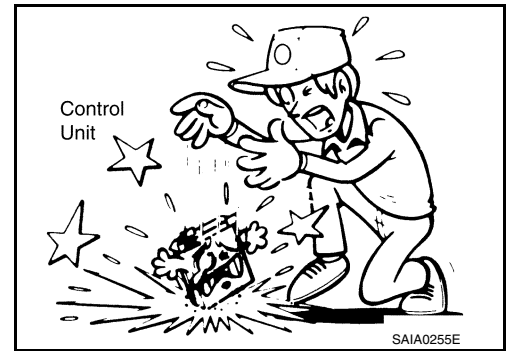
PRECAUTIONS

- 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.

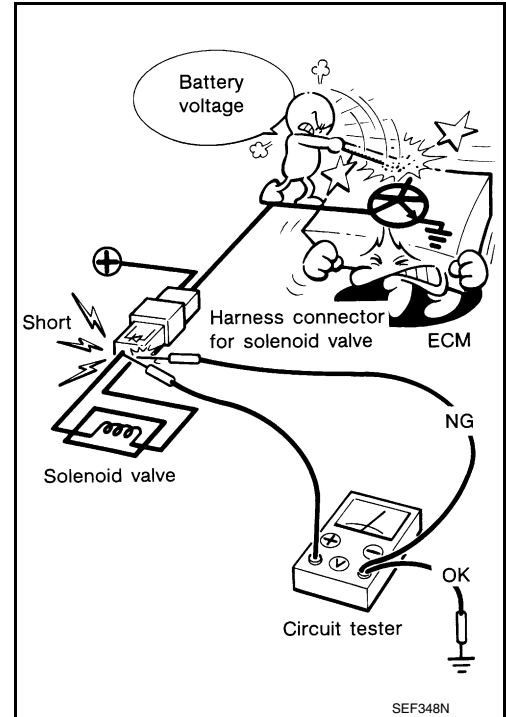
SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< 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 to 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:0000000012429855

HARNESS REPAIR KIT

- Use the harness repair kit J-48817 shown below when replacing connectors or terminals.
- The harness repair kit contains some of the most commonly used NISSAN/INFINITI connectors and terminals. For detailed connector and terminal pin replacement procedures, refer to the J-48817 User Guide.

| Tool number (TechMate No.) Tool name | Description |
|--|--------------------|
| - (J-48817) Harness repair kit | <p>ALAIA0137ZZ</p> |

HOW TO PROBE CONNECTORS

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

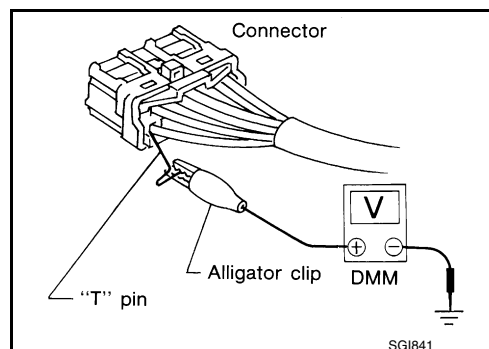
< BASIC INSPECTION >

- 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.

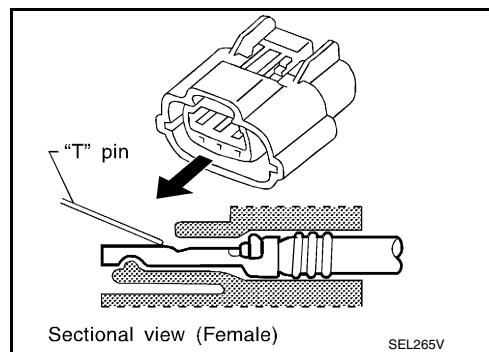
- If the connector has a rear cover such as a ECM connector, remove the rear cover before probing the terminal.
- Do not probe waterproof connector from harness side. Damage to the seal between wire and connector may result.



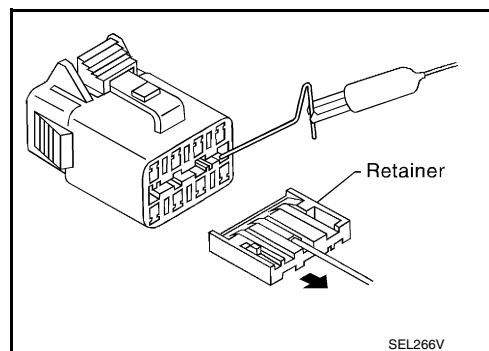
Probing from Terminal Side

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.



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

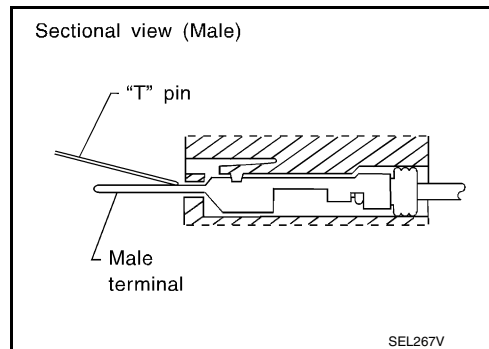


MALE TERMINAL

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

CAUTION:

Dot not bend terminal.



How to Check Enlarged Contact Spring of Terminal

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

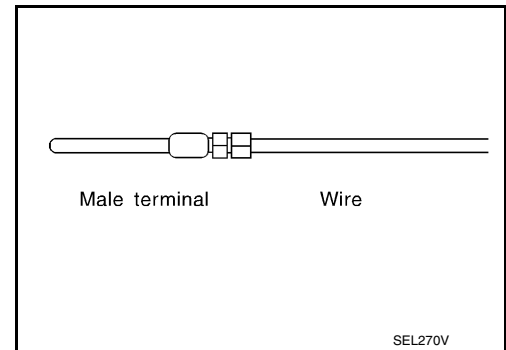
- An enlarged contact spring of a terminal may create intermittent signals in the circuit.
- If the intermittent open circuit occurs, follow the procedure below to inspect for open wires and enlarged contact spring of female terminal.

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

NOTE:

Use a male terminal which matches the female terminal.

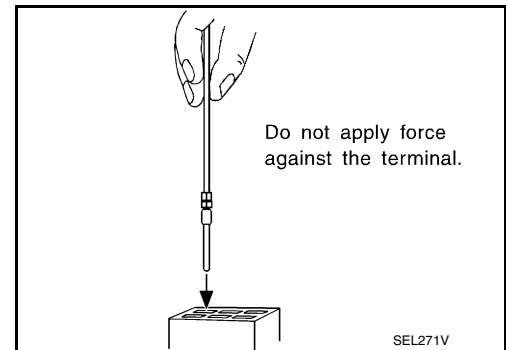
2. Disconnect the suspected faulty connector and hold it terminal side up.



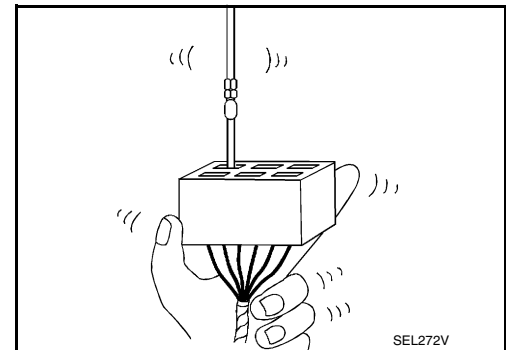
3. While holding the wire of the male terminal, try to insert the male terminal into the female terminal.

CAUTION:

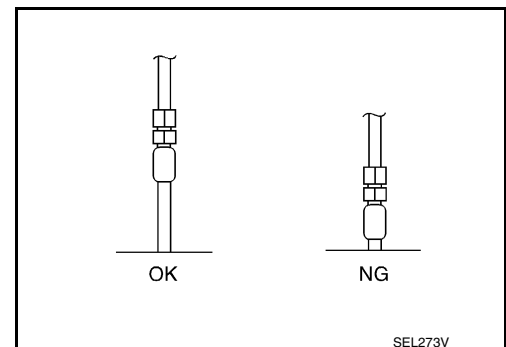
Do not force the male terminal into the female terminal with your hands.



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

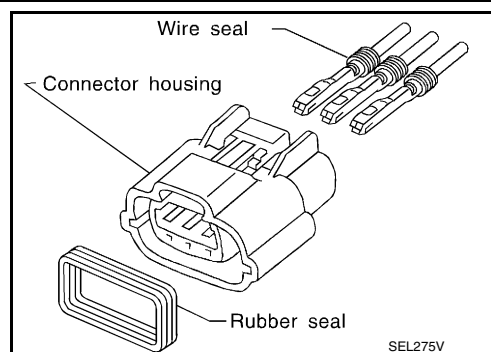
SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC 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, make sure the rubber seal is properly installed on either side of male or female connector.

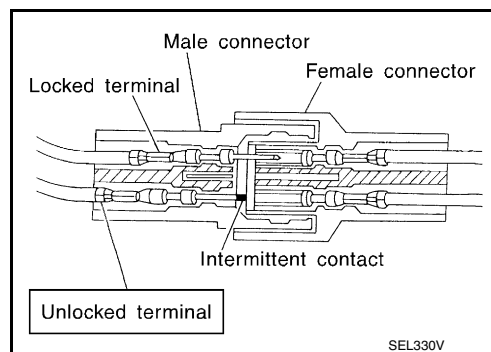
WIRE SEAL INSPECTION

- 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.



How to Repair Aluminum Wires

INFOID:0000000012429856

PRECAUTIONS FOR THE HANDLING OF ALUMINUM WIRES

- If an aluminum wire is damaged (e.g. broken), never perform the repair method for copper wires (soldering).
- Never perform electrotap for connecting broken aluminum wires.
- To secure the wire fixing strength (a force to protect aluminum wire from being disconnected from crimp terminal) and electrical conductivity, always use the dedicated harness repair kit and crimping tool [SST: J-48817-AL-KIT] when repairing broken wires.

HOW TO DISTINGUISH ALUMINUM WIRES

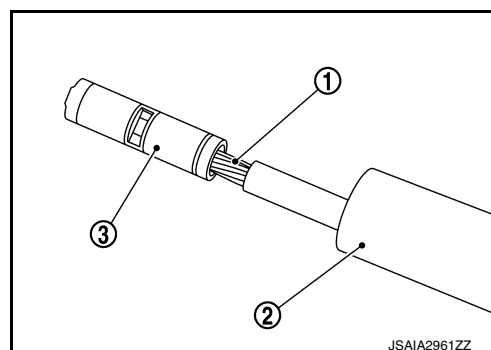
Wiring color: Lavender (Color code: LA)

HOW TO REPAIR BROKEN WIRES

1. Insert heat shrinkable tube ② into the target aluminum wire ① beforehand.
2. Strip wire protector approximately 10 mm and insert it into crimp terminal ③.

CAUTION:

Check wire size and use appropriate crimp terminal.



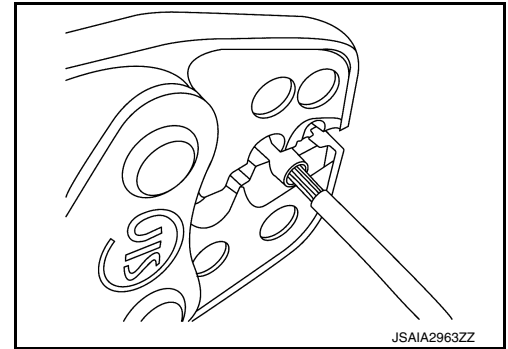
SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

- Set crimp terminal to the die (tooth) of crimping tool [SST: J-48817-8].

CAUTION:

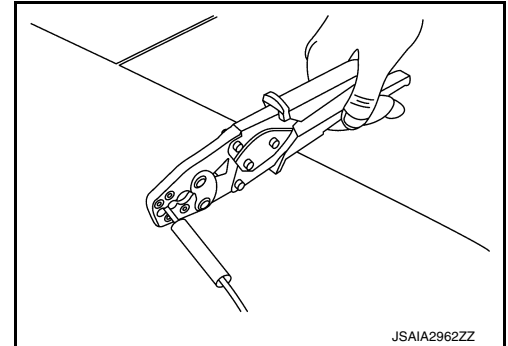
Use appropriate die (tooth) of crimping tool [SST: J-48817-8] according to the crimp terminal size.



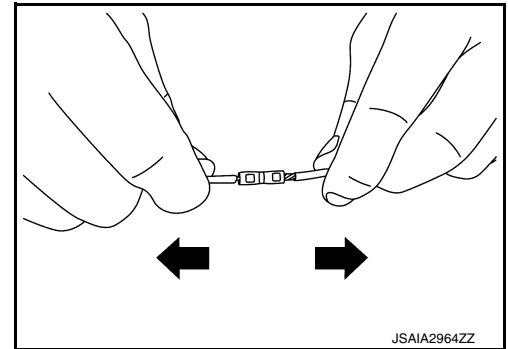
- Apply load until the handle of crimping tool [SST: J-48817-8] is released.

NOTE:

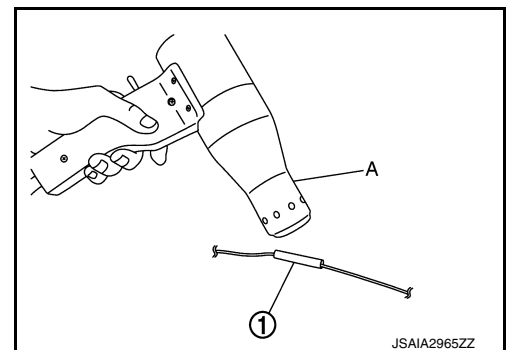
The handle of the specified crimping tool [SST: J-48817-8] is not opened until crimping is completed.



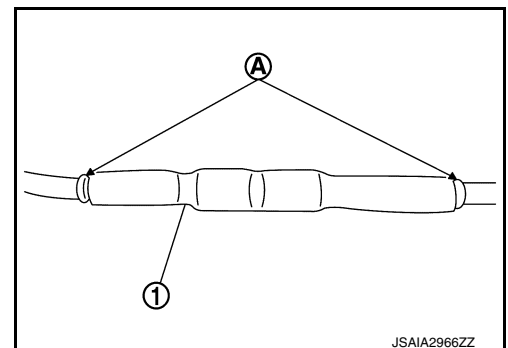
- After crimping both sides, pull wire at both ends to check that they are not disconnected from crimp terminals.



- Cover the crimp terminal with heat shrinkable tube ① and heat the tube with industrial dryer ②.



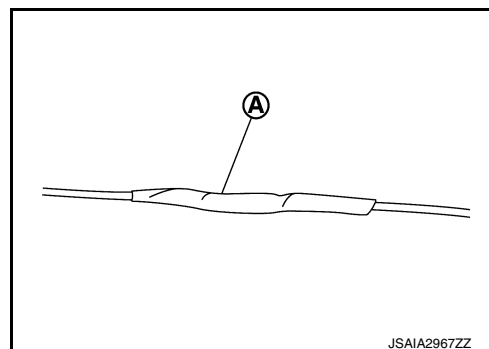
- After heating heat shrinkable tube ①, check that adhesive ② is squeezed out from both ends of tube to the entire perimeter.



SERVICE INFORMATION FOR ELECTRICAL INCIDENT

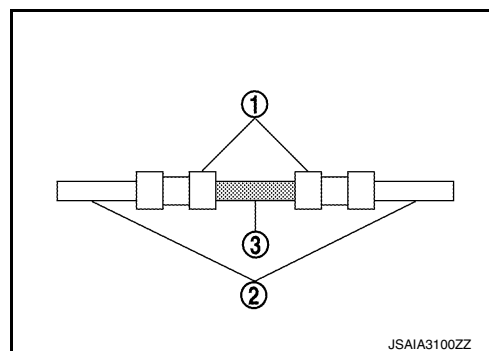
< BASIC INSPECTION >

8. Wind insulating tape (A) around heat shrinkable tube for the purpose of waterproof and anticorrosion.



HOW TO EXTEND WIRES

When repairing a broken aluminum wire, it can be extended by connecting aluminum wire (2) with copper wire (3) by using crimp terminal (1).



Intermittent Incident

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 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.

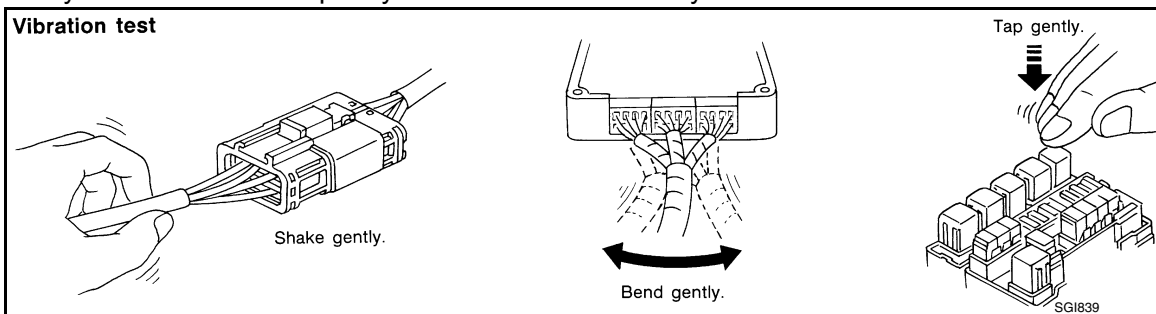
Sensor & Relay

Gently apply a slight vibration to sensors and relays in the system you are inspecting.

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

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

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.

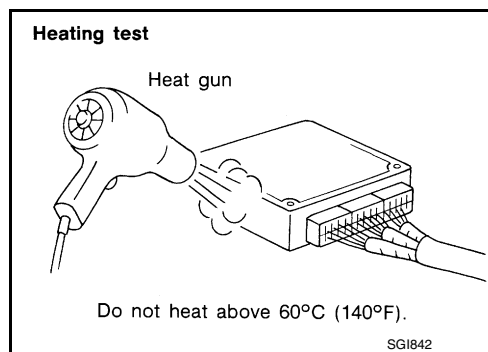
HEAT SENSITIVE

- 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:

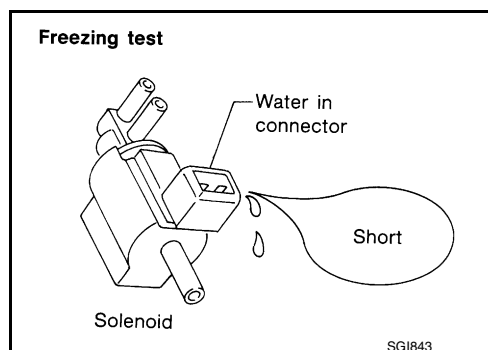
Do not heat components above 60°C (140°F).

- 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. Make sure 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

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

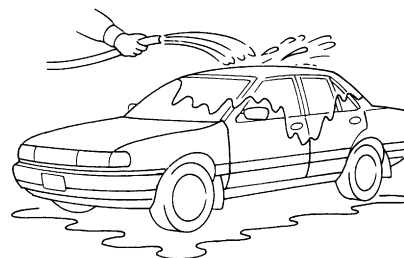
< BASIC INSPECTION >

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:

Do not spray water directly on any electrical components.

Water intrusion test

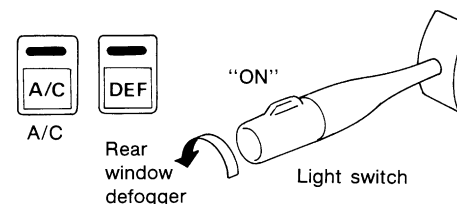


SGI844

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.

Electrical load test



SGI845

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.

Circuit Inspection

INFOID:0000000012429858

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:

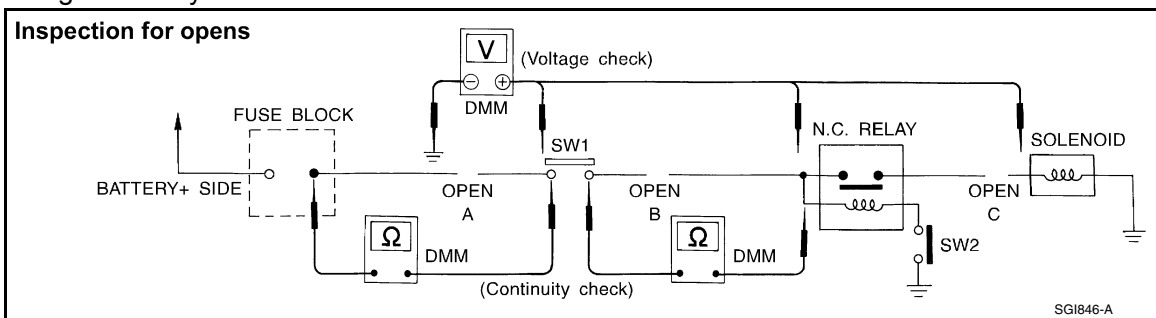
Refer to [GI-40, "How to Check Terminal"](#) to probe or check terminal.

TESTING FOR "OPENS" IN THE CIRCUIT

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

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). Make sure 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.

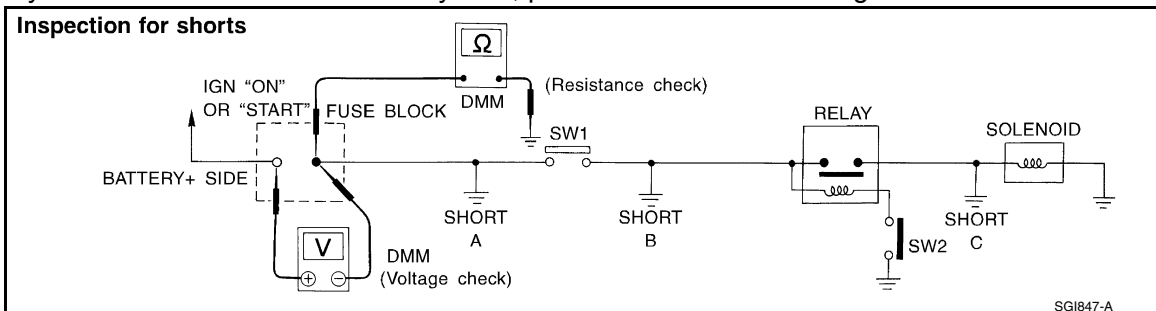
In any powered circuit, an open can be found by methodically checking the system for the presence of voltage. This is done by switching the DMM to the voltage function.

- 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.
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.



SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

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 key 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.

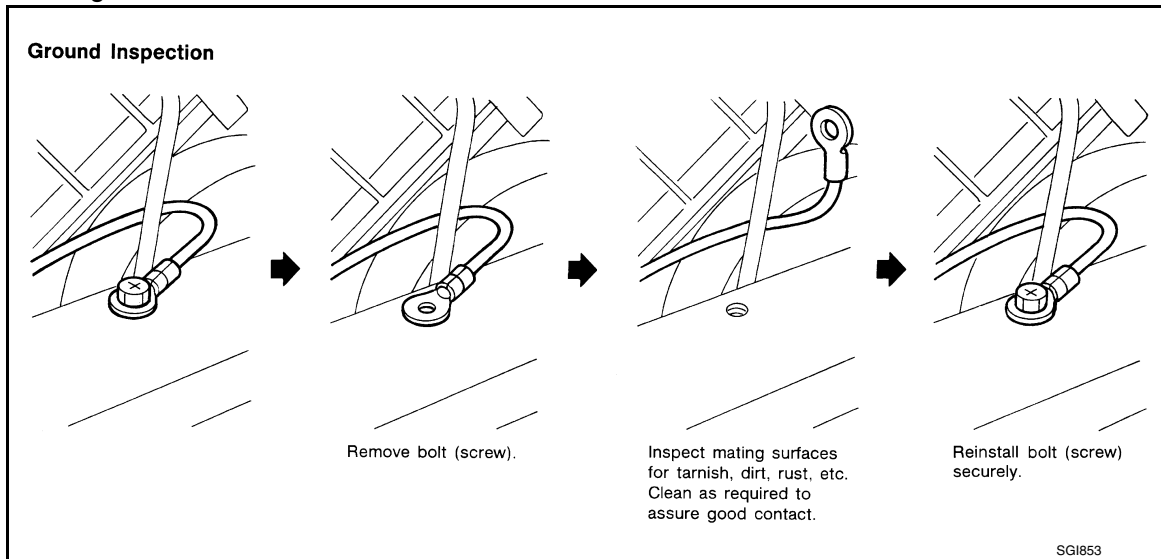
GROUND INSPECTION

- 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.
- 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. Make sure all of the wires are clean, securely fastened and providing a good ground path. If multiple wires are cased in one eyelet make sure no ground wires have excess wire insulation.

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

- For detailed ground distribution information, refer to “Ground Distribution” in PG section.



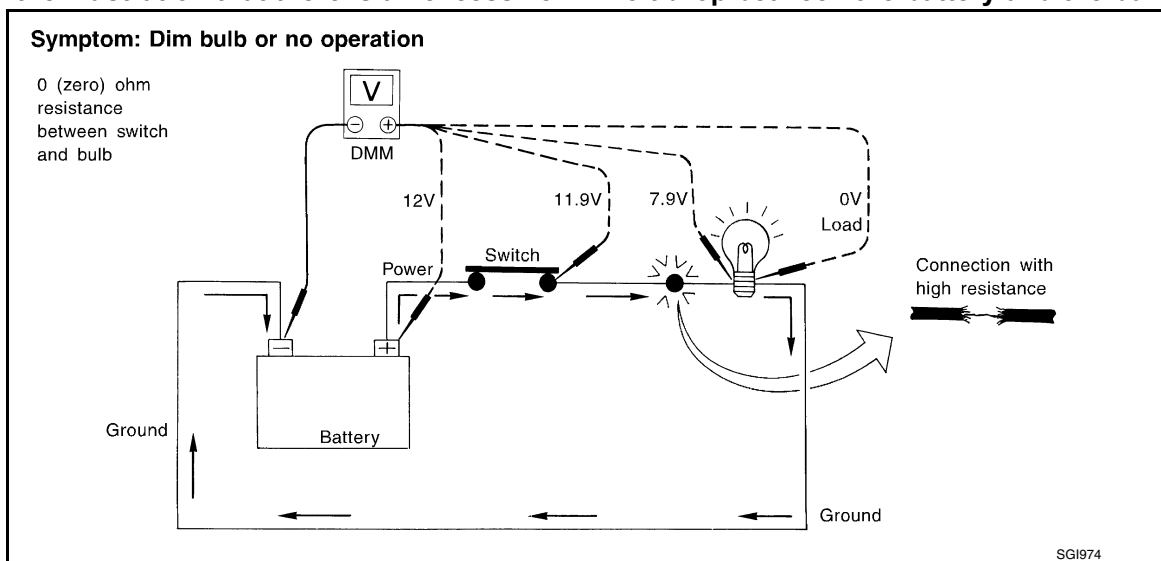
VOLTAGE DROP TESTS

- 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.

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



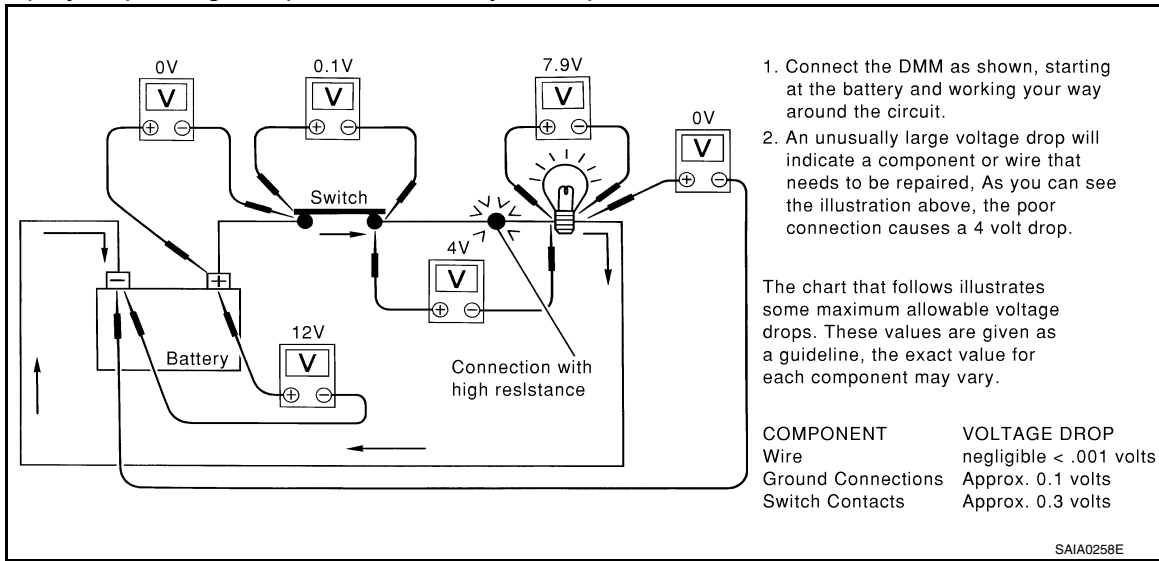
Measuring Voltage Drop — Step-by-Step

- 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.

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

- 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.

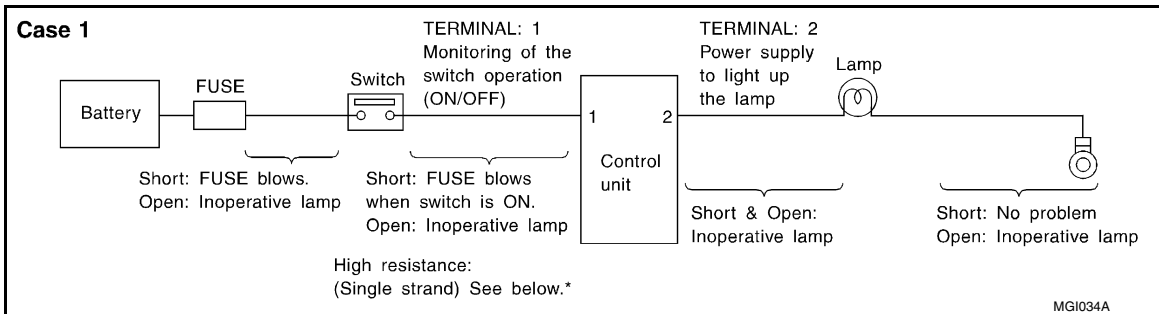


CONTROL UNIT CIRCUIT TEST

System Description

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

CASE 1



INPUT-OUTPUT VOLTAGE CHART

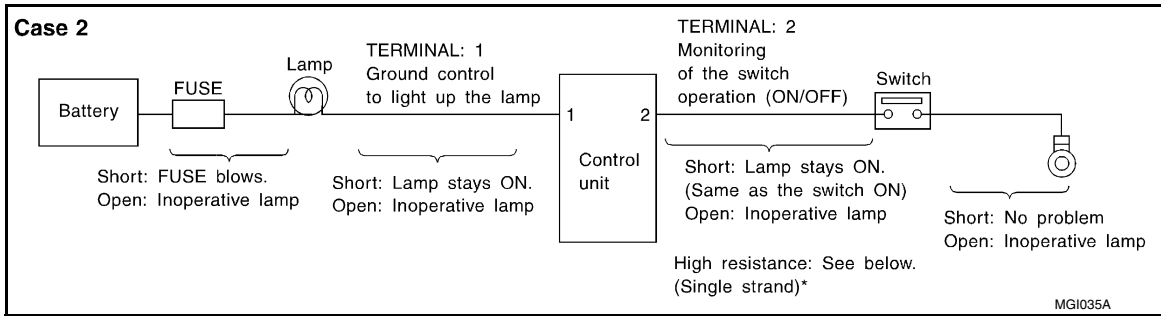
| Terminal No. | | Description | | Condition | Value (Approx.) | In case of high resistance such as single strand (V) * |
|--------------|-------------|-------------|--------------|------------|-----------------|--|
| + | - | Signal name | Input/Output | | | |
| 1 | Body ground | Switch | Input | Switch 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.

SERVICE INFORMATION FOR ELECTRICAL INCIDENT

< BASIC INSPECTION >

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 | 0V | 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. 0V. 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

Description

INFOID:0000000012429859

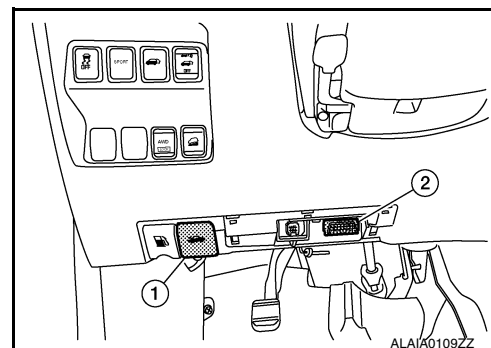
NOTE:

This vehicle is diagnosed using the CONSULT-III plus.

- When CONSULT is connected with a data link connector 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 : Hood release handle
- 2 : Data link connector

- Refer to "CONSULT-III plus Operation Manual" for more information.



Function and System Application

INFOID:0000000012429860

| Diagnosis (All Systems) | Description | ENGINE | ABS | METER/M&A | BCM | CAN GATEWAY | AIR BAG | TRANSMISSION | EPS/DAST 3 | IPDM E/R | AVM | TELEMATICS ¹ | ICC/ADAS ¹ | SIDE RADAR LEFT ¹ | SIDE RADAR RIGHT ¹ | AIR PRESSURE MONITOR | ALL MODE AWD/4WD ¹ | CHASSIS CONTROL | HVAC | ATUO BACK DOOR ¹ | MULTI AV | OCCUPANT DETECTION |
|-------------------------|---|--------|-----|-----------|-----|-------------|---------|--------------|------------|----------|-----|-------------------------|-----------------------|------------------------------|-------------------------------|----------------------|-------------------------------|-----------------|------|-----------------------------|----------|--------------------|
| Self Diagnostic Result | The ECU self diagnostic results are displayed. | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | - |
| Data Monitor | The ECU input/output data is displayed in real time. | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | - |
| Work support | The settings for ECU functions can be changed. | x | x | x | x | - | - | x | - | x | x | x | - | - | - | x | x | - | x | x | - | x |
| Active Test | The ECU activates outputs to test components. | x | x | - | x | - | - | x | - | x | - | x | - | x | x | x | x | x | x | - | - | - |
| ECU identification | The ECU part number is displayed. | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | - |
| DTC Work Support | The status of system monitoring tests and the self diagnosis status/results can be confirmed. | x | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Warning History | Displays the history of the combination meter warning lamp indicators. | - | - | x | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| TROUBLE DIAG RECORD | Self diagnostic history and trouble diagnosis records in ECU are displayed. | - | - | - | - | - | x | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CAN Diag | This mode displays network diagnostic results of CAN communication using a diagram. | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | - |
| CAN DIAG SUPPORT MNTR | The result of transmit/receive diagnosis of CAN communication is displayed. | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | - | - |

CONSULT/GST CHECKING SYSTEM

< BASIC INSPECTION >

| Diagnosis (All Systems) | Description | ENGINE | ABS | METER/M&A | BCM | CAN GATEWAY | AIR BAG | TRANSMISSION | EPS/DAST 3 | IPDM E/R | AVM | TELEMATICS ¹ | ICC/ADAS ¹ | SIDE RADAR LEFT ¹ | SIDE RADAR RIGHT ¹ | AIR PRESSURE MONITOR | ALL MODE AWD/4WD ¹ | CHASSIS CONTROL | HVAC | ATUO BACK DOOR ¹ | MULTI AV | OCCUPANT DETECTION |
|--------------------------|--|--------|-----|-----------|-----|-------------|---------|--------------|------------|----------|-----|-------------------------|-----------------------|------------------------------|-------------------------------|----------------------|-------------------------------|-----------------|------|-----------------------------|----------|--------------------|
| Configuration | <ul style="list-style-type: none"> The vehicle specification can be read and saved. The vehicle specification can be written when replacing ECU. | - | x | - | x | x | x | - | - | x | x | - | - | - | - | x | - | - | - | - | x | - |
| CALIB DATA | The calibration values of the ECU are displayed. | - | - | - | - | - | - | x | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SRT & P-DTC Confirmation | The status of system monitoring tests and the self diagnosis status/results can be confirmed. | x | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

x: Applicable

1: If equipped

CONSULT Data Link Connector (DLC) Circuit

INFOID:0000000012429861

INSPECTION PROCEDURE

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

| Symptom | Check item |
|---|--|
| CONSULT cannot access any system. | <ul style="list-style-type: none"> CONSULT 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-20, "Trouble Diagnosis Flow Chart". |

NOTE:

The DDL2 circuits and CAN communication lines from DLC pins 6, 7 and 14 may be connected to more than one system. A short in a DDL circuit or CAN lines connected to a control unit in one system may affect CONSULT access to other systems. For a complete DDL circuit layout, refer to [GI-55, "Wiring Diagram - CONSULT/GST CHECKING SYSTEM"](#). For a complete CAN line layout, refer to [LAN-39, "Wiring Diagram - CAN SYSTEM -"](#).

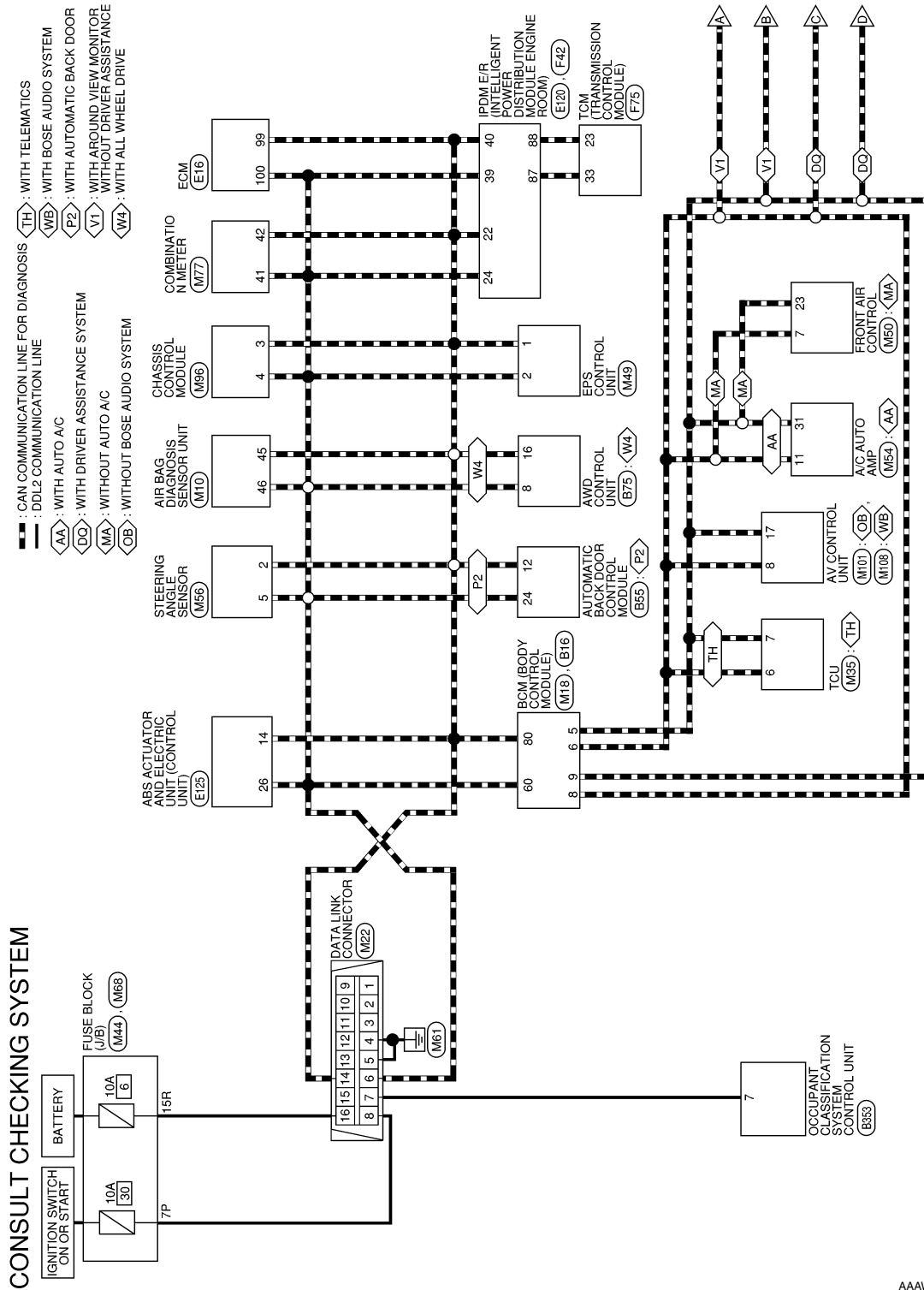
CONSULT/GST CHECKING SYSTEM

< BASIC INSPECTION >

Wiring Diagram - CONSULT/GST CHECKING SYSTEM

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GI

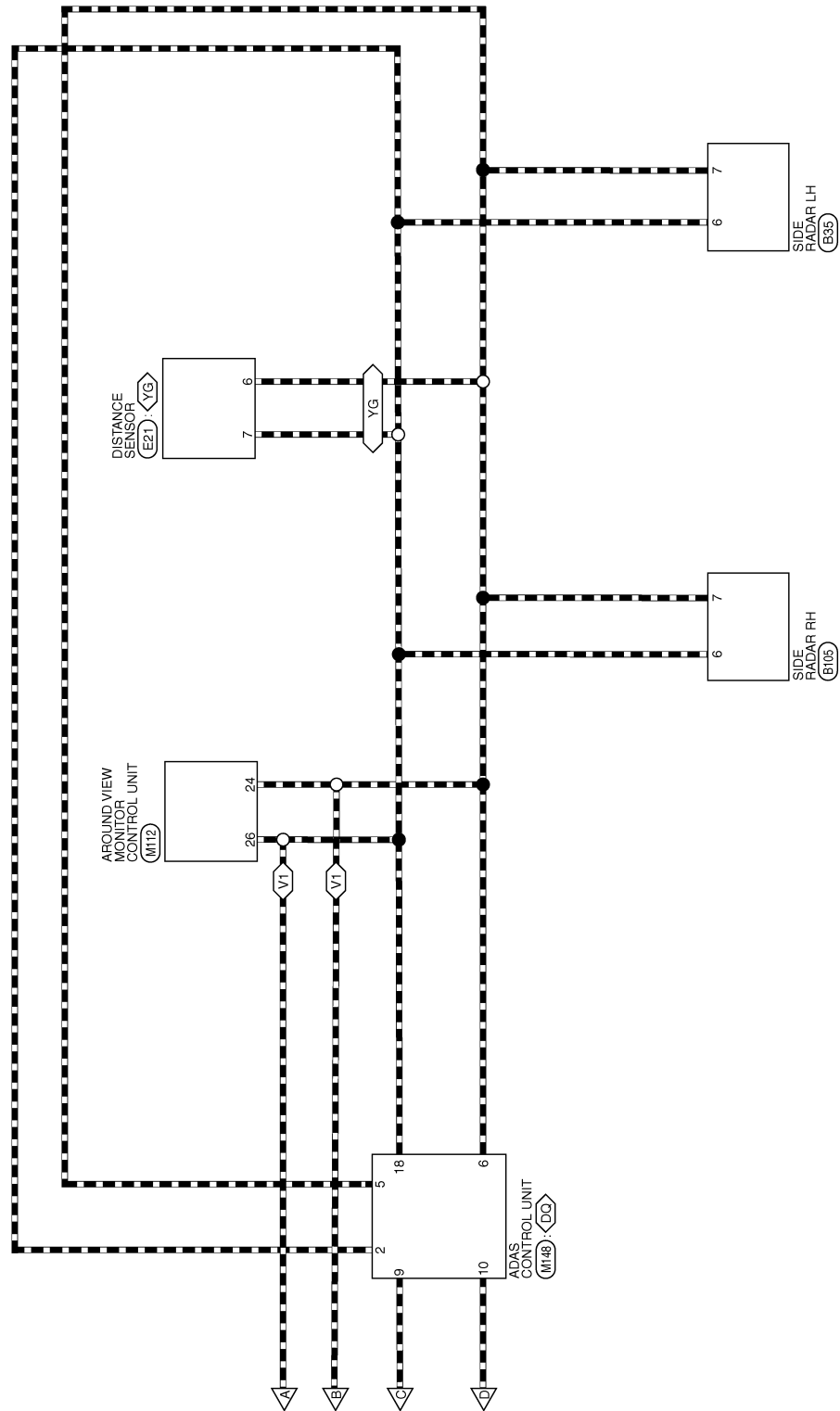


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CONSULT/GST CHECKING SYSTEM

< BASIC INSPECTION >

◇◇ : WITH DRIVER ASSISTANCE SYSTEM
 ◇◇ : WITH FORWARD COLLISION WARNING SYSTEM
 ◇◇ : WITH AROUND VIEW MONITOR
 ◇◇ : WITHOUT DRIVER ASSISTANCE SYSTEM



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