

SECTION **RF**
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PRECAUTIONS

PRECAUTIONS

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Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

AIS002MM

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SRS 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 SRS 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 for Battery Service

AIS002MO

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

Precautions

AIS002MN

- Disconnect both battery cables in advance.
- Never tamper with or force air bag lid open, as this may adversely affect air bag performance.
- Be careful not to scratch pad and other parts.
- When removing or disassembling any part, be careful not to damage or deform it. Protect parts, which may get in the way with cloth.
- When removing parts with a screwdriver or other tool, protect parts by wrapping them with vinyl or tape.
- Keep removed parts protected with cloth.
- If a clip is deformed or damaged, replace it.
- If an un reusable part is removed, replace it with a new one.
- Tighten bolts and nuts firmly to the specified torque.
- After re-assembly has been completed, make sure each part functions correctly.
- Remove stains in the following way.

Water-soluble stains:

Dip a soft cloth in warm water, and then squeeze it tightly. After wiping the stain, wipe with a soft dry cloth.

Oil stain:

Dissolve a synthetic detergent in warm water (density of 2 to 3% or less), dip the cloth, then clean off the stain with the cloth. Next, dip the cloth in fresh water and squeeze it tightly. Then clean off the detergent completely. Then wipe the area with a soft dry cloth.

- Do not use any organic solvent, such as thinner or benzine.

PREPARATION

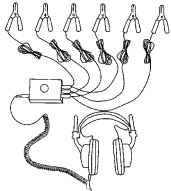
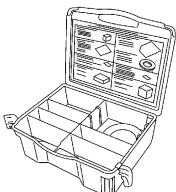
PREPARATION

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Special Service Tools

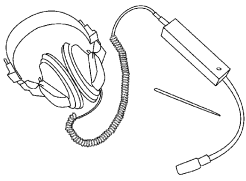
AIS001AC

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 |
|--|------------------------------|
| (J39570) Chassis ear  <p style="text-align: right; margin-right: 50px;">SIIA0993E</p> | Location the noise |
| (J43980) NISSAN Squeak and Rattle Kit  <p style="text-align: right; margin-right: 50px;">SIIA0994E</p> | Repairing the cause of noise |

Commercial Service Tools

AIS001AD

| Tool name | Description |
|---|--------------------|
| Engine ear  <p style="text-align: right; margin-right: 50px;">SIIA0995E</p> | Location the noise |

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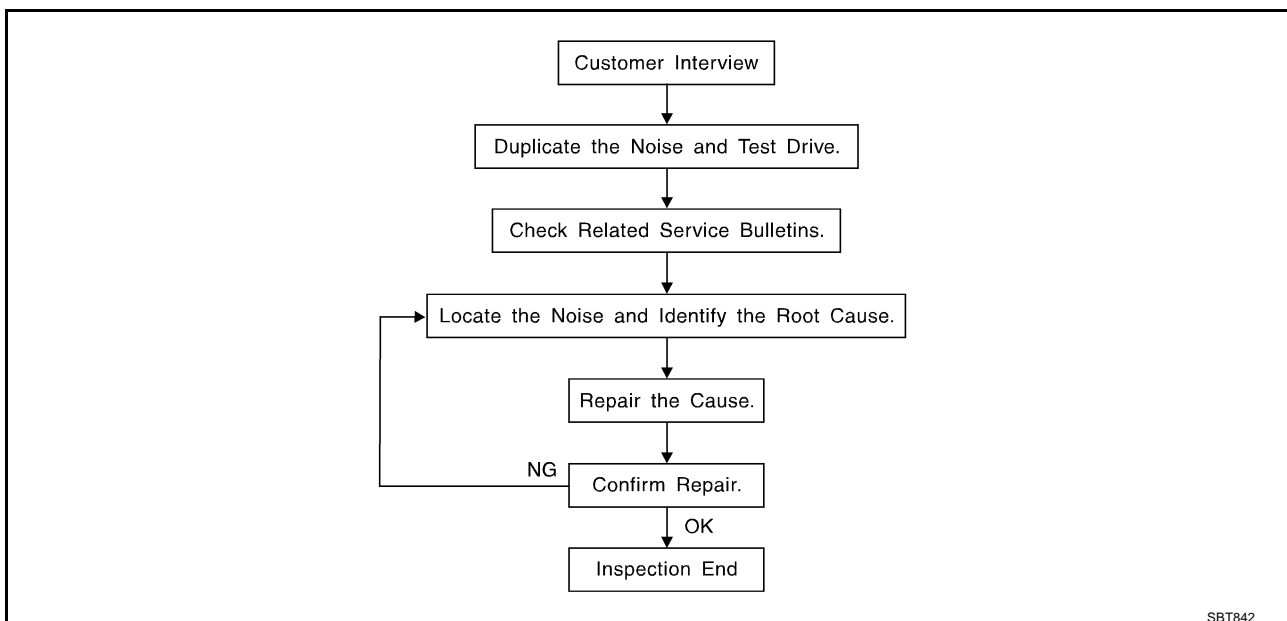
SQUEAK AND RATTLE TROUBLE DIAGNOSES

SQUEAK AND RATTLE TROUBLE DIAGNOSES

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Work Flow

AIS004YV



CUSTOMER INTERVIEW

Interview the customer if possible, to determine the conditions that exist when the noise occurs. Use the Diagnostic Worksheet during the interview to document the facts and conditions when the noise occurs and any customer's comments; refer [RF-8, "Diagnostic Worksheet"](#). This information is necessary to duplicate the conditions that exist when the noise occurs.

- The customer may not be able to provide a detailed description or the location of the noise. Attempt to obtain all the facts and conditions that exist when the noise occurs (or does not occur).
- If there is more than one noise in the vehicle, be sure to diagnose and repair the noise that the customer is concerned about. This can be accomplished by test driving the vehicle with the customer.
- After identifying the type of noise, isolate the noise in terms of its characteristics. The noise characteristics are provided so the customer, service adviser and technician are all speaking the same language when defining the noise.
- Squeak —(Like tennis shoes on a clean floor)
Squeak characteristics include the light contact/fast movement/brought on by road conditions/hard surfaces=higher pitch noise/softer surfaces=lower pitch noises/edge to surface=chirping
- Creak—(Like walking on an old wooden floor)
Creak characteristics include firm contact/slow movement/twisting with a rotational movement/pitch dependent on materials/often brought on by activity.
- Rattle—(Like shaking a baby rattle)
Rattle characteristics include the fast repeated contact/vibration or similar movement/loose parts/missing clip or fastener/incorrect clearance.
- Knock —(Like a knock on a door)
Knock characteristics include hollow sounding/sometimes repeating/often brought on by driver action.
- Tick—(Like a clock second hand)
Tick characteristics include gentle contacting of light materials/loose components/can be caused by driver action or road conditions.
- Thump—(Heavy, muffled knock noise)
Thump characteristics include softer knock/dead sound often brought on by activity.
- Buzz—(Like a bumble bee)
Buzz characteristics include high frequency rattle/firm contact.
- Often the degree of acceptable noise level will vary depending upon the person. A noise that you may judge as acceptable may be very irritating to the customer.
- Weather conditions, especially humidity and temperature, may have a great effect on noise level.

SQUEAK AND RATTLE TROUBLE DIAGNOSES

DUPLICATE THE NOISE AND TEST DRIVE

If possible, drive the vehicle with the customer until the noise is duplicated. Note any additional information on the Diagnostic Worksheet regarding the conditions or location of the noise. This information can be used to duplicate the same conditions when you confirm the repair.

If the noise can be duplicated easily during the test drive, to help identify the source of the noise, try to duplicate the noise with the vehicle stopped by doing one or all of the following:

- 1) Close a door.
 - 2) Tap or push/pull around the area where the noise appears to be coming from.
 - 3) Rev the engine.
 - 4) Use a floor jack to recreate vehicle "twist".
 - 5) At idle, apply engine load (electrical load, half-clutch on M/T model, drive position on A/T model).
 - 6) Raise the vehicle on a hoist and hit a tire with a rubber hammer.
- Drive the vehicle and attempt to duplicate the conditions the customer states exist when the noise occurs.
 - If it is difficult to duplicate the noise, drive the vehicle slowly on an undulating or rough road to stress the vehicle body.

CHECK RELATED SERVICE BULLETINS

After verifying the customer concern or symptom, check ASIST for Technical Service Bulletins (TSBs) related to that concern or symptom.

If a TSB relates to the symptom, follow the procedure to repair the noise.

LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE

1. Narrow down the noise to a general area. To help pinpoint the source of the noise, use a listening tool (Chassis Ear: J39570, Engine Ear and mechanics stethoscope).
2. Narrow down the noise to a more specific area and identify the cause of the noise by:
 - removing the components in the area that you suspect the noise is coming from.
Do not use too much force when removing clips and fasteners, otherwise clips and fastener can be broken or lost during the repair, resulting in the creation of new noise.
 - tapping or pushing/pulling the component that you suspect is causing the noise.
Do not tap or push/pull the component with excessive force, otherwise the noise will be eliminated only temporarily.
 - feeling for a vibration with your hand by touching the component(s) that you suspect is (are) causing the noise.
 - placing a piece of paper between components that you suspect are causing the noise.
 - looking for loose components and contact marks.
Refer to [RF-6, "Generic Squeak and Rattle Troubleshooting"](#).

REPAIR THE CAUSE

- If the cause is a loose component, tighten the component securely.
- If the cause is insufficient clearance between components:
 - separate components by repositioning or loosening and retightening the component, if possible.
 - insulate components with a suitable insulator such as urethane pads, foam blocks, felt cloth tape or urethane tape. A Nissan Squeak and Rattle Kit (J43980) is available through your authorized Nissan Parts Department.

CAUTION:

Do not use excessive force as many components are constructed of plastic and may be damaged.

Always check with the Parts Department for the latest parts information.

The following materials are contained in the Nissan Squeak and Rattle Kit (J43980). Each item can be ordered separately as needed.

URETHANE PADS [1.5 mm (0.059 in) thick]

Insulates connectors, harness, etc.

76268-9E005: 100 × 135 mm (3.94 × 5.31 in)/76884-71L01: 60 × 85 mm (2.36 × 3.35 in)/76884-71L02: 15 × 25 mm (0.59 × 0.98 in)

INSULATOR (Foam blocks)

Insulates components from contact. Can be used to fill space behind a panel.

73982-9E000: 45 mm (1.77 in) thick, 50 × 50 mm (1.97 × 1.97 in)/73982-50Y00: 10 mm (0.39 in) thick, 50 × 50 mm (1.97 × 1.97 in)

SQUEAK AND RATTLE TROUBLE DIAGNOSES

INSULATOR (Light foam block)

80845-71L00: 30 mm (1.18 in) thick, 30 × 50 mm (1.18 × 1.97 in)

FELT CLOTHTAPE

Used to insulate where movement does not occur. Ideal for instrument panel applications.

68370-4B000: 15 × 25 mm (0.59 × 0.98 in) pad/68239-13E00: 5 mm (0.20 in) wide tape roll The following materials, not found in the kit, can also be used to repair squeaks and rattles.

UHMW(TEFLON) TAPE

Insulates where slight movement is present. Ideal for instrument panel applications.

SILICONE GREASE

Used in of UHMW tape that will be visible or not fit.

Note: Will only last a few months.

SILICONE SPRAY

Use when grease cannot be applied.

DUCT TAPE

Use to eliminate movement.

CONFIRM THE REPAIR

Confirm that the cause of a noise is repaired by test driving the vehicle. Operate the vehicle under the same conditions as when the noise originally occurred. Refer to the notes on the Diagnostic Worksheet.

Generic Squeak and Rattle Troubleshooting

AIS004YW

Refer to Table of Contents for specific component removal and installation information.

INSTRUMENT PANEL

Most incidents are caused by contact and movement between:

1. The cluster lid A and instrument panel
2. Acrylic lens and combination meter housing
3. Instrument panel to front pillar garnish
4. Instrument panel to windshield
5. Instrument panel mounting pins
6. Wiring harnesses behind the combination meter
7. A/C defroster duct and duct joint

These incidents can usually be located by tapping or moving the components to duplicate the noise or by pressing on the components while driving to stop the noise. Most of these incidents can be repaired by applying felt cloth tape or silicon spray (in hard to reach areas). Urethane pads can be used to insulate wiring harness.

CAUTION:

Do not use silicone spray to isolate a squeak or rattle. If you saturate the area with silicone, you will not be able to recheck the repair.

CENTER CONSOLE

Components to pay attention to include:

1. Shifter assembly cover to finisher
2. A/C control unit and cluster lid C
3. Wiring harnesses behind audio and A/C control unit

The instrument panel repair and isolation procedures also apply to the center console.

DOORS

Pay attention to the:

1. Finisher and inner panel making a slapping noise
2. Inside handle escutcheon to door finisher
3. Wiring harnesses tapping
4. Door striker out of alignment causing a popping noise on starts and stops

Tapping or moving the components or pressing on them while driving to duplicate the conditions can isolate many of these incidents. You can usually insulate the areas with felt cloth tape or insulator foam blocks from the Nissan Squeak and Rattle Kit (J43980) to repair the noise.

SQUEAK AND RATTLE TROUBLE DIAGNOSES

TRUNK

Trunk noises are often caused by a loose jack or loose items put into the trunk by the owner. In addition look for:

1. Trunk lid dumpers out of adjustment
2. Trunk lid striker out of adjustment
3. The trunk lid torsion bars knocking together
4. A loose license plate or bracket

Most of these incidents can be repaired by adjusting, securing or insulating the item(s) or component(s) causing the noise.

SUNROOF/HEADLINING

Noises in the sunroof/headliner area can often be traced to one of the following:

1. Sunroof lid, rail, linkage or seals making a rattle or light knocking noise
2. Sunvisor shaft shaking in the holder
3. Front or rear windshield touching headlining and squeaking

Again, pressing on the components to stop the noise while duplicating the conditions can isolate most of these incidents. Repairs usually consist of insulating with felt cloth tape.

SEATS

When isolating seat noise it's important to note the position the seat is in and the load placed on the seat when the noise is present. These conditions should be duplicated when verifying and isolating the cause of the noise.

Cause of seat noise include:

1. Headrest rods and holder
2. A squeak between the seat pad cushion and frame
3. The rear seat back lock and bracket

These noises can be isolated by moving or pressing on the suspected components while duplicating the conditions under which the noise occurs. Most of these incidents can be repaired by repositioning the component or applying urethane tape to the contact area.

UNDERHOOD

Some interior noises may be caused by components under the hood or on the engine wall. The noise is then transmitted into the passenger compartment.

Causes of transmitted underhood noise include:

1. Any component mounted to the engine wall
2. Components that pass through the engine wall
3. Engine wall mounts and connectors
4. Loose radiator mounting pins
5. Hood bumpers out of adjustment
6. Hood striker out of adjustment

These noise can be difficult to isolate since they cannot be reached from the interior of the vehicle. The best method is to secure, move or insulate one component at a time and test drive the vehicle. Also, engine RPM or load can be changed to isolate the noise. Repairs can usually be made by moving, adjusting securing, or insulating the component causing the noise.

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SQUEAK AND RATTLE TROUBLE DIAGNOSES

Diagnostic Worksheet

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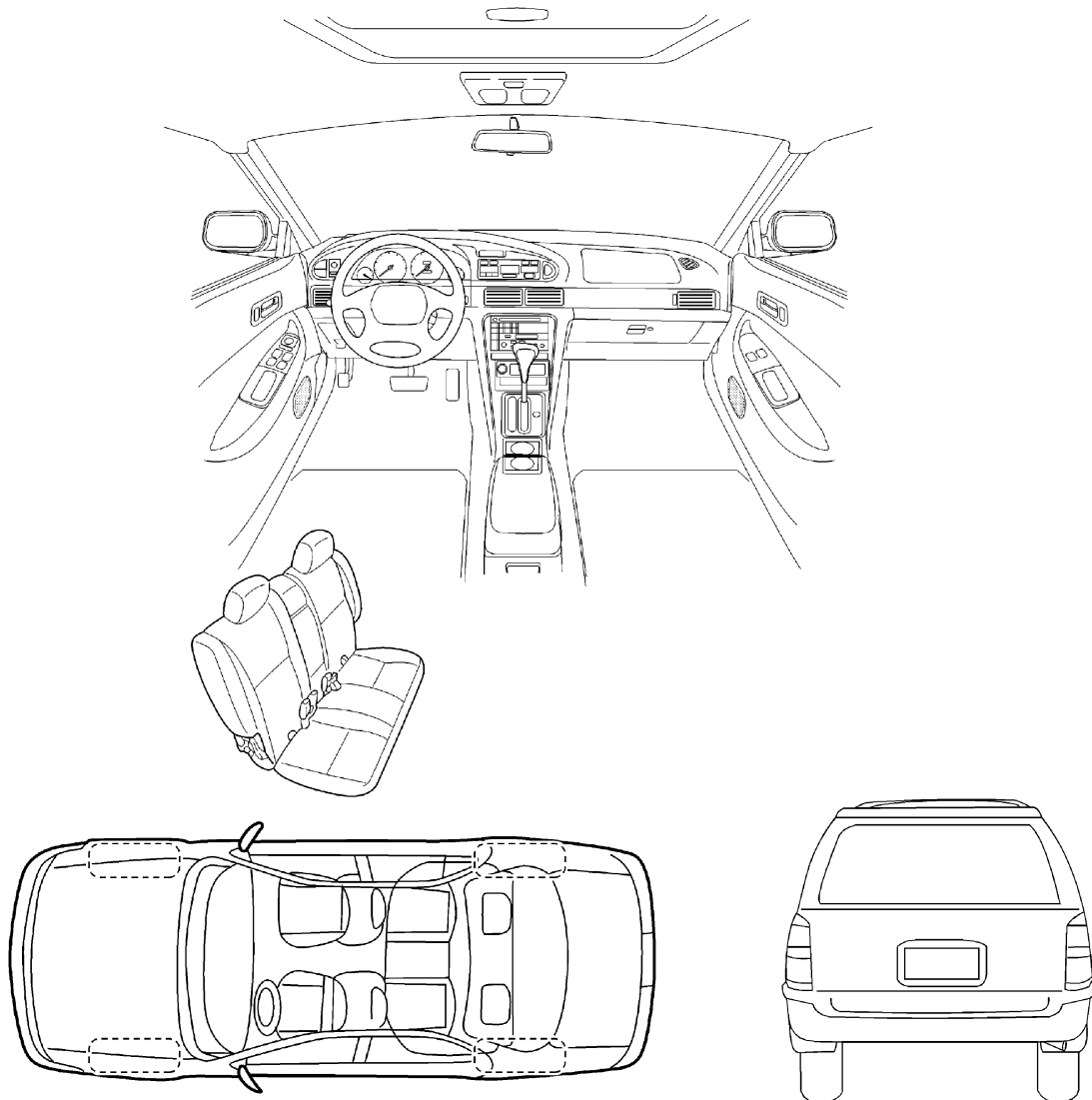
SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

Dear Infiniti Customer:

We are concerned about your satisfaction with your Infiniti vehicle. Repairing a squeak or rattle sometimes can be very difficult. To help us fix your Infiniti right the first time, please take a moment to note the area of the vehicle where the squeak or rattle occurs and under what conditions. You may be asked to take a test drive with a service advisor or technician to ensure we confirm the noise you are hearing.

I. WHERE DOES THE NOISE COME FROM? (circle the area of the vehicle)

The illustrations are for reference only, and may not reflect the actual configuration of your vehicle.



Continue to the back of the worksheet and briefly describe the location of the noise or rattle. In addition, please indicate the conditions which are present when the noise occurs.

SBT860

SQUEAK AND RATTLE TROUBLE DIAGNOSES

SQUEAK & RATTLE DIAGNOSTIC WORKSHEET- page 2

Briefly describe the location where the noise occurs:

II. WHEN DOES IT OCCUR? (check the boxes that apply)

- | | |
|--|---|
| <input type="checkbox"/> anytime | <input type="checkbox"/> after sitting out in the sun |
| <input type="checkbox"/> 1 st time in the morning | <input type="checkbox"/> when it is raining or wet |
| <input type="checkbox"/> only when it is cold outside | <input type="checkbox"/> dry or dusty conditions |
| <input type="checkbox"/> only when it is hot outside | <input type="checkbox"/> other: _____ |

III. WHEN DRIVING:

- through driveways
- over rough roads
- over speed bumps
- only at about ____ mph
- on acceleration
- coming to a stop
- on turns : left, right or either (circle)
- with passengers or cargo
- other: _____
- after driving ____ miles or ____ minutes

IV. WHAT TYPE OF NOISE?

- squeak (like tennis shoes on a clean floor)
- creak (like walking on an old wooden floor)
- rattle (like shaking a baby rattle)
- knock (like a knock on a door)
- tick (like a clock second hand)
- thump (heavy, muffled knock noise)
- buzz (like a bumble bee)

TO BE COMPLETED BY DEALERSHIP PERSONNEL

Test Drive Notes:

| | YES | NO | Initials of person performing |
|--|--------------------------|--------------------------|-------------------------------|
| Vehicle test driven with customer | <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| - Noise verified on test drive | <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| - Noise source located and repaired | <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| - Follow up test drive performed to confirm repair | <input type="checkbox"/> | <input type="checkbox"/> | _____ |

VIN: _____ Customer Name: _____

W.O. #: _____ Date: _____

This form must be attached to Work Order

SBT844

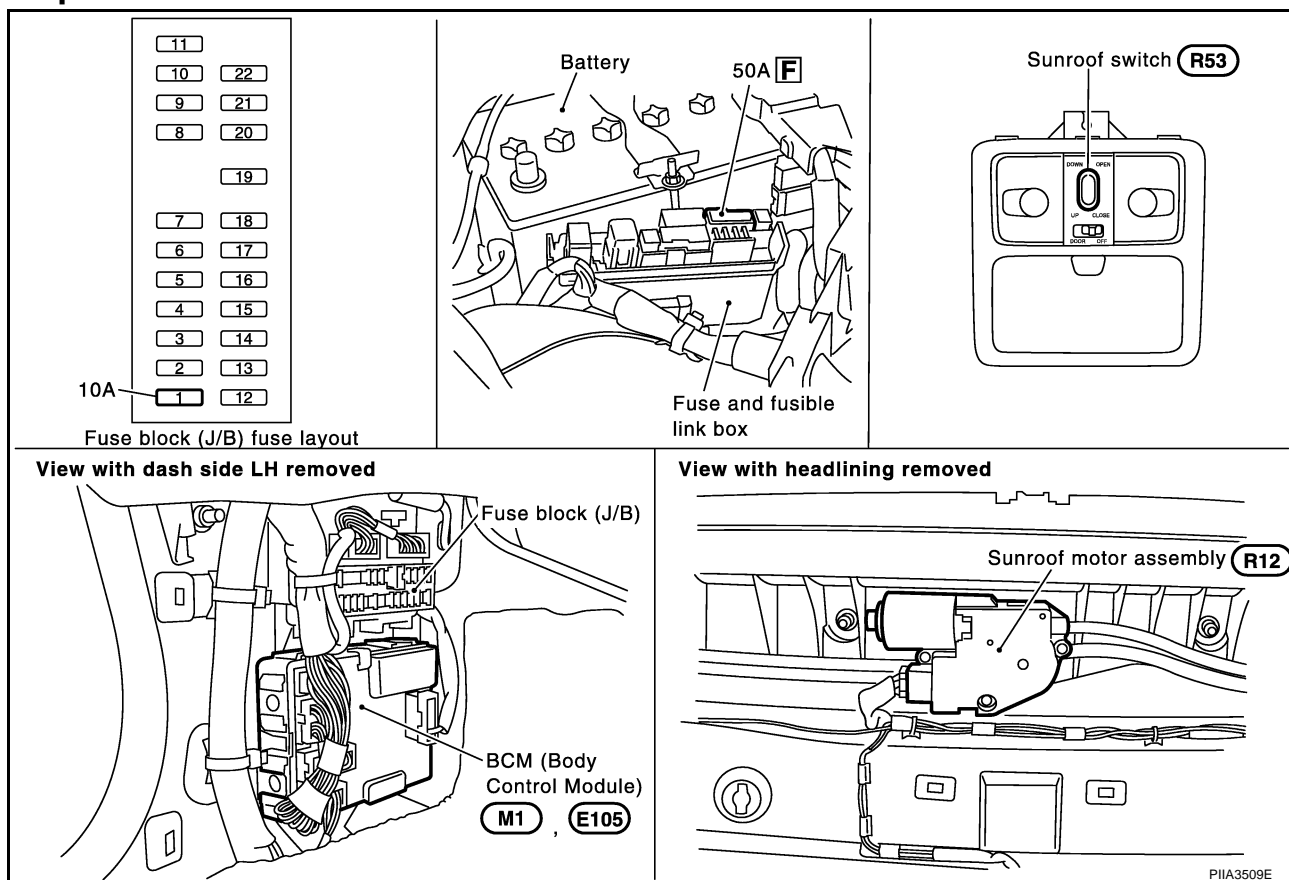
SUNROOF

SUNROOF

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Component Parts and Harness Connector Location

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System Description OUTLINE

AIS001AI

Electric sunroof system consists of

- Sunroof switch
- Sunroof motor assembly
- BCM (Body Control Module)

BCM supplies power to the sunroof motor. Sunroof operation depends on sunroof switch condition.

OPERATION

Sunroof can be opened or closed and tilted up or down with sunroof switch.

AUTO OPERATION

The power sunroof AUTO feature makes it possible to open and close the sunroof without holding the sunroof switch in the down or up position.

RETAINED POWER OPERATION

When the ignition switch is turned to OFF position from ON or START position, power is supplied for 45 seconds

- to sunroof motor assembly terminal 9
- from BCM terminal 29.

When power is supplied, the sunroof can be operated.

The retained power operation is canceled when the driver or passenger side door is opened. RAP signal period can be changed by CONSULT-II. Refer to [RF-19, "CONSULT-II Function"](#).

SUNROOF

INITIALIZATION PROCEDURE

If the sunroof does not close or open automatically, use the following procedure to return sunroof operation to normal.

1. Close the sunroof if it is not in the closed position. It may be necessary to repeatedly push the switch to close the sunroof.
2. Press and hold the TILT UP switch. Do not release the switch, keep pressure on it. After 10 seconds of depressing, the sunroof will tilt up, then tilt down. Release the button.
3. Press and hold the TILT UP switch again. Do not release the switch, keep pressure on it. While depressing the switch, the sunroof will "Slide open" "Slide close" "Tilt up" "Tilt down". Release the button after the sunroof "Tilts down" and stops.
4. Initializing procedure is complete. Confirm proper operation of the sunroof (slide open, slide close, tilt up, tilt down.)

INTERRUPTION DETECTION FUNCTION

The CPU of sunroof motor monitors the sunroof motor operation and the sunroof position (fully-closed or other) by the signals from sunroof motor.

When sunroof motor detects an interruption during the following sliding close operation, sunroof switch controls the motor for open and the sunroof will operate until full open position.

- automatic close operation when ignition switch is in the ON position
- automatic close operation during retained power operation

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SUNROOF

CAN Communication System Description

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

CAN Communication Unit

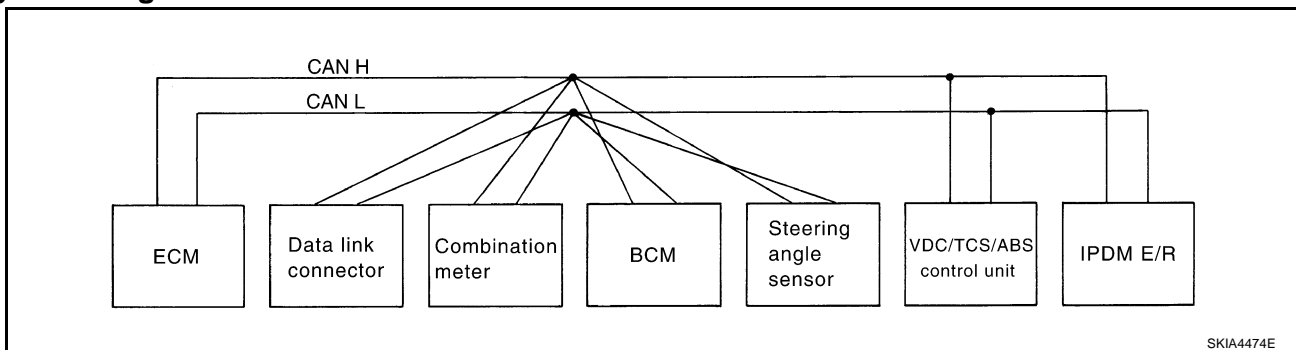
AIS00208

| | | |
|------------------------------|--------|--------|
| Body type | Coupe | |
| Axle | 2WD | |
| Engine | VQ35DE | |
| Transmission | M/T | A/T |
| Brake control | VDC | |
| CAN communication unit | | |
| ECM | × | × |
| TCM | | × |
| Data link connector | × | × |
| Combination meter | × | × |
| BCM | × | × |
| Steering angle sensor | × | × |
| VDC/TCS/ABS control unit | × | × |
| IPDM E/R | × | × |
| CAN communication type | RF-12 | RF-14 |
| CAN system trouble diagnosis | LAN-8 | LAN-30 |

×: Applicable

TYPE 1

System diagram



SKIA4474E

Input/output signal chart

T: Transmit R: Receive

| Signals | ECM | Combina- tion meter | BCM | Steering angle sen- sor | VDC/TCS/ ABS con- trol unit | IPDM E/R |
|-----------------------------------|-----|------------------------|-----|-------------------------------|-----------------------------------|----------|
| Engine speed signal | T | R | | | R | |
| Engine coolant temperature signal | T | R | | | | |
| Accelerator pedal position signal | T | | | | R | |
| Fuel consumption monitor signal | T | R | | | | |
| Air conditioner switch signal | R | | T | | | |
| A/C compressor request signal | T | | | | | R |

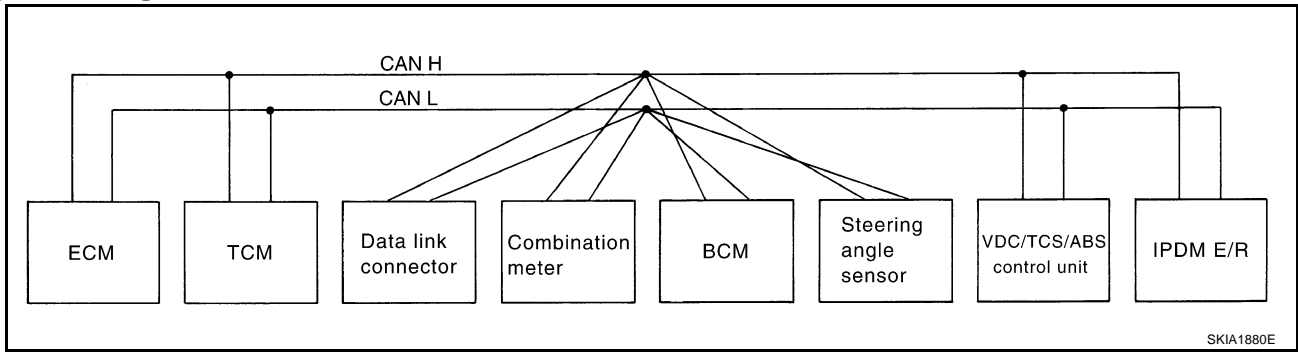
SUNROOF

| Signals | ECM | Combina- tion meter | BCM | Steering angle sen- sor | VDC/TCS/ ABS con- trol unit | IPDM E/R | |
|--|-----|------------------------|-----|-------------------------------|-----------------------------------|----------|----|
| A/C compressor feedback signal | T | R | | | | | A |
| Blower fan motor switch signal | R | | T | | | | B |
| Cooling fan motor operation signal | T | | | | | R | |
| Position lights request signal | | R | T | | | R | C |
| Low beam request signal | | | T | | | R | |
| Low beam status signal | R | | R | | | T | |
| High beam request signal | | R | T | | | R | D |
| High beam status signal | R | | R | | | T | |
| Front fog lights request signal | | | T | | | R | |
| Vehicle speed signal | | R | | | T | | E |
| | R | T | R | | | | |
| Sleep request 1 signal | | R | T | | | | F |
| Sleep request 2 signal | | | T | | | R | |
| Wake up request 1 signal | | R | T | | | | |
| Wake up request 2 signal | | R | T | | | | G |
| Door switch signal (without navigation system) | | R | T | | | R | |
| Door switch signal (with navigation system) | | T | R | | | | H |
| Turn indicator signal | | R | T | | | | |
| Seat belt buckle switch signal | | T | R | | | | |
| Oil pressure switch signal | | R | | | | T | RF |
| Buzzer output signal | | R | T | | | | |
| Trunk switch signal | | R | T | | | | J |
| Malfunction indicator lamp signal | T | R | | | | | |
| ASCD SET lamp signal | T | R | | | | | |
| ASCD CRUISE lamp signal | T | R | | | | | K |
| Fuel level sensor signal | R | T | | | | | |
| Front wiper request signal | | | T | | | R | |
| Front wiper stop position signal | | | R | | | T | L |
| Rear window defogger switch signal | | | T | | | R | |
| Rear window defogger control signal | R | | R | | | T | M |
| Hood switch signal | | | R | | | T | |
| Theft warning horn request signal | | | T | | | R | |
| Horn chirp signal | | | T | | | R | |
| Steering angle sensor signal | | | | T | R | | |

SUNROOF

TYPE 2

System diagram



Input/output signal chart

T: Transmit R: Receive

| Signals | ECM | TCM | Combina- tion meter | BCM | Steering angle sensor | VDC/TCS/ ABS con- trol unit | IPDM E/R |
|---|-----|-----|------------------------|-----|-----------------------------|-----------------------------------|----------|
| Engine speed signal | T | R | R | | | R | |
| Engine coolant temperature signal | T | R | R | | | | |
| Accelerator pedal position signal | T | R | | | | R | |
| Closed throttle position signal | T | R | | | | | |
| Wide open throttle position signal | T | R | | | | | |
| Battery voltage signal | T | R | | | | | |
| Stop lamp switch | | R | T | | | | |
| Fuel consumption monitor signal | T | | R | | | | |
| A/T self-diagnosis signal | R | T | | | | | |
| A/T CHECK indicator lamp signal | | T | R | | | | |
| A/T position indicator signal | | T | R | | | R | |
| ABS operation signal | | R | | | | T | |
| A/T shift schedule change demand signal | | R | | | | T | |
| Air conditioner switch signal | R | | | T | | | |
| A/C compressor request signal | T | | | | | | R |
| A/C compressor feedback signal | T | | R | | | | |
| Blower fan motor switch signal | R | | | T | | | |
| Cooling fan motor operation signal | T | | | | | | R |
| Position lights request signal | | | R | T | | | R |
| Low beam request signal | | | | T | | | R |
| Low beam status signal | R | | | R | | | T |
| High beam request signal | | | R | T | | | R |
| High beam status signal | R | | | R | | | T |
| Front fog lights request signal | | | | T | | | R |
| Vehicle speed signal | | | R | | | T | |
| | R | R | T | R | | | |
| Sleep request 1 signal | | | R | T | | | |
| Sleep request 2 signal | | | | T | | | R |
| Wake up request 1 signal | | | R | T | | | |
| Wake up request 2 signal | | | R | T | | | |

SUNROOF

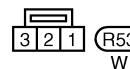
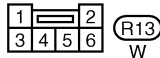
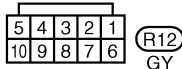
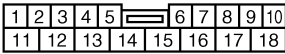
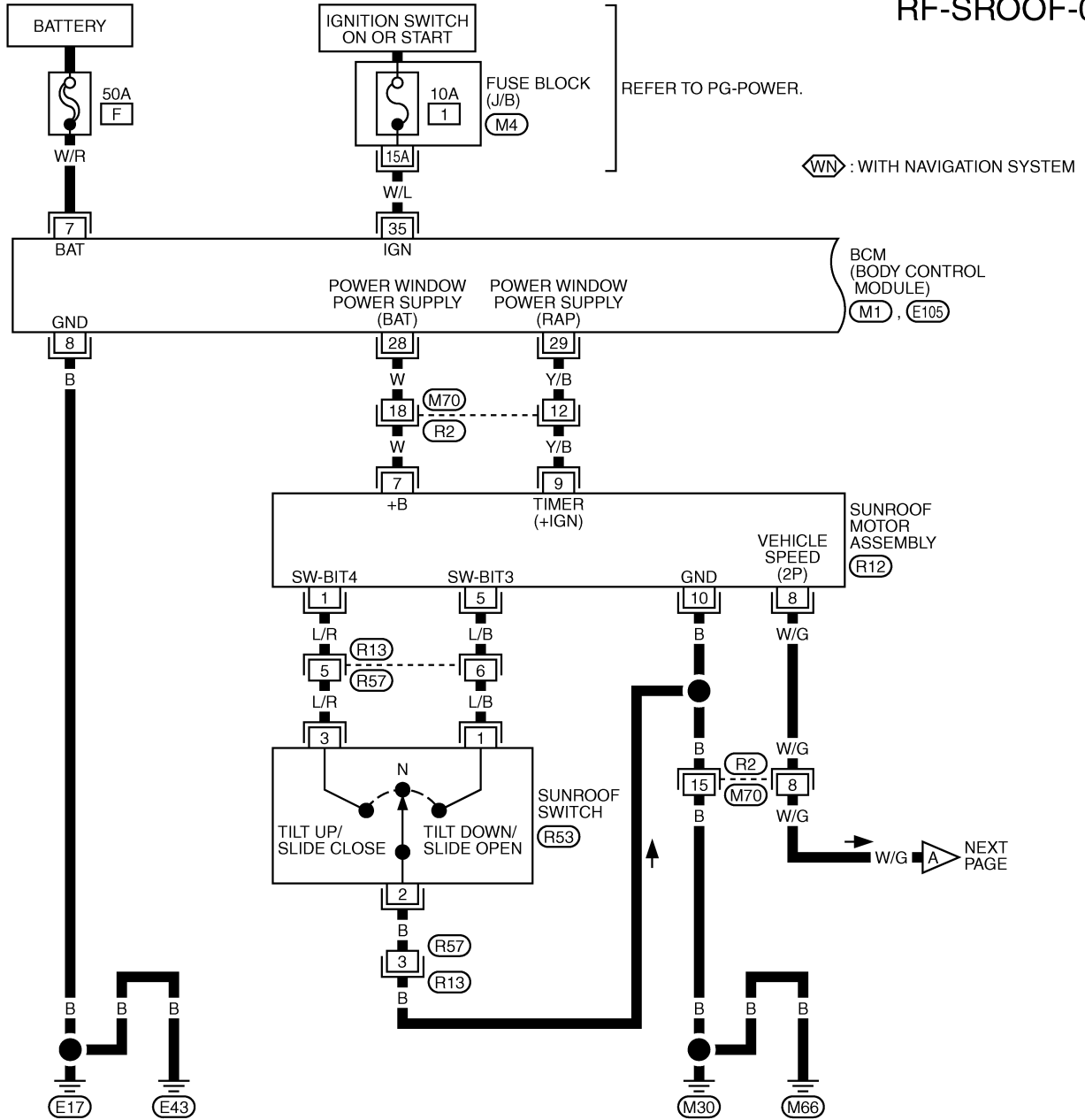
| Signals | ECM | TCM | Combina- tion meter | BCM | Steering angle sensor | VDC/TCS/ ABS con- trol unit | IPDM E/R | |
|---|-----|-----|------------------------|-----|-----------------------------|-----------------------------------|----------|----|
| Door switch signal (without naviga- tion system) | | | R | T | | | R | A |
| Door switch signal (with navigation system) | | | T | R | | | | B |
| Turn indicator signal | | | R | T | | | | C |
| Seat belt buckle switch signal | | | T | R | | | | |
| Oil pressure switch signal | | | R | | | | T | D |
| Buzzer output signal | | | R | T | | | | |
| Trunk switch signal | | | R | T | | | | |
| Malfunction indicator lamp signal | T | | R | | | | | E |
| ASCD SET lamp signal | T | | R | | | | | |
| ASCD CRUISE lamp signal | T | | R | | | | | |
| Fuel level sensor signal | R | | T | | | | | F |
| Output shaft revolution signal | R | T | | | | | | |
| Turbine revolution signal | R | T | | | | | | |
| Front wiper request signal | | | | T | | | R | G |
| Front wiper stop position signal | | | | R | | | T | |
| Rear window defogger switch signal | | | | T | | | R | H |
| Rear window defogger control sig- nal | R | | | R | | | T | |
| Manual mode signal | | R | T | | | | | RF |
| Not manual mode signal | | R | T | | | | | |
| Manual mode shift up signal | | R | T | | | | | J |
| Manual mode shift down signal | | R | T | | | | | |
| Manual mode indicator signal | | T | R | | | | | |
| Hood switch signal | | | | R | | | T | K |
| Theft warning horn request signal | | | | T | | | R | |
| Horn chirp signal | | | | T | | | R | L |
| Steering angle sensor signal | | | | | T | R | | M |

SUNROOF

Wiring Diagram — SROOF —

AIS001AJ

RF-SROOF-01



REFER TO THE FOLLOWING.

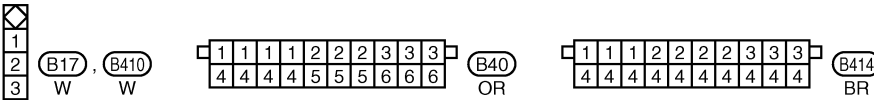
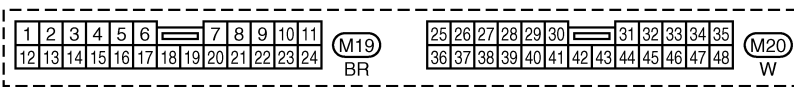
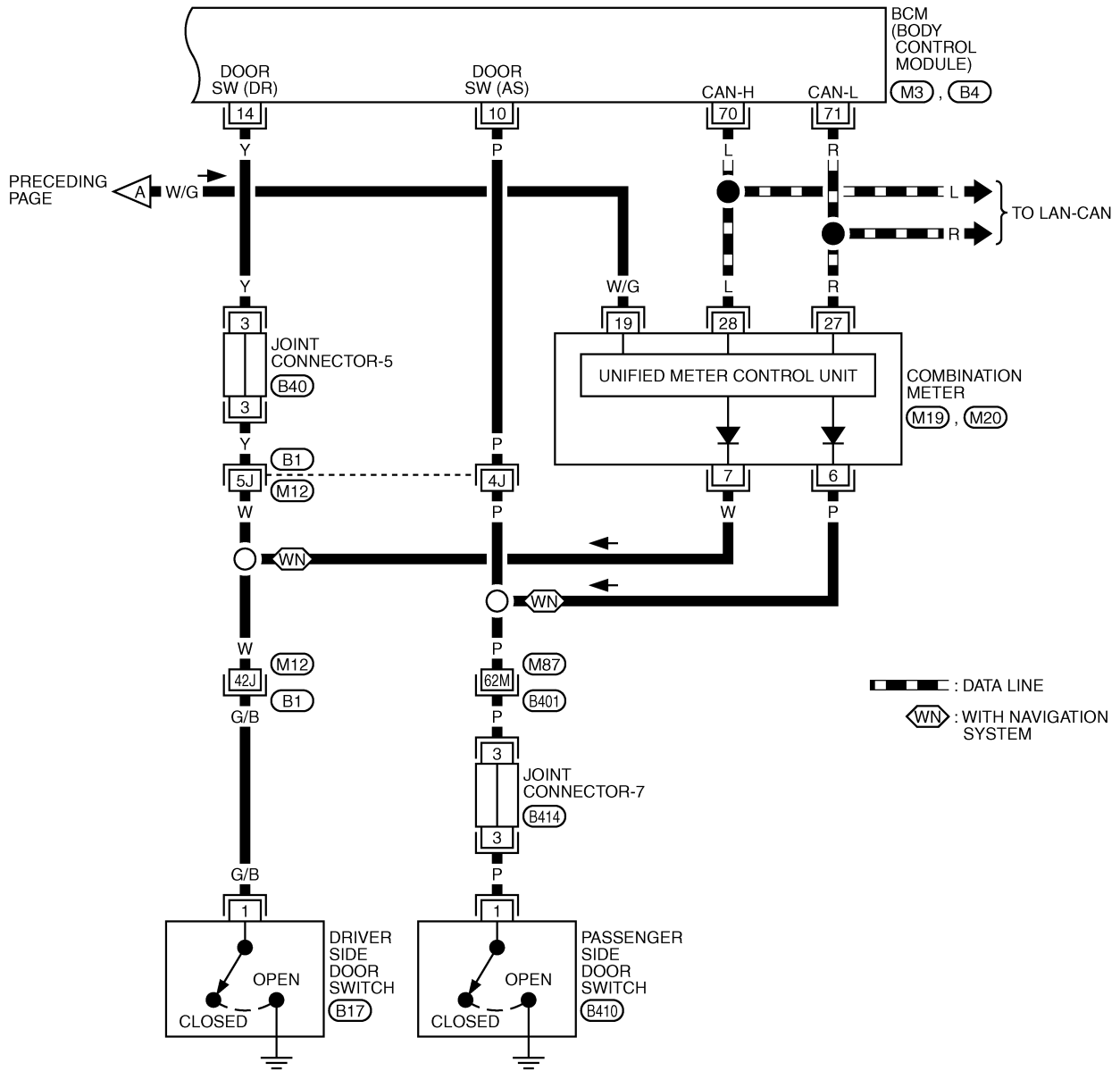
(M4) - FUSE BLOCK-JUNCTION BOX (J/B)

(M1), (E105) - ELECTRICAL UNITS

TIWT0333E

SUNROOF

RF-SROOF-02



REFER TO THE FOLLOWING.
 (B1), (B40) -SUPER MULTIPLE JUNCTION (SMJ)
 (M3), (B4) -ELECTRICAL UNITS

TIWT0334E

SUNROOF

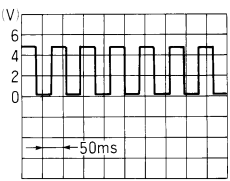
Terminals and Reference Value for BCM

AIS001AK

| TERMI-NAL | WIRE COLOR | ITEM | CONDITION | VOLTAGE(V) (Approx.) |
|-----------|------------|-----------------------------|---|-------------------------|
| 7 | W/R | BAT power source | — | Battery voltage |
| 8 | B | Ground | — | 0 |
| 10 | P | Passenger side door switch | OPEN (ON) | 0 |
| | | | CLOSE (OFF) | 5 |
| 14 | Y | Driver side door switch | OPEN (ON) | 0 |
| | | | CLOSE (OFF) | 5 |
| 28 | W | Power window power supply | — | Battery voltage |
| 29 | Y/B | RAP signal | Ignition switch ON | Battery voltage |
| | | | More than 45 second after ignition switch is turned to OFF position | 0 |
| | | | Within approx. 45 seconds after ignition switch OFF while front door LH or RH is open | 0 |
| 35 | W/L | Ignition switch ON or START | Ignition switch (ON or START position) | Battery voltage |

Terminals and Reference Value for Sunroof Motor Assembly

AIS001AL

| TERMI-NAL | WIRE COLOR | ITEM | CONDITION | VOLTAGE(V) (Approx.) |
|-----------|------------|--------------------------------|--|--|
| 1 | L/R | Sunroof (BIT 4) switch signal | Ignition switch ON and sunroof switch in TILT UP / SLIDE CLOSE position | 0 |
| | | | Other than above | Battery voltage |
| 5 | L/B | Sunroof (BIT 3) switch signal | Ignition switch ON and sunroof switch in TILT DOWN / SLIDE OPEN position | 0 |
| | | | Other than above | Battery voltage |
| 7 | W | Power window power supply | — | Battery voltage |
| 8 | W/G | Vehicle speed signal (2-pulse) | Speedometer operated [When vehicle speed is approx. 40 km/h (25 MPH)] |  <p style="text-align: right;">ELF1080D</p> |
| 9 | Y/B | RAP signal | Ignition switch ON | Battery voltage |
| | | | More than 45 second after ignition switch is turned to OFF position | 0 |
| | | | Within approx.45 seconds after ignition switch OFF while front door LH or RH is open | 0 |
| 10 | B | Ground | — | — |

SUNROOF

Work Flow

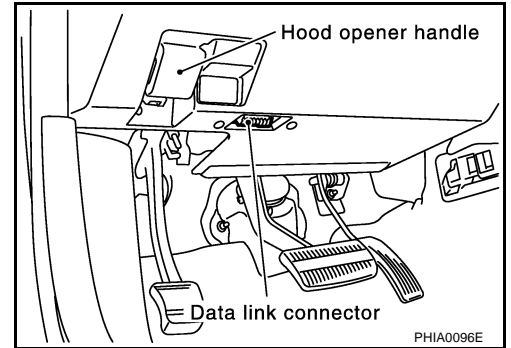
AIS00272

1. Check the symptom and customer's requests.
2. Understand the outline of system. Refer to [RF-10, "System Description"](#) .
3. According to the trouble diagnosis chart, repair or replace the cause of the malfunction. Refer to [RF-21, "Trouble Diagnosis Chart by Symptom"](#) .
4. Does sunroof system operate normally? If Yes, GO TO 5. If No, GO TO 3.
5. INSPECTION END.

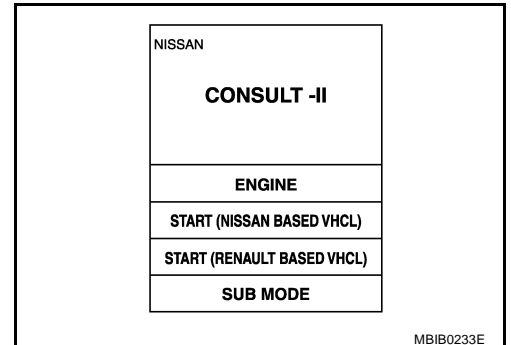
CONSULT-II Function "RETAINED PWR"

AIS001AM

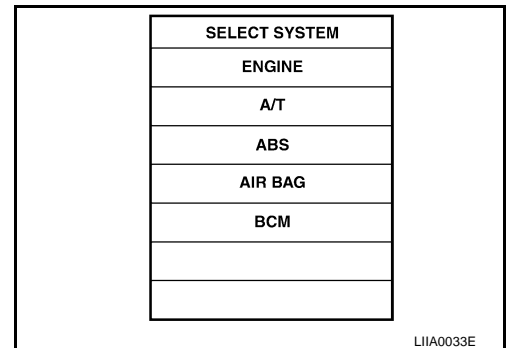
1. Turn ignition switch OFF.
2. Connect "CONSULT-II and CONSULT-II CONVERTER" to the data link connector.



3. Turn ignition switch ON.
4. Touch "START (NISSAN BASED VHCL)".



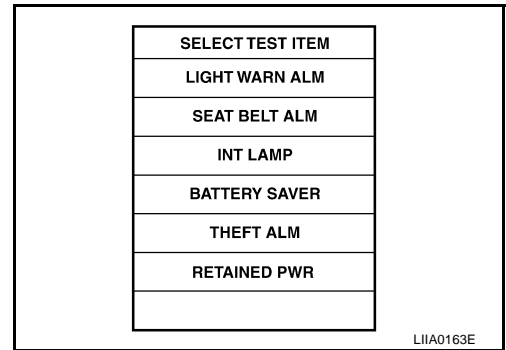
5. Touch "BCM".
If "BCM" is not indicated, go to, [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#) .



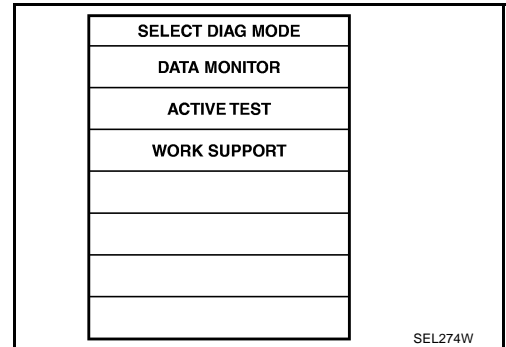
A
B
C
D
E
F
G
H
RF
J
K
L
M

SUNROOF

6. Touch "RETAINED PWR".



7. Select diagnosis mode. "DATA MONITOR", "ACTIVE TEST" and "WORK SUPPORT" are available.



DATA MONITOR

| Monitored item | Description |
|----------------|---|
| IGN ON SW | Indicates [ON/OFF] condition of ignition switch. |
| DOOR SW-DR | Indicates [ON/OFF] condition of driver side door switch. |
| DDOR SW-AS | Indicates [ON/OFF] condition of passenger side door switch. |

ACTIVE TEST

| Test item | Description |
|--------------|---|
| RETAINED PWR | <p>This test is able to supply RAP signal (power) from BCM to power window system, power sunroof system. Those systems can be operated when turning on "RETAINED PWR" on CONSULT-II screen even if the ignition switch is turned OFF.</p> <p>NOTE: During this test, CONSULT-II can be operated with ignition switch in OFF position. "RETAINED PWR" should be turned ON or OFF on CONSULT-II screen when ignition switch is ON. Then turn ignition switch OFF to check retained power operation. CONSULT-II might be stuck if "RETAINED PWR" is turned to ON or OFF on CONSULT-II screen when ignition switch is OFF.</p> |

WORK SUPPORT

| Work item | Description |
|------------------|---|
| RETAINED PWR SET | <p>RAP signal's power supply period can be changed by mode setting. Selects RAP signal's power supply period between two steps.</p> <ul style="list-style-type: none"> ● MODE 1 (45 sec.) / MODE 2 (OFF) / MODE 3 (2 min.) |

SUNROOF

Trouble Diagnosis Chart by Symptom

AIS001AQ

| Symptom | Diagnostic procedure and repair order | Refer to page |
|--|---|------------------------|
| Sunroof does not operate. | 1. BCM power supply and ground circuit check | RF-21 |
| | 2. Sunroof motor assembly power supply and ground circuit check | RF-22 |
| | 3. Sunroof switch system check | RF-23 |
| | 4. Replace sunroof motor assembly. | RF-35 |
| Retained power operation does not operate properly. | 1. Check the retained power operation mode setting | RF-19 |
| | 2. Door switch check (with navigation system). | RF-25 |
| | 2. Door switch check (without navigation system) | RF-27 |
| | 3. BCM check. | BCS-19 |
| Motor does not stop at the sunroof fully -open or fully-closed position. | 1. Initialization procedure check. | RF-11 |
| | 2. Replace sunroof motor assembly. | RF-35 |
| Sunroof does not operate the interruption detection function. | 1. Replace sunroof motor assembly. | RF-35 |

BCM Power Supply and Ground Circuit Check

AIS002NY

1. FUSE INSPECTION

- Check 10A fuse [No.1, located in fuse block (J/B)].
- Check 50A fusible link (letter **F** located in the fuse and fusible link box).

NOTE:

Refer to [RF-10, "Component Parts and Harness Connector Location"](#) .

OK or NG

OK >> GO TO 2.

NG >> If fuse is blown out, be sure to eliminate cause of malfunction before installing new fuse. Refer to [RF-10, "Component Parts and Harness Connector Location"](#) .

2. CHECK POWER SUPPLY CIRCUIT

1. Turn ignition switch ON.
2. Check voltage between BCM connector M1, E105 terminal 7, 35 and ground.

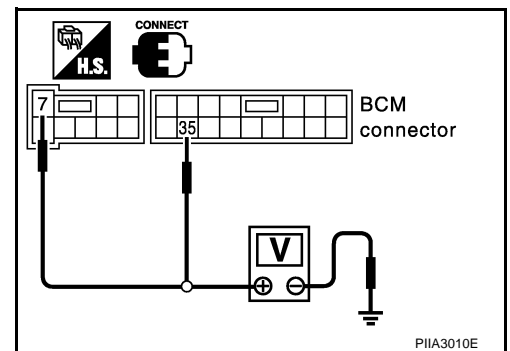
7 (W/R) – Ground : Battery voltage

35 (W/L) – Ground : Battery voltage

OK or NG

OK >> GO TO 3.

NG >> Check BCM power supply circuit for open or short.



SUNROOF

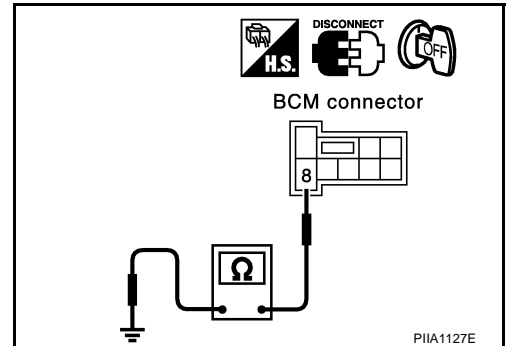
3. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM connector.
3. Check continuity between BCM connector E105 terminal 8 and ground.

8 (B) – Ground : Continuity should exist.

OK or NG

- OK >> Power supply and ground circuit is OK.
NG >> Check BCM ground circuit for open or short.



Sunroof Motor Assembly Power Supply and Ground Circuit Check

AIS00274

1. CHECK POWER SUPPLY CIRCUIT

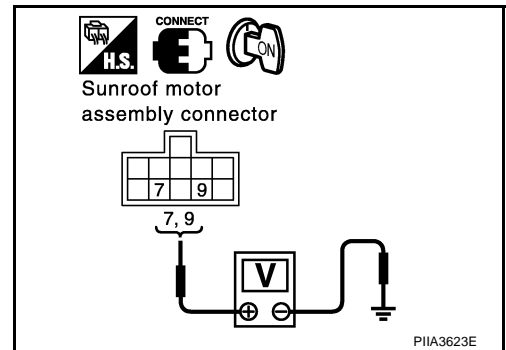
1. Turn ignition switch ON.
2. Check voltage between sunroof motor assembly connector R12 terminal 7, 9 and ground.

7 (W) – Ground : Battery voltage

9 (Y/B) – Ground : Battery voltage

OK or NG

- OK >> GO TO 2.
NG >> GO TO 3.



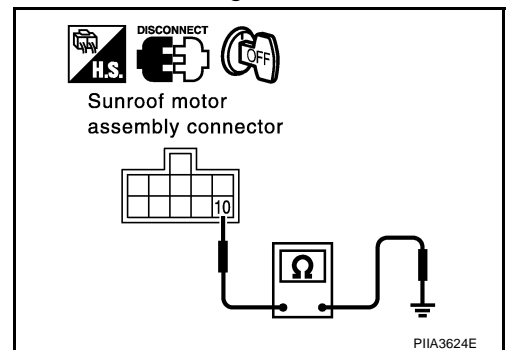
2. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect sunroof motor assembly connector.
3. Check continuity between sunroof motor assembly connector R12 terminal 10 and ground.

10 (B) – Ground : Continuity should exist.

OK or NG

- OK >> Sunroof motor assembly power supply and ground circuit are OK. Further inspection is necessary. Refer to [RF-21, "Trouble Diagnosis Chart by Symptom"](#).
- NG >> Repair or replace harness.



SUNROOF

3. CHECK SUNROOF MOTOR ASSEMBLY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM and sunroof motor assembly connector.
3. Check continuity between BCM connector M1 terminal 28, 29 and sunroof motor assembly connector R12 terminal 7, 9.

28 (W) – 7 (W) : Continuity should exist.

29 (Y/B) – 9 (Y/B) : Continuity should exist.

4. Check continuity between BCM connector M1 terminal 28, 29 and ground.

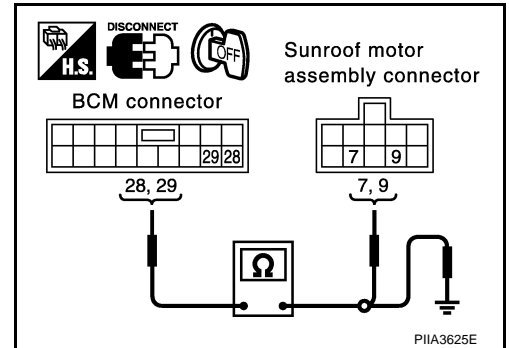
28 (W) – Ground : Continuity should not exist.

29 (Y/B) – Ground : Continuity should not exist.

OK or NG

OK >> GO TO 4.

NG >> Repair or replace harness.



4. CHECK BCM OUTPUT SIGNAL

1. Connect BCM connector.
2. Turn ignition switch ON.
3. Check voltage between BCM connector M1 terminal 28, 29 and ground.

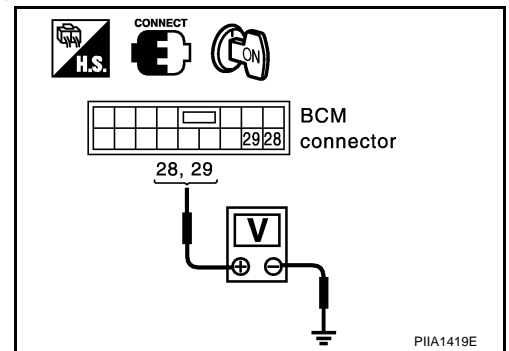
28 (W) – Ground : Battery voltage

29 (Y/B) – Ground : Battery voltage

OK or NG

OK >> Check condition of the harness and the connector.

NG >> Replace BCM.



Sunroof Switch System Check

1. SUNROOF SWITCH INPUT SIGNAL CHECK

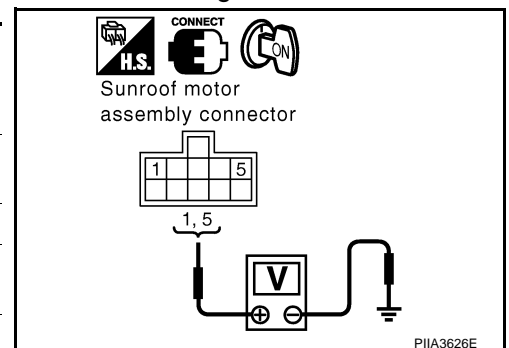
1. Turn ignition switch ON.
2. Check voltage between sunroof motor assembly connector R12 terminal 1, 5 and ground.

| Connector | Terminals (Wire color) | | Condition | Voltage (V) (Approx.) |
|-----------|---------------------------|--------|---|--------------------------|
| | (+) | (-) | | |
| R12 | 1 (L/R) | Ground | Sunroof switch is operated TILT UP or SLIDE CLOSE | 0 |
| | | | Other than above | Battery voltage |
| | 5 (L/B) | | Sunroof switch is operated TILT DOWN or SLIDE OPEN | 0 |
| | | | Other than above | Battery voltage |

OK or NG

OK >> Replace sunroof motor assembly.

NG >> GO TO 2.



SUNROOF

2. CHECK SUNROOF SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect sunroof motor assembly and sunroof switch connector.
3. Check continuity between sunroof motor assembly connector R12 terminal 1, 5 and sunroof switch connector R53 terminal 1, 3.

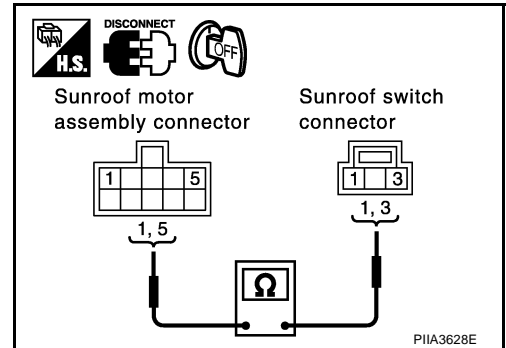
1 (L/R) – 3(L/R) : Continuity should exist.

5 (L/B) – 1 (L/B) : Continuity should exist.

OK or NG

OK >> GO TO 3.

NG >> Repair or replace harness between sunroof motor assembly and sunroof switch.



3. CHECK SUNROOF SWITCH GROUND

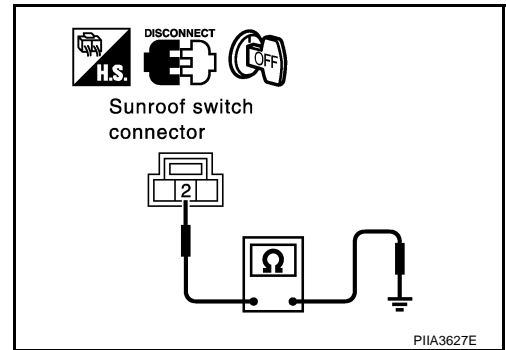
Check continuity between sunroof switch connector R53 terminal 2 and ground.

2 (B) – Ground : Continuity should exist.

OK or NG

OK >> GO TO 4.

NG >> Repair or replace harness.



4. CHECK SUNROOF SWITCH

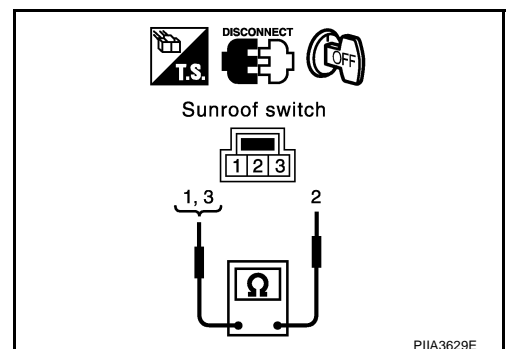
Check continuity between sunroof switch 1, 3 and 2.

| Terminal | Condition | Continuity |
|----------|---|------------|
| 1 | Sunroof switch is operated TILT DOWN or SLIDE OPEN | Yes |
| | Other than above | No |
| 3 | Sunroof switch is operated TILT UP or SLIDE CLOSE | Yes |
| | Other than above | No |

OK or NG

OK >> Replace sunroof motor assembly.

NG >> Replace sunroof switch.



SUNROOF

AIS002NZ

Door Switch Check / With Navigation System

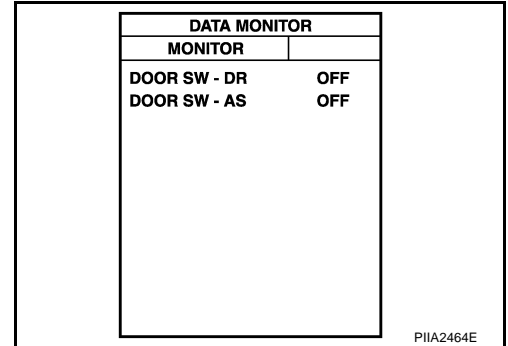
First perform the "SELF-DIAG RESULTS" in "BCM" with CONSULT-II, then perform the each trouble diagnosis of malfunction system indicated "SELF-DIAG RESULTS" of "BCM". Refer to [BCS-16. "CONSULT-II"](#).

1. CHECK DOOR SWITCH INPUT SIGNAL

With CONSULT-II

Check door switches ("DOOR SW-DR" and "DOOR SW-AS") in "DATA MONITOR" mode with CONSULT-II.

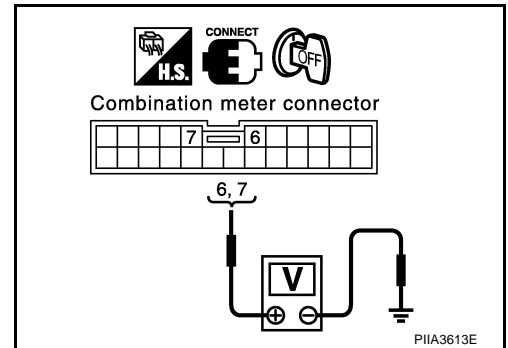
| Monitor item | Condition | |
|--------------|-----------|-------|
| DOOR SW-DR | OPEN | : ON |
| | CLOSE | : OFF |
| DOOR SW-AS | OPEN | : ON |
| | CLOSE | : OFF |



Without CONSULT-II

Check voltage between combination meter connector M19 terminals 6, 7 and ground.

| Item | Terminals (Wire color) | | Condition | Voltage (V) (Approx.) |
|----------------------------|------------------------|--------|-----------|--------------------------|
| | (+) | (-) | | |
| Passenger side door switch | 6 (P) | Ground | OPEN | 0 |
| | | | CLOSE | Battery voltage |
| Driver side door switch | 7 (W) | Ground | OPEN | 0 |
| | | | CLOSE | Battery voltage |



OK or NG

- OK >> Door switch is OK.
NG >> GO TO 2.

2. CHECK DOOR SWITCH CIRCUIT

- Turn ignition switch OFF.
- Disconnect door switch and combination meter connector.
- Check continuity between door switch connector B17, B410 terminals 1 and combination meter connector M19 terminals 6, 7.

Driver side door

1 (G/B) – 7 (W) : Continuity should exist.

Passenger side door

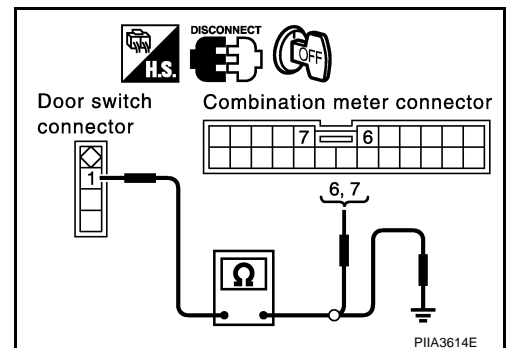
1 (P) – 6 (P) : Continuity should exist.

- Check continuity between door switch connector B17, B410 terminals 1 and ground.

1 (G/B or P) – Ground : Continuity should not exist.

OK or NG

- OK >> GO TO 3.
NG >> Repair or replace harness.



SUNROOF

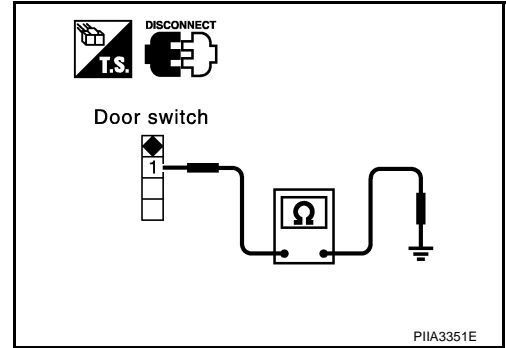
3. CHECK DOOR SWITCH

Check continuity between door switch B17 (driver side) or B410 (passenger side) terminal 1 and body ground part of door switch.

| Terminal | | Door switch | Continuity |
|----------|---------------------------------|-------------|------------|
| 1 | Body ground part of door switch | Pushed | No |
| | | Released | Yes |

OK or NG

- OK >> GO TO 4.
- NG >> Replace malfunction door switch.



4. CHECK COMBINATION METER OUTPUT SIGNAL

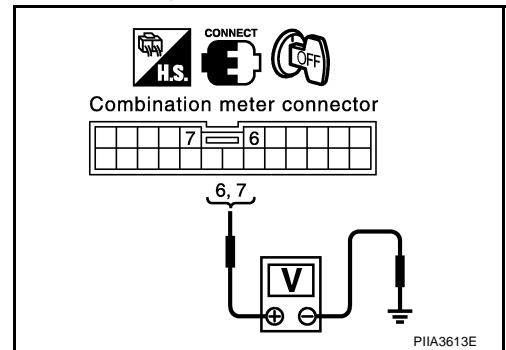
1. Connect combination meter connector.
2. Check voltage between combination meter connector M19 terminals 6, 7 and ground.

6 (P) – Ground : Battery voltage

7 (W) – Ground : Battery voltage

OK or NG

- OK >> Further inspection is necessary. Refer to [DI-13, "How to Proceed With Trouble Diagnosis"](#).
- NG >> Replace combination meter.



SUNROOF

Door Switch Check / Without Navigation System

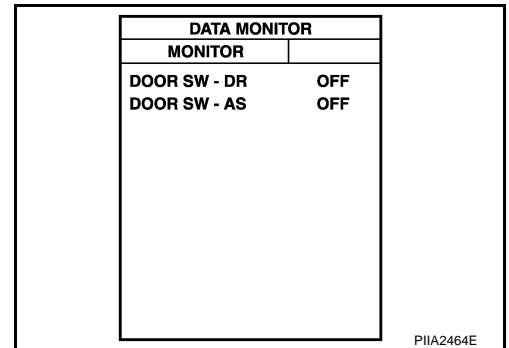
AIS00275

1. CHECK DOOR SWITCH INPUT SIGNAL

With CONSULT-II

Check door switches ("DOOR SW-DR" and "DOOR SW-AS") in "DATA MONITOR" mode with CONSULT-II.

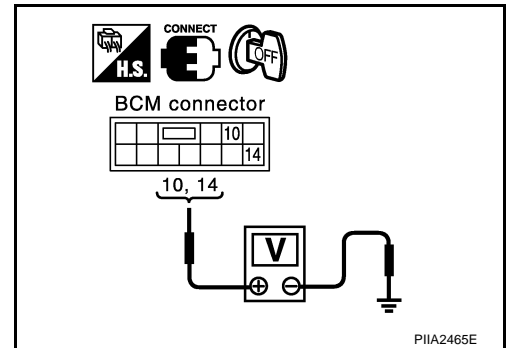
| Monitor item | Condition | |
|--------------|-----------|-------|
| DOOR SW-DR | OPEN | : ON |
| | CLOSE | : OFF |
| DOOR SW-AS | OPEN | : ON |
| | CLOSE | : OFF |



Without CONSULT-II

Check voltage between BCM connector B4 terminals 10, 14 and ground.

| Item | Terminals (Wire color) | | Condition | Voltage (V) (Approx.) |
|----------------------------|------------------------|--------|-----------|--------------------------|
| | (+) | (-) | | |
| Passenger side door switch | 10 (P) | Ground | OPEN | 0 |
| | | | CLOSE | 5 |
| Driver side door switch | 14 (W) | Ground | OPEN | 0 |
| | | | CLOSE | 5 |



OK or NG

- OK >> Door switch is OK.
NG >> GO TO 2.

2. CHECK DOOR SWITCH CIRCUIT

- Turn ignition switch OFF.
- Disconnect door switch and BCM connector.
- Check continuity between door switch connector B17, B410 terminals 1 and BCM connector B4 terminals 10, 14.

Driver side door

1 (G/B) – 14 (W) : Continuity should exist.

Passenger side door

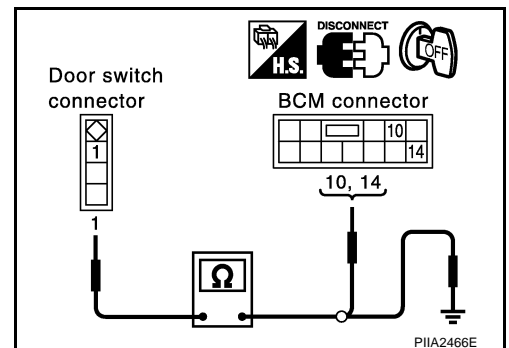
1 (P) – 10 (P) : Continuity should exist.

- Check continuity between door switch connector B17, B410 terminals 1 and ground.

1 (G/B or P) – Ground : Continuity should not exist.

OK or NG

- OK >> GO TO 3.
NG >> Repair or replace harness.



SUNROOF

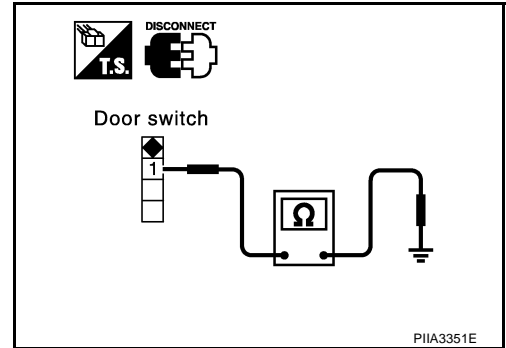
3. CHECK DOOR SWITCH

Check continuity between door switch B17 (driver side) or B410 (passenger side) terminal 1 and ground.

| Terminal | | Door switch | Continuity |
|----------|--------|-------------|------------|
| 1 | Ground | Pushed | No |
| | | Released | Yes |

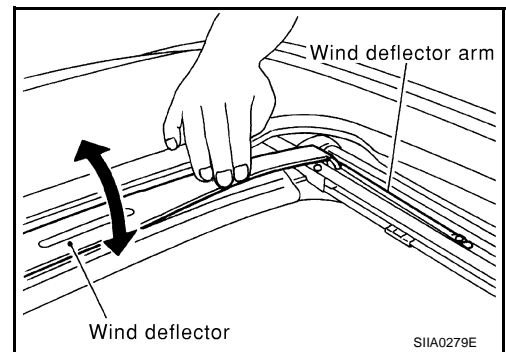
OK or NG

- OK >> Further inspection is necessary. Refer to [RF-21, "Trouble Diagnosis Chart by Symptom"](#).
- NG >> Replace malfunction door switch.



Wind Deflector Inspection

1. Check that the wind deflector is properly raised by manual. If a malfunction is detected, remove and visually check it. If it is damaged, replace it with a new one. If no damage is found, reinstall it properly.



Link and Wire Assembly

NOTE:

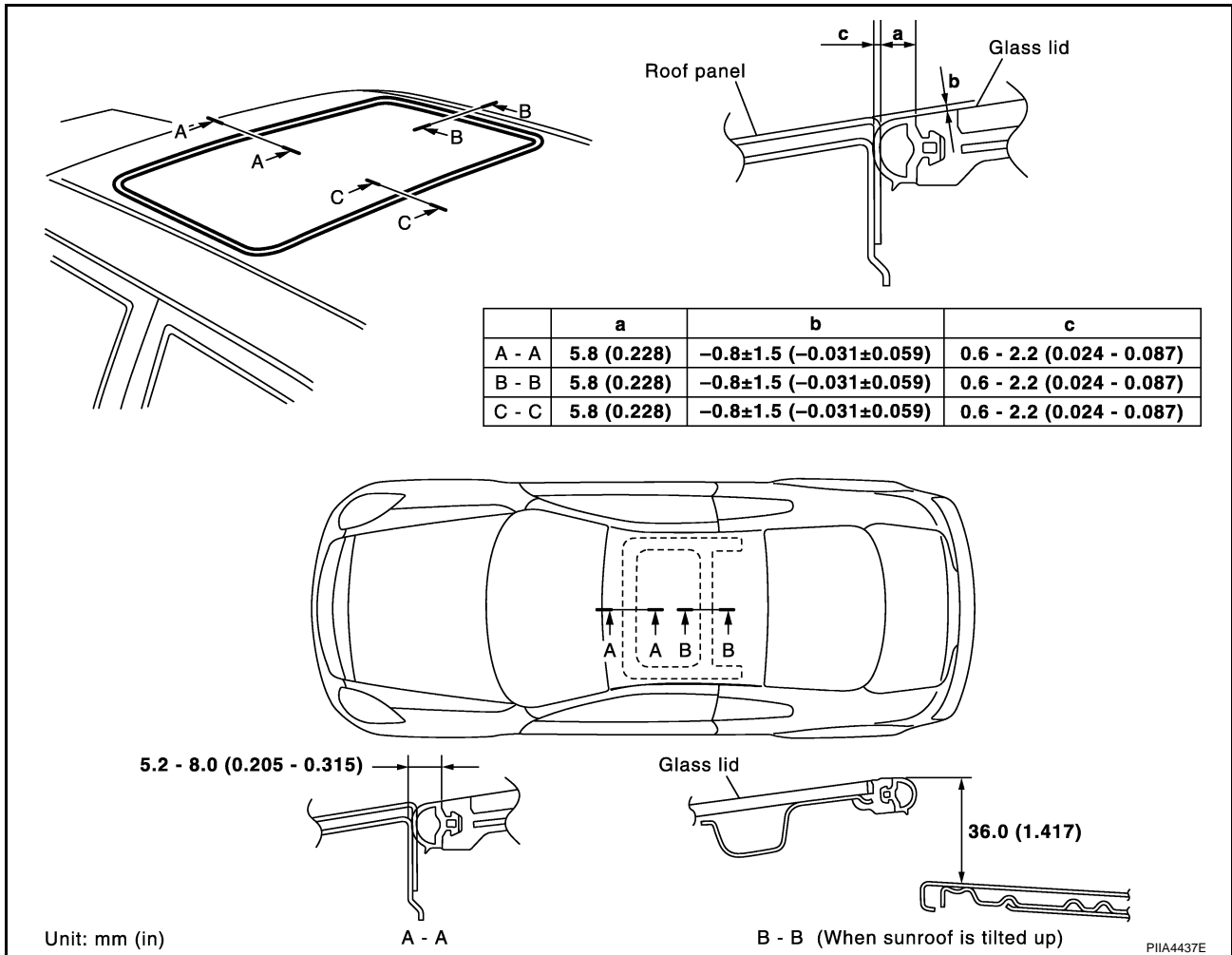
Before replacing a suspect part, carefully ensure it is the source of noise being experienced.

1. Check link to determine if coated film has peeled off to such an extent that substrate is visible. Check also to determine if link is the source of noise. If it is, replace it.
2. Visually check to determine if a sufficient amount of grease has been applied to wire or rail groove. If not, add grease as required.
3. Check wire for any damage or deterioration. If any damage is found, replace wire.

SUNROOF

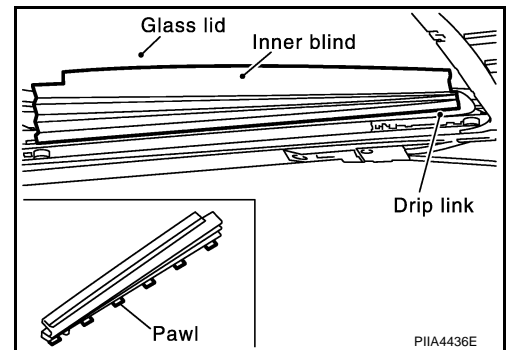
Fitting Adjustment

AI50026Y

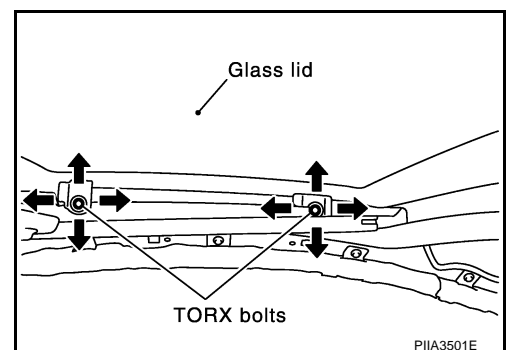


GAP ADJUSTMENT AND HEIGHT DIFFERENCE ADJUSTMENT

1. Remove the inner blind.



2. Loosen glass lid TORX bolts (T25), then tilt glass lid down.
3. Adjust glass lid from outside of vehicle so it resembles "A - A" "B - B" as shown in the figure above.
4. Tilt glass lid up and down until it is adjusted to "C - C" as shown in the figure above.
5. To prevent glass lid from moving after adjustment, first tighten the TORX bolts (T25) of glass front left, and then tighten the TORX bolts (T25) of glass rear right.
6. Tighten remaining TORX bolts (T25), being careful to prevent glass from moving.
7. Tilt glass lid up and down several times to check that it moves smoothly.



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SUNROOF

Removal and Installation

AIS0026Z

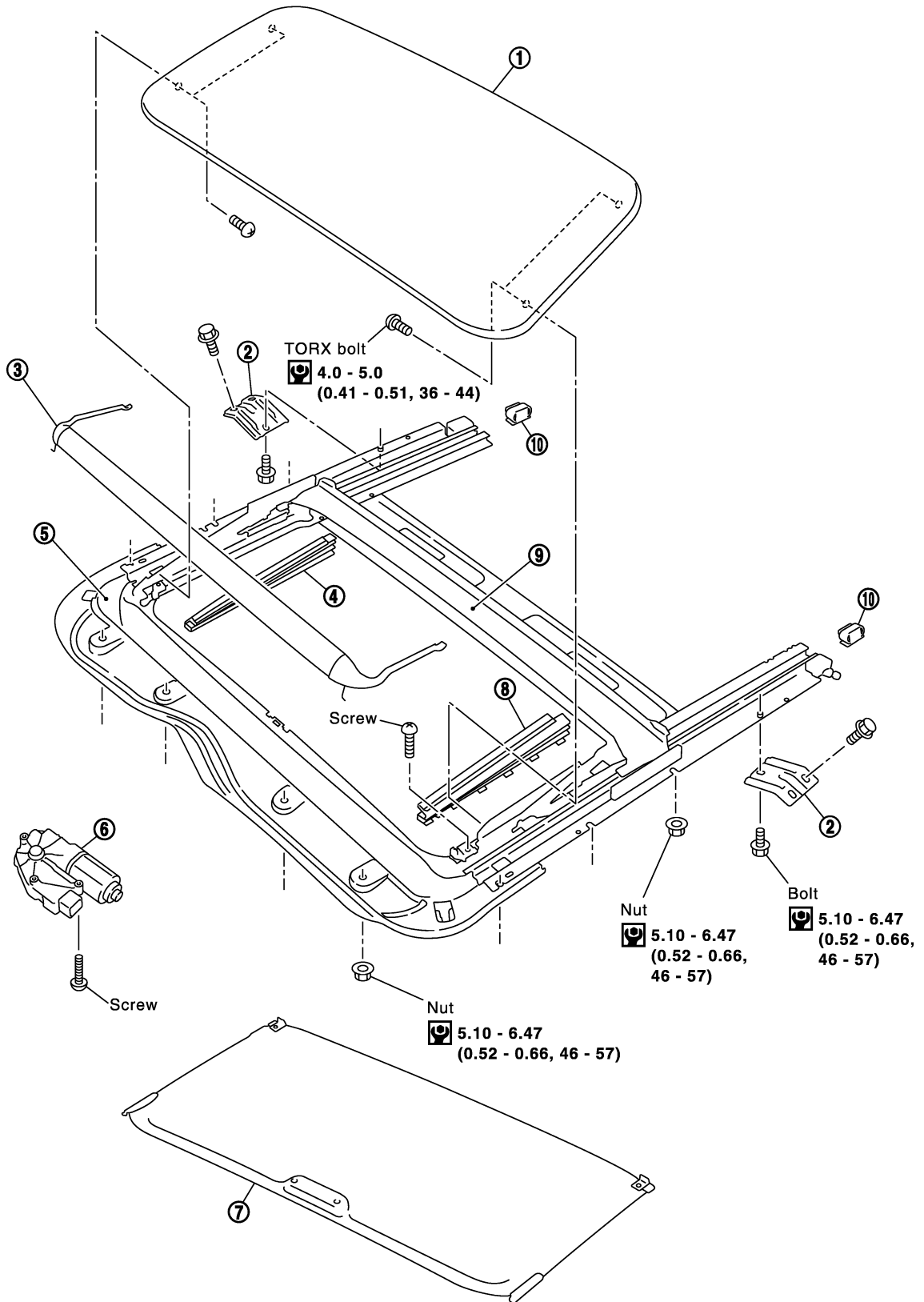
- After any adjustment, check sunroof operation and lid alignment.
- Handle finisher plate and glass lid with care so not to cause damage.
- It is desirable for easy installation to mark each point before removal.

CAUTION:

- **Always work with a helper.**
- **Fully close the glass lid assembly, before removal, then do not operate motor assembly after removal.**

SUNROOF

SEC. 736



: N·m (kg-m, in-lb)

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SUNROOF

- | | | |
|--------------------------|---------------------------|-------------------|
| 1. Glass lid | 2. Sunroof bracket | 3. Wind deflector |
| 4. Sunroof unit assembly | 5. Sunroof motor assembly | 6. Sunshade |
| 7. Drain plate | 8. Sunshade stopper | |

SUNROOF UNIT ASSEMBLY

Removal

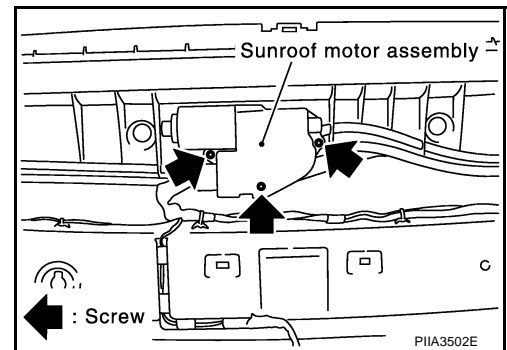
CAUTION:

- Always work with a helper.
- When taking sunroof unit out, use clothes to protect the seats and trim from damage.
- After installing the sunroof unit and glass lid, be sure to carry out the leak test and check that there is no malfunction.

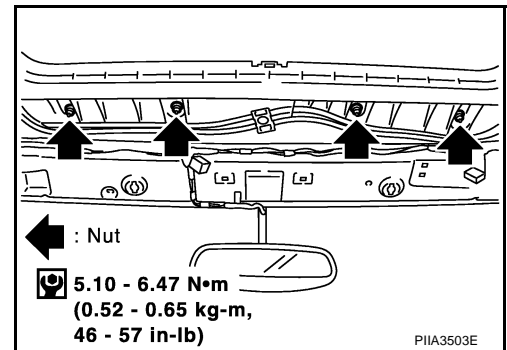
1. Tilt glass lid up.
2. Remove the headlining. Refer to [EI-37, "HEADLINING"](#).
3. Disconnect drain hoses.
4. Remove glass lid. Refer to [RF-33, "GLASS LID"](#).
5. Remove motor mounting screws. Remove sunroof motor assembly and disconnect harness connector.

CAUTION:

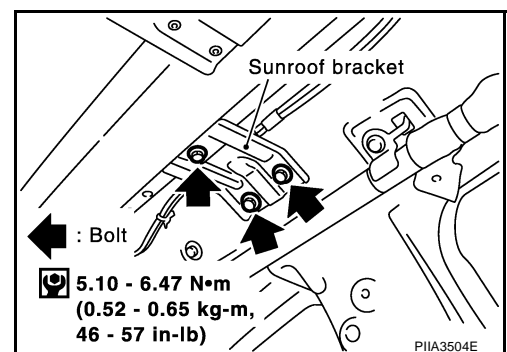
- Before removing sunroof motor assembly, make sure that sunroof is fully closed.
- After removing sunroof motor assembly, never attempt to rotate sunroof motor as a single unit.



6. Remove nuts on the front end and side rail.



7. Remove sunroof bracket bolts, and remove sunroof unit assembly from roof panel.

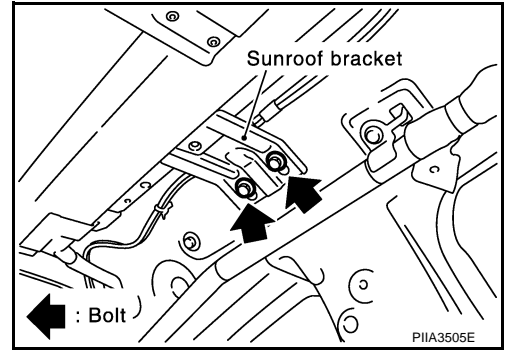


8. Remove sunroof unit assembly through the passenger compartment while being careful not to damage the seats and trim.

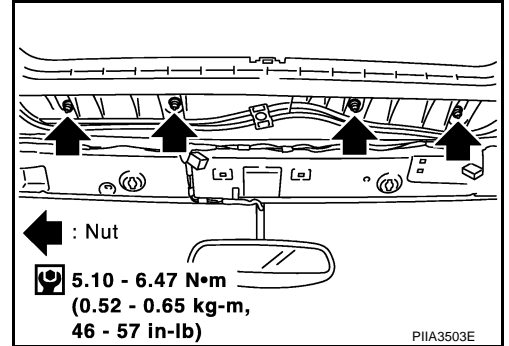
SUNROOF

Installation

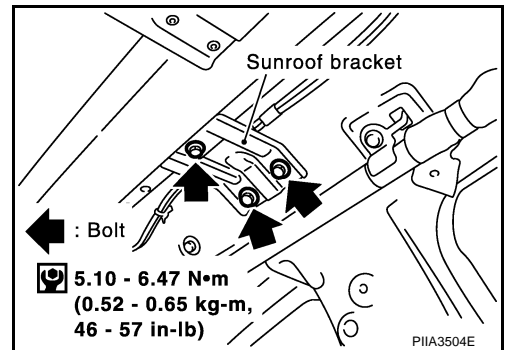
1. Temporarily tighten the mounting bolts on the sunroof brackets (RH/LH).



2. Bring sunroof unit assembly into passenger compartment and place the rear end of the rail onto the sunroof brackets.
3. Temporarily tighten the mounting nuts on the front end.



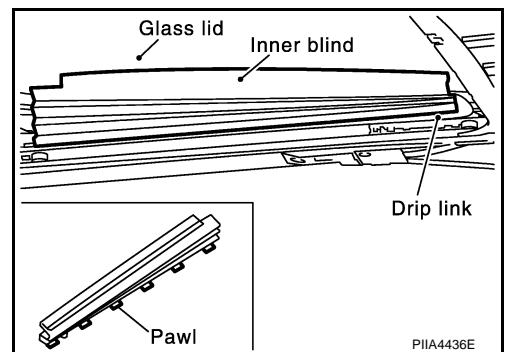
4. Tighten the installation points diagonally excluding the installation point of the sunroof bracket around the roof opening.
5. Tighten the bolts on the sunroof bracket at the vehicle side, and then at the rail side.
6. Install all left parts where they're originally fitted.



GLASS LID

Removal

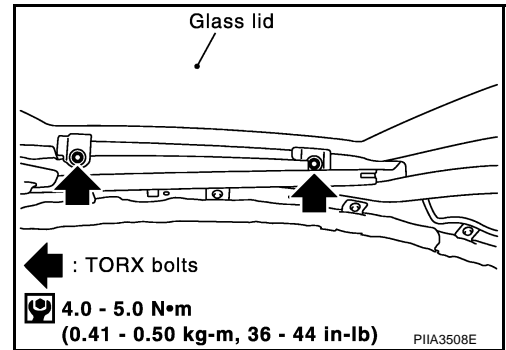
1. Remove the inner blind.



2. Tilt up glass lid.

SUNROOF

3. Remove TORX bolts (T25) to remove glass lid.



Installation

1. Tighten bolts diagonally on the glass lid.
2. After installation, carry out fitting adjustment.

SUNSHADE

Removal

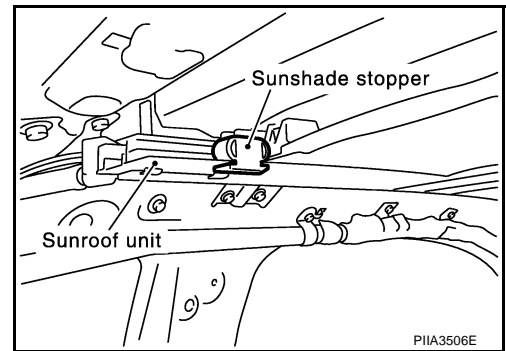
NOTE:

Detaching is possible is even by the on vehicle.

1. Remove the headlining. Refer to [EI-37, "Removal and Installation"](#).
2. Remove sunshade stopper.
3. Pull sunshade out of the rear end of the sunroof frame, and remove it from the frame.

CAUTION:

Thing working to damage neither sunshade and sunshade knob while lifting up a little.



Installation

Install in the reverse order of removal.

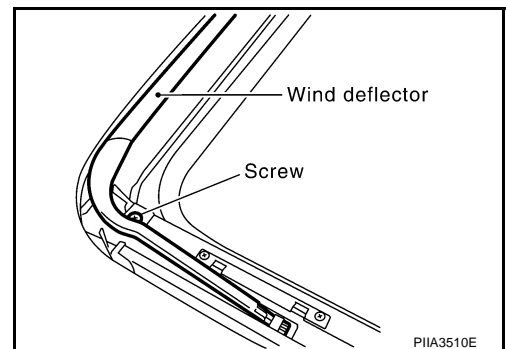
WIND DEFLECTOR

Removal

NOTE:

Detaching is possible is even by the on vehicle.

1. Sunroof is fully open.
2. Remove spring hinge screws to remove hinge from the frame.
3. The stopper is removed from the sunroof unit assembly.
4. Turn the wind deflector and remove from ditch the sunroof unit assembly.



Installation

Install in the reverse order of removal.

SUNROOF

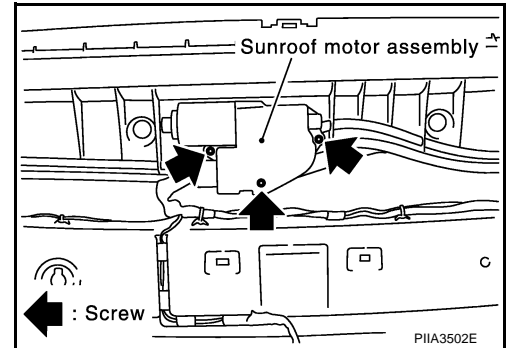
SUNROOF MOTOR ASSEMBLY

Removal

1. Remove headlining. Refer to [EI-37, "Removal and Installation"](#) .
2. Remove motor mounting screw.
3. Disconnect harness connector to remove sunroof motor assembly.

CAUTION:

- When removing the sunroof motor assembly, be sure that the sunroof is in the fully open position.
- Never run the removed sunroof motor assembly as a single unit.



Installation

Move the sunroof motor assembly laterally little by little so that the gear is completely engaged into the wire on the sunroof unit assembly and the mounting surface becomes parallel. Tighten the sunroof motor assembly with screws.

CAUTION:

- Before installing the sunroof motor assembly, be sure to place the link and wire assembly in the symmetrical and fully closed position.
- Initialization of it after installing the sunroof motor. Refer to [RF-11, "INITIALIZATION PROCEDURE"](#)

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