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SECTION **PB**

PARKING BRAKE SYSTEM

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PRECAUTIONS

PRECAUTIONS

PFP:00001

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

NFS00093

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.

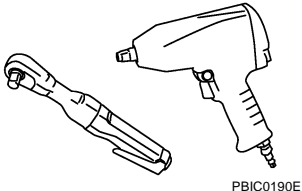
PREPARATION

PREPARATION

PFP:00002

Commercial Service Tools

NFS00018

Tool name	Description
Power tool 	Loosening bolts and nuts

A
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PARKING BRAKE SYSTEM

PARKING BRAKE SYSTEM

PFP:36010

Inspection and Adjustment (Pedal Type)

NFS00094

INSPECTION

- While depressing parking brake pedal with a force of 200 N (20 kg, 45 lb). Make sure that the parking brake pedal stroke is within the range of the specified number of notches.

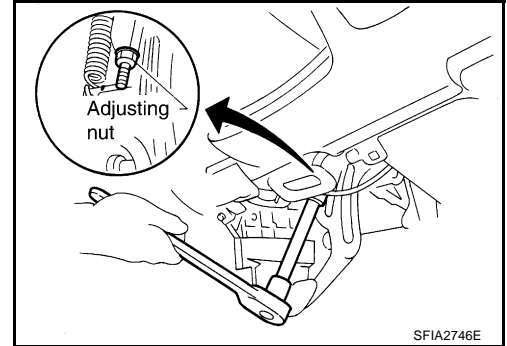
Number of notches : 2 – 3 notches

- Make sure that brake warning lamp comes on when parking brake pedal is depressed within one notch.

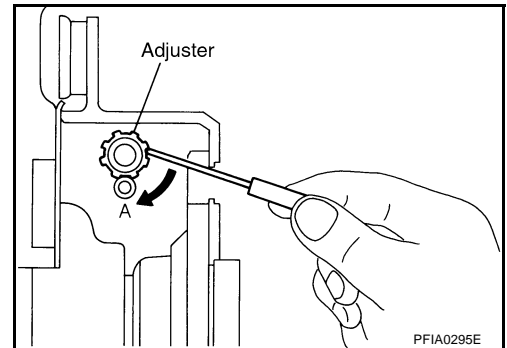
ADJUSTMENT

- To perform adjustment operations, remove tire from vehicle with a power tool. Using a wheel nut, fix disc to hub preventing it from tilting.

- Insert a deep socket wrench to rotate adjusting nut to loosen cable sufficiently. Then, after releasing parking brake pedal completely, adjust the clearance of rear shoes.



- Remove adjuster hole plug installed on the disc rotor. Using a flat-bladed screwdriver, turn adjuster to clockwise as shown in the figure until adjuster is locked. After locking, turn adjuster to the opposite direction by 5 or 6 notches.



- Rotate disc rotor to make sure that there is no drag. Then install adjuster hole plug.

- After adjusting the clearance of rear shoes, with no drag on the rear brake, adjust cable as follows:

- Operate parking brake pedal 10 or more times with a force of 490 N (50 kg, 110 lb).

- Depress parking brake pedal until a deep-well socket can be inserted. Insert the deep socket, and rotate adjusting nut to adjust a pedal stroke to specified notches.

CAUTION:

Do not reuse adjusting nut after removing it.

- After operating parking brake pedal 3 to 4 times with a force of 200 N (20 kg, 45 lb), make sure that the parking brake pedal stroke is within the specified number of notches.

- With parking brake pedal completely returned, make sure that there is no drag on the rear brake.

Inspection and Adjustment (Lever Type)

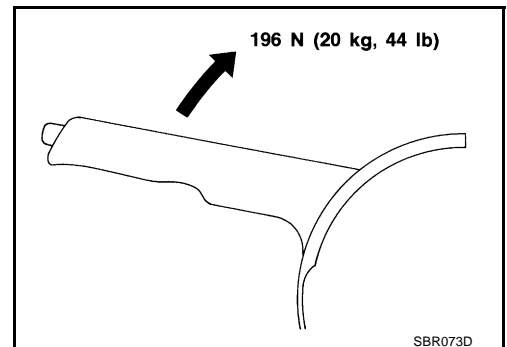
NFS00095

INSPECTION

- While operating parking brake lever to specified amount of force, make sure that the parking brake lever stroke is within the range of the specified stroke amount.

Number of notches : 6 – 7 notches

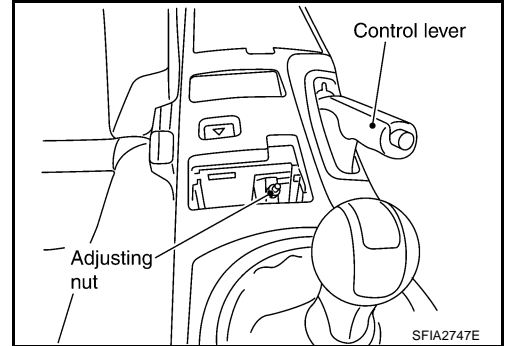
- Make sure that brake warning lamp comes on when parking brake lever is operated with in one notch.



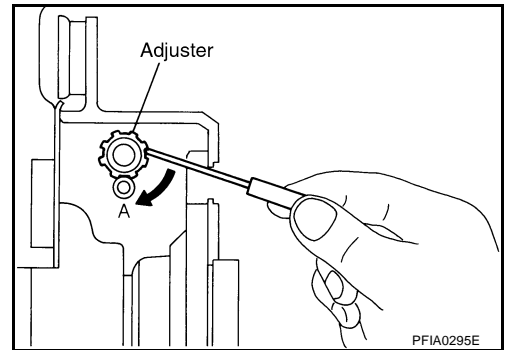
PARKING BRAKE SYSTEM

ADJUSTMENT

- To perform adjustment operations, remove tire from vehicle with power tool. Using a wheel nut, fix disc to hub preventing it from tilting.
1. Insert a deep socket wrench to rotate adjusting nut to loosen cable sufficiently. Then, after releasing the parking brake lever completely, adjust the clearance of rear shoes.



2. Remove adjuster hole plug installed on the disc rotor. Using a flat-bladed screwdriver, turn adjuster to clockwise as shown in the figure until adjuster is locked. After locking, turn adjuster to the opposite direction by 5 or 6 notches.
3. Rotate disc rotor to make sure that there is no drag. Then install adjuster hole plug.
4. After adjusting the clearance of rear shoes, with no drag on the rear brake, adjust cable as follows:
 - a. Operate parking brake lever 10 or more times with a force of 294 N (30 kg, 66 lb).
 - b. Operate parking brake lever until a deep-well socket can be inserted. Insert deep-well socket, and rotate adjusting nut to adjust a parking brake lever stroke to the specified notches.



CAUTION:

Do not reuse adjusting nut after removing it.

- c. After operating parking brake lever 3 to 4 times with a force of 196 N (20 kg, 44 lb), make sure that the parking brake lever stroke is within the specified number of notches.
- d. With parking brake lever completely returned, make sure that there is no drag on the rear brake.

PARKING BRAKE CONTROL

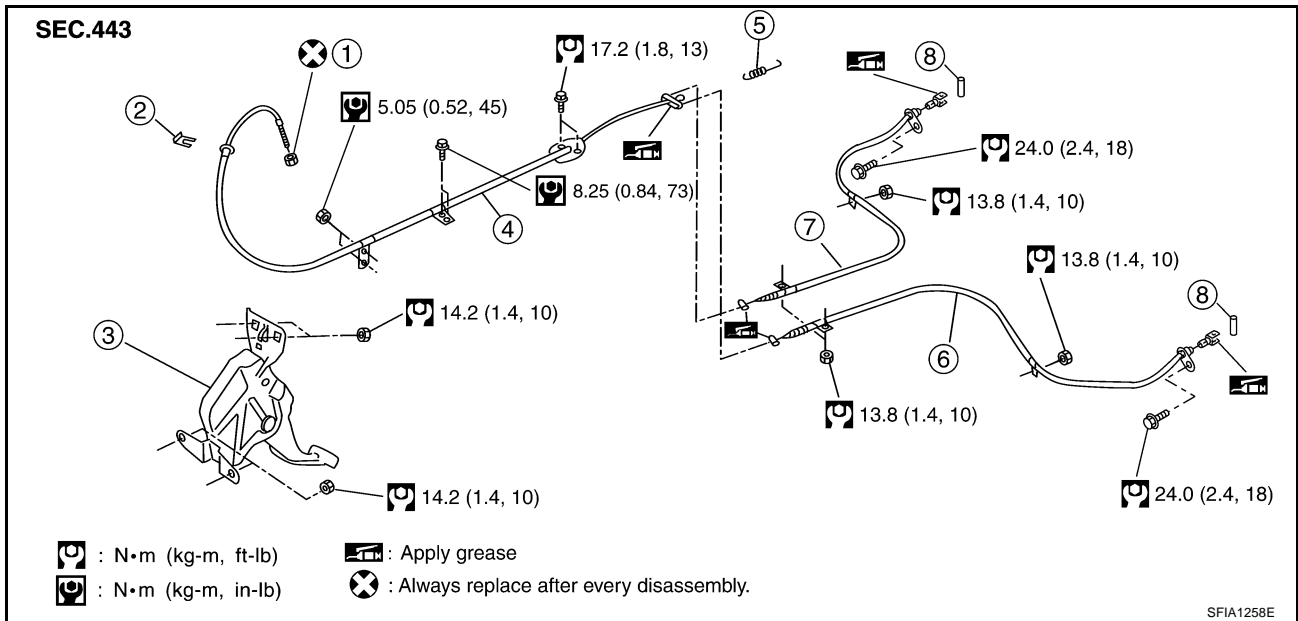
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PARKING BRAKE CONTROL

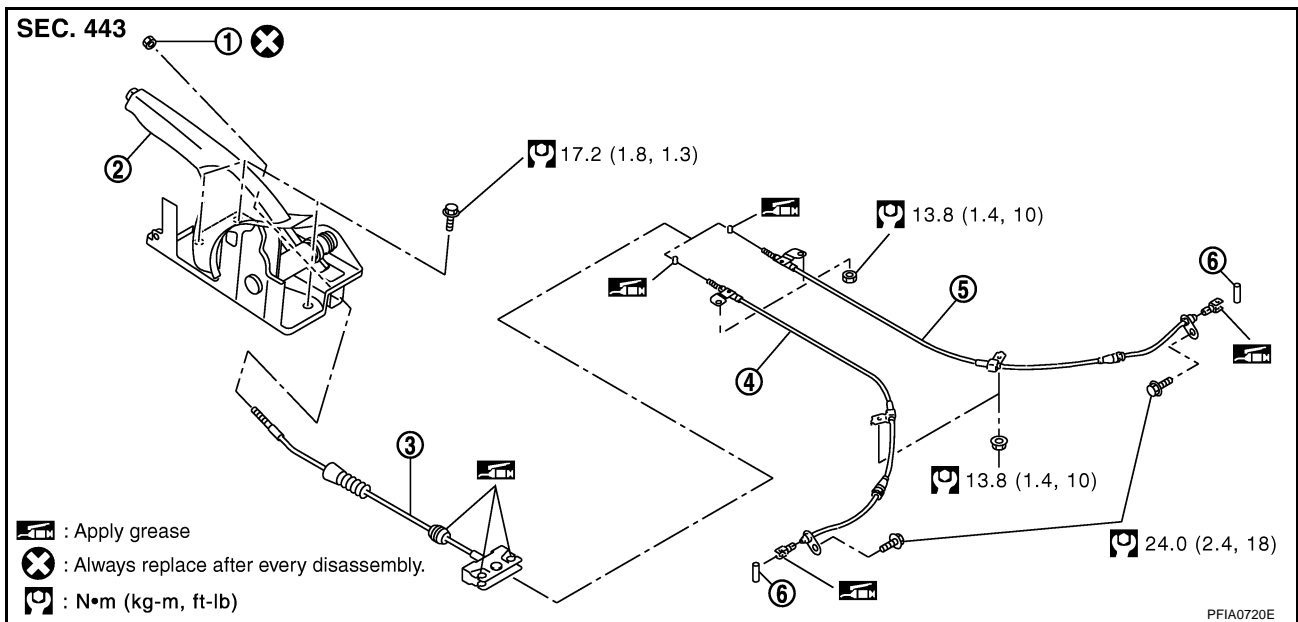
Components

PEDAL TYPE



- | | | |
|------------------|------------------|--------------------|
| 1. Adjusting nut | 2. Lock plate | 3. Device assembly |
| 4. Front cable | 5. Return spring | 6. LH rear cable |
| 7. RH rear cable | 8. Pin | |

LEVER TYPE



- | | | |
|------------------|--------------------|----------------|
| 1. Adjusting nut | 2. Device assembly | 3. Front cable |
| 4. LH rear cable | 5. RH rear cable | 6. Pin |

PARKING BRAKE CONTROL

Removal and Installation

NFS00097

REMOVAL

1. Remove instrument driver lower panel (pedal type). Refer to [IP-13, "\(J\) Instrument Driver Lower Panel"](#) .
2. Remove center console. Refer to [IP-15, "\(Y\) Center Console Assembly"](#) .
3. Remove adjusting nut from device assembly.
4. Remove rear tire from vehicle with a power tool.
5. Remove rear disc caliper and disc rotor. Refer to [BR-32, "Removal and Installation of Caliper Assembly"](#) .
6. Remove parking brake shoe, and remove rear cable from toggle lever. Refer to [PB-8, "Removal and Installation"](#) .
7. Remove rear cable mounting nuts and bolts.
8. Remove right and left rear cable from vehicle.
9. Remove diagnosis sensor unit with sensor mount bracket. Refer to [SRS-52, "DIAGNOSIS SENSOR UNIT"](#) .
10. Remove front cable mounting nuts and bolts (pedal type), and remove front cable from vehicle.
11. Remove mounting bolts of device assembly, and remove device assembly from vehicle.

INSTALLATION

1. Installation is in the reverse order of the removal. Tighten mounting bolts and nuts to the specified torque.

CAUTION:

Do not reuse adjusting nut of parking cable.

2. Adjust clearance of parking brake shoes. Refer to [PB-4, "Inspection and Adjustment \(Pedal Type\)"](#) or [PB-4, "Inspection and Adjustment \(Lever Type\)"](#) .

Inspection

NFS00098

- Check device assembly for bend, damage, and cracks. Replace if there are.
- Check cable for wear and damage.
- Check brake warning lamp switch. Replace if malfunction is detected.
- Check each part for deformation, or damage by contact with other parts. Replace if there are.

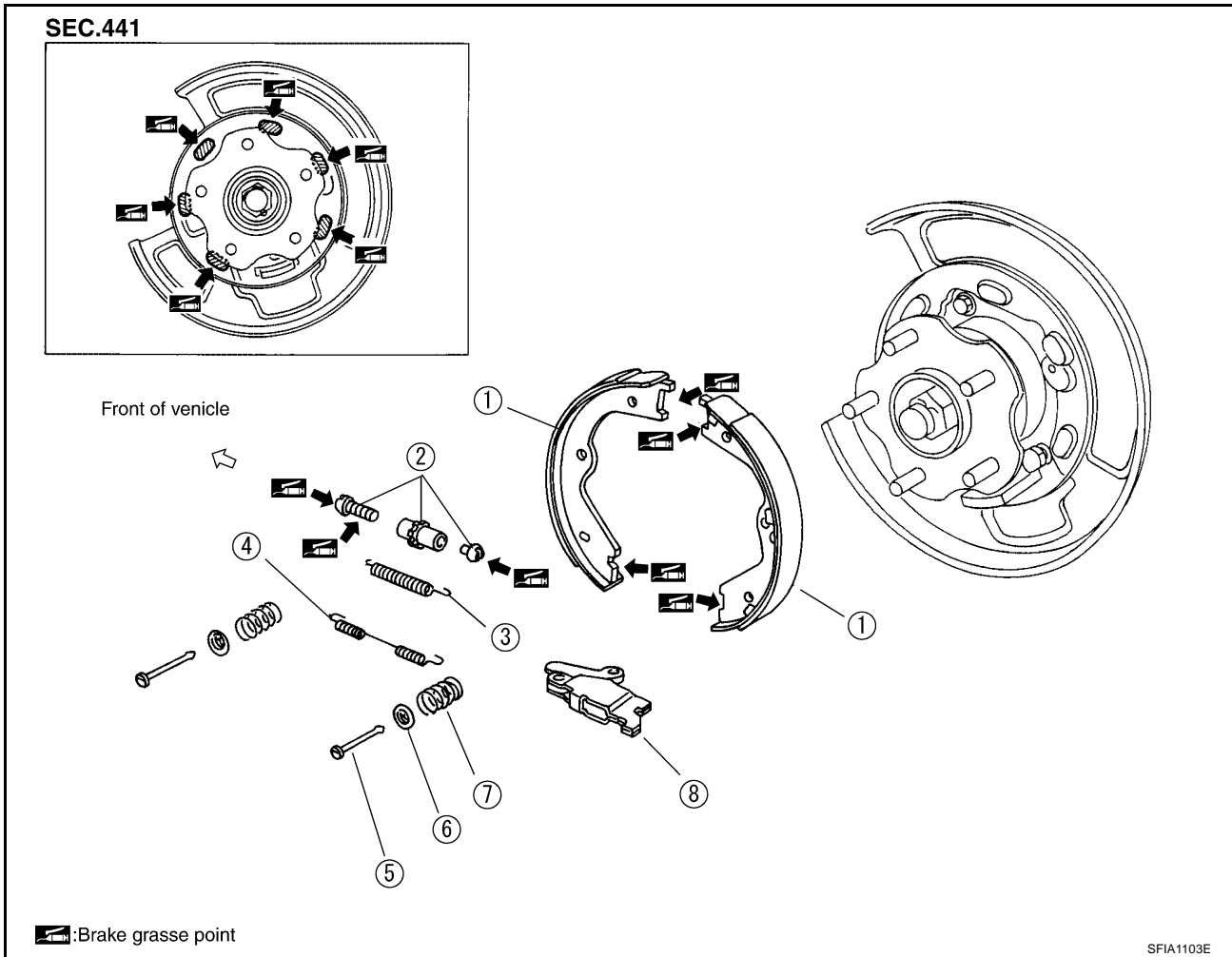
PARKING BRAKE SHOE

PARKING BRAKE SHOE

PFP:44060

Components

NFS00099



- | | | |
|-----------------------|--------------------|--------------------|
| 1. Shoe | 2. Adjuster | 3. Adjuster spring |
| 4. Return spring | 5. Anti-rattle pin | 6. Retainer |
| 7. Anti-rattle spring | 8. Toggle lever | |

Removal and Installation

REMOVAL

NFS0009A

WARNING:

Clean brakes with a vacuum dust collector to minimize the hazard of air borne particles or other materials.

CAUTION:

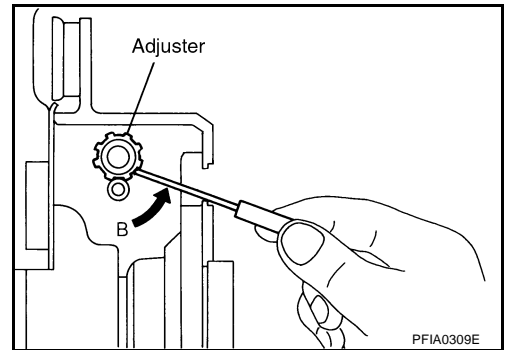
When removing rear disc rotor, put matching marks on both rear disc rotor and wheel hub.

Be careful of the following:

- Remove wheel, and remove disc rotor with parking brake pedal or lever completely returned.
- If disc rotor cannot be removed, remove as follows.

PARKING BRAKE SHOE

1. Secure disc rotor in place with wheel nut.
2. Remove adjuster hole plug.
3. Insert flat-bladed screwdriver through adjuster hole. Turn adjuster to make clearance between brake shoe and drum.



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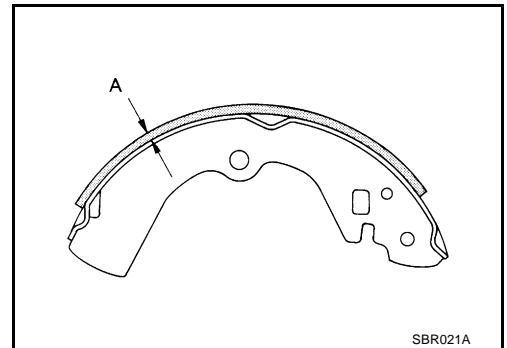
INSPECTION AFTER REMOVAL

Lining Thickness Inspection

- Visually check lining for excessive wear, damage, and peeling.
- Using a scale, check the thickness of lining.

Standard lining thickness "A" : 3.2 mm (0.126 in)

Repair limit thickness "A" : 1.5 mm (0.059 in)



E

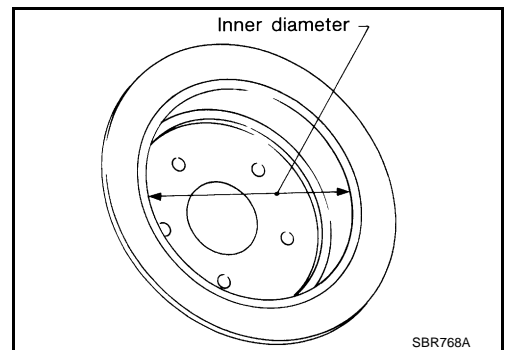
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Drum Inner Diameter Inspection

- Check the inner diameter of drum.

Standard inner diameter : 172.0 mm (6.77 in) dia.

Maximum inner diameter : 173.0 mm (6.81 in) dia.



G

H

I

J

K

L

Other Inspections

- Check shoe sliding surface for excessive wear and damage.
- Check anti-rattle pin for excessive wear and corrosion.
- Check return spring for sagging.
- Check adjuster for rough operation.
- Visually check the inside of drum for excessive wear, damage, and cracks. Using a pair of vernier calipers, check the inside of drum.

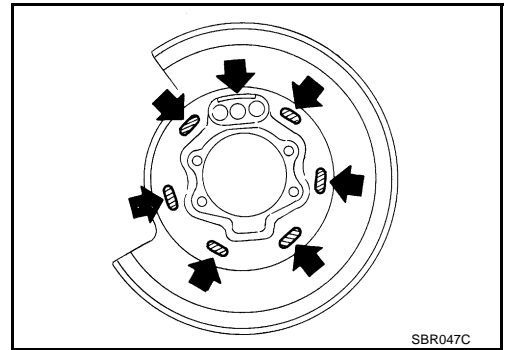
M

PARKING BRAKE SHOE

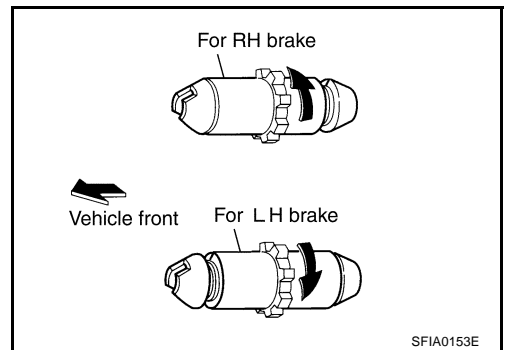
INSTALLATION

Install all parts in the reverse order of while taking care of the following.

- Apply brake grease to the contact areas shown in the figure.



- The orientation of adjuster is different from left to right. Assemble adjuster so that the threaded part is expanded when rotating it to the direction shown by the arrow. Shorten adjuster to assemble. When disassembling adjuster, apply brake grease to the thread.
- Adjust parking brake pedal or lever stroke to the specified amount.
- After replacing shoe or disc rotor, or if brake does not function well, perform the break-in operation as follows.



BREAKING IN DRUM AND LINING

CAUTION:

Do not perform the break-in procedure excessively, because it may cause the uneven wear or premature wear of lining.

When a new disc rotor and/or parking brake shoe is installed, or when braking performance is poor, perform the following break-in procedure.

1. Drive the unloaded vehicle on a safe, level and dry road.
2. Perform parking brake break-in (drag run) operation by driving the vehicle under the following conditions:

Drive forward

- **Vehicle speed** : Approx. 30 km/h (19 MPH) set (forward)
- **Parking brake operating force** : Approx. 294 N (30 kg, 66 lb) set
- **Time** : Approx. 35 sec.

CAUTION:

To prevent lining from getting too hot, allow a cool off period of approximately 5 minutes after every break-in operation.

3. After the break-in procedure, check parking brake pedal or lever stroke of parking brake. If it is out of the specification, adjust again.

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

Parking Drum Brake

NFS0009B

Brake lining	Standard thickness	3.2 mm (0.126 in)
	Repair limit thickness	1.5 mm (0.059 in)
Drum (disc)	Standard inner diameter	172 mm (6.77 in) dia.
	Maximum inner diameter	173 mm (6.81 in) dia.

Parking Brake Control

NFS0009C

Control type	Pedal type / Lever type	
Number of notches [under a force of 200 N (20 kg,45 lb)]	Pedal type	2 – 3 notches
Number of notches [under a force of 196 N (20 kg,44 lb)]	Lever type	6 – 7 notches
Number of notches when warning lamp comes on	1 notch	

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SERVICE DATA AND SPECIFICATIONS (SDS)
