

SECTION **BL**

BODY, LOCK & SECURITY SYSTEM

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PRECAUTIONS

PRECAUTIONS

PF0:00001

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

NIS00001

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

NIS00002

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 for Work

NIS00003

- After removing and installing the opening/closing parts, be sure to carry out fitting adjustments to check their operation.
- Check the lubrication level, damage, and wear of each part. If necessary, grease or replace it.

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PREPARATION

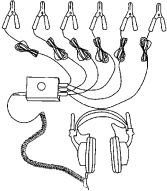
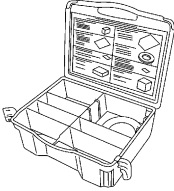
PREPARATION

PFP:00002

Special Service Tools

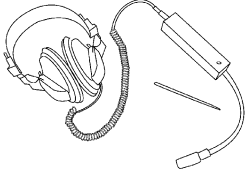
NIS00005

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
(J-39570) Chassis ear  <p style="text-align: right; margin-right: 20px;">SIIA0993E</p>	Locating the noise
(J-43980) NISSAN Squeak and Rattle Kit  <p style="text-align: right; margin-right: 20px;">SIIA0994E</p>	Repairing the cause of noise

Commercial Service Tools

NIS00006

Tool name	Description
Engine ear  <p style="text-align: right; margin-right: 20px;">SIIA0995E</p>	Locating the noise

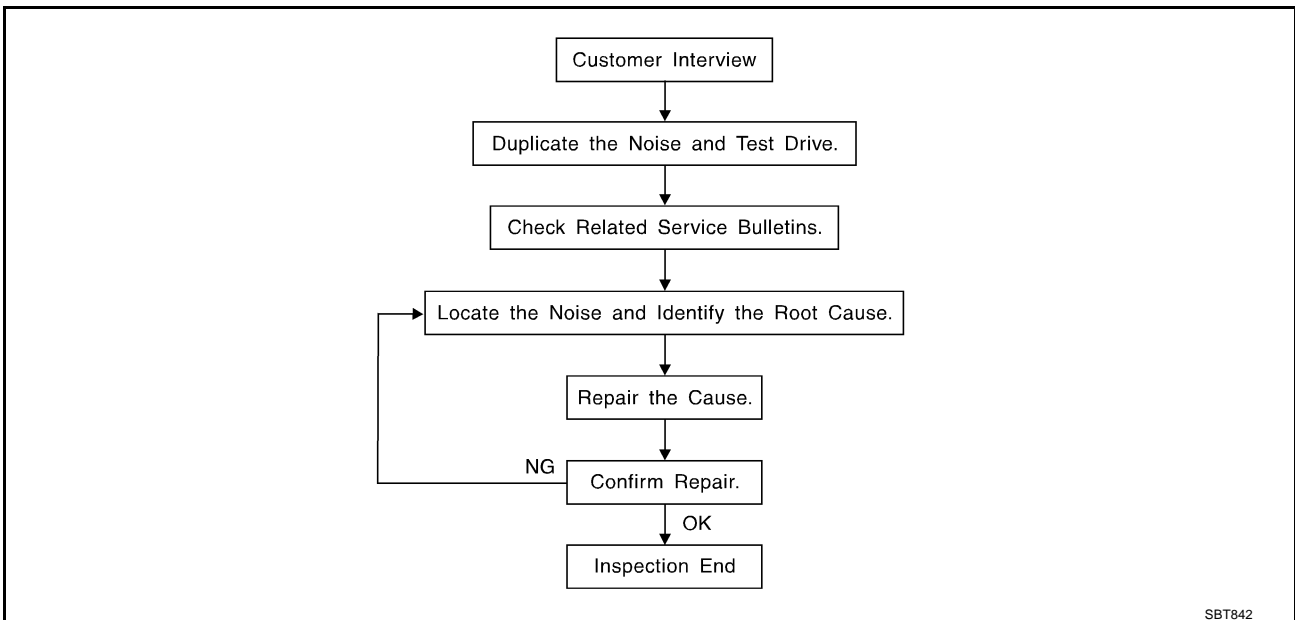
SQUEAK AND RATTLE TROUBLE DIAGNOSES

SQUEAK AND RATTLE TROUBLE DIAGNOSES

PFP:00000

Work Flow

NIS00007



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 to [BL-11, "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 models, drive position on A/T models).
 - 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: J-39570, 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 [BL-9, "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 (J-43980) 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.

NOTE:

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

The following materials are contained in the Nissan Squeak and Rattle Kit (J-43980). 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 place of UHMW tape that will be visible or not fit. 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

NIS00008

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 (J-43980) 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/headlining 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 seatback 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 noise 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 noises 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.

SQUEAK AND RATTLE TROUBLE DIAGNOSES

Diagnostic Worksheet

NIS0009



SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

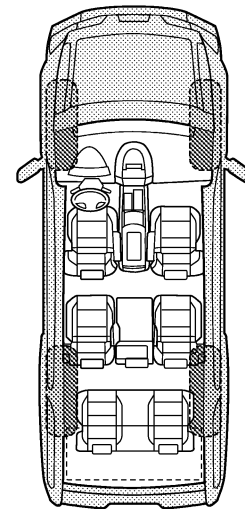
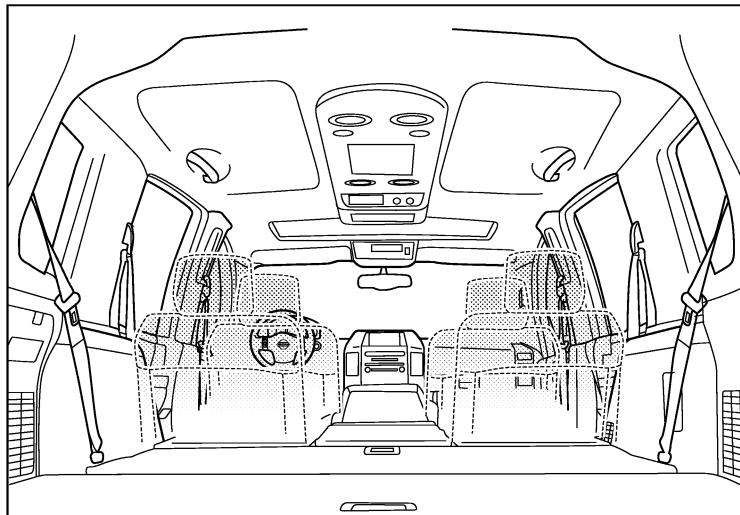
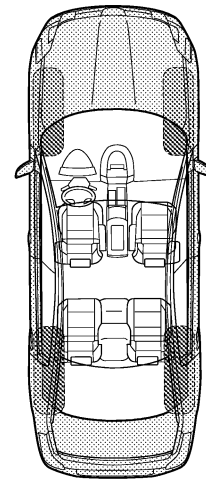
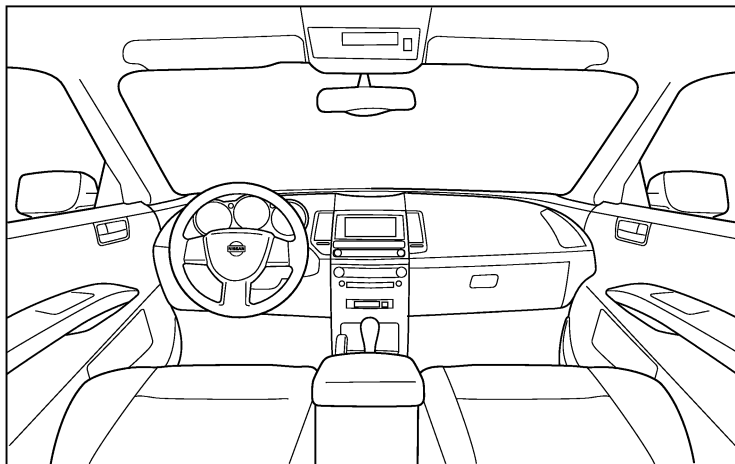
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Dear Nissan Customer:

We are concerned about your satisfaction with your Nissan vehicle. Repairing a squeak or rattle sometimes can be very difficult. To help us fix your Nissan 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 page 2 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.

PIIB8740E

SQUEAK AND RATTLE TROUBLE DIAGNOSES

SQUEAK & RATTLE DIAGNOSTIC WORKSHEET - page 2

Briefly describe the location where the noise occurs:

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

- | | |
|---|--|
| <input type="checkbox"/> anytime | <input type="checkbox"/> after sitting out in the rain |
| <input type="checkbox"/> 1st 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 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 at the 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

PIIB8742E

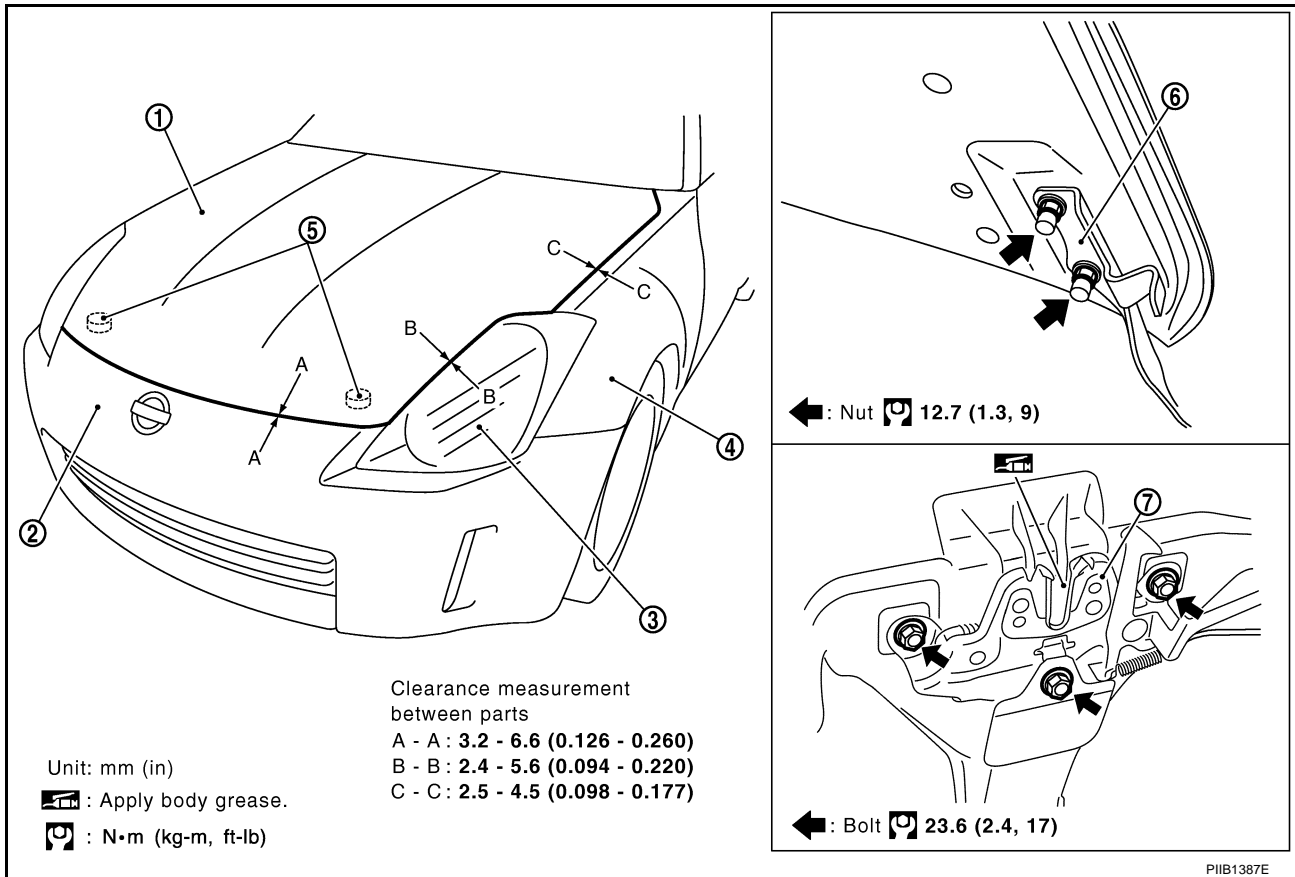
HOOD

HOOD

PFP:F5100

Fitting Adjustment

NIS0000A



- | | | |
|-----------------------|------------------|---------------|
| 1. Hood assembly | 2. Front bumper | 3. Head lamp |
| 4. Front fender | 5. Bumper rubber | 6. Hood hinge |
| 7. Hood lock assembly | | |

LONGITUDINAL AND LATERAL CLEARANCE ADJUSTMENT

1. Remove hood lock assembly, loosen the hood hinge nuts and close the hood.
2. Adjust the lateral and longitudinal clearance, and open the hood to tighten the hood hinge mounting bolts to the specified torque.
3. Install the hood lock temporarily, and align the hood striker and hood lock so that the centers of hood striker and hood lock become vertical viewed from the front, by moving the hood lock laterally.
4. Tighten hood lock assembly mounting bolts to the specified torque.

CAUTION:

Adjust right/left clearance between hood and each part to the following specification.

Hood and head lamp (B-B) : Less than 2.0 mm (0.08 in)

Hood and fender (C-C) : Less than 1.0 mm (0.04 in)

FRONT END HEIGHT ADJUSTMENT

1. Remove the hood lock and adjust the height by rotating the bumper rubber until the hood becomes 1 to 1.5 mm (0.04 to 0.059 in) lower than the fender.
2. Temporarily tighten the hood lock assembly, and position it by engaging it with the hood striker. Check the hood lock and hood striker for looseness, and tighten the hood lock assembly mounting bolts to the specified torque.

HOOD

SURFACE HEIGHT ADJUSTMENT

1. Remove hood lock assembly, and adjust the surface height difference of hood and fender according to the fitting standard dimension, by rotating RH and LH bumper rubbers.
2. Install hood lock temporarily, and move hood lock laterally until the centers of striker and lock become vertical when viewed from the front.
3. Make sure that the hood lock secondary latch is properly engaged with the secondary striker with hood's own weight.
4. Make sure that the hood lock primary latch is securely engaged with the hood striker with hood's own weight by dropping hood from approx. 200 mm (7.87 in) height.

CAUTION:

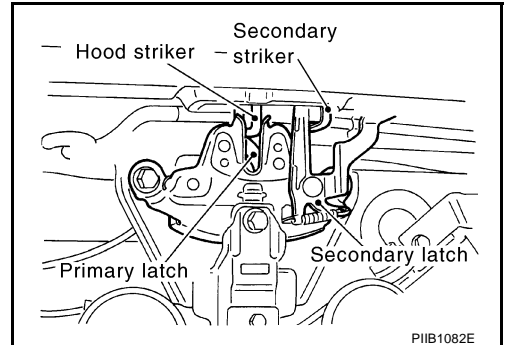
Do not drop hood from a height of 300 mm (11.81 in) or more.

5. Move hood lockup and down until striker smoothly engages the lock when the hood is closed.
6. When pulling the hood opener lever gently, make sure that front end of the hood rises by approximately 20 mm (0.79 in) and that hood striker and hood lock primary latch is disengaged. Also make sure that hood opener returns to the original position.
7. After adjustment, tighten lock bolts to the specified torque.

CAUTION:

Adjust evenness between hood and fender to the following specification.

Hood and fender (C-C) : 0 ± 1.0 mm (0 ± 0.04 in)

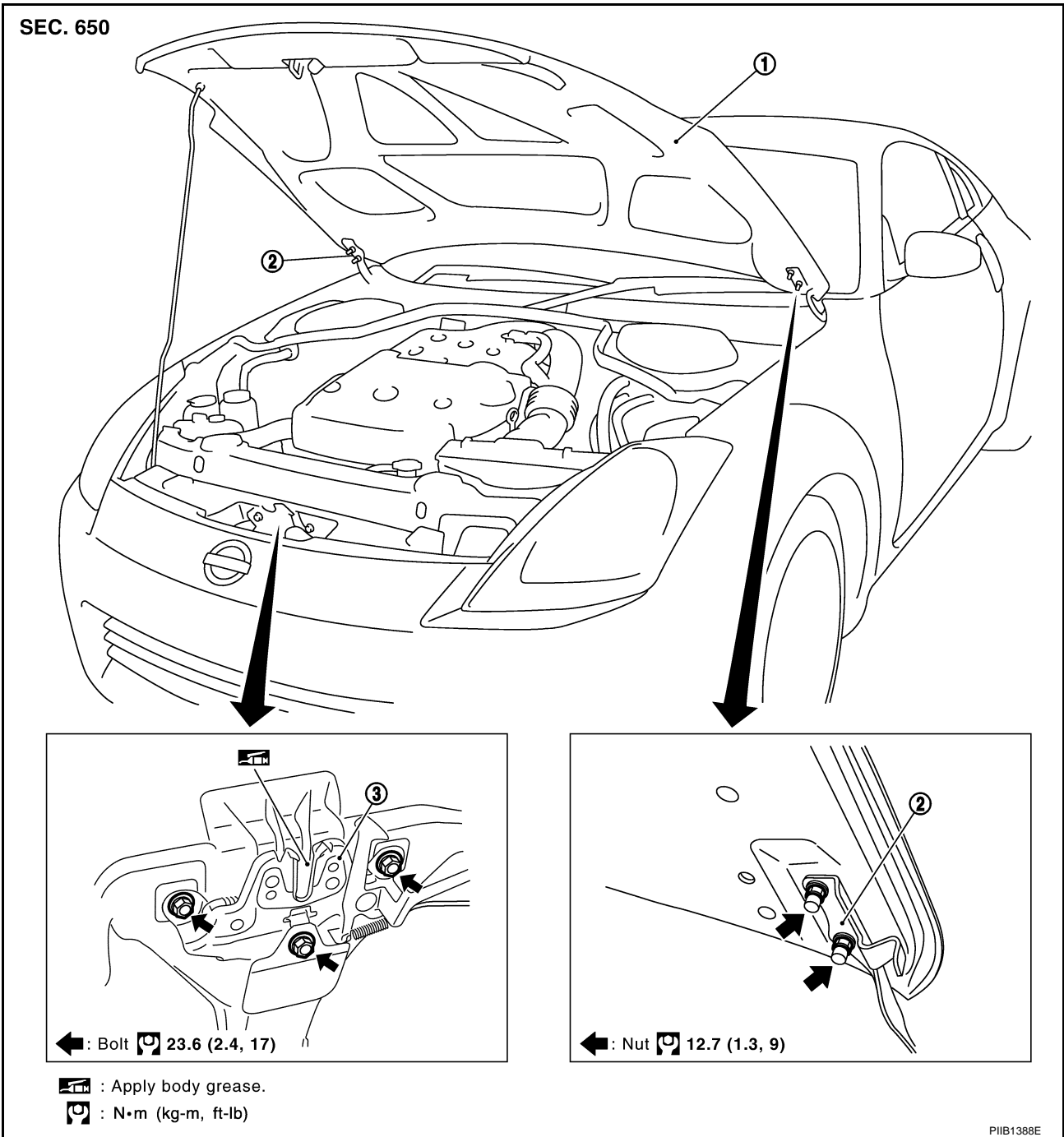


HOOD

Removal and Installation of Hood Assembly

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REMOVAL

Remove the hinge mounting nuts on the hood to remove the hood assembly.

CAUTION:

Operate with two workers, because of its heavy weight.

INSTALLATION

Install in the reverse order of removal.

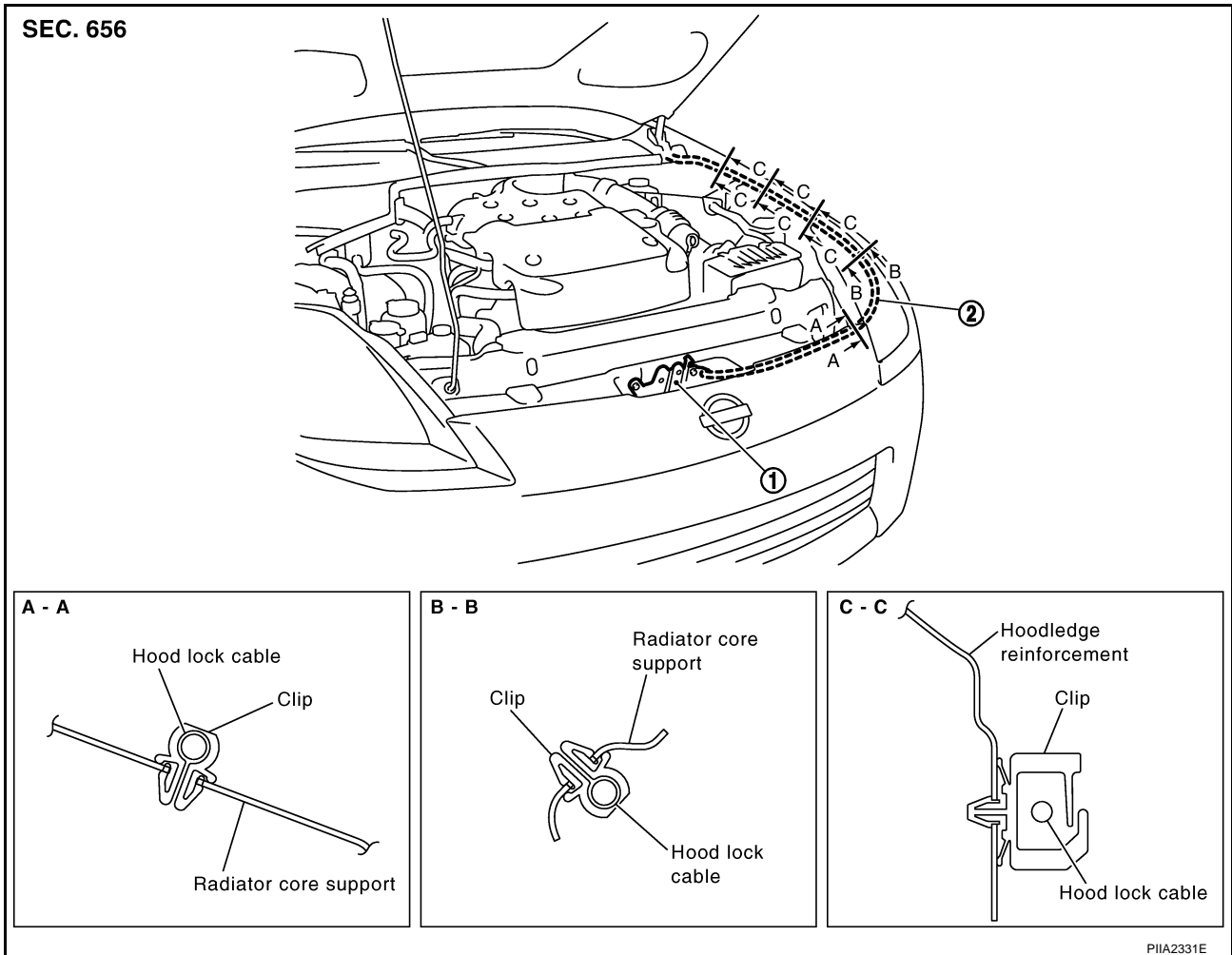
CAUTION:

- Before installing hood hinge, apply anticorrosive agent onto the mounting surface of the vehicle body.
- After installing, perform hood fitting adjustment. Refer to [BL-13, "Fitting Adjustment"](#).

HOOD

Removal and Installation of Hood Lock Control

NIS0000C

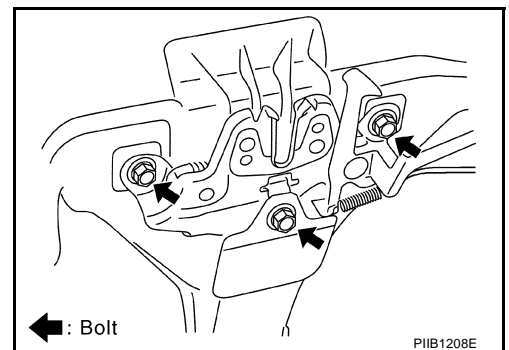


1. Hood lock assembly

2. Hood lock cable

REMOVAL

1. Remove the fender protector (LH). Refer to [EI-21, "FENDER PROTECTOR"](#).
2. Remove the hood lock assembly.



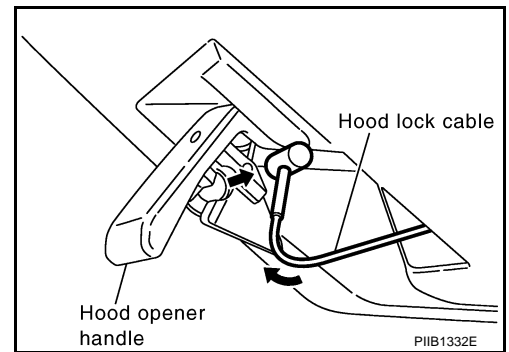
3. Remove the dash side finisher. Refer to [IP-10, "Component Parts Drawing"](#).
4. Remove hood lock cable and unclip it from portion of radiator core support.

HOOD

5. While pulling the hood lock cable, remove hood lock cable connected to hood opener handle.
6. Remove grommet on dash board, and pull hood lock cable toward passenger compartment.

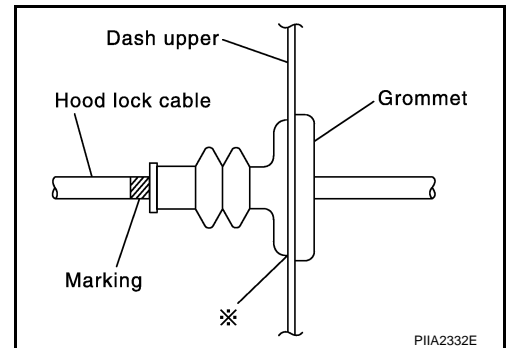
CAUTION:

While pulling, be careful not to damage (peeling) the outside of the hood lock cable.

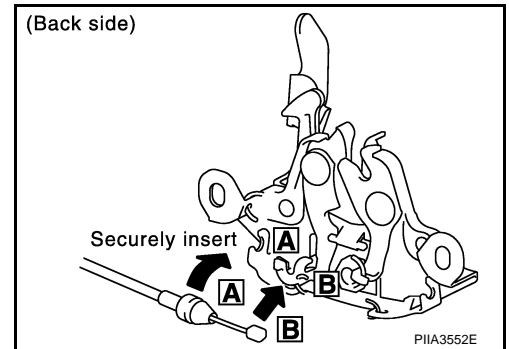


INSTALLATION

1. Pull the hood lock cable through the panel hole to the engine compartment.
Be careful not to bend the cable too much, keeping the radius 100 mm (3.94 in) or more.
2. Check that the cable is not offset from the positioning grommet, and push the grommet into the panel hole securely.
3. Apply the sealant to the grommet (at * mark) properly.
4. Install while pulling hood lock cable.



5. Install the hood lock cable securely to the hood lock.
6. Install hood lock assembly.
7. After installing, check the hood lock adjustment and hood opener operation.

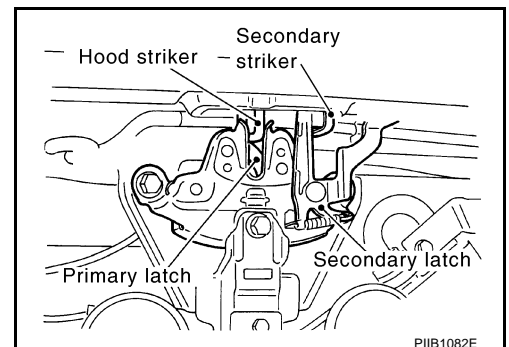


Hood Lock Control Inspection

CAUTION:

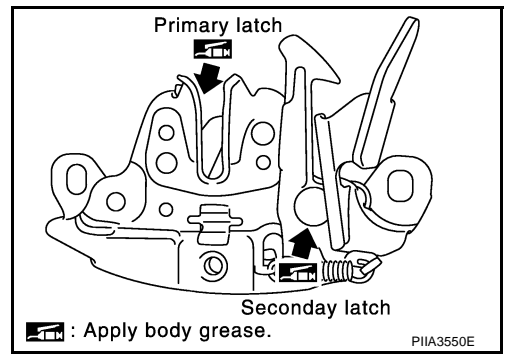
If the hood lock cable is bent or deformed, replace it.

1. Check that the secondary latch is properly engaged with the secondary striker with hood's own weight by dropping it from approx. 200 mm (7.87 in) height.
2. While operating the hood opener, carefully check that the front end of the hood is raised by approx. 20 mm (0.79 in). Also check that the hood opener returns to the original position.



HOOD

3. Check the hood lock lubrication condition. If necessary, apply "body grease" to the points shown in the figure.



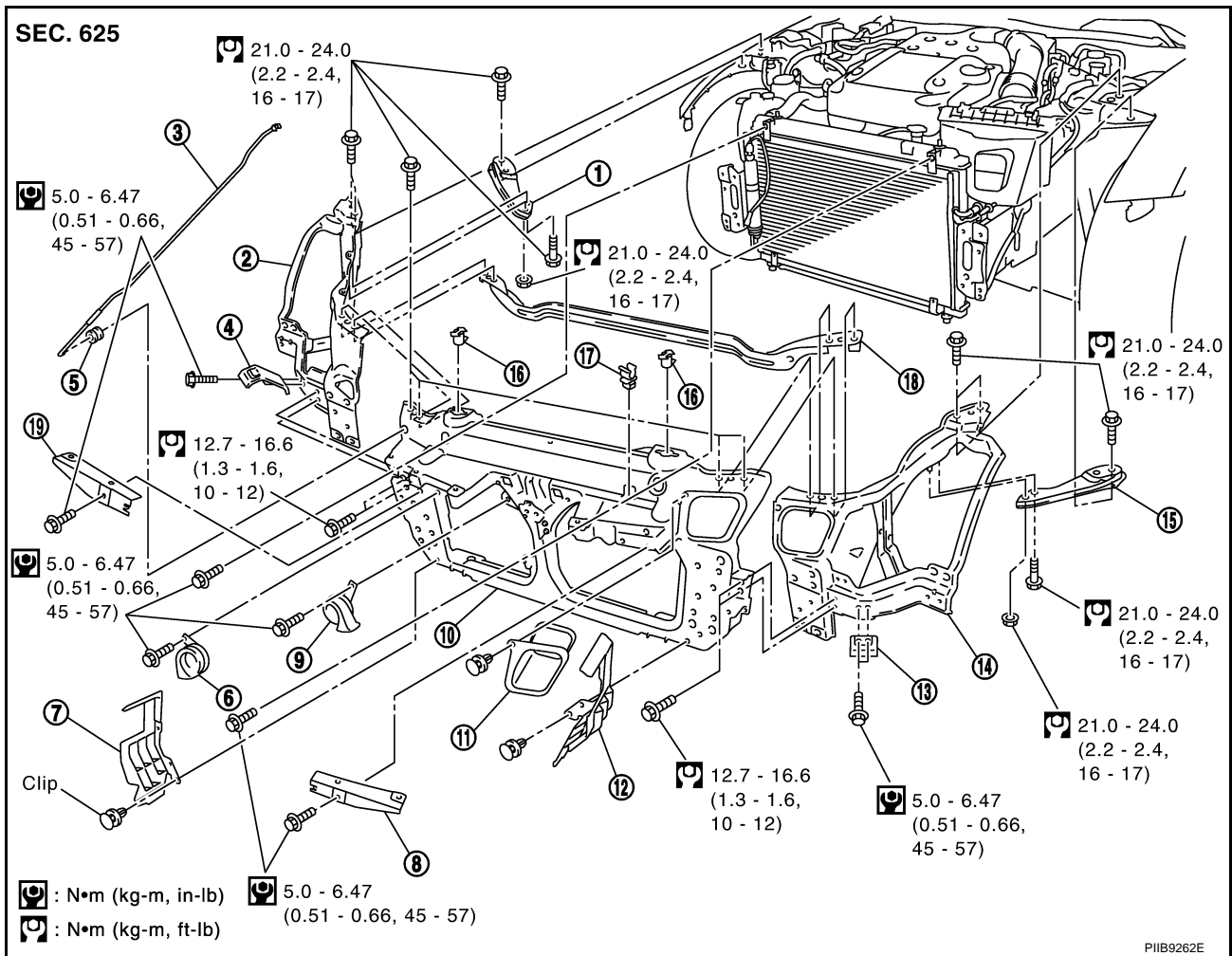
RADIATOR CORE SUPPORT

PFP:62500

RADIATOR CORE SUPPORT

Removal and Installation

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|--|---|--|
| 1. Radiator core support side stay (RH) | 2. Radiator core support side (RH) | 3. Hood stay |
| 4. Bumper retainer (RH) | 5. Grommet | 6. Horn (High) |
| 7. Air guide (RH) | 8. Bumper fascia stay radiator core support center (LH) | 9. Horn (Low) |
| 10. Radiator core support center | 11. Air duct | 12. Air guide (LH) |
| 13. Bumper retainer (LH) | 14. Radiator core support side (LH) | 15. Radiator core support side stay (LH) |
| 16. Radiator upper bracket | 17. Hood rod clamp | 18. Radiator core support bar |
| 19. Bumper fascia stay radiator core support center (RH) | | |

REMOVAL

1. Remove hood assembly. Refer to [BL-15, "Removal and Installation of Hood Assembly"](#).
2. Remove front bumper. Refer to [EI-14, "Removal and Installation"](#).
3. Remove head lamp (LH/RH). Refer to [LT-29, "Removal and Installation"](#).
4. Remove hood lock assembly, and then hood lock cable. Refer to [BL-16, "Removal and Installation of Hood Lock Control"](#).
5. Remove washer tank. Refer to [WW-34, "Removal and Installation of Washer Tank"](#).
6. Remove crash zone sensor. Refer to [SRS-48, "Removal and Installation"](#).
7. Remove washer tank inlet clip. Refer to [WW-34, "Removal and Installation of Washer Tank"](#).
8. Remove the oil cooler. Refer to [PS-33, "HYDRAULIC LINE"](#).
9. Remove ambient sensor. Refer to [ATC-104, "Removal and Installation"](#).

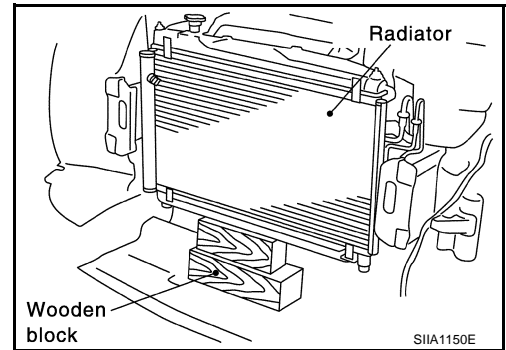
RADIATOR CORE SUPPORT

10. Remove horn connectors.
11. Remove mounting harness clip on radiator core support center and side to separate the harness.
12. Remove radiator upper bracket, and radiator core support side and radiator core support hood ledge stay bolts. Remove radiator core support center and side together. Remove bolts with power tool.

CAUTION:

Put a wooden block under the radiator assembly to prevent the radiator assembly from falling.

13. Remove radiator core support center and side together.
14. After removing radiator core support center and side together, the following parts are separated.
 - Remove the hood stay, grommet and hood rod clamp
 - Horn (High/Low)
 - Air duct
 - Air guide (LH/RH)
 - Bumper fascia stay radiator core support center (LH/RH)
 - Bumper retainer (LH/RH)
 - Radiator core support side and radiator core support side bar
 - Radiator core support side hood ledge stay (LH/RH)



INSTALLATION

Install in the reverse order of removal.

CAUTION:

After installing, check the hood lock adjustment and hood opener operation. Refer to [BL-13, "Fitting Adjustment"](#) .

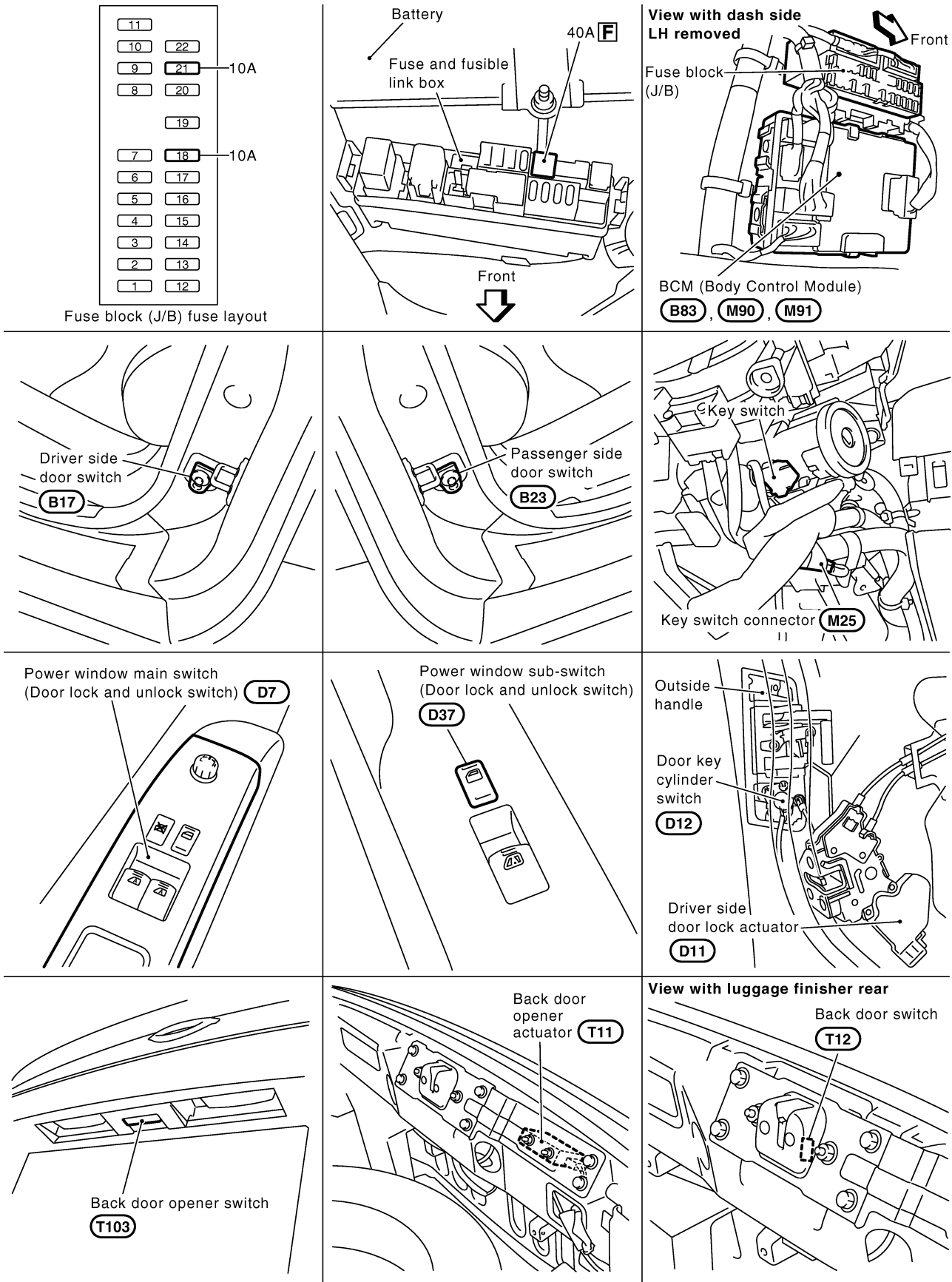
POWER DOOR LOCK SYSTEM

POWER DOOR LOCK SYSTEM

PF24814

Component Parts and Harness Connector Location FOR COUPE

NIS0000F

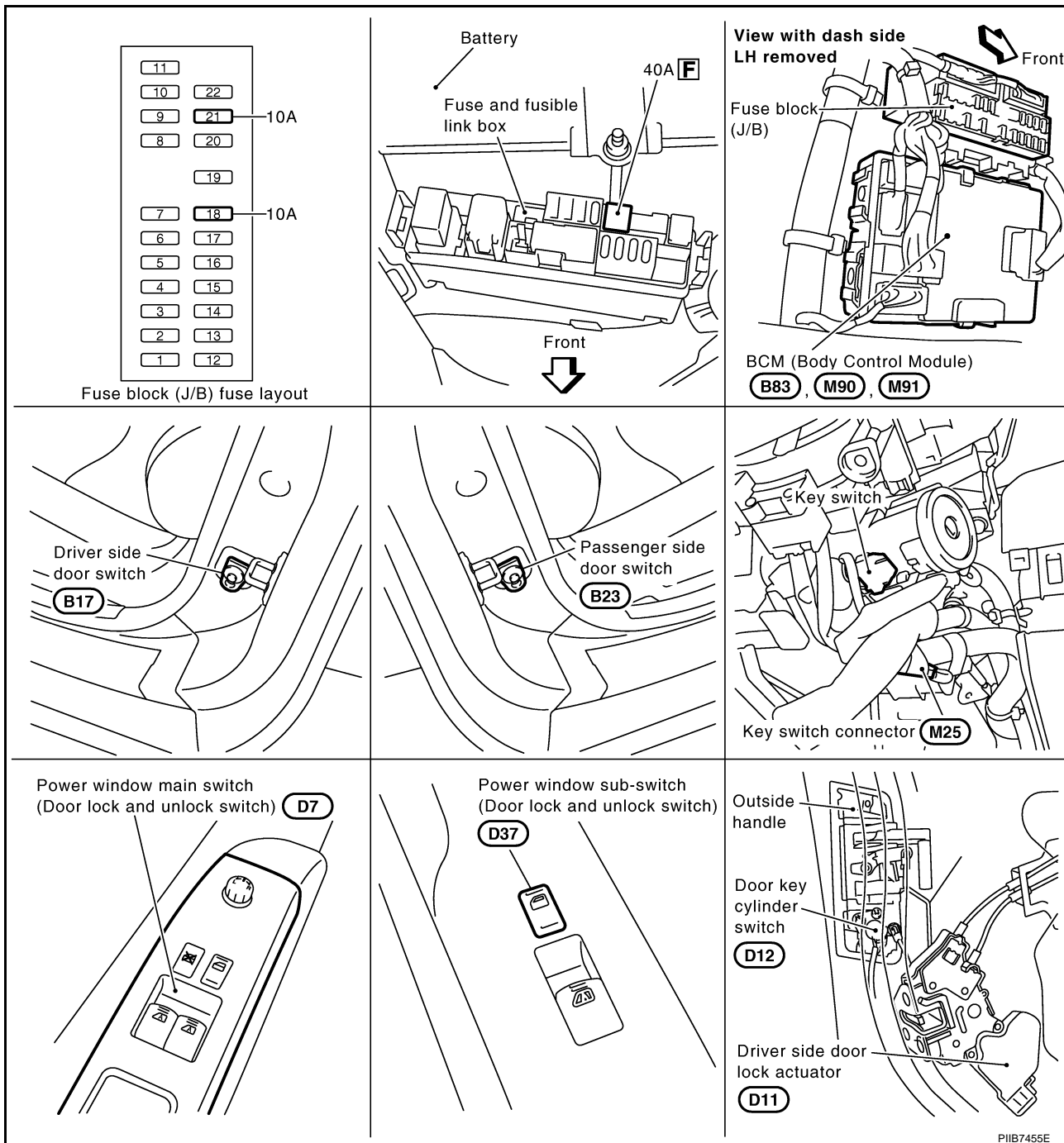


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POWER DOOR LOCK SYSTEM

FOR ROADSTER



POWER DOOR LOCK SYSTEM

NIS0000G

System Description

Power is supplied at all times

- through 40A fusible link (letter **F** , located in the fuse and fusible link box)
- to BCM terminal 55,
- through 10A fuse [No.18, located in the fuse block (J/B)]
- to BCM terminal 42,
- through 10A fuse [No.21, located in the fuse block (J/B)]
- to key switch terminal 2.

When ignition key inserted, power is supplied

- through key switch terminal 1
- to BCM terminal 37.

Ground is supplied

- to terminal 52 of BCM
- through body grounds M30 and M66.

When the door is locked or unlocked with power window main switch (door lock and unlock switch), ground is supplied

- to power window main switch (door lock and unlock switch) terminal 15
- through body grounds M30 and M66.

Power window main switch (door lock and unlock switch) operation signal is supplied

- through power window main switch (door lock and unlock switch) terminal 12.
- to BCM terminal 22

When the door is locked or unlocked with power window sub-switch (door lock and unlock switch), ground is supplied

- to power window sub-switch (door lock and unlock switch) terminal 11
- through body grounds M30 and M66.

Power window sub-switch (door lock and unlock switch) operation signal is supplied

- through power window sub-switch (door lock and unlock switch) terminal 16.
- to BCM terminal 22

When the door is locked with door key cylinder switch, ground is supplied

- to power window main switch (door lock and unlock switch) terminal 6
- through door key cylinder switch terminals 3 and 2 and
- through body grounds M30 and M66.

Door key cylinder switch operation signal is supplied

- through power window main switch (door lock and unlock switch) terminal 12
- to BCM terminal 22.

When the door is unlocked with door key cylinder switch, ground is supplied

- to power window main switch (door lock and unlock switch) terminal 7
- through door key cylinder switch terminals 1 and 2 and
- through body grounds M30 and M66.

Door key cylinder switch operation signal is supplied

- through power window main switch (door lock and unlock switch) terminal 12
- to BCM terminal 22.

BCM is connected to power window main switch (door lock and unlock switch) and power window sub-switch (door lock and unlock switch) as serial link.

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POWER DOOR LOCK SYSTEM

POWER WINDOW SERIAL LINK

Power window main switch, power window sub-switch and BCM transmit and receive the signal by power window serial link.

The under mentioned signal is transmitted from power window main switch to BCM.

- Door lock and unlock switch signal.

The under mentioned signal is transmitted from power window sub-switch to BCM.

- Door lock and unlock switch signal.

OUTLINE

Functions available by operating the door lock and unlock switches on driver's door and passenger's door

- With the locking operation of door lock and unlock switch, door lock actuators of driver's and passenger's doors are locked.
- With the unlocking operation of door lock and unlock switch, door lock actuators of driver's and passenger's doors are unlocked.

Functions available by operating the key cylinder switch

- With the locking operation of door key cylinder, door lock actuators of all doors are locked.
- When door key cylinder is unlocked, door lock actuator (driver side) is unlocked.
- When door key cylinder is unlocked for the second time within 5 seconds after the first unlock operation, door lock actuators on driver's and passenger's doors are unlocked.

Unlock mode can be changed by using CONSULT-III "WORK SUPPORT" mode in "DOOR LOCK-UNLOCK SET".

Refer to [BL-35, "WORK SUPPORT"](#) .

Key reminder door system

When door lock and unlock switch is operated to lock doors with ignition key put in key cylinder and driver's and passenger's door open, driver and passenger door lock actuators are locked and then unlocked.

Back door opener operation/For coupe

When back door opener switch is ON with driver's door unlocked, ground is supplied

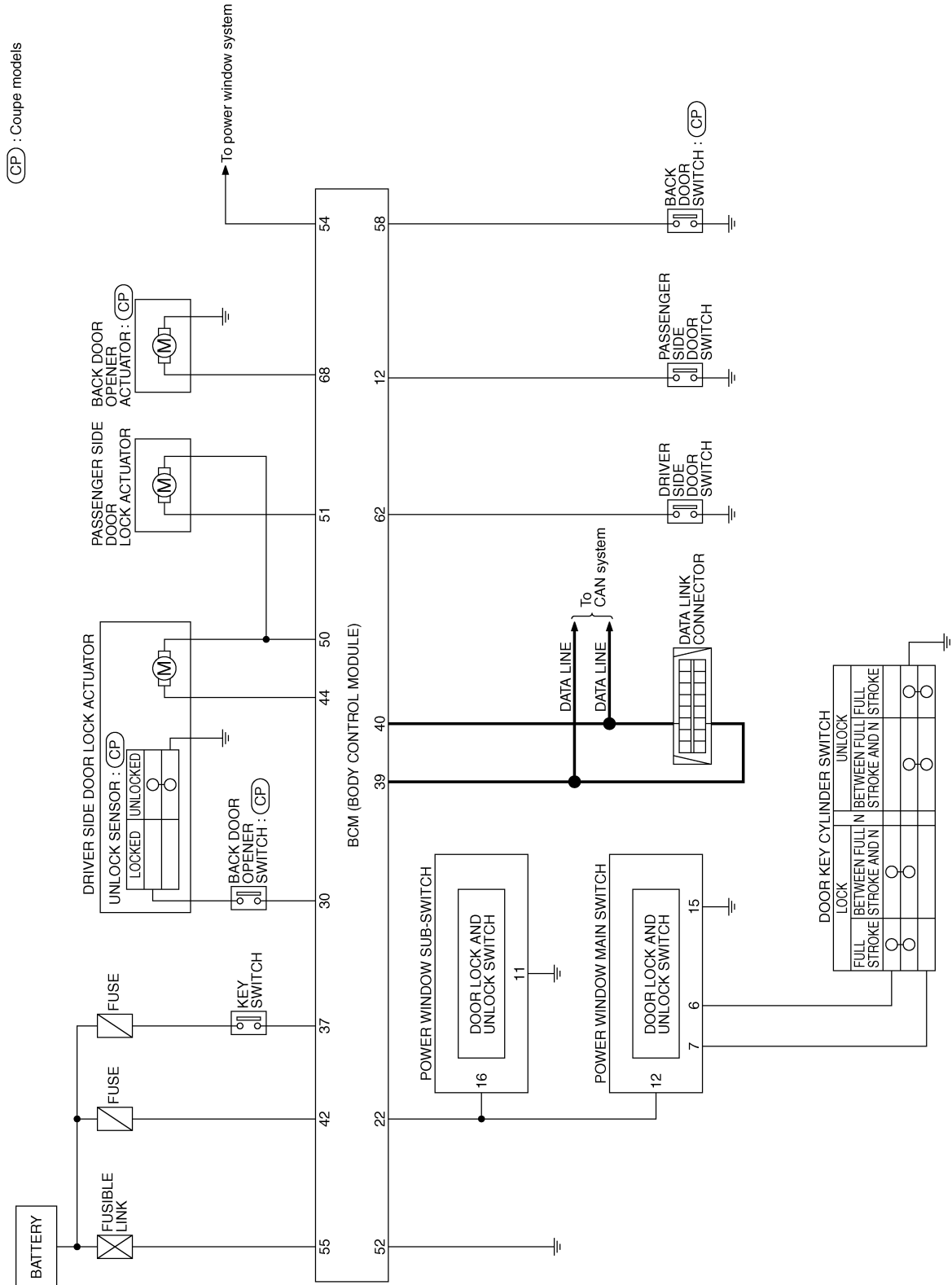
- to BCM terminal 68
- through back door opener actuator terminals 1 and 2 and
- through body grounds B5, B6, D105 and T14

Then back door opener actuator opens back door.

POWER DOOR LOCK SYSTEM

Schematic

NIS0000H



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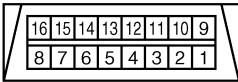
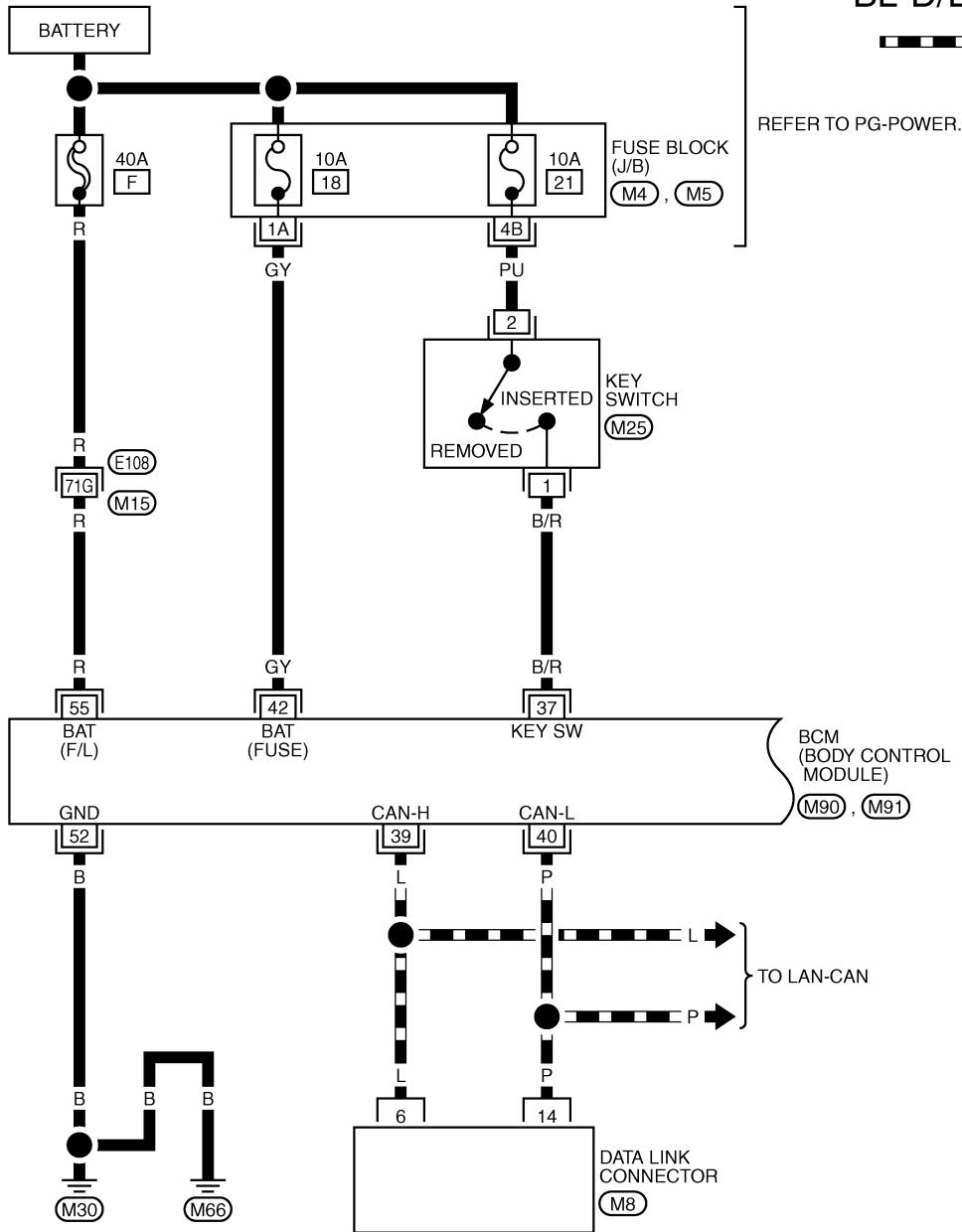
POWER DOOR LOCK SYSTEM

Wiring Diagram — D/LOCK — /For Coupe

NIS00001

BL-D/LOCK-01

▬ : DATA LINE



(M8)
W



(M25)
BR

REFER TO THE FOLLOWING.

(E108) -SUPER MULTIPLE JUNCTION (SMJ)

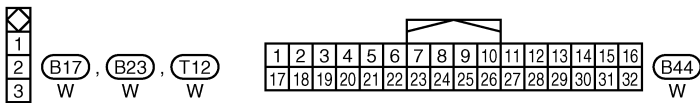
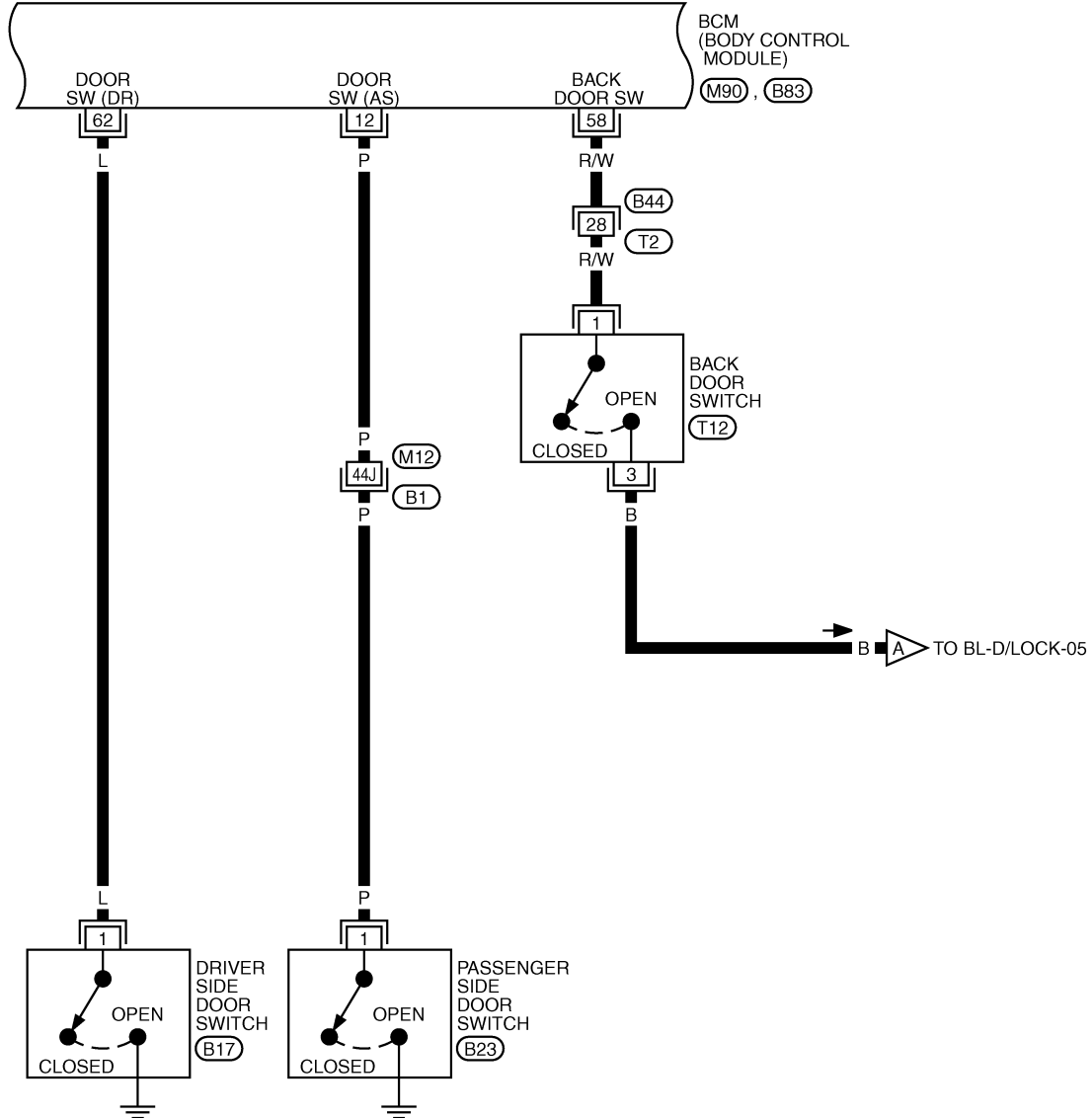
(M4), (M5) -FUSE BLOCK-JUNCTION BOX (J/B)

(M90), (M91) -ELECTRICAL UNITS

TIWT1566E

POWER DOOR LOCK SYSTEM

BL-D/LOCK-02



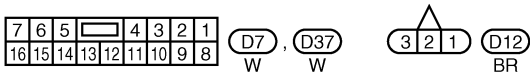
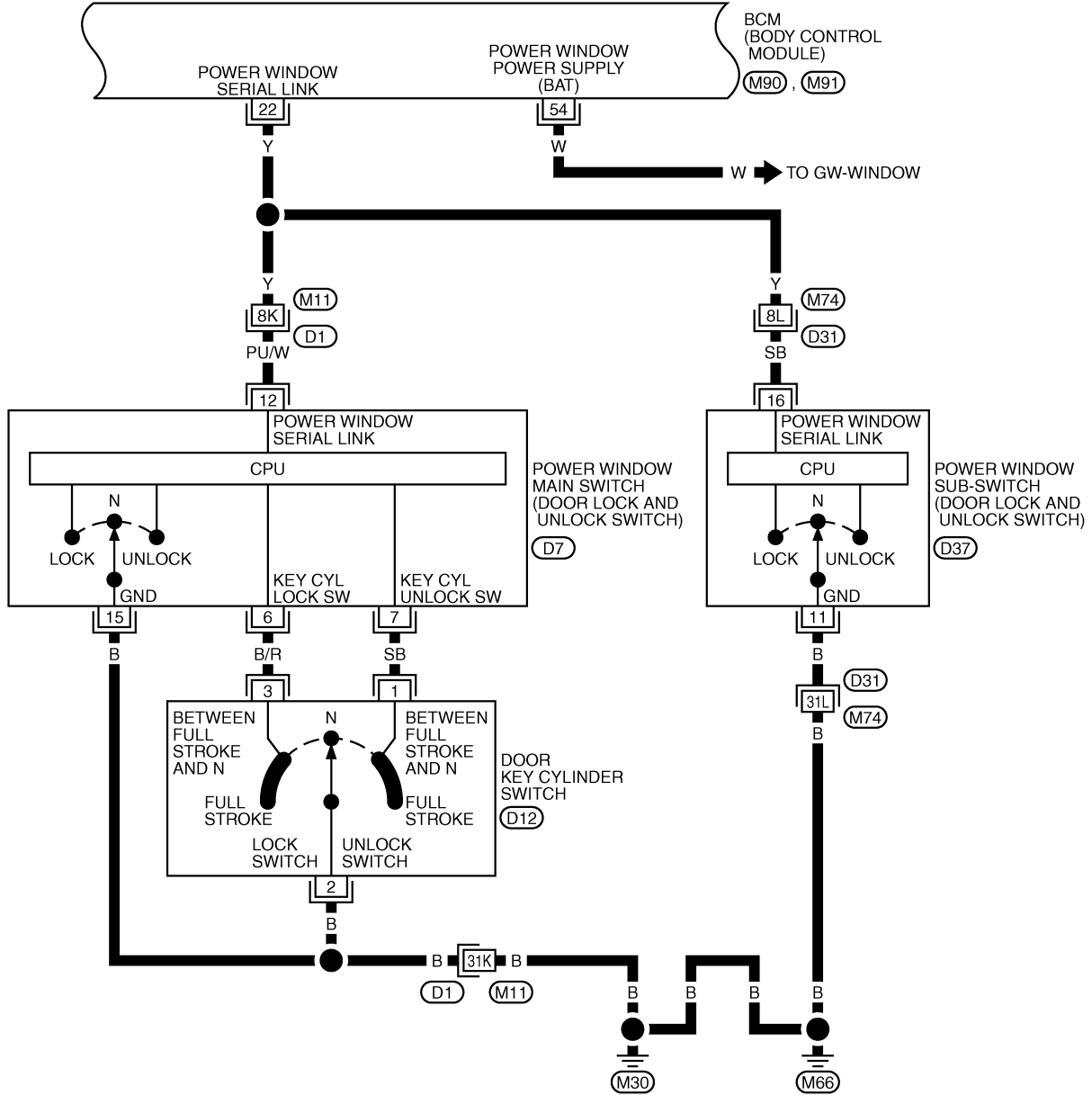
REFER TO THE FOLLOWING.

- (B1) -SUPER MULTIPLE JUNCTION (SMJ)
- (M90), (B83) -ELECTRICAL UNITS

TIWT1567E

POWER DOOR LOCK SYSTEM

BL-D/LOCK-03

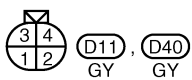
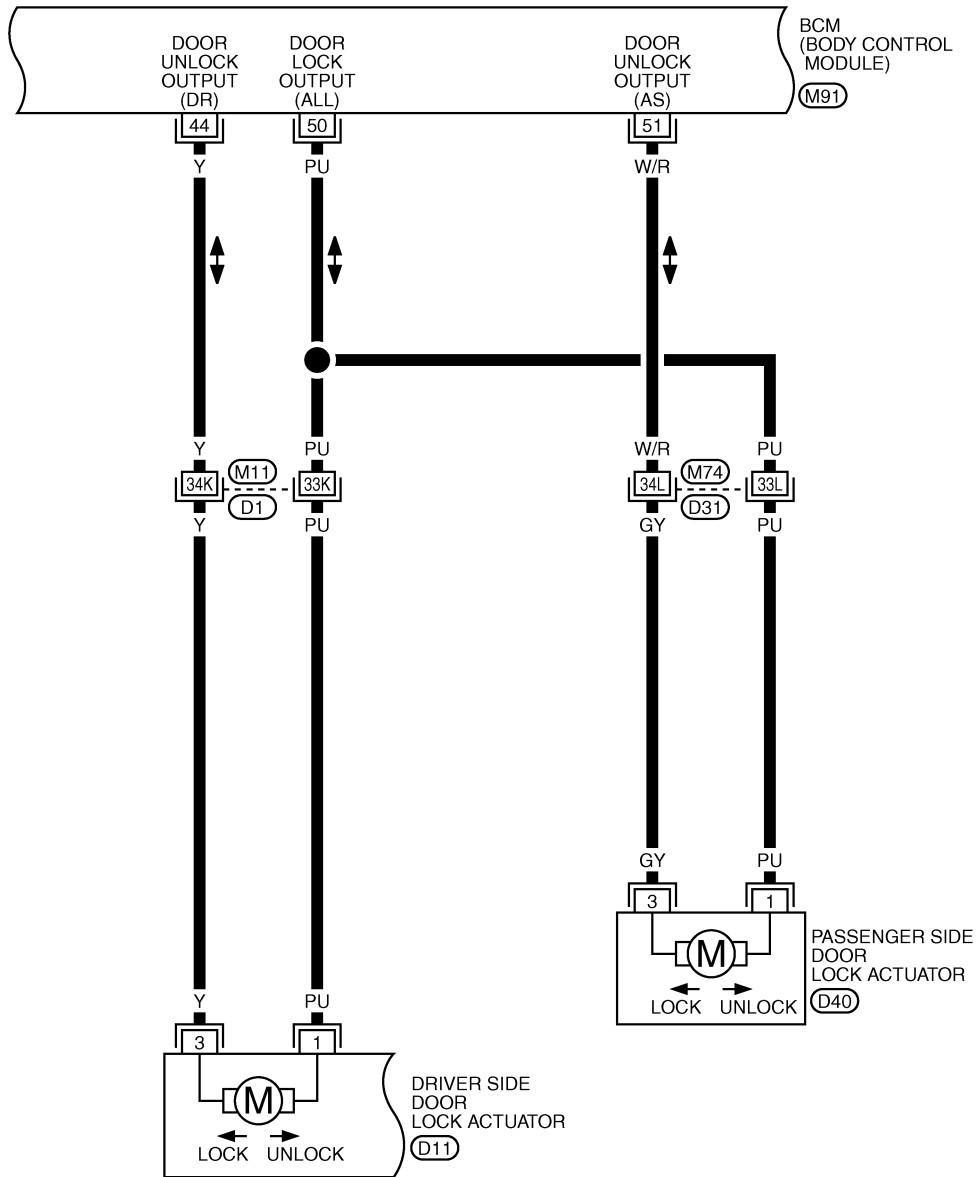


REFER TO THE FOLLOWING.
 (D1), (D31) -SUPER MULTIPLE JUNCTION (SMJ)
 (M90), (M91) -ELECTRICAL UNITS

TIWT1568E

POWER DOOR LOCK SYSTEM

BL-D/LOCK-04

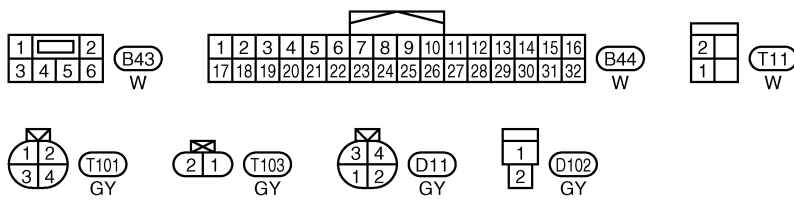
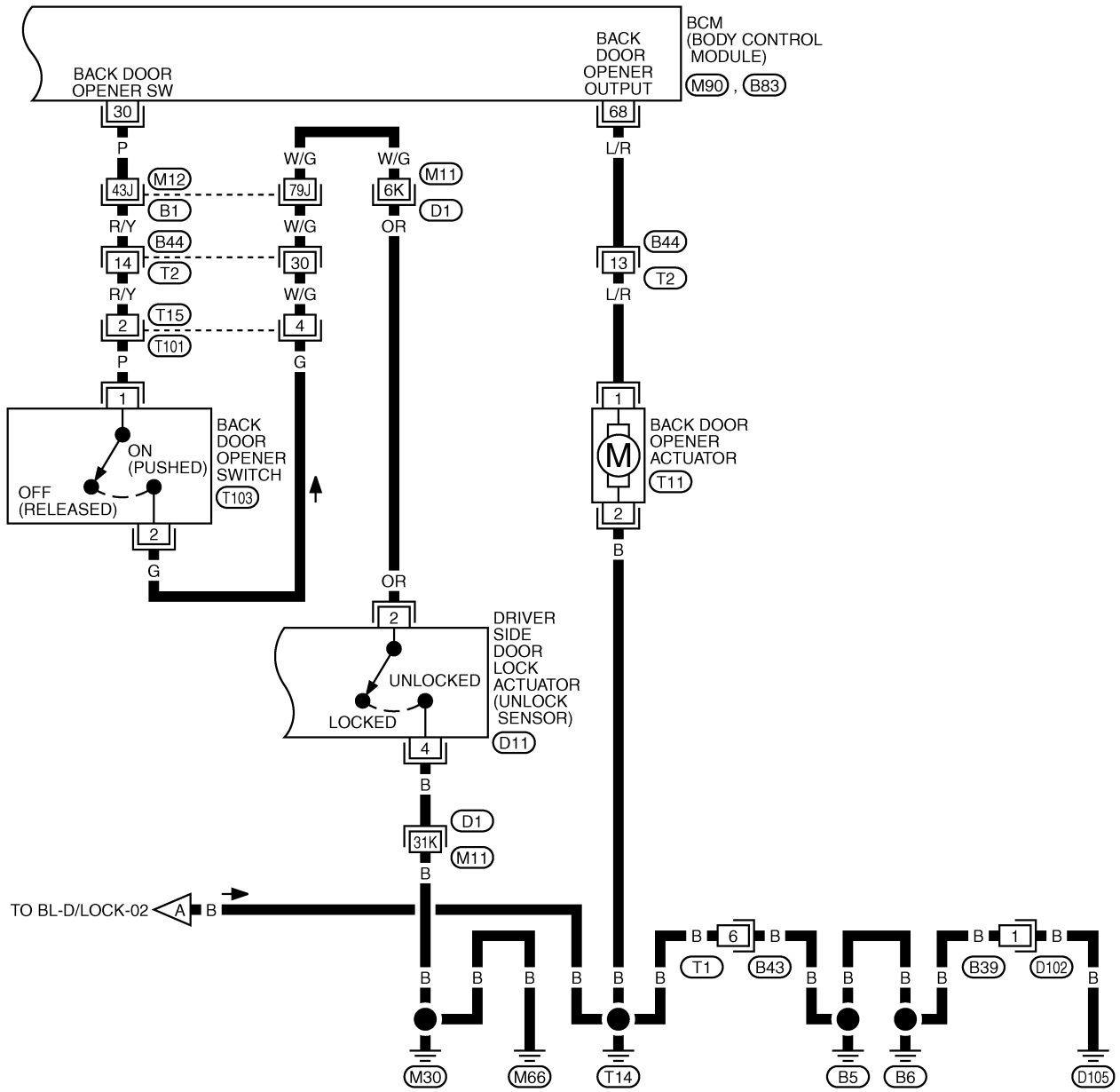


REFER TO THE FOLLOWING.
 (D1) , (D31) -SUPER MULTIPLE JUNCTION (SMJ)
 (M91) -ELECTRICAL UNITS

TIWT1569E

POWER DOOR LOCK SYSTEM

BL-D/LOCK-05



REFER TO THE FOLLOWING.
 (B1), (D1) -SUPER MULTIPLE JUNCTION (SMJ)
 (M90), (B83) -ELECTRICAL UNITS

TIWT2262E

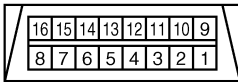
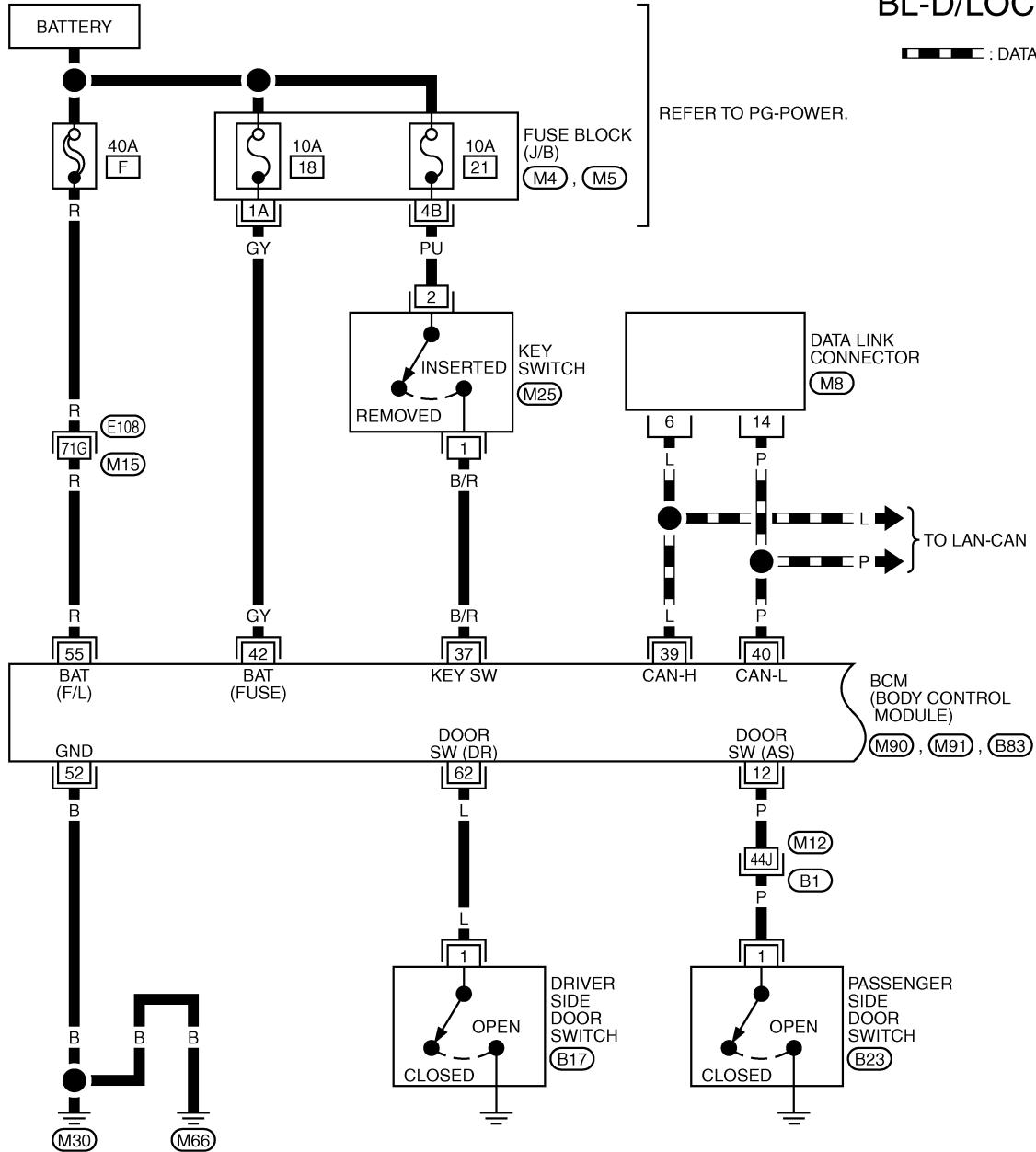
POWER DOOR LOCK SYSTEM

Wiring Diagram — D/LOCK — /For Roadster

NIS0000J

BL-D/LOCK-06

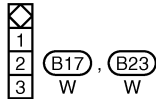
▬ : DATA LINE



(M8)
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(B17), (B23)
W W

REFER TO THE FOLLOWING.

(E108), (B1) -SUPER MULTIPLE JUNCTION (SMJ)

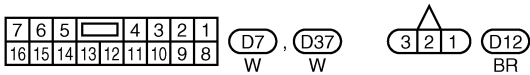
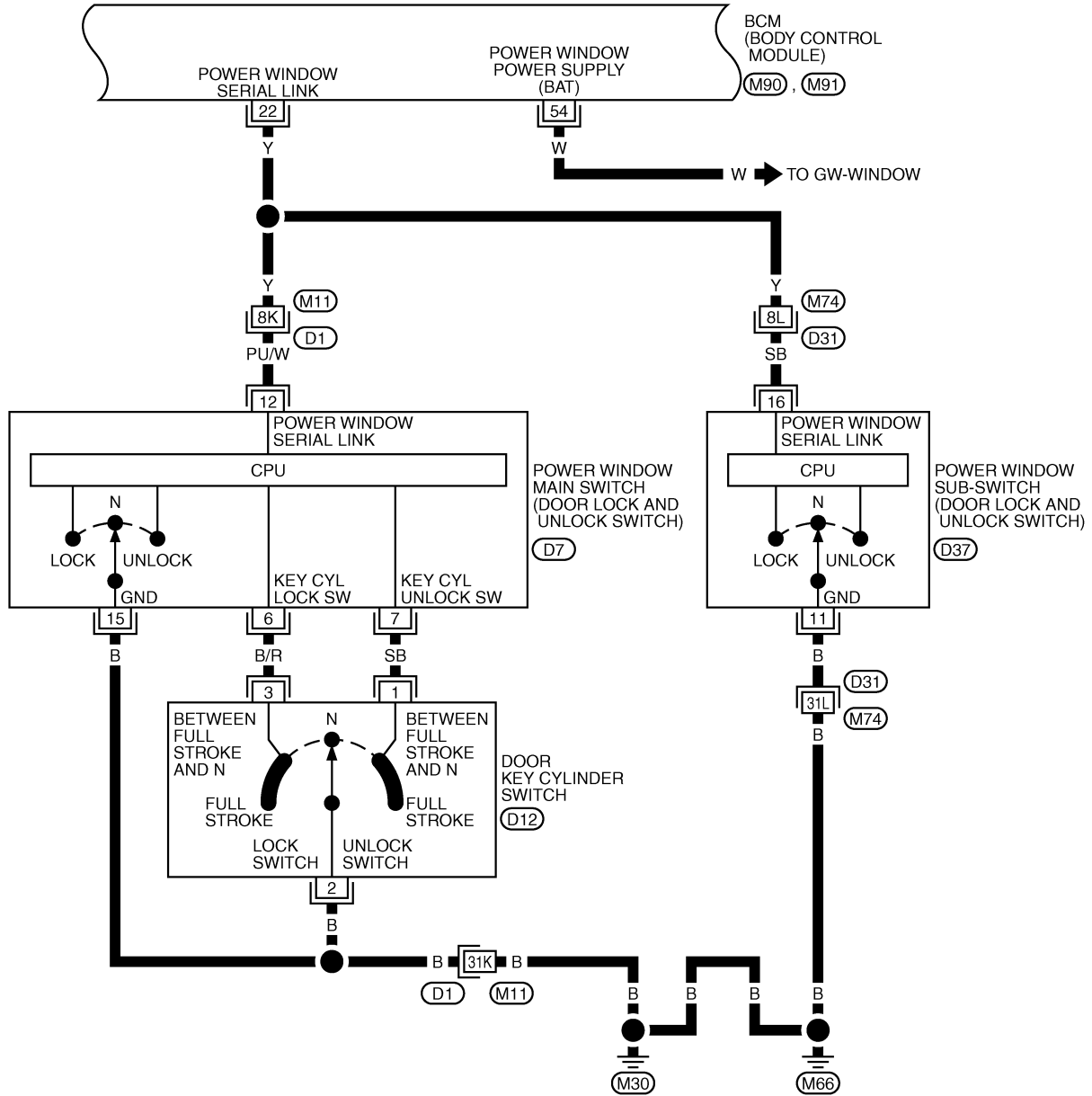
(M4), (M5) -FUSE BLOCK-JUNCTION BOX (J/B)

(M90), (M91), (B83) -ELECTRICAL UNITS

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POWER DOOR LOCK SYSTEM

BL-D/LOCK-07

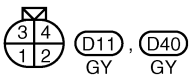
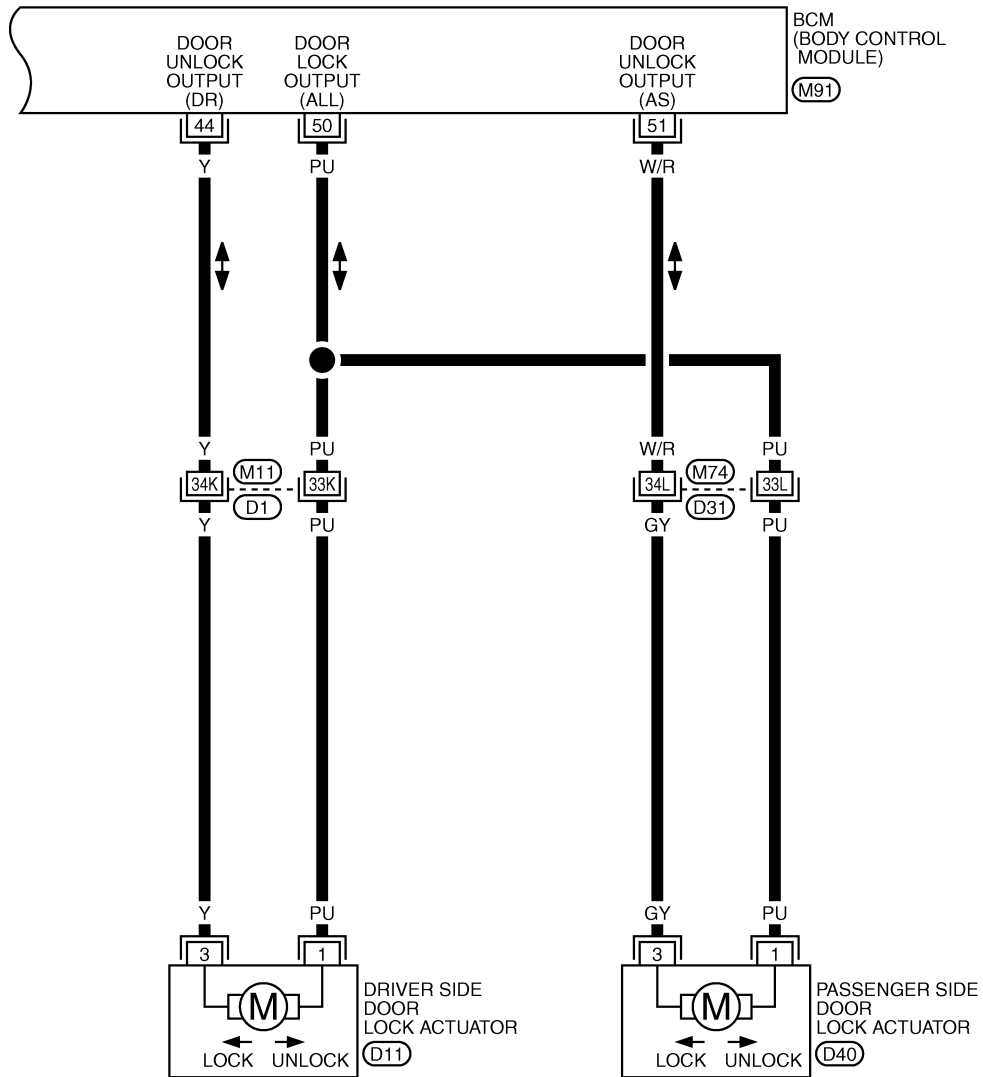


REFER TO THE FOLLOWING.
D1 , D31 -SUPER MULTIPLE JUNCTION (SMJ)
M90 , M91 -ELECTRICAL UNITS

TIWT1572E

POWER DOOR LOCK SYSTEM

BL-D/LOCK-08



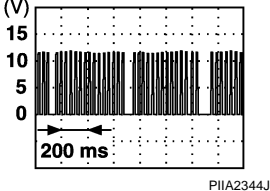
REFER TO THE FOLLOWING.
 (D1), (D31) -SUPER MULTIPLE JUNCTION (SMJ)
 (M91) -ELECTRICAL UNITS

TIWT1573E

POWER DOOR LOCK SYSTEM

Terminals and Reference Value for BCM

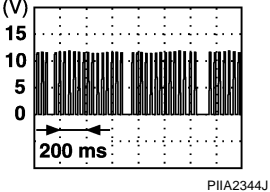
NIS0000K

Terminal	Wire color	Item	Signal Input/ Output	Condition	Voltage (V) (Approx.)
12	P	Passenger side door switch	Input	ON (Open) → OFF (Closed)	0 → 5
22	Y	Power window switch serial link	Input/ Output	—	
30	P	Back door opener switch	Input	Press the back door opener switch when driver side door is unlocked	5 → 0
37	B/R	Ignition key switch (insert)	Input	ON (Key inserted) → OFF (Key removed from IGN key cylinder)	Battery voltage → 0
39	L	CAN-H	Input/ Output	—	—
40	P	CAN-L	Input/ Output	—	—
42	GY	Power source (Fuse)	Input	—	Battery voltage
44	Y	Driver side door lock actuator (unlock)	Output	Door lock / unlock switch (Free → Unlock)	0 → Battery voltage → 0
50	PU	All door lock actuator (lock)	Output	Door lock / unlock switch (Free → Lock)	0 → Battery voltage → 0
51	W/R	Passenger side door lock actuator (unlock)	Output	Door lock / unlock switch (Free → Unlock)	0 → Battery voltage → 0
52	B	Ground	—	—	0
55	R	Power source (Fusible link)	Input	—	Battery voltage
58	R/W	Back door switch	Input	ON (Open) → OFF (Closed)	0 → Battery voltage *
62	L	Driver side door switch	Input	ON (Open) → OFF (Closed)	0 → 5
68	L/R	Back door opener output	Output	Press the back door opener switch when driver side door is unlocked	0 → Battery voltage

*When interior lamp battery saver control is in OFF: Approx. 5V

Terminal and Reference Value for Power Window Main Switch

NIS0000L

Terminal	Wire color	Item	Condition	Voltage (V) (Approx.)
6	B/R	Key cylinder switch lock signal	Key position (Neutral → Locked)	5 → 0
7	SB	Key cylinder switch unlock signal	Key position (Neutral → Unlocked)	5 → 0
12	PU/W	Power window switch serial link	—	
15	B	Ground	—	0

POWER DOOR LOCK SYSTEM

Work Flow

NIS0000M

1. Check the symptom and customer's requests.
2. Understand the outline of system. Refer to [BL-23, "System Description"](#) .
3. Does power door lock system operate normally? If Yes, GO TO 6, If No, GO TO 4.
4. INSPECTION END.

CONSULT-III Function (BCM)

NIS0000N

CONSULT-III can display each diagnostic item using the diagnostic test modes shown following.

BCM diagnosis part	Inspection item, self-diagnosis mode	Content
Door lock	Work support	Changes the setting for each function.
	Data monitor	Displays BCM input data on real-time basis.
	Active test	Sends drive signals to door lock actuator to perform operation check.

WORK SUPPORT

Work item	Description
DOOR LOCK-UNLOCK SET	Select unlock mode can be changed in this mode. Selects ON-OFF of select unlock mode.
ANTI-LOCK OUT SET	Key reminder door mode can be changed in this mode. Selects ON-OFF of key reminder door mode.

DATA MONITOR

Monitor item "operation"	Content
KEY ON SW	"ON/OFF" Indicates [ON/OFF] condition of key switch.
LOCK SW DR/AS	"ON/OFF" Indicates [ON/OFF] condition of lock signal from lock/unlock switch of driver and passenger side.
UNLK SW DR/AS	"ON/OFF" Indicates [ON/OFF] condition of unlock signal from lock/unlock switch of driver and passenger side.
KEY CYL LK-SW	"ON/OFF" Indicates [ON/OFF] condition of lock signal from key cylinder.
KEY CYL UN-SW	"ON/OFF" Indicates [ON/OFF] condition of unlock signal from key cylinder.
LK BUTTON/SIG	"ON/OFF" Indicates [ON/OFF] condition of lock signal from key fob.
UN BUTTON/SIG	"ON/OFF" Indicates [ON/OFF] condition of unlock signal from key fob.
IGN ON SW	"ON/OFF" Indicates [ON/OFF] condition of ignition switch.
DOOR SW-DR	"ON/OFF" Indicates [ON/OFF] condition of driver side door switch.
DOOR SW-AS	"ON/OFF" Indicates [ON/OFF] condition of passenger side door switch.
BACK DOOR SW*1	"ON/OFF" Indicates [ON/OFF] condition of back door switch.
TRNK OPN MNTR*2	"ON/OFF" Indicates [ON/OFF] condition of trunk lid opener switch.

*1: For Coupe

*2: For Roadster

ACTIVE TEST

Test item	Content
ALL D/LK MTR	This test is able to check all door lock actuators lock operation. These actuators lock when "ON" on CONSULT-III screen is touched.
DR D/UN MTR	This test is able to check driver side door lock actuator unlock operation. This actuator unlock when "ON" on CONSULT-III screen is touched.
NON DR D/UN	This test is able to check door lock actuators (except driver side door lock actuator) unlock operation. These actuator unlock when "ON" on CONSULT-III screen is touched.

POWER DOOR LOCK SYSTEM

Trouble Diagnoses Symptom Chart

NIS00000

Symptom	Diagnoses service procedure	Reference to page
Key reminder door system does not operate properly.	1. Check power supply and ground circuit of BCM.	BL-37
	2. Check key switch (Insert) .	BL-40
	3. Check door switch .	BL-38
	4. Replace BCM.	BCS-17
Power door lock does not operate by door lock and unlock switch on power window main switch or power window sub-switch.	1. Check power supply and ground circuit of BCM.	BL-37
	2. Check door lock and unlock switch .	BL-42
	3. Check driver side door lock actuator .	BL-45
	4. Check passenger side door lock actuator .	BL-46
	5. Replace BCM	BCS-17
Driver side door lock actuator does not operate.	1. Check power supply and ground circuit of BCM.	BL-37
	2. Check driver side door lock actuator .	BL-45
Passenger side door lock actuator does not operate.	1. Check power supply and ground circuit of BCM.	BL-37
	2. Check passenger side door lock actuator .	BL-46
Power door lock does not operate by door key cylinder operation, but operates by door lock and unlock switch.	1. Check power supply and ground circuit of BCM.	BL-37
	2. Check door key cylinder switch .	BL-47
	3. Replace power window main switch.	—
Back door opener does not operate.	1. Check power supply and ground of BCM.	BL-37
	2. Check back door opener switch .	BL-48
	3. Check back door opener actuator .	BL-50

POWER DOOR LOCK SYSTEM

Check Power Supply and Ground Circuit of BCM CHECK FUSE

NIS0000P

1. FUSE INSPECTION

1. Turn ignition switch OFF.
2. Check the following.
 - 40A fusible link (letter **F** , located in the fuse and fusible link box)
 - 10A fuse [No.18, located in the fuse block (J/B)]

NOTE:

Refer to [BL-21, "Component Parts and Harness Connector Location"](#) .

OK or NG

OK >> GO TO 2.

NG >> If fuse is blown, be sure to eliminate cause of malfunction before installing new fuse. Refer to [PG-4, "POWER SUPPLY ROUTING CIRCUIT"](#) .

2. CHECK POWER SUPPLY CIRCUIT

1. Disconnect BCM connector.
2. Check voltage between BCM harness connector M91 terminal 42, 55 and ground.

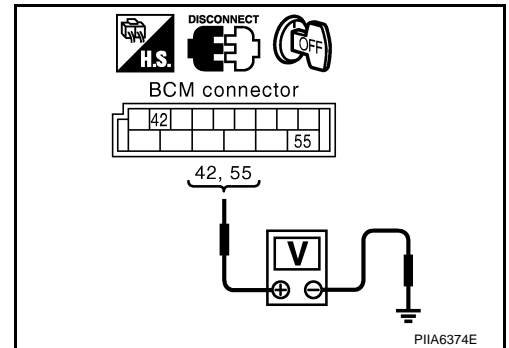
42 (GY) - Ground : Battery voltage

55 (R) – Ground : Battery voltage

OK or NG

OK >> GO TO 3.

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



3. CHECK GROUND CIRCUIT

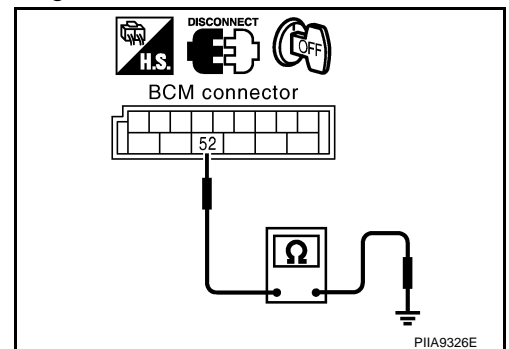
Check continuity between BCM harness connector M91 terminal 52 and ground.

52 (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.



POWER DOOR LOCK SYSTEM

NIS0000Q

Check Door Switch

1. CHECK DOOR SWITCH INPUT SIGNAL

With CONSULT-III

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

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

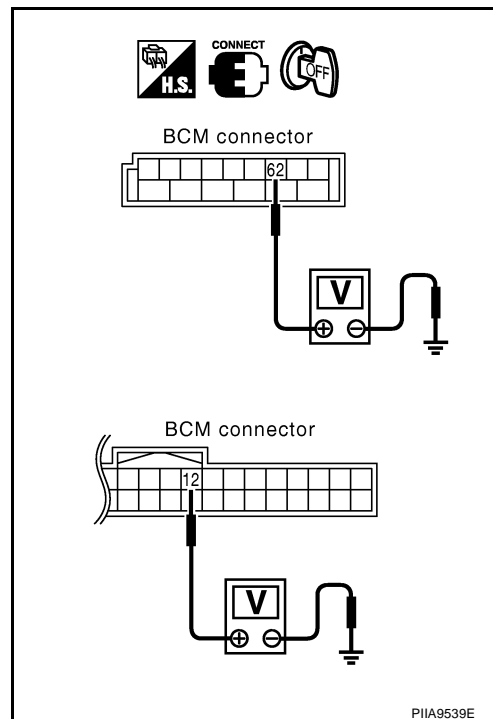
Without CONSULT-III

Check voltage between BCM connector and ground.

Item	Terminals			Condition of door switch	Voltage (V) (Approx.)
	Con- nector	(+)	(-)		
			Terminal (Wire color)		
Driver side door switch	B83	62 (L)	Ground	Open	0
				Close	5
Passenger side door switch	M90	12 (P)	Ground	Open	0
				Close	5

OK or NG

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



PIIA9539E

POWER DOOR LOCK SYSTEM

2. CHECK DOOR SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect door switch and BCM connector.
3. Check continuity between door switch harness connector B17, B23, terminals 1 and BCM harness connector B83 terminals 62 (driver side) or M90 terminal 12 (passenger side).

Driver side door

1 (L) – 62 (L) : Continuity should exist.

Passenger door

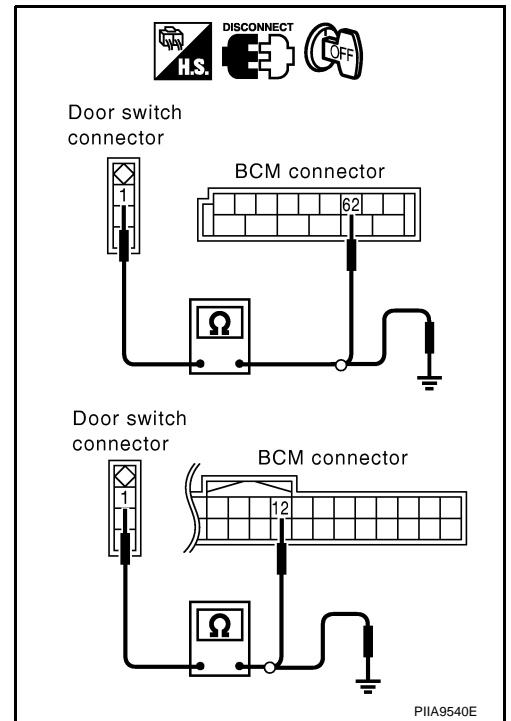
1 (P) – 12 (P) : Continuity should exist.

4. Check continuity between door switch harness connector B17, B23, terminals 1 and ground.

1 (L or P) – Ground : Continuity should not exist.

OK or NG

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



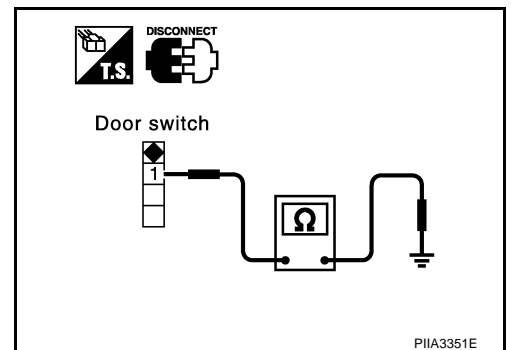
3. CHECK DOOR SWITCH

Check continuity between door switch harness connector B17 (driver side) or B23 (passenger side) terminal 1 and ground.

Terminal (Wire color)		Door switch	Continuity
1 (L or P)	Ground	Pushed	No
		Released	Yes

OK or NG

- OK >> Further inspection is necessary. Refer to symptom chart.
 NG >> Replace malfunction door switch.



POWER DOOR LOCK SYSTEM

NIS0000R

Check Key Switch (insert)

1. CHECK KEY SWITCH INPUT SIGNAL

With CONSULT-III

Check ignition key cylinder switch "KEY ON SW" in "DATE MONITOR" mode with CONSULT-II

- When key is inserted in ignition key cylinder

KEY ON SW :ON

- When key is removed in ignition key cylinder

KEY ON SW :OFF

Without CONSULT-III

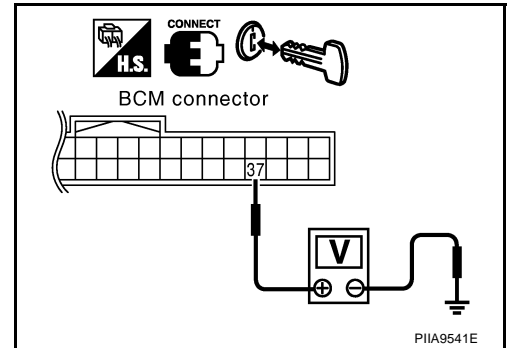
Check voltage between BCM connector and ground.

Connector	Terminal (Wire color)		Condition	Voltage (V) (Approx.)
	(+)	(-)		
M90	37 (B/R)	Ground	Key is inserted	Battery voltage
			Key is removed	0

OK or NG

OK >> Key switch is OK.

NG >> GO TO 2.



2. CHECK KEY SWITCH (INSERT)

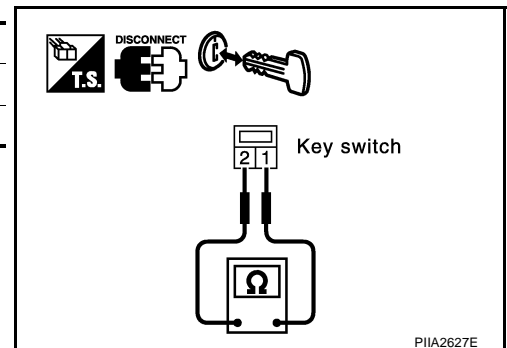
- Turn ignition switch OFF.
- Disconnect key switch connector.
- Check continuity between key switch terminals 1 and 2.

Connector	Terminals	Condition	Continuity
M25	1 2	Key is inserted in ignition key cylinder	Yes
		Key is removed from ignition key cylinder	No

OK or NG

OK >> GO TO 3.

NG >> Replace key switch.



POWER DOOR LOCK SYSTEM

3. CHECK KEY SWITCH CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between BCM harness connector M90 terminal 37 and key switch harness connector M25 terminal 1.

37 (B/R) - 1 (B/R) : Continuity should exist.

3. Check continuity between BCM harness connector M90 terminal 37 and ground.

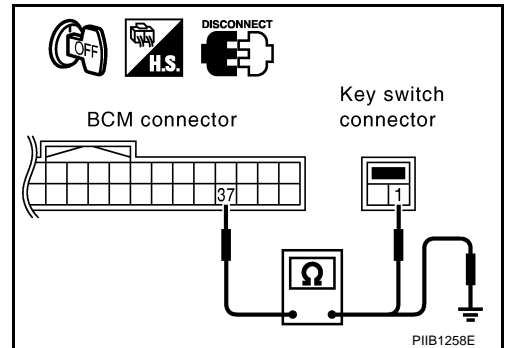
37 (B/R) - Ground : Continuity should not exist.

OK or NG

OK >> Check the following.

- 10A fuse [No.21, located in the fuse block (J/B)]
- Harness for open or short between key switch and fuse

NG >> Repair harness or connector.



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

POWER DOOR LOCK SYSTEM

NIS0000S

Check Door Lock and Unlock Switch

1. CHECK POWER WINDOW OPERATION

Does power window system operate normally?

YES or NO?

YES >> GO TO 2

NO >> Refer to [GW-30, "Trouble Diagnoses Symptom Chart"](#) .

2. CHECK DOOR LOCK AND UNLOCK SWITCH OUTPUT SIGNAL

① With CONSULT-III

Check door lock and unlock switch ("LOCK SW DR/AS", "UNLK SW DR/AS") in DATA MONITOR mode with CONSULT-II. Refer to [BL-35, "DATA MONITOR"](#) .

- When door lock and unlock switch is turned to LOCK

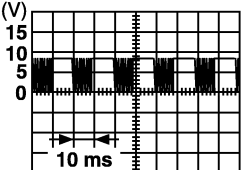
CDL LOCK SW :ON

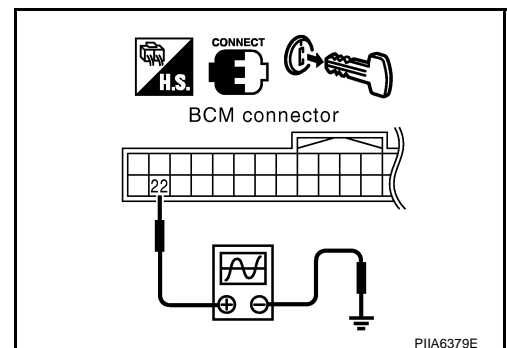
- When door lock and unlock switch is turned to UNLOCK

CDL UNLOCK SW :ON

⊗ Without CONSULT-III

- Remove key from ignition switch, and close the doors of driver side and passenger side.
- Check the signal between BCM connector and ground with oscilloscope when door lock and unlock switch (driver side and passenger side) is turned "LOCK" or "UNLOCK".
- Make sure signals which are shown in the figure below can be detected during 10 second just after door lock and unlock switch (driver side or passenger side) is turned "LOCK" or "UNLOCK".

Connector	Terminal (Wire color)		Signal (Reference value)
	(+)	(-)	
M90	22 (Y)	Ground	 PIIA1297E



OK or NG

OK >> GO TO 3.

NG >> GO TO 4.

3. CHECK BCM OUTPUT SIGNAL

Check power window serial link ("POWER WINDOW DOWN") in "ACTIVE TEST" mode with CONSULT-III. Refer to [BL-74, "Active Test"](#) .

When "ACTIVE TEST" is executed, the window of driver side and passenger side are go down.

OK or NG

OK >> Further inspection is necessary. Refer to symptom chart.

NG >> Replace BCM.

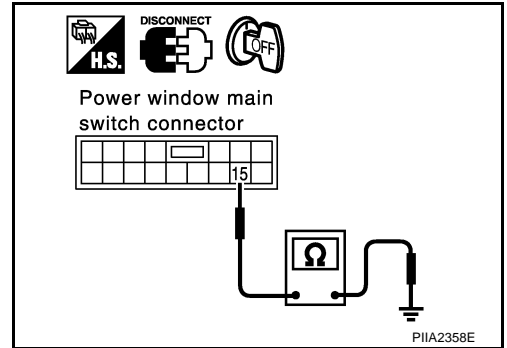
POWER DOOR LOCK SYSTEM

4. CHECK DOOR LOCK AND UNLOCK SWITCH GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect power window main switch (door lock and unlock switch) and power window sub-switch (door lock and unlock switch) connector.
3. Check continuity between power window main switch (door lock and unlock switch) harness connector D7 terminal 15 and ground.

15 (B) – Ground

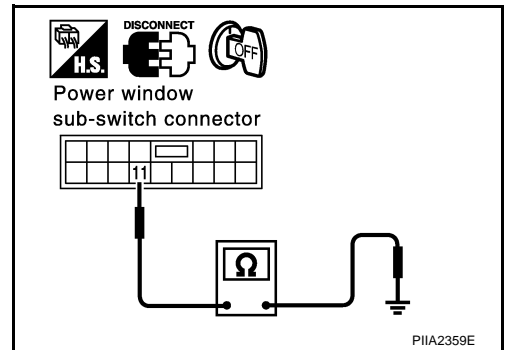
: Continuity should exist.



4. Check continuity between power window sub-switch (door lock and unlock switch) harness connector D37 terminal 11 and ground.

11 (B) – Ground

: Continuity should exist.



OK or NG

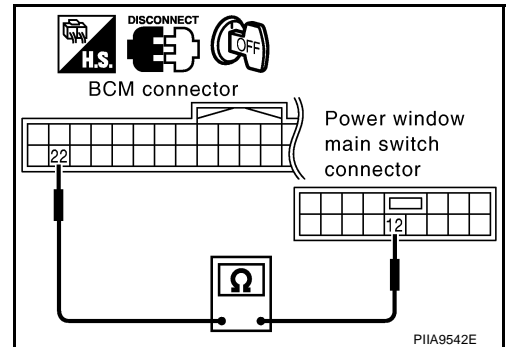
- OK >> GO TO 5.
- NG >> Repair or replace harness.

POWER DOOR LOCK SYSTEM

5. CHECK POWER WINDOW SERIAL LINK CIRCUIT

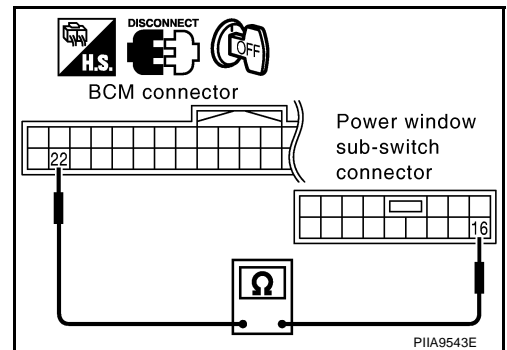
1. Disconnect BCM connector.
2. Check continuity between BCM harness connector M90 terminal 22 and power window main switch (door lock and unlock switch) harness connector D7 terminal 12.

22 (Y) – 12 (PU/W) : Continuity should exist.



3. Check continuity between BCM harness connector M90 terminal 22 and power window sub-switch (door lock and unlock switch) harness connector D37 terminal 16.

22 (Y) – 16 (SB) : Continuity should exist.



OK or NG

- OK >> Replace power window main switch.
- NG >> Repair or replace harness.

POWER DOOR LOCK SYSTEM

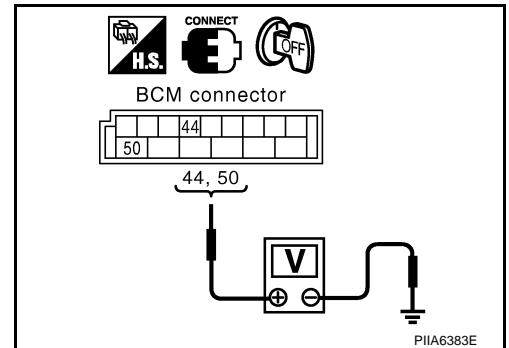
NIS0000T

Check Driver Side Door Lock Actuator

1. CHECK DOOR LOCK ACTUATOR SIGNAL

1. Turn ignition switch OFF.
2. Check voltage between BCM connector and ground.

Connector	Terminal (Wire color)		Condition	Voltage (V) (Approx.)	
	(+)	(-)			
M91	44 (Y)	Ground	Driver door lock/unlock switch is turned to UNLOCK.	0 →	Battery voltage → 0
	50 (PU)		Driver door lock/unlock switch is turned to LOCK.	0 →	Battery voltage → 0



OK or NG

- OK >> GO TO 2.
 NG >> Replace BCM.

2. CHECK DOOR LOCK ACTUATOR CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between BCM harness connector M91 terminals 44, 50 and driver side door lock actuator harness connector D11 terminals 1, 3.

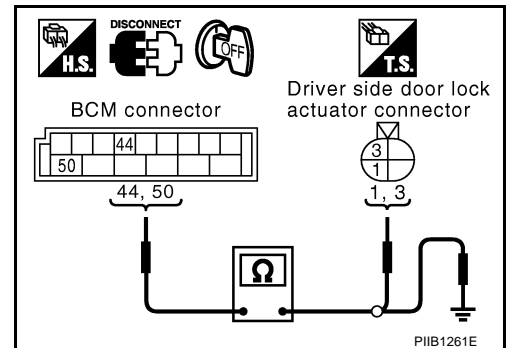
- 44 (Y) – 3 (Y) : Continuity should exist.**
50 (PU) – 1 (PU) : Continuity should exist.

3. Check continuity between BCM harness connector M91 terminals 44, 50 and ground.

- 44 (Y) – Ground : Continuity should not exist.**
50 (PU) – Ground : Continuity should not exist.

OK or NG

- OK >> Replace driver side door lock actuator.
 NG >> Repair or replace harness between BCM and driver side door lock actuator.



POWER DOOR LOCK SYSTEM

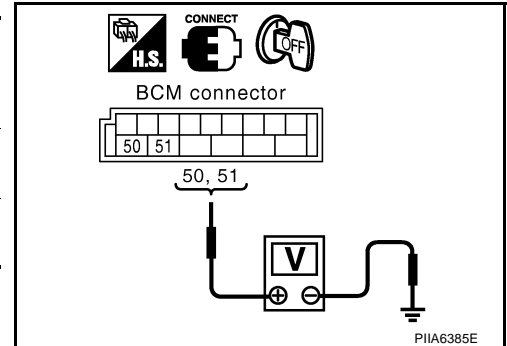
NIS0000U

Check Passenger Side Door Lock Actuator

1. CHECK DOOR LOCK ACTUATOR SIGNAL

1. Turn ignition switch OFF.
2. Check voltage between passenger side door lock actuator connector and ground.

Connector	Terminal (Wire color)		Condition	Voltage (V) (Approx.)	
	(+)	(-)			
M91	50 (PU)	Ground	Door lock/unlock switch is turned to LOCK.	0 →	Battery voltage → 0
	51 (W/R)		Door lock/unlock switch is turned to UNLOCK.	0 →	Battery voltage → 0



OK or NG

- OK >> GO TO 2.
 NG >> Replace BCM.

2. CHECK DOOR LOCK ACTUATOR CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between BCM harness connector M91 terminals 50, 51 and passenger side door lock actuator harness connector D40 terminals 1, 3.

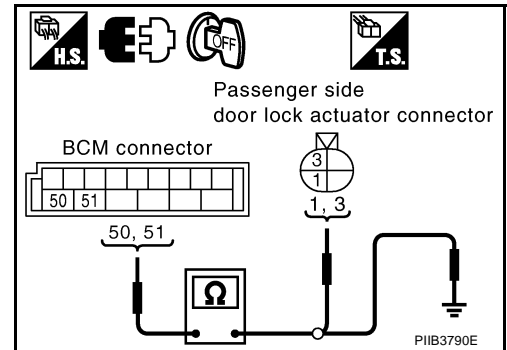
50 (PU) – 1 (PU) : Continuity should exist.

51 (W/R) – 3 (GY) : Continuity should exist.

3. Check continuity between BCM harness connector M91 terminals 50, 51 and ground.

50 (PU) – Ground : Continuity should not exist.

51 (W/R) – Ground : Continuity should not exist.



OK or NG

- OK >> Replace passenger side door lock actuator.
 NG >> Repair or replace harness between BCM and passenger side door lock actuator.

POWER DOOR LOCK SYSTEM

NIS0000V

Check Door Key Cylinder Switch

1. CHECK DOOR KEY CYLINDER SWITCH INPUT SIGNAL

With CONSULT-III

- Check door key cylinder switch ("KEY CYL LK SW") in "DATA MONITOR" mode with CONSULT-III.
"KEY CYL LK-SW" should be "ON" when key inserted in door key cylinder is turned to lock.
- Check door key cylinder switch ("KEY CYL UN-SW") in "DATA MONITOR" mode with CONSULT-III.
"KEY CYL UN-SW" should be "ON" when key inserted in door key cylinder is turned to unlock.

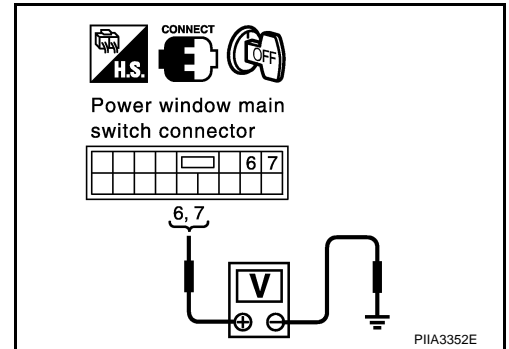
Without CONSULT-III

Check voltage between power window main switch (door lock and unlock switch) connector and ground.

Connector	Terminals		Key position	Voltage (V) (Approx.)
	(+)	(-)		
D7	6 (B/R)	Ground	Neutral/Unlock	5
			Lock	0
	7 (SB)		Neutral/Lock	5
			Unlock	0

OK or NG

- OK >> Further inspection is necessary. Refer to symptom chart.
 NG >> GO TO 2.



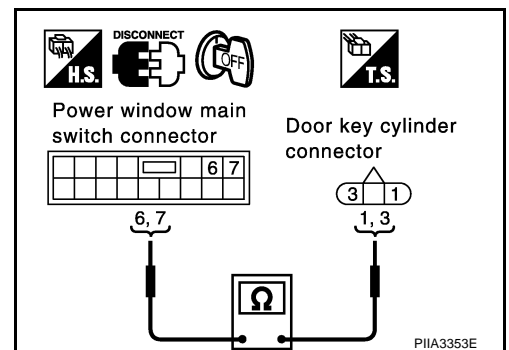
2. CHECK DOOR KEY CYLINDER SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect power window main switch (door lock and unlock switch) and door key cylinder switch connector.
3. Check continuity between power window main switch (door lock and unlock switch) harness connector D7 terminals 6, 7 and door key cylinder switch harness connector D12 terminals 1, 3.

- 6 (B/R) – 3 (B/R) : Continuity should exist.**
7 (SB) – 1 (SB) : Continuity should exist.

OK or NG

- OK >> GO TO 3.
 NG >> Repair or replace harness between power window main switch and door key cylinder switch.



POWER DOOR LOCK SYSTEM

3. CHECK DOOR KEY CYLINDER SWITCH GROUND CIRCUIT

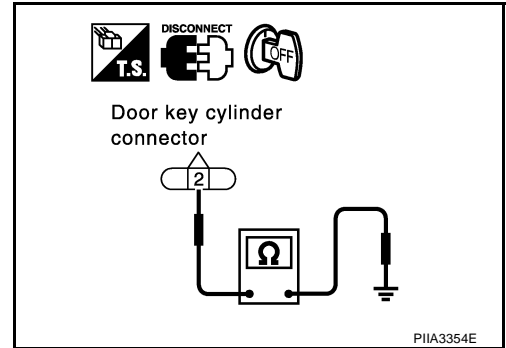
Check continuity between door key cylinder switch harness connector D12 terminal 2 and ground.

2 (B) – Ground : Continuity should exist.

OK or NG

OK >> GO TO 4.

NG >> Repair or replace harness.



4. CHECK DOOR KEY CYLINDER SWITCH

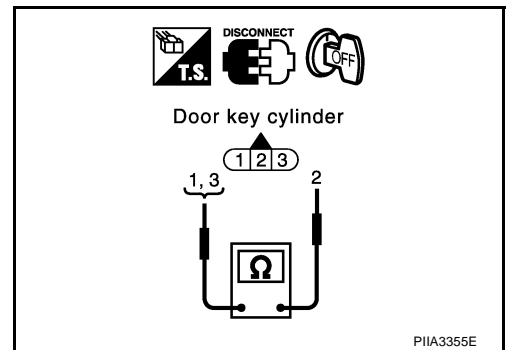
Check continuity between door key cylinder switch terminals 1, 3 and 2.

Connector	Terminals		Key position	Continuity
D12	1	2	Neutral/Lock	No
			Unlock	Yes
	3	2	Neutral/Unlock	No
			Lock	Yes

OK or NG

OK >> Further inspection is necessary. Refer to symptom chart.

NG >> Replace door key cylinder switch.



Check Back Door Opener Switch

1. CHECK BACK DOOR OPENER SIGNAL

Check voltage between BCM connector and ground. Press back door opener switch when driver side door is unlocked.

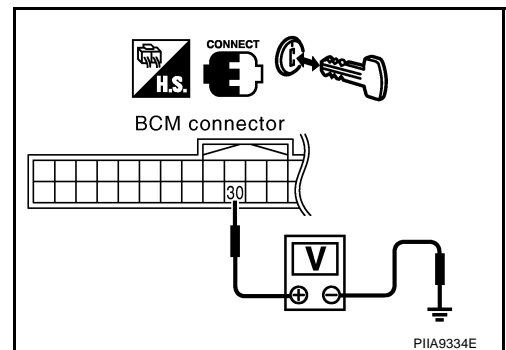
Connector	Terminals (Wire color)		Condition	Voltage (V) (Approx.)
	(+)	(-)		
M90	30 (P)	Ground	Back door opener switch ON	0
			Back door opener switch OFF	Battery voltage*

*: When interior lamp battery saver control is in OFF position. →Approx.5V

OK or NG

OK >> GO TO 2.

NG >> Replace BCM.



POWER DOOR LOCK SYSTEM

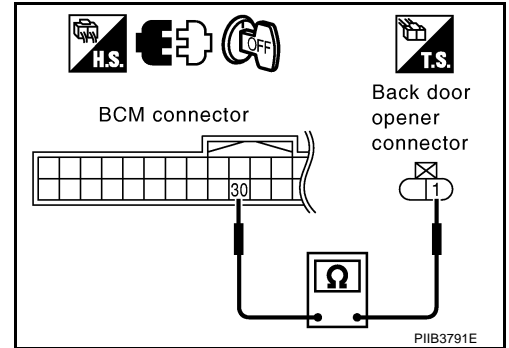
2. CHECK BACK DOOR OPENER SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM and back door opener switch connector.
3. Check continuity between BCM harness connector M90 terminal 30 and back door opener switch harness connector T103 terminal 1.

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

OK or NG

- OK >> GO TO 3.
 NG >> Repair or replace harness between BCM and back door opener switch.



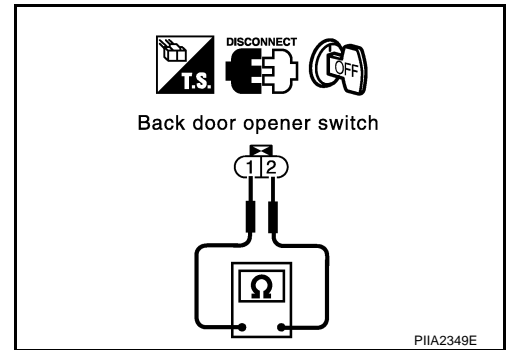
3. CHECK BACK DOOR OPENER SWITCH

Check continuity between back door opener switch terminals 1 and 2.

Connector	Terminals		Condition	Continuity
T103	1	2	Back door opener switch: ON	Yes
			Back door opener switch: OFF	No

OK or NG

- OK >> GO TO 4.
 NG >> Replace back door opener switch.



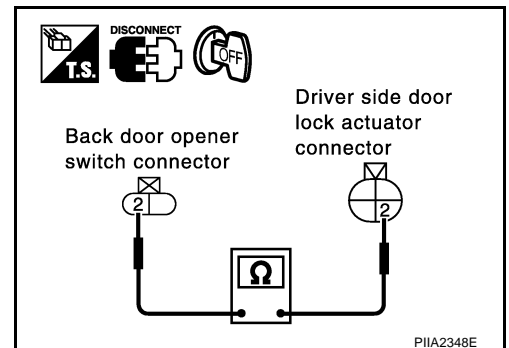
4. CHECK DOOR LOCK ACTUATOR CIRCUIT

1. Disconnect driver side door lock actuator connector.
2. Check continuity between back door opener switch harness connector T103 terminal 2 and driver side door lock actuator harness connector D11 terminal 2.

2 (G) – 2 (OR) : Continuity should exist.

OK or NG

- OK >> GO TO 5.
 NG >> Repair or replace harness between back door opener switch and driver side door lock actuator.



POWER DOOR LOCK SYSTEM

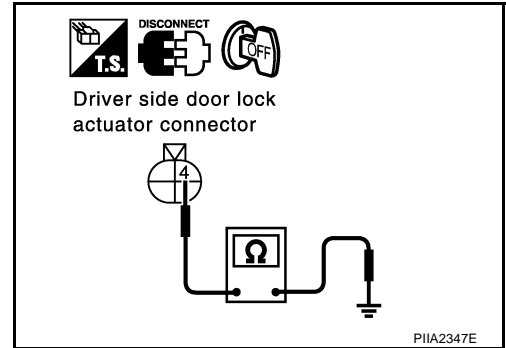
5. CHECK DOOR LOCK ACTUATOR GROUND CIRCUIT

Check continuity between driver side door lock actuator harness connector D11 terminal 4 and ground.

4 (B) – Ground : Continuity should exist.

OK or NG

- OK >> Replace driver side door lock actuator.
- NG >> Repair or replace harness.

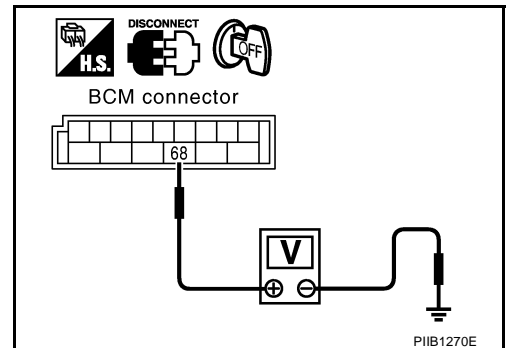


Check Back Door Opener Actuator

1. CHECK BACK DOOR OPENER ACTUATOR SIGNAL

Check voltage between BCM connector and ground.
Press the back door opener switch when driver side door is unlocked.

Connector	Terminals (Wire color)		Condition	Voltage (V) (Approx.)
	(+)	(-)		
B83	68 (L/R)	Ground	Back door opener switch ON	Battery voltage
			Back door opener switch OFF	0



OK or NG

- OK >> GO TO 2.
- NG >> Replace BCM.

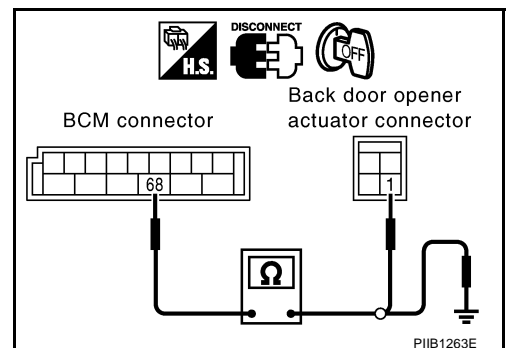
2. CHECK BACK DOOR OPENER ACTUATOR CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM and back door opener actuator connector.
3. Check continuity between BCM harness connector B83 terminal 68 and back door opener actuator harness connector T11 terminal 1.

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

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace harness between BCM and back door opener actuator.



POWER DOOR LOCK SYSTEM

3. CHECK BACK DOOR OPENER ACTUATOR GROUND CIRCUIT

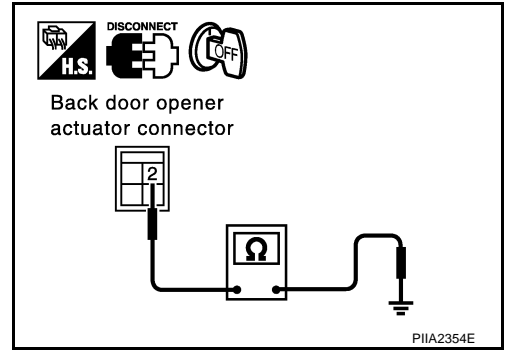
Check continuity between back door opener actuator harness connector T11 terminal 2 and ground.

2 (B) – Ground : Continuity should exist.

OK or NG

OK >> Replace back door opener actuator.

NG >> Repair or replace.



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FUEL FILLER LID OPENER

FUEL FILLER LID OPENER

PFP:78820

System Description/For RoadSter

NIS0000Y

Power is supplied at all times

- through 40A fusible link (letter **F** , located in the fuse and fusible link box)
- to BCM terminal 55,
- through 10A fuse [No.18, located in the fuse block (J/B)]
- to BCM terminal 42.

When ignition switch ACC or ON position, power is supplied

- through 10A fuse [No. 6, located in the fuse block (J/B)]
- to BCM terminal 11.

Ground is supplied

- to BCM terminal 52
- through body grounds M30 and M66.

FUEL LID OPEN OPERATION

When fuel lid opener switch is ON (pushed), ground is supplied

- to BCM terminal 58
- through fuel lid opener switch terminals 1 and 2, and
- through body grounds M30 and M66.

And power is supplied

- to BCM terminal 70
- through fuel lid opener actuator terminals 1 and 2, and
- through body grounds B5, B6, and T14.

Then fuel lid opener actuator opens fuel lid.

FUEL LID OPENER CANCEL OPERATION

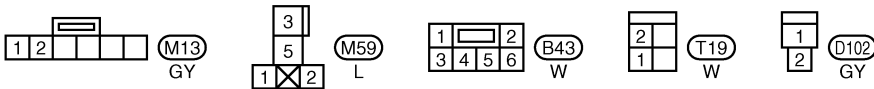
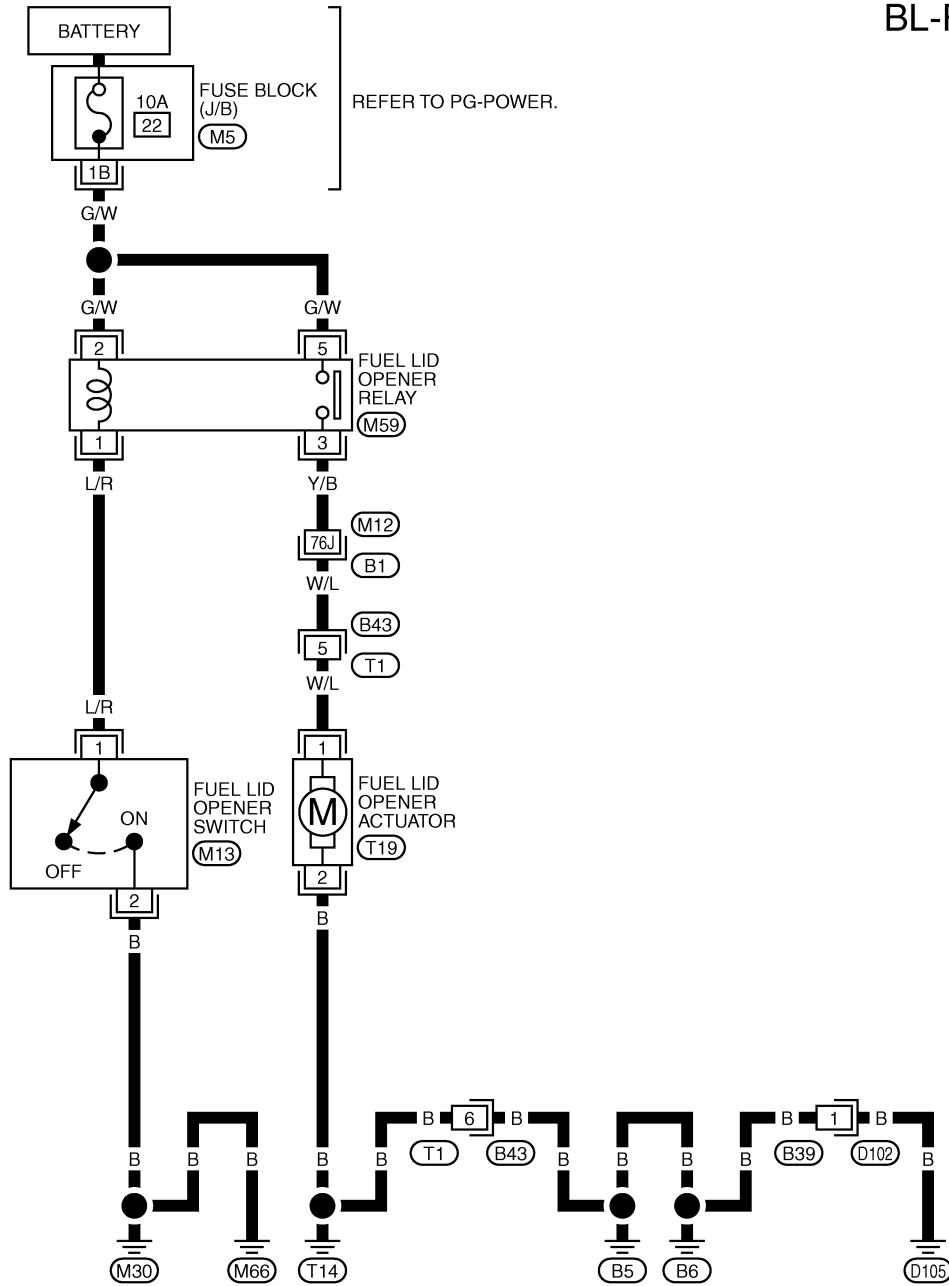
Fuel lid cannot open when vehicle condition is in arm or alarm phase.

FUEL FILLER LID OPENER

Wiring Diagram — F/LID — /For Coupe

NIS0000Z

BL-F/LID-01



REFER TO THE FOLLOWING.

(B1) -SUPER MULTIPLE JUNCTION (SMJ)

(M5) -FUSE BLOCK-JUNCTION BOX (J/B)

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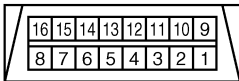
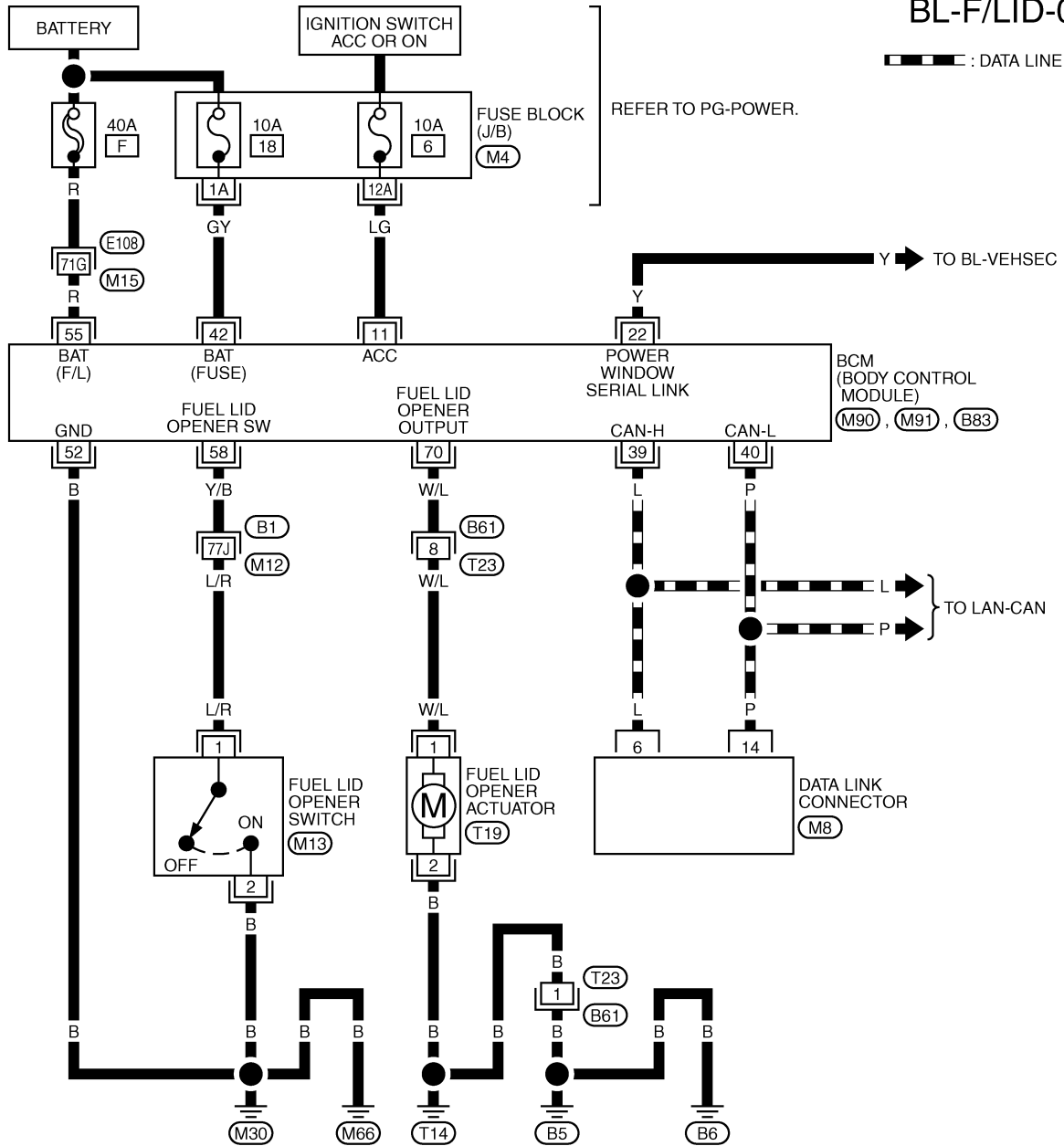
FUEL FILLER LID OPENER

Wiring Diagram — F/LID — / For Roadster

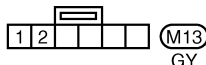
NIS00010

BL-F/LID-02

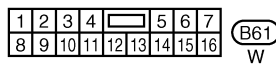
▬ : DATA LINE



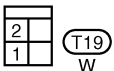
(M8)
W



(M13)
GY



(B61)
W



(T19)
W

REFER TO THE FOLLOWING.

(E108), (B1) -SUPER MULTIPLE JUNCTION (SMJ)

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

(M90), (M91), (B83) -ELECTRICAL UNIT

TIWT1575E

FUEL FILLER LID OPENER

CONSULT-III Function (BCM)/For Roadster

NIS00011

CONSULT-III can display each diagnostic item using the diagnostic test modes shown following.

BCM diagnosis part	Inspection item, self-diagnosis mode	Content
Fuel lid	Data monitor	Displays BCM input data on real-time basis.
	Active test	Sends drive signals to fuel lid opener actuator to perform operation check.

DATA MONITOR

Monitor item "operation"	Content
F/LID OPN SW	Indicates [ON/OFF] condition of fuel lid opener switch.

ACTIVE TEST

Test item	Content
FUEL LID OPEN	This test is able to check fuel lid opener actuator unlock operation. This actuator unlocks when "ON" on CONSULT-III screen is touched.

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FUEL FILLER LID OPENER

Terminals and Reference Value for BCM/For Roadster

NIS00012

Terminal	Wire color	Item	Signal Input/ Output	Condition	Voltage [V] (Approx.)
11	LG	Ignition switch (ACC)	Input	Ignition switch (ACC or ON)	Battery voltage
39	L	CAN-H	Input	—	—
40	P	CAN-L	Input	—	—
42	GY	Power source (Fuse)	Input	—	Battery voltage
52	B	Ground	—	—	0
55	R	Power source (Fusible link)	Input	—	Battery voltage
58	Y/B	Fuel lid opener switch	Input	Fuel lid opener switch is ON	0
				Fuel lid opener switch is OFF	Battery voltage
70	W/L	Fuel lid opener release output signal	Output	Fuel lid opener switch is ON	0
				Fuel lid opener switch is OFF	Battery voltage (For 0.5s)

Trouble Diagnosis/For Roadster FUEL LID DOES NOT OPEN WITH FUEL LID OPENER SWITCH

NIS00013

1. VEHICLE CONDITION

Check vehicle security system.

Arm phase or alarm phase?

Yes or No

- Yes >> Cancel arm phase or alarm phase condition.
No >> GO TO 2.

2. CHECK FUEL LID OPEN INPUT SIGNAL

Ⓟ With CONSULT-III

Check door switches ("F/LID OPN SW") in "DATA MONITOR" mode with CONSULT-III.

Monitor item	Condition
F/LID OPN SW	OPEN : ON
	CLOSE : OFF

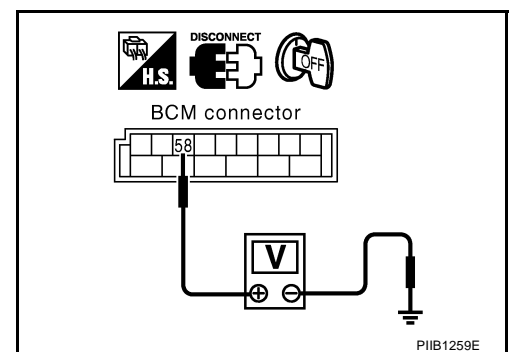
⊗ Without CONSULT-III

- Turn ignition switch OFF.
- Check voltage between BCM and ground.

Connector	Terminal (Wire color)		Condition	Voltage [V] (Approx.)
	(+)	(-)		
B83	58 (Y/B)	Ground	Fuel lid opener switch ON	0
			Fuel lid opener switch OFF	Battery voltage

OK or NG

- OK >> GO TO 3.
NG >> GO TO 6.



FUEL FILLER LID OPENER

3. CHECK FUEL LID OPEN OUTPUT SIGNAL

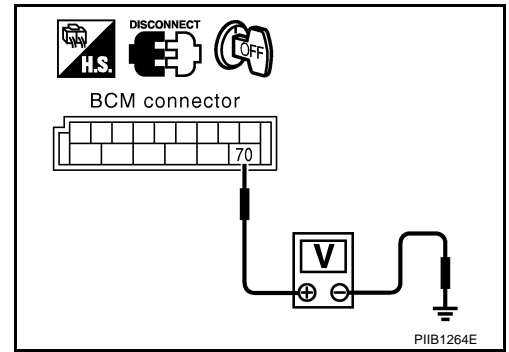
Check voltage between BCM connector and ground.

Connector	Terminal (Wire color)		Condition	Voltage [V] (Approx.)
	(+)	(-)		
B83	70 (W/L)	Ground	Fuel lid opener switch ON	Battery voltage (for 0.5s)
			Fuel lid opener switch OFF	0

OK or NG

OK >> GO TO 4.

NG >> Replace BCM. Refer to [BCS-17, "Removal and Installation of BCM"](#).



4. CHECK FUEL LID OPENER ACTUATOR CIRCUIT

1. Disconnect BCM connector and fuel lid opener actuator connector.
2. Check continuity between BCM harness connector B83 terminal 70 and fuel lid opener actuator harness connector T19 terminal 1.

70 (W/L) - 1 (W/L) : Continuity should exist.

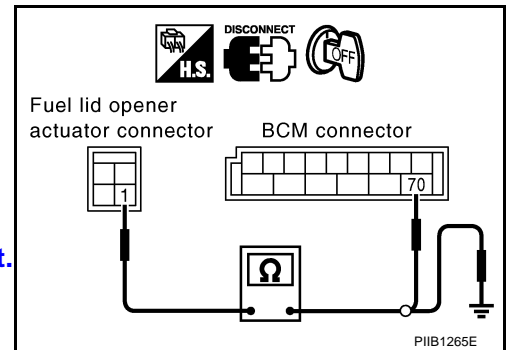
3. Check continuity between fuel lid opener actuator harness connector T19 terminal 1 and ground.

1 (W/L) - ground : Continuity should not exist.

OK or NG

OK >> GO TO 5.

NG >> Repair harness or connector.



5. CHECK FUEL LID OPENER ACTUATOR GROUND CIRCUIT

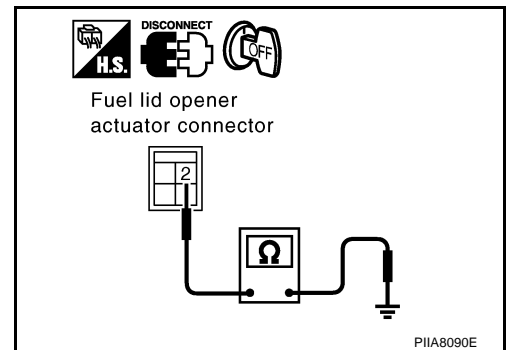
Check continuity between fuel lid opener actuator harness connector T19 terminal 2 and ground.

2 (B) - ground : Continuity should exist.

OK or NG

OK >> Replace fuel lid opener actuator.

NG >> Repair harness or connector.



FUEL FILLER LID OPENER

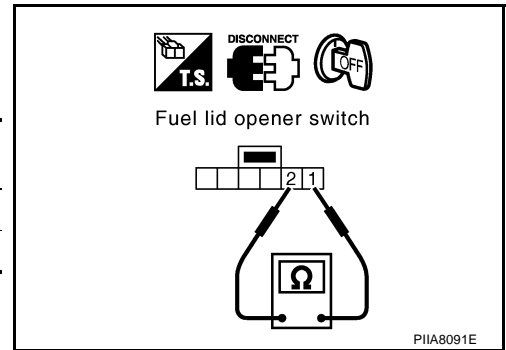
6. CHECK FUEL LID OPENER SWITCH

1. Disconnect fuel lid opener switch
2. Check continuity between fuel lid opener switch harness connector M13 terminals 1 and 2.

Connector	Terminals		Fuel lid opener switch condition	Continuity
	M13	1	2	ON (Pushed)
			OFF (Released)	No

OK or NG

- OK >> GO TO 7.
 NG >> Replace fuel lid opener switch.



7. CHECK FUEL LID OPENER SWITCH CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between BCM harness connector B83 terminal 58 and fuel lid opener switch harness connector M13 terminal 1.

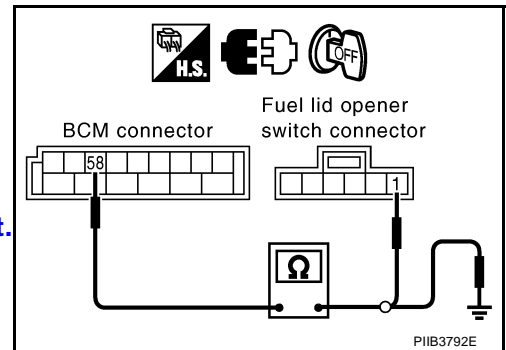
58 (Y/B) - 1 (L/R) : Continuity should exist.

3. Check continuity between BCM harness connector B83 terminal 58 (Y/B) and ground.

58 (Y/B) - ground : Continuity should not exist.

OK or NG

- OK >> GO TO 8.
 NG >> Repair harness or connector.



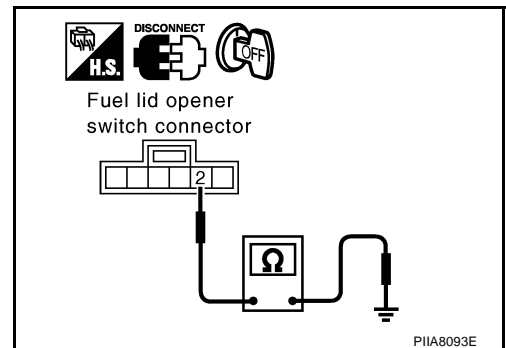
8. CHECK FUEL LID OPENER SWITCH GROUND CIRCUIT

Check continuity between fuel lid opener switch harness connector M13 terminal 2 and ground.

2 (B) - ground : Continuity should exist.

OK or NG

- OK >> Replace fuel lid opener switch.
 NG >> Repair harness or connector.



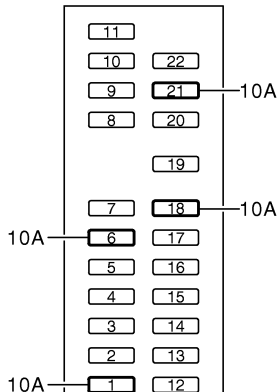
REMOTE KEYLESS ENTRY SYSTEM

PF28596

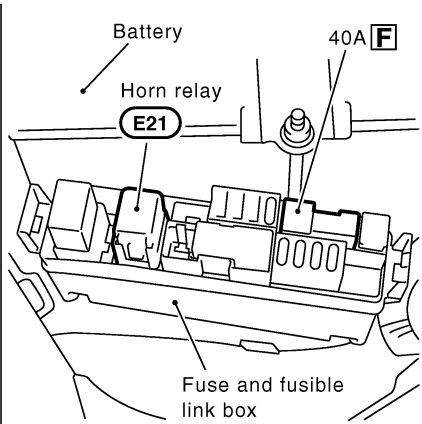
NI50014

REMOTE KEYLESS ENTRY SYSTEM

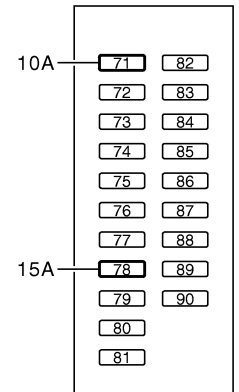
Component Parts and Harness Connector Location FOR COUPE



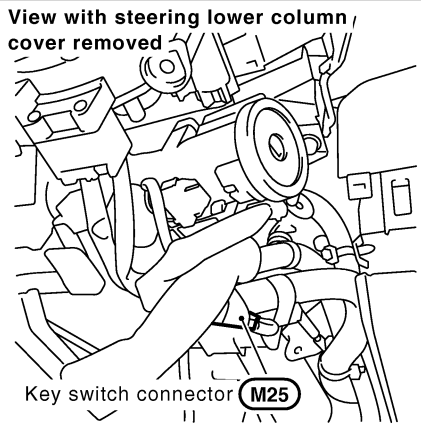
Fuse block (J/B) fuse layout



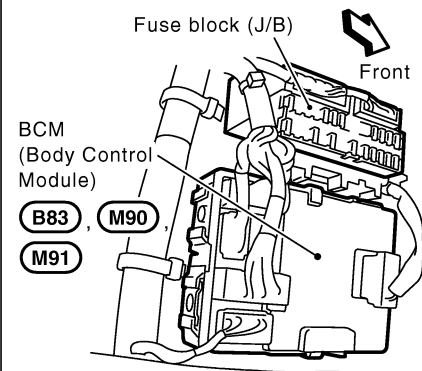
View with dash side LH removed



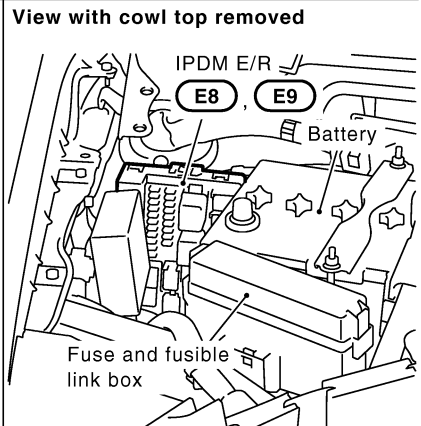
IPDM E/R fuse layout



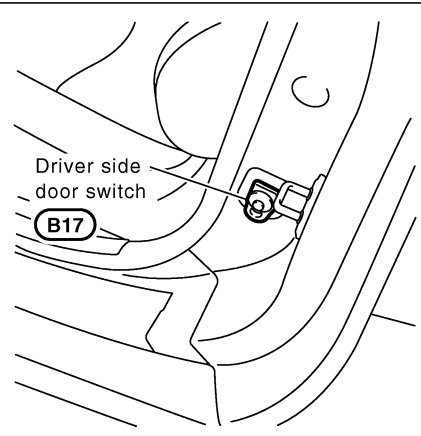
View with steering lower column cover removed



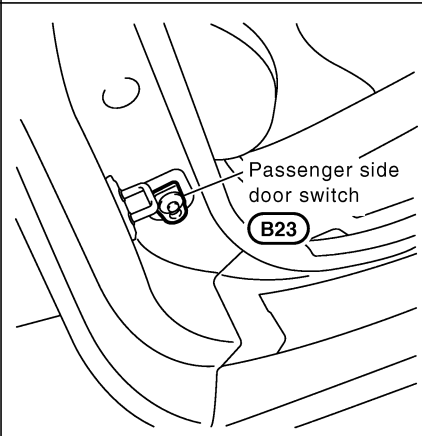
View with dash side LH removed



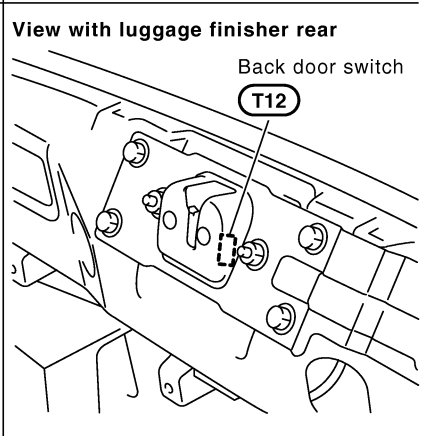
View with cowl top removed



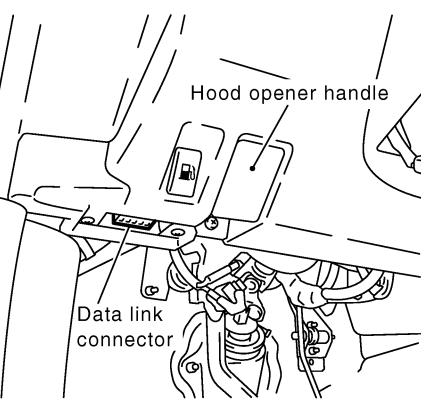
Driver side door switch (B17)



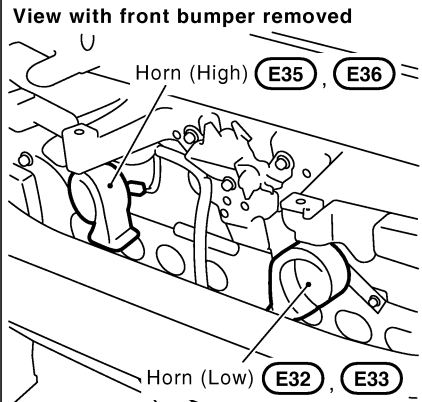
Passenger side door switch (B23)



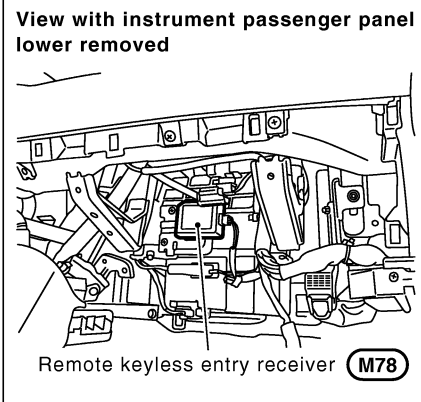
View with luggage finisher rear



Hood opener handle
Data link connector



View with front bumper removed

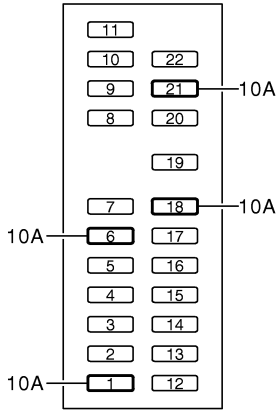


View with instrument passenger panel lower removed

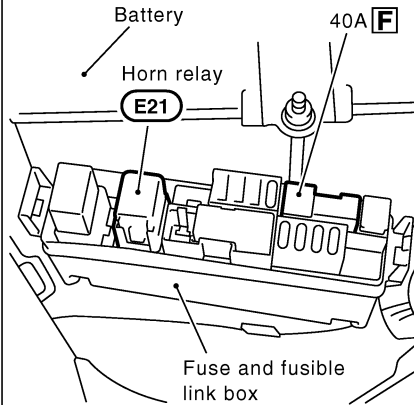
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REMOTE KEYLESS ENTRY SYSTEM

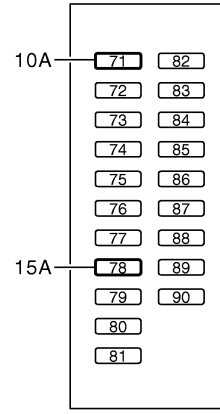
FOR ROADSTER



Fuse block (J/B) fuse layout

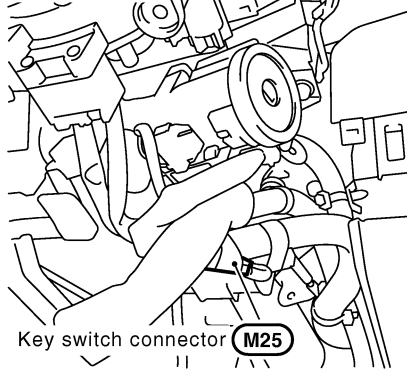


Fuse and fusible link box



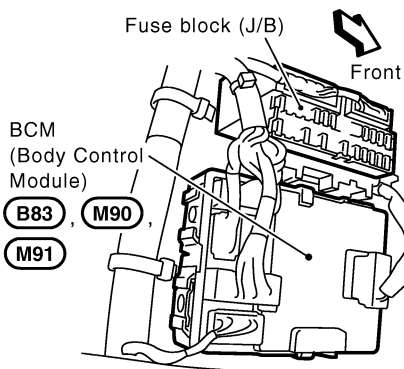
IPDM E/R fuse layout

View with steering lower column cover removed



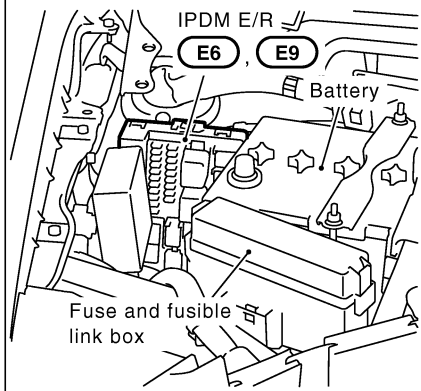
Key switch connector (M25)

View with dash side LH removed

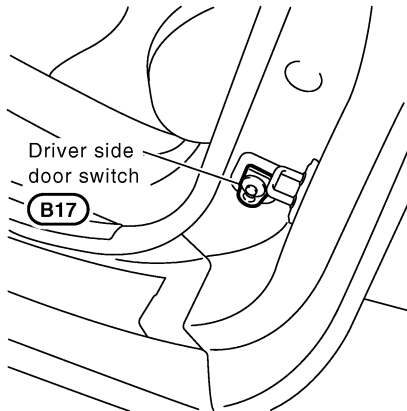


BCM (Body Control Module)
B83, M90, M91

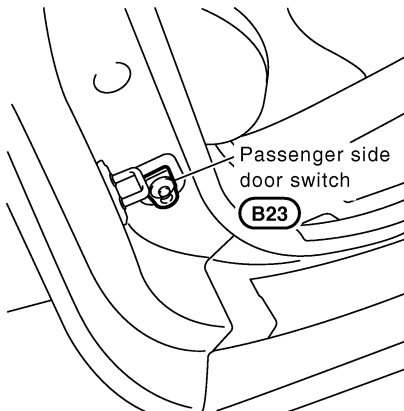
View with cowl top removed



Fuse and fusible link box

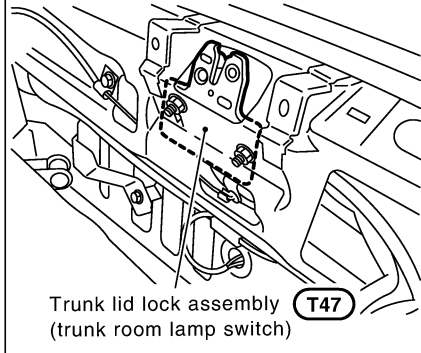


Driver side door switch (B17)

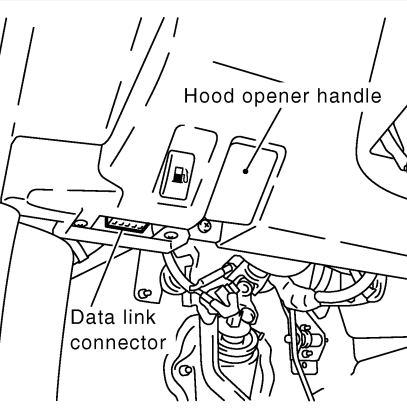


Passenger side door switch (B23)

View with luggage finisher lower (center) removed

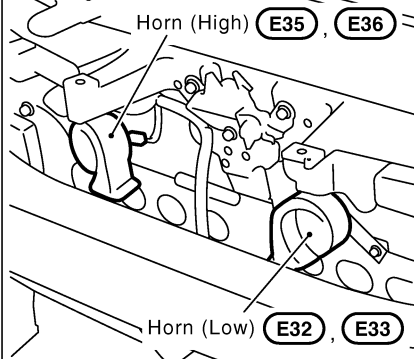


Trunk lid lock assembly (trunk room lamp switch) (T47)



Data link connector

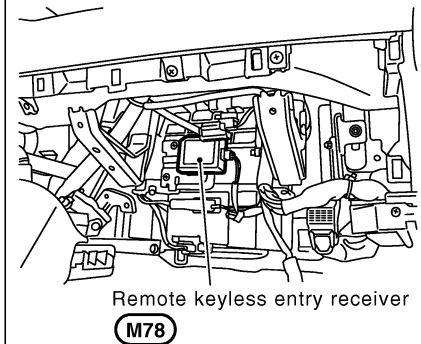
View with front bumper removed



Horn (High) (E35, E36)

Horn (Low) (E32, E33)

View with instrument passenger panel lower removed



Remote keyless entry receiver (M78)

PIIB9172E

REMOTE KEYLESS ENTRY SYSTEM

NIS00015

System Description

INPUTS

Power is supplied at all times

- through 40A fusible link (letter **F** , located in the fuse and fusible link box)
- to BCM terminal 55,
- through 10A fuse [No.18, located in the fuse block (J/B)]
- to BCM terminal 42,
- through 10A fuse [No. 21, located in the fuse block (J/B)]
- to key switch terminal 2.

When the ignition switch is ON or START position, power is supplied

- through 10A fuse [No.1, located in the fuse block (J/B)]
- to BCM terminal 38.

When the ignition switch is ACC or ON position, power is supplied

- through 10A fuse [No. 6, located in the fuse block (J/B)]
- to BCM terminal 11.

Ground is supplied

- to BCM terminal 52
- through body grounds M30 and M66.

When the driver side door switch is ON (door is OPEN), ground is supplied

- to BCM terminal 62
- through driver side door switch terminal 1 and
- through driver door switch case ground.

When the passenger side door switch is ON (door is OPEN), ground is supplied

- to BCM terminal 12
- through passenger side door switch terminal 1 and
- through passenger side door switch case ground.

When the back door switch (For coupe models) is ON (door is OPEN), ground is supplied

- to BCM terminal 58
- through the back door switch terminals 1 and 3 and
- through body grounds B5, B6, D105 and T14.

When the trunk lid lock assembly (trunk room lamp switch) (For roadster models) is ON (trunk is OPEN), ground is supplied

- to BCM terminal 57
- through the trunk room lamp switch terminals 3 and 1 and
- through body grounds B5,B6 and T14.

When the key switch is ON (key is inserted in ignition key cylinder), power is supplied

- through key switch terminals 2 and 1
- to BCM terminal 37.

Key fob signal is inputted to remote keyless entry receiver (the antenna of the system is built in remote keyless entry receiver).

Remote keyless entry receiver sends keyfob signal

- to BCM terminal 20
- from remote keyless entry receiver terminal 2.

The remote keyless entry system controls operation of the

- power door lock
- hazard and horn reminder
- auto door lock
- interior lamp and step lamp
- panic alarm

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REMOTE KEYLESS ENTRY SYSTEM

- back door opener (For coupe)
- trunk lid opener (For roadster)
- keyless power window down (open)

OPERATION PROCEDURE

Power Door Lock Operation

BCM receives a LOCK signal from key fob. BCM locks all doors receiving of LOCK signal from key fob. When an UNLOCK signal is sent from key fob once, driver's door will be unlocked. Then, if an UNLOCK signal is sent from key fob again within 5 seconds, all other doors will be unlocked.

Hazard Reminder

When the doors are locked or unlocked by key fob, power is supplied to hazard warning lamp and it flashes as follows

- LOCK operation: C mode (flash twice) or S mode (flash twice)
- UNLOCK operation: C mode (flash once) or S mode (does not flash)

Horn Reminder

BCM output to IPDM E/R for horn reminder signal as DATA LINE (CAN H line and CAN L line). The horn reminder has C mode (horn chirp mode) and S mode (non-horn chirp mode).

Operating function of hazard and horn reminder

	C mode		S mode	
	Lock	Unlock	Lock	Unlock
Remote controller operation	Lock	Unlock	Lock	Unlock
Hazard warning lamp flash	Twice	Once	Twice	—
Horn sound	Once	—	—	—

Hazard and horn reminder does not operate if any door switch is ON (any door is OPEN).

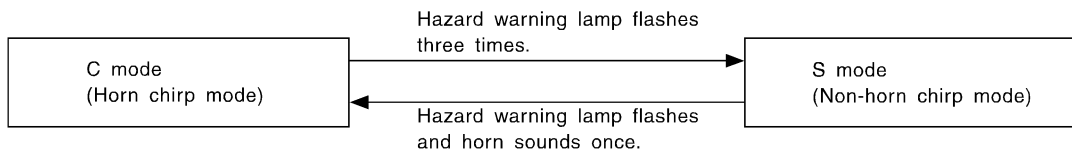
How to change hazard and horn reminder mode

📖 With CONSULT-III

Hazard and horn reminder can be changed using "WORK SUPPORT" mode in "MULTI ANSWER BACK SET". Refer to [BL-73, "Work Support"](#).

🚫 Without CONSULT-III

When LOCK and UNLOCK signals are sent from the key fob for more than 2 seconds at the same time, the hazard and horn reminder mode is changed and hazard warning lamp flashes and horn sounds as follows:



SEL153WA

Auto Door Lock Operation

Auto lock function signal is sent for operation when any of the following signals are not sent within 1 minute after the unlock signal is sent from the key fob:

- when door switch is turned ON for open.
- when the key switch is turned ON.
- when the lock signal is sent from the key fob.

Auto door lock mode can be changed using "WORK SUPPORT" mode in "AUTO LOCK SET". Refer to [BL-73, "Work Support"](#).

REMOTE KEYLESS ENTRY SYSTEM

Interior Lamp and Step Lamp Operation

When the following conditions come:

- condition of interior lamp switch is DOOR position;
- door switch OFF (when all the doors are closed);

Remote keyless entry system turns on interior lamp (for 30 seconds) with input of UNLOCK signal from key fob.

For detailed description, refer to [LT-130, "MAP LAMP TIMER OPERATION"](#) .

Panic Alarm Operation

When key switch is OFF (when ignition key is not inserted in key cylinder), BCM turns on and off horn and headlamp intermittently with input of PANIC ALARM signal from key fob.

The alarm automatically turns off after 25 seconds or when BCM receives any signal from key fob.

For detailed description, refer to [BL-128, "PANIC ALARM OPERATION"](#) .

Back Door Operation/For Coupe

When a BACK DOOR OPEN signal is sent with key OFF (ignition key removed from key cylinder) from key fob, power is supplied through BCM terminal 19.

When power and ground are supplied, back door opener actuator opens back door.

Trunk Opener Operation/For Roadster

When a TRUNK OPEN signal is sent with key OFF (ignition key removed from key cylinder) from key fob, power is supplied through BCM terminal 19.

When power and ground are supplied, trunk lid opener actuator opens trunk.

Keyless Power Window Down (open) Operation

When key fob unlock switch is turned ON with ignition switch OFF, and key fob unlock switch is detected to be on continuously for 3 seconds, the driver's door and passenger's door power windows are simultaneously opened.

Power window is operated to open and the operation continues as long as the key fob unlock switch is pressed.

CAN Communication System Description

NIS00016

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

NIS00017

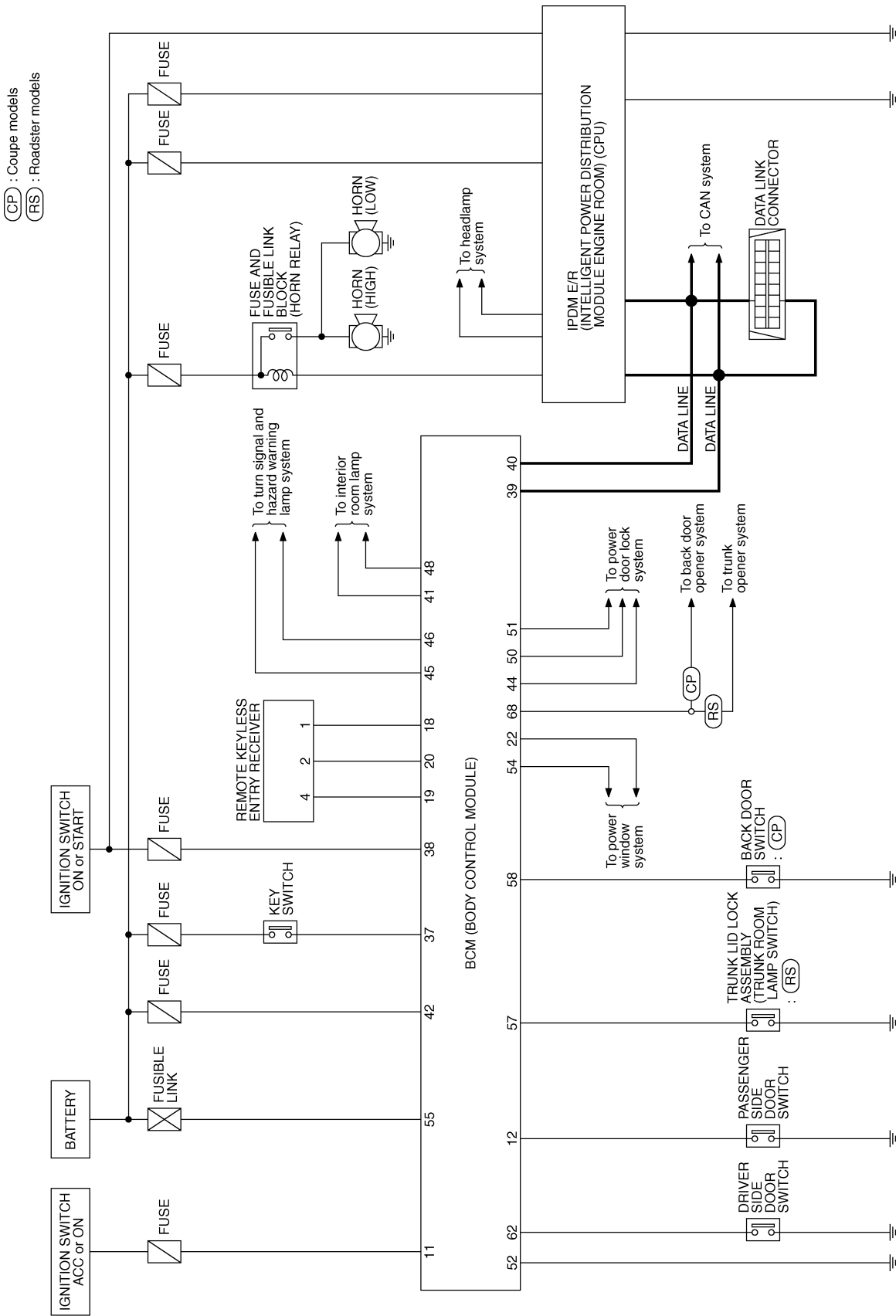
Refer to [LAN-4, "CAN Communication System"](#)

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REMOTE KEYLESS ENTRY SYSTEM

Schematic

NIS00018



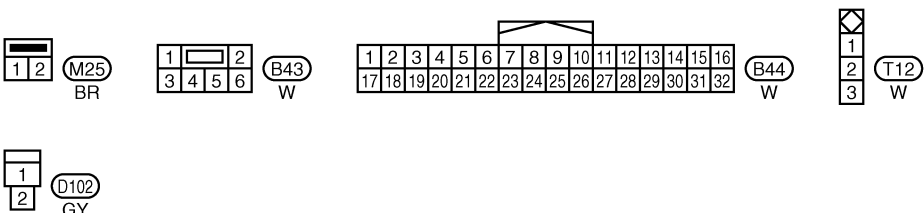
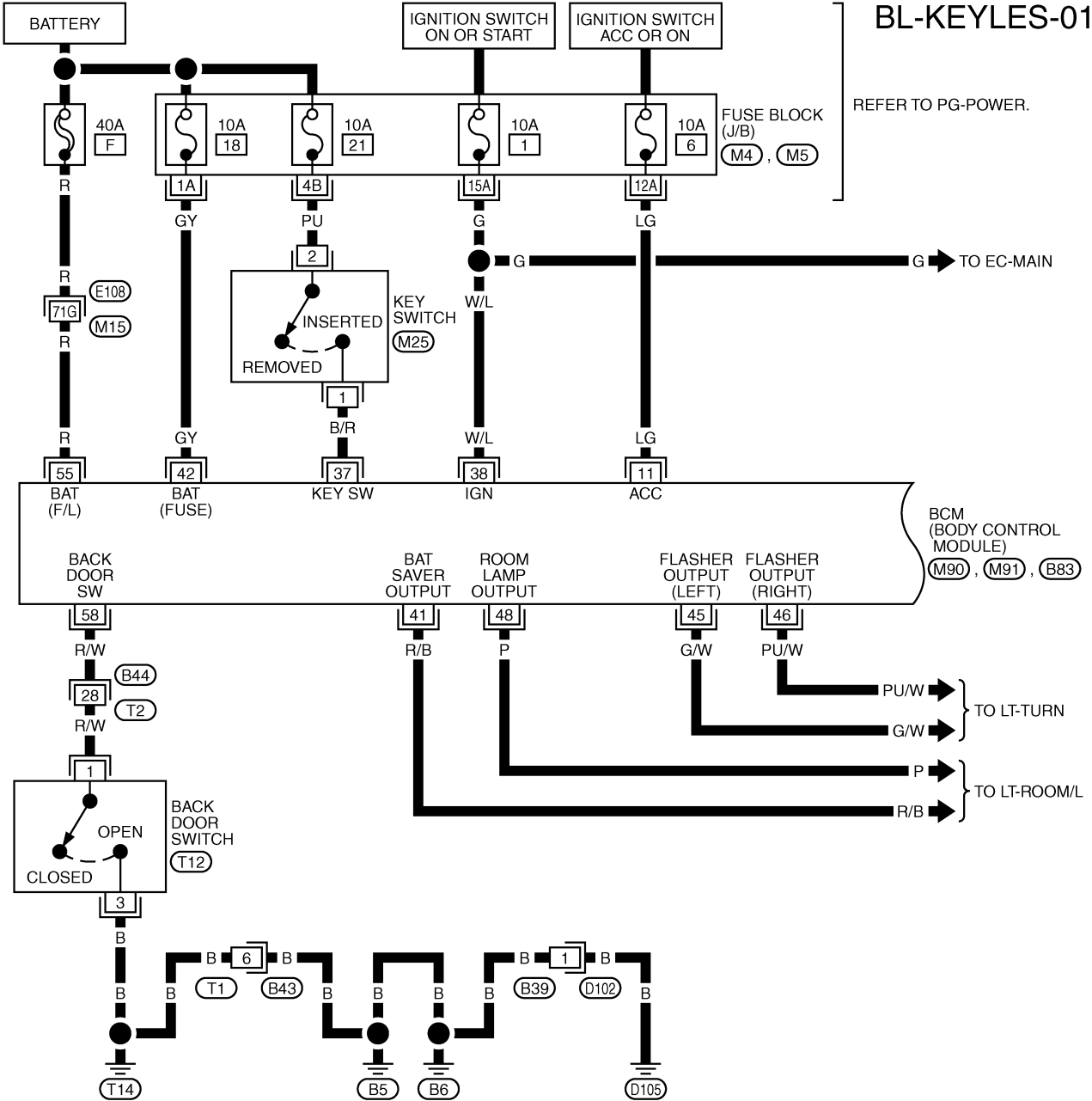
TIWT2193E

REMOTE KEYLESS ENTRY SYSTEM

Wiring Diagram — KEYLES — /For Coupe

NIS00019

BL-KEYLES-01



REFER TO THE FOLLOWING.

- E108 -SUPER MULTIPLE JUNCTION (SMJ)
- M4, M5 -FUSE BLOCK-JUNCTION BOX (J/B)
- M90, M91, B83 -ELECTRICAL UNITS

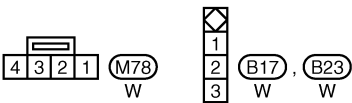
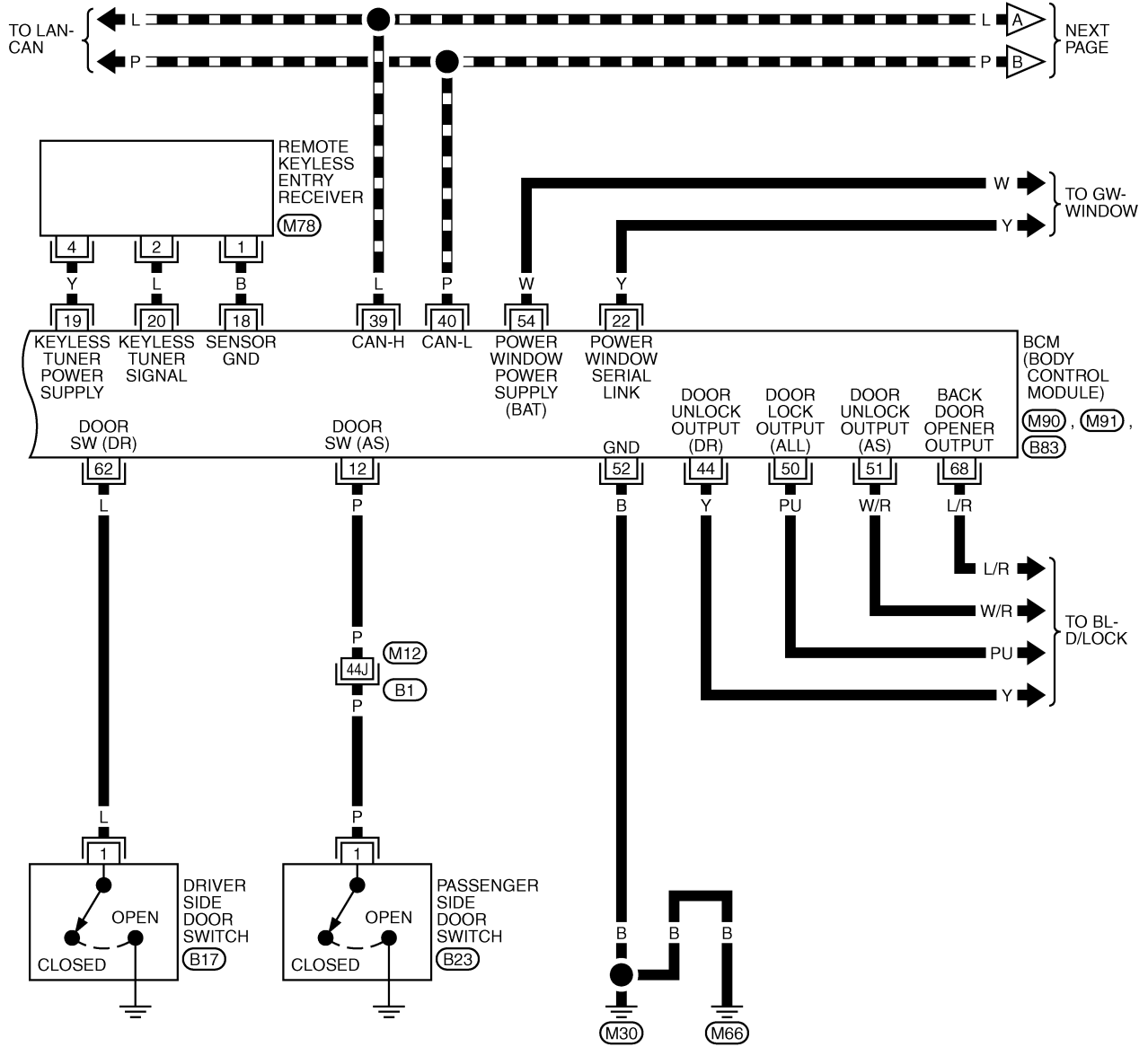
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REMOTE KEYLESS ENTRY SYSTEM

BL-KEYLES-02

▬ : DATA LINE



REFER TO THE FOLLOWING.

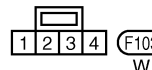
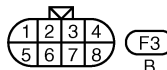
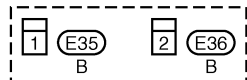
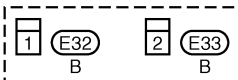
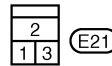
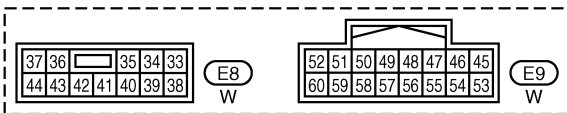
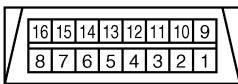
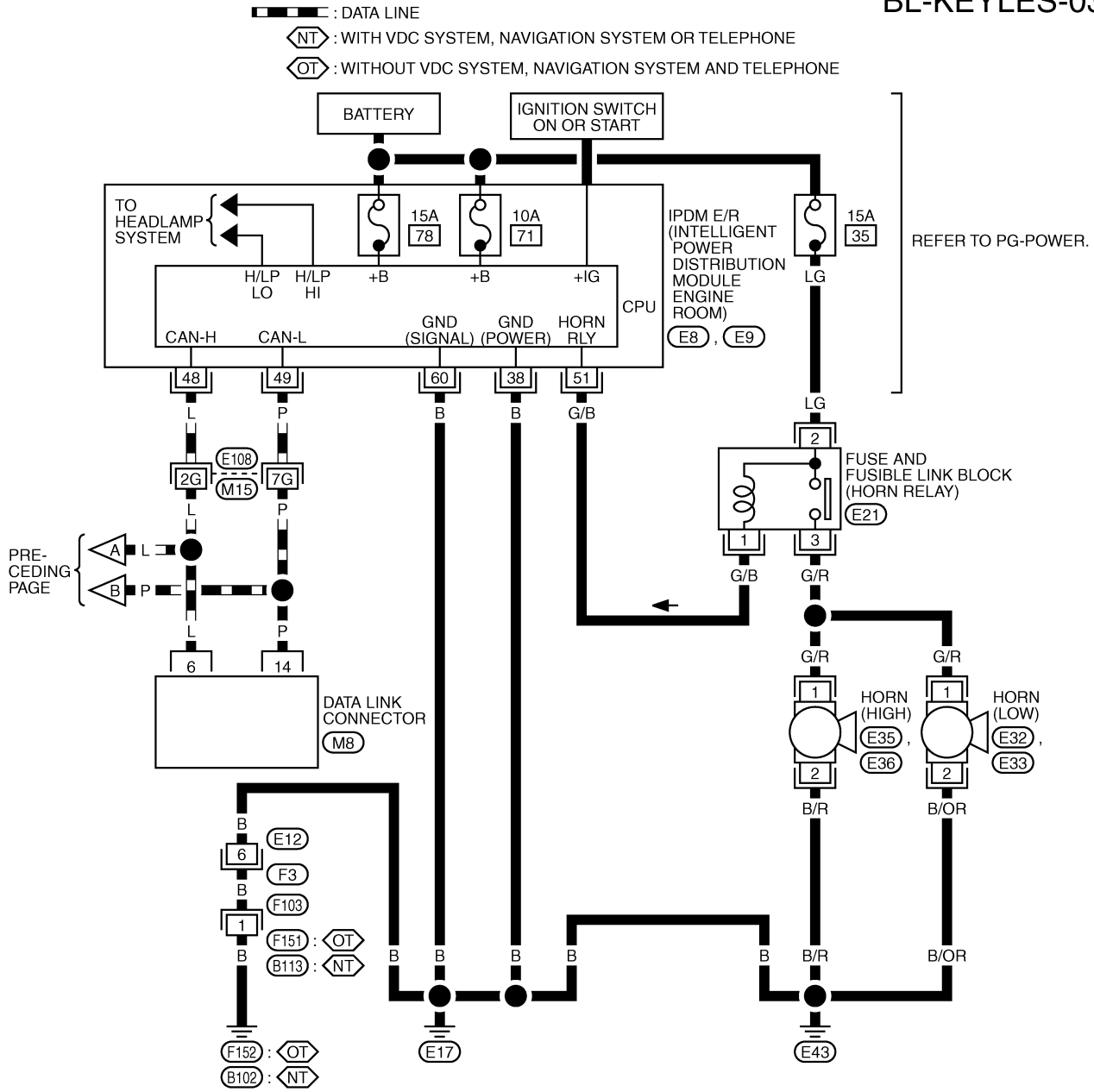
- (B1) -SUPER MULTIPLE JUNCTION (SMJ)
- (M90), (M91), (B83) -ELECTRICAL UNITS

TIWT1577E

REMOTE KEYLESS ENTRY SYSTEM

BL-KEYLES-03

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REFER TO THE FOLLOWING.
 (E108) -SUPER MULTIPLE JUNCTION (SMJ)

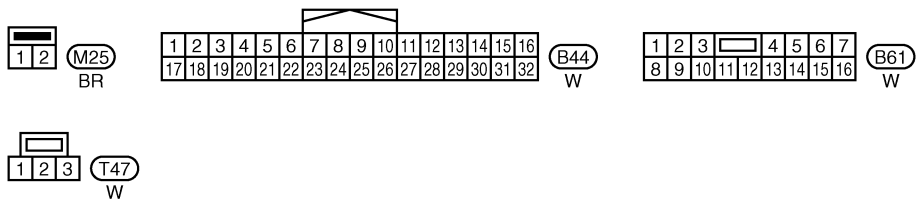
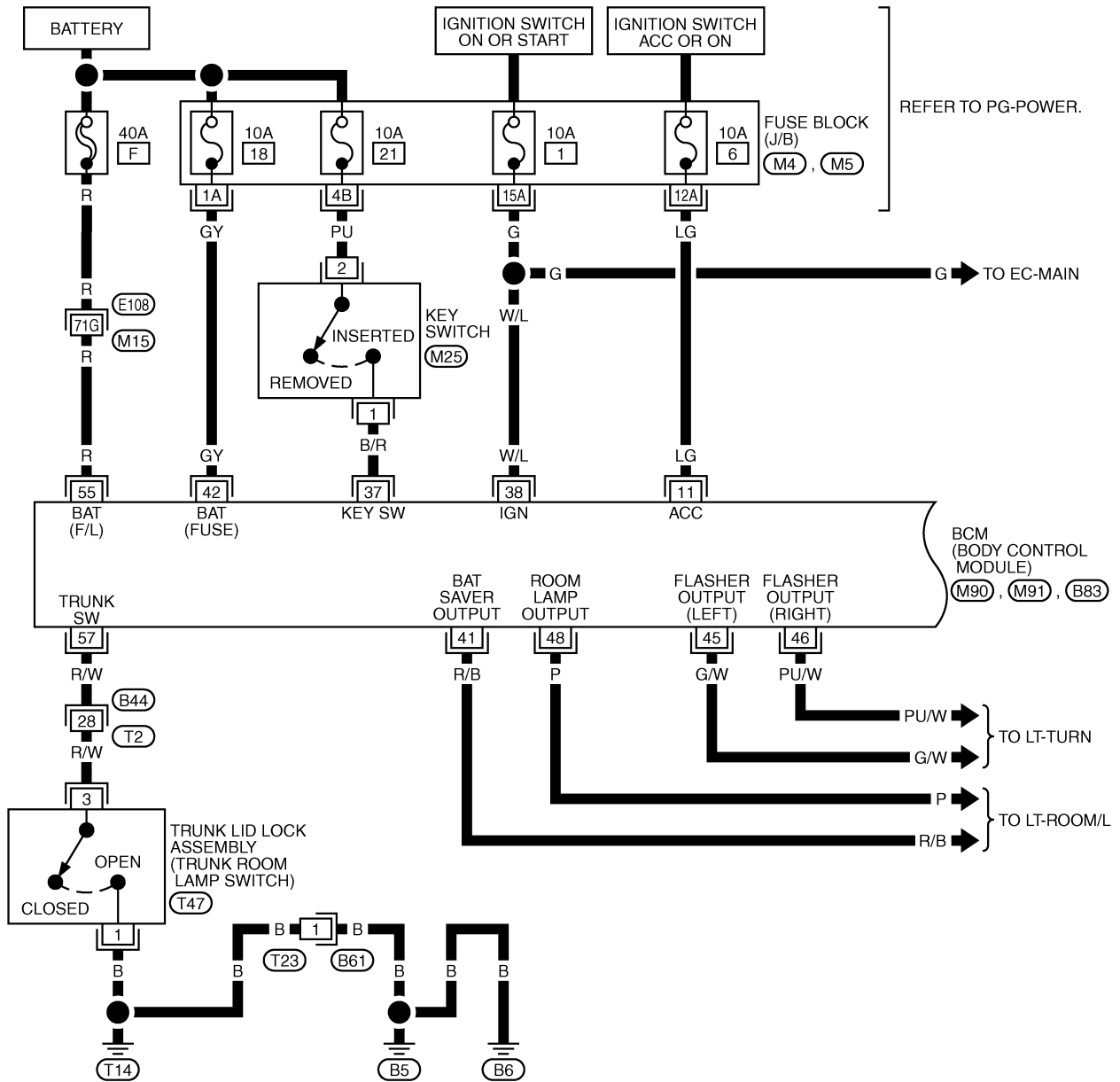
TIWT2264E

REMOTE KEYLESS ENTRY SYSTEM

Wiring Diagram — KEYLES — /For Roadster

NIS0001A

BL-KEYLES-04

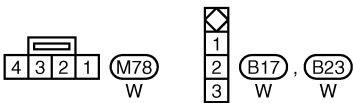
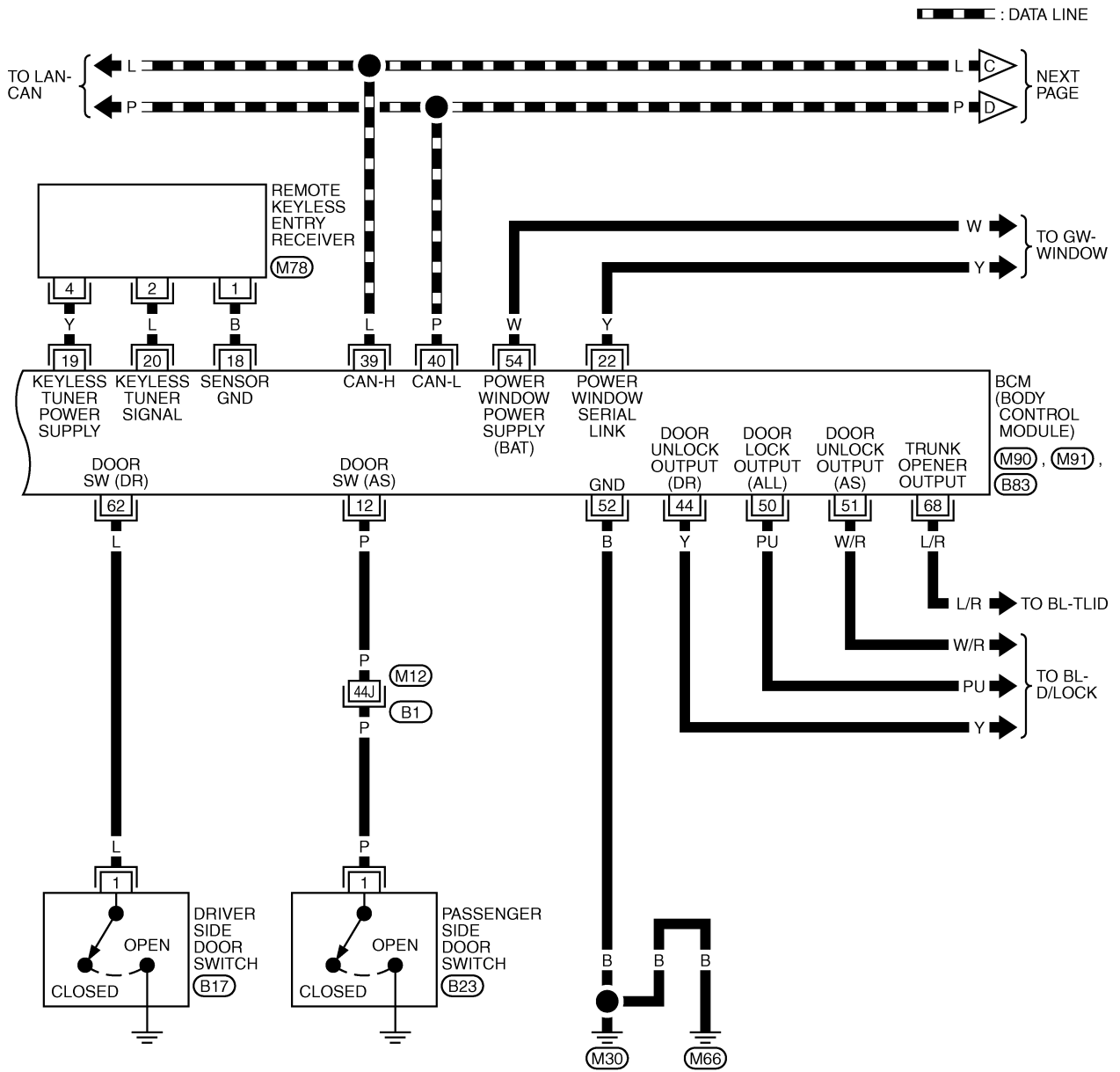


REFER TO THE FOLLOWING.
 (E108) -SUPER MULTIPLE JUNCTION (SMJ)
 (M4), (M5) -FUSE BLOCK-JUNCTION BOX (J/B)
 (M90), (M91), (B83) -ELECTRICAL UNITS

TIWT2265E

REMOTE KEYLESS ENTRY SYSTEM

BL-KEYLES-05



REFER TO THE FOLLOWING.

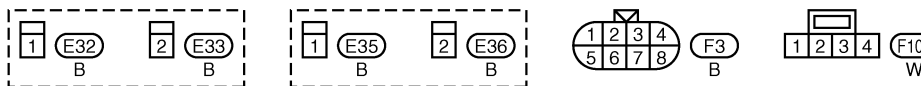
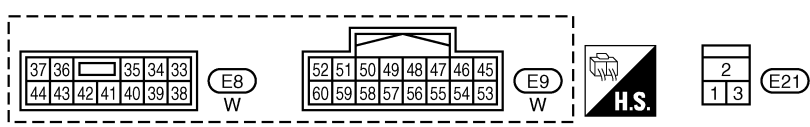
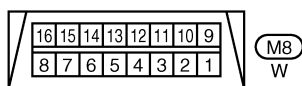
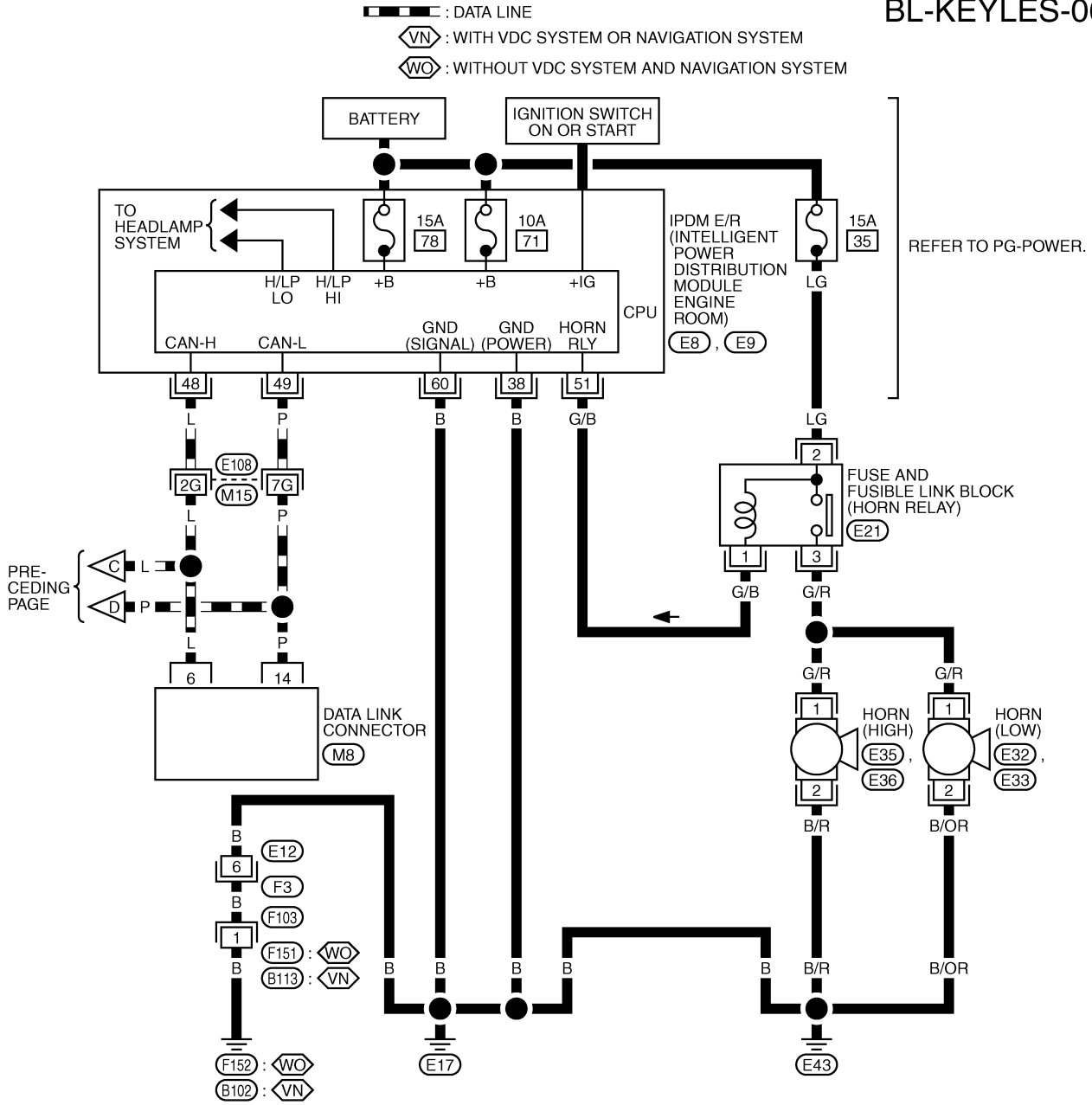
(B1) -SUPER MULTIPLE JUNCTION (SMJ)

(M90), (M91), (B83) -ELECTRICAL UNITS

TIWT1580E

REMOTE KEYLESS ENTRY SYSTEM

BL-KEYLES-06



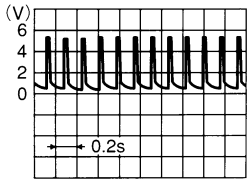

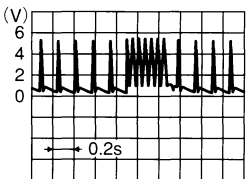
REFER TO THE FOLLOWING.
E108 -SUPER MULTIPLE JUNCTION (SMJ)

TIWT2266E

REMOTE KEYLESS ENTRY SYSTEM

Terminals and Reference Value for BCM

NIS0001B

Terminal	Wire color	Item	Signal input/output	Condition	Voltage (V) (Approx.)
11	LG	Ignition switch (ACC)	Input	Ignition switch (ACC or ON position)	Battery voltage
12	P	Passenger side door switch	Input	ON (Open) → OFF (Closed)	0 → 5
18	B	Remote keyless entry receiver (Ground)	—	—	0
19	Y	Remote keyless entry receiver (Power supply)	Output	Key is inserted in IGN key cylinder	0
				All door closed	 OCC3881D
20	L	Remote keyless entry receiver (Signal)	Input	Key is inserted in IGN key cylinder	0
				Waiting (All door closed)	 OCC3879D
				When signal is received (All door closed)	 OCC3880D
37	B/R	Key switch (Insert)	Input	ON (Key inserted) → OFF (Key removed from IGN key cylinder)	Battery voltage → 0
38	W/L	Ignition switch (ON)	Input	Ignition switch (ON or START position)	Battery voltage
39	L	CAN – H	Input/Output	—	—
40	P	CAN – L	Input/Output	—	—
42	GY	Power source (Fuse)	Input	—	Battery voltage
52	B	Ground	—	—	0
55	R	Power source (Fusible link)	Input	—	Battery voltage
57	R/W	Trunk lid lock assembly (trunk room lamp switch)*2	Input	ON (Open) → OFF (Closed)	0 → Battery voltage*1
58	R/W	Back door switch	Input		
62	L	Driver side door switch	Input	ON (Open) → OFF (Closed)	0 → 5

*1: When interior lamp battery saver control is in OFF: Approx 5V.

*2: For roadster.

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REMOTE KEYLESS ENTRY SYSTEM

Terminals and Reference Value for IPDM E/R

NIS0001C

Terminal	Wire color	Item	Signal input/output	Condition	Voltage (V) (Approx.)
38	B	Ground	—	—	0
48	L	CAN – H	Input/Output	—	0
49	P	CAN – L	Input/Output	—	0
51	G/B	Horn relay	Input	When door lock is operated using key fob* (ON → OFF)	Battery voltage → 0
60	B	Ground	—	—	0

*: In the state that horn reminder operates.

CONSULT-III Function (BCM)

NIS0001D

- CONSULT-III can display each diagnostic item using the diagnostic test modes shown following.

BCM diagnosis position	Inspection items and diagnosis mode	Description
MULTI REMOTE ENT	Data monitor	Displays the input remote keyless entry system data to BCM on real-time basis.
	Active test	Sends a drive signal to check the operation.
	Work support	Changes the setting for each function.

*:Refer to [BCS-16. "CAN Communication Inspection Using CONSULT-III \(Self-Diagnosis\)"](#) .

REMOTE KEYLESS ENTRY SYSTEM

CONSULT-III Application Items for BCM “MULTI REMOTE CONTENT”

NIS0001F

Work Support

Test Item	Description
REMO CONT ID CONFIR	It can be checked whether key fob ID code is registered or not in this mode.
REMO CONT ID REGIST	Key fob ID code can be registered.
REMO CONT ID ERASUR	Key fob ID code can be erased.
MULTI ANSWER BACK SET	Hazard and horn reminder mode can be changed in this mode. The reminder mode will be changed when “MODE SET” on CONSULT-III screen is touched.
AUTO LOCK SET	Auto locking function mode can be changed in this mode. The function mode will be changed when “MODE SET” on CONSULT-III screen is touched.
PANIC ALRM SET	Panic alarm operation mode can be changed in this mode. The operation mode will be changed when “MODE SET” on CONSULT-III screen is touched.
TRUNK OPEN SET	Back door opener operation mode can be changed in this mode. The operation mode will be changed when “MODE SET” on CONSULT-III screen is touched.
	Trunk lid opener operation mode can be changed in this mode. The operation mode will be changed when “MODE SET” on CONSULT-III screen is touched.
PW DOWN SET	Keyless power window down (open) operation mode can be changed in this mode. The operation mode will be changed when “MODE SET” on CONSULT-III screen is touched.

Hazard and horn reminder mode

	ON (C mode)		OFF (S mode)		MODE 3		MODE 4		MODE 5		MODE 6	
	Lock	Unlock	Lock	Unlock	Lock	Unlock	Lock	Unlock	Lock	Unlock	Lock	Unlock
Key fob operation												
Hazard warning lamp flash	Twice	Once	Twice	—	—	—	Twice	Once	Twice	—	—	Once
Horn sound	Once	—	—	—	—	—	—	—	Once	—	Once	—

Auto door lock operation mode

	MODE 1	MODE 2	MODE 3
Auto locking function	1 minutes	Nothing	5 minutes

Panic alarm operation mode

	MODE 1	MODE 2	MODE 3
Key fob operation	0.5 seconds	Nothing	1.5 seconds

Back door open operation mode

	MODE 1	MODE 2	MODE 3
Key fob operation	0.5 seconds	Nothing	1.5 seconds

Trunk lid open operation mode (Roadster models)

	MODE 1	MODE 2	MODE 3
Key fob operation	0.5 seconds	Nothing	1.5 seconds

Power window down (open) operation mode

	MODE 1	MODE 2	MODE 3
Key fob operation	3 seconds	Nothing	5 seconds

Data Monitor

Monitored Item	Description
IGN ON SW	Indicates [ON/OFF] condition of ignition switch in ON position.
ACC ON SW	Indicates [ON/OFF] condition of ignition switch in ACC position.

REMOTE KEYLESS ENTRY SYSTEM

Monitored Item	Description
KEY ON SW	Indicates [ON/OFF] condition of key switch.
DOOR SW-DR	Indicates [ON/OFF] condition of driver side door switch.
DOOR SW-AS	Indicates [ON/OFF] condition of passenger side door switch.
BACK DOOR SW	Indicates [ON/OFF] condition of back door switch (For Coupe).
LOCK SW DR/AS	Indicates [ON/OFF] condition of lock signal from lock/unlock switch.
UNLK SW DR/AS	Indicates [ON/OFF] condition of unlock signal from lock/unlock switch.
KEY CYL LK SW	Indicates [ON/OFF] condition of lock signal from door key cylinder switch.
LK BUTTON/SIG	Indicates [ON/OFF] condition of lock signal from key fob.
UN BUTTON/SIG	Indicates [ON/OFF] condition of unlock signal from key fob.
PANIC BTN	Indicates [ON/OFF] condition of panic signal from key fob.
TRUNK OPNR SW	Indicates [ON/OFF] condition of trunk room lamp switch (For Roadster).
TRUNK BTN/SIG	Indicates [ON/OFF] condition of back door open signal from key fob.
	Indicates [ON/OFF] condition of trunk open signal from key fob. (For Roadster)
TRUNK OPN MNTR	Indicates [ON/OFF] condition of trunk lid opener switch. (For Roadster)
UN BUTTON ON	Indicates [ON/OFF] condition of unlock signal from key fob.
LK/UN BTN ON	Indicates [ON/OFF] condition of lock/unlock signal at the same time from key fob.
DOOR SW-RR	This is displayed even when it is not equipped.

Active Test

Test Item	Description
INT LAMP	This test is able to check interior lamp operation. The interior lamp is turned on when "ON" on CONSULT-III screen is touched.
IGN ILLUM	This is displayed even when it is not equipped.
TRUNK/BACK DOOR	This test is able to check back door (For Coupe) or trunk lid (For Roadster) opener actuator operation. The back door (For Coupe) or trunk (For Roadster) is unlocked when "ON" on CONSULT-III screen is touched.
HORN	This test is able to check panic alarm and horn reminder operations. The horn activate for 0.02 seconds after "ON" on CONSULT-III screen is touched.
HEAD LAMP(HI)	This test is able to check headlamps panic alarm operation. The headlamp illuminates for 0.5 seconds after "ON" on CONSULT-III screen is touched.
POWER WINDOW DOWN	This test is able to check power window open operation. The front power windows activate for 10 seconds after "ON" or CONSULT-III screen is touched.
FLASHER RIGHT	This test is able to check hazard reminder operation. The right hazard lamp turns on when "ON" on CONSULT-III screen is touched.
FLASHER LEFT	This test is able to check hazard reminder operation. The left hazard lamp turns on when "ON" on CONSULT-III screen is touched.
FLASHER RIGHT (CAN)	This test is able to check hazard reminder operation. The right hazard indicator lamp turns on when "ON" on CONSULT-III screen is touched.
FLASHER LEFT (CAN)	This test is able to check hazard reminder operation. The left hazard indicator lamp turns on when "ON" on CONSULT-III screen is touched.

CONSULT-III Application Items for IPDM E/R DATA MONITOR

NIS0001H

Monitored Item	Description
HORN CHIRP	Indicates [ON/OFF] condition of horn function by IPDM E/R.

ACTIVE TEST

Test Item	Description
HORN	This test is able to check horn operation. Horn activates when "ON" on CONSULT-III screen is touched.

REMOTE KEYLESS ENTRY SYSTEM

Work Flow

NIS00011

1. Check the trouble symptom and customer's requests.
2. Understand outline of system. Refer to [BL-61, "System Description"](#) .
3. Confirm that power door lock system operates normally. Refer to [BL-21, "POWER DOOR LOCK SYSTEM"](#) .
4. Refer to trouble diagnosis chart by symptom, repair or replace any malfunctioning parts. Refer to [BL-75, "Trouble Diagnosis Chart by Symptom"](#) .
5. Inspection end.

Trouble Diagnosis Chart by Symptom

NIS0001J

NOTE:

- Always check the "Work Flow" before troubleshooting. Refer to [BL-75, "Work Flow"](#) .
- Always check key fob battery before replacing key fob.
- The panic alarm operation, back door or trunk lid (Roadster models) opener operation and keyless power window down operation of remote keyless entry system do not activate with the ignition key inserted in the ignition key cylinder.

Symptom	Diagnoses/service procedure	Reference page
All functions of remote keyless entry system do not operate.	1. Check key fob battery and function	BL-77
	2. Replace key fob. Refer to ID Code Entry Procedure. NOTE: If the result of key fob function check with CONSULT-III is OK, key fob is not malfunctioning.	BL-89
	3. Check remote keyless entry receiver	BL-85
	4. Replace BCM	BCS-17
The new ID of key fob cannot be entered without CONSULT-III.	1. Check key fob battery and function	BL-77
	2. Check key switch	BL-84
	3. Check door switch	BL-79
	4. Check ACC switch	BL-78
	5. Check door lock and unlock switch	BL-42
	6. Replace key fob. Refer to ID Code Entry Procedure. NOTE: If the result of key fob function check with CONSULT-III is OK, key fob is not malfunctioning.	BL-89
	7. Replace BCM	BCS-17
Door lock or unlock does not work.	1. Check door lock operation	BL-23
	2. Check key fob battery and function	BL-77
	3. Replace key fob. Refer to ID Code Entry Procedure. NOTE: If the result of key fob function check with CONSULT-III is OK, key fob is not malfunctioning.	BL-89
	4. Replace BCM	BCS-17
Back door does not open when back door opener button is continuously pressed.	1. Check back door opener operation	BL-23
	2. Check back door open operation mode	BL-73
	3. Check key fob battery and function	BL-77
	4. Check key switch	BL-84
	5. Replace BCM	BCS-17

REMOTE KEYLESS ENTRY SYSTEM

Symptom	Diagnoses/service procedure	Reference page
Trunk does not open when trunk opener button is continuously pressed. (Roadster models)	1. Check trunk opener operation	BL-114
	2. Check trunk open operation mode	BL-73
	3. Check key fob battery and function	BL-77
	4. Check key switch	BL-84
	5. Replace BCM	BCS-17
Hazard reminder does not activate properly when pressing lock or unlock button of key fob.	1. Check hazard reminder mode * *: Hazard reminder can be activated or deactivated. First check the hazard reminder setting.	BL-73
	2. Check hazard warning lamp function with hazard switch.	LT-66
	3. Check door switch	BL-79
	4. Replace BCM	BCS-17
Horn reminder does not activate properly when pressing lock button of key fob.	1. Check horn reminder mode * *: Horn reminder can be activated or deactivated. First check the horn chirp setting.	BL-73
	2. Check horn chirp function with horn switch.	BL-88
	3. Check door switch	BL-79
	4. Check IPDM E/R operation	BL-85
	5. Replace BCM	BCS-17
Interior lamp and step lamp operation do not activate properly.	1. Check interior lamp and step lamp operation	BL-88
	2. Check door switch	BL-79
	3. Replace BCM	BCS-17
Panic alarm (horn and headlamp) does not activate when panic alarm button is continuously pressed.	1. Check panic alarm mode * *: Panic alarm can be activated or deactivated. First check the Panic alarm setting.	BL-73
	2. Check key fob battery and function	BL-77
	3. Check headlamp alarm	BL-88
	4. Check horn chirp function with horn switch.	BL-88
	5. Check IPDM E/R operation	BL-85
	6. Check key switch	BL-84
	7. Replace key fob. Refer to ID Code Entry Procedure. NOTE: If the result of key fob function check with CONSULT-III is OK, key fob is not malfunctioning.	BL-89
	8. Replace BCM	BCS-17
Auto door lock operation does not activate properly. (All other remote keyless entry system function is OK.)	1. Check auto door lock operation mode * *: Auto door lock operation can be activated or deactivated. First check the auto door lock operation setting.	BL-73
	2. Replace BCM	BCS-17
Keyless power window down (open) operation does not activate properly. (All other remote keyless entry system function is OK.)	1. Check power window down operation mode * *: Power window down operation can be activated or deactivated. First check the power window down setting.	BL-73
	2. Check power window function	GW-19
	3. Replace BCM	BCS-17

REMOTE KEYLESS ENTRY SYSTEM

NIS0001K

Check Key Fob Battery and Function

1. CHECK KEY FOB BATTERY

1. Remove key fob battery. Refer to [BL-91, "Key Fob Battery Replacement"](#).
2. Measure voltage between battery positive and negative terminals.

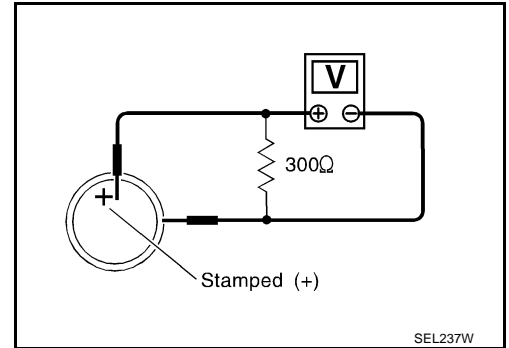
Voltage : 2.5 - 3.0V

NOTE:

Key fob does not function if battery is not set correctly.

OK or NG

- OK >> GO TO 2
 NG >> Replace battery.



2. CHECK KEY FOB FUNCTION

With CONSULT-III

Check key fob function in "DATA MONITOR" mode with CONSULT-III.

When pushing each button of key fob, the corresponding monitor item should be turned as follows.

Condition	Monitor item
Pushing LOCK	KEYLESS LOCK : ON
Pushing UNLOCK	KEYLESS UNLOCK : ON
Keep pushing UNLOCK	RKE KEEP UNLK : ON* *: "RKE KEEP UNLK" turns to ON 3 seconds after UNLOCK button keeps pushing.
Pushing TRUNK	KEYLESS TRUNK : ON
Pushing PANIC	KEYLESS PANIC : ON
Pushing LOCK and UNLOCK at the same time	RKE LCK - UNLCK : ON

OK or NG

- OK >> Key fob is OK.
 NG >> Replace key fob.

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REMOTE KEYLESS ENTRY SYSTEM

NIS0001L

Check ACC Switch

1. CHECK ACC SWITCH

With CONSULT-III

Check ACC switch ("ACC ON SW") in "DATA MONITOR" mode with CONSULT-III.

Monitor item	Condition	
ACC ON SW	Ignition switch position is ACC or ON	: ON
	Ignition switch position is OFF	: OFF

Without CONSULT-III

Check voltage between BCM connector and ground.

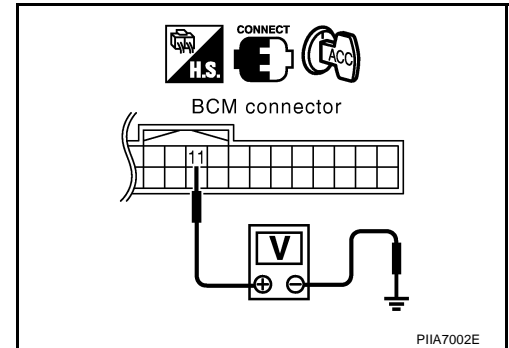
Item	Con- nector	Terminals (Wire color)		Condition	Voltage [V] (Approx.)
		(+)	(-)		
Ignition switch	M90	11 (LG)	Ground	ACC or ON	Battery voltage
				OFF	0

OK or NG

OK >> ACC switch is OK.

NG >> Check the following.

- 10A fuse [No. 6, located in fuse block (J/B)]
- Harness for open or short between BCM and fuse



REMOTE KEYLESS ENTRY SYSTEM

NIS0001M

Check Door Switch

DRIVER SIDE DOOR SWITCH AND PASSENGER SIDE DOOR SWITCH CHECK

1. CHECK DOOR SWITCH INPUT SIGNAL

Ⓜ With CONSULT-III

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

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

⊗ Without CONSULT-III

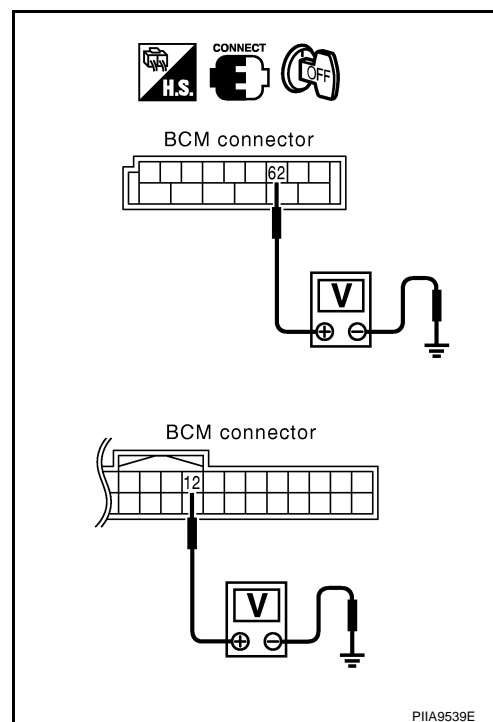
Check voltage between BCM connector and ground.

Item	Con- nector	Terminals (Wire color)		Condition	Voltage [V] (Approx.)
		(+)	(-)		
Driver side door switch	B83	62 (L)	Ground	Open	0
				Close	5
Passenger side door switch	M90	12 (P)	Ground	Open	0
				Close	5

OK or NG

OK >> Door switch is OK.

NG >> GO TO 2.



PIIA9539E

REMOTE KEYLESS ENTRY SYSTEM

2. CHECK DOOR SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect door switch and BCM connector.
3. Check continuity between door switch harness connector B17, B23 terminal 1 and BCM harness connector B83 terminal 62 (driver side) or M90 terminal 12 (passenger side).

Driver side door

1 (L) - 62 (L) : Continuity should exist.

Passenger side door

1 (P) - 12 (P) : Continuity should exist.

4. Check continuity between door switch harness connector B17, B23 terminal 1 and ground.

Driver side door switch

1 (L) - Ground : Continuity should not exist.

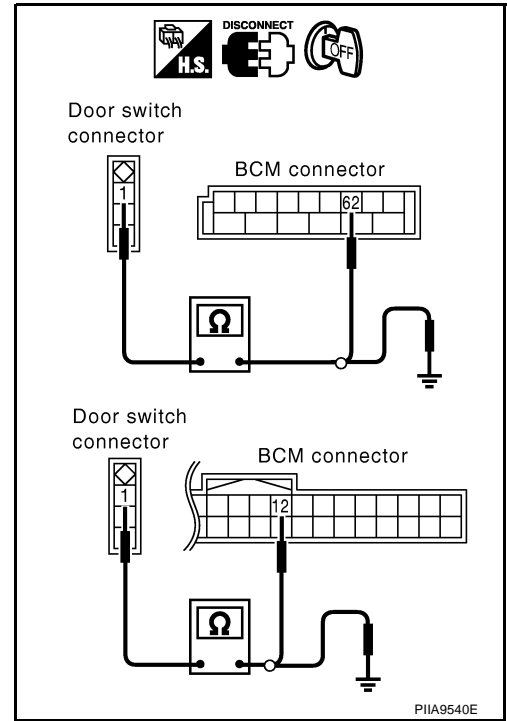
Passenger side door switch

1(P) - Ground : Continuity should not exist.

OK or NG

OK >> GO TO 3.

NG >> Repair or replace door switch harness.



3. CHECK DOOR SWITCH

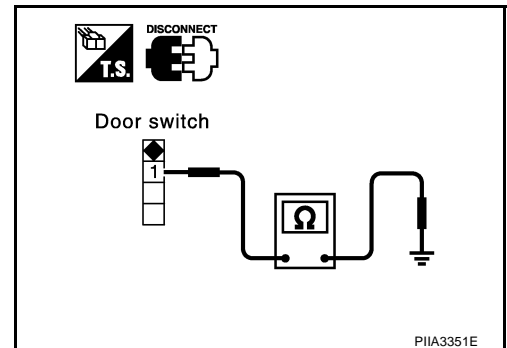
Check continuity between door switch B17 (driver side) or B23 (passenger side) terminal 1 and ground part of door switch.

Terminal	Condition of door switch	Continuity
1	Pushed (close)	No
	Released (open)	Yes

OK or NG

OK >> GO TO 4.

NG >> Replace door switch.



REMOTE KEYLESS ENTRY SYSTEM

4. CHECK DOOR SWITCH INPUT SIGNAL

1. Connect BCM connector.
2. Check voltage between BCM harness connectors B83 (driver side), M90 (passenger side) terminals 62, 12 and ground.

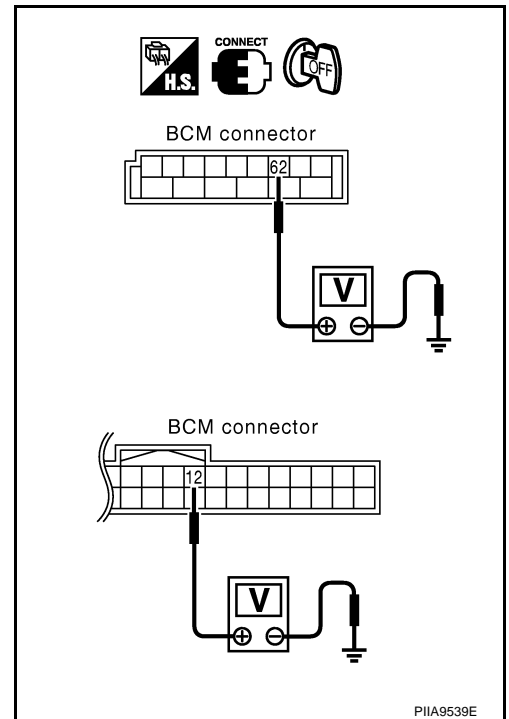
62 (L) – Ground : Approx. 5V

12 (P) – Ground : Approx. 5V

OK or NG

OK >> Check harness connection.

NG >> Replace BCM.



CHECK BACK DOOR SWITCH /FOR COUPE

1. CHECK BACK DOOR SWITCH INPUT SIGNAL

Ⓟ With CONSULT-III

Check back door switch (“BACK DOOR SW”) in “DATA MONITOR” mode with CONSULT-III.

Monitor item	Condition
BACK DOOR SW	OPEN : ON
	CLOSE : OFF

⊗ Without CONSULT-III

1. Turn ignition switch OFF.
2. Check voltage between BCM connector and ground.

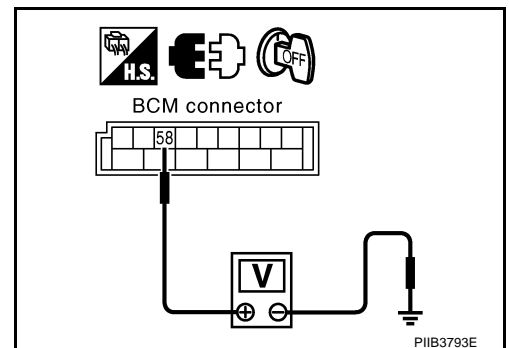
Connector	Terminals (Wire color)		Condition of back door switch	Voltage [V] (Approx.)
	(+)	(-)		
B83	58 (R/W)	Ground	Open	0
			Close	Battery voltage*

* : When interior lamp battery saver control is in OFF. → Approx. 5V

OK or NG

OK >> Back door switch circuit is OK.

NG >> GO TO 2.



REMOTE KEYLESS ENTRY SYSTEM

2. CHECK DOOR SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect back door switch and BCM connector.
3. Check continuity between BCM harness connector B83 terminal 58 and back door switch harness connector T12 terminal 1.

58 (R/W) - 1 (R/W) : Continuity should exist.

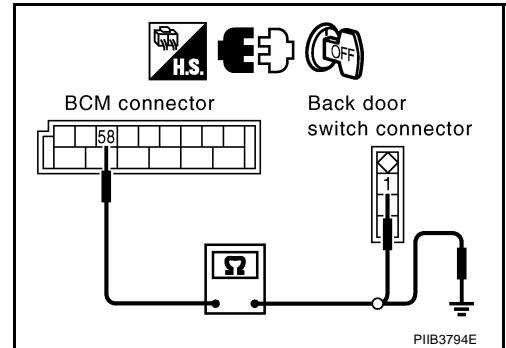
4. Check continuity between BCM harness connector B83 terminal 58 and ground.

58 (R/W) - Ground : Continuity should not exist.

OK or NG

OK >> GO TO 3.

NG >> Repair or replace back door switch harness.



3. CHECK BACK DOOR SWITCH

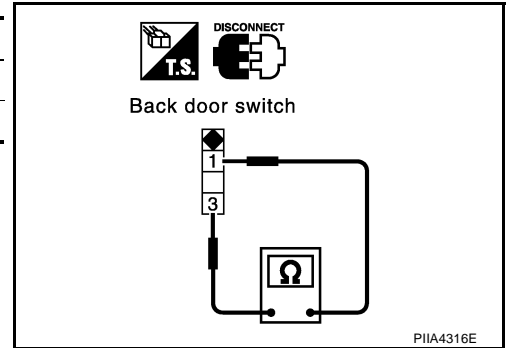
Check continuity between back door switch terminals 1 and 3.

Connector	Terminal		Condition of back door switch	Continuity
T12	1	3	Open position	Yes
			Closed position	No

OK or NG

OK >> GO TO 4.

NG >> Replace back door switch.



4. CHECK BACK DOOR SWITCH GROUND CIRCUIT

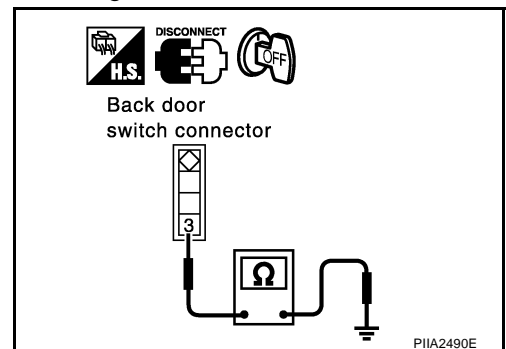
Check continuity between door switch harness connector T12 terminal 3 and ground.

3 (B) - Ground : Continuity should exist.

OK or NG

OK >> Check harness connection.

NG >> Repair or replace back door switch harness.



REMOTE KEYLESS ENTRY SYSTEM

Check Trunk Lid Lock Assembly (Trunk Room Lamp Switch) / For Roadster NIS0001N

1. CHECK TRUNK LID LOCK ASSEMBLY (TRUNK ROOM LAMP SWITCH) INPUT SIGNAL

With CONSULT-III

Check trunk lid opener switch ("TRUNK OPN MNTR") in "DATA MONITOR" mode with CONSULT-III.

Monitor item	Condition	
TRNK OPN MNTR	OPEN	: ON
	CLOSE	: OFF

Without CONSULT-III

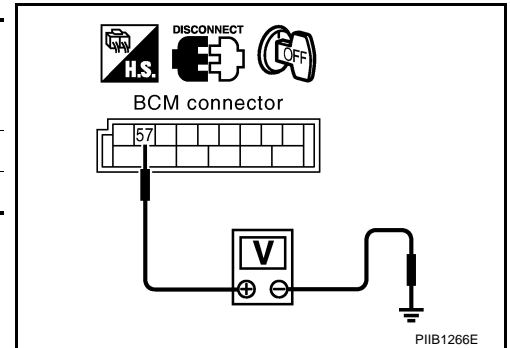
Check voltage between BCM connector and ground.

Con- nector	Terminals (Wire color)		Condition of trunk lid lock assembly (trunk room lamp switch)	Voltage [V] (Approx.)
	(+)	(-)		
B83	57 (R/W)	Ground	Open	0
			Close	Battery voltage*

*: When interior lamp battery saver control is in OFF. → Approx. 5V.

OK or NG

- OK >> Trunk room lamp switch is OK.
 NG >> GO TO 2.



2. CHECK TRUNK LID LOCK ASSEMBLY (TRUNK ROOM LAMP SWITCH) CIRCUIT

- Turn ignition switch OFF.
- Disconnect trunk lid lock assembly (trunk room lamp switch) and BCM connector.
- Check continuity between BCM harness connector B83 terminal 57 and trunk lid lock assembly (trunk room lamp switch) harness connector T47 terminal 3.

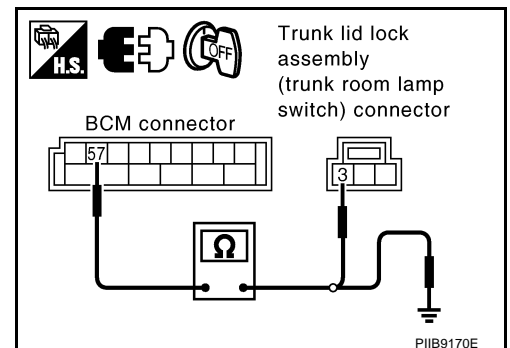
57 (R/W) - 3 (R/W) : Continuity should exist.

- Check continuity between BCM harness connector B83 terminal 57 and ground.

57 (R/W) - Ground : Continuity should not exist.

OK or NG

- OK >> GO TO 3.
 NG >> Repair or replace trunk lid lock assembly (trunk room lamp switch) harness.



REMOTE KEYLESS ENTRY SYSTEM

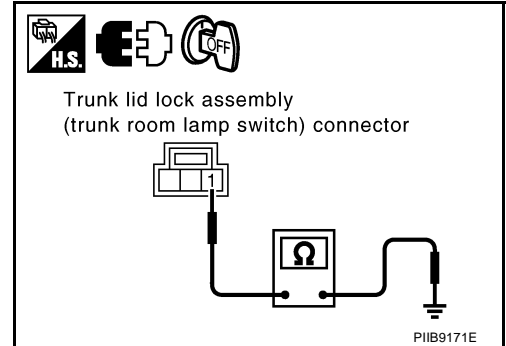
3. CHECK TRUNK LID LOCK ASSEMBLY (TRUNK ROOM LAMP SWITCH) GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect trunk lid lock assembly (trunk room lamp switch) connector.
3. Check continuity between trunk lid lock assembly (trunk room lamp switch) connector T47 terminal 1 and ground.

1 (B) - Ground : Continuity should exist.

OK or NG

- OK >> Check trunk lid lock assembly (trunk room lamp switch).
 NG >> Repair or replace trunk lid lock assembly (trunk room lamp switch) harness.



NIS00010

Check Key Switch

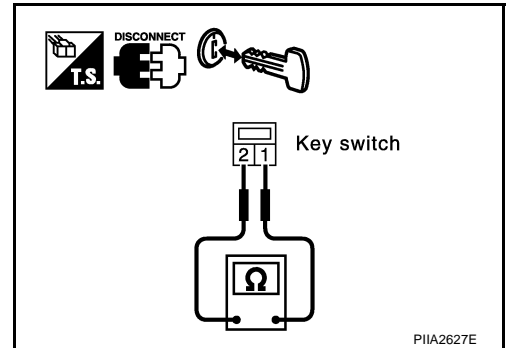
1. CHECK KEY SWITCH

Check continuity key switch terminals 1 and 2.

Connector	Terminals		Condition of key switch	Continuity
M25	1	2	Inserted	Yes
			Removed	No

OK or NG

- OK >> GO TO 3.
 NG >> Replace key switch.



2. CHECK KEY SWITCH CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between BCM harness connector M90 terminal 37 and key switch harness connector M25 terminal 1.

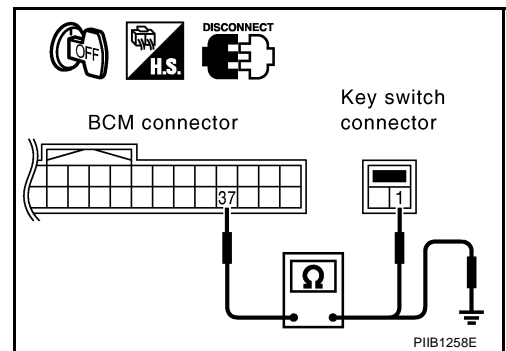
37 (B/R) - 1 (B/R) : Continuity should exist.

3. Check continuity between BCM harness connector M90 terminal 37 and ground.

37 (B/R) - Ground : Continuity should not exist.

OK or NG

- OK >> Check the following.
- 10A fuse [No.21, located in the fuse block (J/B)]
 - Harness for open or short between key switch and fuse
- NG >> Repair or replace harness.



REMOTE KEYLESS ENTRY SYSTEM

NIS0001P

Check IPDM E/R Operation

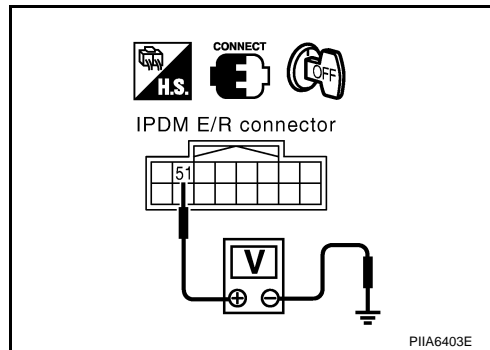
1. CHECK IPDM E/R INPUT SIGNAL

Check voltage between IPDM E/R connector E9 terminal 51 and ground.

51 (G/B) – Ground : Battery voltage

OK or NG

- OK >> Replace IPDM E/R.
- NG >> GO TO 2.



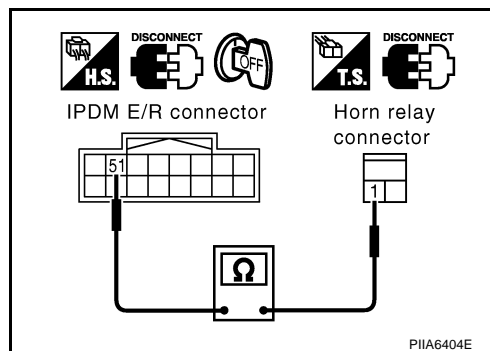
2. CHECK IPDM E/R CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R and horn relay connector.
3. Check continuity between IPDM E/R harness connector E9 terminal 51 and horn relay harness connector E21 terminal 1.

1 (G/B) - 51(G/B) : Continuity should exist.

OK or NG

- OK >> Check harness connection.
- NG >> Repair or replace harness.

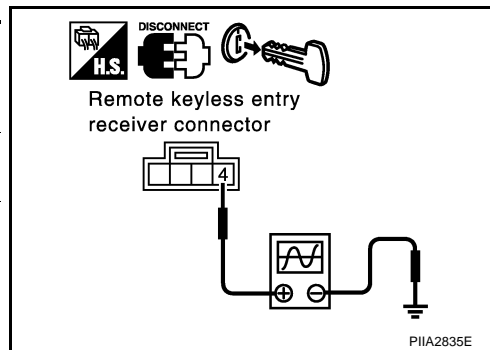


Check Remote Keyless Entry Receiver

1. CHECK MULTI-REMOTE CONTROL RECEIVER INPUT VOLTAGE

1. Remove key from ignition key cylinder.
2. Check signal between remote keyless entry receiver connector and ground with oscilloscope.

Con- nector	Terminal (Wire color)		Condition	Signal (Reference value)
	(+)	(-)		
M78	4 (Y)	Grou nd	Key is inserted in IGN key cylinder	0
			All door closed	<p style="text-align: right; font-size: small;">OCC3881D</p>



OK or NG

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

REMOTE KEYLESS ENTRY SYSTEM

2. CHECK REMOTE KEYLESS ENTRY RECEIVER HARNESS

1. Turn ignition switch OFF.
2. Disconnect remote keyless entry receiver and BCM connector.
3. Check continuity between remote keyless entry receiver connector M78 terminal 4 and BCM connector M90 terminal 19.

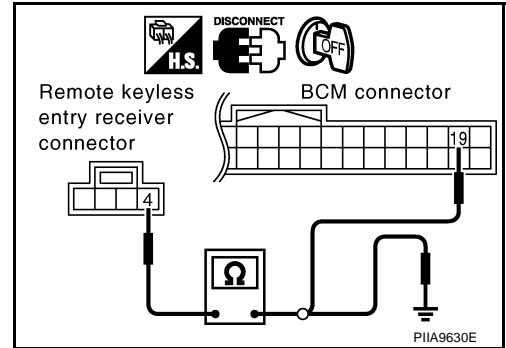
4 (Y) - 19 (Y) : Continuity should exist.

4. Check continuity between remote keyless entry receiver connector M78 terminal 4 and ground.

4 (Y) - Ground : Continuity should not exist.

OK or NG

- OK >> Check harness connection.
NG >> Repair or replace the harness.



3. CHECK REMOTE KEYLESS ENTRY RECEIVER

1. Turn ignition switch OFF.
2. Check continuity between remote keyless entry receiver connector M78 terminal 1 and BCM connector M90 terminal 18.

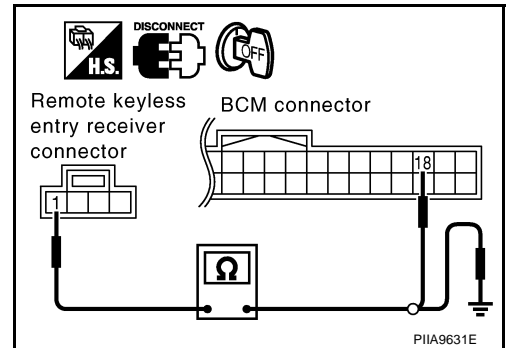
1 (B) - 18 (B) : Continuity should exist.

3. Check continuity between remote keyless entry receiver connector M78 terminal 1 and ground.

1 (B) - Ground : Continuity should not exist.

OK or NG

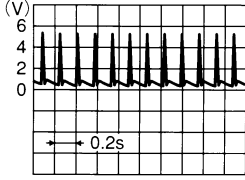
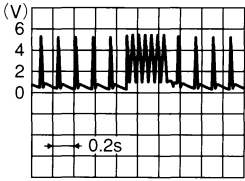
- OK >> GO TO 4.
NG >> Repair or replace the harness.

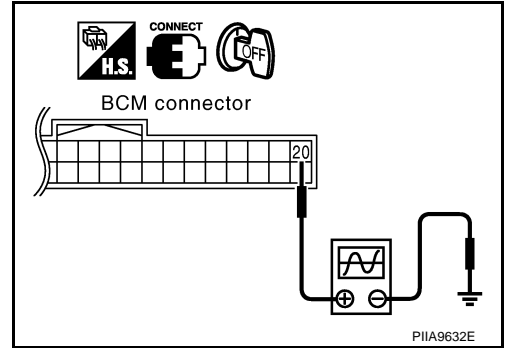


REMOTE KEYLESS ENTRY SYSTEM

4. CHECK REMOTE KEYLESS ENTRY RECEIVER OUTPUT SIGNAL

1. Connect remote keyless entry receiver connector.
2. Check signal BCM connector and ground with oscilloscope.

Con- nector	Terminal (Wire color)		Condition	Signal (Reference value)
	(+)	(-)		
M90	20 (L)	Ground	Key is inserted in IGN key cylin- der	0
			Waiting (All door closed)	 OCC3879D
			When signal is received (All door closed)	 OCC3880D



OK or NG

- OK >> Replace BCM.
 NG >> GO TO 5.

5. CHECK REMOTE KEYLESS ENTRY RECEIVER HARNESS

1. Disconnect remote keyless receiver and BCM connector.
2. Check continuity between remote keyless entry receiver connector M78 terminal 2 and BCM connector M90 terminal 20.

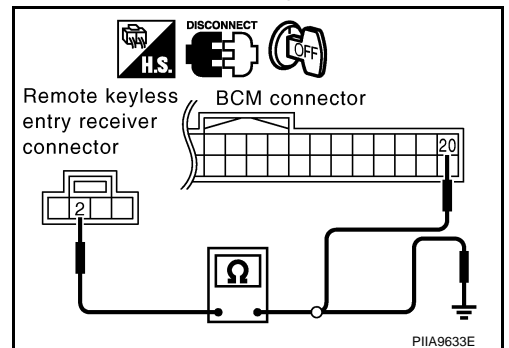
2 (L) - 20 (L) : Continuity should exist.

3. Check continuity between remote keyless entry receiver connector M78 terminal 2 and ground.

2 (L) - Ground : Continuity should not exist.

OK or NG

- OK >> Replace remote keyless entry receiver.
 NG >> Repair or replace the harness.



REMOTE KEYLESS ENTRY SYSTEM

Check Horn Function

NIS0001R

First perform the "SELF-DIAG RESULTS" in "BCM" with CONSULT-III, then perform the trouble diagnosis of malfunction system indicated "SELF-DIAG RESULTS" of "BCM". Refer to [BCS-16, "CAN Communication Inspection Using CONSULT-III \(Self-Diagnosis\)"](#) .

1. CHECK HORN OPERATION

Check if horn sounds with horn switch.

Does horn operate?

Yes >> Horn circuit is OK.

No >> Check horn circuit. Refer to [WW-53, "Wiring Diagram — HORN —"](#) .

Check Headlamp Alarm

NIS0001S

First perform the "SELF-DIAG RESULTS" in "BCM" with CONSULT-III, then perform the trouble diagnosis of malfunction system indicated "SELF-DIAG RESULTS" of "BCM". Refer to [BCS-16, "CAN Communication Inspection Using CONSULT-III \(Self-Diagnosis\)"](#) .

1. CHECK HEADLAMP OPERATION

Does headlamp come on when turning lighting switch "ON".

YES or NO

Yes >> Headlamp alarm circuit is OK.

No >> Check headlamp system. Refer to [LT-5, "HEADLAMP \(FOR USA\)"](#) , [LT-32, "HEADLAMP \(FOR CANADA\) - DAYTIME LIGHT SYSTEM -"](#) ,.

Check Interior Lamp Operation

NIS0001T

1. CHECK ILLUMINATION OPERATION

When interior lamp switch is in "DOOR" position, open the door (driver side or passenger side).

Interior lamp should illuminate.

OK or NG

OK >> Interior lamp circuit is OK.

NG >> Check interior lamp circuit. Refer to [LT-128, "INTERIOR ROOM LAMP"](#) .

REMOTE KEYLESS ENTRY SYSTEM

ID Code Entry Procedure KEY FOB ID SETUP WITH CONSULT-III

NIS0001U

A

NOTE:

If a key fob is lost, the ID code of the lost key fob must be erased to prevent unauthorized use. When the ID code of a lost key fob is not known, all controller ID codes should be erased. After all ID codes are erased, the ID codes of all remaining and/or new key fobs must be re-registered.

B

1. Touch "WORK SUPPORT".

C

2. The items shown on the figure can be set up.

- "REMO CONT ID REGIST"
Use this mode to register a key fob ID code.

D

NOTE:

Register the ID code when key fob or BCM is replaced, or when additional key fob is required.

- "REMO CONT ID ERASUR"
Use this mode to erase a key fob ID code.
- "REMO CONT ID CONFIR"
Use this mode to confirm if a key fob ID code is registered or not.

E

F

G

H

BL

J

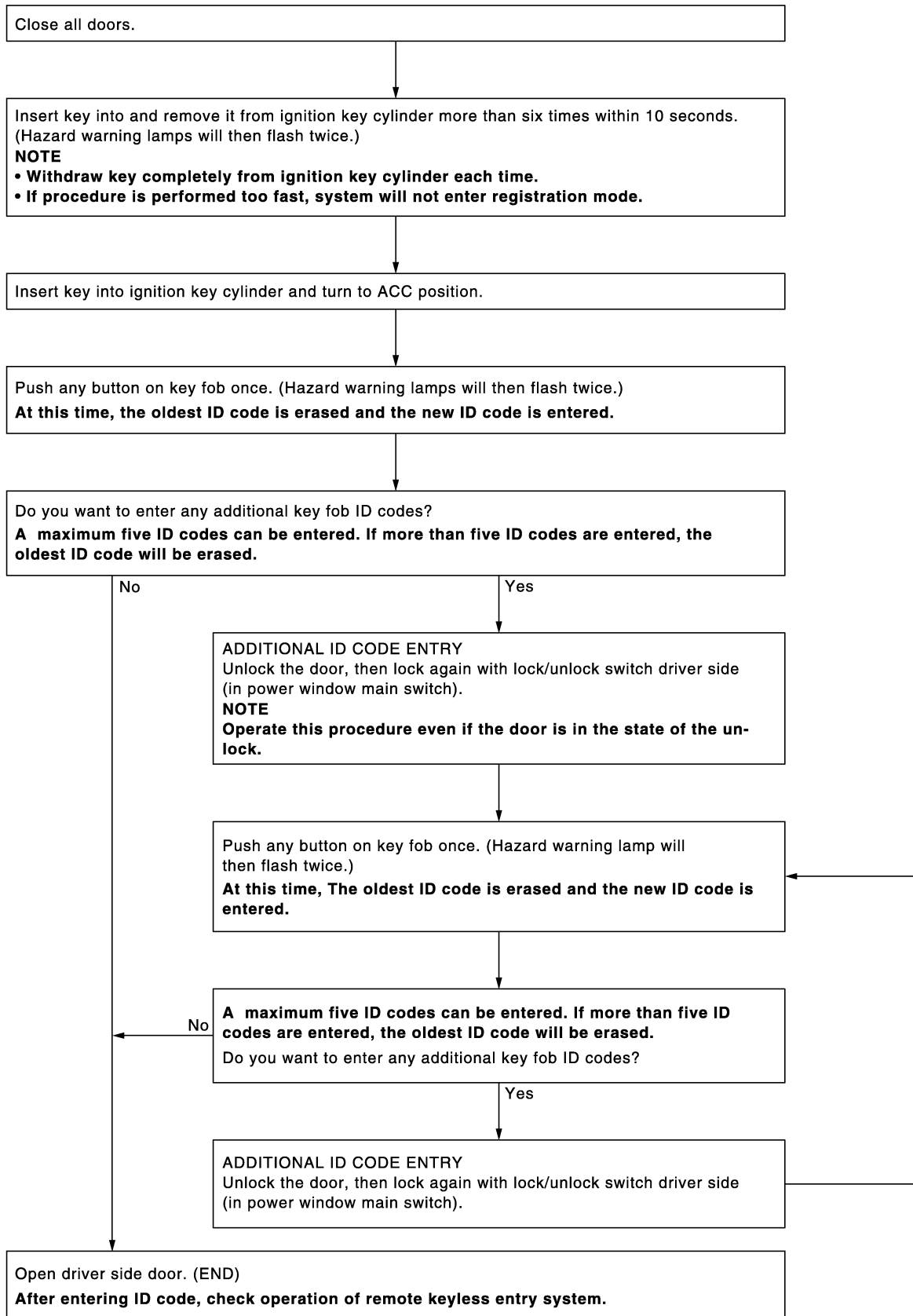
K

L

M

REMOTE KEYLESS ENTRY SYSTEM

KEY FOB ID SETUP WITHOUT CONSULT-III



PIIA2839E

REMOTE KEYLESS ENTRY SYSTEM

NOTE:

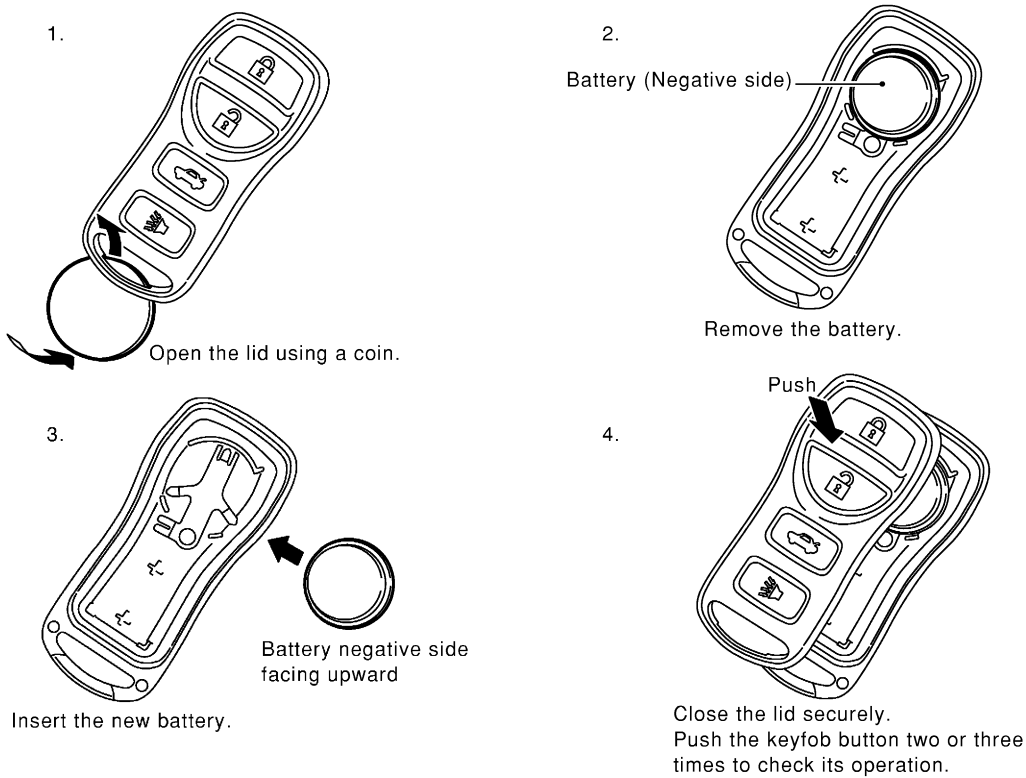
- If a key fob is lost, the ID code of the lost key fob must be erased to prevent unauthorized use. A specific ID code can be erased with CONSULT-III. However, when the ID code of a lost key fob is not known, all controller ID codes should be erased. After all ID codes are erased, the ID codes of all remaining and/or new key fobs must be re-registered.
To erase all ID codes in memory, register one ID code (key fob) five times. After all ID codes are erased, the ID codes of all remaining and/or new key fobs must be re-registered.
- When registering an additional key fob, the existing ID codes in memory may or may not be erased. If five ID codes are stored in memory, when an additional code is registered, only the oldest code is erased. If less than five ID codes are stored in memory, when an additional ID code is registered, the new ID code is added and no ID codes are erased.
- If you need to activate more than two additional new key fobs, repeat the procedure “Additional ID code entry” for each new key fob.
- Entry of maximum five ID codes is allowed. When more than five ID codes are entered, the oldest ID code will be erased.
- Even if same ID code that is already in the memory is input, the same ID code can be entered. The code is counted as an additional code.

Key Fob Battery Replacement

NIS0001V

NOTE:

- Be careful not to touch the circuit board or battery terminal.
- The keyfob is water-resistant. However, if it does get wet, immediately wipe it dry.



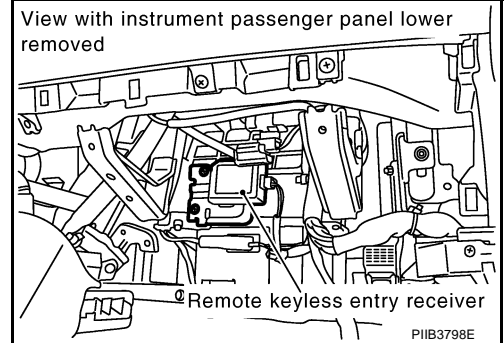
REMOTE KEYLESS ENTRY SYSTEM

Removal and Installation of Remote Keyless Entry Receiver

NIS0001W

REMOVAL

1. Remove the instrument passenger panel lower. Refer to [IP-13, "\(L\) Instrument Passenger Panel Lower"](#) .
2. Remove the screw and remote keyless entry receiver connector.
3. Remove the remote keyless entry receiver.



INSTALLATION

Install in the reverse order of removal.

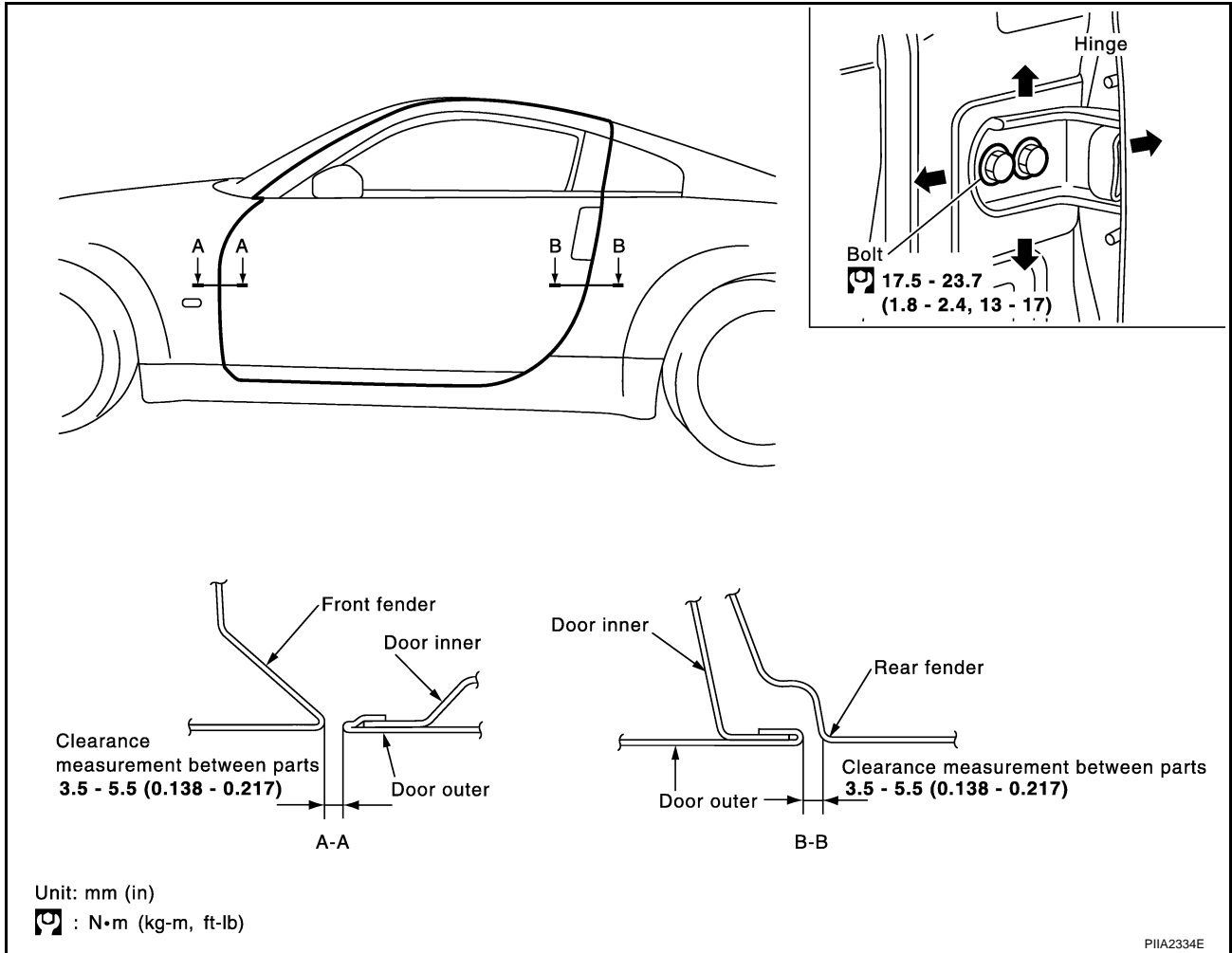
DOOR

DOOR

PFP:80100

Fitting Adjustment COUPE

NIS0001X



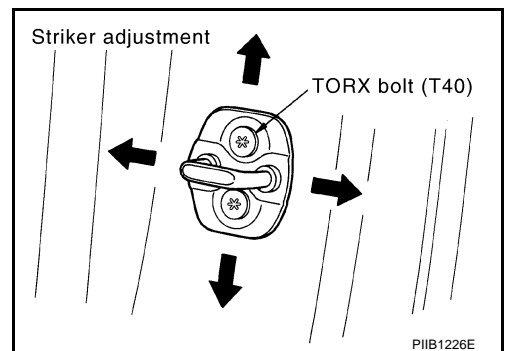
DOOR

Longitudinal clearance and surface height adjustment at front end

1. Remove the fender protector. Refer to [EI-21, "FENDER PROTECTOR"](#).
2. Loosen the hinge mounting bolts. Raise the door at rear end to adjust.

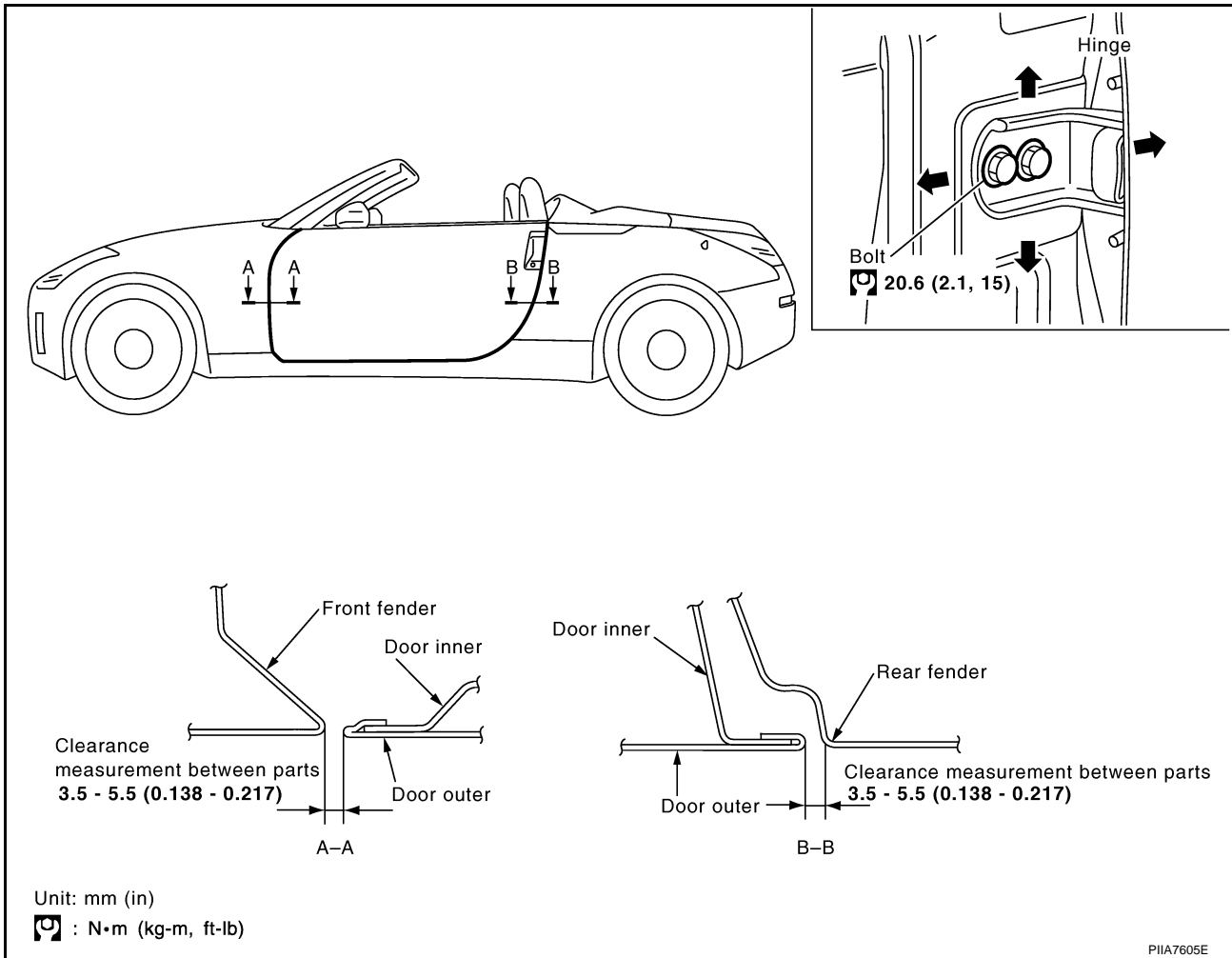
STRIKER ADJUSTMENT

Adjust the striker so that it becomes parallel with the lock insertion direction.



DOOR

ROADSTER



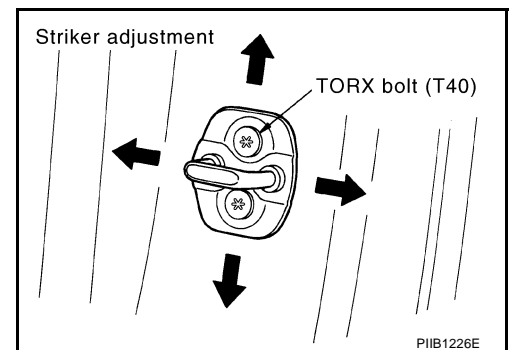
DOOR

Longitudinal clearance and surface height adjustment at front end

1. Remove the fender protector. Refer to [EI-21, "FENDER PROTECTOR"](#).
2. Loosen the hinge mounting bolts. Raise the door at rear end to adjust.

STRIKER ADJUSTMENT

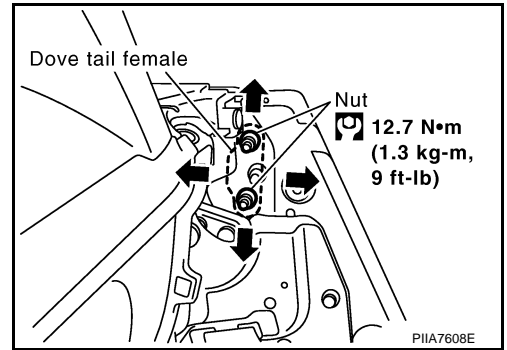
Adjust the striker so that it becomes parallel with the lock insertion direction.



DOOR

DOVE TAIL FEMALE ADJUSTMENT (ROADSTER)

Adjust the dove tail female so that it becomes parallel with the lock insertion direction.



Removal and Installation

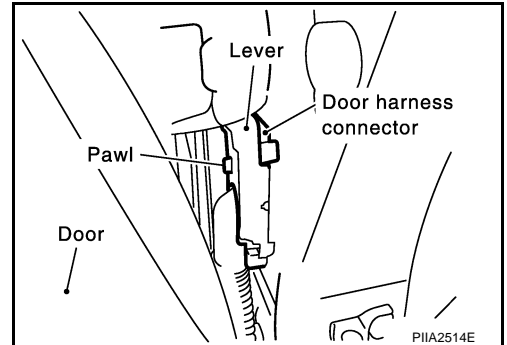
NIS0001Y

CAUTION:

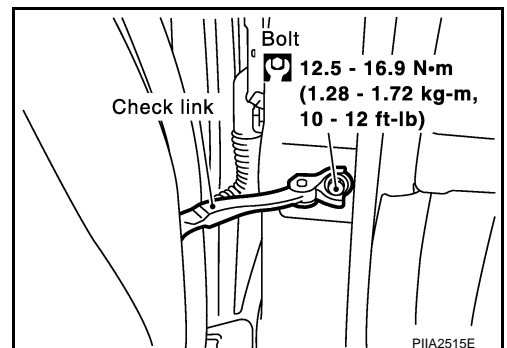
- When removing and installing the door assembly, support the door with a jack and cloth to protect the door and body.
- When removing and installing door assembly, be sure to perform the fitting adjustment Refer to [BL-93, "Fitting Adjustment"](#) .
- Operate with two workers, because of its heavy weight.
- Check the hinge rotating part for poor lubrication. If necessary, apply "body grease".
- After installing, check operation.
- Apply sealant and coat with the same body color paint to door hinge installation part and mounting nuts.

REMOVAL

1. Pull the lever and remove the door harness connector while removing tabs of door harness connector.

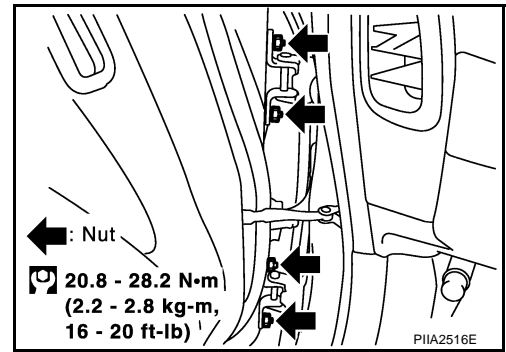


2. Remove the mounting bolts of the check link on the vehicle.



DOOR

3. Remove the door-side hinge mounting nuts, and remove the door assembly.



INSTALLATION

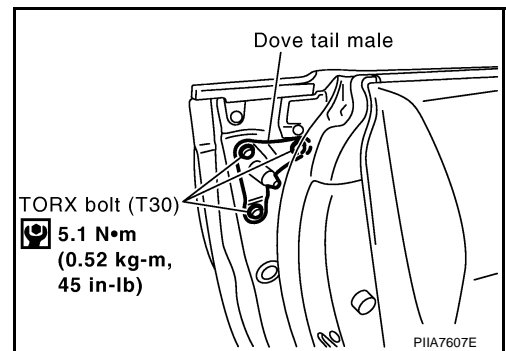
Install in the reverse order of removal.

Removal and Installation of Dove Tail Male & Female (Roadster)

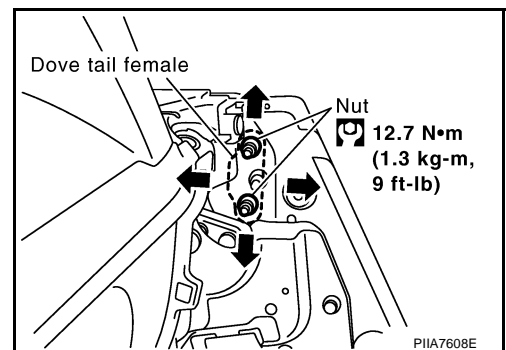
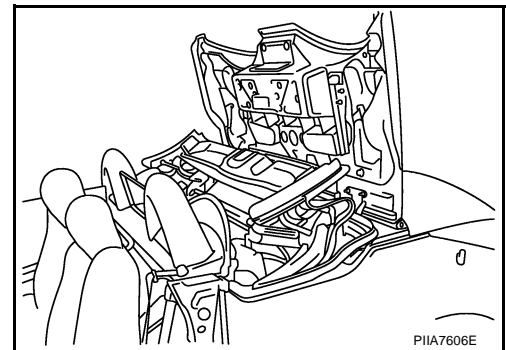
NIS0001Z

REMOVAL

1. Remove the TORX bolts (T30) of dove tail male.



2. Soft top assembly locate like a figure.
3. Remove the body side welt. Refer to [EI-37, "Removal and Installation \(for Roadster Models\)"](#).
4. Remove the body side weatherstrip. Refer to [EI-32, "Removal and Installation \(for Roadster Models\)"](#).
5. Remove the rear side finisher and kicking plate inner. Refer to [EI-37, "Removal and Installation \(for Roadster Models\)"](#).
6. Remove the shoulder anchor. Refer to [SB-6, "Removal and Installation of Seat Belt \(Roadster\)"](#).
7. Remove the rear side trim. Refer to [EI-37, "Removal and Installation \(for Roadster Models\)"](#).
8. Remove the dove tail female mounting nuts. Remove the dove tail female.



INSTALLATION

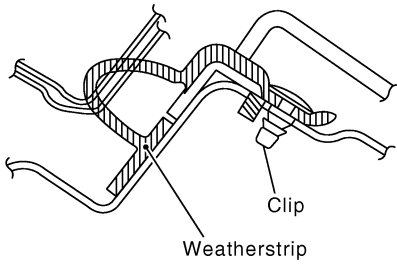
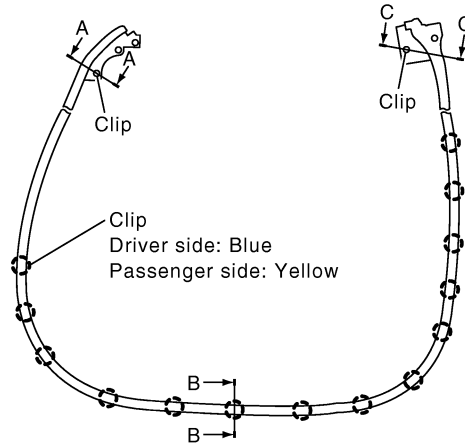
Install in the reverse order of removal.

DOOR

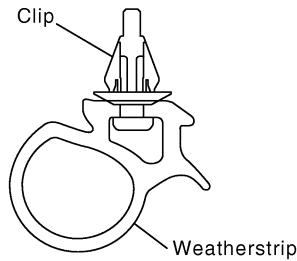
Door Weatherstrip

NIS00020

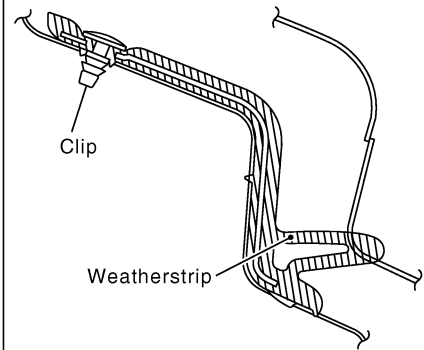
SEC. 800



A-A



B-B



C-C

PIIA2335E

REMOVAL

Remove the weatherstrip clips and remove weatherstrip.

INSTALLATION

Install in the reverse order of removal.

A

B

C

D

E

F

G

H

BL

J

K

L

M

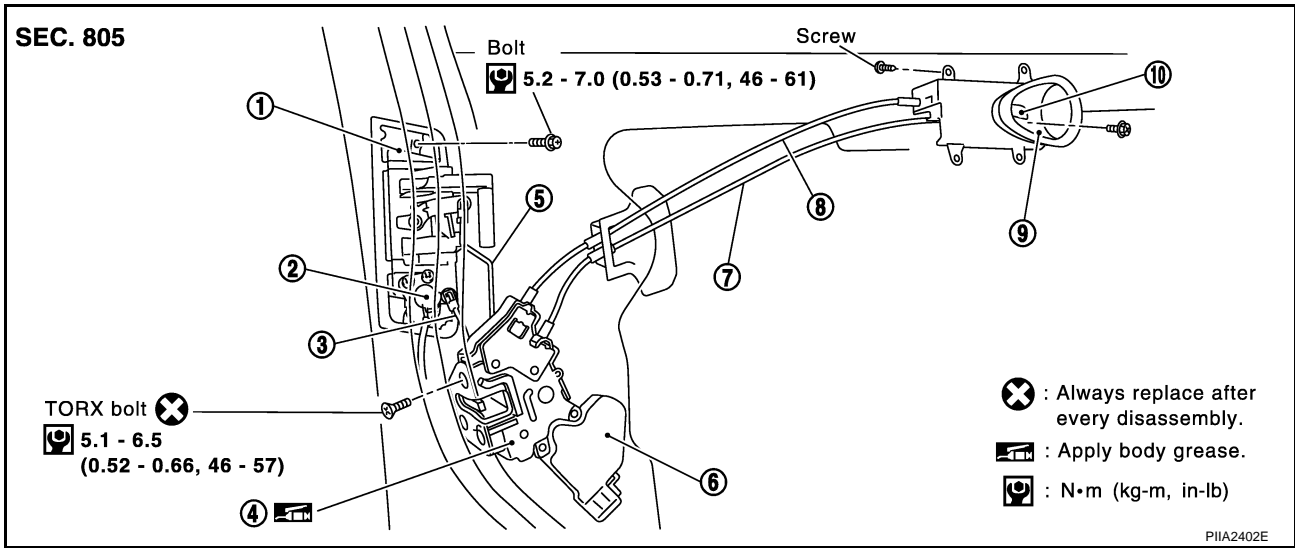
DOOR LOCK

DOOR LOCK

PFP:80502

Component Structure

NIS00021



- | | | |
|-----------------------|------------------------------------|------------------------------------|
| 1. Outside handle | 2. Key cylinder (driver side only) | 3. Key lock rod (driver side only) |
| 4. Door lock assembly | 5. Outside handle rod | 6. Door lock actuator |
| 7. Lock knob cable | 8. Inside handle cable | 9. Inside handle |
| 10. Lock knob | | |

Inspection and Adjustment

NIS00022

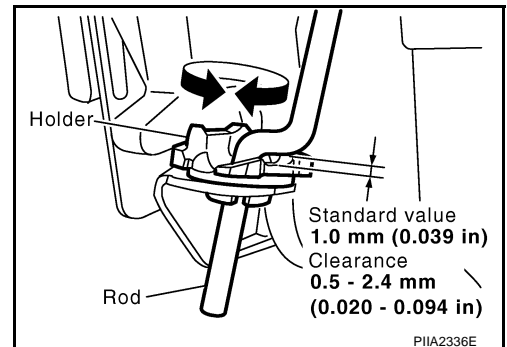
1. Remove the door finisher. Refer to [EI-33, "Removal and Installation"](#).
2. Remove the door window and door module assembly. Refer to [GW-51, "Removal and Installation"](#).

EXTERIOR HANDLE ROD ADJUSTMENT

Rotate the bushing to adjust so that the clearance between the bushing and rod becomes as shown in the figure.

CAUTION:

Be careful not to make the clearance 0 mm (0 in) or the rod will be pressed continuously.

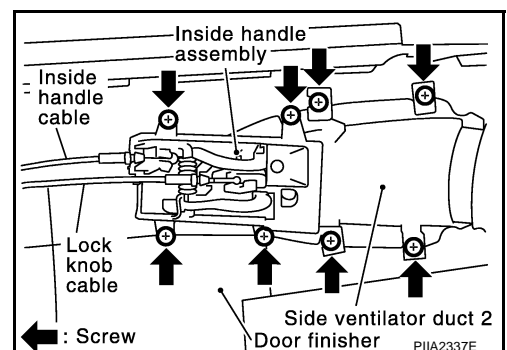


Removal and Installation

REMOVAL

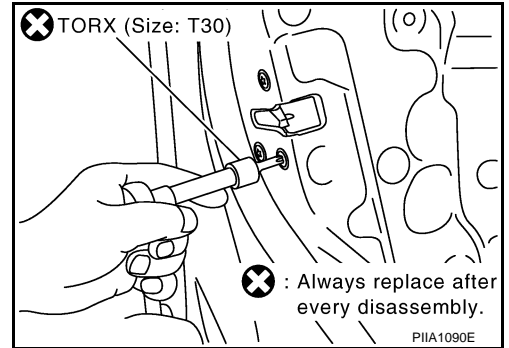
NIS00023

1. Remove the door finisher. Refer to [EI-33, "Removal and Installation"](#).
2. Remove the door window and door module assembly. Refer to [GW-51, "Removal and Installation"](#).
3. Disconnect the inside handle cable and locking knob cable from the back side of the door finisher.

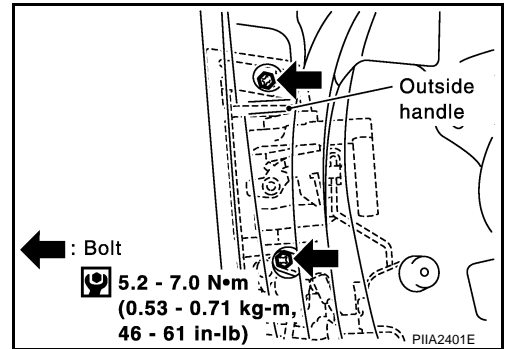


DOOR LOCK

- Reach to separate the key cylinder (driver side only) rod and outside handle rod connection (on the handle).
- Disconnect the door lock actuator connector.
- Remove the mounting screws (TORX T30), remove the door lock assembly.



- Remove the outside handle mounting bolts, remove the outside handle.



INSTALLATION

Install in the reverse order of removal.

CAUTION:

- To install each rod, be sure to rotate the rod holder until a click is felt.
- After installing, check operation.
- After installing, perform fitting adjustment. Refer to [BL-93. "Fitting Adjustment"](#).

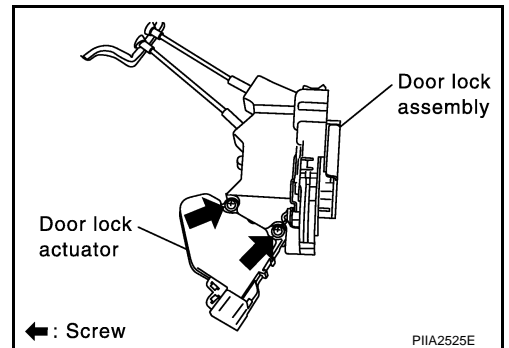
Disassembly and Assembly

DISASSEMBLY

CAUTION:

Be sure to remove or install the actuator with the door lock assembly removed.

- Remove the mounting screws, and remove the actuator from the door lock assembly.
- Pull the actuator straight downward to separate it from the door lock assembly.



ASSEMBLY

- Align the actuator pivot with the cutout on the knob lever of the door lock assembly, then assemble the actuator.
- Move the knob lever and the actuator pivot toward the lock-on direction, and check that it engages securely.

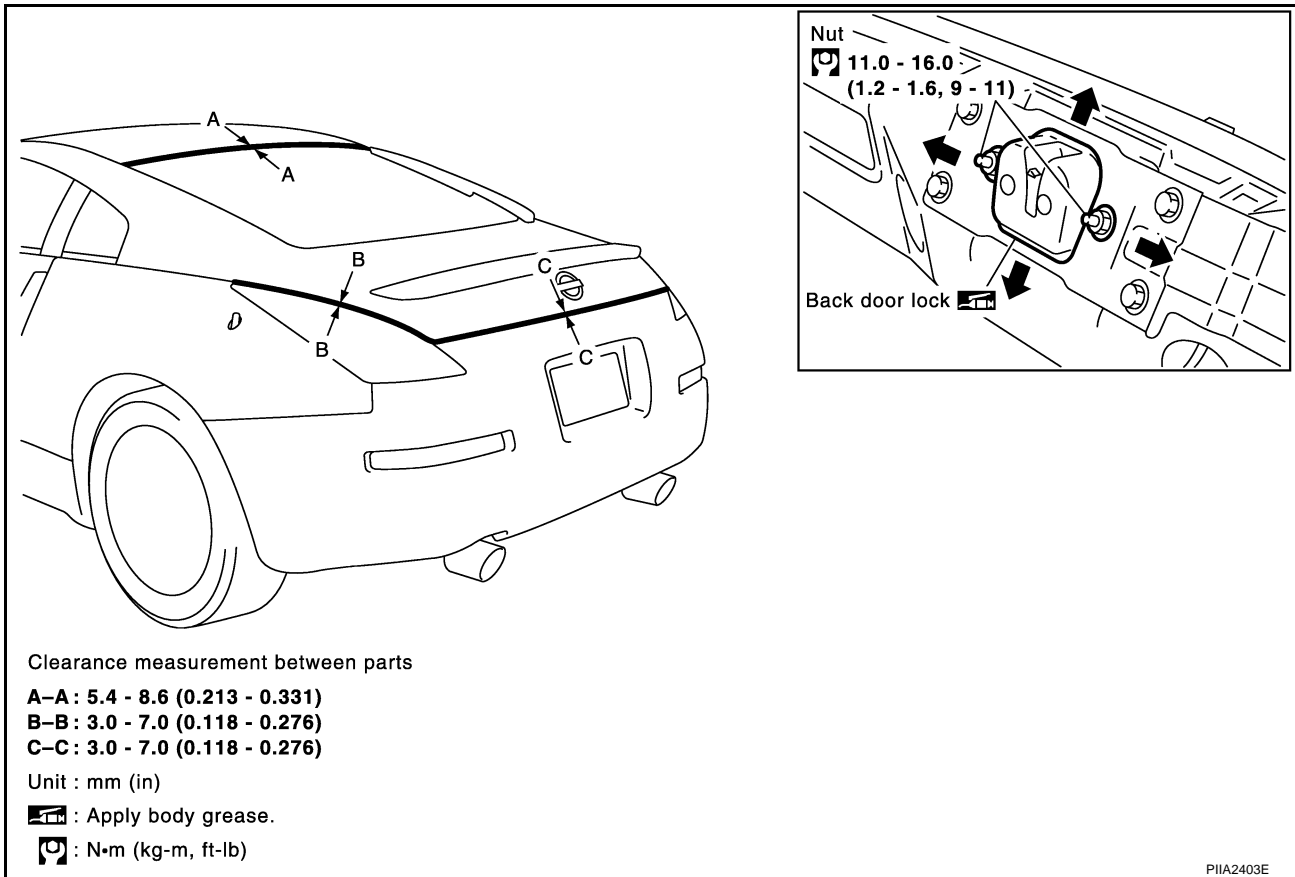
BACK DOOR

PFP:90100

BACK DOOR

Fitting Adjustment

NIS00025



VERTICAL/LATERAL CLEARANCE ADJUSTMENT

1. Remove back door weatherstrip. Refer to [BL-103, "Removal and Installation of Back Door Weatherstrip"](#) .
2. Remove the luggage finisher lower (center). Refer to [EI-40, "LUGGAGE FLOOR TRIM"](#) .
3. Loosen the back door lock mounting bolts. Raise the back door lock to the top position, and temporarily tighten the back door lock mounting bolt at the position.
4. Close the back door lightly and adjust the surface height, then open the back door to finally tighten the back door lock mounting bolts to the specified torque.

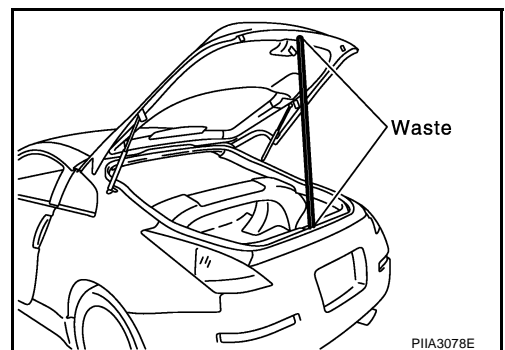
Back Door Assembly REMOVAL

NIS00026

1. Remove the headlining. Refer to [EI-44, "Removal and Installation \(for Coupe Models\)"](#) .
2. Disconnect each harness connector, which is out to body from back door.
3. Support the back door striker with a proper material to prevent it from falling.

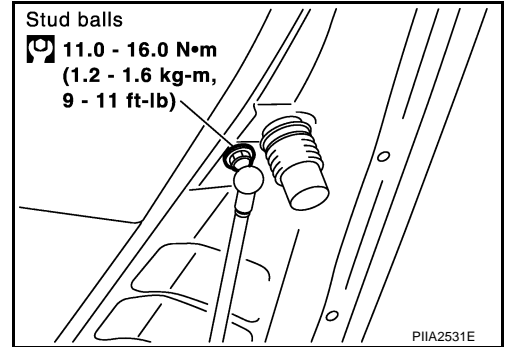
WARNING:

Body injury may occur if no supporting rod is holding the back door open when removing the damper stay.

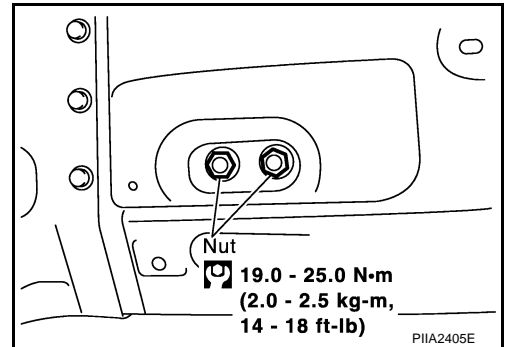


BACK DOOR

4. Remove stud balls on back door.



5. Remove hinge mount nuts of the body and remove back door assembly.



INSTALLATION

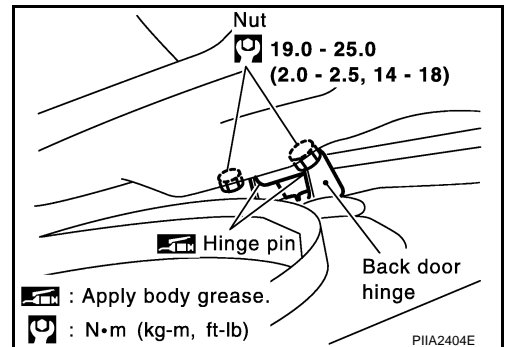
Install in the reverse order of removal.

CAUTION:

- After installing, check operation.
- After installing, perform fitting adjustment.

INSPECTION

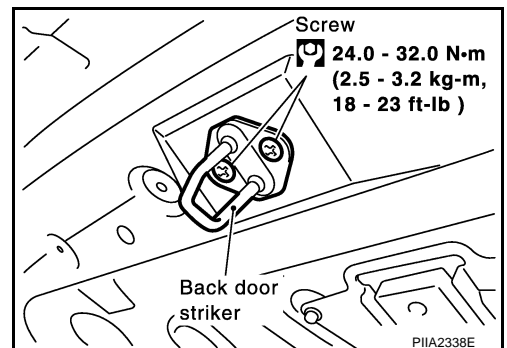
1. Check hinges for the following items.
 - Malfunction noise or door closing and opening effort
 - Component wear or damage
2. Apply body grease to the rotating part of the hinge.



Removal and Installation of Back Door Striker

REMOVAL

1. Remove back door finisher lower. Refer to [EI-48, "BACK DOOR FINISHER"](#).
2. Remove mounting screws, and remove striker from the vehicle.



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BACK DOOR

INSTALLATION

Install in the reverse order of removal.

CAUTION:

After installing, perform fitting adjustment.

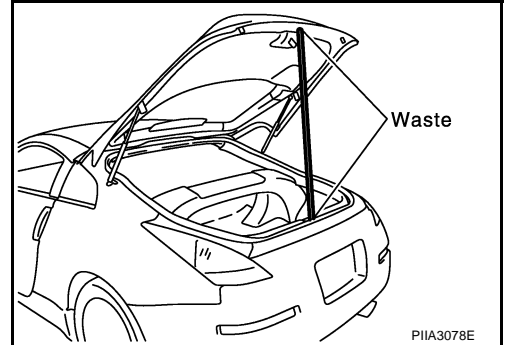
Removal and Installation of Back Door Stay

NIS00028

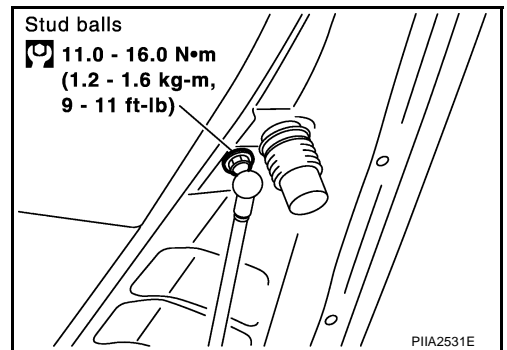
1. Support the back door striker with a proper material to prevent it from falling.

WARNING:

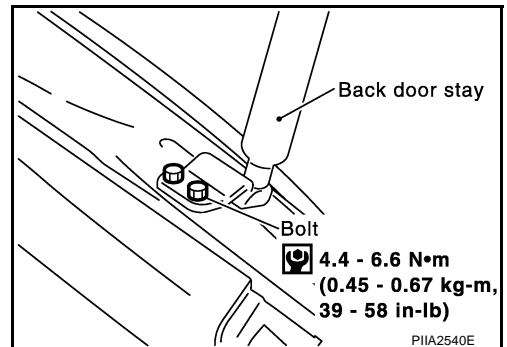
Body injury may occur if no supporting rod is holding the back door open when removing the damper stay.



2. Remove stud balls on back door.



3. Remove back door stay assembly (gas stay) bracket adjusting nuts and remove back door stay assembly.



INSTALLATION

Install in the reverse order of removal.

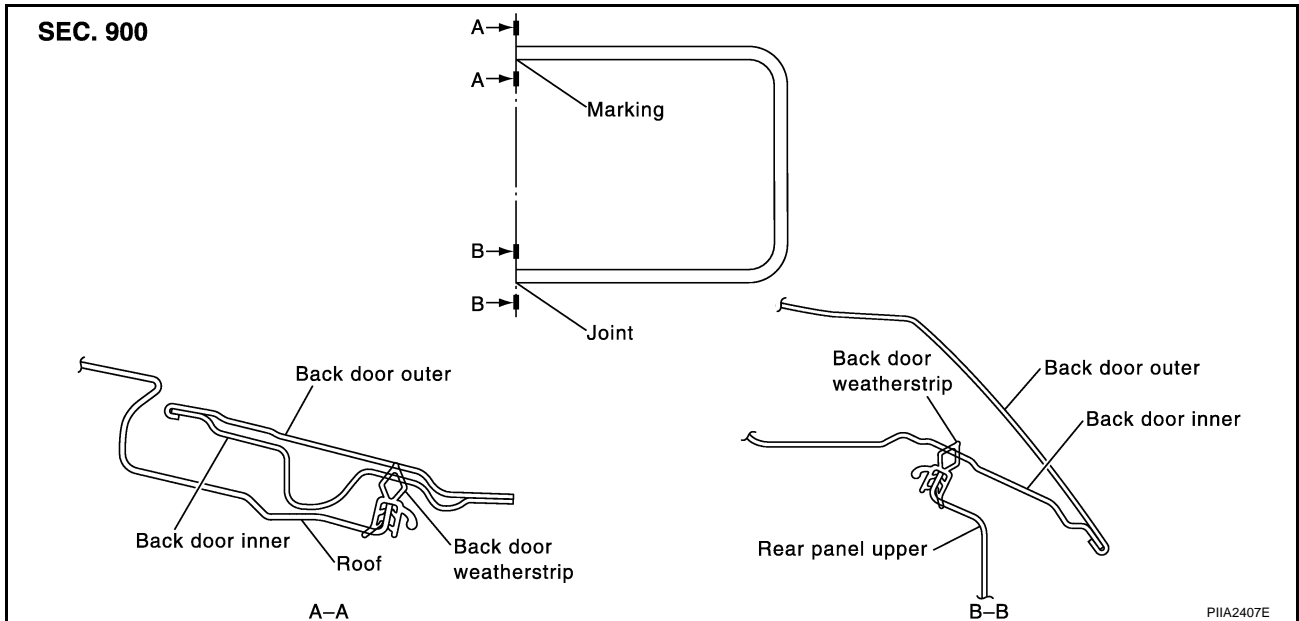
CAUTION:

After installing, check operation.

BACK DOOR

Removal and Installation of Back Door Weatherstrip

NIS00029



REMOVAL

Pull up and remove engagement with body from weatherstrip joint.

CAUTION:

After removal, do not pull strongly on the weatherstrip.

INSTALLATION

Install in the reverse order of removal.

1. Working from the upper section, align weatherstrip mark with vehicle center position mark and install weatherstrip onto the vehicle.
2. For the lower section, align the weatherstrip seam with center of the striker.
3. After installation, pull the weatherstrip gently to ensure that there is no loose section.

NOTE:

Make sure the weatherstrip is fit tightly at each corner and back door rear plate.

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BACK DOOR LOCK

PFP:90504

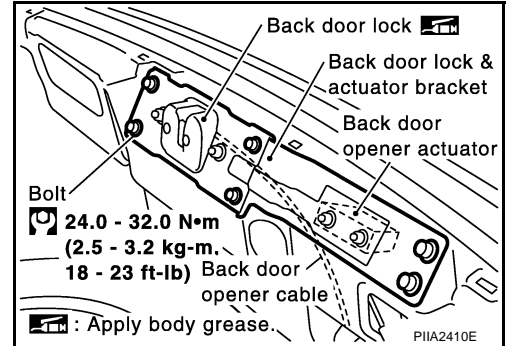
BACK DOOR LOCK

Removal and Installation of Back Door Lock & Back Door Opener Actuator

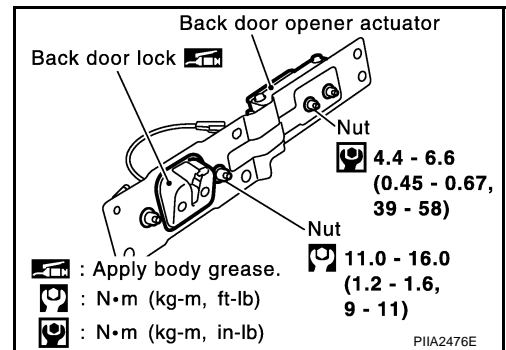
NIS0002A

REMOVAL

1. Remove back door weatherstrip. Refer to [BL-103, "Removal and Installation of Back Door Weatherstrip"](#) .
2. Remove luggage finisher lower (center). Refer to [EI-40, "LUGGAGE FLOOR TRIM"](#) .
3. Disconnect the connector and the clip of the back door opener.
4. Remove the mounting bolts.



5. Disconnect the connector of the back door opener actuator and back door opener cable, remove the bracket.
6. Remove the mounting nuts, remove back door lock and back door opener actuator.



INSTALLATION

Install in the reverse order of removal.

CAUTION:

- After installing, check operation.
- After installing, perform fitting adjustment. Refer to [BL-100, "Fitting Adjustment"](#) .

INSPECTION

1. Check back door lock for the following items.
 - Malfunction noise or door closing and opening effort
 - Component wear or damage
2. Apply body grease to the rotating part of the back door lock.

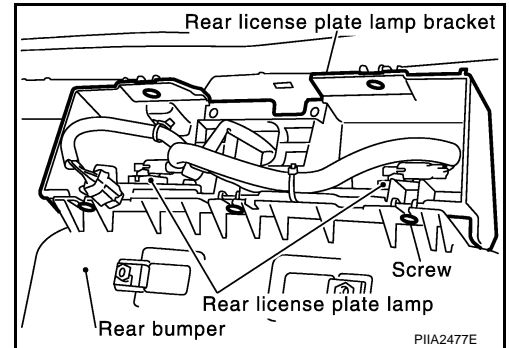
BACK DOOR LOCK

Removal and Installation of Back Door Opener Switch (External)

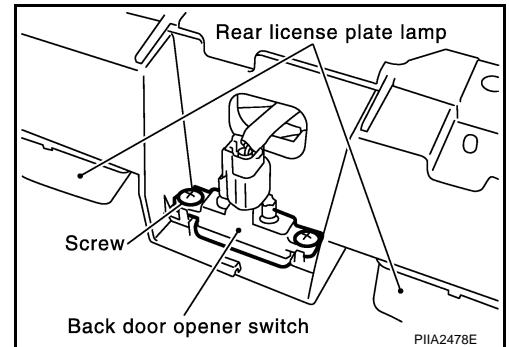
NIS0002B

REMOVAL

1. Remove rear bumper fascia assembly. Refer to [EI-17, "Removal and Installation"](#).
2. Remove the mounting screws of the license plate bracket.



3. Remove the mounting screws and connector of the back door opener switch.



INSTALLATION

1. Install in the reverse order of removal.
2. After installing, check the operation.

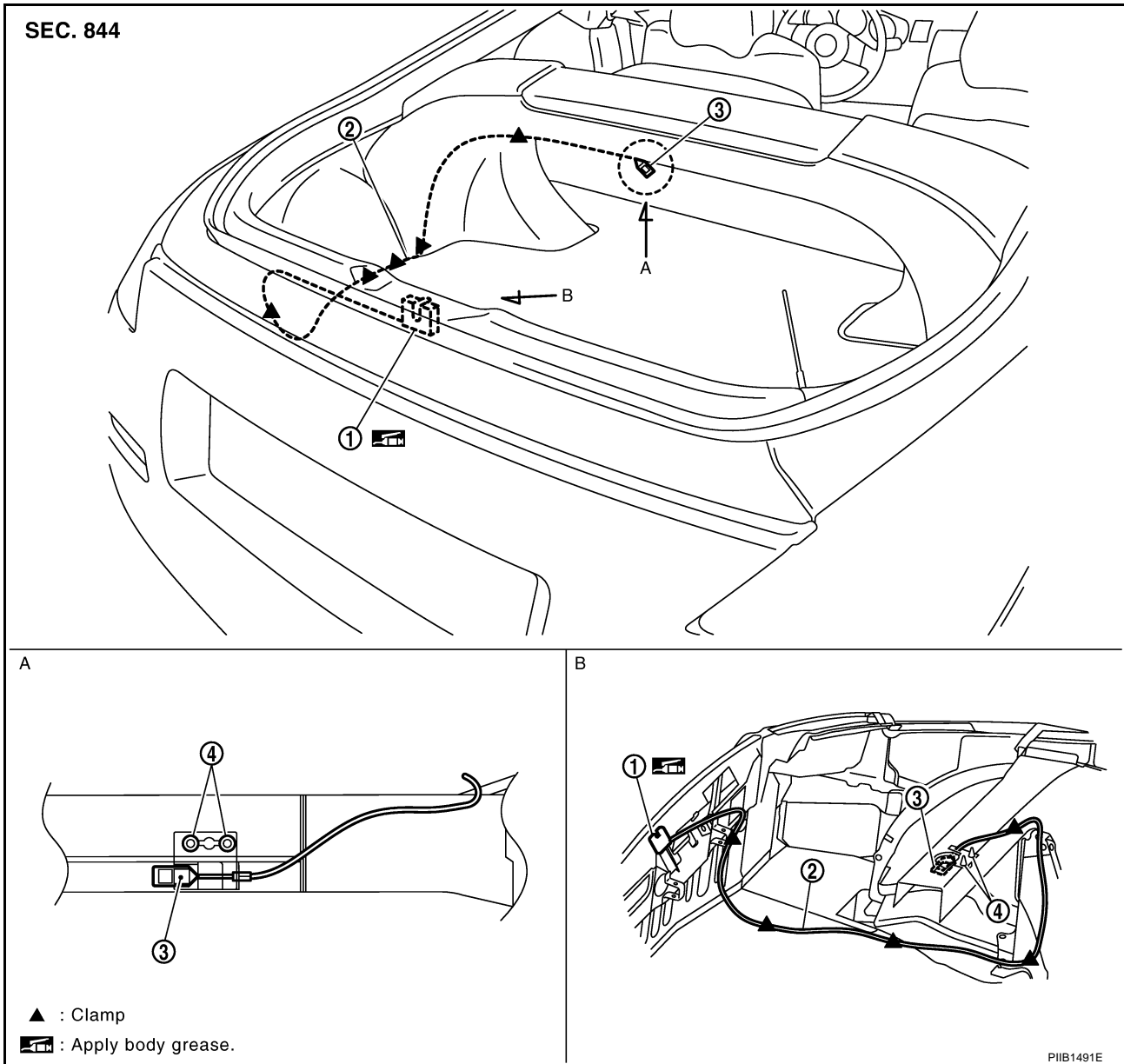
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BACK DOOR LOCK

Removal and Installation of Back Door Emergency Opener Cable

NIS0002C



1. Back door lock assembly
2. Back door emergency opener cable
3. hook
4. Clip

REMOVAL

1. Remove back door weather strip. Refer to [BL-103, "Removal and Installation of Back Door Weatherstrip"](#).
2. Remove luggage finisher lower (center), luggage side finisher lower (LH), luggage side finisher upper (LH), trunk side box, luggage floor carpet, strut cover rear, strut cover lower (center), and strut cover lower (LH). Refer to [EI-39, "Removal and Installation \(for Coupe Models\)"](#).
3. Disconnect back door emergency opener cable from back door lock.
4. Disconnect back door emergency opener cable from back door emergency opener cable clamp, and then remove back door emergency opener cable.

INSTALLATION

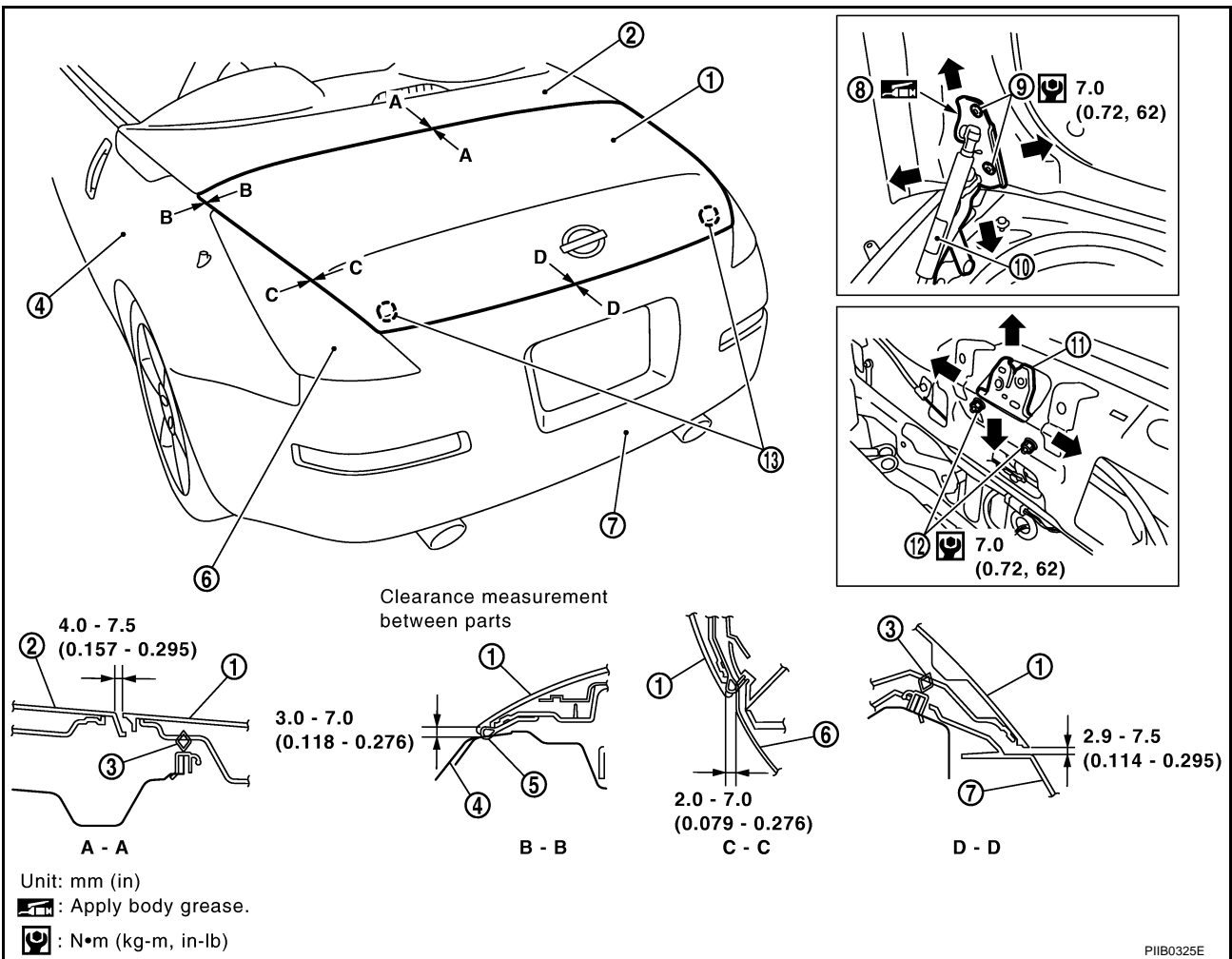
1. Install in the reverse order of removal.
2. After installing, check the operation.

TRUNK LID

PFP:H4300

TRUNK LID Fitting Adjustment

NIS0002D



- | | | |
|-----------------------|-----------------------------|---------------------------|
| 1. Trunk lid assembly | 2. Storage lid | 3. Trunk lid weatherstrip |
| 4. Rear fender | 5. Trunk lid moulding | 6. Rear combination lamp |
| 7. Rear bumper fascia | 8. Trunk lid hinge | 9. TORX bolt (T30) |
| 10. Trunk lid stay | 11. Trunk lid lock assembly | 12. Nut |
| 13. Bumper rubber | | |

LONGITUDINAL AND LATERAL CLEARANCE ADJUSTMENT

1. Remove trunk rear finisher. Refer to [EI-49, "TRUNK ROOM TRIM & TRUNK LID FINISHER"](#).
2. Loosen trunk lid hinge mounting bolts, and remove trunk lid lock. And then, close trunk lid.
3. Tighten trunk lid hinge mounting bolts to the specified torque after adjusting lateral clearance and clearance to storage lid and rear bumper fascia.
4. Position trunk lid lock and engage trunk lid striker. Check trunk lid striker and trunk lid lock for looseness.
5. Tighten trunk lid mounting bolts to the specified torque.

SURFACE HEIGHT ADJUSTMENT

1. Remove trunk rear finisher. Refer to [EI-49, "TRUNK ROOM TRIM & TRUNK LID FINISHER"](#)
2. Remove trunk lid lock. Rotate bumper rubber to adjust height between trunk lid and bumper fascia.
3. Position trunk lid lock and engage trunk lid striker. Check trunk lid striker and trunk lid lock for looseness. Tighten trunk lid mounting bolts to the specified torque.
4. Adjust lateral clearance and surface height between trunk lid and other parts so that they are within the following dimensional difference.

CAUTION:

Adjust evenness between trunk lid and each part to the following specification.

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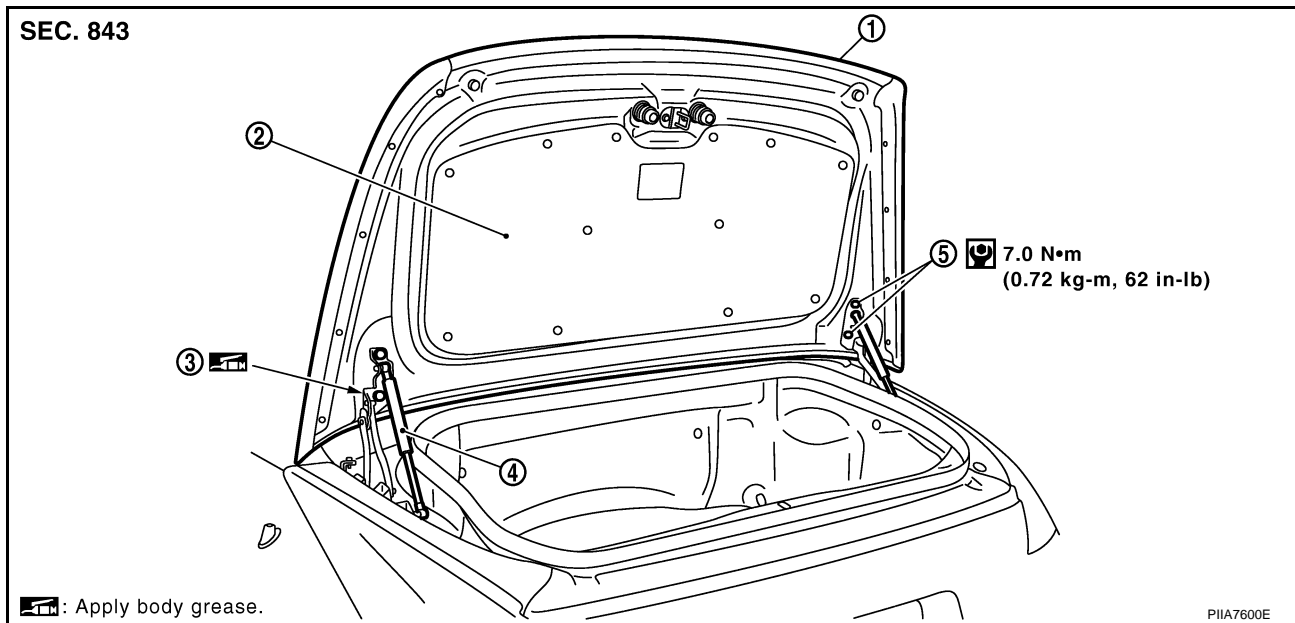
TRUNK LID

Trunk lid and storage lid (A-A) : 0 ± 1.0 mm (0 ± 0.04 in)

Trunk lid and rear bumper fascia (D-D) : 0.85 ± 2.1 mm (0.0335 ± 0.083 in)

Removal and Installation of Trunk Lid Assembly

NIS0002E



1. Trunk lid assembly

2. Trunk lid insulator

3. Trunk lid hinge

4. Trunk lid stay

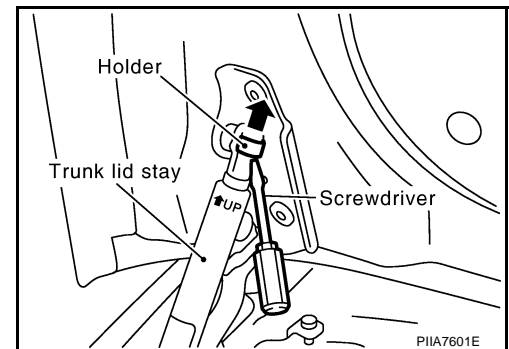
5. TORX bolt (T30)

CAUTION:

Operate with two workers, because of its heavy weight.

REMOVAL

1. Screwdriver into the gap and remove holder.
2. Remove trunk lid stay (gas stay).
3. Remove the trunk lid hinge bolts, trunk lid assembly side and remove the trunk lid assembly.



INSTALLATION

Note the following, and install in the reverse order of removal.

Install holder to trunk lid stay, and then push it into trunk lid hinge (stud ball) when installing trunk lid stay.

CAUTION:

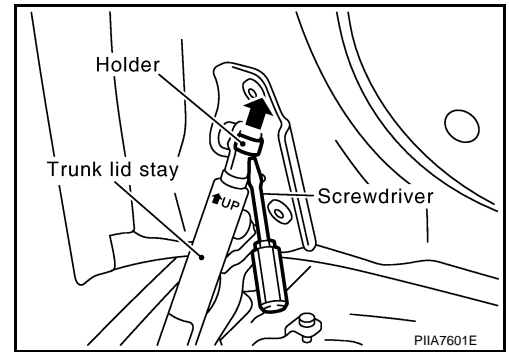
- Check trunk lid open/close operation after installation
- Apply sealant and coat with the same body color paint to trunk lid hinge installation part and mounting bolts.

TRUNK LID

Removal and Installation of Trunk Lid Stay

REMOVAL

1. Screwdriver into the gap and remove holder.
2. Remove trunk lid stay.



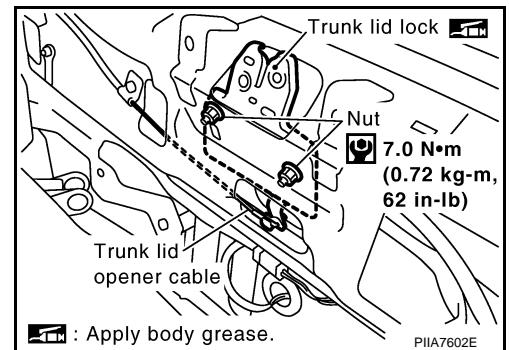
INSTALLATION

1. Note the following, and install in the reverse order of removal.
Install holder to trunk lid stay, and then push it into trunk lid hinge (stud ball) when installing trunk lid stay.
2. After installation, check the operation.

Removal and Installation of Trunk Lid Lock Assembly

REMOVAL

1. Remove the trunk lid weatherstrip. Refer to [BL-113, "Removal and Installation of Trunk Lid Weatherstrip"](#).
2. Remove trunk lid release lever. Refer to [EI-49, "Removal and Installation \(for Roadstar Models\)"](#).
3. Remove the trunk lid finisher. Refer to [EI-49, "TRUNK ROOM TRIM & TRUNK LID FINISHER"](#).
4. Disconnect the release lever cable and trunk lid opener cable from the clip.
5. After removing the harness connector, remove the mounting bolts, and remove the trunk lid lock.



INSTALLATION

Install in the reverse order of removal.

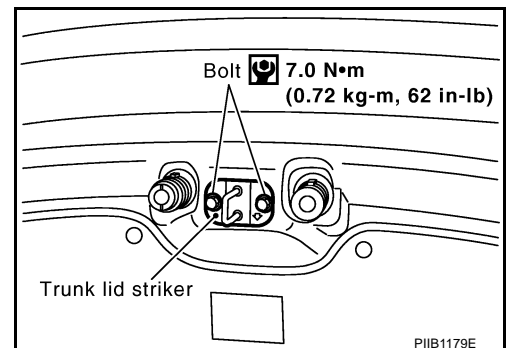
CAUTION:

- After installing, close the trunk lid height. Perform the lock and surface height adjustment. Refer to [BL-107, "Fitting Adjustment"](#).
- After installing, check the operation.

Removal and Installation of Trunk Lid Striker

REMOVAL

Remove the mounting bolts, then remove the striker from the trunk lock support.



TRUNK LID

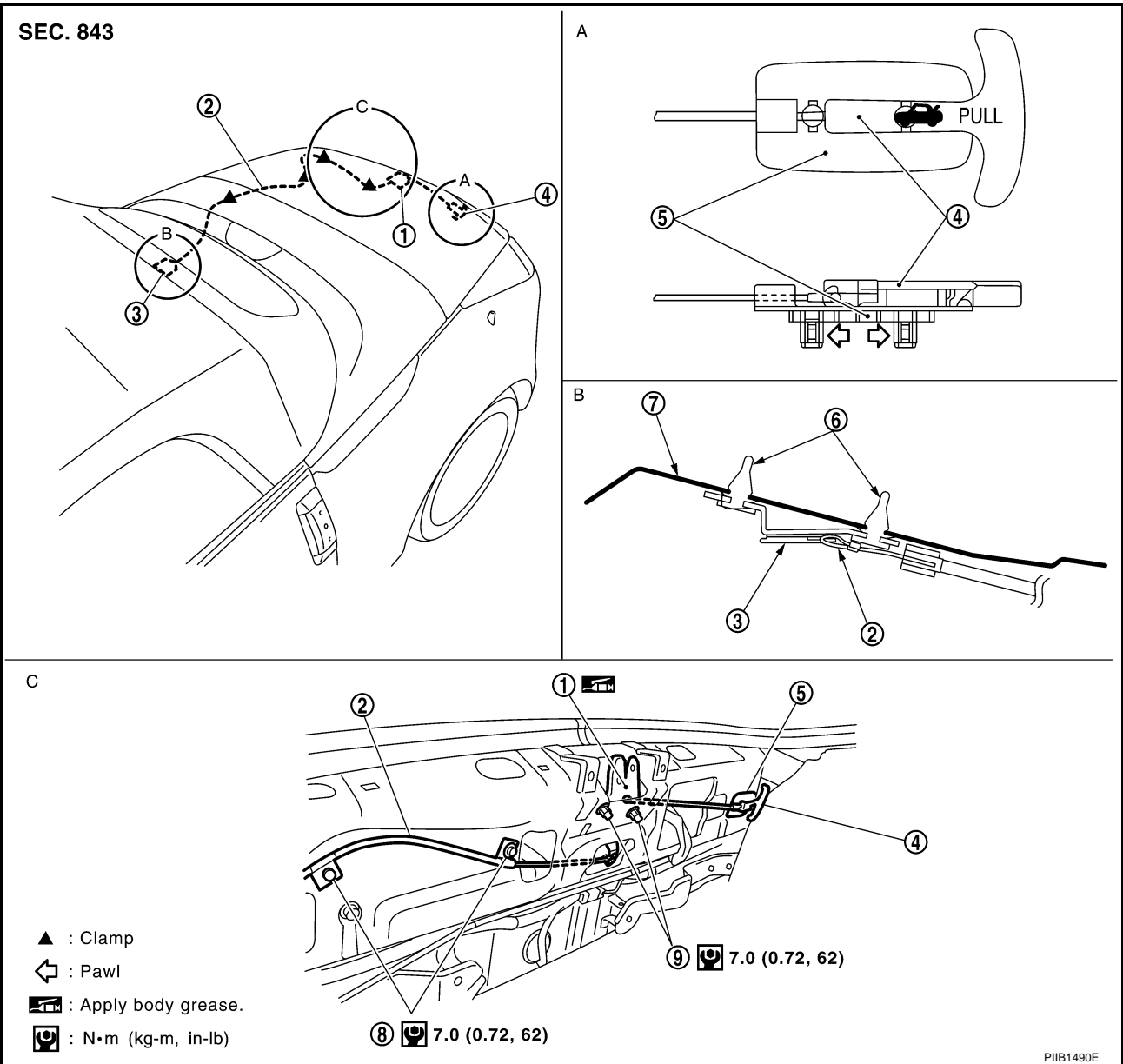
INSTALLATION

1. Install in the reverse order of removal.
2. After installing, close the trunk lid height. Perform the lock and surface height adjustment. Refer to [BL-107, "Fitting Adjustment"](#) .
3. After installation, check the operation.

TRUNK LID

Removal and Installation of Trunk Lid Emergency Opener Cable

NIS00021



- | | | |
|---|--|--|
| 1. Trunk lid lock assembly | 2. Trunk lid emergency opener cable | 3. Trunk lid emergency opener cable hook |
| 4. Trunk lid emergency opener lever (secondary) | 5. Trunk lid emergency opener lever holder | 6. Clip |
| 7. Panel | 8. Bolt | 9. Nut |

REMOVAL

1. Remove trunk lid weatherstrip. Refer to [BL-113, "Removal and Installation of Trunk Lid Weatherstrip"](#).
2. Remove trunk floor carpet, spare tire cover, trunk rear finisher, trunk front finisher, and trunk side box. Refer to [EI-49, "TRUNK ROOM TRIM & TRUNK LID FINISHER"](#).
3. Remove floor box lid. Refer to [EI-41, "Removal and Installation \(for Roadster Models\)"](#).
4. Disconnect trunk lid emergency opener cable from trunk lid lock.
5. Disconnect each clamp of trunk lid emergency opener cable.

INSTALLATION

Install in the reverse order of removal.

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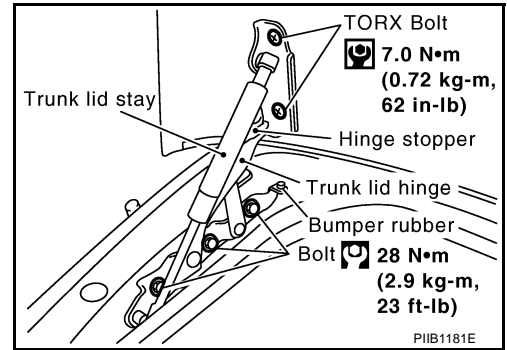
TRUNK LID

Removal and Installation of Trunk Lid Hinge

NIS0002J

REMOVAL

1. Remove trunk lid stay. Refer to [BL-109, "Removal and Installation of Trunk Lid Stay"](#).
2. Remove trunk lid assembly. Refer to [BL-108, "Removal and Installation of Trunk Lid Assembly"](#).
3. Remove trunk lid hinge mounting bolts, and then remove trunk lid hinge.



INSTALLATION

1. Position trunk lid hinge to body side. Temporarily tighten front side bolt and rear side bolt in this order, and then tighten them to the specified torque.
2. Install trunk lid to trunk lid hinge.
3. Install trunk lid stay.

CAUTION:

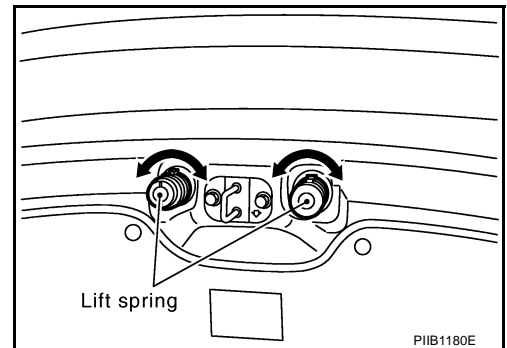
- Before installing trunk lid hinge, apply anticorrosive agent onto the mounting surface of the vehicle body.
- After installation, perform trunk lid fitting adjustment. Refer to [BL-107, "Fitting Adjustment"](#).
- Check trunk lid open/close operation after installation.
- Apply sealant and the same body color paint to trunk lid hinge and mounting bolts to cover broken seal area.

Removal and Installation of Lift Spring

NIS0002K

REMOVAL

Rotate lift spring bottom clockwise/counterclockwise by approximately 90 deg, and then remove lift spring.



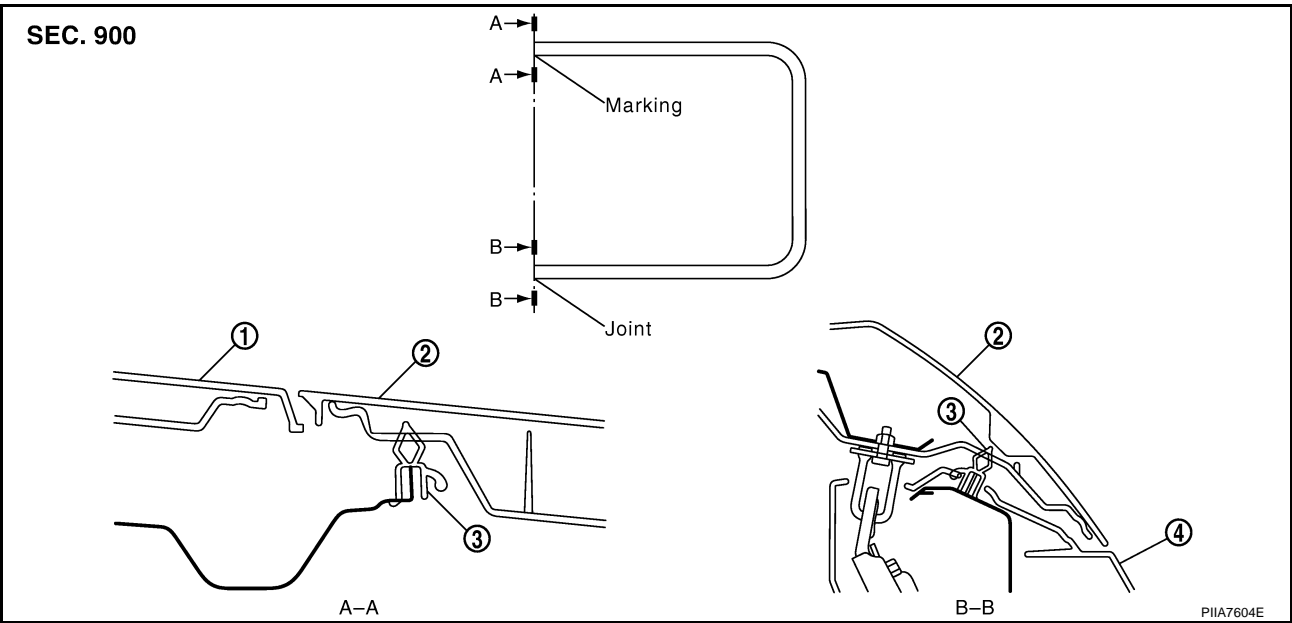
INSTALLATION

Install in the reverse order of removal.

TRUNK LID

Removal and Installation of Trunk Lid Weatherstrip

NIS0002L



1. Storage lid
2. Trunk lid assembly
3. Trunk lid weatherstrip
4. Rear bumper fascia

REMOVAL

Pull up and remove engagement with body from weatherstrip joint.

CAUTION:

After removal, do not pull strongly on the weatherstrip.

INSTALLATION

Install in the reverse order of removal.

1. Install the weatherstrip from the front with the vehicle center mark aligned to the weatherstrip mark.
2. At rear side, align the weatherstrip seam to the center of the striker.
3. After installing, pull the weatherstrip lightly to check for looseness.

CAUTION:

The weatherstrip should fit tightly onto the corners and trunk lid rear plate.

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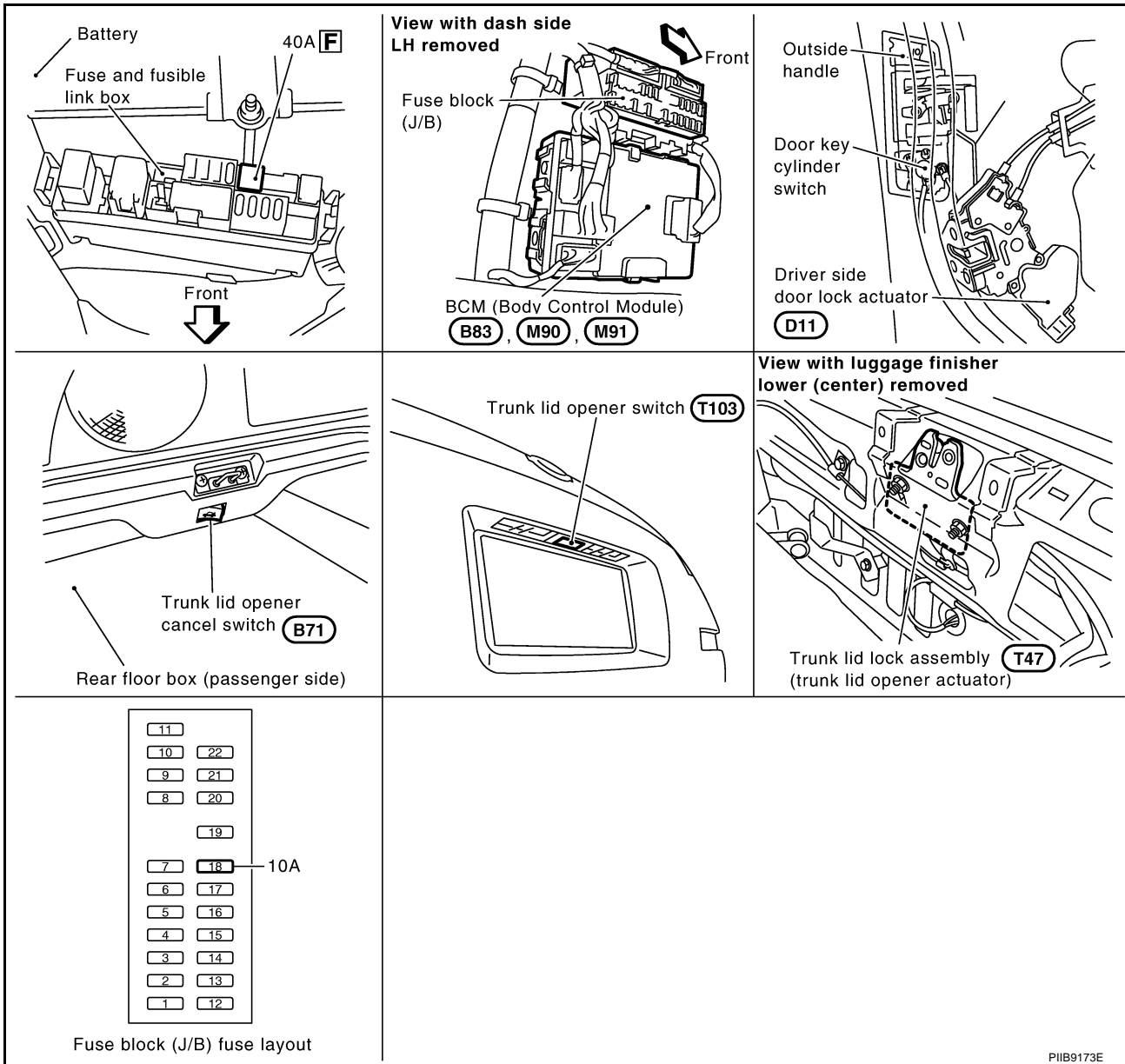
TRUNK LID OPENER

PFP:84640

TRUNK LID OPENER

Component Parts and Harness Connector Location

NIS0002M



System Description

NIS0002N

Power is supplied at all times

- through 40A fusible link (letter **F**, located in the fuse and fusible link box)
- to BCM terminal 55
- through 10A fuse [No.18, located in the fuse block (J/B)]
- to BCM terminal 42.

Ground is supplied

- to BCM terminal 52
- through body grounds M30 and M66.

When trunk lid opener switch is ON (pushed) with trunk lid opener cancel switch is ON and driver's door unlocked, ground is supplied

- to BCM terminal 30
- through trunk lid opener cancel switch terminals 1 and 2,
- through trunk lid opener switch terminals 1 and 2,

TRUNK LID OPENER

- through driver side door lock actuator (unlock sensor) terminals 2 and 4,
- through grounds M30 and M66.

And power is supplied

- to BCM terminal 68
- through trunk lid lock assembly (trunk lid opener actuator) terminals 2 and 1
- through grounds B5, B6 and T14.

Then trunk lid lock assembly (trunk lid opener actuator) opens trunk.

TRUNK LID OPENER CANCEL OPERATION

When trunk lid opener cancel switch is OFF (CANCEL), it cannot open trunk with trunk lid opener switch.

TRUNK OPENER OPERATION WITH KEY FOB

Open the trunk with key fob. Refer to [BL-63, "Trunk Opener Operation/For Roadster"](#) .

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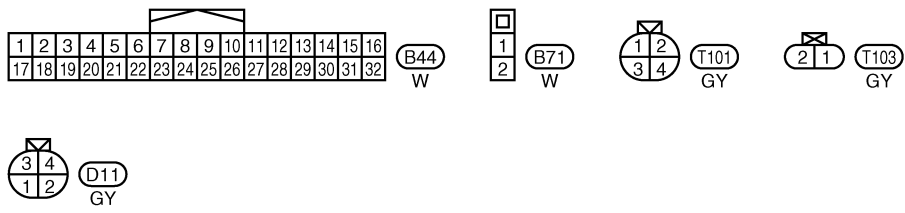
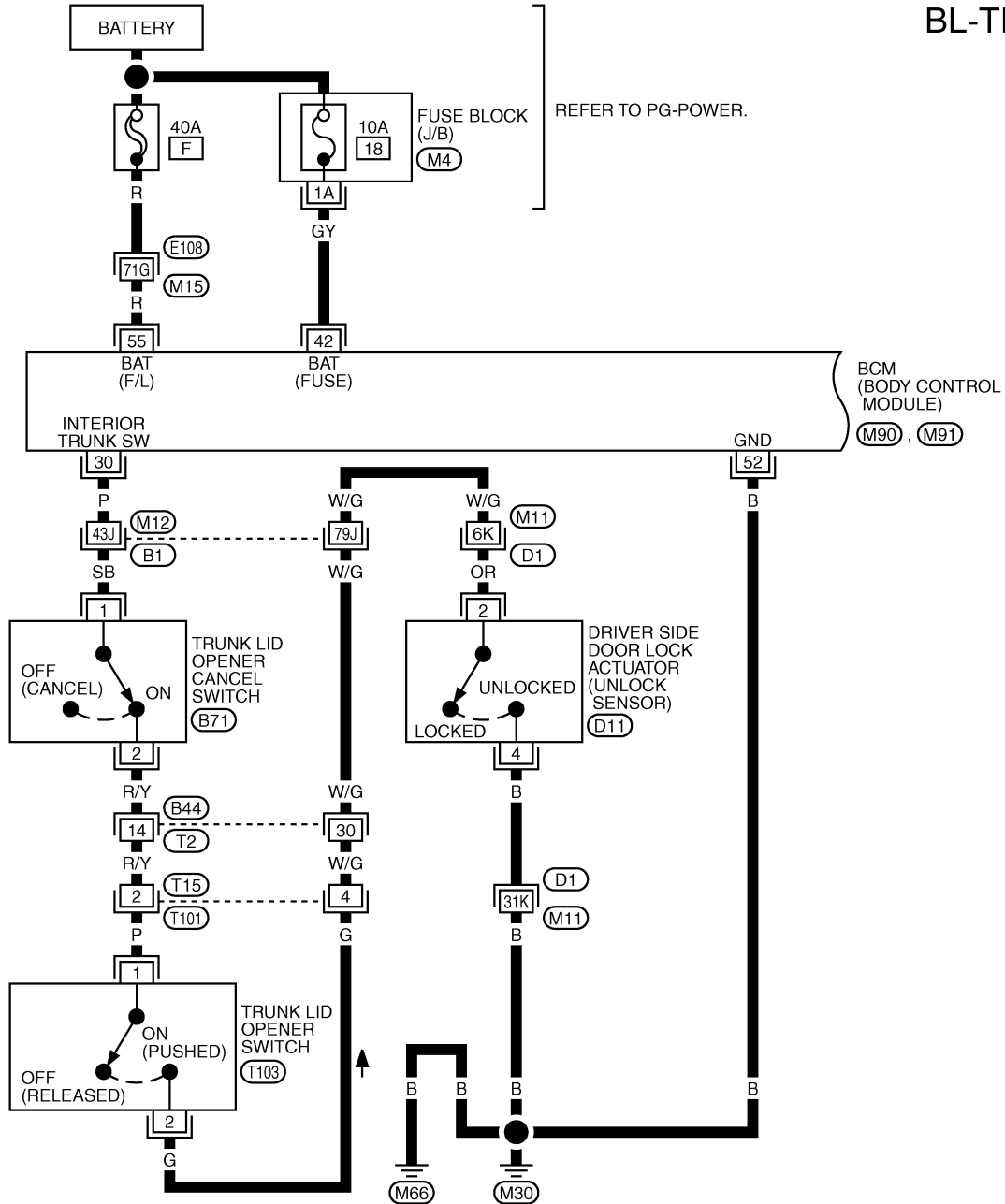
M

TRUNK LID OPENER

Wiring Diagram—T/LID—

NIS00020

BL-TLID-01



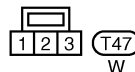
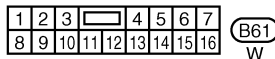
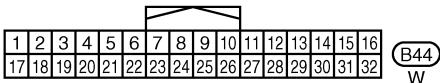
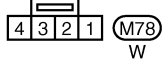
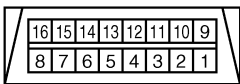
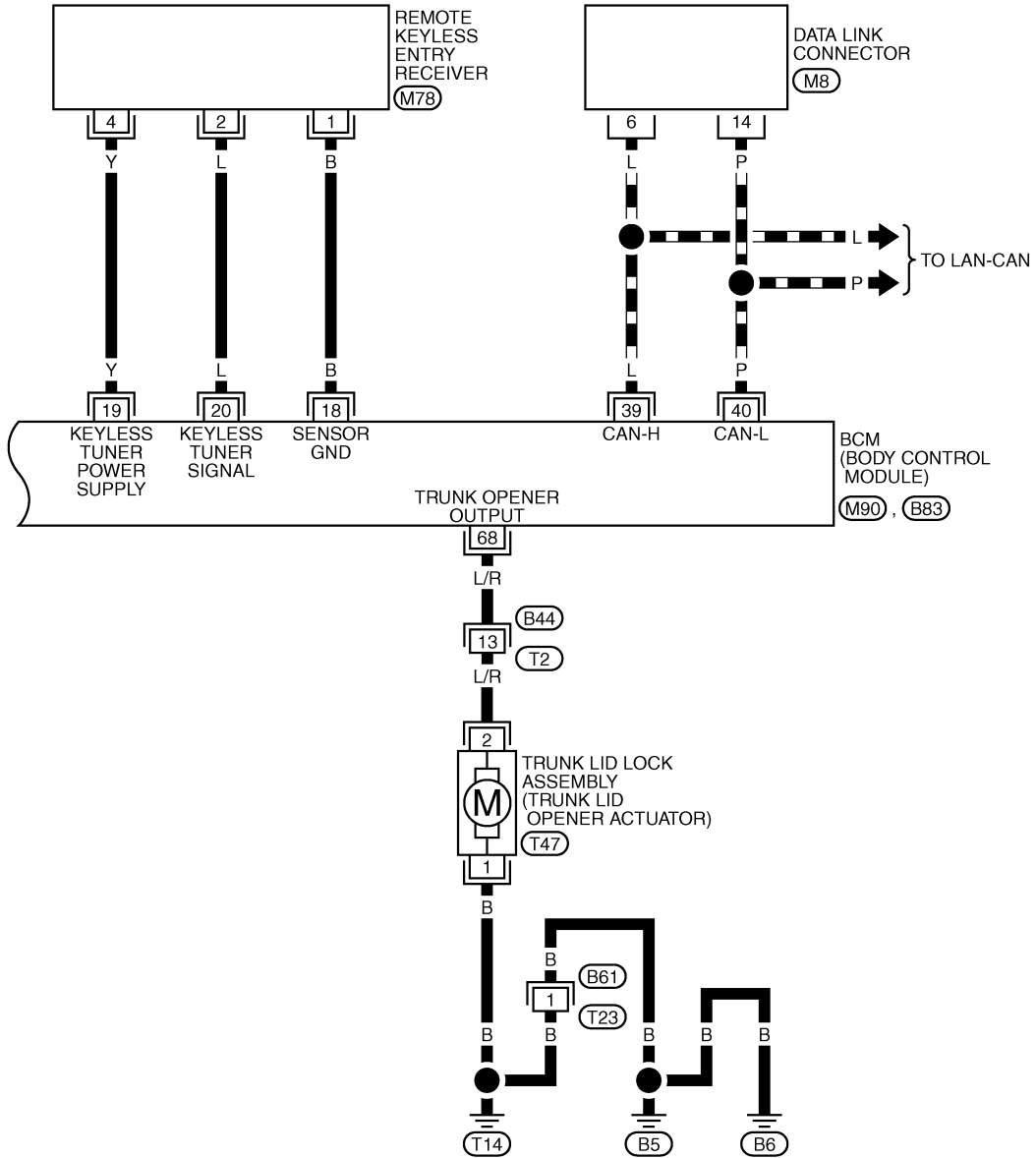
REFER TO THE FOLLOWING.
 (E108), (B1), (D1) -SUPER
 MULTIPLE JUNCTION (SMJ)
 (M4) -FUSE BLOCK-JUNCTION
 BOX (J/B)
 (M90), (M91) -ELECTRICAL
 UNITS

TIWT2267E

TRUNK LID OPENER

BL-TLID-02

▬ : DATA LINE



REFER TO THE FOLLOWING.
(M90), (B83) -ELECTRICAL UNITS

TIWT2198E

TRUNK LID OPENER

Terminals and Reference Value for BCM

NIS0002P

Terminal	Wire color	Item	Signal input/output	Condition	Voltage (V) (Approx.)
18	B	Remote keyless entry receiver (Ground)	—	—	0
19	Y	Remote keyless entry receiver (Power supply)	Output	Key is inserted in IGN key cylinder	0
				All door closed	
20	L	Remote keyless entry receiver (Signal)	Input	Key is inserted in IGN key cylinder	0
				Waiting (All door closed)	
				When signal is received (All door closed)	
30	P	Trunk lid opener switch	Input	Trunk lid opener cancel switch is ON	0
				Trunk lid opener switch is OFF	5
				Driver side door is locked	Trunk lid opener cancel switch is OFF
39	L	CAN - H	Input/Output	—	—
40	P	CAN - L	Input/Output	—	—
42	GY	Ignition switch (ON)	Input	Ignition switch ON or START position	Battery voltage
52	B	Ground	—	—	0
55	R	Power source (Fusible link)	Input	—	Battery voltage
68	L/R	Trunk lid opener release output signal	Output	Closed (OFF) → Opened (ON)	0 → Battery voltage

TRUNK LID OPENER

CONSULT-III Function (BCM)

NIS0002Q

CONSULT-III can display each diagnostic item using the diagnostic test modes shown following.

BCM diagnosis part	Inspection item, self-diagnosis mode	Content
Trunk	DATA MONITOR	Displays the input data of BCM in real time basis.
	ACTIVE TEST	Give a drive signals to load to check the operation check.

ACTIVE TEST

Test item	Content
TRUNK/BACK DOOR	This test is able to check trunk lid opener actuator unlock operation. This actuator unlocks when "ON" on CONSULT-III screen is touched.

A

B

C

D

E

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G

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BL

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M

TRUNK LID OPENER

NIS0002R

Trouble Diagnosis

TRUNK DOSE NOT OPEN WITH TRUNK LID OPENER SWITCH

1. CHECK TRUNK LID OPENER CANCEL SWITCH

Check trunk lid opener cancel switch position.

Is trunk lid opener cancel switch in ON position?

Yes or No

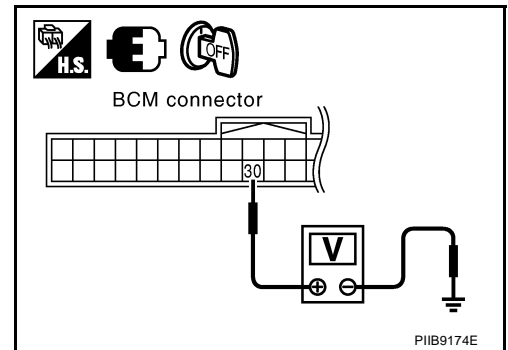
Yes >> GO TO 2.

No >> Turn on trunk lid opener cancel switch.

2. CHECK TRUNK LID OPEN INPUT SIGNAL

1. Remove Key from ignition key cylinder.
2. Unlock driver side door.
3. Check voltage between BCM and ground.

Connector	Terminal (Wire color)		Condition	Voltage (V) (Approx.)
	(+)	(-)		
M90	30 (P)	Ground	Trunk lid opener switch ON	0
			Trunk lid opener switch OFF	5



OK or NG

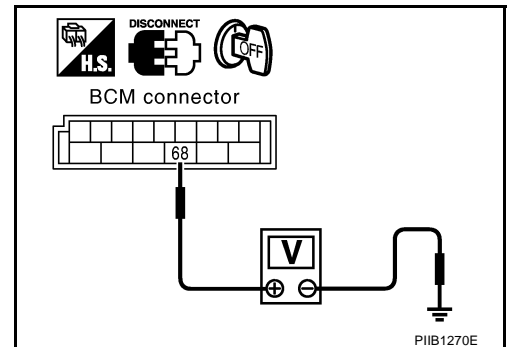
OK >> GO TO 3.

NG >> GO TO 6.

3. CHECK TRUNK LID OPEN OUTPUT SIGNAL

Check voltage between BCM and ground.

Connector	Terminal (Wire color)		Condition	Voltage (V) (Approx.)
	(+)	(-)		
B83	68 (L/R)	Ground	Trunk lid opener switch ON	Battery voltage
			Trunk lid opener switch OFF	0



OK or NG

OK >> GO TO 4.

NG >> Replace BCM. Refer to [BCS-17, "Removal and Installation of BCM"](#).

TRUNK LID OPENER

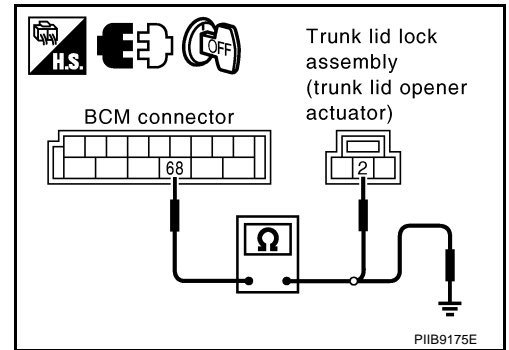
4. CHECK TRUNK LID LOCK ASSEMBLY (TRUNK LID OPENER ACTUATOR) CIRCUIT

1. Disconnect BCM connector and trunk lid lock assembly (trunk lid opener actuator) connector.
2. Check continuity between BCM harness connector B83 terminal 68 and trunk lid lock assembly (trunk lid opener actuator) harness connector T47 terminal 2.

68 (L/R) - 2 (L/R) : Continuity should exist.

3. Check continuity between BCM harness connector B83 terminal 68 and ground.

68 (L/R) - ground : Continuity should not exist.



OK or NG

OK >> GO TO 5.

NG >> Repair harness or connector.

5. CHECK TRUNK LID LOCK ASSEMBLY (TRUNK LID OPENER ACTUATOR) GROUND CIRCUIT

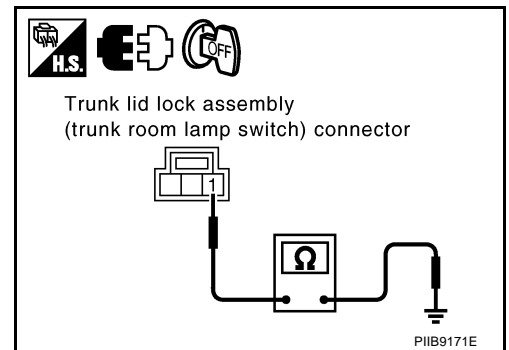
Check continuity between trunk lid lock assembly (trunk lid opener actuator) harness connector T47 terminal 1 and ground.

1 (B) - ground : Continuity should exist.

OK or NG

OK >> Replace trunk lid lock assembly (trunk lid opener actuator).

NG >> Repair harness or connector.



6. CHECK TRUNK LID OPENER CANCEL SWITCH

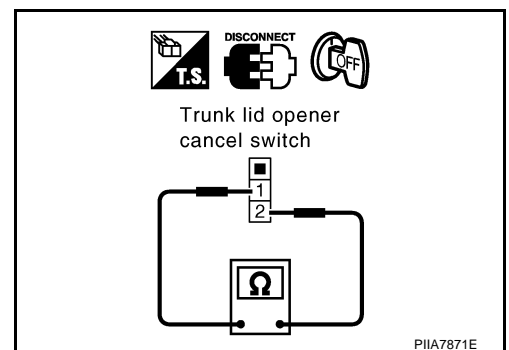
1. Disconnect trunk lid opener cancel switch.
2. Check continuity between trunk lid opener cancel switch harness connector B71 terminals 1 and 2.

Terminals		Trunk lid opener cancel switch condition	Continuity
1	2	ON	Yes
		OFF	No

OK or NG

OK >> GO TO 7.

NG >> Replace trunk lid opener cancel switch.



TRUNK LID OPENER

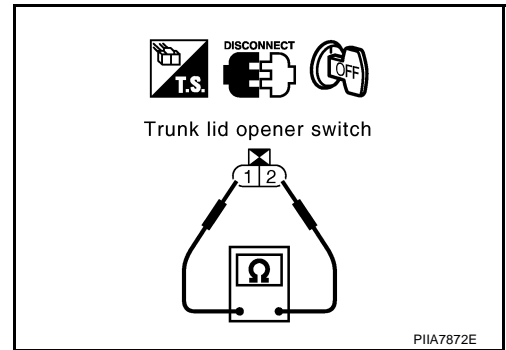
7. CHECK TRUNK LID OPENER SWITCH

1. Disconnect trunk lid opener switch
2. Check continuity between trunk lid opener switch harness connector T103 terminals 1 and 2.

Terminals		Trunk lid opener switch condition	Continuity
1	2	ON (Pushed)	Yes
		OFF (Released)	No

OK or NG

- OK >> GO TO 8.
 NG >> Replace trunk lid opener switch.



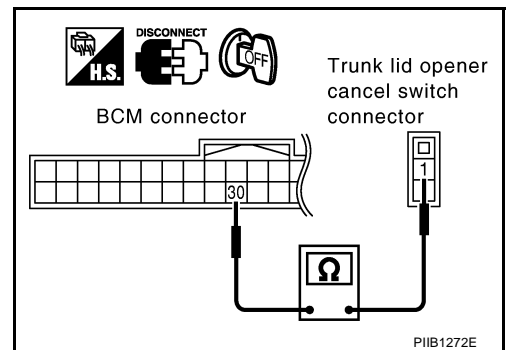
8. CHECK TRUNK LID OPENER CANCEL SWITCH CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between BCM harness connector M90 terminal 30 and trunk lid opener cancel switch harness connector B71 terminal 1.

30 (P) - 1 (SB) : Continuity should exist.

OK or NG

- OK >> GO TO 9.
 NG >> Repair harness or connector.



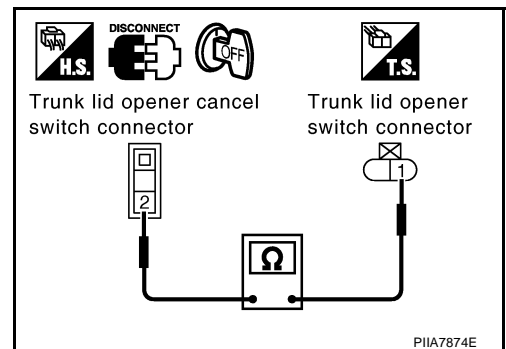
9. CHECK TRUNK LID OPENER SWITCH CIRCUIT

Check continuity between trunk lid opener cancel switch harness connector B71 terminal 2 and trunk lid opener switch harness connector T103 terminal 1.

2 (R/Y) - 1 (P) : Continuity should exist.

OK or NG

- OK >> GO TO 10.
 NG >> Repair harness or connector.



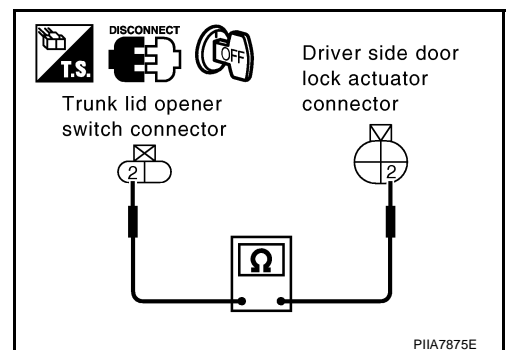
10. CHECK DRIVER SIDE DOOR LOCK ACTUATOR CIRCUIT

1. Disconnect driver side door lock actuator connector.
2. Check continuity between trunk lid opener switch harness connector T103 terminal 2 and driver side door lock actuator switch harness connector D11 terminal 2.

2 (G) - 2 (OR) : Continuity should exist.

OK or NG

- OK >> GO TO 11.
 NG >> Repair harness or connector.



TRUNK LID OPENER

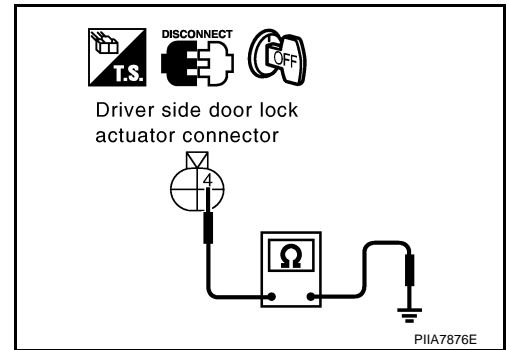
11. CHECK DRIVER SIDE DOOR LOCK ACTUATOR GROUND CIRCUIT

Check continuity between driver side door lock actuator switch harness connector D11 terminal 4 and ground.

4 (B) - ground : Continuity should exist.

OK or NG

- OK >> Replace driver side door lock actuator.
- NG >> Repair harness or connector.



TRUNK DOSE NOT CLOSE

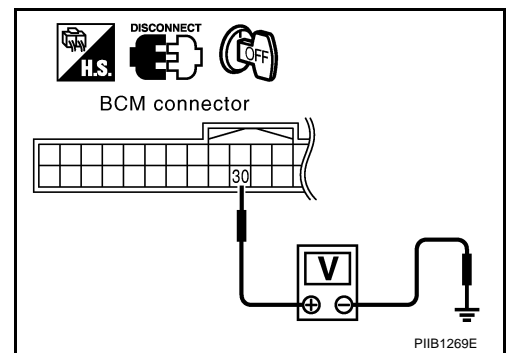
1. CHECK TRUNK LID OPEN INPUT SIGNAL

1. Remove Key from ignition key cylinder.
2. Turn on trunk lid opener cancel switch.
3. Unlock driver side door.
4. Check voltage between BCM and ground.

Connector	Terminal (Wire color)		Condition	Voltage (V) (Approx.)
	(+)	(-)		
M90	30 (P)	Ground	Trunk lid opener switch ON	0
			Trunk lid opener switch OFF	5

OK or NG

- OK >> GO TO 2.
- NG >> Replace BCM.



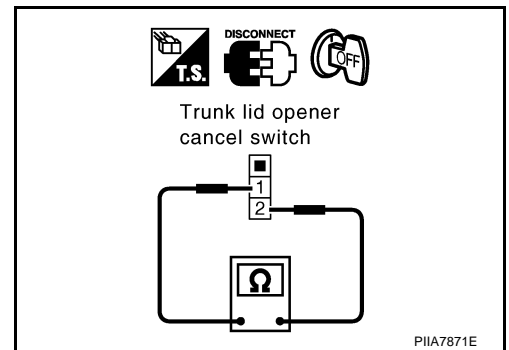
2. CHECK TRUNK LID OPENER CANCEL SWITCH

1. Disconnect trunk lid opener cancel switch.
2. Check continuity between trunk lid opener cancel switch harness connector B71 terminals 1 and 2.

Terminals		Trunk lid opener cancel switch condition	Continuity
1	2	ON	Yes
		OFF	No

OK or NG

- OK >> GO TO 3.
- NG >> Replace trunk lid opener cancel switch.



TRUNK LID OPENER

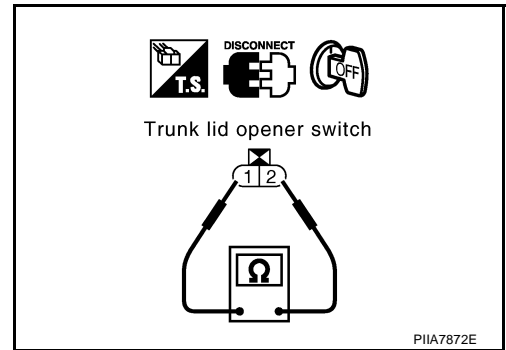
3. CHECK TRUNK LID OPENER SWITCH

1. Disconnect trunk lid opener switch
2. Check continuity between trunk lid opener switch harness connector T103 terminals 1 and 2.

Terminals		Trunk lid opener switch condition	Continuity
1	2	ON (Pushed)	Yes
		OFF (Released)	No

OK or NG

- OK >> GO TO 4.
 NG >> Replace trunk lid opener switch.



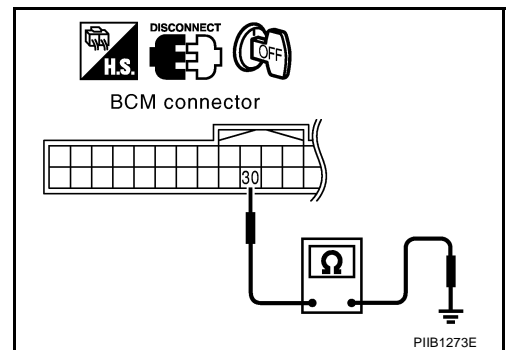
4. CHECK TRUNK LID OPENER CANCEL SWITCH CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between BCM harness connector M90 terminal 30 and ground.

30 (P) - ground : Continuity should not exist.

OK or NG

- OK >> GO TO 5.
 NG >> Repair harness or connector.



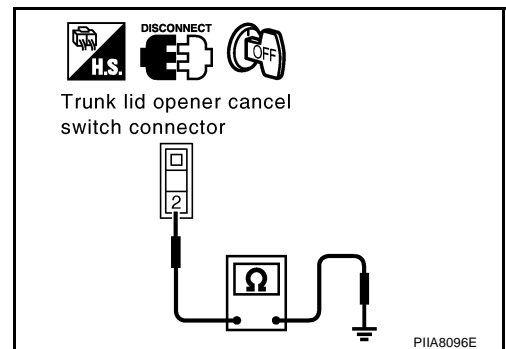
5. CHECK TRUNK LID OPENER SWITCH CIRCUIT

Check continuity between trunk lid opener cancel switch harness connector B71 terminal 2 and ground.

2 (R/Y) - ground : Continuity should not exist.

OK or NG

- OK >> GO TO 6.
 NG >> Repair harness or connector.



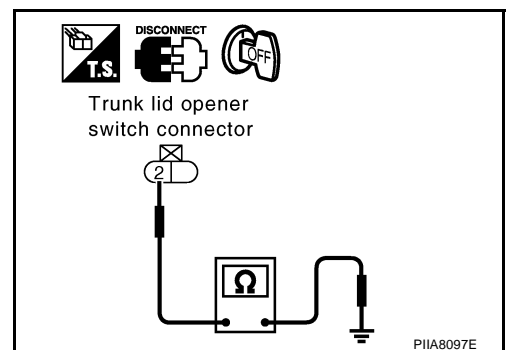
6. CHECK DRIVER SIDE DOOR LOCK ACTUATOR CIRCUIT

1. Disconnect driver side door lock actuator connector.
2. Check continuity between trunk lid opener switch harness connector T103 terminal 2 and ground.

2 (G) - ground : Continuity should not exist.

OK or NG

- OK >> Replace BCM.
 NG >> Repair harness or connector.



VEHICLE SECURITY (THEFT WARNING) SYSTEM

VEHICLE SECURITY (THEFT WARNING) SYSTEM

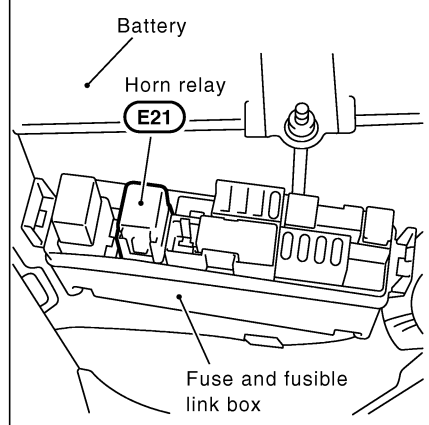
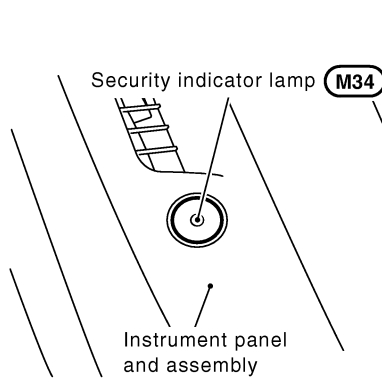
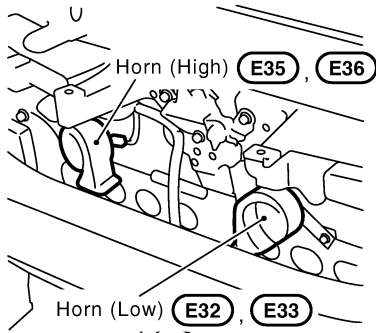
PF28491

Component Parts and Harness Connector Location

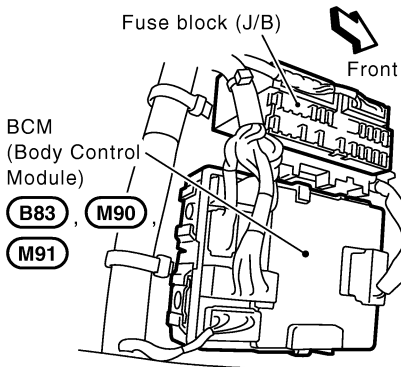
NIS0002S

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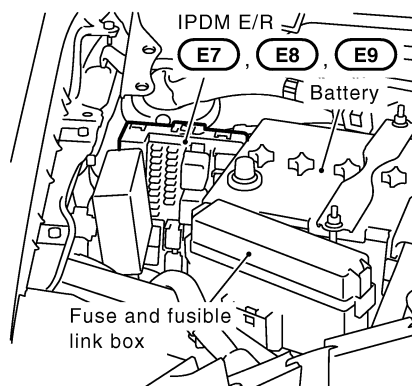
View with front bumper removed



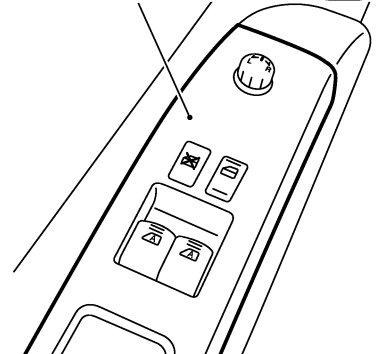
View with dash side LH removed



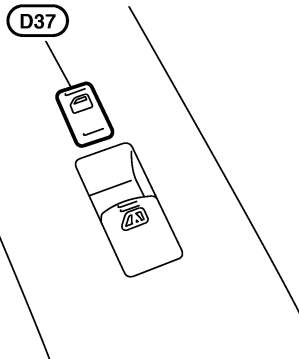
View with cowl top removed



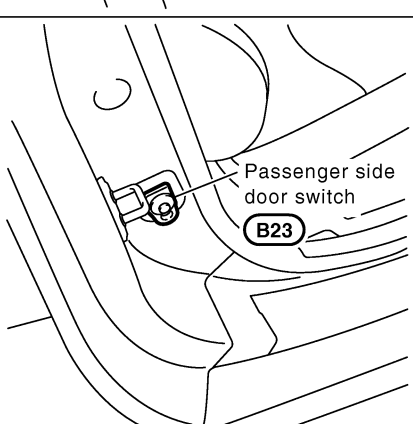
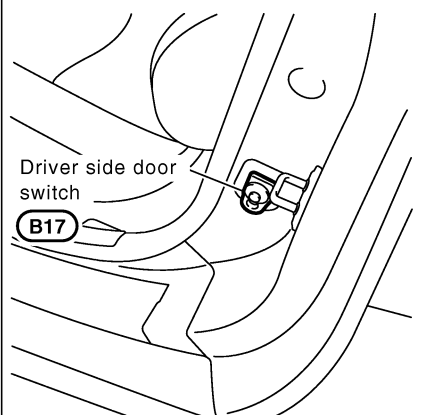
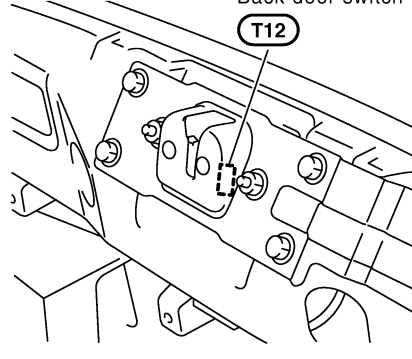
Power window main switch (Door lock and unlock switch)



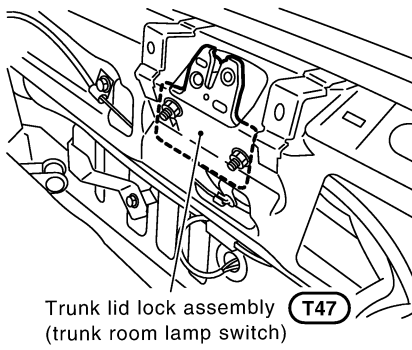
Power window sub-switch (Door lock and unlock switch)



View with luggage finisher rear (Coupe models)



View with luggage finisher lower (center) removed



PIIB9256E

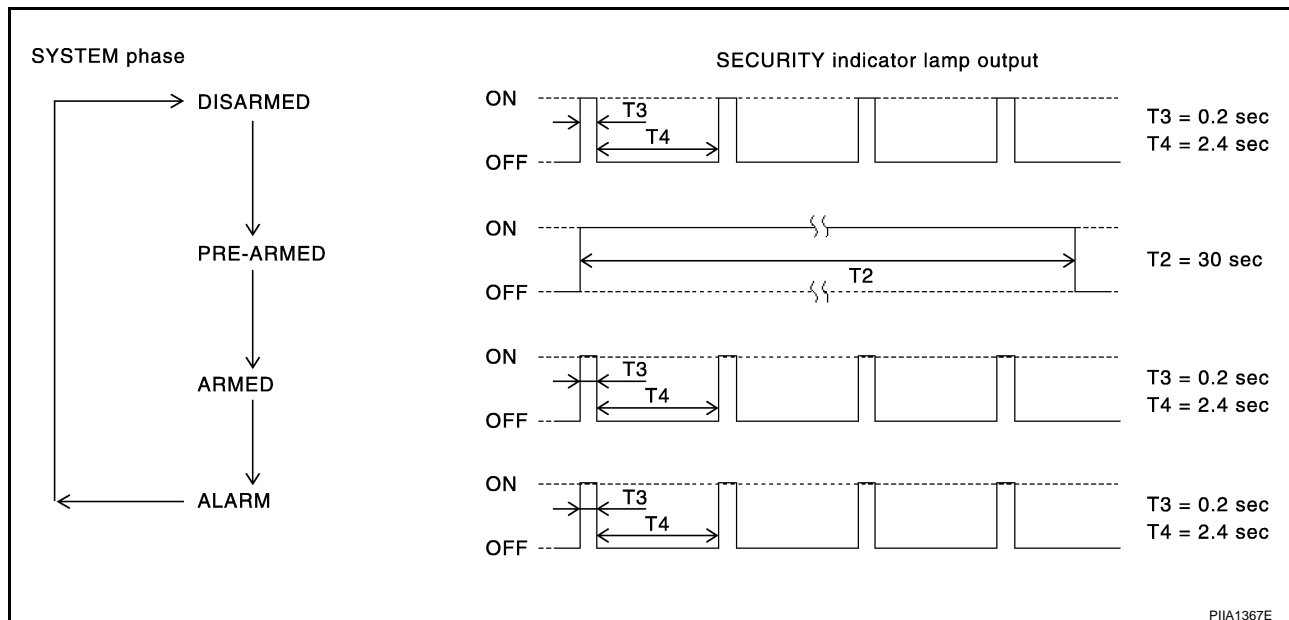
VEHICLE SECURITY (THEFT WARNING) SYSTEM

System Description

NIS0002T

DESCRIPTION

Operation Flow



Setting the vehicle security system

Initial condition

- Ignition switch is in OFF position.

Disarmed phase

- When hood, doors, back door (for Coupe) or trunk (for Roadster) is open, the vehicle security system is set in the disarmed phase on the assumption that the owner is inside or near the vehicle.
- When the vehicle security system is in the disarmed phase, the security indicator lamp blinks every 2.4 seconds.

Pre-armed phase and armed phase

When the following operation 1 or 2 is performed, the vehicle security system turns into the “pre-armed” phase. (The security indicator lamp illuminates.)

1. BCM receives LOCK signal from door key cylinder switch or key fob after all doors and back door (for Coupe) or trunk (for Roadster) are closed.
2. All doors and back door (for Coupe) or trunk (for Roadster) are closed after doors are locked by key or door lock and unlock switch.
The security indicator lamp illuminates for 30 seconds. Then, the system automatically shifts into the “armed” phase.

Canceling the set vehicle security system

When one of the following operations is performed, the armed phase is canceled.

1. Unlock the doors with the key or the key fob.
2. Open the back door (for Coupe) or trunk (for Roadster) with the key fob.
3. Turn ignition switch to “ON” or “ACC” position.

Canceling the alarm operation of the vehicle security system

When one of the following operations is performed, the alarm operation is canceled.

- Unlock the door with the key or key fob.
- Open the trunk (for Roadster) with the key fob.

Activating the alarm operation of the vehicle security system

Make sure the system is in the armed phase. (The security indicator lamp blinks every 2.4 seconds.)

When the following operation 1 or 2 is performed, the system sounds the horns and flashes the headlamps for about 50 seconds.

1. Any door or trunk (for Roadster) is opened during armed phase.

VEHICLE SECURITY (THEFT WARNING) SYSTEM

2. Disconnecting and connecting the battery connector before canceling armed phase.

POWER SUPPLY AND GROUND

Power is supplied at all times

- through 10A fuse [No.19, located in the fuse block (J/B)]
- to security indicator lamp terminal 1.

Power is supplied at all times

- through 40A fusible link (letter F , located in the fuse and fusible link box)
- to BCM terminal 55
- through 10A fuse [No.18, located in the fuse block (J/B)]
- to BCM terminal 42.

With the ignition switch in the ACC or ON position, power is supplied

- through 10A fuse [No. 6, located in the fuse block (J/B)]
- to BCM terminal 11.

Ground is supplied.

- to BCM terminal 52
- through body grounds M30 and M66.

INITIAL CONDITION TO ACTIVATE THE SYSTEM

The operation of the vehicle security system is controlled by the doors and trunk (for Roadster).

To activate the vehicle security system, BCM must receive signals indicating the doors and trunk (for Roadster) are closed and the doors are locked by key or key fob.

When a door is open, BCM terminals 12, 65 receives a ground signal from each door switch.

When driver side door is unlocked by power window main switch (door lock and unlock switch), BCM terminal 22 receives a signal from terminal 12 of power window main switch.

When passenger side door is unlocked by power window sub-switch (door lock and unlock switch), BCM terminal 22 receives a signal from terminal 16 of power window sub-switch.

The IPDM E/R then sends a signal to the BCM via CAN communication line.

When the back door (for Coupe) or trunk (for Roadster) is open, BCM terminal 57 (for Roadster) or 58 (for Coupe) receives a ground signal

- from terminal 1 of the back door switch (for Coupe) or terminal 3 of trunk lid lock assembly (trunk room lamp switch) (for Roadster)
- through body grounds B5, B6, T14, D105 (for Coupe) or B5, B6, T14 (for Roadster).

VEHICLE SECURITY SYSTEM ALARM OPERATION

The vehicle security system is triggered by

- opening a driver or passenger side door
- opening the back door (for Coupe)
- opening the trunk (for Roadster)
- detection of battery disconnect and connect.

The vehicle security system will be triggered once the system is in armed phase,

When BCM receives a ground signal at terminals 12, 62 (door switch), 57 (trunk room lamp switch) or 58 (back door switch).

Power is supplied at all times

- to horn relay terminal 2
- through 15A fuse (No. 35, located in the fuse and fusible link box).

When the vehicle security system is triggered, ground is supplied intermittently to both headlamp relay and horn relay.

When both headlamp relay (with built-in IPDM E/R) and horn relay are energized and then power is supplied to headlamps (high beam and low beam) and horns (HIGH and LOW).

The headlamps flash and the horn sounds intermittently.

The alarm automatically turns off after 50 seconds, but will reactivate if the vehicle is tampered with again.

VEHICLE SECURITY SYSTEM DEACTIVATION

To deactivate the vehicle security system, a door must be unlocked or back door (for Coupe) or trunk (for Roadster) must be opened with the key or key fob.

VEHICLE SECURITY (THEFT WARNING) SYSTEM

When the key is used to unlock a door, BCM terminal 22 receives signal

- from terminal 12 of the power window main switch (door lock and unlock switch).

When the BCM receives either above signal or unlock signal from key fob, the vehicle security system is deactivated. (Disarmed phase)

PANIC ALARM OPERATION

Remote keyless entry system may or may not operate vehicle security system (horn and headlamps) as required.

When the panic alarm button on the keyfob is triggered, ground is supplied intermittently to both headlamp relay and horn relay.

When both headlamp relay (with built-in IPDM E/R) and horn relay are energized and then power is supplied to headlamps (high beam and low beam) and horns (HIGH and LOW).

The headlamp flashes and the horn sounds intermittently.

The alarm automatically turns off after 25 seconds or when BCM receives any signal from key fob.

CAN Communication System Description

NIS0002U

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

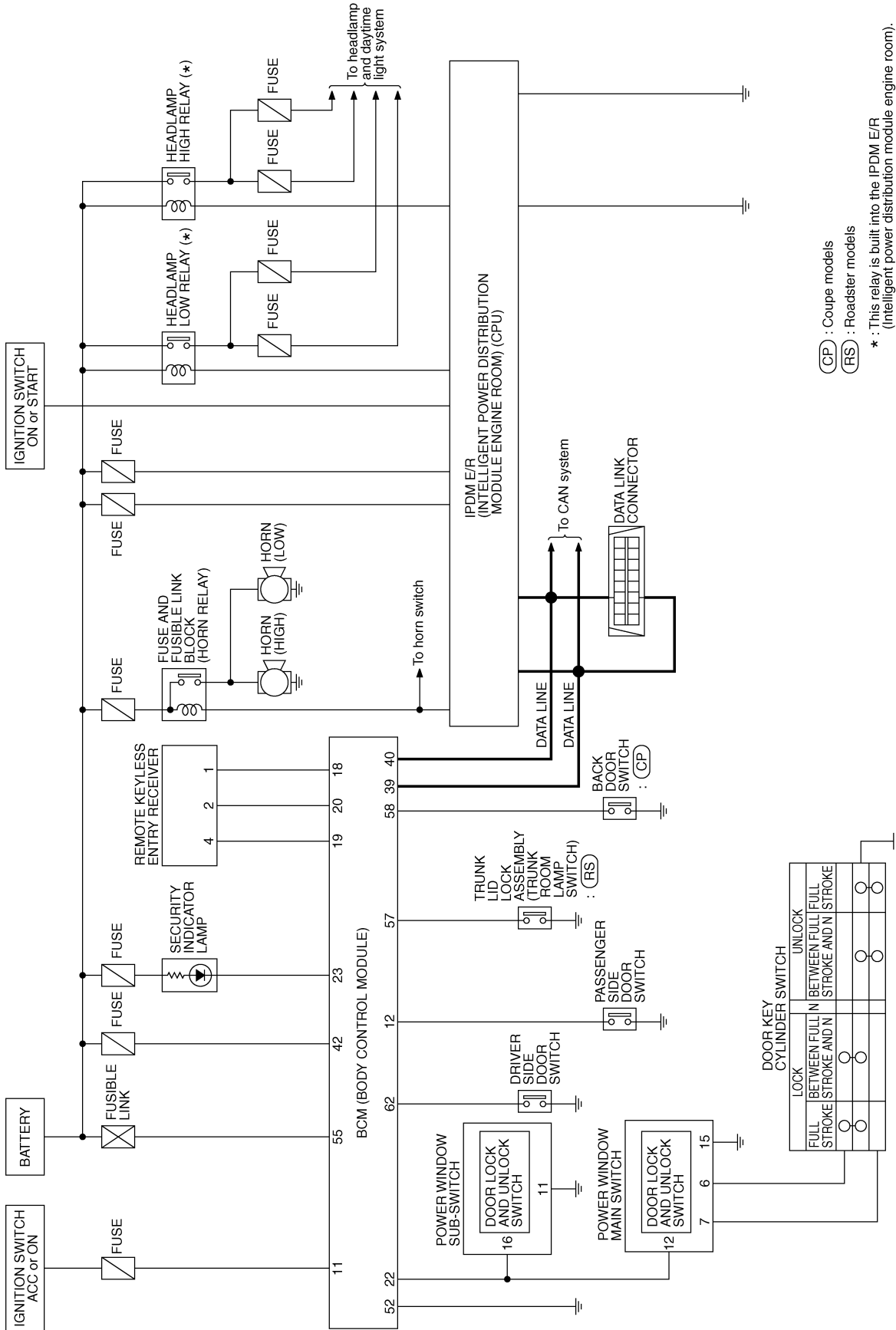
NIS0002V

Refer to [LAN-4, "CAN Communication System"](#) .

VEHICLE SECURITY (THEFT WARNING) SYSTEM

Schematic

NIS0002W



(CP) : Coupe models
(RS) : Roadster models

* : This relay is built into the IPDM E/R (Intelligent power distribution module engine room).

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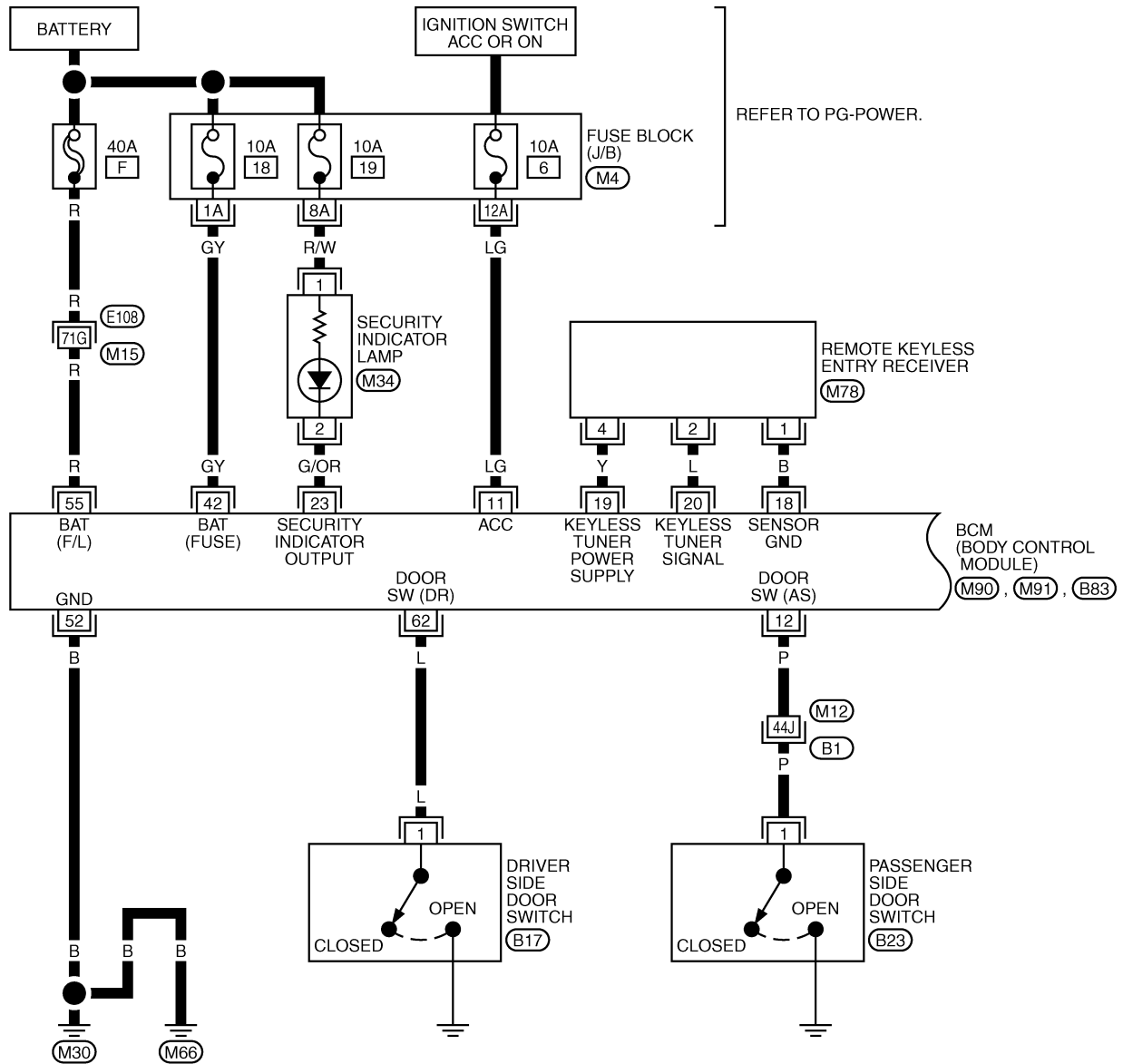
BL

VEHICLE SECURITY (THEFT WARNING) SYSTEM

Wiring Diagram — VEHSEC —

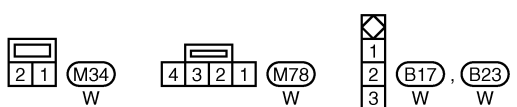
NIS0002X

BL-VEHSEC-01



REFER TO PG-POWER.

BCM (BODY CONTROL MODULE) (M90, M91, B83)

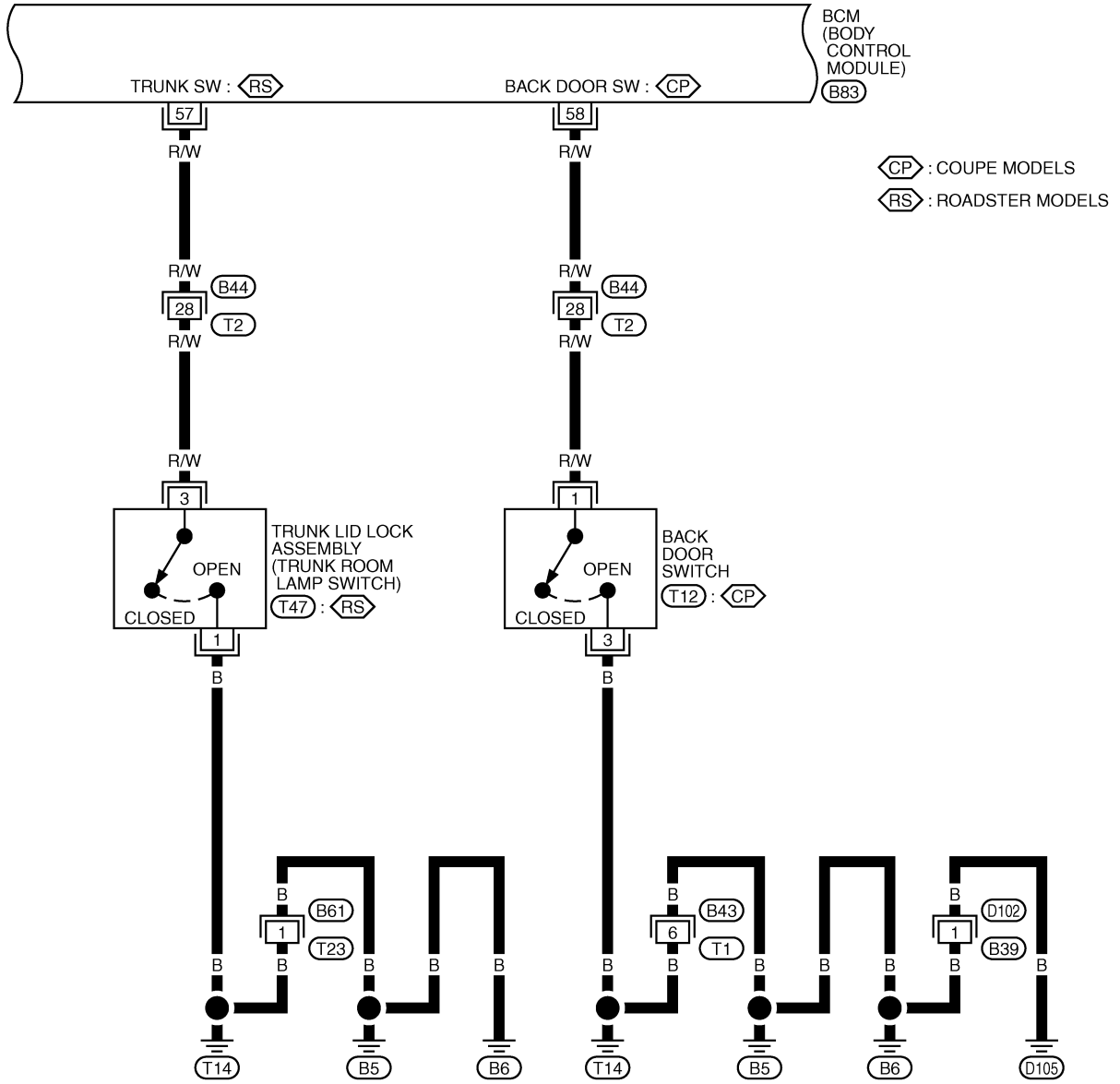


REFER TO THE FOLLOWING.
 (E108), (B1) -SUPER MULTIPLE JUNCTION (SMJ)
 (M4) -FUSE BLOCK-JUNCTION BOX (J/B)
 (M90), (M91), (B83) -ELECTRICAL UNITS

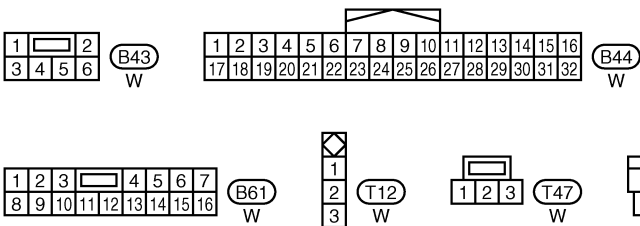
VEHICLE SECURITY (THEFT WARNING) SYSTEM

BL-VEHSEC-02

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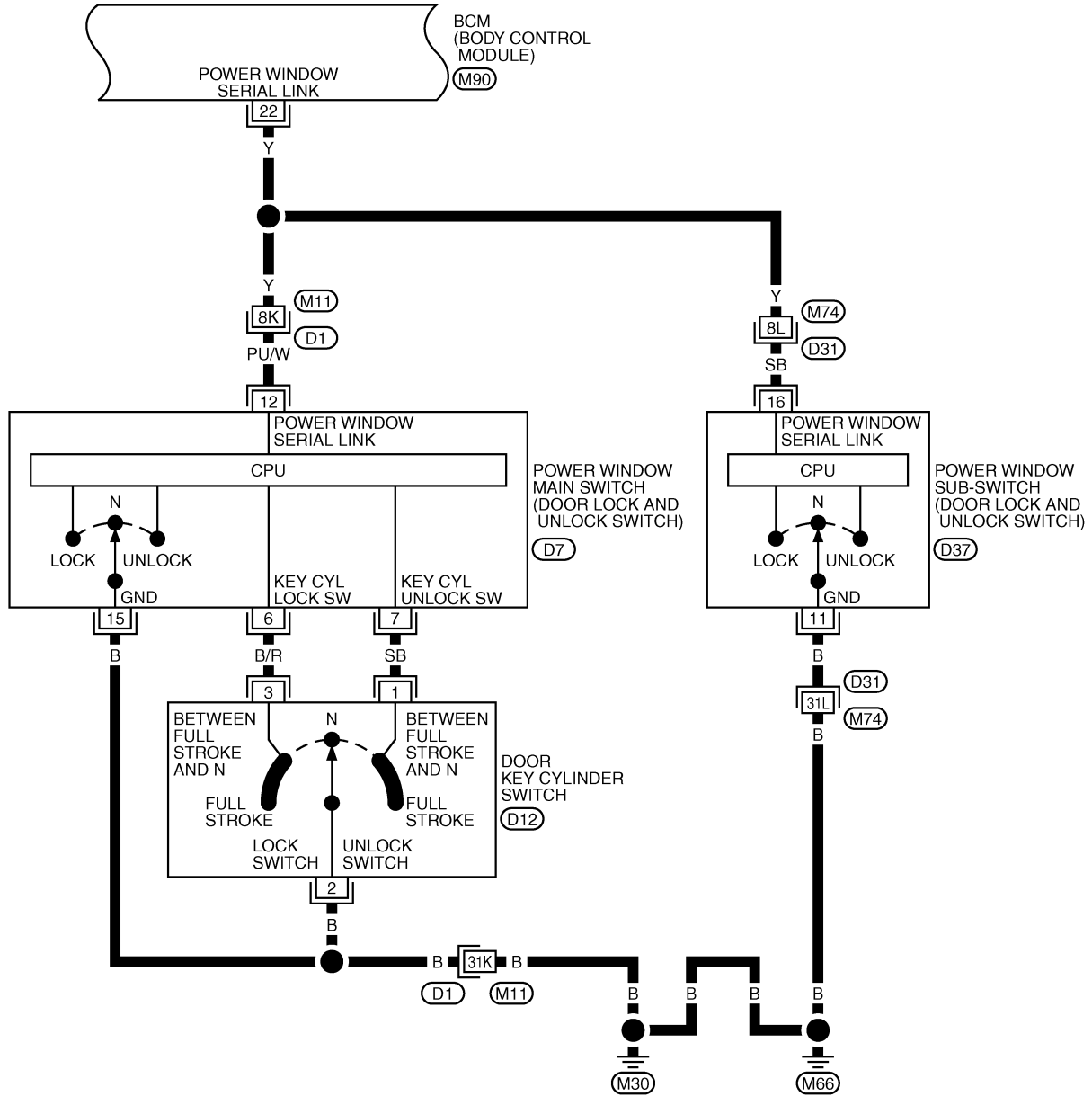


REFER TO THE FOLLOWING.
(B83) -ELECTRICAL UNITS

TIWT2200E

VEHICLE SECURITY (THEFT WARNING) SYSTEM

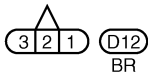
BL-VEHSEC-03



7	6	5	4	3	2	1
16	15	14	13	12	11	10
9	8					

(D7) W

(D37) W



REFER TO THE FOLLOWING.

(D1), (D31) -SUPER MULTIPLE JUNCTION (SMJ)

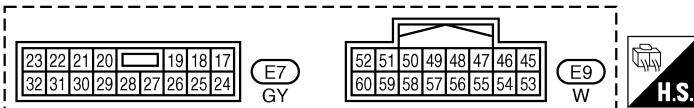
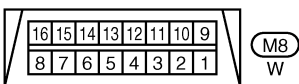
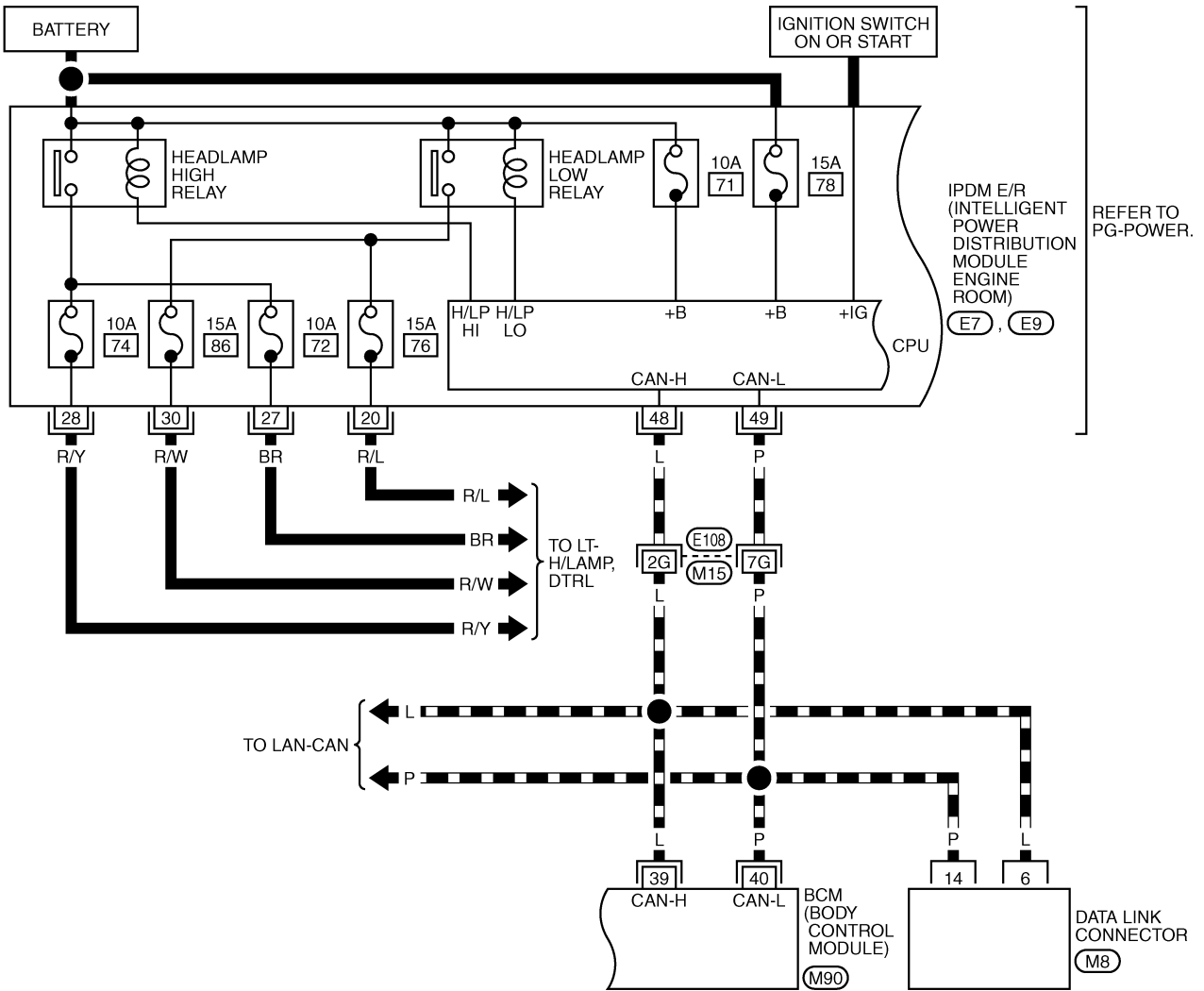
(M90) -ELECTRICAL UNITS

TIWT1586E

VEHICLE SECURITY (THEFT WARNING) SYSTEM

BL-VEHSEC-04

▬ : DATA LINE



REFER TO THE FOLLOWING.



(E108) -SUPER MULTIPLE JUNCTION (SMJ)

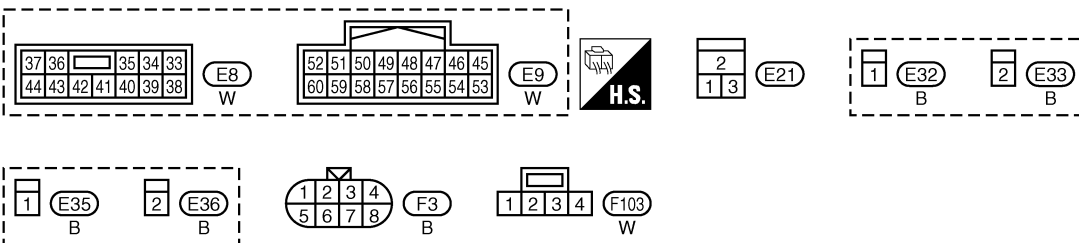
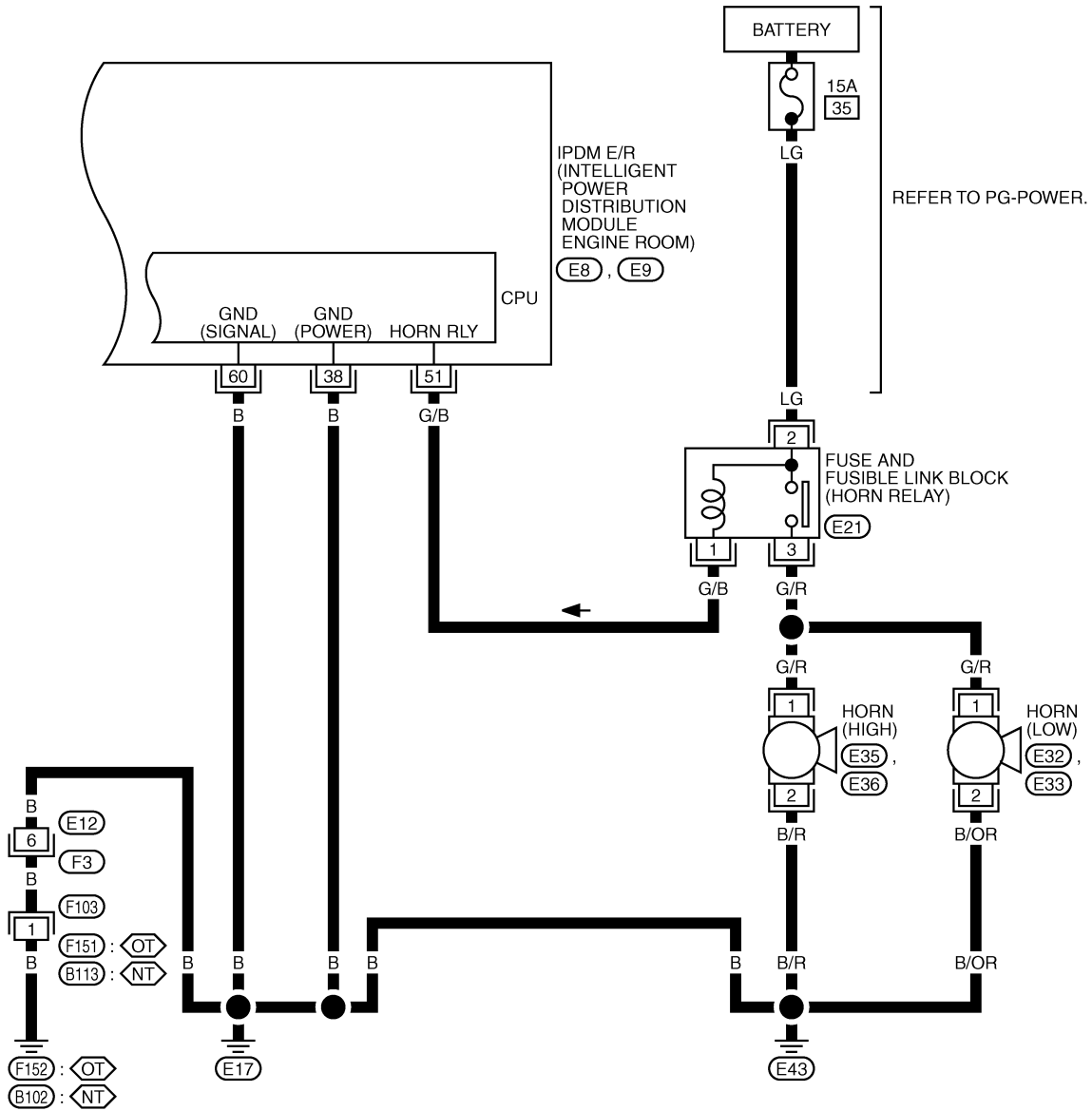
(M90) -ELECTRICAL UNITS

TIWT2269E

VEHICLE SECURITY (THEFT WARNING) SYSTEM

BL-VEHSEC-05

-  : WITH VDC SYSTEM, NAVIGATION SYSTEM OR TELEPHONE
-  : WITHOUT VDC SYSTEM, NAVIGATION SYSTEM AND TELEPHONE



TIWT2270E

VEHICLE SECURITY (THEFT WARNING) SYSTEM

Terminals and Reference Value for BCM

NIS0002Y

Terminal	Wire color	Item	Signal Input/ Output	Condition	Voltage (V) (Approx.)
11	LG	Ignition switch (ACC)	Input	Ignition switch (ACC or ON)	Battery voltage
12	P	Passenger side door switch	Input	ON (Open) → OFF (Closed)	0 → 5
18	B	Remote keyless entry receiver (Ground)	—	—	0
19	Y	Remote keyless entry receiver (Power supply)	Output	Key is inserted is IGN key cylinder	0
				All door closed	<p style="text-align: right; font-size: small;">OCC3881D</p>
20	L	Remote keyless entry receiver (Signal)	Input	Key is inserted is IGN key cylinder	0
				Stand-by	<p style="text-align: right; font-size: small;">OCC3879D</p>
				When remote keyless entry receiver receives signal from keyfob	<p style="text-align: right; font-size: small;">OCC3880D</p>
22	Y	Power window switch (Serial link)	Input/ Output	Driver side door and passenger side door are closed. (Each door switch is OFF)	<p style="text-align: right; font-size: small;">PIIA2344J</p>
23	G/OR	Security indicator lamp	Output	Goes off → Illuminates (Every 2.4 seconds)	Battery voltage → 0
39	L	CAN-H	Input/ Output	—	—
40	P	CAN-L	Input/ Output	—	—
42	GY	Ignition switch (ON)	Input	Ignition switch (ON or START)	Battery voltage
52	B	Ground	—	—	0
55	R	Power source (Fusible link)	Input	—	Battery voltage
57	R	Trunk room lamp switch (For Roadster)	Input	ON (Open) → OFF (Closed)	0 → Battery voltage*1
58	R/W	Back door switch (For Coupe)	Input		
62	L	Driver side door switch	Input	ON (Open) → OFF (Closed)	0 → 5

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VEHICLE SECURITY (THEFT WARNING) SYSTEM

*1: When interior lamp battery saver control is in OFF: Approx.5V.

VEHICLE SECURITY (THEFT WARNING) SYSTEM

Terminals and Reference Value for IPDM E/R

NIS0002Z

Terminal	Wire color	Item	Signal Input/ Output	Condition	Voltage [V] (Approx.)
38	B	Ground	—	—	0
48	L	CAN-H	Input/ Output	—	—
49	P	CAN-L	Input/ Output	—	—
51	G/B	Horn relay	Output	ON → OFF	0 → Battery voltage
60	B	Ground	—	—	0

CONSULT-III Function (BCM) CONSULT-III APPLICATION ITEM

NIS00030

Work Support

Test Item	Description
SECURITY ALARM SET	This mode is able to confirm and change security alarm ON-OFF setting.
THEFT ALM TRG	The switch which triggered vehicle security alarm is recorded. This mode is able to confirm and erase the record of vehicle security alarm. The trigger data can be erased by touching "CLEAR" on CONSULT-III screen.

Data Monitor

Monitored Item	Description
IGN ON SW	Indicates [ON/OFF] condition of ignition switch.
ACC ON SW	Indicates [ON/OFF] condition of ignition switch in ACC position.
KEY CYL LK SW	Indicates [ON/OFF] condition of lock signal from key cylinder switch.
KEY CYL UN SW	Indicates [ON/OFF] condition of unlock signal from key cylinder switch.
DOOR SW-DR	Indicates [ON/OFF] condition of driver side door switch.
DOOR SW-AS	Indicates [ON/OFF] condition of passenger side door switch.
BACK DOOR SW	Indicates [ON/OFF] condition of back door switch.
TRUNK OPNR SW	Indicates [ON/OFF] condition of trunk room lamp switch. (Roadster models)
TRUNK OPN MNTR	This is displayed even when it is not equipped. Indicates [ON/OFF] condition of trunk lid opener switch. (Roadster models)
TRUNK KEY SW	This is displayed even when it is not equipped.
DOOR SW-RR	This is displayed even when it is not equipped.
HOOD SW	Indicates [ON/OFF] condition of hood switch.
LOCK SW DR/AS	Indicates [ON/OFF] condition of lock signal from driver and passenger side door lock/unlock switch.
UNLK SW DR/AS	Indicates [ON/OFF] condition of unlock signal from driver and passenger side door lock/unlock switch.
LK BUTTON/SIG	Indicates [ON/OFF] condition of lock signal from key fob.
UN BUTTON/SIG	Indicates [ON/OFF] condition of unlock signal from key fob.
TRUNK BTN/SIG	Indicate [ON/OFF] condition of back door open signal from key fob (for Coupe). Indicates [ON/OFF] condition of trunk open signal from key fob (for Roadster).

Active Test

Test Item	Description
THEFT IND	This test is able to check security indicator lamp operation. The lamp will be turned on when "ON" on CONSULT-III screen is touched.

VEHICLE SECURITY (THEFT WARNING) SYSTEM

Test Item	Description
HORN	This test is able to check vehicle security horn (horn alarm) operation. The horns will be activated for 0.5 seconds after "ON" on CONSULT-III screen is touched.
HEAD LAMP	This test is able to check vehicle security lamp (headlamp alarm) operation. The headlamps will be activated for 0.5 seconds after "ON" on CONSULT-III screen is touched.

CONSULT-III Function (IPDM E/R) CONSULT-III APPLICATION ITEM

NIS00031

Data Monitor

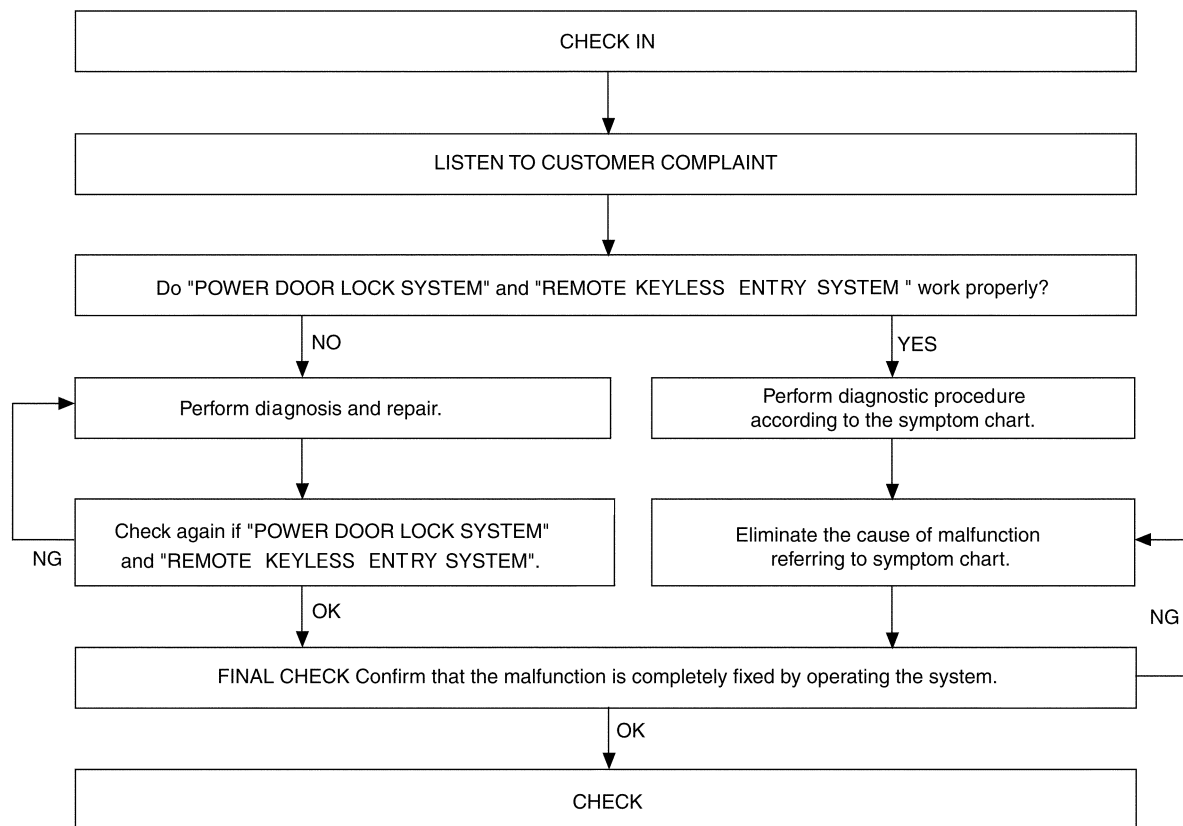
Monitored Item	Description
HL LO REQ	Indicates [ON/OFF] condition of headlamp low beam.
HL HI REQ	Indicates [ON/OFF] condition of headlamp high beam.
HOOD SW	Indicates [ON/OFF] condition of hood switch.
THFT HRN REQ	Indicates [ON/OFF] condition of horn relay.

Active Test

Test Item	Description
LAMPS	This test is able to check theft warning lamp (headlamp alarm) operation. The headlamps will be activated for 0.5 seconds after "ON" on CONSULT-III screen is touched.
HORN	This test is able to check theft warning horn (horn alarm) operation. The horns will be activated for 0.5 seconds after "ON" on CONSULT-III screen is touched.

Trouble Diagnosis WORK FLOW

NIS00032



LIA0123E

- "POWER DOOR LOCK SYSTEM" Diagnosis; refer to [BL-35, "Work Flow"](#) .

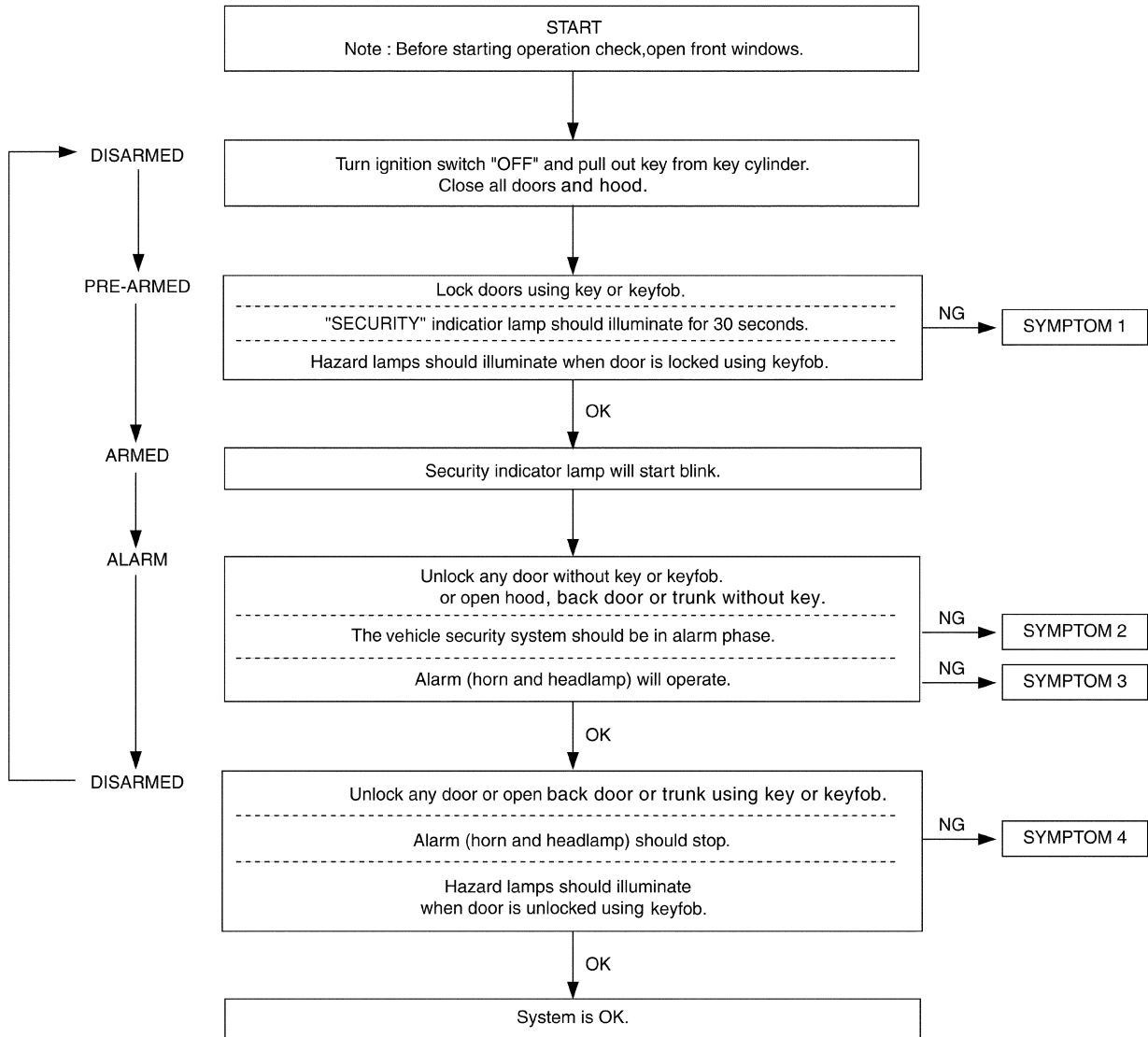
VEHICLE SECURITY (THEFT WARNING) SYSTEM

- "REMOTE KEYLESS ENTRY" Diagnosis; refer to [BL-75, "Work Flow"](#) .

Preliminary Check

NIS00033

The system operation is canceled by turning ignition switch to "ACC" at any step between START and ARMED in the following flow chart.



PIIA8954E

After performing preliminary check, go to symptom chart. Refer to [BL-140, "Symptom Chart"](#) .

VEHICLE SECURITY (THEFT WARNING) SYSTEM

Symptom Chart

NIS00034

PROCEDURE		Diagnostic procedure	Reference page	
SYMPTOM				
1	Vehicle security system cannot be set by	Door switch	Diagnostic Procedure 1 (Check door, hood, back door switch or trunk room lamp switch)	BL-141
		Lock/unlock switch	Diagnostic Procedure 6 (Check door lock/unlock switch)	BL-149
		Door outside key	Diagnostic Procedure 3 (Check door key cylinder switch)	BL-147
		Key fob	Check remote keyless entry system function.	BL-61
		BCM	If the above systems are "OK", replace BCM.	BCS-17
	Security indicator does not turn "ON".	Diagnostic Procedure 2 (Check security indicator lamp)	BL-146	
		If the above systems are "OK", replace BCM.	BCS-17	
2	*1 Vehicle security system does not alarm when	Any door is opened.	Diagnostic Procedure 1 (Check door, hood and trunk room lamp switch)	BL-141
			If the above systems are "OK", replace BCM.	BCS-17
3	Vehicle security alarm does not activate.	Horn alarm	Diagnostic Procedure 4 (Check vehicle security horn alarm)	BL-148
			If the above systems are "OK", replace BCM.	BCS-17
	Headlamp alarm	Diagnostic Procedure 5 (Check vehicle security headlamp alarm)	BL-148	
		If the above systems are "OK", replace BCM.	BCS-17	
4	Vehicle security system cannot be canceled by	Door outside key	Diagnostic Procedure 3 (Check door key cylinder switch)	BL-147
		Key fob	Check remote keyless entry system function.	BL-61
			If the above systems are "OK", replace BCM.	BCS-17

*1: Make sure the system is in the armed phase.

VEHICLE SECURITY (THEFT WARNING) SYSTEM

NIS00035

Diagnostic Procedure 1

1 – 1 CHECK DOOR SWITCH

Check driver side door switch and passenger side door switch

1. CHECK DOOR SWITCH INPUT SIGNAL

With CONSULT-III

Check door switches (“DOOR SW-DR” and “DOOR SW-AS”) in “DATA MONITOR” mode with CONSULT-III.

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

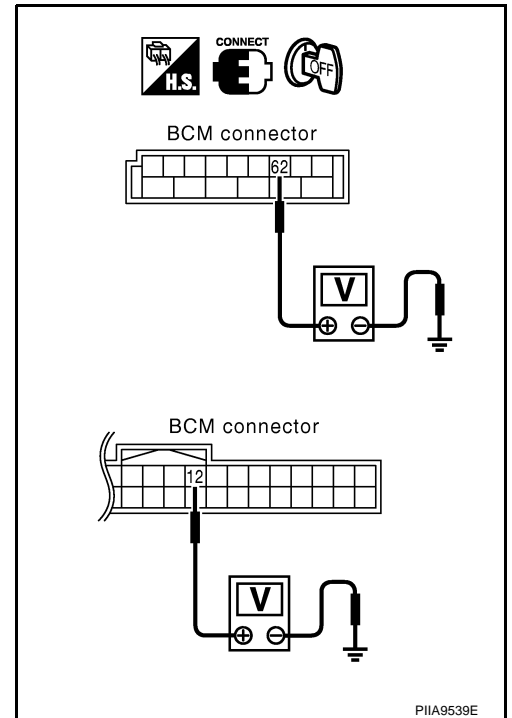
Without CONSULT-III

Check voltage between BCM connector and ground.

Item	Con- nector	Terminal (Wire color)		Condi- tion of door switch	Voltage [V] (Approx.)
		(+)	(-)		
Driver side door switch	B83	62 (L)	Ground	Open	0
				Close	5
Passenger side door switch	M90	12 (P)	Ground	Open	0
				Close	5

OK or NG

- OK >> Door switch is OK, and go to the following
- [BL-143, "1 – 2 CHECK BACK DOOR SWITCH \(COUPE\)"](#)
 - [BL-145, "1 – 3 CHECK TRUNK LID LOCK ASSEMBLY \(TRUNK ROOM LAMP SWITCH\) \(ROADSTER\)"](#)
- NG >> GO TO 2.



VEHICLE SECURITY (THEFT WARNING) SYSTEM

2. CHECK DOOR SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect door switch and BCM connector.
3. Check continuity between door switch harness connector B17, B23 terminal 1 and BCM harness connector B83 terminal 62 (driver side) or M90 terminal 12 (passenger side).

Driver side door

1 (L) - 62 (L) : Continuity should exist.

Passenger side door

1 (P) - 12 (P) : Continuity should exist.

4. Check continuity between door switch harness connector B17, B23 terminal 1 and ground.

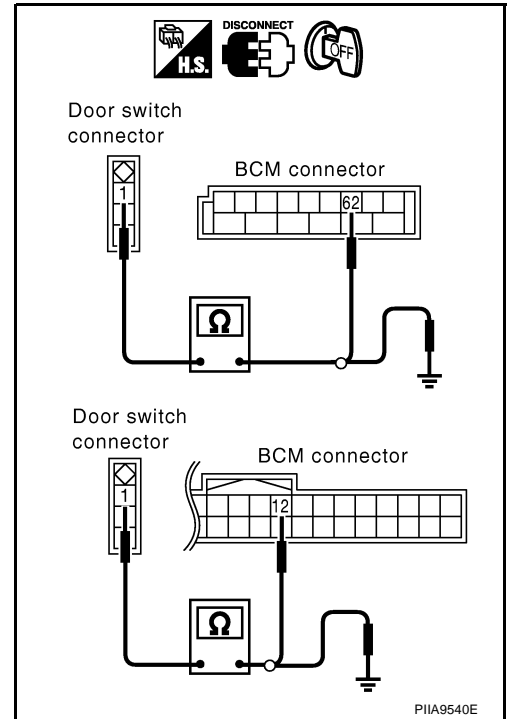
Each door switch

1 (W or P) - Ground : Continuity should not exist.

OK or NG

OK >> GO TO 3.

NG >> Repair or replace door switch harness.



3. CHECK DOOR SWITCH

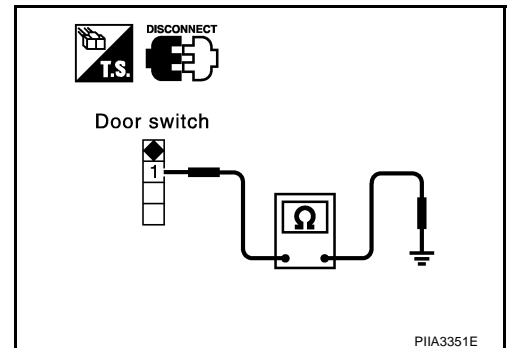
Check continuity between door switch B17 (driver side) or B23 (passenger side) terminal 1 and ground part of door switch.

Terminal	Condition of door switch	Continuity
1	Pushed	No
	Released	Yes

OK or NG

OK >> GO TO 4.

NG >> Replace door switch.



VEHICLE SECURITY (THEFT WARNING) SYSTEM

4. CHECK DOOR SWITCH INPUT SIGNAL

1. Connect BCM connector.
2. Check voltage between BCM harness connectors B83 (driver side), M90 (passenger side) terminals 62, 12 and ground.

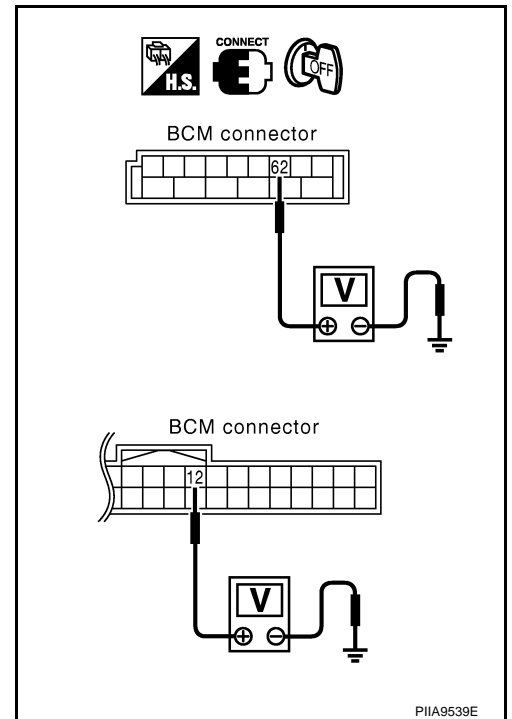
62 (L) – Ground : Approx. 5V

12 (P) – Ground : Approx. 5V

OK or NG

OK >> Check harness connection.

NG >> Replace BCM.



1 – 2 CHECK BACK DOOR SWITCH (COUPE)

1. CHECK BACK DOOR SWITCH INPUT SIGNAL

④ With CONSULT-III

Check back door switch (“BACK DOOR SW”) in “DATA MONITOR” mode with CONSULT-III.

Monitor item	Condition
BACK DOOR SW	OPEN : ON
	CLOSE : OFF

⊗ Without CONSULT-III

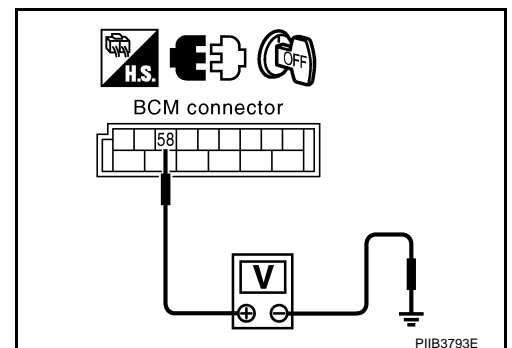
Check voltage between BCM connector and ground.

Connector	Terminal (Wire color)		Condition of back door switch	Voltage [V] (Approx.)
	(+)	(-)		
M83	58 (R/W)	Ground	Open	0
			Close	Battery voltage

OK or NG

OK >> Back door switch is OK.

NG >> GO TO 2.



VEHICLE SECURITY (THEFT WARNING) SYSTEM

2. CHECK BACK DOOR SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM and back door switch connectors.
3. Check continuity between BCM harness connector B83 terminal 58 and back door switch harness connector T12 terminal 1.

58 (R/W) - 1 (R/W) : Continuity should exist.

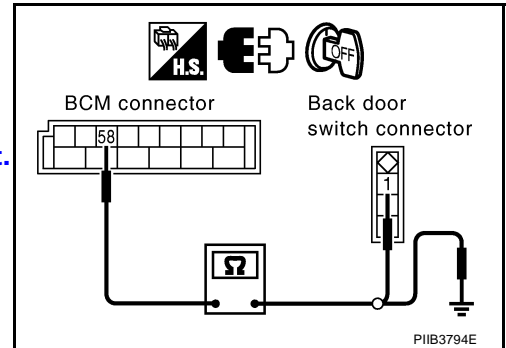
4. Check continuity between BCM harness connector B83 terminal 58 and ground.

58 (R/W) - Ground : Continuity should not exist.

OK or NG

OK >> GO TO 3.

NG >> Repair or replace back door switch harness.



3. CHECK BACK DOOR SWITCH

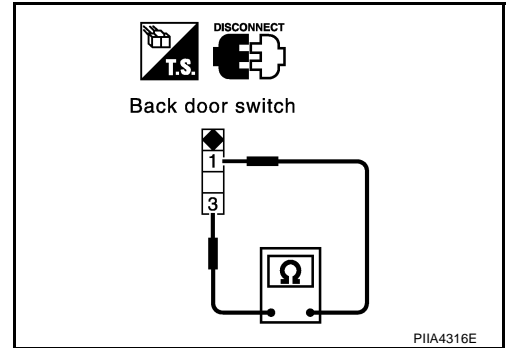
Check continuity between door switch terminals 1 and 3.

Terminal		Condition of back door switch	Continuity
1	3	Open position	Yes
		Closed position	No

OK or NG

OK >> GO TO 4.

NG >> Replace back door switch.



4. CHECK BACK DOOR SWITCH GROUND CIRCUIT

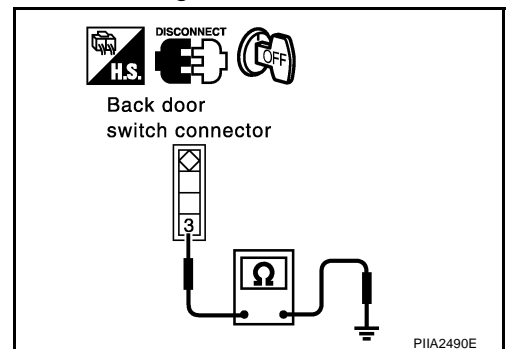
Check continuity between back door switch harness connector T12 terminal 3 and ground.

3 (B) - Ground : Continuity should exist.

OK or NG

OK >> Back door switch circuit is OK.

NG >> Repair or replace harness.



VEHICLE SECURITY (THEFT WARNING) SYSTEM

1 – 3 CHECK TRUNK LID LOCK ASSEMBLY (TRUNK ROOM LAMP SWITCH) (ROADSTER)

1. CHECK TRUNK ROOM LAMP SWITCH INPUT SIGNAL

ⓑ With CONSULT-III

Check trunk lid opener switch (“TRUNK OPN MNTR”) in “DATA MONITOR” mode with CONSULT-III.

Monitor item	Condition	
TRNK OPN MNTR	OPEN	: ON
	CLOSE	: OFF

ⓧ Without CONSULT-III

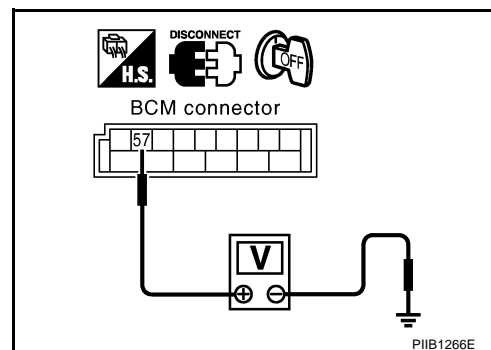
Check voltage between BCM connector and ground.

Connector	Terminal (Wire color)		Condition of trunk room lamp switch	Voltage [V] (Approx.)
	(+)	(-)		
B83	57 (R/W)	Ground	Open	0
			Close	Battery voltage*

*: When interior lamp battery saver control is in OFF. → Approx 5V.

OK or NG

- OK >> Trunk room lamp switch is OK .
 NG >> GO TO 2.



2. CHECK TRUNK LID LOCK ASSEMBLY (TRUNK ROOM LAMP SWITCH) CIRCUIT

- Turn ignition switch OFF.
- Disconnect trunk lid lock assembly (trunk room lamp switch) and BCM connector.
- Check continuity between trunk lid lock assembly (trunk room lamp switch) harness connector T47 terminal 3 and BCM harness connector B83 terminal 57.

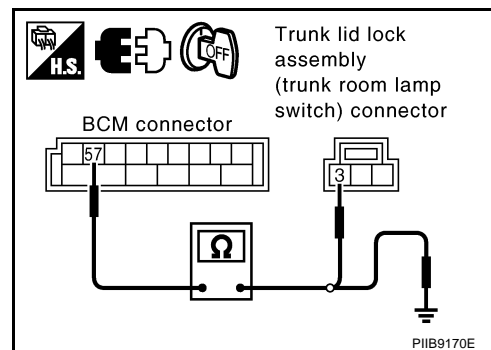
57 (R/W) - 3 (R/W) : Continuity should exist.

- Check continuity between BCM harness connector B83 terminal 57 and ground.

57 (R/W) - Ground : Continuity should not exist.

OK or NG

- OK >> GO TO 3.
 NG >> Replace trunk lid lock assembly (trunk room lamp switch) harness.



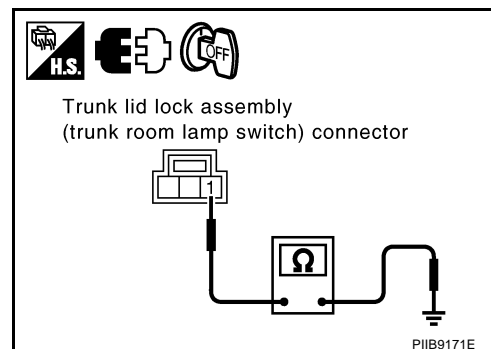
3. CHECK TRUNK LID LOCK ASSEMBLY (TRUNK ROOM LAMP SWITCH) GROUND CIRCUIT

- Turn ignition switch OFF.
- Check continuity between trunk lid lock assembly (trunk room lamp switch) harness connector T47 terminal 1 and ground.

1 (B) - Ground : Continuity should exist.

OK or NG

- OK >> Trunk lid lock assembly (trunk room lamp switch) is OK.
 NG >> Repair or replace trunk lid lock assembly (trunk room lamp switch) harness.



VEHICLE SECURITY (THEFT WARNING) SYSTEM

Diagnostic Procedure 2 CHECK SECURITY INDICATOR LAMP

NIS00036

1. SECURITY INDICATOR LAMP ACTIVE TEST

④ With CONSULT-III

Check "THEFT IND" in "ACTIVE TEST" mode with CONSULT-III.

Perform operation shown on display.
Indicator lamp should illuminate.

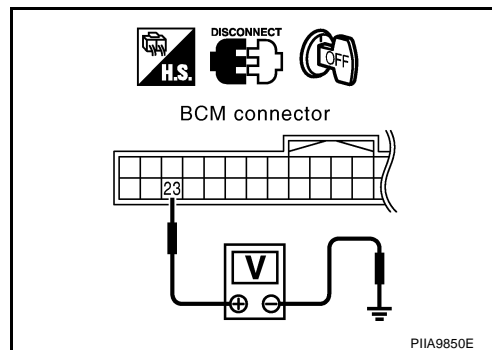
⊗ Without CONSULT-III

1. Disconnect BCM connector.
2. Check voltage between BCM connector M90 terminal 23 and ground.

23 (G/OR) - Ground : Battery voltage

OK or NG

- OK >> Security indicator lamp is OK.
NG >> GO TO 2.



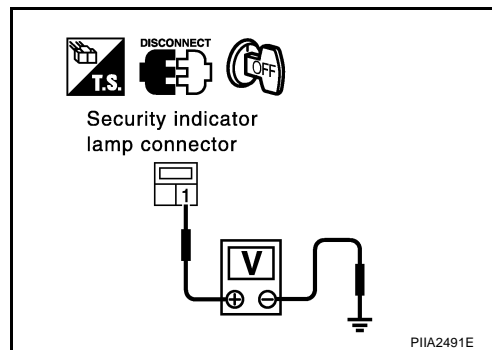
2. CHECK POWER SUPPLY CIRCUIT FOR SECURITY INDICATOR LAMP

1. Disconnect security indicator lamp connector.
2. Check voltage between security indicator lamp connector M34 terminal 1 and ground.

1 (R/W) - Ground : Battery voltage

OK or NG

- OK >> GO TO 3.
NG >> Check the following.
- 10A fuse [No. 19, located in fuse block (J/B)]
 - Harness for open or short between security indicator lamp and fuse



3. CHECK SECURITY INDICATOR LAMP CIRCUIT

1. Check continuity between BCM harness connector M90 terminal 23 and security indicator lamp harness connector M34 terminal 2.

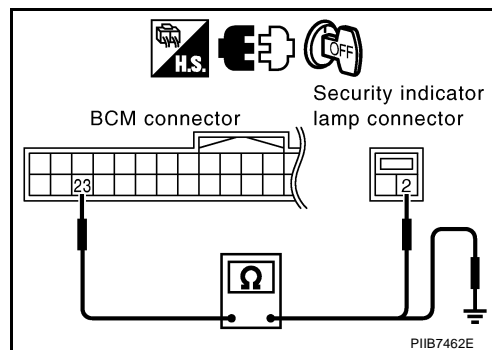
23 (G/OR) - 2 (G/OR) : Continuity should exist.

2. Check continuity between BCM harness connector M90 terminal 23 and ground.

23 (G/OR) - Ground : Continuity should not exist.

OK or NG

- OK >> Check indicator lamp condition.
NG >> Repair harness or connector.



VEHICLE SECURITY (THEFT WARNING) SYSTEM

Diagnostic Procedure 3 CHECK DOOR KEY CYLINDER SWITCH

NIS00037

1. CHECK DOOR KEY CYLINDER SWITCH DRIVER SIDE OPERATION

Do doors lock/unlock when using the key?

YES or NO

YES >> Door key cylinder switch operation is OK.

NO >> Check door key cylinder switch circuit. Refer to [BL-47, "Check Door Key Cylinder Switch"](#) .

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VEHICLE SECURITY (THEFT WARNING) SYSTEM

NIS00038

Diagnostic Procedure 4 CHECK VEHICLE SECURITY HORN ALARM

First perform the "SELF-DIAG RESULTS" of "BCM" with CONSULT-III, then perform the trouble diagnosis of malfunction system indicated in "SELF-DIAG RESULTS" of "BCM". Refer to [BCS-16, "CAN Communication Inspection Using CONSULT-III \(Self-Diagnosis\)"](#) .

1. CHECK HORN OPERATION

Check if horn sounds with horn switch.

Does horn operate?

YES >> GO TO 2.

NO >> Check horn circuit. Refer to [WW-53, "HORN"](#) .

2. CHECK IPDM E/R INPUT SIGNAL

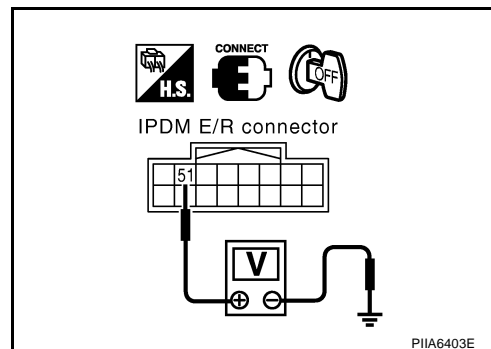
Check voltage between IPDM E/R connector E9 terminal 51 and ground.

51 (G/B) – Ground : Battery voltage.

OK or NG

OK >> Replace IPDM E/R.

NG >> GO TO 3.



3. CHECK HORN RELAY CIRCUIT

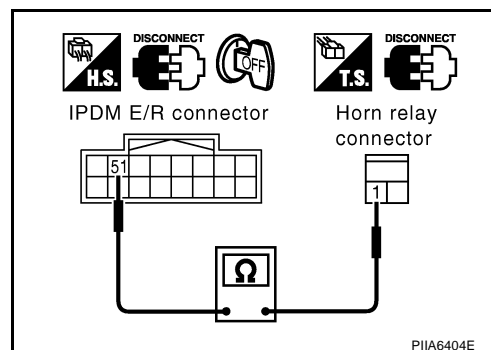
1. Turn ignition switch OFF.
2. Disconnect IPDM E/R and horn relay connector.
3. Check continuity between IPDM E/R harness connector E9 terminal 51 and horn relay harness connector E21 terminal 1.

1 (G/B) - 51(G/B) : Continuity should exist.

OK or NG

OK >> Horn circuit is OK.

NG >> Repair or replace harness.



Diagnostic Procedure 5 CHECK VEHICLE SECURITY HEADLAMP ALARM

NIS00039

1. CHECK HEAD LAMP OPERATION

Does headlamp come on when turning lighting switch "ON"?

YES or NO

YES >> Headlamp alarm circuit is OK.

NO >> Check headlamp system. Refer to,, [LT-32, "HEADLAMP \(FOR CANADA\) - DAYTIME LIGHT SYSTEM -"LT-5, "HEADLAMP \(FOR USA\)"](#) .

VEHICLE SECURITY (THEFT WARNING) SYSTEM

Diagnostic Procedure 6

NIS0003A

CHECK DOOR LOCK AND UNLOCK SWITCH

A

1. CHECK DOOR LOCK AND UNLOCK SWITCH INPUT SIGNAL

Does doors lock/unlock when using power window main switch (door lock and unlock switch) or power window sub-switch (door lock and unlock switch)?

B

YES or NO?

YES >> Door lock and unlock switch is OK.

C

NO >> Refer to [BL-42, "Check Door Lock and Unlock Switch"](#) .

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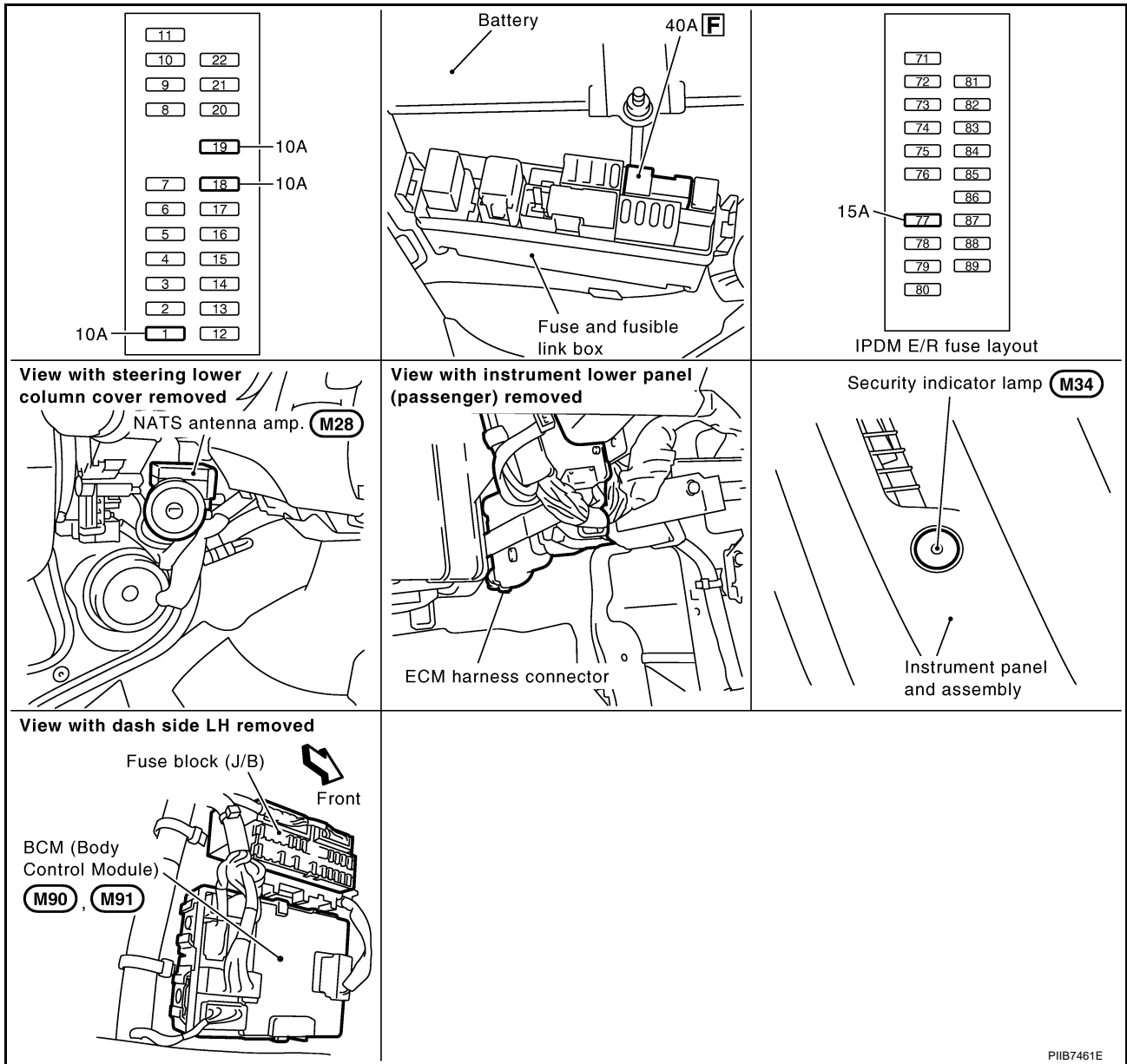
NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

PFP:25386

Component Parts and Harness Connector Location

NIS0003B



NOTE:

If customer reports a "No start" condition, request ALL KEYS to be brought to an NISSAN dealer in case of a NVIS (NATS) malfunction.

NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

System Description

NIS0003C

NVIS (Nissan Vehicle Immobilizer System-NATS) has the following immobilizer functions:

- Since only NVIS (NATS) ignition keys, whose ID Nos. have been registered into the ECM and BCM, allow the engine to run, a vehicle operation without a key registered in NVIS (NATS) is prevented by NVIS (NATS).
That is to say, NVIS (NATS) will immobilize the engine if someone tries to start it without the registered key of NVIS (NATS).
- All of the originally supplied ignition key IDs (except for card plate key) have been registered in NVIS (NATS).
If requested by the vehicle owner, a maximum of five key IDs can be registered into the NVIS (NATS) components.
- The security indicator blinks when the ignition switch is in “OFF” or “ACC” position. Therefore, NVIS (NATS) warns outsiders that the vehicle is equipped with the anti-theft system.
- When NVIS (NATS) detects trouble, the security indicator lamp lights up while ignition key is in the “ON” position.
- NVIS (NATS) trouble diagnoses, system initialization and additional registration of other NVIS (NATS) ignition key IDs must be carried out using CONSULT-III hardware and CONSULT-III NVIS (NATS) software.
When NVIS (NATS) initialization has been completed, the ID of the inserted ignition key is automatically registered in NVIS (NATS). Then, if necessary, additional registration of other NVIS (NATS) ignition key IDs can be carried out.
Regarding the procedures of NVIS (NATS) initialization and NVIS (NATS) ignition key ID registration, refer to CONSULT-III Operation Manual NATS-IVIS/NVIS.
- **When servicing a malfunction of the NVIS (NATS) (indicated by lighting up of Security Indicator Lamp) or registering another NVIS (NATS) ignition key ID No., it may be necessary to re-register original key identification. Therefore, be sure to receive ALL KEYS from vehicle owner.**

A

B

C

D

E

F

G

H

BL

J

K

L

M

NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

NIS0003D

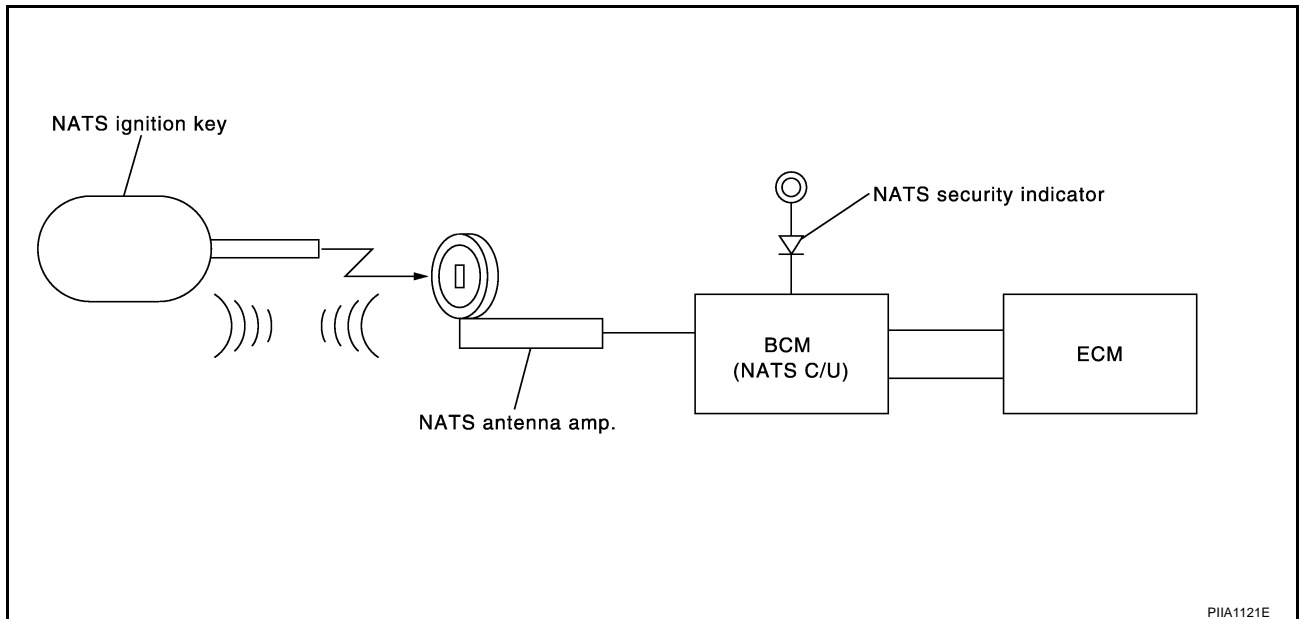
System Composition

The immobilizer function of the NVIS (NATS) consists of the following:

- NATS ignition key
- NATS antenna amp. located in the ignition key cylinder
- BCM
- Engine control module (ECM)
- Security indicator

NOTE:

The communication between ECM and BCM uses the CAN communication system.



ECM Re-communicating Function

NIS0003E

Performing following procedure can automatically perform re-communication of ECM and BCM, but only when the ECM has been replaced with a new one (*1).

*1: New one means a virgin ECM which has never been energized on-board.

(In this step, initialization procedure by CONSULT-III is not necessary)

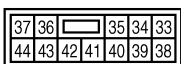
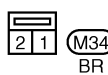
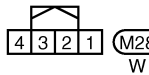
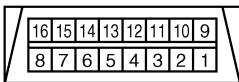
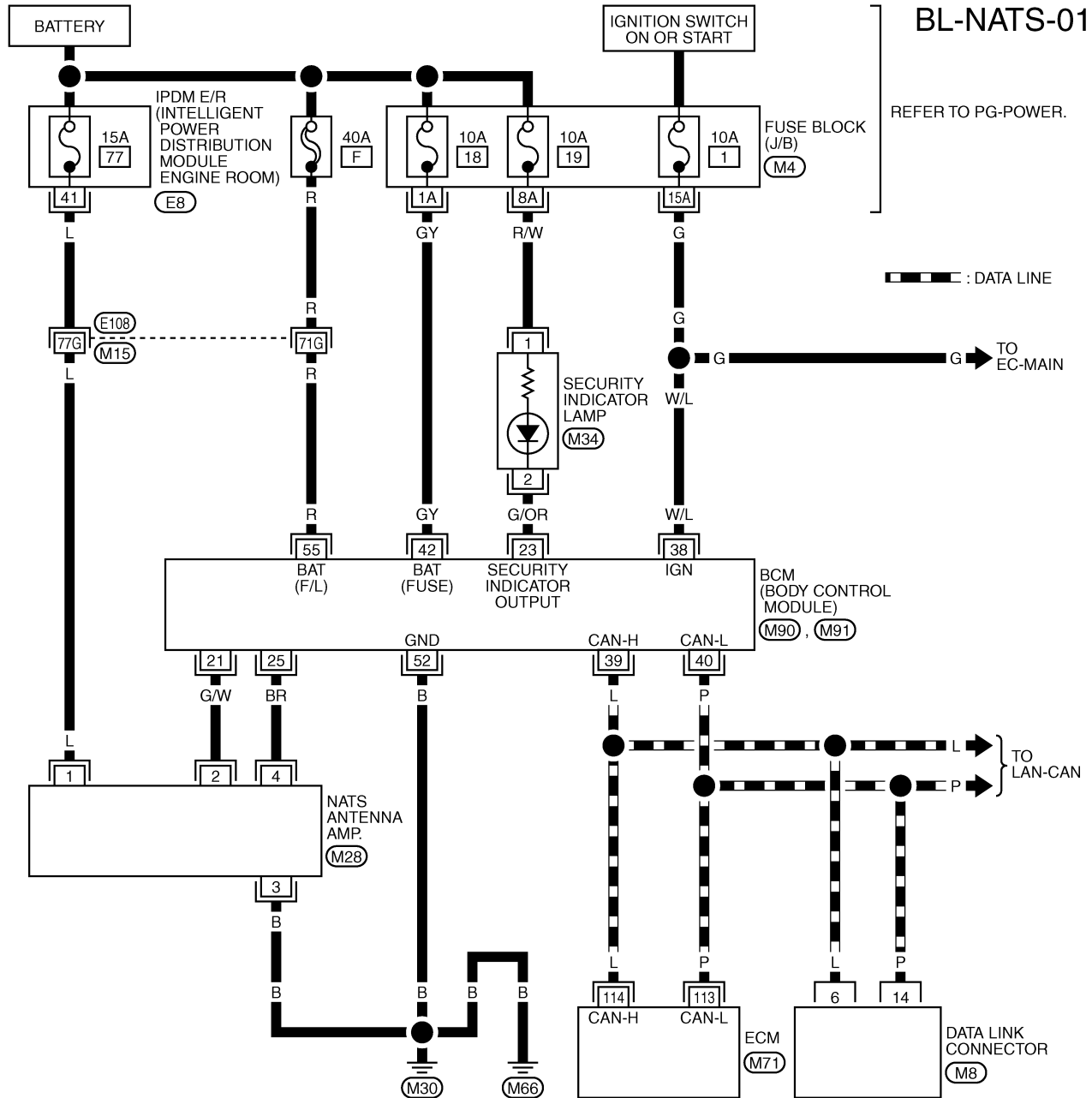
NOTE:

- When registering new Key IDs or replacing the ECM other than brand new, refer to CONSULT-III Operation Manual NATS-IVIS/NVIS.
 - If multiple keys are attached to the key holder, separate them before work.
 - Distinguish keys with unregistered key ID from those with registered ID.
1. Install ECM.
 2. Using a registered key (*2), turn ignition switch to "ON".
*2: To perform this step, use the key (except for card plate key) that has been used before performing ECM replacement.
 3. Maintain ignition switch in "ON" position for at least 5 seconds.
 4. Turn ignition switch to "OFF".
 5. Start engine.
If engine can be started, procedure is completed.
If engine cannot be started, refer to CONSULT-III Operation Manual NATS-IVIS/NVIS and initialize control unit.

NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

Wiring Diagram — NATS —

NIS0003F



REFER TO THE FOLLOWING.

(E108) -SUPER MULTIPLE JUNCTION (SMJ)

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

(M71), (M90), (M91) -ELECTRICAL UNITS

TWT2271E

NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

Terminals and Reference Value for BCM

NIS0003G

Terminal	Wire color	Item	Signal Input/ Output	Condition	Voltage (V) (Approx.)
21	G/W	NATS antenna amp.	Input/ Output	Ignition switch (OFF → ON)	Just after turning ignition switch "ON": Pointer of tester should move.
23	G/OR	Security indicator lamp	Output	Goes OFF → illuminates (Every 2.4 seconds)	Battery voltage → 0
25	BR	NATS antenna amp.	Input/ Output	Ignition switch (OFF → ON)	Just after turning ignition switch "ON": Pointer of tester should move.
38	W/L	Ignition switch (ON)	Input	Ignition switch (ON or START)	Battery voltage
39	L	CAN-H	Input/ Output	—	—
40	P	CAN-L	Input/ Output	—	—
42	GY	Power source (Fuse)	Input	—	Battery voltage
52	B	Ground	—	—	0
55	R	Power source (Fusible link)	Input	—	Battery voltage

CONSULT-III

NIS0003H

CONSULT-III INSPECTION PROCEDURE

Refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".

CONSULT-III DIAGNOSTIC TEST MODE FUNCTION

CONSULT-III DIAGNOSTIC TEST MODE	Description
C/U INITIALIZATION	When replacing any of the following components, C/U initialization and re-registration of all NATS ignition keys are necessary. [(NATS ignition key BCM/ ECM)

NOTE:

- When any initialization is performed, all ID previously registered will be erased and all NATS ignition keys must be registered again.

NVIS (NATS) SELF-DIAGNOSTIC RESULTS ITEM CHART

Detected items [NVIS (NATS) program card screen terms]	P No. Code (Self-diagnostic result of "ENGINE")	Malfunction is detected when.....	Reference page
CHAIN OF ECM-IMMU [P1612]	NATS MAL-FUNCTION P1612	Communication impossible between ECM and BCM In rare case, "CHAIN OF ECM-IMMU" might be stored during key registration procedure, even if the system is not malfunctioning.	Refer to BL-158, "Diagnostic Procedure 1" .
DIFFERENCE OF KEY [P1615]	NATS MAL-FUNCTION P1615	BCM can receive the key ID signal but the result of ID verification between key ID and BCM is NG.	Refer to BL-159, "Diagnostic Procedure 2" .
CHAIN OF IMMU-KEY [P1614]	NATS MAL-FUNCTION P1614	BCM cannot receive the key ID signal.	Refer to BL-160, "Diagnostic Procedure 3" .

NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

Detected items [NVIS (NATS) program card screen terms]	P No. Code (Self-diagnostic result of "ENGINE")	Malfunction is detected when.....	Reference page
ID DISCORD, IMM-ECM [P1611]	NATS MAL-FUNCTION P1611	The result of ID verification between BCM and ECM is NG. System initialization is required.	Refer to BL-161, "Diagnostic Procedure 4" .
LOCK MODE [P1610]	NATS MAL-FUNCTION P1610	When the starting operation is carried out five or more times consecutively under the following conditions, NVIS (NATS) will shift the mode to one which prevents the engine from being started. <ul style="list-style-type: none"> ● Unregistered ignition key is used. ● BCM or ECM's malfunctioning. 	Refer to BL-165, "Diagnostic Procedure 6" .
DON'T ERASE BEFORE CHECKING ENG DIAG	—	All engine trouble codes except NVIS (NATS) trouble code has been detected in ECM.	Refer to BL-155, "Work Flow" .

Work Flow

NIS002B3

1. LISTEN TO CUSTOMER COMPLAINT OR REQUEST

Get symptoms or listen to customer complaints or request.

NOTE:

In case of request for NVIS (NATS) system repair, the key ID re-registration might be necessary. Keep all the ignition keys before work for the re-registration.

Key ID registration request>>Register ignition key by referring to CONSULT-III Operation Manual NATS-IVIS/NVIS.

Request for malfunction repair.>>GO TO 2.

2. CONFIRM SELF DIAGNOSIS 1

Start CONSULT-III with ignition switch in ON position and confirm "SELF DIAG RESULT" with "ENGINE".

Is DTC detected?

No malfunction>>GO TO 3.

If the codes detected are between the interval P1610 to P1615.>> Refer to [BL-154, "NVIS \(NATS\) SELF-DIAGNOSTIC RESULTS ITEM CHART"](#) .

If the codes detected are between the interval P1610 to P1615 and others.>> GO TO 4.

3. CHECK SECURITY INDICATOR FUNCTION

Check that security indicator for lighting up fulfill the two conditions below.

- Security indicator lights off when ignition switch is ON position.
- Security indicator blinks when ignition switch is in any position except ON.

Lighting up condition is normal.>>Inspection END.

Lighting up condition is malfunctioning.>>Perform security indicator Inspection. Refer to [BL-163, "Diagnostic Procedure 5"](#) .

4. TROUBLE DIAGNOSIS

Perform by priority the trouble diagnosis for the codes which are not included in the interval P1610 to P1615.

Is DTC detected?

No malfunction>>Inspection END.

If the codes detected are between the interval P1610 to P1615.>>[BL-154, "NVIS \(NATS\) SELF-DIAGNOSTIC RESULTS ITEM CHART"](#).

NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

NIS0003J

Trouble Diagnoses SYMPTOM MATRIX CHART 1

Self-diagnosis related item

SYMPTOM	Displayed "SELF-DIAG RESULTS" on CONSULT-III screen.	DIAGNOSTIC PROCEDURE (Reference page)	SYSTEM (Malfunctioning part or mode)	REFERENCE PART NO. OF ILLUSTRATION ON SYSTEM DIAGRAM
<ul style="list-style-type: none"> ● Security indicator lighting up* ● Engine cannot be started 	CHAIN OF ECM-IMMU [P1612]	PROCEDURE 1 (BL-158)	In rare case, "CHAIN OF ECM-IMMU" might be stored during key registration procedure, even if the system is not malfunctioning.	—
			Open circuit in battery voltage line of BCM circuit	C1
			Open circuit in ignition line of BCM circuit	C2
			Open circuit in ground line of BCM circuit	C3
			Open or short circuit between BCM and ECM communication line	C4
			ECM	B
			BCM	A
	DIFFERENCE OF KEY [P1615]	PROCEDURE 2 (BL-159)	Unregistered key	D
			BCM	A
	CHAIN OF IMMU-KEY [P1614]	PROCEDURE 3 (BL-160)	Malfunction of key ID chip	E5
			Communication line between ANT/ AMP and BCM:	E1
			Open circuit or short circuit of battery voltage line or ground line	E2
			Open circuit in power source line of ANT/ AMP circuit	E3
			Open circuit in ground line of ANT/ AMP circuit	E4
			NATS antenna amp.	E6
			BCM	A
	ID DISCORD, IMM-ECM [P1611]	PROCEDURE 4 (BL-161)	System initialization has not yet been completed.	F
			ECM	B

NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

SYMPTOM	Displayed "SELF-DIAG RESULTS" on CONSULT-III screen.	DIAGNOSTIC PROCEDURE (Reference page)	SYSTEM (Malfunctioning part or mode)	REFERENCE PART NO. OF ILLUSTRATION ON SYSTEM DIAGRAM
<ul style="list-style-type: none"> Security indicator lighting up* Engine cannot be started 	LOCK MODE [P1610]	PROCEDURE 6 (BL-165)	LOCK MODE	When the starting operation is carried out five or more times consecutively under the following conditions, NVIS (NATS) will shift the mode to one which prevents the engine from being started. <ul style="list-style-type: none"> Unregistered ignition key is used. BCM or ECM's malfunctioning.
Security indicator lighting up*	DON'T ERASE BEFORE CHECKING ENG DIAG	WORK FLOW (BL-155)	Engine trouble data and NVIS (NATS) trouble data have been detected in ECM	—

*: When NVIS (NATS) detects trouble, the security indicator lights up while ignition key is in the "ON" position.

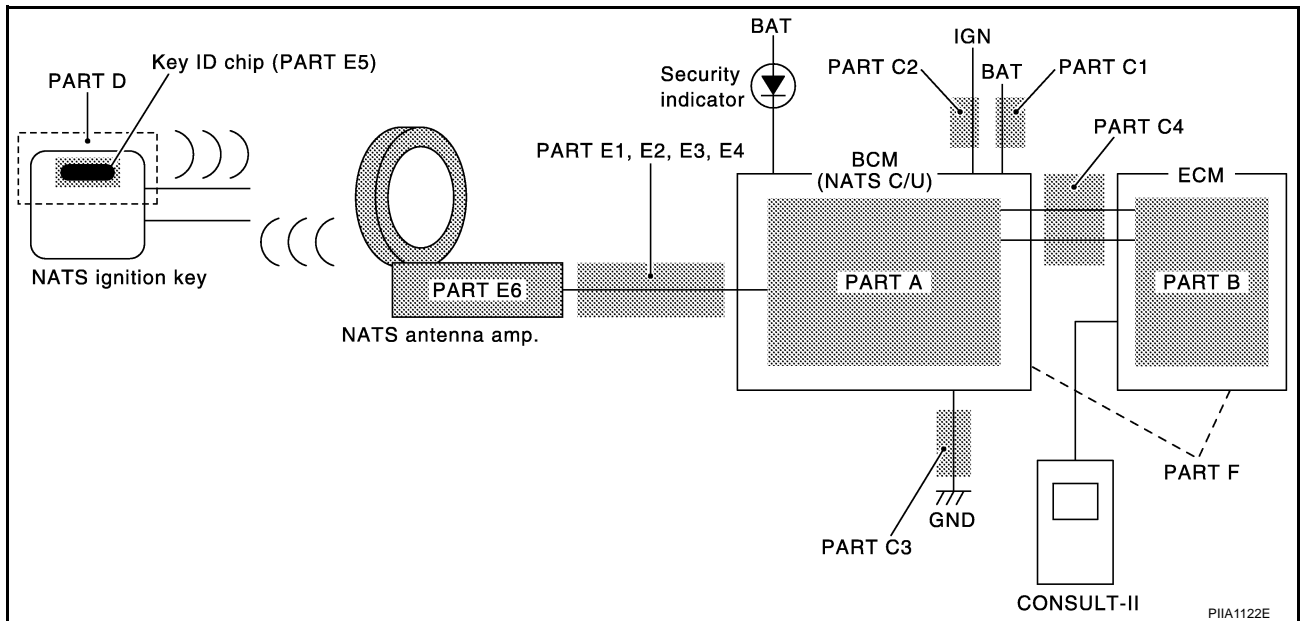
SYMPTOM MATRIX CHART 2

Non self-diagnosis related item

SYMPTOM	DIAGNOSTIC PROCEDURE (Reference page)	SYSTEM (Malfunctioning part or mode)	REFERENCE PART NO. OF ILLUSTRATION ON SYSTEM DIAGRAM
Security indicator does not light up*.	PROCEDURE 5 (BL-163)	Security indicator.	—
		Open circuit between Fuse and BCM	—
		BCM	A

*: CONSULT-III self-diagnostic results display screen "no malfunction is detected".

DIAGNOSTIC SYSTEM DIAGRAM



NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

NIS0003K

Diagnostic Procedure 1

Self-diagnostic results:

“CHAIN OF ECM-IMMU” displayed on CONSULT-III screen

First perform the “SELF-DIAG RESULTS” in “BCM” with CONSULT-III, then perform the trouble diagnosis of malfunction system indicated “SELF-DIAG RESULTS” of “BCM”. Refer to [BCS-16, "CAN Communication Inspection Using CONSULT-III \(Self-Diagnosis\)"](#).

1. CONFIRM SELF-DIAGNOSTIC RESULTS

Confirm SELF-DIAGNOSTIC RESULTS “CHAIN OF ECM-IMMU” displayed on CONSULT-III screen.

NOTE:

In rare case, “CHAIN OF ECM-IMMU” might be stored during key registration procedure, even if the system is not malfunctioning.

Is CONSULT-III screen displayed as above?

Yes >> GO TO 2.

No >> GO TO [BL-156, "SYMPTOM MATRIX CHART 1"](#).

2. CHECK POWER SUPPLY CIRCUIT FOR BCM

1. Disconnect BCM connector.
2. Check voltage between BCM harness connector M91 terminal 42, 55 and ground with CONSULT-III or tester.

42 (GY) - Ground : Battery voltage

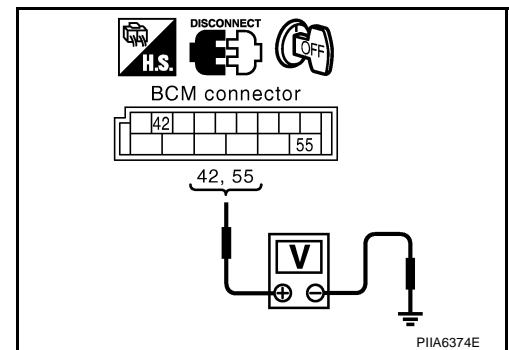
55 (R) - Ground : Battery voltage

OK or NG

OK >> GO TO 3.

NG >> Check the following.

- 40A fusible link (letter **F**, located in fuse and fusible link box)
- 10A fuse [No.18, located in the fuse block (J/B)]
- Harness for open or short between fusible link and BCM. **Ref. Part No. C1**
- Harness for open or short between fuse and BCM. **Ref. Part No. C1**



3. CHECK IGN SW. ON SIGNAL

1. Turn ignition switch ON.
2. Check voltage between BCM harness connector M90 terminal 38 and ground with CONSULT-III or tester.

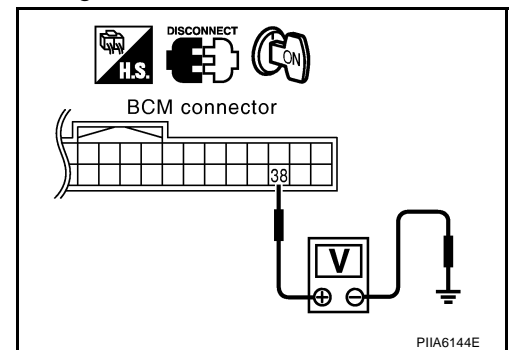
38 (W/L) - Ground : Battery voltage

OK or NG

OK >> GO TO 4.

NG >> Check the following.

- 10A fuse [No. 1, located in the fuse block (J/B)]
- Harness for open or short between fuse and BCM. **Ref. part No. C2**



NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

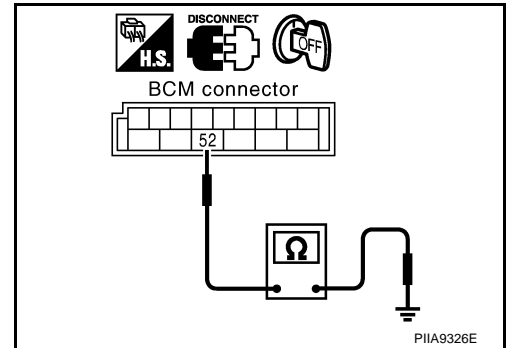
4. CHECK GROUND CIRCUIT FOR BCM

1. Turn ignition OFF.
2. Check continuity between BCM harness connector M91 terminal 52 and ground.

52 (B) - Ground : Continuity should exist.

OK or NG

- OK >> GO TO 5.
NG >> Repair harness. **Ref. part No. C3**



5. REPLACE BCM

1. Replace BCM **Ref. part No. A**
2. Perform initialization with CONSULT-III.
For initialization, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".

Does the engine start?

- Yes >> BCM is malfunctioning.
- Replace BCM. **Ref. part No. A**
 - Perform initialization with CONSULT-III.
 - For initialization, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".
- No >> ECM is malfunctioning.
- Replace ECM. **Ref. part No. B**
 - Perform initialization or re-communicating function.
 - For initialization, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".
 - For re-communicating function, refer to [BL-152. "ECM Re-communicating Function"](#).

Diagnostic Procedure 2

NIS0003L

Self-diagnostic results:

"DIFFERENCE OF KEY" displayed on CONSULT-III screen

1. CONFIRM SELF-DIAGNOSTIC RESULTS

Confirm SELF-DIAGNOSTIC RESULTS "DIFFERENCE OF KEY" displayed on CONSULT-III screen.

Is CONSULT-III screen displayed as above?

- Yes >> GO TO 2.
No >> GO TO [BL-156. "SYMPTOM MATRIX CHART 1"](#).

2. PERFORM INITIALIZATION WITH CONSULT-III

Perform initialization with CONSULT-III. Re-register all NATS ignition key IDs.

For initialization and registration of NATS ignition key IDs, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".

NOTE:

If the initialization is not completed or malfunctions, CONSULT-III shows message on the screen.

Can the system be initialized and can the engine be started with re-registered NATS ignition key?

- Yes >> Ignition key ID was unregistered. **Ref. part No. D**
No >> BCM is malfunctioning.
- Replace BCM. **Ref. part No. A**
 - Perform initialization with CONSULT-III.
 - For initialization, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".

NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

NIS0003M

Diagnostic Procedure 3

Self-diagnostic results:

“CHAIN OF IMMU-KEY” displayed on CONSULT-III screen

1. CONFIRM SELF-DIAGNOSTIC RESULTS

Confirm SELF-DIAGNOSTIC RESULTS “CHAIN OF IMMU-KEY” displayed on CONSULT-III screen.

Is CONSULT-III screen displayed as shown in figure?

Yes >> GO TO 2.

No >> GO TO [BL-156, "SYMPTOM MATRIX CHART 1"](#).

2. CHECK NATS ANTENNA AMP. INSTALLATION

Check NATS antenna amp. installation. Refer to [BL-166, "How to Replace NATS Antenna Amp."](#).

OK or NG

OK >> GO TO 3.

NG >> Reinstall NATS antenna amp. correctly.

3. CHECK NVIS (NATS) IGNITION KEY ID CHIP

Start engine with another registered NATS ignition key.

Does the engine start?

Yes >> Ignition key ID chip is malfunctioning.

- Replace the ignition key. **Ref. part No, E5**
- Perform initialization with CONSULT-III.
For initialization, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

No >> GO TO 4.

4. CHECK POWER SUPPLY FOR NATS ANTENNA AMP.

1. Turn ignition switch “ON”.
2. Check voltage between NATS antenna amp. harness connector M28 terminal 1 and ground with CONSULT-III or tester.

Just after turning ignition switch “ON”

Voltage: Approx. 5V (For 3 seconds)

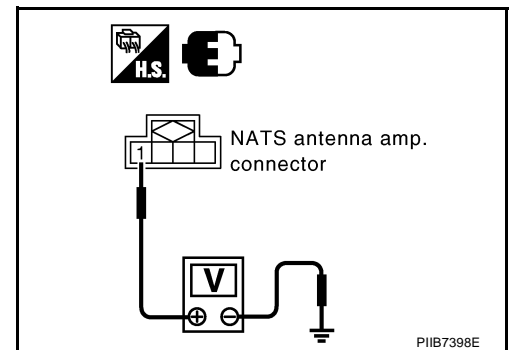
OK or NG

OK >> GO TO 5.

NG >> ● Check harness for open or short between NATS antenna amp. and BCM.

NOTE:

If harness is OK, replace BCM, perform initialization with CONSULT-III. For initialization, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.



NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

5. CHECK NATS ANTENNA AMP. SIGNAL LINE- 1

Check voltage between NATS antenna amp. harness connector M28 terminal 2 and ground with analogue tester.

Before turning ignition switch "ON"

Voltage: 0V

Just after turning ignition switch "ON"

: Pointer of tester should move.

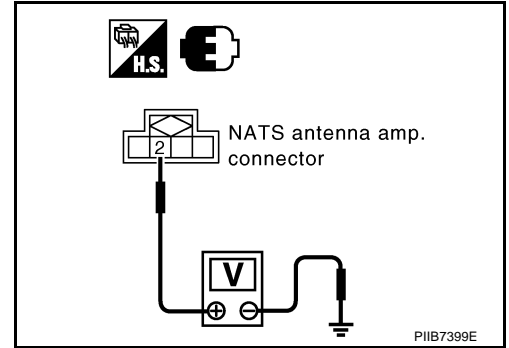
OK or NG

OK >> GO TO 6.

NG >> ● Check harness for open or short between NATS antenna amp. and BCM.

NOTE:

If harness is OK, replace BCM, perform initialization with CONSULT-III. For initialization, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".



6. CHECK NATS ANTENNA AMP. SIGNAL LINE- 2

Check voltage between NATS antenna amp. harness connector M28 terminal 3 and ground with analogue tester.

Before turning ignition switch "ON"

Voltage: 0V

Just after turning ignition switch "ON"

: Pointer of tester should move.

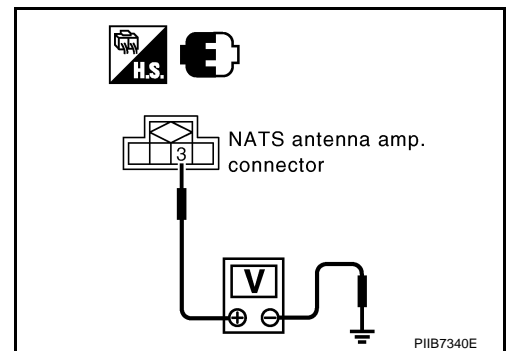
OK or NG

OK >> GO TO 7.

NG >> ● Check harness for open or short between NATS antenna amp. and BCM.

NOTE:

If harness is OK, replace BCM, perform initialization with CONSULT-III. For initialization, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".



7. CHECK NATS ANTENNA AMP. GROUND LINE CIRCUIT

1. Turn ignition switch "OFF".
2. Check continuity between NATS antenna amp. connector harness M28 terminal 4 and ground.

4 (BR) – Ground : Continuity should exist.

OK or NG

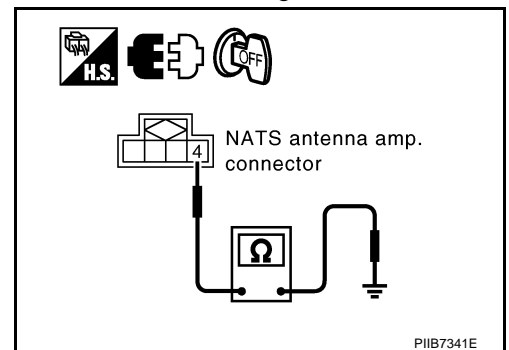
OK >> NATS antenna amp. is malfunctioning. **Ref. part No. E6**

NG >> Replace NATS antenna amp.

- Check harness for open or short between NATS antenna amp. and BCM.

NOTE:

If harness is OK, replace BCM, perform initialization with CONSULT-III. For initialization, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".



Diagnostic Procedure 4

NIS0003N

Self-diagnostic results:

"ID DISCORD, IMM-ECM" displayed on CONSULT-III screen

NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

1. CONFIRM SELF-DIAGNOSTIC RESULTS

Confirm SELF-DIAGNOSTIC RESULTS "ID DISCORD, IMM-ECM" displayed on CONSULT-III screen.

NOTE:

"ID DISCORD IMM-ECM":

Registered ID of BCM is in discord with that of ECM.

Is CONSULT-III screen displayed as above?

Yes >> GO TO 2.

No >> GO TO [BL-156. "SYMPTOM MATRIX CHART 1"](#) .

2. PERFORM INITIALIZATION WITH CONSULT-III

Perform initialization with CONSULT-III. Re-register all NATS ignition key IDs.

For initialization, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".

NOTE:

If the initialization is not completed or malfunctions, CONSULT-III shows message on the screen.

Can the system be initialized?

Yes >> Start engine. (END)

- (System initialization had not been completed. **Ref. part No. F**)

No >> ECM is malfunctioning.

- Replace ECM. **Ref. part No. B**
- Perform initialization with CONSULT-III.
For initialization, refer to "CONSULT-III Operation Manual NATS-IVIS/NVIS".

NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

NIS00030

Diagnostic Procedure 5

“SECURITY INDICATOR LAMP DOES NOT LIGHT UP”

1. CHECK FUSE

- Check 10A fuse [No.19, located in the fuse block (J/B)]

NOTE:

Refer to [BL-150, "Component Parts and Harness Connector Location"](#) .

OK or NG

- OK >> GO TO 2.
NG >> Replace fuse.

2. CHECK SECURITY INDICATOR LAMP

1. Install 10A fuse.
2. Start engine and turn ignition switch OFF.
3. Check the security indicator lamp lights up.

Security indicator lamp should light up.

OK or NG

- OK >> Inspection END.
NG >> GO TO 3.

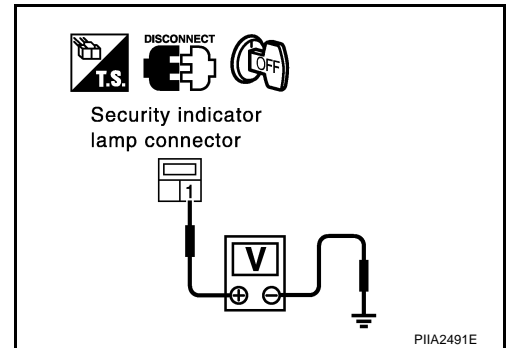
3. CHECK SECURITY INDICATOR LAMP POWER SUPPLY CIRCUIT

1. Disconnect security indicator lamp connector.
2. Check voltage between security indicator lamp harness connector M34 terminal 1 and ground.

1 (R/W) – Ground : Battery voltage should exist.

OK or NG

- OK >> GO TO 4.
NG >> Check harness for open or short between fuse and security indicator lamp.



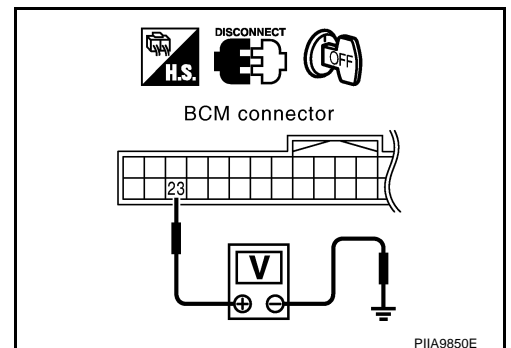
4. CHECK BCM FUNCTION

1. Connect security indicator lamp connector.
2. Disconnect BCM (NATS connector).
3. Check voltage between BCM harness connector M90 terminal 23 and ground.

23 (G/OR) – Ground : Battery voltage

OK or NG

- OK >> BCM is malfunctioning.
- Replace BCM.
Ref. part No. A
 - Perform initialization with CONSULT-III.
 - For initialization, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.
- NG >> GO TO 5.



NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

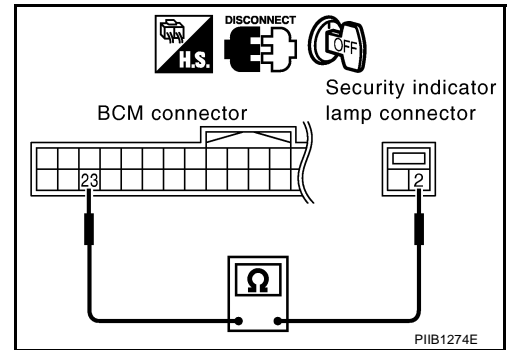
5. CHECK SECURITY INDICATOR LAMP CIRCUIT

1. Check continuity between BCM harness connector M90 terminal 23 and security indicator lamp harness connector M34 terminal 2.

23 (G/OR) - 2 (G/OR) : Continuity should exist.

OK or NG

- OK >> Check indicator lamp condition.
- NG >> Repair harness or connector.



NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

Diagnostic Procedure 6

NIS0003P

Self-diagnostic results:

“LOCK MODE” displayed on CONSULT-III screen

1. CONFIRM SELF-DIAGNOSTIC RESULTS

Confirm SELF-DIAGNOSTIC RESULTS “LOCK MODE” is displayed on CONSULT-III screen.

Is CONSULT-III screen displayed as above?

Yes >> GO TO 2.

No >> GO TO [BL-156, "SYMPTOM MATRIX CHART 1"](#).

2. ESCAPE FROM LOCK MODE

1. Turn ignition switch OFF.
2. Turn ignition switch ON with registered key. (Do not start engine.) Wait 5 seconds.
3. Return the key to OFF position. Wait 5 seconds.
4. Repeat steps 2 and 3 twice (total of three cycles).
5. Start the engine.

Does engine start?

Yes >> System is OK (Now system is escaped from “LOCK MODE”).

No >> GO TO 3.

3. PERFORM INITIALIZATION WITH CONSULT-III

Perform initialization with CONSULT-III.

For initialization, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

NOTE:

If the initialization is not completed or malfunctions, CONSULT-III shows the message on the screen.

Can the system be initialized?

Yes >> System is OK.

No >> GO TO 4.

4. PERFORM INITIALIZATION WITH CONSULT-III AGAIN

1. Replace BCM.
2. Perform initialization with CONSULT-III.
For initialization, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

NOTE:

If the initialization is not completed or malfunctions, CONSULT-III shows the message on the screen.

Can the system be initialized?

Yes >> System is OK. (BCM is malfunctioning. **Ref. part No. A**)

No >> ECM is malfunctioning.

- Replace ECM. **Ref. part No. B**
- Perform initialization with CONSULT-III.
For initialization, refer to “CONSULT-III Operation Manual NATS-IVIS/NVIS”.

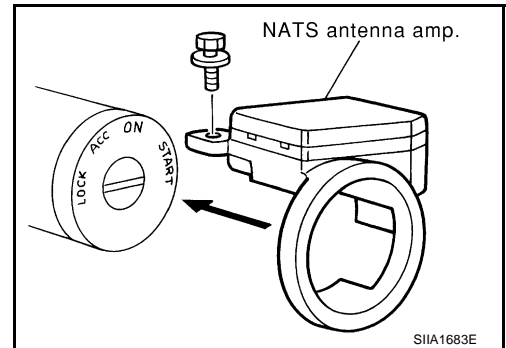
NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

How to Replace NATS Antenna Amp.

NIS0003Q

NOTE:

- If NATS antenna amp. is not installed correctly, NVIS (NATS) system will not operate properly and SELF-DIAG RESULTS on CONSULT-III screen will show "LOCK MODE" or "CHAIN OF IMMU-KEY".
- Initialization is not necessary only when NATS antenna amp. is replaced with a new one.



INTEGRATED HOMELINK TRANSMITTER

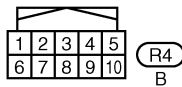
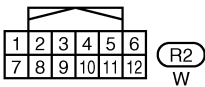
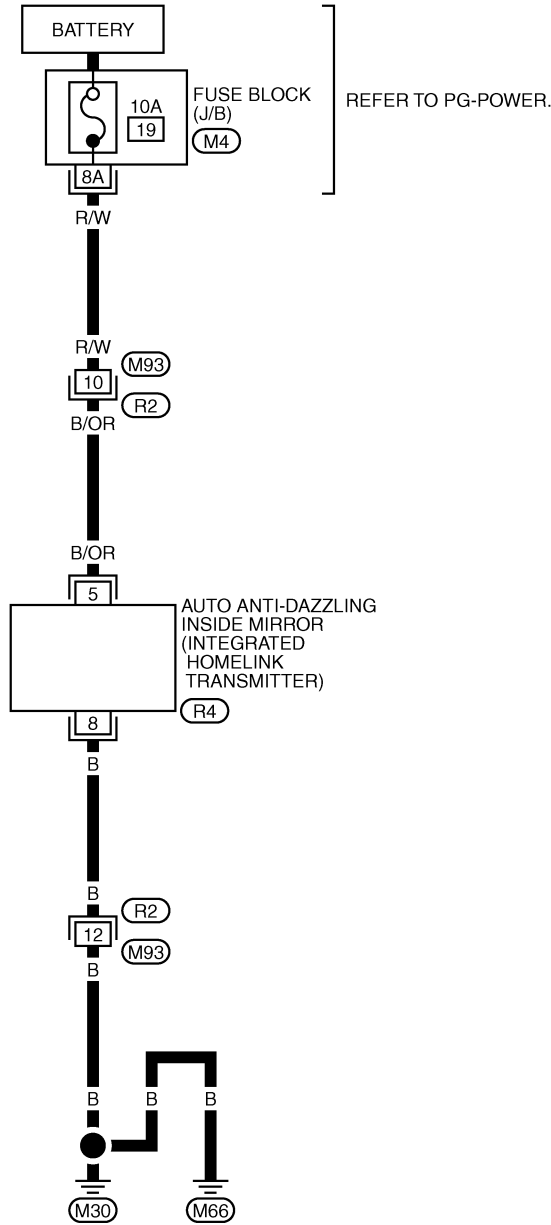
PFP:96401

INTEGRATED HOMELINK TRANSMITTER

Wiring Diagram — TRNSCV —

NIS0003R

BL-TRNSCV-01



REFER TO THE FOLLOWING.

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

A
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INTEGRATED HOMELINK TRANSMITTER

NIS0003S

Trouble Diagnoses DIAGNOSTIC PROCEDURE

SYMPTOM: Transmitter does not activate receiver.

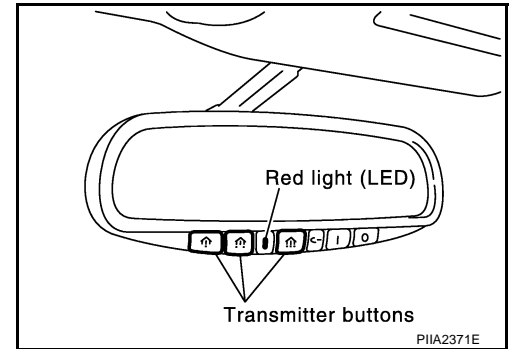
Before conducting the procedure given below, make sure that system receiver (garage door opener, etc.) operates with original, hand-held transmitter. If NG, receiver or hand-held transmitter is malfunctioning, not vehicle related.

1. CHECK ILLUMINATION

1. Turn ignition switch "OFF".
2. Does red light (LED) of transmitter illuminate when any transmitter button is pressed?

YES or NO

- YES >> GO TO 2.
NO >> GO TO 3.



2. CHECK TRANSMITTER

Check transmitter with Tool*.

*:For details, refer to Technical Service Bulletin.

OK or NG

- OK >> Receiver or hand-held transmitter malfunction, not vehicle related.
NG >> Replace inside mirror assembly.

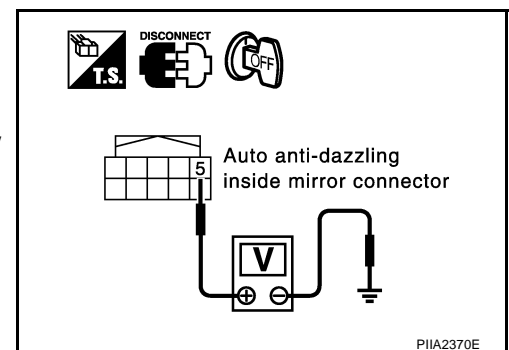
3. CHECK POWER SUPPLY

1. Disconnect transmitter connector.
2. Turn ignition switch "OFF".
3. Check voltage between auto anti-dazzling inside mirror (integrated homelink transmitter) connector R4 terminal 5 and ground.

5 (B/OR) – Ground : Battery voltage

OK or NG

- OK >> GO TO 4.
NG >> ● Check 10A fuse. [No. 19 located in the fuse block (J/B)]
● Harness for open or short between fuse and anti-dazzling inside mirror (integrated homelink transmitter).



INTEGRATED HOMELINK TRANSMITTER

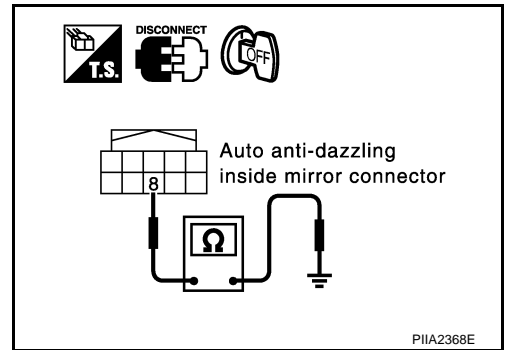
4. CHECK GROUND CIRCUIT

Check continuity between anti-dazzling inside mirror (integrated homelink transmitter) connector R4 terminal 8 and ground.

8 (B) – Ground : Continuity should exist.

OK or NG

- OK >> Replace inside mirror assembly.
- NG >> Harness for open or short between anti-dazzling inside mirror (integrated homelink transmitter) body ground.



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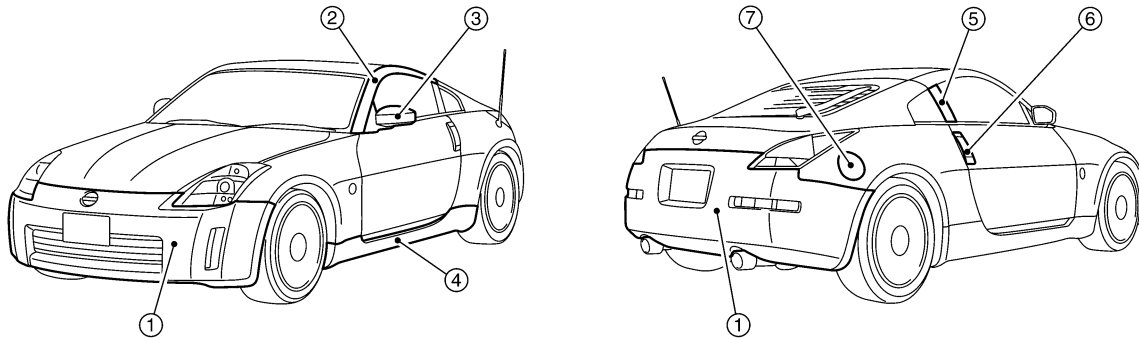
BODY REPAIR

PFP:60100

BODY REPAIR

Body Exterior Paint Color (Coupe)

NIS0003T



SIA1975E

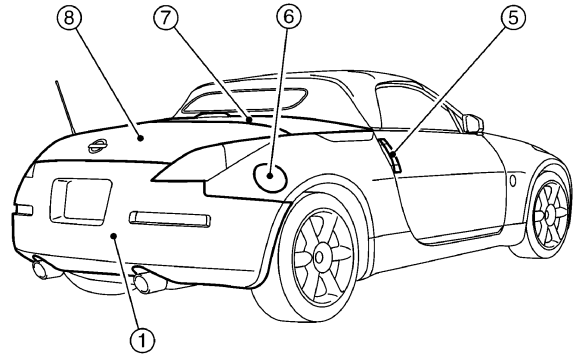
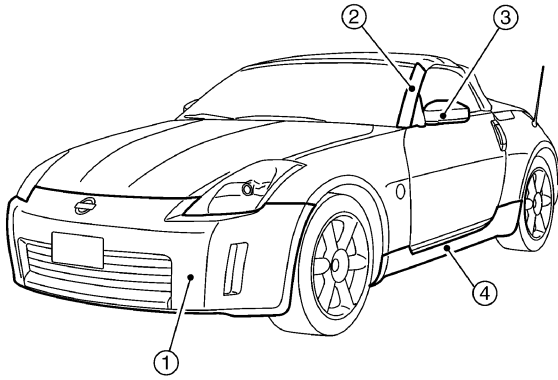
Component		Color code	BA17	BAX6	BB17	BG41	BK23	BL40	BQX1	BWV2	
		Description	Orange	Red	Blue	Black	Silver	Red Purple	White	Silver	
		Paint type	2P	2S	CPM	2P	M	RP	3P	M	
		Hard clear coat	-	X	X	X	-	X	-	-	
1	Bumper fascia	Body color	BA17	BAX6	BB17	BG41	BK23	BL40	BQX1	BWV2	
2	Front pillar finisher	Body color	BA17	BAX6	BB17	BG41	BK23	BL40	BQX1	BWV2	
3	Door outside mirror	Case	Body color	BA17	BAX6	BB17	BG41	BK23	BL40	BQX1	BWV2
		Base	Body color	BA17	BAX6	BB17	BG41	BK23	BL40	BQX1	BWV2
4	Center mud-guard	Body color	BA17	BAX6	BB17	BG41	BK23	BL40	BQX1	BWV2	
5	Door sash	Black	GROSS 88	GROSS 88	GROSS 88	GROSS 88	GROSS 88	GROSS 88	GROSS 88	GROSS 88	
6	Door outside handle and escutcheon	Velour chromium-plate	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	
7	Fuel filler lid	Body color	BA17	BAX6	BB17	BG41	BK23	BL40	BQX1	BWV2	

2S: Solid + Clear, M: Metallic, 2P: 2-Coat pearl, 3P: 3-Coat pearl, CPM: Clear pearl metallic, RP: Multi flex color

BODY REPAIR

Body Exterior Paint Color (Roadster)

NIS0003U



SIIA2295E

Component		Color code	BA17	BAX6	BB17	BG41	BK23	BL40	BQX1	BWV2	
		Description	Orange	Red	Blue	Black	Silver	Red Purple	White	Silver	
		Paint type	2P	2S	CPM	2P	M	RP	3P	M	
		Hard clear coat	-	X	X	X	-	X	-	-	
1	Bumper fascia	Body color	BA17	BAX6	BB17	BG41	BK23	BL40	BQX1	BWV2	
2	Front pillar finisher	Body color	BA17	BAX6	BB17	BG41	BK23	BL40	BQX1	BWV2	
3	Door outside mirror	Case	Body color	BA17	BAX6	BB17	BG41	BK23	BL40	BQX1	BWV2
		Base	Body color	BA17	BAX6	BB17	BG41	BK23	BL40	BQX1	BWV2
4	Center mud-guard	Body color	BA17	BAX6	BB17	BG41	BK23	BL40	BQX1	BWV2	
5	Door outside handle and escutcheon	Velour chromium-plate	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	
6	Fuel filler lid	Body color	BA17	BAX6	BB17	BG41	BK23	BL40	BQX1	BWV2	
7	Storage lid	Body color	BA17	BAX6	BB17	BG41	BK23	BL40	BQX1	BWV2	
8	Trunk lid	Body color	BA17	BAX6	BB17	BG41	BK23	BL40	BQX1	BWV2	

2S: Solid + Clear, M: Metallic, 2P: 2-Coat pearl, 3P: 3-Coat pearl, CPM: Clear pearl metallic, RP: Multi flex color

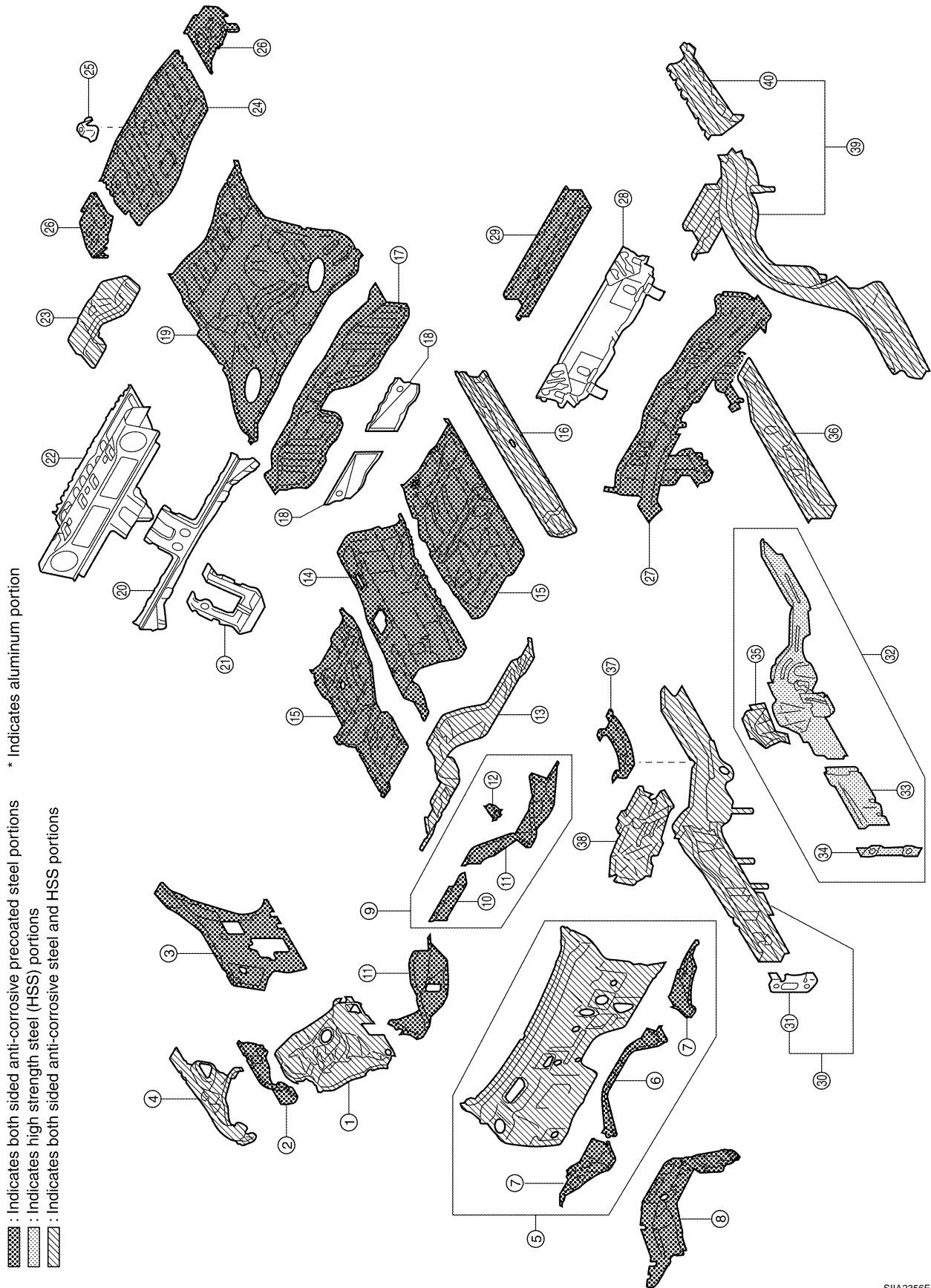
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BODY REPAIR

Body Component Parts (Coupe) UNDERBODY COMPONENT PARTS

NIS0003V



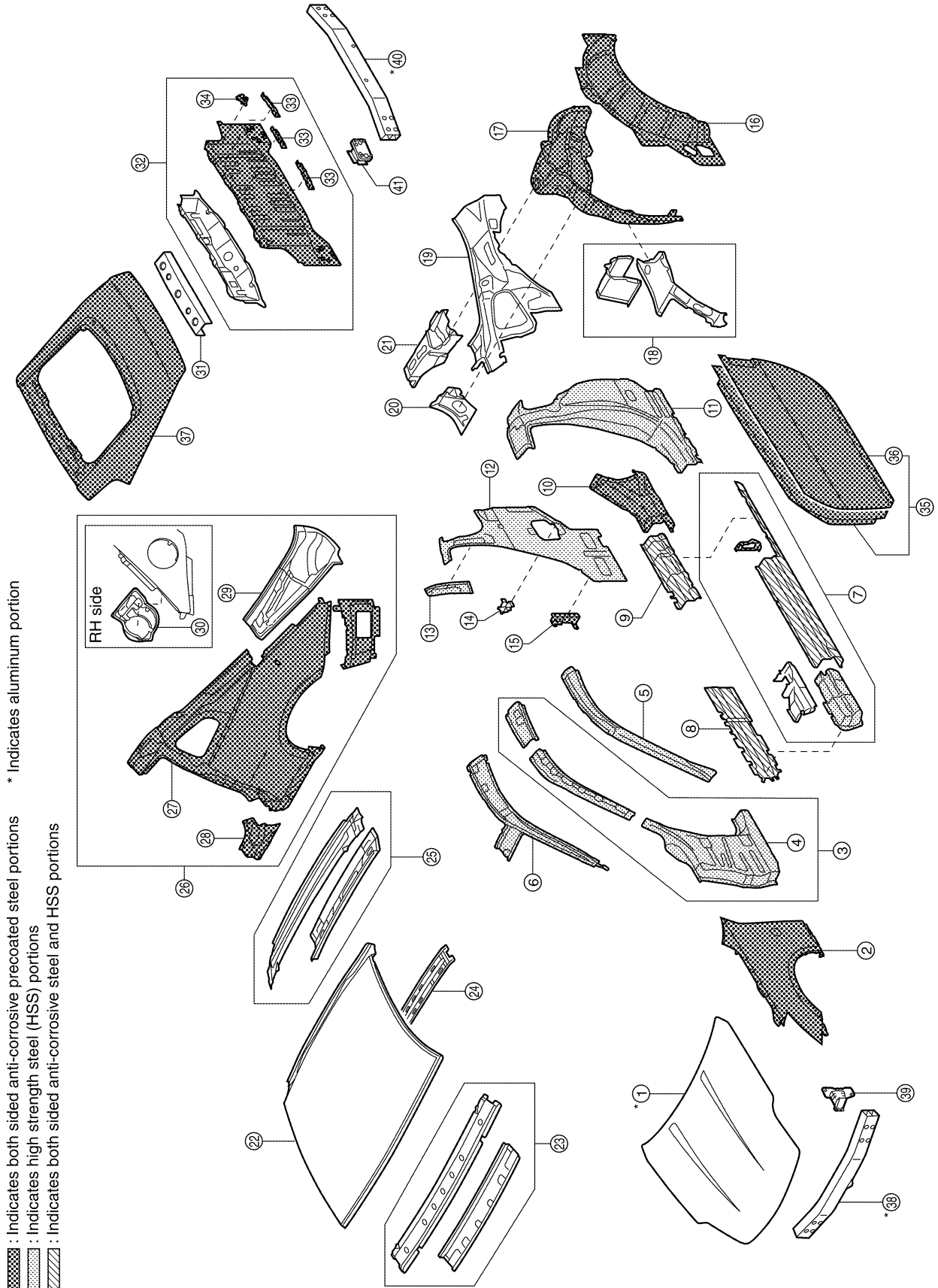
SIIA2356E

BODY REPAIR

1.	Front strut housing (RH&LH)	A
2.	Upper front hoodledge (RH&LH)	
3.	Upper rear hoodledge (RH&LH)	
4.	Hoodledge reinforcement (RH&LH)	B
5.	Upper dash assembly	
6.	Lower dash crossmember center reinforcement	
7.	Lower dash crossmember reinforcement	C
8.	Cowl top	
9.	Lower dash crossmember assembly	
10.	Front crossmember center	D
11.	Lower dash crossmember	
12.	Steering column mounting reinforcement	
13.	Lower dash	E
14.	Front floor center	
15.	Front floor	
16.	Inner sill (RH&LH)	F
17.	Rear seat crossmember reinforcement assembly	
18.	Rear floor gusset	
19.	Rear floor front	G
20.	Rear step upper panel assembly	
21.	Rear step lower panel assembly	
22.	Inside step panel	H
23.	Rear floor seat belt anchor reinforcement	
24.	Rear floor rear	
25.	Spare tire clamp bracket	BL
26.	Rear floor side	
27.	Rear seat crossmember	
28.	2ND rear crossmember	J
29.	Rear center crossmember assembly	
30.	Front side member assembly (RH&LH)	
31.	Inner front towing hook bracket (RH&LH)	K
32.	Front side member closing plate assembly (RH&LH)	
33.	Front side member front closing plate (RH&LH)	
34.	Outer front towing hook bracket (RH&LH)	L
35.	Front side member center closing plate (RH&LH)	
36.	Front side member rear extension (RH&LH)	
37.	Front side member rear reinforcement (RH&LH)	M
38.	Front side member outrigger assembly (RH&LH)	
39.	Rear side member assembly (RH&LH)	
40.	Rear side member extension (RH&LH)	

BODY REPAIR

BODY COMPONENT PARTS



SIIA2357E

1. Hood
2. Front fender (RH&LH)

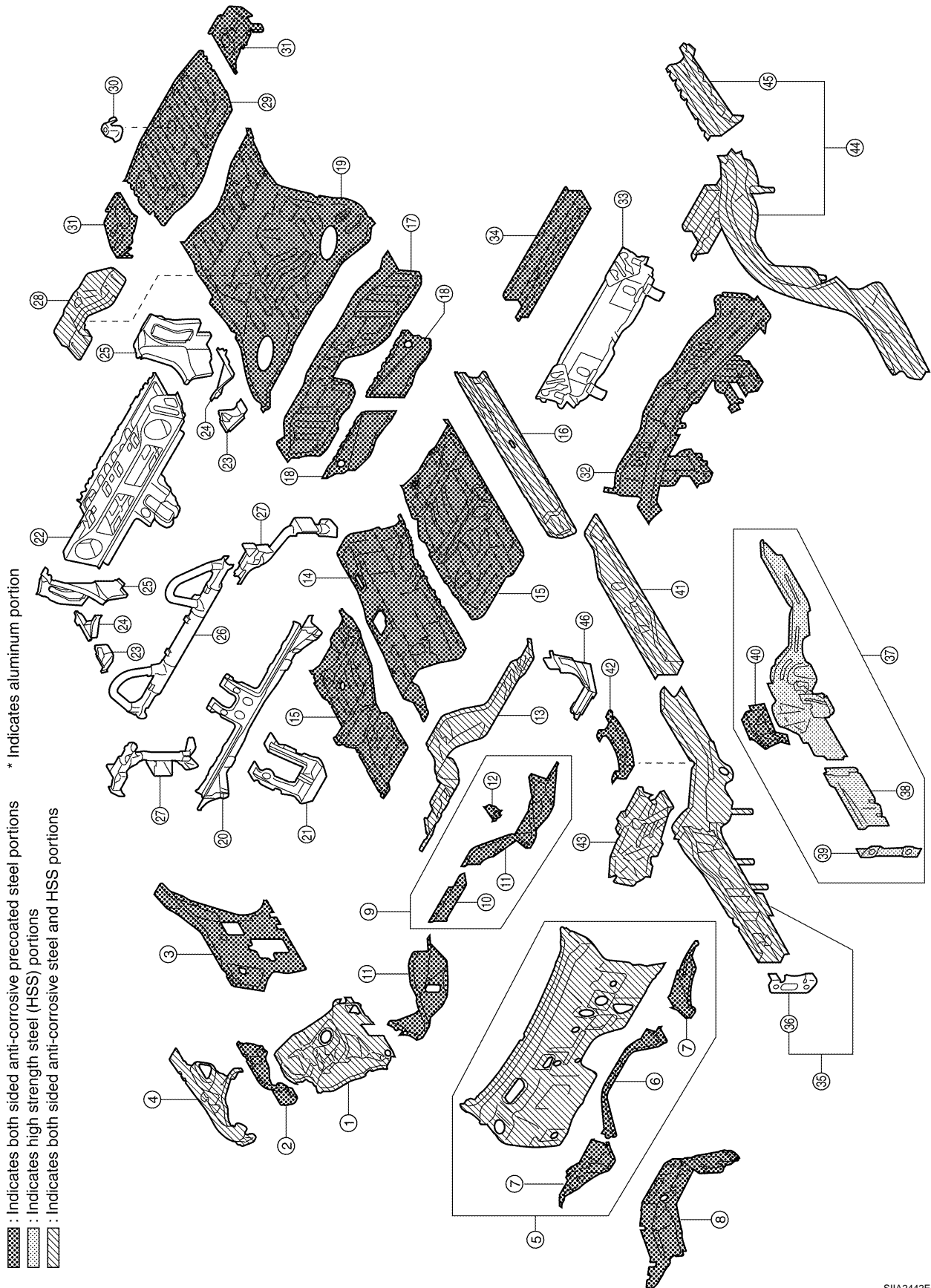
BODY REPAIR

3.	Front pillar reinforcement assembly (RH&LH)	A
4.	Front pillar hinge brace (RH&LH)	
5.	Outer front pillar (RH&LH)	
6.	Inner side roof rail (RH&LH)	B
7.	Outer sill reinforcement assembly (RH&LH)	
8.	Lower front pillar reinforcement (RH&LH)	
9.	Lower center pillar bulkhead assembly (RH&LH)	C
10.	Outer rear wheel house extension (RH&LH)	
11.	Outer lock pillar reinforcement (RH&LH)	
12.	Inner lock pillar assembly (RH&LH)	D
13.	Inner lock pillar reinforcement (RH&LH)	
14.	Seat belt anchor assembly (RH&LH)	
15.	Outer sill brace (RH&LH)	E
16.	Outer rear wheel house (RH&LH)	
17.	Inner rear wheel house (RH&LH)	
18.	Inner rear pillar joint (RH&LH)	F
19.	Inner rear pillar (RH&LH)	
20.	Seat back support (RH&LH)	
21.	Side parcel shelf (RH&LH)	G
22.	Roof	
23.	Front roof rail assembly	
24.	Roof bow No.1	H
25.	Rear roof rail assembly	
26.	Rear fender assembly (RH&LH)	
27.	Rear fender (RH&LH)	BL
28.	Outer sill extension (RH&LH)	
29.	Rear fender corner (RH&LH)	
30.	Fuel filler lid base	J
31.	Parcel shelf	
32.	Rear panel assembly	
33.	Rear bumper fascia bracket	K
34.	Rear bumper fascia center bracket (RH&LH)	
35.	Front door assembly (RH&LH)	
36.	Outer front door panel (RH&LH)	L
37.	Back door	
38.	Front bumper reinforcement	
39.	Front bumper stay (RH&LH)	M
40.	Rear bumper reinforcement	
41.	Rear bumper stay (RH&LH)	

BODY REPAIR

Body Component Parts (Roadster) UNDERBODY COMPONENT PARTS

MIS0003W






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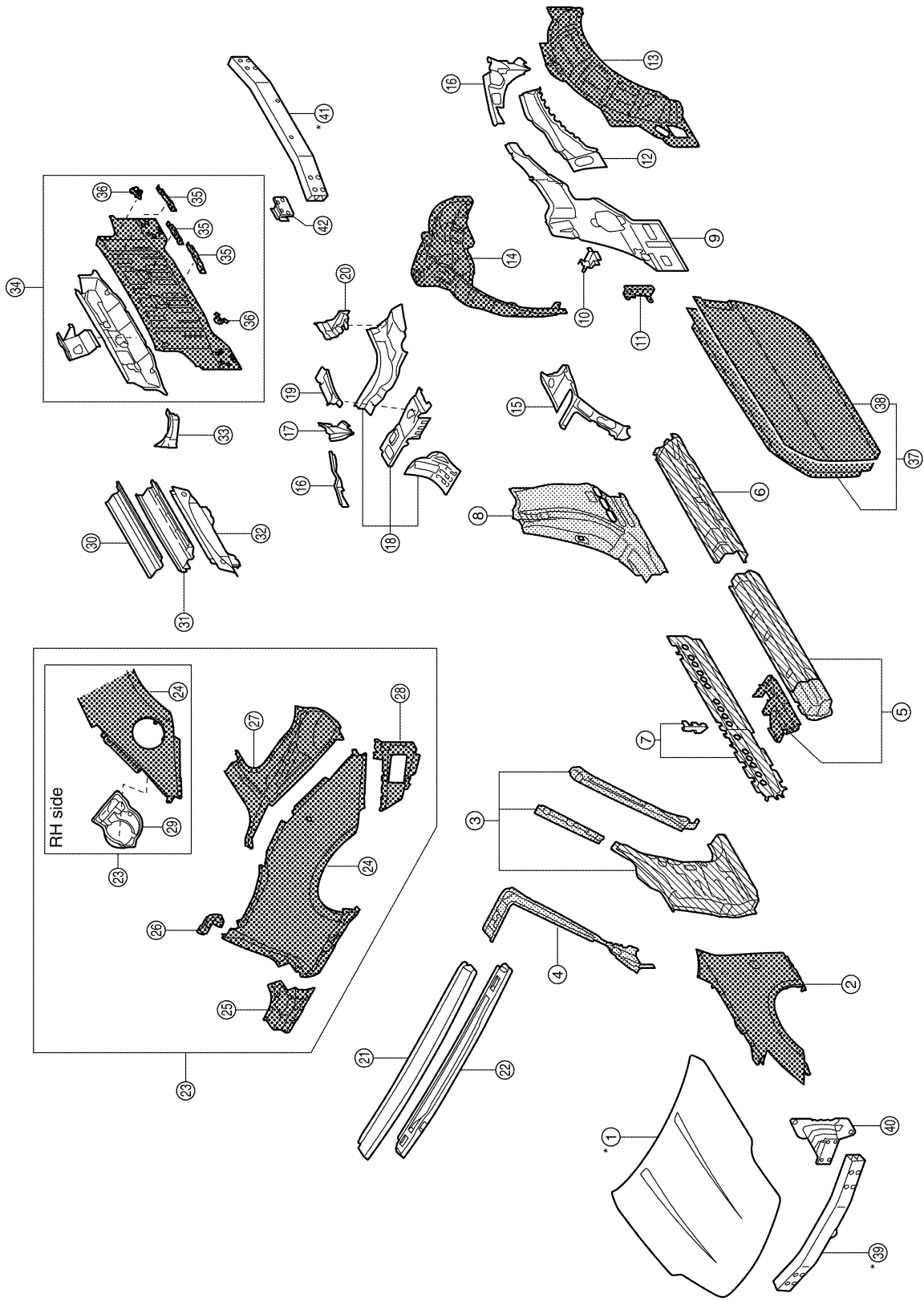
BODY REPAIR

1.	Front strut housing (RH&LH)	A
2.	Upper front hoodledge (RH&LH)	
3.	Upper rear hoodledge (RH&LH)	
4.	Hoodledge reinforcement (RH&LH)	B
5.	Upper dash assembly	
6.	Lower dash crossmember center reinforcement	
7.	Lower dash crossmember reinforcement	C
8.	Cowl top	
9.	Lower dash crossmember assembly	
10.	Front crossmember center	D
11.	Lower dash crossmember A	
12.	Steering column mounting reinforcement	
13.	Lower dash	E
14.	Front floor center	
15.	Front floor	
16.	Inner sill (RH&LH)	F
17.	Rear seat crossmember reinforcement assembly	
18.	Rear floor gusset	
19.	Rear floor front	G
20.	Rear step upper panel assembly	
21.	Rear step lower panel assembly	
22.	Inside step panel	H
23.	Guard frame gusset	
24.	Rear side member connector	
25.	Inner rear wheelhouse connector	BL
26.	Guard frame assembly	
27.	Inside guard frame post	
28.	Rear floor seat belt anchor reinforcement	J
29.	Rear floor rear	
30.	Spare tire clamp bracket	
31.	Rear floor side	K
32.	Rear seat crossmember	
33.	2ND rear crossmember	
34.	Rear center crossmember assembly	L
35.	Front side member assembly (RH&LH)	
36.	Inner front towing hook bracket (RH&LH)	
37.	Front side member closing plate assembly (RH&LH)	M
38.	Front side member front closing plate (RH&LH)	
39.	Outer front towing hook bracket (RH&LH)	
40.	Front side member center closing plate (RH&LH)	
41.	Front side member rear extension (RH&LH)	
42.	Front side member rear reinforcement (RH&LH)	
43.	Front side member outrigger assembly (RH&LH)	
44.	Rear side member assembly (RH&LH)	
45.	Rear side member extension (RH&LH)	
46.	Lower dash crossmember B	

BODY REPAIR

BODY COMPONENT PARTS

-  : Indicates both sided anti-corrosive pre-coated steel portions
-  : Indicates high strength steel (HSS) portions
-  : Indicates both sided anti-corrosive steel and HSS portions
- * : Indicates aluminum portion



SIIA2443E

BODY REPAIR

1.	Hood	A
2.	Front fender (RH&LH)	
3.	Outer front pillar assembly (RH&LH)	
4.	Inner side roof rail (RH&LH)	B
5.	Outer front sill reinforcement assembly (RH&LH)	
6.	Outer rear sill reinforcement assembly (RH&LH)	
7.	Lower front pillar reinforcement assembly (RH&LH)	C
8.	Outer lock pillar reinforcement (RH&LH)	
9.	Inner rear pillar (RH&LH)	
10.	Seat belt anchor assembly (RH&LH)	D
11.	Outer sill brace (RH&LH)	
12.	Rear side waist reinforcement (RH&LH)	
13.	Outer rear wheel house (RH&LH)	E
14.	Inner rear wheel house (RH&LH)	
15.	Rear pillar joint (RH&LH)	
16.	Lower inner rear pillar	F
17.	Lower rear pillar rear (RH)	
18.	Side parcel shelf assembly (RH&LH)	
19.	Side parcel shelf (RH&LH)	G
20.	Rear pillar gusset (RH&LH)	
21.	Outer front roof rail	
22.	Inner front roof rail	H
23.	Rear fender assembly	
24.	Rear fender	
25.	Outer sill extension (RH&LH)	BL
26.	Rear fender extension A (RH&LH)	
27.	Rear fender extension B (RH&LH)	
28.	Rear fender extension C (RH&LH)	J
29.	Fuel filler lid base	
30.	Rear waist	
31.	Parcel shelf	K
32.	Seat back support	
33.	Rear panel bracket reinforcement (RH&LH)	
34.	Rear panel assembly	L
35.	Center rear bumper fascia bracket	
36.	Rear bumper fascia bracket	
37.	Front door assembly (RH&LH)	M
38.	Outer front door panel (RH&LH)	
39.	Front bumper reinforcement	
40.	Front bumper stay (RH&LH)	
41.	Rear bumper reinforcement	
42.	Rear bumper stay (RH&LH)	

BODY REPAIR

NIS0003X

Corrosion Protection

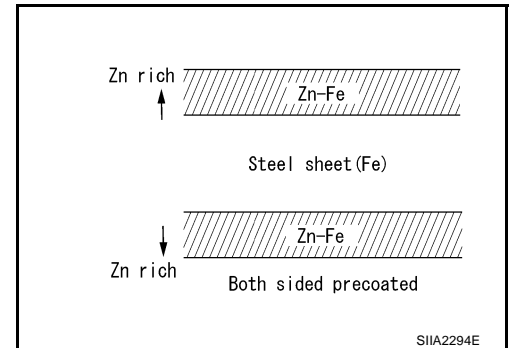
DESCRIPTION

To provide improved corrosion prevention, the following anti-corrosive measures have been implemented in NISSAN production plants. When repairing or replacing body panels, it is necessary to use the same anti-corrosive measures.

Anti-corrosive precoated steel (Galvannealed steel)

To improve repairability and corrosion resistance, a new type of anti-corrosive precoated steel sheet has been adopted replacing conventional zinc-coated steel sheet.

Galvannealed steel is electroplated and heated to form Zinc-iron alloy, which provides excellent and long term corrosion resistance with cationic electrodeposition primer.



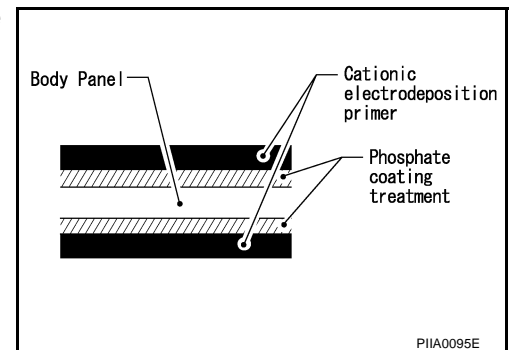
Nissan Genuine Service Parts are fabricated from galvannealed steel. Therefore, it is recommended that GENUINE NISSAN PARTS or equivalent be used for panel replacement to maintain the anti-corrosive performance built into the vehicle at the factory.

Phosphate coating treatment and cationic electrodeposition primer

A phosphate coating treatment and a cationic electrodeposition primer, which provide excellent corrosion protection, are employed on all body components.

CAUTION:

Confine paint removal during welding operations to an absolute minimum.

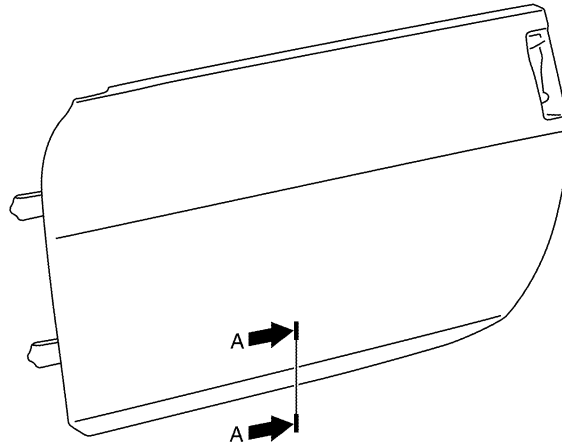



Nissan Genuine Service Parts are also treated in the same manner. Therefore, it is recommended that GENUINE NISSAN PARTS or equivalent be used for panel replacement to maintain anti-corrosive performance built into the vehicle at the factory.

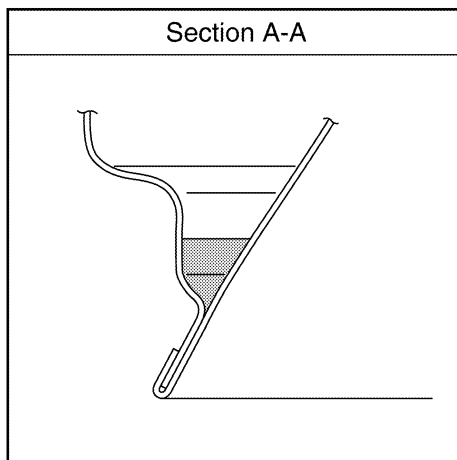
BODY REPAIR

ANTI-CORROSIVE WAX

To improve corrosion resistance, anti-corrosive wax is applied inside the body sill and inside other closed sections. Accordingly, when replacing these parts, be sure to apply anti-corrosive wax to the appropriate areas of the new parts. Select an excellent anti-corrosive wax which will penetrate after application and has a long shelf life.



 : Indicates anti-corrosive wax coated portions.



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BODY REPAIR

UNDERCOATING

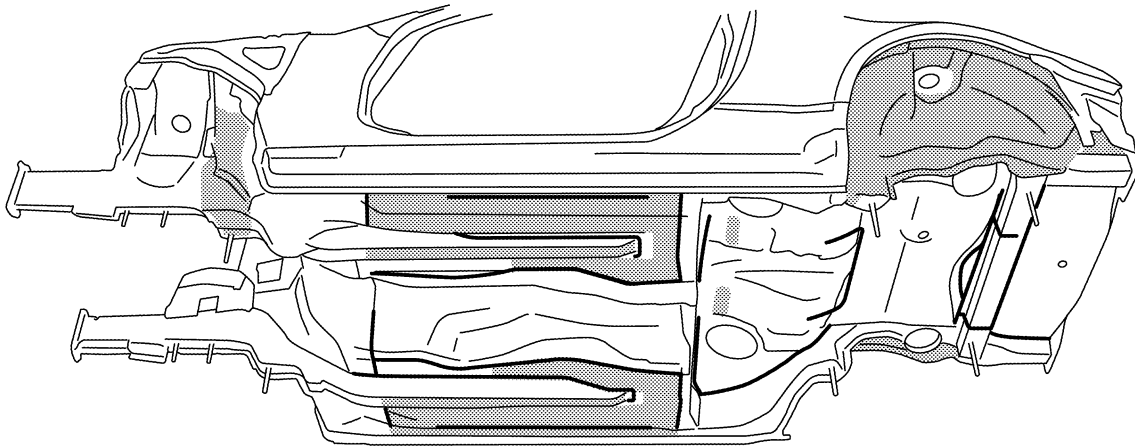
The underside of the floor and wheelhouse are undercoated to prevent rust, vibration, noise and stone chipping. Therefore, when such a panel is replaced or repaired, apply undercoating to that part. Use an undercoating which is rust preventive, soundproof, vibration-proof, shock-resistant, adhesive, and durable.

Precautions in undercoating

1. Do not apply undercoating to any place unless specified (such as the areas above the muffler and three way catalyst which are subjected to heat).
2. Do not undercoat the exhaust pipe or other parts which become hot.
3. Do not undercoat rotating parts.
4. Apply bitumen wax after applying undercoating.
5. After putting seal on the vehicle, put undercoating on it.

 : Indicates undercoated portions.

 : Indicates sealed portions.



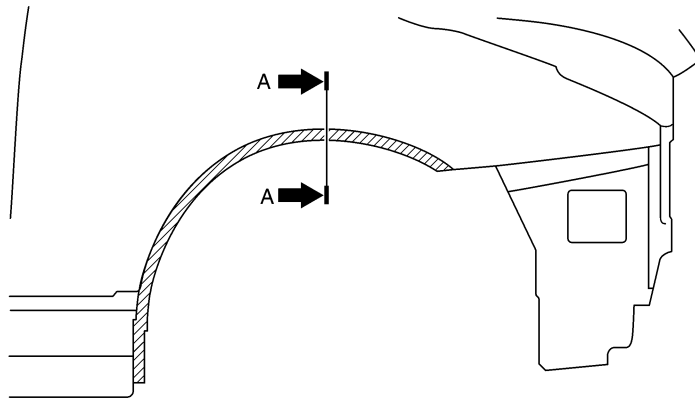
SIIA2298E


BODY REPAIR

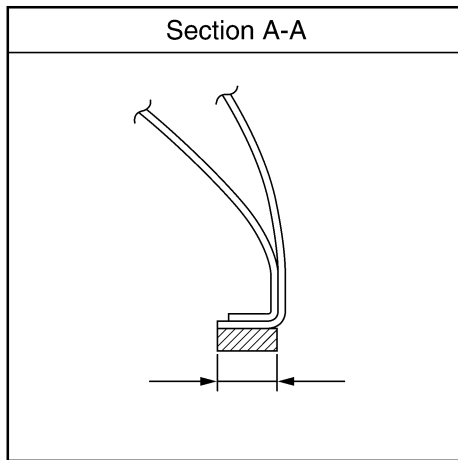
STONE GUARD COAT

To prevent damage caused by stones, the lower outer body panel (fender, door, etc.) have an additional layer of Stone Guard Coating over the ED primer coating. When replacing or repairing these panels, apply Stone Guard coating to the same portions as before. Use a coating which is rust preventive, durable, shock-resistant and has a long shelf life.

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 : Indicates stone guard coated portions.



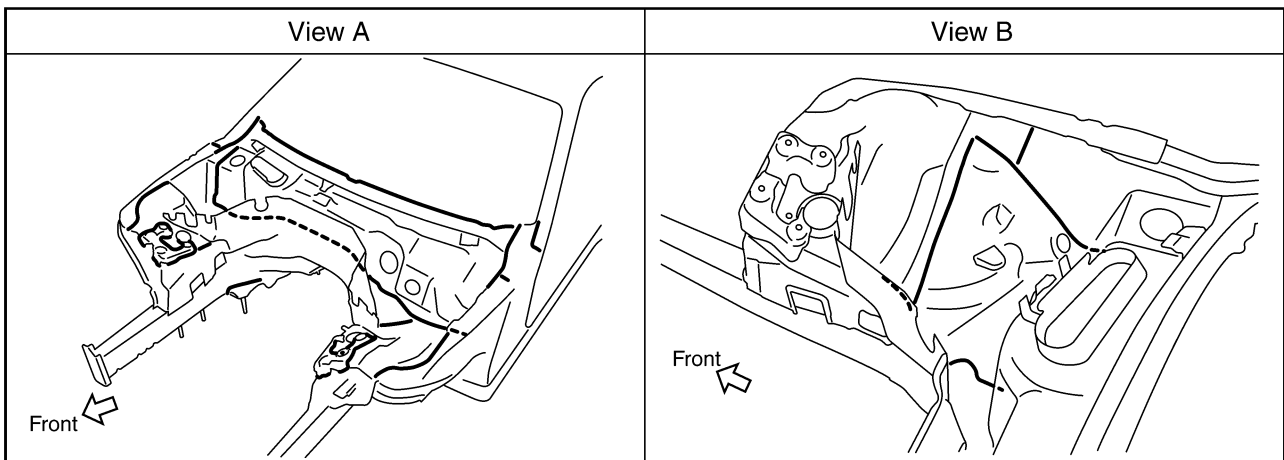
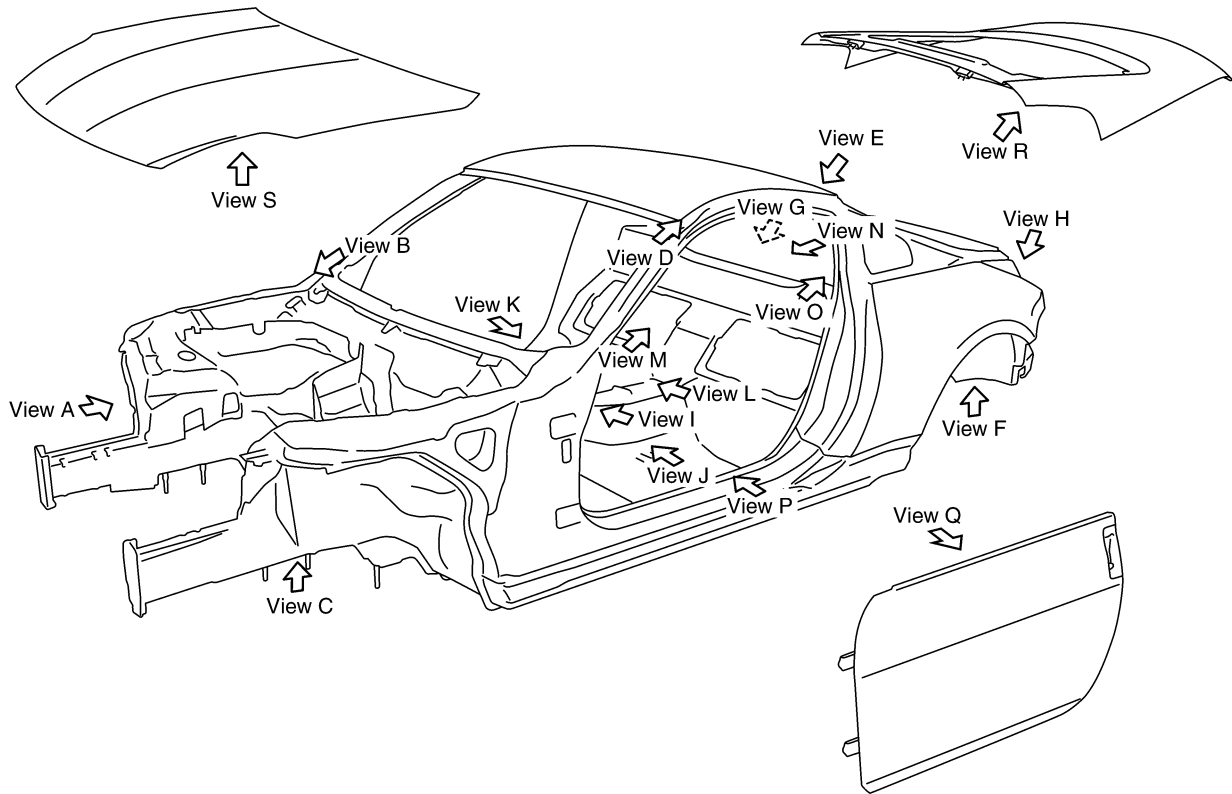
SIIA2299E

BODY REPAIR

NIS0003Y

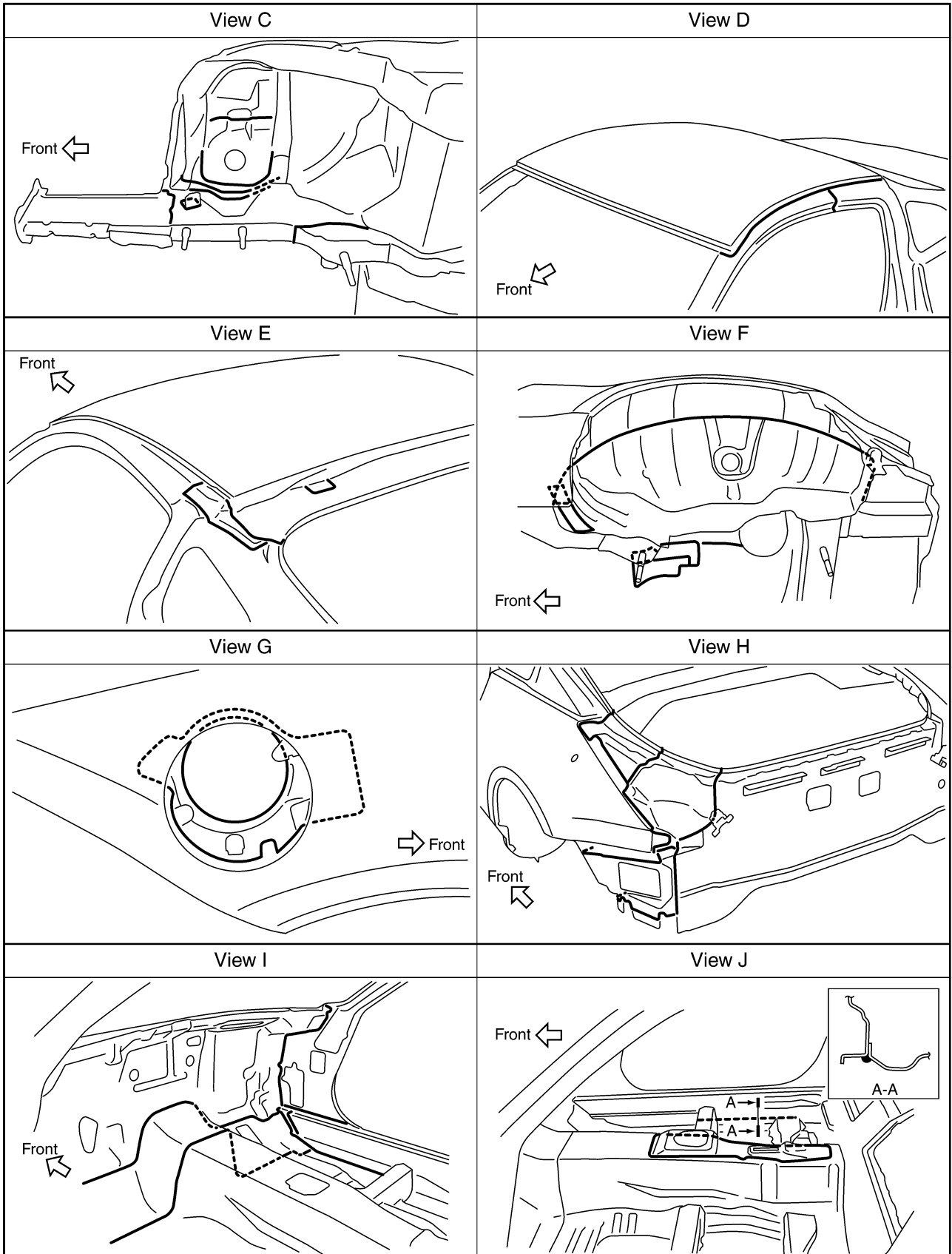
Body Sealing (Coupe) DESCRIPTION

The following figure shows the areas which are sealed at the factory. Sealant which has been applied to these areas should be smooth and free from cuts or gaps. Care should be taken not to apply an excess amount of sealant and not to allow other unaffected parts to come into contact with the sealant.



SIA1976E

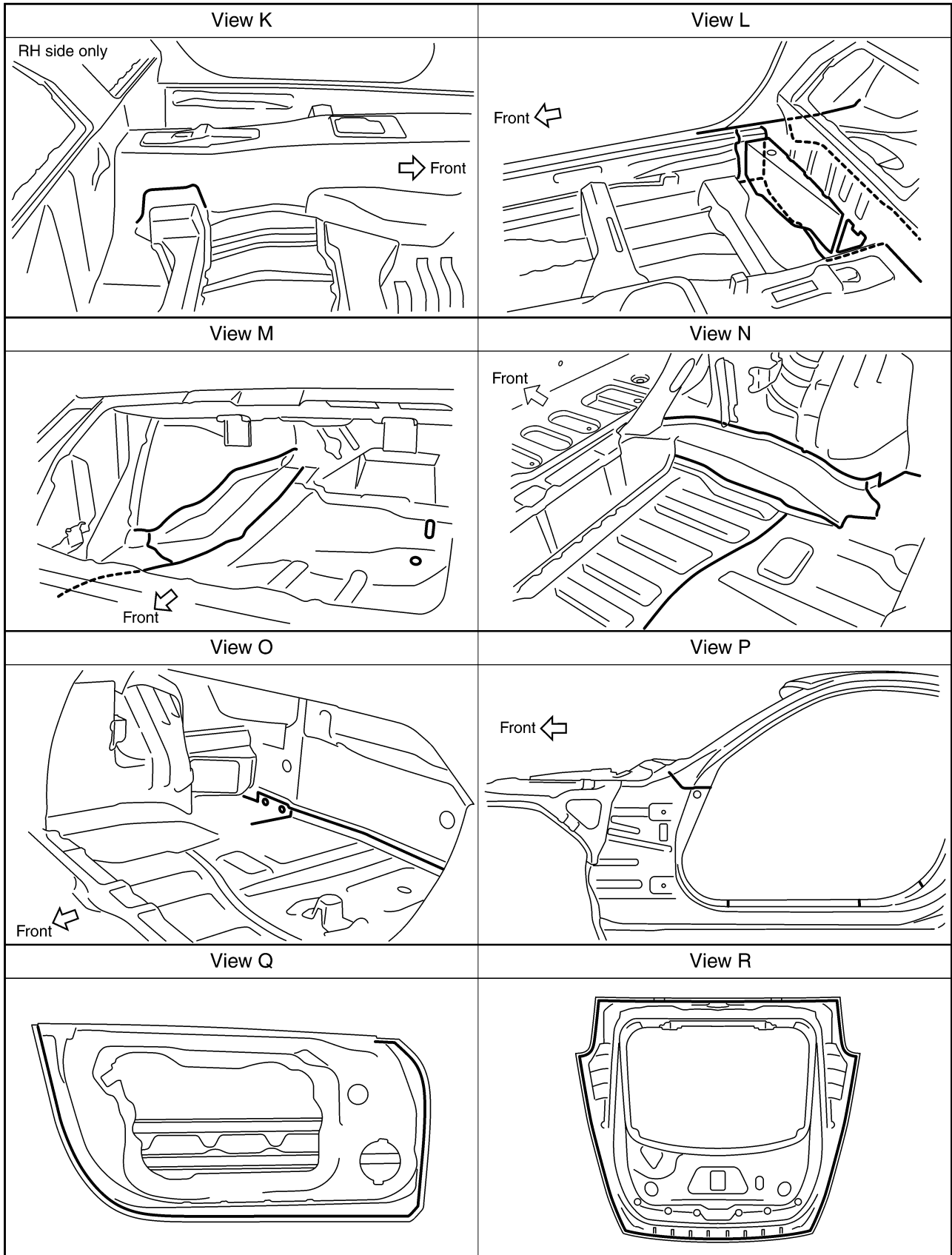
BODY REPAIR



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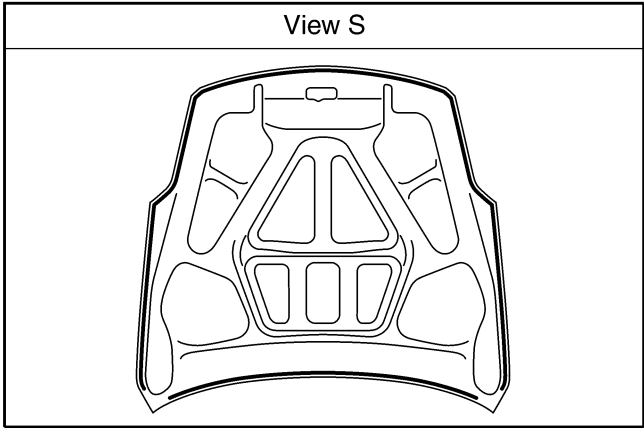
SIA1977E

BODY REPAIR



SIA1978E

BODY REPAIR



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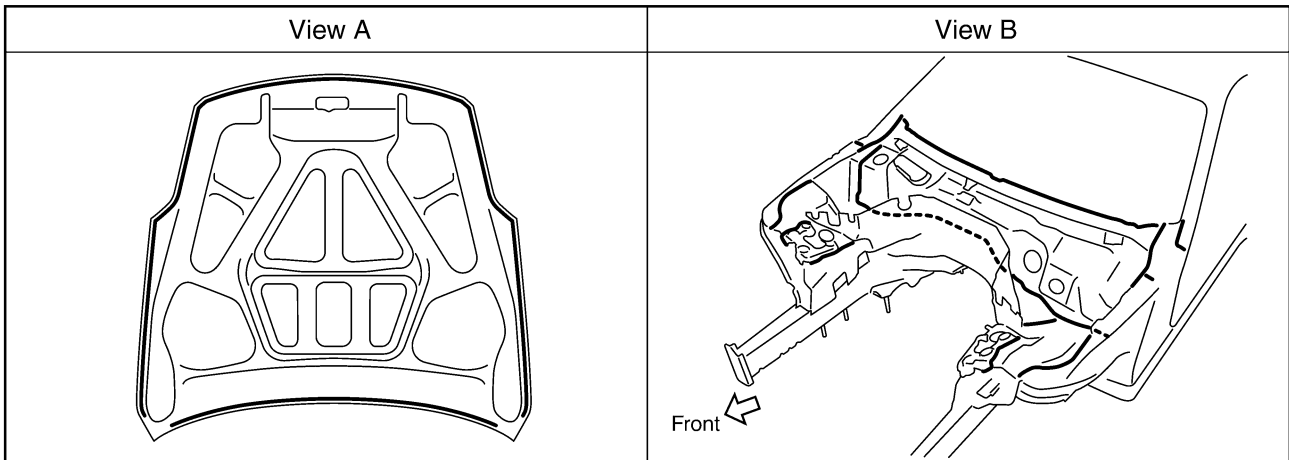
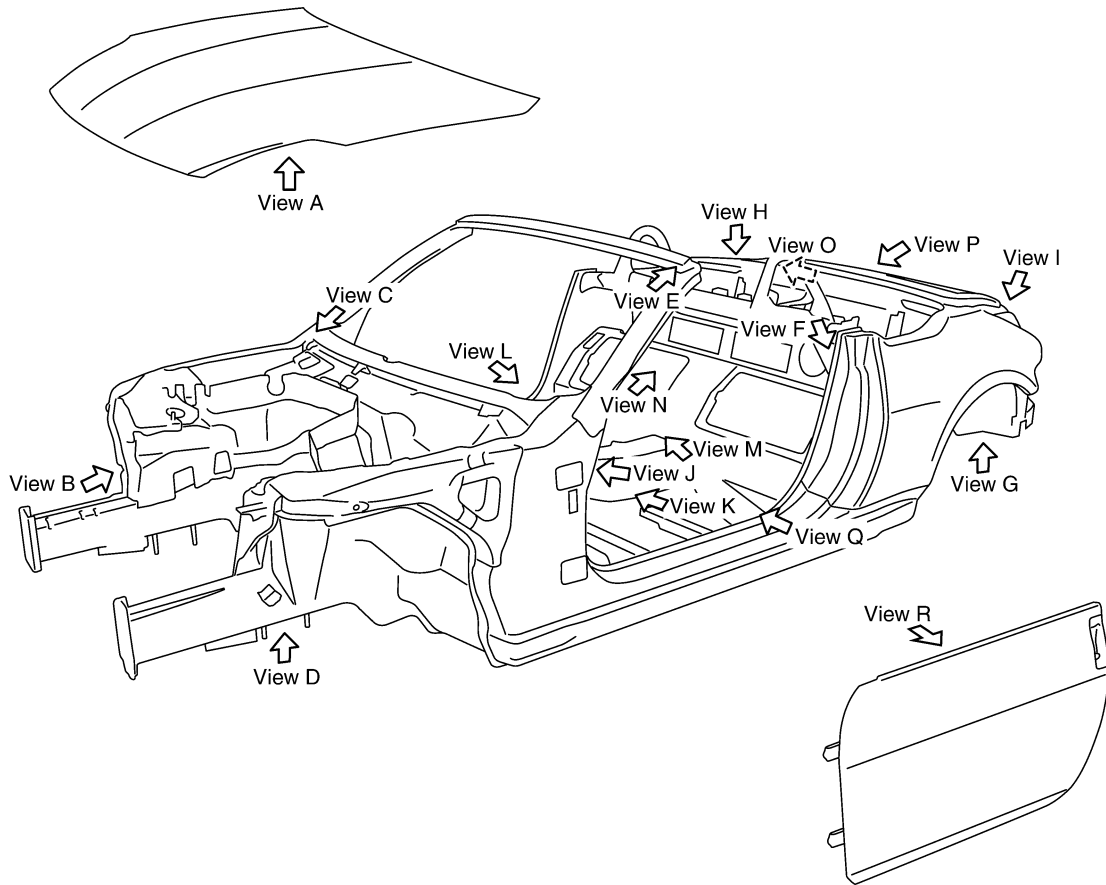
SIIA2335E

BODY REPAIR

NIS0003Z

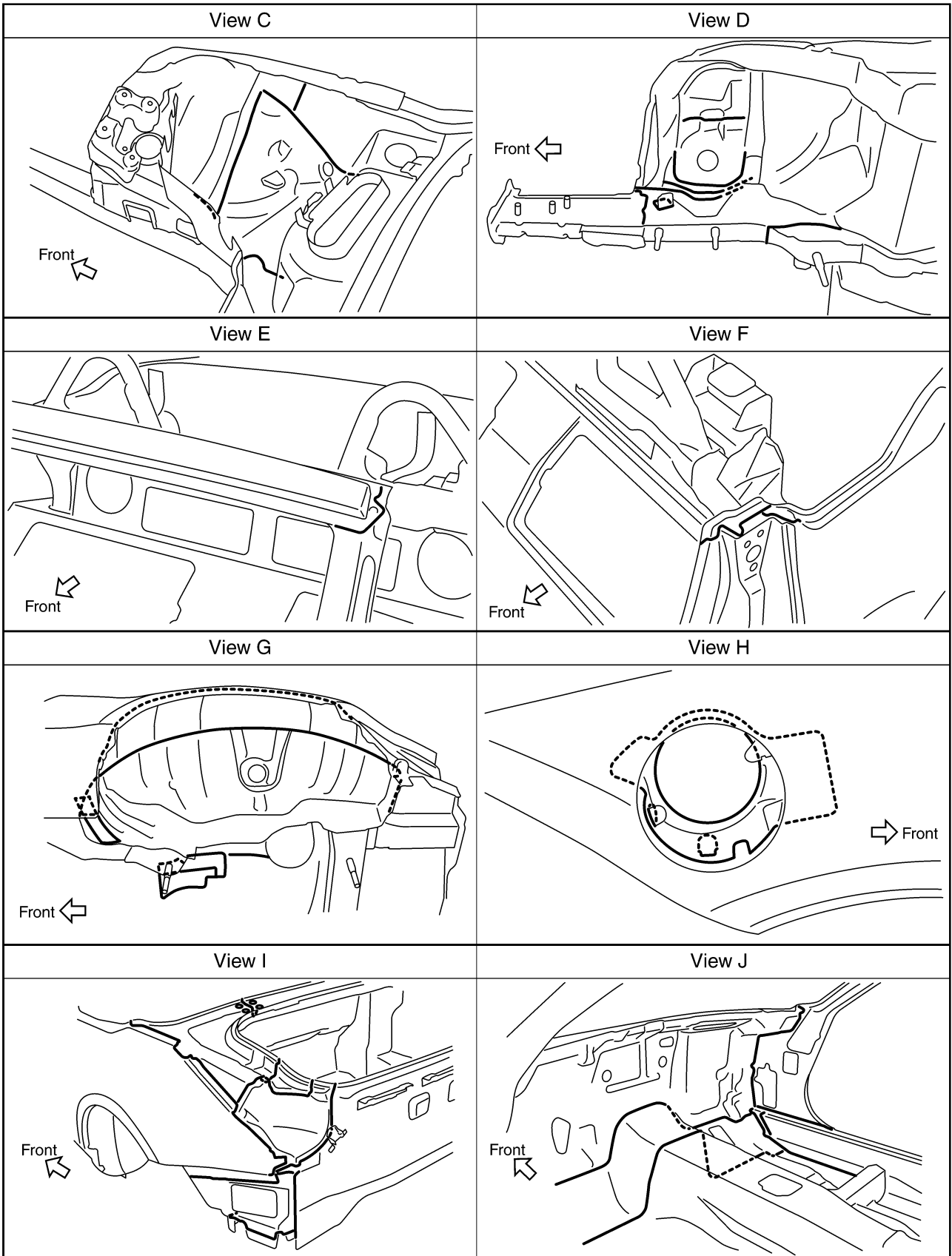
Body Sealing (Roadster) DESCRIPTION

The following figure shows the areas which are sealed at the factory. Sealant which has been applied to these areas should be smooth and free from cuts or gaps. Care should be taken not to apply an excess amount of sealant and not to allow other unaffected parts to come into contact with the sealant.



SIA2300E

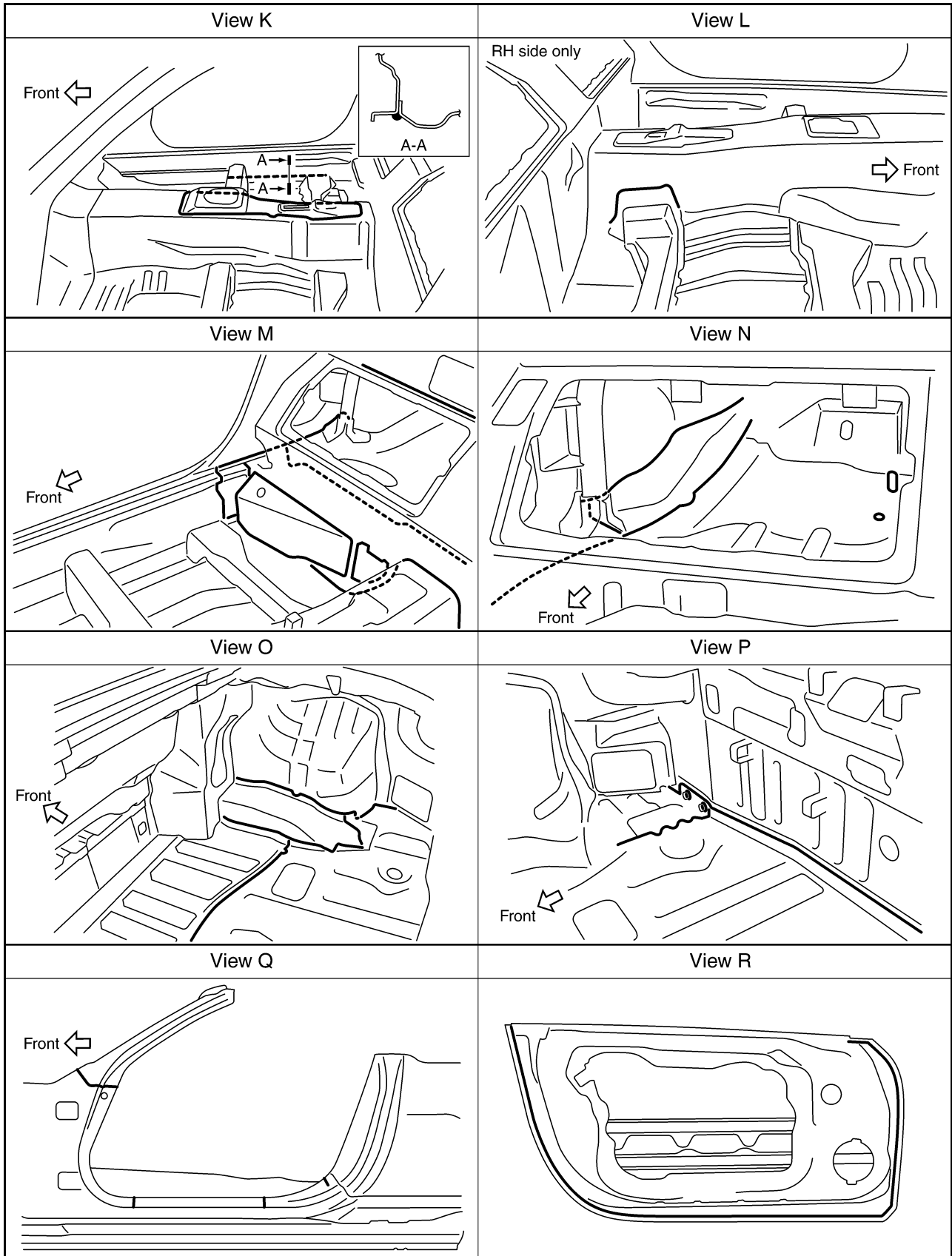
BODY REPAIR



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SIIA2301E

BODY REPAIR

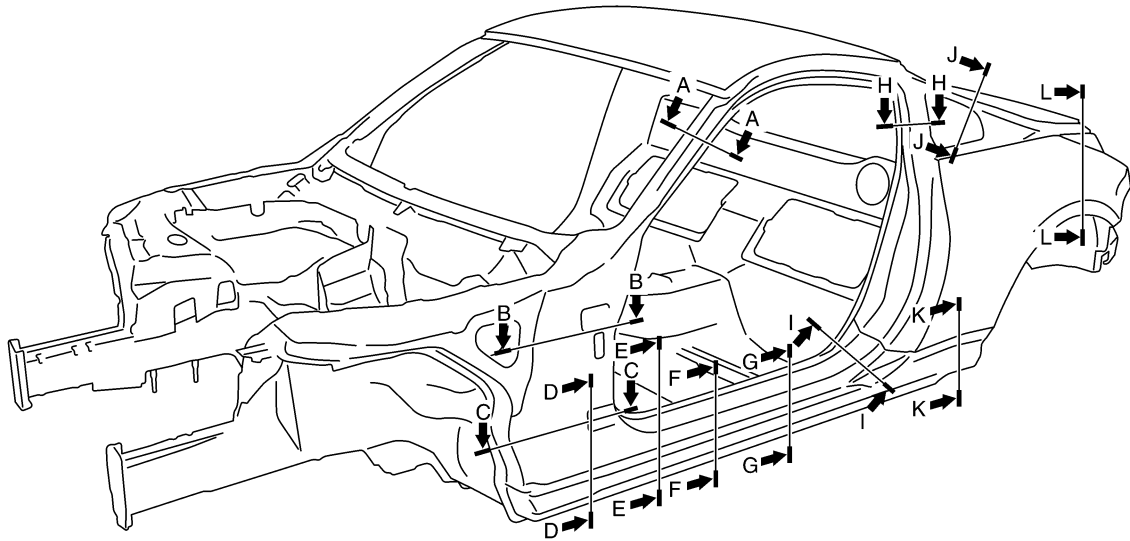


SIIA2302E

BODY REPAIR

Body Construction (Coupe) BODY CONSTRUCTION

NIS00040



Section A-A	Section B-B	Section C-C	Section D-D
Section E-E	Section F-F	Section G-G	Section H-H
Section I-I	Section J-J	Section K-K	Section L-L

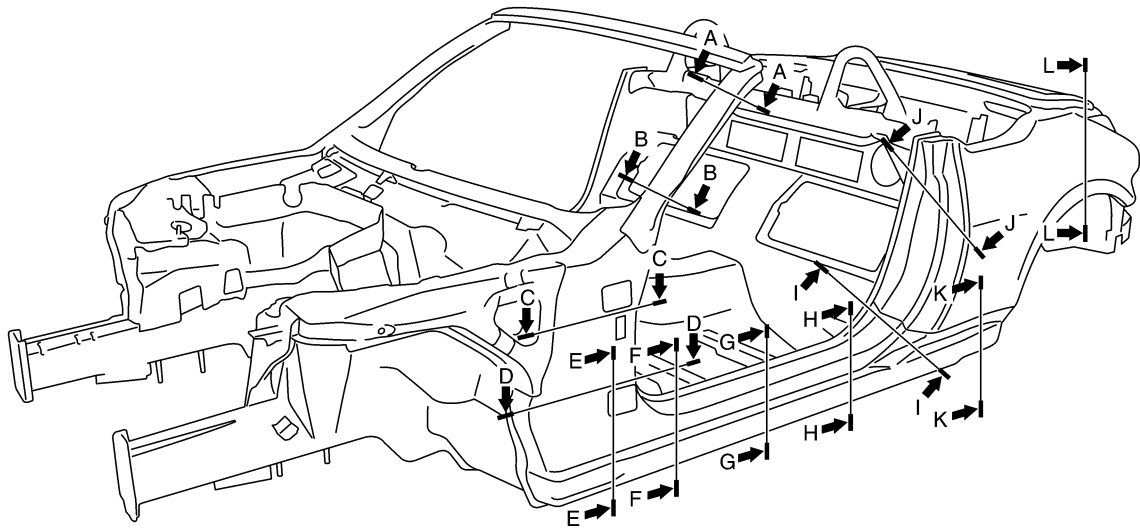
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SIIA2362E

BODY REPAIR

Body Construction (Roadster) BODY CONSTRUCTION

NIS00041



Section A-A	Section B-B	Section C-C	Section D-D
Section E-E	Section F-F	Section G-G	Section H-H
Section I-I	Section J-J	Section K-K	Section L-L

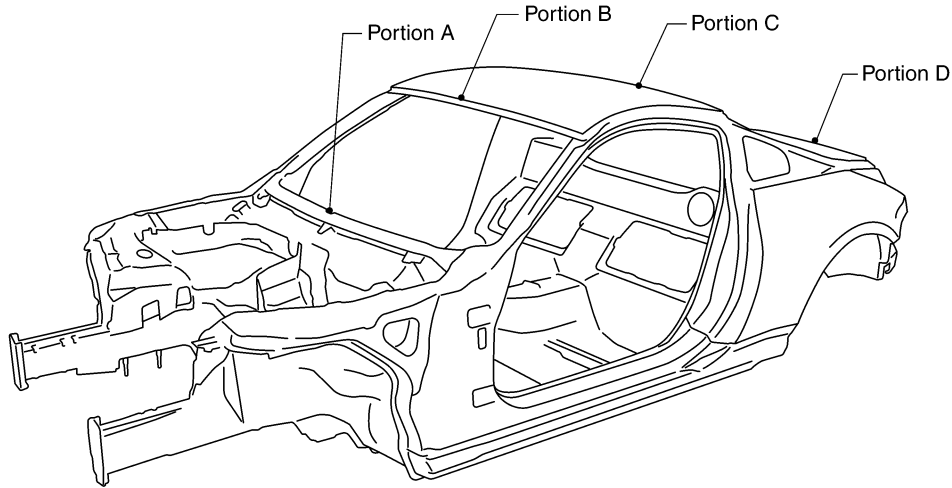
SIIA2303E

BODY REPAIR

NIS00042

Body Alignment (Coupe) BODY CENTER MARKS (COUPE)

A mark has been placed on each part of the body to indicate the vehicle center. When repairing parts damaged by an accident which might affect the vehicle frame (members, pillars, etc.), more accurate and effective repair will be possible by using these marks together with body alignment specifications.



Portion A	Portion B	Portion C
<p>Indent</p> <p>Front</p> <p>● Upper dash</p>	<p>Embossment</p> <p>Front</p> <p>● Front roof</p>	<p>Embossment</p> <p>Front</p> <p>● Rear roof</p>
<p>Ring mark</p> <p>Front</p> <p>● Rear panel</p>		

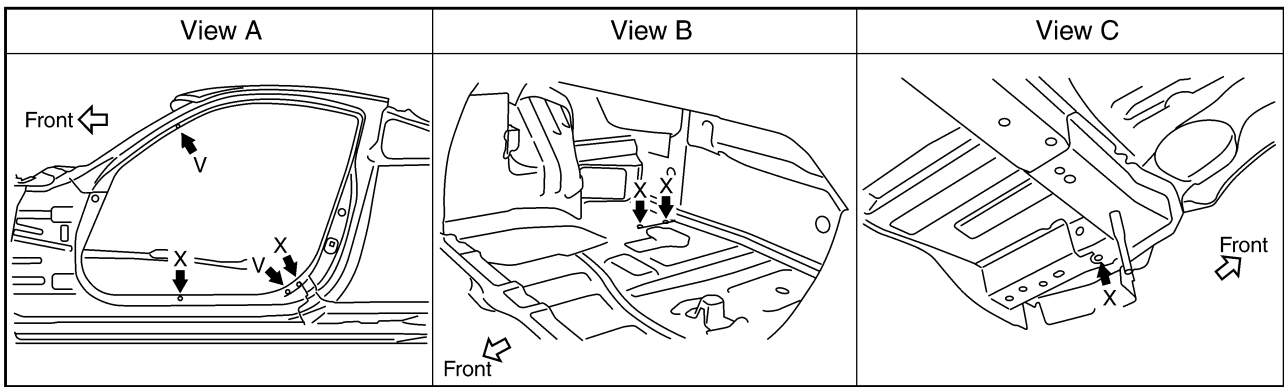
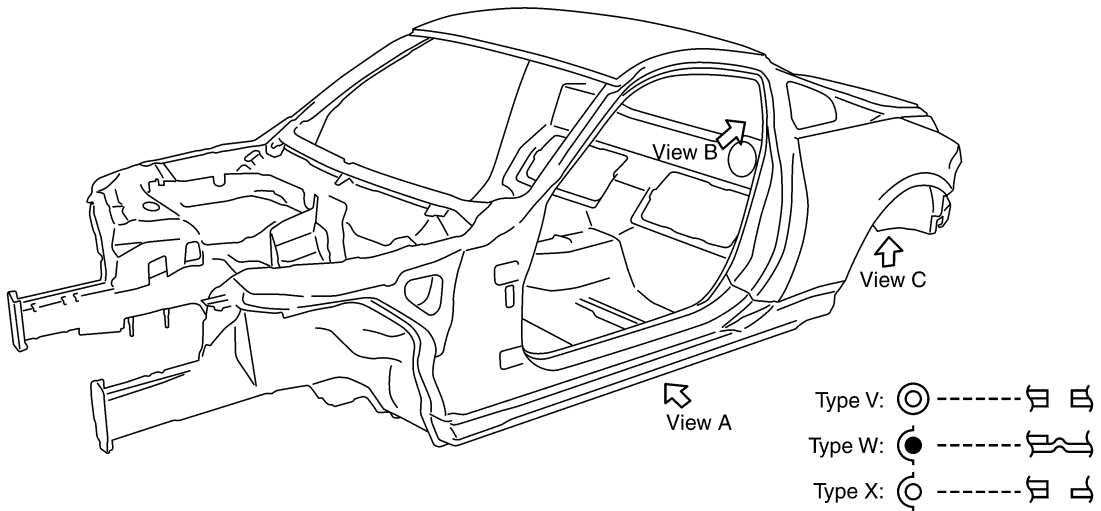
SIIA1974E

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M

BODY REPAIR

PANEL PARTS MATCHING MARKS (COUPE)

A mark has been placed on each body panel to indicate the parts matching positions. When repairing parts damaged by an accident which might affect the vehicle structure (members, pillars, etc.), more accurate and effective repair will be possible by using these marks together with body alignment specifications.

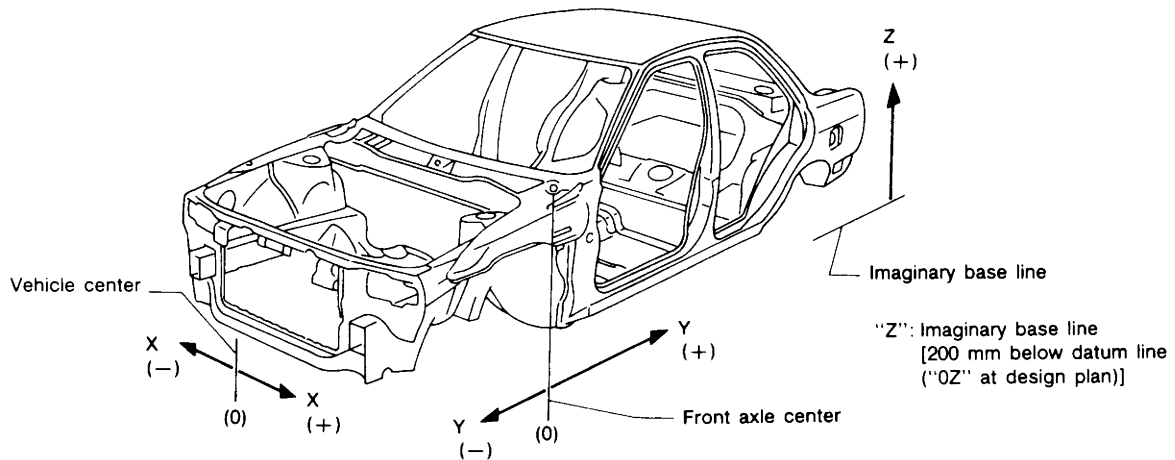


SIA1981E

BODY REPAIR

DESCRIPTION

- All dimensions indicated in the figures are actual.
- When using a tracking gauge, adjust both pointers to equal length. Then check the pointers and gauge itself to make sure there is no free play.
- When a measuring tape is used, check to be sure there is no elongation, twisting or bending.
- Measurements should be taken at the center of the mounting holes.
- An asterisk (*) following the value at the measuring point indicates that the measuring point on the other side is symmetrically the same value.
- The coordinates of the measurement points are the distances measured from the standard line of "X", "Y" and "Z".



PIIA0104E

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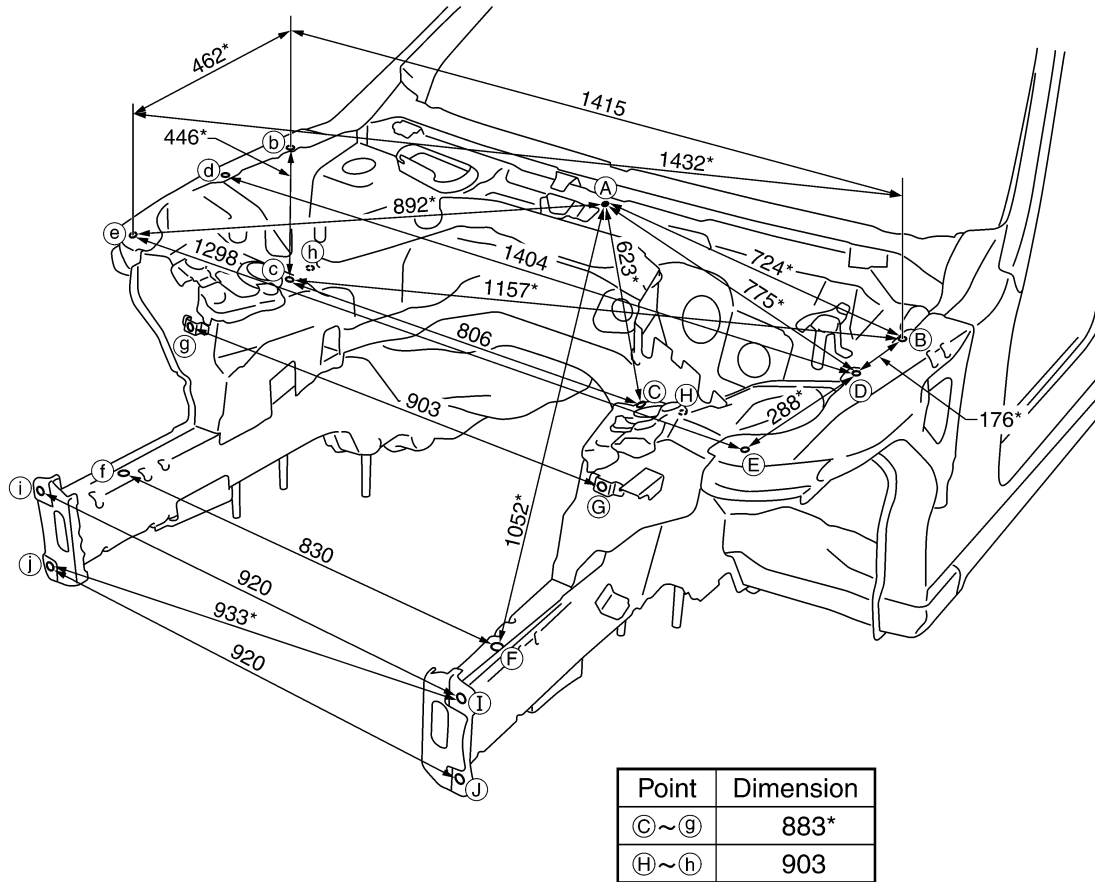
BODY REPAIR

ENGINE COMPARTMENT

Measurement

Figures marked with a (*) indicate symmetrically identical dimensions on both right and left hand sides of the vehicle.

Unit : mm

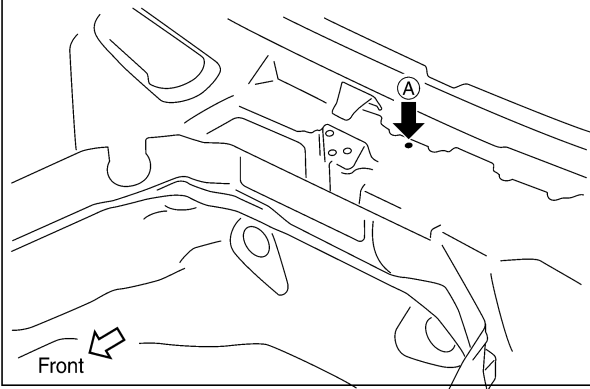


SIIA2306E

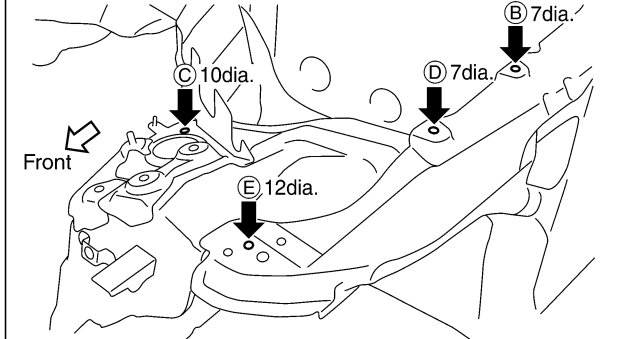
BODY REPAIR

Measurement points

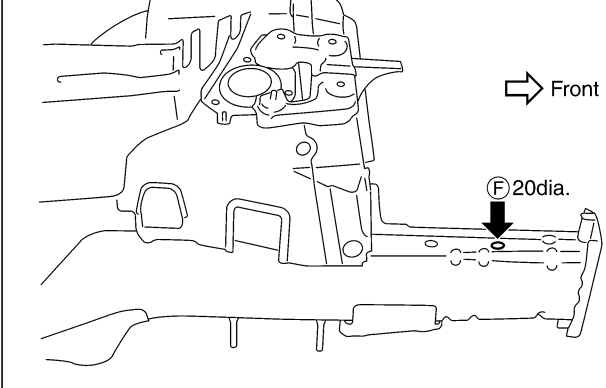
(A) : Upper dash positioning mark center of center positioning mark



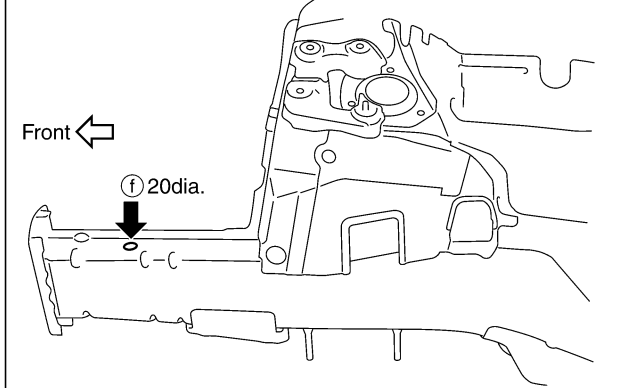
(B, b, D, d) : Front fender installing hole center (7dia.)
 (C, c) : Front strut installing hole center (10dia.)
 (E, e) : Radiator core support installing hole center (12dia.)



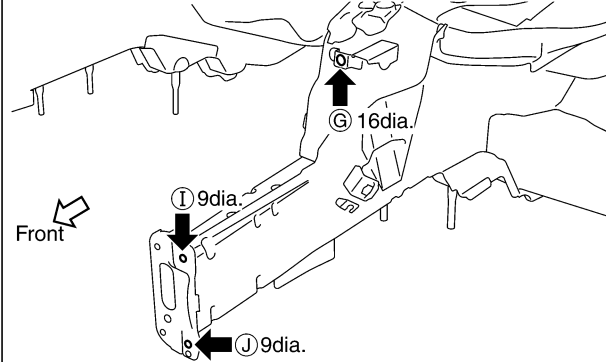
(F) : Front side member hole center (20dia.)



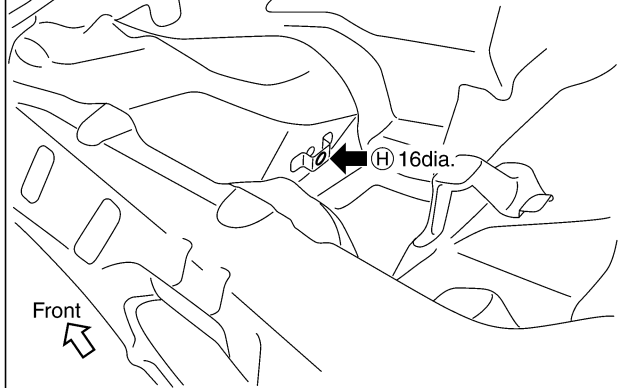
(f) : Front side member hole center (20dia.)



(G, g) : Nut holder hole center (16dia.)
 (I, i, J, j) : Front bumper stay installing hole center (9dia.)



(H, h) : Nut holder hole center (16dia.)



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SIA2307E

BODY REPAIR

UNDERBODY Measurement

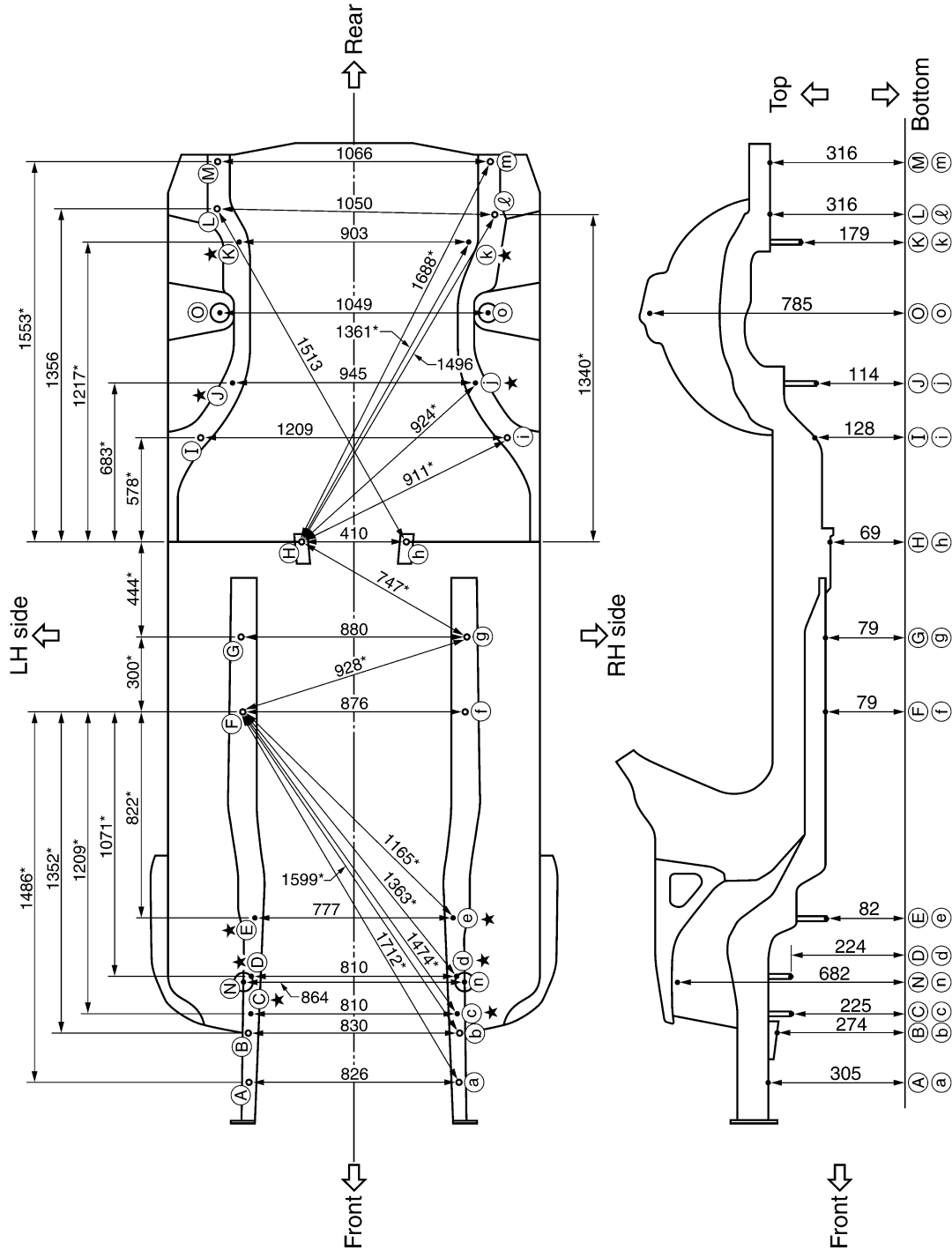
Unit : mm

Figures marked with a (*) indicate symmetrically identical dimensions on both right and left hand sides of the vehicle.

As viewed from underside.

★ : Bolt head

All dimensions indicated in this figure are actual.



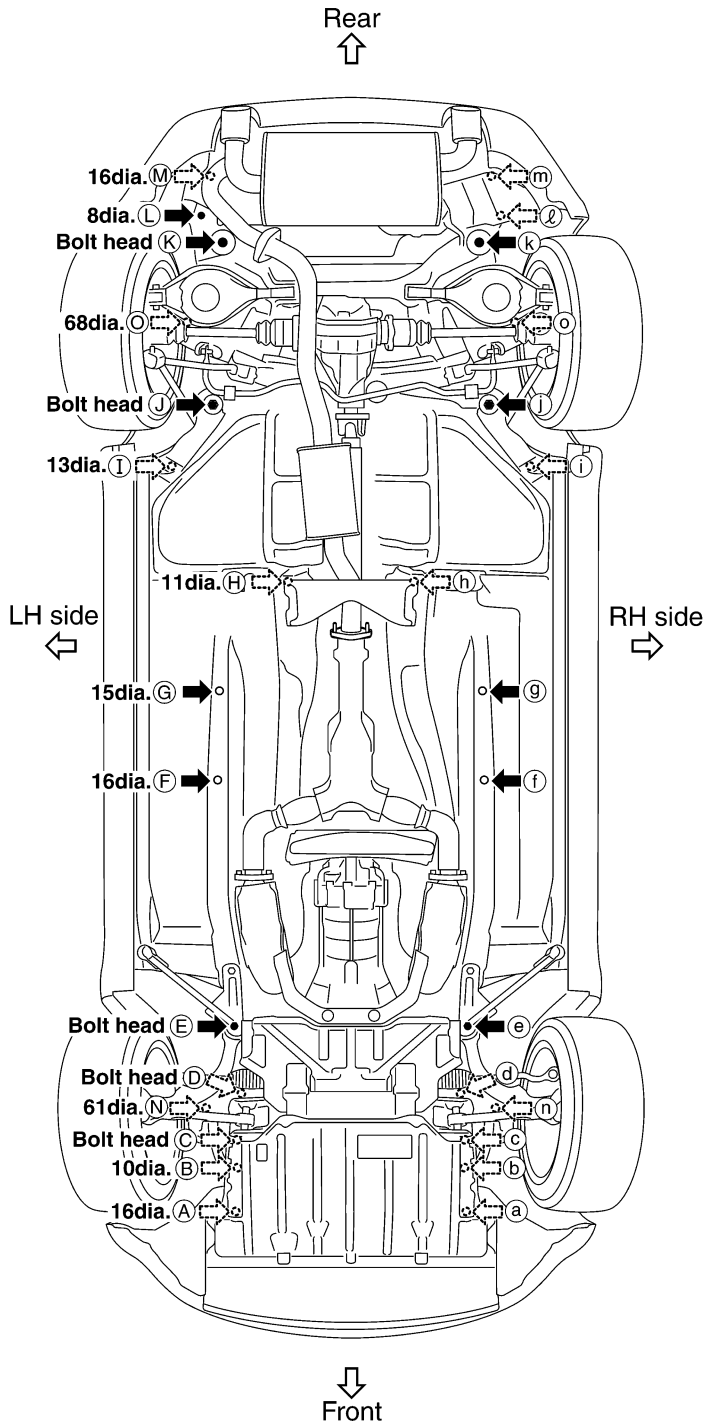
SIIA2347E

BODY REPAIR

Measurement points

Unit : mm

As viewed from underside.



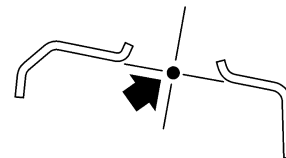
Coordinates:

(A), (a)	(I), (i)
X:413	X:605
Y:-368	Y:2191
Z:305	Z:128
(B), (b)	(J), (j)
X:415	X:473
Y:-238	Y:2404
Z:274	Z:114
(C), (c)	(K), (k)
X:405	X:452
Y:-100	Y:2964
Z:225	Z:179
(D), (d)	(L)
X:405	X:550
Y:39	Y:3065
Z:224	Z:316
(E), (e)	(l)
X:388	X:-500
Y:279	Y:3073
Z:82	Z:316
(F), (f)	(M), (m)
X:438	X:533
Y:1100	Y:3275
Z:79	Z:316
(G), (g)	
X:440	
Y:1400	
Z:79	
(H), (h)	
X:205	
Y:1777	
Z:69	

Front and rear strut tower centers

Coordinates:

(N), (n)
X:432
Y:28
Z:682



(O), (o)
X:524
Y:2682
Z:785

Front: (N), (n) 61dia.
Rear: (O), (o) 68dia.

SIIA2348E

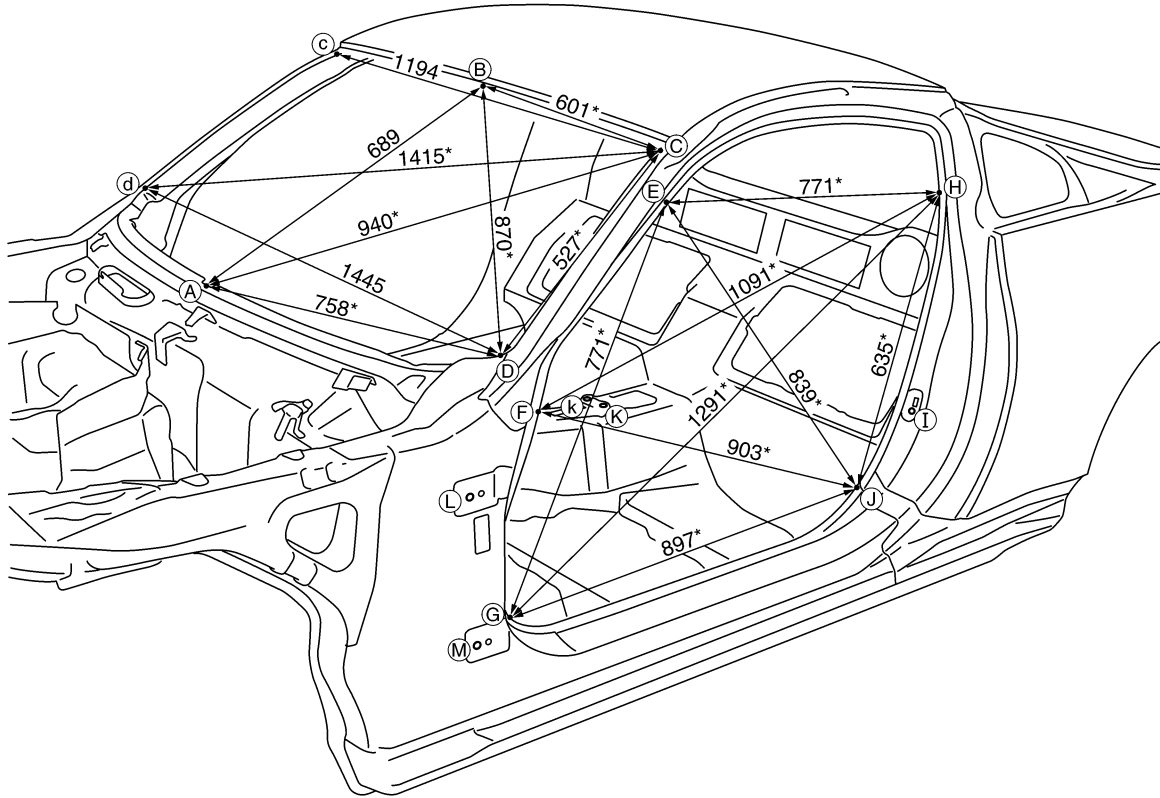
BODY REPAIR

PASSENGER COMPARTMENT (COUPE)

Measurement

Unit : mm

Figures marked with a (*) indicate symmetrically identical dimensions on both right and left hand sides of the vehicle.

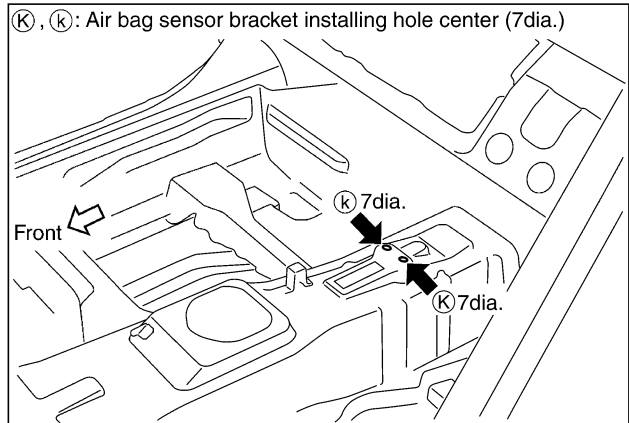
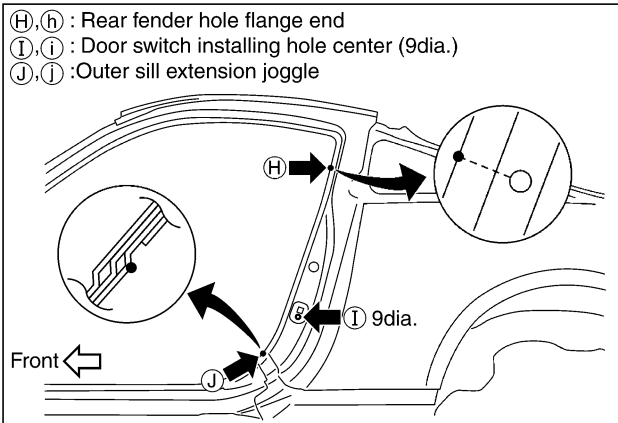
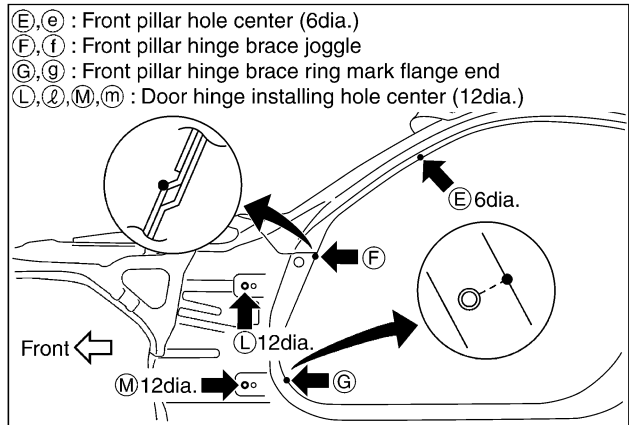
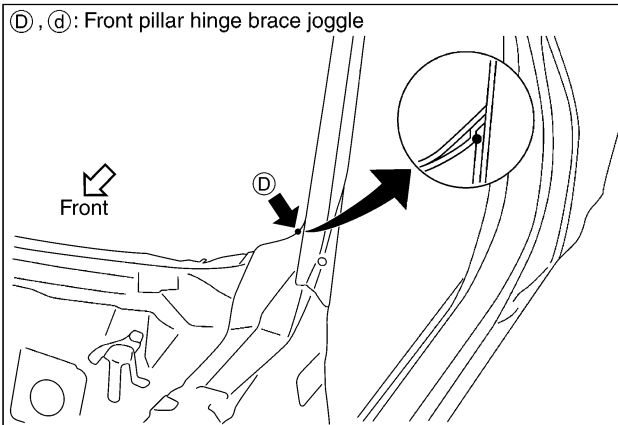
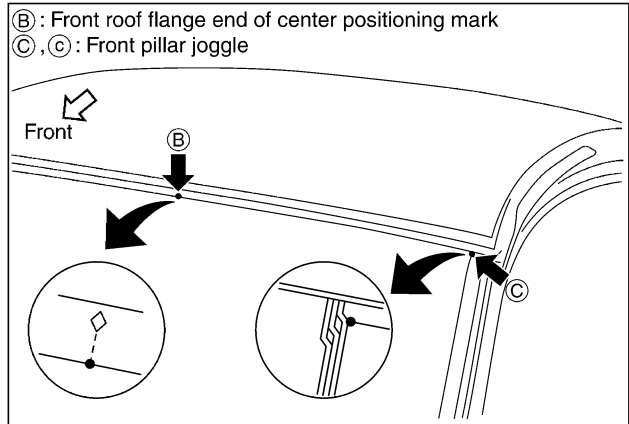
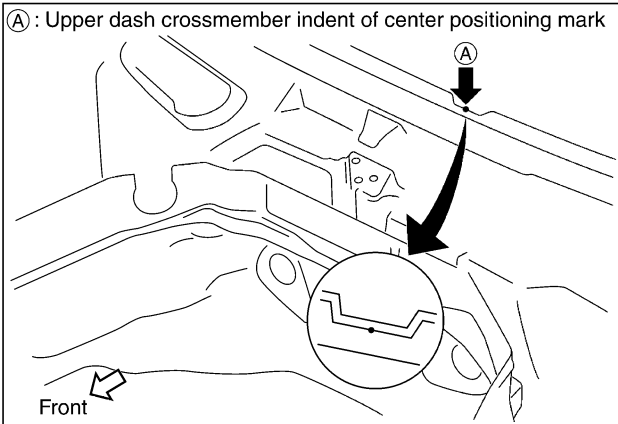


Point	Dimension	Point	Dimension	Point	Dimension
E~e	1,317	G~h	1,909*	K~F	1,052*
E~g	1,583*	G~j	1,707*	K~G	1,043*
E~h	1,546*	H~h	1,363	K~H	956*
E~j	1,618*	H~j	1,543*	K~j	715*
F~f	1,440	J~j	1,452	L~i	1,178*
G~g	1,452	K~E	993*	M~i	1,181*

SIA1988E

BODY REPAIR

Measurement points



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SIA2351E

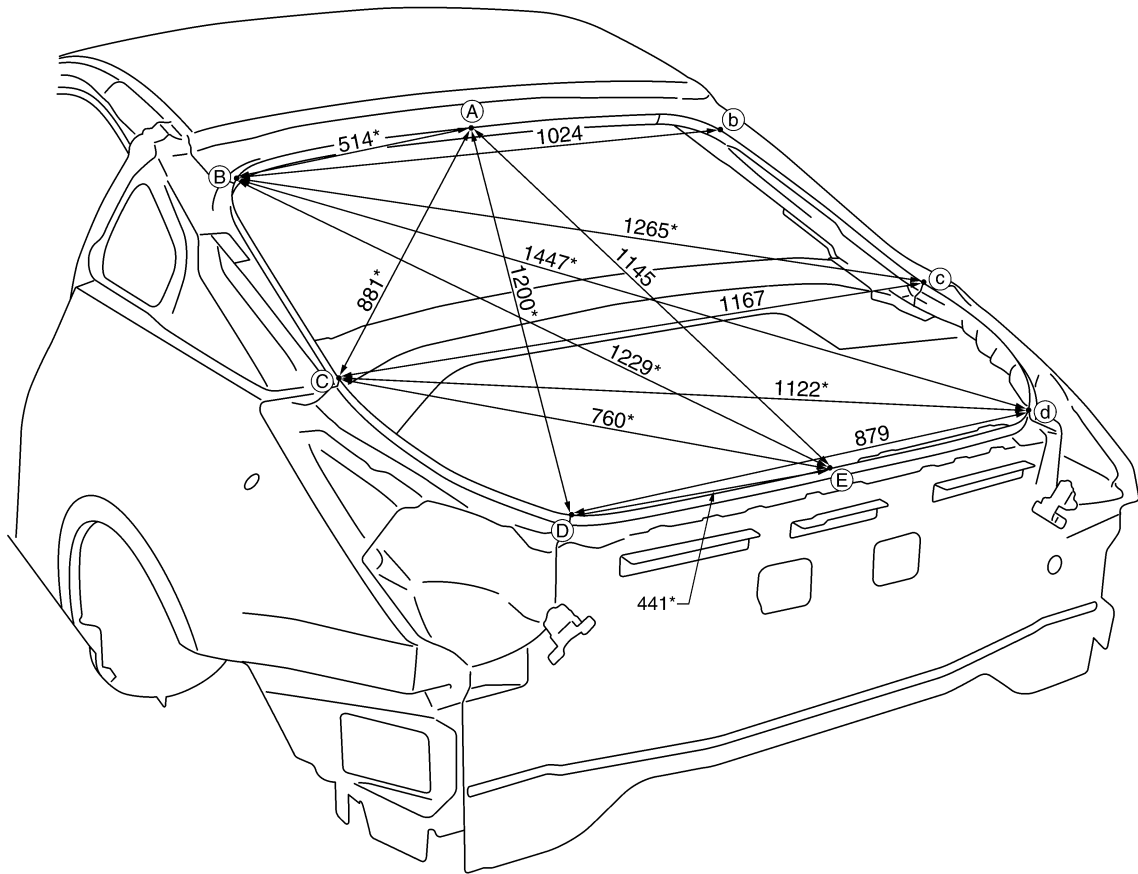
BODY REPAIR

REAR BODY (COUPE)

Measurement

Figures marked with a (*) indicate symmetrically identical dimensions on both right and left hand sides of the vehicle.

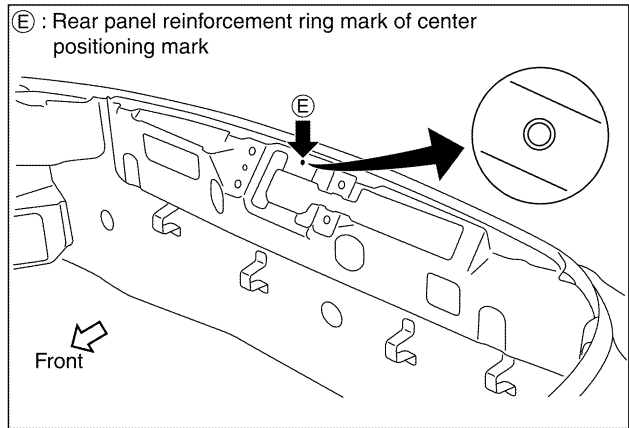
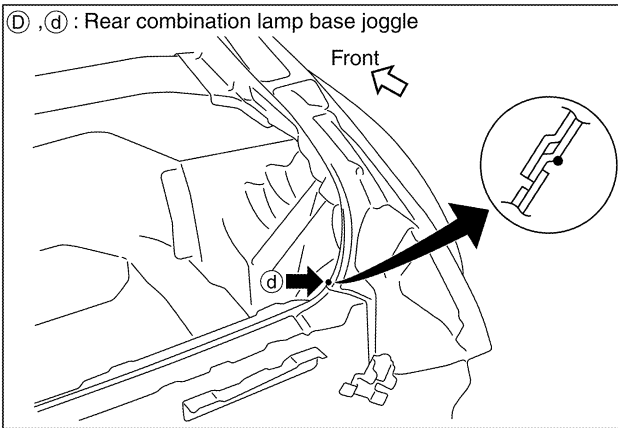
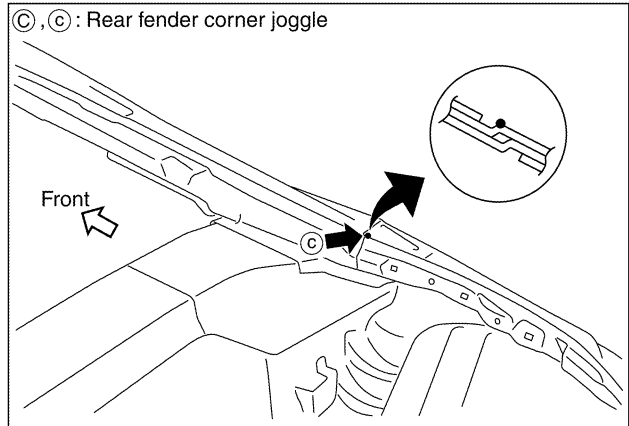
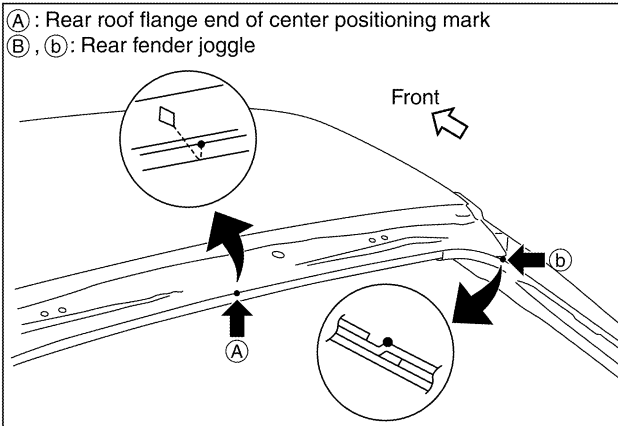
Unit : mm



SIA1990E

BODY REPAIR

Measurement points



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BL

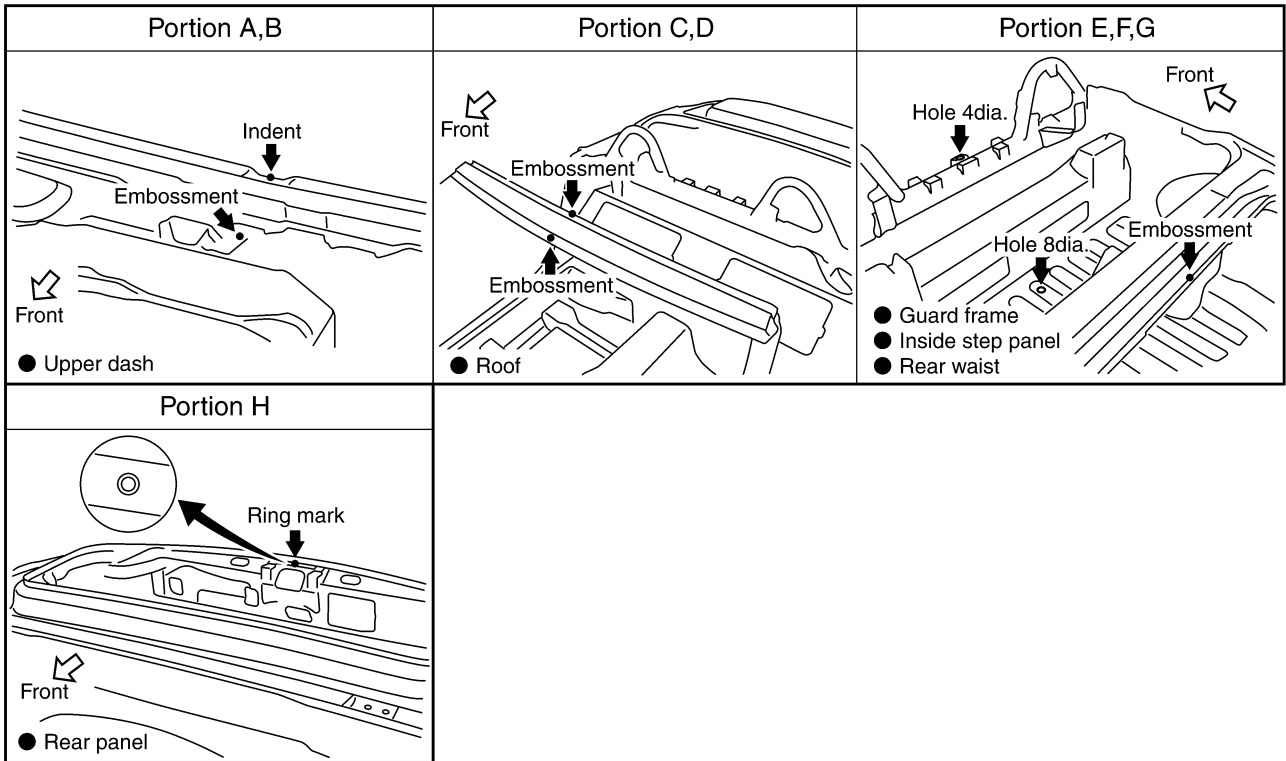
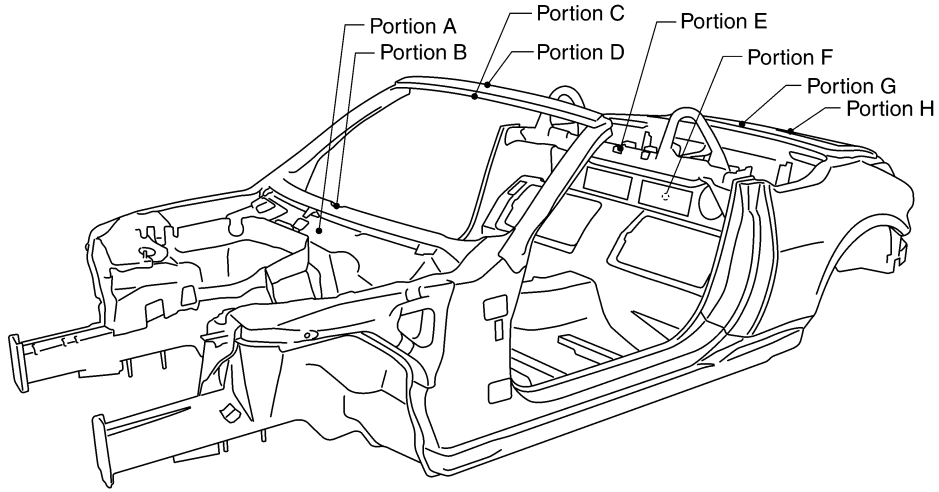
SIIA1991E

BODY REPAIR

NIS00043

Body Alignment (Roadster) BODY CENTER MARKS (ROADSTER)

A mark has been placed on each part of the body to indicate the vehicle center. When repairing parts damaged by an accident which might affect the vehicle frame (members, pillars, etc.), more accurate and effective repair will be possible by using these marks together with body alignment specifications.

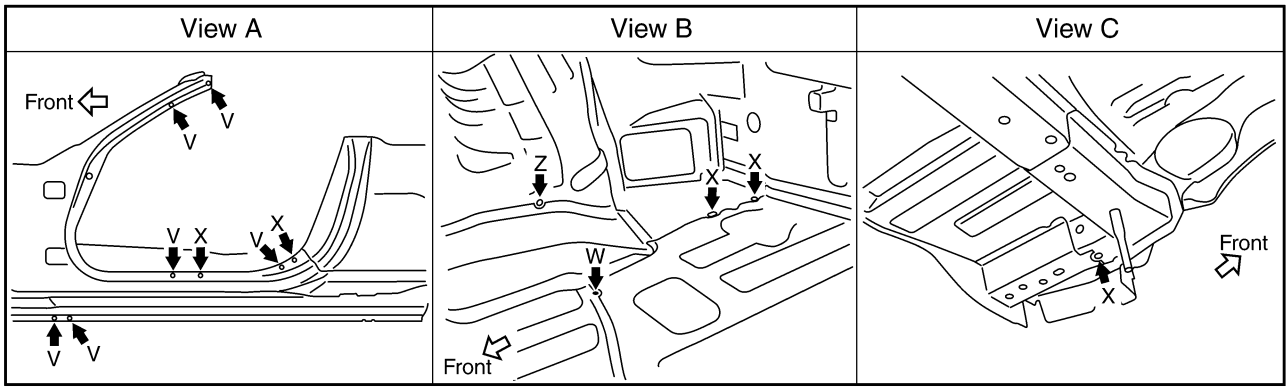
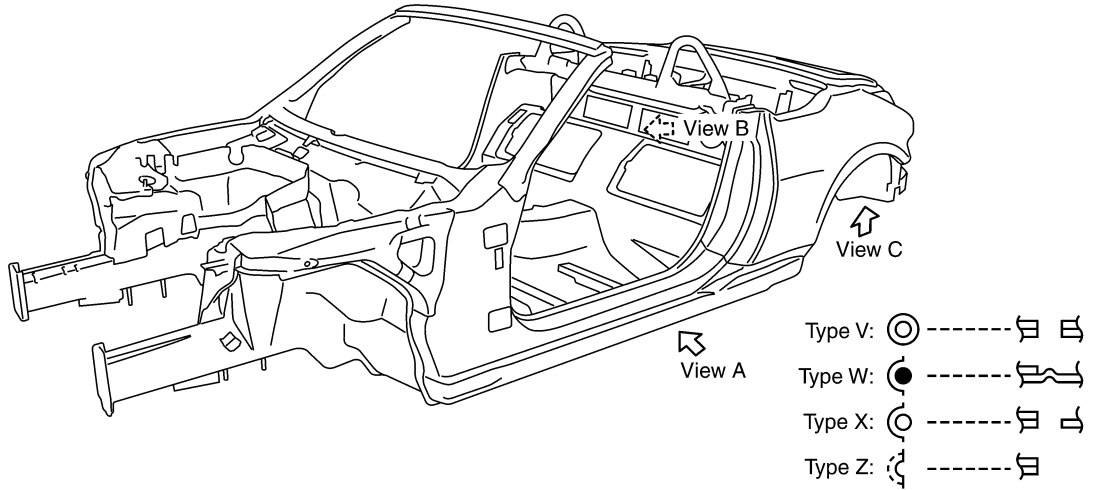


SIIA2304E

BODY REPAIR

PANEL PARTS MATCHING MARKS (ROADSTER)

A mark has been placed on each body panel to indicate the parts matching positions. When repairing parts damaged by an accident which might affect the vehicle structure (members, pillars, etc.), more accurate and effective repair will be possible by using these marks together with body alignment specifications.



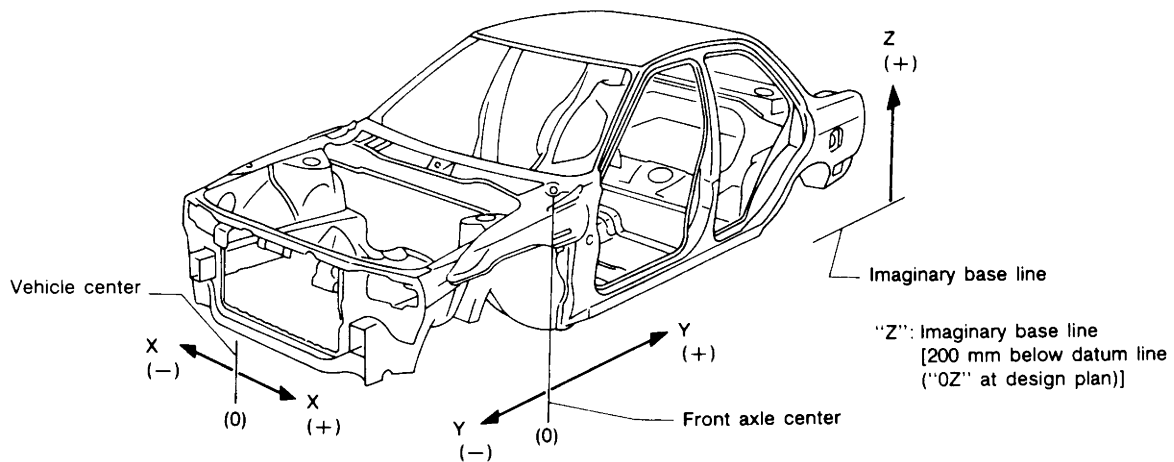
A
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S11A2305E

BODY REPAIR

DESCRIPTION

- All dimensions indicated in the figures are actual.
- When using a tracking gauge, adjust both pointers to equal length. Then check the pointers and gauge itself to make sure there is no free play.
- When a measuring tape is used, check to be sure there is no elongation, twisting or bending.
- Measurements should be taken at the center of the mounting holes.
- An asterisk (*) following the value at the measuring point indicates that the measuring point on the other side is symmetrically the same value.
- The coordinates of the measurement points are the distances measured from the standard line of "X", "Y" and "Z".



PIIA0104E

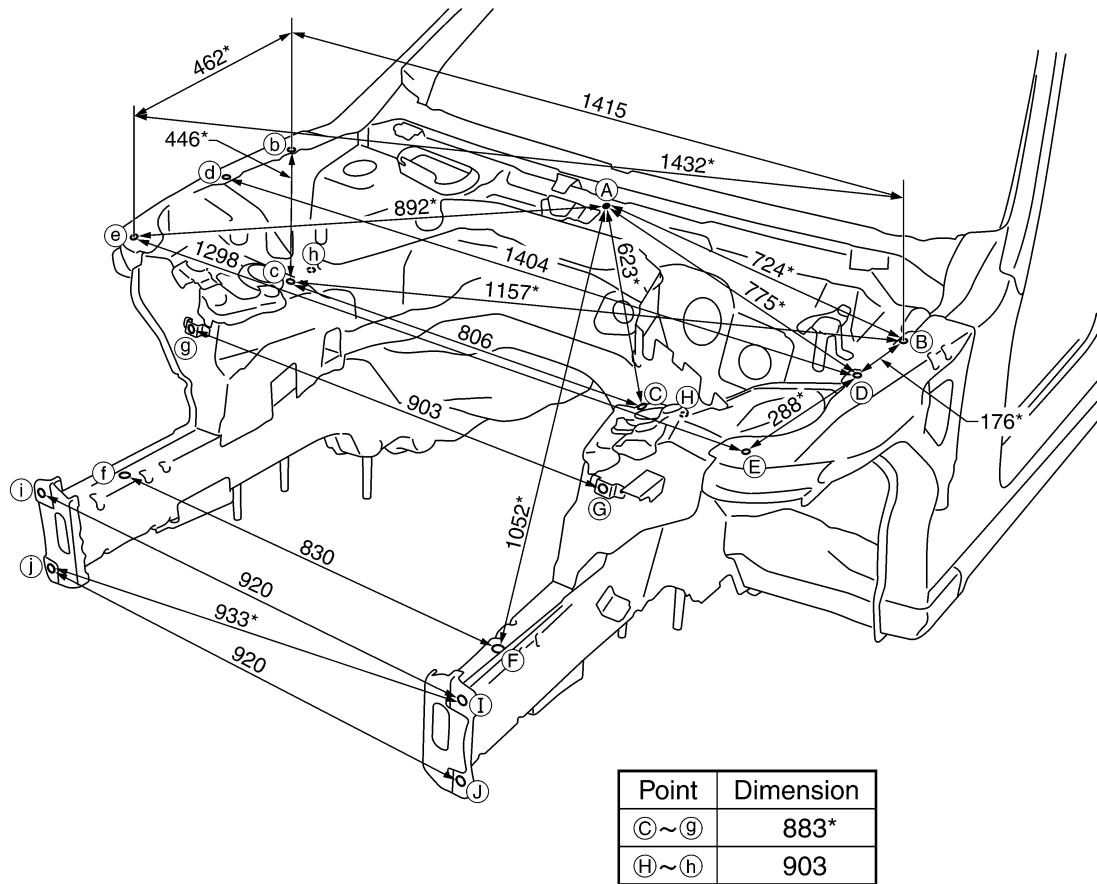
BODY REPAIR

ENGINE COMPARTMENT

Measurement

Figures marked with a (*) indicate symmetrically identical dimensions on both right and left hand sides of the vehicle.

Unit : mm



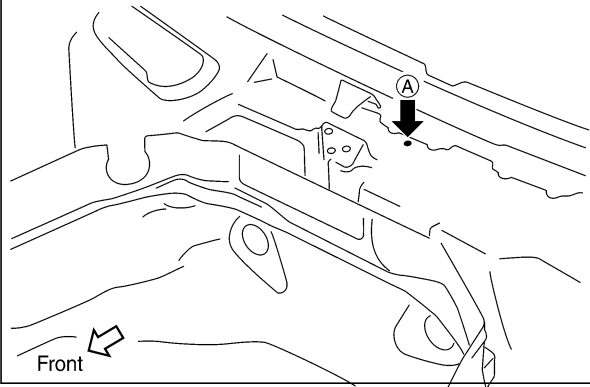
S1A2306E

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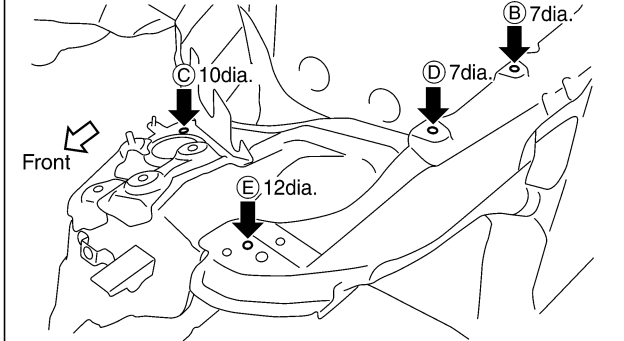
BODY REPAIR

Measurement Points

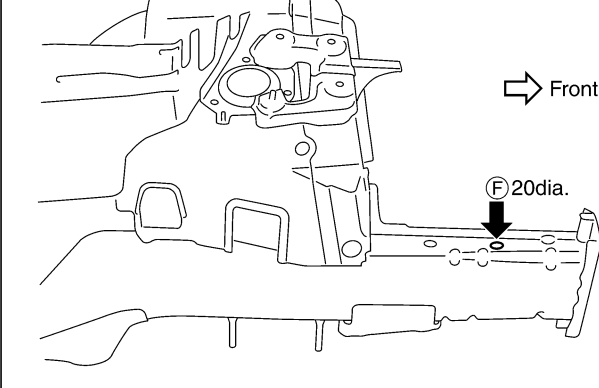
(A) : Upper dash positioning mark center of center positioning mark



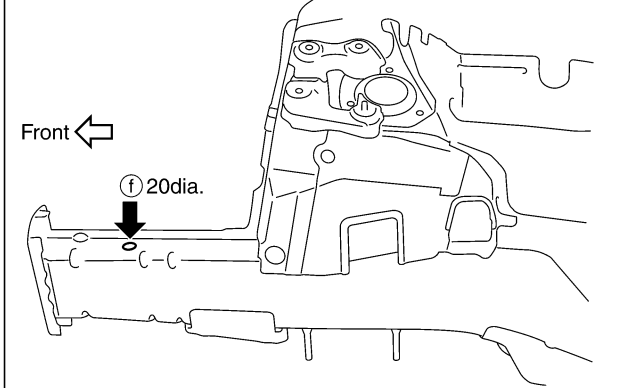
(B, b, D, d) : Front fender installing hole center (7dia.)
(C, c) : Front strut installing hole center (10dia.)
(E, e) : Radiator core support installing hole center (12dia.)



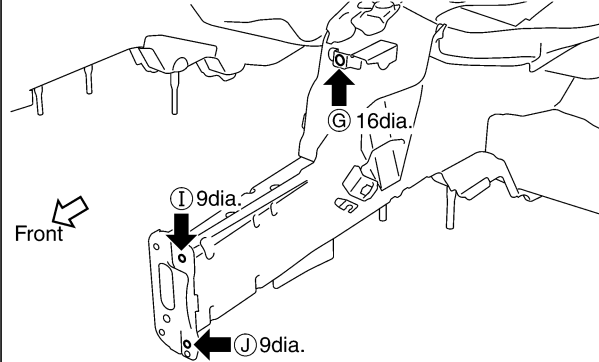
(F) : Front side member hole center (20dia.)



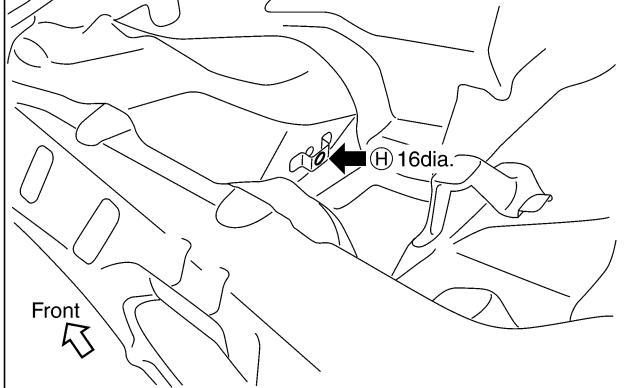
(f) : Front side member hole center (20dia.)



(G, g) : Nut holder hole center (16dia.)
(I, i, J, j) : Front bumper stay installing hole center (9dia.)



(H, h) : Nut holder hole center (16dia.)



SIA2307E

BODY REPAIR

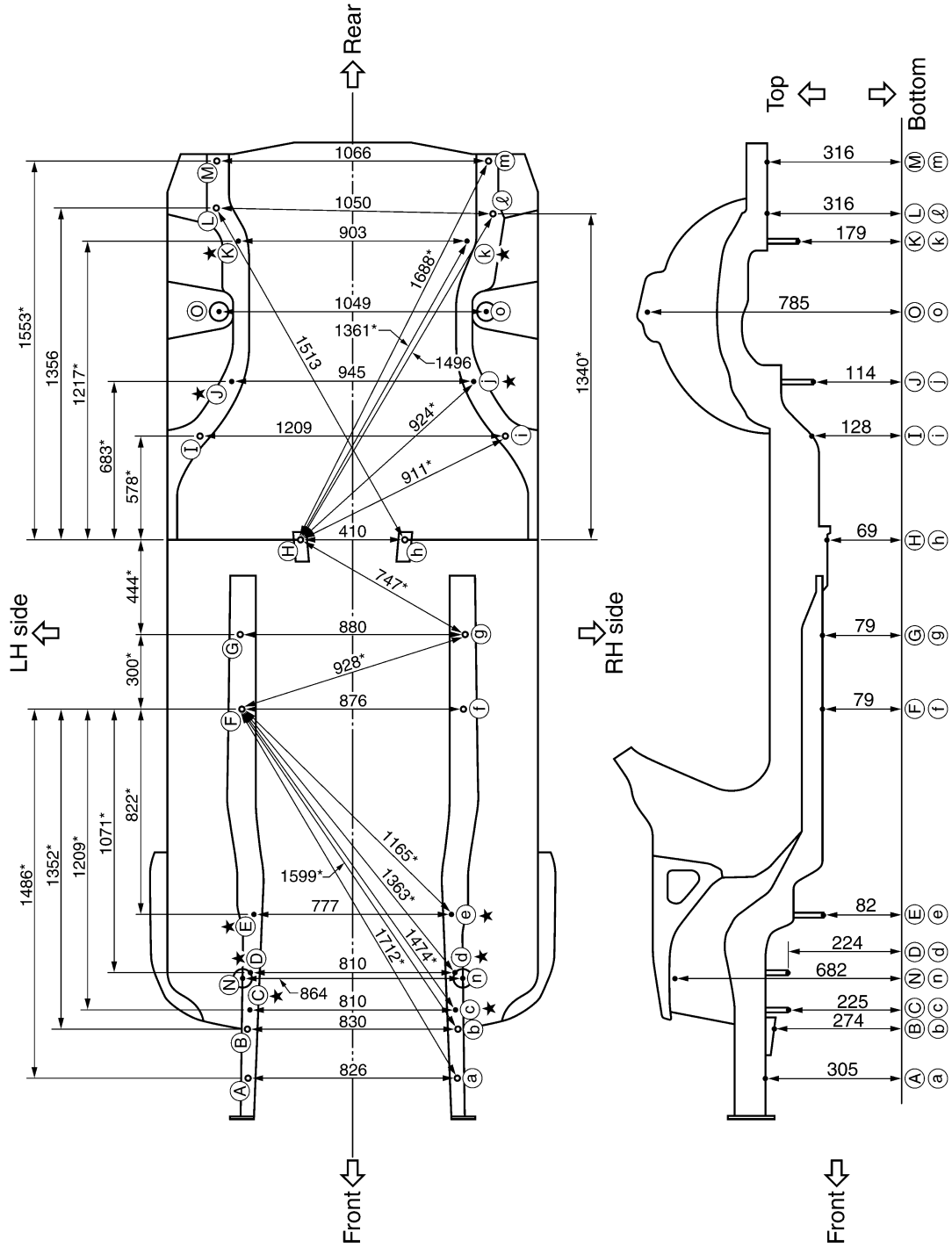
UNDERBODY Measurement

Unit : mm

Figures marked with a (*) indicate symmetrically identical dimensions on both right and left hand sides of the vehicle.

★ : Bolt head
As viewed from underside.

All dimensions indicated in this figure are actual.



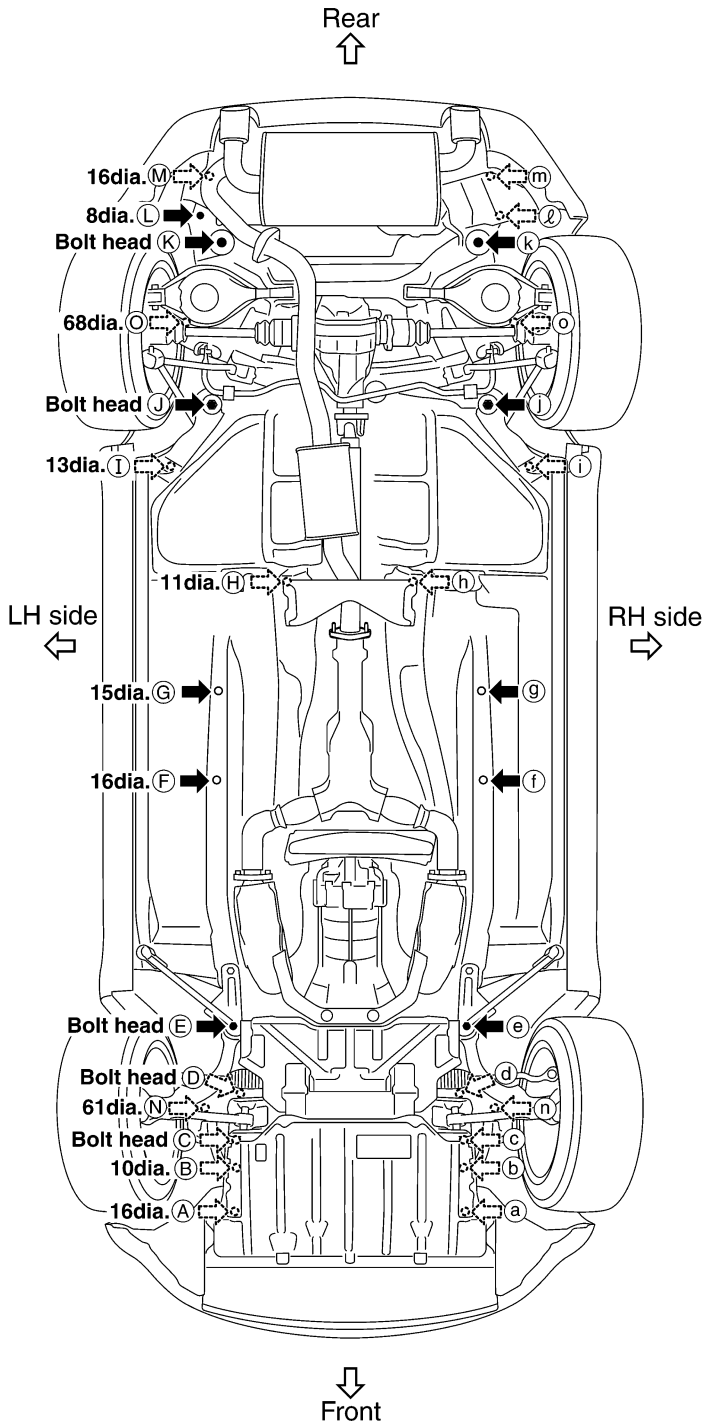
A
B
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K
L
M

BODY REPAIR

Measurement Points

Unit : mm

As viewed from underside.



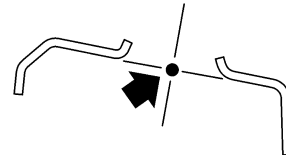
Coordinates:

(A), a	(I), i
X:413	X:605
Y:-368	Y:2191
Z:305	Z:128
(B), b	(J), j
X:415	X:473
Y:-238	Y:2404
Z:274	Z:114
(C), c	(K), k
X:405	X:452
Y:-100	Y:2964
Z:225	Z:179
(D), d	(L)
X:405	X:550
Y:39	Y:3065
Z:224	Z:316
(E), e	(l)
X:388	X:-500
Y:279	Y:3073
Z:82	Z:316
(F), f	(M), m
X:438	X:533
Y:1100	Y:3275
Z:79	Z:316
(G), g	
X:440	
Y:1400	
Z:79	
(H), h	
X:205	
Y:1777	
Z:69	

Front and rear strut tower centers

Coordinates:

(N), n
X:432
Y:28
Z:682



(O), o
X:524
Y:2682
Z:785

Front: (N), n 61dia.
Rear: (O), o 68dia.

SIIA2348E

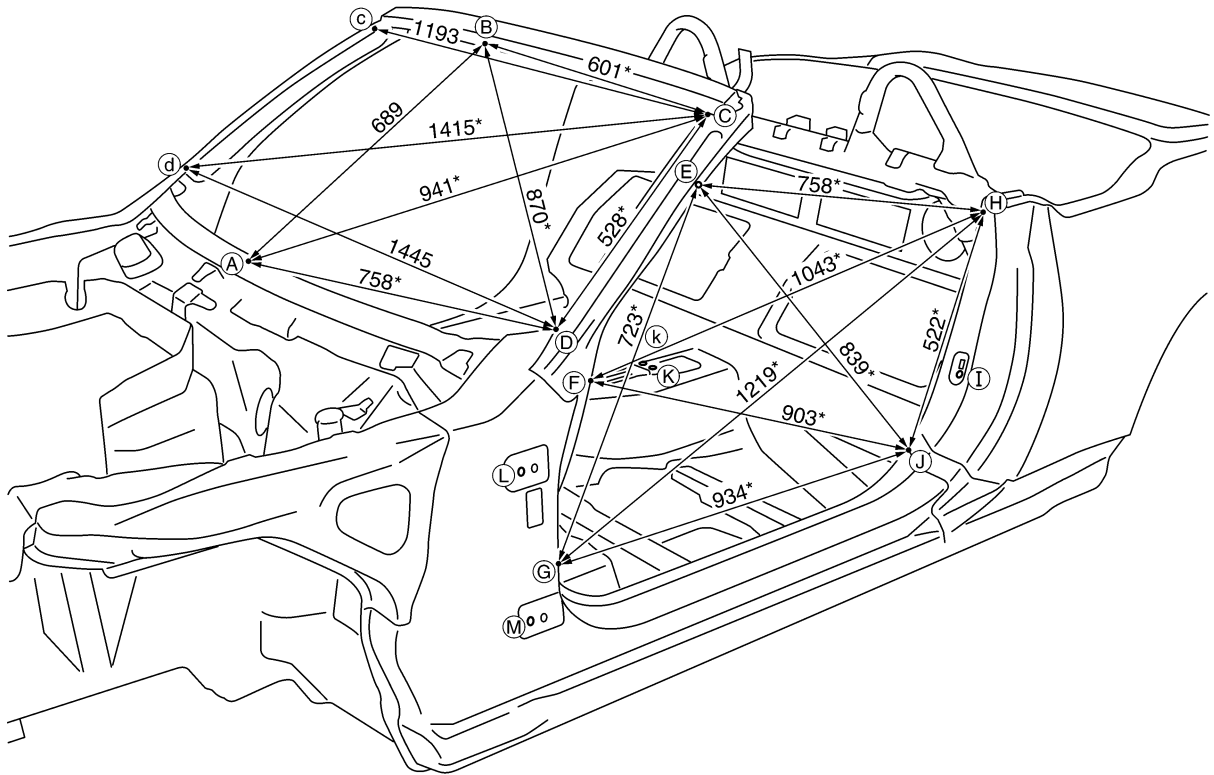
BODY REPAIR

PASSENGER COMPARTMENT (ROADSTER)

Measurement

Unit : mm

Figures marked with a (*) indicate symmetrically identical dimensions on both right and left hand sides of the vehicle.



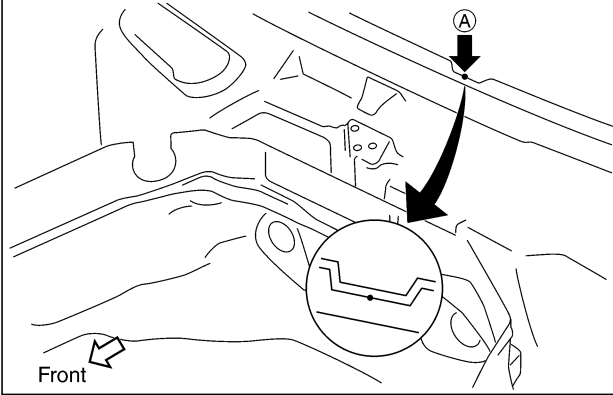
Point	Dimension	Point	Dimension	Point	Dimension
E~e	1,317	G~h	1,882*	K~F	1,052*
E~g	1,561*	G~J	1,727*	K~G	1,071*
E~h	1,563*	H~h	1,417	K~H	902*
E~J	1,618*	H~J	1,527*	K~J	715*
F~f	1,440	J~J	1,452	L~I	1,178*
G~g	1,452	K~E	993*	M~I	1,181*

SIIA2308E

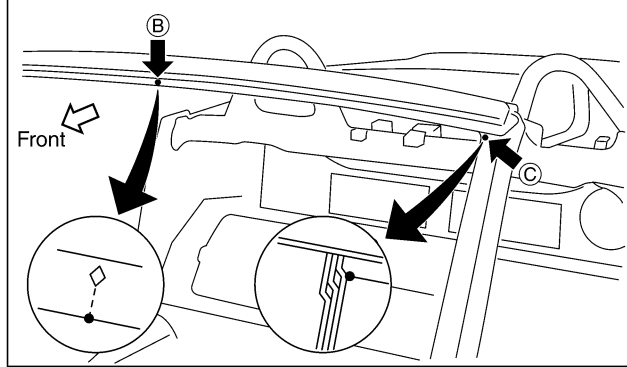
BODY REPAIR

Measurement Points

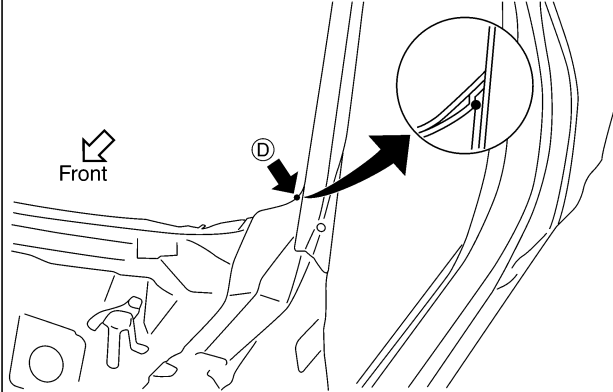
(A) : Upper dash crossmember indent of center positioning mark



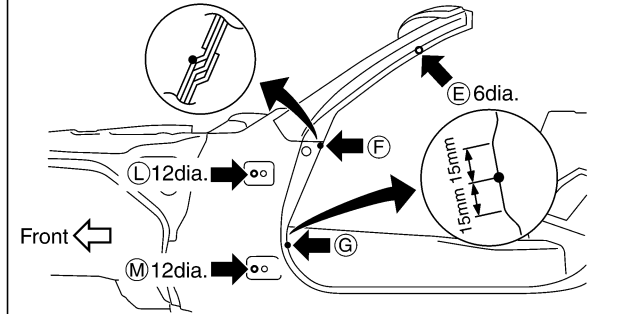
(B) : Outer front roof rail flange end of center positioning mark
(C), (c) : Front pillar joggle



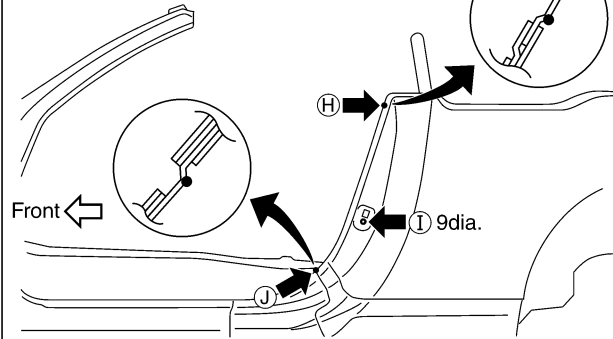
(D), (d) : Front pillar joggle



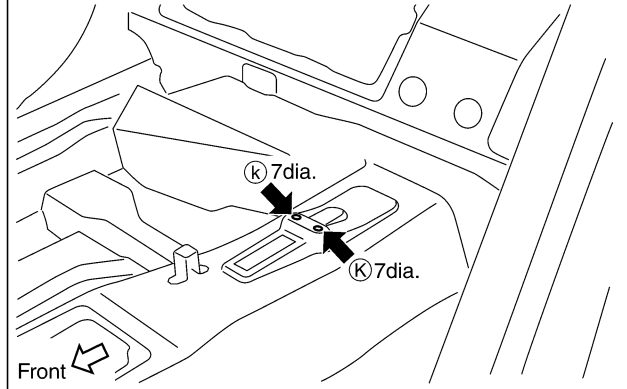
(E), (e) : Front pillar hole center (6dia.)
(F), (f) : Front pillar joggle
(G), (g) : Front pillar indent
(L), (l), (M), (m) : Door hinge installing hole center (12dia.)



(H), (h) : Rear fender extension A joggle
(I), (i) : Door switch installing hole center (9dia.)
(J), (j) : Outer sill extension joggle



(K), (k) : Air bag sensor bracket installing hole center (7dia.)



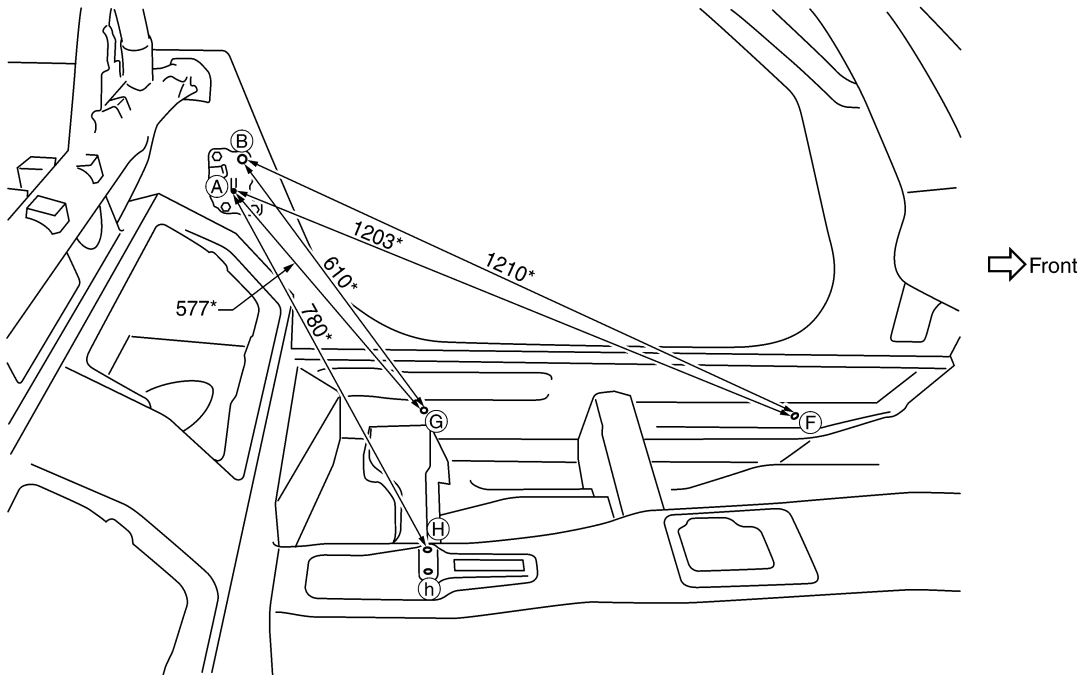
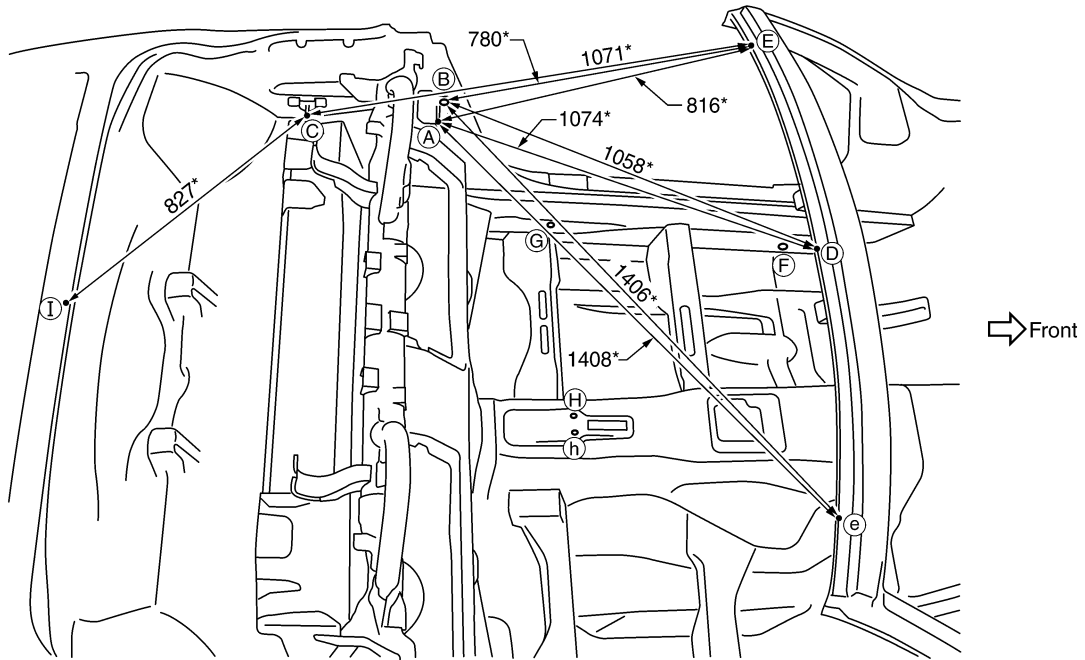
SIA2444E

BODY REPAIR

SOFT TOP MOUNTING BRACKET (ROADSTER)

Measurement

Figures marked with a (*) indicate symmetrically identical dimensions on both right and left hand sides of the vehicle.

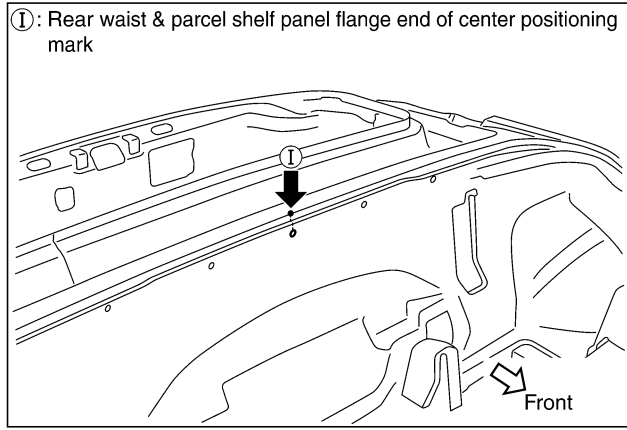
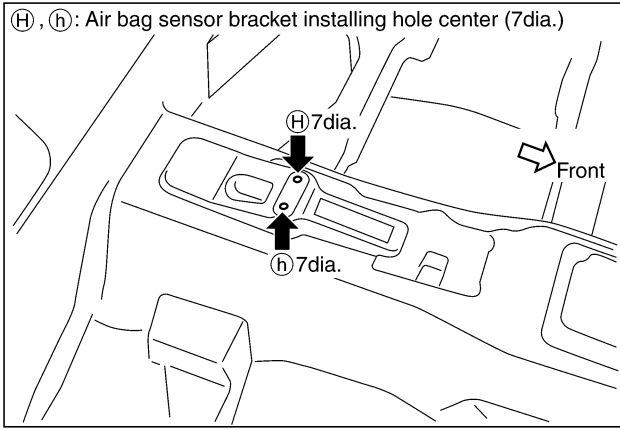
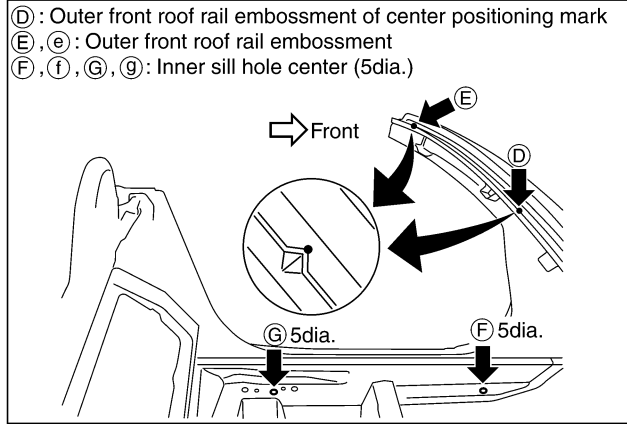
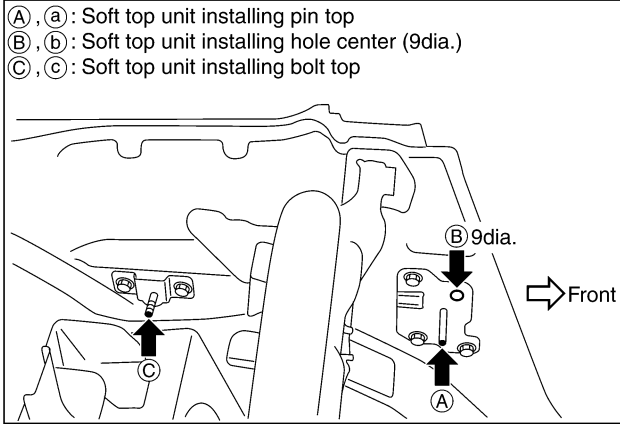


Point	Dimension
A~a	1,344

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BODY REPAIR

Measurement Points



SIA2445E

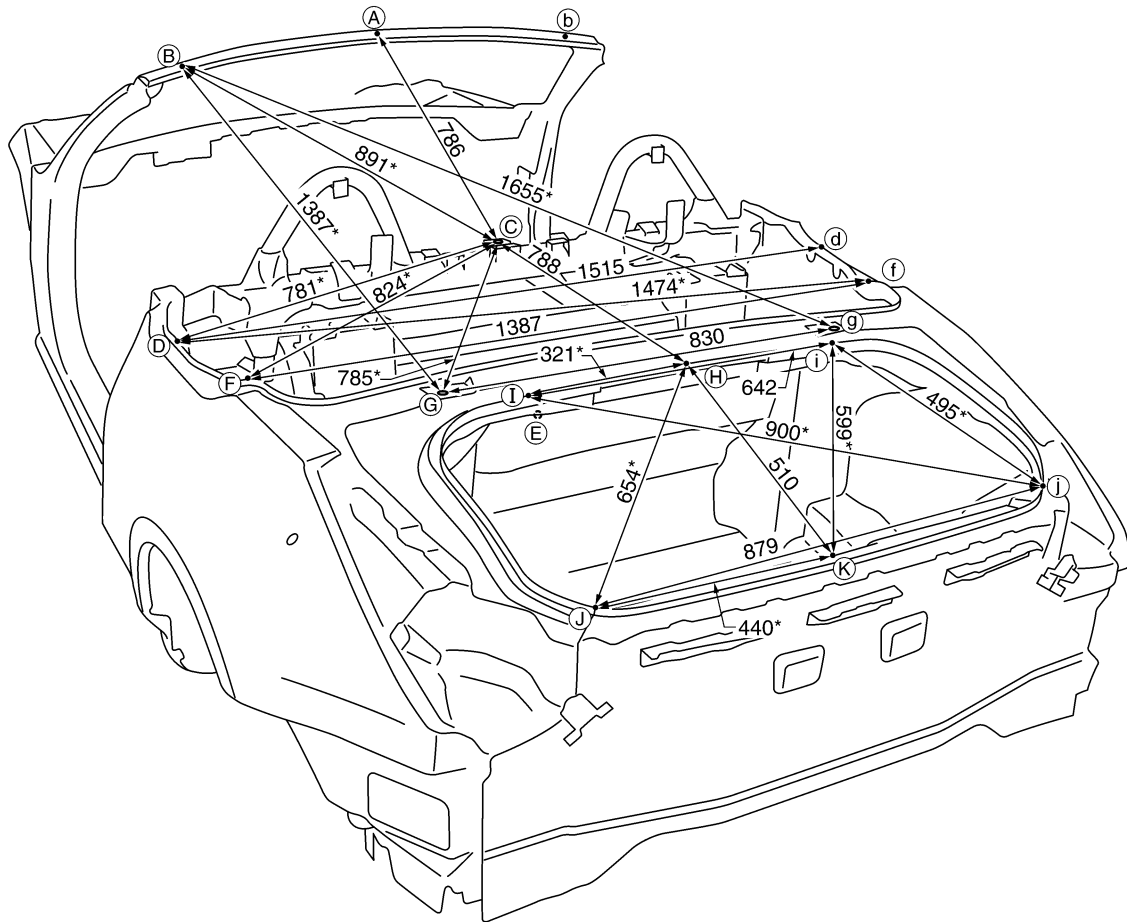
BODY REPAIR

REAR BODY (ROADSTER)

Measurement

Figures marked with a (*) indicate symmetrically identical dimensions on both right and left hand sides of the vehicle.

Unit : mm



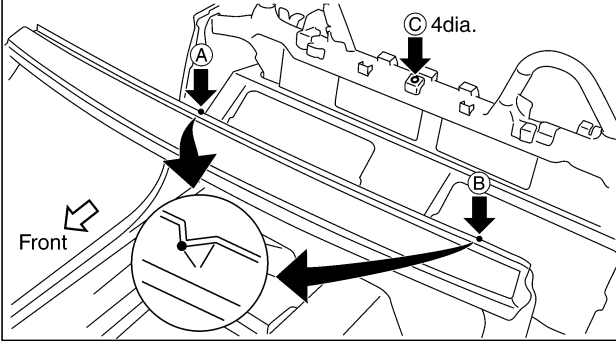
Point	Dimension
E~D	821*
E~F	767*
E~G	622*
E~H	580

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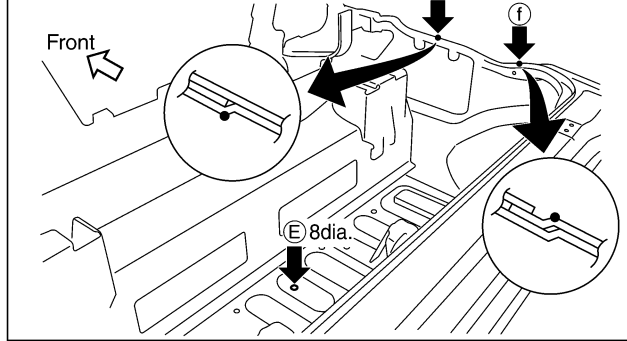
BODY REPAIR

Measurement Points

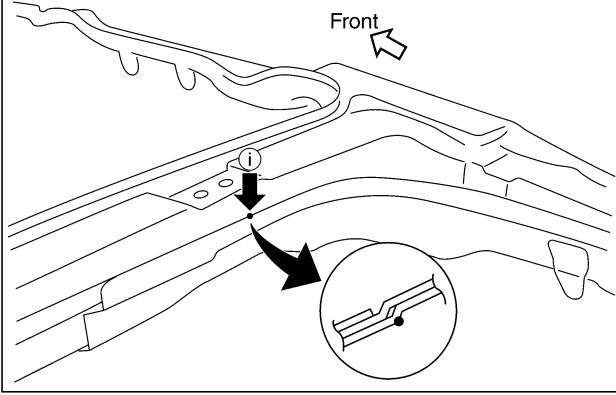
- (A) : Outer front roof rail embossment of center positioning mark
- (B) , (b) : Outer front roof rail embossment
- (C) : Guard frame hole center of center positioning mark (4dia.)



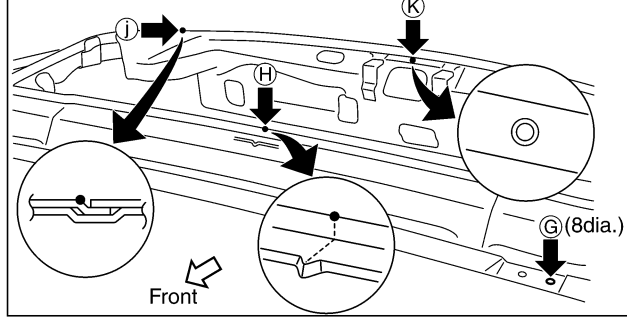
- (D) , (d) : Inner rear pillar joggle
- (E) : Inside step panel hole center of center positioning mark (8dia.)
- (F) , (f) : Rear fender extension B joggle



- (I) , (i) : Parcel shelf joggle



- (G) , (g) : Storage lid hinge installing hole center (8dia.)
- (H) : Rear waist flange end of center positioning mark
- (J) , (j) : Rear combination lamp base joggle
- (K) : Rear panel reinforcement ring mark center of center positioning mark



SIA2446E

BODY REPAIR

Handling Precautions For Plastics (Coupe) HANDLING PRECAUTIONS FOR PLASTICS

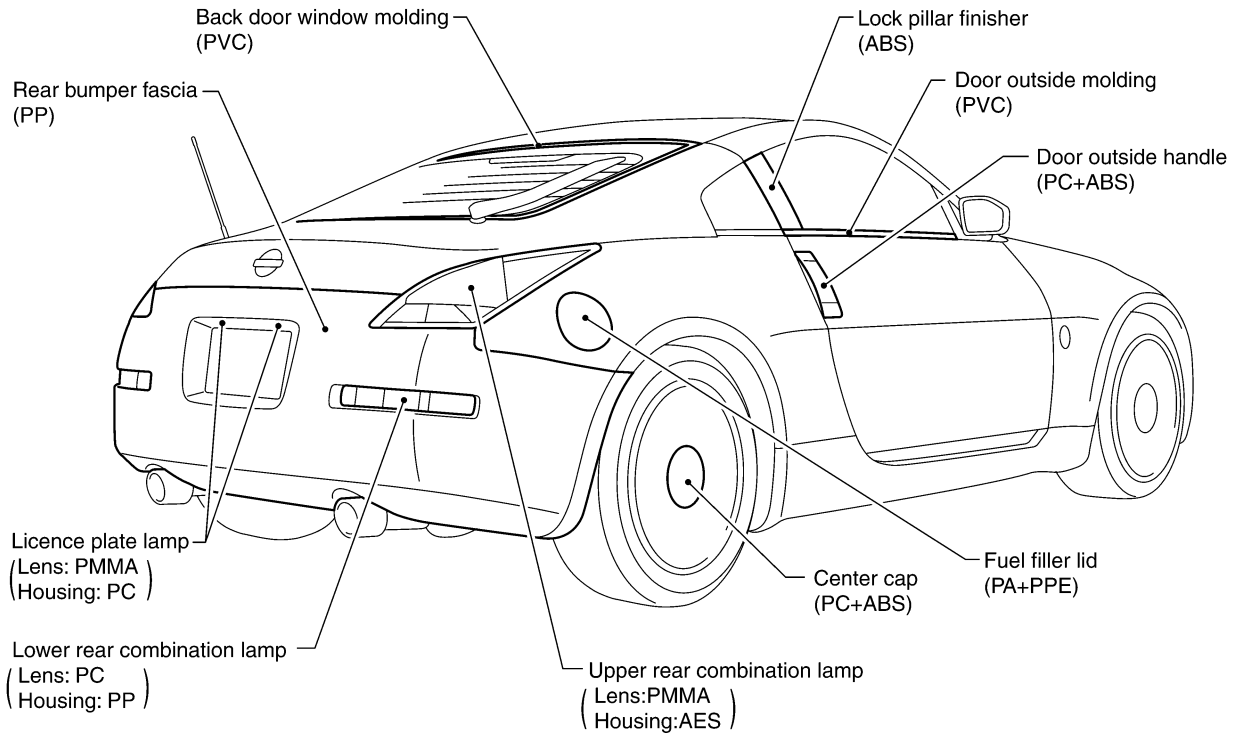
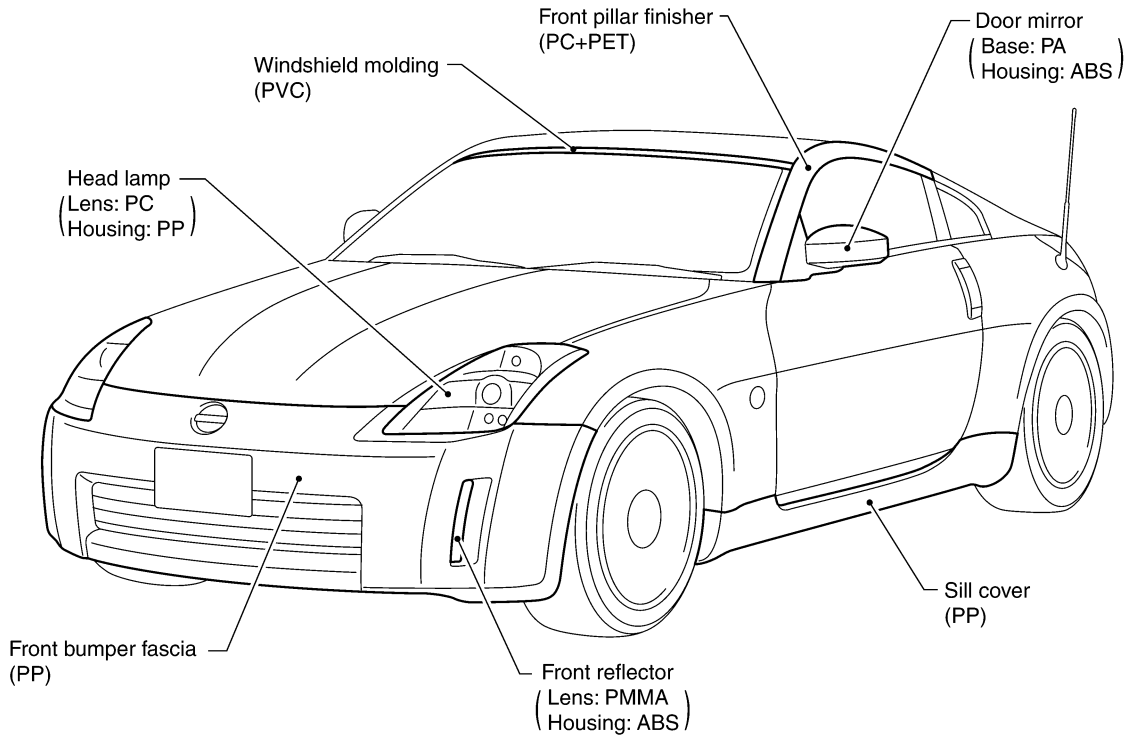
NIS00044

Abbreviation	Material name	Heat resisting temperature °C(°F)	Resistance to gasoline and solvents	Other cautions
PE	Polyethylene	60(140)	Gasoline and most solvents are harmless if applied for a very short time (wipe up quickly).	Flammable
PVC	Poly Vinyl Chloride	80(176)	Same as above.	Poison gas is emitted when burned.
EPM/EPDM	Ethylene Propylene (Diene) copolymer	80(176)	Same as above.	Flammable
PP	Polypropylene	90(194)	Same as above.	Flammable, avoid battery acid.
UP	Unsaturated Polyester	90(194)	Same as above.	Flammable
PS	Polystyrene	80(176)	Avoid solvents.	Flammable
ABS	Acrylonitrile Butadiene Styrene	80(176)	Avoid gasoline and solvents.	
AES	Acrylonitrile Ethylene Styrene	80(176)	Same as above.	
PMMA	Poly Methyl Methacrylate	85(185)	Same as above.	
EVAC	Ethylene Vinyl Acetate	90(194)	Same as above.	
ASA	Acrylonitrile Styrene Acrylate	100(222)	Same as above.	Flammable
PPE	Poly Phenylene Ether	110(230)	Same as above.	
PC	Polycarbonate	120(248)	Same as above.	
PAR	Polyarylate	180(356)	Same as above.	
PUR	Polyurethane	90(194)	Same as above.	
POM	Poly Oxymethylene	120(248)	Same as above.	Avoid battery acid.
PBT+PC	Poly Butylene Terephthalate + Polycarbonate	120(248)	Same as above.	Flammable
PA	Polyamide	140(284)	Same as above.	Avoid immersing in water.
PBT	Poly Butylene Terephthalate	140(284)	Same as above.	
PET	Polyester	180(356)	Same as above.	
PEI	Polyetherimide	200(392)	Same as above.	

1. When repairing and painting a portion of the body adjacent to plastic parts, consider their characteristics (influence of heat and solvent) and remove them if necessary or take suitable measures to protect them.
2. Plastic parts should be repaired and painted using methods suiting the materials' characteristics.

BODY REPAIR

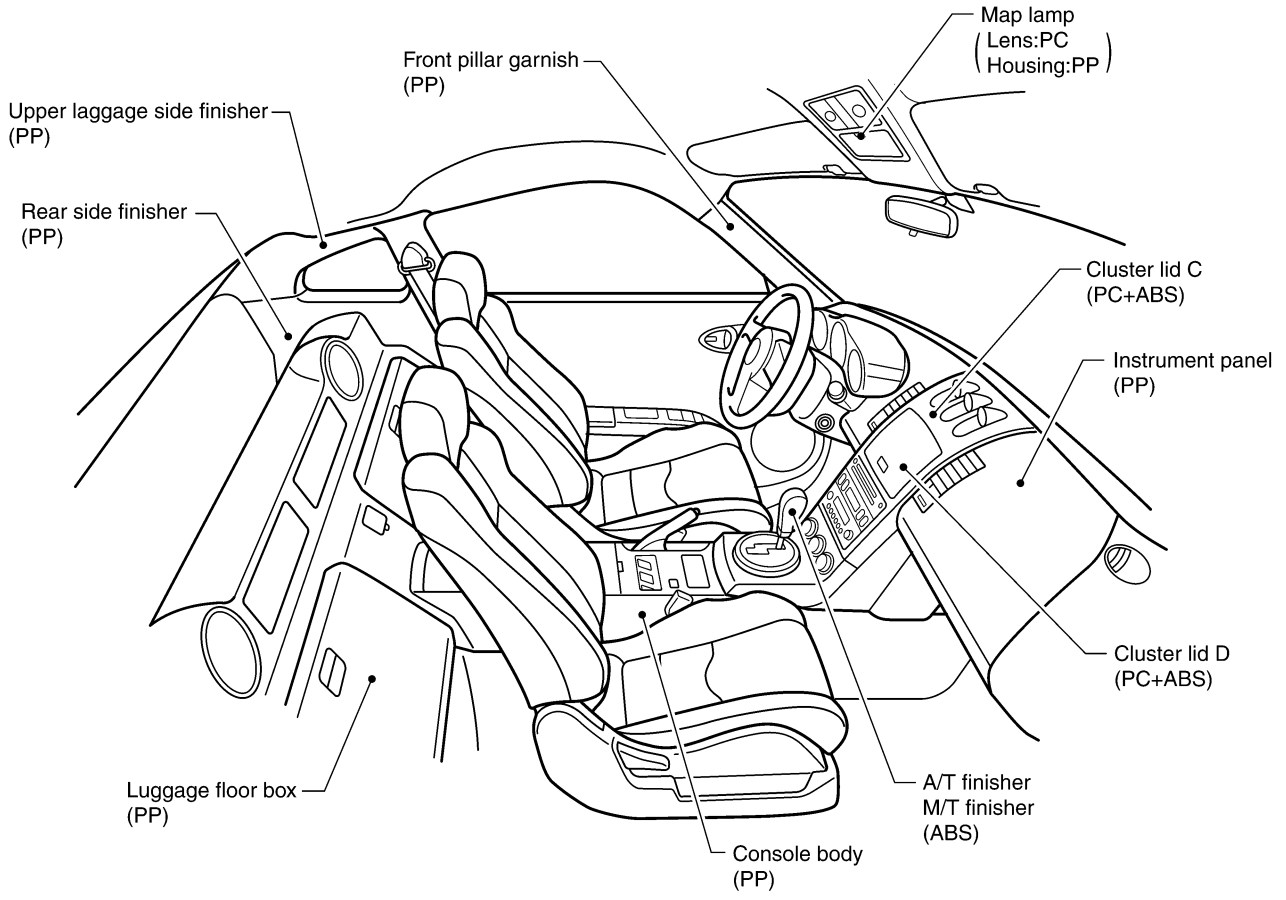
LOCATION OF PLASTIC PARTS (COUPE)



SIA2360E

BODY REPAIR

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SIA1983E

BODY REPAIR

Handling Precautions For Plastics (Roadster) HANDLING PRECAUTIONS FOR PLASTICS

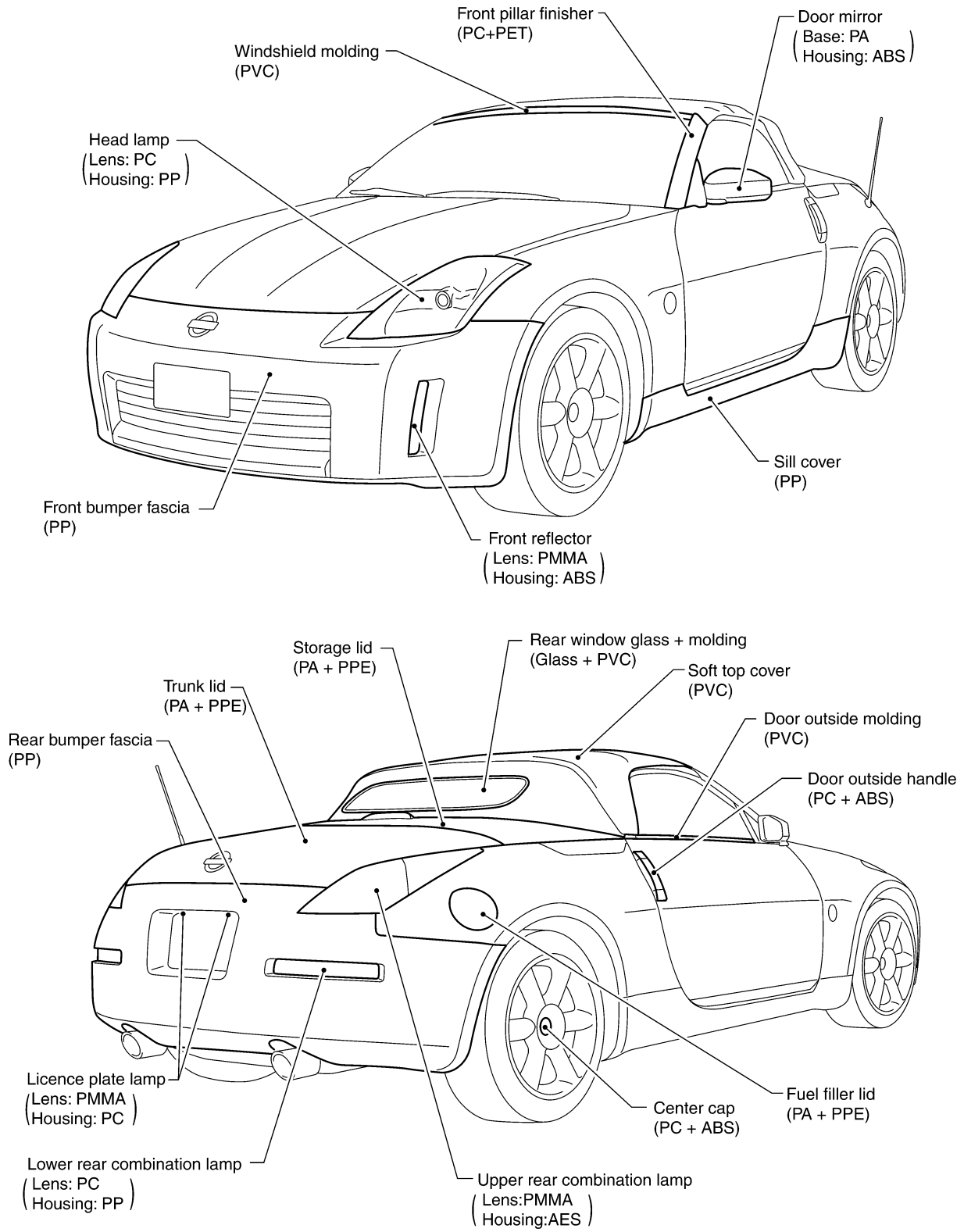
NIS00045

Abbreviation	Material name	Heat resisting temperature °C(°F)	Resistance to gasoline and solvents	Other cautions
PE	Polyethylene	60(140)	Gasoline and most solvents are harmless if applied for a very short time (wipe up quickly).	Flammable
PVC	Poly Vinyl Chloride	80(176)	Same as above.	Poison gas is emitted when burned.
EPM/EPDM	Ethylene Propylene (Diene) copolymer	80(176)	Same as above.	Flammable
PP	Polypropylene	90(194)	Same as above.	Flammable, avoid battery acid.
UP	Unsaturated Polyester	90(194)	Same as above.	Flammable
PS	Polystyrene	80(176)	Avoid solvents.	Flammable
ABS	Acrylonitrile Butadiene Styrene	80(176)	Avoid gasoline and solvents.	
AES	Acrylonitrile Ethylene Styrene	80(176)	Same as above.	
PMMA	Poly Methyl Methacrylate	85(185)	Same as above.	
EVAC	Ethylene Vinyl Acetate	90(194)	Same as above.	
ASA	Acrylonitrile Styrene Acrylate	100(222)	Same as above.	Flammable
PPE	Poly Phenylene Ether	110(230)	Same as above.	
PC	Polycarbonate	120(248)	Same as above.	
PAR	Polyarylate	180(356)	Same as above.	
PUR	Polyurethane	90(194)	Same as above.	
POM	Poly Oxymethylene	120(248)	Same as above.	Avoid battery acid.
PBT+PC	Poly Butylene Terephthalate + Polycarbonate	120(248)	Same as above.	Flammable
PA	Polyamide	140(284)	Same as above.	Avoid immersing in water.
PBT	Poly Butylene Terephthalate	140(284)	Same as above.	
PET	Polyester	180(356)	Same as above.	
PEI	Polyetherimide	200(392)	Same as above.	

1. When repairing and painting a portion of the body adjacent to plastic parts, consider their characteristics (influence of heat and solvent) and remove them if necessary or take suitable measures to protect them.
2. Plastic parts should be repaired and painted using methods suiting the materials' characteristics.

BODY REPAIR

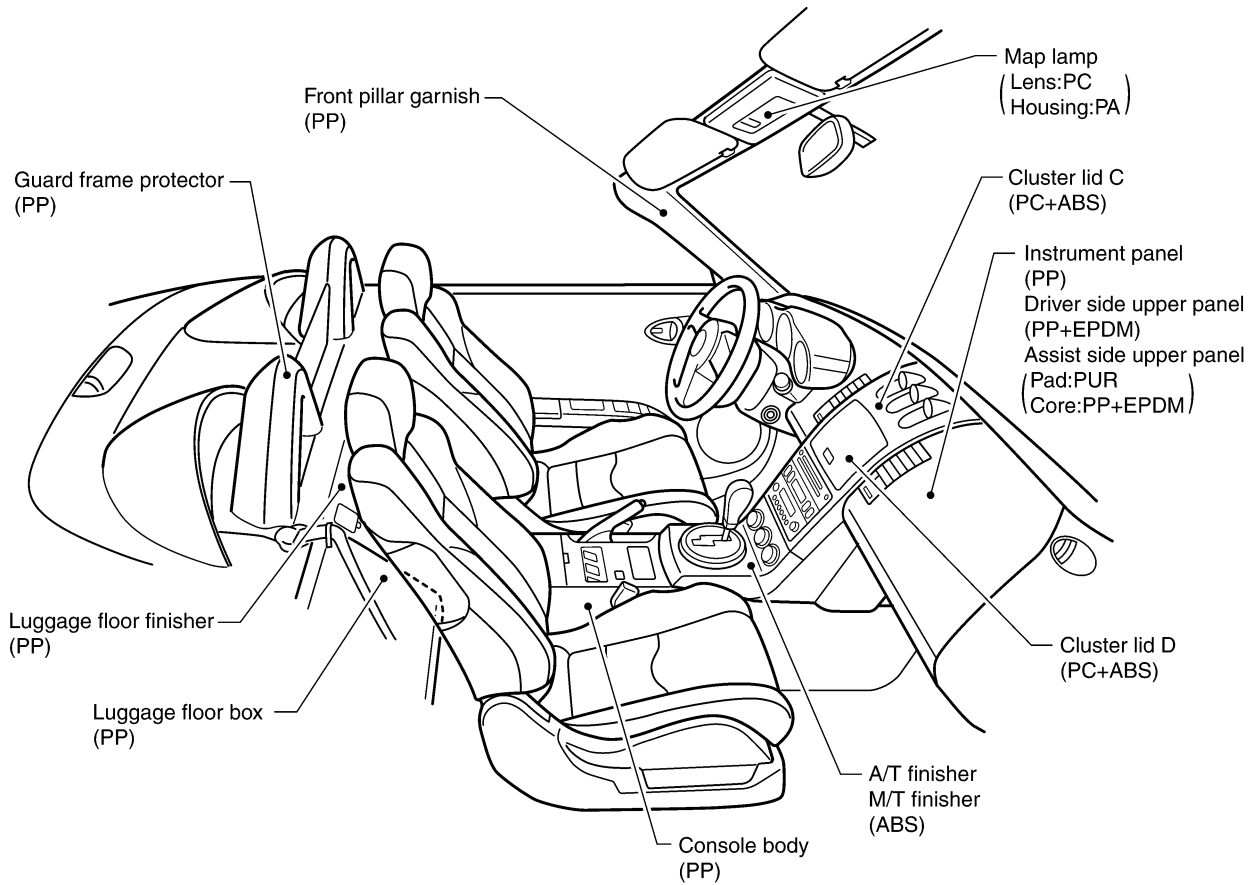
LOCATION OF PLASTIC PARTS (ROADSTER)



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SIA2361E

BODY REPAIR



SIA2447E

BODY REPAIR

Precautions In Repairing High Strength Steel

NIS00046

High strength steel is used for body panels in order to reduce vehicle weight. Accordingly, precautions in repairing automotive bodies made of high strength steel are described below:

HIGH STRENGTH STEEL (HSS) USED IN NISSAN VEHICLES

Tensile strength	Nissan/Infiniti designation	Major applicable parts
373 N/mm ² (38kg/mm ² ,54klb/sq in)	SP130	<ul style="list-style-type: none">● Front & rear side member assembly● Hoodledge assembly● Upper dash● Body side● Other reinforcements
785-981 N/mm ² (80-100kg/mm ² ,114-142klb/sq in)	SP150	<ul style="list-style-type: none">● Front door guard beam

SP130 is the most commonly used HSS.

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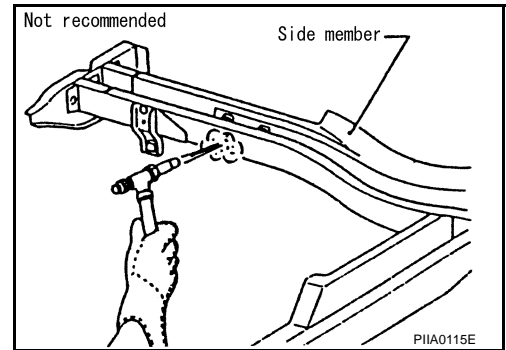
M

BODY REPAIR

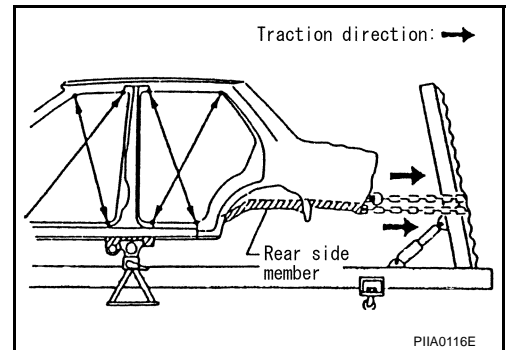
Read the following precautions when repairing HSS:

1. Additional points to consider

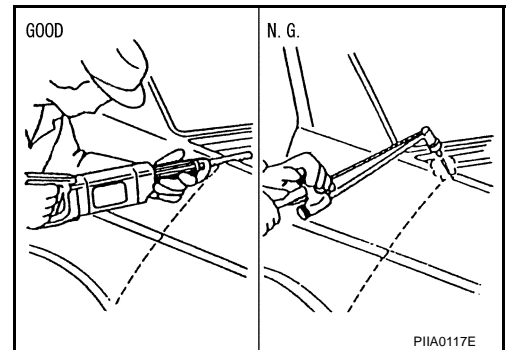
- The repair of reinforcements (such as side members) by heating is not recommended since it may weaken the component. When heating is unavoidable, do not heat HSS parts above 550°C (1,022°F). Verify heating temperature with a thermometer. (Crayon-type and other similar type thermometer are appropriate.)



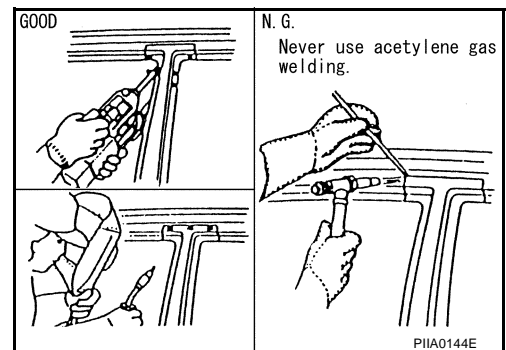
- When straightening body panels, use caution in pulling any HSS panel. Because HSS is very strong, pulling may cause deformation in adjacent portions of the body. In this case, increase the number of measuring points, and carefully pull the HSS panel.



- When cutting HSS panels, avoid gas (torch) cutting if possible. Instead, use a saw to avoid weakening surrounding areas due to heat. If gas (torch) cutting is unavoidable, allow a minimum margin of 50 mm (1.97in).

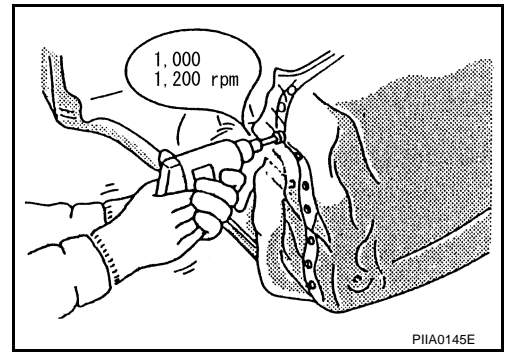


- When welding HSS panels, use spot welding whenever possible in order to minimize weakening surrounding areas due to heat. If spot welding is impossible, use M.I.G. welding. Do not use gas (torch) welding because it is inferior in welding strength.



BODY REPAIR

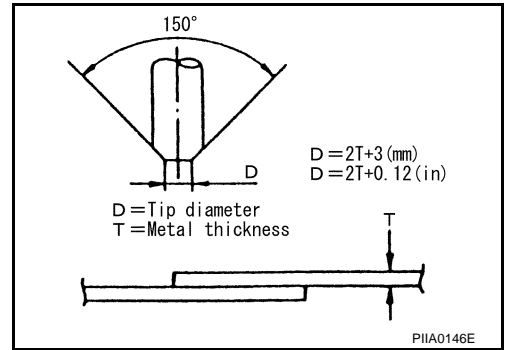
- The spot weld on HSS panels is harder than that of an ordinary steel panel.
Therefore, when cutting spot welds on a HSS panel, use a low speed high torque drill (1,000 to 1,200 rpm) to increase drill bit durability and facilitate the operation.



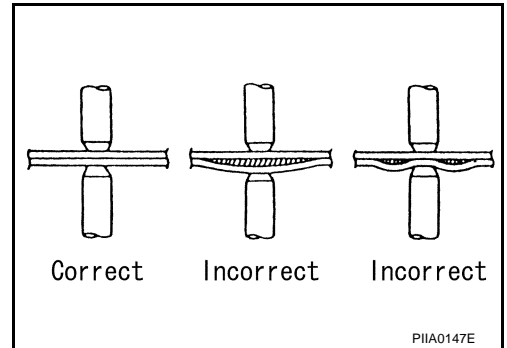
2. Precautions in spot welding HSS

This work should be performed under standard working conditions. Always note the following when spot welding HSS:

- The electrode tip diameter must be sized properly according to the metal thickness.



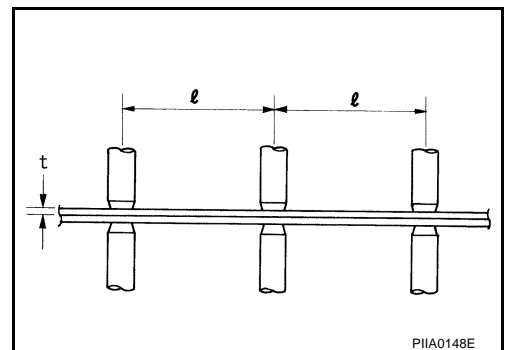
- The panel surfaces must fit flush to each other, leaving no gaps.



- Follow the specifications for the proper welding pitch.

Thickness (t)	Minimum pitch (l)
0.6 (0.024)	10 (0.39) or over
0.8 (0.031)	12 (0.47) or over
1.0 (0.039)	18 (0.71) or over
1.2 (0.047)	20 (0.79) or over
1.6 (0.063)	27 (1.06) or over
1.8 (0.071)	31 (1.22) or over

Unit:mm



BODY REPAIR

Replacement Operations (Coupe)

NIS00047

DESCRIPTION


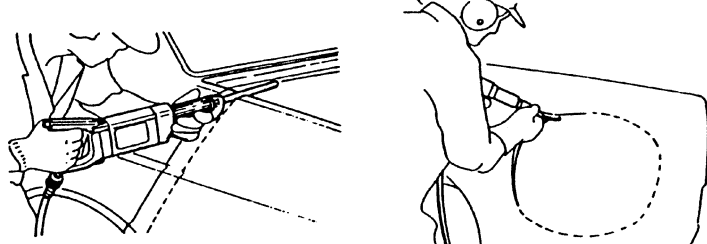
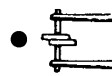


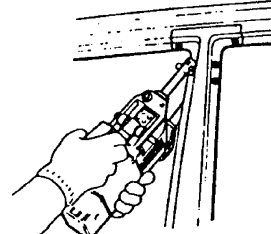

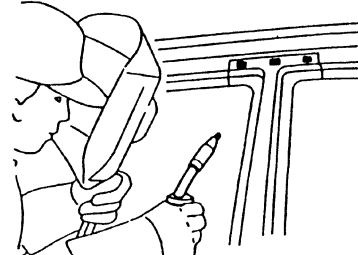


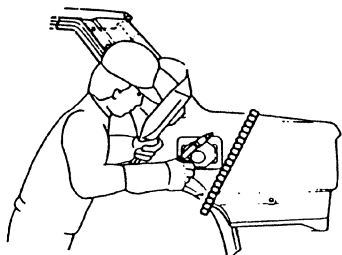


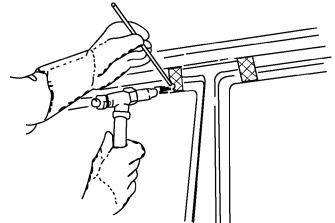


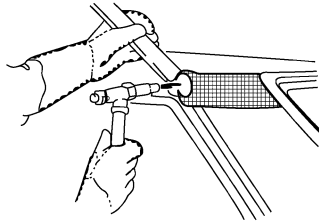
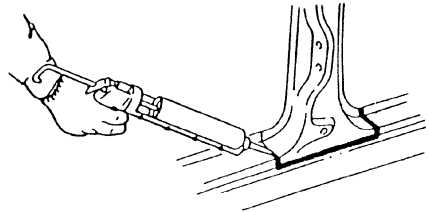
This section is prepared for technicians who have attained a high level of skill and experience in repairing collision-damaged vehicles and also use modern service tools and equipment. Persons unfamiliar with body repair techniques should not attempt to repair collision-damaged vehicles by using this section.

Technicians are also encouraged to read Body Repair Manual (Fundamentals) in order to ensure that the original functions and quality of the vehicle can be maintained. The Body Repair Manual (Fundamentals) contains additional information, including cautions and warning, that are not including in this manual. Technicians should refer to both manuals to ensure proper repairs.

Please note that these information are prepared for worldwide usage, and as such, certain procedures might not apply in some regions or countries.

BODY REPAIR

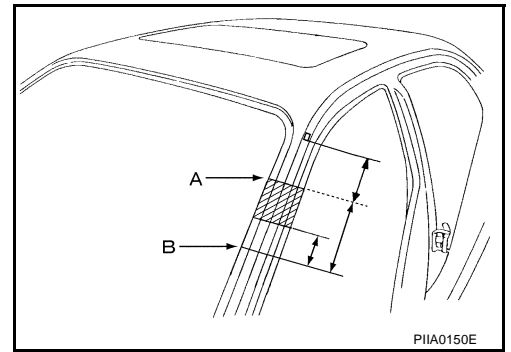
The symbols used in this section for cutting and welding / brazing operations are shown below.

 <p>Saw cut or air chisel cut</p>	
<p>Spot weld</p> <p>●●●● 2-spot welds</p>  <p>●●●● 3-spot welds</p> 	<p>2-spot welds (2-panel overlapping portions)</p>  <p>3-spot welds (3-panel overlapping portions)</p> 
<p>■ ■ ■ ■ MIG plug weld</p> 	
 <p>MIG seam weld/ Point weld</p> 	
 <p>Brazing</p> 	
 <p>Soldering</p> 	
<p>Sealing</p>	

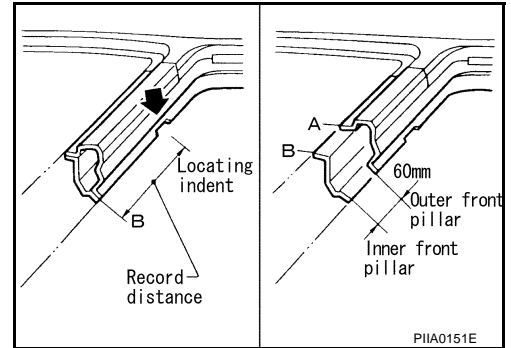
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BODY REPAIR

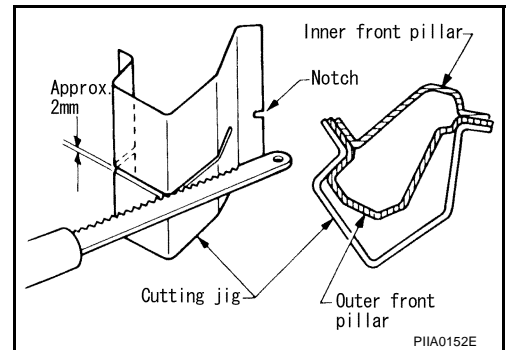
- Front pillar butt joint can be determined anywhere within shaded area as shown in the figure. The best location for the butt joint is at position A due to the construction of the vehicle. Refer to the front pillar section.



- Determine cutting position and record distance from the locating indent. Use this distance when cutting the service part. Cut outer front pillar over 60 mm above inner front pillar cut position.

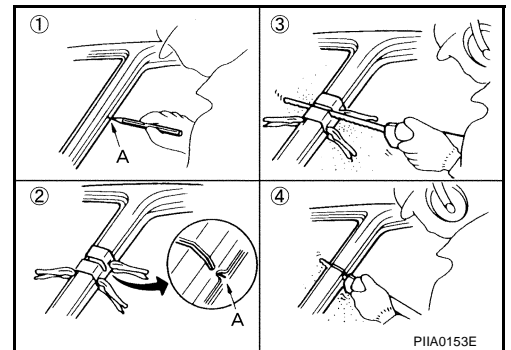


- Prepare a cutting jig to make outer pillar easier to cut. Also, this will permit service part to be accurately cut at joint position.



- An example of cutting operation using a cutting jig is as follows.

1. Mark cutting lines.
A: Cut position of outer pillar
B: Cut position of inner pillar
2. Align cutting line with notch on jig. Clamp jig to pillar.
3. Cut outer pillar along groove of jig. (At position A)
4. Remove jig and cut remaining portions.
5. Cut inner pillar at position B in same manner.



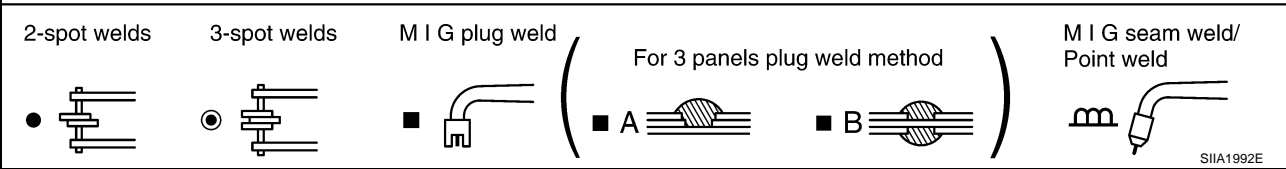
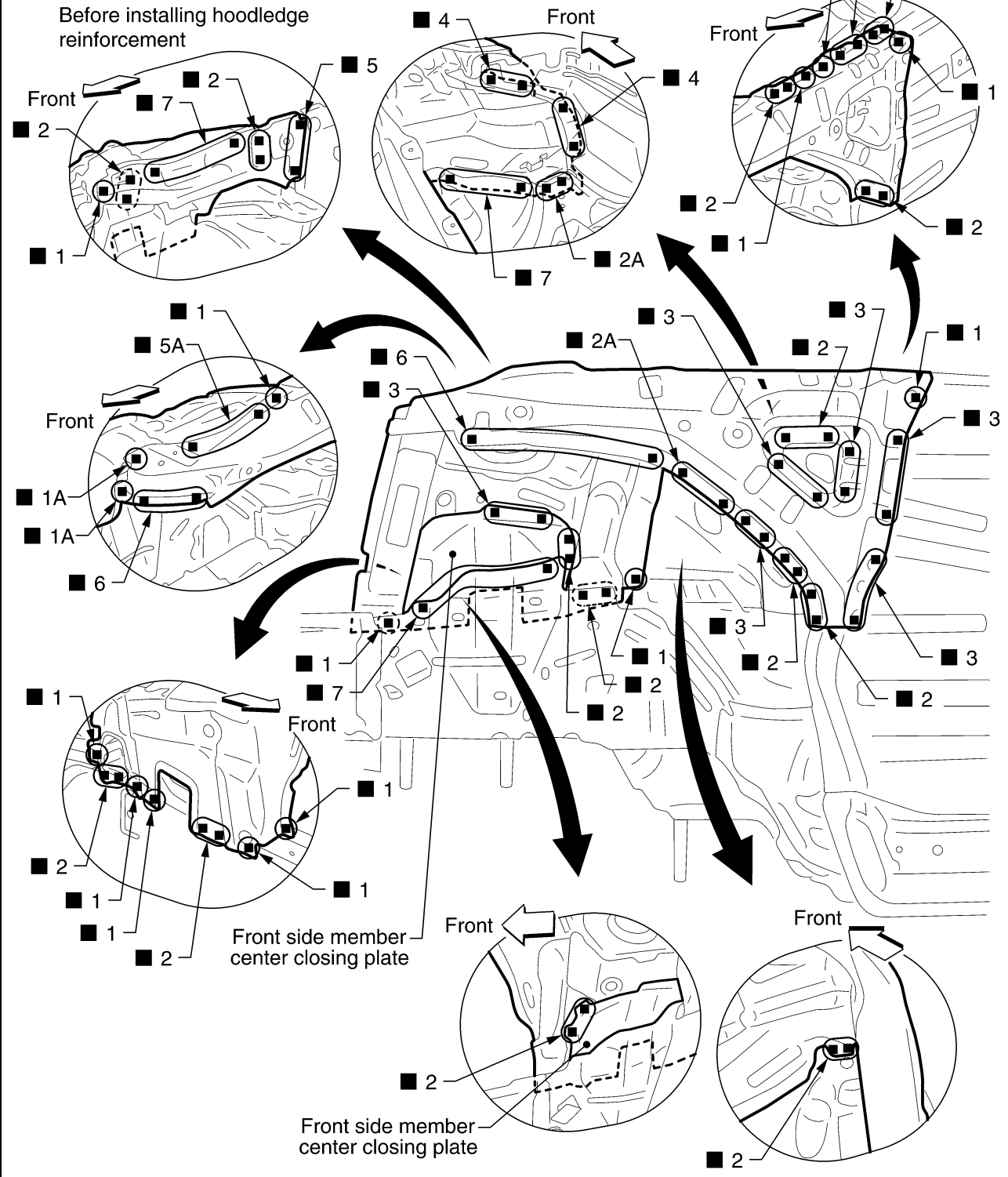
BODY REPAIR

HOODLEDGE (COUPE)

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Service Joint

Remove front side member center closing plate for easier installation.



Change parts

- Front strut housing (LH)
- Upper front hoodledge (LH)
- Hoodledge reinforcement (LH)

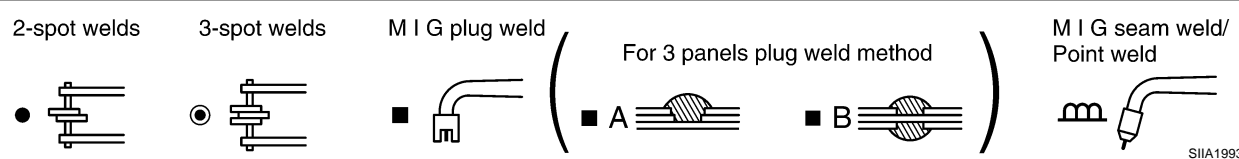
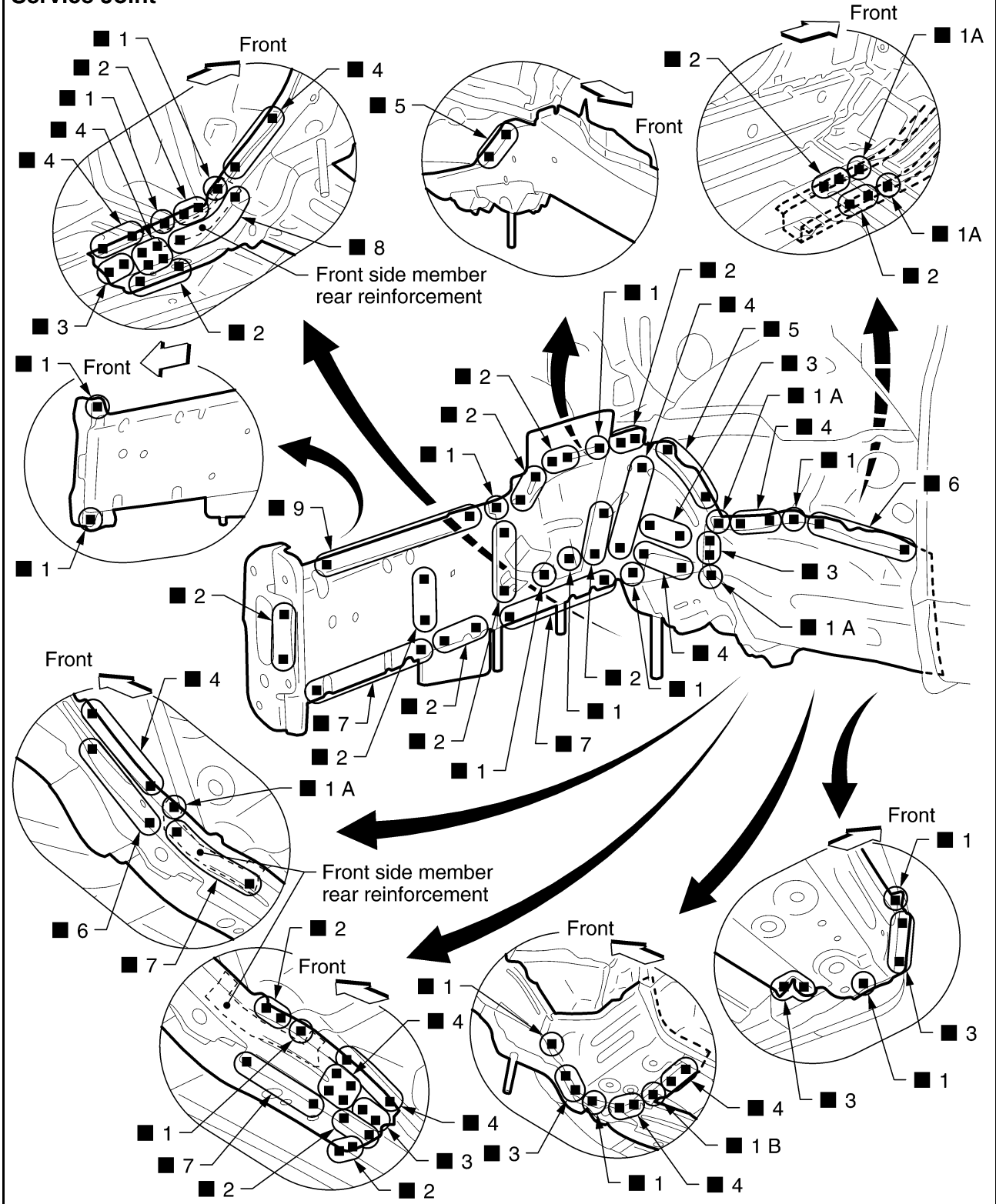
SIIA1992E

BODY REPAIR

FRONT SIDE MEMBER (COUPE)

- Work after hoodledge has been removed.

Service Joint



SIA1993E

BODY REPAIR

Change parts

- Front side member assembly (LH)
- Front side member closing plate assembly (LH)
- Front side member outrigger assembly (LH)
- Front side member rear reinforcement (LH)

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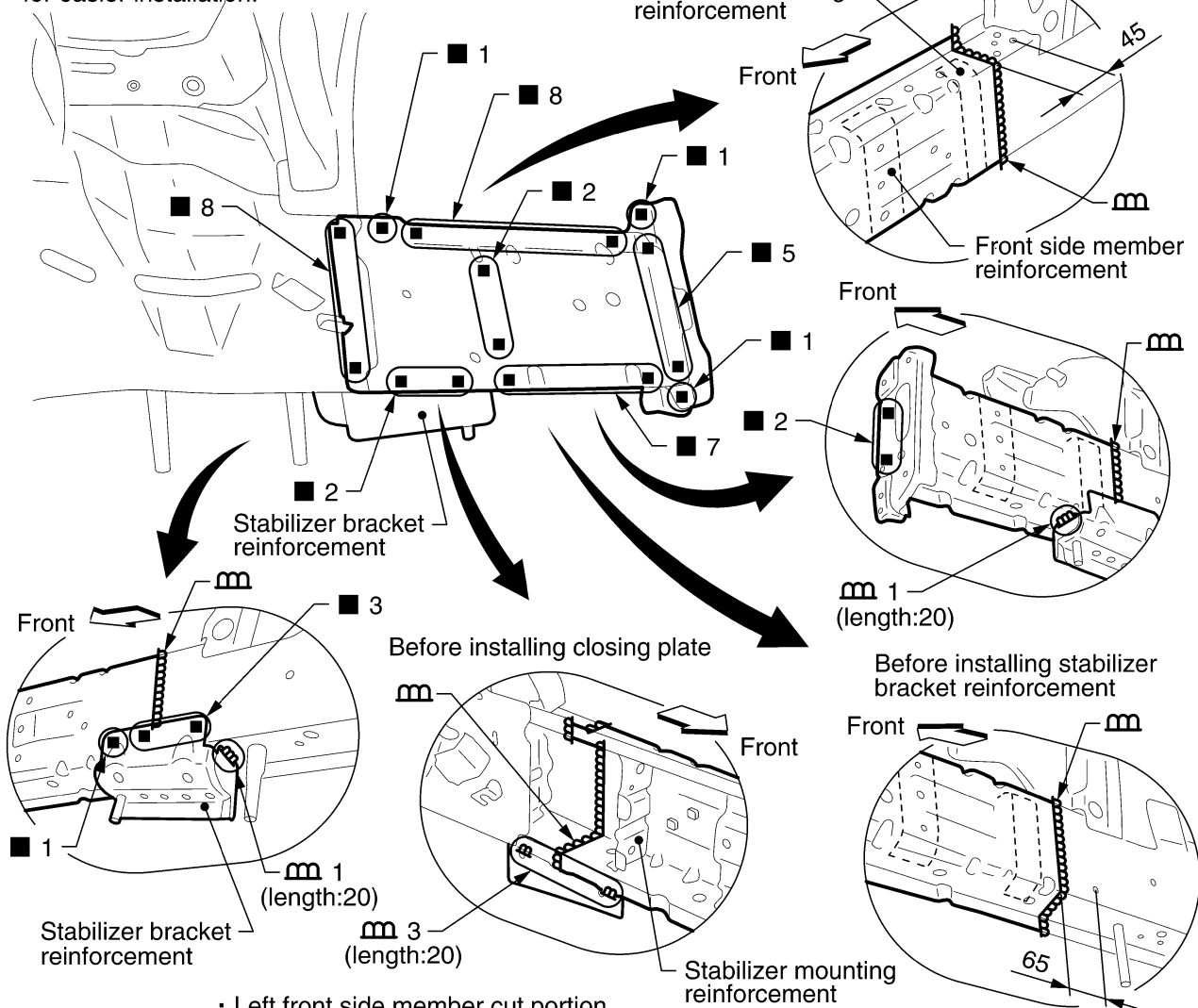
BODY REPAIR

FRONT SIDE MEMBER (PARTIAL REPLACEMENT) (COUPE)

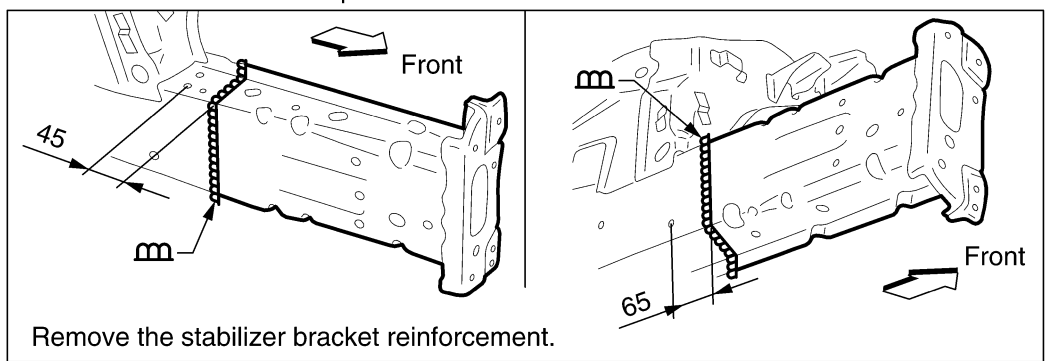
Service Joint

(This figure shows right front side member)

Remove stabilizer bracket reinforcement for easier installation.

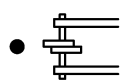


• Left front side member cut portion.



Unit:mm

2-spot welds



3-spot welds



M I G plug weld



For 3 panels plug weld method



M I G seam weld/
Point weld



SIIA1994E

Change parts

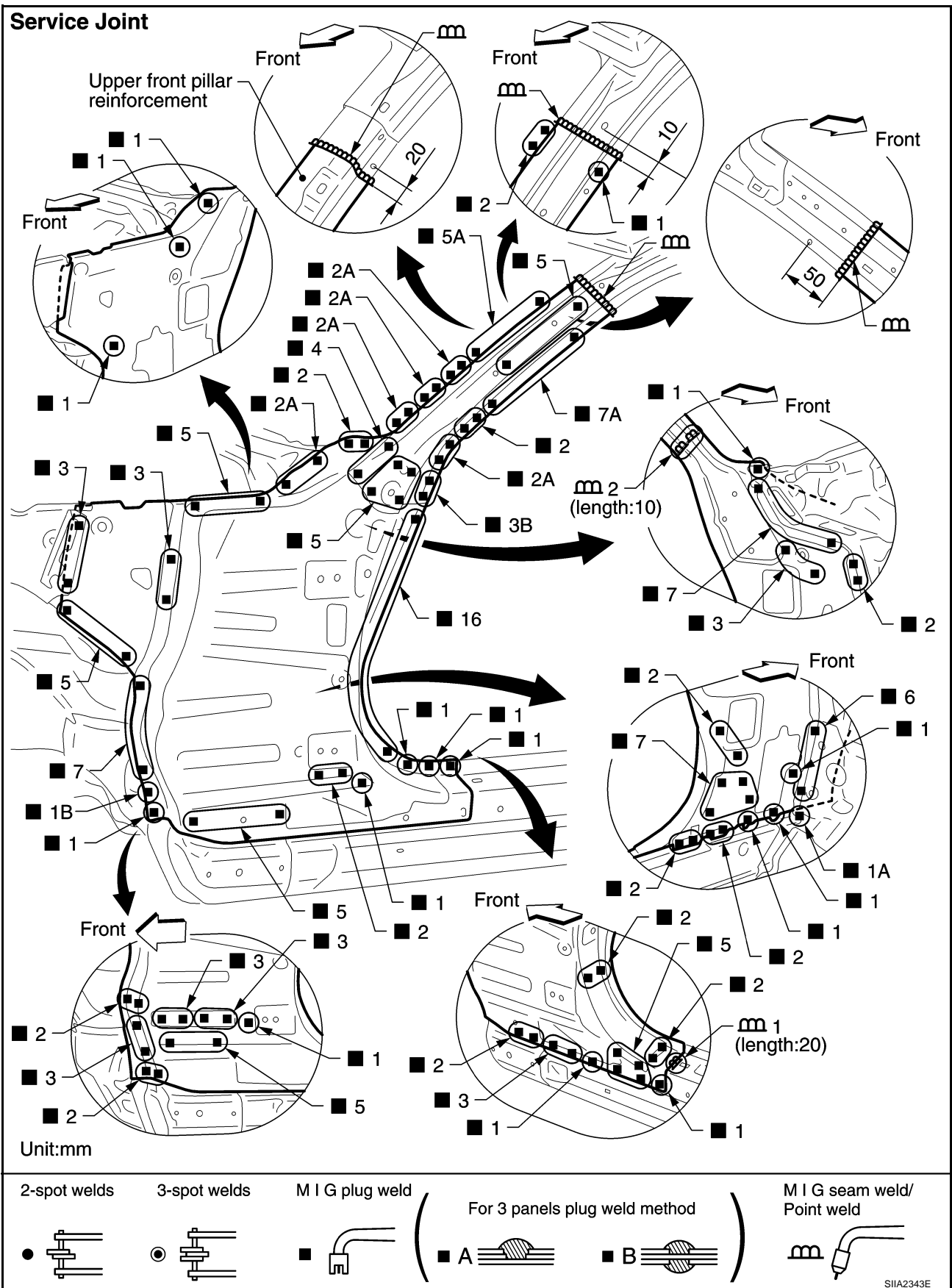
- Front side member assembly (RH)
- Front side member front closing plate (RH)
- Outer front towing hook bracket (RH)

BODY REPAIR

FRONT PILLAR (COUPE)

- Work after hoodledge reinforcement has been removed.

Service Joint



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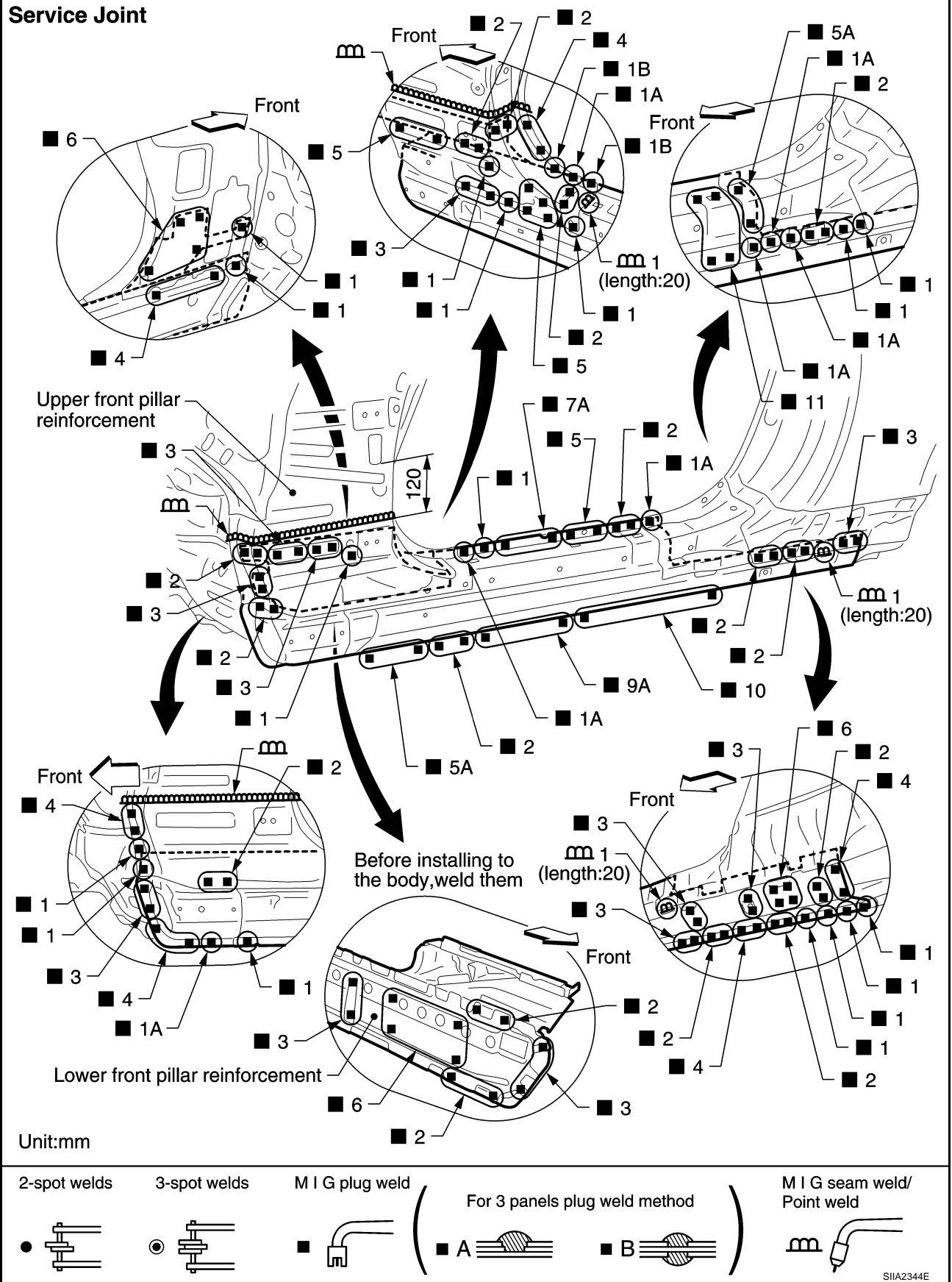
BODY REPAIR

Change parts

- Front pillar reinforcement assembly (LH)
- Outer front pillar (LH)
- Inner side roof rail (LH)
- Upper rear hoodledge (LH)

BODY REPAIR

OUTER SILL (COUPE)

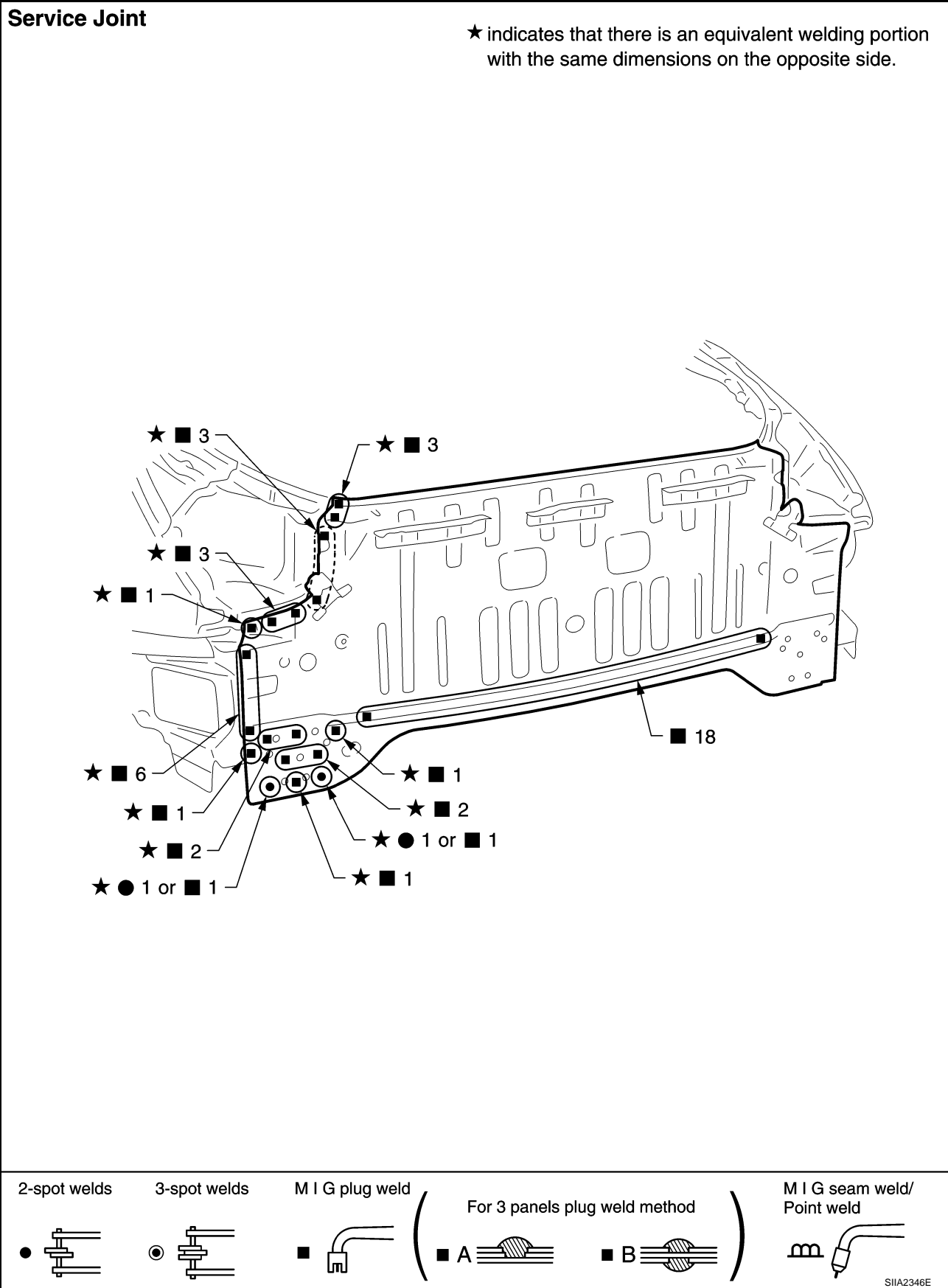


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BODY REPAIR

REAR PANEL (COUPE)

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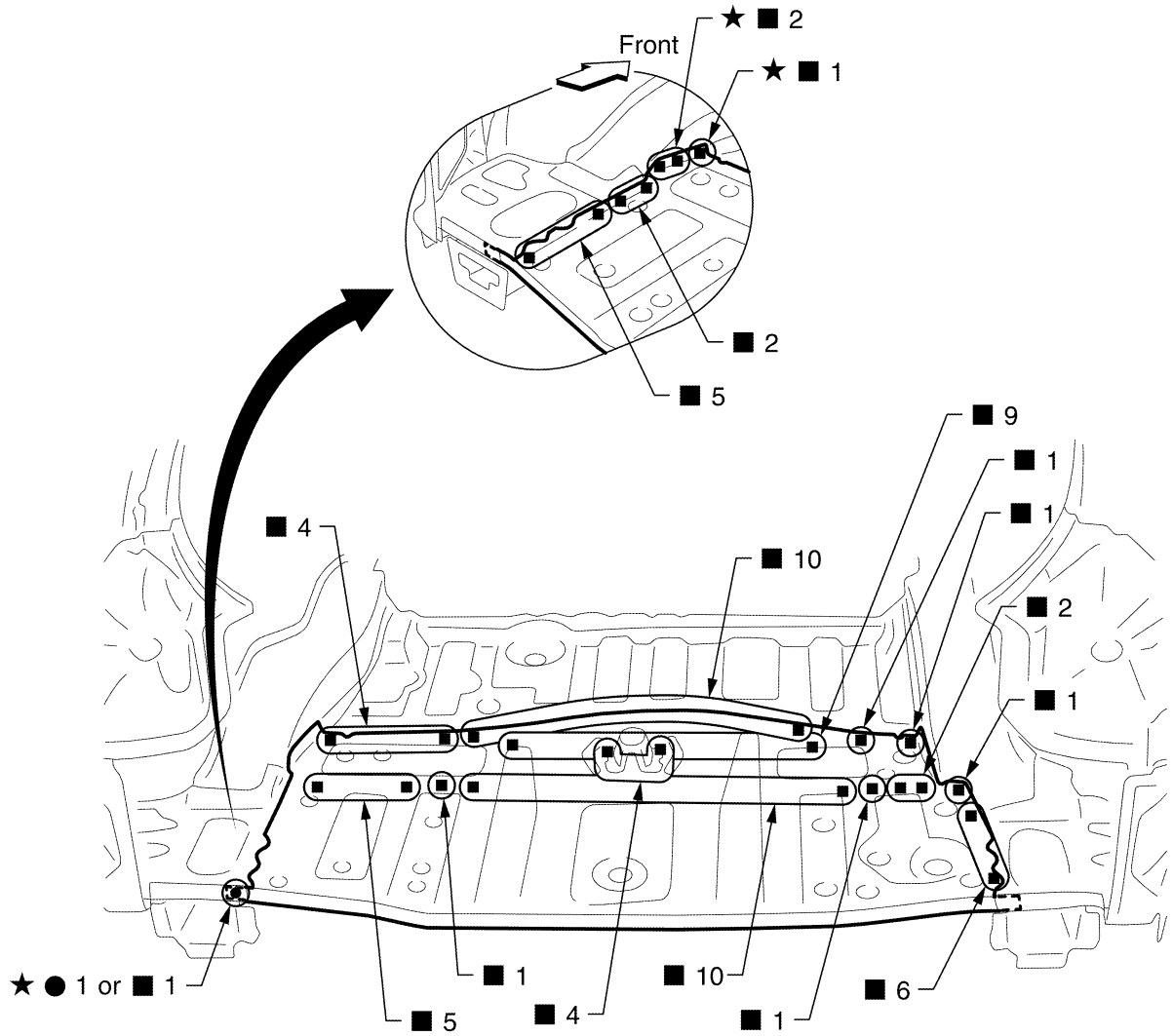
BODY REPAIR

REAR FLOOR REAR (COUPE)

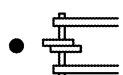
- Work after rear panel assembly has been removed.

Service Joint

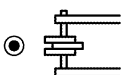
★ indicates that there is an equivalent welding portion with the same dimensions on the opposite side.



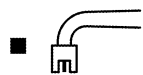
2-spot welds



3-spot welds



M I G plug weld



For 3 panels plug weld method



M I G seam weld/
Point weld



SIIA1999E

BODY REPAIR

Change parts

● Rear floor rear

● Spare tire clamp bracket

A

B

C

D

E

F

G

H

BL

J

K

L

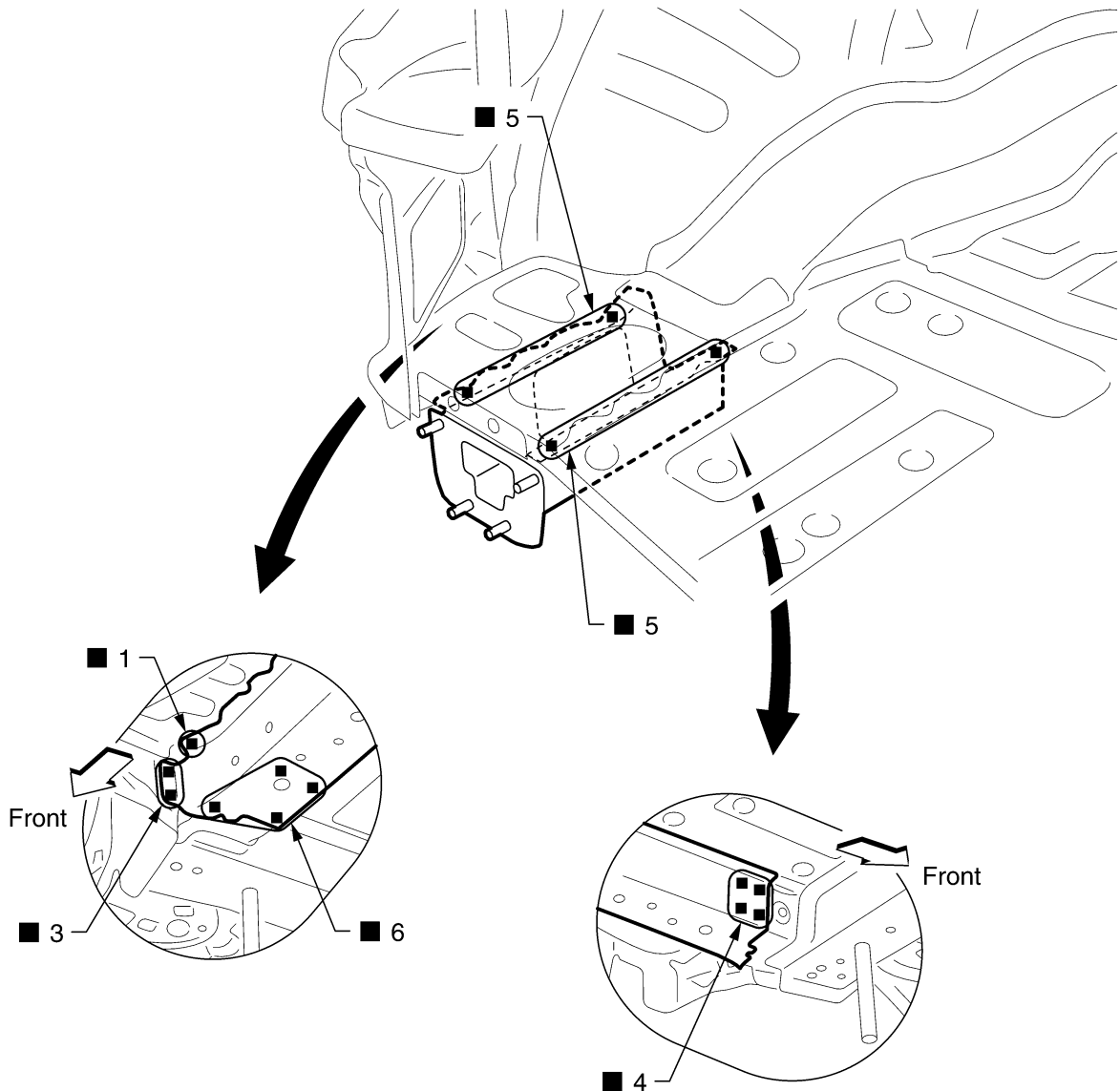
M

BODY REPAIR

REAR SIDE MEMBER EXTENSION (COUPE)

- Work after rear panel assembly has been removed.

Service Joint



2-spot welds



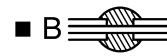
3-spot welds



M I G plug weld



For 3 panels plug weld method



M I G seam weld/
Point weld



SIIA2000E

BODY REPAIR

Change parts

- Rear side member extension (LH)

A

B

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L

M

BODY REPAIR

Replacement Operations (Roadster)

NIS00048

DESCRIPTION


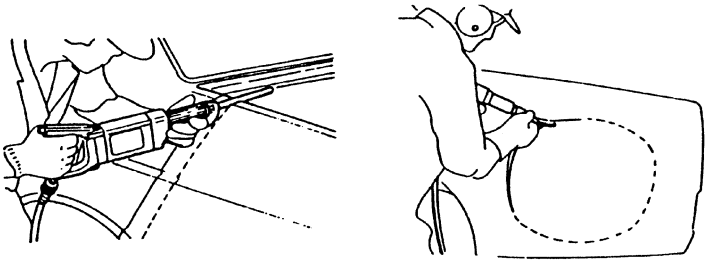

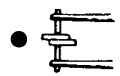

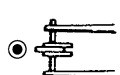

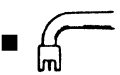
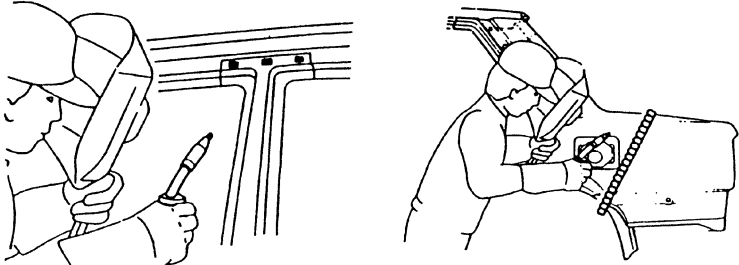




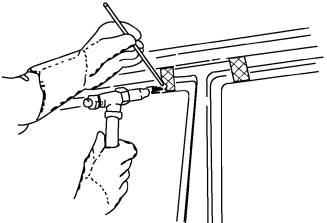
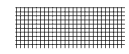

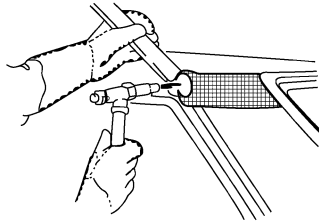
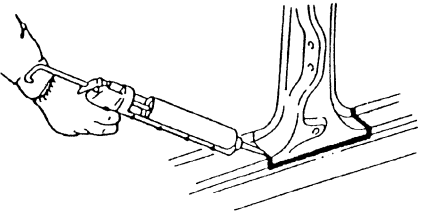
This section is prepared for technicians who have attained a high level of skill and experience in repairing collision-damaged vehicles and also use modern service tools and equipment. Persons unfamiliar with body repair techniques should not attempt to repair collision-damaged vehicles by using this section.

Technicians are also encouraged to read Body Repair Manual (Fundamentals) in order to ensure that the original functions and quality of the vehicle can be maintained. The Body Repair Manual (Fundamentals) contains additional information, including cautions and warning, that are not including in this manual. Technicians should refer to both manuals to ensure proper repairs.

Please note that these information are prepared for worldwide usage, and as such, certain procedures might not apply in some regions or countries.

BODY REPAIR

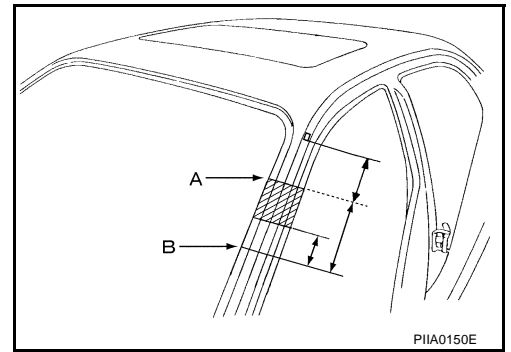
The symbols used in this section for cutting and welding / brazing operations are shown below.

 Saw cut or air chisel cut			
Spot weld	 2-spot welds		2-spot welds (2-panel overlapping portions)
	 3-spot welds		3-spot welds (3-panel overlapping portions)
 MIG plug weld			
 MIG seam weld/ Point weld			
 Brazing			
 Soldering			
Sealing			

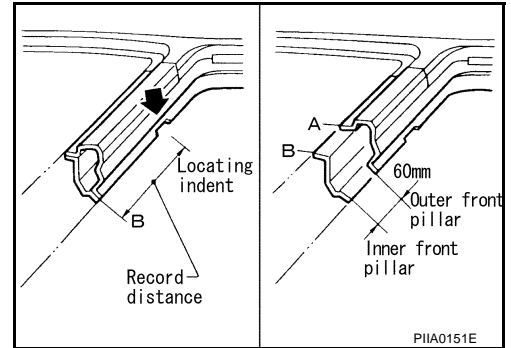
A
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BODY REPAIR

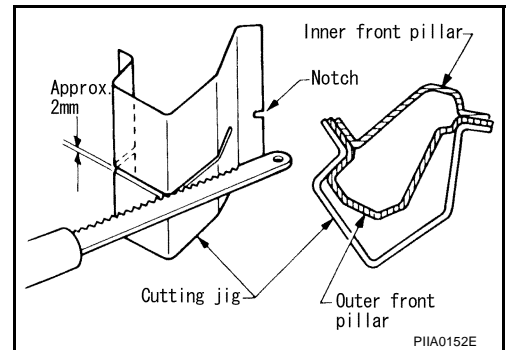
- Front pillar butt joint can be determined anywhere within shaded area as shown in the figure. The best location for the butt joint is at position A due to the construction of the vehicle. Refer to the front pillar section.



- Determine cutting position and record distance from the locating indent. Use this distance when cutting the service part. Cut outer front pillar over 60 mm above inner front pillar cut position.

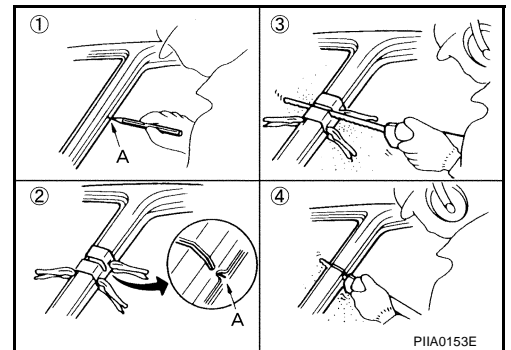


- Prepare a cutting jig to make outer pillar easier to cut. Also, this will permit service part to be accurately cut at joint position.



- An example of cutting operation using a cutting jig is as follows.

1. Mark cutting lines.
A: Cut position of outer pillar
B: Cut position of inner pillar
2. Align cutting line with notch on jig. Clamp jig to pillar.
3. Cut outer pillar along groove of jig. (At position A)
4. Remove jig and cut remaining portions.
5. Cut inner pillar at position B in same manner.



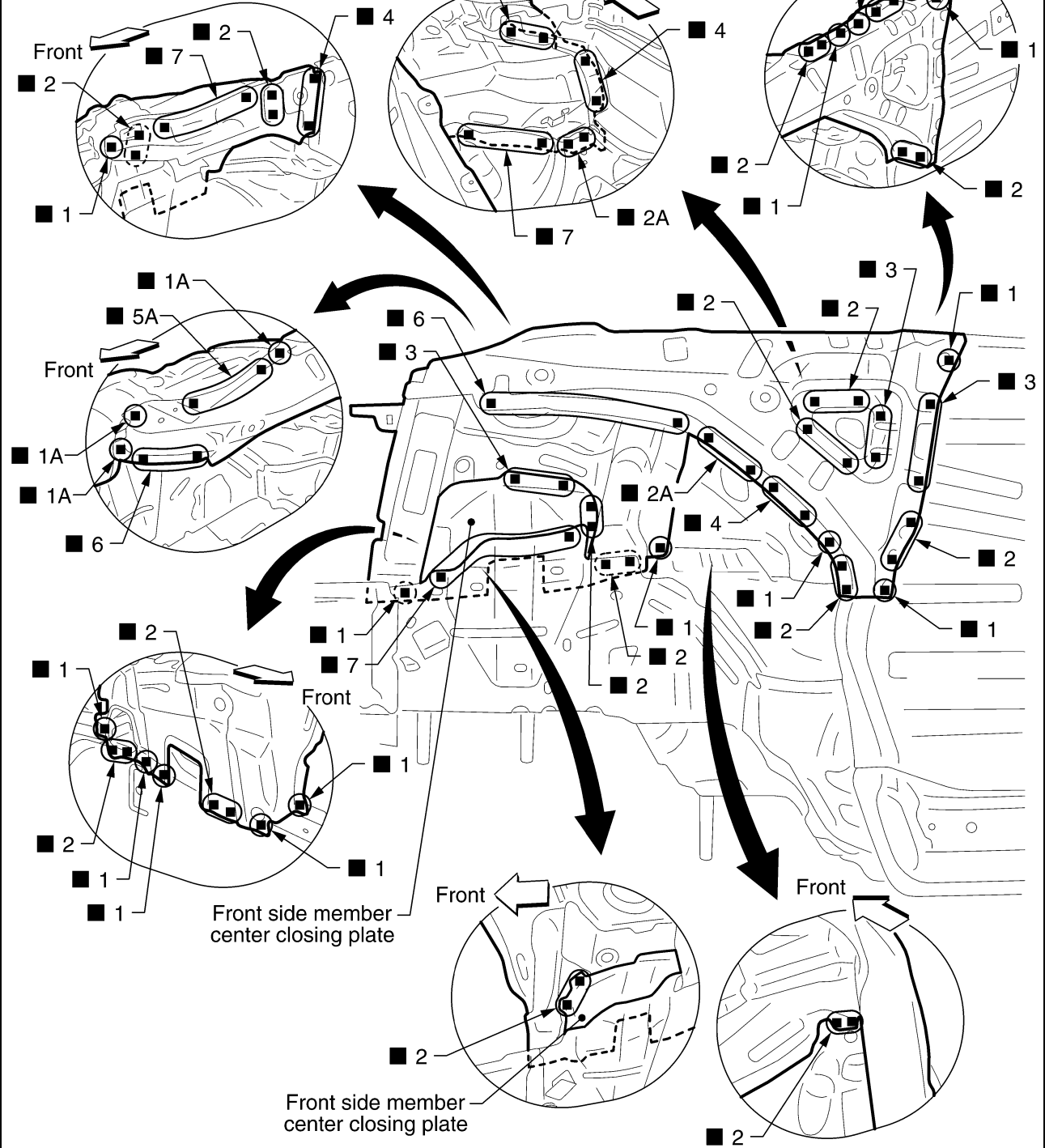
BODY REPAIR

HOODLEDGE (ROADSTER)

Service Joint

Remove front side member center closing plate for easier installation.

Before installing hoodledge reinforcement



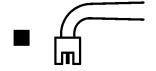
2-spot welds



3-spot welds



M I G plug weld



For 3 panels plug weld method



M I G seam weld/
Point weld



SIIA2314E

Change parts

● Front strut housing (LH)

● Upper front hoodledge (LH)

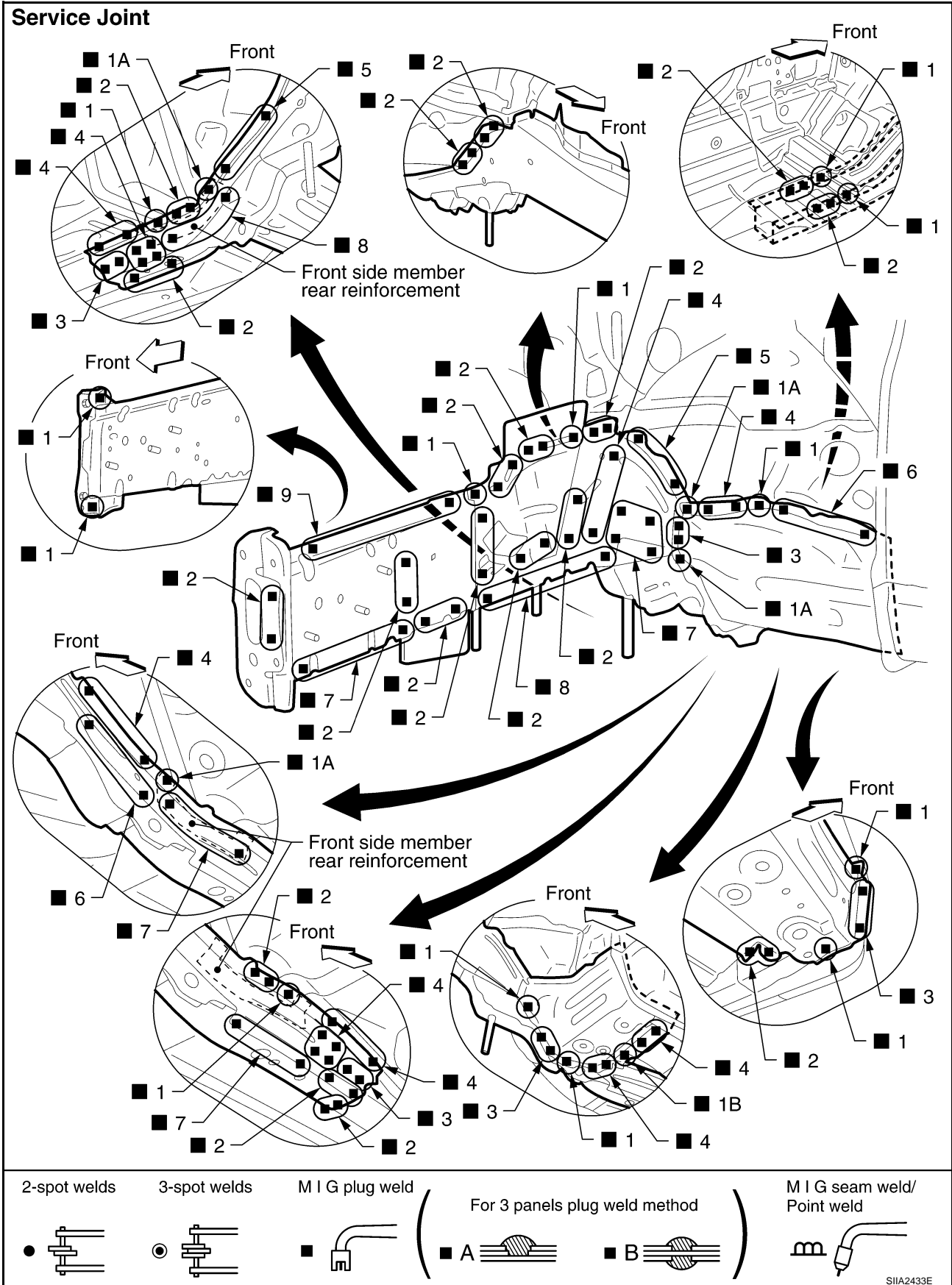
● Hoodledge reinforcement (LH)

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BODY REPAIR

FRONT SIDE MEMBER (ROADSTER)

- Work after hoodledge has been removed.



BODY REPAIR

Change parts

- Front side member assembly (LH)
- Front side member closing plate assembly (LH)
- Front side member outrigger assembly (LH)
- Front side member rear reinforcement (LH)

A

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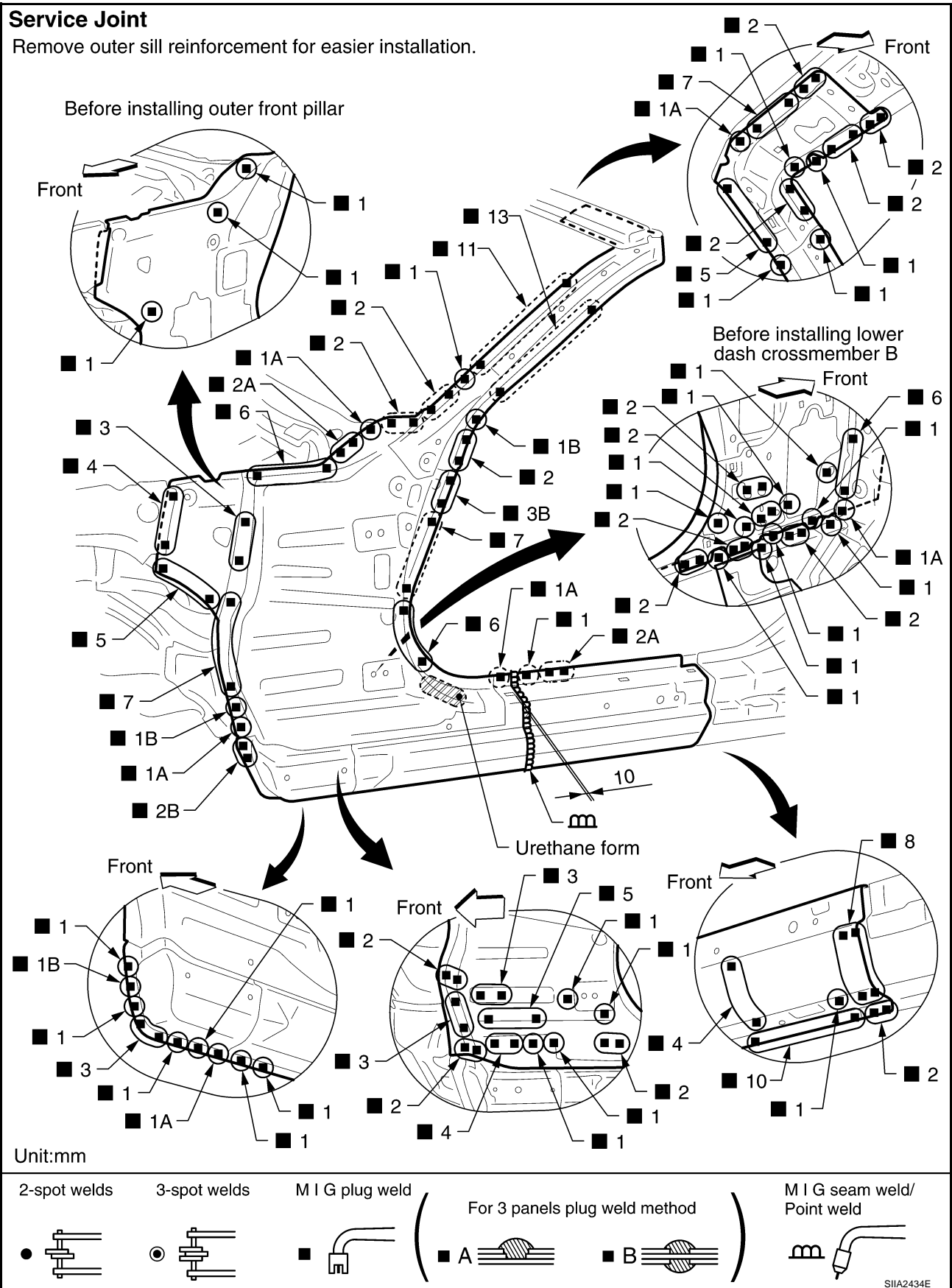
BODY REPAIR

FRONT PILLAR (ROADSTER)

- Work after hoodledge reinforcement has been removed.

Service Joint

Remove outer sill reinforcement for easier installation.



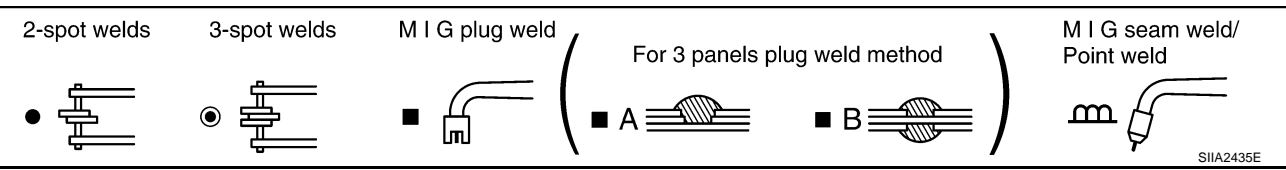
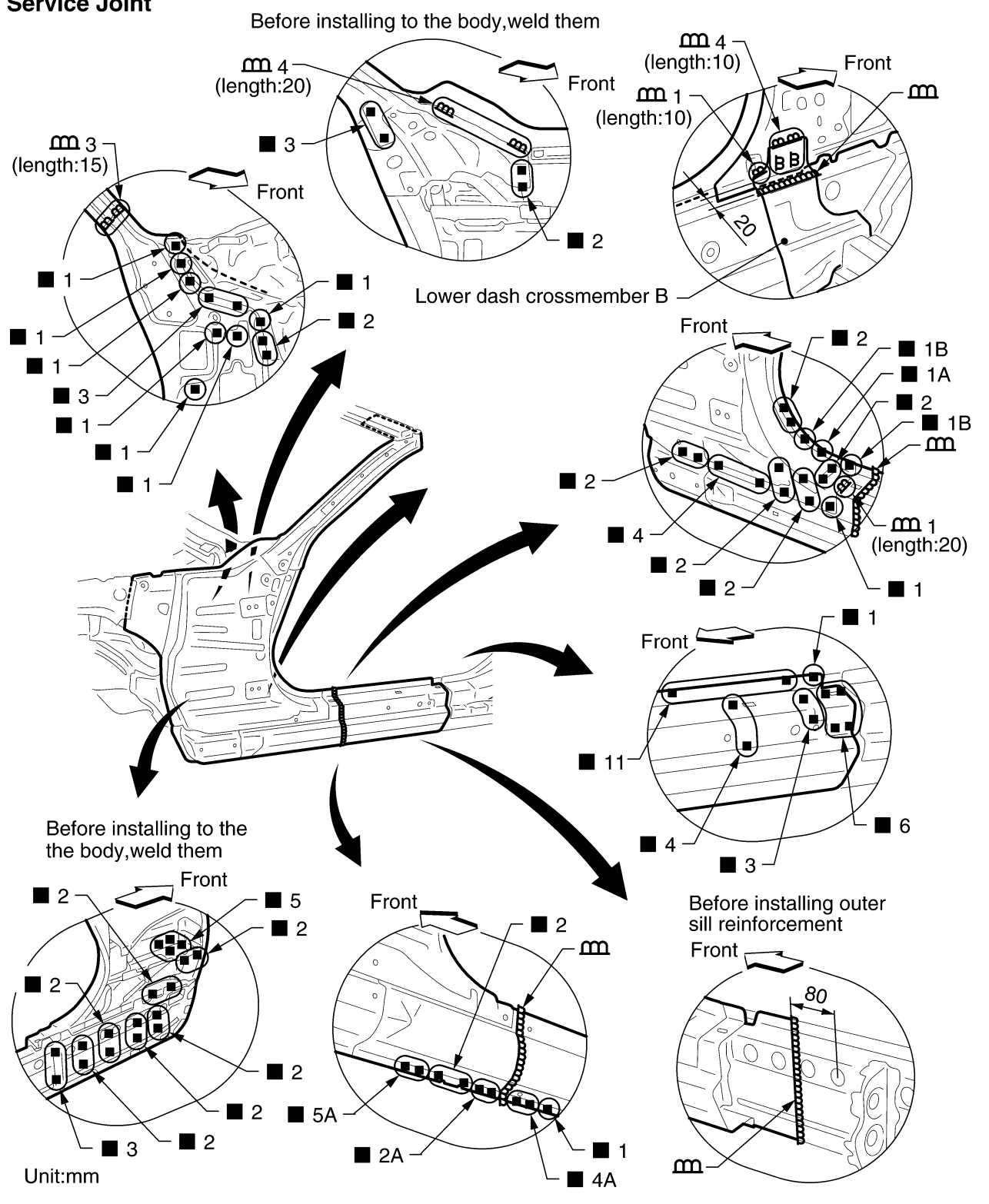
A
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M

BODY REPAIR

Change parts

- Outer front pillar assembly (LH)
- Outer front sill reinforcement assembly (LH)
- Inner side roof rail (LH)
- Upper rear hoodledge (LH)
- Lower front pillar reinforcement assembly (LH)

Service Joint



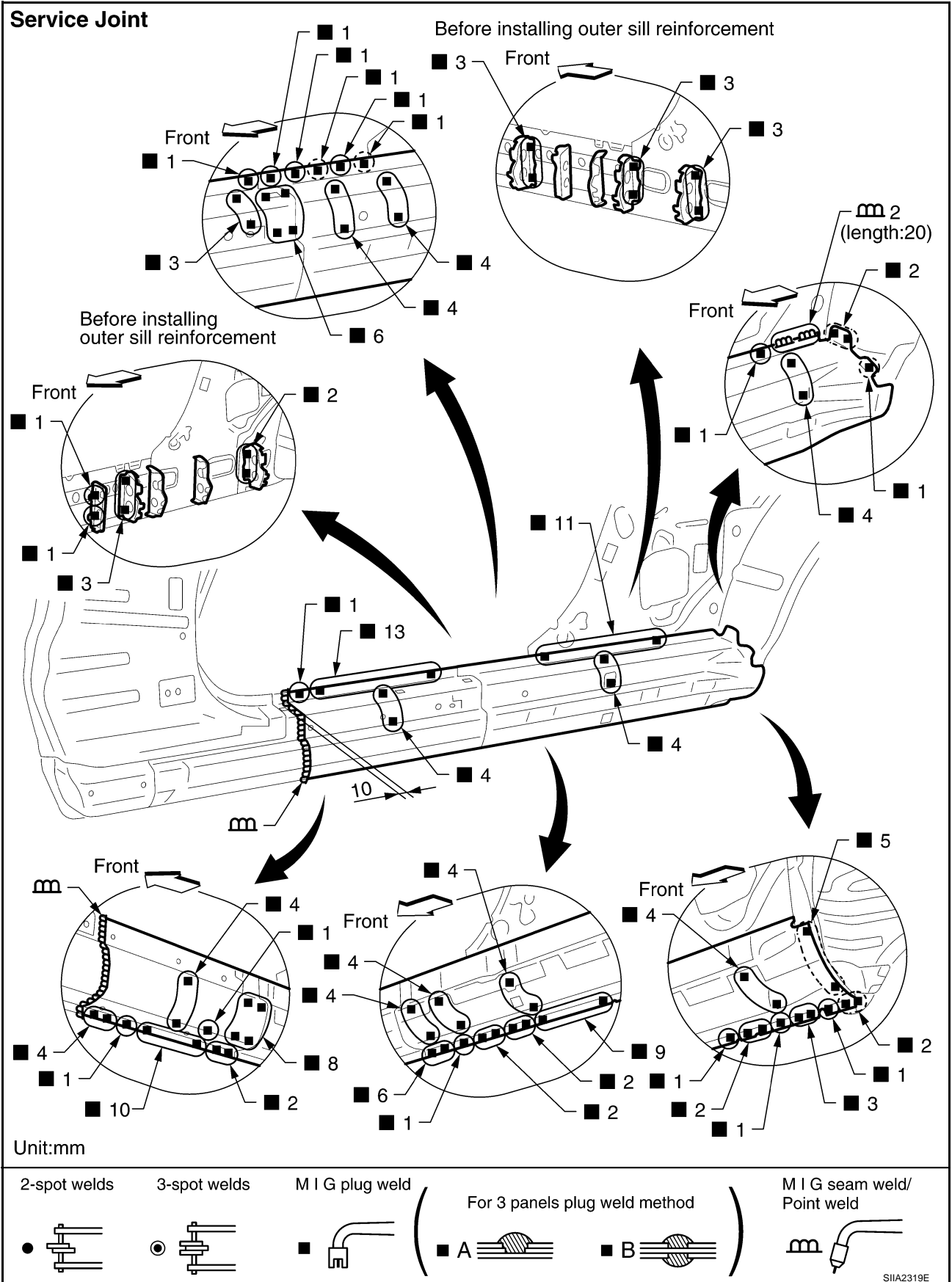
SIA2435E

BODY REPAIR

OUTER SILL (ROADSTER)

- Work after rear fender, lock pillar reinforcement and rear side waist reinforcement have been removed.

A
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K
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M



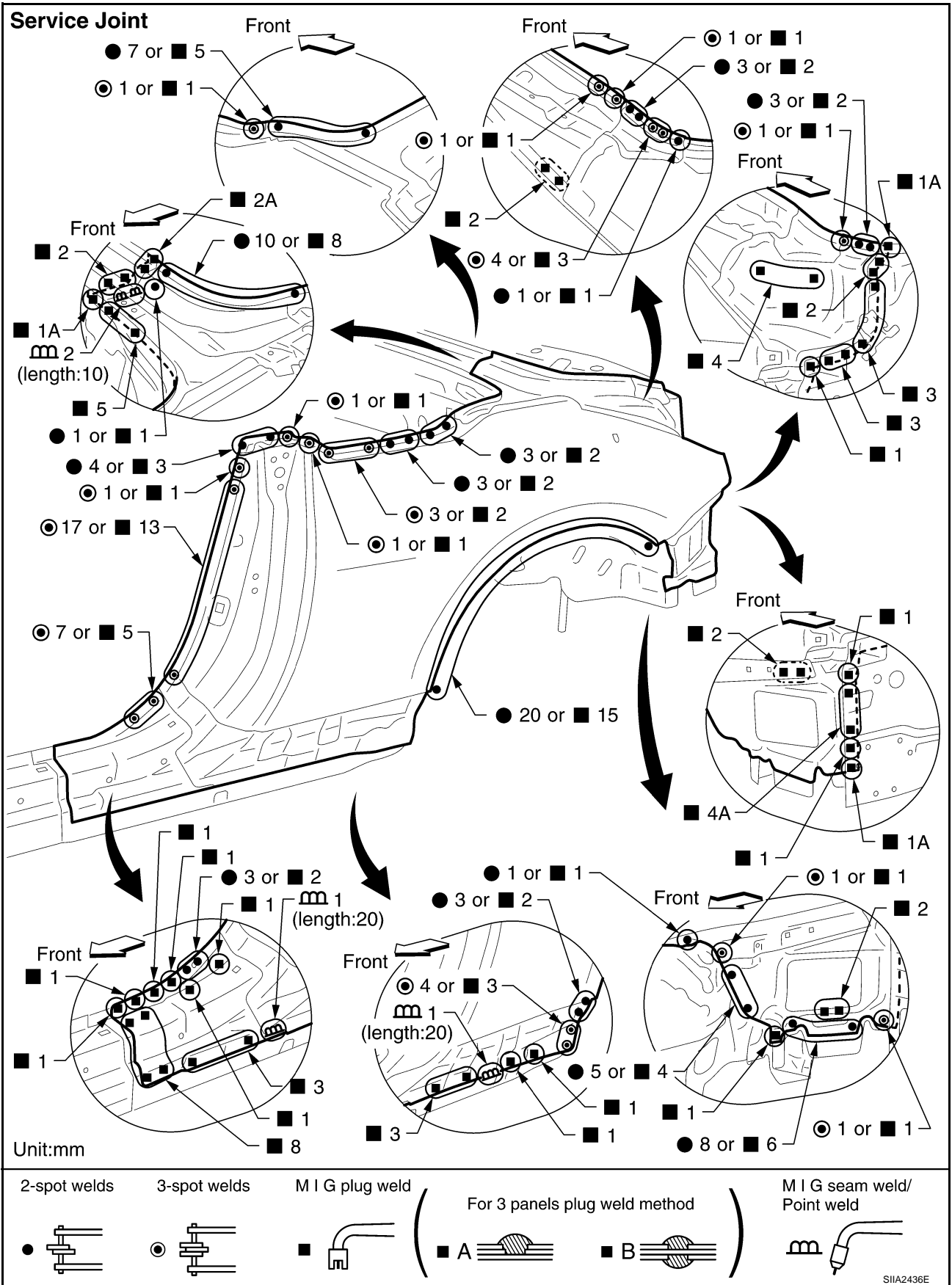
BODY REPAIR

Change parts

- Outer front sill reinforcement assembly (LH)
- Outer rear sill reinforcement assembly (LH)

BODY REPAIR

REAR FENDER (ROADSTER)



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M

Change parts
● Rear fender assembly (LH)

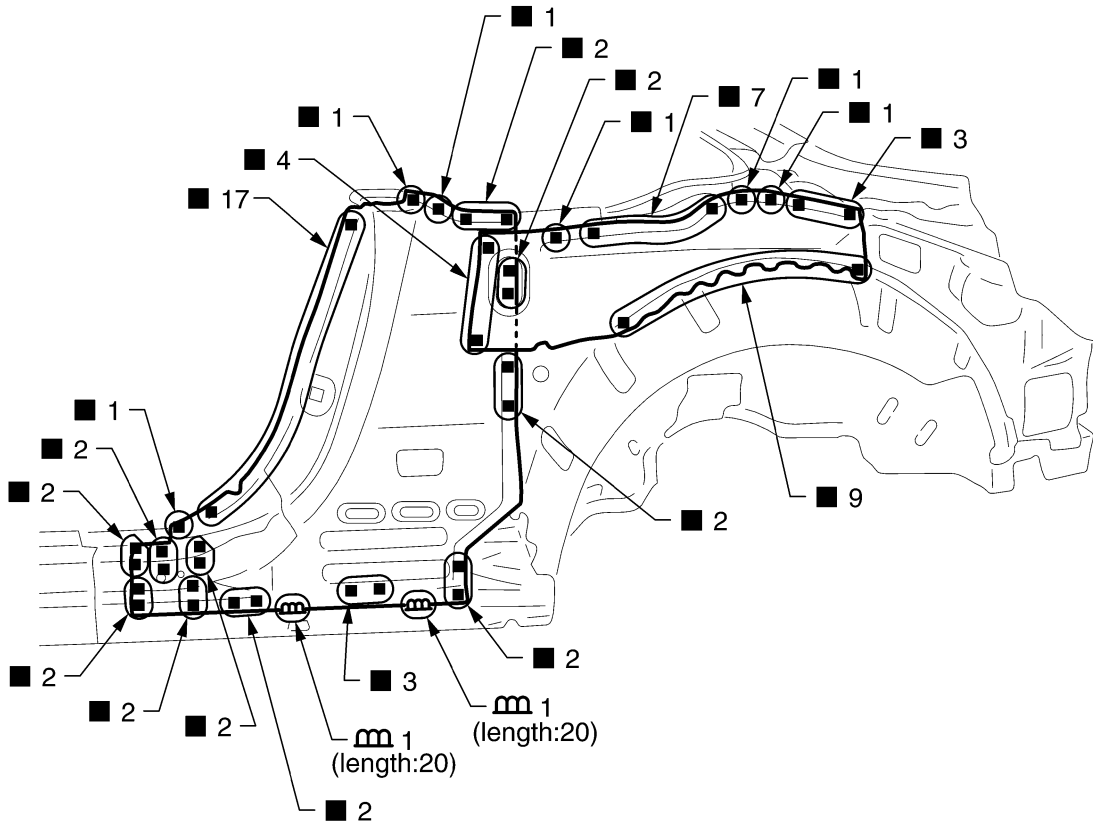
SIIA2436E

BODY REPAIR

LOCK PILLAR REINFORCEMENT (ROADSTER)

- Work after rear fender has been removed.

Service Joint

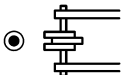


Unit:mm

2-spot welds



3-spot welds



M I G plug weld



For 3 panels plug weld method



M I G seam weld/
Point weld



SIIA2321E

BODY REPAIR

Change parts

- Outer lock pillar reinforcement (LH)
- Rear side waist reinforcement (LH)

A

B

C

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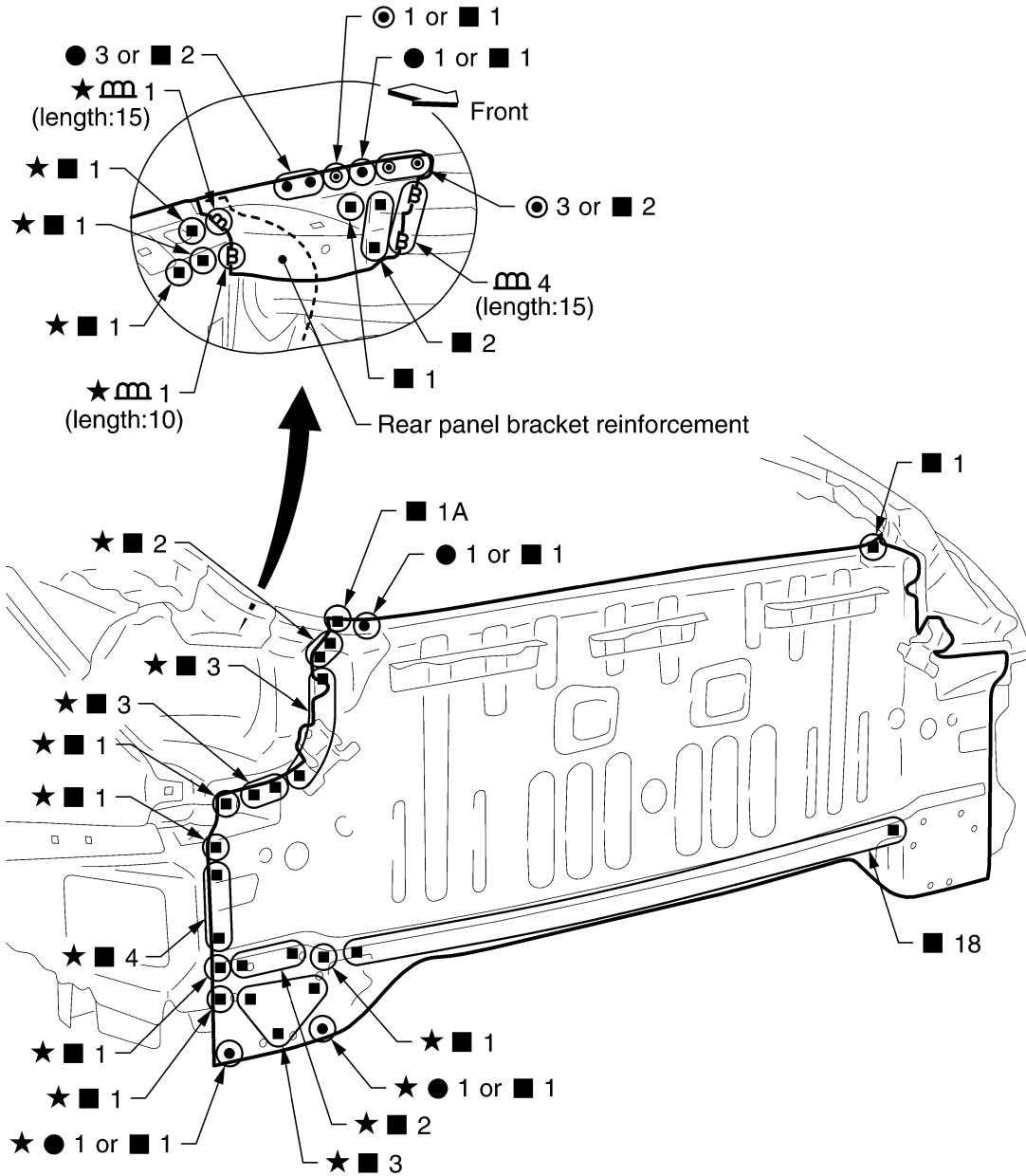
BODY REPAIR

REAR PANEL (ROADSTER)

Service Joint

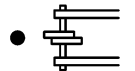
Remove rear panel bracket reinforcement for easier installation.

★ indicates that there is an equivalent welding portion with the same dimensions on the opposite side.



Unit:mm

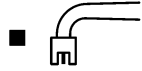
2-spot welds



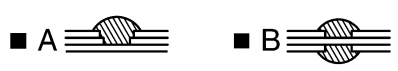
3-spot welds



M I G plug weld



For 3 panels plug weld method



M I G seam weld/
Point weld



SIIA2322E

Change parts

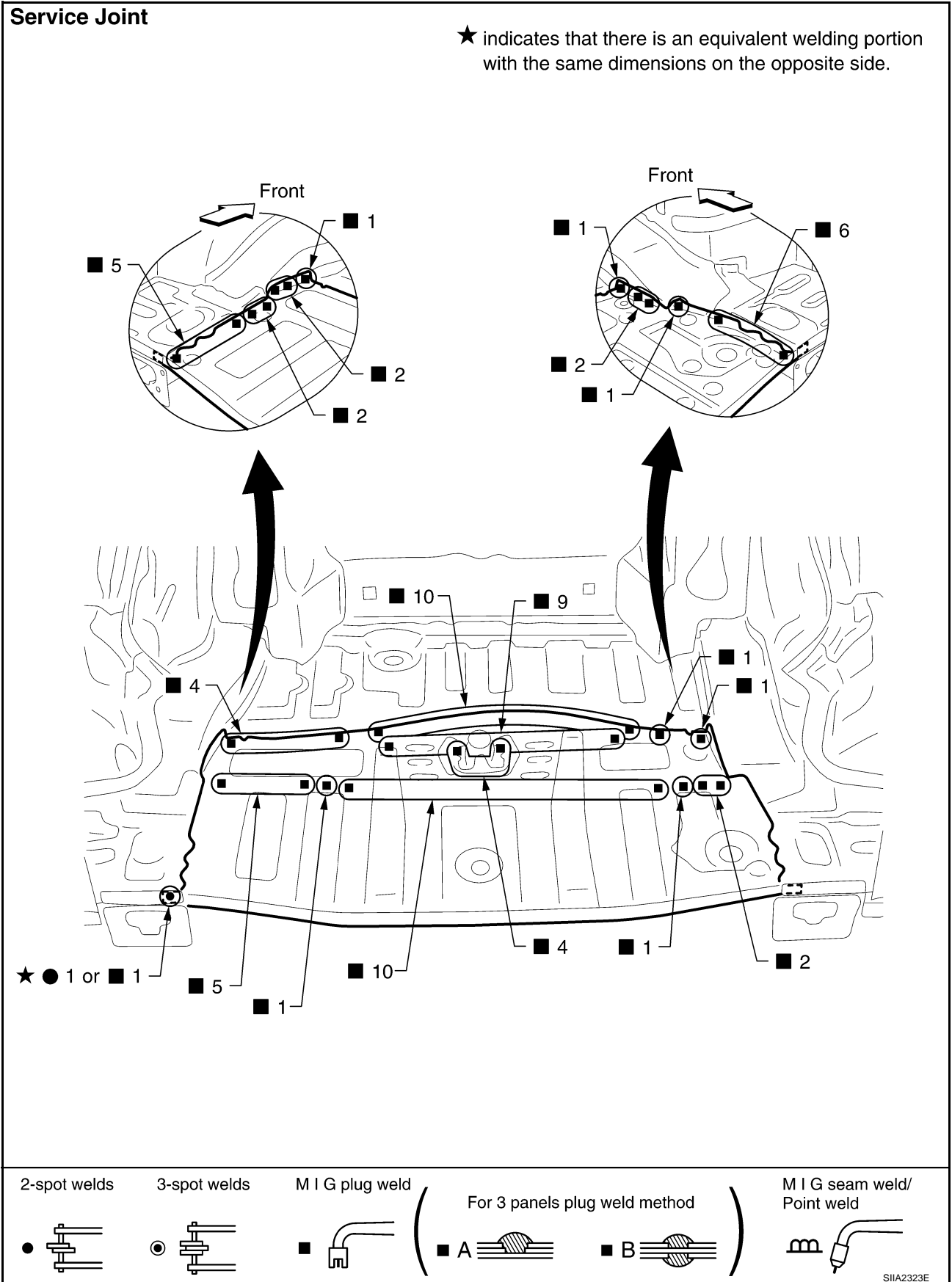
- Rear panel assembly

BODY REPAIR

REAR FLOOR REAR (ROADSTER)

- Work after rear panel assembly has been removed.

A
B
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BODY REPAIR

Change parts

- Rear floor rear
- Spare tire clamp bracket

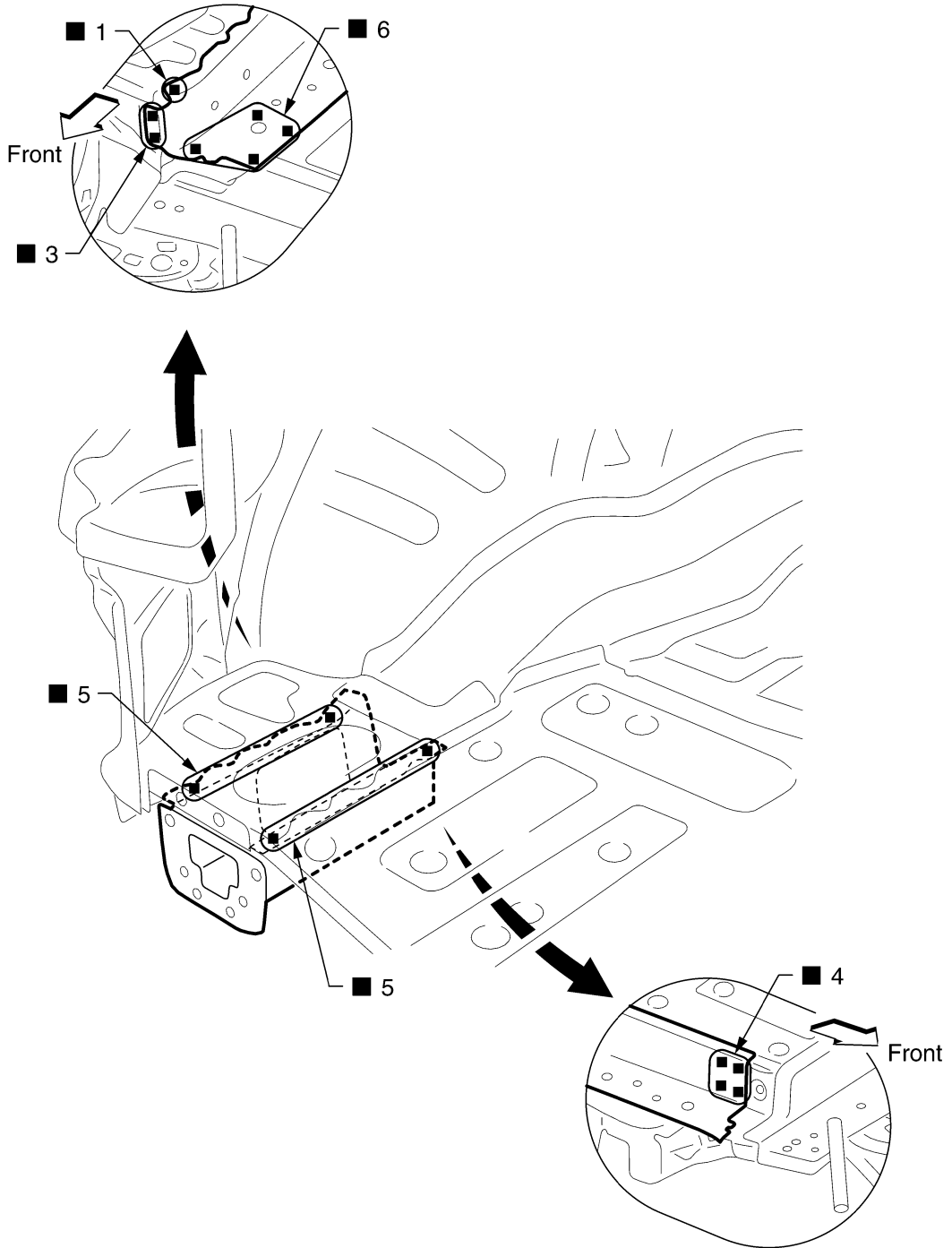
BODY REPAIR

REAR SIDE MEMBER EXTENSION (ROADSTER)

- Work after rear panel assembly has been removed.

A
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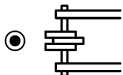
Service Joint



2-spot welds



3-spot welds



M I G plug weld



For 3 panels plug weld method



M I G seam weld/
Point weld



SIIA2324E

BODY REPAIR

Change parts

- Rear side member extension (LH)