

SECTION RF

ROOF

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PRECAUTIONS

PRECAUTIONS

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

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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 harness connectors.

Precautions

EIS001JM

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

Water-soluble stains:

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

Oil stain:

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

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

PREPARATION

PREPARATION

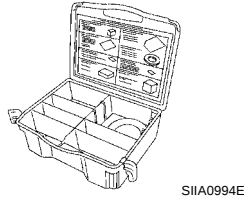
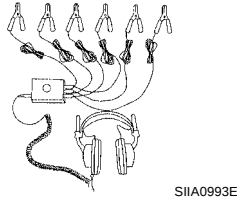
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Special service tool

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

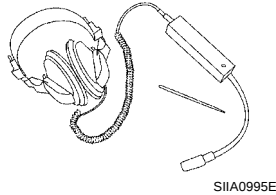
Tool number (Kent-Moore No.) Tool name	Description
(J-39570) Chassis ear	Locating the noise
(J-43980) NISSAN Squeak and Rattle Kit	Repairing the cause of noise



Commercial Service Tool

EIS001JO

Tool name	Description
Engine ear	Locating the noise



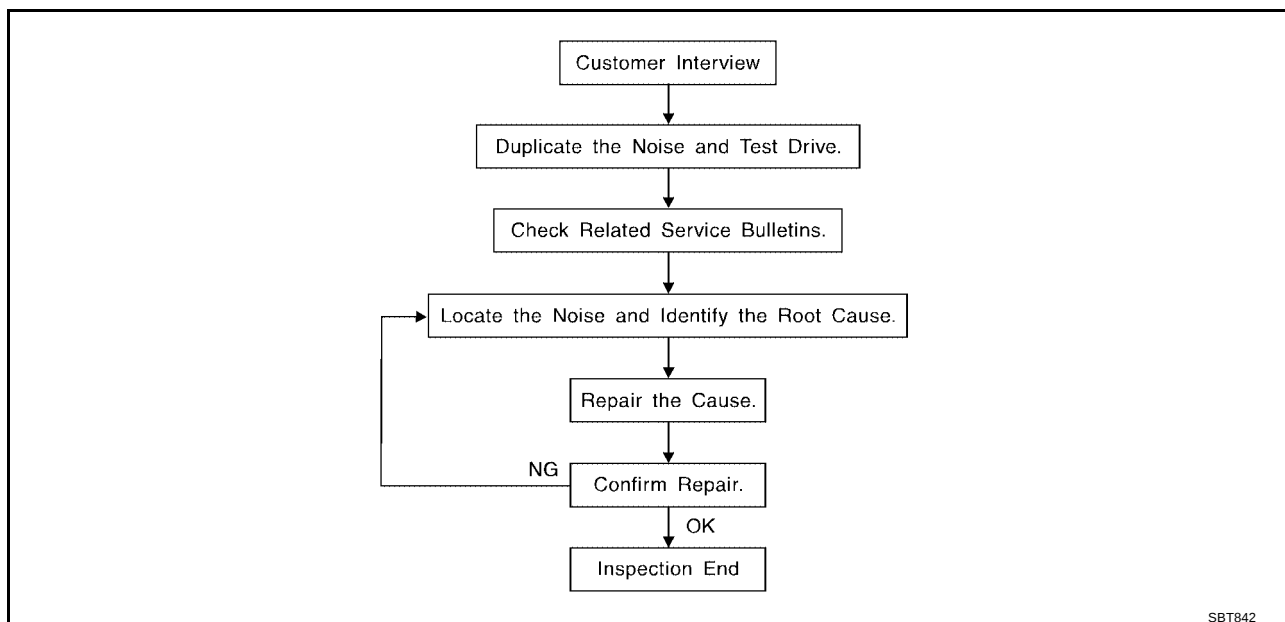
SQUEAK AND RATTLE TROUBLE DIAGNOSES

SQUEAK AND RATTLE TROUBLE DIAGNOSES

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Work Flow

EIS001JP



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 comments; refer to [RF-8, "Diagnostic Worksheet"](#). This information is necessary to duplicate the conditions that exist when the noise occurs.

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

SQUEAK AND RATTLE TROUBLE DIAGNOSES

DUPLICATE THE NOISE AND TEST DRIVE

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

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

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

CHECK RELATED SERVICE BULLETINS

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

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

LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE

1. Narrow down the noise to a general area. To help pinpoint the source of the noise, use a listening tool (Chassis Ear: J-39570, Engine Ear: J-39565 and mechanics stethoscope).
2. Narrow down the noise to a more specific area and identify the cause of the noise by:
 - Removing the components in the area that you suspect the noise is coming from.
Do not use too much force when removing clips and fasteners, otherwise clips and fastener can be broken or lost during the repair, resulting in the creation of new noise.
 - Tapping or pushing/pulling the component that you suspect is causing the noise.
Do not tap or push/pull the component with excessive force, otherwise the noise will be eliminated only temporarily.
 - Feeling for a vibration with your hand by touching the component(s) that you suspect is (are) causing the noise.
 - Placing a piece of paper between components that you suspect are causing the noise.
 - Looking for loose components and contact marks.
Refer to [RF-6, "Generic Squeak and Rattle Troubleshooting"](#).

REPAIR THE CAUSE

- If the cause is a loose component, tighten the component securely.
- If the cause is insufficient clearance between components:
 - Separate components by repositioning or loosening and retightening the component, if possible.
 - Insulate components with a suitable insulator such as urethane pads, foam blocks, felt cloth tape or urethane tape. A NISSAN Squeak and Rattle Kit (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.

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 CLOTH TAPE

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.

Note: Will only last a few months.

SILICONE SPRAY

Use when grease cannot be applied.

DUCT TAPE

Use to eliminate movement.

CONFIRM THE REPAIR

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

Generic Squeak and Rattle Troubleshooting

E/S001JQ

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 silicone 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 bumpers 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/HEADLINER

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

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

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

SEATS

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

Cause of seat noise include:

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

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

UNDERHOOD

Some interior 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.

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SQUEAK AND RATTLE TROUBLE DIAGNOSES

Diagnostic Worksheet

E/S001JR



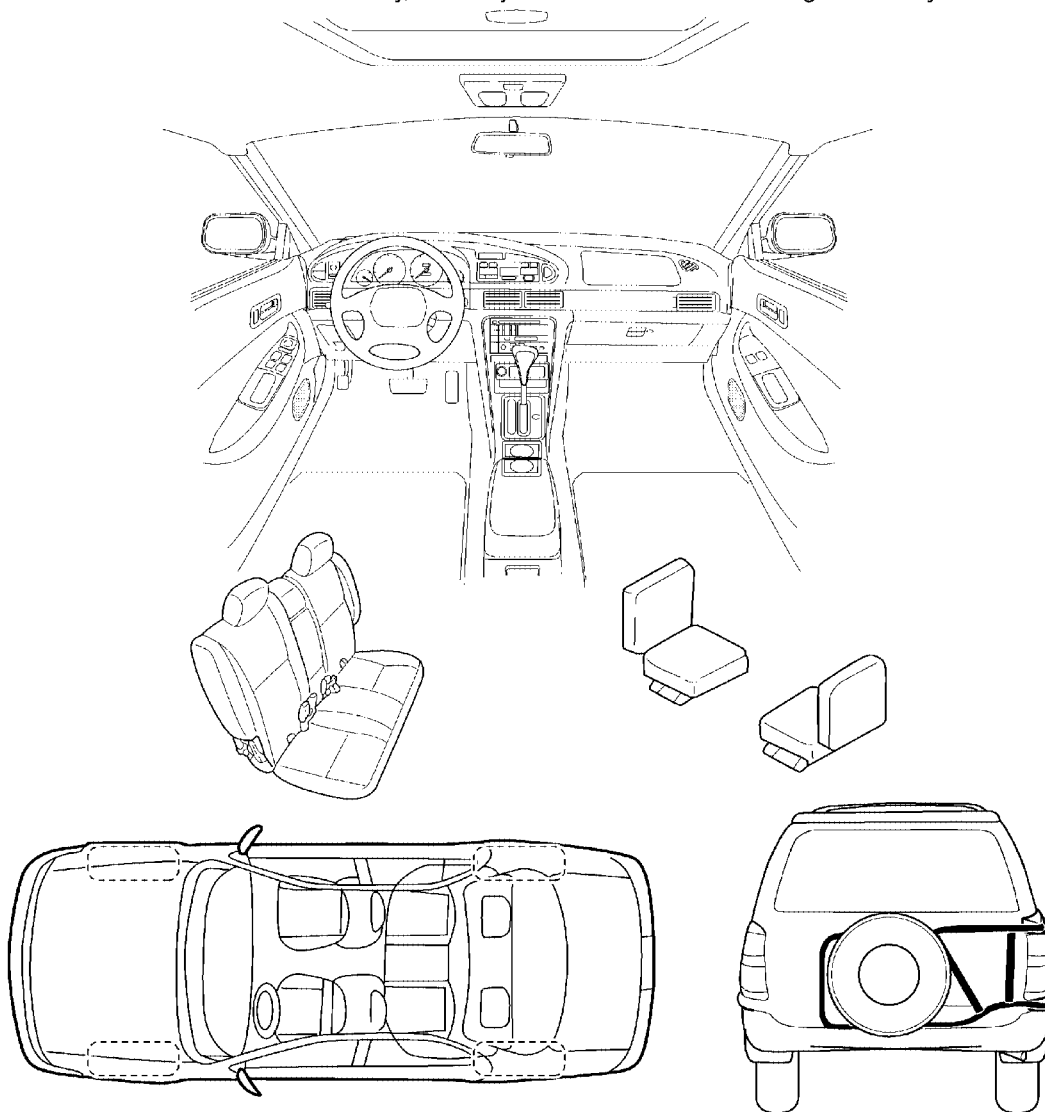
SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

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

SBT843

SQUEAK AND RATTLE TROUBLE DIAGNOSES

SQUEAK & RATTLE DIAGNOSTIC WORKSHEET- page 2

Briefly describe the location where the noise occurs:

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

- | | |
|--|---|
| ☐ anytime | ☐ after sitting out in the sun |
| ☐ 1 st time in the morning | ☐ when it is raining or wet |
| ☐ only when it is cold outside | ☐ dry or dusty conditions |
| ☐ only when it is hot outside | ☐ other: _____ |

III. WHEN DRIVING:

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

IV. WHAT TYPE OF NOISE?

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

TO BE COMPLETED BY DEALERSHIP PERSONNEL

Test Drive Notes:

	YES	NO	Initials of person performing
Vehicle test driven with customer	☐	☐	_____
- Noise verified on test drive	☐	☐	_____
- Noise source located and repaired	☐	☐	_____
- Follow up test drive performed to confirm repair	☐	☐	_____

VIN: _____ Customer Name: _____

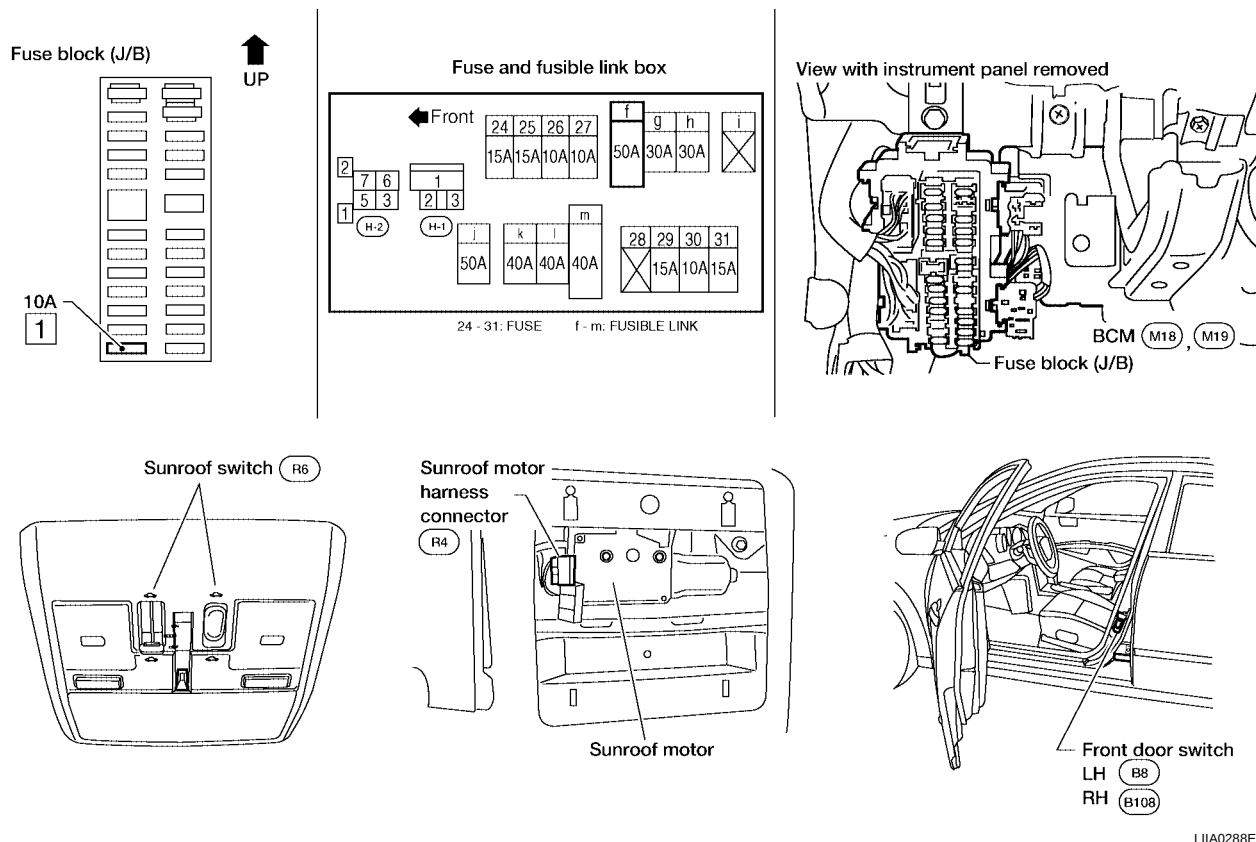
W.O. #: _____ Date: _____

SBT844

This form must be attached to Work Order

Component Parts and Harness Connector Location

EIS001MV



LIA0288E

System Description OUTLINE

Electric sunroof system consists of

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

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

OPERATION

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

RETAINED POWER OPERATION

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

- to sunroof motor assembly terminal 5
- from BCM terminal 53.

When power is supplied, the sunroof can be operated.

The retained power operation is canceled when the driver or passenger side door is opened.

RAP signal period can be changed by CONSULT-II. Refer to [RF-14, "CONSULT-II Function"](#).

MEMORY RESET PROCEDURE

If the battery is disconnected, or the sunroof motor harness connector is disconnected, the slide switch will become inoperable and the sunroof motor memory must be reset. To reset the sunroof motor memory from any sunroof position (full open, partially open, closed, partially vented, and vented), push and hold the sunroof tilt switch in the forward (UP) position until the sunroof vent is in the full-up position. This resets the sunroof motor memory and now the sunroof will operate correctly.

INTERRUPTION DETECTION FUNCTION

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

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

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

INITIALIZATION PROCEDURE

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

1. If the sunroof is open, push and hold the tilting switch toward the tilt down position until the lid is fully closed. If the sunroof is already closed, perform step 2.
2. Push the tilting switch toward the tilt up position for more than 1 second.

CAN Communication System Description

EIS001MX

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. Refer to [LAN-8, "CAN COMMUNICATION"](#).

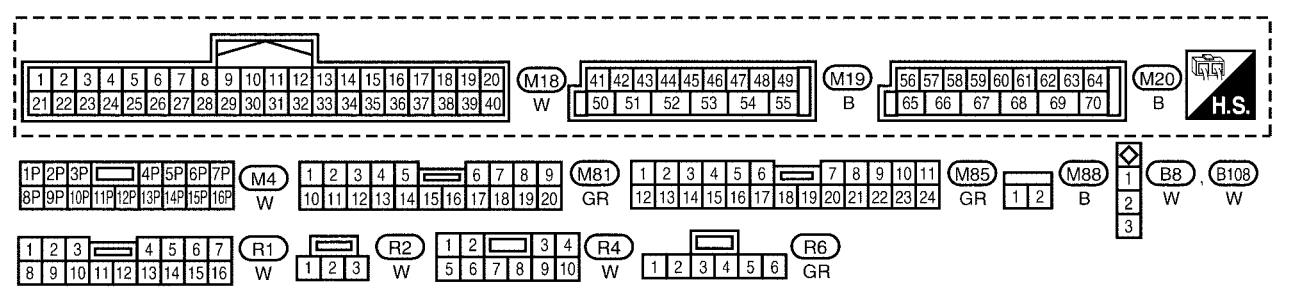
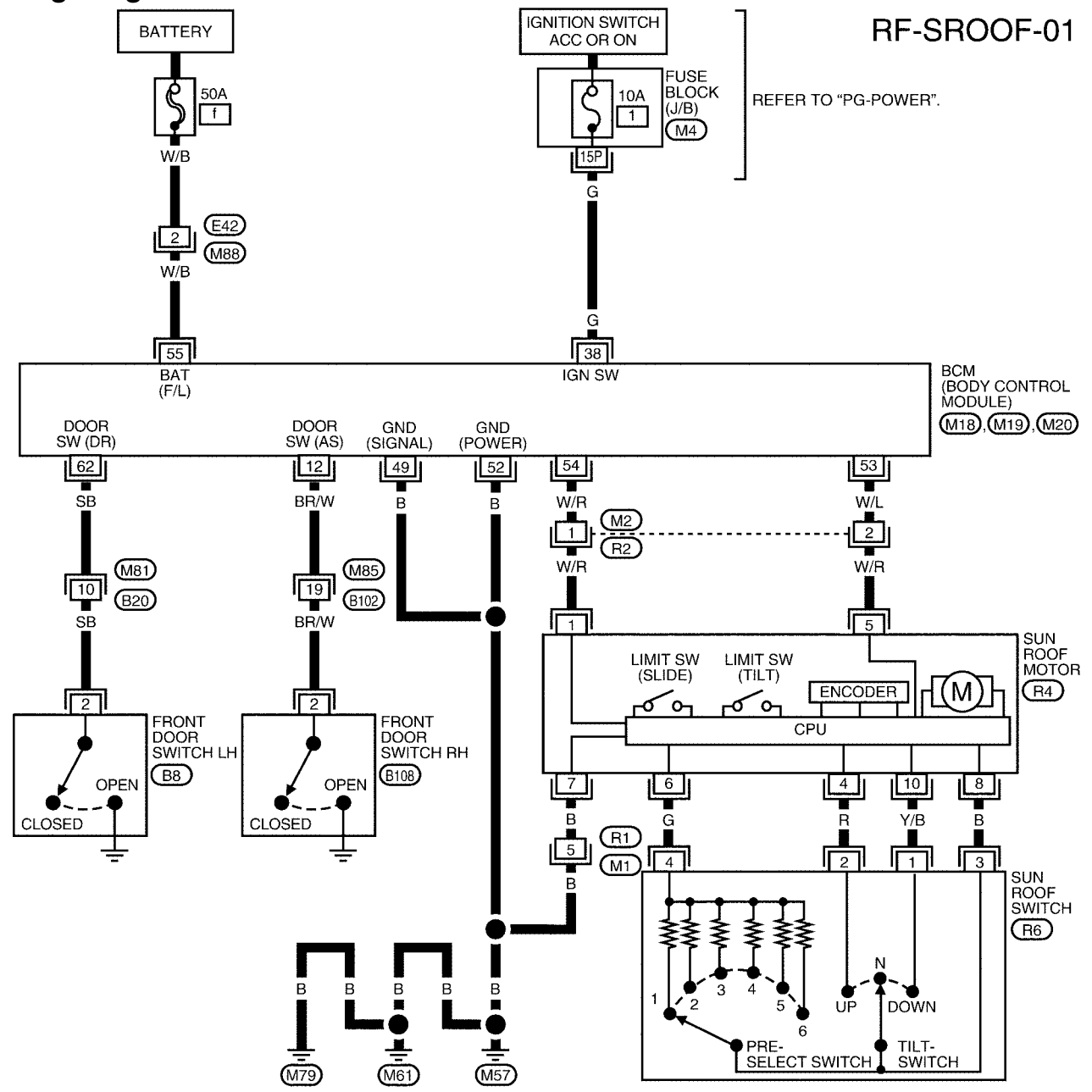
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SUNROOF

Wiring Diagram — SROOF —

EIS001MY



SUNROOF

Terminals and Reference Value for BCM

E/S001MZ

Terminal	Wire Color	Item	Condition	Voltage (V) (Approx.)
12	BR/W	Front door switch passenger side signal	ON (Open)	Battery voltage
			OFF (Close)	0
49	B	Ground	—	—
52	B	Ground	—	—
53	W/L	RAP signal	Ignition switch ON	Battery voltage
			Within 45 second after ignition switch is turned to OFF	Battery voltage
			When front door LH or RH is open in retained power is operates.	0
54	W/R	Power window power supply	—	Battery voltage
55	W/B	BAT power supply	—	Battery voltage
62	SB	Front door switch driver side signal	ON (Open)	Battery voltage
			OFF (Close)	0

Terminals and Reference Value for Sunroof Motor

E/S001N0

Terminal	Wire Color	Item	Condition	Voltage (V) (Approx.)
1	W/R	BAT power supply	—	Battery voltage
4	R	Sunroof switch TILT UP signal	Ignition switch ON and sunroof switch in TILT UP position	0
			Other than above	Battery voltage
5	W/R	RAP signal	Ignition switch ON	Battery voltage
			Within 45 seconds after ignition switch is turned to OFF	Battery voltage
			When front door LH or RH is open in retained power is operates	0
6	G	Slide switch signal	—	—
7	B	Ground	—	—
8	B	Ground signal	—	—
10	Y/B	Sunroof switch TILT DOWN signal	Ignition switch ON and sunroof switch in TILT DOWN position	0
			Other than above	Battery voltage

Work Flow

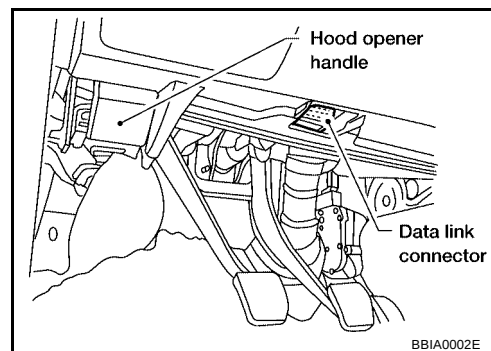
E/S001N1

1. Check the symptom and customer's requests.
2. Understand the outline of system. Refer to [RF-10, "System Description"](#) .
3. According to the trouble diagnosis chart, repair or replace the cause or replace of the malfunction.
Refer to [RF-15, "Trouble Diagnosis Chart by Symptom"](#) .
4. Does sunroof system operate normally? If Yes, GO TO 5, If No, GO TO 3.
5. INSPECTION END.

CONSULT-II Function

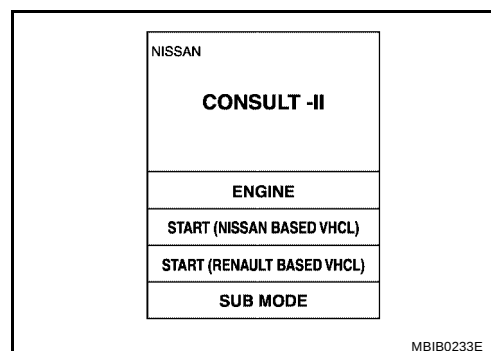
CONSULT-II BASIC OPERATION PROCEDURE

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



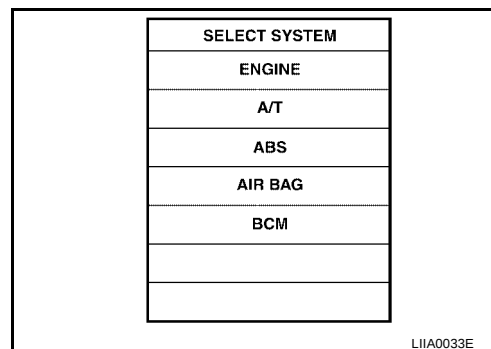
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3. Turn ignition switch ON.
4. Touch "START (NISSAN BASED VHCL)".



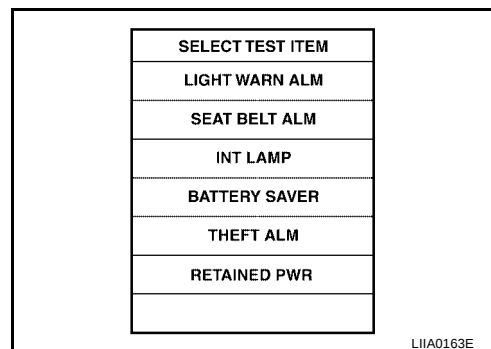
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5. Touch "BCM".
If "BCM" is not indicated, go to "CONSULT-II Data Link Connector (DLC) Circuit."



LIIA0033E

6. Touch "RETAINED PWR".



LIIA0163E

SUNROOF

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

SELECT DIAG MODE
DATA MONITOR
ACTIVE TEST
WORK SUPPORT

SEL274W

Data Monitor

E/S001N3

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

Active Test

E/S001N4

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

Work Support

E/S001N5

Work item	Description
RETAINED PWR SET	RAP signal's power supply period can be changed by mode setting. Selects RAP signal's power supply period between two steps. ● MODE 1 (45 sec.) / MODE 2 (OFF) / MODE 3 (2 min.)

Trouble Diagnosis Chart by Symptom

E/S001N6

Symptom	Diagnostic procedure and repair order	Refer to page
Sunroof does not operate.	1. Sunroof motor assembly power supply and ground circuit check	RF-18
	2. Sunroof switch system check	RF-17
	3. Replace sunroof motor assembly	RF-24
Retained power operation does not operate properly.	1. Check the retained power operation mode setting	RF-15
	2. BCM power supply and ground circuit check	RF-16
	3. Door switch check	RF-19
	4. Replace sunroof motor assembly	RF-24
Motor does not stop at the sunroof fully-open or fully-closed position.	1. Initialization procedure check.	RF-11
	2. Replace sunroof motor assembly	RF-24
Sunroof does not do the interruption detection.	1. Replace sunroof motor assembly	RF-24

BCM Power Supply and Ground Circuit Check

1. CHECK FUSE

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

NOTE:

Refer to [RF-10, "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

2. CHECK POWER SUPPLY CIRCUIT

- Turn ignition switch ON.
- Check voltage between BCM connector M18, M19 terminal 38, 55 and ground.

38 (G) – Ground

:Battery voltage

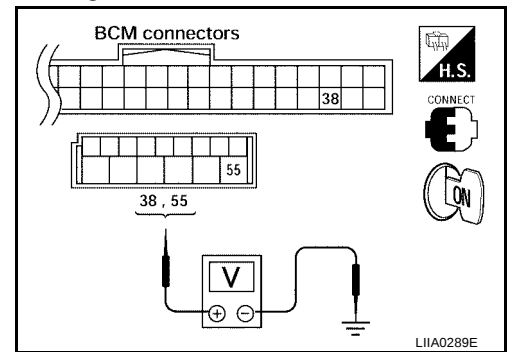
55 (W/B) – Ground

:Battery voltage

OK or NG

OK >> GO TO 3

NG >> Repair or replace harness.



3. CHECK GROUND CIRCUIT

- Turn ignition switch OFF.
- Disconnect BCM.
- Check continuity between BCM connector M19 terminals 49, 52 and ground.

49 (B) – Ground

Continuity should exist.

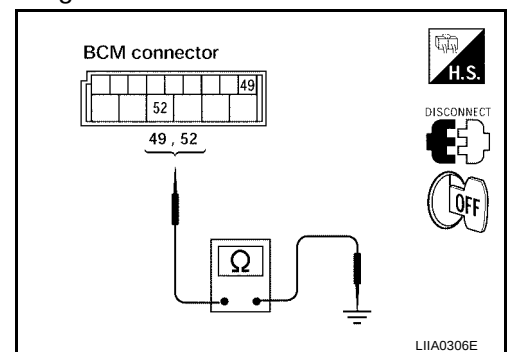
52 (B) – Ground

Continuity should exist.

OK or NG

OK >> Power supply and ground circuit is OK.

NG >> Repair or replace harness.



Sunroof Switch System Check

1. CHECK SUNROOF SWITCH-1

1. Turn ignition switch OFF.
2. Disconnect sunroof switch.
3. Operate sunroof switch, and check continuity between terminals 1 and 2, and terminal 3 on the sunroof switch connector R6 in each of the switch positions.

TILT UP switch operation

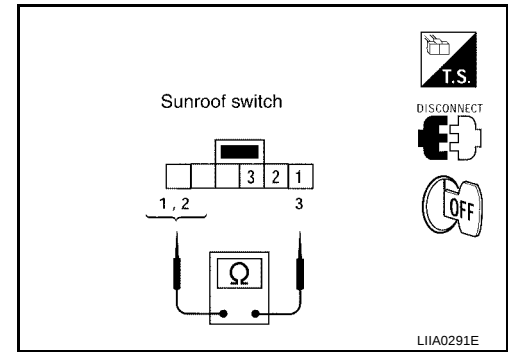
2 – 3 : Continuity should exist.

TILT DOWN switch operation

1 – 3 : Continuity should exist.

OK or NG

- OK >> GO TO 2
NG >> Replace sunroof switch.



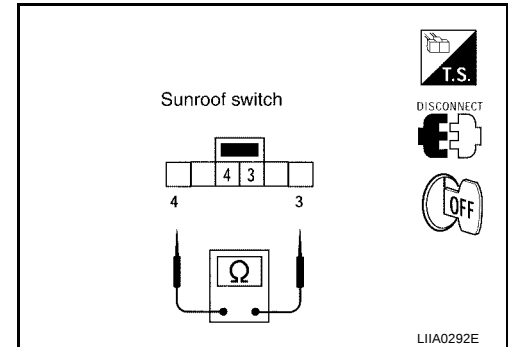
2. CHECK SUNROOF SWITCH-II

Operate sunroof slide switch, and check resistance between terminals 3 and 4 on the sunroof switch connector R6 in each of the switch positions.

Terminals		Switch Position	Resistance (Ω)
3	4	1 (Fully closed)	0.12
		2	0.22
		3	0.39
		4	0.68
		5	1.30
		6 (Fully open)	3.60

OK or NG

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



3. CHECK HARNESS CONTINUITY

1. Disconnect sunroof motor assembly.
2. Check continuity between sunroof motor assembly connector R4 terminals 4, 6, 8, 10 and sunroof switch connector R6 terminal 1, 2, 3, 4.

10 (Y/B) – 1 (Y/B) : Continuity should exist.

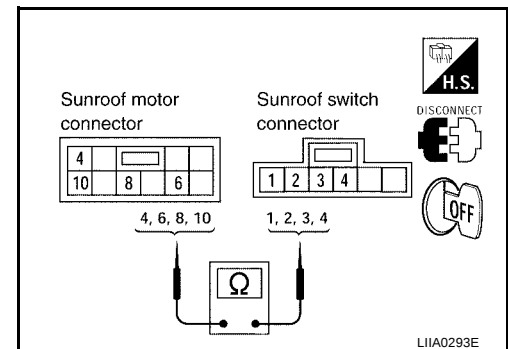
4 (R) – 2 (R) : Continuity should exist.

8 (B) – 3 (B) : Continuity should exist.

6 (G) – 4 (G) : Continuity should exist.

OK or NG

- OK >> Sunroof switch system is OK.
NG >> Repair or replace harness.



Sunroof Motor Assembly Power Supply and Ground Circuit Check

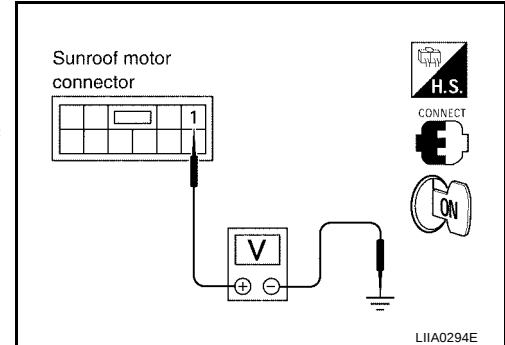
1. CHECK POWER SUPPLY CIRCUIT-1

1. Turn ignition switch ON.
2. Check voltage between sunroof motor assembly connector R4 terminal 1 and body ground.

1 (W/R) - Ground : Battery voltage

OK or NG

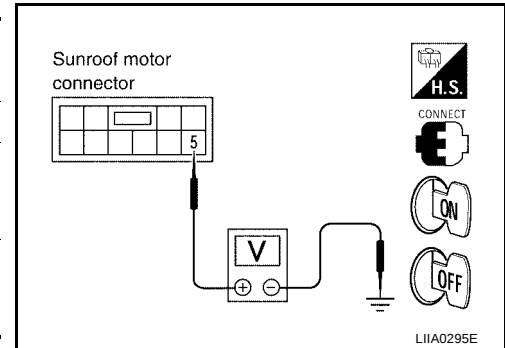
- OK >> GO TO 2
- NG >> ● Check harness for open or short between sunroof motor assembly and BCM.
- Check BCM. Refer to [RF-16, "BCM Power Supply and Ground Circuit Check"](#) .



2. CHECK POWER SUPPLY CIRCUIT-2

Check voltage between sunroof motor assembly connector R4 terminal 5 and body ground.

Connector	Terminals (Wire color)		Condition	Voltage (V) (Approx.)
	(+)	(-)		
R4	5 (W/R)	Ground	Ignition switch ON	Battery voltage
			Within 45 seconds after ignition switch is turned to OFF	Battery voltage
			When front door LH or RH are open in retained is operates	0



OK or NG

- OK >> GO TO 3
- NG >> ● Check harness for open or short between sunroof motor assembly and BCM.
- Check front door switch LH or RH. Refer to [RF-19, "Door Switch Check"](#) .
- Check BCM. Refer to [RF-16, "BCM Power Supply and Ground Circuit Check"](#) .

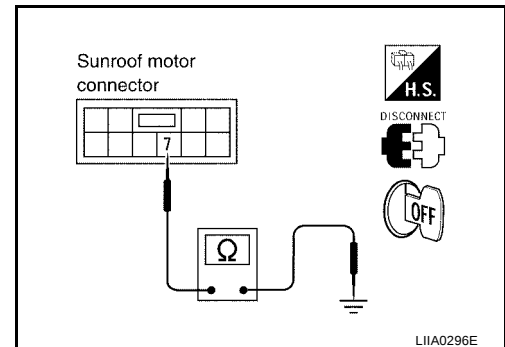
3. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect sunroof motor assembly.
3. Check continuity between sunroof motor assembly connector R4 terminal 7 and ground.

7 (B) - Ground : Continuity should exist.

OK or NG

- OK >> Sunroof motor assembly power supply and ground circuit is OK.
- NG >> Repair or replace harness.



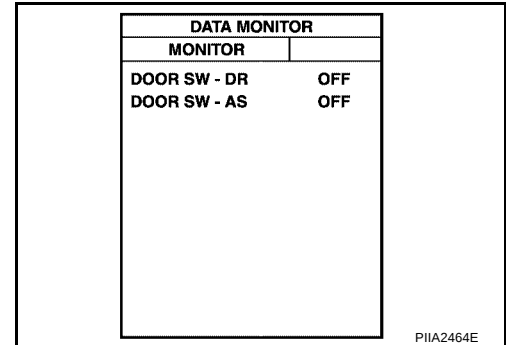
Door Switch Check

1. CHECK DOOR SWITCH INPUT SIGNAL

With CONSULT-II

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

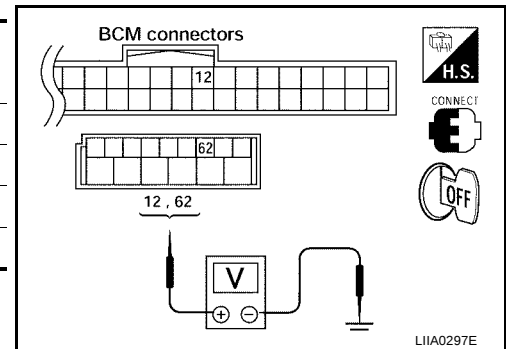
Monitor item	Condition	
DOOR SW-DR	OPEN	: ON
	CLOSE	: OFF
DOOR SW-AS	OPEN	: ON
	CLOSE	: OFF



Without CONSULT-II

Check voltage between BCM connector and ground.

Item	Connector	Terminals (Wire color)		Condition	Voltage (V) (Approx.)
		(+)	(-)		
RH	M18	12 (BR/W)	Ground	OPEN	0
				CLOSE	Battery voltage
LH	M20	62 (SB)		OPEN	0
				CLOSE	Battery voltage



OK or NG

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

2. CHECK DOOR SWITCH CIRCUIT

- Turn ignition switch OFF.
- Disconnect front door switches and BCM.
- Check continuity between front door switch connector B8 (LH) or B102 (RH) terminal 2 and BCM connector M18, M20 terminals 12, 62.

Front door LH

2 (SB) – 62 (SB) :Continuity should exist.

Front door RH

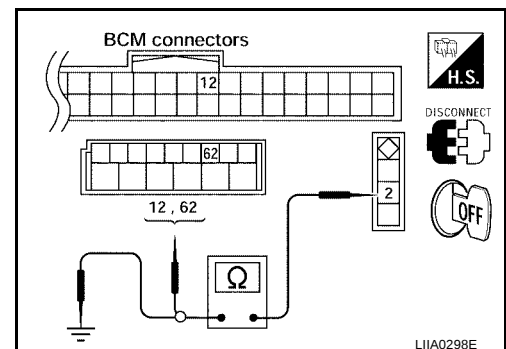
2 (BR/W) – 12 (BR/W) :Continuity should exist.

- Check continuity between front door switch connector B8 (LH) or B102 (RH) terminal 2 and ground.

2 (SB or BR/W) – Ground :Continuity should not exist.

OK or NG

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



SUNROOF

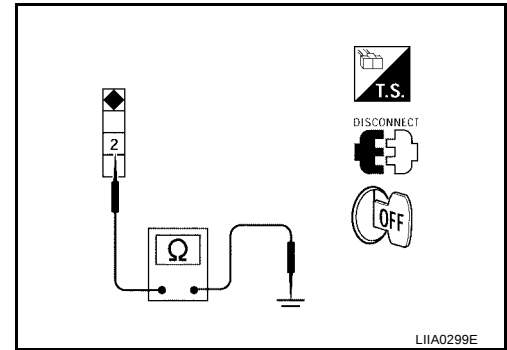
3. CHECK DOOR SWITCH

Check continuity between each door switch terminal 2 and body ground part of door switch.

Terminal		Door switch	Continuity
2	Body ground part of door switch	Pushed	No
		Released	Yes

OK or NG

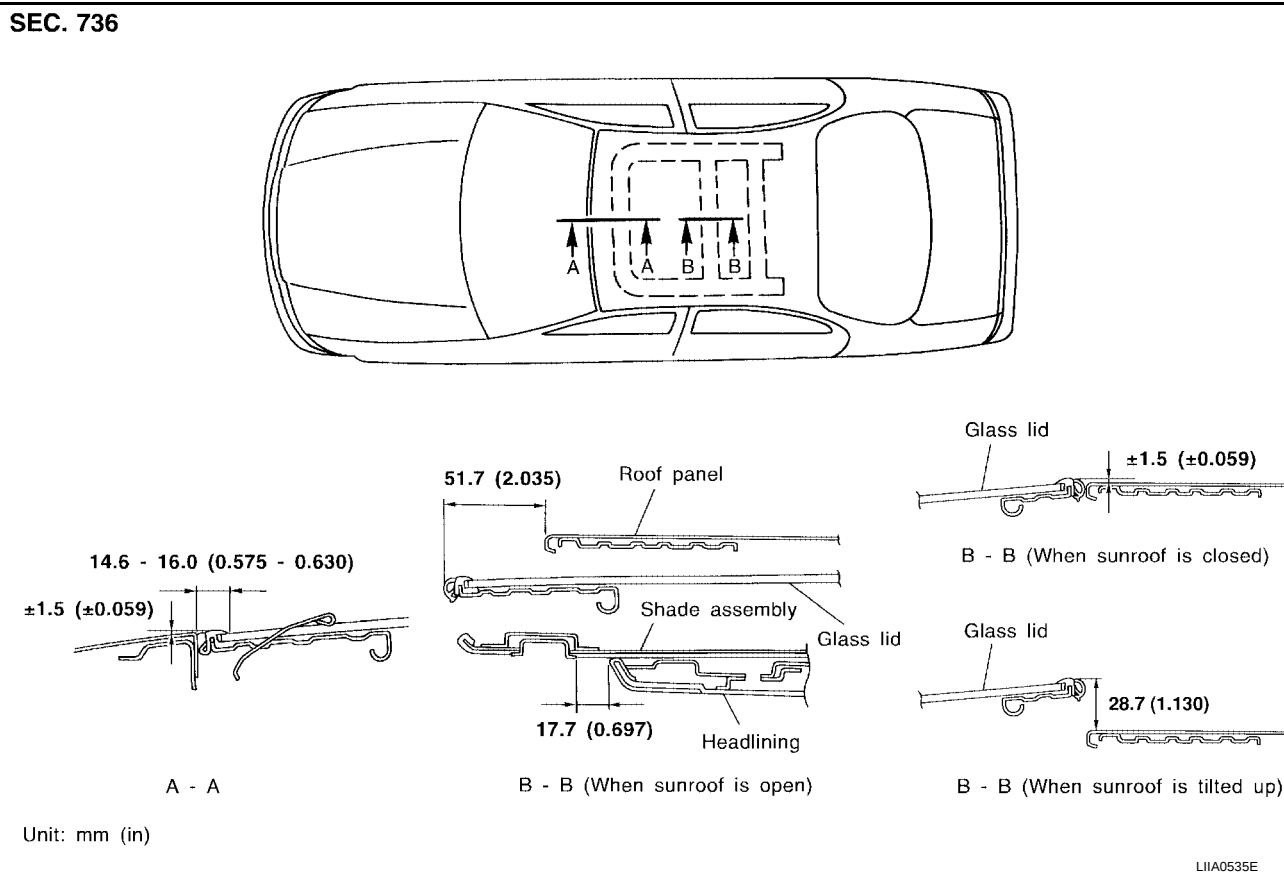
- OK >> Further inspection is necessary. Refer to symptom chart.
 NG >> Replace malfunctioning door switch.



Fitting Adjustment

EIS001K1

SEC. 736



GAP ADJUSTMENT

NOTE:

If any gap or height difference between glass lid and roof is found, check glass lid fit and adjust as follows:

1. Open sunshade assembly.
2. Tilt glass lid up then remove side trim.
3. Loosen glass lid securing nuts (2 each on left and right sides), then tilt glass lid down.
4. Manually adjust glass lid from outside of vehicle so it resembles "A-A" as shown in the figure above.
5. Tilt glass lid up and down until it is adjusted to "B-B" (when sunroof is closed) as shown in the figure above.
6. After adjusting glass lid tilt glass lid up and tighten nuts.
7. Tilt glass lid up and down several times to check that it moves smoothly.

SUNROOF

NOTE:

First tighten left front nut, then tighten right rear nut on glass lid to prevent lid from moving while tighten other nuts.

HEIGHT DIFFERENCE ADJUSTMENT

1. Tilt glass lid up and down.
2. Check height difference between roof panel and glass lid, and compare to “A–A” as shown in the figure above.
3. If necessary, adjust height difference by using one of the following procedures:
 - Adjust by adding or removing adjustment shim(s) between the glass lid and link assembly.
 - If glass lid protrudes above roof panel, add shim(s) or plain washers at sunroof mounting bracket or stud bolt locations to adjust sunroof as required.
 - Tighten glass lid mounting nuts.

Removal and Installation

EIS001K2

- After any adjustment, check sunroof operation and lid alignment.
- Handle glass lid with care so not to cause damage.
- For easier installation, mark each point before removal.

CAUTION:

- Always work with a helper.
- Before removal, fully close the glass lid assembly. Then, after removal, do not move the motor assembly.

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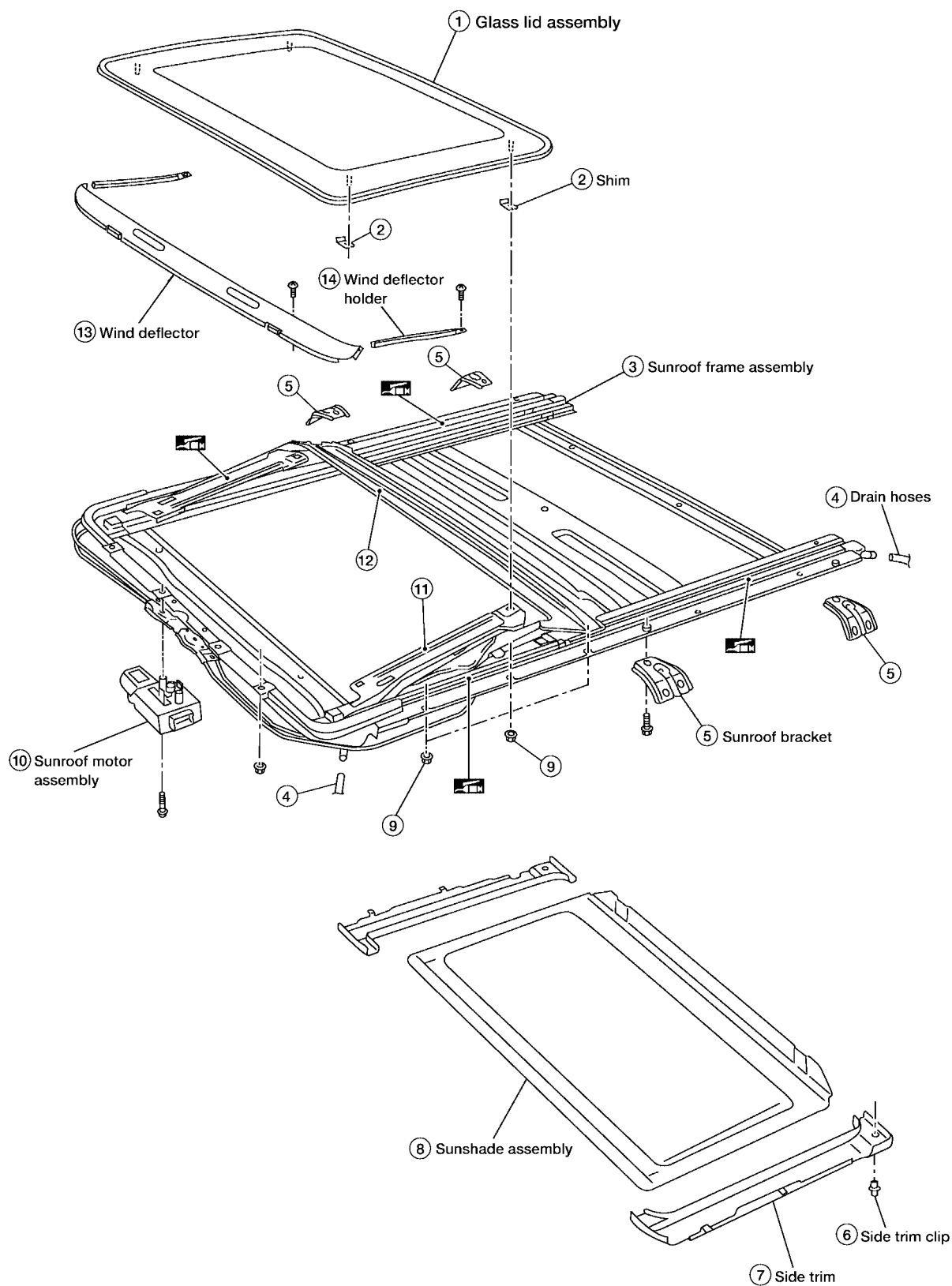
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SUNROOF

- After installing the sunroof and glass lid, check gap adjustment to ensure there is no malfunction.



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SUNROOF

- | | | |
|----------------------------|----------------------------|---------------------------|
| 1. Glass lid assembly | 2. Shims | 3. Sunroof frame assembly |
| 4. Drain hoses | 5. Sunroof bracket | 6. Side trim clip |
| 7. Side trim | 8. Sunshade assembly | 9. Sunroof lid mount nuts |
| 10. Sunroof motor assembly | 11. Link and wire assembly | 12. Drain plate |
| 13. Wind deflector | 14. Wind deflector holder | |

SUNROOF UNIT

Removal

CAUTION:

- Always work with a helper.
- When taking sunroof unit out, use shop cloths to protect the seats and trim from damage.
- After installing the sunroof unit and glass lid, be sure to check gap adjustment to ensure there is no malfunction.

1. Remove headlining. Refer to [EI-40, "Removal and Installation"](#) .
2. Disconnect drain hoses.
3. Close glass lid.
4. Disconnect sunroof motor harness electrical connector.

CAUTION:

- Before removing sunroof motor, make sure that sunroof is fully closed.
 - After removing sunroof motor, never attempt to rotate sunroof motor as a single unit.
5. Remove bolts on the front end and side rails.
 6. Remove front sunroof bracket bolts.
 7. Remove rear sunroof bracket bolts, and remove sunroof unit from roof panel.
- Remove sunroof unit through the passenger compartment while being careful not to damage the seats and trim.

Installation

1. Temporarily tighten the mounting bolts on the rear sunroof brackets.
2. Bring sunroof unit into passenger compartment and place the rear end of the rail onto the rear sunroof brackets.
3. Temporarily tighten the mounting bolts on the front end.
4. Tighten the installation point bolts diagonally excluding the installation point of the sunroof bracket around the roof opening.
5. Tighten the bolts on the front sunroof bracket at the vehicle side, and then at the rail side.
6. Tighten the bolts on the rear sunroof bracket at the vehicle side, and then at the rail side.

Sunroof assembly mounting bolts

Sunroof assembly front end bolts : 5.10 - 6.47 N·m (0.52 - 0.66 kg-m, 46 - 57 in-lb)

Sunroof assembly side rail bolts : 5.10 - 6.47 N·m (0.52 - 0.66 kg-m, 46 - 57 in-lb)

Sunroof assembly front bracket bolts : 5.10 - 6.47 N·m (0.52 - 0.66 kg-m, 46 - 57 in-lb)

Sunroof assembly rear bracket bolts : 5.10 - 6.47 N·m (0.52 - 0.66 kg-m, 46 - 57 in-lb)

7. Connect drain hoses.
8. Install headlining. Refer to [EI-40, "Removal and Installation"](#) .

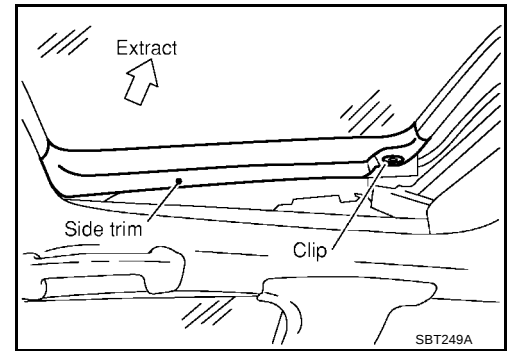
GLASS LID

Removal

1. Open sunroof shade.
2. Ensure glass lid is closed.

SUNROOF

3. Carefully pry away trim to access glass lid securing bolts.
4. Remove bolts securing glass lid assembly to sunroof assembly.
 - Record the number of shims placed between the glass lid assembly and link and wire assembly.



Installation

1. Position glass lid to sunroof assembly.
2. Tighten glass lid assembly bolts to specification. (First tighten left front bolt, then tighten right rear bolt on glass lid to prevent lid from moving while tightening other bolts.)

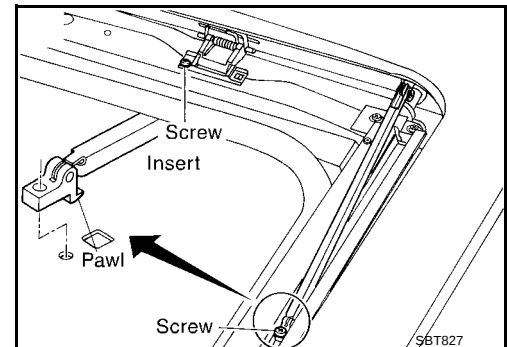
Glass lid assembly mounting bolts : 3.0 - 5.0 N·m (0.3 - 0.5 kg-m, 26 - 43 in-lb)

3. Position and push trim into place.
4. After installation, perform fitting adjustment.

WIND DEFLECTOR

Removal and Installation

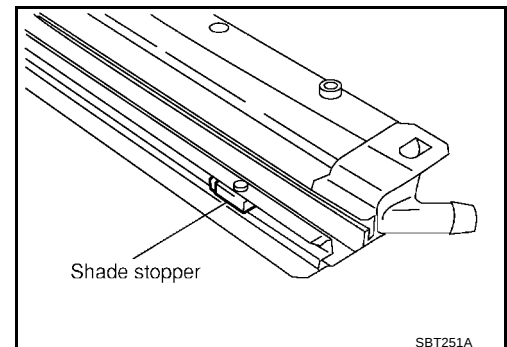
1. Remove screws from left and right sides of wind deflector holder.
2. Extract through rail holes, then remove left and right sides of wind deflector holders.
3. Remove screws from front end of sunroof assembly.
4. Extract pawls through frame holes, then remove wind deflector from frame assembly.
5. Install in reverse of removal.



SUNSHADE

Removal and Installation

1. Remove shade stoppers (2 points) from rear end of sunroof shade assembly.
2. Remove shade assembly from rear end of sunroof shade assembly.
3. Install in the reverse order of removal.



SUNROOF MOTOR

Removal

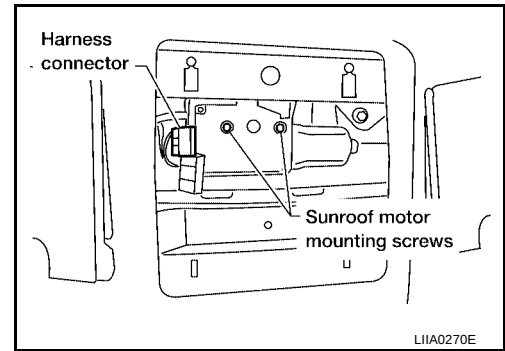
1. Position sunroof assembly in the fully closed position.
2. Remove roof console assembly, refer to [EI-40, "HEADLINING"](#).

SUNROOF

3. Disconnect harness connector to remove sunroof motor.
4. Remove motor mounting screws.

CAUTION:

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



Installation

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

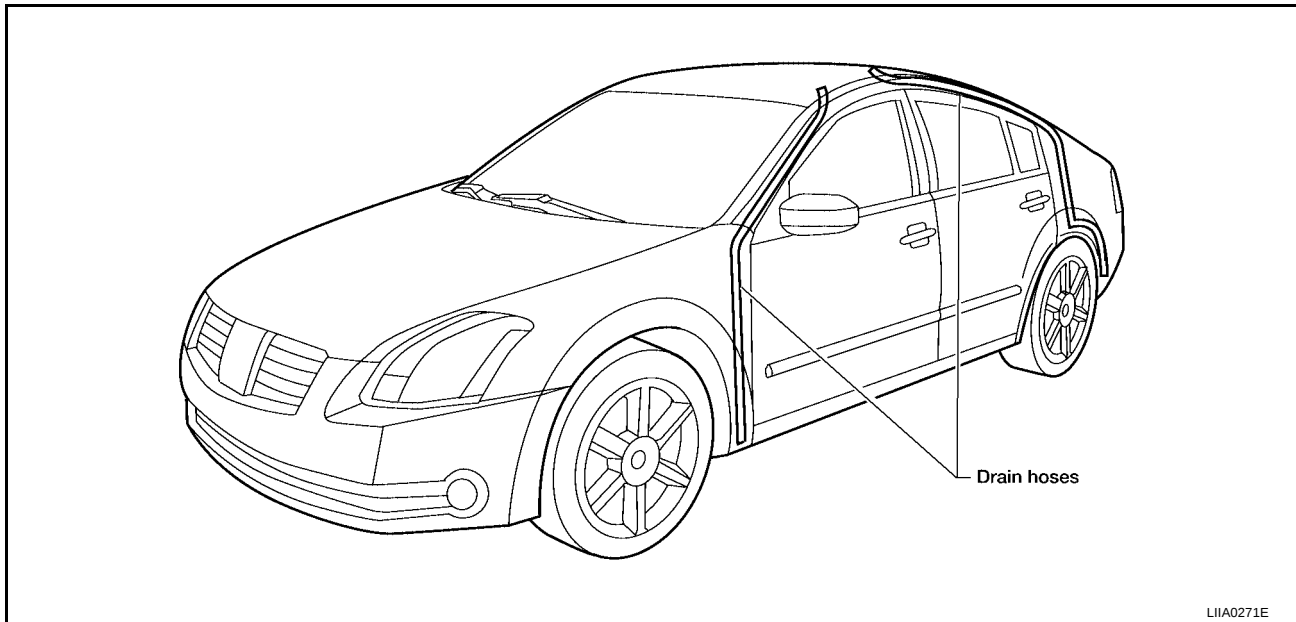
Sunroof motor mounting screws : 2.0 - 2.6 N·m (0.20 - 0.27 kg-m, 17 - 23 in-lb)

CAUTION:

Before installing the motor, be sure to place the link and wire assembly in the symmetrical and fully closed position.

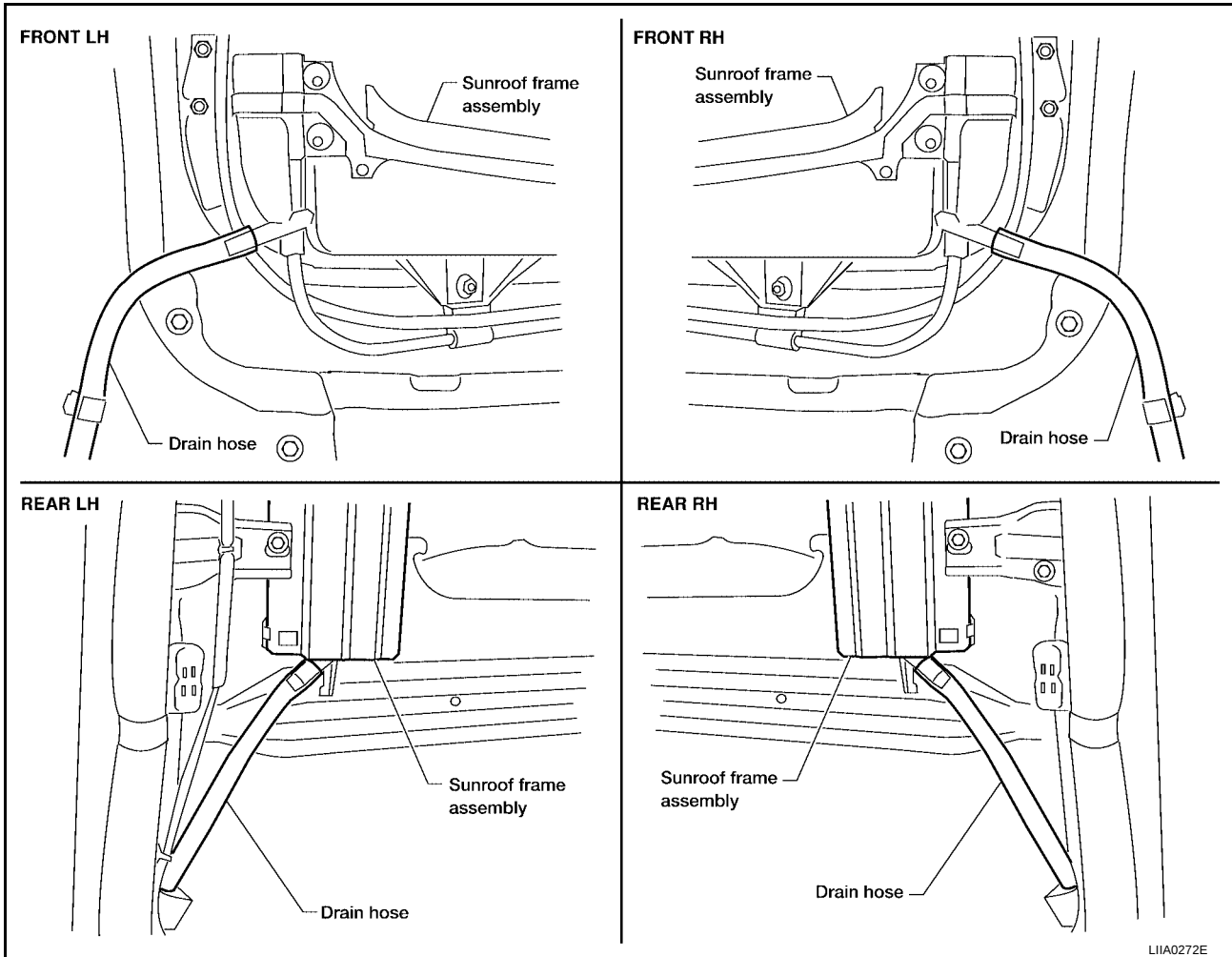
Remainder of installation is reverse order of removal.

DRAIN HOSES



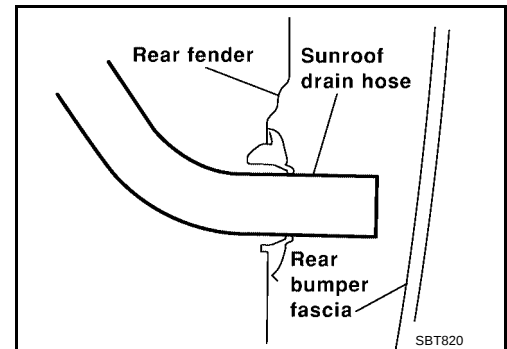
SUNROOF

1. Remove headlining to access drain hose connections. Refer to [EI-40, "Removal and Installation"](#).



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2. Check visually for proper connections, damage or deterioration.
3. If leakage occurs around trunk room, remove trunk side trim and check connecting area. Check for proper connection, damage or tear. Refer to [EI-42, "Removal and Installation"](#).
4. Remove drain hoses and check visually for any damage, cracks or deterioration.
5. Pour water into drain hoses and find damaged portion.
- If any damaged portion is found at each step, replace the damaged part.



SBT820

WEATHERSTRIP

Visually check weatherstrip for any damage, deterioration, or flattening.

- In the case of leakage around glass lid, close glass lid and pour water around glass lid to find damaged or gap portion, remove glass lid assembly.
- If any damage is found, replace weatherstrip.

CAUTION:

Do not remove weatherstrip except when replacing, or filling up butyl seal.

LINK AND WIRE ASSEMBLY

NOTE:

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

SUNROOF

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- 1. Visually check to determine if a sufficient amount of petroleum jelly has been applied to the wire or rail groove. If not, add petroleum jelly as required.
 - 2. Check wire for any damage or deterioration. If any damage is found, remove rear guide then replace wire.

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SUNROOF
