

SECTION MIR

MIRRORS

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DOOR MIRROR SYSTEM

< SYSTEM DESCRIPTION >

SYSTEM DESCRIPTION

DOOR MIRROR SYSTEM

System Description

INFOID:000000004639658

It is possible to open/close and adjust the mirror by operating on the door mirror remote control switch.

Component Description

INFOID:000000004639659

Component	Function
Door mirror remote control switch (mirror switch + change over switch)	It supplies power to mirror motor by operating mirror switch and change over switch.
Door mirror remote control switch (open/close switch)	It supplies power to folding motor by operating open/close switch.
Door mirror motor	It makes mirror face operate from side to side and up and down with the mirror control switch operation.
Folding motor	It makes mirror folding with the mirror control switch operation.

INSIDE MIRROR SYSTEM

< SYSTEM DESCRIPTION >

INSIDE MIRROR SYSTEM

System Description

INFOID:0000000004639660

The sensor built in inside mirror detects the headlight of the vehicle behind and automatically changes the light transmission to decrease the brightness.

Component Description

INFOID:0000000004639661

Component	Function
Auto anti-dazzling inside mirror	It automatically changes the light transmittance according to the brightness of the light from the headlight of the vehicle behind.

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DOOR MIRROR

< DTC/CIRCUIT DIAGNOSIS >

DTC/CIRCUIT DIAGNOSIS

DOOR MIRROR

FOR EUROPE

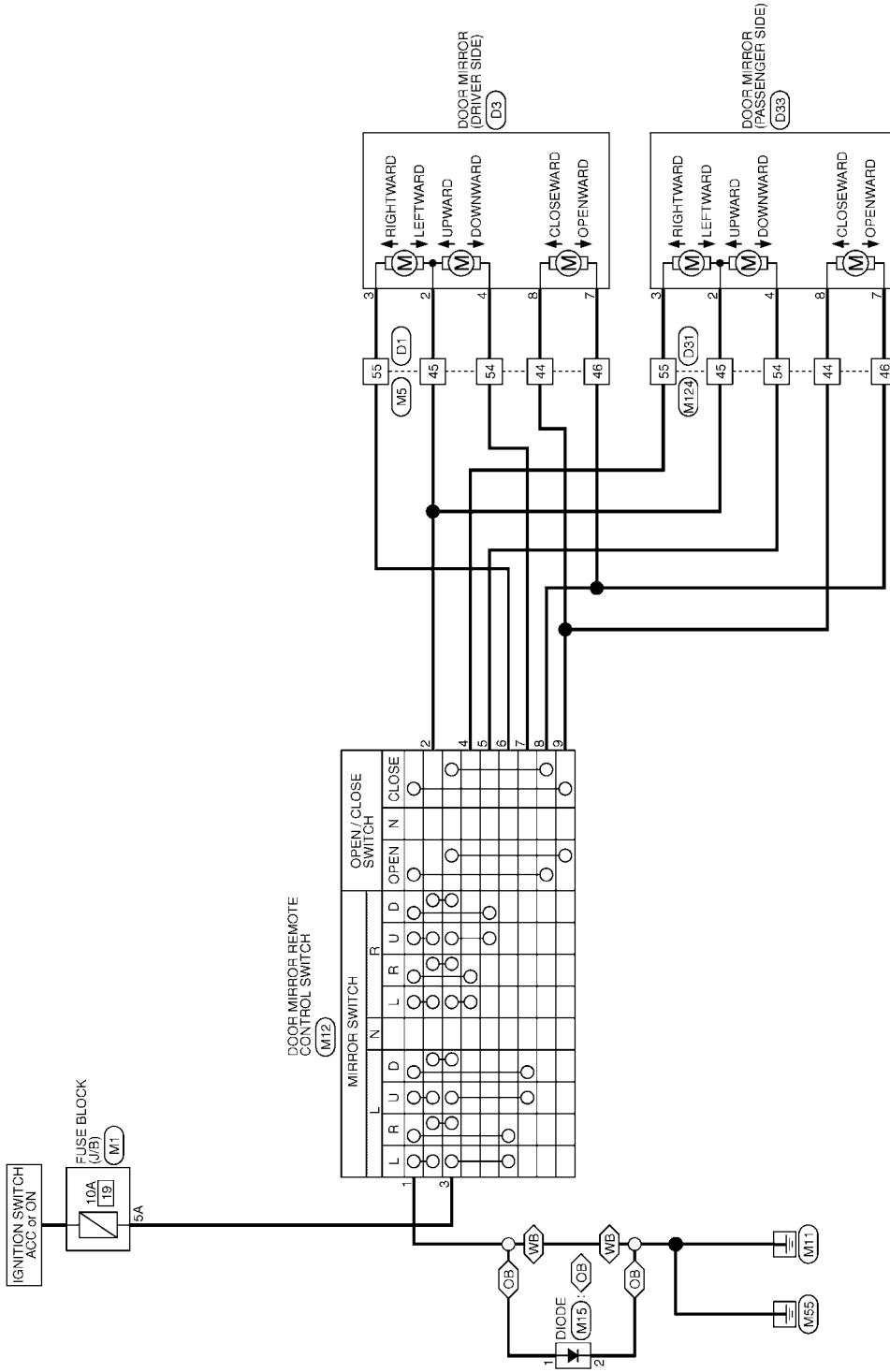
FOR EUROPE : Wiring Diagram - DOOR MIRROR SYSTEM (LHD models) -

INFOID:0000000004639662

DOOR MIRROR (LHD MODELS)

WB : With BOSE audio

GB : Without BOSE audio



2008/11/21

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DOOR MIRROR

< DTC/CIRCUIT DIAGNOSIS >

DOOR MIRROR (LHD MODELS)

Connector No.	D1
Connector Name	WIRE TO WIRE
Connector Type	TH40FW-0515

Connector No.	03
Connector Name	DGOR MIRROR (DRIVER SIDE)
Connector Type	7PIN(8MS)

Connector No.	D31
Connector Name	WIRE TO WIRE
Connector Type	TH40FW-CS15
	 

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DOOR MIRROR

< DTC/CIRCUIT DIAGNOSIS >

DOOR MIRROR (LHD MODELS)		
Connector No.	MI124	
Connector Name	WIRE TO WIRE	
Connector Type	TH40MW-CS15	
HS		
Terminal No.	Color of Wire	Signal Name [Specification]
44	L	-
45	Y	-
46	O	-
54	W	-
55	G	-

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DOOR MIRROR

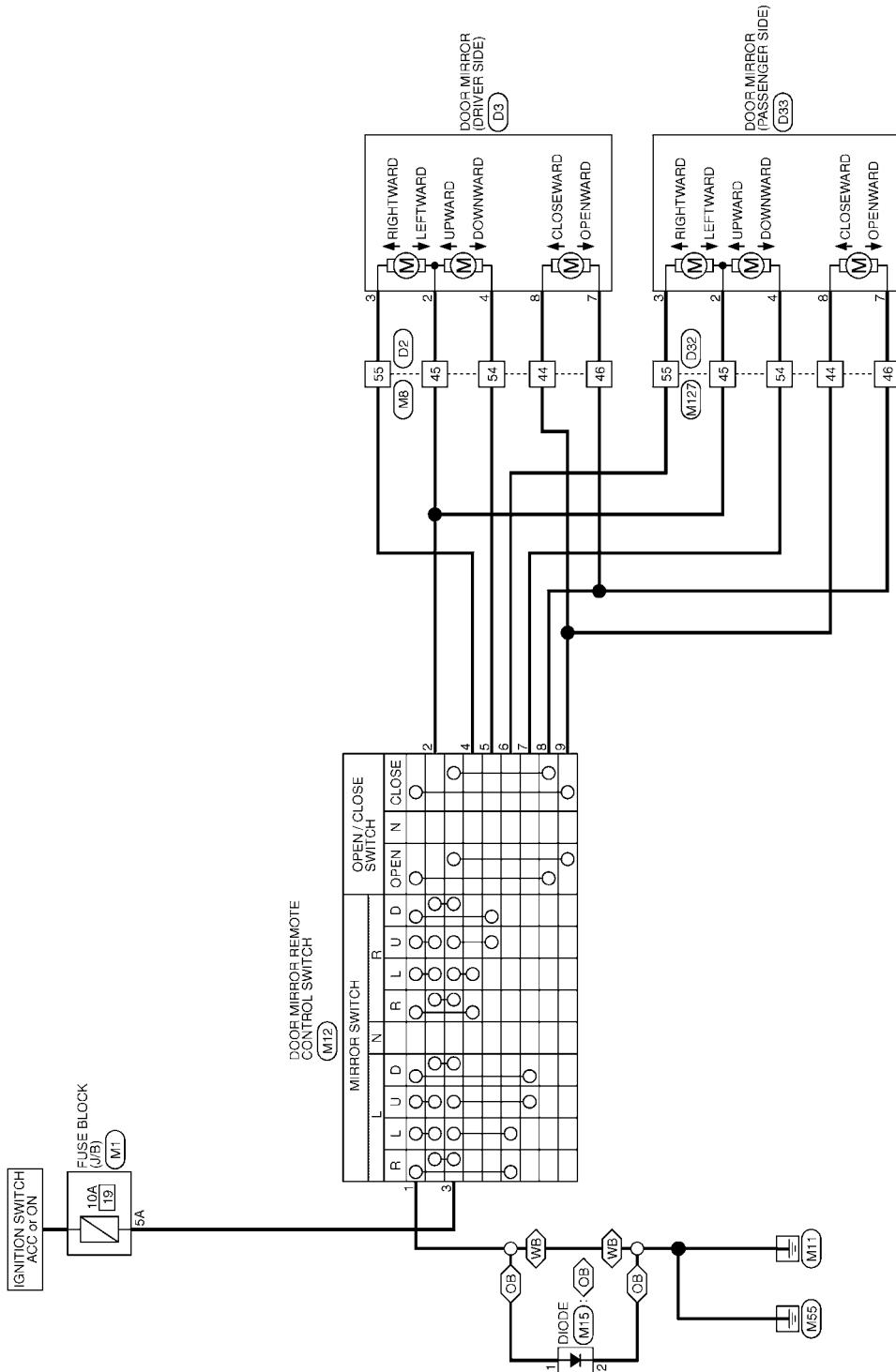
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FOR EUROPE : Wiring Diagram - DOOR MIRROR SYSTEM (RHD models) -

INFOID:0000000004932983

DOOR MIRROR (RHD MODELS)

WB : With BOSE
QB : Without BOSE



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DOOR MIRROR

< DTC/CIRCUIT DIAGNOSIS >

DOOR MIRROR (RHD MODELS)

Connector No.	Color of Wire	Signal Name [Specification]	Terminal No.	Color of Wire	Signal Name [Specification]
D2	L	-	2	Y	-
	Y	-	3	G	-
	R	-	4	W	-
	W	-	7	R	-
	L	-	8	G	-
	G	-	55	L	-

Connector No. D2
Connector Name: WIRE TO WIRE
Connector Type: TH40FW-CS15-S

Connector No. D3
Connector Name: DOOR MIRROR (DRIVER SIDE)
Connector Type: RH03MB

Connector No. D33
Connector Name: DOOR MIRROR (PASSENGER SIDE)
Connector Type: RH03MB

Terminal No.	Color of Wire	Signal Name [Specification]	Terminal No.	Color of Wire	Signal Name [Specification]
44	L	-	44	L	-
45	Y	-	45	Y	-
46	R	-	46	R	-
54	W	-	54	W	-
55	G	-	55	G	-

Connector No. D32
Connector Name: WIRE TO WIRE
Connector Type: TH40FW-CS15-S

Connector No. D3
Connector Name: DOOR MIRROR (DRIVER SIDE)
Connector Type: RH03MB

Connector No. M15
Connector Name: DIODE
Connector Type: ET02-2W

Terminal No.	Color of Wire	Signal Name [Specification]	Terminal No.	Color of Wire	Signal Name [Specification]
1	2	6	1	SB	-
2	1	5	2	B	-
3	4	9	3	Y	-
4	7	10	4	O	[RHD models]
5	8	11	5	G	-
6	9	13	6	V	[RHD models]
7	W	14	7	W	-
8	R	15	8	R	[RHD models]
9	L	-	9	L	-

Connector No. M12
Connector Name: DOOR MIRROR REMOTE CONTROL SWITCH
Connector Type: NS12FW-CS

Connector No. M1
Connector Name: FUSE BLOCK (J/B)
Connector Type: NS30FW-M2

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DOOR MIRROR

< DTC/CIRCUIT DIAGNOSIS >

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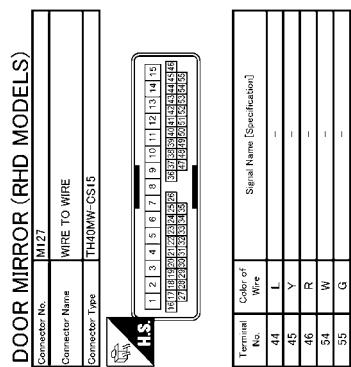
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EXCEPT FOR EUROPE

DOOR MIRROR

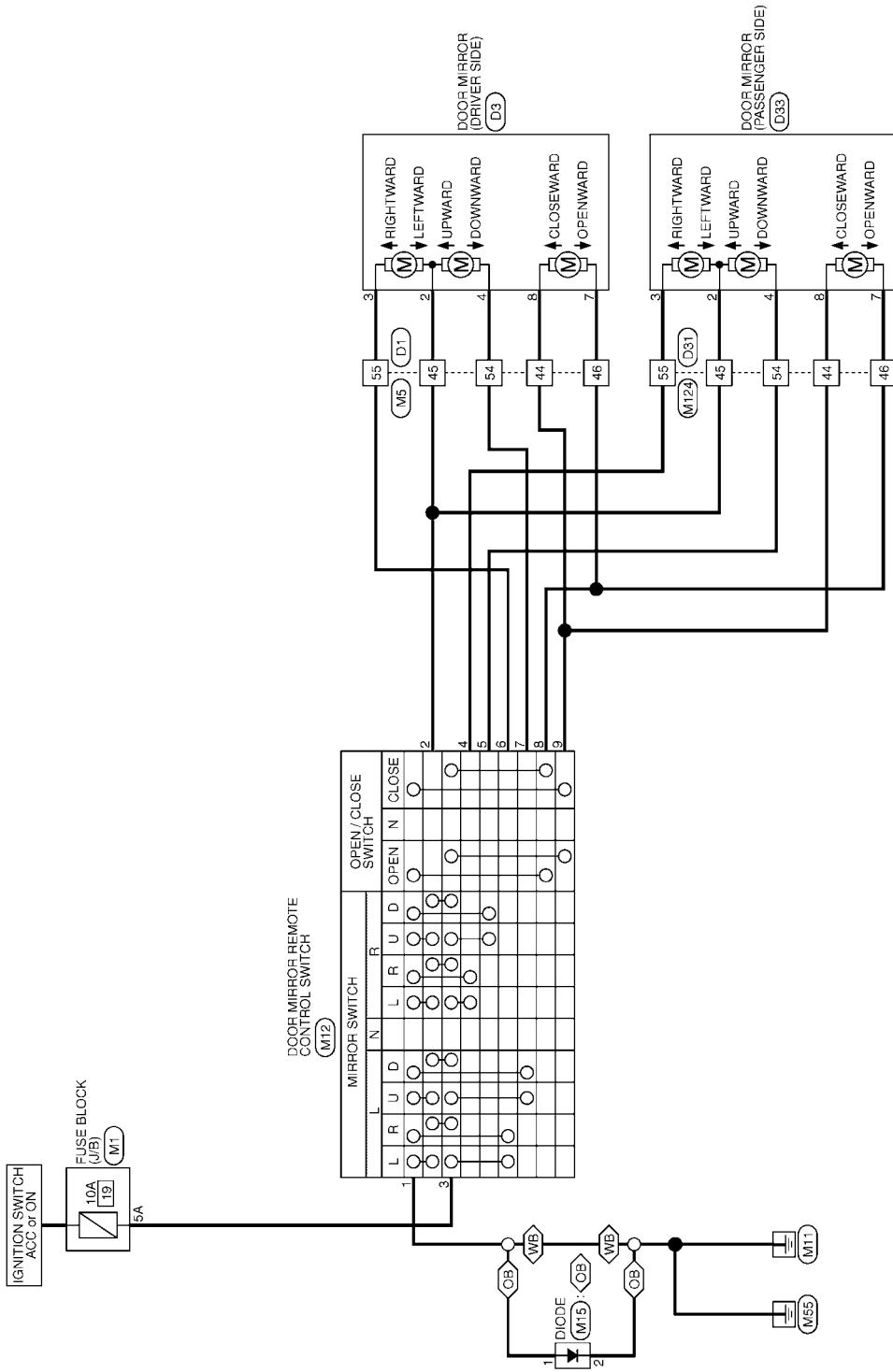
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EXCEPT FOR EUROPE : Wiring Diagram - DOOR MIRROR SYSTEM (LHD models) -

INFOID:0000000004994547

DOOR MIRROR (LHD MODELS)

- WB : With BOSE audio
- OB : Without BOSE audio



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DOOR MIRROR

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DOOR MIRROR (LHD MODELS)

Connector No.	DI	Connector No.	D3
Connector Name	WIRE TO WIRE	Connector Name	DOOR MIRROR (DRIVER SIDE)
Connector Type	TH40FWY-CS15	Connector Type	RH08MB
			

Terminal No.	Color of Wire	Signal Name [Specification]	Terminal No.	Color of Wire	Signal Name [Specification]
44	L	-	2	Y	-
45	Y	-	3	G	-
46	R	-	4	W	-
54	W	-	54	W	-
55	G	-	55	G	-

Connector No.	D1	Connector No.	D33
Connector Name	WIRE TO WIRE	Connector Name	DOOR MIRROR (PASSENGER SIDE)
Connector Type	TH40FWY-CS15	Connector Type	RH08MB
			

Terminal No.	Color of Wire	Signal Name [Specification]	Terminal No.	Color of Wire	Signal Name [Specification]
15	14	13	12	11	10
14	13	12	11	10	9
13	12	11	10	9	8
12	11	10	9	8	7
11	10	9	8	7	6
10	9	8	7	6	5
9	8	7	6	5	4
8	7	6	5	4	3
7	6	5	4	3	2
6	5	4	3	2	1
5	4	3	2	1	-
4	3	2	1	-	-
3	2	1	-	-	-
2	1	-	-	-	-
1	-	-	-	-	-

Terminal No.	Color of Wire	Signal Name [Specification]	Terminal No.	Color of Wire	Signal Name [Specification]
44	L	-	2	Y	-
45	Y	-	3	G	-
46	R	-	46	R	-
54	W	-	54	W	-
55	G	-	55	G	-

Terminal No.	Color of Wire	Signal Name [Specification]	Terminal No.	Color of Wire	Signal Name [Specification]
15	14	13	12	11	10
14	13	12	11	10	9
13	12	11	10	9	8
12	11	10	9	8	7
11	10	9	8	7	6
10	9	8	7	6	5
9	8	7	6	5	4
8	7	6	5	4	3
7	6	5	4	3	2
6	5	4	3	2	1
5	4	3	2	1	-
4	3	2	1	-	-
3	2	1	-	-	-
2	1	-	-	-	-
1	-	-	-	-	-

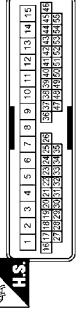
Terminal No.	Color of Wire	Signal Name [Specification]	Terminal No.	Color of Wire	Signal Name [Specification]
44	L	-	2	Y	-
45	Y	-	3	G	-
46	O	-	46	R	-
54	W	-	54	W	-
55	G	-	55	G	-

Terminal No.	Color of Wire	Signal Name [Specification]	Terminal No.	Color of Wire	Signal Name [Specification]
15	14	13	12	11	10
14	13	12	11	10	9
13	12	11	10	9	8
12	11	10	9	8	7
11	10	9	8	7	6
10	9	8	7	6	5
9	8	7	6	5	4
8	7	6	5	4	3
7	6	5	4	3	2
6	5	4	3	2	1
5	4	3	2	1	-
4	3	2	1	-	-
3	2	1	-	-	-
2	1	-	-	-	-
1	-	-	-	-	-

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DOOR MIRROR

< DTC/CIRCUIT DIAGNOSIS >

DOOR MIRROR (LHD MODELS)		
Connector No.	M124	
Connector Name	WIRE TO WIRE	
Connector Type	TH40MW-CS15	
 		
Terminal No.	Color of Wire	Signal Name [Specification]
44	L	-
45	Y	-
46	O	-
54	W	-
55	G	-

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DOOR MIRROR

< DTC/CIRCUIT DIAGNOSIS >

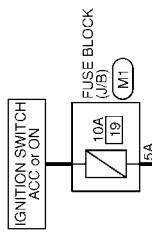
EXCEPT FOR EUROPE : Wiring Diagram - DOOR MIRROR SYSTEM (RHD models) -

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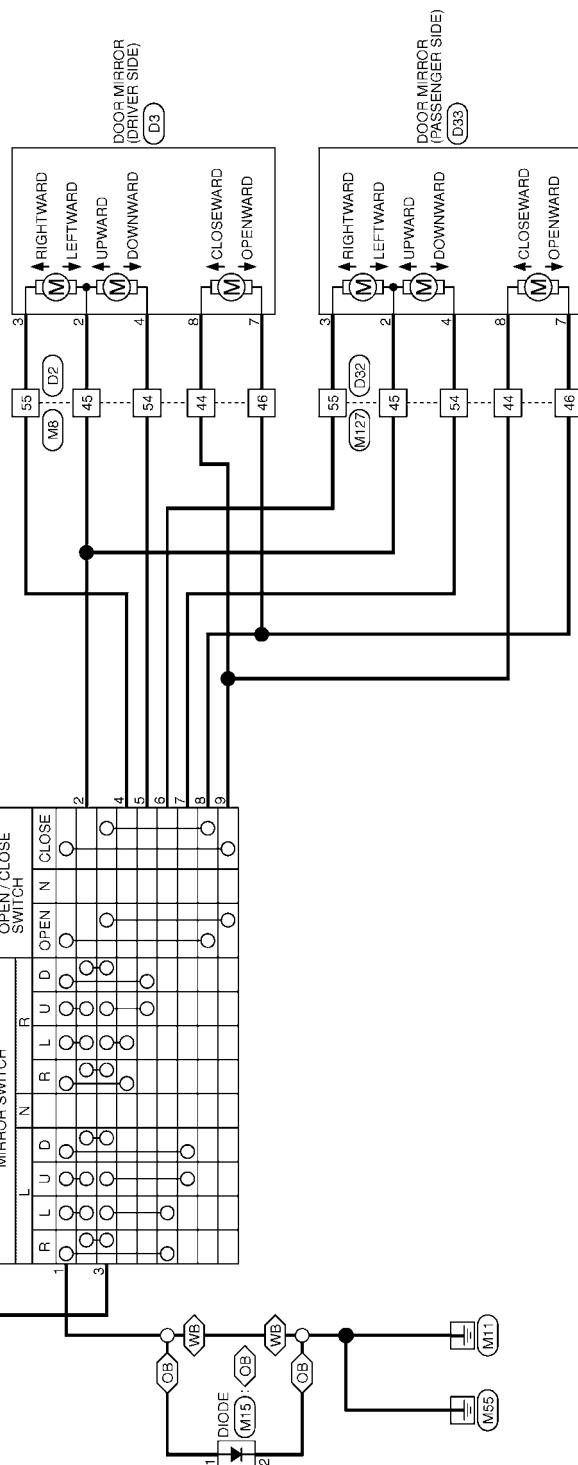
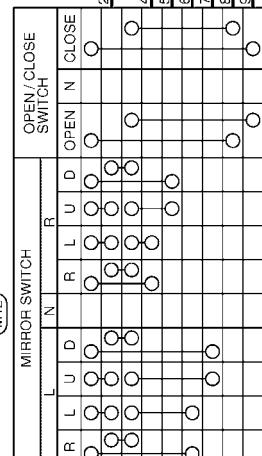
DOOR MIRROR (RHD MODELS)

WB : With BOSE

OB : Without BOSE



DOOR MIRROR REMOTE
CONTROL SWITCH
(M12)



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DOOR MIRROR

< DTC/CIRCUIT DIAGNOSIS >

DOOR MIRROR (RHD MODELS)

Connector No.	Color of Wire	Signal Name [Specification]	Terminal No.	Color of Wire	Signal Name [Specification]
D2	L	-	2	Y	-
	Y	-	3	Y	-
	R	-	4	W	-
	W	-	7	W	-
	L	-	8	G	-
	G	-	55	G	-

Connector No. D2
Connector Name: WIRE TO WIRE
Connector Type: TH40FW-CS15-S

Connector No. D3
Connector Name: DOOR MIRROR (DRIVER SIDE)
Connector Type: RH08MB

Connector No. D33
Connector Name: DOOR MIRROR (PASSENGER SIDE)
Connector Type: RH08MB

Terminal No.	Color of Wire	Signal Name [Specification]	Terminal No.	Color of Wire	Signal Name [Specification]
44	L	-	44	L	-
45	Y	-	45	Y	-
46	R	-	46	R	-
54	W	-	54	W	-
55	G	-	55	G	-

Connector No. D32
Connector Name: WIRE TO WIRE
Connector Type: TH40FW-CS15-S

Connector No. M1
Connector Name: FUSE BLOCK (J/B)
Connector Type: NS30FW-M2

Connector No. M15
Connector Name: DOOR MIRROR REMOTE CONTROL SWITCH
Connector Type: NS12FW-CS

Connector No. M12
Connector Name: DOOR MIRROR REMOTE CONTROL SWITCH
Connector Type: ET02-2W

DOOR MIRROR

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DOOR MIRROR (RHD MODELS)	
Connector No.	M127
Connector Name	WIRE TO WIRE
Connector Type	TH40MW-CS415
	
Terminal No.	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15
Color of Wire	W Y R W R W G
Signal Name [Specification]	— — — — — —
Terminal No.	34 35 36 34 35 35
Color of Wire	L Y R W G
Signal Name [Specification]	— — — — —

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AUTO ANTI-DAZZLING INSIDE MIRROR SYSTEM

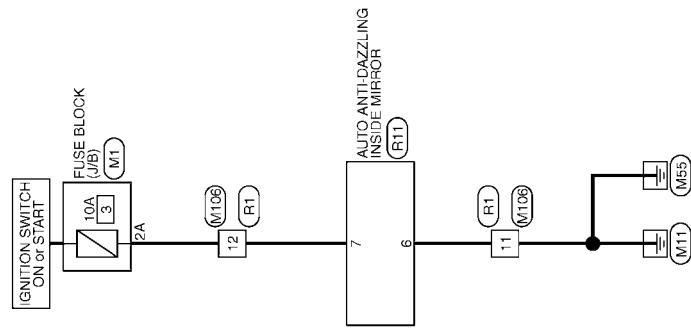
< DTC/CIRCUIT DIAGNOSIS >

AUTO ANTI-DAZZLING INSIDE MIRROR SYSTEM

Wiring Diagram - INSIDE MIRROR SYSTEM -

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INSIDE MIRROR



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AUTO ANTI-DAZZLING INSIDE MIRROR SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

INSIDE MIRROR

Connector No.	MI	Connector No.	R1					
Connector Name	FUSE BLOCK (J/B)	Connector Name	WIRES TO WIRE					
Connector Type	NS305FW-Q2	Connector Type	TH12MW-NH					
								
Terminal No.	Color of Wire	Signal Name [Specification]	Terminal No.	Color of Wire No.	Signal Name [Specification]	Terminal No.	Color of Wire	Signal Name [Specification]
2A	G	—	11	B	—	6	B	—
12	GR	—	12	BR	—	7	B/R	—

Connector No.	R1
Connector Name	AUTO ANTI-DAZZLING INSIDE MIRROR
Connector Type	JAA07FB
	

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SQUEAK AND RATTLE TROUBLE DIAGNOSIS

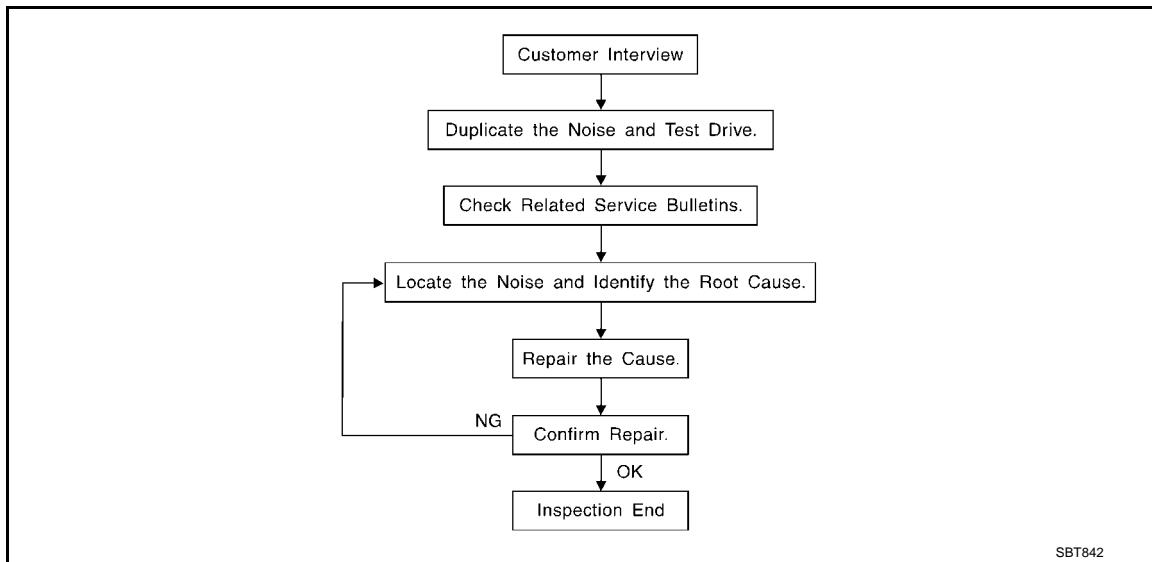
< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

SQUEAK AND RATTLE TROUBLE DIAGNOSIS

Work Flow

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SBT842

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 of the customer's comments; refer to [MIR-22, "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 a test drive 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 a technician 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.

DUPLICATE THE NOISE AND TEST DRIVE

SQUEAK AND RATTLE TROUBLE DIAGNOSIS

< SYMPTOM DIAGNOSIS >

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 the repair is reconfirmed.

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.

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 (Engine Ear or 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 are suspected to be the cause of the noise.
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 are suspected to be the cause of 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 by hand by touching the component(s) that are suspected to be the cause of the noise.
 - Placing a piece of paper between components that are suspected to be the cause of the noise.
 - Looking for loose components and contact marks.
Refer to [MIR-20, "Inspection Procedure"](#).

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. These insulators are available through the authorized Nissan Parts Department.

CAUTION:

Never use excessive force as many components are constructed of plastic and may be damaged.

NOTE:

- URETHANE PADS
Insulates connectors, harness, etc.
- INSULATOR (Foam blocks)
Insulates components from contact. Can be used to fill space behind a panel.
- INSULATOR (Light foam block)
- FELT CLOTH TAPE
Used to insulate where movement does not occur. Ideal for instrument panel applications.
The following materials, not available through NISSAN Parts Department, 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 is be visible or does not fit.
Note: Will only last a few months.
- SILICONE SPRAY
Used when grease cannot be applied.
- DUCT TAPE
Used to eliminate movement.

CONFIRM THE REPAIR

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SQUEAK AND RATTLE TROUBLE DIAGNOSIS

< SYMPTOM DIAGNOSIS >

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.

Inspection Procedure

INFOID:000000005406805

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

INSTRUMENT PANEL

Most incidents are caused by contact and movement between:

1. 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:

Never use silicone spray to isolate a squeak or rattle. If the area is saturated with silicone, the recheck of repair becomes impossible.

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 following:

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. The areas can usually be insulated with felt cloth tape or insulator foam blocks to repair the noise.

TRUNK

Trunk noises are often caused by a loose jack or loose items put into the trunk by the customer.

In addition look for the following:

1. Trunk lid dumpers out of adjustment
2. Trunk lid striker out of adjustment
3. 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

SQUEAK AND RATTLE TROUBLE DIAGNOSIS

< SYMPTOM DIAGNOSIS >

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 is important to note the position the seat is in and the load placed on the seat when the noise occurs. 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. 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.

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SQUEAK AND RATTLE TROUBLE DIAGNOSIS

< SYMPTOM DIAGNOSIS >

Diagnostic Worksheet

INFOID:000000005406806



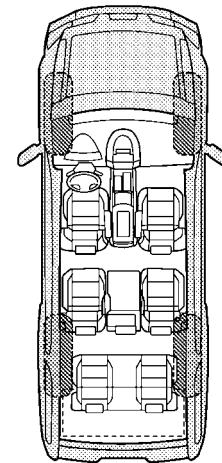
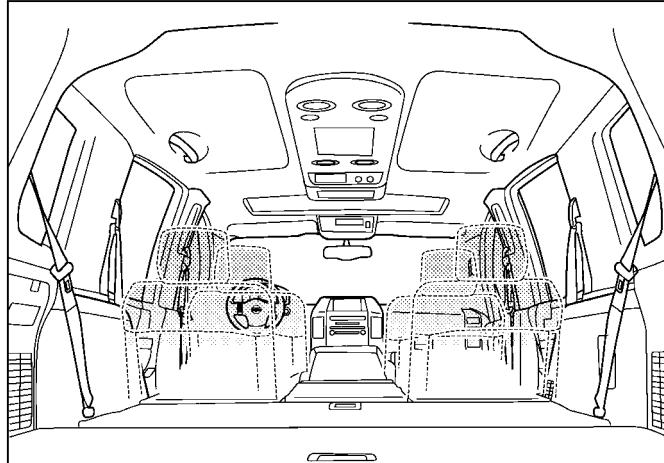
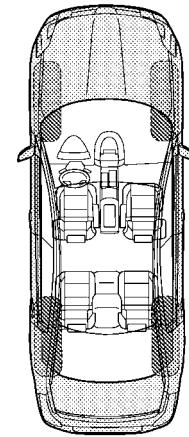
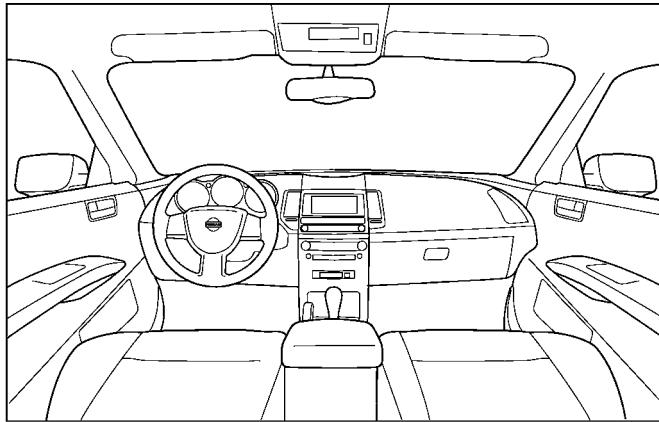
SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

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 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 DIAGNOSIS

< SYMPTOM DIAGNOSIS >

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:

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III. WHEN DRIVING:

<input type="checkbox"/> through driveways	<input type="checkbox"/> squeak (like tennis shoes on a clean floor)
<input type="checkbox"/> over rough roads	<input type="checkbox"/> creak (like walking on an old wooden floor)
<input type="checkbox"/> over speed bumps	<input type="checkbox"/> rattle (like shaking a baby rattle)
<input type="checkbox"/> only about _____ mph	<input type="checkbox"/> knock (like a knock at the door)
<input type="checkbox"/> on acceleration	<input type="checkbox"/> tick (like a clock second hand)
<input type="checkbox"/> coming to a stop	<input type="checkbox"/> thump (heavy, muffled knock noise)
<input type="checkbox"/> on turns: left, right or either (circle)	<input type="checkbox"/> buzz (like a bumble bee)
<input type="checkbox"/> with passengers or cargo	
<input type="checkbox"/> other: _____	
<input type="checkbox"/> after driving _____ miles or _____ minutes	

IV. WHAT TYPE OF NOISE

<input type="checkbox"/> squeak (like tennis shoes on a clean floor)
<input type="checkbox"/> creak (like walking on an old wooden floor)
<input type="checkbox"/> rattle (like shaking a baby rattle)
<input type="checkbox"/> knock (like a knock at the door)
<input type="checkbox"/> tick (like a clock second hand)
<input type="checkbox"/> thump (heavy, muffled knock noise)
<input type="checkbox"/> buzz (like a bumble bee)

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TO BE COMPLETED BY DEALERSHIP PERSONNEL

Test Drive Notes:

YES	NO	Initials of person performing
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Vehicle test driven with customer

<input type="checkbox"/>	<input type="checkbox"/>
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- Noise verified on test drive

<input type="checkbox"/>	<input type="checkbox"/>
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- Noise source located and repaired

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

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- Follow up test drive performed to confirm repair

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

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VIN: _____

Customer Name: _____

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W.O.# _____

Date: _____

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This form must be attached to Work Order

PIIB8742E

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PRECAUTIONS

< PRECAUTION >

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000004639667

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 AIR BAG" and "SEAT BELT" 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 AIR BAG".
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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

WARNING:

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Precaution for Pop Up Engine Hood

INFOID:000000004993151

WARNING:

- Before removal or installation of the pop-up engine hood and harness, always turn OFF the key switch, disconnect the battery negative terminal, and wait for 3 minutes or more. (To discharge the accumulated electricity in the pop-up engine hood control unit auxiliary power supply circuit)
- Never use pneumatic or electric tools, etc., to remove or install components of the pop-up engine hood.
- Never repair the harness for the pop-up engine hood with a solder. Also, always avoid contact or interference between the harness and other parts.
- Never use an electric tester like a circuit tester, etc., when inspecting the pop-up engine hood circuit or other individual parts. (To prevent activation due to the low voltage of the tester)
- Never allow foreign materials like a screwdriver, etc., to enter the pop-up engine hood harness connector. (To prevent activation due to static electricity)
- The yellow harness connector is used with the pop-up engine hood for identification purposes compared to other harnesses.

Precaution Necessary for Steering Wheel Rotation after Battery Disconnect

INFOID:000000004639668

NOTE:

- Before removing and installing any control units, first turn the push-button ignition switch to the LOCK position, then disconnect both battery cables.
- After finishing work, confirm that all control unit connectors are connected properly, then re-connect both battery cables.
- Always use CONSULT-III to perform self-diagnosis as a part of each function inspection after finishing work. If a DTC is detected, perform trouble diagnosis according to self-diagnosis results.

PRECAUTIONS

< PRECAUTION >

This vehicle is equipped with a push-button ignition switch and a steering lock unit.

If the battery is disconnected or discharged, the steering wheel will lock and cannot be turned.

If turning the steering wheel is required with the battery disconnected or discharged, follow the procedure below before starting the repair operation.

OPERATION PROCEDURE

1. Connect both battery cables.

NOTE:

Supply power using jumper cables if battery is discharged.

2. Turn the push-button ignition switch to ACC position.

(At this time, the steering lock will be released.)

3. Disconnect both battery cables. The steering lock will remain released with both battery cables disconnected and the steering wheel can be turned.

4. Perform the necessary repair operation.

5. When the repair work is completed, re-connect both battery cables. With the brake pedal released, turn the push-button ignition switch from ACC position to ON position, then to LOCK position. (The steering wheel will lock when the push-button ignition switch is turned to LOCK position.)

6. Perform self-diagnosis check of all control units using CONSULT-III.

Precaution for Battery Service

INFOID:0000000004639669

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.

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PREPARATION

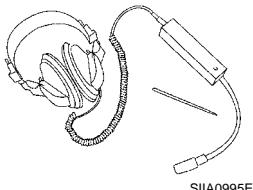
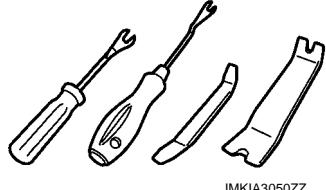
<PREPARATION>

PREPARATION

PREPARATION

Commercial Service Tools

INFOID:000000004639671

Tool name	Description	
Engine ear	 SIIA0995E	Locates the noise
Remover tool	 JMKIA3050ZZ	Removes the clips, pawls, and metal clips
Power tool	 PIIB1407E	

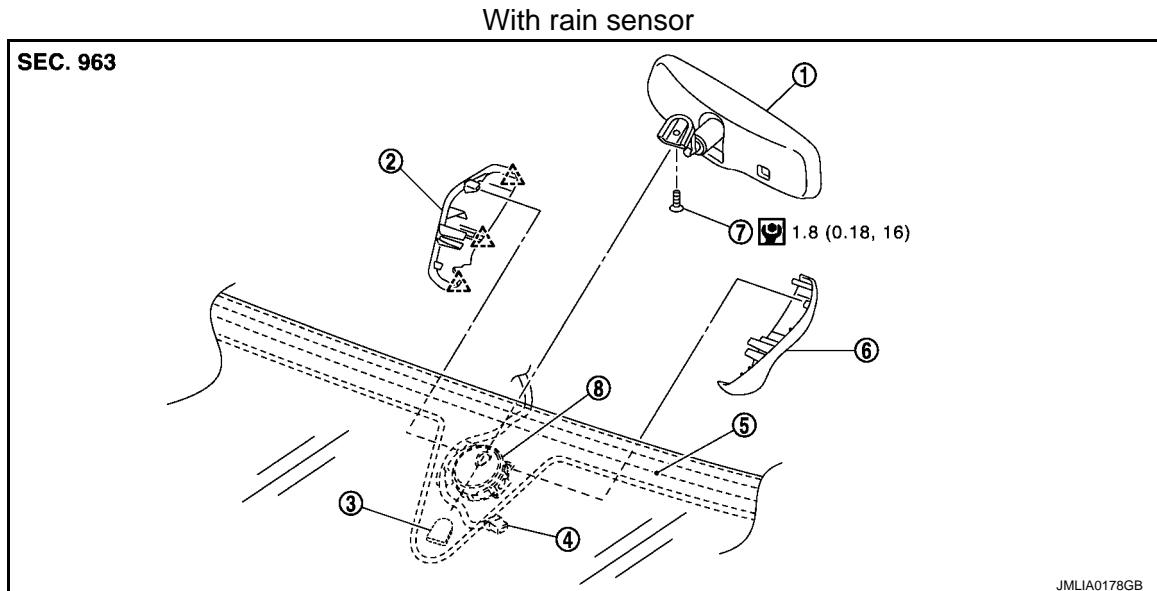
< REMOVAL AND INSTALLATION >

REMOVAL AND INSTALLATION

INSIDE MIRROR

Exploded View

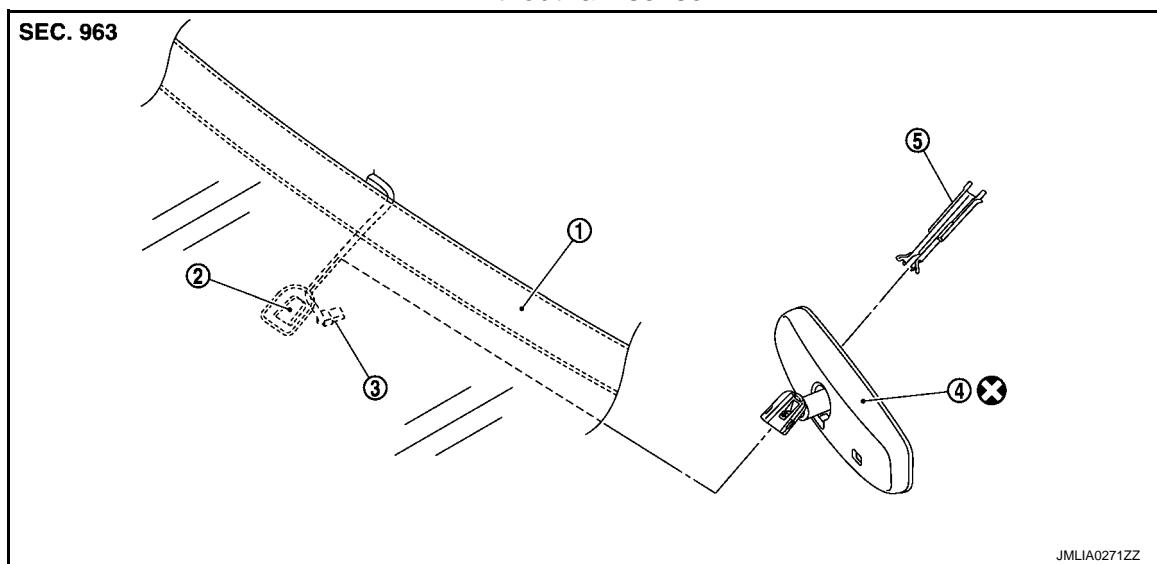
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- 1. Inside mirror
- 2. Inside mirror cover RH
- 3. Mirror base
- 4. Harness connector
- 5. Windshield glass
- 6. Inside mirror cover LH
- 7. TORX bolt
- 8. Rain sensor

Refer to [GI-4, "Components"](#) for symbols in the figure.

Without rain sensor



- 1. Windshield glass
- 2. Mirror base
- 3. Harness connector
- 4. Inside mirror
- 5. Inside mirror cover

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000004639673

REMOVAL

1. Remove the inside mirror cover (Without rain sensor).

INSIDE MIRROR

< REMOVAL AND INSTALLATION >

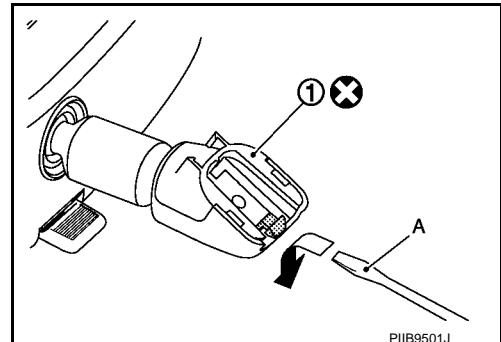
- Remove the inside mirror cover (LH/RH) (With rain sensor).
2. Remove the TORX bolt (With rain sensor).
3. Disconnect harness connector from inside mirror.
4. Slide the inside mirror upward to remove.

NOTE:

Insert flat-bladed screwdriver (A) under the inside mirror (1).
Slide the inside mirror to the upper side while pushing the pawl downward (Without rain sensor).

CAUTION:

Never use excessive force to remove the inside mirror because it is inserted tightly into the mirror base.



INSTALLATION

Install in the reverse order of removal.

CAUTION:

When inserting the inside mirror into the mirror base, be sure to push the pawl until it get connected to the mirror base.

OUTSIDE MIRROR

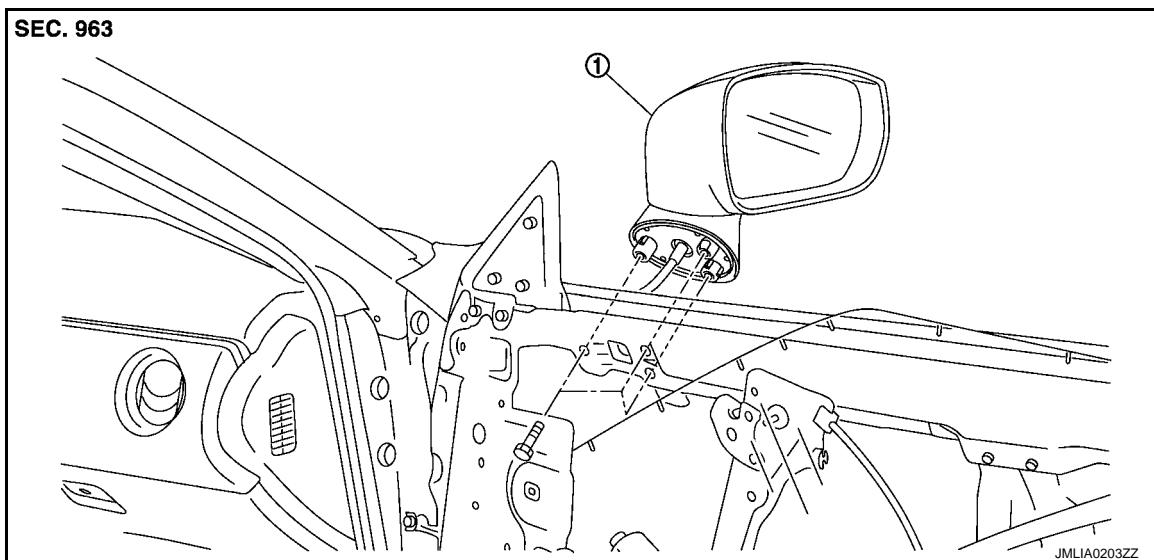
< REMOVAL AND INSTALLATION >

OUTSIDE MIRROR DOOR MIRROR ASSEMBLY

DOOR MIRROR ASSEMBLY : Exploded View

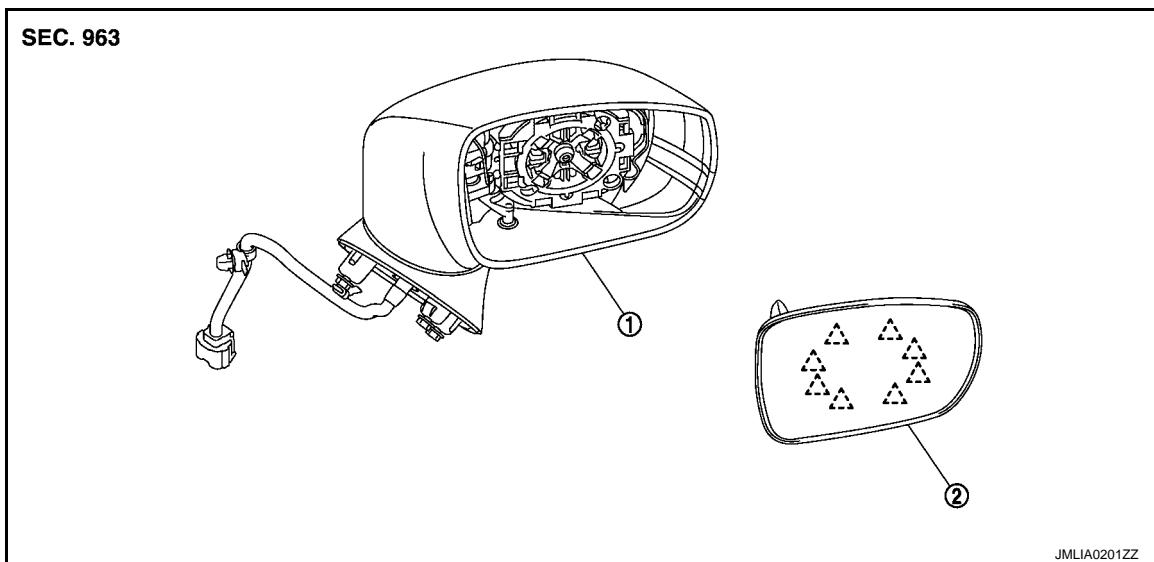
INFOID:000000004639674

REMOVAL



1. Door mirror assembly

DISASSEMBLY



1. Mirror assembly
2. Glass mirror

△ : Pawl

DOOR MIRROR ASSEMBLY : Removal and Installation

INFOID:000000004639675

REMOVAL

1. Remove door finisher. Refer to [INT-11. "EXCEPT SpecV : Removal and Installation"](#).
2. Remove door inner west reinforcement. Refer to [DLK-316. "DOOR ASSEMBLY : Exploded View"](#).
3. Disconnect door mirror harness connector.

OUTSIDE MIRROR

< REMOVAL AND INSTALLATION >

4. Remove mounting bolts, and remove door mirror assembly.

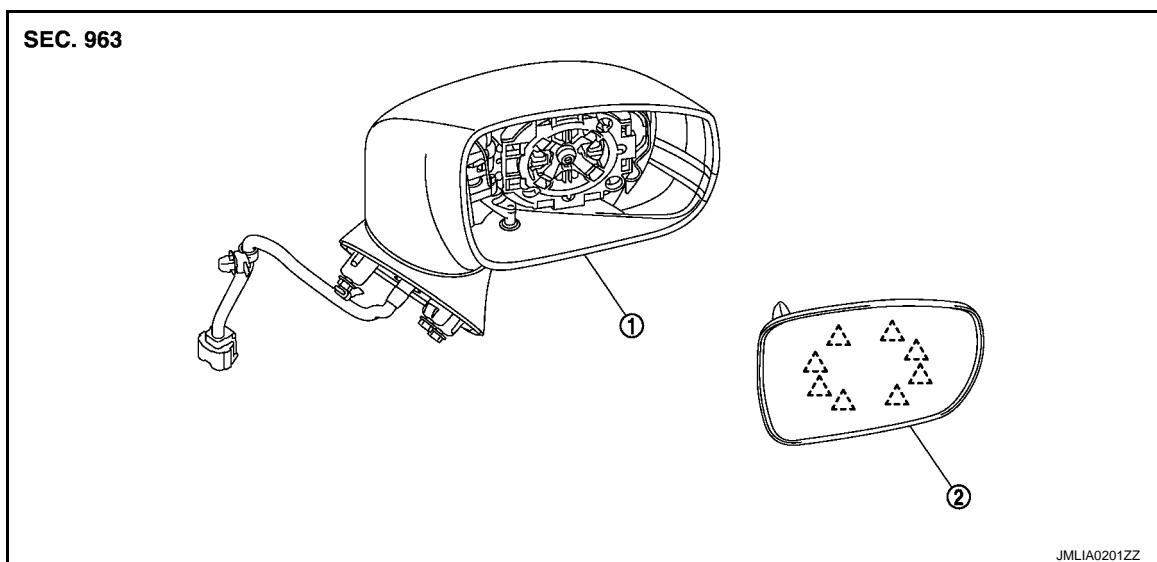
INSTALLATION

Install in the reverse order of removal.

GLASS MIRROR

GLASS MIRROR : Exploded View

INFOID:000000004639676



1. Mirror assembly
2. Glass mirror

△ : Pawl

GLASS MIRROR : Disassembly and Assembly

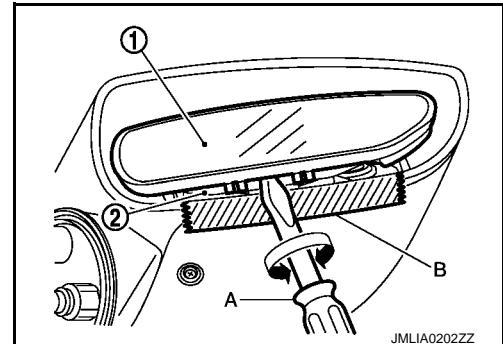
INFOID:000000004639677

DISASSEMBLY

1. Place the glass mirror upward.
2. Put a strip of protective tape (B) on housing assembly.
3. As shown in the figure, insert a small flat-bladed screwdriver (A) between glass mirror (1) and actuator (2). Push up both pawls simultaneously to remove glass mirror lower half side.

NOTE:

Insert flat-bladed screwdriver, and push up while rotating (twisting) to make work easier.



4. Remove two terminals of mirror heater attachment.
5. Lightly lift up lower side of glass mirror, and detach both pawls of upper side as if pulling it out to disassemble glass mirror from actuator.

ASSEMBLY

Assemble in the reverse order of disassembly.

CAUTION:

After installation, check that pawls are securely engaged.

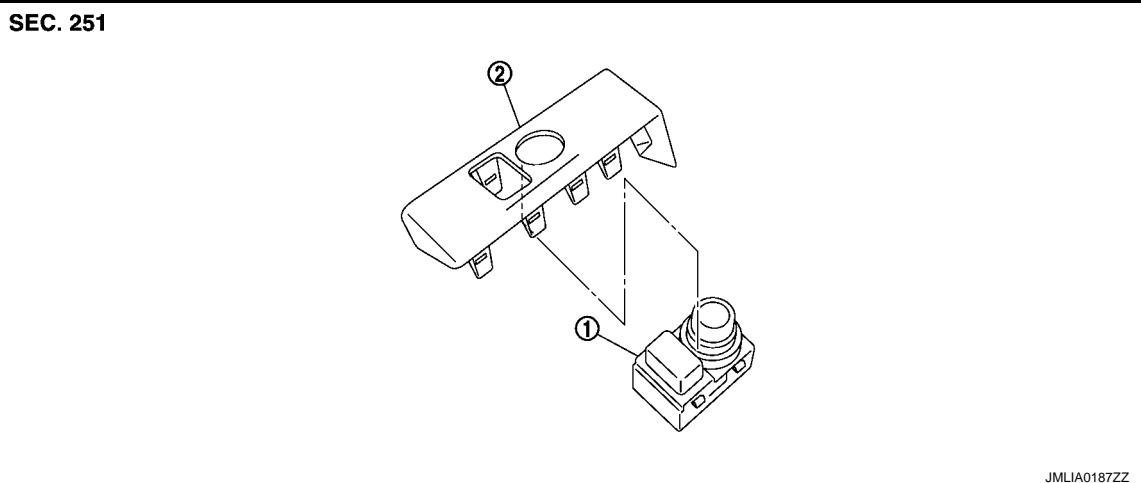
DOOR MIRROR REMOTE CONTROL SWITCH

< REMOVAL AND INSTALLATION >

DOOR MIRROR REMOTE CONTROL SWITCH

Exploded View

INFOID:000000004639678



1. Door mirror remote control switch
2. Mirror switch finsher

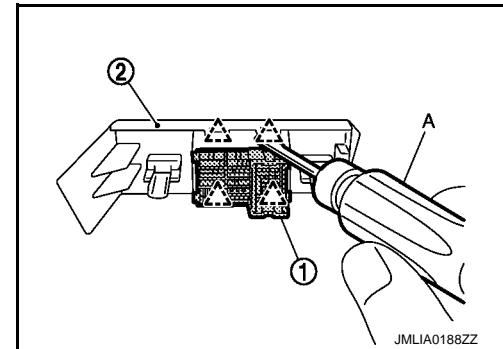
Removal and Installation

INFOID:000000004639679

REMOVAL

1. Remove the mirror switch finisher. Refer to [INT-11, "EXCEPT SpecV : Exploded View"](#).
2. Remove door mirror remote control switch (1) from mirror switch finisher(2) ,with flat-bladed screwdriver (A).

△ : Pawl



INSTALLATION

Install in the reverse order of removal.

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