



TechNews


November 2009 | Volume 2 | Issue 4



- | **Wiring Repair**
- | **Fluids**
- | **Security Systems**
- | **Dealer Listing**



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- Maximize fuel economy*
- Lower harmful emissions

*Restores lost fuel economy by removing harmful fuel injector deposits





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Caution: Vehicle servicing performed by untrained persons could result in serious injury to those persons or others. Information contained in this publication is intended for use by trained, professional auto repair technicians ONLY. This information is provided to inform these technicians of conditions which may occur in some vehicles or to provide information which could assist them in proper servicing of these vehicles.

Properly trained technicians have the equipment, tools, safety instructions, and know-how to perform repairs correctly and safely. If a condition is described, DO NOT assume that a topic covered in these pages automatically applies to your vehicle or that your vehicle has that condition.

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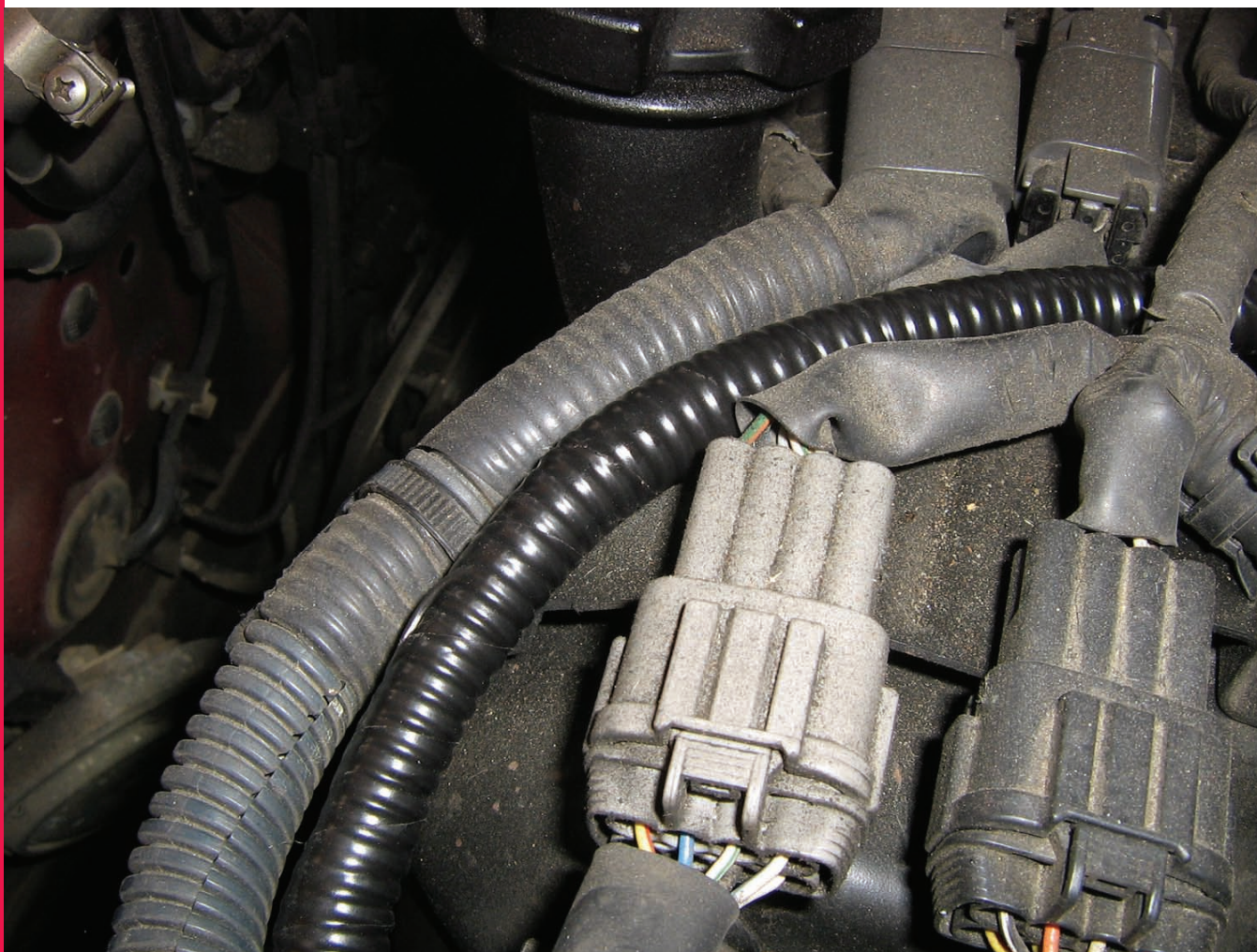
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Is a Working Circuit Proof of a Proper Repair?



Wiring repairs, hidden under layers of electrical tape, will remain unseen and unnoticed, unless they fail and require exhumation. Some technicians may feel that if a circuit's function can be restored with a quick repair, there is no reason to spend extra time using Nissan-approved methods. However, professional integrity will prevent most technicians from taking shortcuts, even if their repair work is hidden where no one will ever see it.

This article is for those who want to restore or improve their customer's wiring, rather than simply fix it. For those who want the satisfaction of knowing that when a car they've repaired goes to the car crusher, it may be falling apart at the seams, but their wiring repair will still be in perfect condition. For those who want to be able look their customers straight in the eye and be proud of the repairs they've performed.

Address the cause of the failure

Some wiring problems can be caused by an engineering miscalculation or manufacturing error, but it's extremely rare, and a TSB will usually address the issue. For the most part, wiring harness and connector failures are caused by "something"; finding that "something" and correcting it is the first step in performing a proper repair.

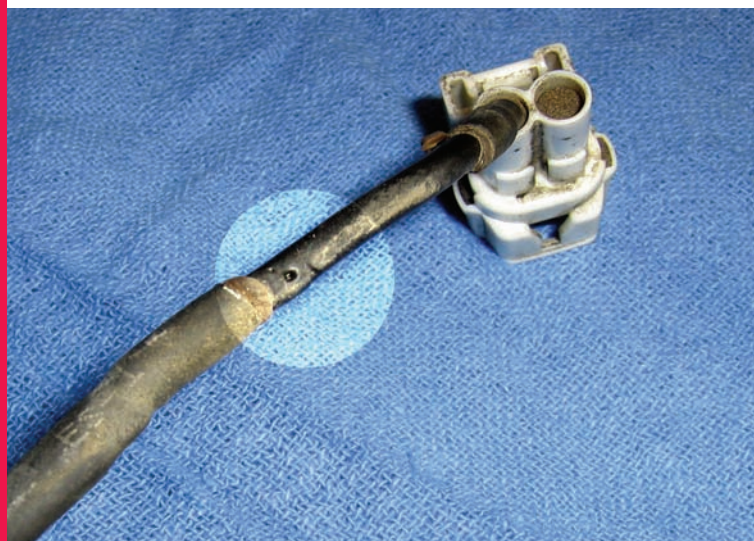
Flex, or excessive harness movement, is one potential cause of failure. It can loosen connector pin fit over time, and it can fatigue copper wire, causing it to break, one strand at a time. Both of these failures will lead to increasing voltage drop and decreasing circuit efficiency little by little until the circuit fails to operate as designed.

Some flex is unavoidable. The harness to the driver's door is an example of this. However, other flex can be corrected, such as excessive harness movement caused by worn motor mounts, or flex caused by a misrouted wiring harness.

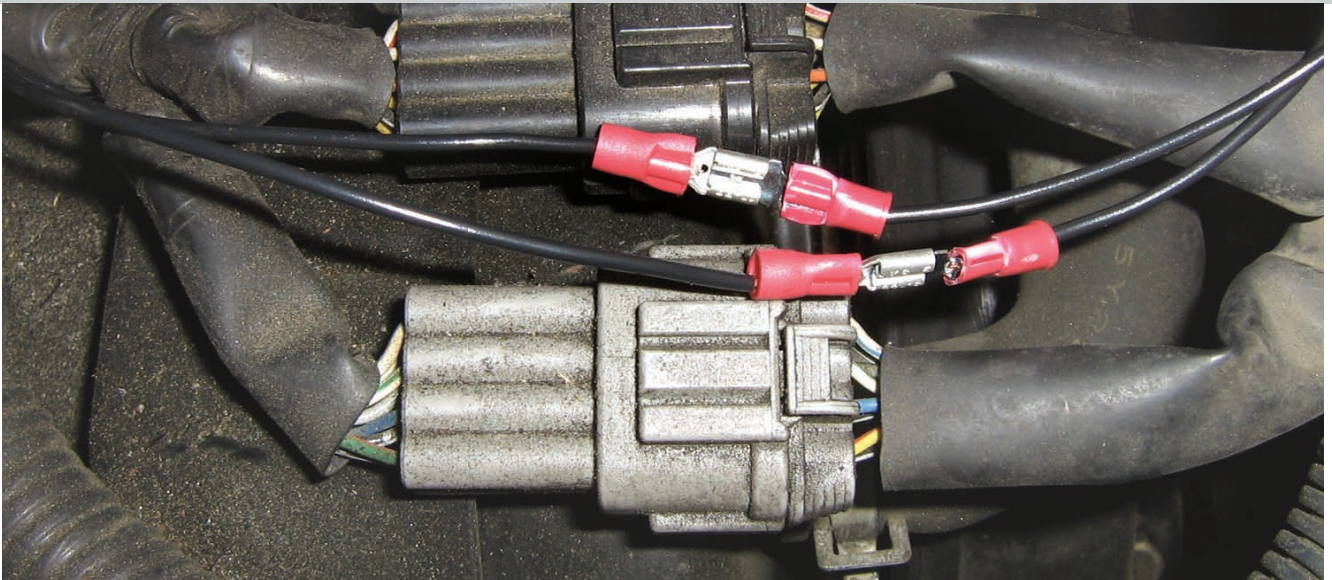
Discoloration of terminals or wires, or melted insulation, or connector housings is a sure sign of voltage drop and overheating. When there are signs of overheating, the cause should be found. Is it a problem that will be resolved during the course of repair, such as a voltage drop due to poor pin fit, or broken wire strands due to flex? Or could there be a problem that will remain after the repair, such as excessive load on the circuit due to modification or mechanical failure.



CORRECT: Using a T-pin to backprobe an electrical connector. Be sure not to allow the pins to short. Electrical tape can be used to prevent shorting when testing adjacent pins on tightly packed connectors.



INCORRECT: Improper use of a piercing probe can push strands of shielding into the conductor and create a short to ground.



Sure, it works, but for how long?

Once the wiring is repaired, check for excessive current draw. Examples of common problems include failing or obstructed blower motors, aftermarket or incorrect wattage bulbs, binding window runs or regulators, and devices running at beyond their rated duty cycle.

Testing

Voltage drop testing is the preferred method for finding a section of harness in need of repair. Resistance testing (using an ohmmeter) will not reveal tenuous connections or frayed wire. For more information on voltage drop, see the E-Learning module: Introduction to Electrical Components (available on <http://www.nissan-techinfo.com>).

Tug and wiggle testing are invaluable tools when used in conjunction with voltage drop testing. First, tug on the suspect connector to make sure it is fully locked. Then tug on each wire individually to make sure it is fully locked in the connector. Follow tug testing with wiggle testing. Wiggle the connector while monitoring the voltage drop across the connector.

Nissan recommends using T-pins to backprobe non-weatherproofed connectors. If you are a fan of piercing probes, be sure that you do not pierce a

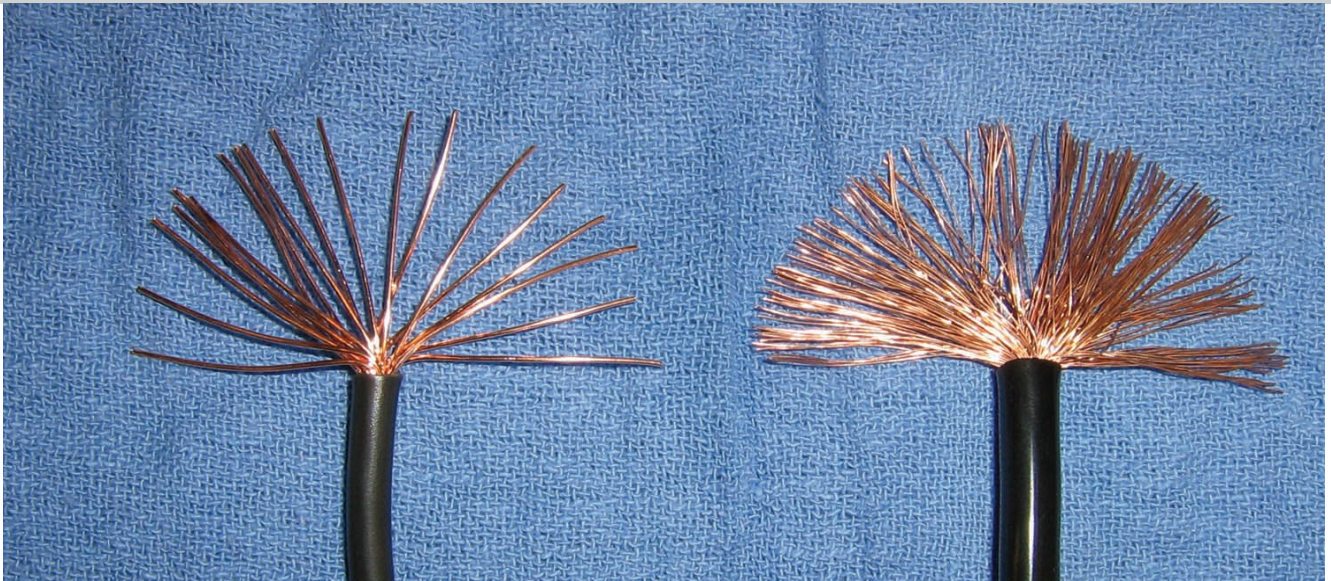
shielded wire, leave un-repaired holes in the insulation, or otherwise damage the wiring.

What about blind connectors, such as those found on components like control units and sensors? There is no way to test voltage drop across the connector because there is no access to the other side of the connector. Nissan has a test gauge set available through TechMate to address this problem. Using a connector application guide and color-coded test gauges, worn female terminal springs can be identified. See the Nissan and Infiniti Terminal Pin Service Manual, available from TechMate at www.nissantechmate.com for more information.

Repairing Connectors

Nissan put a lot of thought into using their connector choices. Depending on application, connectors have different levels of weather resistance, different latching mechanisms, and different terminal designs. Repairing the original connector will provide a solid long-lasting repair if done properly, yet it's common to see jury-rigged solutions applied.

One reason may be that folks are unaware that connector repair parts are available. Connector repair



Wire with a higher strand count is better suited to applications where the wire will flex in service. Both wires pictured are 8 GA, but the wire on the right has a higher strand count and thicker insulation, and is therefore a better choice for automotive applications.

parts are not sold through Nissan parts departments, so if you call for a specific connector for a specific car, you may be told that it is only available with the harness. However, you can purchase all types of connector housings, terminals, weather packing through TechMate.

Complete instructions for repairing each type of terminal, including procedures, terminal part numbers, and required tools can be found in the Nissan and Infiniti Terminal Pin Service Manual, also available on the Techmate website.

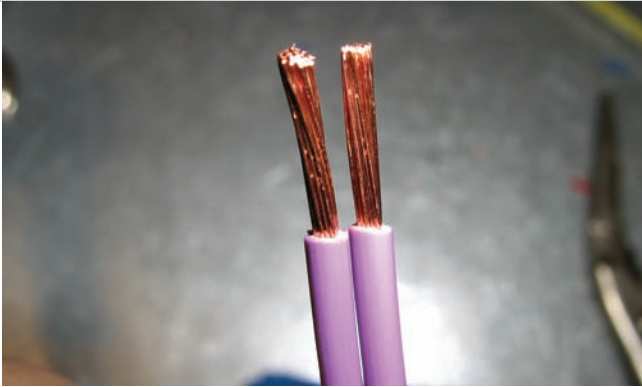
Choosing wire

Gauge, or the thickness of the conductor, has a direct impact on its current carrying capacity. AWG (American Wire Gauge) is a very old standard particular to North America, and it's a little counterintuitive. As the thickness of the wire increases, the AWG number decreases. Therefore, a 14 AWG wire is thinner than a 12 AWG.

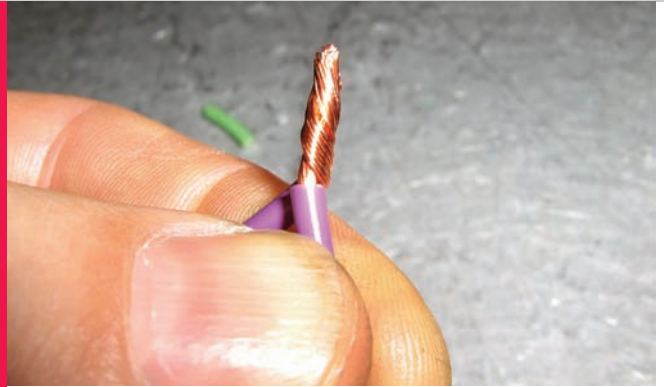


460F is the ideal temperature for soldering with 60/40 solder.

Nissan Wiring Repair



Strip equal lengths of insulation from the ends of the wires. Only solder clean bright wire.



Twist the ends together.



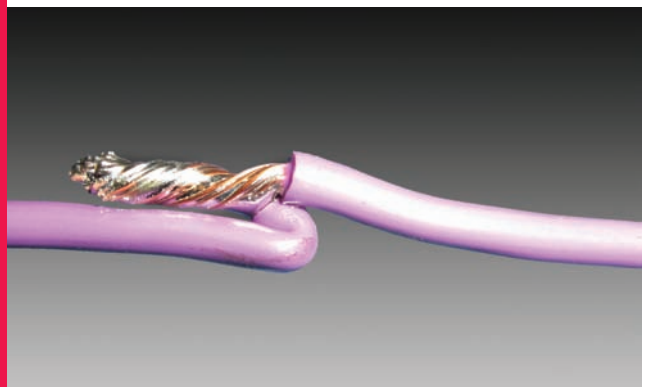
Snip the top to remove any jagged edges.



Prepare the soldering iron by tinning the tip.



Solder the joint. Don't allow the joint to move while the solder is cooling.



Bend the soldered joint so it lays flat.

GENERIC OR ORIGINAL. WHICH WOULD YOU CHOOSE?



TRUST THE ORIGINAL. GENUINE NISSAN PARTS.

NISSAN OEM ADVANTAGE #21

LOOK
CLOSER

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Nissan4parts.com

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SHIFT_the way you move

When selecting replacement wire, the new wire must be as thick or thicker than the wire that is being replaced. So, if a section of 18 gauge wire is being replaced, 16 gauge would be appropriate, but 22 gauge would not. Using thinner wire will result in a voltage drop and poor circuit performance.

Wire gauge is not the only consideration. Wire used in automotive applications, especially when it's used in sections of harness that will flex, should have a high strand count, meaning the wire should be made up of many fine strands as opposed to fewer thicker strands. There is generally no indication of strand count included in wire specifications, so visual comparison against the original wire is the only way to determine a replacement wire's suitability.

Joining Wire

Nissan's preferred method of joining wires is solder. A complete discussion of proper soldering technique deserves an article of its own, but here are a few tips, which if combined with practice, should produce good results.

- Always heat the wire, not the solder. Melt the solder into the wire once it's up to temperature.
- Don't allow the joint to move as the solder is cooling. Doing so will produce a cold solder, which can be identified by a dull appearance. A good solder joint will appear shiny.
- Clean the soldering iron tip frequently by wiping it on a damp sponge. The oxide crust that forms on the soldering iron tip will decrease heat transfer, and make soldering difficult.
- Use a temperature-controlled soldering iron. You'll find your soldering "skill" suddenly improves when using a quality tool. Set the temperature to 460 degrees F when using 60/40 solder.

When two wire ends are joined, Nissan recommends twisting the ends together, snipping the tip, soldering, then laying the repair flat against the wire, and taping. Twisting the wires together decreases the likelihood

the wires will shift as the solder is cooling, which could produce a cold solder joint. Snipping the tip removes excess wire that could become a sharp protrusion and poke through the electrical tape. Laying the wire flat reduces the bulk of the repair and allows for better sealing.

When choosing where to place repairs, consider how the placement will affect the durability of the harness. If you're repairing several adjacent wires, stagger the placement of the repairs by 30 mm. This will prevent the repaired sections from rubbing against each other, and keep the harness from looking like a python after a meal.

Never make a repair in a flexible section of harness, near hinges or between the firewall and engine are examples of bad spots for repair. Instead of soldering wire in the flexible section of harness, run new wire through the entire section and solder it in an area that does not flex.

Insulating the repair

Nissan recommends wrapping solder repairs in PVC (Vinyl) electrical tape. Purchasing high quality tape is a good investment. You'll find quality brands offer better adhesion, stretch, insulation, and protection.

When wrapping a repair with tape, Nissan recommends overlapping the tape by 50%; half the width of each turn of the tape covers the previous turn, and the other half is laid over the repaired section.

Nissan also recommends making 1½ "trips" over the repair. Start wrapping from a point to one side of the repair, wrap over the repair to an equidistant point to the other side of the repair, reverse direction and wrap back to the starting point, reverse direction again, then wrap until over the repair and cut the tape.

When making repairs in the engine compartment or other areas that will be exposed to moisture, Nissan recommends wrapping the repair with butyl (rubber) tape first, then with PVC electrical tape to provide a waterproof seal.

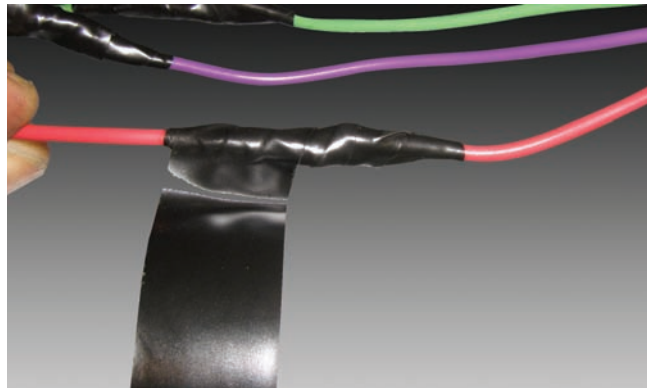
You may find butyl tape elusive. Heat shrink tubing with an adhesive liner is another excellent choice for repairs in potentially moist environments.



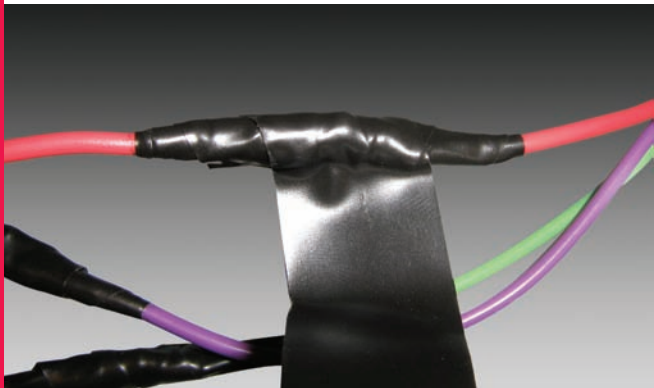
Begin wrapping to one side of the repair.



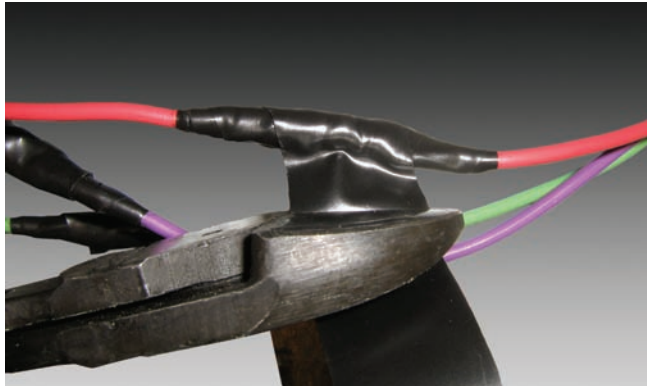
Wrap over the repair to an equidistant point on the other side of the repair, overlapping the tape by 50%.



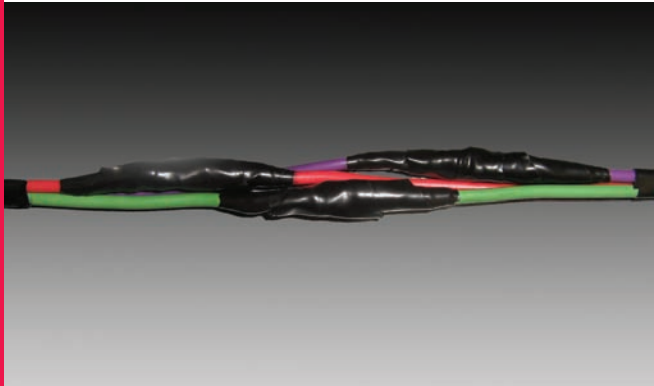
Wrap back to the starting point.



Reverse again and wrap back to the center of the repair.



Cut the tape rather than pulling apart for neater appearance and better adhesion.



A completed repair with staggered joints.

Nissan Wiring Repair



Use flex conduit to protect wiring

Protecting the harness

Once a harness has been repaired, it needs to be protected; otherwise the repair may be short lived. Flexible conduit should be installed over the repair to protect the wiring from chafing, protect the wiring from heat, and provide a professional OE appearance. Loom clips and routing devices should be reinstalled if they are still in good condition, or replaced if they're damaged or missing. Every part of the original harness is necessary for long term reliability. Obviously, if the original cause of the failure is known (a bad motor mount for instance), it should be repaired

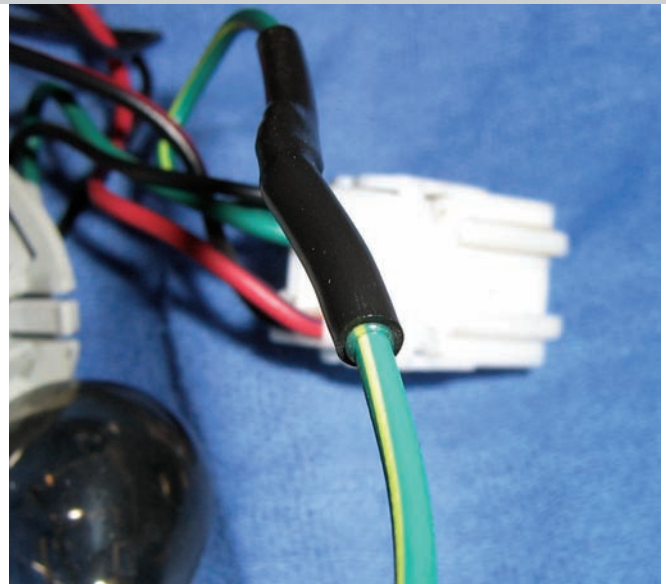
SPECIAL TYPES of WIRING

Air bag wiring

SRS wiring should never be fixed under any circumstance. Customers will sometimes insist on a less expensive solution when told they need an SRS harness. No matter how confident you are you can fix it, and no matter how much they plead, don't do it. SRS repair is a matter of life and death, and its shielded harnesses with gold plated terminals cannot be properly repaired.

Shielded wiring

Shielded wiring can be repaired at the ends, near the terminals, up to the point where the shielding starts.



Heat shrink tubing with an adhesive liner protects the solder joint and seals out moisture.

Sections covered by shielding should not be repaired. Cutting the shielding to make a repair, even if the shielding is replaced once the repair is complete, will diminish the efficacy of the shielding.

Data wiring

CAN bus wiring is twisted to cancel electromagnetic interference (EMI). When repairs are made, the twisted pair must be maintained, or the resistance to EMI will be lost. Running a patch with straight wire is likely to cause network errors and diagnostic headaches.

Conclusion

Do quality electrical repairs take time? Yes, they do, but the more often you use proper procedures, the more practice you'll get and the faster you'll become. Once you're proficient and you have a system in place and tools at the ready, there's no reason you shouldn't be fairly compensated for the time you spend fixing your customer's car the right way.

Your customer may not know what's hidden under the tape, and he or she may not even remember or appreciate your repairs years later, when the circuit is still working properly. But there's no reason you shouldn't take some satisfaction in a job well done. |

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SHIFT the way you move

Nissan Genuine Lubricants and Fluids: More than Marketing!



Keeping your customer's Nissan or Infiniti vehicle operating properly means using the right product for the right job. That's easy to do if you use Genuine Nissan lubricants and fluids.

There's a Genuine Nissan fluid or lubricant to fill every need on every Nissan or Infiniti vehicle. Each one of these products is the best choice for its specified application, because the engineers who designed it and understand the vehicle's operational requirements, selected the fluid that ends up in the bottle with the Genuine Nissan label.

But, let's be honest for a moment. Virtually no shop uses every available Genuine Nissan fluid and lubricant for every Nissan that rolls in the door. Do you always order Nissan motor oil, or Nissan GL-5? It's OK; even Nissan and Infiniti dealerships use some bulk fluids.

There are aftermarket fluids that can be used on Nissan products with good results. When this is the case, the proper alternative will be specified in the owner's manual and the service manual. However, there are some Nissan systems that won't operate as designed with anything but the correct Genuine Nissan fluid. Worse yet, using anything but the Genuine Nissan fluid will permanently damage the system and void the warranty.

When choosing a non-Nissan fluid, you become responsible for verifying it meets all of Nissan's requirements. For instance, when the owner's manual specifies 5W30 motor oil, installing any brand of 5W30 will not necessarily provide adequate protection or keep the warranty intact. There is more to motor oil than just the SAE weight designation, and if you plan to use non-Nissan fluids, you'll need to do your own research.

Get it in Writing

Some lubricant vendors will provide incomplete or inaccurate information. Never rely on a verbal assurance; always get written confirmation a fluid meets Nissan specification from the manufacturer before installing the product in a vehicle. This is a real interaction with a lube vendor at a trade show:

Vendor: "You can replace ALL of your import OEM transmission fluids with our new multi-vehicle ATF."

Customer: "So it can be used on the Murano with a CVT?"

Vendor: "Uh, no. The Nissan CVT is special; there is no fluid from any vendor that meets the specification. You'll need to buy it directly from Nissan."

Customer: "Oh, I see. But it can be used for the Altima Hybrid transaxle."

Vendor: "No. Matic W fluid is special too. You'll need to buy it from Nissan. Nobody else carries it."

Customer: "Can it be used in place of Matic S fluid?"

Vendor: (clearly irritated) "No."

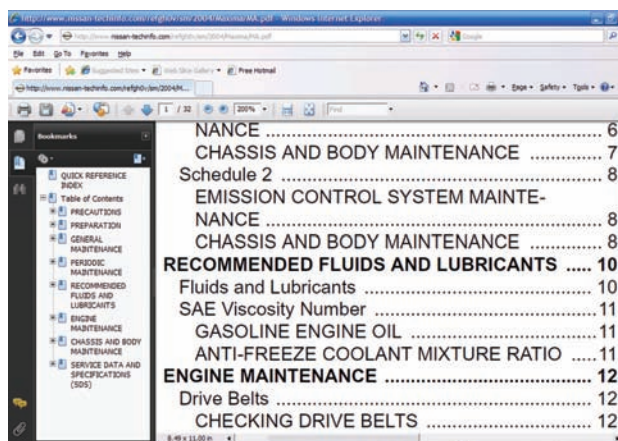
Now, what would happen to the unfortunate shop that did not dig beyond this vendor's initial inaccurate statement? They might receive a "bad news" call from a Nissan dealer something like this, "The transmission is damaged because the wrong fluid was used, and the warranty is void for the same reason. Your former customer would like you to pay the bill".

The bottom line is this: You will always be making a good choice if you use the Genuine Nissan fluid. If you choose not to, always take the time for due diligence when selecting an alternative.

Don't Be Sorry Later; Read First

It seems technicians are always in a hurry. "There's no time for research! I have to get to work!" The truth is that a few minutes spent researching will save more than those few minutes once you start working and may prevent disaster.

Checking a fluid specification on Nissan's Techinfo sites, www.nissan-techinfo.com and www.infiniti-techinfo.com, takes about one minute from the time you open the browser until you're reading the information, once you know how to find it:



1. Log on
2. Click "Find Publications"
3. Enter the year and the model
4. Click the View Service Manual icon
5. Click the "Maintenance" section in the "Table of Contents"
6. Click on "Recommended Fluids and Lubricants"
7. You're finished!



Nissan recommends the use of Genuine Nissan 5W-30 Ester Engine Oil in 2009-2010 Maxima engines. It is also recommended for most Nissan/Infiniti vehicles 2008 MY and later. The GT-R uses Mobil 1.



Nissan Genuine Coolant



Nissan Genuine Synthetic Gear Oil



Nissan Genuine Manual Transmission Fluid



Nissan Genuine Transmatic D

If you do this before starting work on the car, you'll know the fluid type and capacity. Then, you can check stock and order if necessary so you won't accidentally install the wrong fluid in a customer's car.

Motor Oil

There are four ratings to check when choosing motor oil. First, there is the SAE weight; expressed as 5W20, 5W30, 10W30, etc. This rating refers to the oil's viscosity. The first number represents the oil's ability to flow while cold (as indicated by the "W" for winter). The second number represents the oil's viscosity when the oil is at operating temperature. The service manual may list more than one acceptable weight, depending on the lowest expected ambient temperature. Don't use incorrect weight oil; doing so can damage the engine.

Next there is the API rating. This rating refers to the oil's performance level. There are three current categories for gasoline engine oils: SJ, SL, and SM. SM is the highest of the three standards, and is acceptable for use in engines requiring SJ or SL rated oil. Since many modern Nissan and Infiniti cars require API SM rated oil, it makes sense buy SM for use in bulk.

There is an additional standard. ILSAC (International Lubrication Standardization Approval Committee) is the result of collaboration between Japanese and American auto makers. The highest ILSAC rating for gasoline engines is currently GF-4. Most API SM-rated oils are also GF-4 approved.

Finally there is the API "Energy Conserving" rating. This indicates the motor oil will increase fuel economy compared to reference oil.

Genuine Nissan motor oil meets the API SM standard, the ILSAC GF-4 standard, and the Energy Conserving standard. If you plan to use oil other than Genuine Nissan, you should choose one which meets the same standards.

Nissan Genuine Coolant

Many believe that one brand of coolant is the same as the next. They may say, "It's all just ethylene glycol." Nissan Genuine Coolant is not just ethylene glycol; check the ingredients on the back of the bottle. Nor is it the same as other coolants; just compare the ingredients to another brand of coolant.

Some may ask, "If it transfers heat and provides boil over and anti-freeze protection, won't any coolant work?" It may "work," but at what cost to vehicle longevity? The cooling system is composed of many different materials: alloys, plastics, rubbers, coatings, etc. Nissan engineers

consider how every component will react with the coolant during the design process. How will a different coolant choice affect these components? A coolant formulation which may be perfectly acceptable for a different vehicle may decrease the durability of a Nissan.

Nissan service and owner's manuals frequently say to use Nissan Genuine Coolant or the equivalent. What coolant is the equivalent? Well, it should have no silicates, borates, or amines, and the manufacturer of the coolant should be willing to state specifically it's suitable for use in Nissan products (in writing).

Genuine Nissan Coolant is not expensive compared to other brands; you can be sure it's safe to install, and it may impress your customers by using a Genuine Nissan product.

Nissan now makes two Genuine coolants available. The traditional 'Green' Long Life Coolant (LLC), which must be mixed 50/50 with distilled water, and a new longer-life 'Blue' coolant, which comes premixed. The new 'Blue' coolant is compatible and can be mixed with the traditional 'Green' coolant, but the resulting mixture will not have the 'Blue' coolant's longer service life.

Manual Transmission Gear Oil

Many Nissan and Infiniti manual transmissions require API GL-4 gear oil. Genuine Nissan Manual Transmission Fluid (MTF 75W-85) is excellent quality GL-4 gear oil that will provide smooth shifting and good protection. In fact, it's worth installing Genuine Nissan MTF before condemning a transmission with synchronizer grinding or binding. If inappropriate gear oil (like GL-5) has been installed previously, switching back to Genuine Nissan MTF may improve the shifting enough so that transmission repair becomes unnecessary. In other words, GL-5 gear oil should not be installed in vehicles requiring GL-4 gear oil. Not only can it cause difficulty in shifting, it may cause premature transmission failure.

MTF 75W-85 can be used in most manual transmission applications, but note that certain Nissan models require Trans ELF 75W-80. Always check the service manual for recommended fluid and capacity.

Differential Oil

Many Nissan and Infiniti final drives require API GL-5 gear oil. Genuine Nissan Synthetic Gear Oil 75W-140 provides high pressure protection necessary for high performance offerings like the 370Z and FX45. GL-4 should not be used in final drives requiring GL-5, because it will not provide the same level of protection.

Automatic Transmission Fluid

In most cases, buying ATF from your Nissan or Infiniti dealer is the only option. Doing anything else is asking for trouble. There are quite a few types of Nissan transmission fluid, and unless you are very familiar with the Nissan product line requirements, you'll need to check the manual with every service.

Matic D

Matic D is the oldest of the Nissan AT fluids. Nissan describes Matic D as an ashless petroleum-based ATF with low zinc content. The ash in other fluids may cause a change in friction response. Zinc may adhere to the clutch linings and cause slippage and damage. In a pinch, Dexron III can be used. However, Dexron III is a GM specification and trademark, and while it is the most similar to Nissan Matic D, it is not necessarily the same. Matic D is competitively priced and it's always the safest bet for Nissan cars requiring Matic D.

Matic J

Matic J fluid must be used in vehicles for which it is specified. Nissan was so worried about the wrong fluid being added and damaging the transmission, they took the extraordinary steps of bolting the dipstick in place on the 350Z, and removing the dipstick entirely on the first G35, in order to impede the progress of those who had not read the manual. However, Matic J has now been superseded by Matic S for automatic transmission applications. Matic J is still required for some transfer case applications.

Matic S

As of this writing, if you order Matic J from your Nissan or Infiniti dealer, you'll receive Matic S. Don't worry, it's not a mistake. It's safe to use Matic S for automatic transmission applications requiring Matic J. However, in transfer cases you must use the type of fluid specified in the manual. Matic S must be used in seven-speed automatic transaxles.

Matic K

Matic K, introduced in the 2004 Maxima, is another fluid that is different from all others. Unlike motor oil's API specifications, where each new specification is backwards compatible and supersedes the prior specification, you cannot count on this being true with Nissan transmission fluid. Most of the fluids are specific to the transmissions for which they were intended. Matic K cannot be replaced with any other fluid.

Nissan Fluids



Nissan Genuine Transmatic S



Nissan Genuine Transmatic K



Nissan Genuine Trans CVT



Nissan Genuine Transmatic D



Nissan Genuine Brake Fluid



Nissan Genuine Power Steering Fluid

Matic W

Matic W is used in the Altima Hybrid HEV transaxle, also known as the eCVT. Using any other type of fluid will damage the transaxle and void the warranty. Matic W should not be exposed to moisture, so it should be kept in a sealed container, just like brake fluid.

Nissan CVT Fluid NS-2

Nissan CVT transmission fluid is VERY special. Installing the wrong fluid may result in a vehicle that cannot be driven around the block before starting to exhibit symptoms. CVT and other fuel-saving transmissions will likely be showing up on more and more models, so always check service procedures before starting work on any unfamiliar model.

ATF Application Charts

ATF Applications for 2002-2009 Nissan Vehicles

A/T	Fluid	Nissan Part #
CVT	NS-2 (1)	999MP-NS200P
4-speed FWD	Matic D (4)	999MP-AA100P
4-Speed RWD	Matic D (4)	999MP-AA100P
5-Speed FWD	Matic K (2)	999MP-MTK00P
5-Speed RWD	Matic S (2,3)	
Matic J (2)	999MP-MTS00P	999MPMTJ00P
7-Speed RWD	Matic S (4)	999MP-MTS00P
Altima Hybrid Transaxle (eCVT)	Matic W (4)	999MP-MTWO0P

NOTES:

1. Use only Genuine NISSAN CVT Fluid NS-2. Do not mix with other fluids.
2. Use only the Genuine NISSAN Matic ATF specified as doing so may cause deterioration in drivability and durability.
3. Use Matic J if Matic S is not available.
4. Use only the Genuine NISSAN Matic ATF specified as doing so may cause deterioration in drivability and durability. Do not mix with other fluids.

ATF Applications for 2004-2009 Infiniti Vehicles

A/T	Fluid	Nissan Part #
5-Speed RWD	Matic S (1) Matic J	999MP-MTS00P 999MPMTJ00P
7-Speed RWD	Matic S	999MP-MTS00P

NOTES:

1. Use Matic J if Matic S is not available.

NON-POWERTRAIN FLUIDS

The fluids Nissan uses for power steering and braking are less exotic than their transmission fluids, but no less important.

Brake Fluid



Nissan requires the use of DOT-3 brake fluid in most applications. Everyone – Nissan, consumers, technicians, and the government – want vehicles on the road to have safe brakes. Any DOT-3 fluid can safely be used on a Nissan vehicle, whether topping off the reservoir or flushing the system. However, DOT-3, like other fluid specifications, is a minimum specification, and it addresses far more than just wet and dry boiling point. Genuine Nissan Brake Fluid is engineered to

balance maximum performance and system longevity. Considering the high cost of modern ABS brake components, and the low cost of Genuine Nissan Brake Fluid, why not choose Genuine?

Power Steering Fluid

Genuine Nissan Power Steering fluid contains stabilizer and detergent additives to protect and clean the power steering system. It's a high quality fluid available at a very reasonable price. Dexron III or Dexron VI may be used in a pinch on some vehicles, but always check the service manual first.

Grease



Have you ever noticed the grease symbols on exploded views in Nissan service manuals? The grease symbol legend on the same page will indicate the type of grease to use for each lube point. There are many types of grease, each with its own characteristics and purpose. Using the correct grease for the correct application will help prevent costly come-backs. Specialty greases can be purchased from your Nissan or Infiniti dealer.

MISCELLANEOUS CHEMICALS

Service Aids

Nissan specialty chemicals work well and are surprisingly inexpensive, plus you can be sure they will not damage your customer's Nissan or Infiniti vehicle when used properly. Common shop chemicals such as brake cleaner, carburetor cleaner, white grease and silicone spray lubricant are all available from your Nissan and Infiniti dealer. Compare prices with your Kent, Wurth, Wynns, or Zep distributor; you may be surprised.



Nissan offers a wide variety of specialty products designed to help you properly service Nissan and Infiniti vehicles.

Appearance Care

Nissan also has a complete line of appearance care products, such as glass cleaner, vinyl and rubber protectant, leather cleaner, etc. When you use Genuine Nissan car care products, you can be sure that they will not damage the car. You may not need these for customer pay jobs, but they may come in handy for your own car, and your customers may be interested in purchasing them as well. |

An Introduction to Nissan Anti-Theft Systems





What is NATS / NVIS?

The Nissan Anti-Theft System (NATS) or Nissan Vehicle Immobilizer System (NVIS) is an integrated anti-theft system that prevents the engine from starting unless a registered key is used. Because the NATS logic built into the ECM, it's virtually impossible to bypass. Traditional methods employed by auto thieves, such as forcing the ignition lock, or "hotwiring" the car won't work on a Nissan with NATS/NVIS.

Which cars have NATS?

All vehicles built for sale in the U.S. must be equipped with an immobilizer system by model year 2007. However, several Nissan models have been equipped with the NATS immobilizer system since 1998.

Do independent shops have access to immobilizer information and equipment?

Nissan North America supports the National Automotive Service Task Force (NASTF) in its effort to ensure the availability of OE level information and tooling to independent automotive service professionals. Any independent shop can purchase the same information, training, and equipment used by Nissan dealerships. If you become a registered Vehicle Security Professional (VSP), Nissan will also provide access to immobilizer information, equipment, and reset codes.

Why independent shops should want to work on immobilizer systems

Many independent shops don't recode lock cylinders or copy keys. If this is the policy at your shop, you may wonder why you'd want to put out the effort to become knowledgeable, licensed, and equipped to work with vehicle security, especially now that it is more complex than ever before.

The answer is this: If you want to remain fully "independent", that is self-sufficient, and able to properly repair cars without assistance, you'll need to become fully equipped, licensed and trained, just like the Nissan dealerships.

It's possible to work with Nissan and Infiniti dealerships to fill gaps in equipment and system specific knowledge. In fact, you may be very surprised how helpful a dealership can be to a loyal parts-purchasing customer. However, as electronic systems on modern cars become increasingly interdependent, you may find the list of operations you can perform without being fully invested dwindling. For instance, operations like replacing an ECM or BCM require NATS access.

What do you need to work on NATS systems

The first step is to become a Security Professional and obtain a Locksmith ID (LSID) number through the AOLA (Associated Locksmiths of America). If your state requires a locksmith license, you'll need to become licensed in your state first, then apply to become a Security Professional. There will be a fair bit of paperwork, fingerprinting, notarizing, and you'll need to carry additional insurance.

Here is a brief summary of the steps. Check the ALOA website for complete instructions.

1. Visit www.aloa.org/NASTFSDRMDocs/ and read all of the material carefully.
2. If your state requires a locksmith license, you'll need to apply for and receive the license before sending the LSID Registry Application. Try a Google search for state name, locksmith & license, and you should find the information you need.
3. Purchase the required insurance.
4. Fill out the LSID Registry Application and User Agreement and provide the documentation requested.

Once you're licensed, you'll need to purchase equipment. At a minimum you'll need a Nissan scan tool to do diagnosis and repair of NATS and related systems. Nissan does not provide NATS support for J2534-1 tools. Only Nissan scan tools work with NATS.

If you also want to create and copy keys, you'll need a key machine that supports code cutting and duplication.

Nissan Anti-Theft Systems



Top to bottom: Programming card (orange), NATS card (purple), Diagnosis card (red).

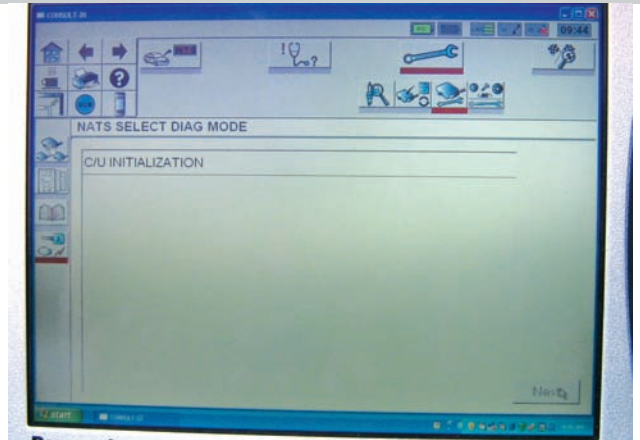
Consult II

For vehicles up to model year 2006, the Consult II will allow you to register keys. The Consult II is an excellent scan tool. However, the more powerful Consult III now supports some Nissan vehicles as early as 1995, and will also allow you to register keys.

The Consult II requires a NATS card to access immobilizer functions. The Consult II is an excellent scan tool. However, the more powerful Consult III now supports some Nissan vehicles as early as 1995, and will also allow you to register keys.

Consult III

For vehicles 2006 and newer, you'll need a Consult III. The Consult III also needs a NATS card to access immobilizer functions, so you'll need to inform TechMate you are a Security Professional and provide your LSID number when ordering.



The Consult III system is required for 2006 and newer vehicles.

You may find the Consult III a bit daunting at first. It's a very powerful scan tool, but not the most intuitive. However, it has the best electronic manual you could ask for. Most operations are explained in an easy-to-understand, systematic format. The electronic manual included with the tool is the first place to look for instructions for NATS, or any other Consult III function. (Note: The NATS manual is only accessible if the NATS card is installed)



The NATS card must be installed in the Consult III in order to access the NATS manual.

Code cutting and duplicating keys

Nissan recommends the Kaba Ilco key cutting machine for cutting Nissan and Infiniti keys. These machines can be purchased through TechMate www.nissantechmate.com, or directly from Kaba Ilco at www.kaba-ilco.com.

Code cutting machines will allow you to copy existing keys, or cut a fresh key based on a key code obtained from www.nissan-techinfo.com or www.infiniti-techinfo.com.

System Types

There are four different types of access systems with NATS/NVIS:

- Type 4 uses a mechanical key with an RFID chip embedded in the head.
- Type 3 uses an Intelligent Key and a twist knob power mode selector that has the familiar feel of a mechanical key in an ignition lock cylinder. This system allows for passive entry and starting.
- Type 2 uses an Intelligent Key and a push button power mode selector. This system, found on the Infiniti M35 and M45, will passively adjust vehicle preferences, such as seat position, to individual drivers, in addition to passive entry and starting.
- Type 1 uses an Intelligent Key and a push button power mode selector. This system allows for passive entry and starting.

Key Types

There are currently two types of keys used with NATS systems: the traditional-looking mechanical key, and the futuristic Intelligent Key.

A NATS-equipped mechanical key can usually be identified by a small rectangle on the bottom of the key head. The key head contains a Radio Frequency Identification (RFID) transponder. Each RFID transponder chip has a unique value. The RFID number is checked by the immobilizer system during the start-up sequence, and is compared to registered numbers stored in the ECM. If the key is registered, the security light will go out and the car will start. If not, the security light will blink and the car won't start.



Examples of mechanical keys



The electronic Intelligent Key also contains an emergency mechanical-style key to be used in the event of power failure.

An Intelligent Key looks like an alarm remote, with lock, unlock, trunk, and panic buttons. The Intelligent Key also contains an emergency key insert that can be used to open the car in case the I-Key battery or vehicle battery goes dead.

Intelligent Keys are similar to the mechanical keys in that they also have an RFID chips with unique values. However, they also have additional capabilities, such as passive entry and starting. This means a driver will be able to unlock and start the car without removing the key from his pocket. |

| **The Right Stuff:** Getting the Up-to-Date Tools, Software and Training



Anti-theft diagnostics and reprogramming require the very best and latest tools, software and training. Nissan makes it easy to ensure your tools software and training are current. Everything you need to get up to speed is available on the Nissan and Infiniti TechInfo websites at <http://www.nissan-techinfo.com> or <http://www.infiniti-techinfo.com>. How simple is that?

SOFTWARE

Updated diagnostic software ensures you have the latest and greatest versions to cover the entire range of Nissan and Infiniti vehicles you service the most.

Diagnostic Software Updates

Consult III

The Consult III supports ECU reprogramming on 2007 and later model year vehicles. If you have a Consult III, you'll want to make sure you have Consult III Diagnostics Software Update (Version 9.11.1.0) installed in the unit. NOTE: Consult III diagnostic software version 8.10 or greater is required when performing reprogramming operations.

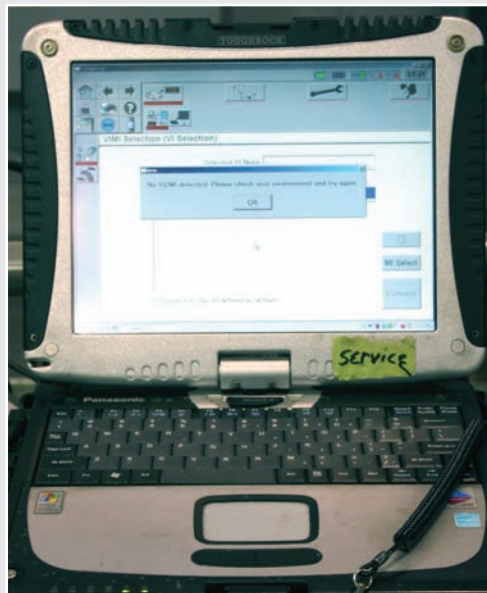
If you have purchased a Consult III, Panasonic Toughbook model CF-19MK2 recently, you may need to download and install a Bluetooth software update (Version 4.0.0.37). This is a no cost update.

You can also download the newest CONSULT III Operations Manual (Version 1.00.28) at no cost

Consult II

For Consult II owners, it's best to have the Consult II Diagnostics Software Update (Version UED06E) downloaded into the tool. The Consult II supports ECU reprogramming on 2006 and earlier model year vehicles.

At the TechInfo sites, you can download Consult II Reprogramming card software. To guarantee that you have the latest reprogramming software, check the version you have or download the latest programming software - Consult II Program (Version AER05A) at no cost.



The Consult III is the latest system for diagnosing and reprogramming 2007 and later vehicles.



The Consult II unit can be used on 2006 and earlier models.



The Consult II allows you to register keys up to 2005 model year.

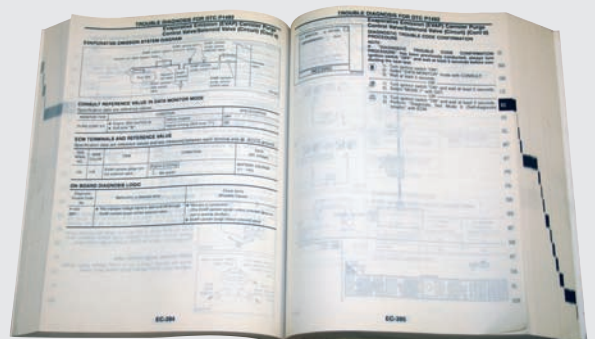
TECH-MATE SPECIAL SERVICE TOOLS

The importance of having the proper tools to do the job correctly cannot be overemphasized. When diagnosing or reprogramming a Nissan or Infiniti vehicle, you should always use the Consult II and Consult III tools and accessories. Anything less compromises the integrity of the vehicles' systems and may produce less than accurate results.

You can easily order these diagnostic tools from Nissan Tech-Mate Special Service Tools at <http://www.nissantechmate.com>, or call 1-800-662-2001.

SERVICE MANUALS

You can conveniently purchase factory authorized Nissan Service Manuals for 1989



Printed Nissan and Infiniti Service Manuals can be invaluable for servicing vehicles when internet service is not available or a Consult II or III system is not an option.

model year Nissan (1990 Infiniti) and newer vehicles. These manuals provide detailed service and repair information for Nissan and Infiniti vehicles.

Completely up to date, and full of easy to follow diagrams and procedures, these manuals are the same ones used by the technicians at Nissan and Infiniti dealerships. Your order will be processed and shipped within 24 hours!

Nissan and Infiniti Owner's Manuals can also be viewed online in .pdf document format for model years 1996 and newer vehicles. Printed versions of the Owner's Manuals are not available from the websites.

Training

Training in the use of Consult II and III tools also available on the TechInfo websites. One option is the Student/Instructor Packages for Classroom Training Classroom Materials. These materials are available as download only. Courses include: Consult III Functions, Consult II Diagnosis, Consult II Simple Oscilloscope and 2007 Altima/Consult III New Technology.

There are also great e-Learning Courses, available for download and viewing. These include: Consult II Functions and Introduction to Consult III. |

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DECATUR

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DULUTH

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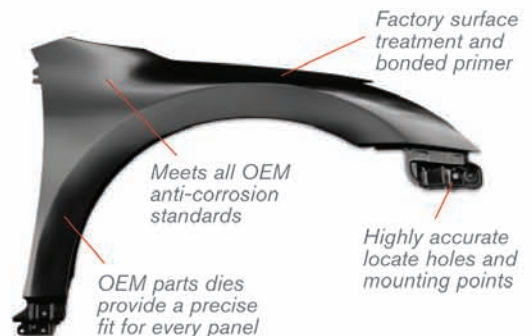
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