

Classification:
 HA07-001c

Reference:
 ITB07-007c

Date:
 March 23, 2009

G35 / G37 / EX35; TAPPING NOISE FROM DASH AREA WHEN ENGINE IS RUNNING

This bulletin amends ITB07-007b. The Applied Vehicles section has been revised.
No other content has changed. Please discard all previous versions of this bulletin.

APPLIED VEHICLES: 2007 – 2008 G35 Sedan (V36)
 2009 G37 Sedan (V36)
 2007 G35 Coupe (V35)
 2008 - 2009 G37 Coupe (CV36)
 2008 EX35 (J50)

IF YOU CONFIRM

A tapping noise coming from the dash area when the engine is running at operating temperature,

NOTE: This tapping noise, if it should occur, sounds like a screwdriver being tapped on the work bench. The tapping speed increases and decrease with the engine RPM and may require engine RPM of about 3000 for the noise to be heard.

DETERMINE IF

The noise is coming from inside the heater core (see Service Procedure).

ACTION

“Back-Flush” the heater core to remove gray silicone debris.

CLAIMS INFORMATION

Submit a Primary Part (PP) type line claim using the following claims coding:

DESCRIPTION	MODEL	PFP	OP CODE	SYM	DIA	FRT
Heater Core – Cleaning (Back-Flush)	V36 (G35), J50 (EX35)	(1)	TX15AA	ZL	22	1.0

(1) Reference the FAST Parts Catalog and use the indicated Core Assy-Front Heater P/N as the PFP

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IMPORTANT: The purpose of “ACTIONS” (above) is to give you a quick idea of the work you will be performing. You **MUST** closely follow the entire Service Procedure (starting on page 3) as it contains information that is essential to successfully completing the repair.

Infiniti Bulletins are intended for use by qualified technicians, not 'do-it-yourselfers'. Qualified technicians are properly trained individuals who have the equipment, tools, safety instruction, and know-how to do a job properly and safely. **NOTE:** If you believe that a described condition may apply to a particular vehicle, **DO NOT** assume that it does. See your Infiniti dealer to determine if this applies to your vehicle.

SERVICE PROCEDURE

1. Confirm the noise is coming from the heater core as follows:
 - a. Confirm the engine is at operating temperature.
 - b. Turn the engine OFF.
 - c. Use blunt pinch clamps to pinch the heater core inlet and outlet hoses; this will stop the water flow through the heater core.
 - d. Start the engine and check for the noise; gradually increase engine RPM to 3500.

NOTE: Do not run the engine for more the 5 minutes with the heater hoses pinched.

- If the noise is gone, this bulletin applies, go to step 2, next page.
- If the noise is still there, this bulletin does not apply; return to ASIST and the Service Manual for further diagnostic and repair information.



Figure 1

2. "Back-Flush" the heater core as follows:

- a. Follow Service Manual procedures (section CO) to drain the cooling system.
- b. Disconnect the heater core inlet and outlet hoses.
- c. Connect a water hose (garden hose) to the heater core outlet.

NOTE: Use a water supply with full "building site" water pressure. In most shops, the shop water hose that pulls down from the ceiling does not have enough water pressure for this procedure.

- d. Connect a hose from the heater core inlet side into a clean bucket (minimum 5 gallon bucket recommended).

NOTE: You must capture the water coming out of the heater core so you can confirm the silicone debris came out during the back-flush.

- e. Turn ON the water supply.
- f. Let the water flow (back-flush) through the heater core until the bucket is full.



Figure 2

3. Look in the bucket to find the silicone debris (long piece or balled-up piece of gray silicone).

- If you find the silicone, back-flush is finished.
- If you don't find the silicone, repeat step 2 (back-flush) until you find silicone debris in the collection bucket.

4. Reconnect the heater core hoses and refill the cooling system.
 - Refer to the Service Manual section CO for cooling system refill procedures.
5. Run the engine at operating temperature to confirm the noise is gone.

