

SECTION **GI**

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OUTLINE OF MODIFICATIONS:

- TB45S engine has been adopted in place of TB42S engine.
- Side air bag has been adopted.
- Hydraulic engine mounting has been applied to models with TB45S and TB45E engines.
- Power window (driver's side only) with an interruption detection function has been adopted.
- Hazard reminder has been added to the multi-remote control system. (Except for Europe)
- Multi-remote control system has been adopted for China.
- Theft warning system has been adopted for models for China.
- ZD30DDTi engine has been adopted in place of RD28ETi engine.
- CONSULT-II has been adopted.
- ID code entry procedure of multi-remote control system has been changed for Europe and South Africa.
- NATS (Nissan Anti-Theft System) has been adopted for LHD models (except for Europe) and TD engine models for Australia.

APPLIED FROM:

For the Middle East:

JN8BY15Y*YX450001
 JN6BY11Y*YX430001
 JN8CY15Y*YX430001
 JN6CY11Y*YX430001
 JN8BY14Y*YX430001
 JN8EY14Y*YX430001

For Europe:

⚙ JN1TESY61U0000001 ⚙
 ⚙ JN1KESY61U0000001 ⚙

For Australia:

⚙ JN1TBSY61A0300001 ⚙
 ⚙ JN1TCSY61A0300001 ⚙
 ⚙ JN1TESY61A0300001 ⚙

For New Zealand:

⚙ JN1TBSY61A0850001 ⚙
 ⚙ JN1TCSY61A0850001 ⚙

For Israel:

⚙ JN1TESY611X800001 ⚙
 ⚙ JN1KESY611X800001 ⚙

For Venezuela:

⚙ JN1TBSY61YX710001 ⚙
 ⚙ JN1TCSY61YX710001 ⚙

Except for the Middle East, Europe, Australia, New Zealand, Israel, Brazil and Venezuela:

⚙ JN1TBSY61Z0520001 ⚙
 ⚙ JN1TCSY61Z0520001 ⚙
 ⚙ JN1TESY61Z0520001 ⚙
 ⚙ JN1KBSY61Z0520001 ⚙
 ⚙ JN1KESY61Z0520001 ⚙

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PRECAUTIONS AND PREPARATION

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

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER” used along with a seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. The SRS system composition which is available to NISSAN MODEL Y61 is as follows (The composition varies according to the destination and optional equipment.):

- For a frontal collision
The Supplemental Restraint System consists of driver air bag module (located in the center of the steering wheel), front passenger air bag module (located on the instrument panel on passenger side), seat belt pre-tensioners, a diagnosis sensor unit, warning lamp, wiring harness and spiral cable.
- For a side collision
The Supplemental Restraint System consists of front side air bag module (located in the outer side of front seat), satellite sensor, diagnosis sensor unit (one of components of air bags for a frontal collision), wiring harness, warning lamp (one of components of air bags for a frontal collision).

Information necessary to service the system safely is included in the **RS 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 should be performed by an authorized NISSAN 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 RS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. Spiral cable and wiring harnesses covered with yellow insulation tape either just before the harness connectors or for the complete harness are related to the SRS.

Precautions for Fuel

GASOLINE ENGINE:

Three way catalyst equipped models ... unleaded gasoline of at least 91 octane (RON)

CAUTION:

Do not use leaded gasoline. Using leaded gasoline will damage the three way catalyst.

Except for the above models ... unleaded or leaded gasoline of above 88 octane (RON)

Use unleaded fuel if instructed on the fuel filler lid.

DIESEL ENGINE*:

Diesel fuel of above 45 cetane for TD42 engine and at least 50 cetane for ZD30DDTi engine

* If two types of diesel fuel are available, use summer or winter fuel properly according to the following temperature conditions.

- Above -7°C (20°F) ... Summer type diesel fuel.
- Below -7°C (20°F) ... Winter type diesel fuel.

CAUTION:

- Do not use home heating oil, gasoline, or other alternate fuels in your diesel engine. The use of those can cause engine damage.
- Do not use summer fuel at temperature below -7°C (20°F). The cold temperature will cause wax to form in the fuel. As a result, it may prevent the engine from running smoothly.
- Do not add gasoline or other alternate fuels to diesel fuel.

Function and System Application

Diagnostic test mode	Function	ENGINE	A/T	ABS	AIR BAG	NATS*1	SMART EN-TRANCE	MA
Work support	This mode enables a technician to adjust some devices faster and more accurate by following the indications on CONSULT-II.	x*2	—	—	—	—	—	EM
Self-diagnostic results	Self-diagnostic results can be read and erased quickly.	x	x	x	x	x	—	LC
Trouble diagnostic record	Current self-diagnostic results and all trouble diagnostic records previously stored can be read.	—	—	—	x	—	—	EC
ECU discriminated No.	Classification number of a replacement ECU can be read to prevent an incorrect ECU from being installed.	—	—	—	x	—	—	FE
Data monitor	Input/Output data in the ECU (ECM) can be read.	x	x	x	—	—	—	CL
DTC work support	This mode enables a technician to set operating conditions to confirm self-diagnosis status/results.	—	x	—	—	—	—	MT
Active test	Diagnostic Test Mode in which CONSULT-II drives some actuators apart from the ECMs and also shifts some parameters in a specified range.	x	—	x	—	—	—	AT
ECU (ECM) part number	ECU (ECM) part number can be read.	x	x	x	—	—	—	TF
Control unit initialization	All registered ignition key IDs in NATS components can be initialized and new IDs can be registered.	—	—	—	—	x	—	PD
Self-function check	ECM checks its own NATS communication interface.	—	—	—	—	x*3	—	FA
DTC confirmation	The results of SRT (System Readiness Test) and the self-diagnosis status/results can be confirmed.	x*2	—	—	—	—	—	RA
REMO CONT ID SET UP	A maximum of four IDs (identifications) can be registered in the memory using the remote controller. These IDs can be also be confirmed and erased as required.	—	—	—	—	—	x	BR

x: Applicable

*1: NATS (Nissan Anti-Theft System)

*2: Not available for diesel engine models.

*3: Except for ZD30DDTi engine models.

Nickel Metal Hydride Battery Replacement

CONSULT-II contains a nickel metal hydride battery. When replacing the battery obey the following:

WARNING:

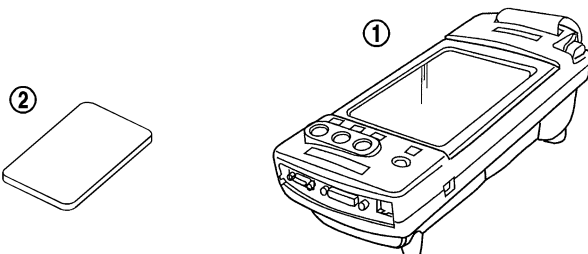
Replace the nickel metal hydride battery with Genuine CONSULT-II battery only. Use of another battery may present a risk of fire or explosion. The battery may present a fire or chemical burn hazard if mistreated. Do not recharge, disassemble or dispose of in fire.

Keep the battery out of reach of children and discard used battery conforming to the local regulations.

CONSULT-II CHECKING SYSTEM

Checking Equipment

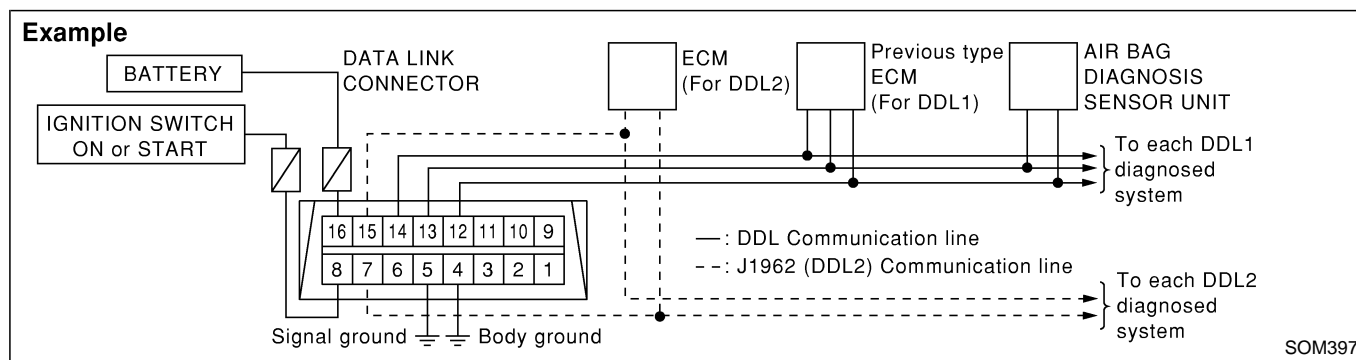
When ordering the below equipment, contact your NISSAN distributor.

Tool name	Description
NISSAN CONSULT-II ① CONSULT-II unit (Tester internal software: Resident version 3.2.0) and accessories ② Program card AED99C (Version 3.0) and EEN99A (For NATS) To confirm the best combination of those softwares, refer to CONSULT-II Operation Manual.	 <p>SGI100A</p>

NOTE:

- The CONSULT-II must be used in conjunction with a program card. CONSULT-II does not require loading (Initialization) procedure.
- Be sure the CONSULT-II is turned off before installing or removing a program card.

CONSULT-II Data Link Connector (DLC) Circuit



INSPECTION PROCEDURE

If the CONSULT-II cannot diagnose the system properly, check the following items.

Symptom	Check item
CONSULT-II cannot access any system.	<ul style="list-style-type: none"> ● CONSULT-II DLC power supply circuit (Terminal 8) and ground circuit (Terminal 4) (For detailed circuit, refer to EC section, "MIL & DATA LINK CONNECTORS".) ● CONSULT-II (DDL) cable
CONSULT-II cannot access individual system. (Other systems can be accessed.)	<ul style="list-style-type: none"> ● CONSULT-II program card (Check the appropriate CONSULT-II program card for the system. Refer to "Checking Equipment" above.) ● Power supply and ground circuit for the control unit of the system (For detailed circuit, refer to wiring diagram for each system.) ● Open or short circuit between the system and CONSULT-II DLC (For detailed circuit, refer to wiring diagram for each system.)

IDENTIFICATION INFORMATION

Model Variation

Destination	Steering position	Engine	Model			Hardtop		Station Wagon									
			Rear seat arrangement			2nd seat		2nd center split bench seat									
						Forward facing	Side facing or Seatless	3rd seat									
			Front differential					H233B									
			Rear differential			H233B/H260											
Transmission	Transfer	Grade															
Middle East	LHD	TB45S	FS5R50B	TX12A	STD	KGNSLAFY61SKA	KGNSLAFY61SKQ	—	—	TGNSLAFY61SKQ							
					GL	KGNSLEFY61SKA	—	—	—	TGNSLEFY61SKQ							
					SGL	—	—	—	TGNSLEFY61SKA	—							
		SAFARI	KGNSLFFY61SKA		—	—	—	—									
		TB45E	FS5R50B		GL	—	—	—	—	TGNSLEFY61EKQ							
			RE4R03A		—	—	—	—	—	TGNSLEAY61EKQ							
			FS5R50B		SGL	—	—	—	—	TGNSLEFY61EKA							
			RE4R03A		—	—	—	—	—	TGNSLEAY61EKA							
			FS5R50B		S-SAFARI	—	—	—	—	TGNSLHFY61EKA							
			RE4R03A		—	—	—	—	—	TGNSLHAY61EKA							
		TD42	FS5R50B		STD	—	—	—	—	—	TVTSLAFY61NKQ						
					GL	—	—	—	—	—	TVTSLEFY61NKQ						
					SGL	—	—	—	—	—	TVTSLEFY61NKA						
					—	—	—	—	—	—	—						
ZD30DDTi	FS5R50B	STD	KWSSLAFY61UKA	—	—	—	—	—									
Russia	LHD	TD42	FS5R50B	TX12A	GL	—	—	—	—	TVTSLEFY61NRQ							
Australia	RHD	TD42T	FS5R50B	TX12A	DX	—	—	—	—	TVTSRAFY61TMP	—						
					ST	—	—	—	—	—	TVTSREFY61TMA	—					
		TB45E	RE4R03A		—	—	—	—	—	—	—	—	TGNSREFY61EMA	—			
			—		—	—	—	—	—	—	—	—	TGNSREAY61EMA	—			
		ZD30DDTi	FS5R50B		DX	—	—	—	—	—	—	—	—	TGNSRFAY61EMA	—		
					ST	—	—	—	—	—	—	—	—	—	TWSSRAFY61UMP	—	
					—	—	—	—	—	—	—	—	—	—	—		
Europe	RHD	ZD30DDTi	FS5R50B	TX12A	S	KWSSREFY61UEA	—	—	—	—	—	TWSSREFY61UEA	—				
						—	—	—	—	—	—	—	TWSSREAY61UEA	—			
					SE	KWSSRFY61UEA	—	—	—	—	—	—	—	—	—	TWSSRFY61UEA	—
						KWSSRFAY61UEA	—	—	—	—	—	—	—	—	—	TWSSRFAY61UEA	—
					SE	—	—	—	—	—	—	—	—	—	—	TWSSRFY61UEA	—
						—	—	—	—	—	—	—	—	—	—	TWSSRHAY61UEA	—
	LHD	ZD30DDTi	FS5R50B		S	KWSSLEFY61UGA	KWSSLEFY61USP	TWSSLEFY61USP	TWSSLEFY61UGA	—	—	—	—	—			
						—	—	—	—	—	—	—	—	—			
					SE	KWSSLFFY61UGA	—	—	—	—	—	—	—	—	—	—	
						—	—	—	—	—	—	—	—	—	—	—	
					RE4R03A	—	—	—	—	—	—	—	—	—	—	—	
						—	—	—	—	—	—	—	—	—	—	—	
						—	—	—	—	—	—	—	—	—	—	—	
						—	—	—	—	—	—	—	—	—	—	—	
FS5R50B	RE4R03A	SE	—	—	—	—	—	—	—	—	—	—					
			—	—	—	—	—	—	—	—	—	—					
RE4R03A	FS5R50B	SE	—	—	—	—	—	—	—	—	—	—					
			—	—	—	—	—	—	—	—	—	—					

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IDENTIFICATION INFORMATION

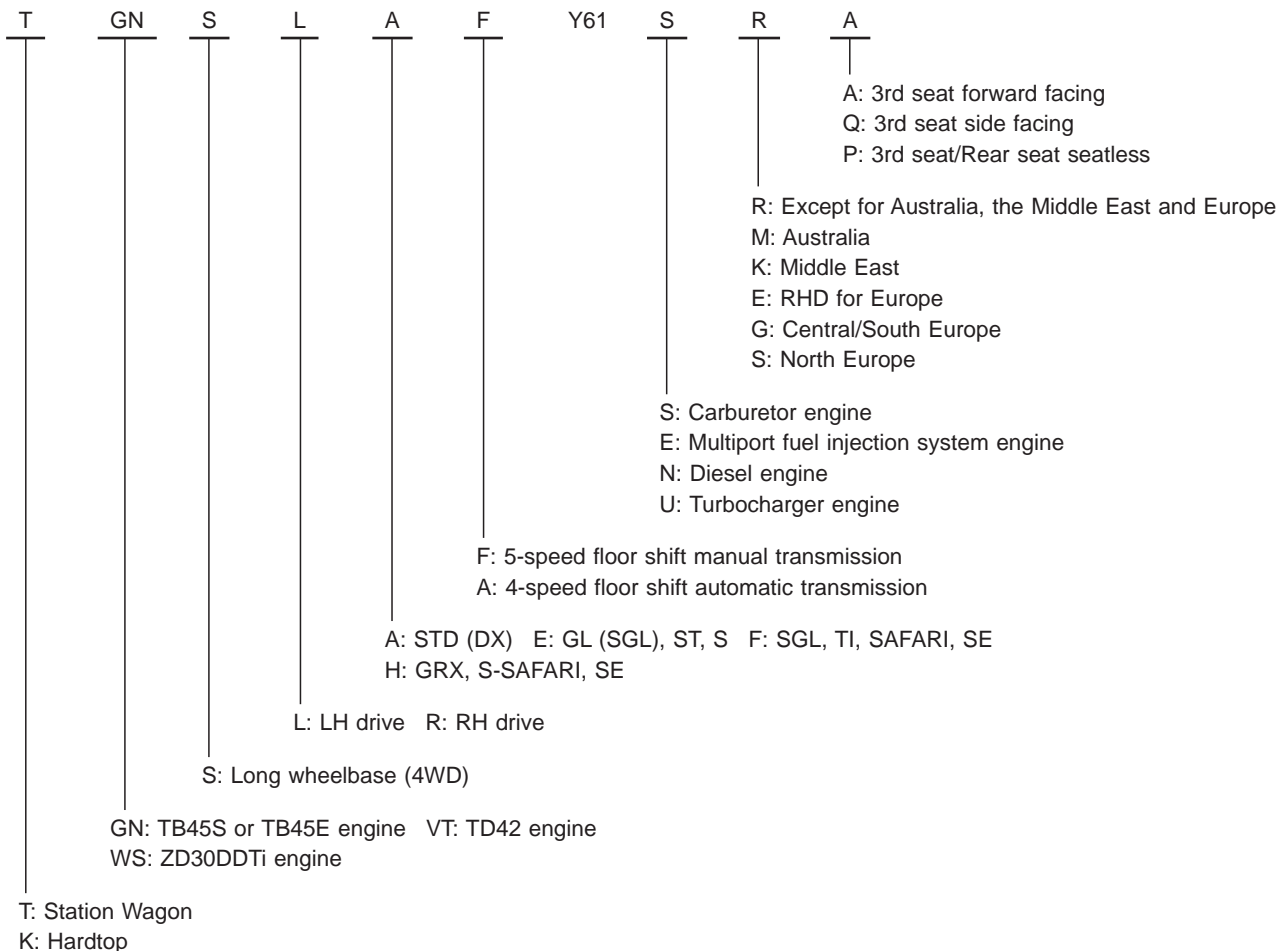
Model Variation (Cont'd)

Destination	Steering position	Engine	Model			Hardtop		Station Wagon			
			Rear seat arrangement			2nd seat		2nd center split bench seat			
						Forward facing	Side facing or Seatless	3rd seat			
			Front differential					Seatless	Forward facing	Side facing	
			Rear differential			H233B					
Transmission			Transfer			Grade			H233B/H260		
Except for the Middle East, Russia, Australia and Europe	RHD	TB45S	FS5R50B	TX12A	STD	—	—	—	—	TGNSRAFY61SRQ	
					GL	KGNSREFY61SRA	—	—	TGNSREFY61SRA	—	
					SGL	—	—	—	TGNSRFFY61SRA	—	
		TB45E	FS5R50B		GL	—	—	—	TGNSREFY61ERA	—	
					GRX	—	—	—	TGNSRHFY61ERA	—	
					RE4R03A	—	—	—	TGNSRHAY61ERA	—	
		TD42	FS5R50B		STD	—	—	—	—	TVTSRAFY61NRQ	
					GL	—	—	—	TVTSREFY61NRA	—	
					SGL	—	—	—	TVTSRFFY61NRA	—	
		ZD30DDTI	FS5R50B		STD	—	—	—	—	TWSSRAFY61URQ	
					GL	KWSSREFY61URA	—	—	TWSSREFY61URA	—	
					SGL	—	—	—	TWSSRFFY61URA	—	
					RE4R03A	KWSSRFAY61URA	—	—	—	—	
					GRX	—	—	—	TWSSRHAY61URA	—	
					—	—	—	—	—	—	
	LHD	TB45S	FS5R50B	STD	—	—	—	—	TGNSLAFY61SRQ		
				GL	KGNSLEFY61SRA	—	—	TGNSLEFY61SRA	TGNSLEFY61SRQ		
				SGL	—	—	—	TGNSLFFY61SRA	TGNSLFFY61SRQ		
		TB45E	FS5R50B	GL	—	—	—	TGNSLEFY61ERA	—		
				SGL	—	—	—	TGNSLFFY61ERA	—		
				GRX	—	—	—	TGNSLHFY61ERA	—		
		RE4R03A	FS5R50B	SGL	—	—	—	TGNSLFAY61ERA	—		
				GRX	—	—	—	TGNSLHAY61ERA	—		
				STD	—	—	—	—	TVTSLAFY61NRQ		
		TD42	FS5R50B	GL	—	—	—	TVTSLEFY61NRA	—		
				SGL	—	—	—	TVTSLFFY61NRA	—		
				STD	KWSSLAFY61URA	—	—	—	TWSSLAFY61URQ		
		ZD30DDTI	FS5R50B	GL	KWSSLEFY61URA	—	—	TWSSLEFY61URA	—		
				SGL	KWSSLFFY61URA	—	—	TWSSLFFY61URA	TWSSLFFY61URQ		
				RE4R03A	KWSSLFAY61URA	—	—	TWSSLFAY61URA	—		

IDENTIFICATION INFORMATION

Model Variation (Cont'd)

Prefix and suffix designations



- GI
- MA
- EM
- LC
- EC
- FE
- GL
- MT
- AT
- TF
- PD
- FA
- RA
- BR
- ST
- RS
- BT
- HA
- EL
- SE
- IDX

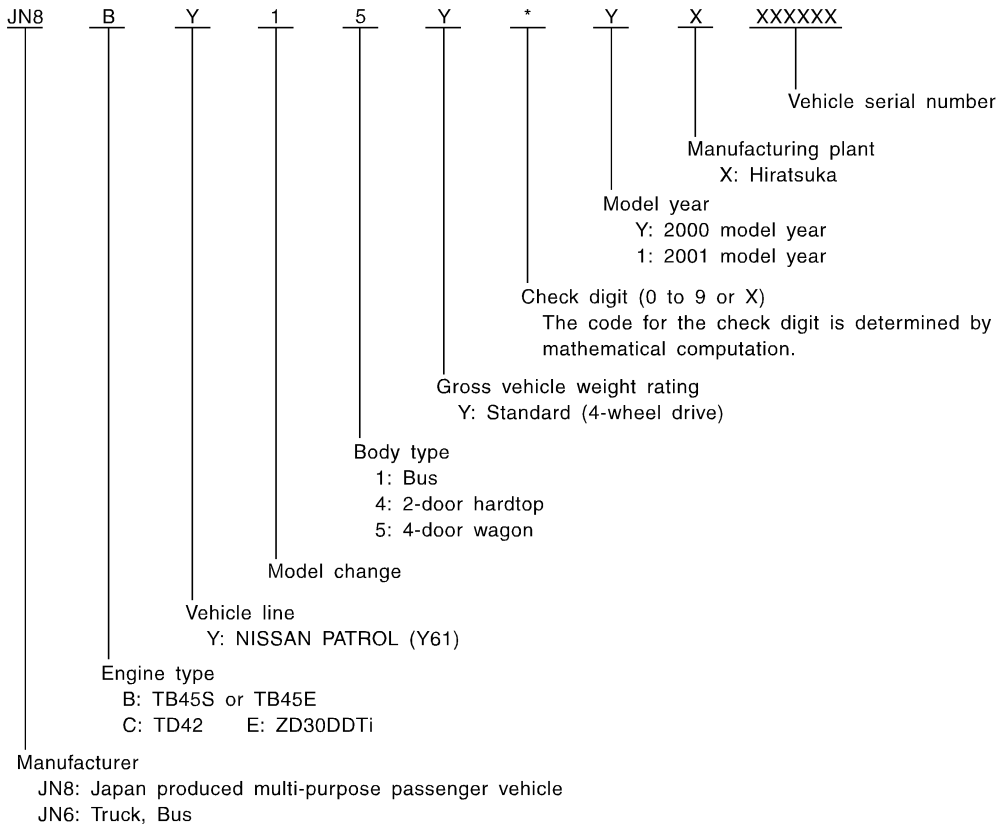
IDENTIFICATION INFORMATION

Identification Number

VEHICLE IDENTIFICATION NUMBER (Chassis number)

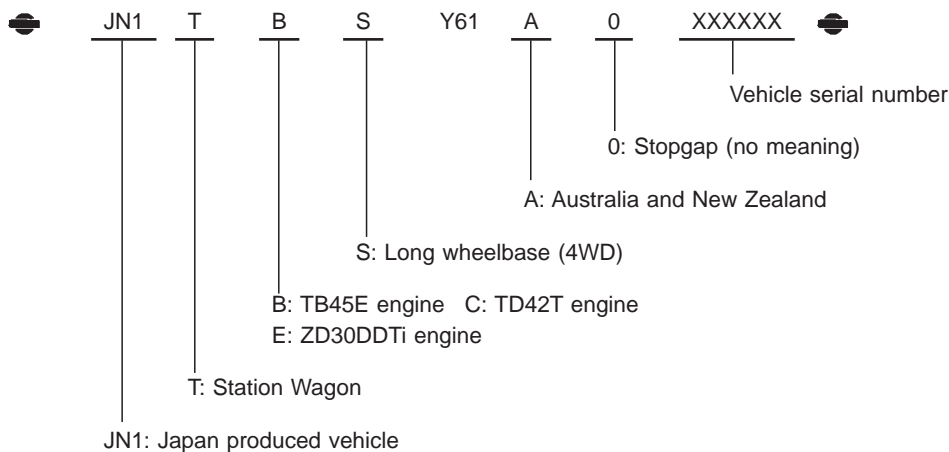
Prefix and suffix designations

For the Middle East



SGI993-G

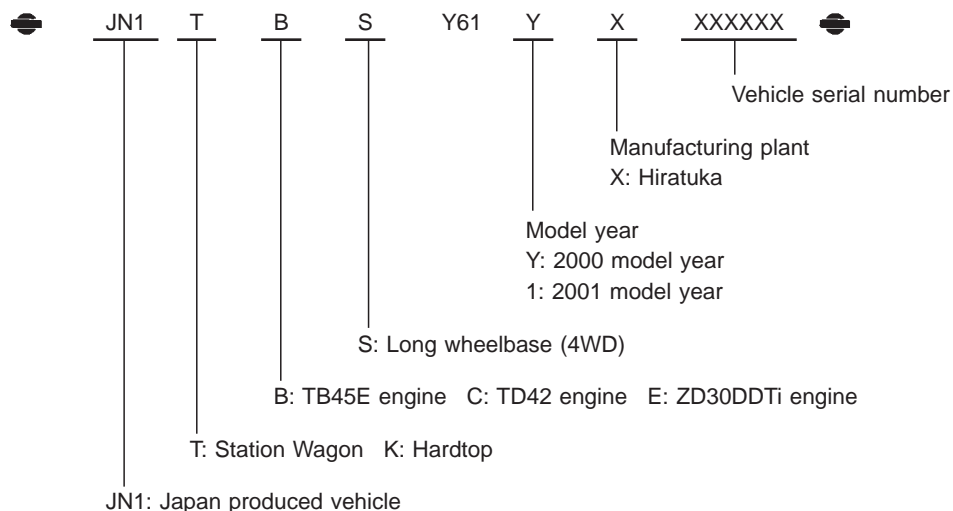
For Australia and New Zealand



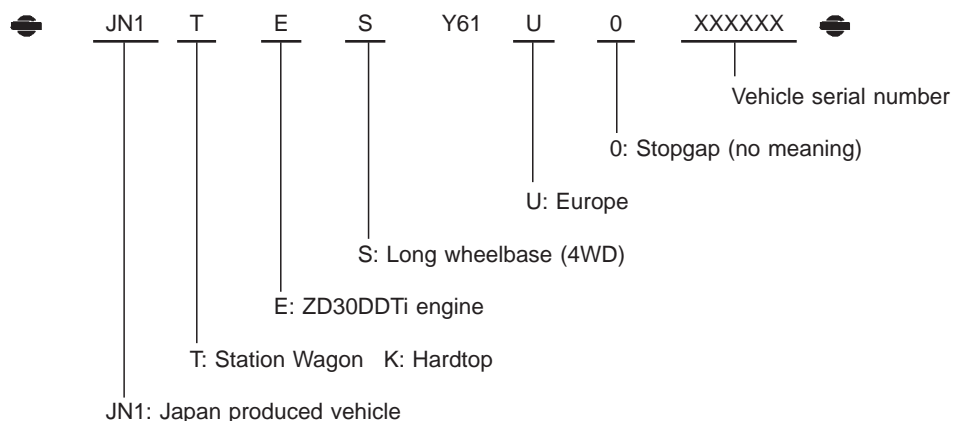
IDENTIFICATION INFORMATION

Identification Number (Cont'd)

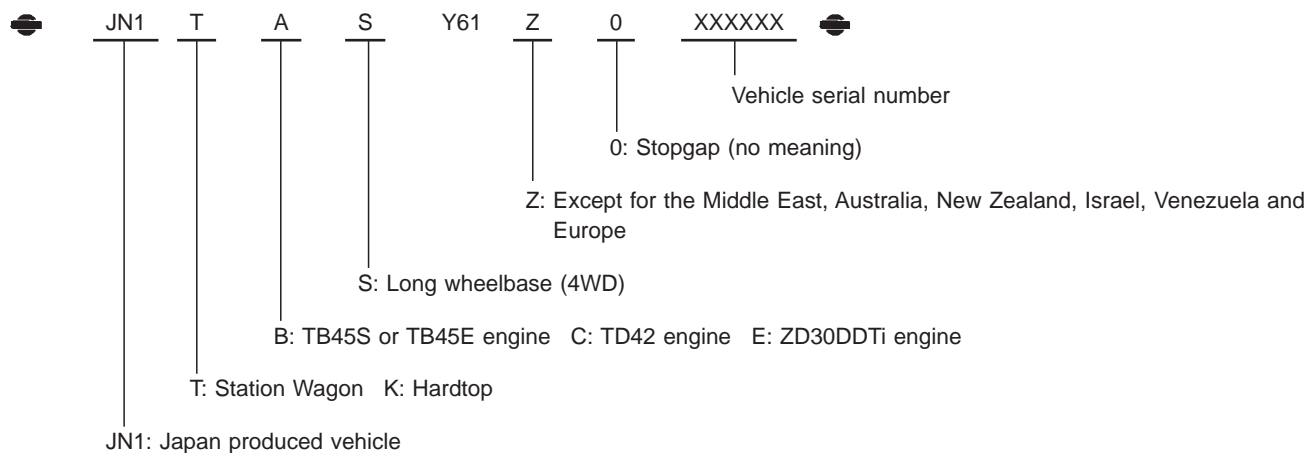
For Israel and Venezuela



For Europe (except for Israel)



Except for the Middle East, Australia, New Zealand, Israel, Venezuela and Europe



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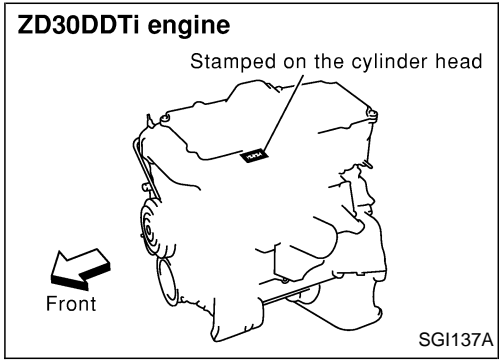
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IDENTIFICATION INFORMATION

Identification Number (Cont'd) ENGINE SERIAL NUMBER

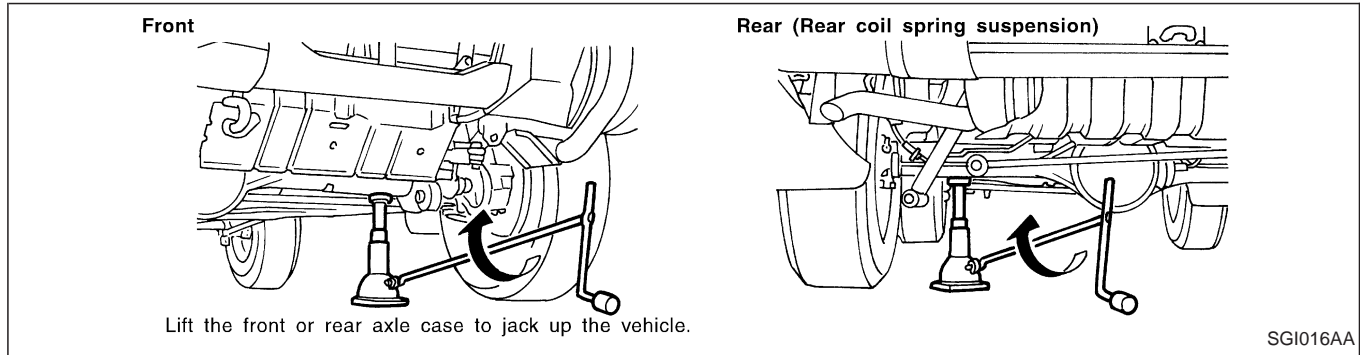


LIFTING POINTS AND TOW TRUCK TOWING

WARNING:

- Never get under the vehicle while it is supported only by the jack. Always use safety stands to support the frame when you have to get under the vehicle.
- Place wheel chocks at both front and back of the wheel which is diagonally opposite the jack position.
Example: If the jack is positioned at the LH front wheel, place wheel chocks at RH rear wheel.
- A 2-pole lift is not recommended because it may become unbalance when the vehicle is on it.
- Jack up the vehicle only under no load conditions.

Screw Jack



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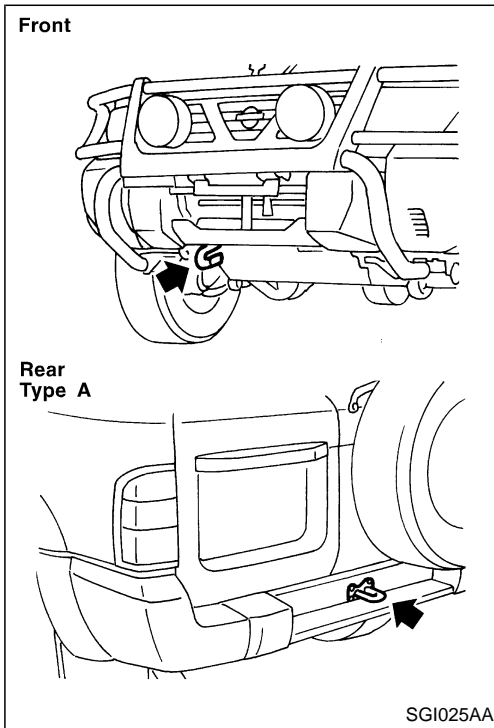
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LIFTING POINTS AND TOW TRUCK TOWING



Tow Truck Towing

TOWING HOOKS

The towing hooks are provided only for emergency.

- Use the towing hooks **only**, not other parts of the vehicle. Otherwise, the vehicle body will be damaged.
- Use the towing hooks **only** to free a vehicle stuck in sand, snow, mud, etc. **Never** tow the vehicle for long distances using only the towing hooks.
- The towing hook is under tremendous force when used to free a stuck vehicle. Always pull the cable straight out from the front or rear of the vehicle. **Never** pull on the hook at a sideways angle.

