

SECTION **RF**
ROOF

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PRECAUTIONS

PRECAUTIONS

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

EIS003V8

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

Precautions

EIS003V9

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

Water-soluble stains:

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

Oil stain:

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

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

PREPARATION

PREPARATION

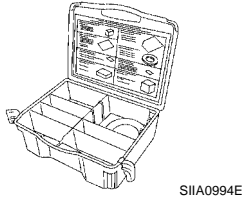
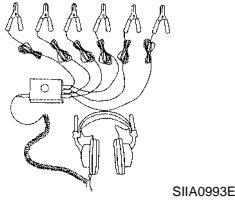
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Special Service Tool

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

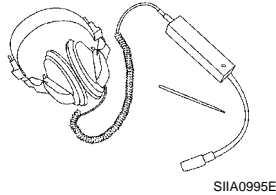
Tool number (Kent-Moore No.) Tool name	Description
— (J-39570) Chassis ear	Locating the noise
— (J-43980) NISSAN Squeak and Rattle Kit	Repairing the cause of noise



Commercial Service Tool

EIS003VB

Tool name	Description
Engine ear	Locating the noise



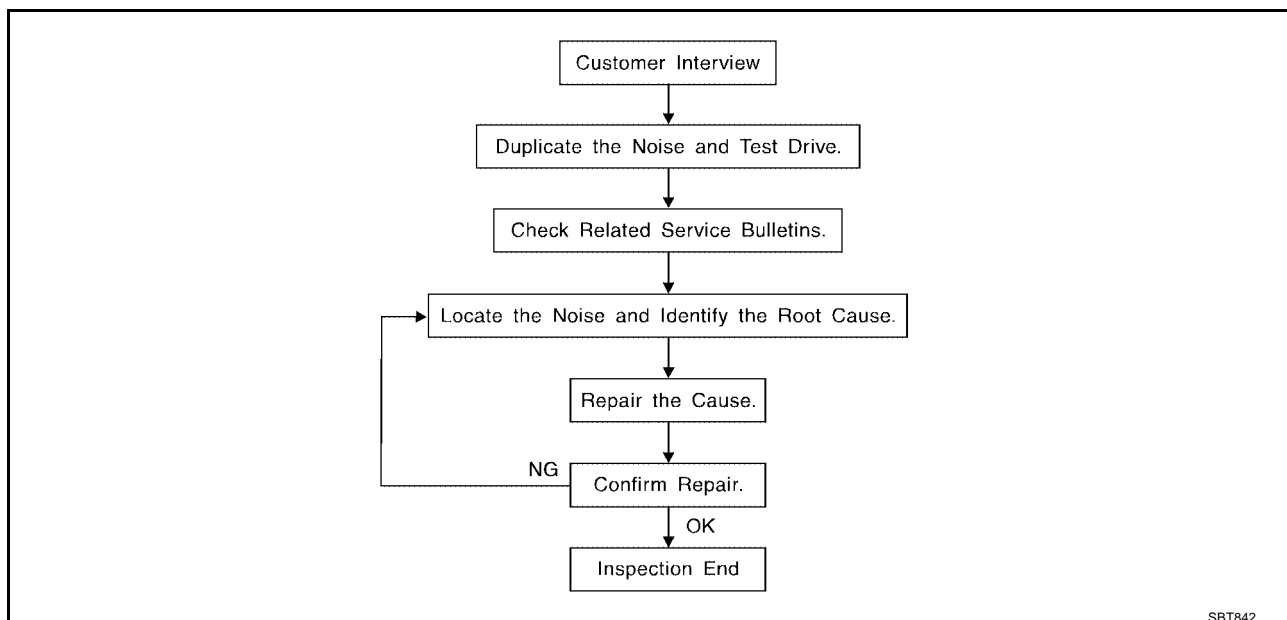
SQUEAK AND RATTLE TROUBLE DIAGNOSES

SQUEAK AND RATTLE TROUBLE DIAGNOSES

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Work Flow

EIS003VC



CUSTOMER INTERVIEW

Interview the customer if possible, to determine the conditions that exist when the noise occurs. Use the Diagnostic Worksheet during the interview to document the facts and conditions when the noise occurs and any customer comments; refer to [RF-8, "Diagnostic Worksheet"](#). This information is necessary to duplicate the conditions that exist when the noise occurs.

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

SQUEAK AND RATTLE TROUBLE DIAGNOSES

DUPLICATE THE NOISE AND TEST DRIVE

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

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

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

CHECK RELATED SERVICE BULLETINS

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

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

LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE

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

REPAIR THE CAUSE

- If the cause is a loose component, tighten the component securely.
- If the cause is insufficient clearance between components:
 - Separate components by repositioning or loosening and retightening the component, if possible.
 - Insulate components with a suitable insulator such as urethane pads, foam blocks, felt cloth tape or urethane tape. A NISSAN Squeak and Rattle Kit (J-43980) is available through your authorized NISSAN Parts Department.

CAUTION:

Do not use excessive force as many components are constructed of plastic and may be damaged. Always check with the Parts Department for the latest parts information.

The following materials are contained in the NISSAN Squeak and Rattle Kit (J-43980). Each item can be ordered separately as needed.

URETHANE PADS [1.5 mm (0.059 in) thick]

Insulates connectors, harness, etc.

76268-9E005: 100×135 mm (3.94×5.31 in)

76884-71L01: 60×85 mm (2.36×3.35 in)

76884-71L02: 15×25 mm (0.59×0.98 in)

INSULATOR (Foam blocks)

Insulates components from contact. Can be used to fill space behind a panel.

73982-9E000: 45 mm (1.77 in) thick, 50×50 mm (1.97×1.97 in)

73982-50Y00: 10 mm (0.39 in) thick, 50×50 mm (1.97×1.97 in)

SQUEAK AND RATTLE TROUBLE DIAGNOSES

INSULATOR (Light foam block)

80845-71L00: 30 mm (1.18 in) thick, 30×50 mm (1.18×1.97 in)

FELT CLOTH TAPE

Used to insulate where movement does not occur. Ideal for instrument panel applications.

68370-4B000: 15×25 mm (0.59×0.98 in) pad/68239-13E00: 5 mm (0.20 in) wide tape roll.

The following materials, not found in the kit, can also be used to repair squeaks and rattles.

UHMW (TEFLON) TAPE

Insulates where slight movement is present. Ideal for instrument panel applications.

SILICONE GREASE

Used in place of UHMW tape that will be visible or not fit.

Note: Will only last a few months.

SILICONE SPRAY

Use when grease cannot be applied.

DUCT TAPE

Use to eliminate movement.

CONFIRM THE REPAIR

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

Generic Squeak and Rattle Troubleshooting

EIS0058P

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

INSTRUMENT PANEL

Most incidents are caused by contact and movement between:

1. The cluster lid A and instrument panel
2. Acrylic lens and combination meter housing
3. Instrument panel to front pillar garnish
4. Instrument panel to windshield
5. Instrument panel mounting pins
6. Wiring harnesses behind the combination meter
7. A/C defroster duct and duct joint

These incidents can usually be located by tapping or moving the components to duplicate the noise or by pressing on the components while driving to stop the noise. Most of these incidents can be repaired by applying felt cloth tape or silicone spray (in hard to reach areas). Urethane pads can be used to insulate wiring harness.

CAUTION:

Do not use silicone spray to isolate a squeak or rattle. If you saturate the area with silicone, you will not be able to recheck the repair.

CENTER CONSOLE

Components to pay attention to include:

1. Shifter assembly cover to finisher
2. A/C control unit and cluster lid C
3. Wiring harnesses behind audio and A/C control unit

The instrument panel repair and isolation procedures also apply to the center console.

DOORS

Pay attention to the:

1. Finisher and inner panel making a slapping noise
2. Inside handle escutcheon to door finisher
3. Wiring harnesses tapping
4. Door striker out of alignment causing a popping noise on starts and stops

Tapping or moving the components or pressing on them while driving to duplicate the conditions can isolate many of these incidents. You can usually insulate the areas with felt cloth tape or insulator foam blocks from the NISSAN Squeak and Rattle Kit (J-43980) to repair the noise.

SQUEAK AND RATTLE TROUBLE DIAGNOSES

TRUNK

Trunk noises are often caused by a loose jack or loose items put into the trunk by the owner. In addition look for:

1. Trunk lid bumpers out of adjustment
2. Trunk lid striker out of adjustment
3. The trunk lid torsion bars knocking together
4. A loose license plate or bracket

Most of these incidents can be repaired by adjusting, securing or insulating the item(s) or component(s) causing the noise.

SUNROOF/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. Sun visor shaft shaking in the holder
3. Front or rear windshield touching headliner and squeaking

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

OVERHEAD CONSOLE (FRONT AND REAR)

Overhead console noises are often caused by the console panel clips not being engaged correctly. Most of these incidents are repaired by pushing up on the console at the clip locations until the clips engage.

In addition look for:

1. Loose harness or harness connectors.
2. Front console map/reading lamp lens loose.
3. Loose screws at console attachment points.

SEATS

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

Cause of seat noise include:

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

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Diagnostic Worksheet

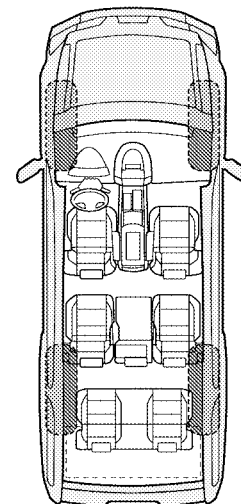
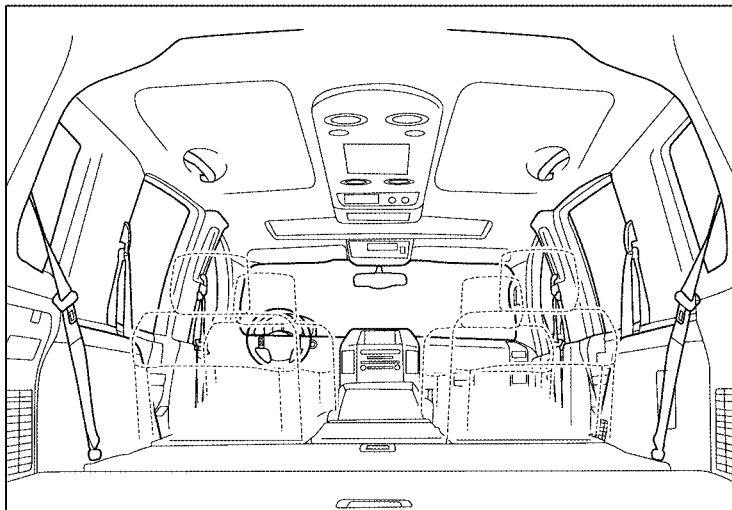
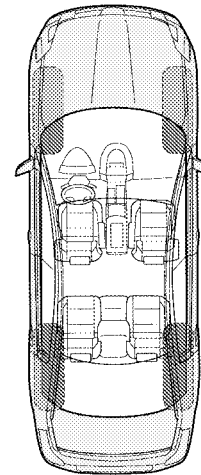
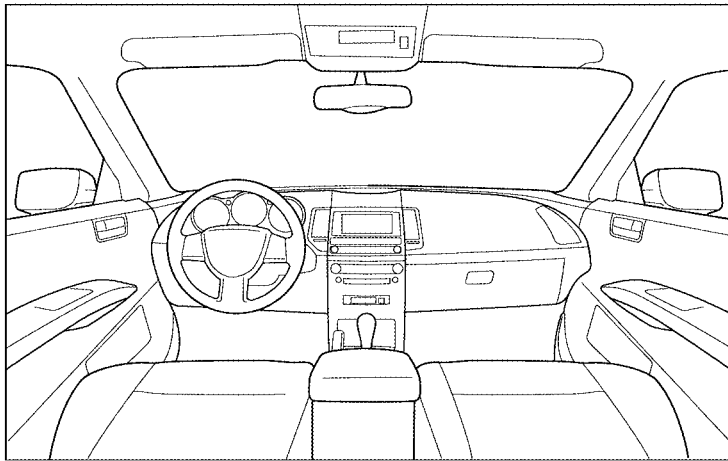
Dear Customer:

We are concerned about your satisfaction with your vehicle. Repairing a squeak or rattle sometimes can be very difficult. To help us fix your vehicle 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.

SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

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.

SQUEAK AND RATTLE TROUBLE DIAGNOSES

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: |

III. WHEN DRIVING:

- Through driveways
- Over rough roads
- Over speed bumps
- Only about ____ mph
- On acceleration
- Coming to a stop
- On turns: left, right or either (circle)
- With passengers or cargo
- Other: _____
- After driving ____ miles or ____ minutes

IV. WHAT TYPE OF NOISE

- Squeak (like tennis shoes on a clean floor)
- Creak (like walking on an old wooden floor)
- Rattle (like shaking a baby rattle)
- Knock (like a knock at the door)
- Tick (like a clock second hand)
- Thump (heavy muffled knock noise)
- Buzz (like a bumble bee)

TO BE COMPLETED BY DEALERSHIP PERSONNEL

Test Drive Notes:

	YES	NO	Initials of person performing
Vehicle test driven with customer	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise verified on test drive	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise source located and repaired	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Follow up test drive performed to confirm repair	<input type="checkbox"/>	<input type="checkbox"/>	_____

VIN: _____ Customer Name _____

W.O.# _____ Date: _____

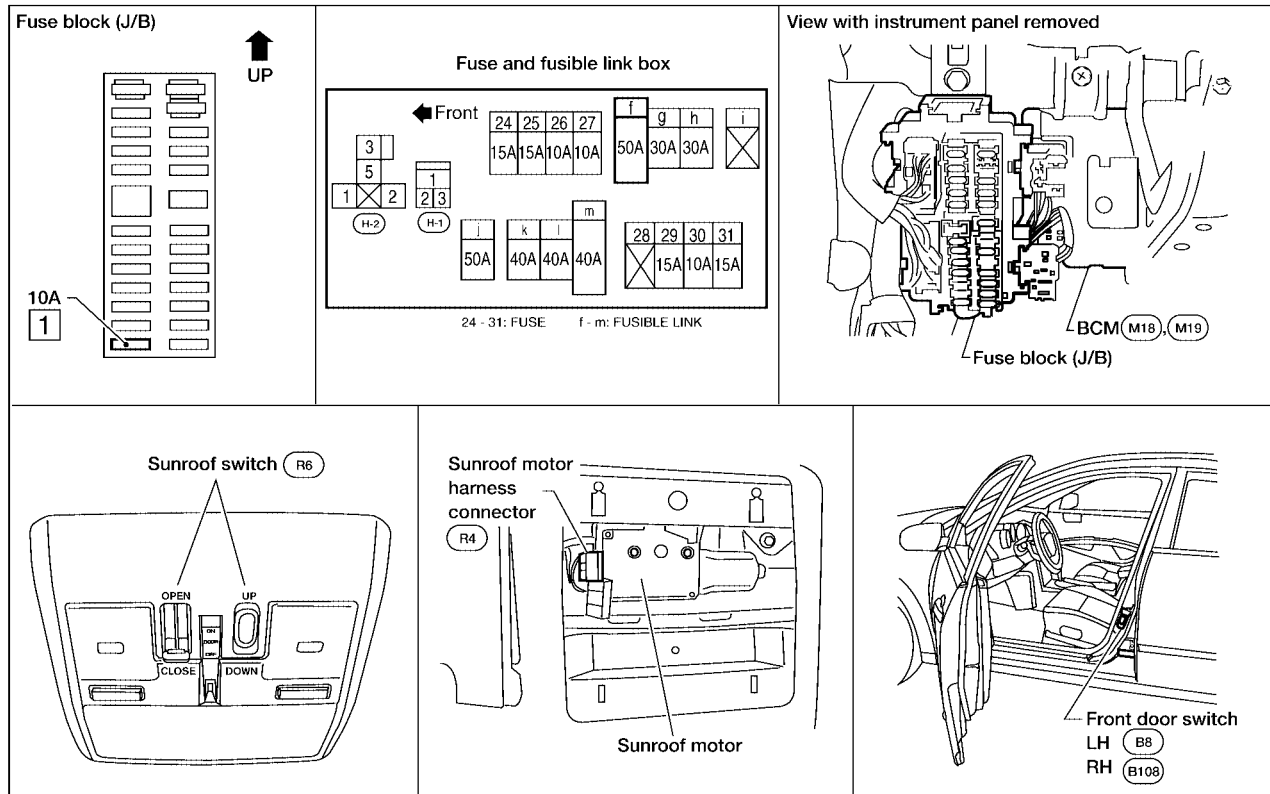
This form must be attached to Work Order

LAIA0071E

SUNROOF

Component Parts and Harness Connector Location

EIS003VF



WKIA2971E

System Description

OUTLINE

EIS003VG

Electric sunroof system consists of

- Sunroof switch
- Sunroof motor assembly
- BCM (body control module)

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

OPERATION

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

RETAINED POWER OPERATION

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

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

When power is supplied, the sunroof can be operated.

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

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

MEMORY RESET PROCEDURE

If the battery is disconnected or the sunroof motor harness connector is disconnected, the slide switch will become inoperable and the sunroof motor memory must be reset. To reset the sunroof motor memory from any sunroof position (full open, partially open, closed, partially vented, and vented), repeatedly push the sunroof tilt switch to the forward (CLOSE) position until the sunroof is fully closed. Finally, push and hold the tilt switch forward (CLOSE) for more than 2 seconds to re-establish the motor preset position. The sunroof should now operate normally.

SUNROOF

INTERRUPTION DETECTION FUNCTION

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

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

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

INITIALIZATION PROCEDURE

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

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

CAN Communication System Description

EIS003VH

Refer to [LAN-25, "CAN COMMUNICATION"](#) .

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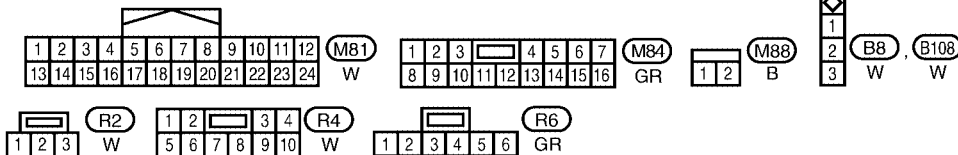
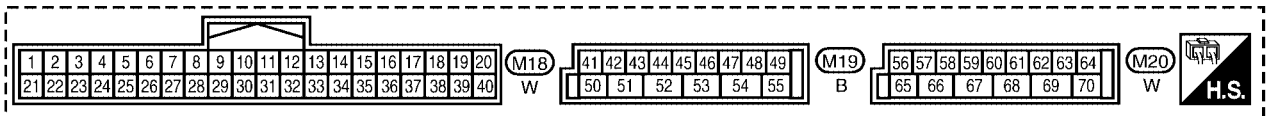
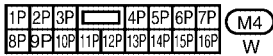
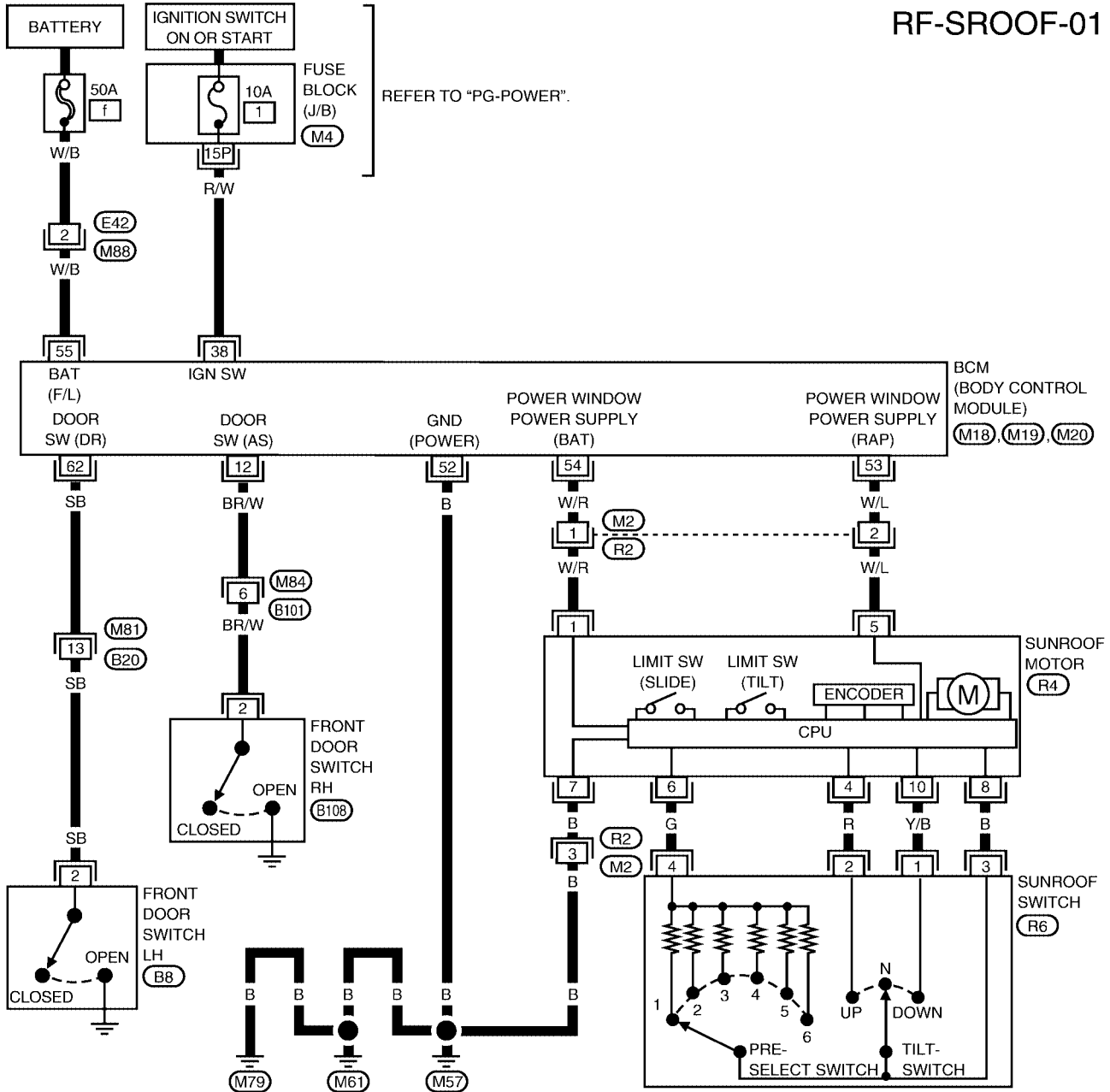
RF

SUNROOF

E/S003V1

Wiring Diagram — SROOF —

RF-SROOF-01



WIWA1256E

SUNROOF

Terminals and Reference Values for BCM

EIS003VJ

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

*: When MODE 1 is selected. Refer to [RF-15, "Work Support"](#) for more details.

Terminals and Reference Values for Sunroof Motor

EIS003VK

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

*: When MODE 1 is selected. Refer to [RF-15, "Work Support"](#) for more details.

Work Flow

EIS003VL

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

SUNROOF

EIS003VM

CONSULT-II Function (BCM)

CONSULT-II can display each diagnostic item using the diagnostic test modes shown following.

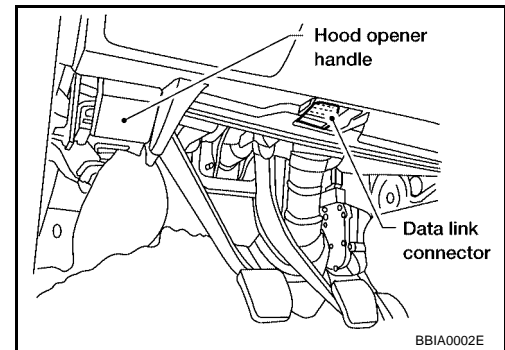
BCM diagnostic test item	Diagnostic mode	Description
Inspection by part	WORK SUPPORT	Supports inspections and adjustments. Commands are transmitted to the BCM for setting the status suitable for required operation, input/output signals are received from the BCM and received data is displayed.
	DATA MONITOR	Displays BCM input/output data in real time.
	ACTIVE TEST	Operation of electrical loads can be checked by sending drive signal to them.
	SELF-DIAG RESULTS	Displays BCM self-diagnosis results.
	CAN DIAG SUPPORT MNTR	The result of transmit/receive diagnosis of CAN communication can be read.
	ECU PART NUMBER	BCM part number can be read.
	CONFIGURATION	Performs BCM configuration read/write functions.

CONSULT-II OPERATION

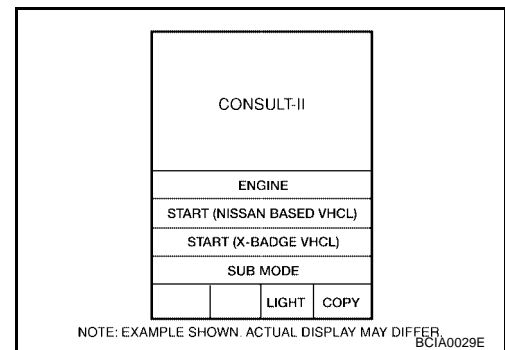
CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carries out CAN communication.

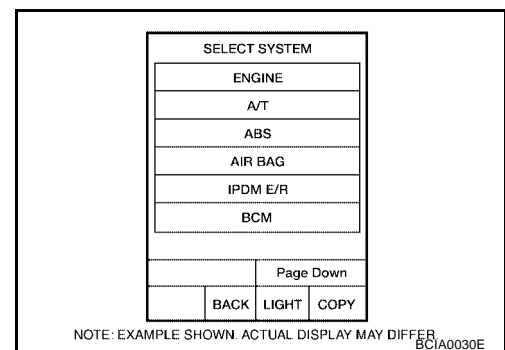
1. With the ignition switch OFF, connect CONSULT-II and CONSULT-II CONVERTER to the data link connector, then turn ignition switch ON.



2. Touch "START (NISSAN BASED VHCL)".

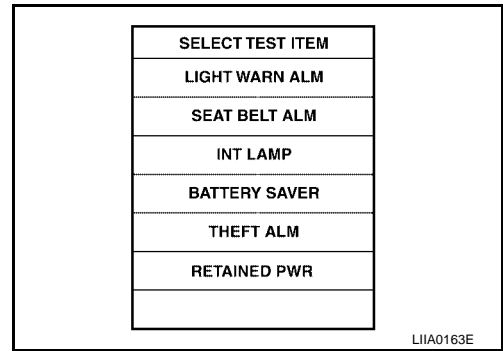


3. Touch "BCM".
If "BCM" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).

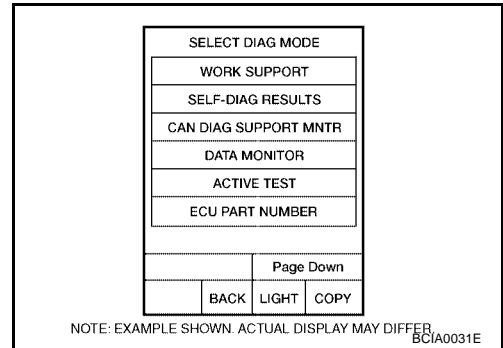


SUNROOF

4. Touch "RETAINED PWR".



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



Data Monitor

EIS003VN

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

Active Test

EIS003VO

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

Work Support

EIS003VP

Work item	Description
RETAINED PWR SET	<p>RAP signal's power supply period can be changed by mode setting. Selects RAP signal's power supply period between the following three modes:</p> <ul style="list-style-type: none"> ● MODE 1 (45 sec.) / MODE 2 (OFF) / MODE 3 (2 min.)

Trouble Diagnosis Chart by Symptom

EIS003VQ

Symptom	Diagnostic procedure and repair order	Refer to page
Sunroof does not operate.	1. Sunroof motor assembly power supply and ground circuit check	RF-18
	2. Sunroof switch system check	RF-17
	3. Replace sunroof motor assembly	RF-26

SUNROOF

Symptom	Diagnostic procedure and repair order	Refer to page
Retained power operation does not operate properly.	1. Check the retained power operation mode setting	RF-15
	2. BCM power supply and ground circuit check	RF-16
	3. Door switch check	RF-19
	4. Replace sunroof motor assembly	RF-26
Motor does not stop at the sunroof fully-open or fully-closed position.	1. Initialization procedure check	RF-11
	2. Replace sunroof motor assembly	RF-26
Sunroof does not do the interruption detection.	1. Replace sunroof motor assembly	RF-26

BCM Power Supply and Ground Circuit Check

EIS003VR

1. CHECK FUSE

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

NOTE:

Refer to [RF-10, "Component Parts and Harness Connector Location"](#).

OK or NG

OK >> GO TO 2.

NG >> If fuse is blown, be sure to eliminate cause of malfunction before installing new fuse. Refer to [PG-4, "POWER SUPPLY ROUTING CIRCUIT"](#).

2. CHECK POWER SUPPLY CIRCUIT

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

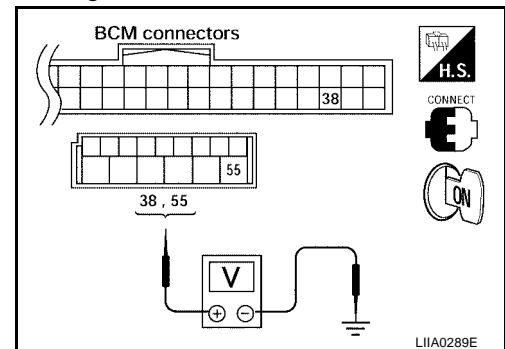
38 - Ground : Battery voltage

55 - Ground : Battery voltage

OK or NG

OK >> GO TO 3.

NG >> Repair or replace harness.



3. CHECK GROUND CIRCUIT

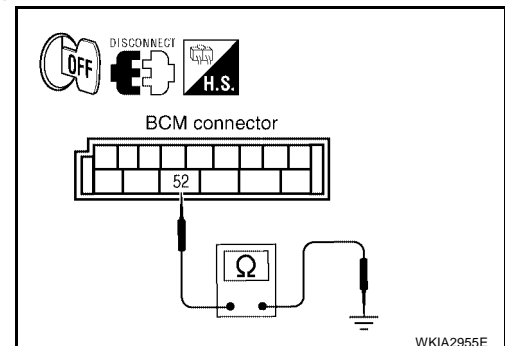
- Turn ignition switch OFF.
- Disconnect BCM.
- Check continuity between BCM connector M19 terminal 52 and ground.

52 - Ground : Continuity should exist.

OK or NG

OK >> Power supply and ground circuit is OK.

NG >> Repair or replace harness.



SUNROOF

EIS003VS

Sunroof Switch System Check

1. CHECK SUNROOF SWITCH-1

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

TILT UP switch operation

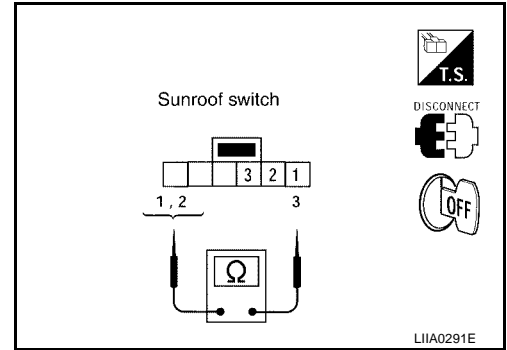
2 - 3 : Continuity should exist.

TILT DOWN switch operation

1 - 3 : Continuity should exist.

OK or NG

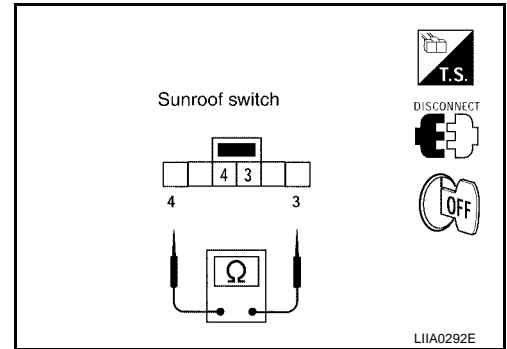
- OK >> GO TO 2.
 NG >> Replace sunroof switch.



2. CHECK SUNROOF SWITCH-2

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

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



OK or NG

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

3. CHECK HARNESS CONTINUITY

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

10 - 1 : Continuity should exist.

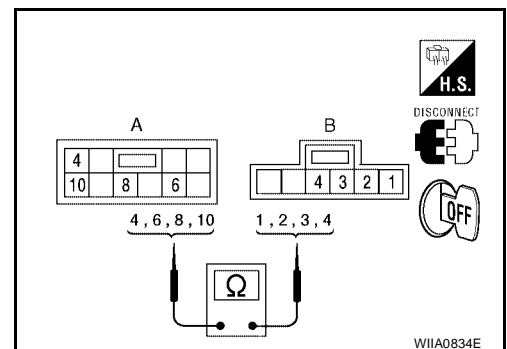
4 - 2 : Continuity should exist.

8 - 3 : Continuity should exist.

6 - 4 : Continuity should exist.

OK or NG

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



SUNROOF

EIS003VT

Sunroof Motor Assembly Power Supply and Ground Circuit Check

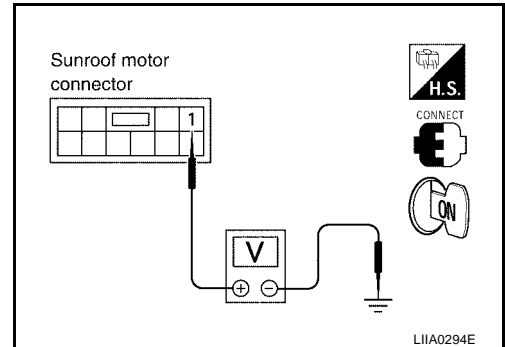
1. CHECK POWER SUPPLY CIRCUIT-1

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

1 - Ground : Battery voltage

OK or NG

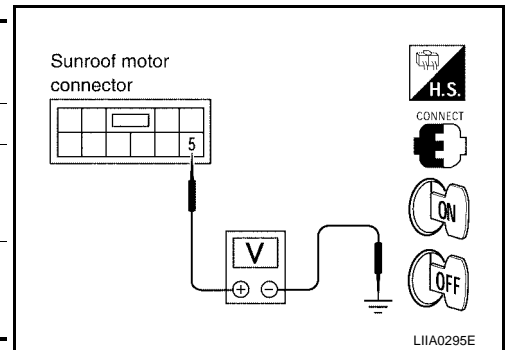
- OK >> GO TO 2.
 NG >> ● Check harness for open or short between sunroof motor assembly and BCM.
 ● Check BCM. Refer to [RF-16, "BCM Power Supply and Ground Circuit Check"](#) .



2. CHECK POWER SUPPLY CIRCUIT-2

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

Connector	Terminals (Wire color)		Condition	Voltage (V) (Approx.)
	(+)	(-)		
R4	5	Ground	Ignition switch ON	Battery voltage
			Within 45 seconds after ignition switch is turned OFF	Battery voltage
			When front door LH or RH is opened and retained power is operating	0



OK or NG

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

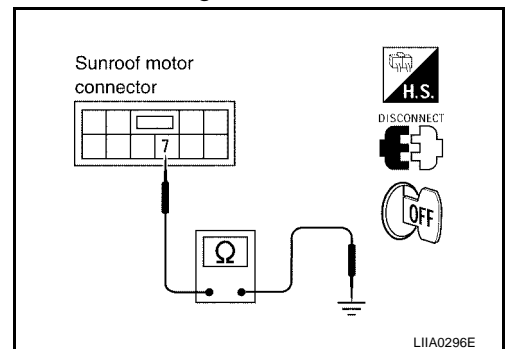
3. CHECK GROUND CIRCUIT

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

7 - Ground : Continuity should exist.

OK or NG

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



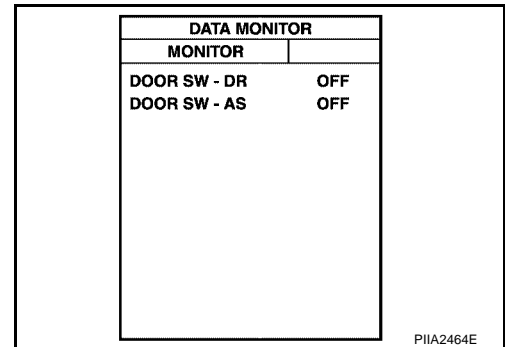
Door Switch Check

1. CHECK DOOR SWITCH INPUT SIGNAL

With CONSULT-II

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

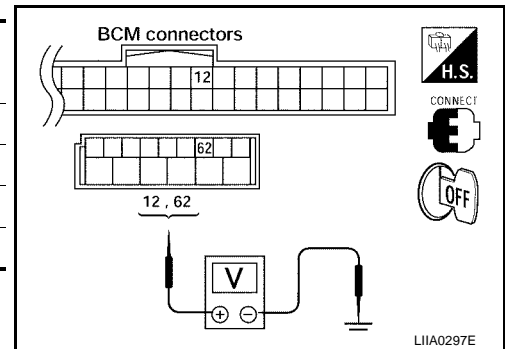
Monitor item	Condition	
DOOR SW-DR	OPEN	: ON
	CLOSE	: OFF
DOOR SW-AS	OPEN	: ON
	CLOSE	: OFF



Without CONSULT-II

Check voltage between BCM connector and ground.

Item	Connector	Terminals		Door condition	Voltage (V) (Approx.)
		(+)	(-)		
RH	M18	12	Ground	OPEN	0
				CLOSE	Battery voltage
LH	M20	62		OPEN	0
				CLOSE	Battery voltage



OK or NG

- OK >> Door switches are OK.
- NG >> GO TO 2.

2. CHECK DOOR SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect front door switches and BCM.
3. Check continuity between front door switch connector (B) B8 (LH) or B108 (RH) terminal 2 and BCM connector (A) M18, M20 terminals 12, 62.

Front door switch LH

2 - 62 : Continuity should exist.

Front door switch RH

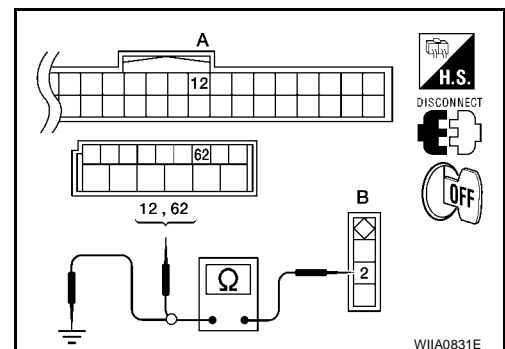
2 - 12 : Continuity should exist.

4. Check continuity between front door switch connector (B) B8 (LH) or B108 (RH) terminal 2 and ground.

2 - Ground : Continuity should not exist.

OK or NG

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



SUNROOF

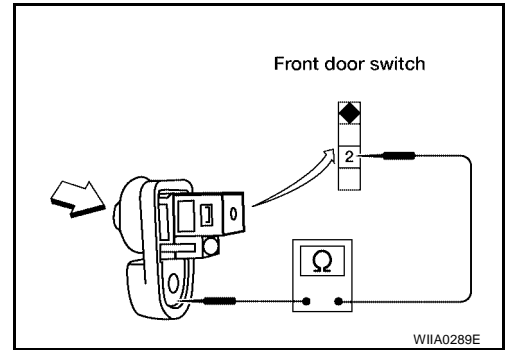
3. CHECK DOOR SWITCH

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

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

OK or NG

- OK >> Further inspection is necessary. Refer to [RF-15, "Trouble Diagnosis Chart by Symptom"](#).
- NG >> Replace malfunctioning door switch.



EIS003VV

Inspection WEATHERSTRIP

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

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

CAUTION:

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

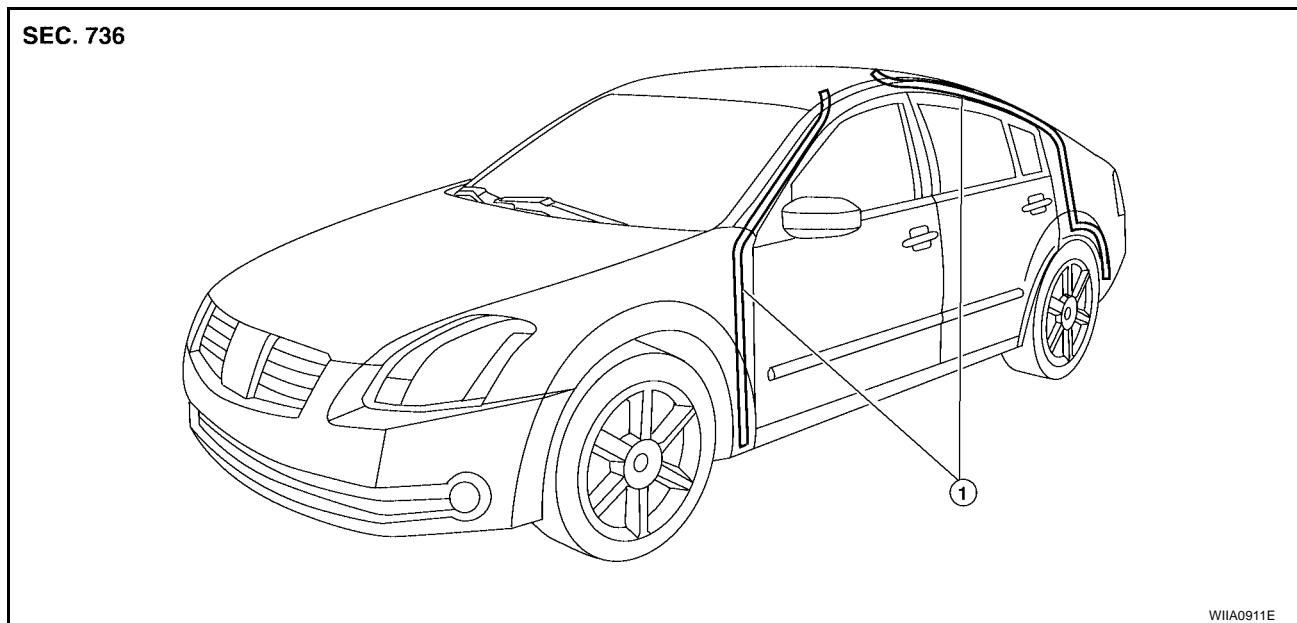
LINK AND WIRE ASSEMBLY

NOTE:

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

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

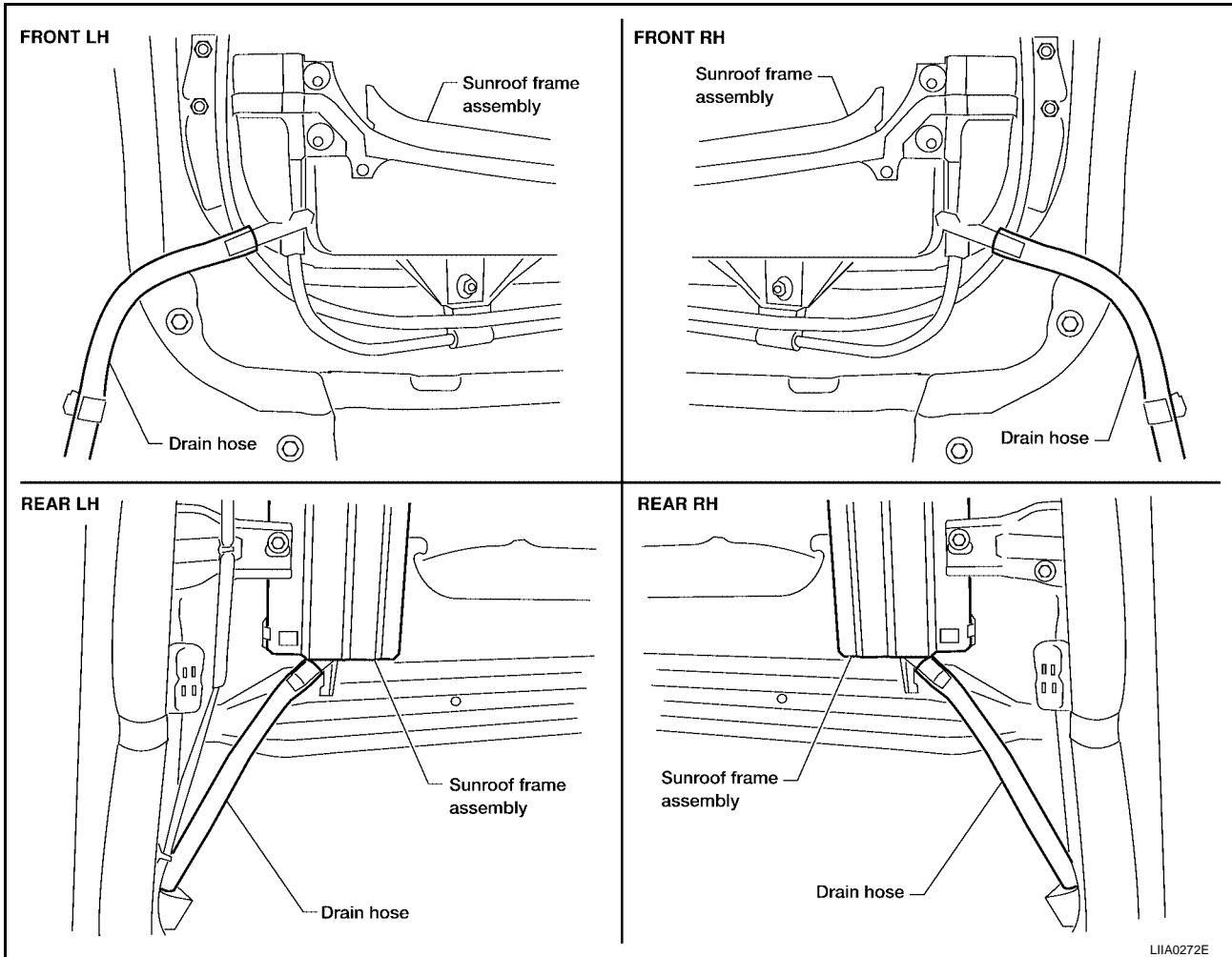
DRAIN HOSES



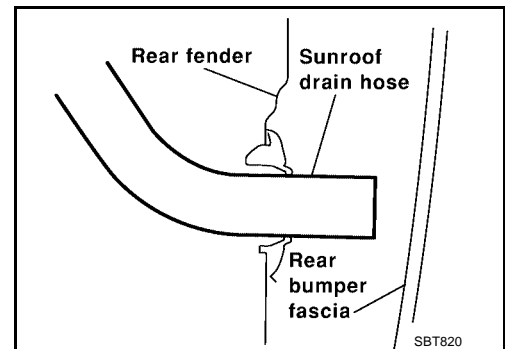
1. Drain hoses

SUNROOF

1. Remove headlining to access drain hose connections. Refer to [EI-41, "Removal and Installation"](#).



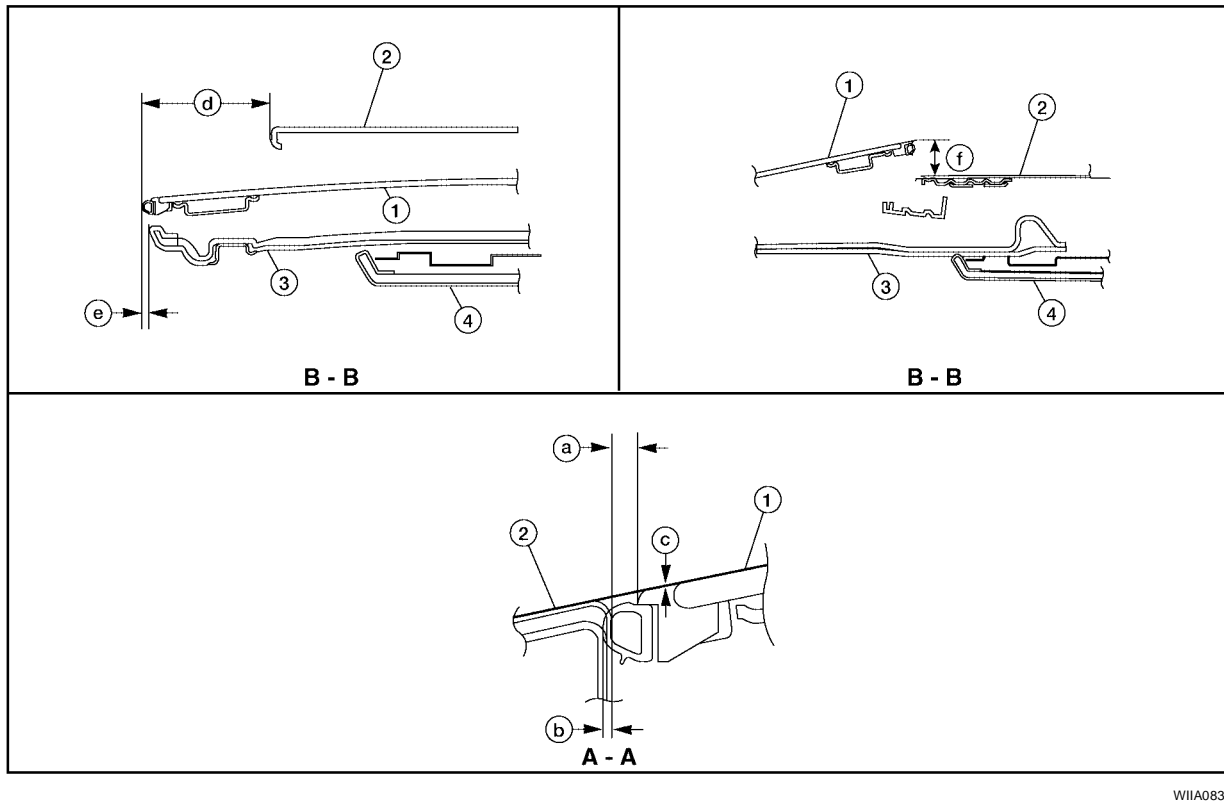
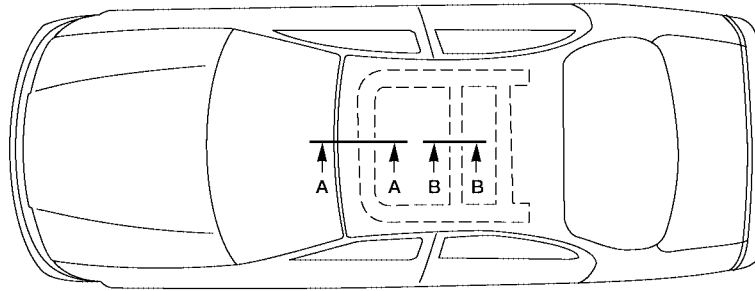
2. Check visually for proper connections, damage or deterioration.
3. If leakage occurs around trunk room, remove trunk side trim and check connecting area. Check for proper connection, damage or tear. Refer to [EI-43, "Removal and Installation"](#).
4. Remove drain hoses and check visually for any damage, cracks or deterioration.
5. Pour water into drain hoses and find damaged portion.
 - If any damaged portion is found at each step, replace the damaged part.



SUNROOF

FITTING ADJUSTMENT

SEC.736



WIIA0835E

- | | | |
|--|---|---|
| 1. Glass lid assembly | 2. Roof | 3. Sunshade assembly |
| 4. Headlining | a. 3.8 ± 0.7 mm (0.15 ± 0.03 in)
Fully closed | b. 1.2 ± 0.7 mm (0.05 ± 0.03 in)
Fully closed |
| c. 0 ± 1.5 mm (0 ± 0.06 in)
Fully closed | d. 96.3 mm (3.79 in)
Fully open | e. 4.0 mm (0.16 in)
Fully open |
| f. 29.8 mm (1.17 in) Tilted up | | |

Gap Adjustment

If any excessive gap difference between glass lid assembly and roof panel is found, perform the following:

1. Open sunshade assembly.
2. Tilt glass lid assembly up, then remove side finisher.
3. Loosen glass lid assembly screws (2 each on left and right sides), then tilt it down.
4. Manually adjust glass lid assembly from outside of vehicle until it is flush with the roof surface and resembles "A-A" as shown.
5. After adjustment, tilt glass lid assembly up and tighten screws.
6. Tilt glass lid assembly up and down several times to check that it moves smoothly.

SUNROOF

NOTE:

First tighten left front screw, then right rear on glass lid assembly to prevent movement while tightening other screws.

A

Height Difference Adjustment

1. Tilt glass lid assembly up and down. B
2. Check height difference between roof panel and glass lid assembly; compare to "A-A" and "B-B" (when sunroof is closed) as shown in the figure.
3. If necessary, adjust height difference by using one of the following procedures: C
 - Adjust by adding or removing adjustment shim(s) between the glass lid assembly and sunroof frame assembly. D
 - If glass lid assembly protrudes above roof panel, add shim(s) or plain washers at sunroof bracket locations to meet height specifications as shown in figure.
 - Tighten glass lid assembly screws and sunroof bracket bolts as required. E

NOTE:

First tighten left front screw, then right rear on glass lid assembly to prevent movement while tightening other screws.

F

G

H

RF

J

K

L

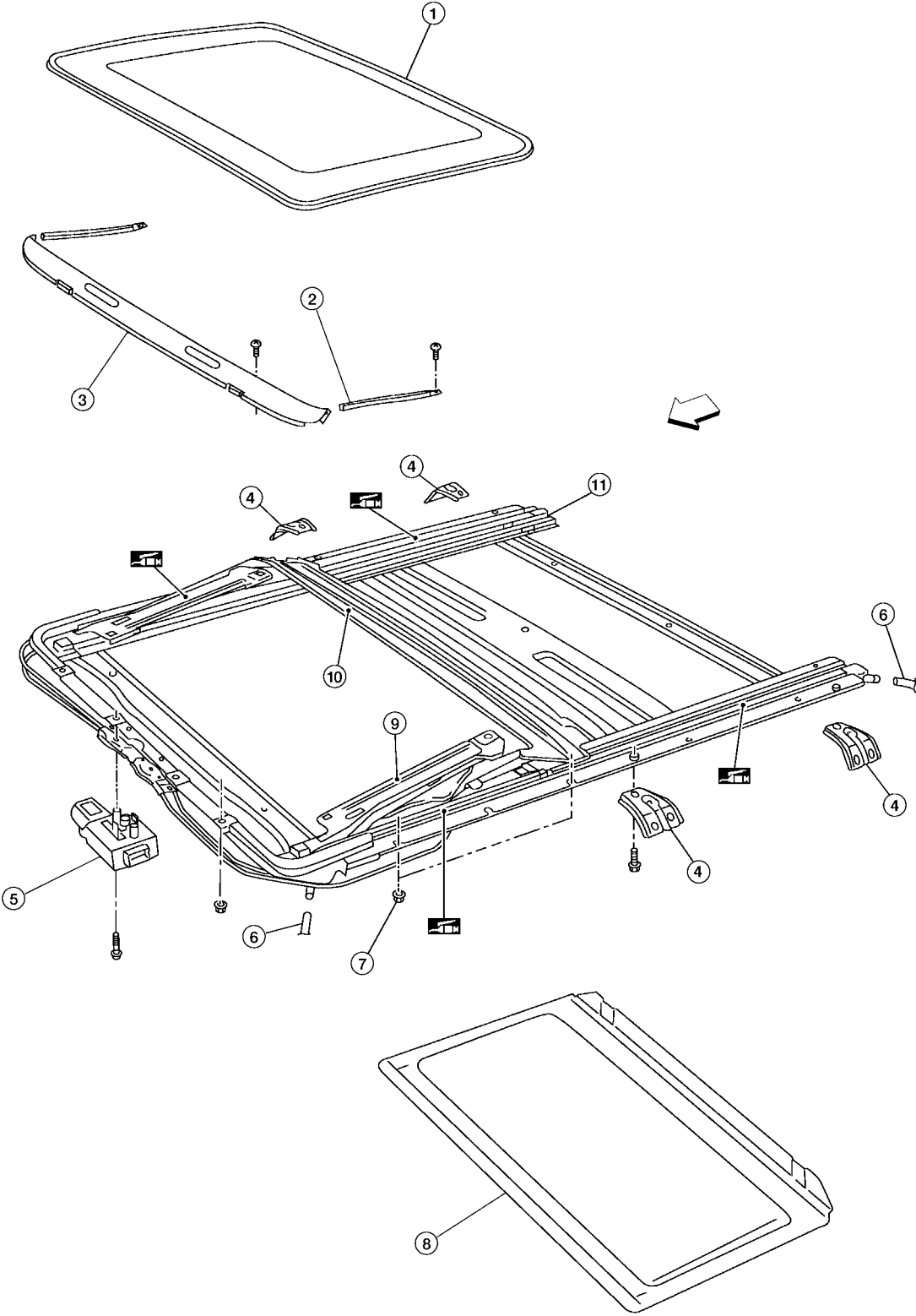
M

SUNROOF

Removal and Installation COMPONENT

EIS003VW

SEC. 736



W1IA0910E

SUNROOF

- | | | | |
|-------------------------|----------------------------|---------------------------|---|
| 1. Glass lid assembly | 2. Wind deflector holder | 3. Wind deflector | A |
| 4. Sunroof unit bracket | 5. Sunroof motor assembly | 6. Drain hose | B |
| 7. Sunroof unit nuts | 8. Sunshade assembly | 9. Link and wire assembly | C |
| 10. Drain plate | 11. Sunroof frame assembly | ⇐ Vehicle front | D |

CAUTION:

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

NOTE:

For easier installation, mark each point before removal.

SUNROOF UNIT

Removal

1. Remove headlining. Refer to [EI-41, "Removal and Installation"](#) .

NOTE:

Before removing sunroof motor switch, make sure that sunroof is fully closed.

2. Disconnect drain hoses.
3. Close glass lid assembly.
4. Disconnect sunroof motor harness electrical connector.

CAUTION:

After removing sunroof motor, never attempt to rotate sunroof motor as a single unit.

5. Remove bolts and nuts on the front end and side rails.
6. Remove front sunroof bracket bolts.
7. Remove rear sunroof bracket bolts and remove sunroof unit from roof panel.
 - Remove sunroof unit through the passenger compartment while being careful not to damage the seats and trim.

Installation

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

Sunroof unit bolts

Sunroof unit front end and side rail bolts : 5.10 - 6.47 N-m (0.52 - 0.66 kg-m, 46 - 57 in-lb)

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

7. Connect drain hoses.
8. Install headlining. Refer to [EI-41, "Removal and Installation"](#) .
9. After installation or any adjustment, check alignment and operation of glass lid assembly. Refer to [RF-20, "Inspection"](#) .

GLASS LID ASSEMBLY

Removal

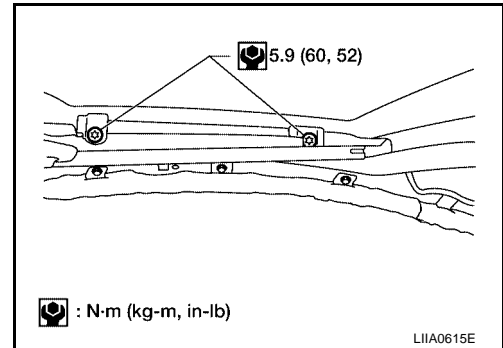
1. Open sunroof shade.
2. Close glass lid assembly.
3. Remove the screws securing glass lid assembly to sunroof unit.

SUNROOF

4. Remove the glass lid assembly.

Installation

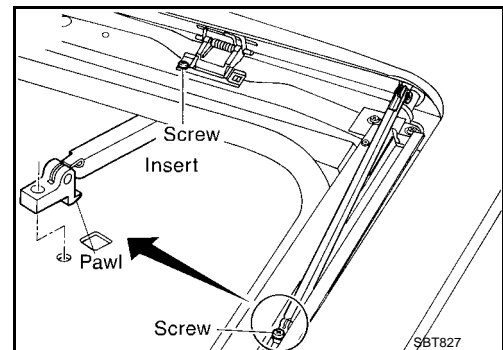
1. Position glass lid assembly to sunroof unit.
2. Install the glass lid assembly screws. (First tighten left front screw, then tighten right rear screw on glass lid assembly to prevent lid from moving while tightening remaining screws.)
3. After installation, perform fitting adjustment. Refer to [RF-20, "Inspection"](#).



WIND DEFLECTOR

Removal

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



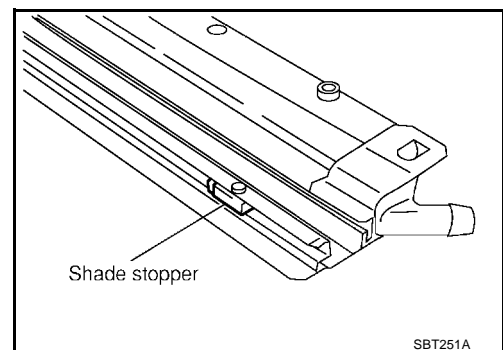
Installation

Installation is in the reverse order of removal.

SUNSHADE

Removal

1. Remove shade stoppers (2 points) from rear end of sunroof shade assembly.
2. Remove shade assembly from rear end of sunroof shade assembly.



Installation

Installation is in the reverse order of removal.

SUNROOF MOTOR

Removal

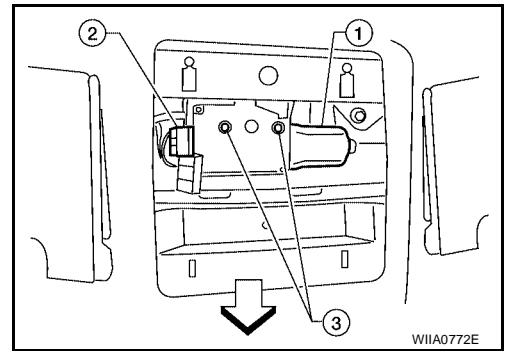
1. Position glass lid assembly in the fully closed position.
2. Remove roof console assembly. Refer to [EI-41, "HEADLINING"](#).

SUNROOF

3. Remove the sunroof motor screws (3).
 4. Disconnect sunroof motor harness connector (2), then remove sunroof motor (1).
- ←: Vehicle front

CAUTION:

- When removing the sunroof motor (1), be sure that the sunroof is in the fully closed position.
- Never run the removed sunroof motor as a single unit.



Installation

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

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

CAUTION:

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

Remainder of installation is in the reverse order of removal.

A
B
C
D
E
F
G
H
J
K
L
M

RF

SUNROOF
