

BODY REPAIR

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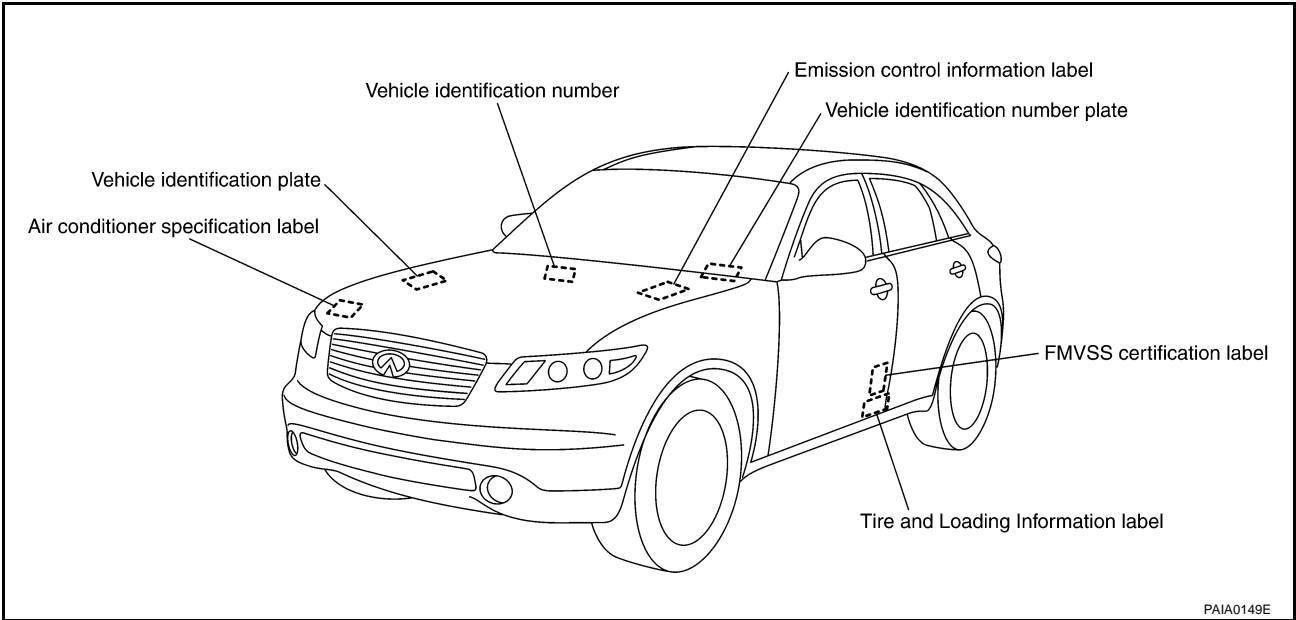
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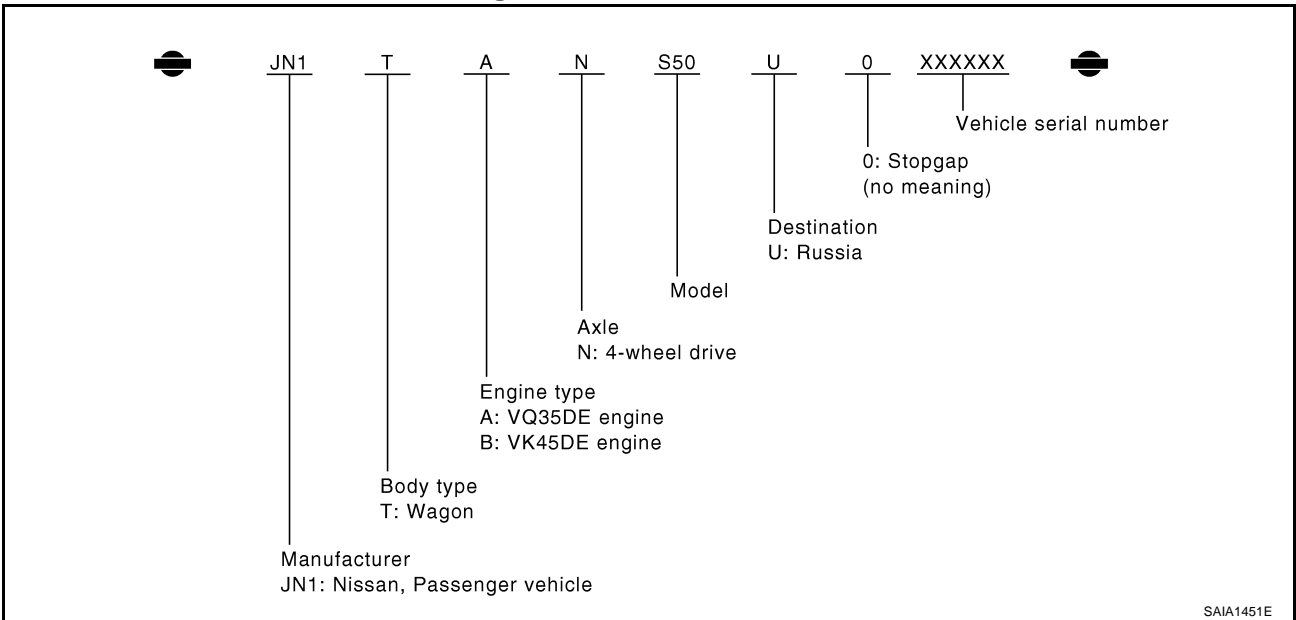
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General Information IDENTIFICATION NUMBER



PAIA0149E

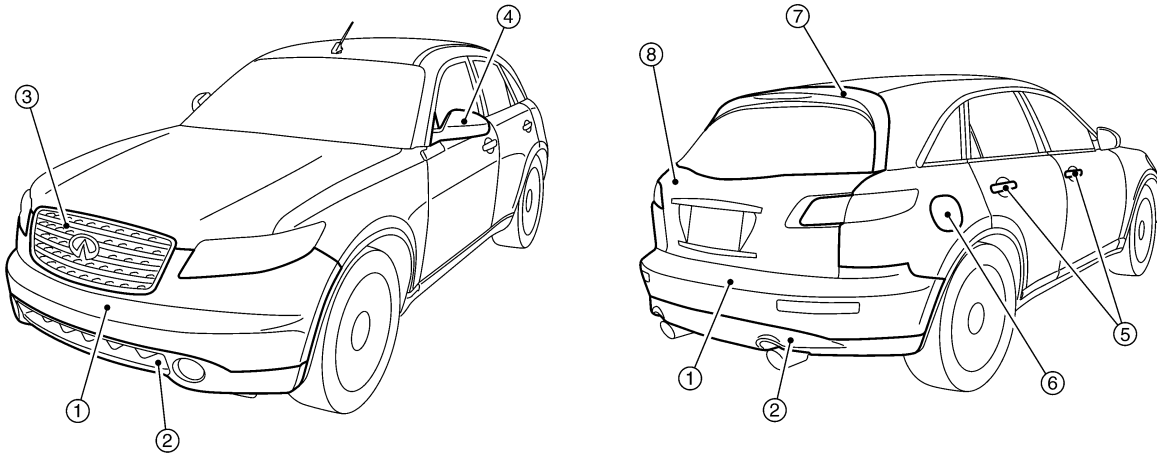
Vehicle Identification Number Arrangement



SAIA1451E

BODY REPAIR

BODY EXTERIOR PAINT COLOR



SIIA2248E

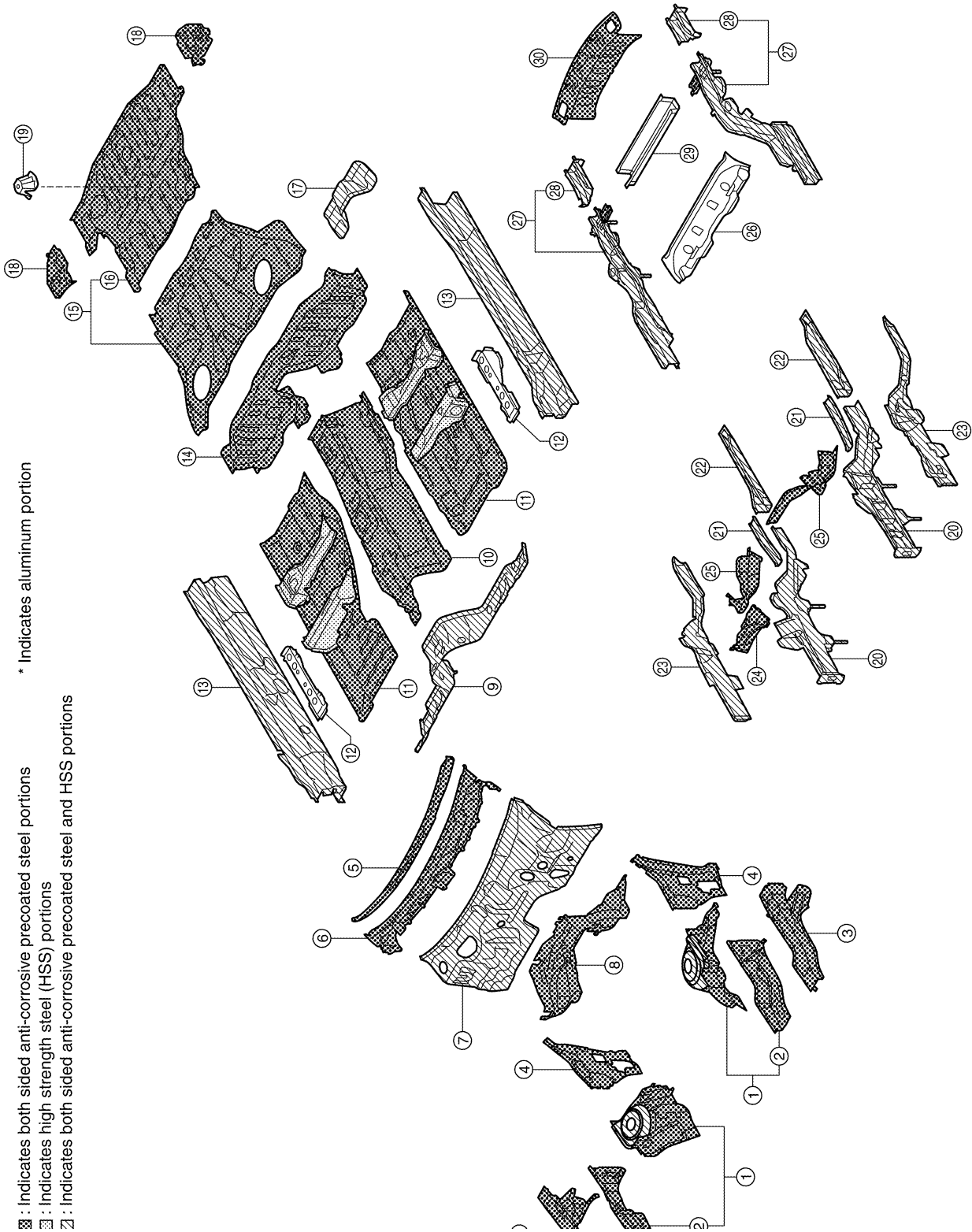
Component		Color code	BA50	BBW9	BC16	BKH3	BK23	BK32	BWV2	
		Description	Orange	Dark Blue	Grayish Brown	Black	Silver	Yellowish Silver	Silver	
		Paint type	M	2P	PM	2S	M	TM	M	
		Hard clear coat	×	×	×	×	-	-	-	
1	Bumper fascia	Body color	BA50	BBW9	BC16	BKH3	BK23	BK32	BWV2	
2	Bumper finisher	Black	G01-1	G01-1	G01-1	G01-1	G01-1	G01-1	G01-1	
3	Front grille	Chromium-plate + Color clear coat	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	
4	Door outside mirror	Housing	Body color	BA50	BBW9	BC16	BKH3	BK23	BK32	BWV2
		Base	Black	G01-2	G01-2	G01-2	G01-2	G01-2	G01-2	G01-2
5	Door outside handle	Chromium-plate	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	Cr2p	
6	Fuel filler lid	Body color	BA50	BBW9	BC16	BKH3	BK23	BK32	BWV2	
7	Rear spoiler	Body color	BA50	BBW9	BC16	BKH3	BK23	BK32	BWV2	
8	Back door	Body color	BA50	BBW9	BC16	BKH3	BK23	BK32	BWV2	

2S: Solid + Clear, 2P: 2-Coat pearl, 3P: 3-Coat pearl, M: Metallic, 3M: 3-Coat Metallic, FPM: Iron oxide pearl, RPM: Multi flex color, TM: Micro titanium metallic, PM: Pearl metallic

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BIS002GC

Body Component Parts UNDERBODY COMPONENT PARTS



* Indicates aluminum portion

▨ : Indicates both sided anti-corrosive pre-coated steel portions

▩ : Indicates high strength steel (HSS) portions

▧ : Indicates both sided anti-corrosive pre-coated steel and HSS portions

BODY REPAIR

BIS002GD

Corrosion Protection

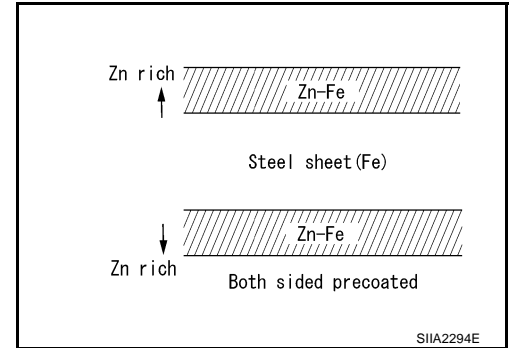
DESCRIPTION

To provide improved corrosion prevention, the following anti-corrosive measures have been implemented in NISSAN production plants. When repairing or replacing body panels, it is necessary to use the same anti-corrosive measures.

Anti-Corrosive Precoated Steel (Galvannealed Steel)

To improve reparability and corrosion resistance, a new type of anti-corrosive precoated steel sheet has been adopted replacing conventional zinc-coated steel sheet.

Galvannealed steel is electroplated and heated to form Zinc-iron alloy, which provides excellent and long term corrosion resistance with cationic electrodeposition primer.



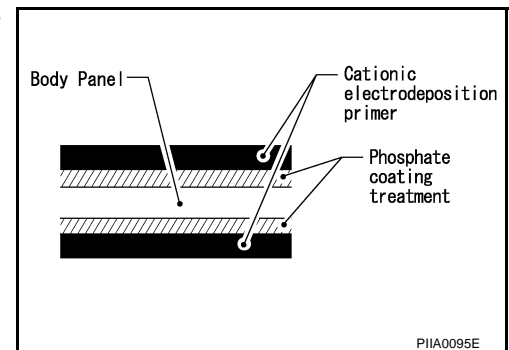
Nissan Genuine Service Parts are fabricated from galvannealed steel. Therefore, it is recommended that GENUINE NISSAN PARTS or equivalent be used for panel replacement to maintain the anti-corrosive performance built into the vehicle at the factory.

Phosphate Coating Treatment and Cationic Electrodeposition Primer

A phosphate coating treatment and a cationic electrodeposition primer, which provide excellent corrosion protection, are employed on all body components.

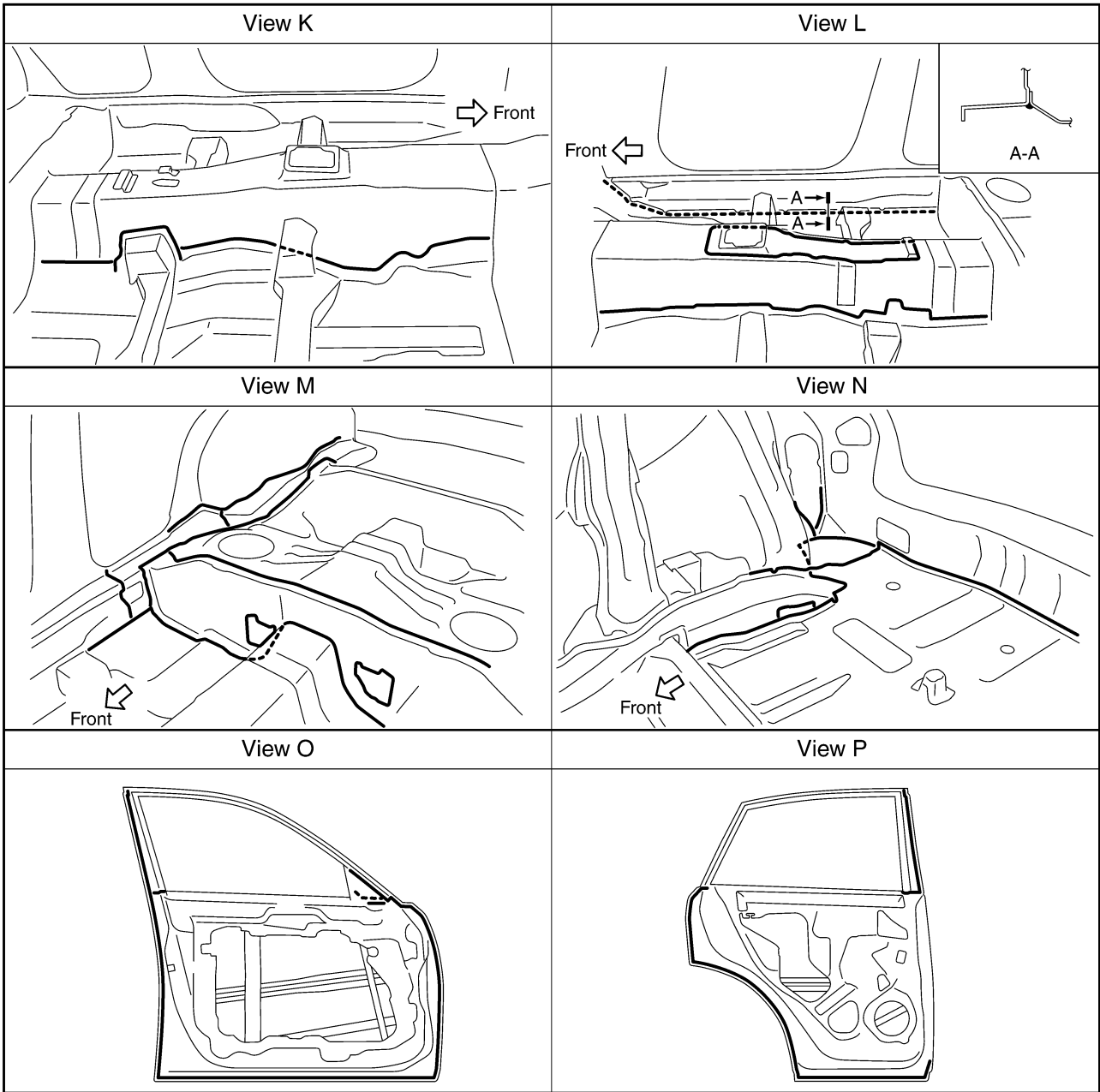
CAUTION:

Confine paint removal during welding operations to an absolute minimum.



Nissan Genuine Service Parts are also treated in the same manner. Therefore, it is recommended that GENUINE NISSAN PARTS or equivalent be used for panel replacement to maintain anti-corrosive performance built into the vehicle at the factory.

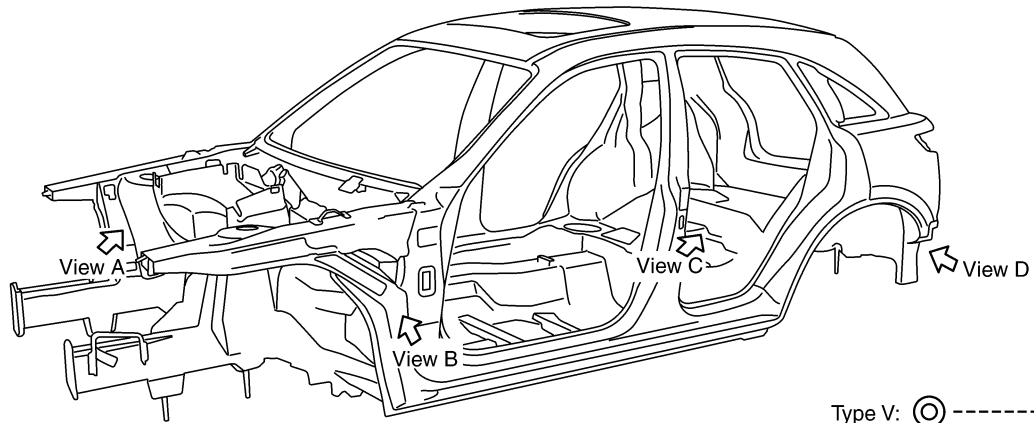
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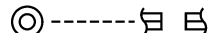
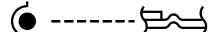
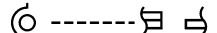


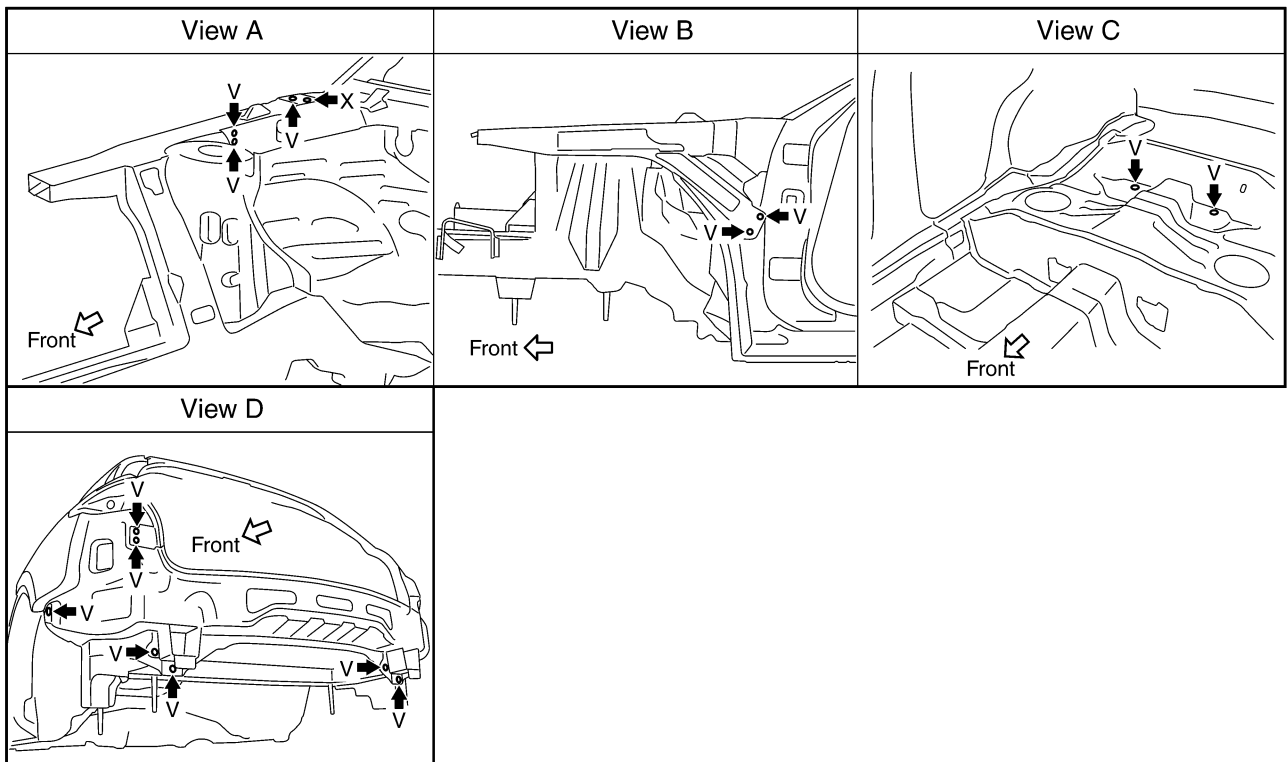
BODY REPAIR

PANEL PARTS MATCHING MARKS

A mark has been placed on each body panel to indicate the parts matching positions. When repairing parts damaged by an accident which might affect the vehicle structure (members, pillars, etc.), more accurate and effective repair will be possible by using these marks together with body alignment specifications.



- Type V: 
- Type W: 
- Type X: 



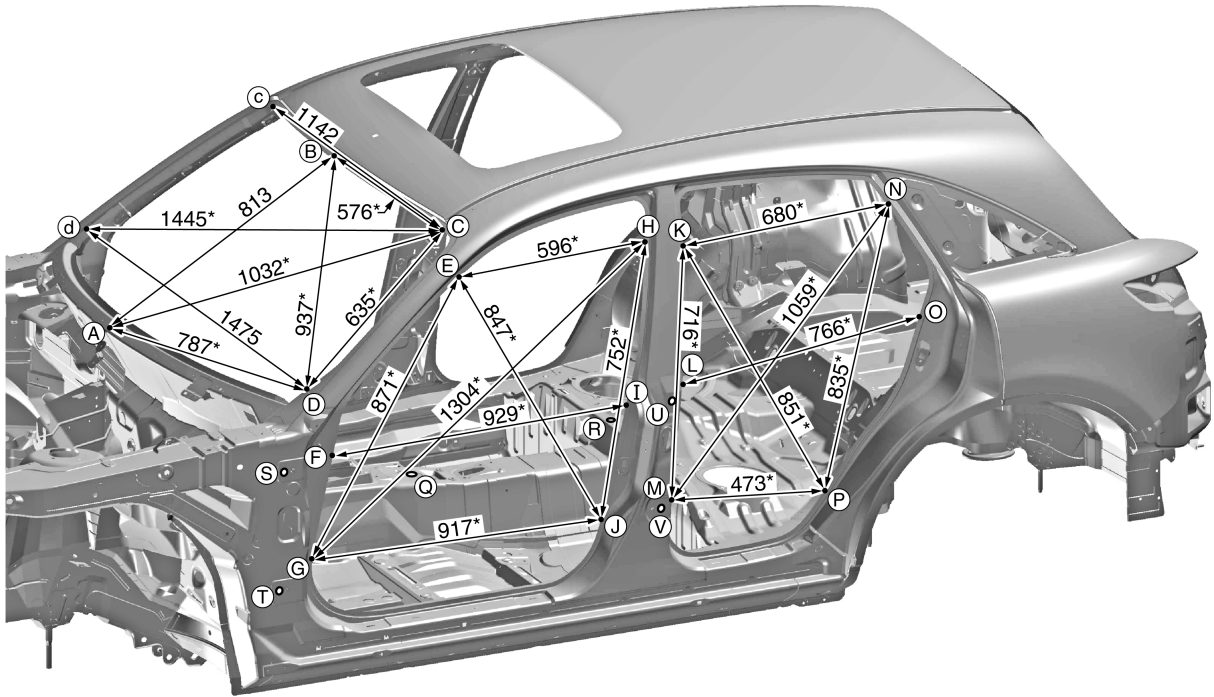
BODY REPAIR

PASSENGER COMPARTMENT

Measurement

Unit : mm

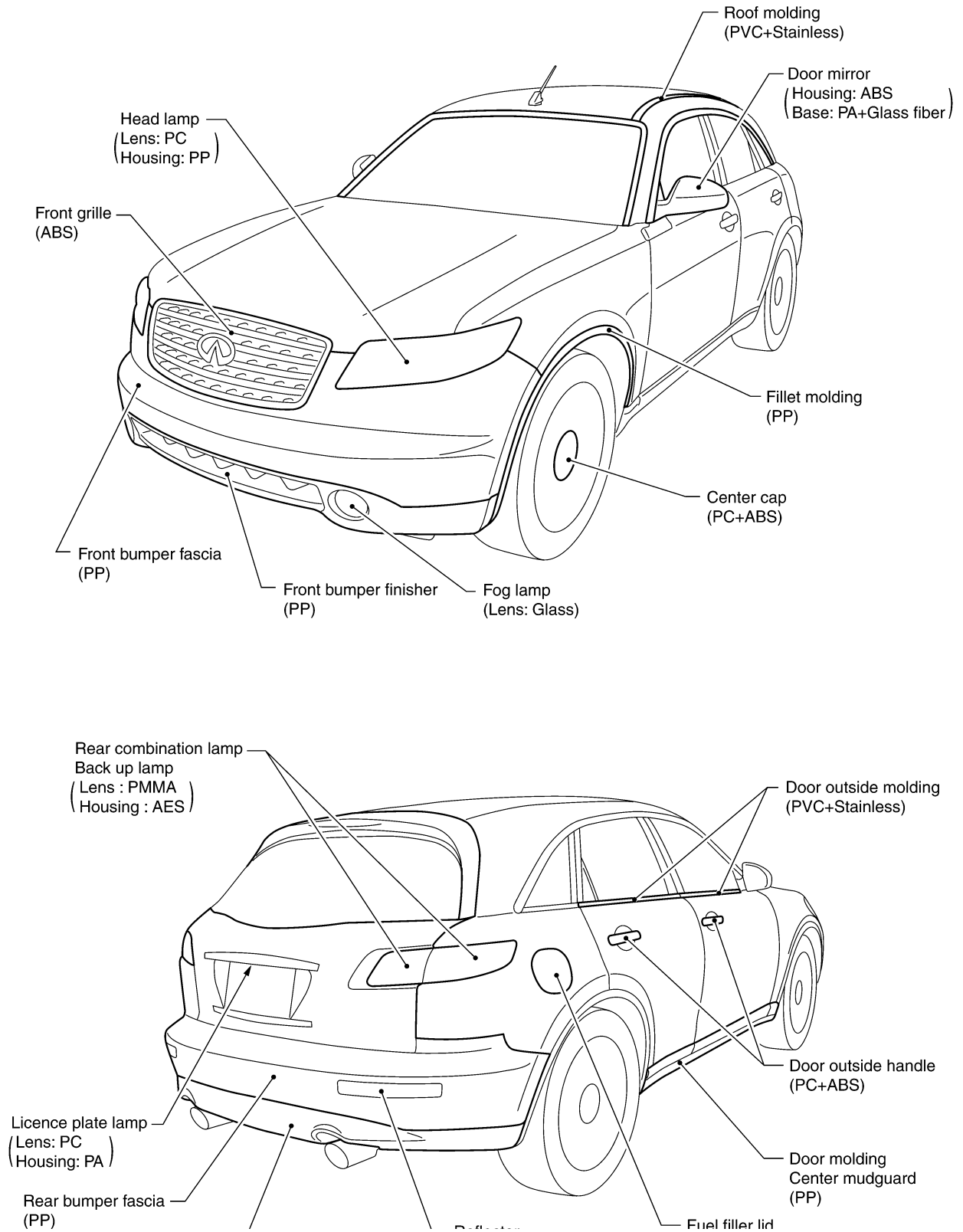
Figures marked with a (*) indicate symmetrically identical dimensions on both right and left hand sides of the vehicle.



Point	Dimension	Point	Dimension	Point	Dimension
E~e	1,352	K~k	1,524*	Q~I	950*
E~g	1,692*	K~P	1,719*	Q~J	820*
E~h	1,485*	L~l	1,556	R~K	1,035*
E~J	1,680*	M~m	1,556	R~L	885*
F~f	1,556	M~n	1,788*	R~M	805*
G~g	1,556	M~P	1,647*	R~N	1,168*
G~h	1,957*	N~n	1,334	R~O	1,077*
G~J	1,807*	N~P	1,682*	R~P	845*
H~h	1,369	O~o	1,516	S~U	1,218*
H~J	1,642*	P~P	1,599	S~V	1,220*
I~i	1,556	Q~E	1,097*	T~U	1,294*
J~J	1,556	Q~F	1,081*	T~V	1,204*
K~k	1,395	Q~G	1,046*		
L~l	1,556	R~K	1,035*		
M~m	1,556	R~L	885*		
M~n	1,788*	R~M	805*		
M~P	1,647*	R~N	1,168*		
N~n	1,334	R~O	1,077*		
N~P	1,682*	R~P	845*		
O~o	1,516	S~U	1,218*		
P~P	1,599	S~V	1,220*		
Q~E	1,097*	T~U	1,294*		
Q~F	1,081*	T~V	1,204*		
Q~G	1,046*				

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LOCATION OF PLASTIC PARTS

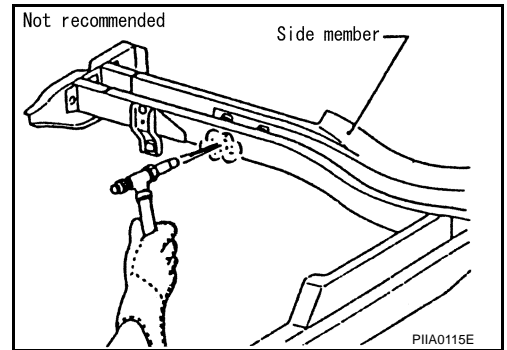


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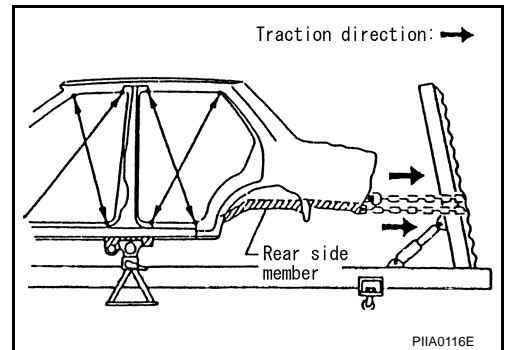
Read the Following Precautions When Repairing HSS:

1. Additional points to consider

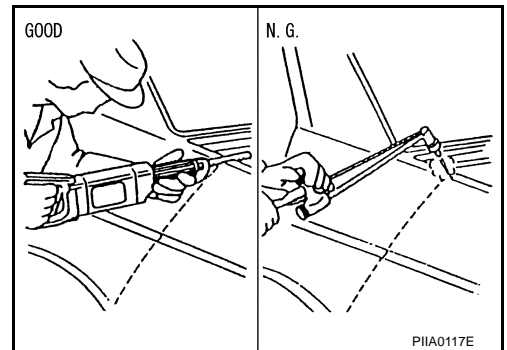
- The repair of reinforcements (such as side members) by heating is not recommended since it may weaken the component. When heating is unavoidable, do not heat HSS parts above 550°C (1,022°F). Verify heating temperature with a thermometer. (Crayon-type and other similar type thermometer are appropriate.)



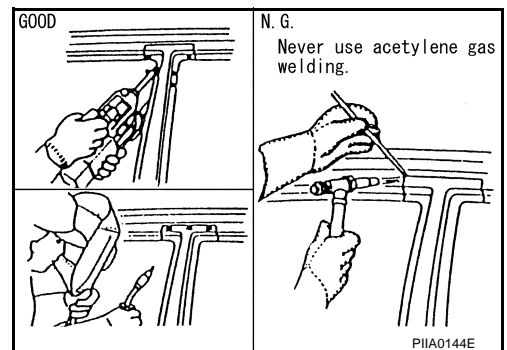
- When straightening body panels, use caution in pulling any HSS panel. Because HSS is very strong, pulling may cause deformation in adjacent portions of the body. In this case, increase the number of measuring points, and carefully pull the HSS panel.



- When cutting HSS panels, avoid gas (torch) cutting if possible. Instead, use a saw to avoid weakening surrounding areas due to heat. If gas (torch) cutting is unavoidable, allow a minimum margin of 50 mm (1.97in).


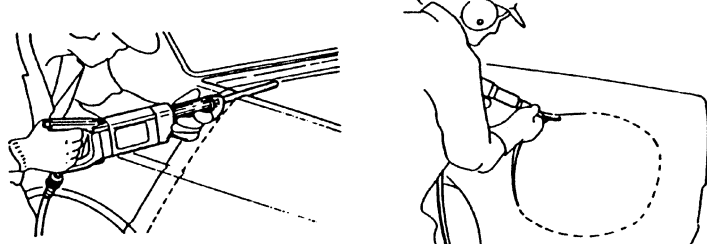
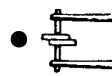
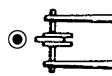

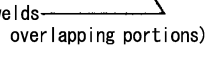
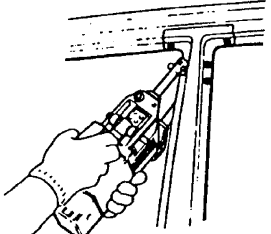

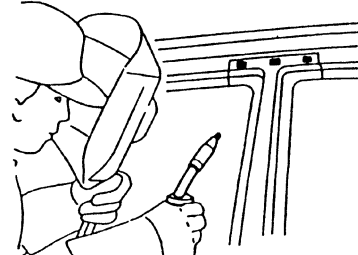

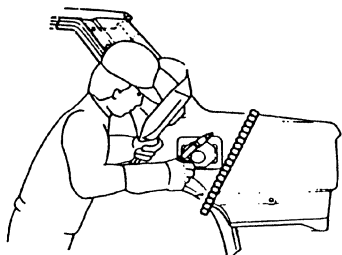

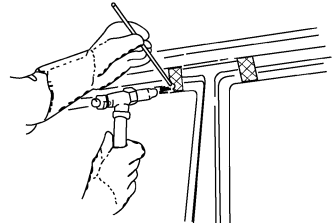

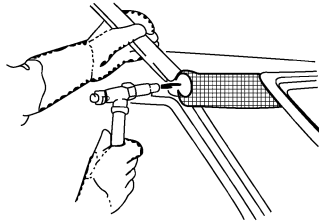
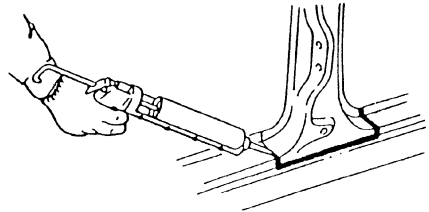


- When welding HSS panels, use spot welding whenever possible in order to minimize weakening surrounding areas due to heat. If spot welding is impossible, use M.I.G. welding. Do not use gas (torch) welding because it is inferior in welding strength.



BODY REPAIR

The symbols used in this section for cutting and welding / brazing operations are shown below.

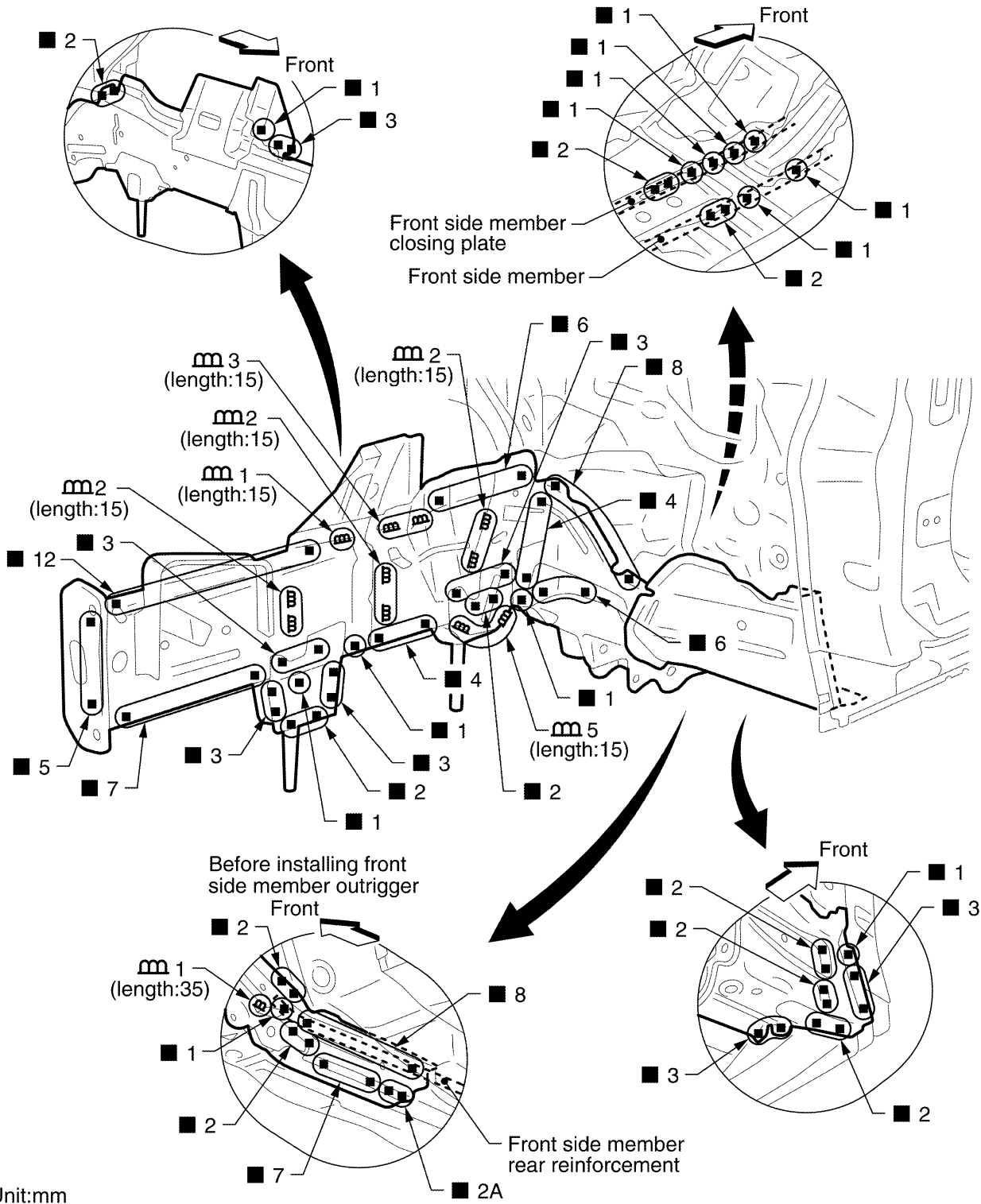
 <p>Saw cut or air chisel cut</p>		
<p>Spot weld</p> <p>●●●● 2-spot welds</p>  <p>●●●● 3-spot welds</p> 	<p>2-spot welds (2-panel overlapping portions)</p>  <p>3-spot welds (3-panel overlapping portions)</p> 	
<p>■ ■ ■ ■ MIG plug weld</p> 		
<p>~~~~~ MIG seam weld/ Point weld</p> 		
<p>▨ ▨ ▨ ▨ Brazing</p> 		
<p>▨ ▨ ▨ ▨ Soldering</p> 		
<p>Sealing</p>		

BODY REPAIR

FRONT SIDE MEMBER

- Work after hoodledge has been removed.

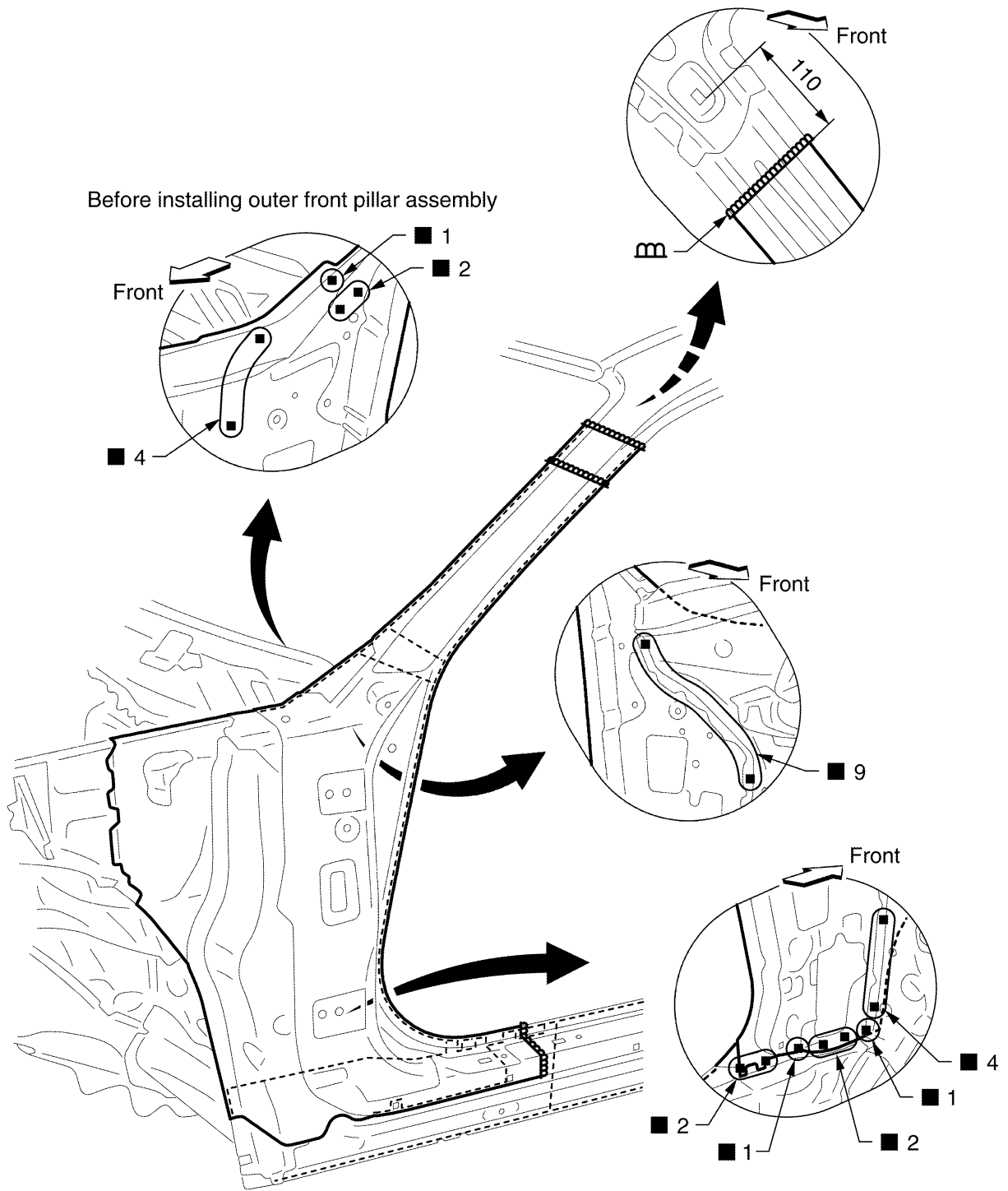
Service Joint



2 spot welds 2 spot welds M/C plug weld M/C seam weld/

BODY REPAIR

Service Joint



Unit:mm

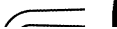
2-spot welds



3-spot welds



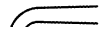
M I G plug weld



For 3 panels plug weld method



M I G seam weld/
Point weld



BODY REPAIR

REAR SIDE MEMBER EXTENSION

- Work after rear panel assembly and rear end crossmember assembly have been removed.

Service Joint

