

**Precautions**

Observe the following precautions to ensure safe and proper servicing. These precautions are not described in each individual section.

NCGI0001



**PRECAUTIONS FOR SUPPLEMENTAL RESTRAINT SYSTEM (SRS) “AIR BAG” AND “SEAT BELT PRE-TENSIONER”**

NCGI0001S01

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 INFINITI G20 is as follows:

- 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 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 RS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses (except “SEAT BELT PRE-TENSIONER” connector) can be identified by yellow harness connector.

**PRECAUTIONS FOR IVIS (INFINITI VEHICLE IMMOBILIZER SYSTEM — NATS)**

NCGI0001S02

IVIS (NATS) will immobilize the engine if someone tries to start it without the registered key of IVIS (NATS).

Both of the originally supplied ignition key IDs have been IVIS (NATS) registered.

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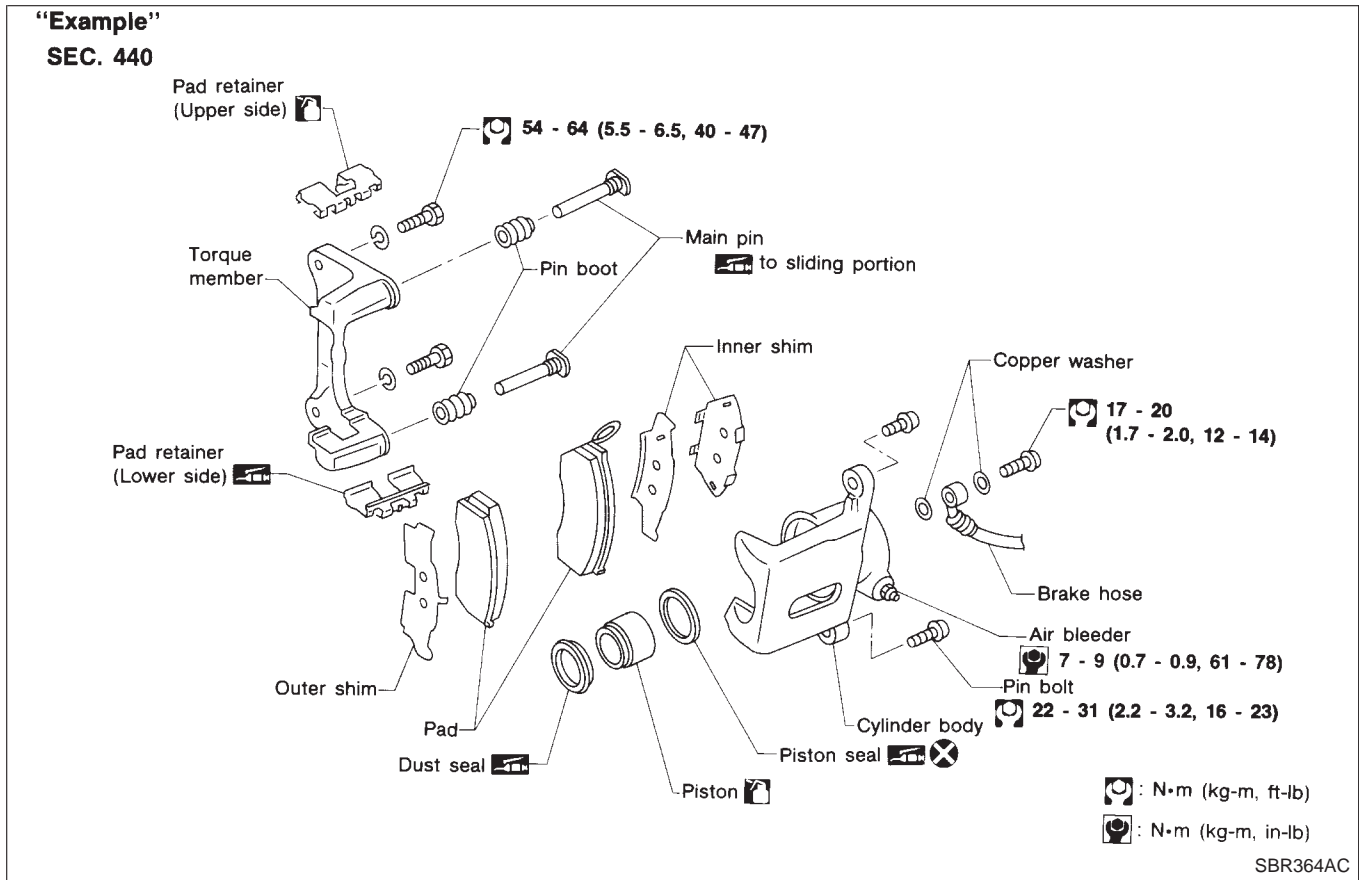
EL

IDX

# HOW TO USE THIS MANUAL

- The captions **WARNING** and **CAUTION** warn you of steps that must be followed to prevent personal injury and/or damage to some part of the vehicle.  
**WARNING** indicates the possibility of personal injury if instructions are not followed.  
**CAUTION** indicates the possibility of component damage if instructions are not followed.  
**BOLD TYPED STATEMENTS** except **WARNING** and **CAUTION** give you helpful information.
- **ALPHABETICAL INDEX** is provided at the end of this manual so that you can rapidly find the item and page you are searching for.
- **A QUICK REFERENCE INDEX**, a black tab (e.g. **BR**) is provided on the first page. You can quickly find the first page of each section by matching it to the section's black tab.
- **THE CONTENTS** are listed on the first page of each section.
- **THE TITLE** is indicated on the upper portion of each page and shows the part or system.
- **THE PAGE NUMBER** of each section consists of two letters which designate the particular section and a number (e.g. "BR-5").
- **THE LARGE ILLUSTRATIONS** are exploded views (See below.) and contain tightening torques, lubrication points, section number of the **PARTS CATALOG** (e.g. SEC. 440) and other information necessary to perform repairs.  
 The illustrations should be used in reference to service matters only. When ordering parts, refer to the appropriate **PARTS CATALOG**.

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- **THE SMALL ILLUSTRATIONS** show the important steps such as inspection, use of special tools, knacks of work and hidden or tricky steps which are not shown in the previous large illustrations. Assembly, inspection and adjustment procedures for the complicated units such as the automatic transaxle or transmission, etc. are presented in a step-by-step format where necessary.
- The **UNITS** given in this manual are primarily expressed as the SI UNIT (International System of Unit), and alternatively expressed in the metric system and in the yard/pound system.

**"Example"**

**Tightening torque:**

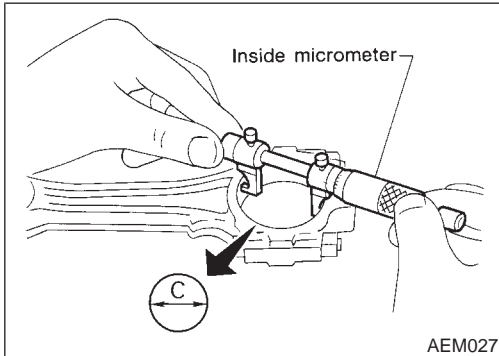
**59 - 78 N•m (6.0 - 8.0 kg-m, 43 - 58 ft-lb)**

- **TROUBLE DIAGNOSES** are included in sections dealing with complicated components.

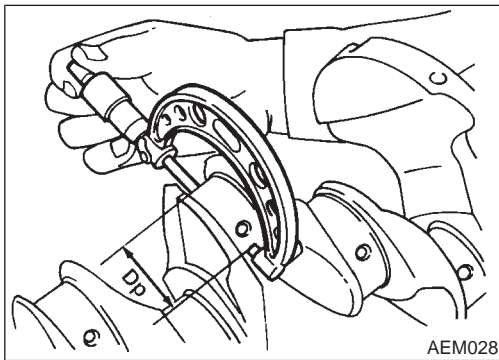
# CYLINDER BLOCK

Inspection (Cont'd)

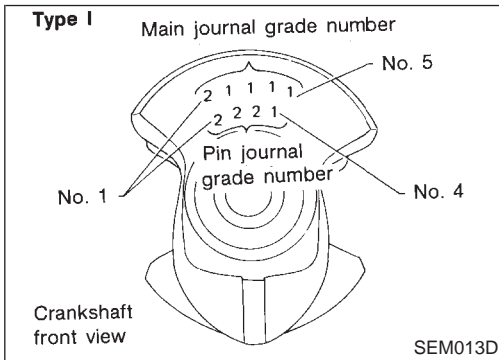
**Crankshaft main journal grade number: 2**  
**Main bearing grade number = 1 + 2**  
**= 3 (D, Yellow)**



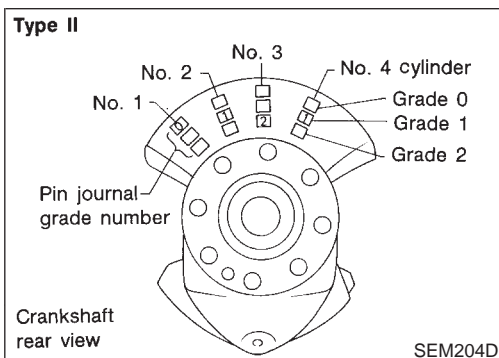
AEM027



AEM028



SEM013D



SEM204D

## Connecting Rod Bearing (Big end)

NCEM0026S0802

1. Install connecting rod bearing to connecting rod and cap.
2. Install connecting rod cap to connecting rod.

**Tighten bolts to the specified torque. Refer to EM-65.**

3. Measure inner diameter "C" of each bearing.

4. Measure outer diameter "Dp" of corresponding crankshaft pin journal.
5. Calculate connecting rod bearing clearance.

**Connecting rod bearing clearance = C - Dp**

**Standard: 0.020 - 0.045 mm (0.0008 - 0.0018 in)**

**Limit: 0.065 mm (0.0026 in)**

If it exceeds the limit, replace bearing.

- If clearance cannot be adjusted within the standard of any bearing, grind crankshaft journal and use undersized bearing. Refer to EM-60 for fillet roll remarks, grinding crankshaft and available service parts.
- If crankshaft is replaced with a new one, select connecting rod bearing according to the following table.

### Connecting rod bearing grade number:

These numbers are punched in either Arabic or Roman numerals.

Crank pin grade number	Connecting rod bearing grade number
0	0
1	1
2	2

### Identification color:

**Grade 0; No color**

**Grade 1; Black**

**Grade 2; Brown**

# DTC P0110 INTAKE AIR TEMPERATURE SENSOR

Diagnostic Procedure (Cont'd)

<b>3</b>	<b>CHECK GROUND CIRCUIT</b>	
<p>1. Turn ignition switch "OFF".                  2. Check harness continuity between terminal 2 and engine ground.</p> <div style="text-align: center;"> </div> <p style="text-align: right;">SEF204W</p> <p style="text-align: center;"><b>Continuity should exist.</b></p> <p>3. Also check harness for short to power.</p> <p style="text-align: center;"><b>OK or NG</b></p>		
OK	▶	GO TO 5.
NG	▶	GO TO 4.

GI

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**EC**

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<b>4</b>	<b>DETECT MALFUNCTIONING PART</b>	
<p>Check the following.</p> <ul style="list-style-type: none"> <li>● Harness connectors E75, M6</li> <li>● Harness connectors M49, F23</li> <li>● Harness for open or short between ECM and intake air temperature sensor</li> <li>● Harness for open or short between intake air temperature sensor and TCM (Transmission control module)</li> </ul>		
▶		Repair open circuit or short to power in harness or connectors.

MT

AT

AX

<b>5</b>	<b>CHECK INTAKE AIR TEMPERATURE SENSOR</b>	
<p>Refer to "Component Inspection", EC-170.</p> <p style="text-align: center;"><b>OK or NG</b></p>		
OK	▶	GO TO 6.
NG	▶	Replace intake air temperature sensor.

SU

BR

ST

<b>6</b>	<b>CHECK INTERMITTENT INCIDENT</b>	
<p>Perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-146.</p>		
▶		<b>INSPECTION END</b>

RS

BT

HA

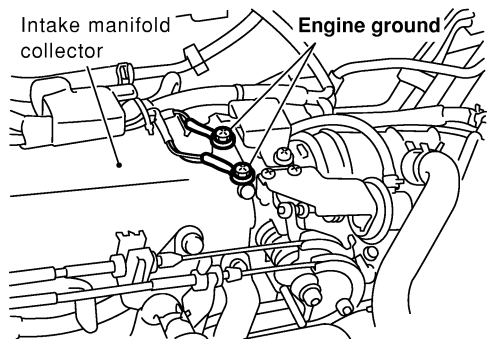
SC

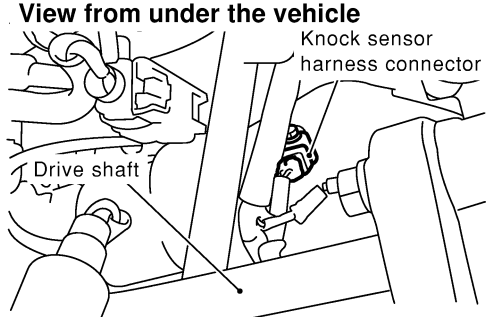
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## Diagnostic Procedure

NCEC0211

<b>1</b>	<b>RETIGHTEN GROUND SCREWS</b>	<p>Loosen and retighten engine ground screws.</p>  <p style="text-align: right;">SEF839X</p>	GI MA EM LC <b>EC</b> FE
▶		GO TO 2.	

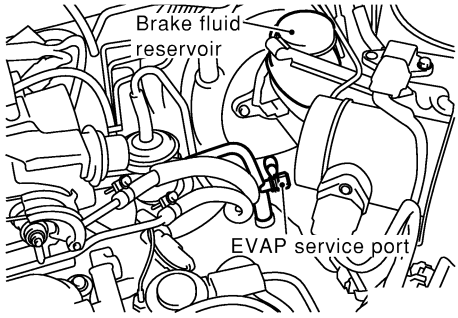
<b>2</b>	<b>CHECK INPUT SIGNAL CIRCUIT-1</b>	<p>1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector and knock sensor harness connector.</p>  <p style="text-align: right;">SEF856X</p> <p>3. Check harness continuity between knock sensor terminal 1 and ECM terminal 81. Refer to Wiring Diagram. <b>Continuity should exist.</b></p> <p>4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;"><b>OK or NG</b></p>	CL MT AT AX SU BR ST RS
OK ▶		GO TO 4.	
NG ▶		GO TO 3.	

<b>3</b>	<b>DETECT MALFUNCTIONING PART</b>	<p>Check the following.</p> <ul style="list-style-type: none"> <li>● Harness connectors F6, E123</li> <li>● Harness for open or short between knock sensor and ECM</li> </ul>	BT HA SC
▶		Repair open circuit or short to ground or short to power in harness or connectors.	

<b>4</b>	<b>CHECK KNOCK SENSOR</b>	<p>Knock sensor Refer to "Component Inspection", EC-332.</p> <p style="text-align: center;"><b>OK or NG</b></p>	EL IDX
OK ▶		GO TO 5.	
NG ▶		Replace knock sensor.	

# DTC P1447 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PURGE FLOW MONITORING

Diagnostic Procedure (Cont'd)

<b>3</b>	<b>CHECK PURGE FLOW</b>	<p>⊗ <b>Without CONSULT-II</b></p> <ol style="list-style-type: none"> <li>1. Start engine and warm it up to normal operating temperature.</li> <li>2. Stop engine.</li> <li>3. Disconnect vacuum hose connected to EVAP canister purge volume control solenoid valve at EVAP service port and install vacuum gauge.</li> </ol> <div style="text-align: center; margin: 10px 0;"> <p><b>View with intake air duct removed</b></p>  <p>The diagram shows a top-down view of the engine compartment. A 'Brake fluid reservoir' is labeled at the top. Below it, the 'EVAP service port' is indicated with a line pointing to a specific location on the engine block. Various hoses and components are shown in a simplified line-art style.</p> </div> <p style="text-align: right; margin-right: 20px;">SEF850X</p> <ol style="list-style-type: none"> <li>4. Start engine and let it idle for at least 80 seconds.</li> <li>5. Check vacuum gauge indication when revving engine up to 2,000 rpm. <b>Vacuum should exist.</b></li> <li>6. Release the accelerator pedal fully and let idle. <b>Vacuum should not exist.</b></li> </ol> <p style="text-align: center; margin: 10px 0;"><b>OK or NG</b></p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 5%; text-align: center;">▶</td> <td>GO TO 7.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>GO TO 4.</td> </tr> </table>	OK	▶	GO TO 7.	NG	▶	GO TO 4.	<p>GI</p> <p>MA</p> <p>EM</p> <p>LC</p> <p><b>EC</b></p> <p>FE</p> <p>CL</p> <p>MT</p> <p>AT</p>
OK	▶	GO TO 7.							
NG	▶	GO TO 4.							

<b>4</b>	<b>CHECK EVAP PURGE LINE</b>	<ol style="list-style-type: none"> <li>1. Turn ignition switch "OFF".</li> <li>2. Check EVAP purge line for improper connection or disconnection. Refer to "EVAPORATIVE EMISSION LINE DRAWING", EC-37.</li> </ol> <p style="text-align: center; margin: 10px 0;"><b>OK or NG</b></p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 5%; text-align: center;">▶</td> <td>GO TO 5.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>Repair it.</td> </tr> </table>	OK	▶	GO TO 5.	NG	▶	Repair it.	<p>AX</p> <p>SU</p> <p>BR</p> <p>ST</p> <p>RS</p> <p>BT</p> <p>HA</p> <p>SC</p> <p>EL</p> <p>IDX</p>
OK	▶	GO TO 5.							
NG	▶	Repair it.							

# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Introduction

## Introduction

NCAT0017

The A/T system has two self-diagnostic systems.

The first is the emission-related on board diagnostic system (OBD-II) performed by the TCM in combination with the ECM. The malfunction is indicated by the MIL (malfunction indicator lamp) and is stored as a DTC in the ECM memory but not the TCM memory.

The second is the TCM original self-diagnosis indicated by the O/D OFF indicator lamp. The malfunction is stored in the TCM memory. The detected items are overlapped with OBD-II self-diagnostic items. For detail, refer to AT-41.

## OBD-II Function for A/T System

NCAT0018

The ECM provides emission-related on board diagnostic (OBD-II) functions for the A/T system. One function is to receive a signal from the TCM used with OBD-related parts of the A/T system. The signal is sent to the ECM when a malfunction occurs in the corresponding OBD-related part. The other function is to indicate a diagnostic result by means of the MIL (malfunction indicator lamp) on the instrument panel. Sensors, switches and solenoid valves are used as sensing elements.

The MIL automatically illuminates in One or Two Trip Detection Logic when a malfunction is sensed in relation to A/T system parts.

## One or Two Trip Detection Logic of OBD-II

NCAT0019

### ONE TRIP DETECTION LOGIC

If a malfunction is sensed during the first test drive, the MIL will illuminate and the malfunction will be stored in the ECM memory as a DTC. The TCM is not provided with such a memory function.

NCAT0019S01

### TWO TRIP DETECTION LOGIC

When a malfunction is sensed during the first test drive, it is stored in the ECM memory as a 1st trip DTC (diagnostic trouble code) or 1st trip freeze frame data. At this point, the MIL will not illuminate. — First Trip  
If the same malfunction as that experienced during the first test drive is sensed during the second test drive, the MIL will illuminate. — Second Trip

NCAT0019S02

A/T-related parts for which the MIL illuminates during the first or second test drive are listed below.

Items	MIL	
	One trip detection	Two trip detection
Shift solenoid valve A — DTC: P0750	X	
Shift solenoid valve B — DTC: P0755	X	
Throttle position sensor or switch — DTC: P1705	X	
Except above		X

The “trip” in the “One or Two Trip Detection Logic” means a driving mode in which self-diagnosis is performed during vehicle operation.



## OBD-II Diagnostic Trouble Code (DTC)

NCAT0020

### HOW TO READ DTC AND 1ST TRIP DTC

DTC and 1st trip DTC can be read by the following methods.

NCAT0020S01

( with CONSULT-II or  GST) CONSULT-II or GST (Generic Scan Tool) Examples: P0705, P0710, P0720, P0725, etc.

These DTCs are prescribed by SAE J2012.

(CONSULT-II also displays the malfunctioning component or system.)

- **1st trip DTC No. is the same as DTC No.**
- **Output of the diagnostic trouble code indicates that the indicated circuit has a malfunction. However, in case of the Mode II and GST they do not indicate whether the malfunction is still occurring or occurred in the past and returned to normal. CONSULT-II can identify them as shown below. Therefore, using CONSULT-II (if available) is recommended.**

Samples of CONSULT-II display for DTC and 1st trip DTC are shown in the next page. DTC or 1st trip DTC of a malfunction is displayed in SELF DIAGNOSIS mode for “ENGINE” with CONSULT-II. Time data indicates how many times the vehicle was driven after the last detection of a DTC.

# TROUBLE DIAGNOSES FOR SYMPTOMS



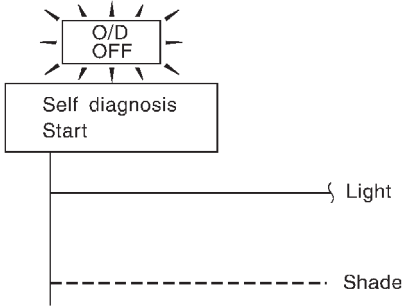
4. In "N" Position, Vehicle Moves

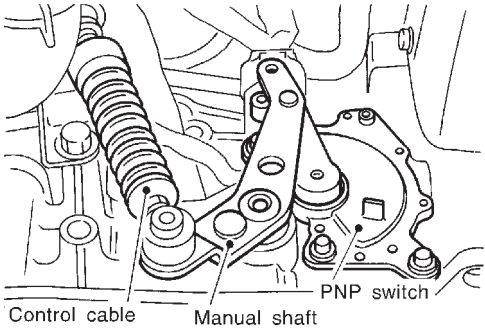
## 4. In "N" Position, Vehicle Moves

=NCAT0084

### SYMPTOM:

Vehicle moves forward or backward when selecting "N" position.

<b>1</b>	<b>CHECK PNP SWITCH CIRCUIT</b>
<p> <b>With CONSULT-II</b> Does "TCM INPUT SIGNALS" in "DATA MONITOR" show damage to PNP switch circuit?</p>	
<p> <b>Without CONSULT-II</b> Does self-diagnosis show damage to inhibitor switch circuit?</p>	
	
SAT367J	
<b>Yes or No</b>	
Yes	▶ Check PNP switch circuit. Refer to "DTC P0705", AT-107.
No	▶ GO TO 2.

<b>2</b>	<b>CHECK CONTROL CABLE</b>
Check control cable. Refer to AT-281.	
	
SAT023JB	
<b>OK or NG</b>	
OK	▶ GO TO 3.
NG	▶ Adjust control cable. Refer to AT-281.

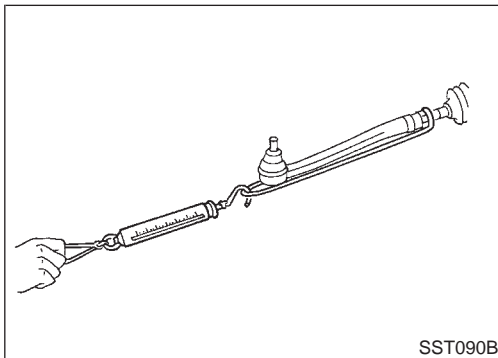
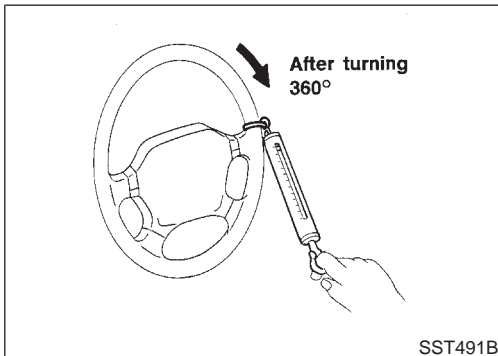


# ON-VEHICLE SERVICE

## Bleeding Hydraulic System (Cont'd)

- a) Air bubbles in reservoir tank
- b) Clicking noise in oil pump
- c) Excessive buzzing in oil pump

Fluid noise may occur in the valve or oil pump. This is common when the vehicle is stationary or while turning the steering wheel slowly. This does not affect the performance or durability of the system.



## Checking Steering Wheel Turning Force

NCST0015

1. Park vehicle on a level, dry surface and set parking brake.
2. Start engine.
3. Bring power steering fluid up to adequate operating temperature. [Make sure temperature of fluid is approximately 60 to 80°C (140 to 176°F).]

**Tires need to be inflated to normal pressure.**

4. Check steering wheel turning force when steering wheel has been turned 360° from the neutral position.

**Steering wheel turning force:**

**39 N (4 kg, 9 lb) or less**

5. If steering wheel turning force is out of specification, check rack sliding force.
  - a. Disconnect steering column lower joint and knuckle arms from the gear.
  - b. Start and run engine at idle to make sure steering fluid has reached normal operating temperature.
  - c. Pull tie-rod slowly to move it from neutral position to  $\pm 11.5$  mm ( $\pm 0.453$  in) at speed of 3.5 mm (0.138 in)/s. Check that rack sliding force is within specification.

**Average rack sliding force:**

**167 - 226 N (17 - 23 kg, 37 - 51 lb)**

**Maximum force deviation:**

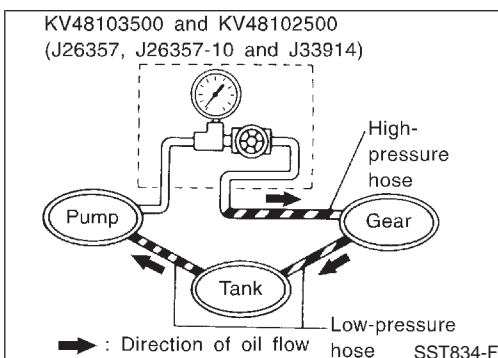
**98 N (10 kg, 22 lb)**

- d. Check sliding force outside the above range.

**Rack sliding force:**

**Not more than 294 N (30 kg, 66 lb)**

6. If rack sliding force is not within specification, overhaul steering gear assembly.
7. If rack sliding force is OK, inspect steering column. Refer to ST-13.



## Checking Hydraulic System

NCST0016

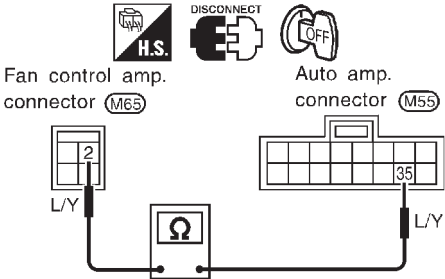
Before starting, check belt tension, driving pulley and tire pressure.

1. Set Tool. Open shut-off valve. Then bleed air. Refer to "Bleeding Hydraulic System", ST-7.
2. Run engine at idle speed or 1,000 rpm.

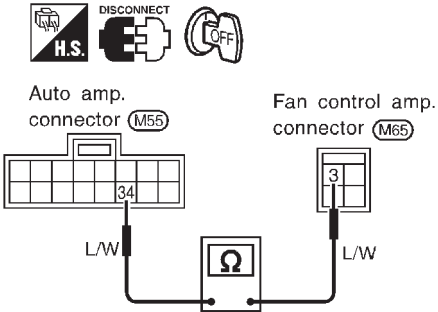
**Make sure temperature of fluid in tank rises to 60 to 80°C (140 to 176°F).**

Blower Motor (Cont'd)

<b>6</b>	<b>CHECK BLOWER MOTOR ROTATION</b>	
Is blower motor rotate when fan speed 1 position with ignition switch at ON?		
<b>Yes or No</b>		
Yes	▶	Replace fan control amp.
No	▶	GO TO 7.

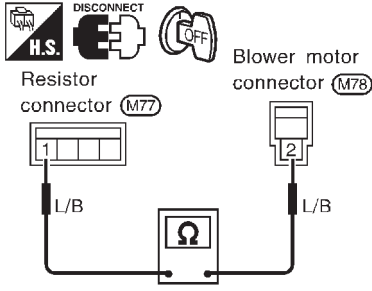
<b>7</b>	<b>CHECK CIRCUIT BETWEEN AUTO AMP. AND FAN CONTROL AMP.</b>	
1. Disconnect auto amp. and fan control amp. harness connector. 2. Check circuit continuity between auto amp. harness terminal No. 35 and fan control amp. harness terminal No. 2. <b>Continuity should exist.</b>		
		
If OK, check harness for short.		
<b>OK or NG</b>		
OK	▶	GO TO 8.
NG	▶	Repair harness or connector.

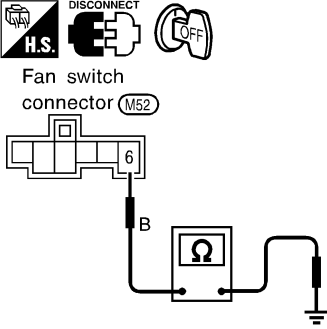
RHA056H

<b>8</b>	<b>CHECK CIRCUIT CONTINUITY BETWEEN AUTO AMP. AND FAN CONTROL AMP.</b>	
Check circuit continuity between auto amp. harness terminal No. 34 and fan control amp. harness terminal No. 3.		
<b>Continuity should exist.</b>		
		
If OK, check harness for short.		
<b>OK or NG</b>		
OK	▶	GO TO 9.
NG	▶	Repair harness or connector.

RHA057H

Blower Motor (Cont'd)

<b>6</b>	<b>CHECK CIRCUIT CONTINUITY BETWEEN BLOWER MOTOR AND RESISTOR</b>	
Check circuit continuity between blower motor harness terminal No. 2 and resistor harness terminal No. 1. <b>Continuity should exist.</b>		
		
RHA576FA		
<b>OK or NG</b>		
OK	▶	Check harness for short.
NG	▶	Repair harness or connector.

<b>7</b>	<b>CHECK GROUND CIRCUIT FOR FAN SWITCH</b>	
Check circuit continuity between fan switch harness terminal No. 6 and body ground.		
		
RHA583H		
<b>OK or NG</b>		
OK	▶	GO TO 8.
NG	▶	Repair harness or connector.

<b>8</b>	<b>CHECK RESISTOR AFTER DISCONNECTING IT</b>	
(Refer to Electrical Components Inspection.) (HA-173)		
<b>OK or NG</b>		
OK	▶	GO TO 9.
NG	▶	Replace resistor.

<b>9</b>	<b>CHECK RESISTOR HARNESS CONNECTOR</b>	
Reconnect resistor harness connector.		
<b>OK or NG</b>		
1	▶	GO TO 12.
2, 3, 4	▶	GO TO 10.

## TAIL HARNESS

NCEL0008S07

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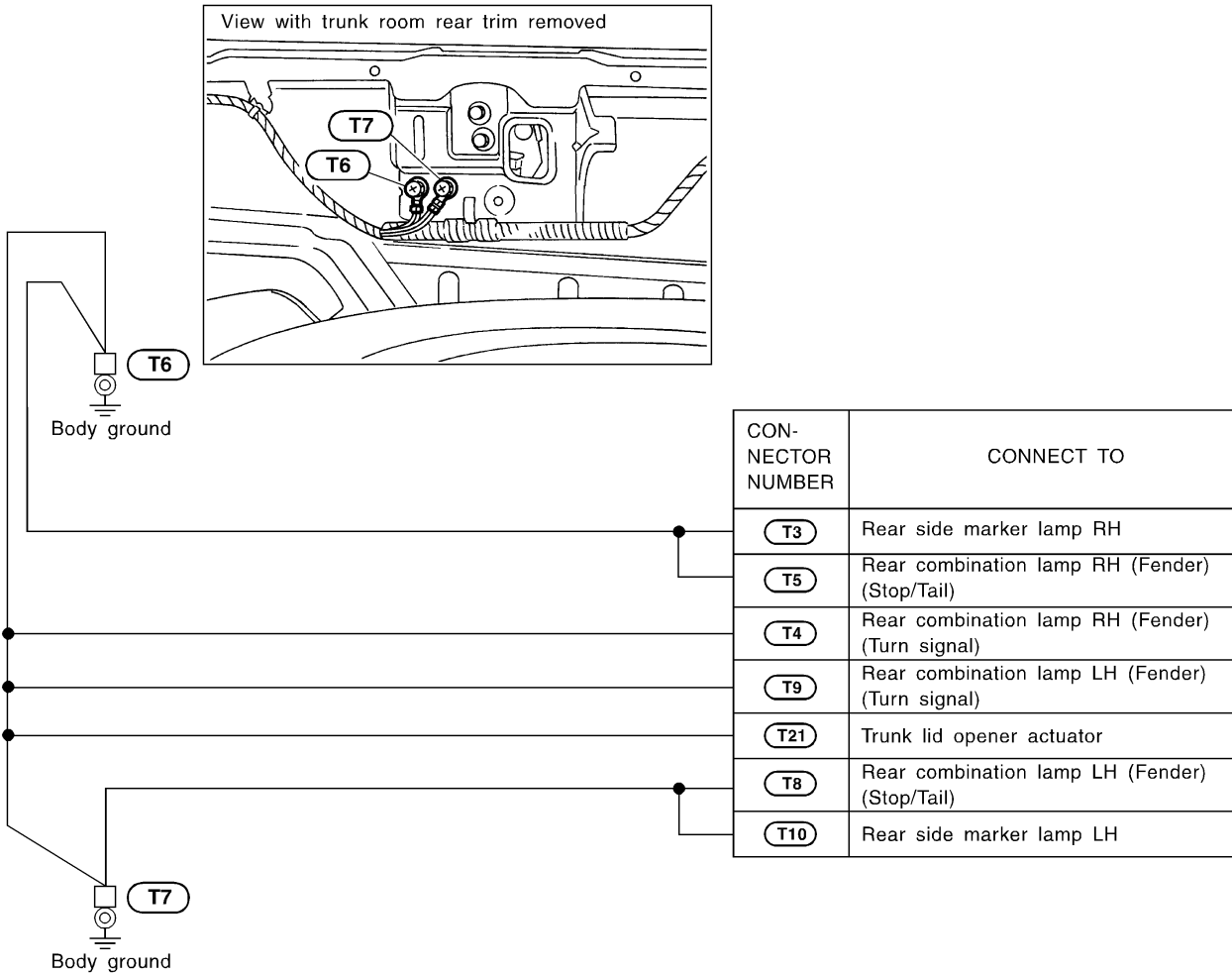
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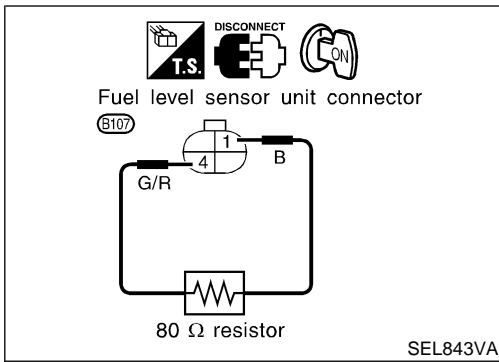
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CEL168A



## Electrical Components Inspection

### FUEL WARNING LAMP OPERATION CHECK

NCEL0051

NCEL0051S01

1. Turn ignition switch "OFF".
2. Disconnect fuel level sensor unit harness connector B107.
3. Connect a resistor (80Ω) between fuel level sensor unit harness connector terminals 1 and 4.
4. Turn ignition switch "ON".

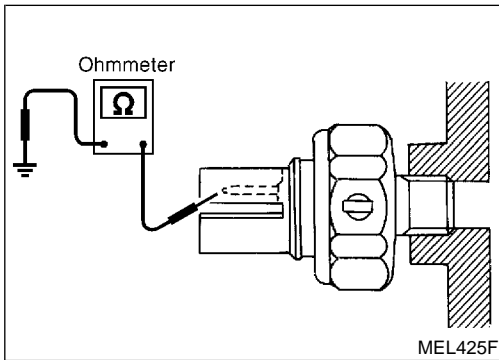
The fuel warning lamp should come on.

#### NOTE:

ECM might store the 1st trip DTC P0180 and P0464 during this inspection.

If the DTC is stored in ECM memory, erase the DTC after reconnecting fuel level sensor unit harness connector.

Refer to EC-79, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION", "Emission-related Diagnostic Information" "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION".

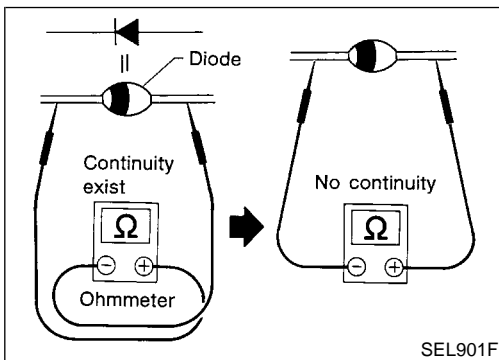


### OIL PRESSURE SWITCH CHECK

NCEL0051S02

	Oil pressure kPa (kg/cm <sup>2</sup> , psi)	Continuity
Engine start	More than 10 - 20 (0.1 - 0.2, 1 - 3)	NO
Engine stop	Less than 10 - 20 (0.1 - 0.2, 1 - 3)	YES

Check the continuity between the terminals of oil pressure switch and body ground.



### DIODE CHECK

NCEL0051S03

- Check continuity using an ohmmeter.
- Diode is functioning properly if test results are as shown in the figure at left.
- Check diodes at the combination meter harness connector instead of on the combination meter assembly. Refer to EL-99, "Wiring Diagram — WARN —, "WARNING LAMPS".

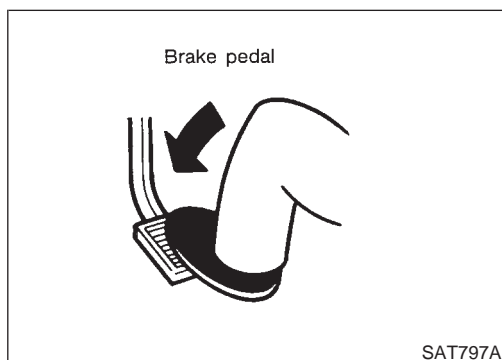
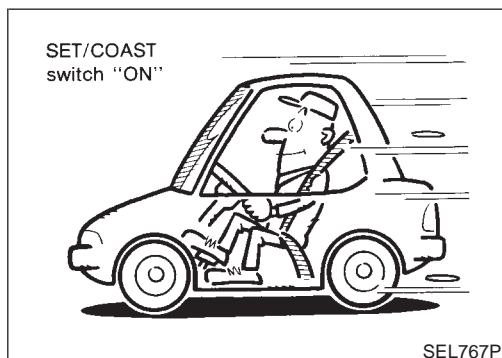
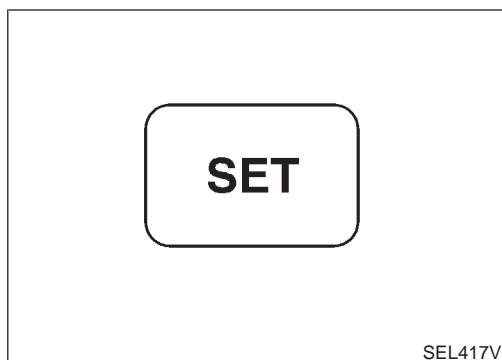
#### NOTE:

Specification may vary depending on the type of tester. Before performing this inspection, be sure to refer to the instruction manual for the tester to be used.

GI  
MA  
EM  
LC  
EC  
FE  
CL  
MT  
AT  
AX  
SU  
BR  
ST  
RS  
BT  
HA  
SC  
EL  
IDX

# AUTOMATIC SPEED CONTROL DEVICE (ASCD)

Trouble Diagnoses (Cont'd)



## FAIL-SAFE SYSTEM CHECK

=NCEL0099S02

1. Turn ignition switch to ON position.
2. Turn ASCD main switch to ON and check if the "set indicator" blinks.

**If the indicator lamp blinks, check the following.**

- ASCD steering switch. Refer to EL-159.

3. Drive the vehicle at more than 40 km/h (25 MPH) and push SET/COAST switch.

**If the indicator lamp blinks, check the following.**

- Vehicle speed sensor. Refer to EL-160.
- ASCD pump circuit. Refer to EL-160.
- Replace control unit.

4. Depress brake pedal slowly (brake pedal should be depressed more than 5 seconds).

**If the indicator lamp blinks, check the following.**

- ASCD brake/stop lamp switch. Refer to EL-158.

5. END. (System is OK.)

## System Description

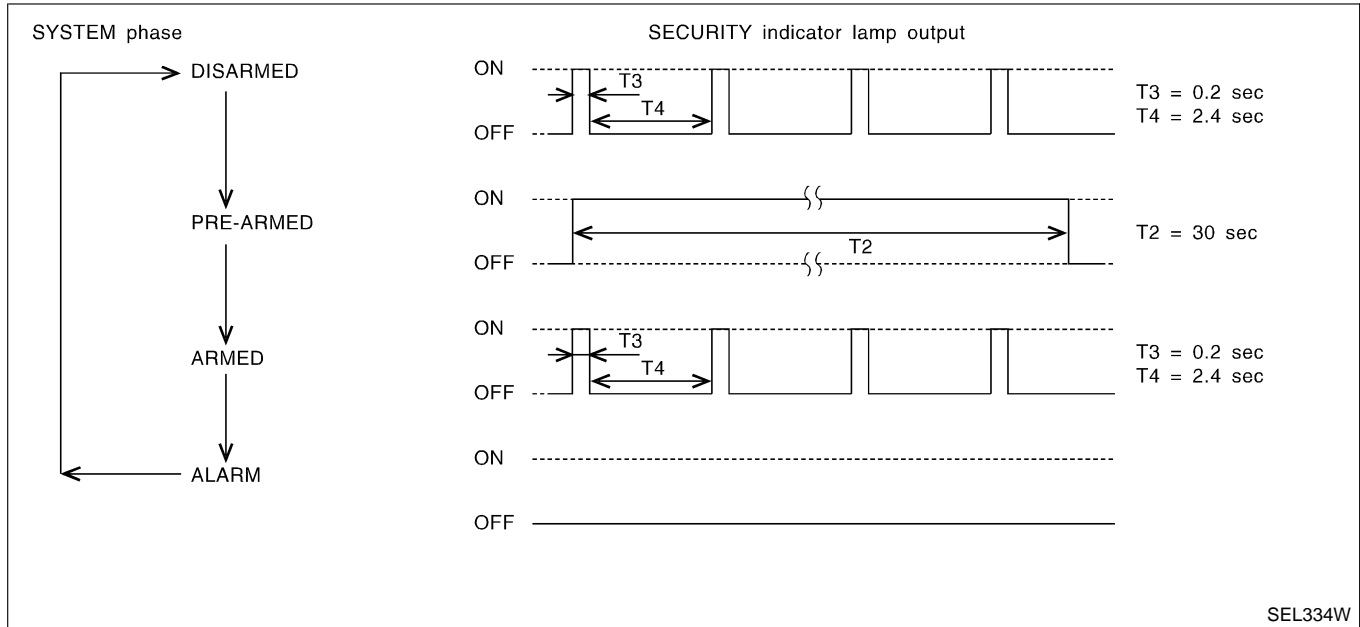
### DESCRIPTION

NCEL0120

#### 1. Operation Flow

NCEL0120S01

NCEL0120S0101



SEL334W

#### 2. Setting The Vehicle Security System

NCEL0120S0102

##### Initial condition

- 1) Close all doors.
- 2) Close engine hood and trunk lid.

##### Disarmed phase

When the vehicle security system is in the disarmed phase, the security indicator lamp blinks every 2.6 seconds.

##### Pre-armed phase and armed phase

The vehicle security system turns into the “pre-armed” phase when engine hood, trunk lid and all doors are closed and the doors are locked by key or multi-remote controller. (The security indicator lamp illuminates.) After about 30 seconds, the system automatically shifts into the “armed” phase (the system is set). (The security indicator lamp blinks every 2.6 seconds.)

#### 3. Canceling The Set Vehicle Security System

NCEL0120S0103

When the following 1) or 2) operation is performed, the armed phase is canceled.

- 1) Unlock the doors with the key or multi-remote controller.
- 2) Open the trunk lid with the key. When the trunk lid is closed after opening the trunk lid with the key, the system returns to the armed phase.

#### 4. Activating The Alarm Operation of The Vehicle Security System

NCEL0120S0104

Make sure the system is in the armed phase. (The security indicator lamp blinks every 2.6 seconds.)

When the following operation 1) or 2) is performed, the system sounds the horns and flashes the headlamps for about 50 seconds.

- 1) Engine hood, trunk lid or any door is opened before unlocking door with key or multi-remote controller.
- 2) Door is unlocked without using key or multi-remote controller.

#### POWER SUPPLY AND GROUND

NCEL0120S07

Power is supplied at all times

- through 7.5A fuse [No. 5, located in the fuse block (J/B)]
- to security indicator lamp terminal 1.

Power is supplied at all times

- through 30A fusible link (letter **d**, located in the fuse and fusible link box)
- to smart entrance control unit terminal 11.