

PRECAUTIONS

Precautions (Cont'd)

- Before proceeding with disassembly, thoroughly clean the outside of the transaxle. It is important to prevent the internal parts from becoming contaminated by dirt or other foreign matter.
 - Disassembly should be done in a clean work area.
 - Use lint-free cloth or towels for wiping parts clean. Common shop rags can leave fibers that could interfere with the operation of the transaxle.
 - Place disassembled parts in order for easier and proper assembly.
 - All parts should be carefully cleaned with a general purpose, non-flammable solvent before inspection or reassembly.
 - Gaskets, seals and O-rings should be replaced any time the transaxle is disassembled.
 - It is very important to perform functional tests whenever they are indicated.
 - The valve body contains precision parts and requires extreme care when parts are removed and serviced. Place disassembled valve body parts in order for easier and proper assembly. Care will also prevent springs and small parts from becoming scattered or lost.
 - Properly installed valves, sleeves, plugs, etc. will slide along bores in valve body under their own weight.
 - Before assembly, apply a coat of recommended ATF to all parts. Apply petroleum jelly to protect O-rings and seals, or hold bearings and washers in place during assembly. Do not use grease.
 - Extreme care should be taken to avoid damage to O-rings, seals and gaskets when assembling.
 - Replace ATF cooler if excessive foreign material is found in oil pan or clogging strainer. Refer to "ATF COOLER SERVICE" (Refer to AT-8).
 - After overhaul, refill the transaxle with new ATF.
 - When the A/T drain plug is removed, only some of the fluid is drained. Old A/T fluid will remain in torque converter and ATF cooling system.
- Always follow the procedures under "Changing A/T Fluid" in the MA section when changing A/T fluid.

Service Notice or Precautions

FAIL-SAFE

The TCM has an electronic Fail-Safe (limp home mode). This allows the vehicle to be driven even if a major electrical input/output device circuit is damaged.

Under Fail-Safe, the vehicle always runs in third gear, even with a shift lever position of "1", "2" or "D". The customer may complain of sluggish or poor acceleration.

When the ignition key is turned "ON" following Fail-Safe operation, O/D OFF indicator lamp blinks for about 8 seconds. (For "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", refer to AT-45.)

Fail-Safe may occur without electrical circuit damage if the vehicle is driven under extreme conditions (such as excessive wheel spin followed by sudden braking). To recover normal shift pattern, turn the ignition key "OFF" for 5 seconds, then "ON".

The blinking of the O/D OFF indicator lamp for about 8 seconds will appear only once and be cleared. The customer may resume normal driving conditions.

Always follow the "WORK FLOW" (Refer to AT-53).

The SELF-DIAGNOSIS results will be as follows:

The first SELF-DIAGNOSIS will indicate damage to the vehicle speed sensor or the revolution sensor.

During the next SELF-DIAGNOSIS, performed after checking the sensor, no damages will be indicated.

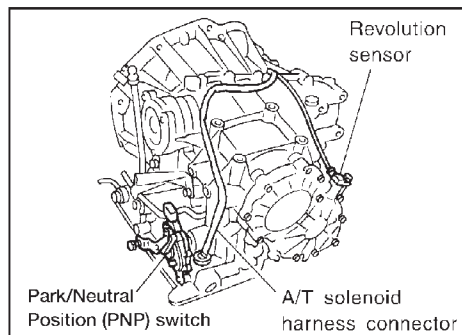
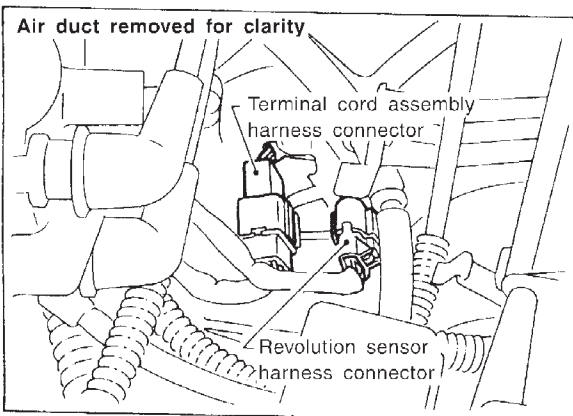
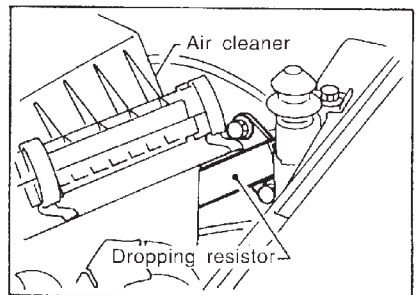
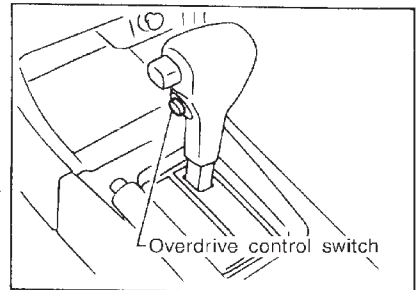
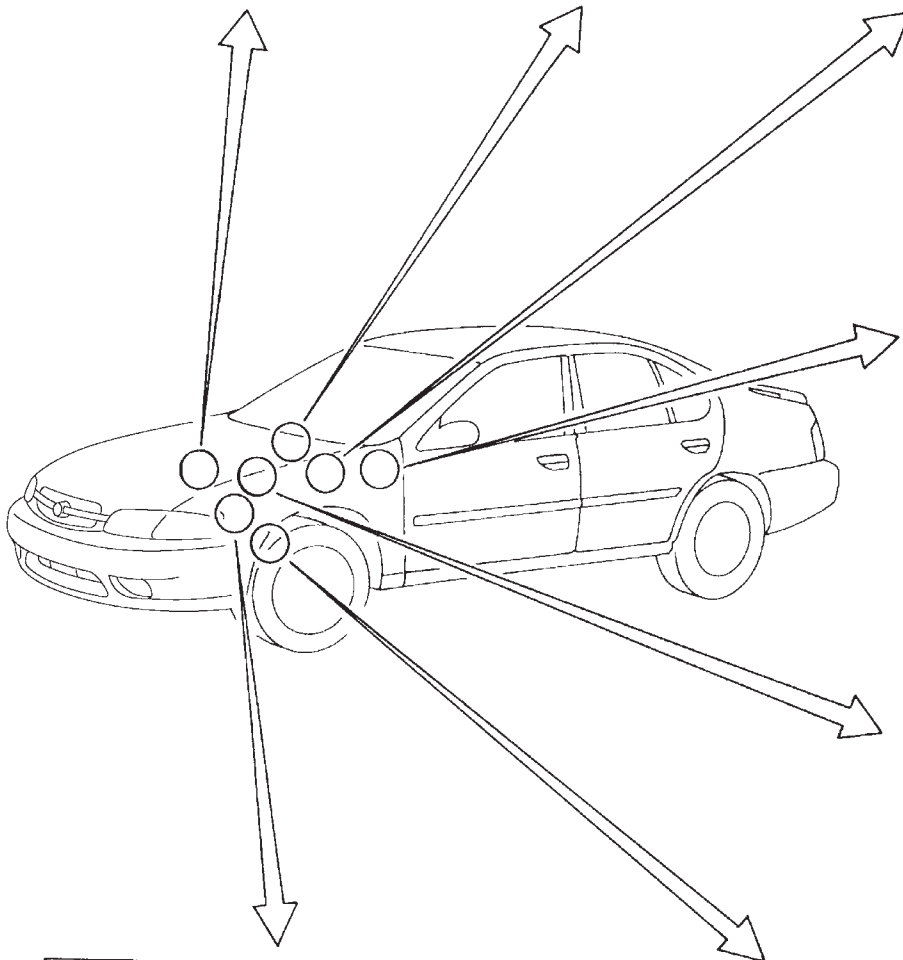
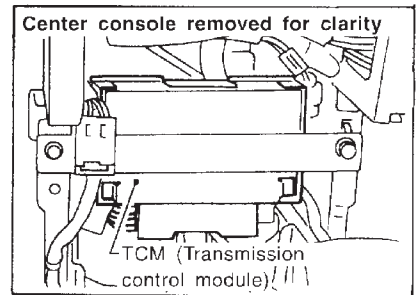
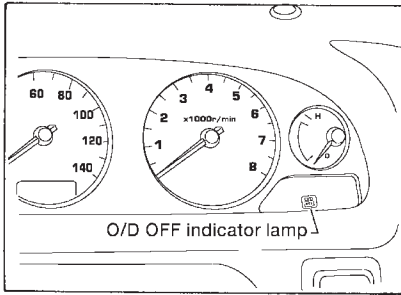
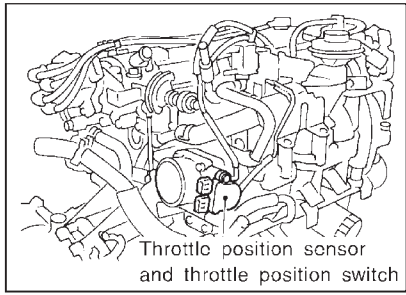
TORQUE CONVERTER SERVICE

The torque converter should be replaced under any of the following conditions:

- External leaks in the hub weld area.
- Converter hub is scored or damaged.
- Converter pilot is broken, damaged or fits poorly into crankshaft.
- Steel particles are found after flushing the cooler and cooler lines.
- Pump is damaged or steel particles are found in the converter.
- Vehicle has TCC shudder and/or no TCC apply. Replace only after all hydraulic and electrical diagnoses have been made. (Converter clutch material may be glazed.)
- Converter is contaminated with engine coolant containing antifreeze.
- Internal failure of stator roller clutch.
- Heavy clutch debris due to overheating (blue converter).

OVERALL SYSTEM

A/T Electrical Parts Location



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ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Diagnostic Procedure Without CONSULT-II (Cont'd)

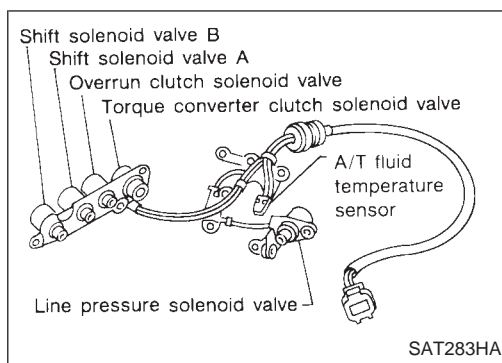
JUDGEMENT OF SELF-DIAGNOSIS CODE

O/D OFF indicator lamp:	
<p>All judgement flickers are the same.</p> <p style="text-align: right;">SAT436F</p>	<p>4th judgement flicker is longer than others.</p> <p style="text-align: right;">SAT443F</p> <p>Shift solenoid valve A circuit is short-circuited or disconnected. Go to SHIFT SOLENOID VALVE A (DTC: 1108), AT-139.</p>
<p>All circuits that can be confirmed by self-diagnosis are OK.</p> <p>1st judgement flicker is longer than others.</p> <p style="text-align: right;">SAT437F</p> <p>Revolution sensor circuit is short-circuited or disconnected. Go to VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR) (DTC: 1102), AT-88.</p>	<p>5th judgement flicker is longer than others.</p> <p style="text-align: right;">SAT445F</p> <p>Shift solenoid valve B circuit is short-circuited or disconnected. Go to SHIFT SOLENOID VALVE B (DTC: 1201), AT-144.</p>
<p>2nd judgement flicker is longer than others.</p> <p style="text-align: right;">SAT439F</p> <p>Vehicle speed sensor circuit is short-circuited or disconnected. Go to VEHICLE SPEED SENSOR-MTR, AT-166.</p>	<p>6th judgement flicker is longer than others.</p> <p style="text-align: right;">SAT447F</p> <p>Overrun clutch solenoid valve circuit is short-circuited or disconnected. Go to OVERRUN CLUTCH SOLENOID VALVE (DTC: 1203), AT-156.</p>
<p>3rd judgement flicker is longer than others.</p> <p style="text-align: right;">SAT441F</p> <p>Throttle position sensor circuit is short-circuited or disconnected. Go to THROTTLE POSITION SENSOR (DTC: 1206), AT-149.</p>	<p>7th judgement flicker is longer than others.</p> <p style="text-align: right;">SAT449F</p> <p>Torque converter clutch solenoid valve circuit is short-circuited or disconnected. Go to TORQUE CONVERTER CLUTCH SOLENOID VALVE (DTC: 1204), AT-121.</p>

t₁ = 2.5 seconds t₂ = 2.0 seconds t₃ = 1.0 second

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TROUBLE DIAGNOSIS FOR DTC P0745



Line Pressure Solenoid Valve

DESCRIPTION

The line pressure solenoid valve regulates the oil pump discharge pressure to suit the driving condition in response to a signal sent from the TCM.

The line pressure duty cycle value is not consistent when the closed throttle position switch is "ON". To confirm the line pressure duty cycle at low pressure, the accelerator (throttle) should be open until the closed throttle position switch is "OFF".

CONSULT REFERENCE VALUE IN DATA MONITOR MODE



Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Line pressure solenoid valve duty	Small throttle opening (Low line pressure)	Approximately 24%
	↓	↓
	Large throttle opening (High line pressure)	Approximately 95%




Note: The line pressure duty cycle value is not consistent when the closed throttle position switch is "ON". To confirm the line pressure duty cycle at low pressure, the accelerator (throttle) should be open until the closed throttle position switch is "OFF".

TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

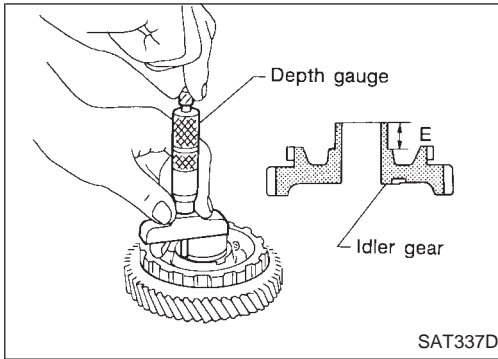
Terminal No.	Wire color	Item	Condition	Judgement standard
1	R/W	Line pressure solenoid valve	 When releasing accelerator pedal after warming up engine.	1.5 - 2.5V
			When depressing accelerator pedal fully after warming up engine.	0.5V or less
2	P/B	Line pressure solenoid valve (with dropping resistor)	 When releasing accelerator pedal after warming up engine.	5 - 14V
			When depressing accelerator pedal fully after warming up engine.	0.5V or less

ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
 : L/PRESS SOL/CIRC  : P0745  : MIL Code No. 1205	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> ● Harness or connectors (The solenoid circuit is open or shorted.) ● Line pressure solenoid valve

ASSEMBLY

Adjustment 1 (Cont'd)



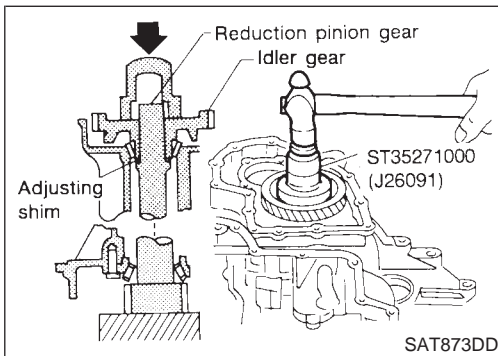
- d. Measure dimension "E" between the end of idler gear and the idler gear bearing inner race mating surface of idler gear.
- Measure dimension "E" in at least two places.

- e. Select proper thickness of reduction pinion gear bearing adjusting shim.

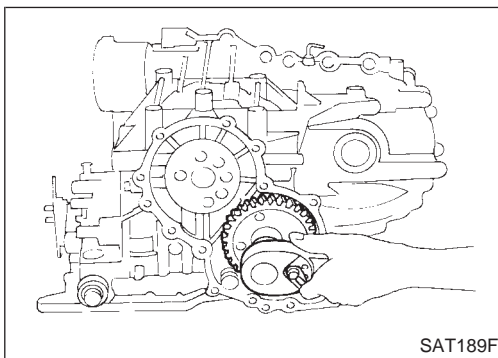
Proper shim thickness = A - E - 0.05 mm (0.0020 in)*

(* ... Bearing preload)

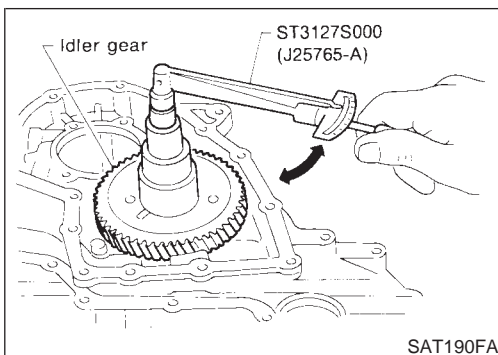
**Reduction pinion gear bearing adjusting shims:
Refer to SDS, AT-308.**



3. Install reduction gear and reduction gear bearing adjusting shim selected in step 2-e on transmission case.
 4. Press idler gear bearing inner race on idler gear.
 5. Press idler gear on reduction gear.
- Press idler gear until idler gear fully contacts adjusting shim.



6. Tighten idler gear lock nut to the specified torque. Refer to AT-271.
- Lock idler gear with parking pawl when tightening lock nut.



7. Measure turning torque of reduction pinion gear.
- When measuring turning torque, turn reduction pinion gear in both directions several times to seat bearing rollers correctly.

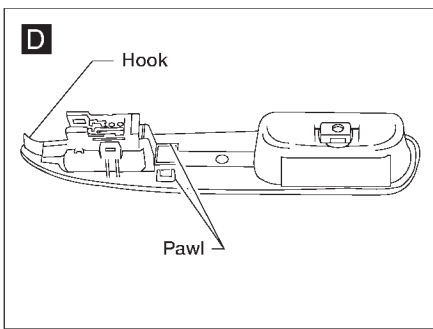
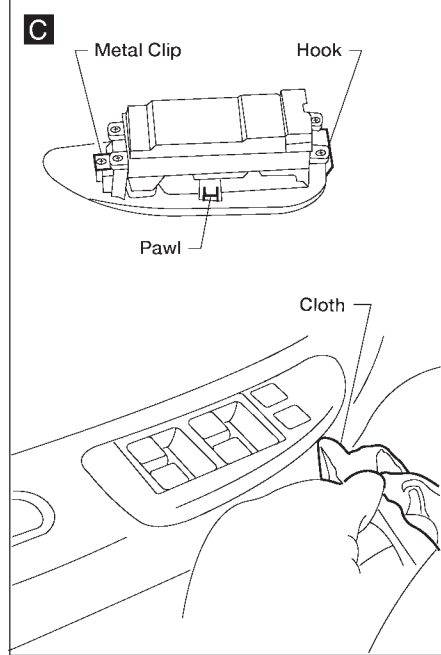
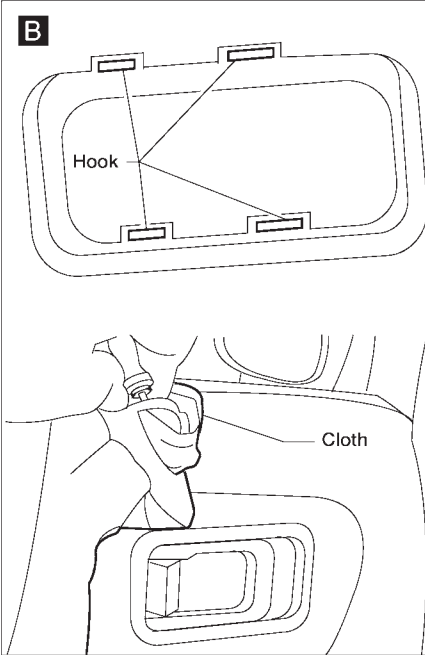
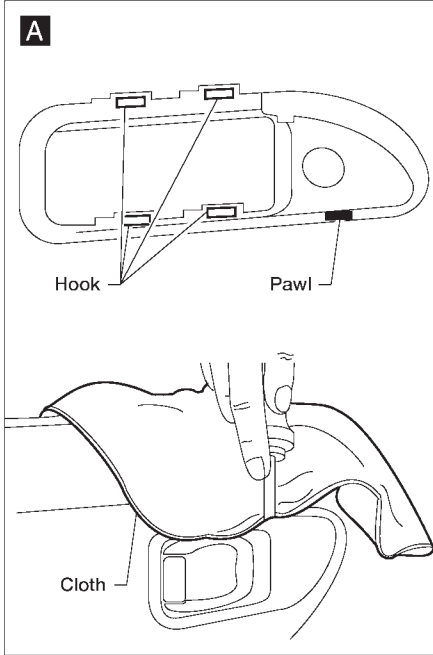
Turning torque of reduction pinion gear:

0.05 - 0.39 N·m (0.5 - 4.0 kg·cm, 0.43 - 3.47 in·lb)

- If turning torque is out of specification, decrease or increase thickness of reduction pinion gear bearing adjusting shim.

INTERIOR TRIM

Door Trim (Cont'd)



TROUBLE DIAGNOSIS FOR DTC P0110

Intake Air Temperature Sensor (Cont'd)

OR



- 1) Turn ignition switch "ON" and wait at least 5 seconds.
- 2) Turn ignition switch "OFF", wait at least 5 seconds and then turn "ON".
- 3) Perform "Diagnostic Test Mode II (Self-diagnostic results)" with ECM.
- 4) If 1st trip DTC is detected, go to "DIAGNOSTIC PROCEDURE", EC-134.

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DATA MONITOR	
MONITORING	NO FAIL
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h

PEF233U

Procedure for malfunction B

CAUTION:

Always drive vehicle at a safe speed.

TESTING CONDITION:

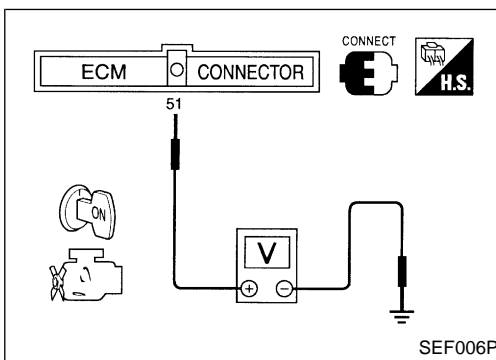
This test may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.



- 1) Wait until engine coolant temperature is less than 90°C (194°F).
 - (a) Turn ignition switch "ON".
 - (b) Select "DATA MONITOR" mode with CONSULT-II.
 - (c) Check the engine coolant temperature.
 - (d) If the engine coolant temperature is not less than 90°C (194°F), turn ignition switch "OFF" and cool down engine.
- Perform the following steps before engine coolant temperature is above 90°C (194°F).
- 2) Turn ignition switch "ON".
- 3) Select "DATA MONITOR" mode with CONSULT-II.
- 4) Start engine.
- 5) Hold vehicle speed more than 70 km/h (43 MPH) for 105 consecutive seconds.
- 6) If 1st trip DTC is detected, go to "DIAGNOSTIC PROCEDURE", EC-134.

FUEL SYS #1	OPEN
FUEL SYS #2	UNUSED
CALC LOAD	0%
COOLANT TEMP	28°C
SHORT FT #1	0%
LONG FT #1	0%
ENGINE SPD	0RPM
VEHICLE SPD	0km/h
IGN ADVANCE	5.0°
INTAKE AIR	25°C
MAF	0.0gm/sec
THROTTLE POS	0%
O2S LOCATION	3
O2S B1,S1	0.380V
O2FT B1,S1	0%
O2S B1,S2	0.000V

SEF950N

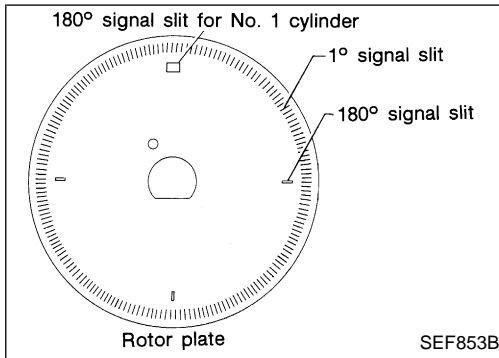
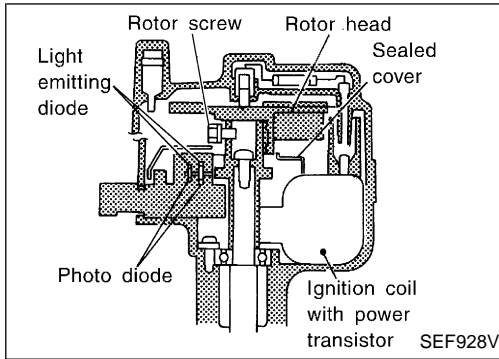


OR



- 1) Wait until engine coolant temperature is less than 90°C (194°F).
 - (a) Turn ignition switch "ON".
 - (b) Select MODE 1 with GST.
 - (c) Check the engine coolant temperature.
 - (d) If the engine coolant temperature is not less than 90°C (194°F), turn ignition switch "OFF" and cool down engine.
- Perform the following steps before engine coolant temperature is above 90°C (194°F).
- 2) Start engine.
- 3) Hold vehicle speed more than 70 km/h (43 MPH) for 105 consecutive seconds.
- 4) Select MODE 7 with GST.
- 5) If 1st trip DTC is detected, go to "DIAGNOSTIC PROCEDURE", EC-134.

TROUBLE DIAGNOSIS FOR DTC P0340



Camshaft Position Sensor (CMPS)

COMPONENT DESCRIPTION

The camshaft position sensor is a basic component of the engine control system. It monitors engine speed and piston position. These input signals to the ECM are used to control fuel injection, ignition timing and other functions.

The camshaft position sensor has a rotor plate and a wave-forming circuit. The rotor plate has 360 slits for a 1° (POS) signal and 4 slits for a 180° (REF) signal. The wave-forming circuit consists of Light Emitting Diodes (LED) and photo diodes.

The rotor plate is positioned between the LED and the photo diode. The LED transmits light to the photo diode. As the rotor plate turns, the slits cut the light to generate rough-shaped pulses. These pulses are converted into on-off signals by the wave-forming circuit and sent to the ECM.

The distributor is not repairable and must be replaced as an assembly except distributor cap and rotor head.

NOTE:

The rotor screw which secures distributor rotor head to the distributor shaft must be torqued properly.

⚙️: 3.3 - 3.9 N·m(0.34 - 0.40 kg·m, 29.5 - 34.7 in·lb)

ECM TERMINALS AND REFERENCE VALUE

Specification data are reference values and are measured between each terminal and ④3 (ECM ground).

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
4	W/G	ECM relay (Self-shutoff)	Engine is running.	0 - 1V
			Ignition switch "OFF" └ For a few seconds after turning ignition switch "OFF"	
40	B/W	Camshaft position sensor (Position signal)	Ignition switch "OFF" └ A few seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)
			Engine is running. (Warm-up condition) └ Idle speed	Approximately 2.5V SEF195T
			Engine is running. └ Engine speed is 2,000 rpm.	Approximately 2.3 - 2.5V SEF196T

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TROUBLE DIAGNOSIS FOR DTC P1605

A/T Diagnosis Communication Line

COMPONENT DESCRIPTION

The malfunction information related to A/T (Automatic Transmission) is transferred through the line (circuit) from TCM (Transmission control module) to ECM. Therefore, be sure to erase the malfunction information such as DTC not only in TCM but also ECM after the A/T related repair.

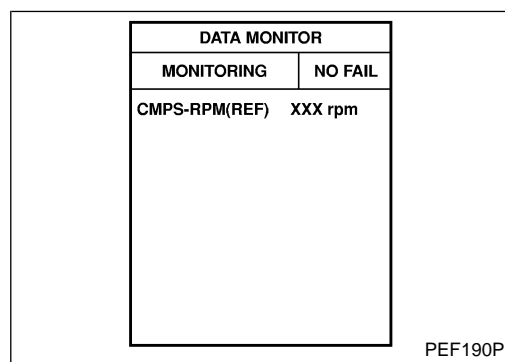
ECM TERMINALS AND REFERENCE VALUE

Specification data are reference values and are measured between each terminal and ④3 (ECM ground).

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
7	PU	A/T check signal	Ignition switch "ON" Engine is running.	0 - 4.0V

ON BOARD DIAGNOSIS LOGIC

Diagnostic Trouble Code No.	Malfunction is detected when ...	Check Items (Possible Cause)
P1605 0804	<ul style="list-style-type: none"> An incorrect signal from TCM (Transmission control module) is sent to ECM. 	<ul style="list-style-type: none"> Harness or connectors (The communication line circuit between ECM and TCM is open or shorted.) Dead (Weak) battery TCM




DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE

NOTE:


If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

TESTING CONDITION:


Before performing the following procedure, confirm that battery voltage is more than 11V.

-  1) Turn ignition switch "ON".
 2) Select "DATA MONITOR" mode with CONSULT-II.
 3) Start engine and wait at least 40 seconds.
 4) If 1st trip DTC is detected, go to "DIAGNOSTIC PROCEDURE", EC-437.

OR

-  1) Turn ignition switch "ON".
 2) Start engine and wait at least 40 seconds.
 3) Select "MODE 7" with GST.
 4) If 1st trip DTC is detected, go to "DIAGNOSTIC PROCEDURE", EC-437.

OR

-  1) Turn ignition switch "ON".
 2) Start engine and wait at least 40 seconds.

EC-434

TURN SIGNAL AND HAZARD WARNING LAMPS

System Description

TURN SIGNAL OPERATION

With the hazard switch in the OFF position and the ignition switch in the ON or START position, power is supplied:

- through 10A fuse [No. 11], located in the fuse block (J/B)
- to hazard switch terminal ②
- through terminal ① of the hazard switch
- to combination flasher unit terminal ①
- through terminal ③ of the combination flasher unit
- to turn signal switch terminal ①.

Ground is supplied to combination flasher unit terminal ② through body grounds M2 and M61.

LH turn

When the turn signal switch is moved to the LH position, power is supplied from turn signal switch terminal ③ to:

- front turn signal lamp LH terminal ③
- combination meter terminal 11
- rear combination lamp LH terminal ④.

Ground is supplied to the front turn signal lamp LH terminal ② through body grounds E10 and E34.

Ground is supplied to the rear combination lamp LH terminal ② through body grounds T6 and T9.

Ground is supplied to combination meter terminal 56 through body grounds M2 and M61.

With power and ground supplied, the combination flasher unit controls the flashing of the LH combination lamps.

RH turn

When the turn signal switch is moved to the RH position, power is supplied from turn signal switch terminal ② to:

- front turn signal lamp RH terminal ③
- combination meter terminal 48
- rear combination lamp RH terminal ④.

Ground is supplied to the front turn signal lamp RH terminal ② through body grounds E10 and E34.

Ground is supplied to the rear combination lamp RH terminal ② through body grounds T6 and T9.

Ground is supplied to combination meter terminal 56 through body grounds M2 and M61.

With power and ground supplied, the combination flasher unit controls the flashing of the RH combination lamps.

HAZARD LAMP OPERATION

Power is supplied at all times to hazard switch terminal ③ through:

- 10A fuse [No. 20], located in the fuse block (J/B).

With the hazard switch in the ON position, power is supplied:

- through terminal ① of the hazard switch
- to combination flasher unit terminal ①
- through terminal ③ of the combination flasher unit
- to hazard switch terminal ④.

Ground is supplied to combination flasher unit terminal ② through body grounds M2 and M61.

Power is supplied through terminal ⑤ of the hazard switch to:

- front turn signal lamp LH terminal ③
- combination meter terminal 11
- rear combination lamp LH terminal ④.

Power is supplied through terminal ⑥ of the hazard switch to:

- front turn signal lamp RH terminal ③
- rear combination lamp RH terminal ④
- combination meter terminal 48.

Ground is supplied to terminal ② of each front turn signal lamp through body grounds E10 and E34.

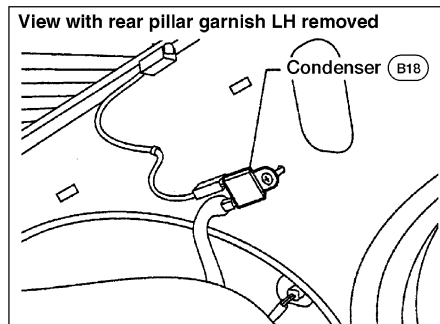
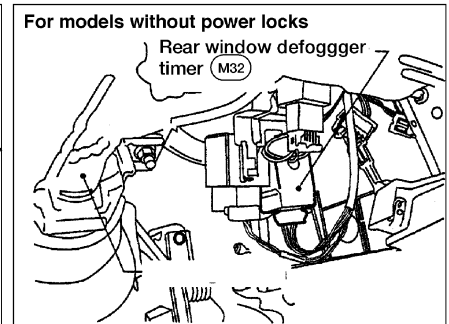
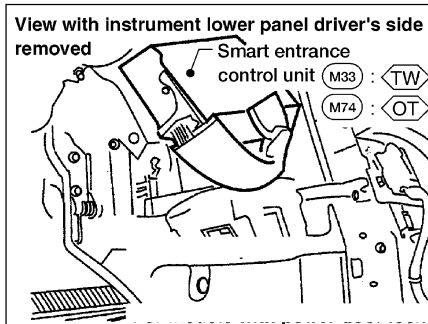
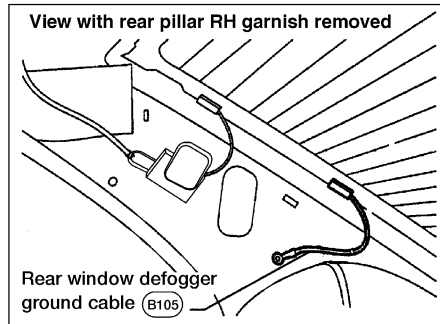
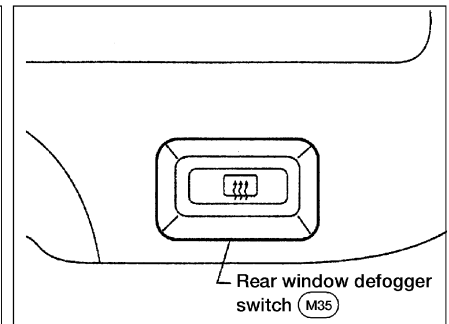
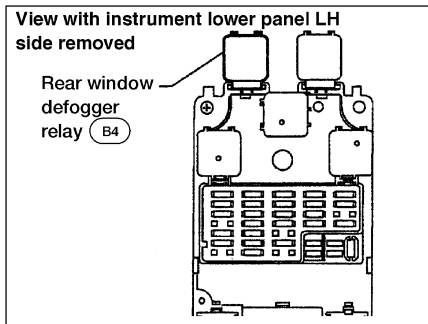
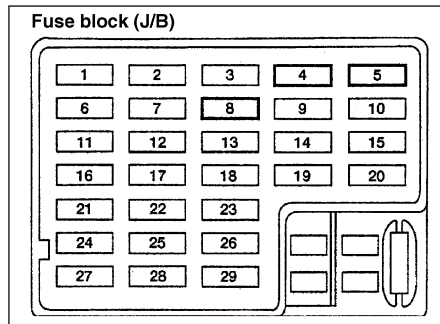
Ground is supplied to terminal ② of each rear combination lamp through body grounds T6 and T9.

Ground is supplied to combination meter terminal 56 through body grounds M2 and M61.

With power and ground supplied, the combination flasher unit controls the flashing of the hazard warning lamps.

REAR WINDOW DEFOGGER

Component Parts and Harness Connector Location



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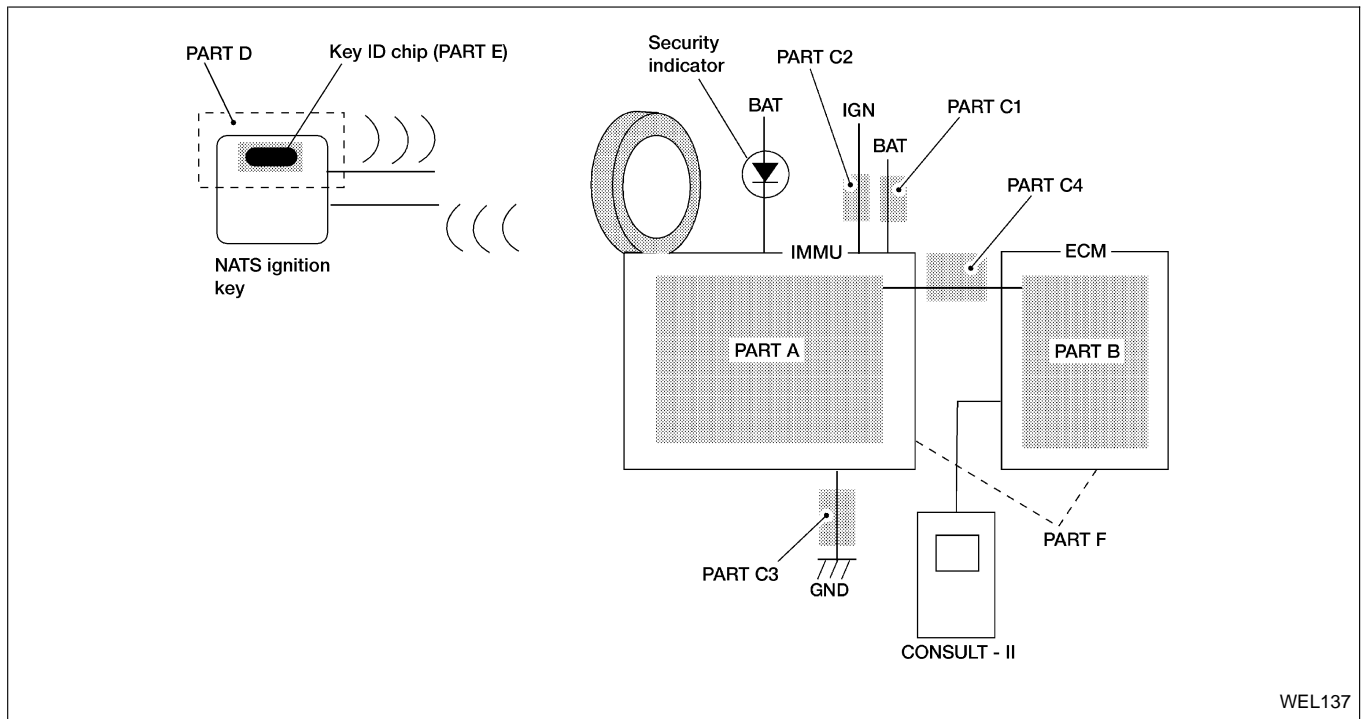
◻TW◻ : With theft warning system
◻OT◻ : Without theft warning system

NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS) (WITH SELF-FUNCTION CHECK)

Trouble Diagnoses (Cont'd) SYMPTOM MATRIX CHART 2 (Non self-diagnosis related item)

SYMPTOM	DIAGNOSTIC PROCEDURE (Reference page)	SYSTEM (Malfunctioning part or mode)
Security ind. does not light up.	PROCEDURE 8 (EL-264)	Security ind.
		Open circuit between Fuse and NATS IMMU
		Continuation of initialization mode
		NATS IMMU

DIAGNOSTIC SYSTEM DIAGRAM

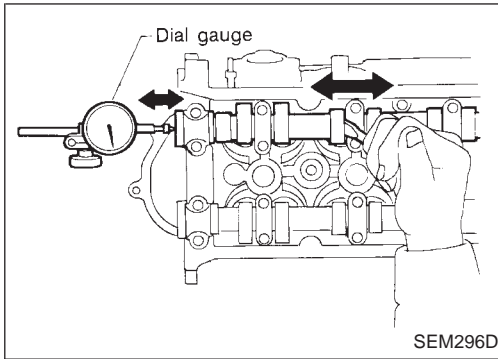


GI
MA
EM
LC
EC
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CYLINDER HEAD

Inspection (Cont'd)

CAMSHAFT END PLAY



1. Install camshaft in cylinder head. Refer to EM-30.
2. Measure camshaft end play.

Camshaft end play:

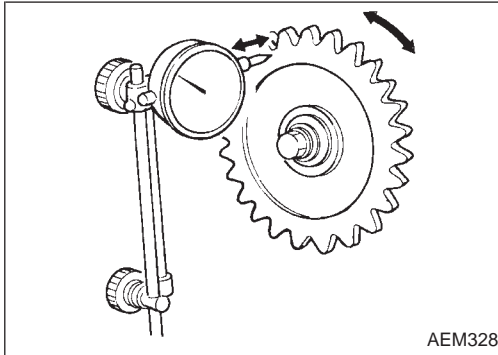
Standard

0.070 - 0.148 mm (0.0028 - 0.0058 in)

Limit

0.20 mm (0.0079 in)

3. If end play exceeds the limit, replace camshaft and remeasure camshaft end play.
4. If end play still exceeds the limit after replacing camshaft, replace cylinder head.



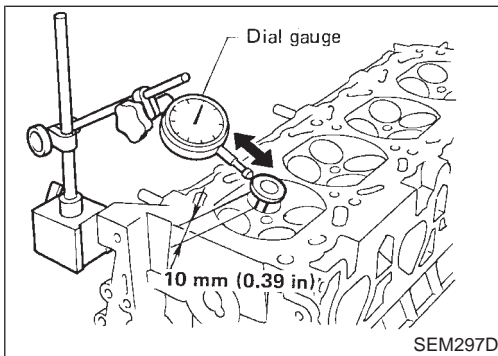
CAMSHAFT SPROCKET RUNOUT

1. Install sprocket on camshaft.
2. Measure camshaft sprocket runout.

Runout (Total indicator reading):

Limit 0.12 mm (0.0047 in)

3. If it exceeds the limit, replace camshaft sprocket.

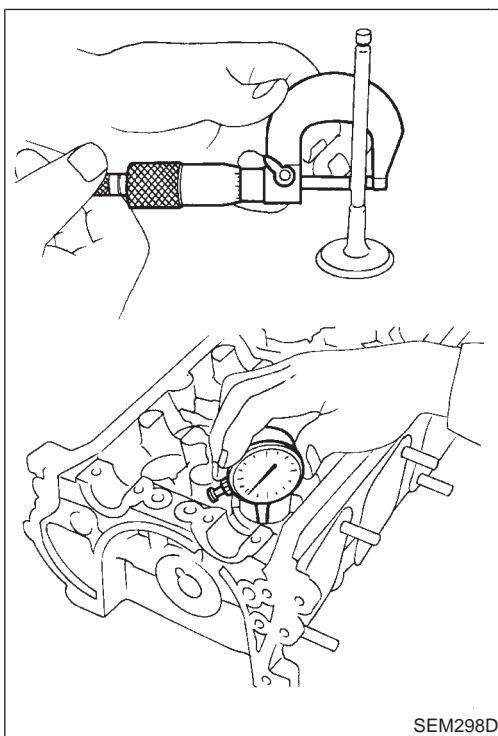


VALVE GUIDE CLEARANCE

1. Measure valve deflection as shown in figure. (Valve and valve guide mostly wear in this direction.)

Valve intake and exhaust deflection limit (Dial gauge reading):

0.2 mm (0.008 in)



2. If it exceeds the limit, check valve to valve guide clearance.
 - a. Measure valve stem diameter and valve guide inner diameter.
 - b. Check that clearance is within specification.

Valve to valve guide clearance = Valve guide inner diameter – Valve stem diameter:

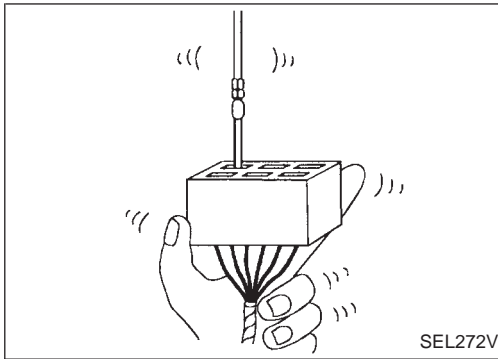
Unit: mm (in)

	Standard	Limit
Intake	0.020 - 0.053 (0.0008 - 0.0021)	0.08 (0.0031)
Exhaust	0.040 - 0.073 (0.0016 - 0.0029)	0.1 (0.004)

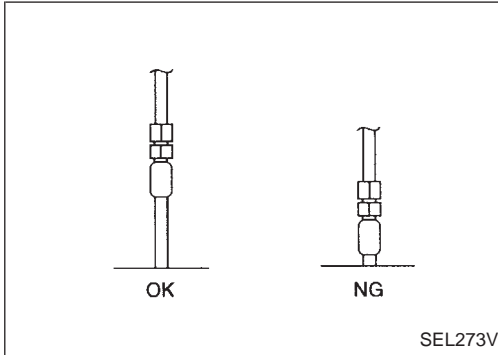
- c. If it exceeds the limit, replace valve and remeasure clearance.
 - If clearance still exceeds the limit after replacing valve, replace the valve guide.

HOW TO CHECK TERMINAL

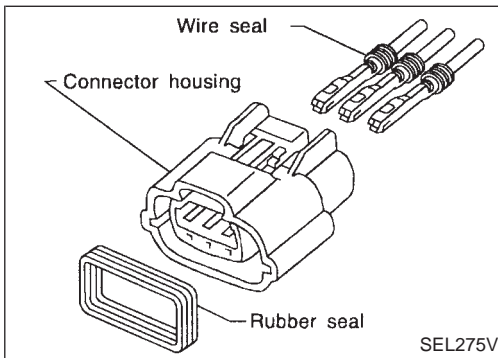
How to Check Enlarged Contact Spring of Terminal (Cont'd)



4. While moving the connector, check whether the male terminal can be easily inserted or not.



- If the male terminal can be easily inserted into the female terminal, replace the female terminal.



Waterproof Connector Inspection

If water enters the connector, it can short interior circuits. This may lead to intermittent problems.

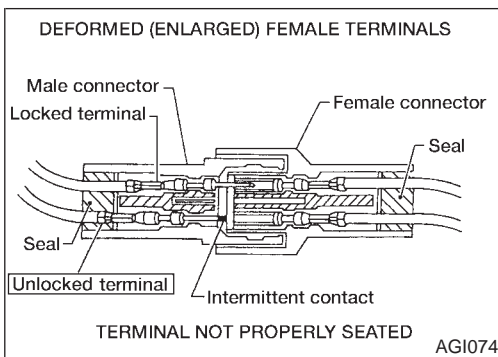
Check the following items to maintain the original waterproof characteristics.

RUBBER SEAL INSPECTION

- Most waterproof connectors are provided with a rubber seal between the male and female connectors. If the seal is missing, the waterproof performance may not meet specifications.
- The rubber seal may come off when connectors are disconnected. Whenever connectors are reconnected, make sure the rubber seal is properly installed on either side of male or female connector.

WIRE SEAL INSPECTION

The wire seal must be installed on the wire insertion area of a waterproof connector. Be sure that the seal is installed properly.



Terminal Lock Inspection

Check for unlocked terminals by pulling wire at the end of connector.

Unlocked terminal may create intermittent signals in the circuit.

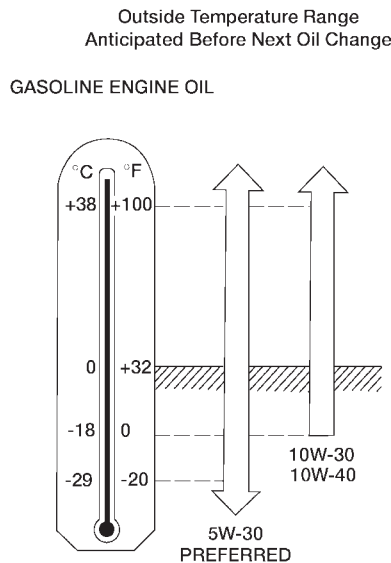
RECOMMENDED FLUIDS AND LUBRICANTS

Fluids and Lubricants

	Capacity (Approximate)			Recommended fluids and lubricants
	US measure	Imp measure	Liter	
Engine oil				
Drain and refill				
With oil filter change	3-5/8 qt	3 qt	3.4	<ul style="list-style-type: none"> ● API Certification Mark*2 ● API grade SG/SH, Energy Conserving I & II or API grade SJ, Energy Conserving*2 ● ILSAC grade GF-I & GF-II*2
Without oil filter change	3-3/8 qt	2-7/8 qt	3.2	
Dry engine (engine overhaul)	4 qt	3-3/8 qt	3.8	
Cooling system (Reservoir tank included)	7-3/8 qt	6-1/8 qt	7.0	50% Genuine NISSAN Anti-freeze Coolant or equivalent 50% Demineralized water or distilled water
Manual transaxle gear oil	9-1/2 - 10-1/8 pt	7-7/8 - 8-1/2 pt	4.5 - 4.8	API GL-4, 80W - 90 SUPER MULTI
Automatic transaxle fluid	10 qt	8-1/4 qt	9.4	NISSAN Matic 'D' (Continental U.S. and Alaska) or Canada NISSAN Automatic Transmission Fluid. *1
Power steering fluid	1 qt	3/4 qt	0.9	Genuine NISSAN PSF II or equivalent *4
Brake & clutch fluid	—	—	—	Genuine NISSAN Brake Fluid *3 or equivalent DOT 3 (US FMVSS No. 116)
Multi-purpose grease	—	—	—	NLGI No. 2 (Lithium soap base)

- *1: Dexron™ III/Mercon™ or equivalent may also be used. Outside the continental United States and Alaska contact a Nissan dealership for more information regarding suitable fluids, including recommended brand(s) of Dexron™ III/Mercon™ Automatic Transmission Fluid.
- *2: For further details, see "SAE Viscosity Number".
- *3: Available in mainland U.S.A. through your Nissan dealer.
- *4: **Genuine NISSAN PSF, Canada NISSAN Automatic Transmission Fluid, Dexron™ III/Mercon™, or equivalent ATF** may also be used.

SAE Viscosity Number



WMA001

SAE 5W-30 viscosity oil is preferred for all temperatures. SAE 10W-30 and 10W-40 viscosity oil may be used if the ambient temperature is above -18°C (0°F).