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1984 NISSAN Micra 3 Doors OEM Service and Repair Workshop Manual

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Brake stopping distance is long when ABS function is operated.

CAUTION:

Brake stopping distance on slippery road like rough road, gravel road, or snowy road may become longer when ABS is operated than when ABS is not operated.

1. CHECK 12V BATTERY

1. Power switch OFF and disconnect CONSULT from data link connector.
2. Get out of the vehicle, close all doors (other than hood assembly), check that the combination meter is OFF, and wait for 1 minute or more without opening these doors.

CAUTION:

Never operate the vehicle.

3. Check the 12V battery terminal connections.
4. Check the 12V battery.

Is the inspection result normal?

YES>>

[GO TO 2.](#)

NO>>

Repair or replace error-detected parts. [GO TO 2.](#)

2. PERFORM SELF-DIAGNOSIS (1)

 With CONSULT

1. Connect 12V battery cable to negative terminal.
2. Power switch OFF to ON without depressing the brake pedal.

CAUTION:

Never set the vehicle to READY.

3. Power switch OFF and disconnect CONSULT from data link connector.
4. Get out of the vehicle, close all doors (other than hood assembly), check that the combination meter is OFF, and wait for 1 minute or more without opening these doors.

CAUTION:

Never operate the vehicle.

5. Power switch ON without depressing the brake pedal.

CAUTION:

Never set the vehicle to READY.

6. Erase self-diagnosis result for "BRAKE".
7. Power switch OFF and disconnect CONSULT from data link connector.

8. Get out of the vehicle, close all doors (other than hood assembly), check that the combination meter is OFF, and wait for 1 minute or more without opening these doors.

CAUTION:
Never operate the vehicle.

9. Power switch ON without depressing the brake pedal.

CAUTION:
Never set the vehicle to READY.

10. Perform self-diagnosis for “BRAKE”.

Is DTC detected?

YES>>

Check the DTC. Refer to [DTC Index](#), [GO TO 3](#).

NO>>

INSPECTION END

3. CHECK CONNECTOR TERMINALS

1. Power switch OFF and disconnect CONSULT from data link connector.
2. Get out of the vehicle, close all doors (other than hood assembly), check that the combination meter is OFF, and wait for 1 minute or more without opening these doors.

CAUTION:
Never operate the vehicle.

3. Disconnect 12V battery cable from negative terminal.
4. Disconnect the electrically-driven intelligent brake unit harness connector, then check for malfunctions of terminals and connections.

Is the inspection result normal?

YES>>

[GO TO 5](#).

NO>>

Repair / replace harness, connector, or terminal. [GO TO 4](#).

4. PERFORM SELF-DIAGNOSIS (2)

 With CONSULT

1. Connect the electrically-driven intelligent brake unit harness connector.
2. Connect 12V battery cable to negative terminal.
3. Power switch OFF to ON without depressing the brake pedal.

CAUTION:
Never set the vehicle to READY.

4. Power switch OFF and disconnect CONSULT from data link connector.

5. Get out of the vehicle, close all doors (other than hood assembly), check that the combination meter is OFF, and wait for 1 minute or more without opening these doors.

CAUTION:
Never operate the vehicle.

6. Power switch ON without depressing the brake pedal.

CAUTION:
Never set the vehicle to READY.

7. Erase self-diagnosis result for “BRAKE”.

8. Power switch OFF and disconnect CONSULT from data link connector.

9. Get out of the vehicle, close all doors (other than hood assembly), check that the combination meter is OFF, and wait for 1 minute or more without opening these doors.

CAUTION:
Never operate the vehicle.

10. Power switch ON without depressing the brake pedal.

CAUTION:
Never set the vehicle to READY.

11. Perform self-diagnosis for “BRAKE”.

Is any DTC detected?

YES>>

Check the DTC. Refer to [DTC Index](#). [GO TO 5.](#)

NO>>

INSPECTION END

5. CHECK ELECTRICALLY-DRIVEN INTELLIGENT BRAKE UNIT POWER SWITCH ON POWER SUPPLY AND GROUND CIRCUIT

1. Power switch OFF and disconnect CONSULT from data link connector.

2. Get out of the vehicle, close all doors (other than hood assembly), check that the combination meter is OFF, and wait for 1 minute or more without opening these doors.

CAUTION:
Never operate the vehicle.

3. Disconnect 12V battery cable from negative terminal.

4. Disconnect the electrically-driven intelligent brake unit harness connector.

5. Perform the trouble diagnosis for electrically-driven intelligent brake unit power supply and ground circuit. Refer to [Diagnosis Procedure](#).

Is the inspection result normal?


YES>>

[GO TO 6.](#)

NO>>

Repair / replace harness, connector, terminal, fuse, or fusible link. [GO TO 6.](#)

6. PERFORM SELF-DIAGNOSIS (3)

 With CONSULT

1. Power switch OFF to ON without depressing the brake pedal.

CAUTION:
Never set the vehicle to READY.

2. Power switch OFF and disconnect CONSULT from data link connector.
3. Get out of the vehicle, close all doors (other than hood assembly), check that the combination meter is OFF, and wait for 1 minute or more without opening these doors.

CAUTION:
Never operate the vehicle.

4. Power switch ON without depressing the brake pedal.

CAUTION:
Never set the vehicle to READY.

5. Erase self-diagnosis result for "BRAKE".
6. Power switch OFF and disconnect CONSULT from data link connector.
7. Get out of the vehicle, close all doors (other than hood assembly), check that the combination meter is OFF, and wait for 1 minute or more without opening these doors.

CAUTION:
Never operate the vehicle.

8. Power switch ON without depressing the brake pedal.

CAUTION:
Never set the vehicle to READY.

9. Perform self-diagnosis for "BRAKE".

Is any DTC detected?

YES>>

Check the DTC. Refer to [DTC Index](#). [GO TO 7.](#)

NO>>

INSPECTION END

7. CHECK BRAKING FORCE

Check the braking force.

Is the inspection result normal?

YES>>

[GO TO 8.](#)

NO>>

Check each component of brake system.

8. CHECK BRAKE PERFORMANCE

1. Power switch OFF and disconnect CONSULT from data link connector.
2. Disconnect ABS actuator control unit harness connector so that ABS does not operate. Check the brake stopping distance in this condition.
3. Connect ABS actuator and electric unit (control unit) harness connector.

Is the inspection result normal?

YES>>

Normal

NO>>

Check each component of brake system.

Sample

A malfunction of brake pedal feel (height or others) is detected when the brake pedal is depressed.

1. CHECK AXLE

Check that there is no significant looseness of axle.

- Front axle: Refer to [FRONT WHEEL HUB AND KNUCKLE : Periodic Maintenance Operation](#).
- Rear axle: Refer to [REAR WHEEL HUB : Periodic Maintenance Operation](#).

Is the inspection result normal?

YES>>

[GO TO 2.](#)

NO>>

Repair or replace error-detected parts.

2. CHECK DISC ROTOR

Check the disc rotor runout.

- Front: Refer to [FRONT DISC ROTOR : Periodic Maintenance Operation](#).
- Rear: Refer to [REAR DISC ROTOR : Periodic Maintenance Operation](#).

Is the inspection result normal?

YES>>

[GO TO 3.](#)

NO>>

Grind or replace rotor.

3. CHECK BRAKE FLUID LEAKAGE

Check the brake fluid leakage.

- Front: Refer to [FRONT BRAKE PIPING : Inspection](#).
- Rear: Refer to [REAR BRAKE PIPING : Inspection](#).

Is the inspection result normal?

YES>>

[GO TO 4.](#)

NO>>

Repair or replace error-detected parts.

4. CHECK BRAKE PEDAL

Check the brake pedal items. Refer to [BRAKE PEDAL : Periodic Maintenance Operation](#).

Is the inspection result normal?

YES>>

[GO TO 5.](#)

NO>>

Adjust the brake pedal items. Refer to [BRAKE PEDAL : Periodic Maintenance Operation.](#)

5. CHECK BRAKING FORCE

Check the braking force.

Is the inspection result normal?

YES>>

[GO TO 6.](#)

NO>>

Check each component of brake system.

6. CHECK BRAKE PERFORMANCE

Disconnect ABS actuator and electric unit (control unit) connector so that ABS does not operate. Check that brake force is normal in this condition. Connect harness connectors after checking.

Is the inspection result normal?

YES>>

Normal

NO>>

Check each component of brake system.

NVH Troubleshooting Chart

SIEMD-6898496

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts.

Possible cause and suspected parts	Symptom			Reference
	BRAKE			
	Noise	Shake	Shimmy, Judder	
Pads or lining damaged	×	—	—	Periodic Maintenance Operation , Periodic Maintenance Operation .
Pads or lining uneven wear	×	—	—	Periodic Maintenance Operation , Periodic Maintenance Operation .
Shims damaged	×	—	—	Inspection , Inspection .
Rotor imbalance	—	×	×	Periodic Maintenance Operation , Periodic Maintenance Operation , Periodic Maintenance Operation , Periodic Maintenance Operation .
Rotor or drum damage	—	—	×	Periodic Maintenance Operation , Periodic Maintenance Operation , Periodic Maintenance Operation , Periodic Maintenance Operation ,
Rotor runout	—	—	×	Periodic Maintenance Operation , Periodic Maintenance Operation .
Rotor deformation	—	—	×	Periodic Maintenance Operation , Periodic Maintenance Operation .
Rotor or drum deflection	—	—	×	Periodic Maintenance Operation , Periodic Maintenance Operation .
Rotor rust	—	—	×	Periodic Maintenance Operation , Periodic Maintenance Operation .
Rotor thickness variation	—	—	×	Periodic Maintenance Operation , Periodic Maintenance Operation , Periodic Maintenance Operation , Periodic Maintenance Operation .
Drum out of round	—	—	—	, NVH Troubleshooting Chart .
PROPELLER SHAFT	×	×	—	NVH in DLN section
DIFFERENTIAL	×	—	—	NHV in DLN section
AXLE AND SUSPENSION	×	×	×	NVH in FAX, RAX and FSU, RSU section
TIRE	×	×	×	NVH in WT section
ROAD WHEEL	×	×	×	NVH in WT section
DRIVE SHAFT	×	×	—	NVH in FAX section
STEERING	×	×	×	NVH in ST section

×: Applicable, —: Not applicable

- An electrically-driven intelligent brake unit is a booster system that generates assist force by using an internal motor to operate a piston inside the master cylinder part.
- Control module is integrated with electrically-driven intelligent brake unit.
- When the brake pedal is depressed during driving, cooperative control of the braking force from the friction brake (regular brake) and the regenerative brake from the traction motor is used. In addition, cooperative control is performed in cooperation with electrically-driven intelligent brake unit and ABS actuator and electric unit (control unit).
- Regenerative amount of the regenerative brake is executed by ABS actuator and electric unit (control unit), and brake pedal force control is performed by electrically-driven intelligent brake unit.
- The system performs cooperative control of the regenerative brake and friction brake (same brake as in conventional vehicles) and enables highly efficient energy recovery.
- The fluid pressure which is applied to each brake caliper is controlled according to the amount of traction motor regeneration.
- The amount of brake pedal operation is detected by the stroke sensor, and sent to the control module of the electrically-driven intelligent brake unit.
- Based on the commands from the control module of the electrically-driven intelligent brake unit, the motor inside the electrically-driven intelligent brake unit operates and presses the piston of master cylinder part.
- Pressing the master cylinder piston, and brake fluid is sent to the ABS actuator and electric unit (control unit).
- CONSULT can be used to diagnose the system diagnosis.
- When there is a malfunction in the power system of the electrically-driven intelligent brake unit (no voltage is generated), voltage is temporarily supplied to the electrically-driven intelligent brake unit from the brake power supply backup unit. At the same time, the brake warning lamp and brake system warning lamp turn ON, and the warning buzzer sounds.
- When a malfunction occurs in the electrically-driven intelligent brake unit, the VDC function performs control (boost operation). At the same time, the brake warning lamp and brake system warning lamp turn ON.
- When a malfunction occurs in the PDM (Power Delivery Module) and 12V battery, the braking force is determined by the force pressing on the brake pedal (no boost operation). At the same time, the brake warning lamp and the brake system warning lamp turn ON.
- When a malfunction occurs in the brake power supply backup unit, the brake system warning lamp turn ON.
- When a malfunction occurs in the electrically-driven intelligent brake unit and in the VDC function, the braking force is determined by the force pressing on the brake pedal (no boost operation). At the same time, the brake warning lamp and brake system warning lamp turn ON.
- When a malfunction occurs only electrically-driven intelligent brake unit, electrically-driven intelligent brake unit transmits to ABS actuator and electric unit (control unit) that electrically-driven intelligent brake unit is malfunction state.
- When a malfunction occurs in the electrically-driven intelligent brake unit, the VDC function, and the power system, then cooperative regenerative brake control is not performed.
- A fail-safe function is available and is activated when a system malfunction occurs. Refer to [Fail-safe](#).

SYSTEM DIAGRAM
