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2018 NISSAN Skyline Sedan OEM Service and Repair Workshop Manual

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Monitor item	Condition	Reference values in normal operation
Brake torque (front)	When braking	Increases according to amount of braking
	When not braking	0 N • m
Brake torque (rear)	When braking	Increases according to amount of braking
,	When not braking	0 N • m
Brake torque (all)	When braking	Increases according to amount of braking
	When not braking	0 N · m
Target brake force (all)	When braking	Increases according to amount of braking
	When not braking	0 N · m
	When braking torque is not request from e-Step	1
Torque control type	When brake torque is request from e-Step (regenerative brake is not activated)	2
	When brake torque is request from e-Step (regenerative brake is activated)	3
	When other than chassis dynamometer mode	Off
	When chassis dynamometer mode	On
Chassis dynamometer mode	When temporarily released after entering chassis dynamometer mode	Temporary prohibit
	When released after entering chassis dynamometer mode	Prohibit
Stop Jamp ON request (e-Dedal)	When stop lamp turn ON by e-Step is not requested	No request
Stop famp Oly request (e-r cuar)	When stop lamp turn ON by e-Step is requested	Request
e-Pedal warning	When e-Step warning is not displayed	No warning
	When e-Step warning is displayed	Warning
Brake force limit torque request	When brake force limit is not requested	No request
blake force finite torque request	When brake force limit is requested	Request
	When electric shift selector is P position	Р
	When electric shift selector is R position	R
	When electric shift selector is N position	Ν
Shift position	When electric shift selector is D position	D
	When electric shift selector is manual mode	М
	When electric shift selector is L position	L
	When electric shift selector is Ds position	Ds
	When electric shift selector is unknown	Unknown
	When electric shift selector is B position	В
	When electric shift selector is malfunction	Not available
	When brake torque by e-Step is not requested	0 N · m
Brake torque request (e-Pedal)	When brake torque by e-Step is requested	Depends on the requested value
e-Pedal VCM status When e-Step is normal Norm		Normal

Monitor item	Condition	Reference values in normal operation
	When e-Step is malfunction	Malfunction
e-Pedal switch	When e-Step switch is OFF	Off
	When e-Step switch is ON	On
e-Pedal status 1	When e-Step is normal	Normal
	When e-Step is malfunction	Malfunction
a Dadal alana astimata normit	When slope estimation value by e-Step function is not permitted	Not permission
e-Pedal slope estimate permit	When slope estimation value by e-Step function is permitted	Permission
Brake force limit torque	Always	Depends on braking
P range status	Displays but not used	-
Darling broke malfunction status	When electric parking brake function is normal	Normal
	When electric parking brake function is malfunction	Malfunction

*: Check tire pressure under normal conditions.

Refer to <u>Fail-safe</u>.

DTC Inspection Priority Chart

When multiple DTCs are displayed simultaneously, check them one by one according to the following priority list.

• U24A6-83 CAN communication error (HNS) • U24A6-83 CAN communication error (HNS) • U25A3-83 CAN communication error (WCMHCMEPUCHEVC) • U25A3-87 CAN communication error (WCMHCMEPUCHEVC) • U2675-87 CAN communication error (AVM) • U2A03-88 CAN communication error (AVM) • U2A03-88 CAN communication error • U2A04-89 Communication error • U2A04-80 Communication Bus Off IT56-FD • U2A04-80 Communication Bus Off CH2-FD • C1B80-51 Incomplete calibration • C1B80-52 Configuration not completed • C1B80-52 Incomplete calibration • C1B80-52 Incomplete calibration • C1B80-52 Configuration not completed • C1B80-52 LineSinguration not completed • C1B80-52 AVM • C1B80-52 LineSinguration not completed • C1B80-52 LineSinguration not completed • C1B80-52 LineSinguration not completed • C1B90-52 LineSinguration not completed • C1B90-52 LineSinguration system • C1B90-54 Intensission system • C1B90-55 LineSinguration system • C1B90-56 Li	Priority	Detected item (DTC)	
5 U24A6-87 CAN communication error (UCM/HCM/EVC/HEVC) 1 U2543-83 CAN communication error (VCM/HCM/EVC/HEVC) 1 U2675-83 CAN communication error (AVM) 1 U2675-87 CAN communication error (AVM) 1 U2675-83 CAN communication error (AVM) 1 U2675-83 CAN communication error (AVM) 1 U2A0B-88 Communication error 1 C1B80-52 Configuration not completed 1 C1B80-82 CIBS-82 Barley realizes in erlay 1 C1B9-82 Configuration module engine room communication 1 C1B9-82 Intelligent prover distrifution module engine room communication <th></th> <th>U24A6-83 CAN communication error (HNS)</th>		U24A6-83 CAN communication error (HNS)	
5 U2543-83 CAN communication error (VCM/HCM/EVC/HEVC) U2543-87 CAN communication error (AVM) U2675-83 CAN communication error (AVM) U2675-83 CAN communication error (AVM) U24073-88 Communication Bus Off ITS6-FD U2A0A-88 Communication Bus Off CH2-FD U2A0E-88 Communication Bus Off CH2-FD U2A0E-88 Communication Bus Off CH2-FD U2A0E-88 Communication Bus Off CH2-FD C1B80-54 Incomplete calibration C1B80-52 Decemplete calibration C1B80-52 CB80-52 Battery management system C1B80-52 CB80-52 Battery management system C1B80-52 LineUng power distribution module engine noom communication C1B90-82 EPS C1B90-82 EPS C1B90-82 Eps C1B91-82 Engine/HEV system C1B91-82 Engine/HEV system C1B93-86 Engine/HEV system C1B94-82 Timesmission system C1B97-82 BCM C1B97-82 BCM C1B94-82 AVA system C1B92-82 Fish artuator and electric unit (control unit) system C1B2-97 Stop lamp 6 C1B84-42 Control module C1B84-42 Control module C1B84-42 Control module C1B84-45 Control module		• U24A6-87 CAN communication error (HNS)	
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C1BB4-46 Control module		C1BB4-45 Control module	
		C1BB4-46 Control module	

Priority		Detected item (DTC)
	C1BB4-49 Control module	

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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 collisions.

Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" sections of this Service Manual.

WARNING:

Always observe the following items for preventing accidental activation:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that would result in air bag inflation, it is recommended that all maintenance and repair be performed by an authorized NISSAN/INFINITI dealer.
- Improper repair, 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 "SRS AIR BAG".
- Never 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 WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

Always observe the following items for preventing accidental activation:

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition/power switch ON or engine running, never use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always place the ignition/power switch in the OFF position, disconnect the 12V battery or batteries, and wait at least 3 minutes before performing any service.

Precautions for Removing Battery Terminal

- With the adoption of Auto ACC function, ACC power is automatically supplied by operating the Intelligent Key or remote keyless entry or by opening/closing the driver side door. In addition, ACC power is supplied even after the ignition switch is turned to the OFF position, i.e. ACC power is supplied for a certain fixed time.
- When disconnecting the 12V battery terminal, turn off the ACC power before disconnecting the 12V battery terminal, observing "How to disconnect 12V battery terminal" described below.



NOTE:

Some ECUs operate for a certain fixed time even after ignition switch is turned OFF and ignition power supply is stopped. If the battery terminal is disconnected before ECU stops, accidental DTC detection or ECU data damage may occur.

• For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.

WNOTE:

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

• After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.



The removal of 12V battery may cause a DTC detection error.

HOW TO DISCONNECT 12V BATTERY TERMINAL

Disconnect 12V battery terminal according to instruction described below.

- 1. Open the hood.
- 2. Turn ignition switch to the ON position.
- 3. Turn ignition switch to the OFF position with the driver side door opened.
- 4. Get out of the vehicle and close the driver side door.
- 5. Wait at least 3 minutes.

CAUTION:

While waiting, never operate the vehicle such as locking, opening, and closing doors. Violation of this caution results in the activation of ACC power supply according to the Auto ACC function.

6. Remove 12V battery terminal.

CAUTION:

After installing 12V battery, always check self-diagnosis results of all ECUs and erase DTC.