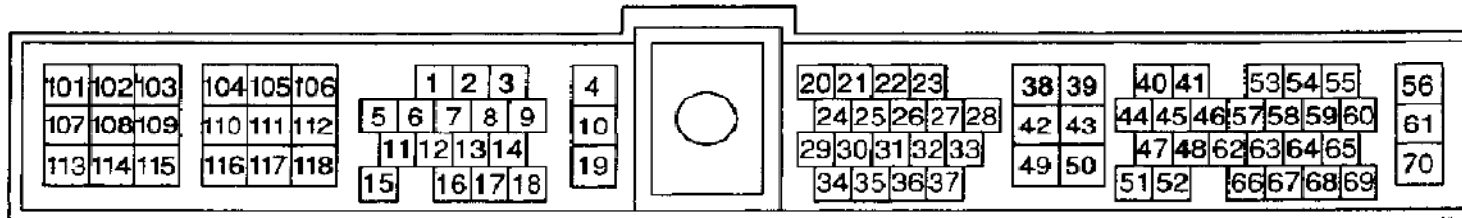

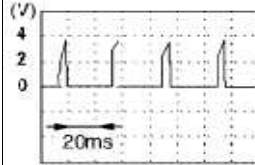

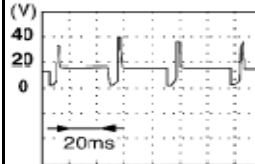

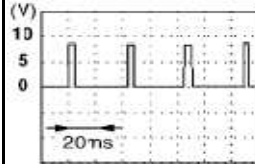
























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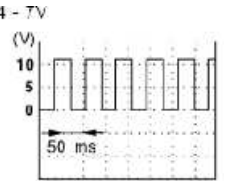














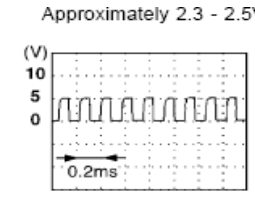
by jserrano (www.nissanclub.com)


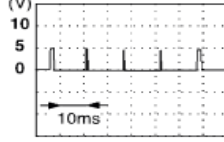





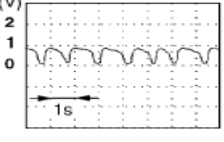









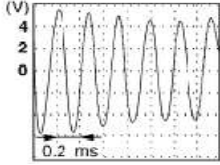
















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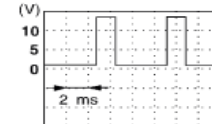

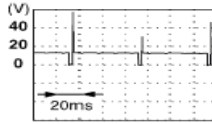


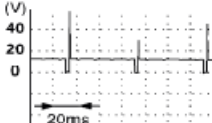


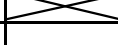
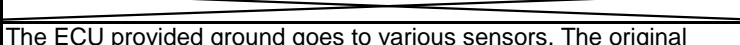



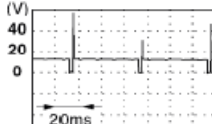


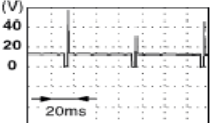
Pin	Color	Name	Symbol	Description	Signal
1	 W/B	Ignition Signal	IGN	This pulse signal drives the base of the ignition power transistor and switches it ON and OFF. The power transistor will then in turn cycle the primary side of the ignition coil ON and OFF.	
2	 OR/B	Ignition Check	IGNCK	This ignition signal is a feedback for the ECU to monitor the status of the primary ignition system.	
3	 L/OR	Tachometer	TACHO	This pulse signal drives the tachometer in the instrument cluster.	
4	 W/G	ECM Relay Ground (self-shutoff)	SSOFF	The ECU will provide this ground to the ECM Relay when the ignition switch is set to ON (sensed on pin 36). When the ignition switch is switched OFF, power will drop out from pin 36 and the ECU will then provide battery voltage to this relay to put the ECU in standby. It take a few seconds for the ECU to go into standby.	0 - 1V BATTERY VOLTAGE (11 - 14V)
5	 L	EVAP canister purge volume control solenoid valve	EVAP	The ECU controls the duty cycle of this solenoid so that a certain amount of fuel vapors can flow from the EVAP canister, through it, and finally enter the intake manifold.	BATTERY VOLTAGE (11 - 14V)
6	 B/P	Fuel Pump Relay	FPR	This ECU provided ground enables the fuel pump relay during fuel pump priming (5 seconds) or while the engine is running. The <u>only</u> time is goes to battery voltage is after the fuel pump priming function.	Approximately 0.8V
7	 PU	A/T Check Signal	ATCK	This line is used by the ATCU to inform the ECU when it has encountered a problem. In which case, the ATCU will set the O/D light while the ECU with set the Check Engine light.	0 - 4.0V
8					
9	 GY/R	Air conditioning Triple-pressure switch	ARCON	This signal informs the ECU when the A/C liquid tank is under- or over-pressurized. It also controls the cooling fans operation to equalize the pressure buildup.	Triple-pressure position, ON: 0.1V, OFF: ~6.0V - 10.0V










10	 B	ECM Ground	GND-I	The ECU provided ground goes to various sensors. The original ground comes from two engine grounding points located at the topside of the upper intake manifold.	Engine ground
11					
12					
13	 LG	Cooling Fan Relay (high speed)	RFRH	The ECU will provide ground to this relay when it needs to operate the cooling fans at high speed. Also, it will provide battery voltage to this relay when it needs to turn OFF the cooling fans.	0.7V BATTERY VOLTAGE (11 - 14V)
14	 LG/R	Cooling Fan Relay (low speed)	RFRL	The ECU will provide ground to this relay when it needs to operate the cooling fans at low speed. Also, it will provide battery voltage to this relay when it needs to turn OFF the cooling fans.	0.7V BATTERY VOLTAGE (11 - 14V)
15	 R/Y	Air Conditioner Relay	ACRLY	The ECU will provide ground when both the A/C and blower fan switches are turned ON. It will provide battery voltage when it needs to turn OFF the relay.	0.7V BATTERY VOLTAGE (11 - 14V)
16					
17					
18	 OR/L	Malfunction Indicator Lamp	LED-R	This wire turns on the MIL. It flashes when the ECU is set to diagnostic mode, set to oxygen sensor testing, or the engine is misfiring. It is normally turned OFF by applying battery voltage.	Approximately 0.1V BATTERY VOLTAGE (11 - 14V)
19	 B	ECM Ground	GND-I	The ECU provided ground goes to various sensors. The original ground comes from two engine grounding points located at the topside of the upper intake manifold.	Engine ground
20	 B/Y	Start Signal	STSW	The ignition switch provides battery power to this pin to tell the ECU to go into START mode.	Approximately 0.1V BATTERY VOLTAGE (11 - 14V)
21	 L/OR	Air Conditioner Switch	A/C SW	This signal informs the ECU whether the A/C is switched ON (~0.1V). The origination of this signal is as follows: The blower fan switch provides a ground when the fan speed switch is set to anything other than OFF. When the A/C switch is also turned ON this signal reaches the Thermal Control Amp. The TCA switches this signal ON and OFF based on evaporator temperature. This signal finally travels through the triple-pressure switch to reach the ECU.	A/C switch position, ON: 0.1V, OFF: ~11-14V
22	 G/OR	Park/Neutral Position Switch	PNPSW	The ECU senses this signal via the Park/Neutral Position (PNP) switch.	Gear selector position, Neutral: 0.1V, not-Neutral: ~5.0V
23	 Y	Throttle Position Sensor	TVI1	This DC voltage varies with the position of the throttle plate. The ECU sends a 5 volts reference to this sensor and then senses how much of it comes back from this line. This voltage represents the angular degrees of opening (max=90 degrees).	0.3 - 4.0V
24	 Y/B	Automatic Transmission Data Line #1	DT1	This A/T data transmission line #1 is used in conjunction with DT2 & DT3 to control the smooth shifting up and down of the AT during hard acceleration and deceleration.	6 - 8V
25	 LG/B	Power Steering Pressure Switch	PWST	The ECU senses this switch to detect when the steering wheel is turning. At low speeds, it will quickly increase the idle to compensate for the additional engine load.	Steering wheel position, Turning: 0.1V, Straight: > 4.4V

26	 PU/R	Vehicle Speed Sensor	VSP	The vehicle speed sensor is installed in the transaxle. It sends a signal to the speedometer, which will in turn sends it out to the ECU, ATCU, and cruise control unit.	
27	 Y	Throttle Position Switch (Closed)	IDLE	This switch tells the ECU whether the throttle plates are closed or not. It is only used when the TPS has failed and the ECU needs a mean to control the EVAP canister purge volume control solenoid valve.	Approximately 0.1V BATTERY VOLTAGE (11 - 14V)
28	 R/Y	Intake Air Temperature Sensor	TA	This DC voltage varies with the intake air temperature. The voltage decreases as the intake air temperature rises. This sensor is only used for diagnostics, not for air/fuel mixture control.	0 - 5.0V
29	 Y/G	Automatic Transmission Data Line #2	DT2	This A/T transmission line #2 is used in conjunction with DT1 & DT3 to control the smooth shifting up and down of the AT during hard acceleration and deceleration.	6 - 8V
30	 Y/R	Automatic Transmission Data Line #3	DT3	This A/T data transmission line #3 is used in conjunction with DT1 & DT2 to control the smooth shifting up and down of the AT during hard acceleration and deceleration.	0V
31					
32	 LG/R	Nissan Anti-theft System (NATS)	IMLINE	This signal is detected when a properly registered ignition key is inserted into the ignition key cylinder (IMMU). The IMMU will in turn sync up with the ECU so that the engine can be started and turned ON.	
33	 GY	Throttle Position Sensor	TVI1	This DC voltage varies with the position of the throttle plate and represents the angular degrees of opening (max=90 degrees). This signal is solely provided for the ATCU. .	0.4 - 5.0V
34					
35					
36					
37	 Y/G	Ambient Air Temperature Switch	TASW	Detects ambient air temperature cutoff of 68°F during idle.	0V when idling > (68°F) 8V when idling < (68°F)
38	 R	Ignition Switch	IGNSW	The ignition switch provides battery power to this pin to tell the ECU that the ignition switch is ON or STARTing.	Approximately 0.1V BATTERY VOLTAGE (11 - 14V)
39	 B	ECM Ground	GND-C	The ECU provided ground goes to various sensors. The original ground comes from two engine grounding points located at the topside of the upper intake manifold.	Engine ground
40	 B/W	Camshaft Position Sensor (Position signal)	POS	The pulse signal represents the 1° rotation of the crankshaft. There are 360 slits of a photo diode/sensor disc (Optraonic) inside the distributor.	Approximately 2.3 - 2.5V 

41	 L	Camshaft Position Sensor (Reference signal)	REF	The pulse signal represents the TDC of all cylinders. The #1 cylinder is differentiated by a long pulse width. This signal is referred to a 180° signal. It originates from 4 slits of a photo diode/sensor disc (Optronic) inside the distributor. This wire is also paired up with pin 42.	 <p>0.2 - 0.4V</p>
42		ECM Ground	GND-C	The ECU provided ground goes to various sensors. The original ground comes from two engine grounding points located at the topside of the upper intake manifold.	Engine ground
43	 B	ECM Ground	GND-C	The ECU provided ground goes to various sensors. The original ground comes from two engine grounding points located at the topside of the upper intake manifold.	Engine ground
44		Fuel Level Sensor	FGAGE+	The signal informs the ECU whether there is a problem with the fuel level sensor.	0 - Approximately 4.5V
45	 G/L	Fuel Level Sensor	FGAGE+	The signal informs the ECU whether there is a problem with the fuel level sensor.	0 - Approximately 4.5V
46	 W	Front Heated Oxygen Sensor	O2	When the ECU enters O2 sensor mixture feedback called closed loop, it will continuously monitor that this sensor's output voltage swings between 0 -1 volts. When the engine is running at stoichiometric (AFR = 14.7), it should swing at least five (5) times across the centerline of 0.5 volts (500 mV) within ten (10) seconds. Changes outside these parameters causes the ECU to identify areas needing long term fuel trim corrections.	 <p>0 - Approximately 1.0V</p>
47	 BR	Mass Airflow Sensor	QA+	This DC voltage signal carries the representation of the amount of intake air flow sensed by the MAF hot-wire. The value varies with engine speed and is sent to the ECU for calculating fuel and ignition requirements.	0.8 - 3.0V
48	 B/R	Mass Airflow Sensor Ground	QA-	This ground is provided by the ECU solely for the MAF.	0.005 - 0.02V
49	 W/R	Sensors' Power Supply	TPSPS	This is the 5V reference that the ECU provides various sensors.	Approximately 5.0V
50	 B	ECM Sensors' Ground	GND-A	The ECU provided ground goes to various sensors. The original ground comes from two engine grounding points located at the topside of the upper intake manifold.	Engine ground
51	 BR/Y	Engine Coolant Temperature Sensor	TW	This DC voltage varies with the engine coolant temperature. The voltage decreases as the coolant temperature rises.	0 - 5.0V
52	 W	Rear Heated Oxygen Sensor	O2SR	This signal provides the ECU and indication of the state of the three-way catalytic (TWC) converter functionality. With a fully warmed up system this signal will swing and follow what the front oxygen sensor is doing.	0 - Approximately 1.0V

53	 BR	Crankshaft Position Sensor	RGC/S	The CKP provides the ECU a crank rotation signal so that it can monitor for an engine misfire. It compares the CMP reference signal to determine which cylinder caused the misfire. This is purely used for diagnostic and do not affect air/fuel mixture control.		Approximately 0V
54	 W	Knock Sensor	KS	This wire is held steady at about 2.5V. When an audible knock is heard it will inform the ECU of the event. The level of knock spikes determine the knock intensity.		Approximately 2.5V
55	 L/R	Rear Window Defogger Relay	R/DEF	The ECU senses the rear window defogger relay to determine when the defoggers are operating so that it can make adjustments to the added electrical load.		Approximately 0.1V
56	 W/R	Power Supply for ECM	VB	This power comes from the ECM relay to energize the ECM, and the MAF and CMP sensors. It is available when the ignition switch is set to ON. This wire is also paired with pin 61.		BATTERY VOLTAGE (11 - 14V)
57	 W					
58	 L/B	Data Link Connector for GST	KLINE	This line is used by an Onboard Diagnostic II (OBD2) generic scan tools to read out ECU engine operating parameters.		Approximately 9V
59	 LG/R	Blower Fan Switch	H/FAN	The ECU senses the blower fan switch to determine when the AC is operating so that it can make adjustments to the added electrical and mechanical load.		Approximately 0.1V
60	 BR	Headlamp Switch	H/LAMP	The ECU senses the lighting switch to determine when the headlamps are operating so that it can make adjustments to the added electrical load.		BATTERY VOLTAGE (11 - 14V)
61	 W/R	Power Supply for ECM	VB	This power comes from the ECM relay to energize the ECM, and the MAF and CMP sensors. It is available when the ignition switch is set to ON. This wire is also paired with pin 56.		BATTERY VOLTAGE (11 - 14V)
62	 L/Y	EGR temperature sensor	EGRTS	The EGR temperature sensor senses the exhaust gas stream to determine EGR exhaust flow related issues.		< 4.5 when EGR is OFF. 0V - 1.5V when EGR is ON.
63	 LG/R	Fuel tank temperature sensor	FTEMP	This DC voltage varies with the fuel tank fuel temperature.		Varies from 0 - 4.8V
64	 G/B	CONSULT Data Link Connector (Rx)	SCIRX	This is the data line used by the ECU to receive serial data from a Nissan CONSULT device.		0 - 14V
65	 GY/L	CONSULT Data Link Connector (Tx)	SCITX	This is the data line used by the ECU to transmit serial data from a CONSULT device.		3 - 9V
66	 W	Absolute Pressure Sensor (if equipped)	PRES	This sensor monitors the ambient air and intake manifold pressures.		~4.3V for 5 seconds after starting engine. Then falls to 1.3V during idle.
67	 W	EVAP Control System Pressure Sensor	FTPRES	This sensor monitors the pressure in the purge line leading into the intake manifold.		~3.4V
68	 B	Fuel Level Sensor Ground	FGAGE-	This is the ground signal for the fuel level sensor.		0V
69	 W					

70	 W/L	Power Supply (Back-up)	BATT	This battery power is provided to the ECU at all times. This wire is also paired up with pin 113.	BATTERY VOLTAGE (11 - 14V)
101	 SB	IACV-AAC Valve	ISC	This is the Idle Air Control Valve - Auxiliary Air Control Valve duty cycle signal that controls the idle speed.	1 - 12V 
102	 R/B	Injector #1	INJ#1	This is the ECU provided pulsewidth signal for injector #1.	BATTERY VOLTAGE (11 - 14V) 
103	 P	EGRC Solenoid Control Valve	EGR	This ECU provided ground enables the EGR solenoid valve. This will in turn let a vacuum signal pass through it to reach the EGR valve.	0.7V BATTERY VOLTAGE (11 - 14V)
104	 G/B	Injector #3	INJ#3	This is the ECU provided pulsewidth signal for injector #3.	BATTERY VOLTAGE (11 - 14V) 
105					
106	 B	ECM Ground	GND-E	The ECU provided ground goes to various sensors. The original ground comes from two engine grounding points located at the topside of the upper intake manifold.	Engine ground
107	 Y/B	Injector #2	INJ#2	This is the ECU provided pulsewidth signal for injector #2.	BATTERY VOLTAGE (11 - 14V) 
108	 PU	EVAP canister vent control valve	CDCV	This solenoid seals the EVAP canister. The ECU controls this solenoid in order to perform EVAP system leakage tests.	BATTERY VOLTAGE (11 - 14V)
109	 L/B	Injector #4	INJ#4	This is the ECU provided pulsewidth signal for injector #4.	BATTERY VOLTAGE (11 - 14V) 

110	 R/Y	Rear Heated Oxygen Sensor	O2HR	This ground is provided by the ECU to turn ON the rear oxygen sensor heater so that the sensor quickly reaches normal operating temperature.	~11-14V when engine is stopped or over 3000 rpm, otherwise is will be at 0.04V.
111					
112	 B	ECM Ground	GND-E	The ECU provided ground goes to various sensors. The original ground comes from two engine grounding points located at the topside of the upper intake manifold.	Engine ground
113	 W/L	Current Return	CRTN	This battery power is provided to the ECU at all times. This wire is also paired up with pin 70.	BATTERY VOLTAGE (11 - 14V)
114					
115	 OR	Front Heated Oxygen Sensor	O2HF	This ground is provided by the ECU to turn ON the front oxygen sensor heater so that the sensor quickly reaches normal operating temperature.	~11-14V when engine is stopped or over 3600 rpm, otherwise is will be at 0.04V.
116					
117	 PU/R	Vacuum Cut Valve Bypass Valve	VCBV	This ECU controls this valve to allow vacuum to reach the fuel tank when testing for sealing functions.	BATTERY VOLTAGE (11 - 14V)
118	 B	ECM Ground	GND-E	The ECU provided ground goes to various sensors. The original ground comes from two engine grounding points located at the topside of the upper intake manifold.	Engine ground

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Circuit Diagram

