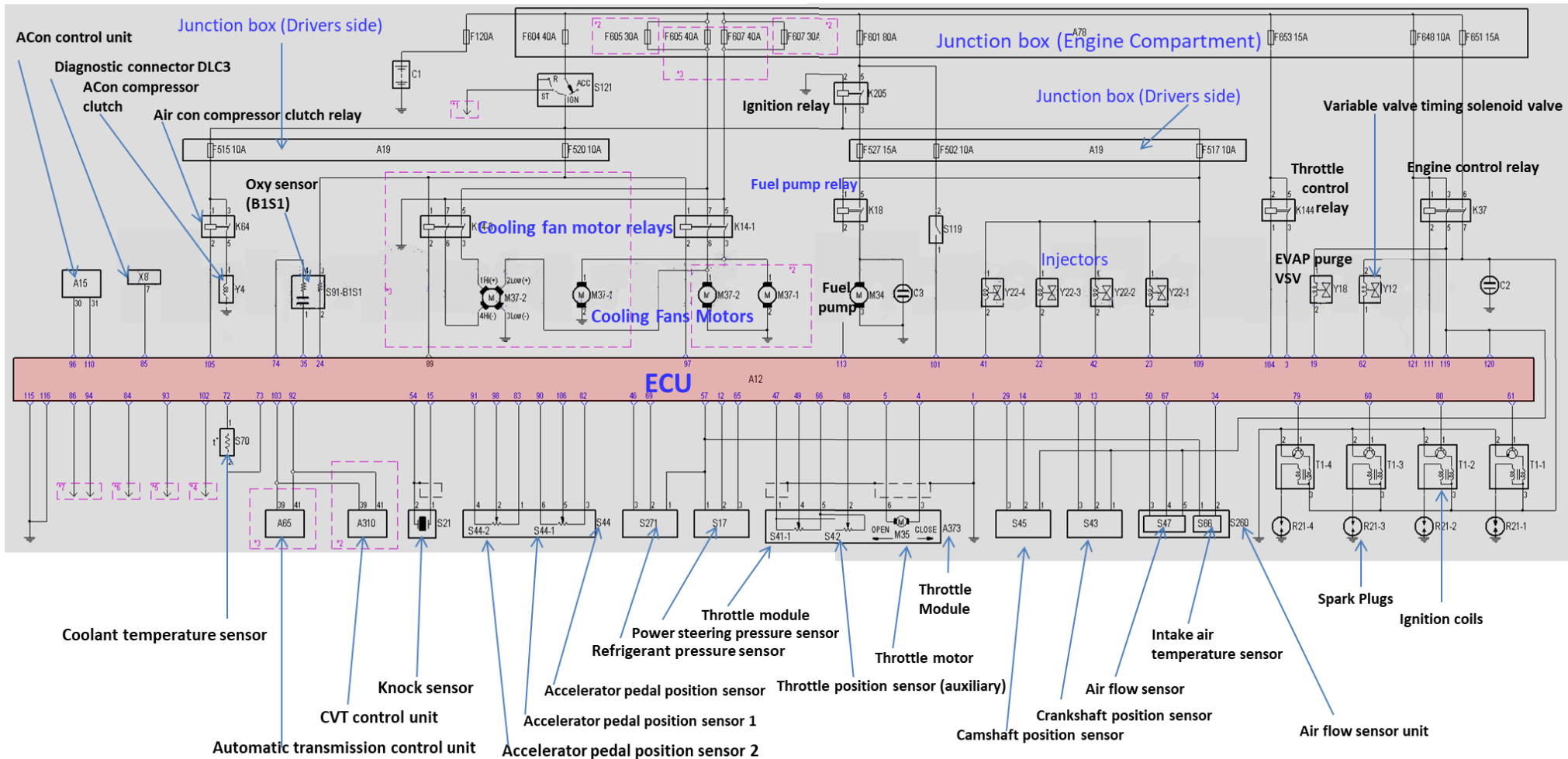
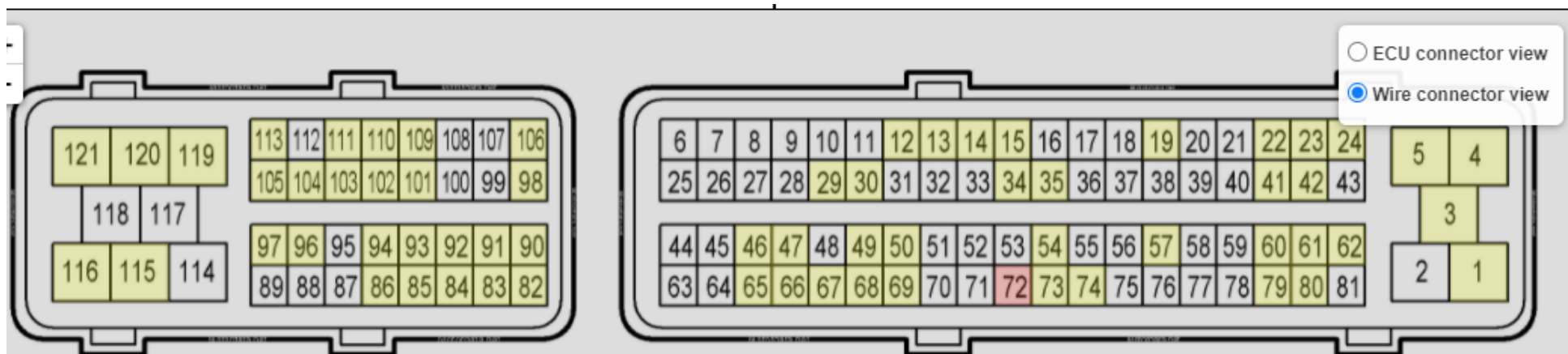
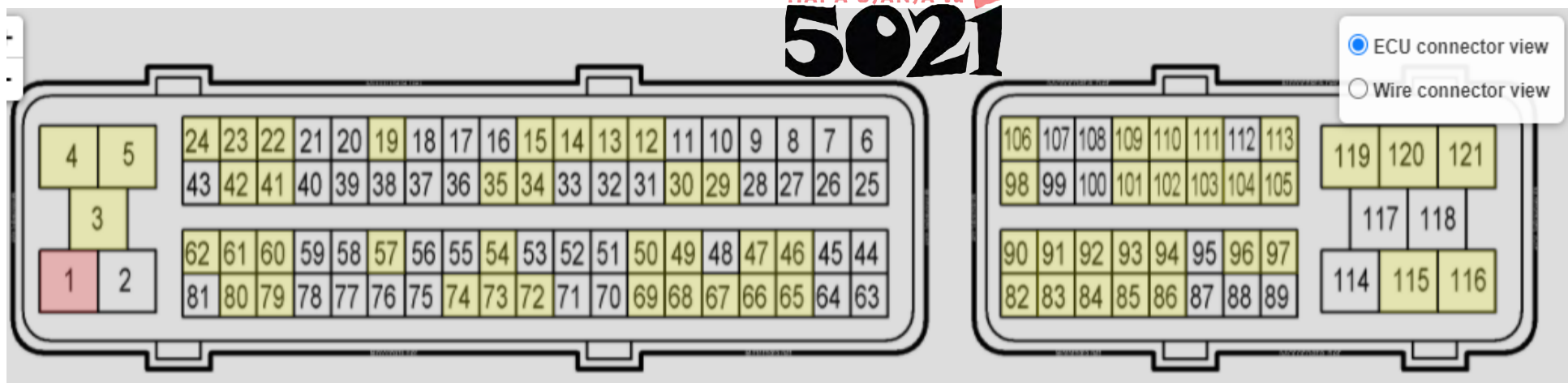


Nissan Serena 2003 – 2005 ECU Wiring connections Diagram





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Pin	Value	Test condition
1. Engine control unit Ground		
3. Throttle control relay (pwr supply)	10-14v	Engine running
4 Throttle motor	(M: X - 1 msec, Y - 5 V)	Ignition ON. Engine stopped - Shift lever is not at P or N range. - Accelerator pedal: released
5. Throttle motor	(M: X - 1 msec, Y - 5 V)	Ignition ON. Engine stopped - Shift lever is not at P or N range. - Accelerator pedal fully depressed
12. Power steering pressure sensor (signal)	0.5-4.2 V	Engine is running - Steering wheel: rotates and when not rotating
13. Crankshaft position sensor	(M: X - 5 msec, Y - 5 V)	Engine warmed up. Idling also @ 2000rpm
14. Camshaft position sensor (signal)	(M: X - 20 msec, Y - 5 V)	Engine warmed up. Idling also @ 2000rpm
15. Knock Sensor	0-2 V	Engine is running
19. EVAP purge VSP	10-14 V	Engine warmed up. Idling
19 EVAP purge VSP	(M: X - 20 msec, Y - 10 V)	about 2000 rpm
22-23 Injector control signal		
24. Oxygen sensor B1S1 9Heater)	10-14 V	Engine speed 3600 rpm
29 Camshaft position sensor ground	about 0 V	Constant
30 Crankshaft position sensor (Ground)	about 0 V	Constant
34. Intake air temperature sensor	about 1.2 V	Intake air temperature 80°C
34. Intake air temperature sensor	about 3.5 V	Intake air temperature 20°C
35. Oxygen sensor B1S1 (heater)	0.1-0.4 V - 0.6-0.9 V (M: X - 1 sec, Y - 0.5 V)	Engine warmed up. Idling & at 2000rpm
41-42 Injector control signal	(M: X - 20 msec, Y - 10 V)	Engine warmed up. Idling & at 2000rpm
46. Refrigerant pressure sensor (Pwr supply)	about 5 V	Ignition ON. Engine is running
47. Throttle control sensor (pwr supply)	about 5 V	Ignition ON. Engine is running
49. Throttle control sensor Channel 1	below 4.75 V	Ignition ON. Engine stopped - Shift lever is not at P or N range. - Accelerator pedal fully depressed
49. Throttle control sensor Channel 1	above 0.36 V	Ignition ON - Engine not running - Shift lever is not at P or N range. - Accelerator pedal released
50. Air flow sensor (signal)	about 1.2 V	Engine warmed up. Idling
50. Air flow sensor (signal)	about 0.4 V	Ignition ON
50. Air flow sensor (signal)	about 1.4-1.7 V	about 2000 rpm
54. Knock sensor Ground	about 0 V	Constant
57 Sensors Ground (pwr steering pressure sensor/ refrigerant pressure sensor)		
60. 61, 79, 80 Ignition coil	(M: X - 20 msec, Y - 2 V)	Engine warmed up. Idling also about 2000 rpm also pin 61
62. Variable Valve timing solenoid valve	10-14 V	Engine warmed up. Idling
62. Variable Valve timing solenoid valve	(M: X - 2 msec, Y - 10 V)	Engine speed increase quickly
65. Pwr steering pressure sensor (pwr supply)	about 5 V	Ignition ON. Engine is running
66. Throttle position sensor pwr supply	about 0 V	Constant
67 Air flow sensor (Ground)		
68. Throttle position sensor	below 4.75 V	Ignition ON - Engine not running - Shift lever is not at P or N range. - Accelerator pedal released
68. Throttle position sensor	above 0.36 V	Ignition ON. Engine stopped - Shift lever is not at P or N range. - Accelerator pedal fully depressed
69 Refrigerant pressure sensor (signal)	about 1.4 V	Idling. Air conditioner: ON
72 Coolant Temperature sensor	about 1.2 V	Coolant temperature 80°C
72. Coolant Temperature sensor	about 3.5 V	Coolant temperature 20°C
73. Coolant Temperature sensor (ground)	also 74 Oxygen sensor B1S1 (GROUND)	about 0 V Constant



Pin	Value	Test condition
79 80 Ignition coil	(M: X - 20 msec, Y - 2 V)	Engine warmed up. Idling also @ 2000rpm also 80
82,83 Accelerator pedal position sensor 1 &2	about 0 V	Constant also 83
84 Combination switch.	about 0 V	Light control switch: 'OFF'
84. Combination switch.	10-14 V	Light control switch: 'ON'
85. Diagnostic Connector DLC3	about 7.5 V	Diagnostic equipment not connected to diagnostic connector
85. Diagnostic Connector DLC3	5 V> 10-14 V	Diagnostic equipment connected to diagnostic connector
86. Can Data Bus (LOW)	(M: X - 5 msec, Y - 2 V)	Engine is running
90,91 Accelerator pedal position sensor 1	about 5 V	Ignition ON. Engine is running also 91
92. 3.9-4.7 V	- Ignition ON. Engine not running - Accelerator pedal: fully depressed	
92. 0.5-1.0 V	Ignition ON. Engine not running - Accelerator pedal: released	
93, Defogger switch		
94. CAN Data Bus (HIGH)	(M: X - 5 msec, Y - 2 V)	Engine is running
96. Blower Motor – signal		
97 cooling fan motor relay 1 (LOW) (Control signal)		
98. Accelerator pedal position sensor Channel 2 (Signal)	1.95-2.4 V	Ignition ON. Engine not running - Pedal: fully depressed
98. Accelerator pedal position sensor Channel 2 (Signal)	0.15-0.6 V	Ignition ON. Engine not running - Accelerator pedal: released
101 Stop Lamp switch	10-14 V	Brake pedal: depressed
101. Stop Lamp switch	about 0 V	Brake pedal: not depressed
102 Selector position start inhibitor switch	about 0 V	Selector in P or N
102. Selector position start inhibitor switch	10-14 V	Shift lever is not at P or N range.
103. Engine speed output signal	(M: X - 50 msec, Y - 2 V)	Engine warmed up. Idling & about 2000 rpm
104. Throttle control relay	10-14 V	Any conditions, except: - Ignition ON - Engine is running
104. Throttle control relay	about 0.8 V	Ignition ON. Engine is running
105 Air conditioner compressor clutch relay		
106 Accelerator Pedal position sensor channel 1 (signal)	0.5-1.0 V	Ignition ON. Engine stopped - Accelerator pedal: released
106 Accelerator Pedal position sensor channel 1 (signal)	3.9-4.7 V	Ignition ON. Engine not running - Accelerator pedal: fully depressed
109. Ignition Switch	about 0 V	Ignition switch: OFF
109. Ignition Switch	10-14 V	Ignition ON. Engine is running
110 Air conditioner switch		
111 Engine control relay	10-14 V	Ignition switch: OFF
111 Engine control relay	about 0.9 V	Ignition ON. Engine is running
113 Fuel pump relay signal	about 0.9 V	In 1 s after ignition ON
113 Fuel pump relay signal	10-14 V	Ignition switch: OFF - Within 1 s after ignition ON
113 Fuel pump relay signal	about 0.9 V	When cranking
115 Engine control unit (GROUND)	about 0 V	Constant
116 Engine control unit (GROUND)	about 0 V	Constant
119 Engine control unit (Power supply)	10-14 V	Ignition ON. Engine is running
120 & 121 same as 119		

