

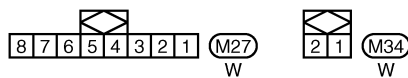
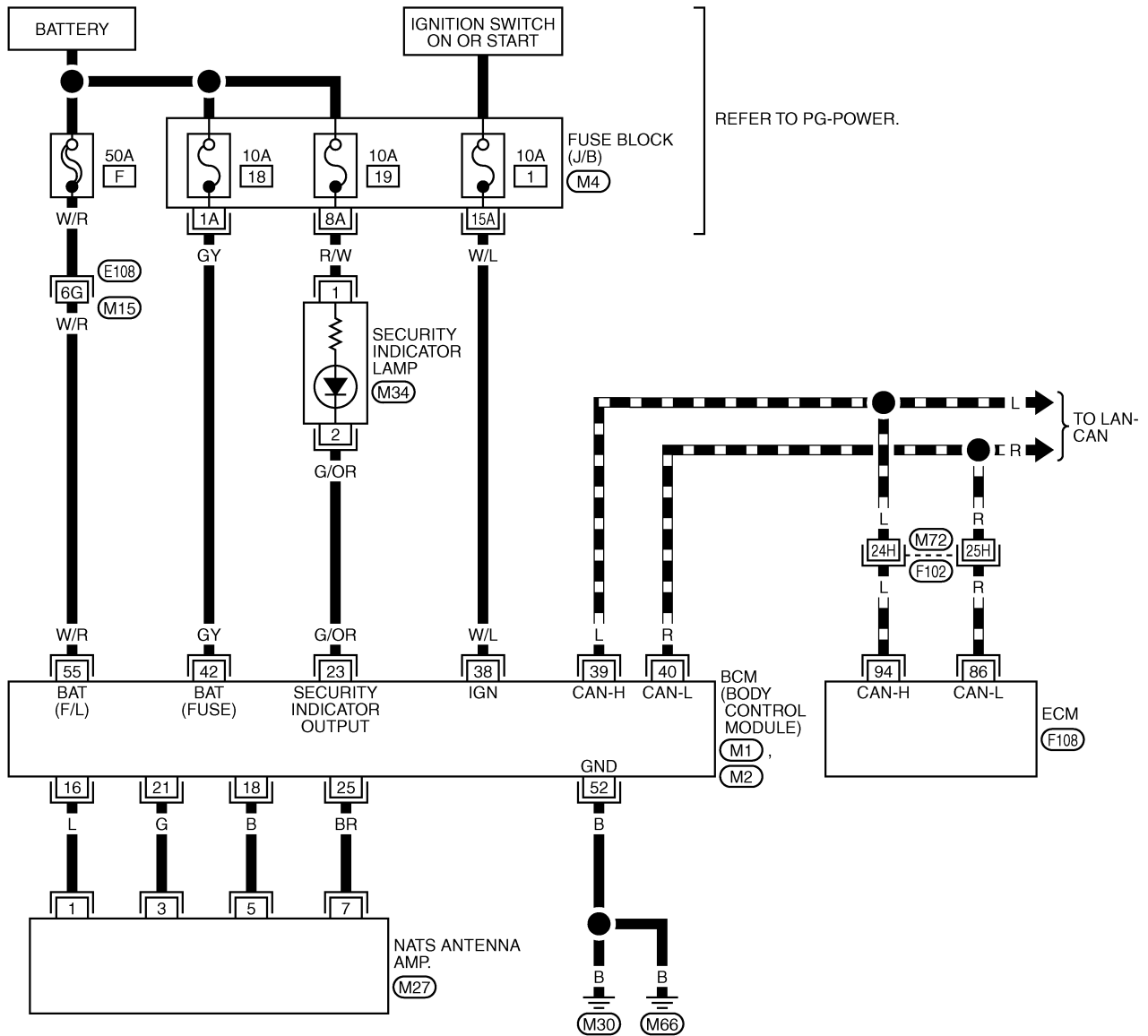
IVIS (INFINITI VEHICLE IMMOBILIZER SYSTEM-NATS)

Wiring Diagram — NATS —

AIS004BT

BL-NATS-01

DATA LINE



REFER TO THE FOLLOWING.

(E108), (F102) -SUPER MULTIPLE JUNCTION (SMJ)

(M4) -FUSE BLOCK-JUNCTION BOX (J/B)

(M1), (M2), (F108) -ELECTRICAL UNITS

TIWT0706E

IVIS (INFINITI VEHICLE IMMOBILIZER SYSTEM-NATS)

Terminals and Reference Value for BCM

AIS004BU

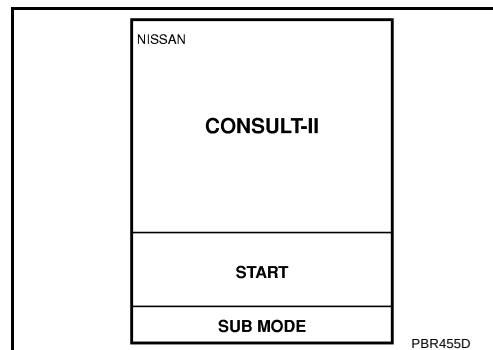
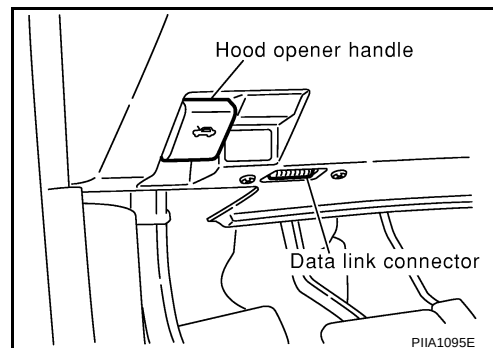
Terminal	Wire color	Item	Condition	Voltage [V] (Approx.)
16	L	NATS antenna amp.	Ignition switch: OFF → ON	0 → 5 (for 3 seconds)
18	B	NATS antenna amp.	—	0
21	G	NATS antenna amp.	Ignition switch (OFF → ON)	Just after turning ignition switch "ON": Pointer of tester should move.
23	G/OR	Security indicator lamp	Goes OFF → illuminates (Every 2.4 seconds)	Battery voltage → 0
25	BR	NATS antenna amp.	Ignition switch (OFF → ON)	Just after turning ignition switch "ON": Pointer of tester should move.
38	W/L	Ignition switch (ON or START)	Ignition switch (ON or START position)	Battery voltage
39	L	CAN-H	—	—
40	R	CAN-L	—	—
42	GY	Power source (Fuse)	—	Battery voltage
52	B	Ground	—	0
55	W/R	Power source (Fusible link)	—	Battery voltage

CONSULT-II

AIS004BV

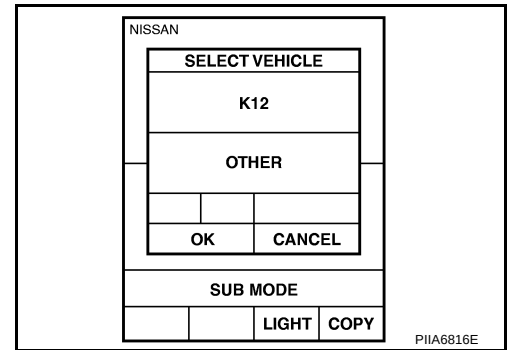
CONSULT-II INSPECTION PROCEDURE

1. Turn ignition switch OFF.
2. Insert IVIS (NATS) program card into CONSULT-II.
Program card : NATS (AEN02C)
3. Connect CONSULT-II and CONSULT-II CONVERTER to data link connector.
4. Turn ignition switch ON.
5. Touch "START".

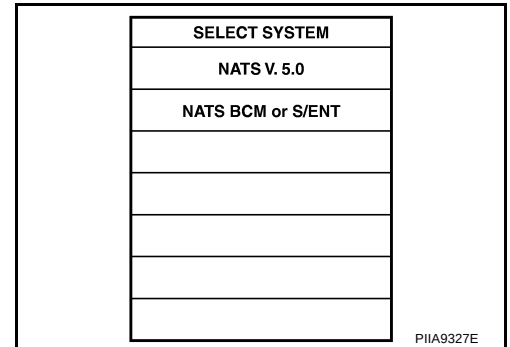


IVIS (INFINITI VEHICLE IMMOBILIZER SYSTEM-NATS)

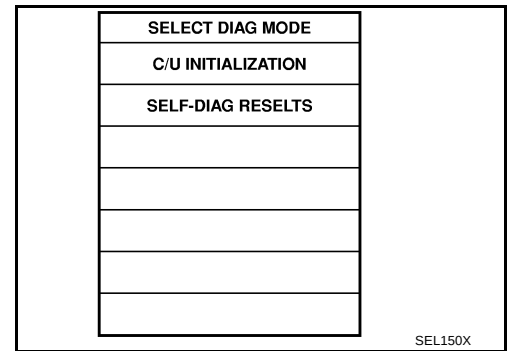
6. Touch "OTHER".



7. Select "NATS V.5.0".
If "NATS V5.0" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).



8. Perform each diagnostic test mode according to each service procedure.
For further information, see the CONSULT-II Operation Manual NATS-IVIS/NVIS.



CONSULT-II DIAGNOSTIC TEST MODE FUNCTION

CONSULT-II DIAGNOSTIC TEST MODE	Description
C/U INITIALIZATION	When replacing any of the following components, C/U initialization and re-registration of all NATS ignition keys are necessary. [(NATS ignition key/ BCM (NATS control unit)/ ECM*)]
SELF-DIAG RESULTS	Detected items (screen terms) are as shown in the chart. Refer to BL-138, "IVIS (NATS) SELF-DIAGNOSTIC RESULTS ITEM CHART" .

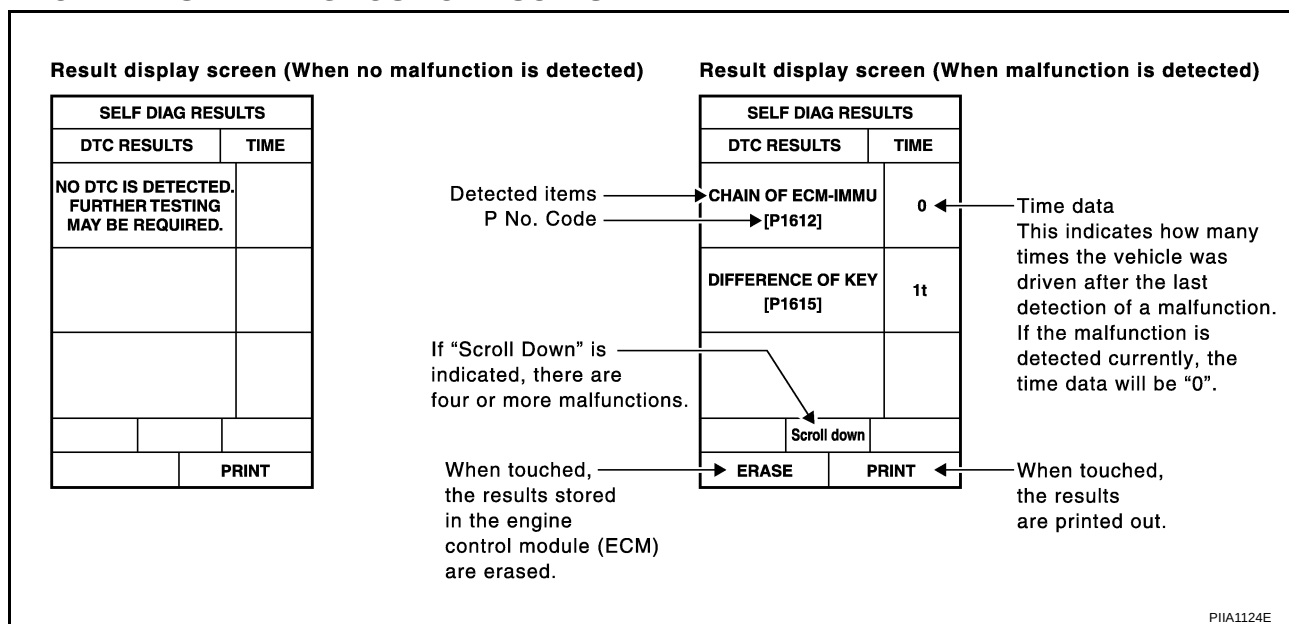
*: When replace ECM, refer to [BL-134, "ECM Re-Communicating Function"](#).

NOTE:

- When any initialization is performed, all ID previously registered will be erased and all NATS ignition keys must be registered again.
- The engine cannot be started with an unregistered key. In this case, the system will show "DIFFERENCE OF KEY" or "LOCK MODE" as a self-diagnostic result on the CONSULT-II screen.
- In rare case, "CHAIN OF ECM-IMMU" might be stored as a self-diagnostic result during key registration procedure, even if the system is not malfunctioning.

IVIS (INFINITI VEHICLE IMMOBILIZER SYSTEM-NATS)

HOW TO READ SELF-DIAGNOSTIC RESULTS



IVIS (NATS) SELF-DIAGNOSTIC RESULTS ITEM CHART

Detected items [IVIS (NATS) program card screen terms]	P No. Code (Self-diagnostic result of "ENGINE")	Malfunction is detected when.....	Reference page
CHAIN OF ECM-IMMU [P1612]	NATS MAL-FUNCTION P1612	Communication impossible between ECM and BCM (NATS control unit) In rare case, "CHAIN OF ECM-IMMU" might be stored during key registration procedure, even if the system is not malfunctioning.	BL-142
DIFFERENCE OF KEY [P1615]	NATS MAL-FUNCTION P1615	BCM (NATS control unit) can receive the key ID signal but the result of ID verification between key ID and BCM (NATS control unit) is NG.	BL-144
CHAIN OF IMMU-KEY [P1614]	NATS MAL-FUNCTION P1614	BCM (NATS control unit) cannot receive the key ID signal.	BL-144
ID DISCORD, IMM-ECM [P1611]	NATS MAL-FUNCTION P1611	The result of ID verification between BCM (NATS control unit) and ECM is NG. System initialization is required.	BL-146
LOCK MODE [P1610]	NATS MAL-FUNCTION P1610	When the starting operation is carried out five or more times consecutively under the following conditions, IVIS (NATS) will shift the mode to one which prevents the engine from being started. ● Unregistered ignition key is used. ● BCM (NATS control unit) or ECM's malfunctioning.	BL-149
DON'T ERASE BEFORE CHECK-ING ENG DIAG	—	All engine trouble codes except IVIS (NATS) trouble code has been detected in ECM.	BL-139