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NISSAN BULLETIN

2011-14 Nissan Juke Fuel Pressure Sensor Campaign Update – Interim Repair Procedure

Reference: R1418
Date: December 12, 2014

Attention: Dealer Principal, Sales, Service & Parts Managers

******* Dealer Announcement *******

On November 26, 2014 Nissan announced a **Stop Sale** and voluntary safety recall campaign on certain specific 2011-2014 Nissan Juke vehicles regarding the fuel rail pressure sensor, which are identified as **R1418** in SERVICE COMM. At that time, dealers were asked to **identify** and **hold** any affected vehicles in dealer inventory until the special tool and repair procedure becomes available. This dealer announcement is to communicate an interim repair procedure.

******* Interim Repair Procedure *******

PLEASE FOLLOW THE ATTACHED INSPECTION INSTRUCTIONS:

- When the vehicle has been repaired, submit the warranty claim and release the vehicle without further action.

The attached repair procedure can be used to repair dealer inventory and retailed vehicles. **This interim repair will be valid until December 23rd, 2014.** At that time we will provide the special service tool and a finalized campaign bulletin.

The **claims information** provided in this interim procedure **will also expire** on December 23, 2014. Dealers will be required to use new claims coding and flat rate time included in the finalized campaign TSB. Interim repair claims submitted on repair orders opened after December 23rd will suspend. Dealers will be required to resubmit with corrected claims coding in order to receive payment and close the campaign on this vehicle.

******* Flat Rate Time Notice *******

The interim procedure requires **no parts** and allows 0.6 hours flat rate time. Dealers can expect a decrease in the flat rate time on the final procedure. The special service tool provided will eliminate several steps in the process.

******* Special Tool *******

Special tools are expected to arrive at dealerships on December 23rd, 2014.

******* Inspection Procedure *******

This inspection procedure will be available on ASIST, Dealer360, and NNAnet.com.

- **ASIST** – Go to “Tech Support Info” on the left column of the ASIST opening page. Under “Tech Support Info”, select “Inventory Vehicle Actions”. A new window will open where you may access the technical procedures.
- **NNAnet.com** –This procedure can be found on NNAnet.com under My Documents in the following categories:
 - Parts>Campaigns>
 - Sales>Campaigns>
 - Service>Campaigns>

NISSAN NORTH AMERICA, INC.
Aftersales DIVISION

2011 - 2014 JUKE FUEL PRESSURE SENSOR

SERVICE PROCEDURE

WARNING: Some steps in this Service Procedure require reaching into a confined area of the engine compartment. The engine and related components should be cool enough to prevent a burn before performing steps that require contact with hot parts.

1. If equipped, write down the customer preferred settings for the ATC (Automatic Temperature Control) system. (Refer to the Service Manual as needed.)
2. Disconnect the negative battery cable.
3. Raise the vehicle.

4. Remove 3 bolts, shown in Figure 1, from the lower front fascia.

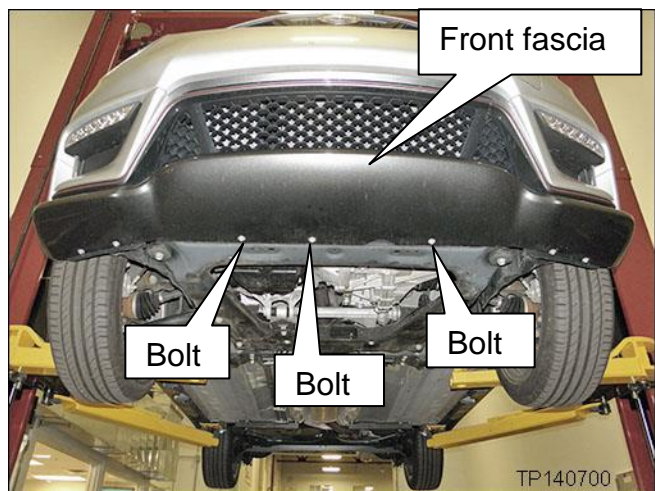


Figure 1

5. Disconnect the lower radiator hose/tube from the mounting bracket show in Figure 2.
 - Use a small flat blade screwdriver to push down and release the tab at the top of the bracket.

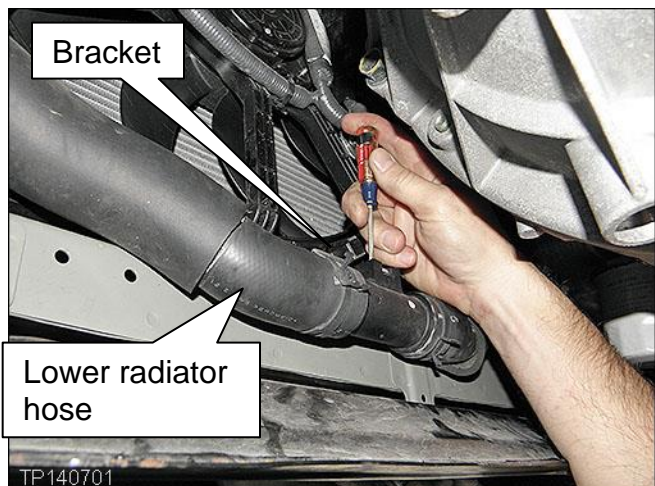


Figure 2

6. Disconnect the electrical harness mount, shown in Figure 3, from the side of the engine.
 - a. Look up between the engine and radiator.
 - b. Locate the harness mount shown in Figure 3.
 - c. Disconnect the mount from the side of the engine.

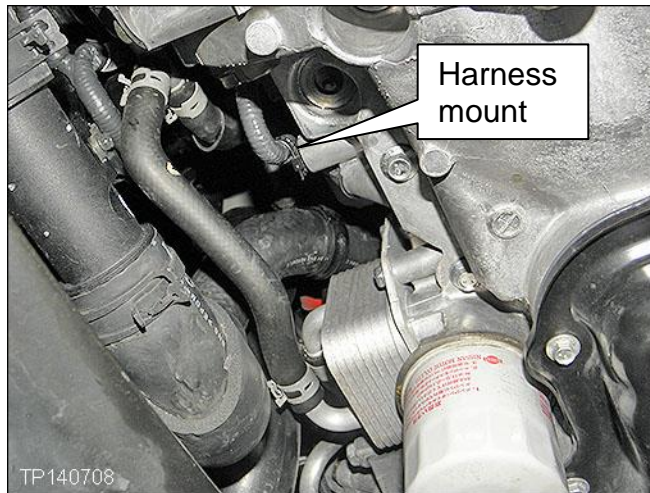


Figure 3

7. Disconnect the transmission cooler line from the hose clip shown in Figure 4.
 - a. Look up between the engine and radiator.
 - b. Locate the cooler line and hose clip shown in Figure 4.
 - c. Release the transmission cooler line from the clip.

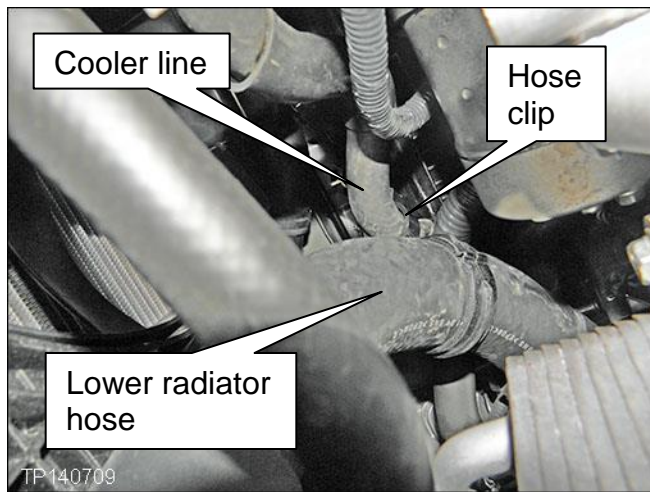


Figure 4

8. For CVT only: Remove the two cooler line mounting bolts shown in Figure 5.

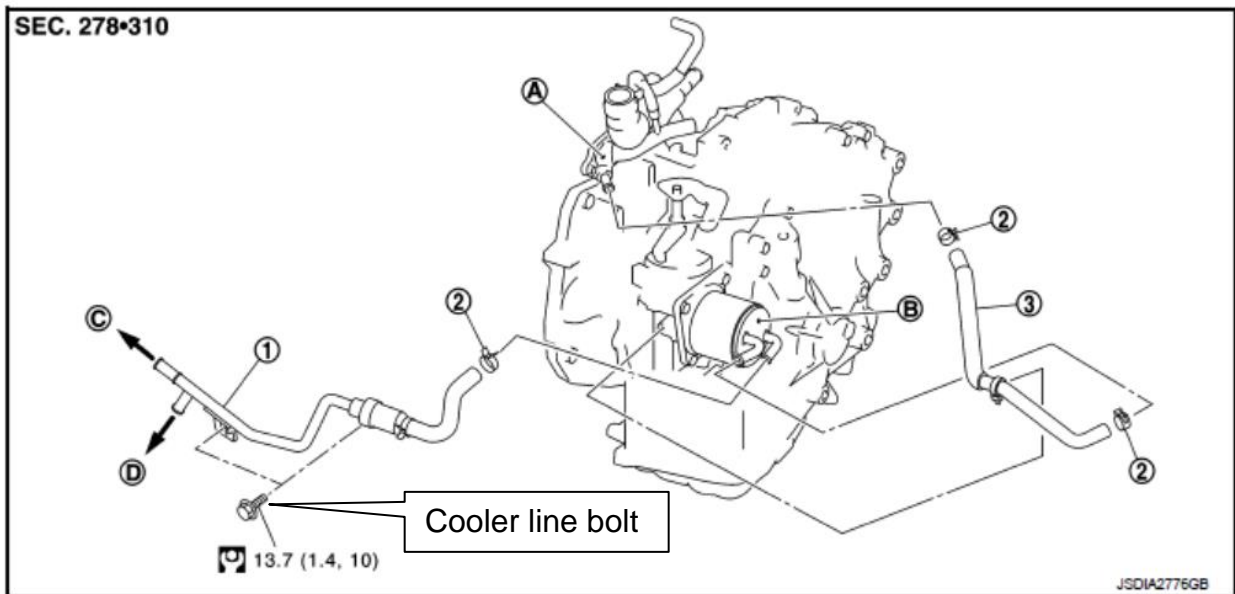


Figure 5

- One of the cooler line mounting bolts is shown in Figure 6.
- The second bolt is farther to the left (farther to the driver side) on the front of the transmission. Its location prohibits a photo, but it can be accessed and removed by reaching in front of the transmission.

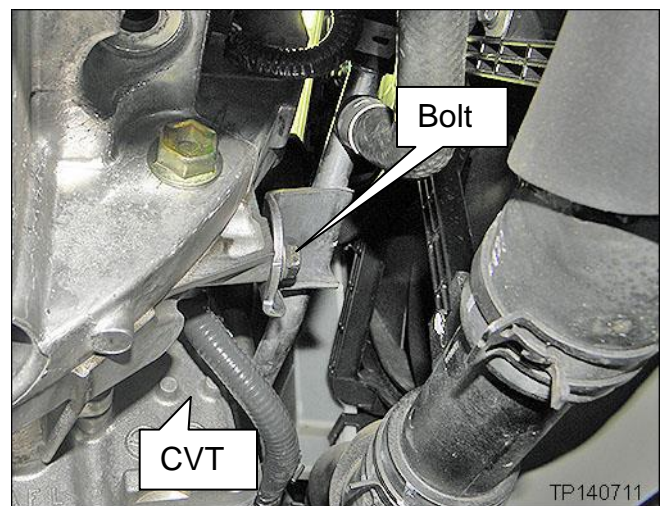


Figure 6

9. Position rolled up rags between the lower radiator hose and the lower radiator core support as shown in Figure 7.

- This will hold the radiator hose a few inches away from the lower core support.

10. Position rolled up rags between the lower front fascia and the sub-frame as shown in Figure 7.

- This will hold the fascia a few inches away from the sub-frame and give a line-of-sight to the fuel rail pressure sensor.

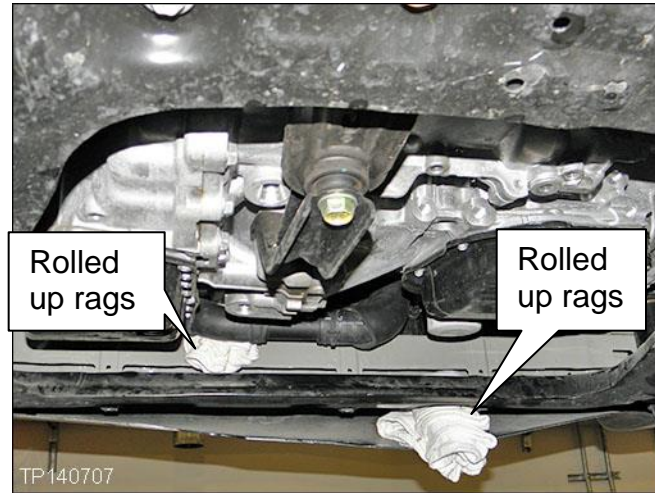


Figure 7

11. Look up between the lower core support and the sub-frame.

- As you look up toward the intake manifold you will see the fuel rail pressure sensor as shown in Figure 9 on the next page.
- Use lighting as needed.



Figure 8

12. Locate the fuel rail pressure sensor shown in Figure 9.

13. Disconnect the electrical connector from the fuel rail pressure sensor.

- Reach up between the radiator and the engine to disconnect the electrical connector.

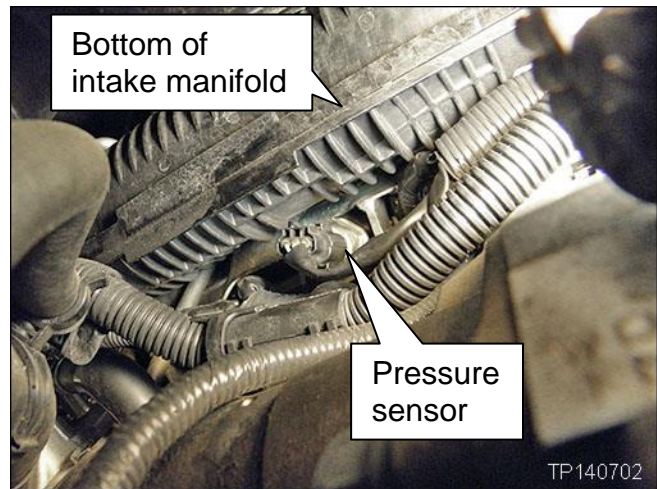


Figure 9

14. Prepare a 27 mm deep socket as shown in Figure 10.

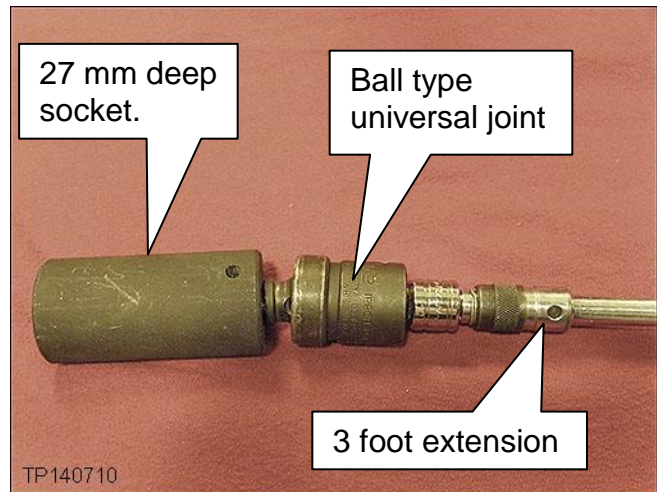


Figure 10

15. Position the 27 mm deep socket on the fuel rail pressure sensor as follows:

- a. Look up between the core support and the sub-frame.
- b. Slide the extension with socket between the engine and the radiator.
- c. With the extension; guide the 27 mm socket onto the sensor.



Figure 11

16. Attach a torque wrench to the end of the extension.

17. Torque the pressure sensor to:
50 N·m (5.1 kg-m, **35 ft-lb**)



Figure 12

18. Reconnect the electrical connector onto the fuel rail pressure sensor.

19. For CVT: Reinstall the two cooler line mounting bolts.

20. Reconnect the transmission cooler line to the hose clip.

21. Reconnect the electrical harness mount to the side or the engine.

22. Reinstall the lower radiator hose/tube onto the mounting bracket.

23. Reinstall 3 bolts into the lower front fascia.

24. Reconnect the battery negative cable.

25. Reinitialize each auto-up power window as follows.

- a. Turn the ignition ON.
- b. Open the window all the way DOWN.
- c. Pull all the way UP on the switch and HOLD (close the window completely).
- d. Continue to HOLD for 4 seconds.
- e. Confirm that auto up/down operates correctly.
- f. Repeat the process on all windows with the auto up function.

26. If equipped, reset the customer settings for the ATC (Automatic Temperature Control) system. (Refer to the Service Manual as needed.)

27. Re-set the clock.

END

CLAIMS INFORMATION

Submit a Campaign (CM) line claim using the following claims coding:

CAMPAIGN (CM) ID #	DESCRIPTION	OP CODE	FRT
R1418	Re-torque fuel pressure sensor	R14180	0.6 hrs.

