



SERVICE BULLETIN

Classification:

EI10-017B

Reference:

NTB10-066B

Date:

January 26, 2022

CAN COMMUNICATION CODES – DIAGNOSTIC TIPS AND GUIDELINES

This bulletin has been amended. See **AMENDMENT HISTORY** on the last page.
Please discard previous versions of this bulletin.

APPLIED VEHICLES: All 2005-2022 Nissan vehicles except:

- 2022 Pathfinder (R53)
- 2021-2022 Rogue (T33)
- 2020-2022 Sentra (B18)

SERVICE INFORMATION

Related to communication codes **U1000, U1001, U1002, U1010**:

- **Always** diagnose the communication codes first.
- When a module reports a U1000 code, it is typically operating normally; however, there is a communication error external to that module on the CAN network.
- U1000 indicates an error. V-CAN diagram or CAN Diag Support Monitor provides data to determine the location of the error.

Step 1

Complete the CAN diagnosis with CONSULT-III plus (C-III plus).

- Ensure the correct CAN type is selected. Selecting the incorrect CAN type will lead to mis-diagnosis.

Step 2

View the V-CAN screen (shown on page 3) or print all CAN Diag Support Monitors (shown on page 4).

Nissan Bulletins are intended for use by qualified technicians, not 'do-it-yourselfers'. Qualified technicians are properly trained individuals who have the equipment, tools, safety instruction, and know-how to do a job properly and safely. **NOTE:** If you believe that a described condition may apply to a particular vehicle, DO NOT assume that it does. See your Nissan dealer to determine if this applies to your vehicle.

Step 3

Read the V-CAN diagram using the key provided **OR** reference the appropriate Electronic Service Manual (ESM) to analyze the CAN Diag Support Monitor data. Determine the incident according to the display.

Step 4

If V-CAN diagnosis is not available or inconclusive, refer to the basic CAN diagnostic guidelines shown on pages 6-13. These represent electrical values of the CAN system measured at the Data Link Connector or connectors at non-termination units.

To properly perform these basic checks:

- The battery should be disconnected for resistance checks.
- The ignition should be OFF.

Tips if a control module is the suspected root cause:

- Improper module configuration or incorrect part numbers may set CAN DTCs.
- Low battery voltage may set CAN DTCs.
- **Always** confirm the power, ground, and CAN resistance at a suspect module before replacing the module. Resistance should be close to 60 ohms at the module (measured with the battery disconnected). The resistance at terminating modules should be close to 120 ohms. Examples of terminating modules include IPDM, ECM, or BCM. Reference the appropriate ESM to determine the terminating modules.

DEFINITION OF CAN CODES

U1000 is related to missing CAN communications on the network.

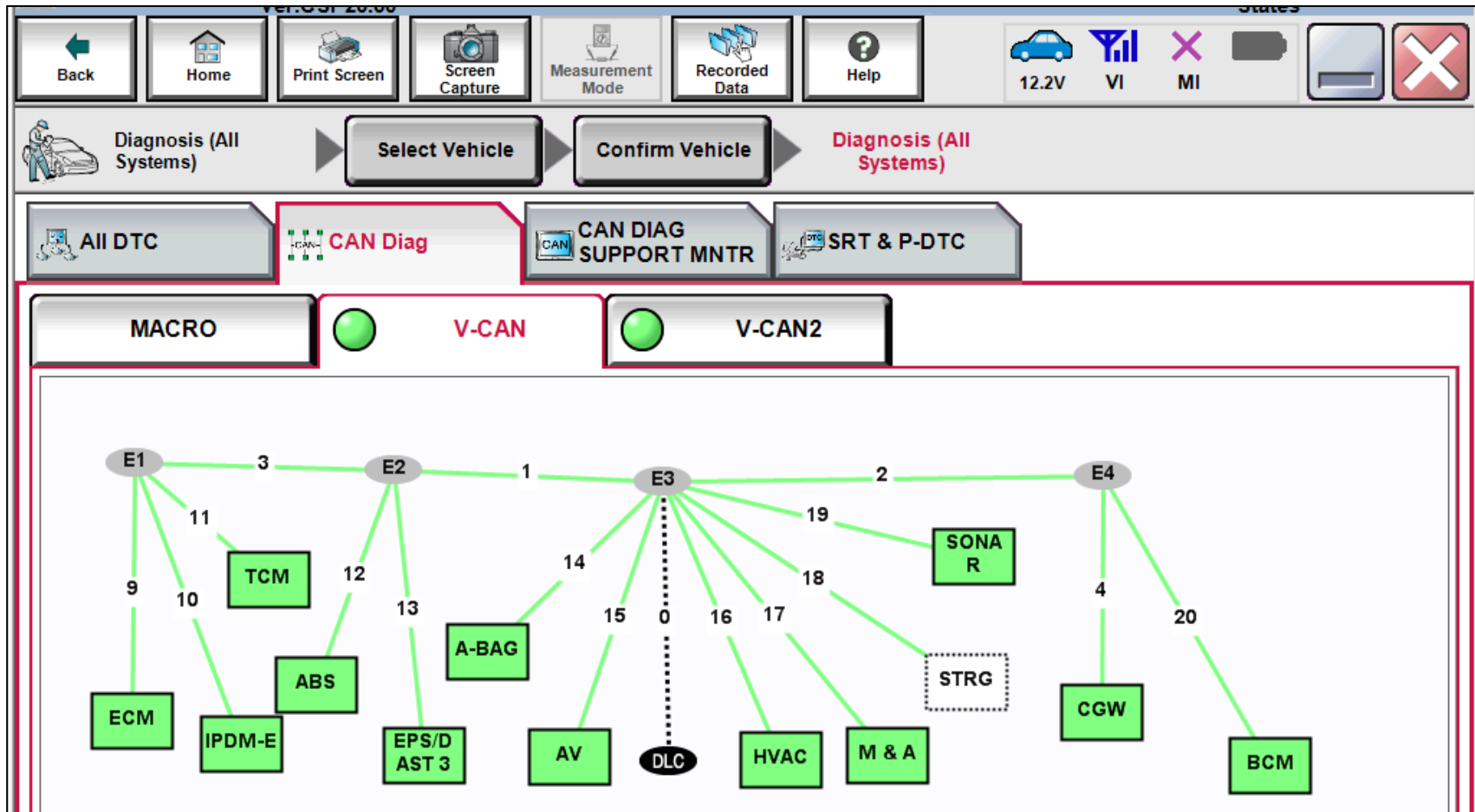
U1001 is for Engine Control Module (ECM) and is related to missing CAN communications on the network.

U1002 is related to missing CAN communications on the network but has a tighter spec than U1000.

U1010 - Module has internal errors.

V-CAN Diagram Screen

Step 3 Illustration



Red = Current Communication Error

Orange = Past or Intermittent Communication Error

Black = Not Diagnosed

Green = Normal Operation

Pink = Module Error

NOTE: If a module is highlighted in pink when other modules or segments are highlighted in red or orange, perform diagnosis on other modules, erase DTCs, and run Auto CAN diagnosis with C-III plus again. If module is still highlighted in pink, replace module.

CAN Diag Support Monitor

Step 3 Illustration

Ver. CSP20.30

States

Back Home Print Screen Screen Capture Measurement Mode Recorded Data Help

12.2V VI MI

Diagnosis (All Systems) Select Vehicle Confirm Vehicle Diagnosis (All Systems)

All DTC CAN Diag CAN DIAG SUPPORT MNTR SRT & P-DTC

SYSTEM	MONITOR ITEM	PRESENT	PAST
ENGINE	TRANSMIT DIAG	OK	OK
	VDC/TCS/ABS	OK	OK
ABS	METER/M&A	OK	OK
	BCM/SEC	OK	OK
METER/M&A	AIRBAG	Not diagnosed	-
	ICC/ADAS	Not diagnosed	-
BCM	HVAC	OK	OK
AIR BAG	TCM	OK	OK
HVAC	MULTI AV	Not diagnosed	-

1 / 3

IGN SW STATUS ON

Print Save

NOTE:

These prints are needed for ESM CAN Diagnosis or if the V-CAN diagram diagnosis is not available.

Save Date

System

P/N

Vehicle Info

Vehicle Name : ARMADA

Model Year : 2006

Area : North America

Country : U.S.A.

Customer

Print Date : 2009/06/17 09:50:04

Worker

CAN DIAG SUPPORT MNTR

CAN1	CAN2	4WD
CAN H max=4.4V		
CAN L min=2.2V		
CAN L max=3.8V		
CAN L min=0.8V		
Battery 12.4V		

ECU list	PRESENT	PAST
TRANSMIT DIAG	OK	OK
ECM	OK	OK
VDC/TCS/ABS	OK	OK
TCM	OK	OK
STRG	OK	OK

ECU list	PRESENT	PAST
TRANSMIT DIAG	OK	OK
ECM	OK	OK
METER/M&A	OK	OK
BCM/SEC	OK	OK

ECU list	PRESENT	PAST
TRANSMIT DIAG	OK	OK
ECM	OK	OK
TCM	OK	OK
METER/M&A	OK	OK
STRG	OK	OK
ICC	OK	OK
AVC/AVD	OK	OK

Print Example

ECU list	PRESENT	PAST
TRANSMIT DIAG	OK	OK
ECM	OK	OK
METER/M&A	OK	OK
BCM/SEC	OK	OK
HVAC	OK	OK
STRG	OK	OK
AVC/AVD	OK	OK
TCM	OK	OK
ICC	OK	OK
AVC/AVD	OK	OK

ECU list	PRESENT	PAST
TRANSMIT DIAG	OK	OK
ECM	OK	OK
TCM	OK	OK
BCM/SEC	OK	OK
VDC/TCS/ABS	OK	OK
IFDM ER	OK	OK
DISPLAY	OK	OK
KEY	OK	OK
EPS	OK	OK
AVC/AVD	OK	OK
ICC	OK	OK
HVAC	OK	OK
TCM	OK	OK
MULTI AV	OK	OK
STRG	OK	OK
IFDM ER	OK	OK
AVC/AVD	OK	OK

ECU list	PRESENT	PAST
TRANSMIT DIAG	OK	OK
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ICC	OK	OK
HVAC	OK	OK
TCM	OK	OK
MULTI AV	OK	OK
STRG	OK	OK
IFDM ER	OK	OK
AVC/AVD	OK	OK

DLC Breakout Box J-51513

When performing any pin testing of the CAN systems at the DLC (Data Link Connector), “DLC Breakout Box” J-51513 should be used.

- Plug the DLC Breakout Box into the vehicle DLC connector and perform all voltage, resistance and continuity testing directly from the provided “pin-outs” shown in Figure 1.
- Do not connect the CONSULT PC to this tool. Although it does have a port to do so, the tool currently does not support this function.
- Do not jumper the “Battery Power” pin-out to either of the ground pin-outs.

Damage will occur.

- All pin-out locations are marked in accordance with their associated DLC connections and will allow convenient pin testing of the DLC connector.
- Figure 2 shows the back of the DLC Breakout Box, and has a legend of the DLC pins.

- Figure 3 shows Banana leads that are supplied with the DLC Breakout Box and are used to connect to a DVOM.

NOTE: 48” Banana Leads (J-35616-20W) are available and are sold separately.

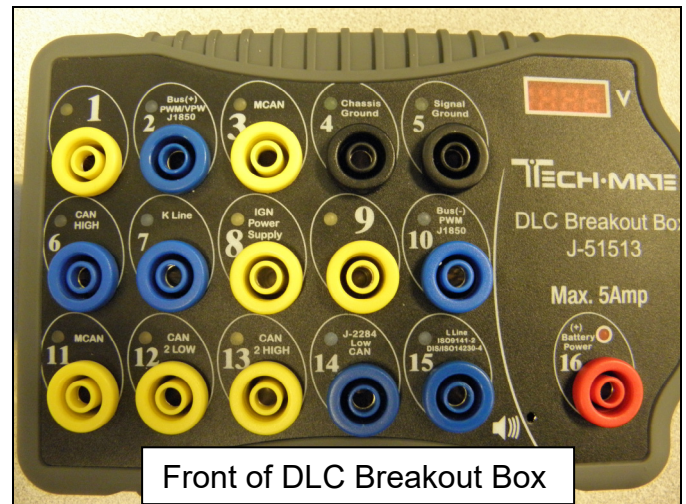


Figure 1

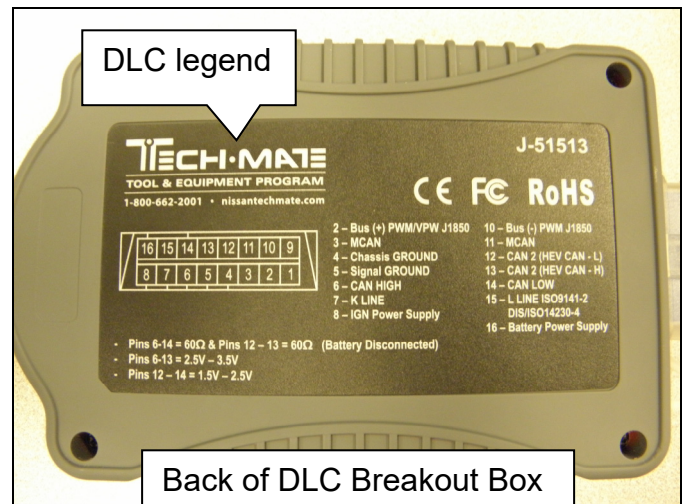


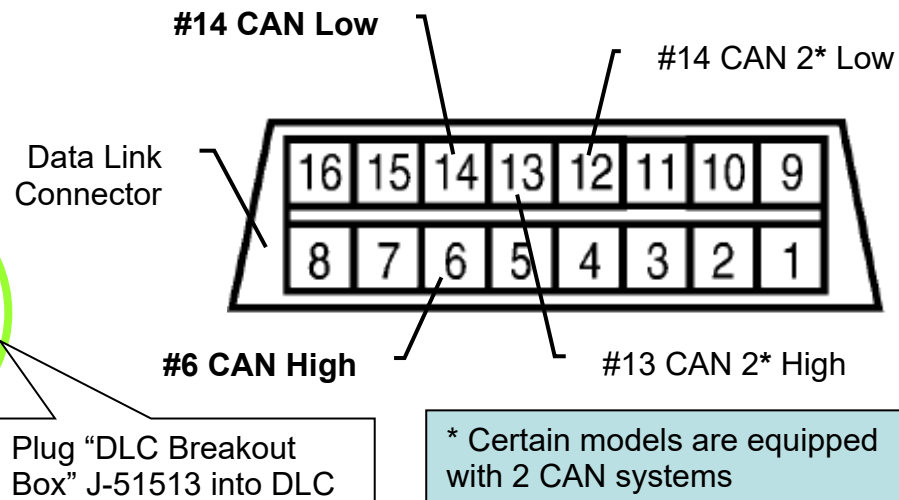
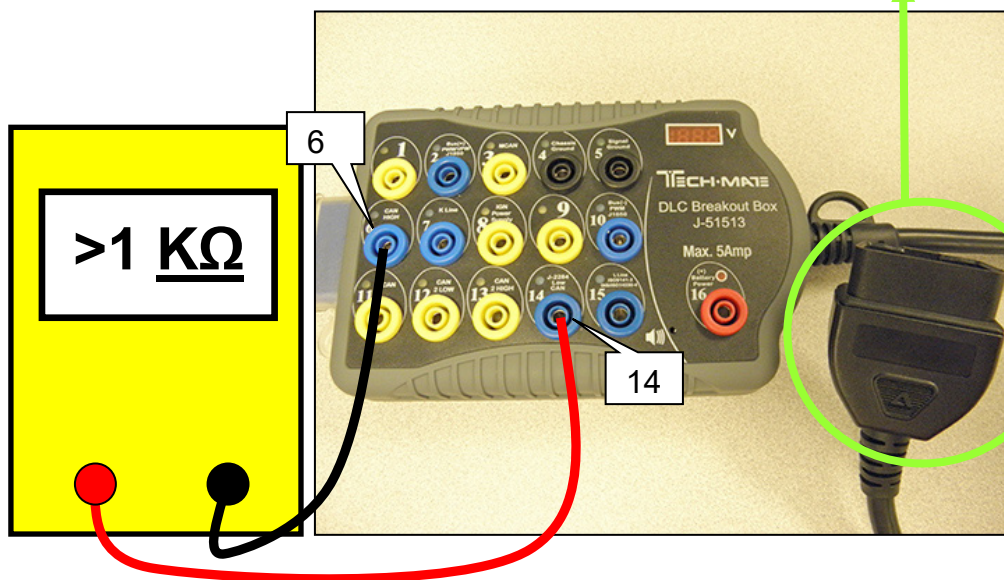
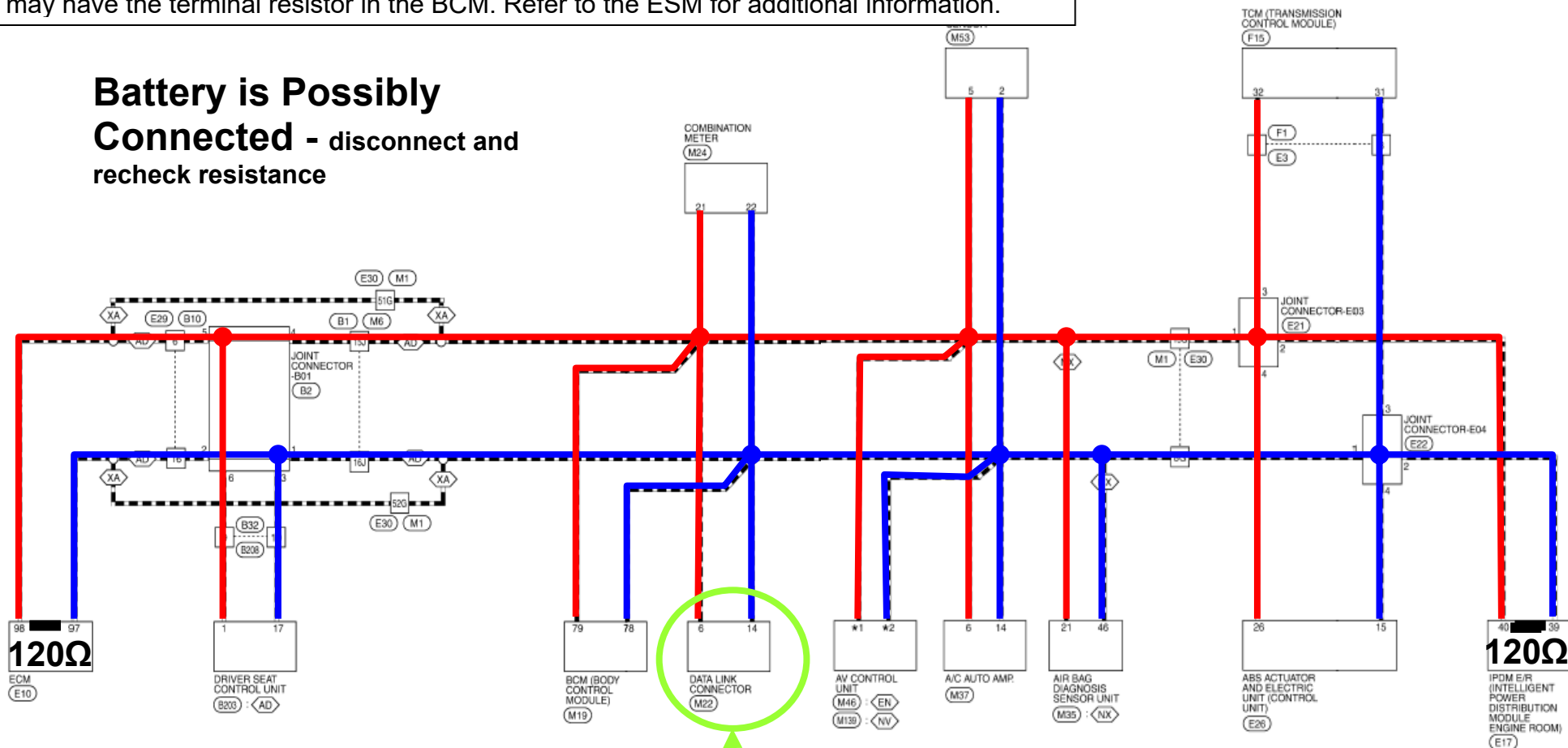
Figure 2



Figure 3

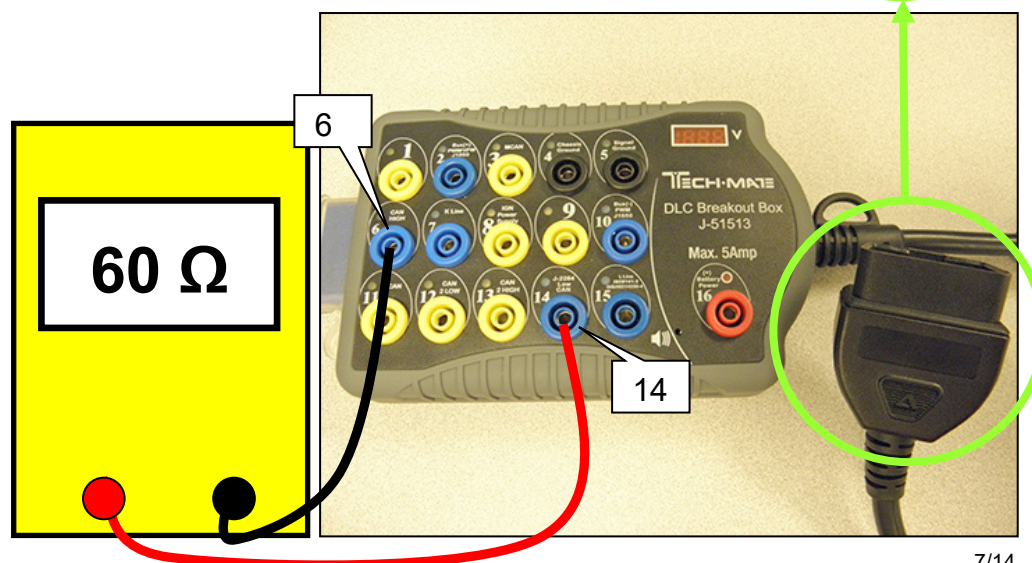
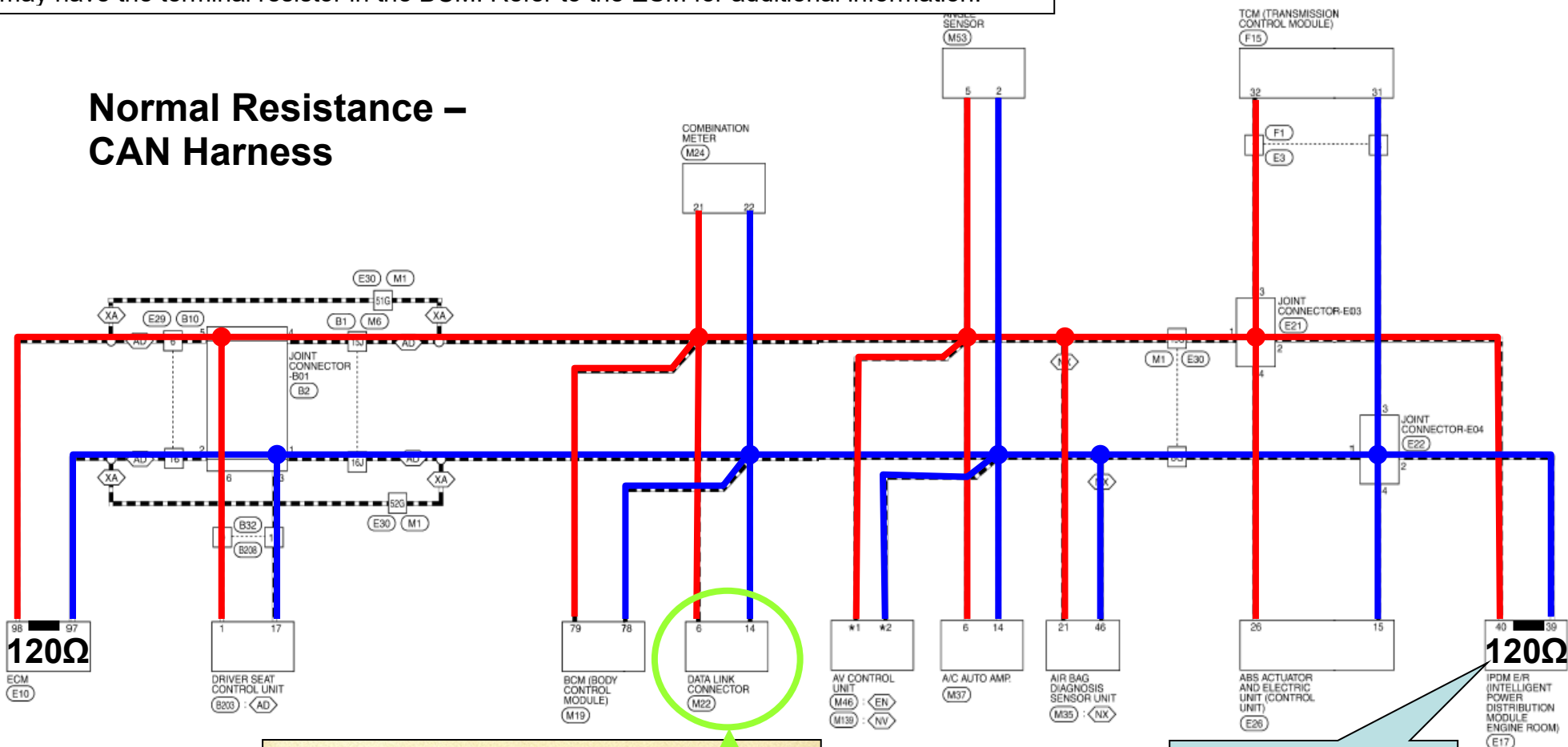
NOTE: Diagram shown with terminal resistor in IPDM. The vehicle that you are working on may have the terminal resistor in the BCM. Refer to the ESM for additional information.

**Battery is Possibly
Connected - disconnect and
recheck resistance**



NOTE: Diagram shown with terminal resistor in IPDM. The vehicle that you are working on may have the terminal resistor in the BCM. Refer to the ESM for additional information.

Normal Resistance – CAN Harness

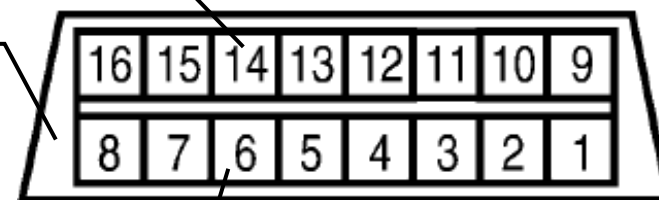


If measured with terminating module disconnected, Resistance = 120Ω

#14 CAN Low

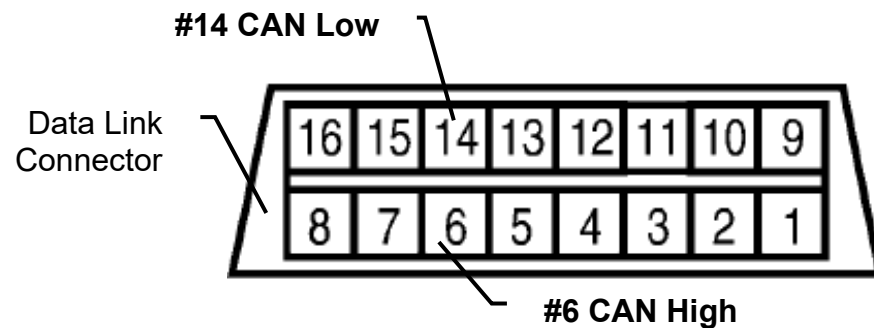
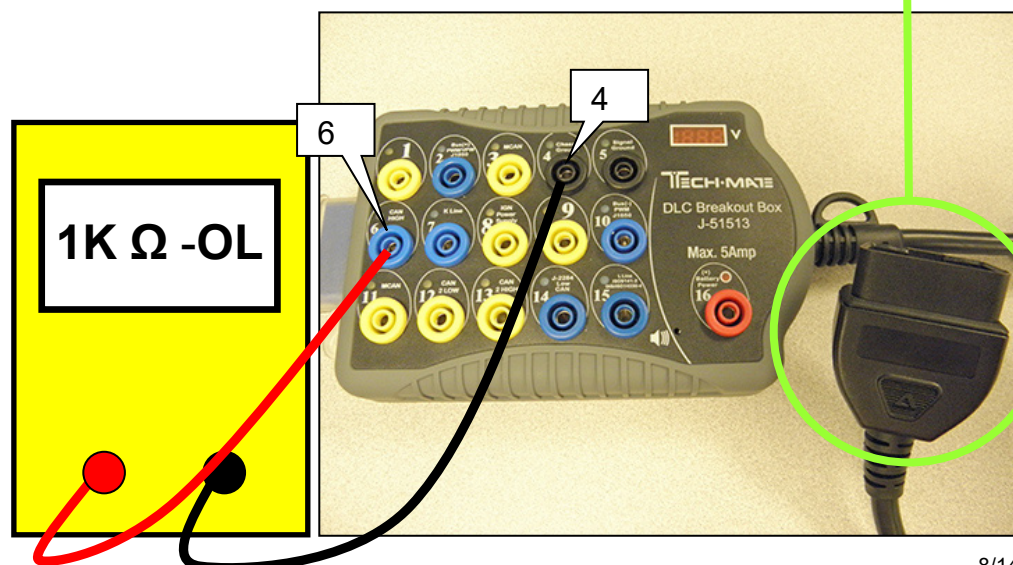
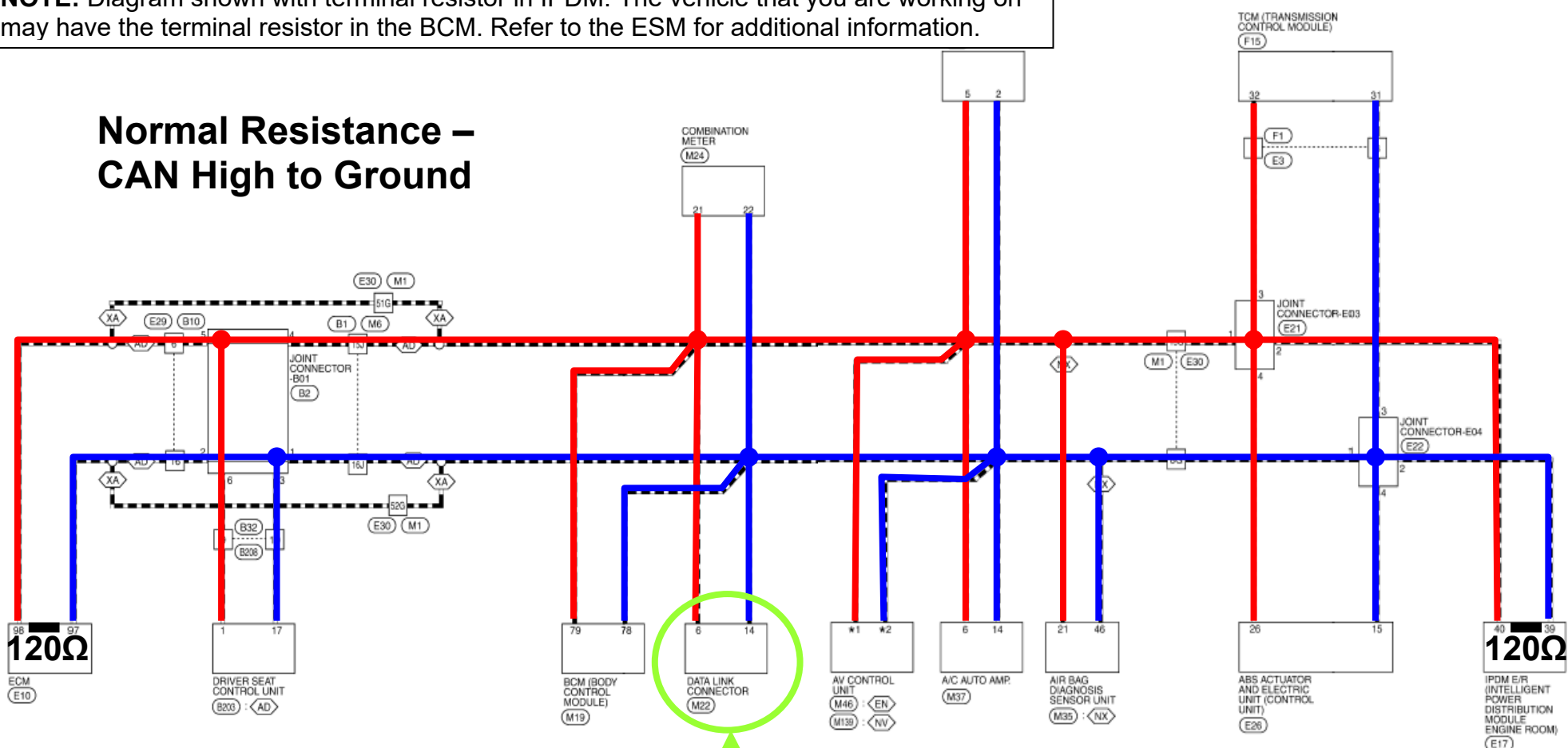
Data Link Connector

#6 CAN High



NOTE: Diagram shown with terminal resistor in IPDM. The vehicle that you are working on may have the terminal resistor in the BCM. Refer to the ESM for additional information.

Normal Resistance – CAN High to Ground

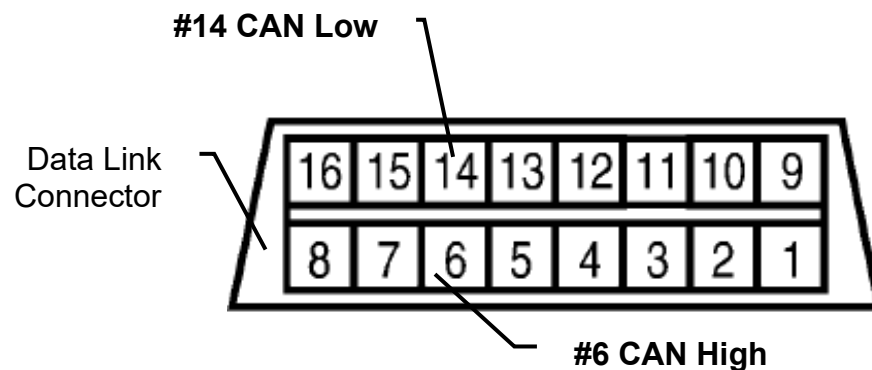
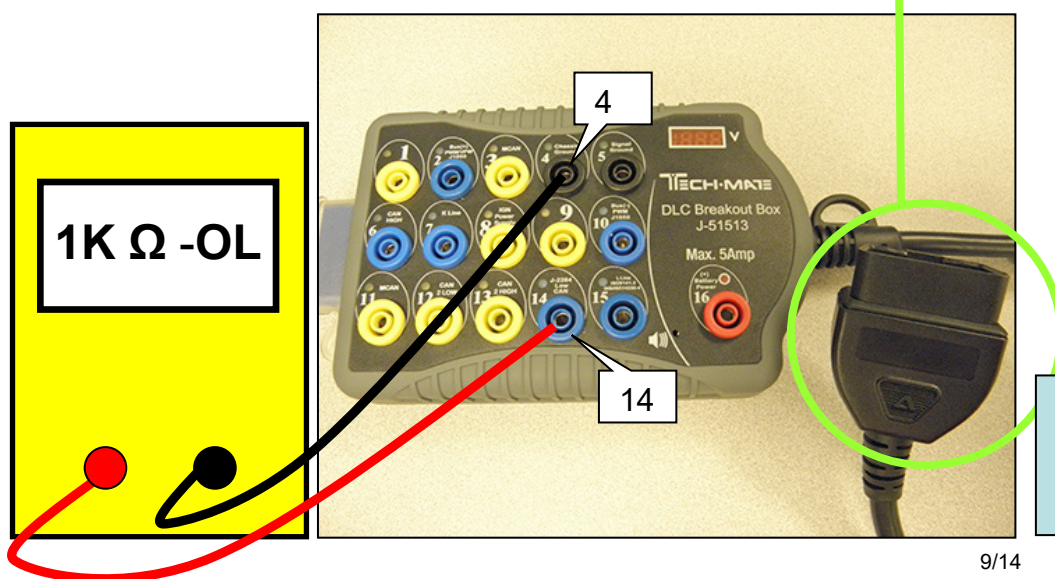
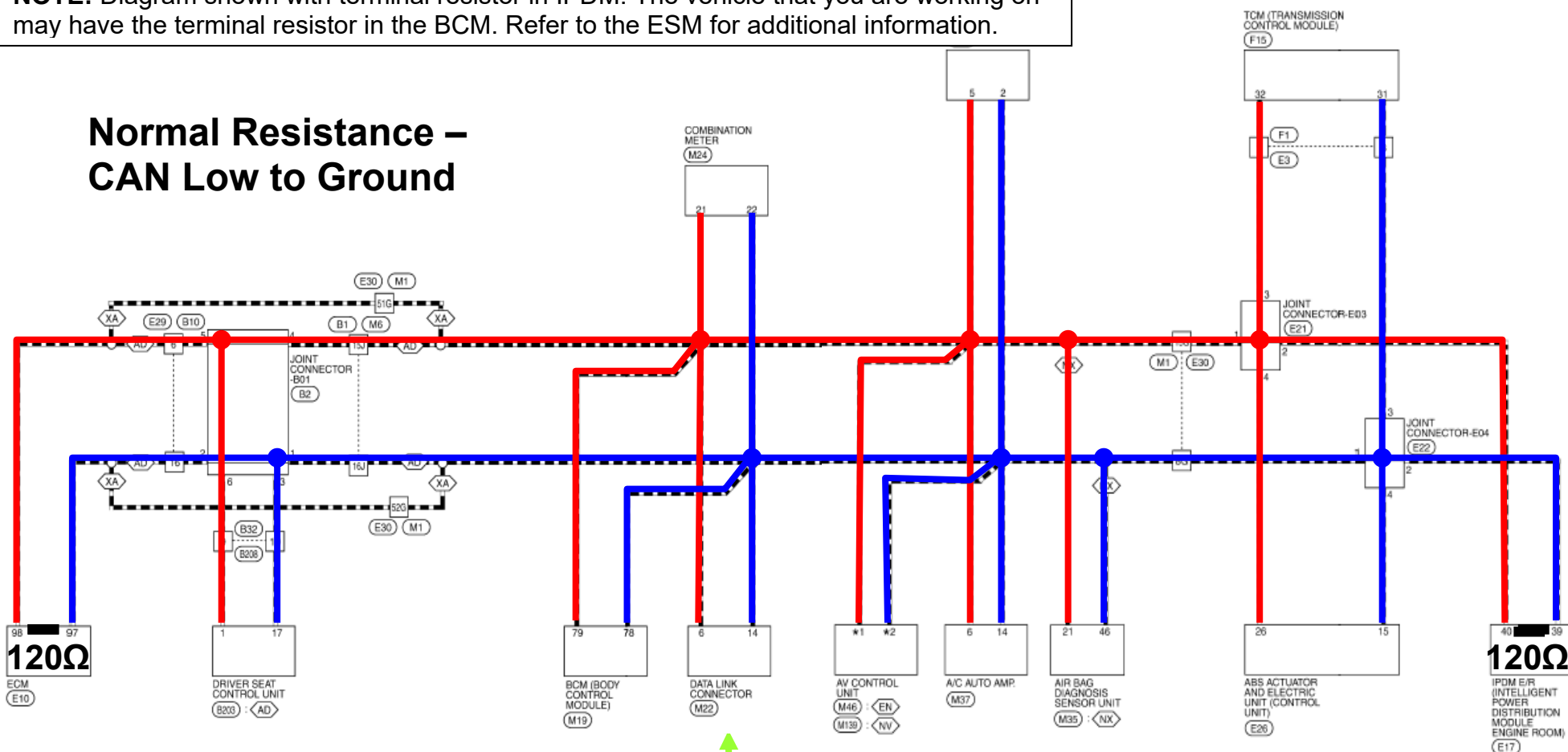


Notes:

- OL= Open Circuit
- Expect OL if battery negative cable is connected
- Expect 1.0K Ω – 1.2K Ω if battery negative cable is disconnected

NOTE: Diagram shown with terminal resistor in IPDM. The vehicle that you are working on may have the terminal resistor in the BCM. Refer to the ESM for additional information.

Normal Resistance – CAN Low to Ground

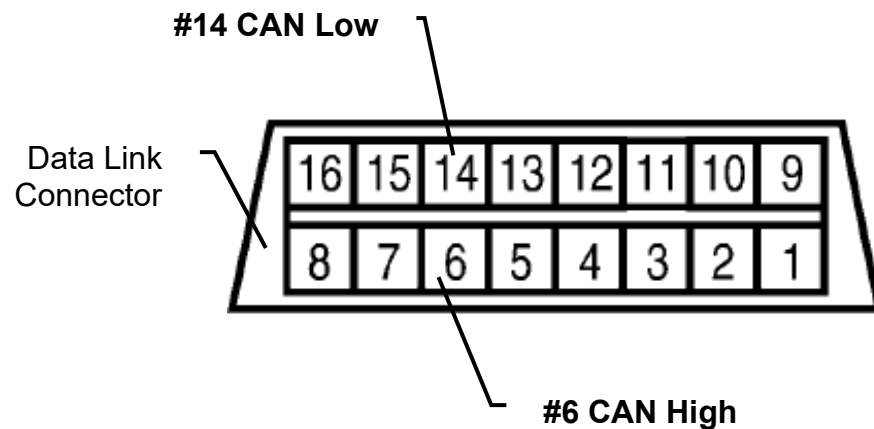
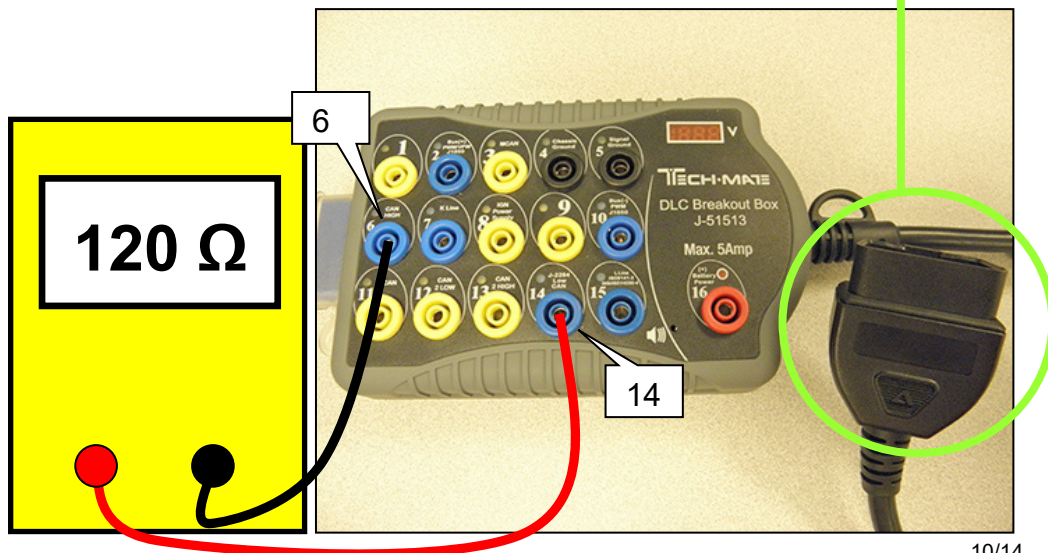
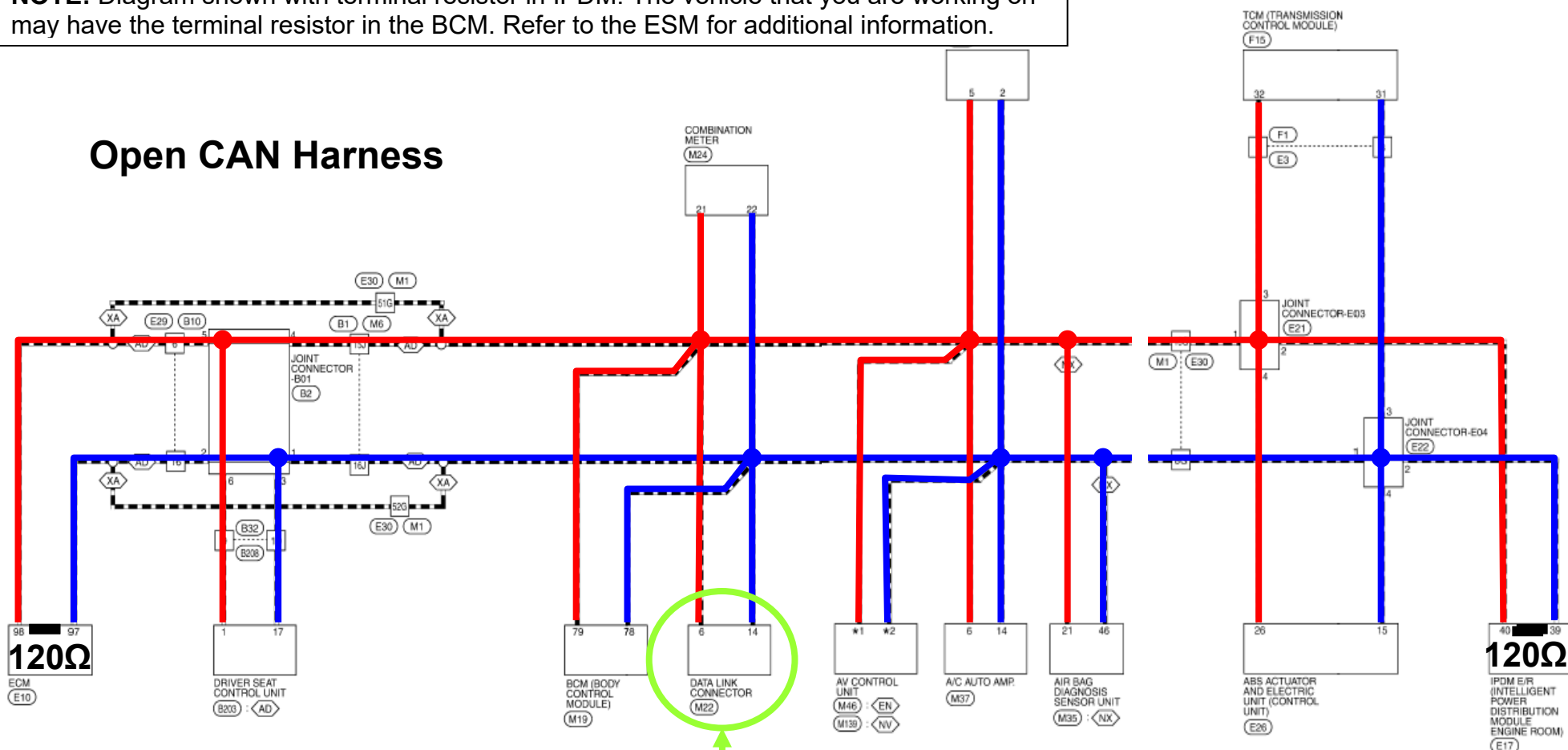


Notes:

- OL= Open Circuit
- Expect OL if battery negative cable is connected
- Expect 1.0K Ω – 1.2K Ω if battery negative cable is disconnected

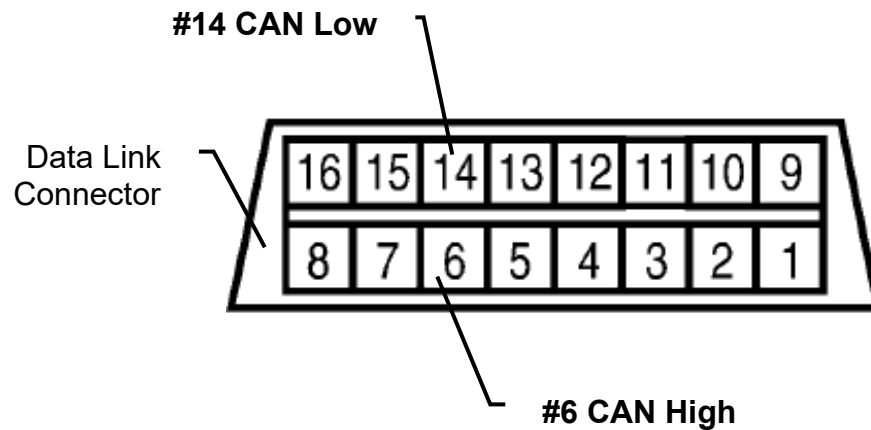
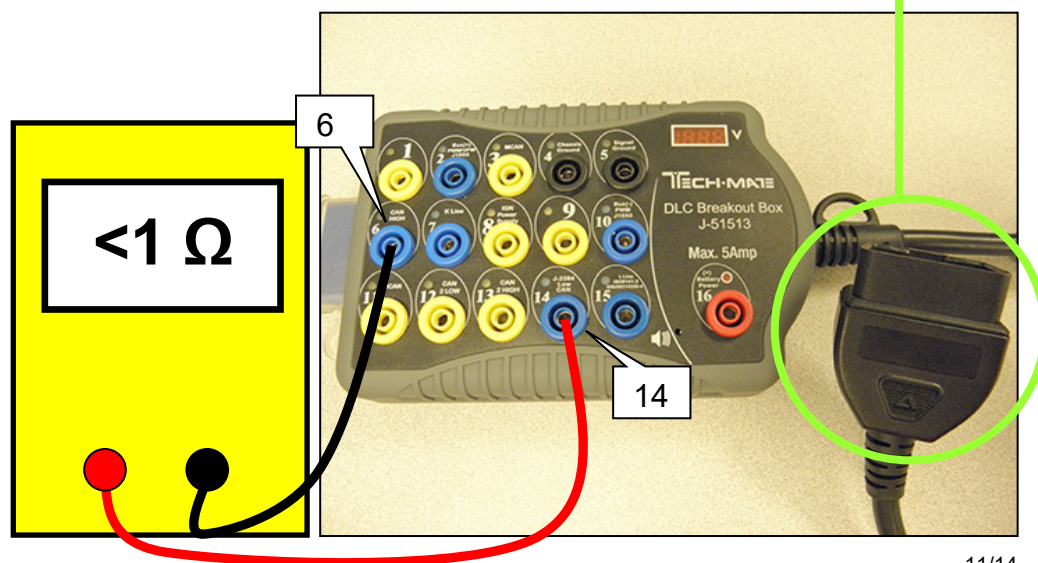
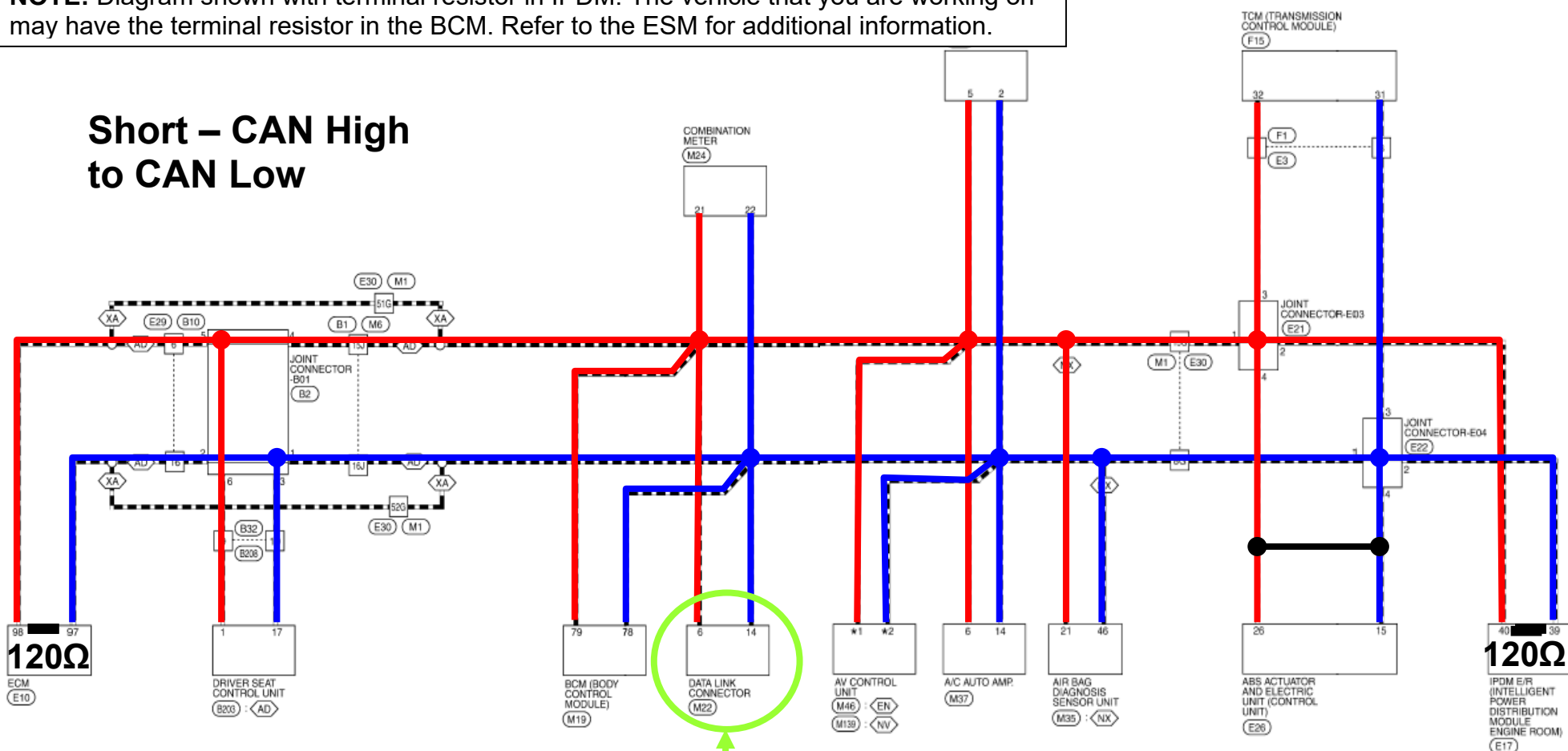
NOTE: Diagram shown with terminal resistor in IPDM. The vehicle that you are working on may have the terminal resistor in the BCM. Refer to the ESM for additional information.

Open CAN Harness



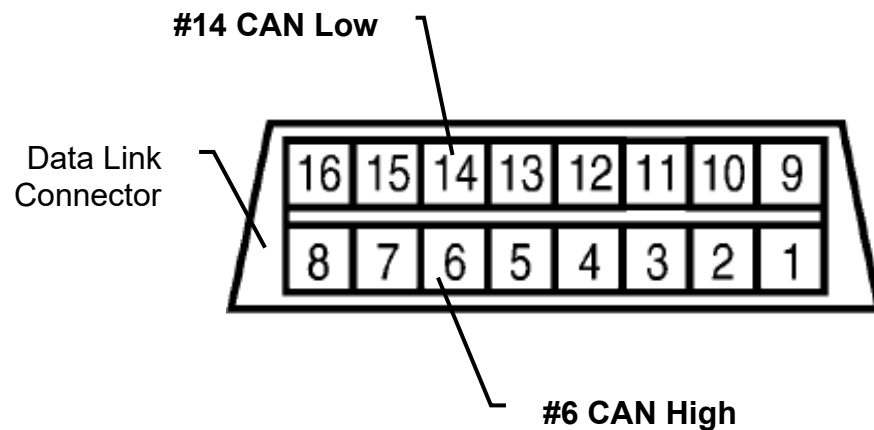
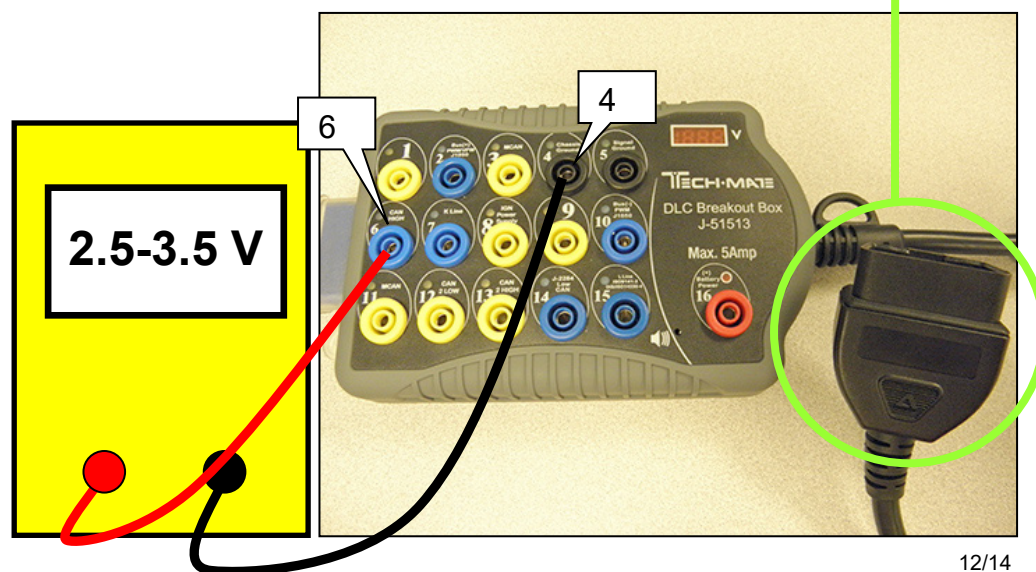
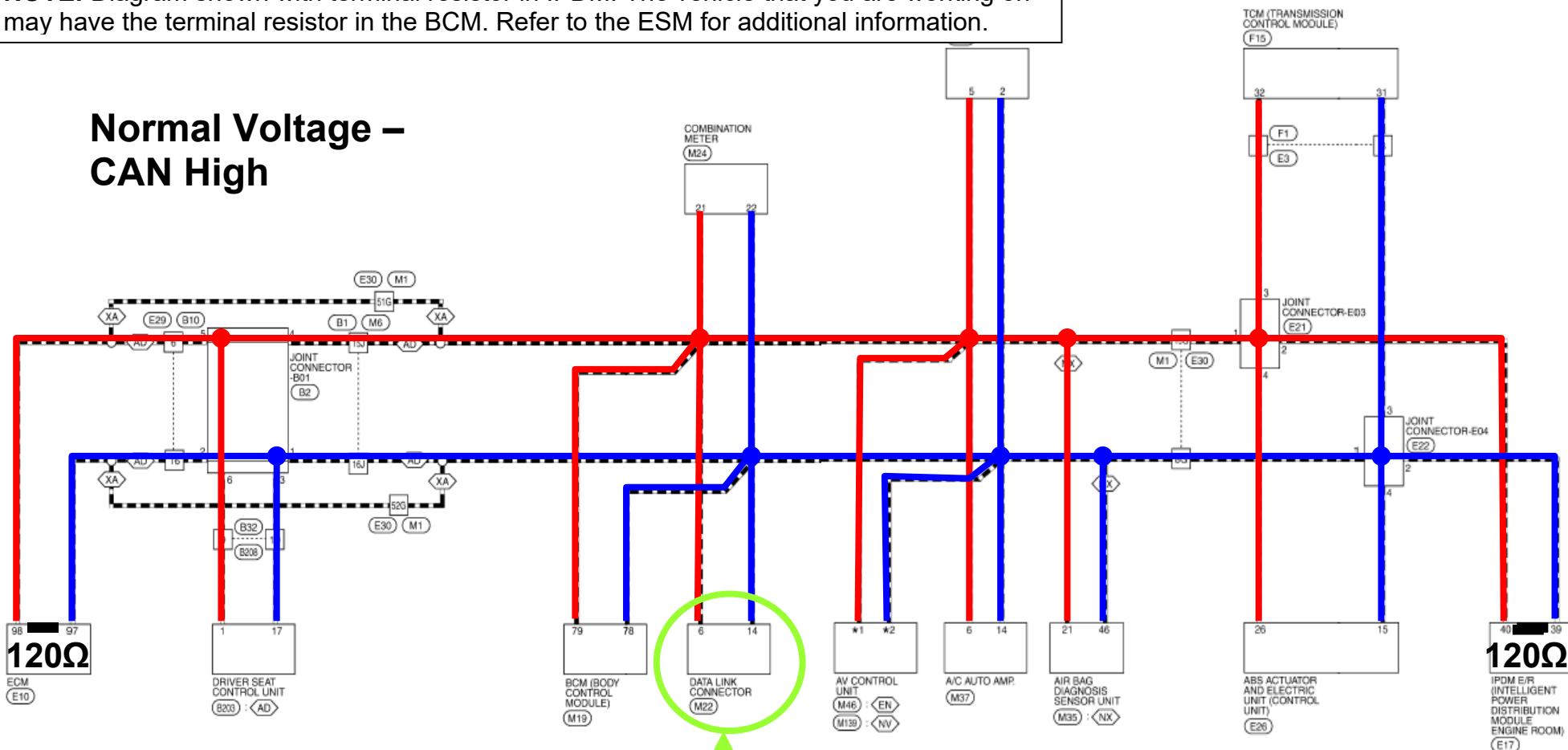
NOTE: Diagram shown with terminal resistor in IPDM. The vehicle that you are working on may have the terminal resistor in the BCM. Refer to the ESM for additional information.

Short – CAN High to CAN Low



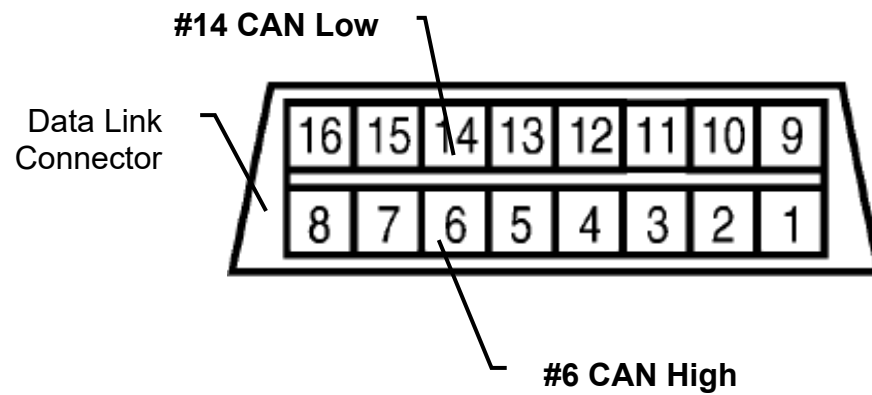
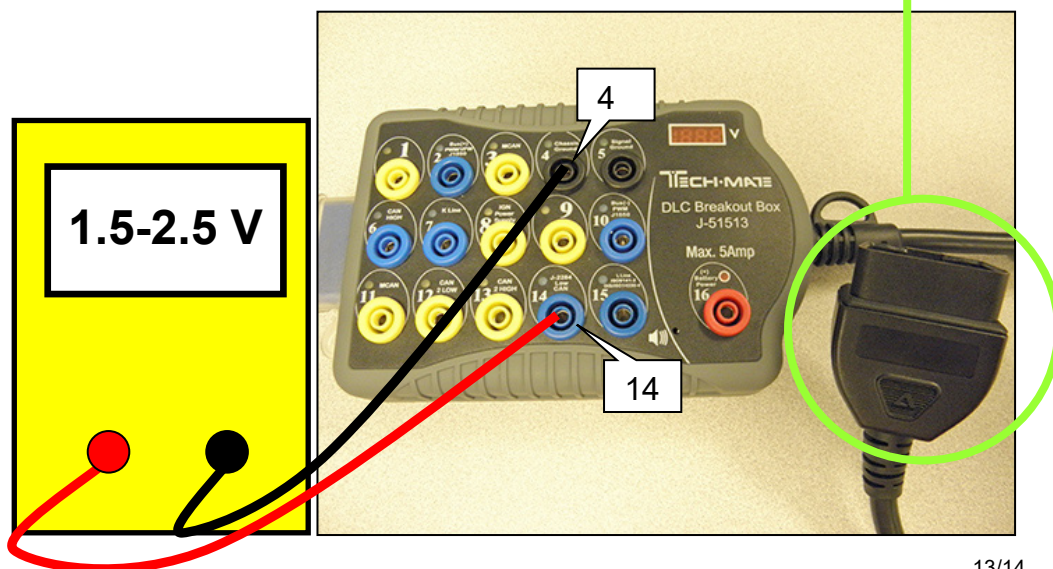
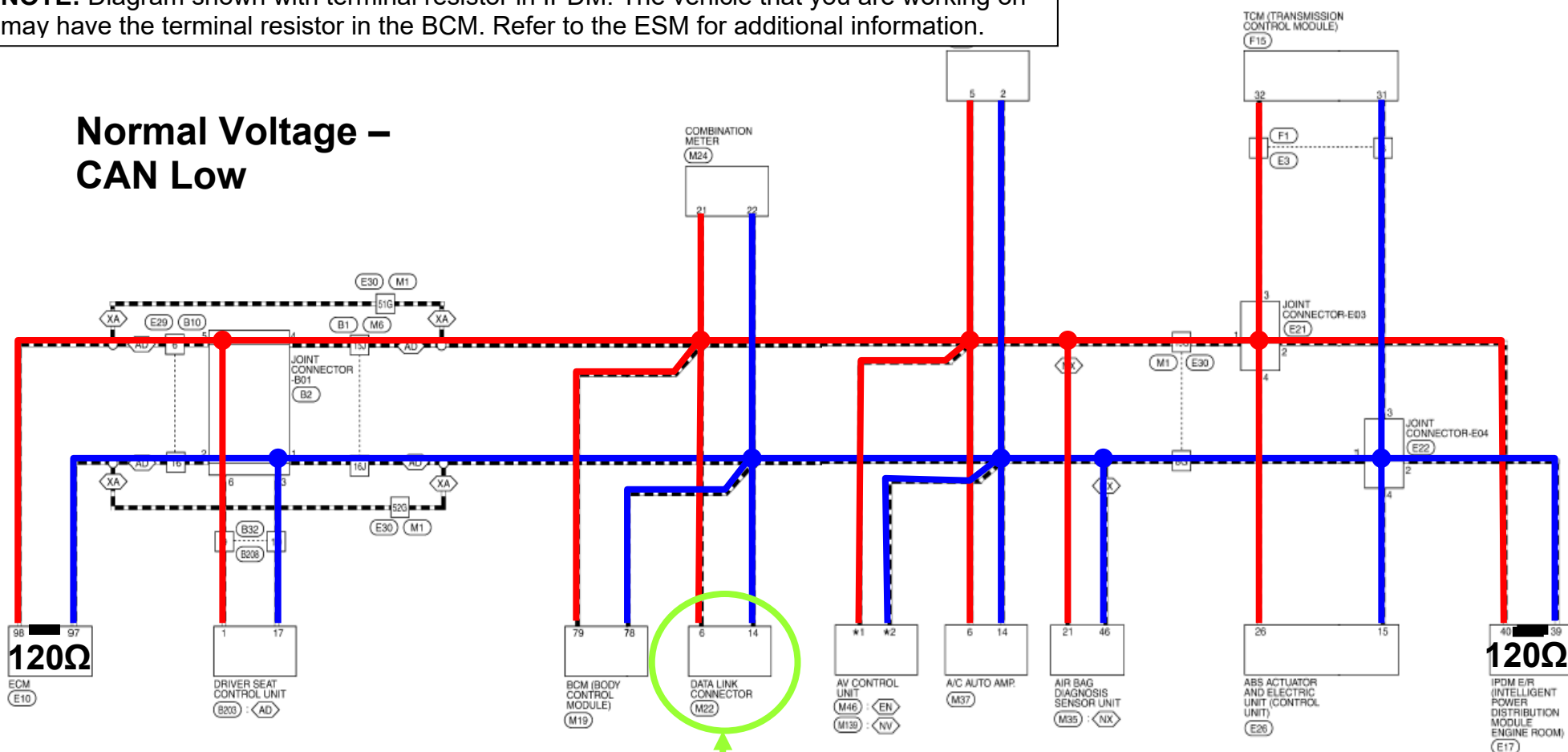
NOTE: Diagram shown with terminal resistor in IPDM. The vehicle that you are working on may have the terminal resistor in the BCM. Refer to the ESM for additional information.

Normal Voltage – CAN High



NOTE: Diagram shown with terminal resistor in IPDM. The vehicle that you are working on may have the terminal resistor in the BCM. Refer to the ESM for additional information.

Normal Voltage – CAN Low



AMENDMENT HISTORY

PUBLISHED DATE	REFERENCE	DESCRIPTION
May 7, 2010	NTB10-066	Original bulletin published
June 24, 2014	NTB10-066A	Information added regarding the use of DLC Breakout Box tool J-51513
January 26, 2022	NTB10-066B	APPLIED VEHICLES revised

