

September 29, 2022

DTC C1116 AND/OR C1142 STORED IN THE ABS CONTROL MODULE

NTB22-084

APPLIED VEHICLES: APPLIED DATES:

BR22-001

2022-2023 Frontier (D41) Built Between July 13, 2021 and October 10, 2022

IF YOU CONFIRM

Customer states the ABS warning light is ON and "System fault See Owner's Manual" appears in the message center (Figure 1),

AND

DTCs C1116 (Stop Lamp Switch) and/or C1142 (Press Sen Circuit) are stored in the ABS Control Module.



Figure 1

ACTION

Follow the **SERVICE PROCEDURE** in this bulletin to:

- 1. Install the Center High Mount Stop Lamp (CHMSL) Relay and Jumper Harness.
- 2. Install a new Stop Lamp Switch.
- 3. Reprogram the ABS Control Module.

IMPORTANT: The purpose of **ACTION** (above) is to give you a quick idea of the work you will be performing. You MUST closely follow the entire **SERVICE PROCEDURE** as it contains information that is essential to successfully completing this repair.

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.

REQUIRED SPECIAL TOOLS

Each dealer has been previously shipped:

• One Flameless Heat Gun, special tool J-46538 (or suitable tool).



Figure 2

• Fluke Model 365, special tool NI-53364.



Figure 3

• Additional tools may be purchased from Tech•Mate online: techmatetools.com, or by phone: 1-833-397-3493.

SERVICE PROCEDURE

Install the Center High Mount Stop Lamp (CHMSL) Relay and Jumper Harness

1. Write down the radio settings.

Presets	1	2		3	4	5	6
AM							
FM 1							
FM 2							
XM 1							
XM 2							
XM 3							
Bass	Tre	eble	E	Balance	Fade	Speed Vol.	Sen.

2. Open the vehicle's hood and place a fender cover or clean shop cloth on the passenger (RH) side fender.



Figure 4

- 3. Disconnect the negative battery cable.
- 4. Remove the IPDM E/R and Relay Box covers.



Figure 5

5. Disengage the EGI wire harness from the EGI wire harness retaining clip.



Figure 6

Figure 7

6. Lift up on the power steering reservoir to remove it from the holding bracket.



Figure 8

7. Remove the relay box mounting bolt.



Figure 9

8. Lift up on the wire harness connector to remove it from the relay box.



Figure 10

9. Using a flat-blade screwdriver or suitable tool, disengage the four (4) locks to open the relay box (Figure 11), and then remove the relay box lower assembly (Figure 12).



Figure 11

Figure 12

- 10. Remove the reverse lamp relay from the relay box.
 - Figure 13 shown with relay removed.



Figure 13

11. Turn the relay box over, remove the electrical tape from the relay box wire harness (Figure 14), and locate the pink wire from the reverse lamp relay connector (Figure 15).



12. Cut the pink wire from the reverse lamp relay connector, and then remove 10 mm (**0.4 in.**) of insulation from the wire ends.



Figure 16

13. Twist together the red wire from the CHMSL jumper harness and the pink wire from the reverse lamp relay connector, and then slide on a solder sleeve, as shown in Figure 17.



- Insert the other end of the pink wire, from the reverse lamp relay connector, into the solder sleeve, and then using a flameless heat gun, special tool J-46538, heat the solder sleeve until the solder has been fully melted into the wires, as shown in Figure 18.
 - If needed, refer to Quick Reference for Using Solder Sleeve Connectors on pages 20 - 22.

15. Remove the injector relay from the

Figure 19 shown with relay

relay box.

removed.



Figure 18



Figure 19

16. Turn the relay box over and locate the gray wire from the injector relay connector.



Figure 20

Figure 21

 Cut the gray wire from the injector relay connector, and then remove 10 mm (0.4 in.) of insulation from the wire ends.



Figure 22

 Twist together the gray wire from the CHMSL jumper harness and the gray wire from the injector relay connector and slide on a solder sleeve, as shown in Figure 23.



Figure 23

- 19. Insert the other end of the gray wire, from the injector relay connector, into the solder sleeve (Figure 23), and then using a flameless heat gun, special tool J-46538, heat the solder sleeve until the solder has been fully melted into the wires, as shown in Figure 24.
 - If needed, refer to Quick Reference for Using Solder Sleeve Connectors on pages 20 - 22.



Figure 24

20. Wrap both solder sleeve connectors with electrical tape, as shown in Figure 25.



Figure 25

- 21. Insert the CHMSL relay connector from the CHMSL jumper harness into the open relay slot shown in Figure 26.
 - Figure 26 shows CHMSL relay connector installed into the open relay slot.



Figure 26

22. Tape together the relay box wire harness and the CHMSL jumper harness using electrical tape.



Figure 27

23. Reattach the lower assembly of the relay box to the upper assembly.

NOTE: Make sure all four (4) relay box locks are connected and secured.



Figure 28

24. Tape the wire harness going into the relay box using electrical tape.



Figure 29

25. Reinstall the relay box, and then install the reverse lamp and injector relays.



Figure 30

26. Route the CHMSL jumper harness next to the relay box wire harness, behind the IPDM E/R box, and up the bulkhead.



Figure 31

27. Secure the CHMSL jumper harness to the relay box wire harness using tie bands.



28. Remove the engine room wire harness retaining clip and the wire harness covering (Figure 33) to expose the wires in the engine room wire harness (Figure 34).



Figure 33

Figure 34

29. Using the Fluke Model 365 (ammeter), special tool NI-53364, identify the yellow stop lamp switch wire in the engine room wire harness as follows:

IMPORTANT: There are up to four (4) identical yellow wires in the engine room wire harness. The Fluke Model 365, special tool NI-53364, **must** be used to correctly identify the stop lamp switch wire.



Figure 35

- a. Connect the negative battery terminal.
- b. Set the ammeter to DC Amps (Figure 35).
- c. Zero out the ammeter by pressing the **ZERO** button under the display (Figure 35).

- d. Place one of the yellow wires in the ammeter's circumferential clamp, and then have a helper depress the brake pedal.
 - The ammeter should have a reading of 0.8A – 1.0A with the brake pedal depressed.

NOTE: If there is not a reading of 0.8A - 1.0A, try a different yellow wire from the wire harness until the correct wire is located.



Figure 36

- 30. Remove the High-Mounted Stop Lamp assembly.
 - Refer to the ESM: DRIVER CONTROLS > EXTERIOR LIGHTING SYSTEM > REMOVAL AND INSTALLATION > HIGH-MOUNTED STOP LAMP > Removal and Installation
- 31. Remove the high-mounted stop lamp assembly light bulb.



- To validate the correct yellow wire has been identified in step 29 on page 12:
 - a. Have a helper depress the brake pedal.
 - b. The ammeter should now have a reading of zero or near zero amps with the brake pedal depressed and the high-mounted stop lamp assembly light bulb removed.

NOTE: If there is not a reading of zero or near zero amps, try a different yellow wire from the wire harness until the correct wire is located.

c. Using a suitable marker or tape, mark the wire.



Figure 38

- 33. Disconnect the negative battery terminal.
- 34. When the correct stop lamp switch yellow wire has been located and the negative battery terminal disconnected, cut the yellow wire and remove 10 mm (**0.4 in.**) of insulation from the wire ends.



Figure 39

35. Remove 10 mm (**0.4 in.**) of insulation from the white and yellow wire ends from the CHMSL jumper harness.



Figure 40

- 36. Connect the CHMSL jumper harness' white wire to the driver (LH) side stop lamp switch yellow wire end using a solder sleeve connection.
 - Heat the solder sleeve, using a flameless heat gun, special tool J-46538, until the solder has been fully melted into the wires, as shown in Figure 41.
 - If needed, refer to Quick Reference for Using Solder Sleeve Connectors on pages 20 - 22.



Figure 41

- Connect the CHMSL jumper harness' yellow wire to the passenger (RH) side stop lamp switch yellow wire end using a solder sleeve connection.
 - Heat the solder sleeve, using a flameless heat gun, special tool J-46538, until the solder has been fully melted into the wires, as shown in Figure 42.
 - If needed, refer to Quick Reference for Using Solder Sleeve Connectors on pages 20 - 22.



Figure 42

 Insert the CHMSL relay from the PARTS INFORMATION table into the new CHMSL relay connector in the relay box.



Figure 43

- 39. Connect the negative battery terminal.
- 40. Install the high-mounted stop lamp assembly light bulb.



Figure 44

- 41. Install the high-mounted stop lamp assembly.
 - Refer to the ESM: DRIVER CONTROLS > EXTERIOR LIGHTING SYSTEM > REMOVAL AND INSTALLATION > HIGH-MOUNTED STOP LAMP > Removal and Installation

- 42. Verify both tail lamps and the high mounted stop lamp assembly illuminate when the brakes are depressed.
 - If all brake lights illuminate when the brake pedal is depressed, proceed to step 43.
 - If all the brake lights do not illuminate when the brake pedal is depressed, the incorrect yellow wire was cut.
 - a. Remove the CHMSL jumper harness solder sleeve connectors.
 - b. Reconnect the 2 yellow wire ends using a solder sleeve connector.
 - c. Perform steps 29 32 on pages 12 and 14, to determine the correct yellow wire to cut.
- 43. Wrap both solder sleeves connectors with electrical tape, as shown in Figure 46.



Figure 45



Figure 46

44. Tape the CHMSL jumper harness and the engine room harness together using electrical tape, and then reinstall the wire harness covering and a new wire harness retaining clip.



Figure 47

45. Place the new relay identification sticker from the **PARTS INFORMATION** table inside the relay box cover.



Figure 48

46. Reconnect the EGI wire harness to the EGI wire harness retaining clip.





47. Reinstall the IPDM E/R and Relay Box covers.



Figure 50

48. Reinstall the power steering reservoir into the holding bracket.



Figure 51

- 49. Remove the fender cover and close the hood.
- 50. Reset the clock and radio settings.
- 51. Perform ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL.
 - Refer to the ESM: ELECTRICAL & POWER CONTROL > POWER SUPPLY, GROUND & CIRCUIT ELEMENTS > BASIC INSPECTION > INSPECTION AND ADJUSTMENT > ADDITIONAL SERVICE WHEN REMOVING BATTERY NEGATIVE TERMINAL

Quick Reference for Using Solder Sleeve Connectors

52. Check the gauge of the wire that is to be spliced, to determine the correct solder sleeve size.

CABLE SIZE (GAUGE AWG)	SOLDER SLEEVE COLOR	SOLDER SLEEVE IMAGE
26-30	White	9 - 9
18-24	Red	
16-12	Blue	



53. Strip about 10 mm (**0.4 in.**) of insulation from the ends of the wires.

NOTE:

- Use the correct size opening in the wire crimper tool so you won't cut off any strands of wire.
- Less strands reduce the ability of the wire to handle the expected electrical load.



54. Slide a solder sleeve connector over the wire.



55. Make sure the wires are securely twisted together.



56. Position the solder sleeve connector so that the solder ring (in the connector) is centered around the exposed twisted wire area (Figure 56).





ACAUTION

To avoid the risk of minor personal injury or property damage:

- The flameless heat gun and the solder sleeve connectors become HOT during the soldering process. Allow the gun and connectors to cool down before handling them.
- Be careful not to damage the solder sleeve connector or wires with the heat gun.
- Do NOT apply heat for more than 40 seconds.
- Do NOT overheat the connector or wires (i.e., severe darkening of connector sleeve or wire insulation).

57. Use the special tool Flameless Heat Gun J-46538 to heat the solder sleeve connector.

This operation will:

- Melt the solder (silver ring inside the solder sleeve connector) into the exposed twisted wire area.
- Melt the sealant (red rings inside solder connector) onto the wires.
- Shrink the plastic sleeve onto the wires.



Important Soldering Tips:

- Position the solder sleeve connector in the middle of the heat gun's heat shield.
- Start heating the connector from the center and move back and forth (side to side) and around to allow even distribution of the heat to the entire connector.
- Make sure the solder completely flows into the exposed twisted wires and the adhesive properly seals the wire insulation to the connector sleeve. Stop applying the heat immediately after this happens.

Install a New Stop Lamp Switch

- 58. Install a new stop lamp switch from **PARTS INFORMATION**.
 - Adjust the clearance between the stop lamp switch and the brake pedal bracket.
 - Refer to the ESM: BRAKES > BRAKE SYSTEM > SERVICE DATA AND SPECIFICATIONS (SDS) > SERVICE DATA AND SPECIFICATIONS (SDS) > Brake Pedal



Figure 58

Confirm the Current ABS Control Module Part Number

IMPORTANT: Before starting, make sure:

- ASIST on the C-III plus has been synchronized (updated) to the current date.
- All C-III plus software updates (if any) have been installed.

AWARNING

- Connect a battery maintainer or smart charger set to reflash mode or a similar setting. If the vehicle battery voltage drops <u>below 12.0V or rises</u> <u>above 15.5V</u> during reprogramming, <u>the ABS Control Unit may be</u> <u>damaged</u>.
- Be sure to turn off all vehicle electrical loads.
 If a vehicle electrical load remains on, <u>the ABS Control Unit</u> <u>may be damaged.</u>
- Be sure to connect the AC Adapter.
 If the C-III plus battery voltage drops during reprogramming, the process will be interrupted and <u>the ABS Control Unit may be damaged</u>.
- Turn off all external Bluetooth[®] devices (e.g., cell phones, printers, etc.) within range of the C-III plus and the VI. If Bluetooth[®] signal waves are within range of the C-III plus or VI during reprogramming, reprogramming may be interrupted and <u>the ABS Control Unit may be damaged</u>.
- 59. Connect a battery maintainer/smart charger to the vehicle.
- 60. Turn the ignition ON, engine OFF.
- 61. Connect the VI to the vehicle.
- 62. Start CONSULT-III plus (C-III plus) on the CONSULT PC.
 - The serial number will display when the VI is recognized (Figure 59 on page 24).

63. Select Re/programming, Configuration.

Con	nection Status		Diagnosis Menu
	Serial No.	Status	Diagnosis (One System)
is zed	2300727	Normal Mode/Wireless	Diagnosis (All Systems)
M		No connection	Re/programming, Configuration
	Select VI/MI	r.	
Appli	cation Setting		
600	Sub mode	Language Setting	Maintenance
1			

Figure 59

64. Check the box to confirm the precaution instructions have been read, and then select **Next**.

NOTE: Use the arrows (if needed) to view and read all the precautions.

	The addition	
recaution		
)perating suggestions for rep	rogramming, programming and C/U configration:	•
lease review the all of precau joints. And touch "Next".	itions, and click the "Confirm" check box after confirming the r	
Precautions		
i / · · · · · · · · · · · · · · · · · ·		
aution:		
Caution: . Follow the operation guide of "Back" and "Home" button i	lisplayed on screen. nav not be used on this flow	
S) :aution: : Follow the operation guide o . "Back" and "Home" button r -	lisplayed on screen. nay not be used on this flow. -	
Soution: . Follow the operation guide of . "Back" and "Home" button r For reprogramming and progra . Install the latest version of th	lisplayed on screen. nay not be used on this flow. amming ne CONSULT-III plus sortware, reprogramming/programming	
Caution: . Follow the operation guide of . "Back" and "Home" button r For reprogramming and progra . Install the latest version of the ata to this CONSULT-III plus I Preparation and read the se	lisplayed on screen. nay not be used on this flow. Imming ne CONSULT-III plus sortware, reprogramming/programming PC. wrice manual or reprogramming procedure sheet	
Caution: . Follow the operation guide of . "Back" and "Home" button r For reprogramming and progra . Install the latest version of th ata to this CONSULT-III plus I . Preparation and read the se	lisplayed on screen. nay not be used on this flow. Imming ne CONSULT-III plus sortware, reprogramming/programming °C. rvice manual or reprogramming procedure sheet.	
Source of the operation guide of a sector of the operation guide of a sector of the operation of the operation of the sector of the secto	lisplayed on screen. may not be used on this flow. amming ne CONSULT-III plus sortware, reprogramming/programming PC. rvice manual or reprogramming procedure sheet.	
Source of the operation guide of a sector of the operation guide of a sector of the operation and read the sector of the operation and read the sector operation of the configuration of the operation of the operation of the operation ope	lisplayed on screen. nay not be used on this flow. amming ne CONSULT-III plus sortware, reprogramming/programming PC. rvice manual or reprogramming procedure sheet. ion data to new ECU, after replace it. ation data, ECU can not work. Please write the right data.	
Source of the operation guide of a source of the operation guide of a source of the operation guide of a source of the operation of the operation of the operation of the operation and read the set of the operat	lisplayed on screen. may not be used on this flow. mming ne CONSULT-III plus sortware, reprogramming/programming PC. rvice manual or reprogramming procedure sheet. ion data to new ECU, after replace it. ation data, ECU can not work. Please write the right data. manual mode	

Figure 60

65. Select Automatic Selection(VIN).

Configuratio	ng,	Precaution	Vehicle Selection	Vehicle Confirmation	
Automatic S	election(VIN)	al Select	on(Vehicle Name)		
/ehicle Name :				Model Year :	Salès Channel
*MURANO Camp:P8201	JUKE	QUEST			NISSAN
350Z	LEAF	ROGUE			INFINITI
370Z	MAXIMA	SENTRA			
370Z Convertible	MURANO	TITAN			
ALTIMA	MURANO Cross Cabriolet	TITAN			
ALTIMA Hybrid	NISSAN GT-R	VERSA Hatchback			
ARMADA	NV	VERSA Sedan			-
CUBE	PATHFINDER	XTERRA			CLEAR
FRONTIER	PATHFINDER ARMADA	X-TRAIL			

Figure 61

66. Confirm the VIN or Chassis # is correct, and then select Confirm.

ouch "Change".	ich "Confirm". In case you want to select another vehicle,	
/IN or Chassis #	****	
/ehicle Name :	FRONTIER	
Nodel Year	2022MY	
	1/1	Change

Figure 62

67. Confirm the VIN is correct for the vehicle, and then select **Confirm**.



Figure 63

68. Select ABS.

Fouch "system". n case ECU you want to operate is not lis	ted below, the vehicle or model year might	be selected wrong.
ENGINE	IVC	EPS/DAST 3
MULTI AV	8ch GW 2	ABS
HANDS EREE MODULE	Sub starter & generator	IPDM E/R
TIANDO TREE MODULE	2	C
6ch CAN GATEWAY	WL CHG	AIR PRESSURE MONITOR

Figure 64

69. Select Reprogramming.

Configu	amming, uration	System Selection	Operation Selection	6/6
eration Selecti	on			
fouch "Operati n case over wr n case replacer	on". ite current ECU, tou nent of ECU, select a	uch "Reprogramming". an operation in REPLACE	ECU category.	
REPROGRAM	IMING	in case you want t	o reprogramming ECU, t	ouch "Reprogramming".
Rep	rogramming			
Replacement	OFECU			
Programming (Blank ECU)	6 m		
B	efore ECU placement	After ECU	Replacement	Touch "Before ECU Replacement", Operation log with part number is saved to CONSULT.
VEHICLE CON	FIGURATION			
Co	nfiguration			Touch "Before ECU Replacement", Operation log with configuration data is saved to CONSULT.
c				

70. Find the ABS Control Module **Part Number** and write it on the repair order, and then select **Save**.

NOTE: This is the current Part Number (P/N).

ave ECU Data		
Touch "Save" to save operation log Operation log helps to restart next o after operation has completely finish) and the current part number as listed below to CONSULT. operation by selecting suitable operation log. Operation log is eras ed.	sed
File Label	*****	
Operation	REPROGRAMMING	
System	ABS	
Part Number	XXXXXXXXXX	
Vehicle	FRONTIER	
VIN	*****	
Date	XXXXXXXXXXXXXX	

Figure 66

- 71. Compare the Part Number you wrote down in step 70 on page 27 to the numbers in **Table A** below.
 - If there is a match, continue to step 72 to continue the reprogramming procedure.
 - If there is <u>not a match</u>, reprogramming is <u>not needed</u>, skip to step 82 on page 35.

Table A

MODEL	YEAR	CURRENT ABS CONTROL MODULE PART NUMBER BEFORE REPROGRAMMING: 46007-
Frontior	2022	9BU1C, 9BU2C, 9BU3C, 9BU4C
FIOIItiei	2022	9BU1D, 9BU2D, 9BU3D, 9BU4D, 9BU6D

Reprogram the ABS Control Module

72. Check the box to confirm the precaution instructions have been read, and then select **Next**.

NOTE: Use the arrows (if needed) to view and read all the precautions.



Figure 67

73. Confirm the battery charger is ON and the battery voltage is between 12V-15.5V, and then select **Next**.

Image: Back Image: Back	
Re/programming, Configuration Select Program Data Confirm Vehicle Condition	10/10
Confirm Vehicle Condition	
Operate according to the following procedures.	
1 Remove the terminal caps of battery, and connect battery charger to battery.	
2	
Adjust the battery charger output so that the vehicle battery voltage is between 12.0V and 13.5V. The vehicle battery voltage is shown on the top-right of this screen	
3	
Confirm the RESULT is OK, touch "Next".	
Result OK	Next

Figure 68

74. Confirm the Judgment for all the Monitor Items are "OK", and then select Start.

Monitor Item	Value	Unit	Judgment	Condition	1
BATTERY VOLTAGE	14.3	v	ок		
ow voltage repro impossible	ок		ок		
heel speed repro impossible	ок		ок		
		_			

Figure 69

75. Select USA/CANADA Dealers from the drop down menu, and then select OK.



76. Login using your NNAnet credentials and select **Submit**.

CROUP OF NORTH AMERICA		
	Please enter your UserID below. Username: Password: Password Submit	
Restart Login		S Powered by SECUREAUTH

Figure 71

77. Allow Transfer Data to complete.



Figure 72

78. Once the reprogramming completes, select Next.

NOTE:

- If the screen in Figure 73 does not display (indicating that reprogramming did not complete), refer to the information on the next page.
- Additional steps/operations are required before CONSULT will provide the final reprogramming confirmation report. Continue with the reprogramming procedure on page 33.



ABS Control Module Recovery:

If reprogramming does <u>not</u> complete and the "!?" symbol displays as shown in Figure 74:

- Check battery voltage (12.0 15.5V).
- Ignition is ON, Engine is OFF.
- External Bluetooth[®] devices are OFF.
- All electrical loads are OFF.
- Select **Retry** and follow the on screen instructions.

NOTE: Retry may not go through on first attempt and can be selected more than once.

	Tester Data Continu Result	
onfirm Result		1614
Reprogramming or programming is not co operation on this ECU. Touch "Reby" to reby reprogramming or pr	nplated property, but you can rely reprogiprogramming ogramming.	R
Part number after Reprogiprogrammang	XXXXXXXXX	
Current Part Number	XXXXXXXX	
Vehicle	BIJSENTRA	
2M	XXXXXXXXXXXXX	
System	BCM	Error details
Dete	XXXXXXXXXXX	Retry
Other Information	BIEBCM	
1.40 million		Print

Figure 74

If reprogramming does <u>not</u> complete and the "X" symbol displays as shown in Figure 75:

- Do not disconnect the VI or shut down C-III plus if reprogramming does not complete.
- Check battery voltage (12.0 15.5V).
- CONSULT A/C adapter is plugged in.
- Ignition is ON, Engine is OFF.
- Transmission in Park.
- All C-III plus / VI cables are securely connected.
- All C-III plus updates are installed.
- Select **Home**, and then restart the reprogram procedure from the beginning.



Figure 75

79. Perform Erase All DTCs.

a. Follow the on-screen instructions as shown in Figure 76 and Figure 77.

DTCs.			بغ ا	14/10
DTCs.				
F position.				E C S
ON]	01	v c)FF
	F position.	F position.	F position.	F position.

Figure 76

b. Select Next.

Back Home Print Screen	ven ture Mode	Recorded Data	ERT 12.6V		-
Re/programming, Configuration	Confirm Result	Erase All DTC	s Prin Operati	t Result / on Complete	14/15
Erase All DTCs					
According to the instruction below, eras	e All DTCs.				
1				-	
Turn ignition switch to the ON position	n, then All DTCs are au	tomatically erased.		COCK Y	A CONTRACT
				OFF	ON
Current status of ignition switch	OFF				
If the current status of ignition swi	tch displayed on the	screen differs fro	om the status of		
the actual vehicle ignition switch, to	ouch "NEXT" to go t	o the next screen			
					Next

Figure 77

80. Select **Print** and attach the reprogramming results to the repair order, and then select **Confirm**.

rint Result / Operation Complete		
All tasks are completed. Confirm LA In case CONSULT can NOT immediat temporally storage of this page. Touc Data Folder" on desk top, and open th	I access, touch "Print" to print out this page. ely access to LAN or printer, Screen Capture function is available for h "Screen Capture", and save it. Screen capture data is in "CIII plus le folder named "ScreenImages".	
Part number after Reprog/programming	46007-XXXX	
Part number before Reprog/programming	46007-XXXX	
Vehicle	FRONTIER	(
VIN	*****	Print
System	ABS	
Date	xxxxxxxxxxx	Operation
	1/1	Confir

Figure 78

81. Select Home.



Figure 79

- 82. Remove the battery maintainer/smart charger.
- 83. Close the C-III plus application.
- 84. Disconnect the VI and remove it from the vehicle.

PARTS INFORMATION

DESCRIPTION	PART NUMBER	QUANTITY
CHMSL JUMPER HARNESS	24009-9BU0A	1
IPDM BOX STICKER	24313-9BU9E	1
CHMSL RELAY	25230-79917	1
SW ASSY – STOP LAMP	25320-3JA0A	1
CLIP	25320-3KA0A	1

CLAIMS INFORMATION

Submit a Primary Part (PP) type line claim using the following claims coding:

DESCRIPTION	PFP	OP CODE	SYM	DIA	FRT
Install Jumper Harness, Replace Stop Lamp Switch & Reprogram ABS Module	(1)	RXC3AA	ZE	32	1.8

(1) Reference the electronic parts catalog and use the Stop Lamp Switch (25320-****) as the Primary Failed Part (**PFP**).

AMENDMENT HISTORY

PUBLISHED DATE	REFERENCE	DESCRIPTION
September 29, 2022	NTB22-084	Original bulletin published