



VOLUNTARY RECALL CAMPAIGN

Classification:	Reference:	Date:
EC24-015	NTB24-061	January 30, 2025

VOLUNTARY EMISSIONS RECALL CAMPAIGN 2016-2017 TITAN XD DIESEL; PM SENSOR

CAMPAIGN ID #: PD128
APPLIED VEHICLES: 2016-2017 Titan XD (A61)
APPLIED ENGINES: Cummins 5.0L Diesel

**Check Service COMM or Dealer Business Systems (DBS)
National Service History to confirm campaign eligibility.**

INTRODUCTION

Nissan is conducting this voluntary emissions recall campaign on certain specific model year 2016-2017 Titan XD vehicles equipped with a diesel engine, to install a Particulate Matter (PM) Sensor and reprogram the Engine Control Module (ECM). This service will be performed at no charge to the customer for parts or labor.

IDENTIFICATION NUMBER

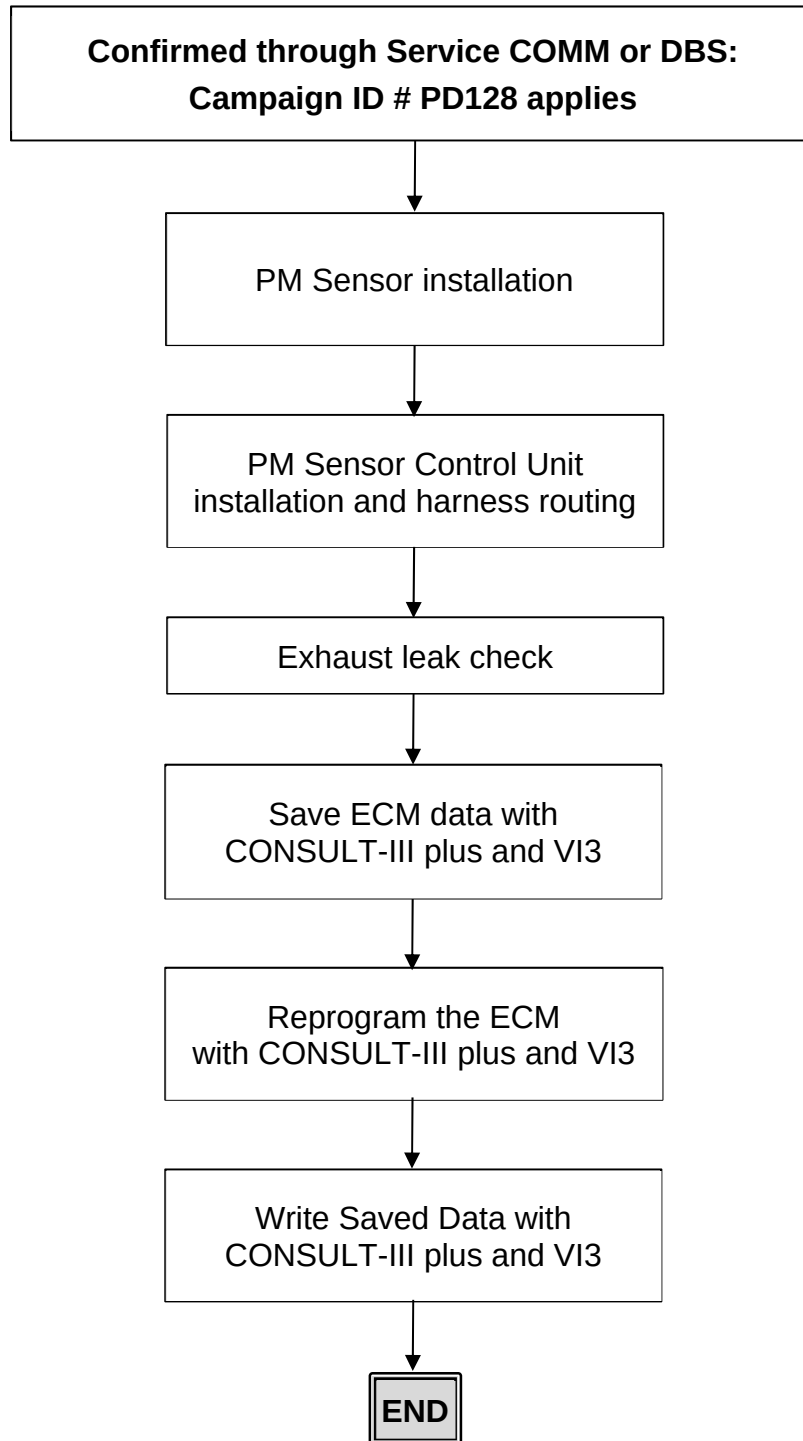
Nissan has assigned identification number PD128 to this campaign. This number must appear on all communication and documentation of any nature dealing with this campaign.

DEALER RESPONSIBILITY

It is the dealer's responsibility to check Service COMM or Dealer Business Systems (DBS) National Service History for the campaign status on each vehicle falling within the range of this voluntary emissions recall which for any reason enters the service department. This includes vehicles purchased from private parties or presented by transient (tourist) owners and vehicles in a dealer's inventory. **Federal law requires that new vehicles in dealer inventory which are the subject of a safety recall must be corrected prior to sale. Failure to do so can result in civil penalties by the National Highway Traffic Safety Administration.** While federal law applies only to new vehicles, Nissan strongly encourages dealers to correct any used vehicles in their inventory before they are retailed.

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.

REPAIR OVERVIEW



IMPORTANT

Attention California Dealers

An Emission Recall Campaign Completion (ERCC) label must be filled out by the technician performing the repair, and then attached to the underside of the vehicle hood. A sample of the label is shown below.

Technician: Fill in here: "Installed PM Sensor and Reprogrammed ECM per Campaign ID # PD128"	NISSAN MOTOR CORPORATION AUTHORIZED MODIFICATIONS THE FOLLOWING MODIFICATIONS HAVE BEEN MADE:
Fill in "DEALER CODE" and "DATE" Put "ARB/EPA" under "CHANGE AUTHORITY"	THESE MODIFICATIONS HAVE BEEN APPROVED AS APPROPRIATE BY EPA AND CARB
	DEALER CODE: _____ DATE: _____ CHANGE AUTHORITY: _____ NIS-UHL-16

Figure 1

California dealers are now required to issue a proof of correction certificate to vehicle owners upon completion of emissions related recall work. Please fill out one of the campaign completion forms for each owner that has this campaign performed. Instruct owners to keep this certificate unless they are requested to mail it to the DMV. A sample of the form is shown in Figure 2 below.

Vehicle Emission Recall - Proof of Correction				
License Number	Make	Model Year	Body Type	Vehicle Identification Number □□□□□□□□□□□□□□□□
Manufacturer _____		Recall Number _____		
The above described vehicle has been repaired, modified and/or equipped with new emission control devices to meet applicable California Emission Control Laws.				
Dealer's Name _____		Address, City, State, Zip _____		
Date _____		Dealership's Authorized Signature X _____		
Return this certificate to DMV <u>only</u> when required - otherwise retain for your records.				
CAEMRC 1-20				

Figure 2

HINT:

- These forms (item number **CAEMRC 1-20**) and labels (item number **NIS-UHL-16**) are available from Nissan Publications (1-800-247-5321) at no charge.
- When either item (form or label) is ordered, you will automatically receive the other item as well.

REQUIRED TOOLS / MATERIALS

- Step drill bit 22157-EZ41A
(Provided with PM Sensor Upfit Kit)

Step Drill Bit



Figure 3

- Paper Template 226B0-EZ41A
(Provided with PM Sensor Upfit Kit)

Paper Template

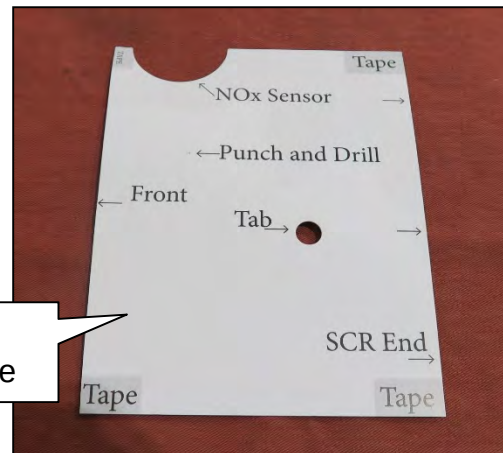


Figure 4

- 3/16" Drill Bit (available from local sources)

3/16" drill bit

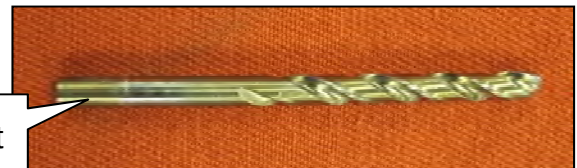


Figure 5

- 5 Plastic straps approximately 12" long (shop supply)

Plastic straps

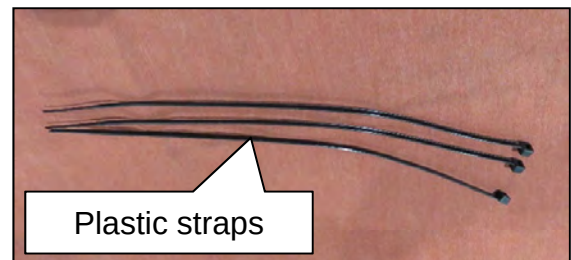


Figure 6

SERVICE PROCEDURE

PM Sensor Installation

1. Place the vehicle on a suitable lift and raise the vehicle.
 - Verify the lift arms will clear the running boards (if equipped).
 - If needed, place a pole jack on the trailer hitch receiver (if equipped) or rear bumper structure to help stabilize the vehicle.



Figure 7

2. Remove the tailpipe.

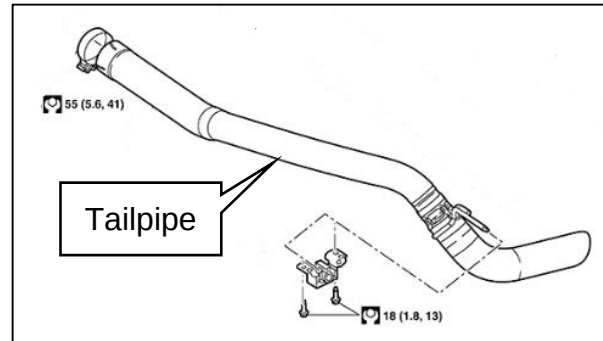


Figure 8

- a. Remove the two (2) tailpipe hanger retaining bolts.

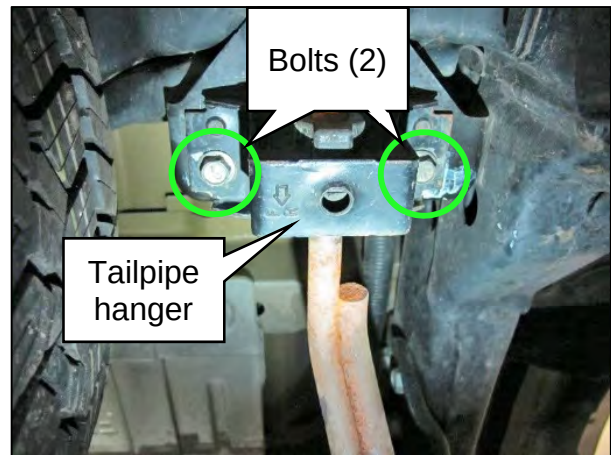


Figure 9

- b. Loosen the tailpipe clamp.
- c. Twist and rock the tailpipe up and down to loosen it from the Selective Catalytic Reduction (SCR) Catalyst Outlet.

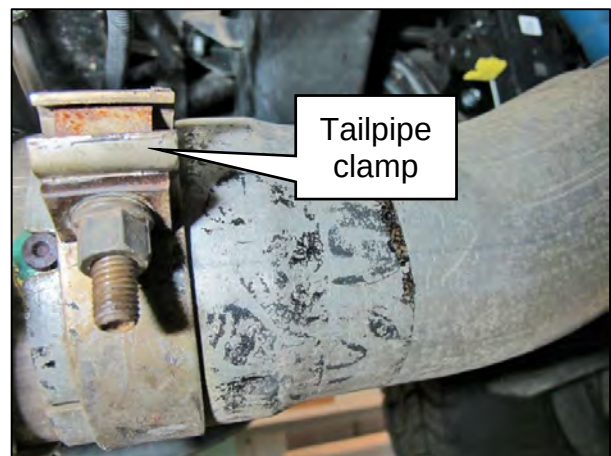


Figure 10

3. Locate the SCR catalyst outlet and alignment tab (Figure 11).
 - Reference the location of the alignment tab as this will be important in the following steps.

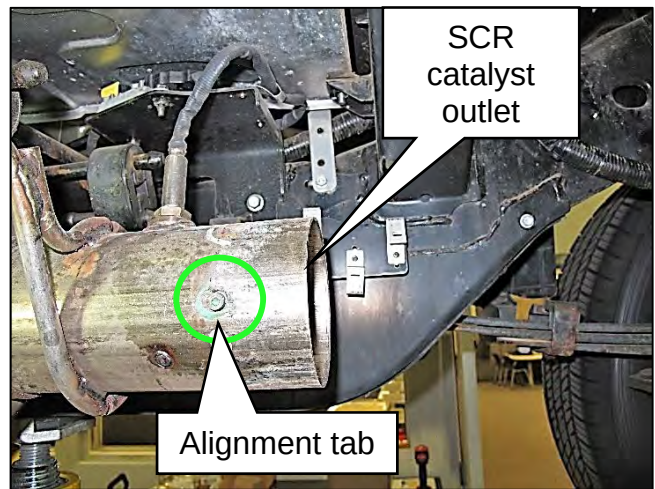


Figure 11

4. Clean the SCR catalyst outlet.
 - a. Clean the SCR catalyst outlet from the end of the pipe around the alignment tab and up to the rear SCR catalyst hanger bracket.
 - b. Using a clean dampened cloth, clean all dirt, road salt and debris from the SCR catalyst outlet.



Figure 12

- c. Use 100-120 grit sandpaper to clean all rust, dirt and debris off of the SCR catalyst outlet in and around the alignment tab.

IMPORTANT: Do not aggressively file or grind the SCR catalyst outlet.



Figure 13

5. Open the PM Sensor Upfit Kit and locate the Paper Template (226B0-EZ41A).

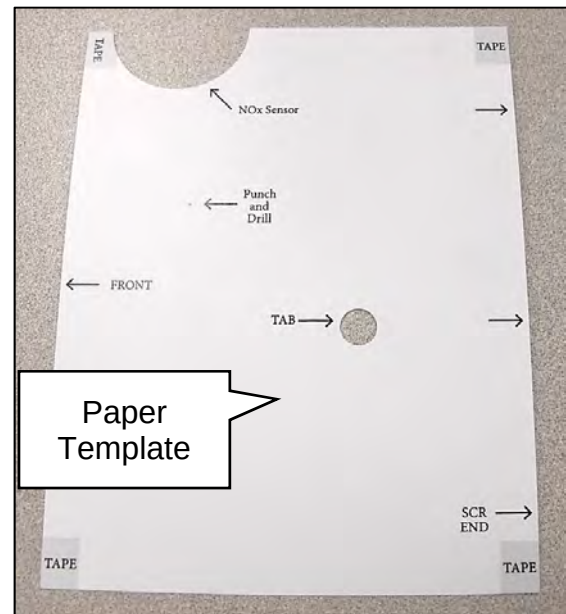


Figure 14

6. Find the “Punch and Drill” location on the Paper Template and create a small hole using a center punch. (This action is to create a locating hole for the center punch for future punch and drill steps).

HINT: Do NOT push the entire center punch all the way through the Paper Template.

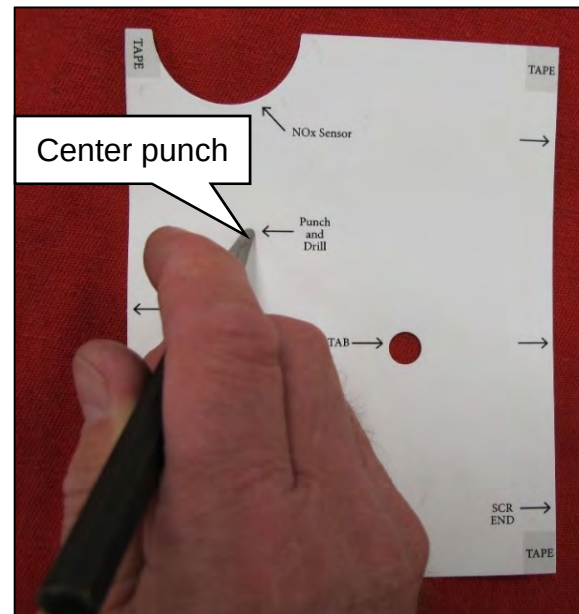


Figure 15

7. Place the Paper Template on the SCR catalyst outlet, as shown in Figure 16.

- a. The Paper Template “Tab” hole should be located over the SCR catalyst alignment tab.

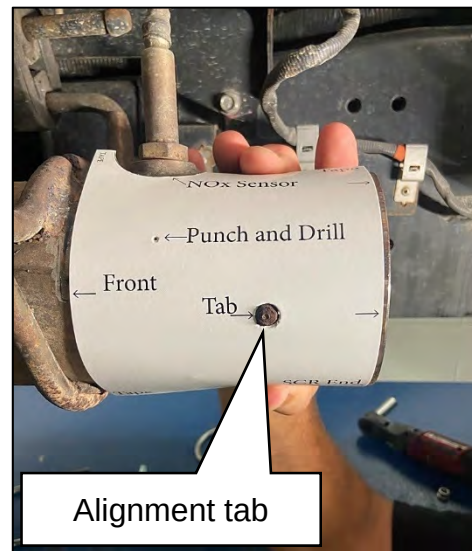


Figure 16

- b. Adjust the Paper Template until the right side of the Paper Template is parallel with the SCR catalyst outlet (Figure 17).
- c. Once the Paper Template placement is finalized, use normal office tape to attach the Paper Template to the SCR catalyst at the locations marked “Tape”.

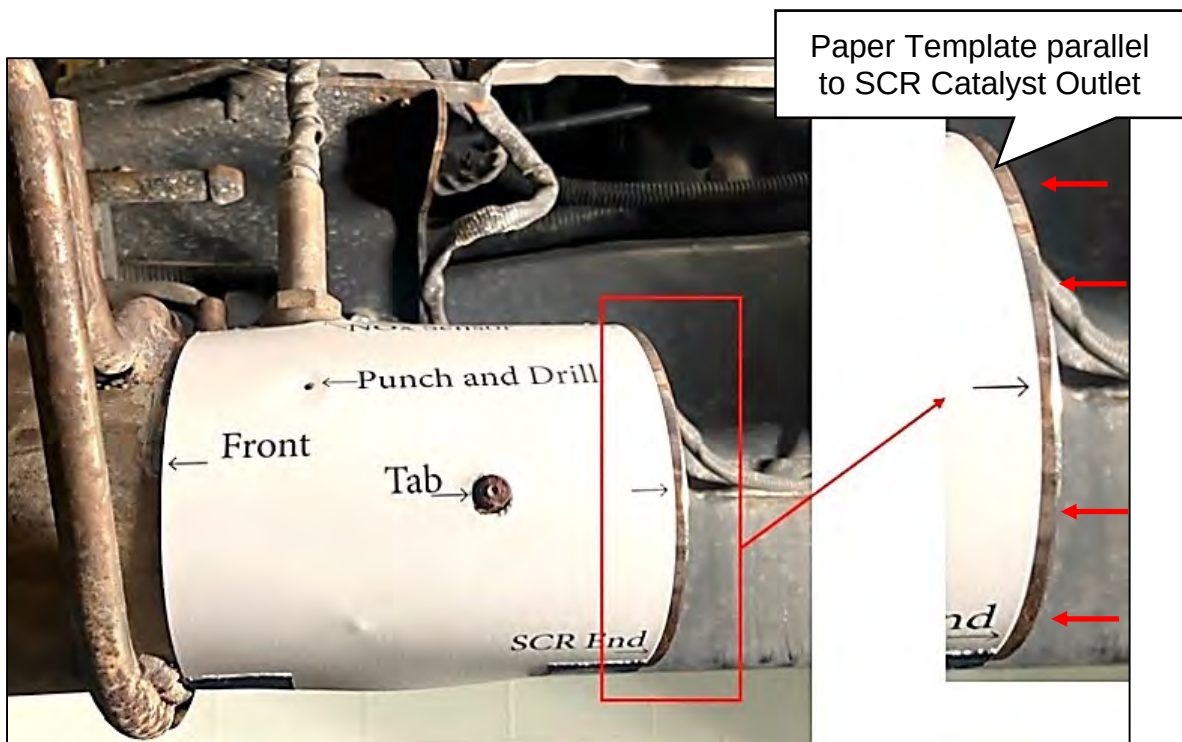


Figure 17

8. Center punch the SCR catalyst outlet.
 - a. Find the “Punch and Drill” location on the Paper Template.
 - b. Using a suitable center punch and hammer, center punch the SCR Catalyst Outlet at the “Punch and Drill” location.
 - c. Do NOT remove the Paper Template from the SCR catalyst outlet.



Figure 18

9. Using an electric variable speed drill and a 3/16” Drill Bit, drill a 3/16” pilot hole (at a depth of no more than 1”) through the Paper Template and the SCR catalyst outlet.

IMPORTANT: Limit the drill depth to 1” to prevent damage to the internal structure of the SCR catalyst.

- Remove the Paper Template from the SCR catalyst outlet after drilling the 3/16” pilot hole.

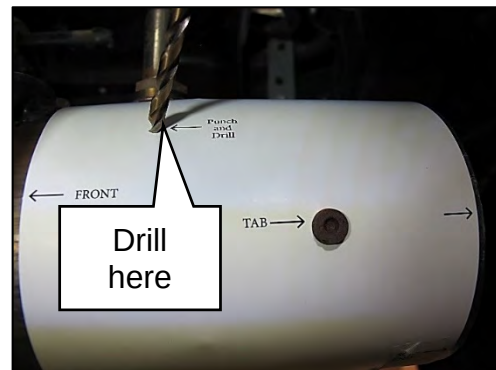


Figure 19



Figure 20

10. Drill the hole in the SCR catalyst outlet larger (at a depth of no more than 1") using the Step Drill Bit (22157-EZ41A) provided in the installation kit.
- Note the red line on the Step Bit. This is the stop line to utilize when drilling the hole larger.
 - Enlarge the hole until the red line is on top of the SCR outlet.

IMPORTANT: Limit the drill depth to 1" to prevent damage to the internal structure of the SCR catalyst. Do NOT let the red line go into the SCR catalyst outlet.

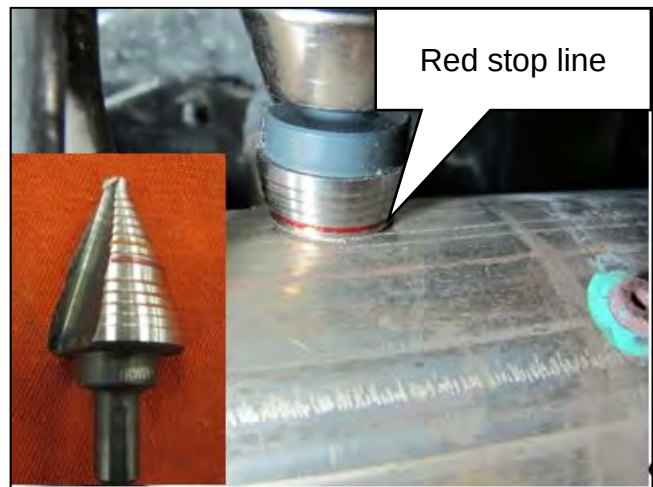


Figure 21

11. Deburr the hole drilled into the SCR catalyst outlet.

- Use a suitable small round file, deburring tool, or 100-150 grit sandpaper to deburr the drilled hole.

IMPORTANT: Limit the filing depth to 1" to prevent damage to the internal structure of the SCR catalyst.

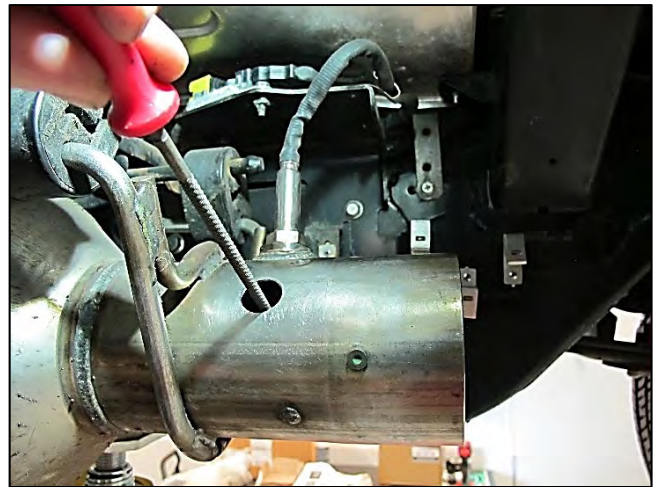


Figure 22

12. Remove any drill or file debris from inside the SCR catalyst outlet.

- Use a shop vacuum to remove the debris.

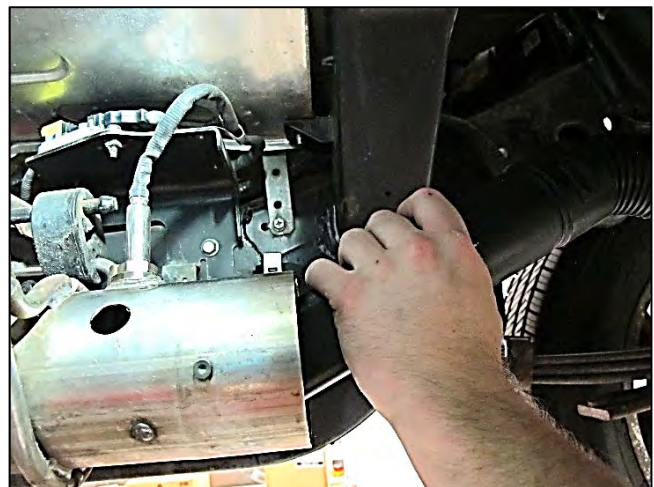


Figure 23

13. Install the tailpipe to the SCR catalyst outlet.

- a. Line up the cut-out on the tailpipe with the alignment tab on the SCR catalyst outlet.
- b. Install the two (2) tailpipe hanger retaining bolts and tighten to specification.
 - Tailpipe hanger retaining bolt torque 18 N•m (1.8 kg-m, **13 ft-lb**)
- c. Tighten the tailpipe clamp.
 - Tailpipe clamp retaining nut torque 55 N•m (5.6 kg-m, **41 ft-lb**)

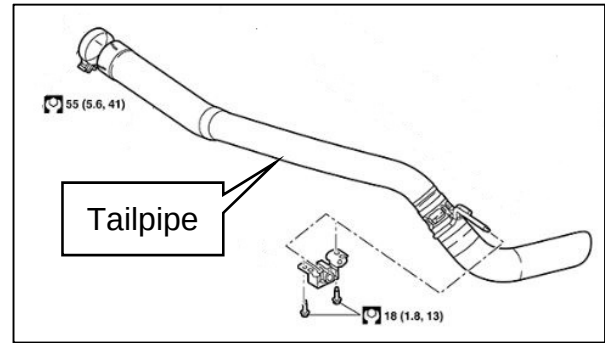


Figure 24

IMPORTANT: The tailpipe must be installed before the U-bolt clamps are tightened. The U-bolt clamps distort the SCR catalyst outlet, preventing tailpipe reinstallation.

14. Loosely install the U-bolt clamps (22095-EZ41A) onto the SCR catalyst outlet.

- Orient the U-bolt clamps on the SCR catalyst outlet with the U-bolt clamp nuts facing upward, as shown in Figure 25.

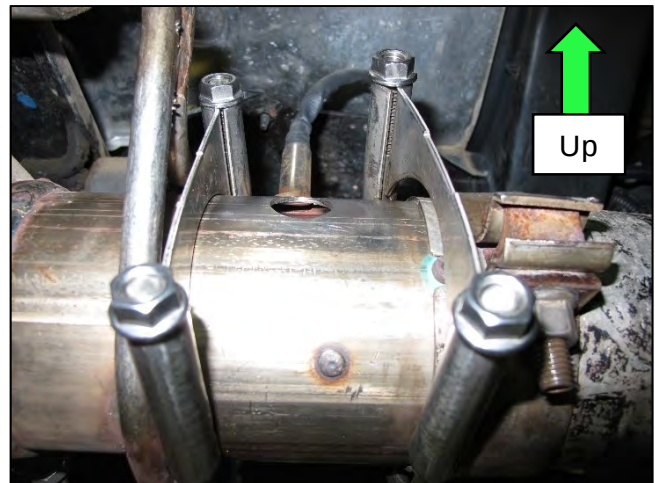


Figure 25

15. Assemble the precut exhaust gasket (20691-EZ41A) on the PM Sensor bracket (22795-EZ41A) as shown in Figure 26.
- Place the exhaust gasket onto the PM Sensor bracket with the hole centered over the bracket pilot.
 - Carefully mash the exhaust gasket down so it conforms to the curvature of the bracket.
 - Make sure the bracket pilot is protruding through the gasket.

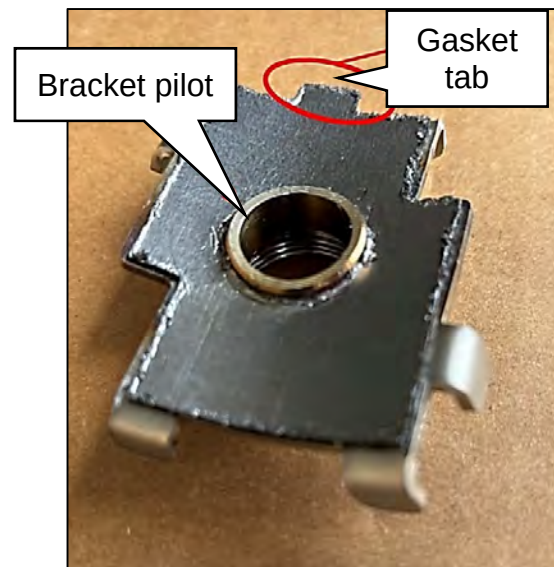


Figure 26

16. Place the PM Sensor bracket with gasket onto the SCR catalyst outlet at the drilled hole.
- Orient the bracket so the laser etched number will be facing toward the front of the vehicle.
 - Verify the gasket tab is facing toward the rear of the vehicle.
- HINT:** For clarity, Figure 27 does not show the U-bolt clamps.

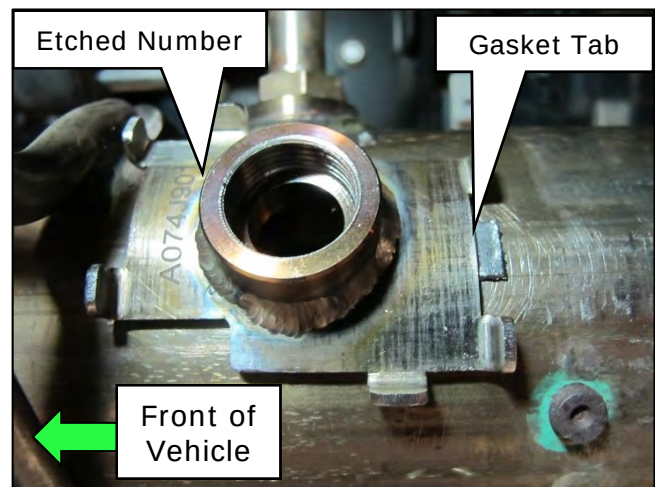


Figure 27

17. Install the U-bolt clamps onto the PM sensor bracket and the SCR catalyst outlet.
- Install the U-bolt clamps in the position shown in Figure 28.
 - Tighten the U-bolt clamp nuts evenly to 15 N•m (1.5 kg-m, **11 ft-lb**).
- IMPORTANT:** Do NOT tighten the U-bolt clamp nuts to more than 15 N•m (1.5 kg-m, **11 ft-lb**) in this step or the SCR catalyst outlet will become distorted.



Figure 28

18. Install the PM sensor (227A3-EZ41B) into the PM sensor bracket.

- PM sensor torque: 50 N•m (5.0 kg-m, **37 ft-lb**).



Figure 29

19. Locate the following components from the parts kit to mount the PM sensor control unit to the passenger (RH) side frame.

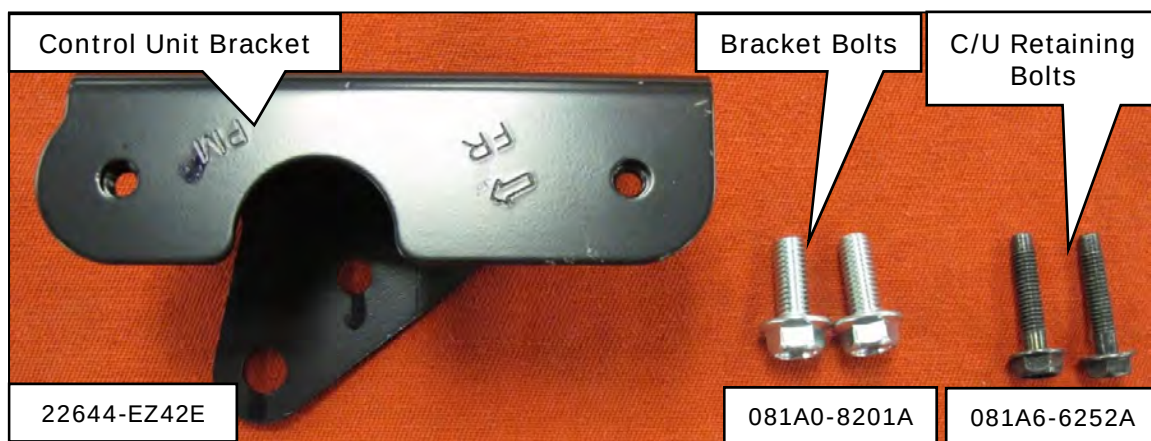


Figure 30

20. To install the PM sensor control unit bracket (22644-EZ42E) and harness:
- For Short Wheel Base (SWB) King Cab and Regular Cab with Long Bed, continue to step 21 on page 15.
 - For Long Wheel Base (LWB) Crew Cab, skip to step 33 on page 22.

PM Sensor Control Unit Installation And Harness Routing (SWB)

21. Locate the area shown in Figure 31 between the chassis harness and the right rear shock absorber on the passenger (RH) side inner frame rail.
- Locate the two (2) threaded holes in the inner frame rail between the chassis harness and the right rear shock absorber.

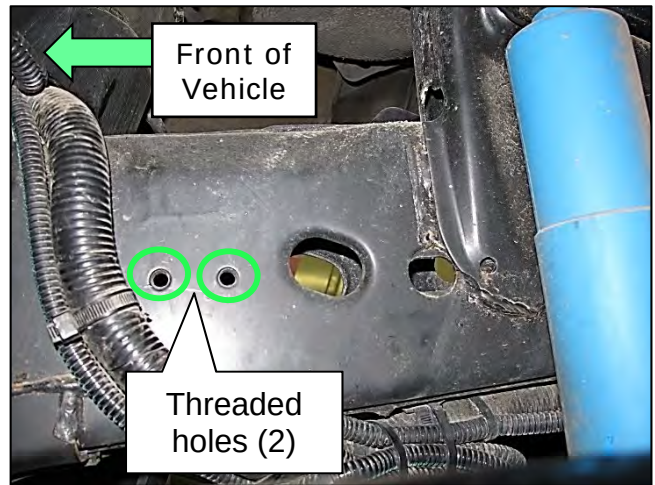


Figure 31

22. Install the PM sensor control unit bracket.
- a. Install the bracket with the directional arrow pointing toward the front of the vehicle (the “FR” on the bracket will be upside down).
 - b. Install and tighten the two (2) bracket retaining bolts (081A0-8201A).
 - c. PM sensor control unit bracket retaining bolt torque: 18 N•m (1.8 kg-m, **13 ft-lb**)

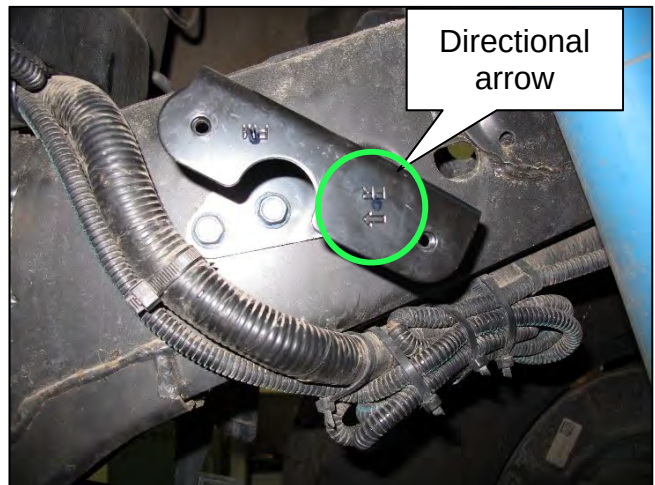


Figure 32

23. Install the PM sensor control unit onto the PM sensor control unit bracket.
- a. Install the PM sensor control unit with the harness facing toward the rear of the vehicle.
 - b. Install and tighten the two (2) PM sensor control unit retaining bolts (081A6-6252A).
 - c. PM sensor control unit retaining bolt torque: 9 N•m (0.92 kg-m, **80 in-lb**)

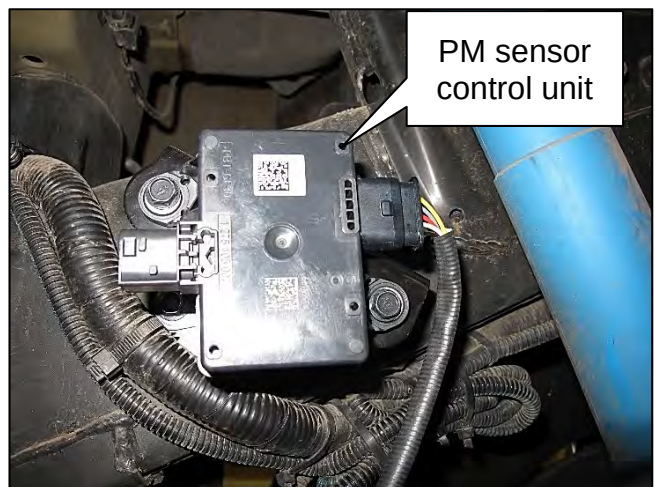


Figure 33

24. Route the PM sensor wiring harness from the PM sensor control unit to the PM sensor.

- Install the PM sensor wiring harness into three (3) existing harness clips on the RH side frame rail (inner).
- Make sure there is clearance from the exhaust tailpipe and enough clearance for some SCR catalyst movement.

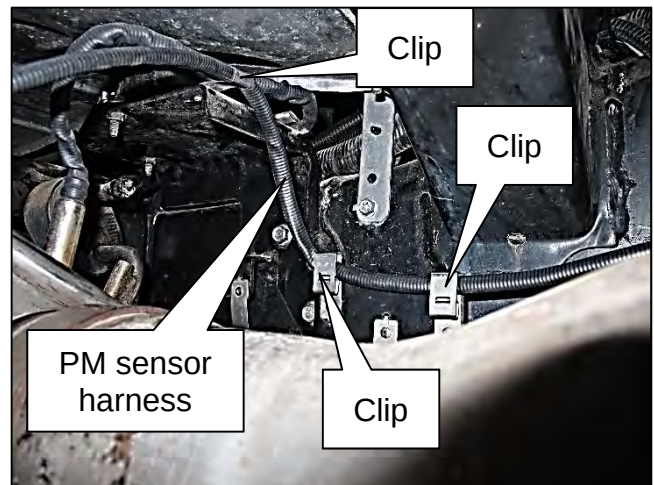


Figure 34

25. Locate the jumper harness (22159-EZ41A) from the PM Sensor Upfit kit, as shown in Figure 35.



Figure 35

26. Plug the single end of the jumper harness into the PM sensor control unit.

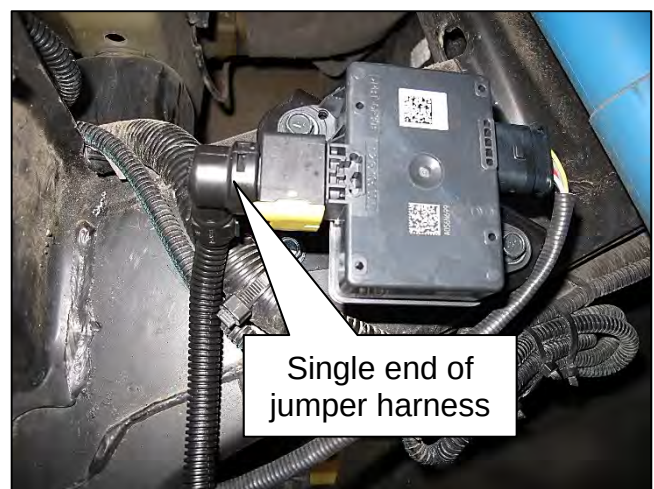


Figure 36

27. Route the jumper harness up to the RH side frame rail (outer) toward the front of the vehicle.
- The jumper harness will rest on top of the existing chassis harness.

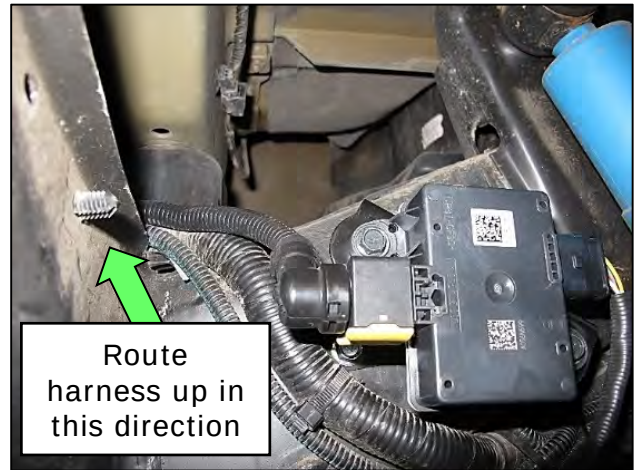


Figure 37

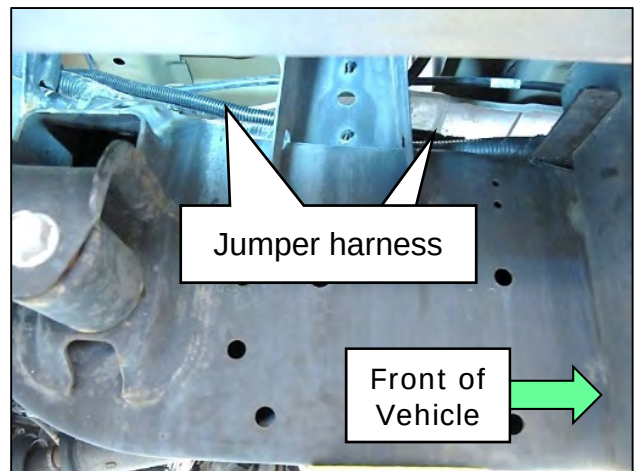


Figure 38

28. Disconnect the large rectangular (4-pin) wiring harness connector from the Outlet NOx sensor control unit (Figure 39 and Figure 40).

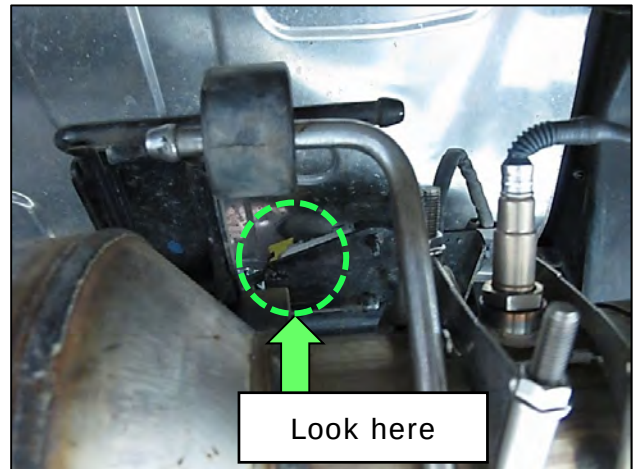


Figure 39

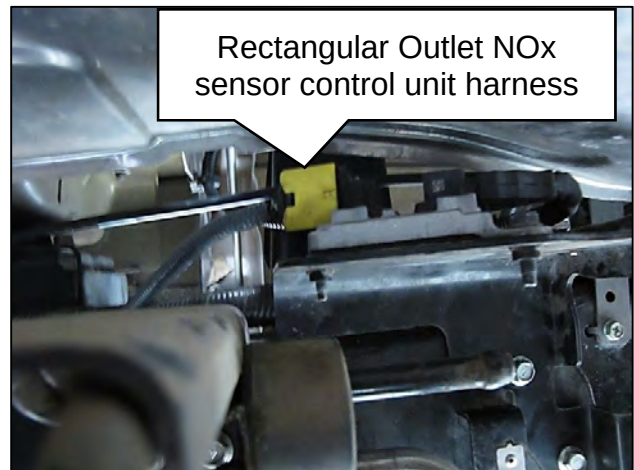


Figure 40

29. Plug the jumper harness into the Outlet NOx sensor control unit and the existing chassis harness connector on the frame rail (Figure 41 and Figure 42).

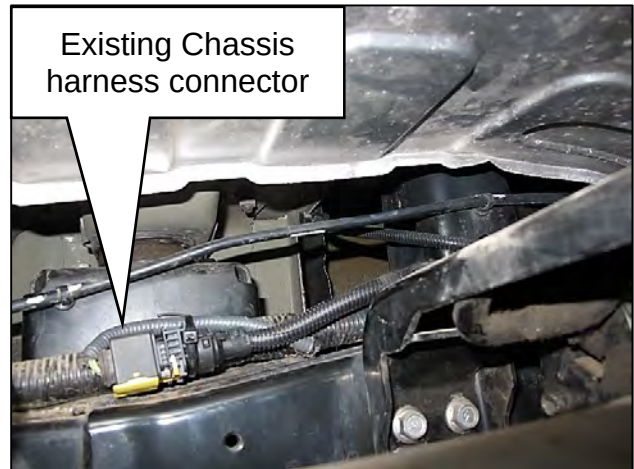


Figure 41

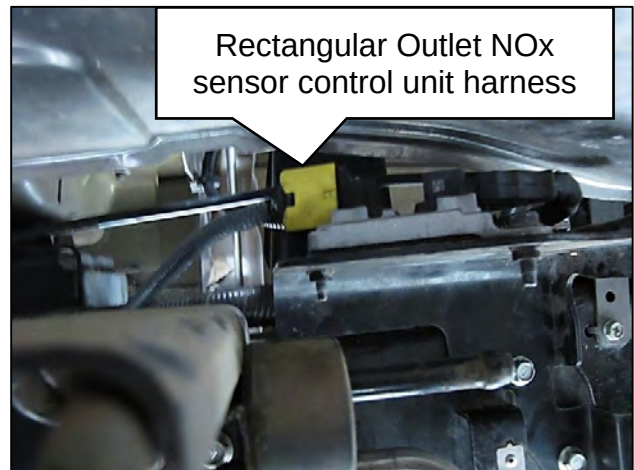


Figure 42

30. Working from the rear of the vehicle toward the front, secure the jumper harness to the existing chassis harness on the RH side frame rail using five (5) plastic straps (Figure 43-Figure 46).

- Five (5) plastic straps (zip-ties) will be required.
- Figure 43 is from under the vehicle at the PM sensor control unit.
- Figure 44 is from the frame rail RH side (outer) above the leaf spring eyelet.
- Figure 45 is from the frame rail RH side (outer) behind the right rear cab mount.
- Figure 46 is from under the vehicle facing toward the RH side frame rail (inner) above the SCR catalyst.

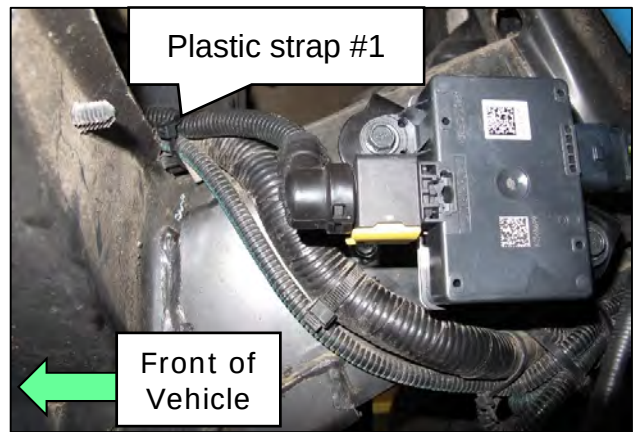


Figure 43

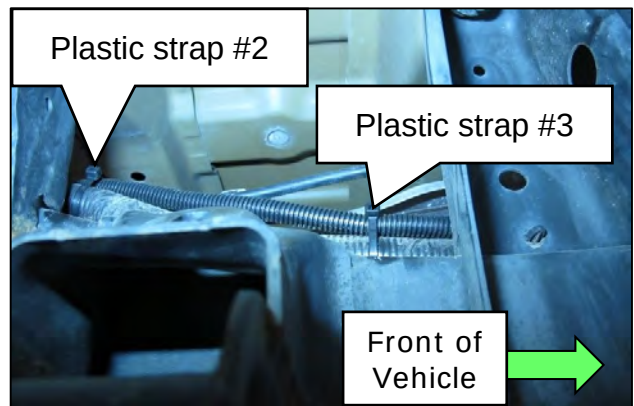


Figure 44

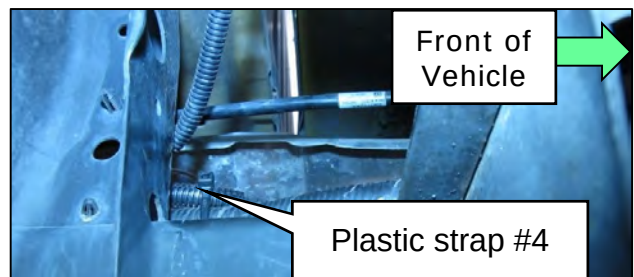


Figure 45

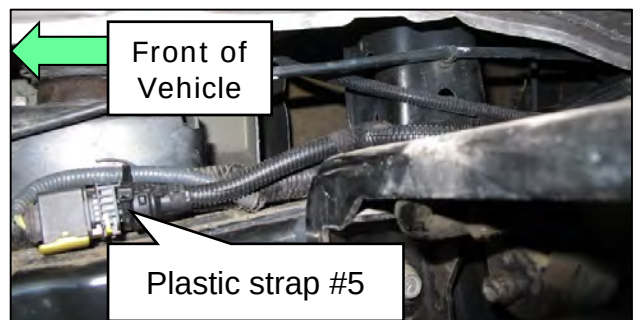


Figure 46

31. Remove the pole jack (if applicable) and lower the vehicle.
 - Do not remove the vehicle from the lift.
32. Skip to step 45 on page 27 for the **Exhaust Leak Check**.



Figure 47

PM Sensor Control Unit Installation And Harness Routing (LWB)

33. Locate the area shown in Figure 48 on the RH side frame rail.

- Locate the two (2) threaded holes.

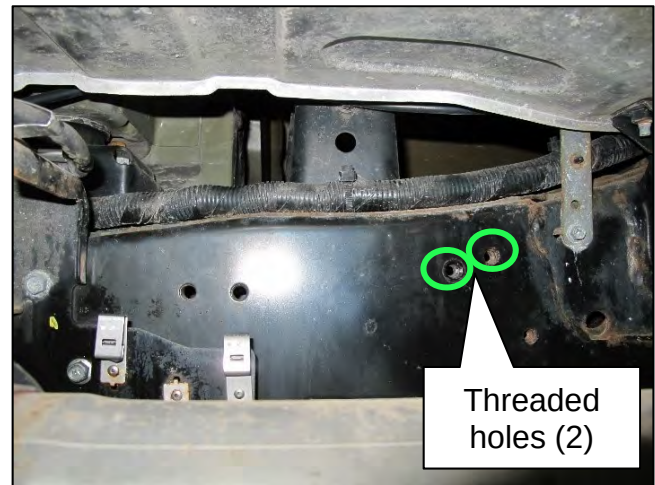


Figure 48

34. Install the PM sensor control unit bracket.

- Install the bracket with the directional arrow pointing toward the front of the vehicle (the “FR” on the bracket will be upside down).
- Install and tighten the two (2) bracket retaining bolts (081A0-8201A).
- PM sensor control unit bracket retaining bolt torque: 18 N•m (1.8 kg-m, **13 ft-lb**)

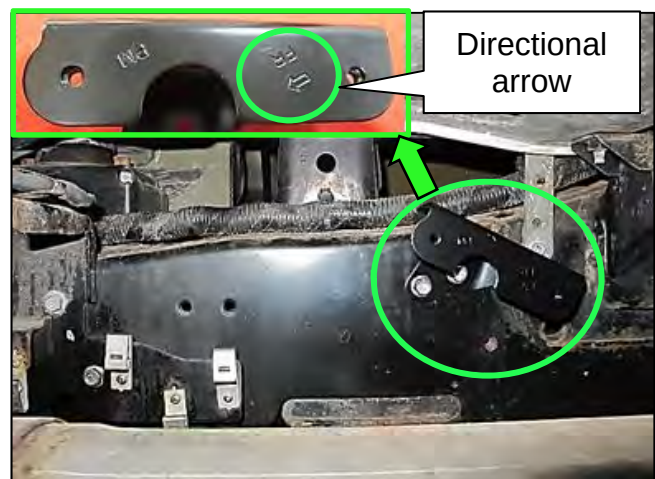


Figure 49

35. Install the PM sensor control unit onto the PM sensor control unit bracket.

- Install the PM sensor control unit with the harness facing toward the front of the vehicle.
- Install and tighten the two (2) PM sensor control unit retaining bolts (081A6-6252A).
- PM sensor control unit retaining bolt torque: 9 N•m (0.92 kg-m, **80 in-lb**)

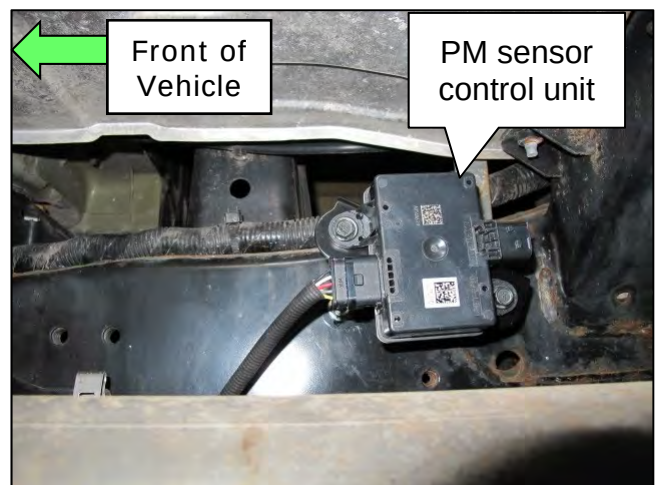


Figure 50

36. Route the PM sensor wiring harness from the PM sensor control unit to the PM sensor.

- Install the PM sensor wiring harness into four (4) existing harness clips on the RH side frame rail.
- Make sure there is clearance from the exhaust tailpipe and enough clearance for some SCR catalyst movement.

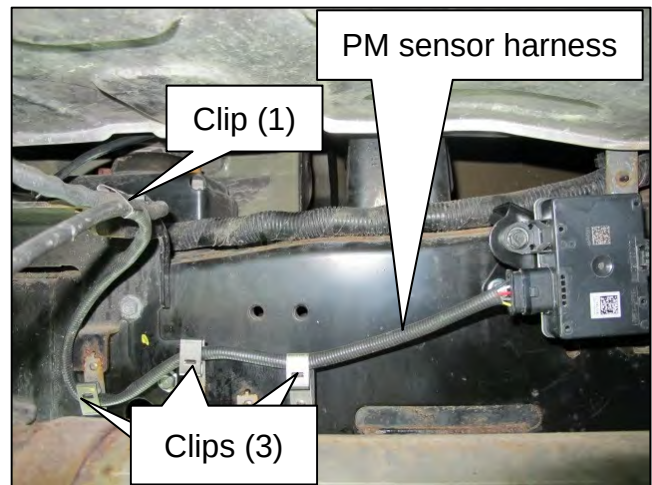


Figure 51

37. Locate the jumper harness from the installation kit, as shown in Figure 52.



Figure 52

38. Plug the single end of the jumper harness into the PM sensor control unit.

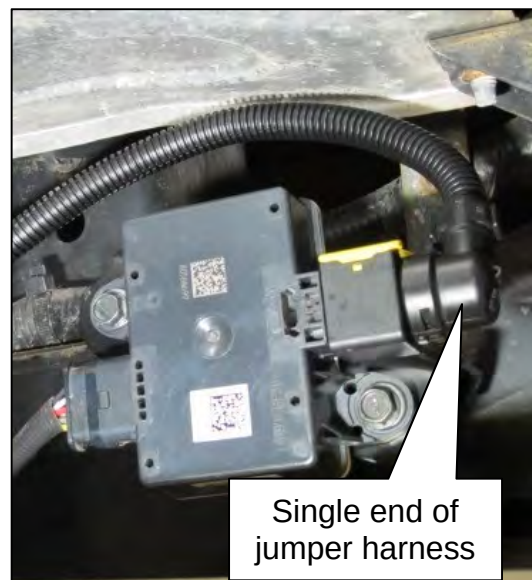


Figure 53

39. Route the jumper harness up to the RH side frame rail (outer) toward the front of the vehicle.
- The jumper harness will rest on top of the existing chassis harness.

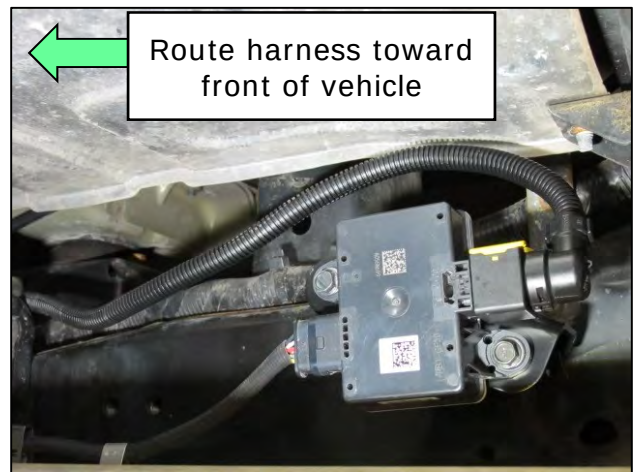


Figure 54

40. Disconnect the large rectangular (4-pin) wiring harness connector from the Outlet NOx sensor control unit.

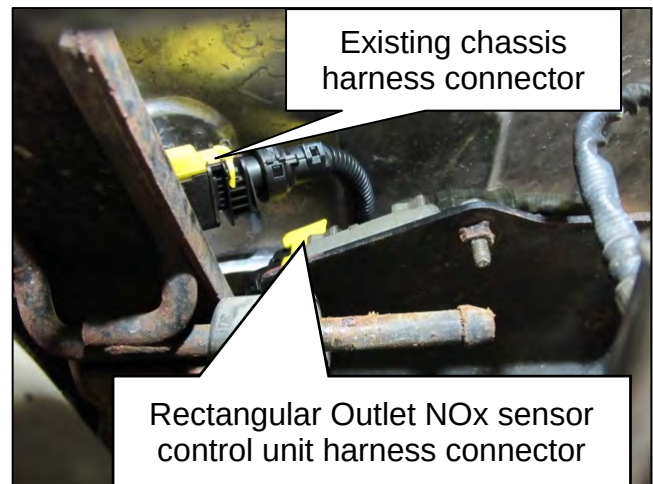


Figure 55

41. Plug the jumper harness into the Outlet NOx sensor control unit and the existing chassis harness connector on the frame rail.

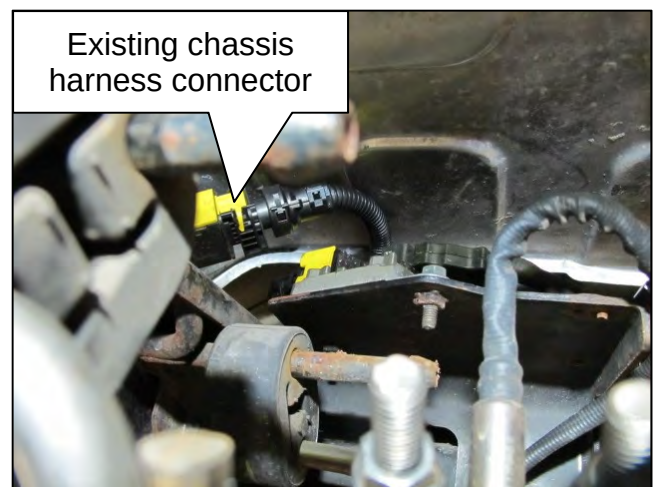


Figure 56

42. Working from the rear of the vehicle toward the front, secure the jumper harness to the existing chassis harness on the RH side frame rail using four (4) plastic straps (Figure 57-Figure 59).

- Four (4) plastic straps (zip-ties) will be required.
- Figure 57 is from the RH side frame rail above the leaf spring eyelet.

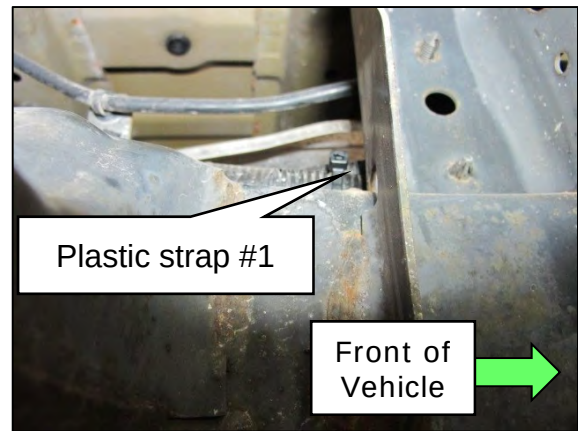


Figure 57

- Figure 58 is from the RH side frame rail behind the right rear cab mount.

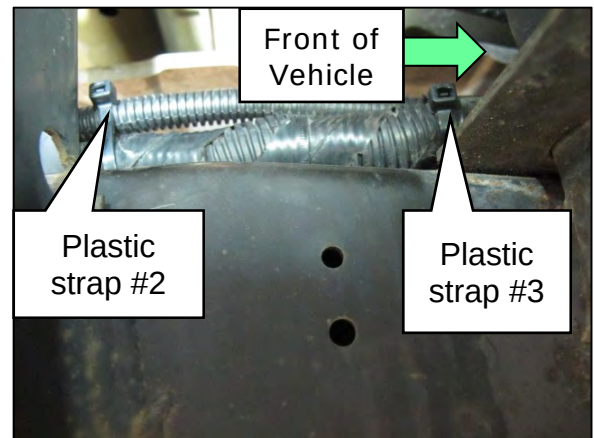


Figure 58

- Figure 59 is from under the vehicle facing toward the RH side frame rail (inner) above the SCR catalyst (The plastic strap is around the Outlet NOx sensor control unit connector and the chassis harness connector is tying it to the chassis harness).

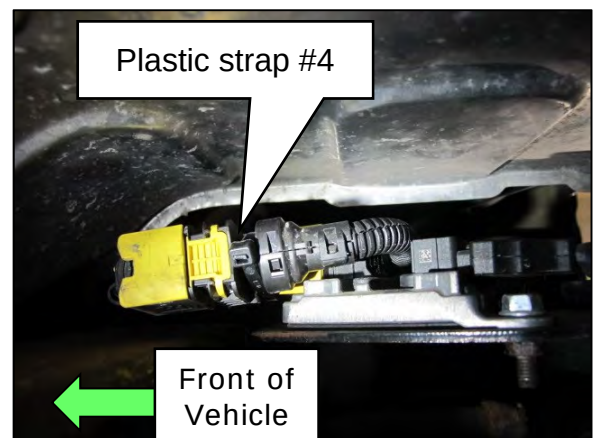


Figure 59

43. Remove the pole jack (if applicable) and lower the vehicle.
 - Do not remove the vehicle from the lift.
44. Continue to step 45 on page 27 for the **Exhaust Leak Check**.



Figure 60

Exhaust Leak Check

45. Start the engine.
 - Apply the parking brake.
46. Raise the vehicle.
 - Verify the lift arms will clear the running boards (if equipped).
 - If needed, place a pole jack on the trailer hitch receiver (if equipped) or rear bumper structure to help stabilize the vehicle.



Figure 61

47. Verify there are no exhaust leaks in the area shown in Figure 62.
 - Inspect for any leak at the PM sensor and PM sensor bracket.
 - Inspect for any leak at the exhaust tailpipe to SCR catalyst outlet connection.

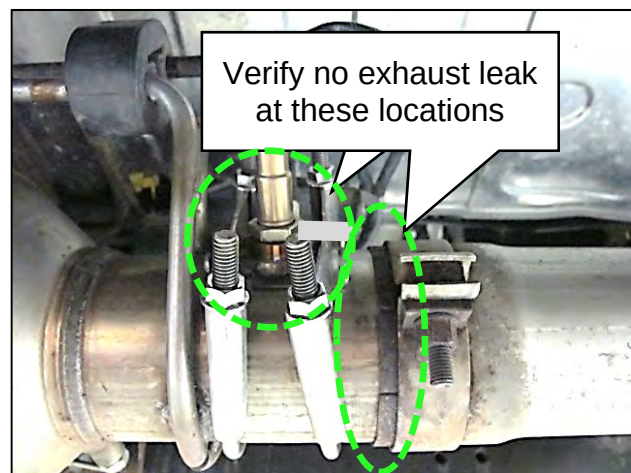


Figure 62

48. Once it is verified that no exhaust leaks exist, remove the pole jack (if applicable) and lower the vehicle.
49. Turn the engine OFF.

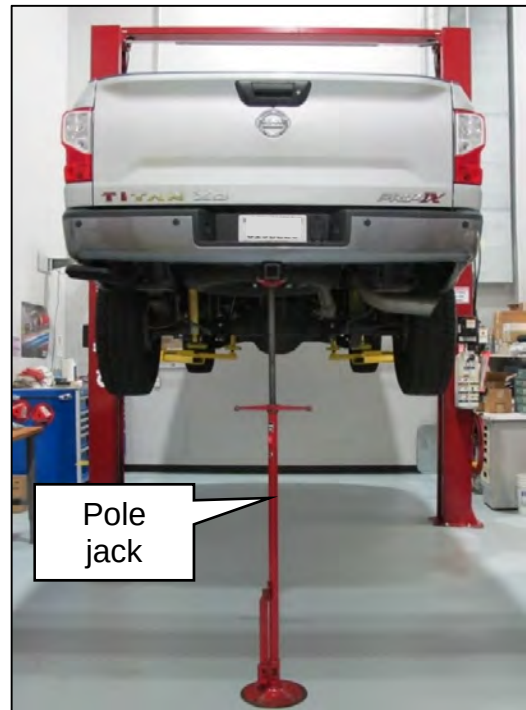


Figure 63

ECM Reprogram Procedure

IMPORTANT: Before starting, make sure:

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

Save Computer Data

50. Confirm that the CONSULT PC is connected to Wi-Fi.

51. Connect the Vehicle Interface **(VI3)** to the vehicle.

- Connect the provided USB cable to the VI3 and the CONSULT PC.

NOTICE

To prevent insufficient or unstable WIFI connections and potential damage to the ECM during the reprogram procedure, ensure to use the USB cable between the VI3 and the CONSULT PC.

52. Turn the ignition ON with the engine OFF (engine not running).

53. Start CONSULT-III plus (C-III plus) on the CONSULT PC.

54. If prompted, select **USA/CANADA Dealers** from the drop-down menu, and then select **OK**.

55. Login using your NNAnet credentials.

IMPORTANT: If not prompted to enter your username and password, the CONSULT PC may not be connected to Wi-Fi. Close C-III plus, confirm the CONSULT PC is connected to Wi-Fi, and then reopen C-III plus.

56. Wait for the VI to be recognized.
- The serial number will be displayed when the VI is recognized.
57. Select **Diagnosis (One System)**.

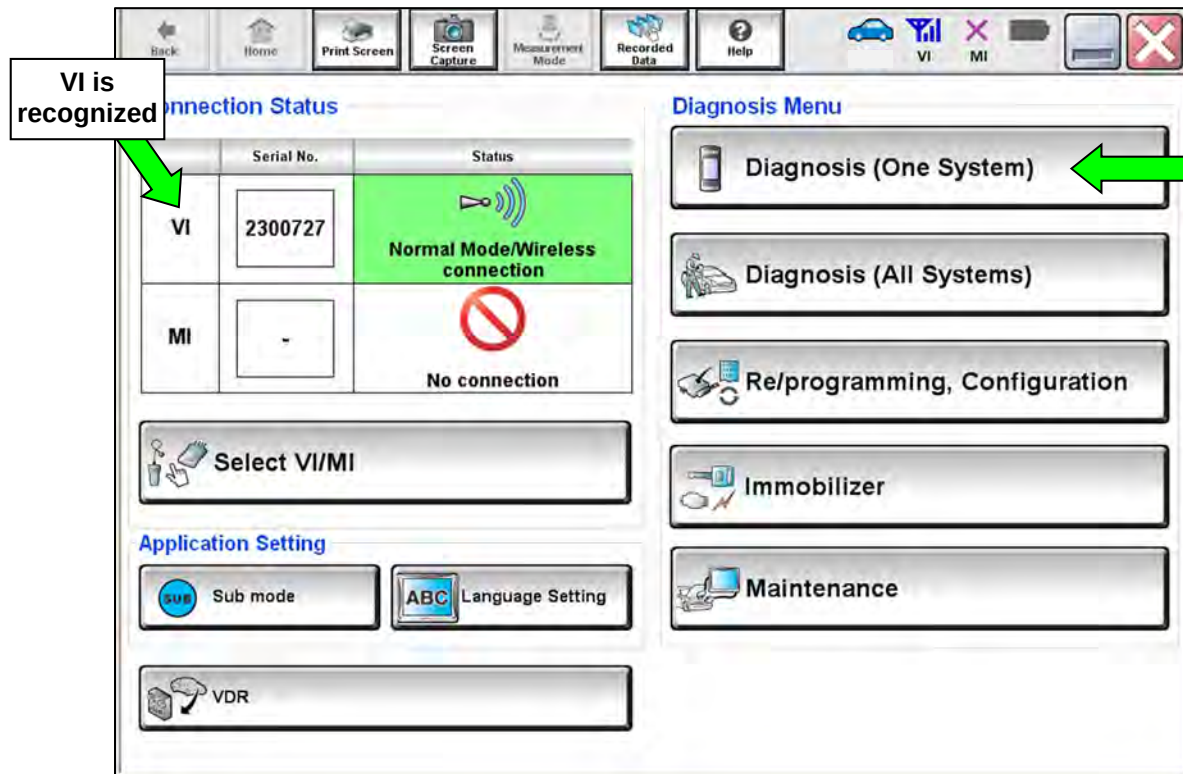


Figure 64

58. Navigate C-III plus to **ENGINE > Work support**.

59. Select **SAVE COMPUTER DATA**.

60. Select **Start**.

- After selecting **Start**, a screen message may appear that says: "Latest diagnostic tool update must be used before saving the data, otherwise there is a risk that the data entry will not work".
 - o If the message above appears, select **Continue**.

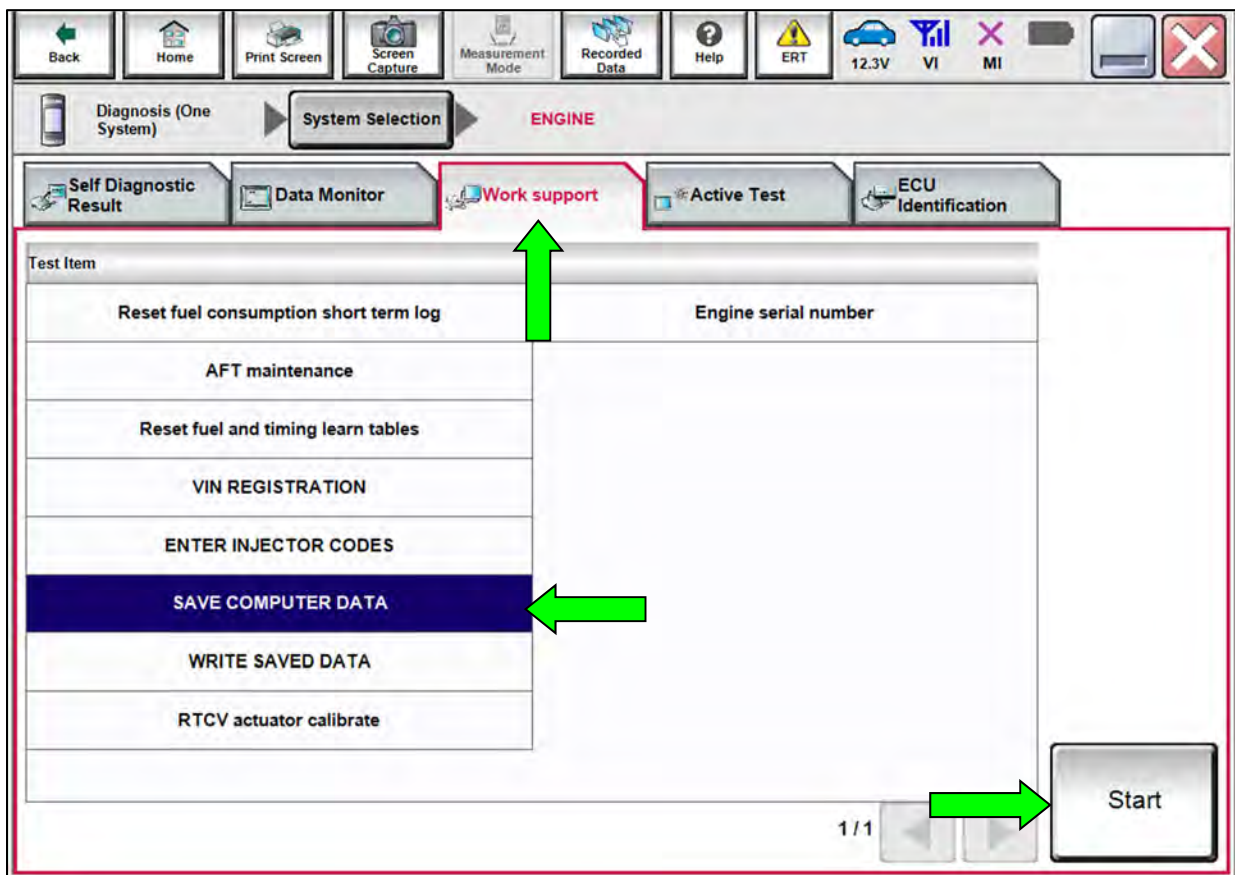


Figure 65

61. Confirm the ignition is ON with the engine OFF (engine not running).
62. Select **Confirm**.

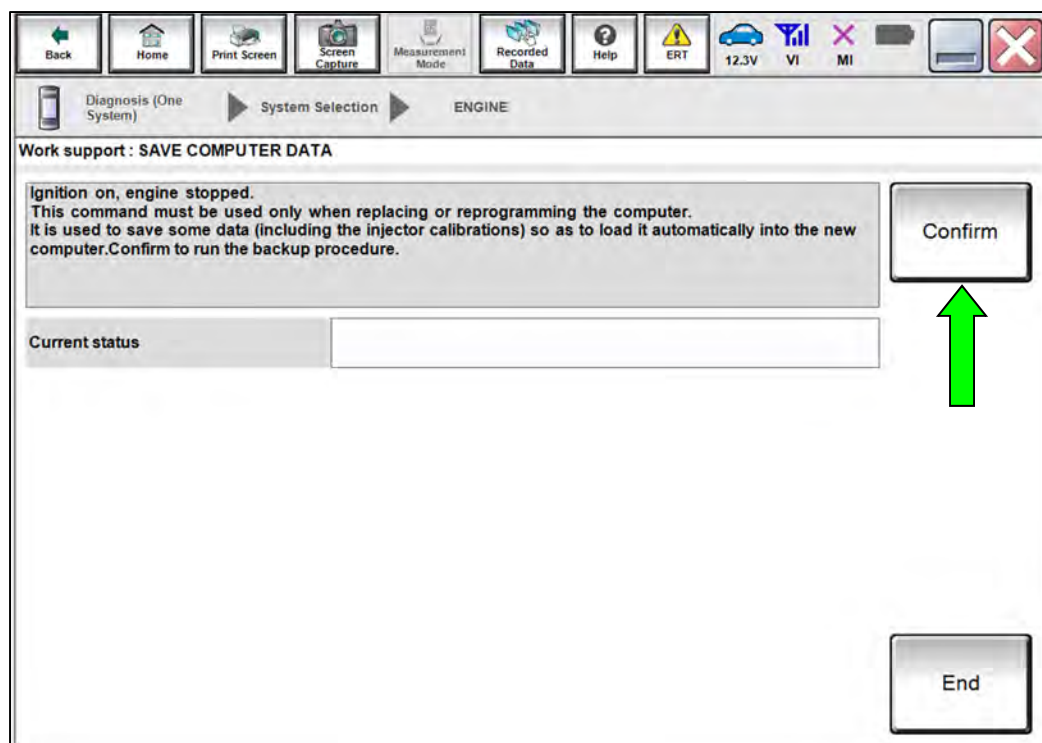


Figure 66

63. Select **End**.

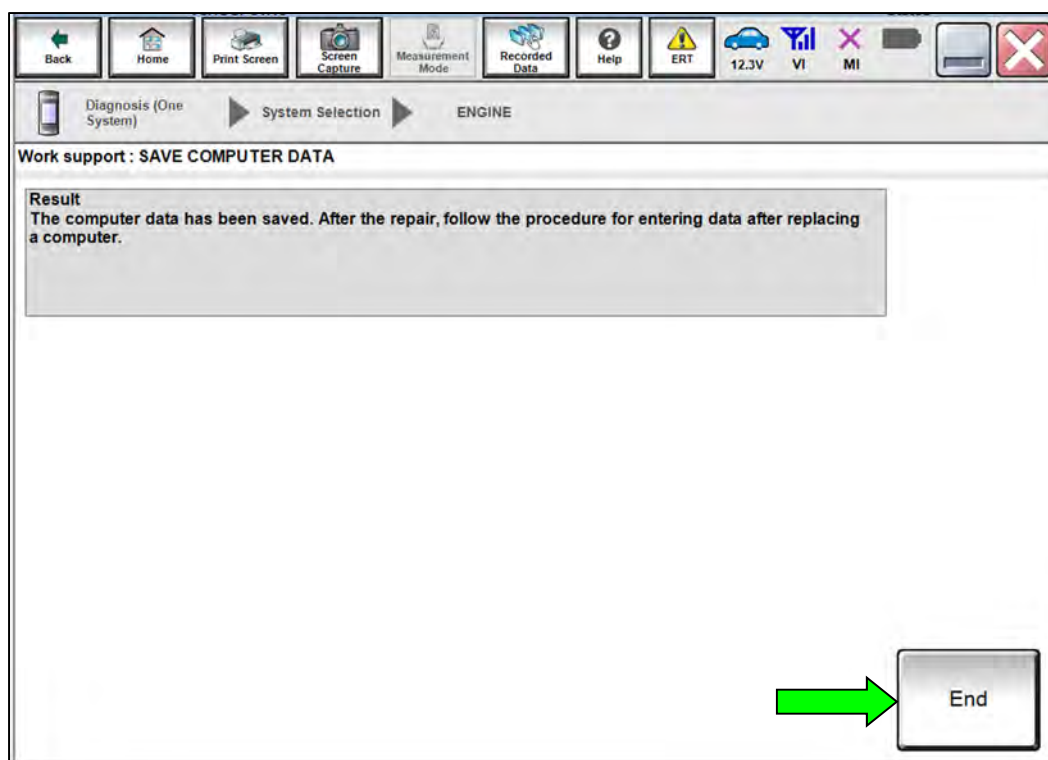


Figure 67

Reprogram ECM

HINT:

- Most instructions for reprogramming with CONSULT-III plus (C-III plus) are displayed on the CONSULT PC screen.
- If you are not familiar with the reprogramming procedure, [click here](#). This will link you to the "CONSULT-III PLUS REPROGRAMMING FOR ENGINE OR TRANSMISSION CONTROL MODULE (ECM OR TCM)" general procedure.
- For the Titan XD Diesel, the GR8 set to ECM power supply mode can be attached to either 12 volt battery.

NOTICE

Perform the following before starting the reprogramming procedure to prevent damage to the control unit.

- Connect the AC Adapter to the CONSULT PC.
- Connect the CONSULT PC to the VI3 via USB cable.
- Ensure ASIST on the CONSULT PC has been synchronized (updated) to the current date and all CONSULT software updates (if any) have been installed.

HINT:

- When reprogramming is complete, you will be required to perform **DTC Erase**.
- Turn OFF all external Bluetooth® devices (e.g., cell phones, printers, etc.) within range of the CONSULT PC and the VI. If Bluetooth® signal waves are within range of the CONSULT PC or VI during reprogramming, the reprogramming may be interrupted.
- Turn the hazard warning lamps ON.
 - o Turn OFF all other vehicle electrical loads such as exterior lights, interior lights, HVAC, blower, rear defogger, audio, NAVI, seat heater, steering wheel heater, etc. If electrical loads remain ON, the ECM may be damaged.
- Connect a battery maintainer or smart charger, set to reflash mode or a similar setting, to ensure the battery voltage stays between 12.0 V and 13.5 V.

64. Return to the C-III plus Home screen.
65. Turn the ignition ON with the engine OFF (engine not running).
66. Confirm the plus VI is recognized.
 - The **Serial No.** will display when the plus VI is recognized.
67. Select **Re/programming, Configuration**.

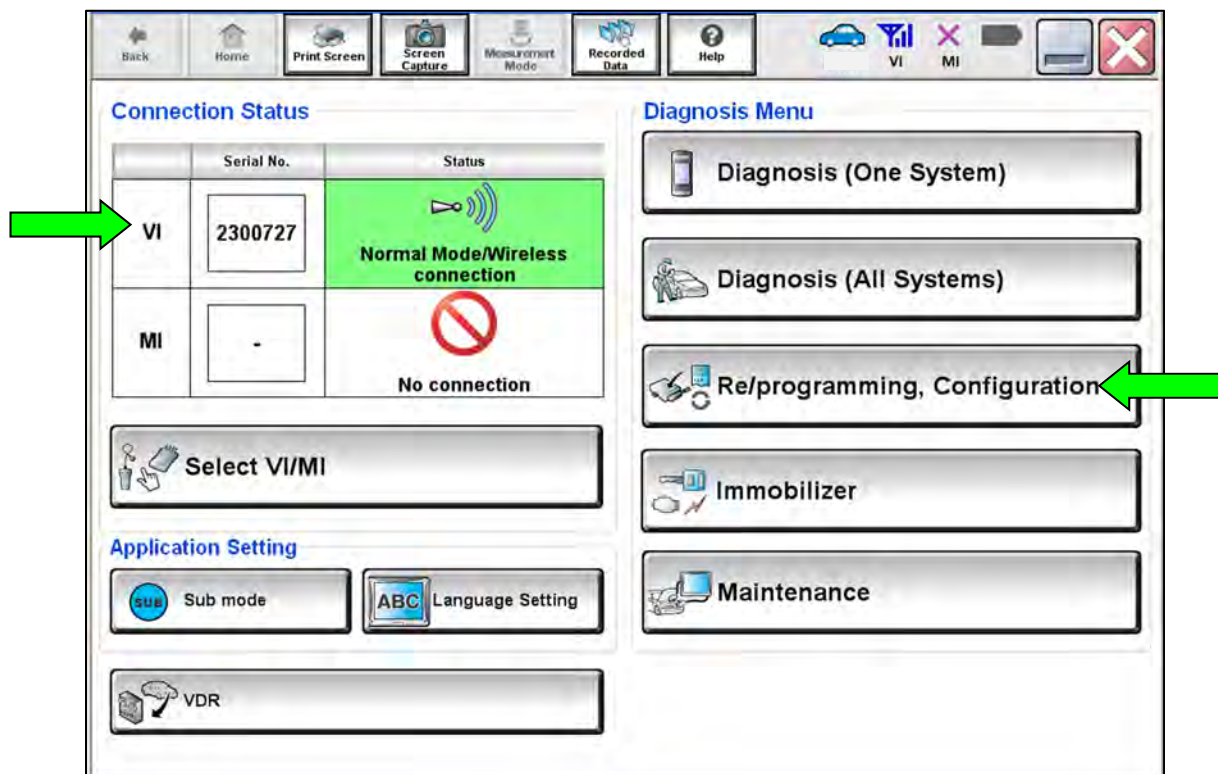


Figure 68

68. Confirm if ECM reprogramming applies:

a. Find the ECM **Part Number** and write it on the repair order.

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

Touch "Save" to save operation log and the current part number as listed below to CONSULT.
Operation log helps to restart next operation by selecting suitable operation log. Operation log is erased after operation has completely finished.

File Label	XXXXXXXXXXXXXXXXXX
Operation	REPROGRAMMING
System	ENGINE
Part Number	XXXXXXXXXXXX
Vehicle	XXXXXXXXXXXXXXXXXX
VIN	XXXXXXXXXXXXXXXXXX
Date	XXXXXXXXXX

Save

Figure 69

b. Compare the P/N you wrote down to the numbers in the **CURRENT ECM PART NUMBER** column in **Table A** below.

- If there is a match, continue with the reprogramming procedure.
- If there is not a match, reprogramming is not needed; skip to **CLAIMS INFORMATION** on the last page.

Table A

MODEL YEAR	CURRENT ECM PART NUMBER: 23710-
2016 - 2017	EZ41C, EZ41D, EZ41E EZ42A, EZ42B, EZ42C, EZ42D, EZ42E EZ43A, EZ43B, EZ44D, EZ44E EZ45A, EZ45B, EZ45C, EZ45D, EZ45E EZ46A, EZ46B, EZ46C

69. Follow the on-screen instructions to navigate C-III plus and reprogram the ECM.
- If the screen in Figure 70 displays, reprogramming is complete. Skip to step 71 on page 39.
 - If the screen in Figure 70 does not display (indicating that reprogramming did not complete), continue to step 70 on page 37.

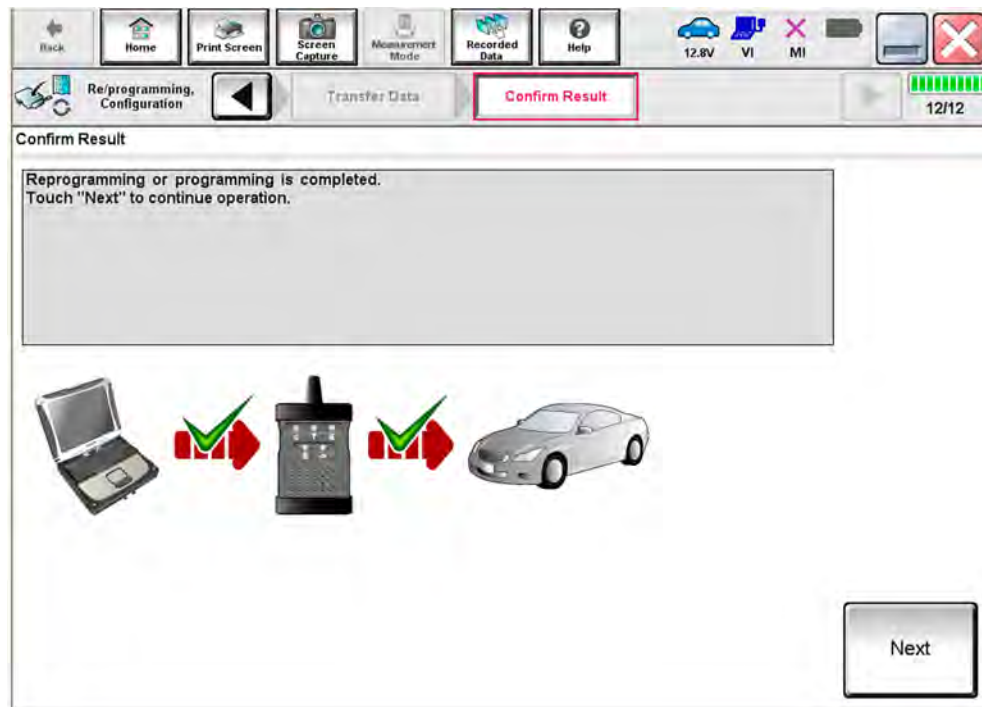


Figure 70

70. Did **Error Code** “15-2-1-No_Boot_Mode” shown in Figure 71 display, (indicating that reprogramming did not complete)?

YES: Select **Retry**.

- o If the same **Error Code** occurs after selecting **Retry**, restart C-III plus and retry reprogramming by continuing the operation log.

NO: Refer to **ECM Recovery** on the next page.

Confirm Result

Reprogramming or programming is not completed properly, but you can retry reprog/programming operation on this ECU.
Touch "Retry" to retry reprogramming or programming.

Part number after Reprog/programming	23710-XXXXX
Current Part Number	23710-XXXXX
Vehicle	A61TITAN
VIN	XXXXXXXXXXXXXXXXXX
System	ENGINE
Date	1/23/2025 10:50:46 AM
Other Information	A61_19MY_Cummins 5.0L V8 Turbo Diesel _HDV/ULEV340_US/CAN_AISIN 6AT_
Error Code	15-2-1-No_Boot_Mode

Error details
Retry
Print

Figure 71

ECM Recovery

Do not disconnect the plus VI or shut down C-III plus if reprogramming does not complete.

If reprogramming does not complete and the “!” icon displays as shown in Figure 72:

- Check battery voltage (12.0 - 13.5 V).
- Ignition is ON, engine OFF.
- External Bluetooth® devices are OFF.
- All electrical loads are OFF.
- **Select retry and follow the on screen instructions.**
- **“Retry” may not go through on first attempt and can be selected more than once.**

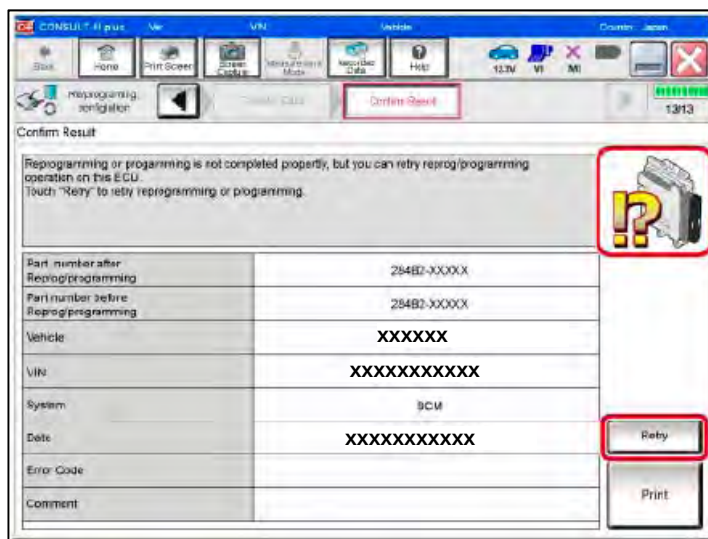


Figure 72

If reprogramming does not complete and the “X” icon displays as shown in Figure 73:

- Check battery voltage (12.0 - 13.5 V).
- CONSULT A/C adapter is plugged in.
- Ignition is ON, engine OFF.
- Transmission is in Park.
- All C-III plus / VI cables are securely connected.
- All C-III plus updates are installed.
- **Select Home, and restart the reprogram procedure from the beginning.**

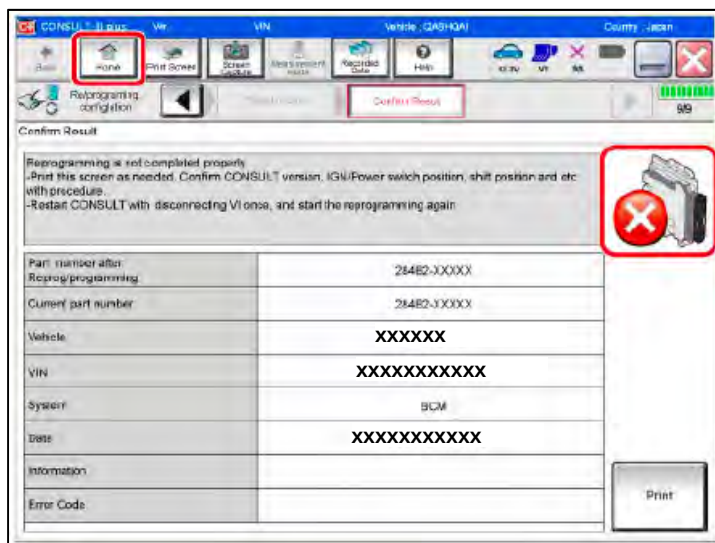


Figure 73

71. Select **Next**.

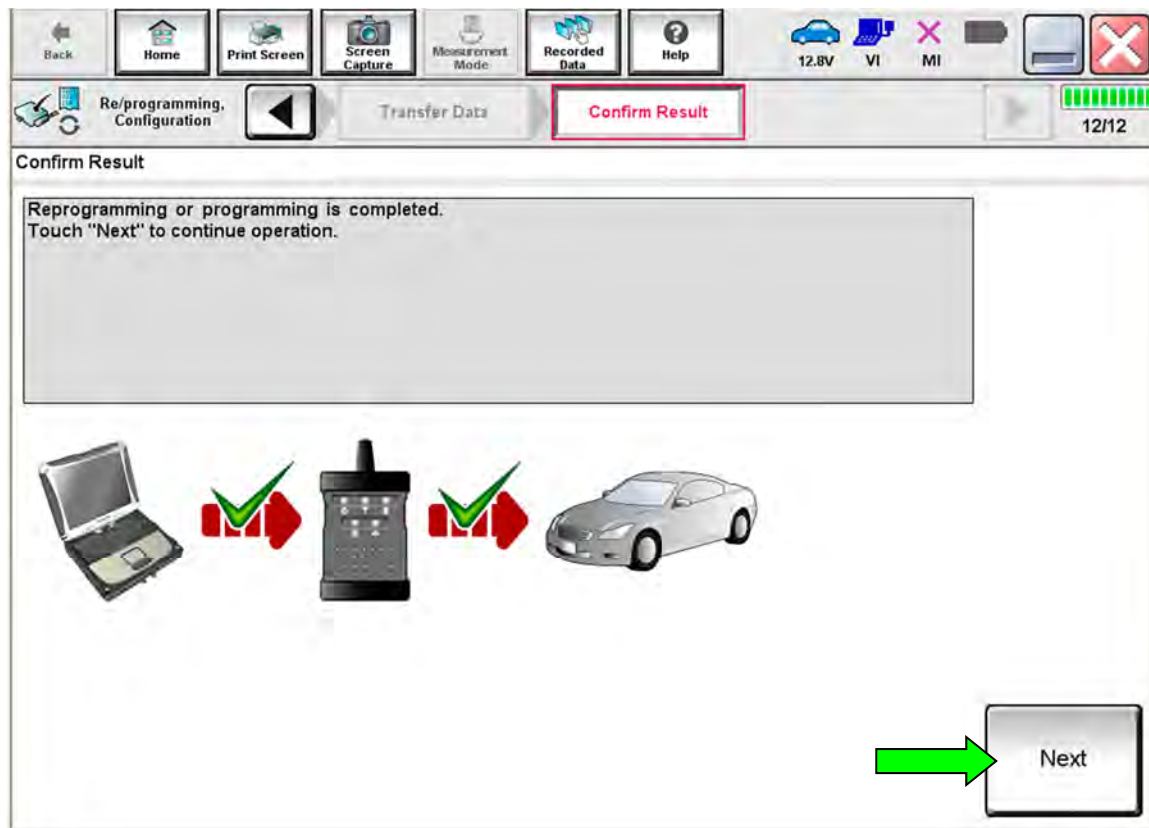


Figure 74

72. Follow the on-screen instructions to **Erase DTCs**.

- DTC erase is required before C-III plus will provide the final reprogramming confirmation report.

73. When the entire reprogramming process is complete, the screen in Figure 75 will display.

74. Verify the before and after part numbers are different.

75. Print a copy of this screen and attach it to the repair order for warranty documentation.

76. Select **Confirm**.

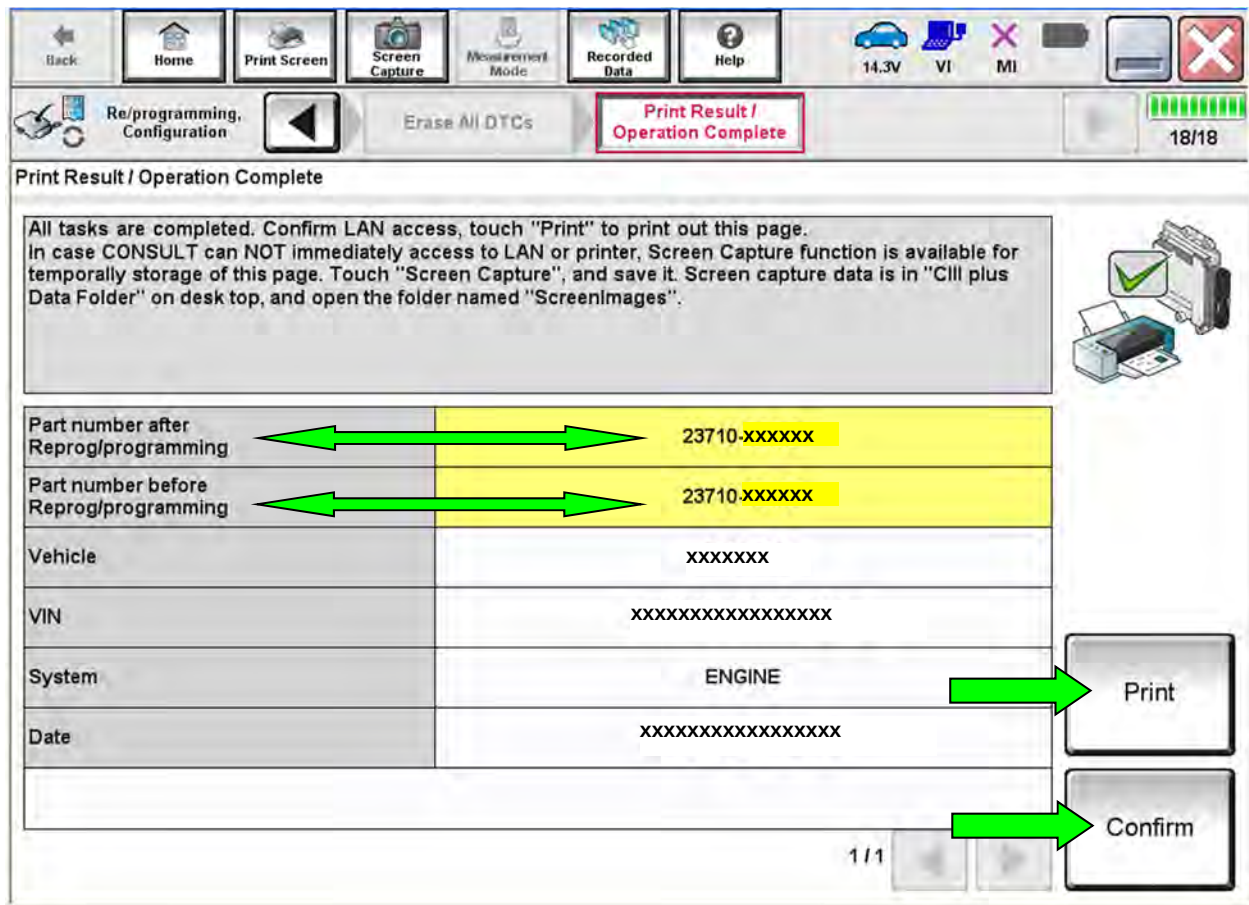


Figure 75

77. Return to the C-III- plus Home screen.
78. Confirm the ignition is ON, with engine OFF.
79. Confirm the VI is recognized.
- The serial number will be displayed when the VI is recognized.
80. Select **Diagnosis (One System)**.

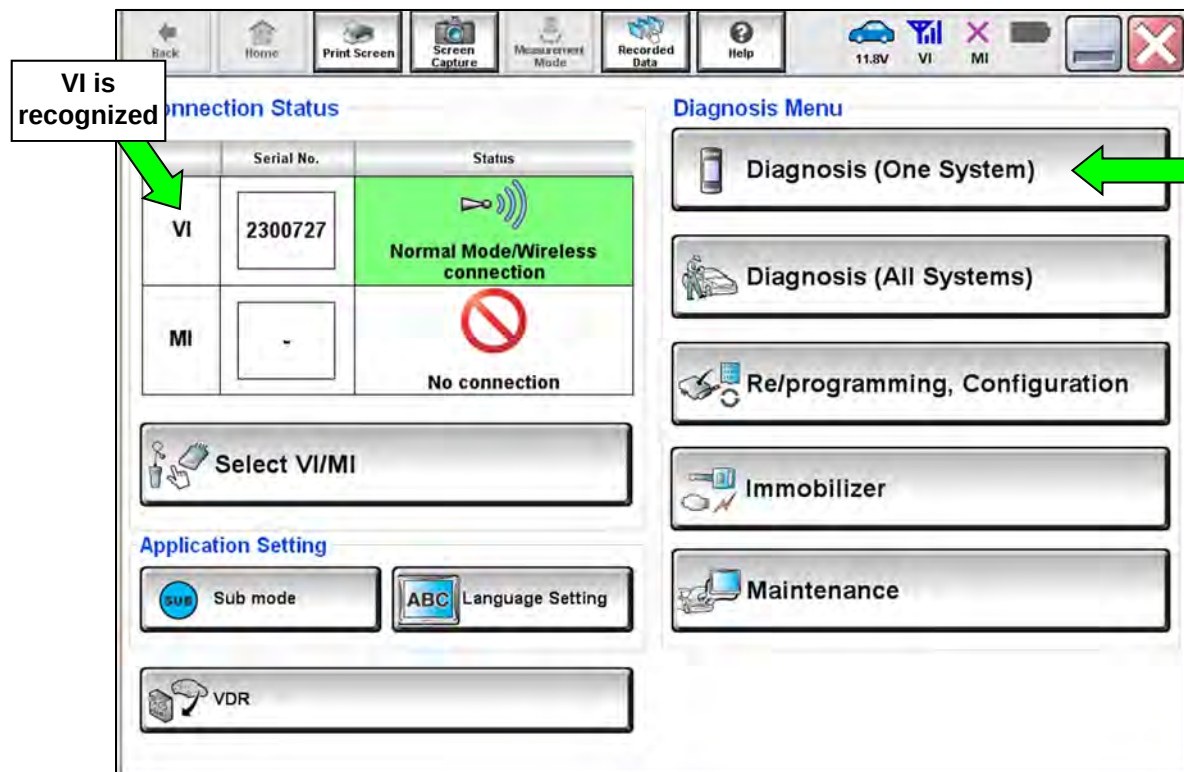


Figure 76

81. Navigate C-III plus to **ENGINE > Work support**.
82. Select **WRITE SAVED DATA**.
83. Select **Start**.

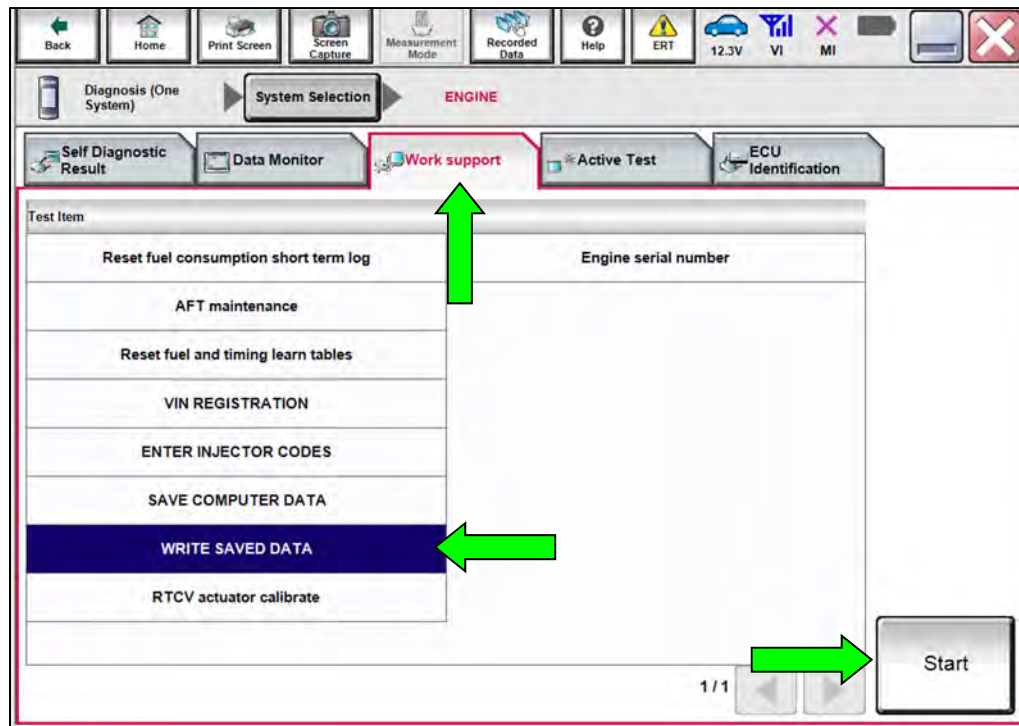


Figure 77

84. Confirm the ignition is ON with the engine OFF (engine not running).

85. Select **Confirm**.

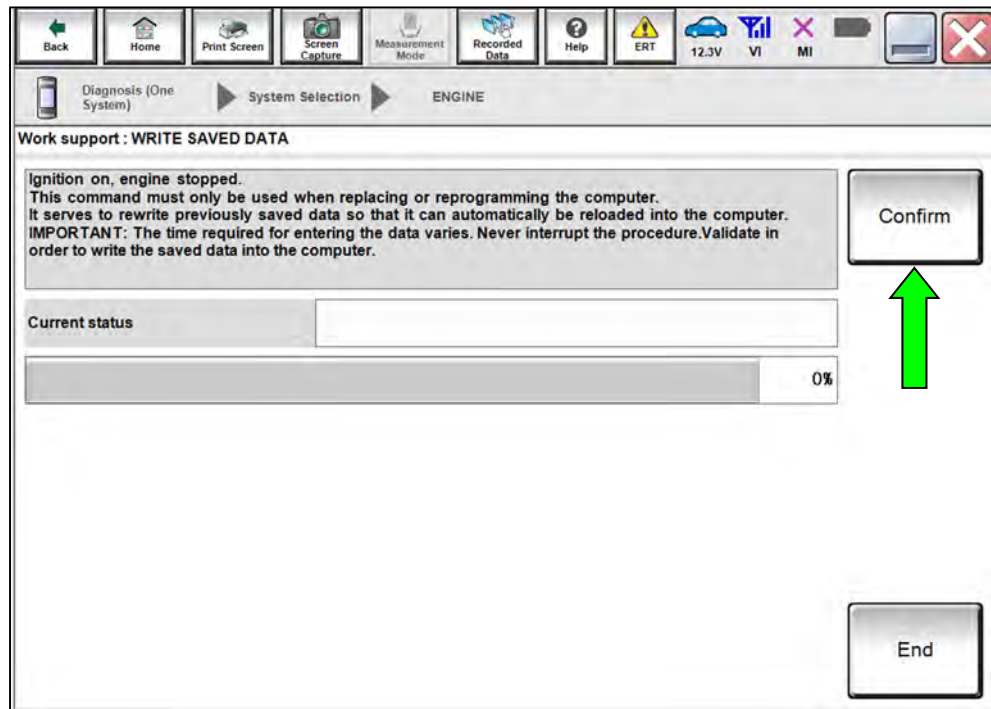


Figure 78

86. Wait for the procedure to complete.

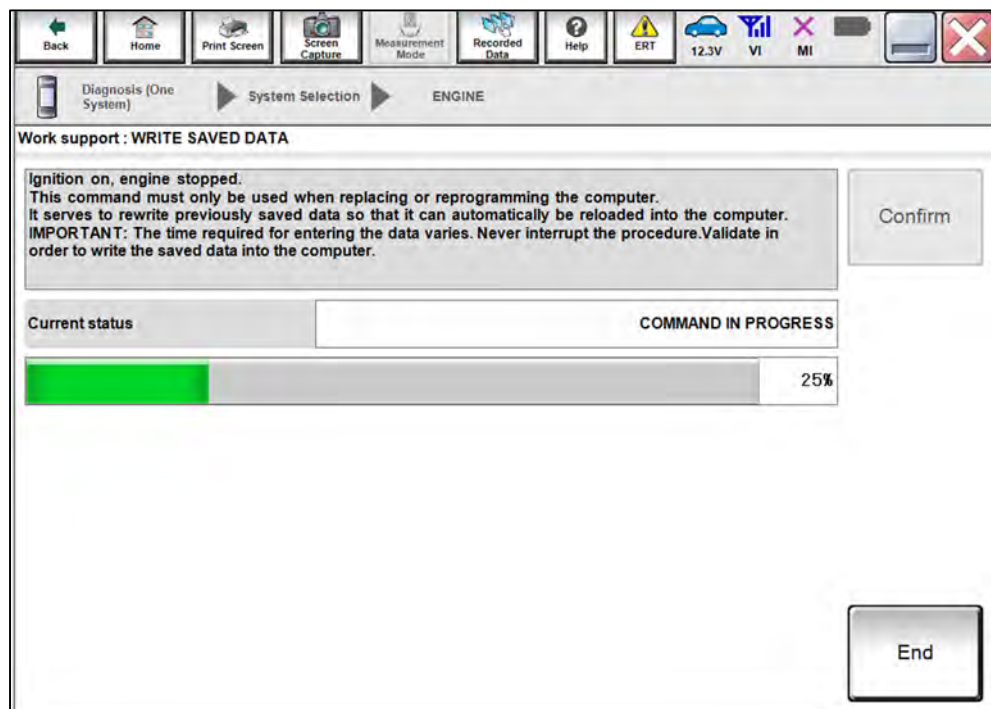


Figure 79

87. Select **End**.

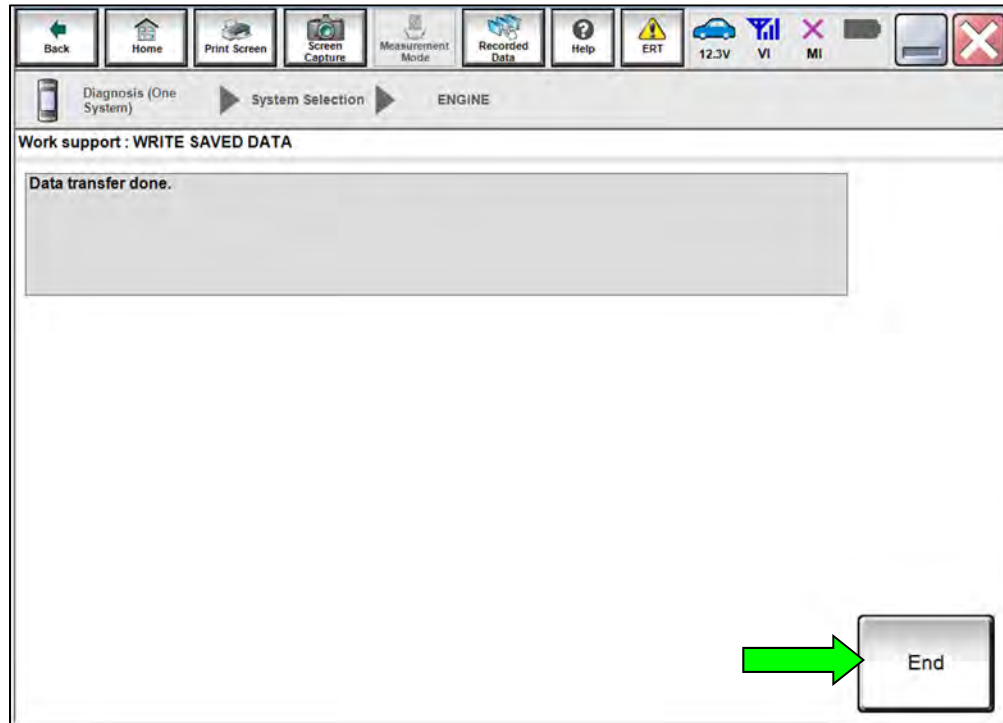


Figure 80

88. Close C-III plus by selecting the “X” in the upper right hand corner.

89. Turn the ignition OFF.

90. Turn the hazard warning lamps OFF.

91. Disconnect and remove the VI from the vehicle.

92. Disconnect the battery maintainer/smart charger.

93. Close the hood.

PARTS INFORMATION

DESCRIPTION	PART NUMBER	QUANTITY
PM SENSOR UPFIT KIT	22793-EZ41A	1
EXHAUST GAS BRACKET	22644-EZ42E	1
BOLTS (2 required)	081A0-8201A	1
BOLTS (2 required)	081A6-6252A	1

PARTS CROSS REFERENCE LIST (PM SENSOR UPFIT KIT)

The following table lists all of the individual parts in the PM SENSOR UPFIT KIT (22793-EZ41A) plus a cross reference to Cummins part numbers.

DESCRIPTION	NISSAN PART NUMBER	CUMMINS PART NUMBER	QTY:
PARTICULATE MATTER SENSOR	227A3-EZ41B	5461551	1
HARNESS - WIRING	22159-EZ41A	5518128	1
BRACKET - MOUNTING	22795-EZ41A	5517961	1
GASKET - BRACKET	20691-EZ41A	5517963	1
CLAMP – U-BOLT	22095-EZ41A	5517962	2
PAPER TEMPLATE	226B0-EZ41A	5518101	1
ROTOR – HEAD (Step Drill Bit)	22157-EZ41A	5518102	1

Exhaust Gas Bracket And Bolts



Figure 81

PM Sensor Upfit Kit



Figure 82

CLAIMS INFORMATION

Submit a “CM” line claim using the following claims coding:

CAMPAIGN (“CM”) ID	DESCRIPTION	OP CODE	FRT
PD128	Install PM Sensor and Reprogram ECM	PD1280	1.6

AMENDMENT HISTORY

PUBLISHED DATE	REFERENCE	DESCRIPTION
January 30, 2025	NTB24-061	Original bulletin published

