



# SERVICE BULLETIN

Classification: EC96-012	Reference: NTB96-103	Date: October 23, 1996
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## 1995-96 MAXIMA INTERMITTENT NO START

**APPLIED VEHICLE:** 1995-96 Maxima (A32)

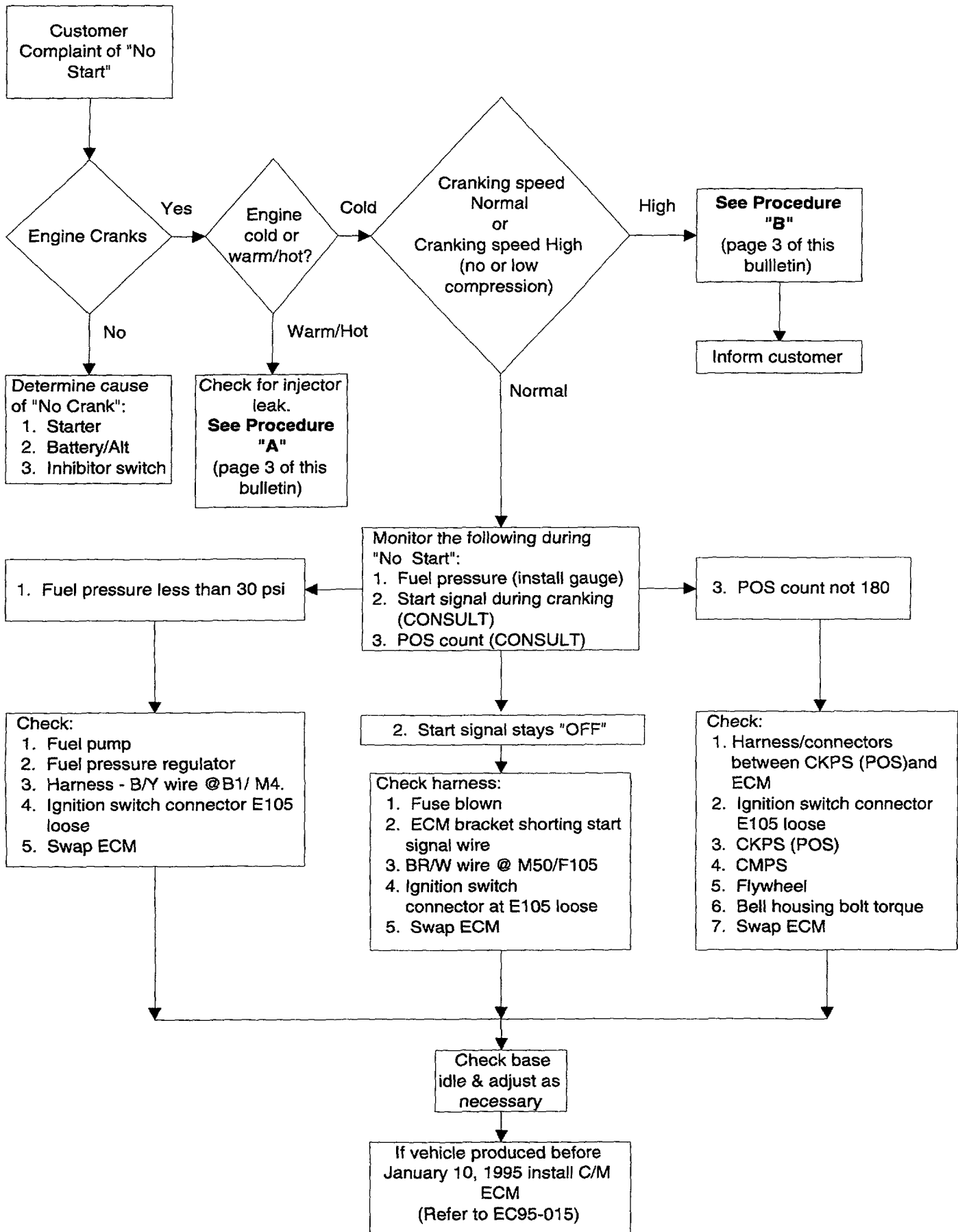
**APPLIED VIN:** All

### SERVICE INFORMATION

If a 1995-96 Maxima customer complains that intermittently the engine will not start and there are no DTCs stored in self diagnosis, follow the diagnostic flowchart on page 2 of this bulletin to repair the vehicle.

Index \* 048701

# SERVICE PROCEDURE - Diagnostic Flowchart



### **Service Procedure "A"**

If the vehicle cranks at normal speed but does not start when warm or hot, check the fuel injectors for leakage using the following procedure:

1. Release the fuel pressure.
2. Disconnect the fuel hoses between the fuel filter and the fuel tube.
3. Install a fuel pressure gauge between the fuel filter and fuel tube.
4. Clamp the fuel return line after the fuel pressure regulator. Be careful not to damage the hose.
5. Turn the ignition key to the "ON" position. You may need to cycle the key on/off several times to build up pressure in the line. Wait five seconds after turning the key off before repeating the cycle.
6. Clamp the inlet fuel hose just before the fuel pressure regulator.
7. Note the reading on the fuel pressure gauge.
8. If the pressure drops to zero in less than one minute, remove the fuel tubes with the injectors installed and repeat the test to isolate a leaking fuel injector.
9. Replace any leaking injectors and reassemble.

### **Service Procedure "B"**

If the vehicle cranks fast as if it has no compression when cold, perform a cylinder leakage or compression test to verify compression loss. Compression test results of 160 psi or less may indicate carbon deposits on the valve seats. If a cylinder leakage test is performed, the front O2 sensor may be removed to listen for leakage past the exhaust valves of #2, #4, and #6 to confirm this condition.

If you can confirm this condition, install C/M starter P/N 23300-31U01R. This starter has 10 teeth on the pinion gear to crank the engine faster, restoring the sealing at the valve seats more quickly. If the no start incident cannot be duplicated, but the customer describes that the engine cranks fast as if there is no compression cold, install the C/M starter. This C/M starter was applied to production on December 8, 1995.

Check the "Base Idle Speed" using CONSULT (Work Support, IACV-AAC Valve Adjust) and adjust to specification if necessary.

### **Information for Customer**

A no start condition is sometimes preceded by a driving cycle of very short duration (less than one minute). The no start incident may occur on the next starting attempt. Should this pattern be observed, the vehicle can be started by holding the throttle wide open and cranking until the engine starts. Never crank for more than 10 seconds, or the starter may be damaged by overheating.

During cold weather, Nissan suggests the following procedure to make starting the vehicle easier when this incident occurs. This method is an expansion of the procedure outlined in the owner's manual and should be used to remedy a "no start" condition when ambient temperature is low.

1. Depress the accelerator pedal approximately 1/3 of the way to the floor.
2. Hold the accelerator pedal in this position while cranking the engine.

3. Once the engine has started, release the accelerator pedal. (Do not race the engine while warming it up).
4. If the engine does not start within 10 seconds, wait at least 10 seconds before cranking the engine, again repeating steps 1 through 3.

Once a vehicle is started, in cold weather conditions, the engine should be run for a minimum of two to three minutes before shutting it off. Starting and stopping the engine over a short period of time may make the vehicle more difficult to restart. This type of usage may also adversely affect a vehicle's fuel economy.

**NOTE:** Low fuel levels may cause extended crank times.

Another factor which may affect a vehicle's "startability" is the viscosity or thickness of the oil that is used. An API SG quality, SAE 5W-30 is the preferred engine oil, all year-round for most models. In colder weather, oil that is rated as 5W-30 will not thicken as much as a 10W-30 rated oil; this makes it easier to start the engine and maintain a stable idle during warm up.

#### **PARTS INFORMATION**

<b>DESCRIPTION</b>	<b>PART #/PFP</b>	<b>QUANTITY</b>
Starter (C/M)	23300-31U01R	1

#### **CLAIMS INFORMATION**

**Submit a Primary Failed Part (PFP) claim using the following coding:**

<b>OPERATION</b>	<b>OP CODE</b>	<b>SYM</b>	<b>DIAG</b>	<b>FRT</b>	<b>PFP</b>
RPL starter motor assy	GA10AA	AA	69	0.6 hr.	23300-31U01R