



# SERVICE BULLETIN

Classification:	Reference:	Date:
EC01-018	NTB01-061	September 11, 2001

## 2001 MAXIMA; ENGINE SURGE DURING DRIVING

**APPLIED VEHICLE:** 2001 Maxima (A33)

**APPLIED VINS:** Vehicles built before: JN1CA31A\*1T109169 (w/side air bags)  
JN1CA31A\*1T311644 (w/side air bags)  
JN1CA31D\*1T620696 (w/o side air bags)  
JN1CA31D\*1T822582 (w/o side air bags)

**APPLIED DATE:** Vehicles built before: January 19, 2001

### SERVICE INFORMATION

If an applied vehicle exhibits engine surge, approximately once every second, during the following driving conditions:

- Steady driving (on a flat surface) between 40 – 60 MPH
- Slightly accelerating between 40 – 60 MPH
- Driving up a slight grade between 40 – 60 MPH

The cause may be the fluctuation of the Throttle Position Sensor voltage caused by the ECM. Refer to the Service Procedure below to resolve the incident, if it should occur.

### SERVICE PROCEDURE

1. Connect CONSULT-II and turn it on.
2. Select the following items in CONSULT:
  - Engine
  - Data Monitor
  - Select from Menu:
    - Throttle Position Sensor Voltage
    - Ignition Timing
3. Monitor the throttle position sensor voltage and ignition timing under the incident driving conditions (listed above).
  - A. If the throttle position sensor voltage fluctuates (even though the accelerator pedal is held steady) and the ignition timing drops to zero each time the vehicle surges (about once per second), proceed with step 4.
  - B. If the throttle position sensor voltage does NOT fluctuate and the ignition timing does NOT drop to zero each time the vehicle surges (about once per second), refer to the applicable Service Manual to look for other causes of the incident.

4. Replace the ECM. Refer to the Parts Information table for the ECM P/N.

### ATTENTION

There are additional work items that may be required when installing this reprogrammable ECM.

Failure to perform these items can result in no-start, poor driveability or MIL "ON" incident.

1. Check ASIST for available ECM data updates. If available, reprogram the ECM with the latest data.\*
2. If the vehicle has NATS, all customer ignition keys, including spares, must be re-registered.\*
3. If applicable, CONSULT-II idle air volume learning procedure must be performed to achieve a proper idle setting.\*

\* Refer to Technical Bulletin NTB00-052b for vehicle applicability information, procedures, and associated claims information.

### PARTS INFORMATION

DESCRIPTION	PART NUMBER	QUANTITY
ECM – A/T (without TCS)	2371M-5Y004RE	1
ECM – A/T (with TCS)	2371M-5Y014RE	1
ECM – M/T (without V-Tire)	2371M-4Y904RE	1
ECM – M/T (with V-Tire)	2371M-4Y914RE	1

TCS = Traction Control System

V-Tire = V-Rated Tire

### CLAIMS INFORMATION

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

DESCRIPTION	PFP	OP CODE	SYM	DIA	FRT
RPL Engine Control Module	(1)	DE28AA	AC	32	(3)
Perform Idle-Air learning procedure		DE96AA			(3)
If required, Reprogram New ECM	(2)	DE97AA			(3)
If required, RPL / Reprogram NATS key(s)		RL49AA			(3)

1. Please reference the Parts Information table above, and use the indicated ECM P/N as the PFP.
2. If re-programming is performed, use the ECM P/N as generated on the final CONSULT II print-out as the PFP.
3. Please reference the current Nissan "Warranty Flat Rate Manual" and use the indicated FRT.