



# SERVICE BULLETIN

Classification: BT99-005	Reference: NTB99-024	Date: April 15, 1999
-----------------------------	-------------------------	-------------------------

## 1995-99 MAXIMA WIND NOISE REPAIR

**APPLIED VEHICLES:** 1995-99 Maxima (A32)

### SERVICE INFORMATION

If a 1995-99 Maxima exhibits wind noise, use the procedures in this bulletin to resolve the incident(s).

### SERVICE PROCEDURE

#### Incident 1: Wind noise "hiss" or "fluttering" along upper edge of the windshield.

#### Verify:

1. Test drive the vehicle to verify the wind noise.
2. Apply high quality masking tape to cover the seam between the upper edge of the windshield and the roof (across the upper molding) along the length of the windshield (see Figure 1).

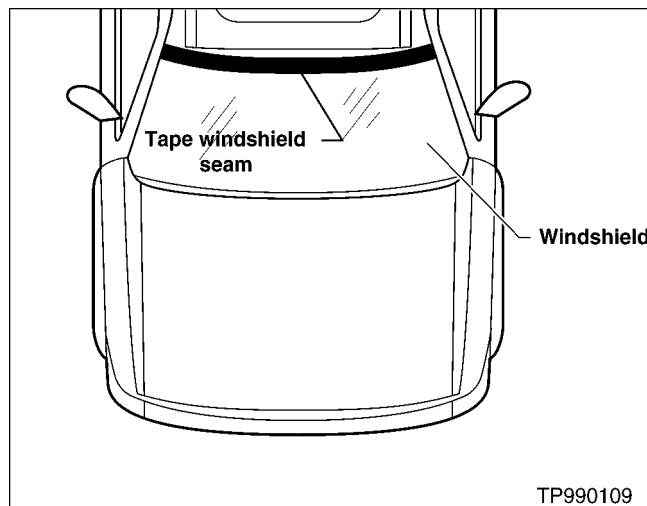


Figure 1. Windshield

3. Test drive again.
  - A. If the wind noise is significantly reduced, you have located the source of wind noise and this section applies.
  - B. If wind noise still exists, this section does not apply, review other incidents identified in this bulletin.

**Isolate:**

To identify where an air leak exists, insert a business card or feeler gauge between the windshield and the upper molding. Slide the card along the molding to find a loose spot, indicating a potential leak.

**Repair:**

1. Remove windshield top and side moldings.

**CAUTION**, these moldings will be re-installed, be careful not to damage them.

2. Clean the windshield edges.
3. Apply a suitable glass sealant (3M Black Silicon Sealant P/N 051135-08662 or equivalent) to the upper edge of the windshield.
4. Re-install the moldings.
5. Wipe off excess windshield sealant.

**Recheck:**

Test drive the vehicle and confirm that the noise from the upper edge of the windshield no longer exists.

**Incident 2: Wind noise, 'hiss' or 'fluttering', along the A pillar.****Verify:**

1. Test drive the vehicle to verify the wind noise.
2. On both sides of the vehicle, apply high quality masking tape to cover the seam between the windshield and the A pillar (across the side molding) along the height of the windshield (see Figure 2).

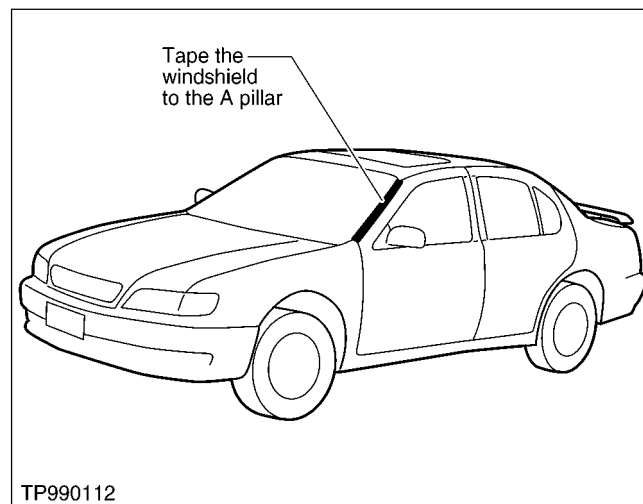


Figure 2. Windshield side molding

3. Test drive again.
  - A. If the wind noise is significantly reduced, you have located the source and this section applies.
  - B. If wind noise still exists, this section does not apply, review other incidents identified in this bulletin.

**Isolate:**

The cause of the wind noise is the windshield side moldings.

**Repair:**

1. Remove both windshield side moldings.

**CAUTION**, the side moldings will be re-installed, be careful not to damage them.

2. For each one of the side moldings, cut two pieces of foam seal (3M Scotchfoam P/N 051131-06370 Tape No. 4504 or equivalent). Cut the first piece approximately 60 cm (23.6 in.) long, 10 mm (0.4 in.) wide and approximately 8 mm (0.3 in.) thick. Cut the second piece approximately 25 cm (9.8 in.) long, 10 mm (0.4 in.) wide and approximately 8 mm (0.3 in.) thick.
3. Attach the longer foam strip inside each of the side moldings (see Figure 3). Attach the shorter foam strip at the thicker end of each of the side moldings as shown in Figure 3. The foam seal will absorb any wind noise created inside the side moldings.

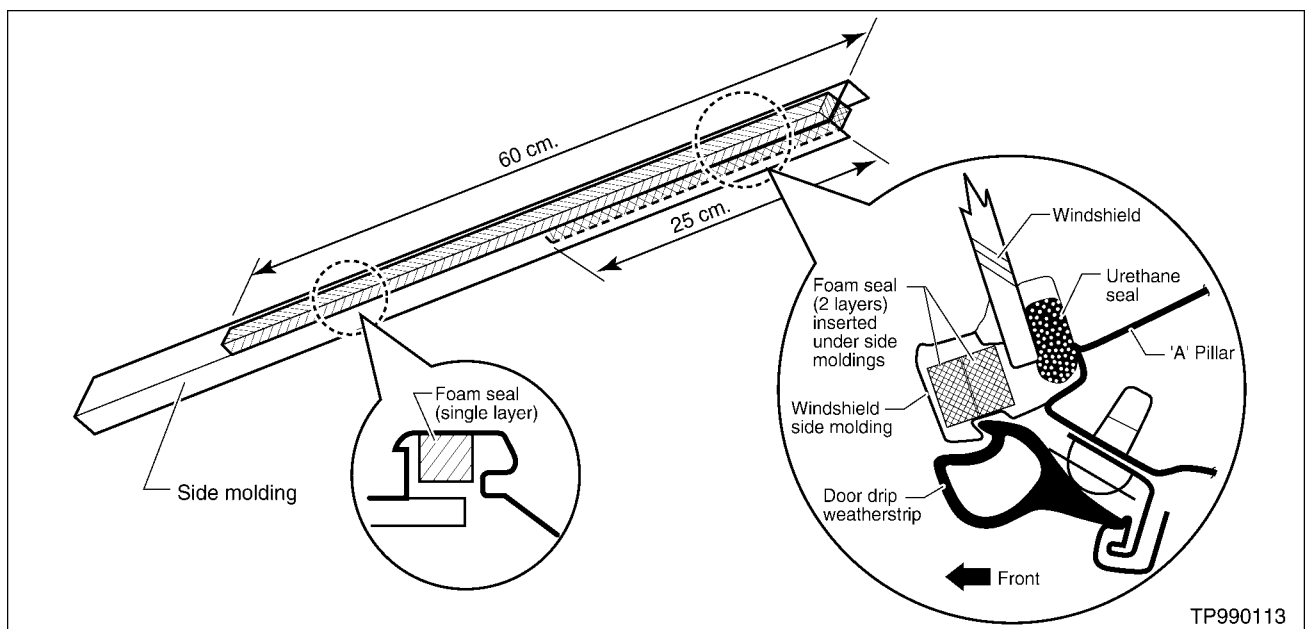


Figure 3. Foam Seal Location

4. Re-install the side moldings.

**Recheck:**

Test drive the vehicle and confirm that the noise from the A pillar no longer exists.

**Incident 3: Wind noise "hiss" along front door roofline between A & B pillars.****Verify:**

1. Test drive the vehicle to verify the wind noise.

2. Apply high quality masking tape to cover the seam between the upper edge of the front door and the body (across the weather strip) along the length of the door (see Figure 4).

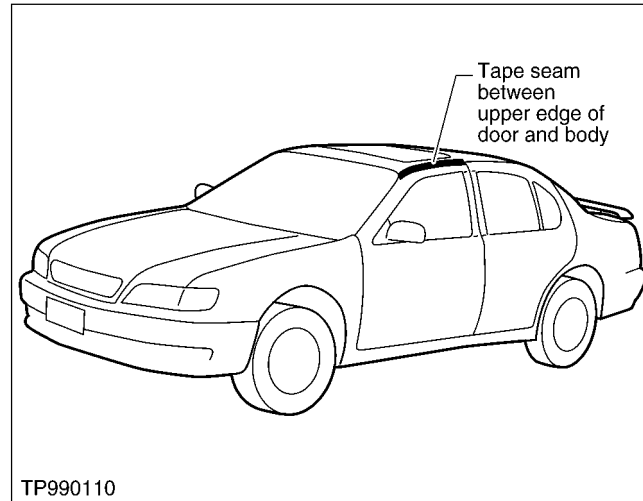


Figure 4. Upper Edge of Door

3. Test drive again.
  - A. If the wind noise is significantly reduced, you have located the source of wind noise and this section applies.
  - B. If wind noise still exists, this section does not apply, review other incidents identified in this bulletin.

**Isolate:**

To identify where a leak exists, try either of the following methods:

1. Close the door. From the outside, insert a business card or feeler gauge down between the door and the weather strip. Slide the card along the weather strip. A loose spot indicates a potential leak.
2. Open the door. Spray the top edge of the door contact with powder spray (Crest Leak-Trace, Stock No. AT-R, or equivalent. Dealers should call 1(800) 822-4100 to find their local Crest distributor. Carefully close the door, pushing at the striker until the second latch has closed (try not to push the door past the second latch closing, this may mask the leak detection process). Re-open the door. An un-smear spot will indicate a potential leak.

**Repair:**

Cut a piece of foam seal (3M Scotchfoam P/N 051131-06370 Tape No. 4504 or equivalent) 7 mm wide (approximately one-quarter inch) and the length of the leak. Attach this foam seal to the body-side of the weather strip where the leak exists (see Figure 5.) This will increase the contact force between the door and the weather strip, sealing the air gap.

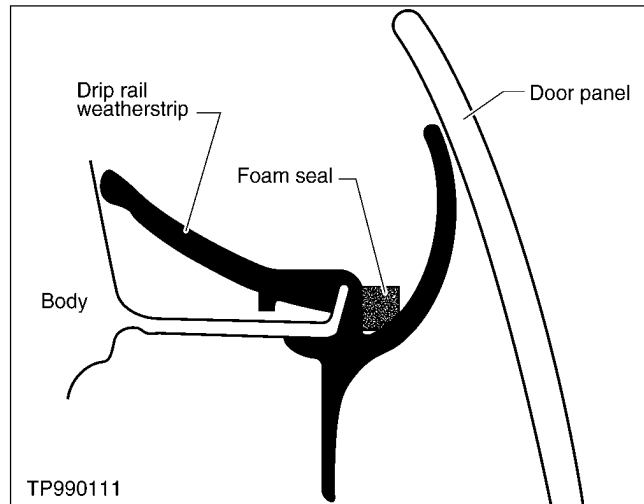


Figure 5. Weather Strip Cross-Section

**Recheck:**

Test drive the vehicle and confirm that the noise from the front door roofline no longer exists.

**Incident 4: Wind noise "hiss" along the top edge of the front door glass.**

**Verify:**

1. Test drive the vehicle to verify the wind noise.
2. Apply high quality masking tape, from the door, across the run rubber, to the top edge of the door glass (see Figure 6), covering the seam in between.

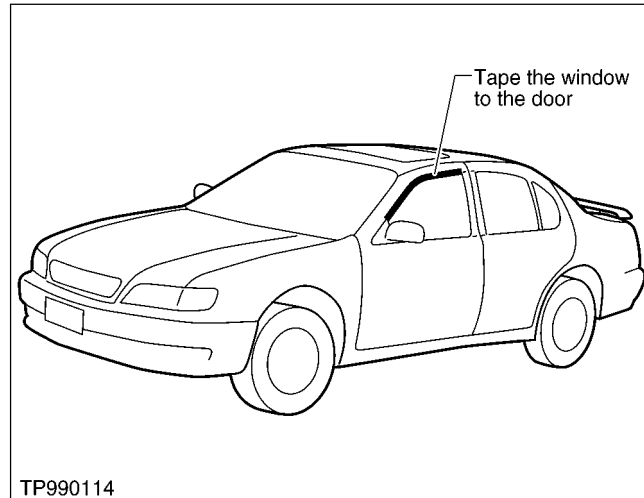


Figure 6. Upper Edge of Door

3. Test drive again.
  - A. If the wind noise is significantly reduced, you have located the source of wind noise and this section applies.
  - B. If wind noise still exists, this section does not apply, review other incidents identified in this bulletin.

**Isolate:**

To identify where a leak exists, try either of the following methods.

1. Roll the window up completely. From the outside, insert a business card or feeler gauge between the window and the run rubber. Slide the card along the run rubber to find a loose spot, indicating a potential leak. Repeat on the inside of the door.
2. Roll the window half-way down. Spray the top outside and inside edges of the window with powder spray (Crest Leak-Trace, Stock No. AT-R or equivalent). Roll the window up completely and then back down. An un-smeared spot will indicate a potential leak.

**Repair:**

1. Remove the run rubber from the door frame.

**CAUTION**, the run rubber will be re-installed, be careful not to damage it.

2. Cut a piece of foam seal (3M Scotchfoam P/N 051131-06370 Tape No. 4504 or equivalent ), 20 cm long (approximately 8 inches) and 7 mm wide (approximately one-quarter inch wide). Attach this strip along the interior side of the run rubber (as shown in Figure 7). This will increase the contact pressure between the window and the exterior side of the run rubber.

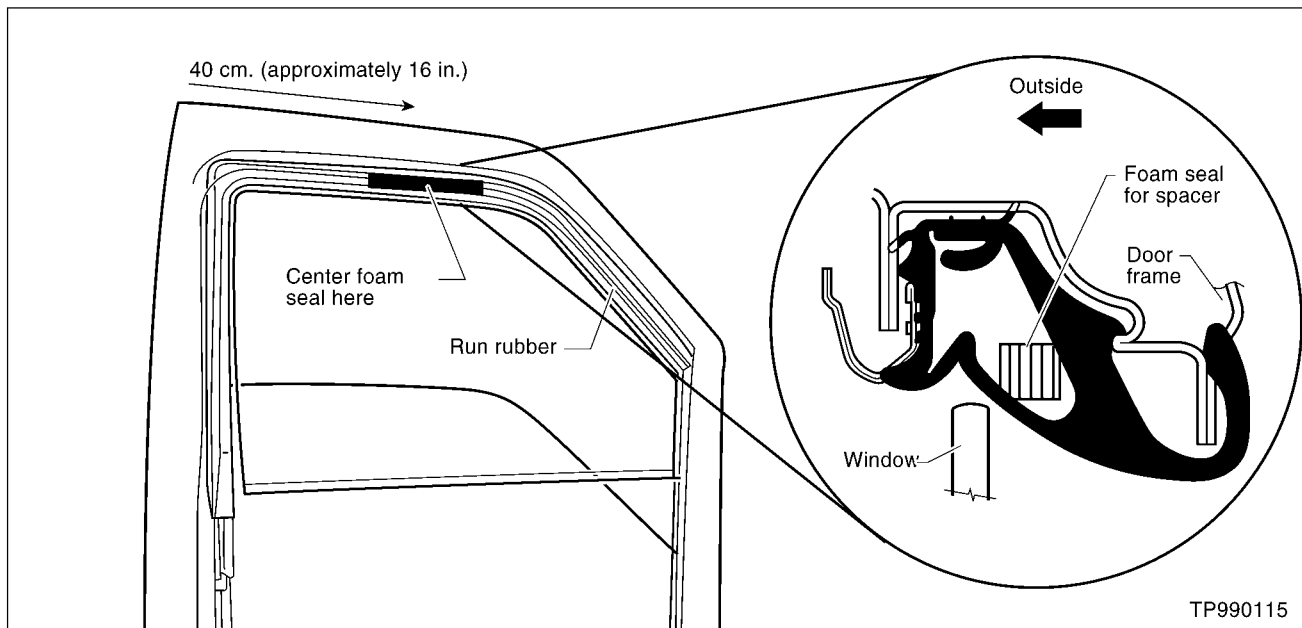


Figure 7. Run Rubber and Placement of Foam Seal

3. Re-install the run rubber.

**Recheck:**

Test drive the vehicle and confirm that the noise from the front door glass no longer exists.

**Incident 5: Wind noise "hiss" from the window along waist or "belt" line of the front door.**

**Verify:**

1. Test drive the vehicle to verify the wind noise.
2. Apply high quality masking tape to cover the seam between the lower edge of the window and the door, across the lower molding (see Figure 8.) Test drive again.

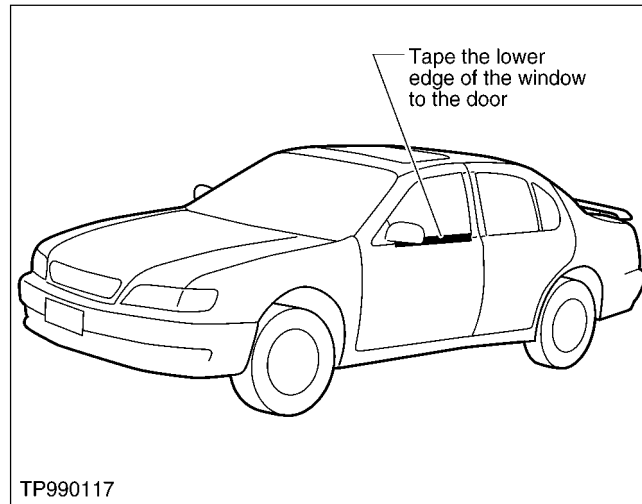


Figure 8. Lower Edge of Window

3. Test drive again.

- A. If the wind noise is significantly reduced, you have located the source of wind noise and this section applies.
- B. If wind noise still exists, this section does not apply, review other incidents identified in this bulletin.

**Isolate:**

To identify where a leak exists, try either of the following methods.

- 1. Roll the window up completely. Insert a business card or feeler gauge down between the window and the lower molding. Slide the card along the molding to find a loose spot, indicating a potential leak. Repeat on the inside of the door.
- 2. Roll the window up completely. Spray the lower edge of the window with powder spray (Crest Leak-Trace, Stock No. AT-R or equivalent). Roll the window down and then back up. An un-smearred spot will indicate a potential leak.

**Repair:**

- 1. Lower the window completely.
- 2. Remove door outer molding (see Figure 9).

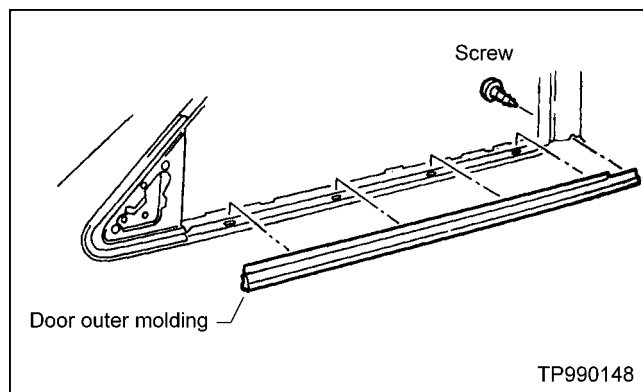


Figure 9. Door Outer Molding Removal

- 3. Using a block of wood, drive the door lip slightly inwards at the position of the leak (see Figure 10) to obtain molding contact with the window.

**CAUTION**, be sure not to damage the door panel or paint.

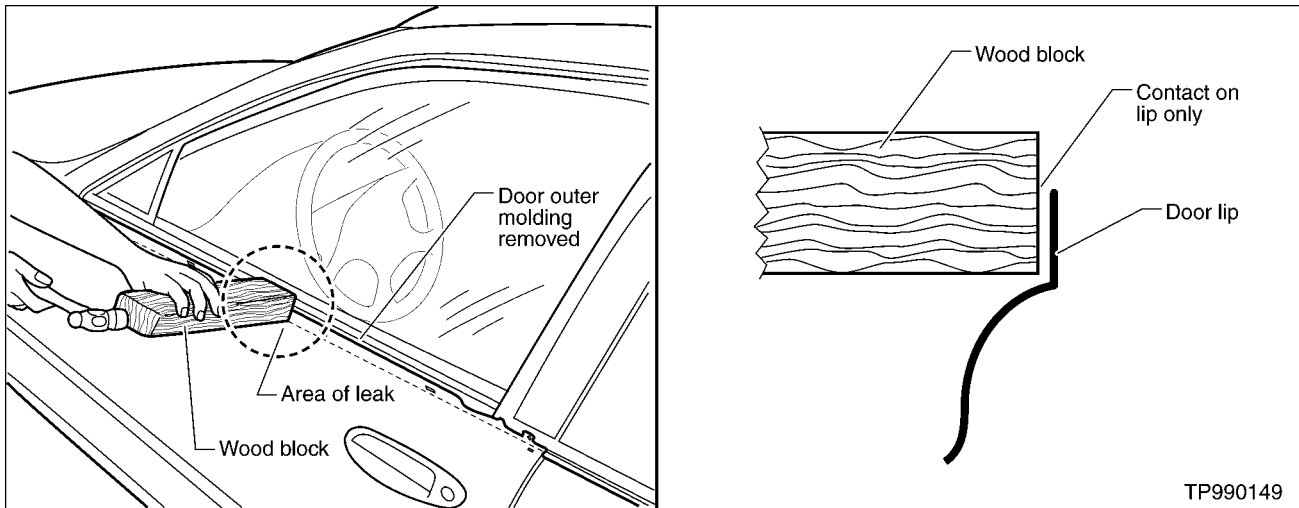


Figure 10. Door Lip Adjustment

4. Replace door outer molding.
5. Recheck the spacing between the window and the molding for no contact and repeat steps 1-4 as necessary.

**Recheck:**

Test drive the vehicle and confirm that the noise from the lower edge of the window no longer exists.

**Incident 6: Wind noise 'hiss' from the side mirror, noticed at the inner finisher near the forward edge of the waist molding.**

**Verify:**

1. Test drive the vehicle to verify the wind noise.
2. Tape across the A pillar to the door (see Figure 11).

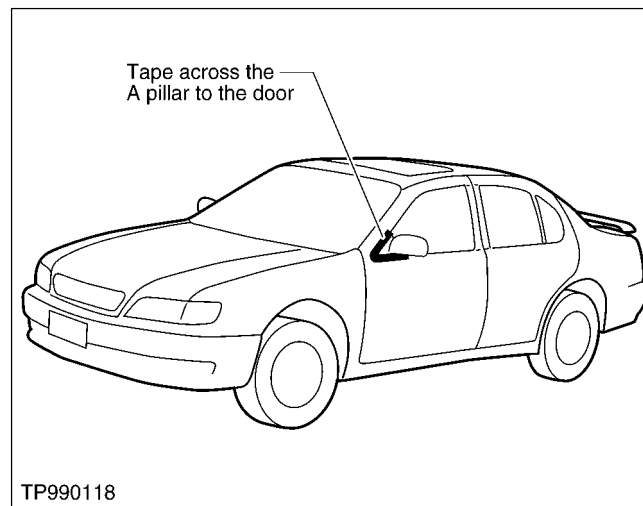


Figure 11. Lower Edge of Window

3. Test drive again.
  - A. If the wind noise is significantly reduced, you have located the source of wind noise and this section applies.
  - B. If wind noise still exists, this section does not apply, review other incidents identified in this bulletin.

**Isolate:**

If the tape eliminates the noise, you have isolated the incident.

**Repair:**

1. Remove the side mirror.
2. Cut a piece of foam seal (3M Scotchfoam P/N 051131-06375 Tape No. 4508 or equivalent ) 7 mm wide (approximately one-quarter inch wide). Attach this strip all the way around the edges of the mirror (see Figure 12).

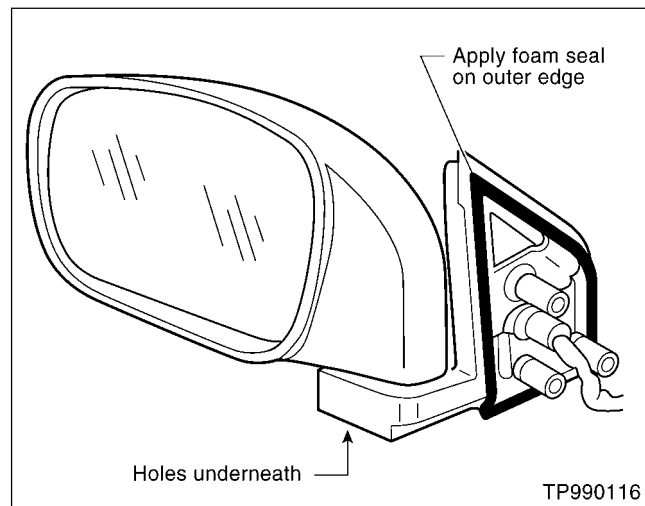


Figure 12. Side Mirror

3. Re-install the mirror, making sure to tighten sufficiently. This should eliminate any gap that existed between the mirror and the body.

**Recheck:**

Test drive the vehicle and confirm that the noise at the inside finisher no longer exists.

**Incident 7: Wind noise that appears to be coming from the side mirror or may be noticed along side window.****Verify:**

1. Test drive the vehicle to verify wind noise.
2. Tape across the two holes on the bottom of the mirror (see Figure 12).
3. Test drive again.
  - A. If the wind noise is significantly reduced, you have located the source of wind noise and this section applies.
  - B. If wind noise still exists, this section does not apply, review other incidents identified in this bulletin.

**Isolate:**

If the tape works, you have isolated the incident.

**Repair:**

Fill the holes with a suitable glass sealant (3M Clear Auto Sealer P/N 051135-08551 or equivalent). Wipe off any excess sealant.

**Recheck:**

Test drive the vehicle and confirm that the noise no longer exists.

**PARTS INFORMATION**

Parts available from local supplier.

## **CLAIMS INFORMATION**

Please reference the "UY - Water Leak - Dust Entry" Section of the current Nissan Warranty Flat Rate Manual, specifically the Op Codes as listed in the "FOR RESEALING OPERATIONS with WATER or DUST PNC that DO NOT involve component removal/replacement.....etc." table. Using the "DUST" Symptom and Diagnosis codes, submit a Primary Operation (PO) line claim that best reflects the resealing operation performed.

