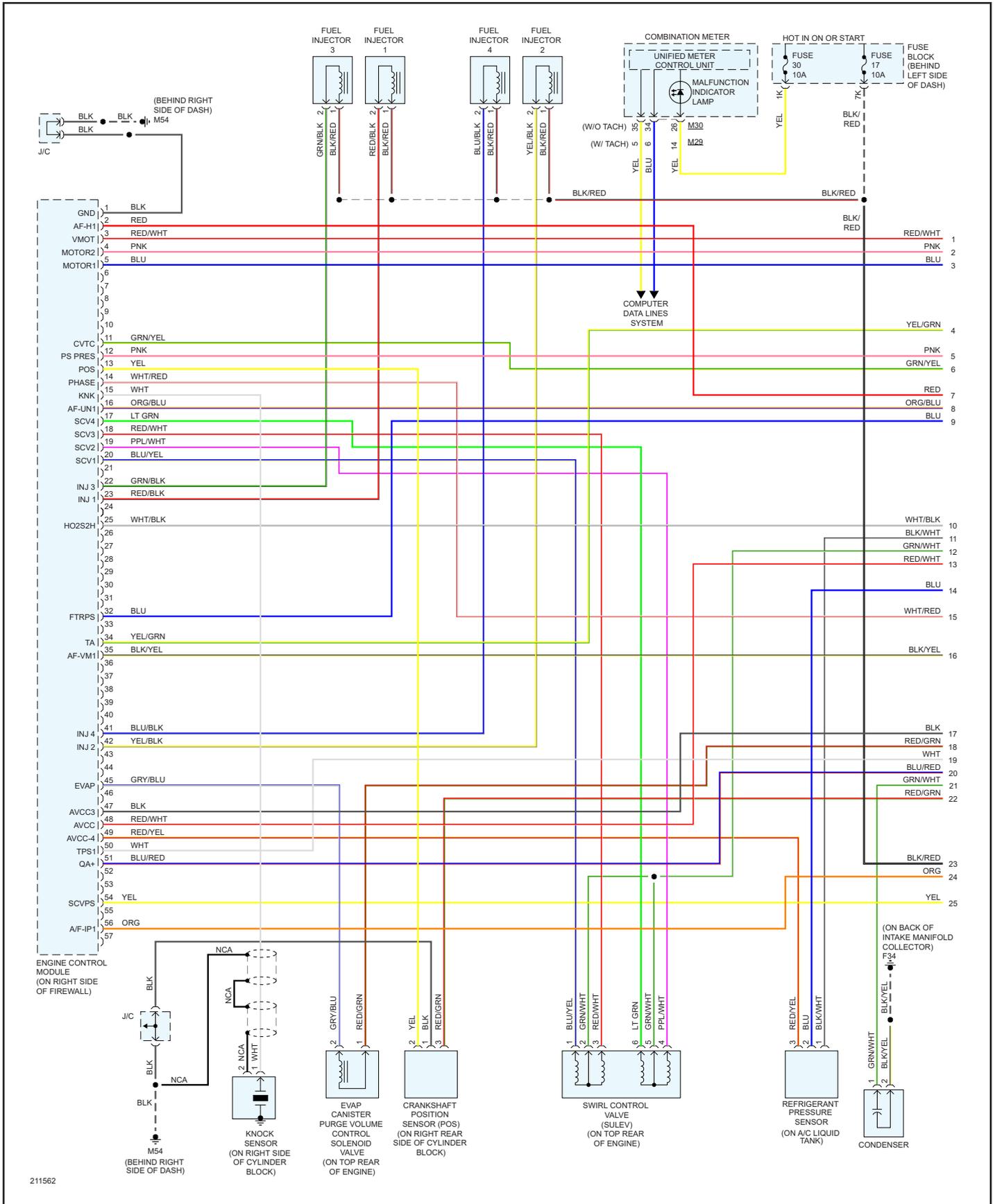


2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE)

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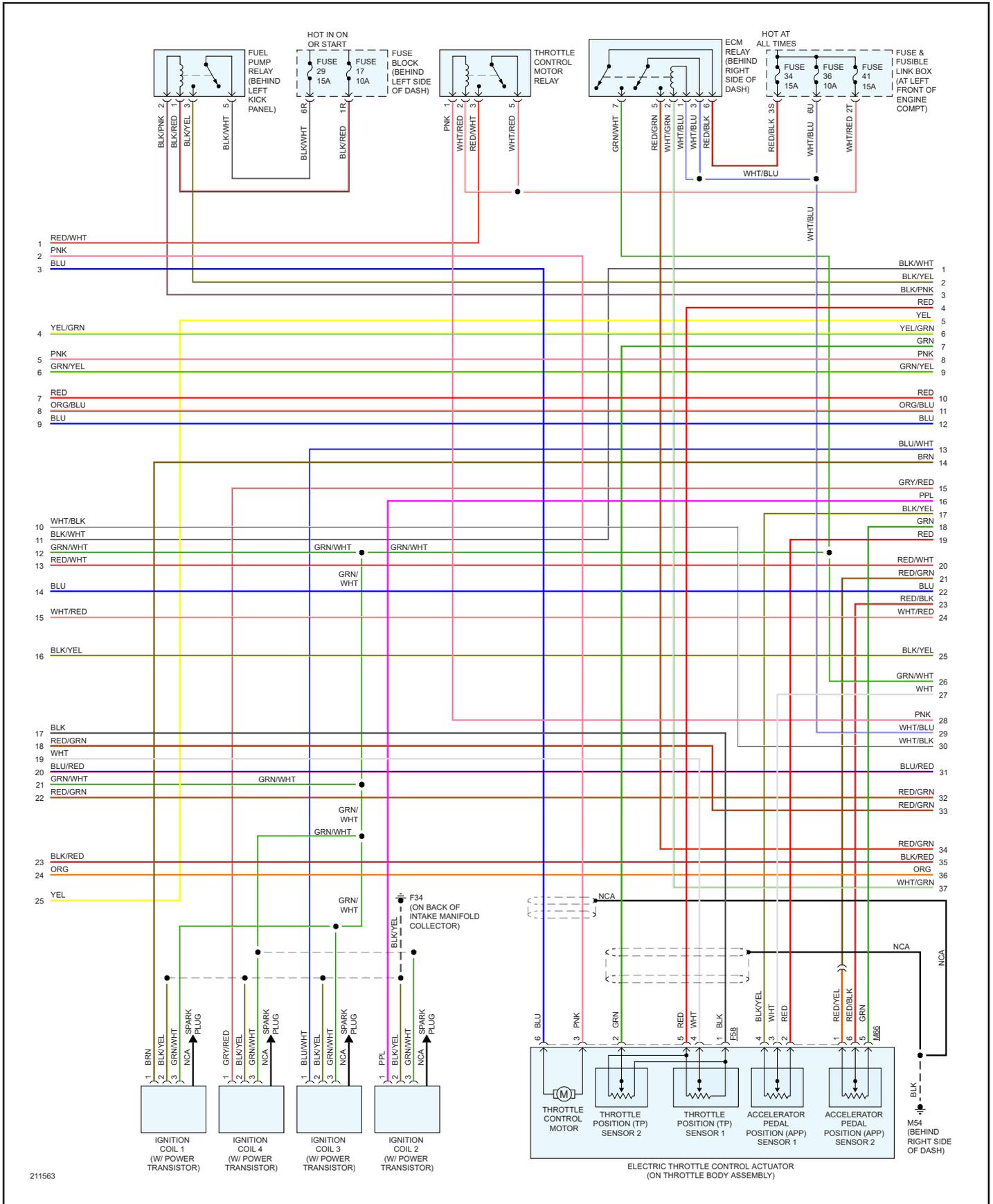
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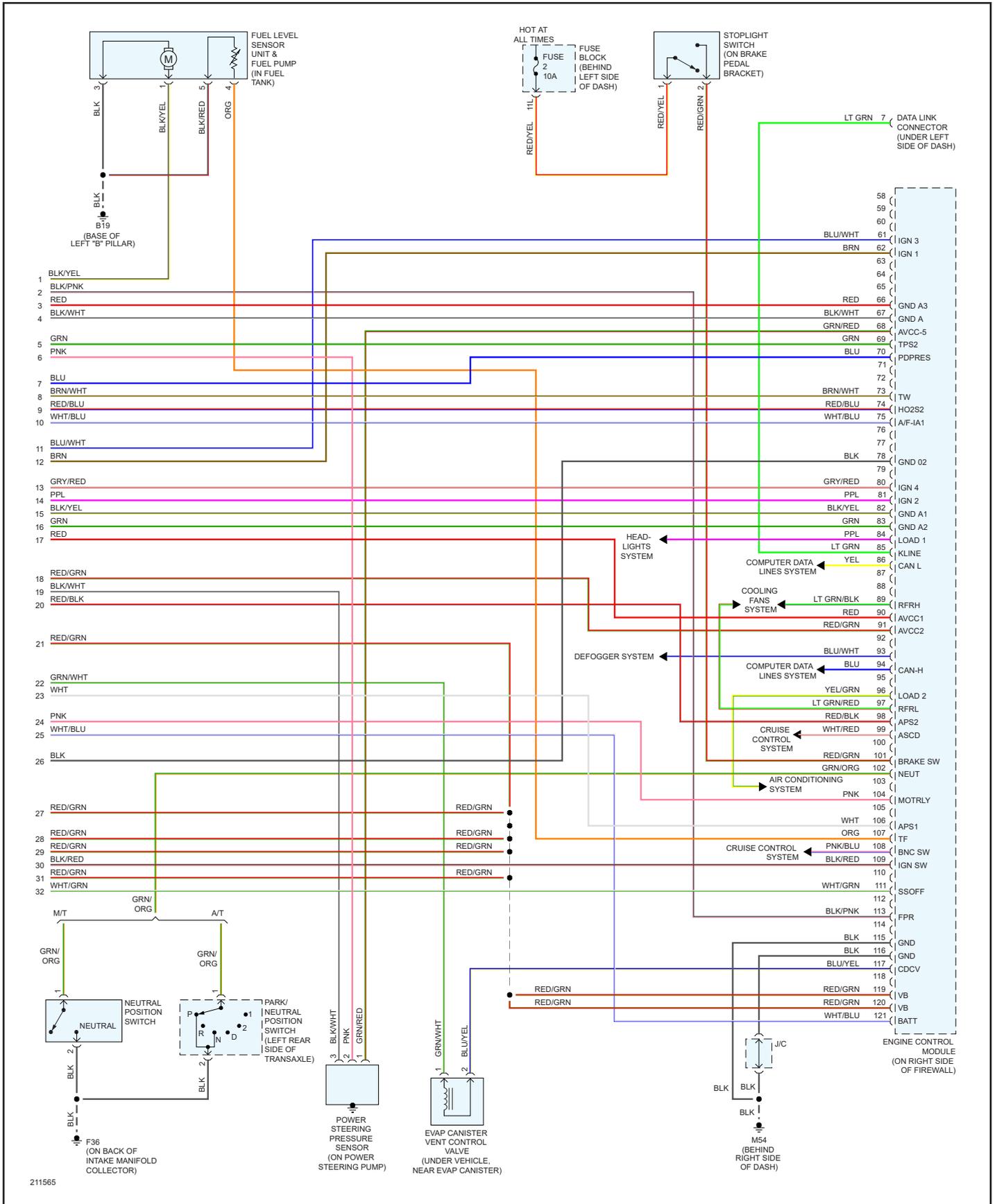
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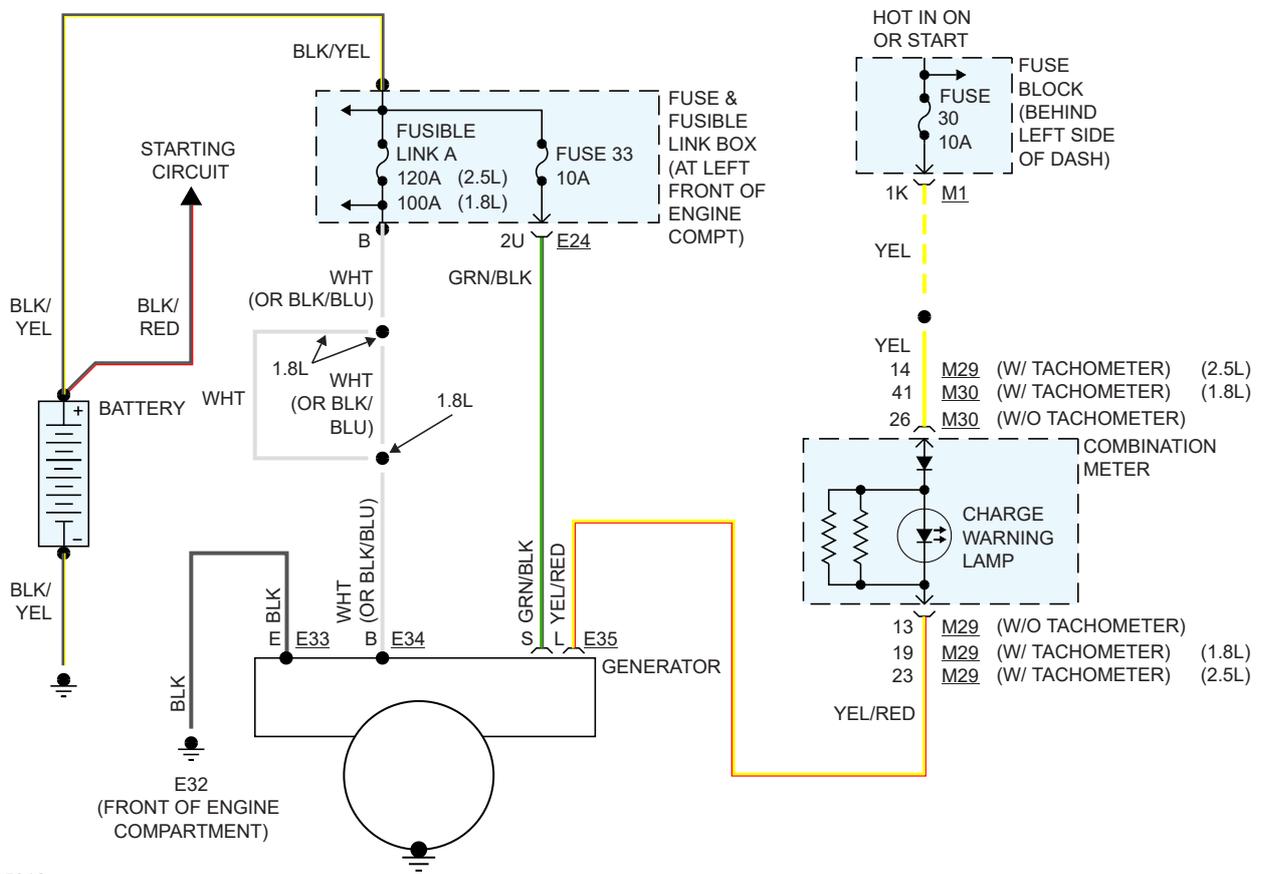
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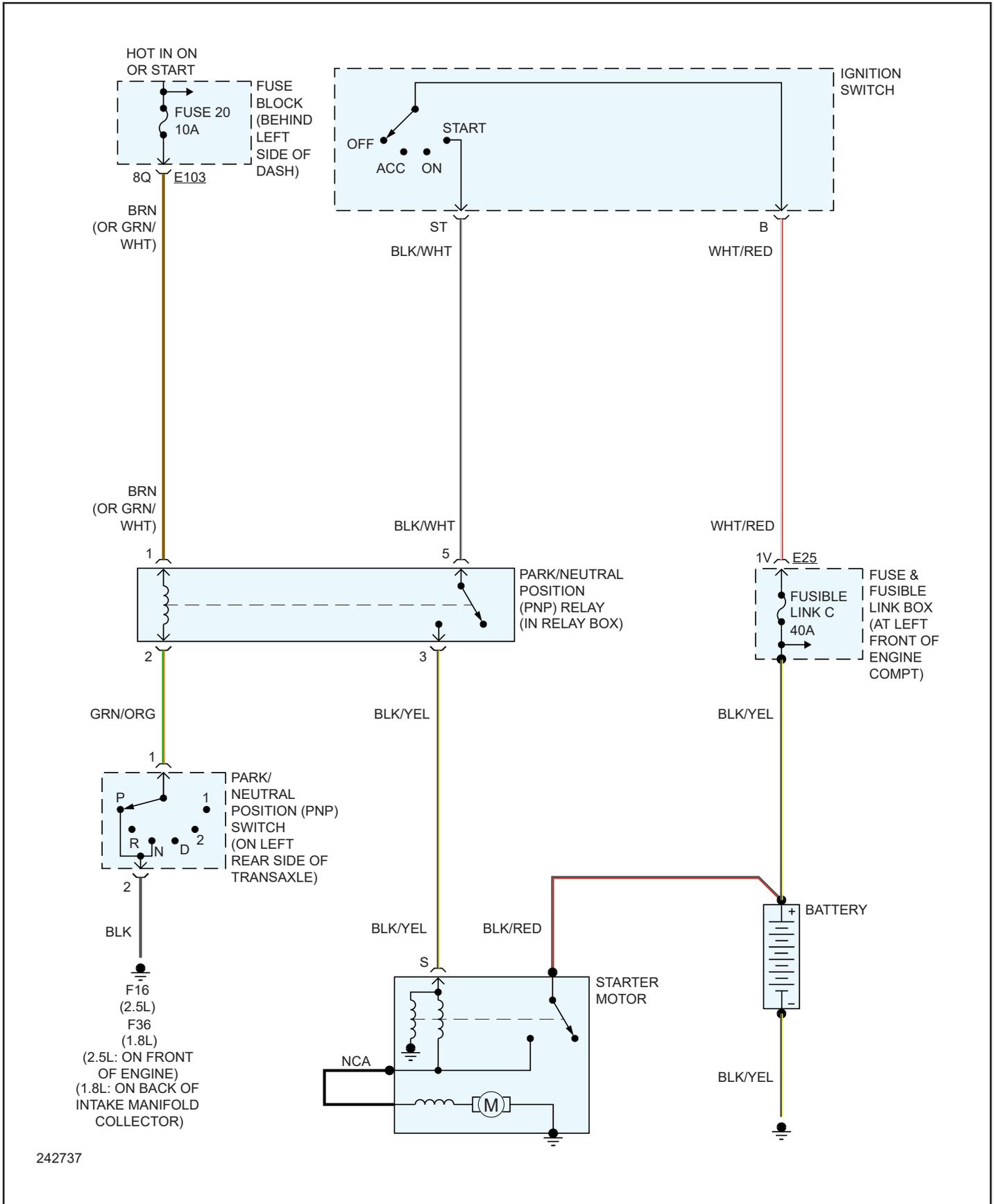
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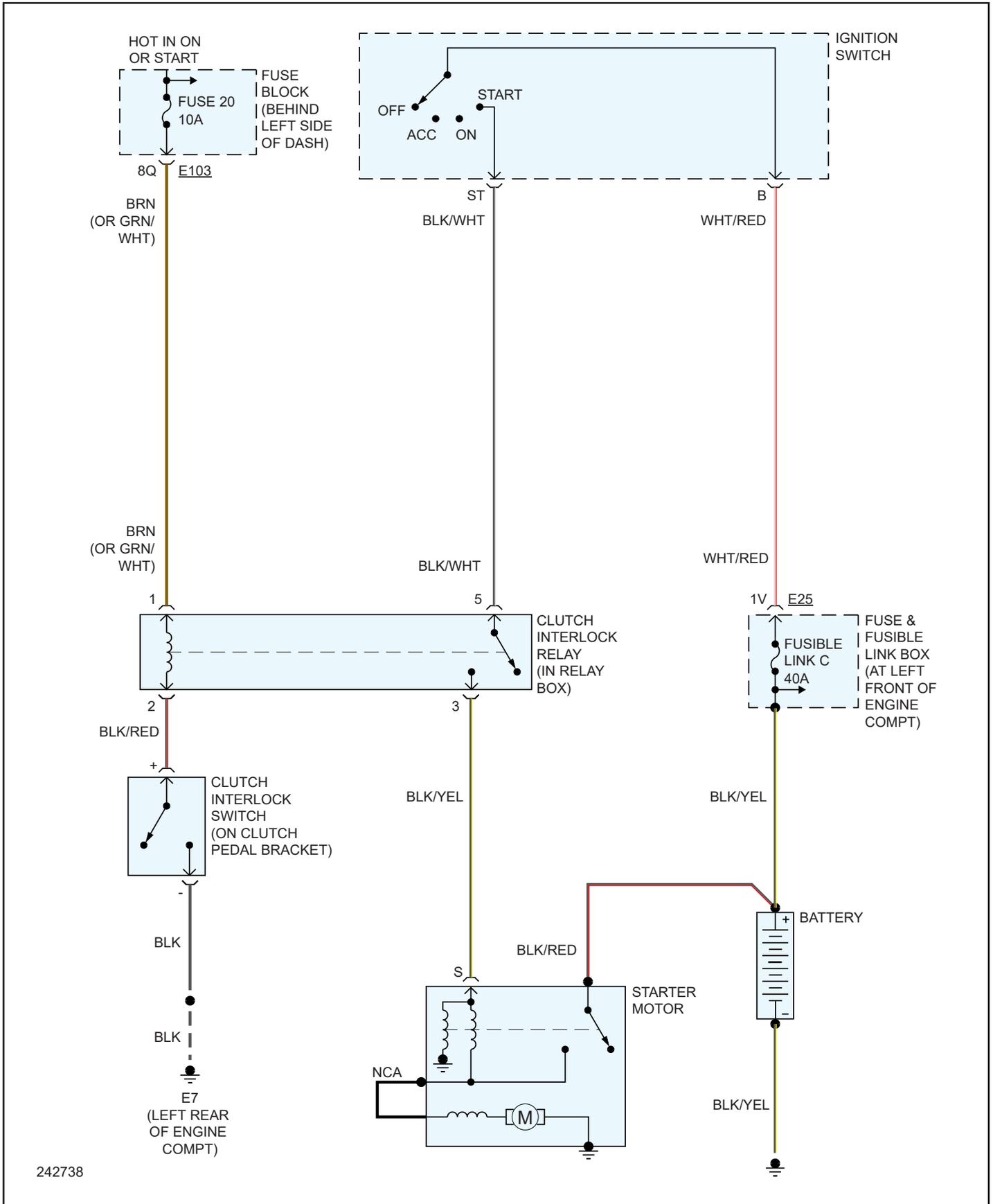


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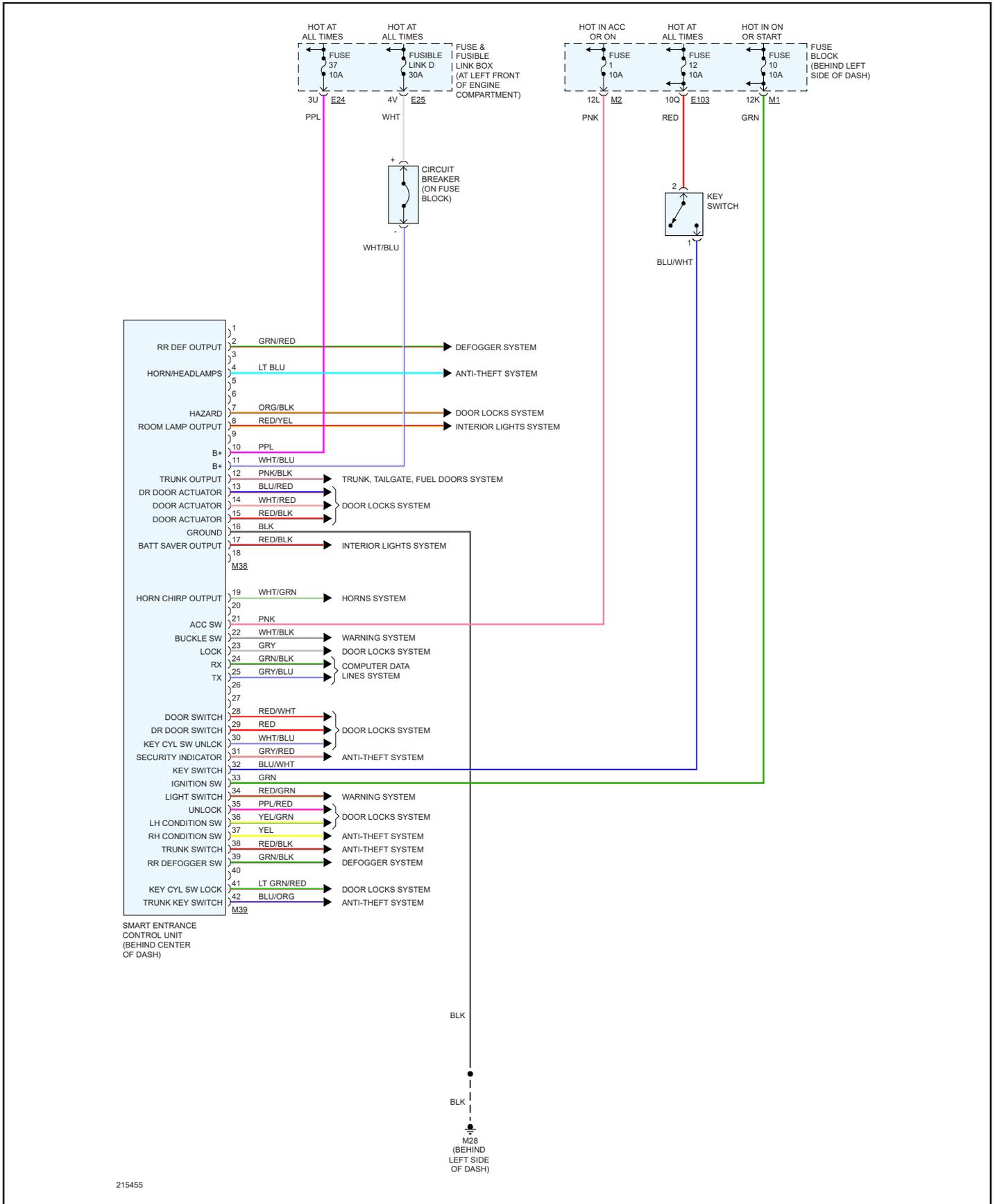
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2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) STARTING CHARGING - STARTING CIRCUIT (M/T)

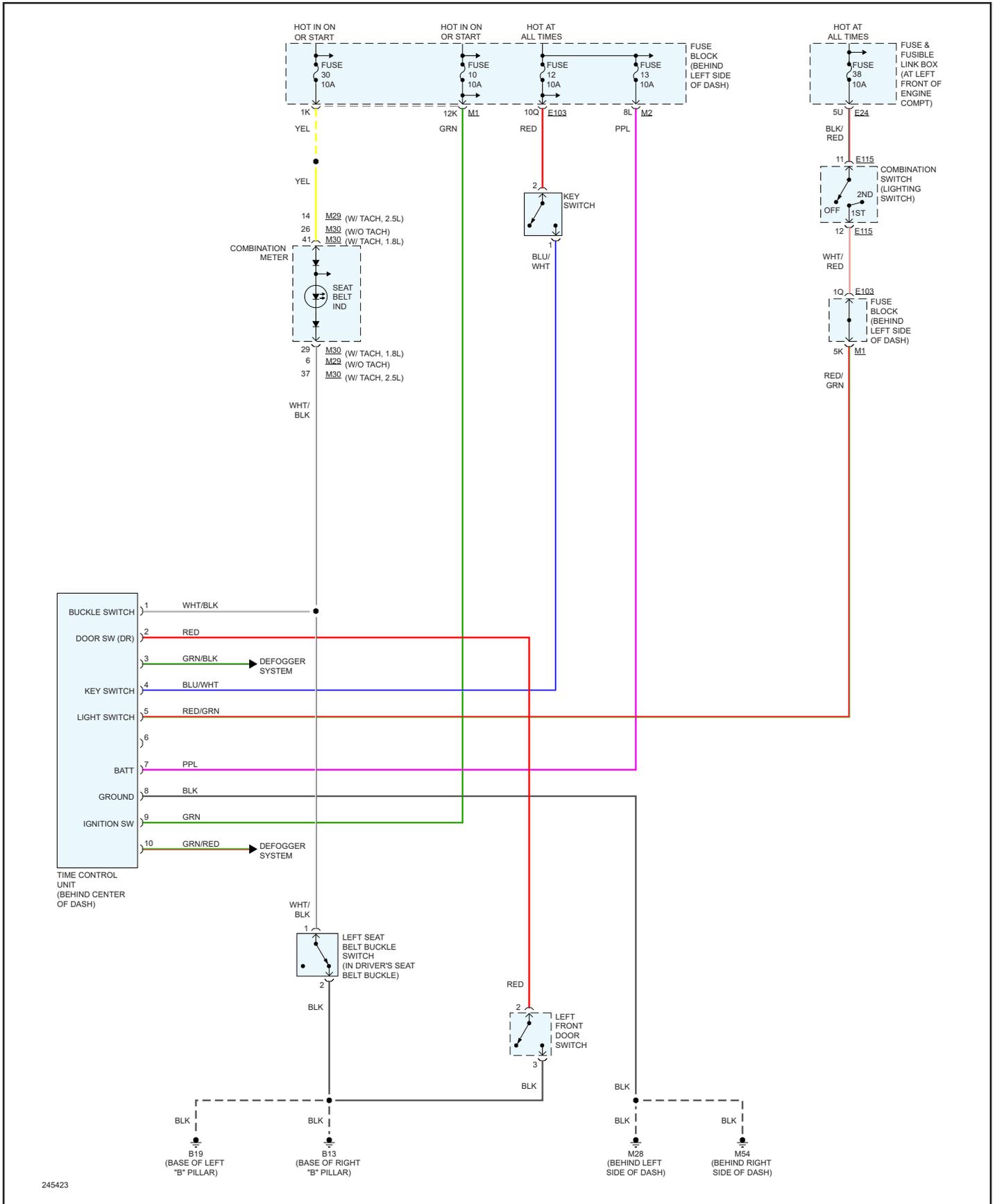


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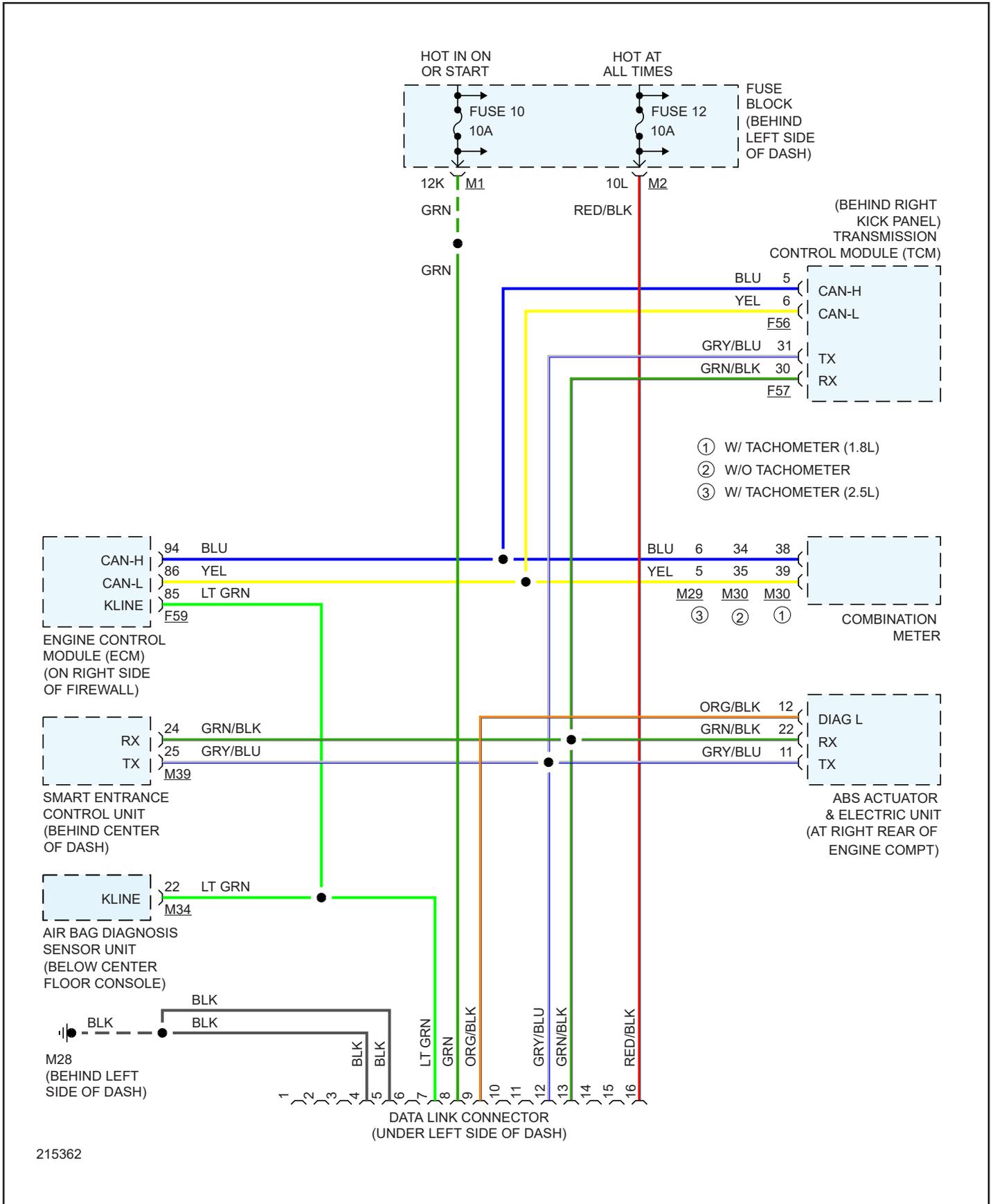
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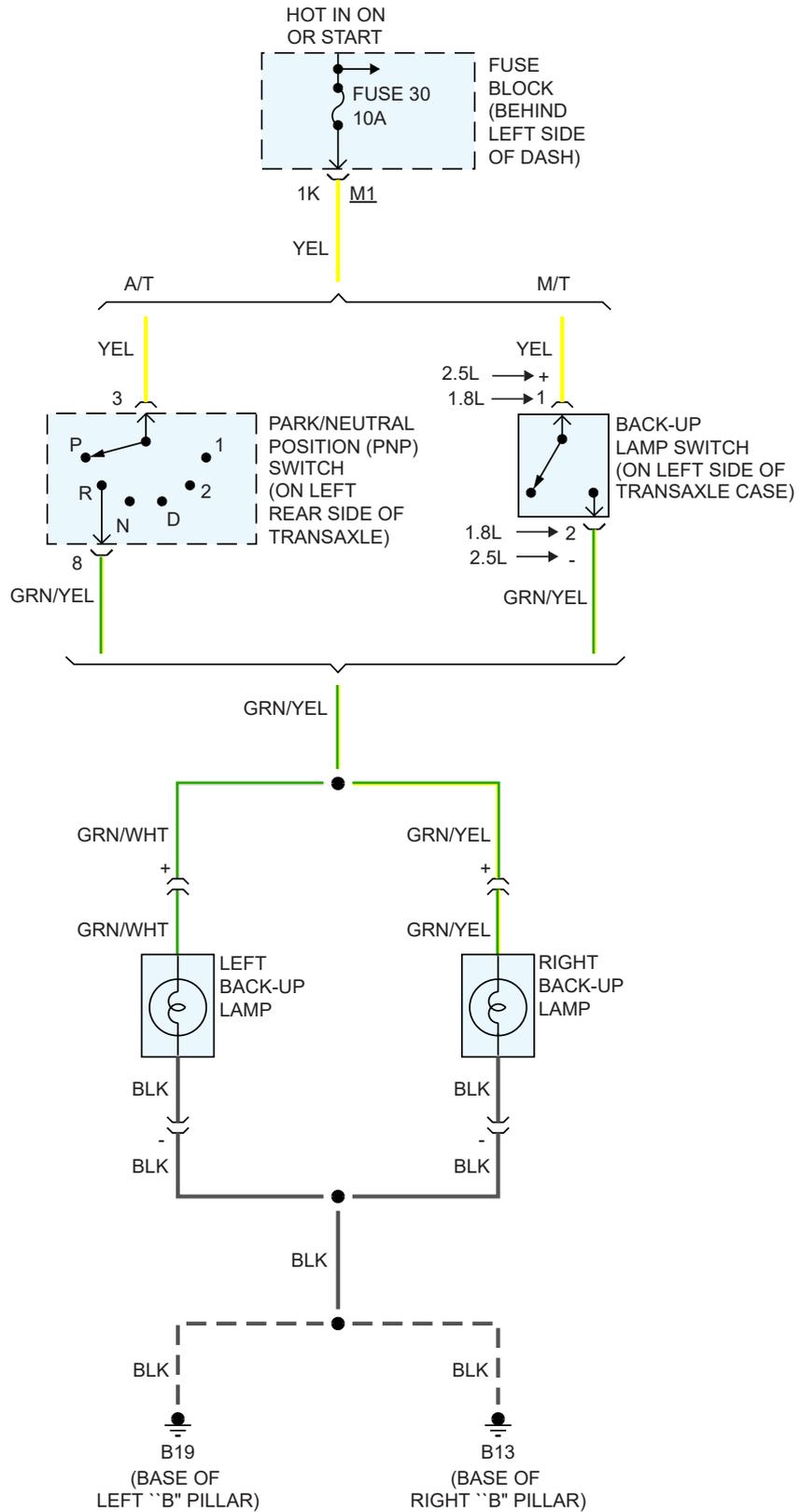
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2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) COMPUTER DATA LINES



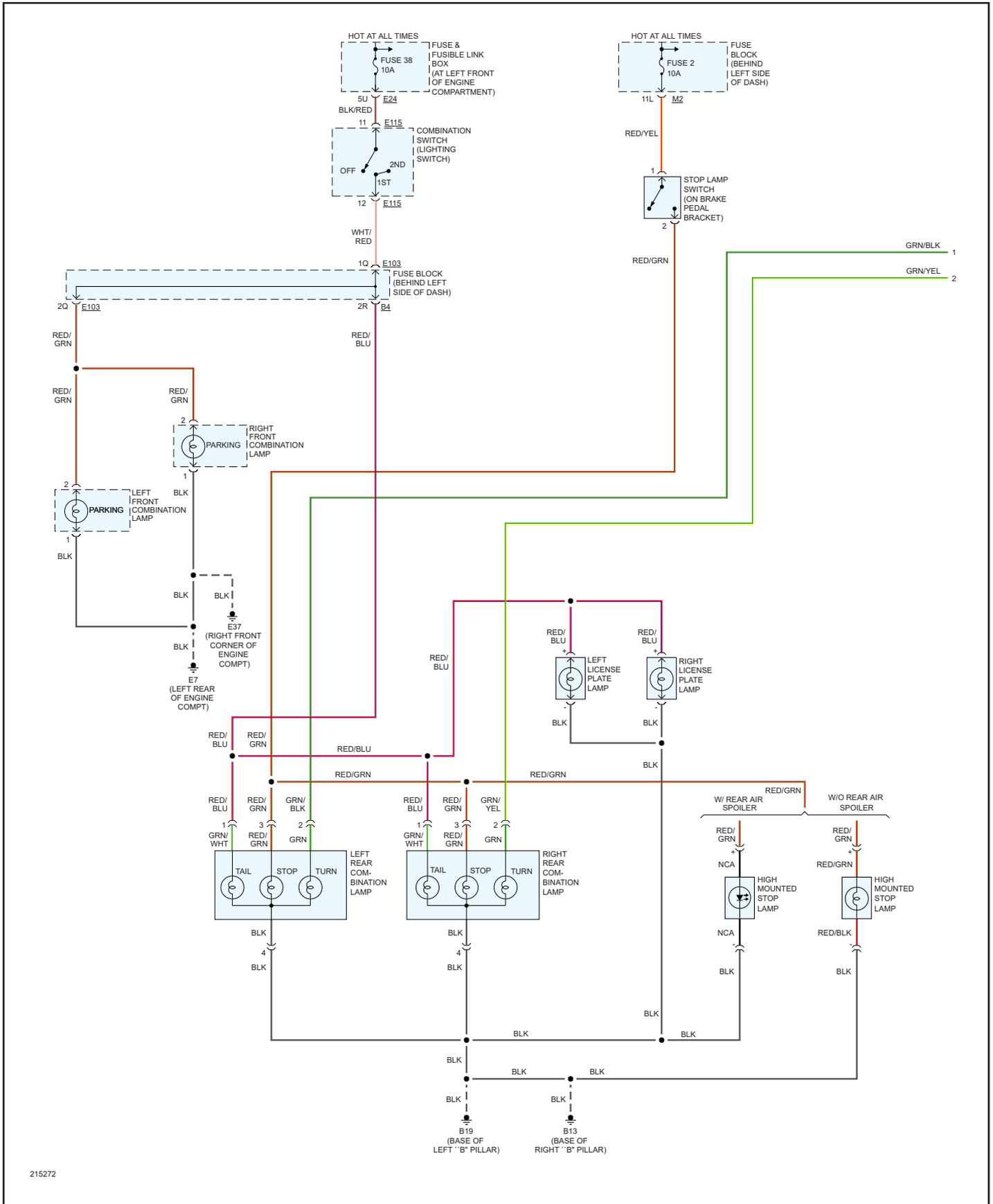
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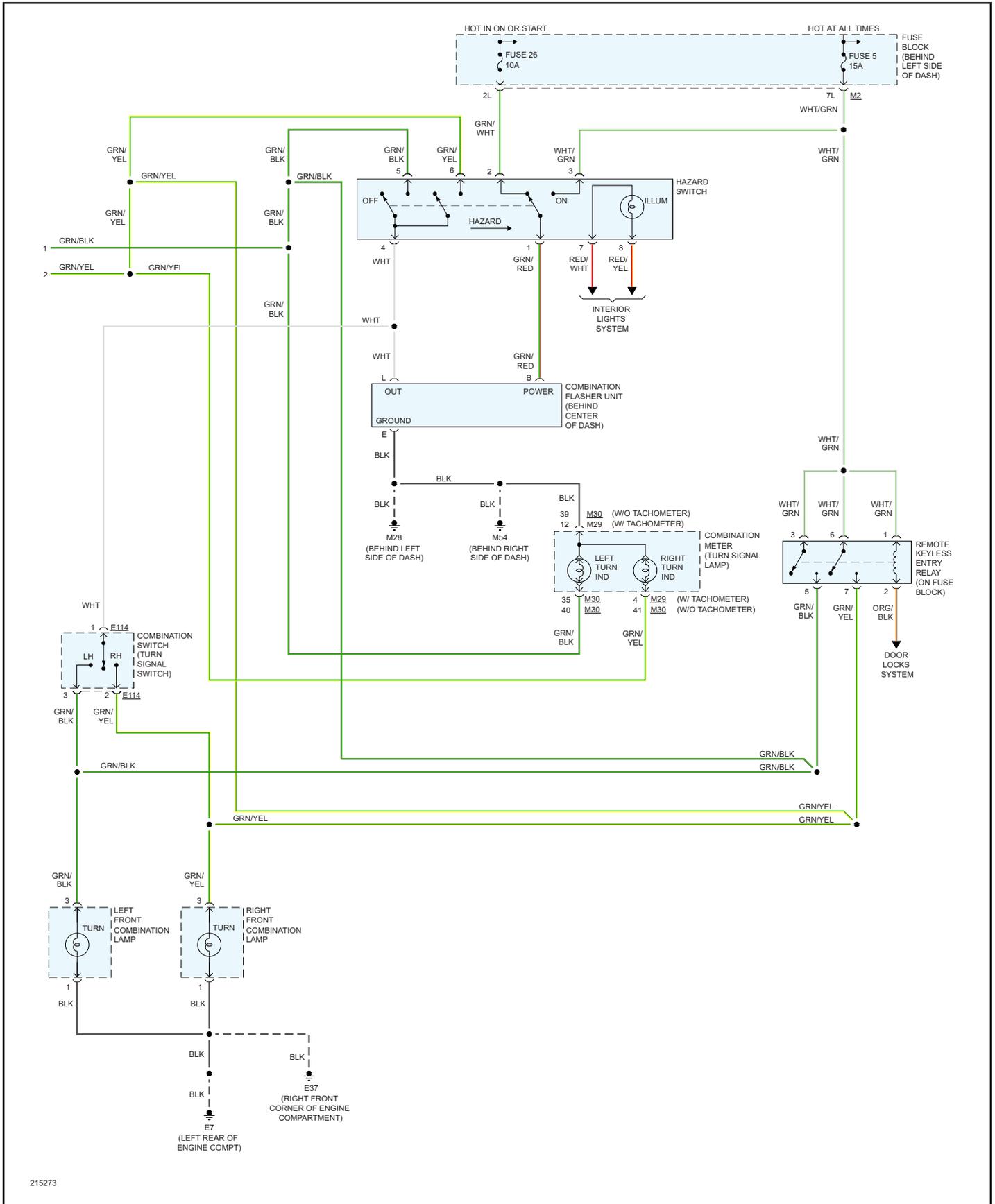
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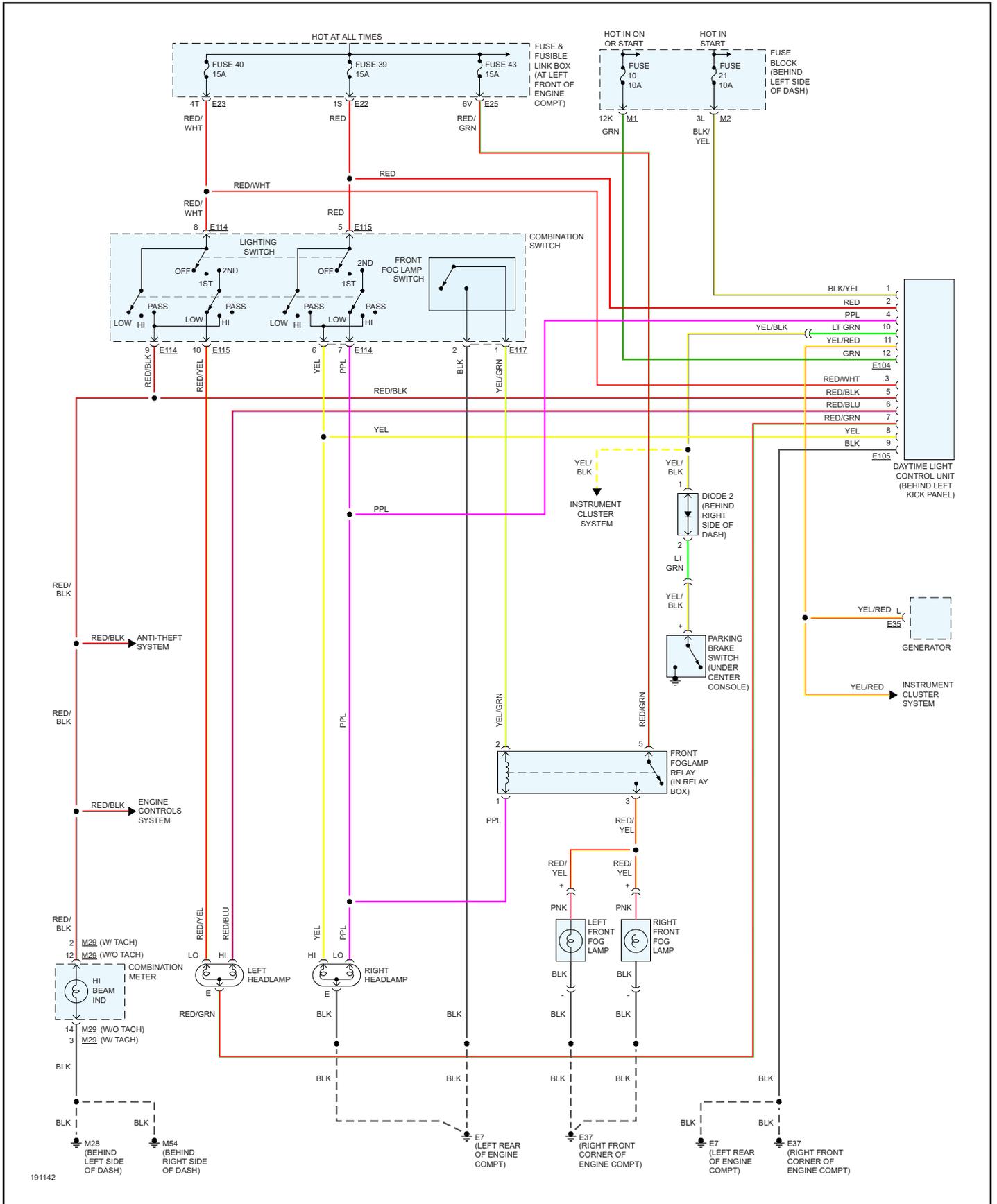
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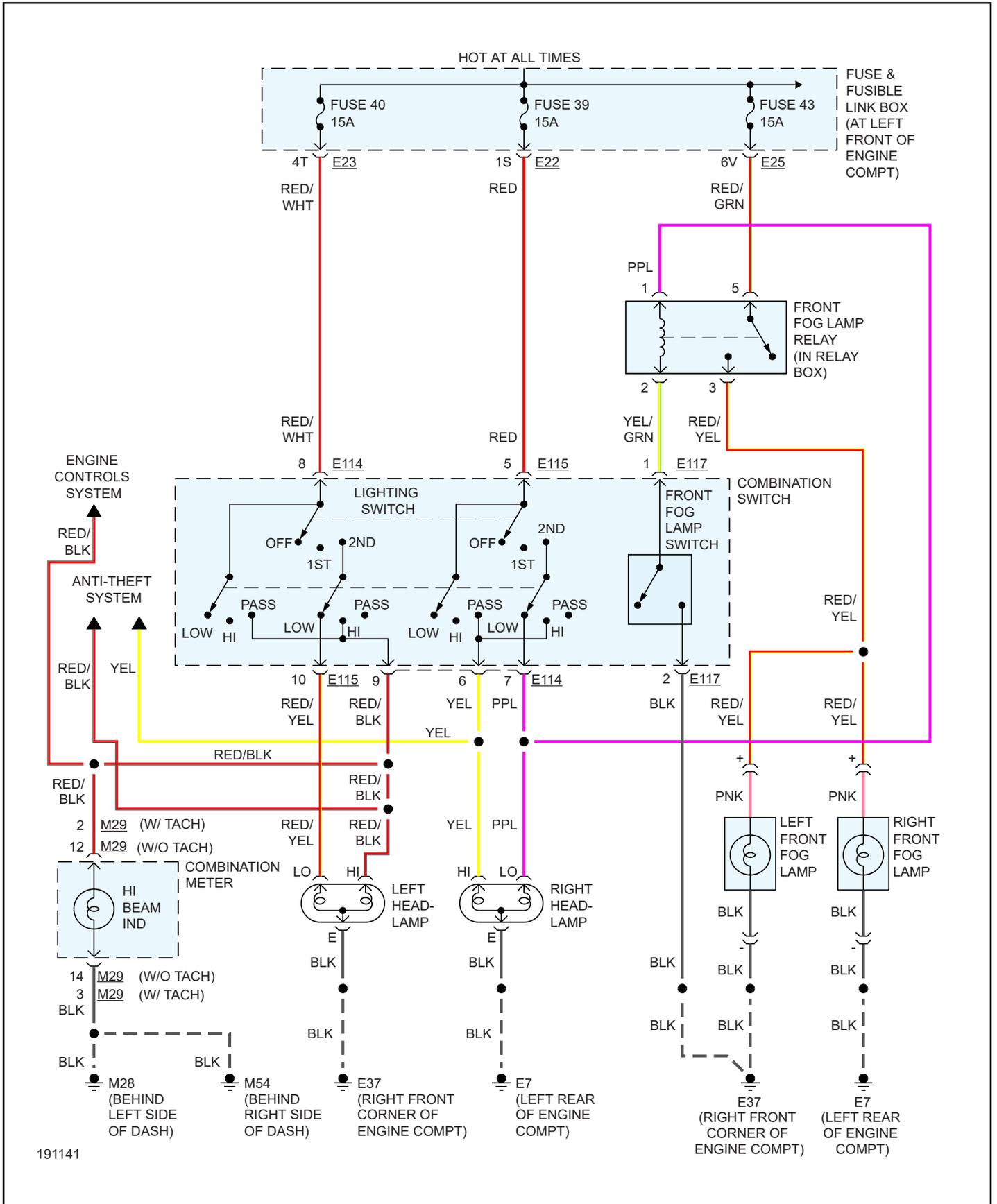
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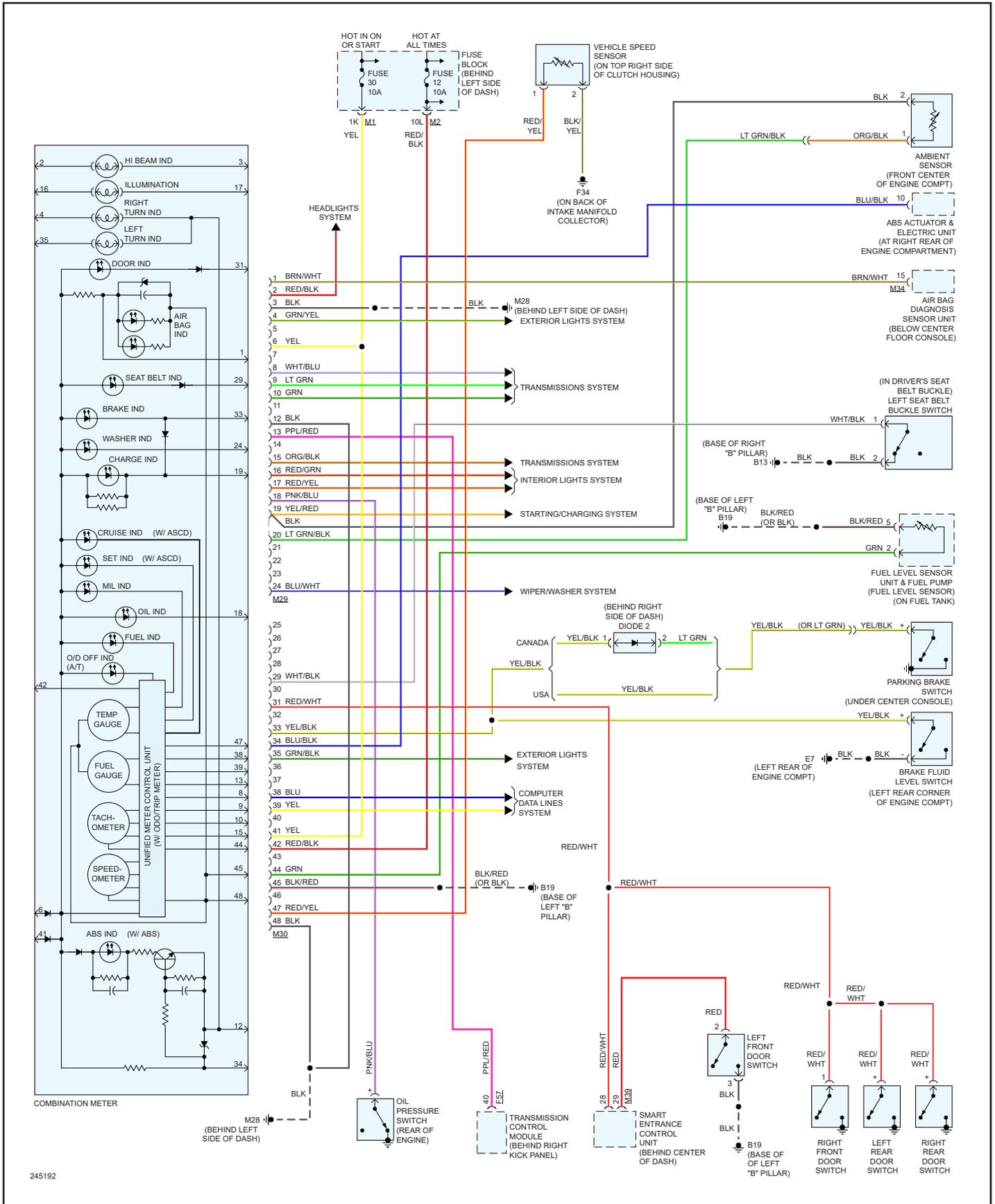
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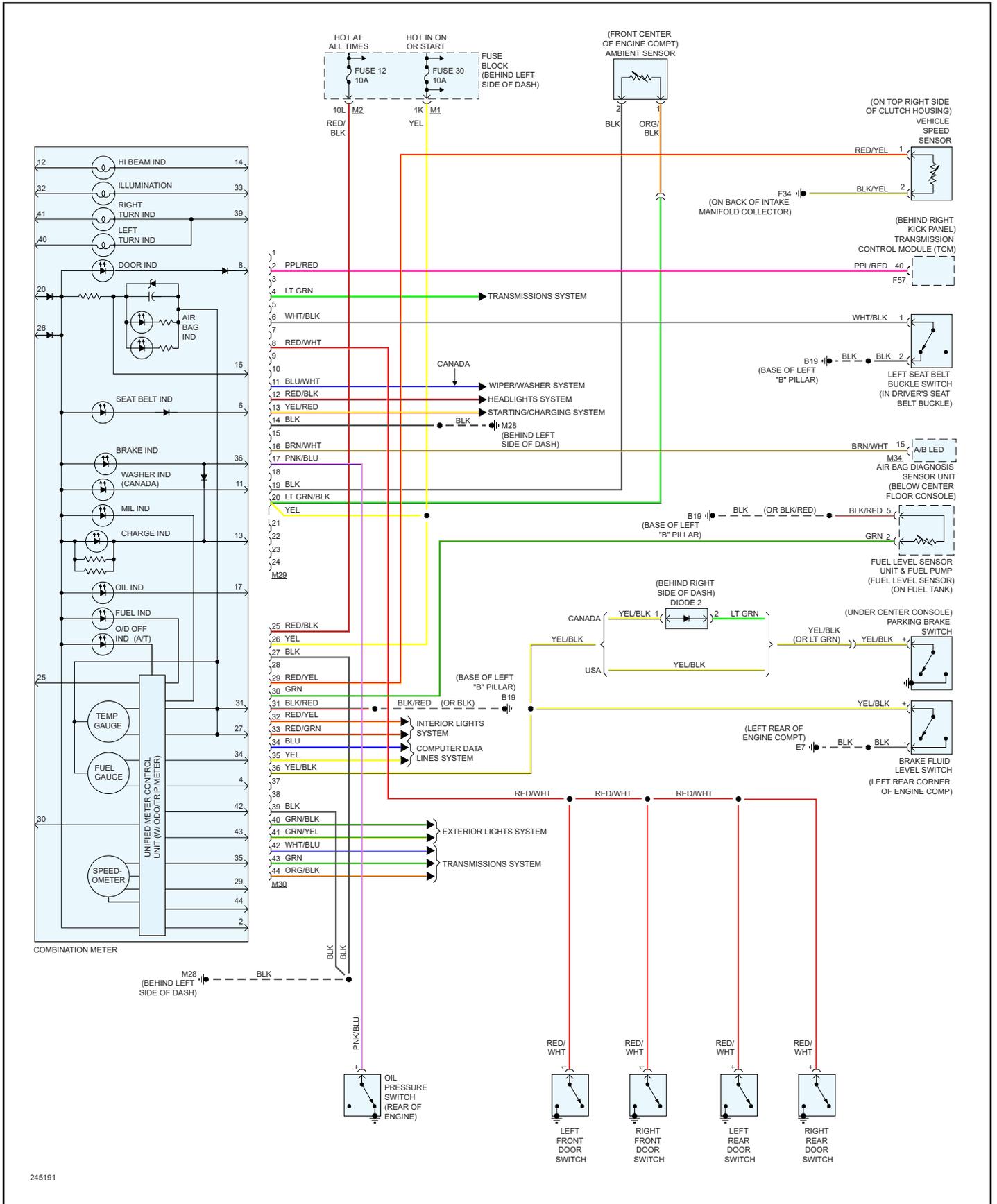
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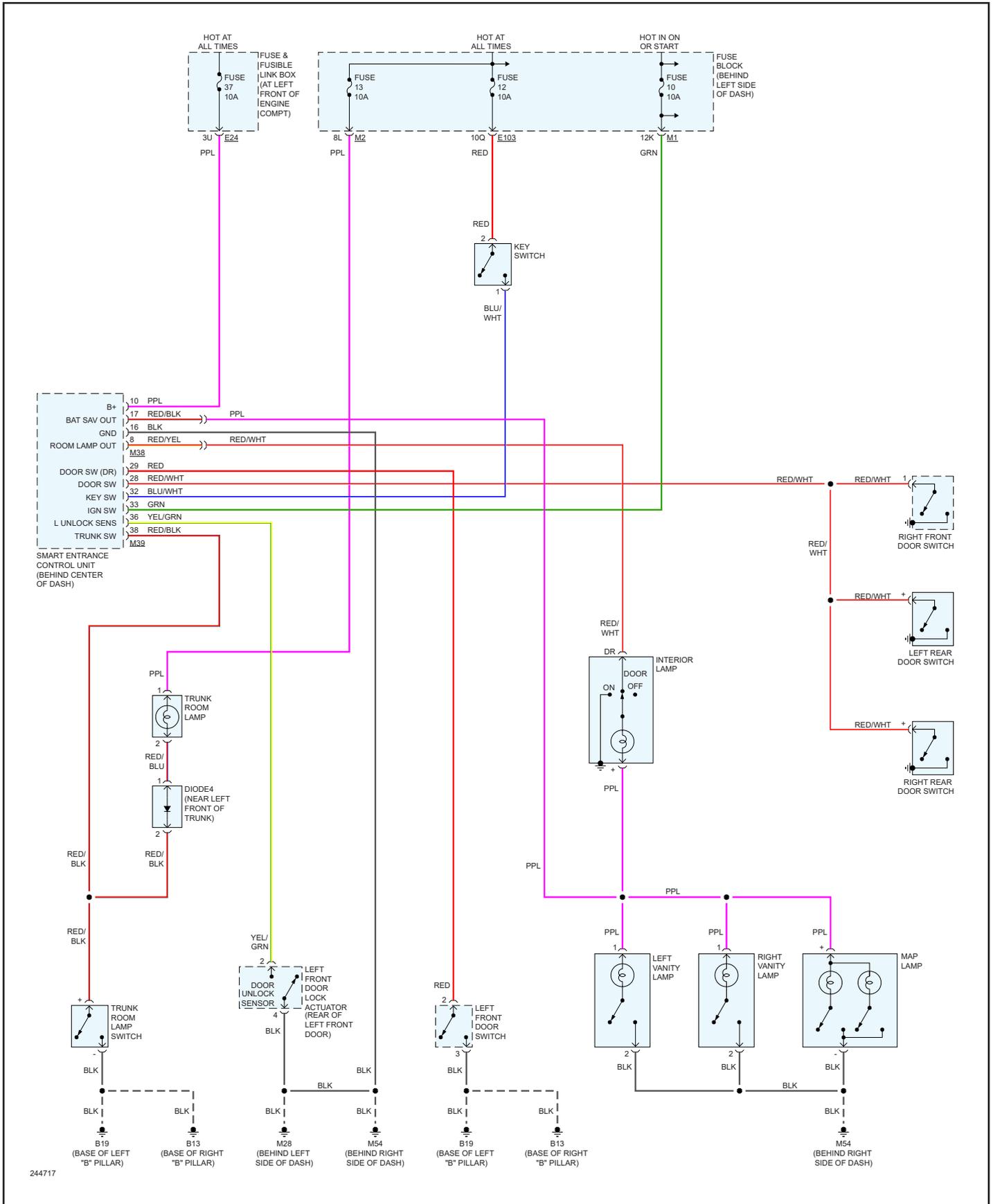
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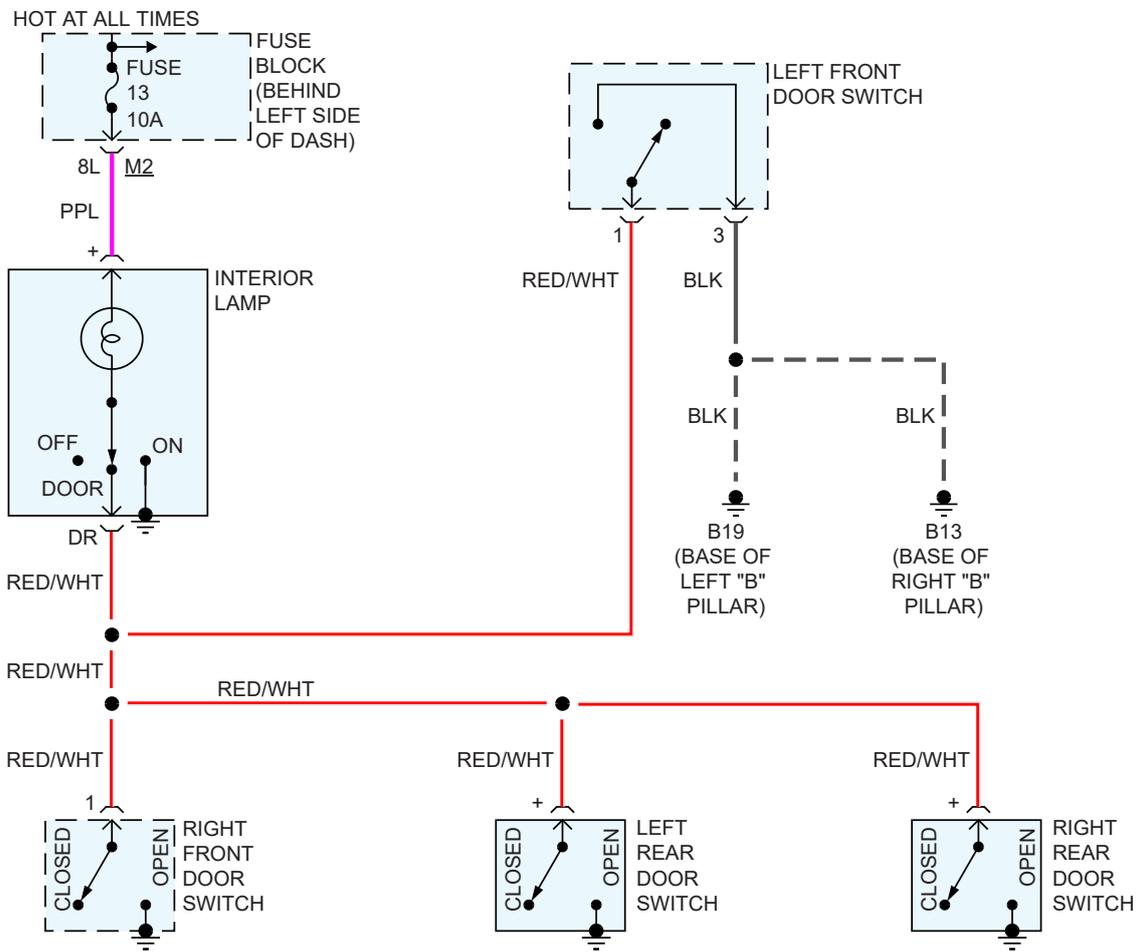
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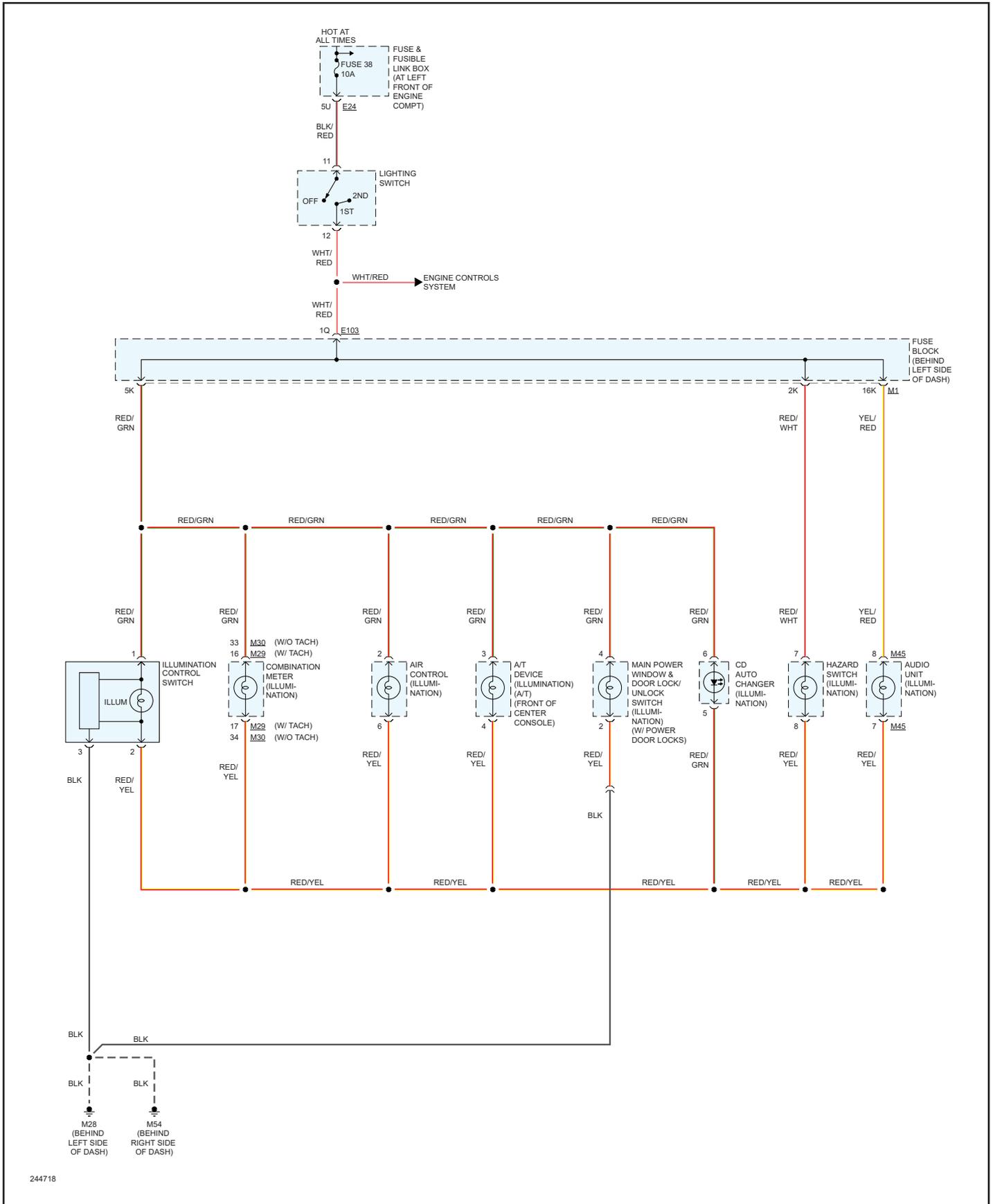


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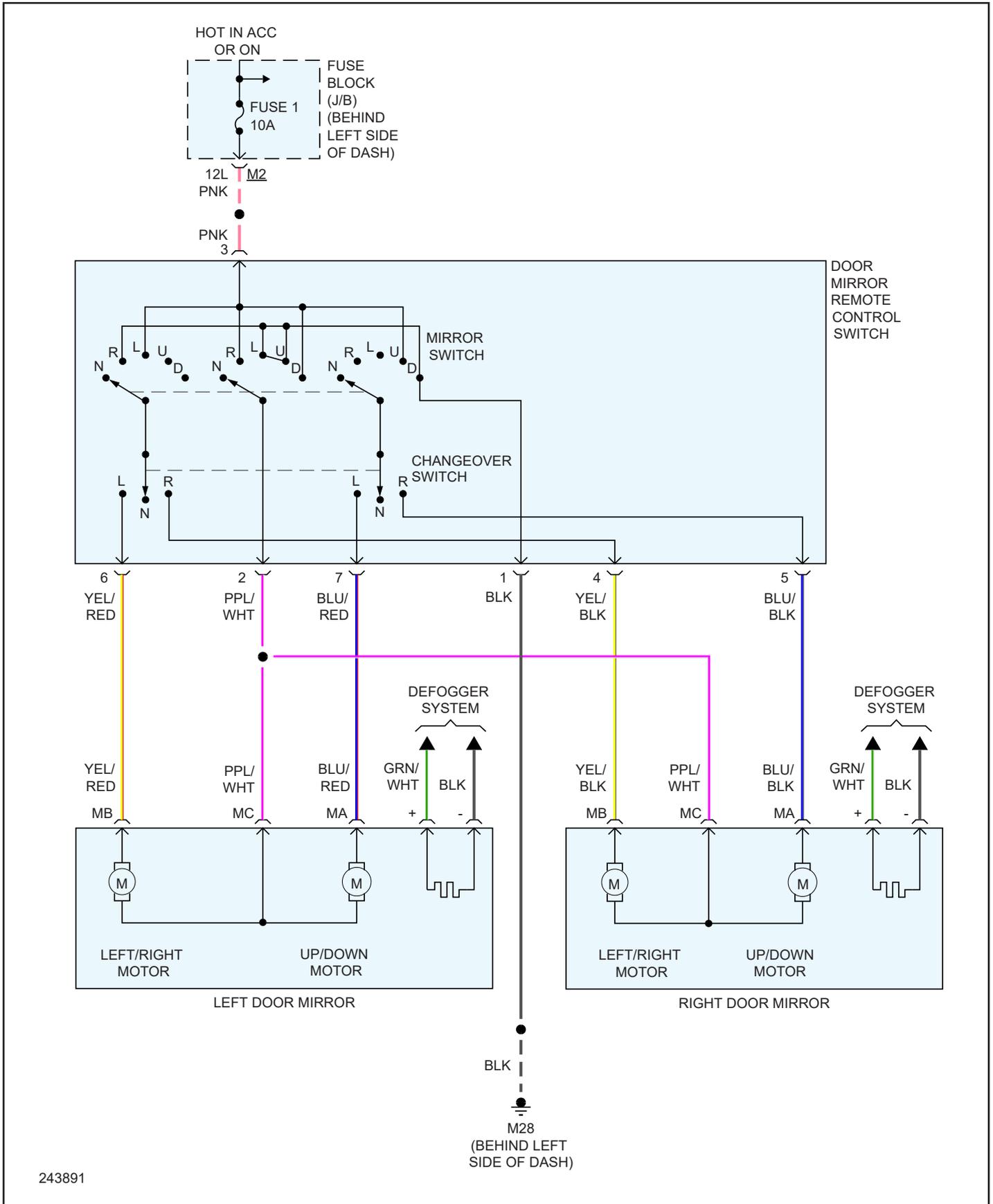
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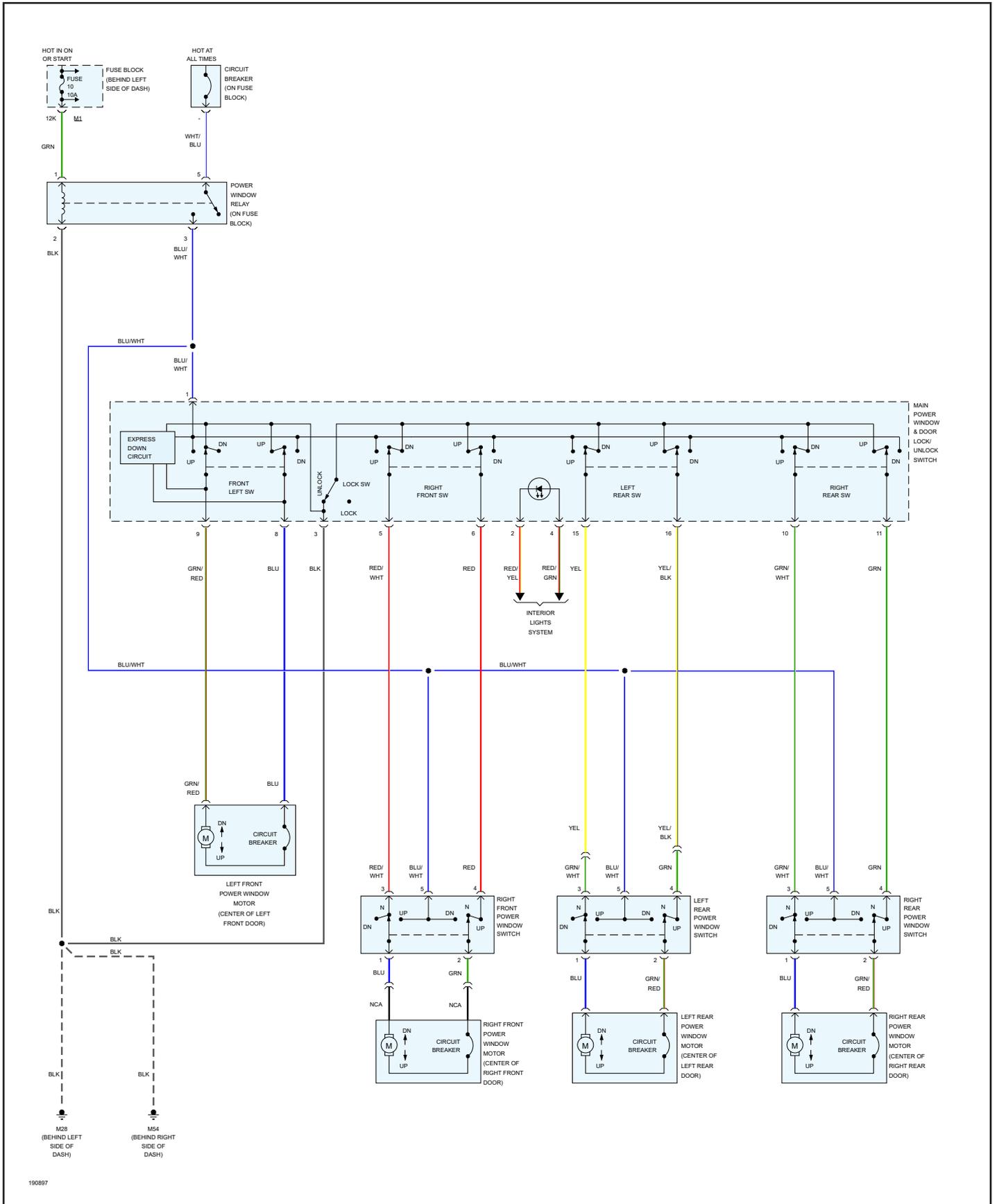
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2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) MIRRORS

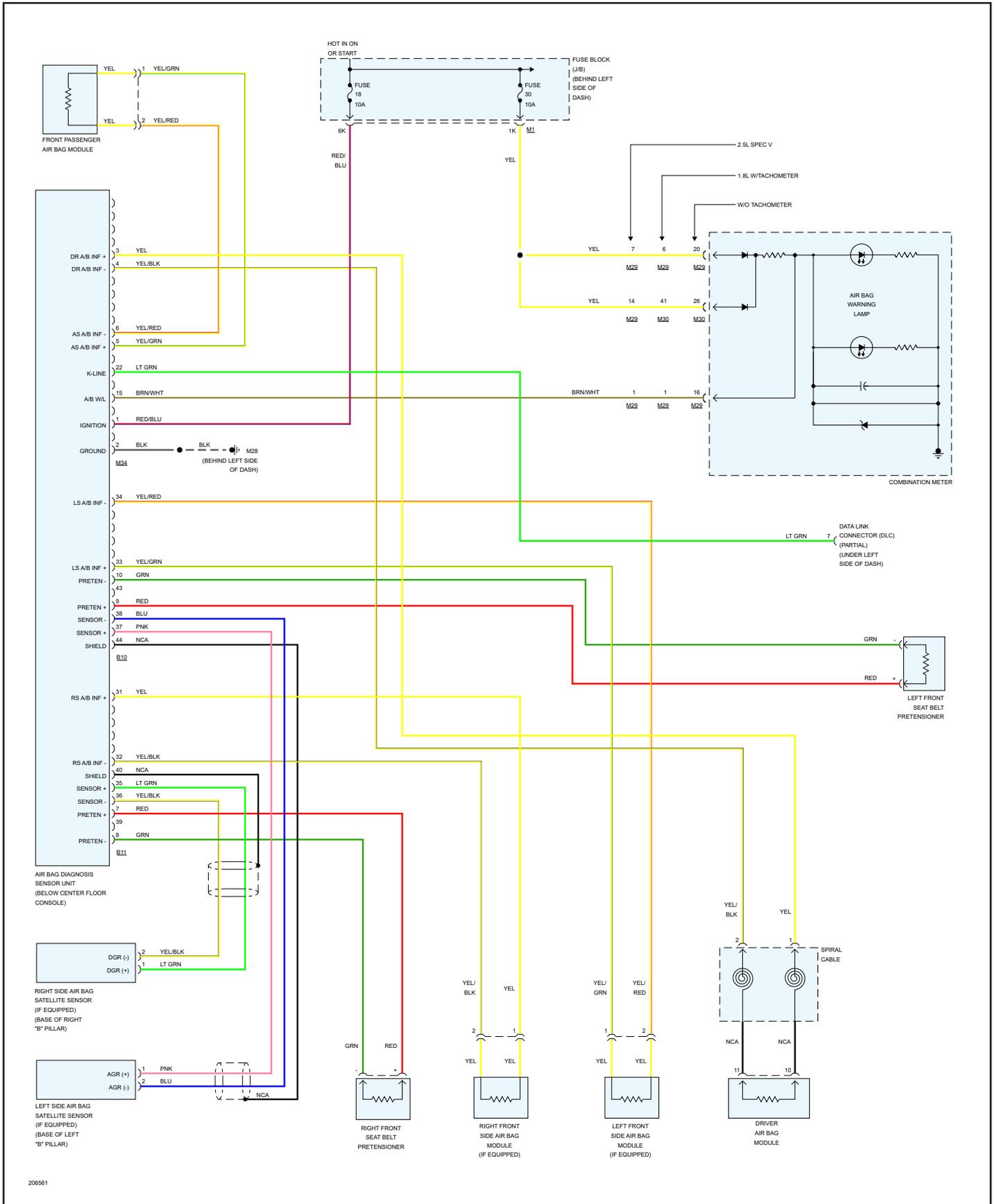


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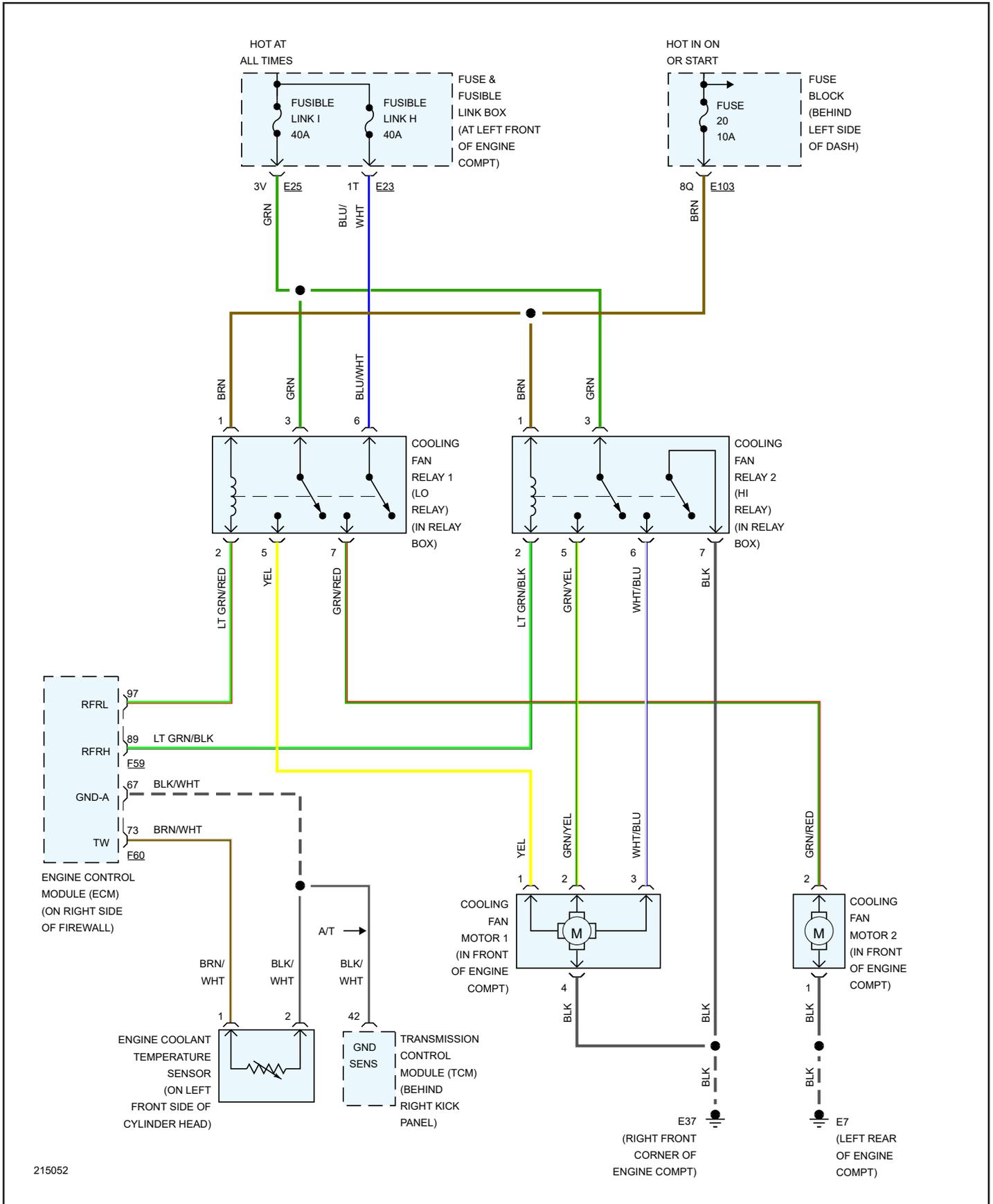
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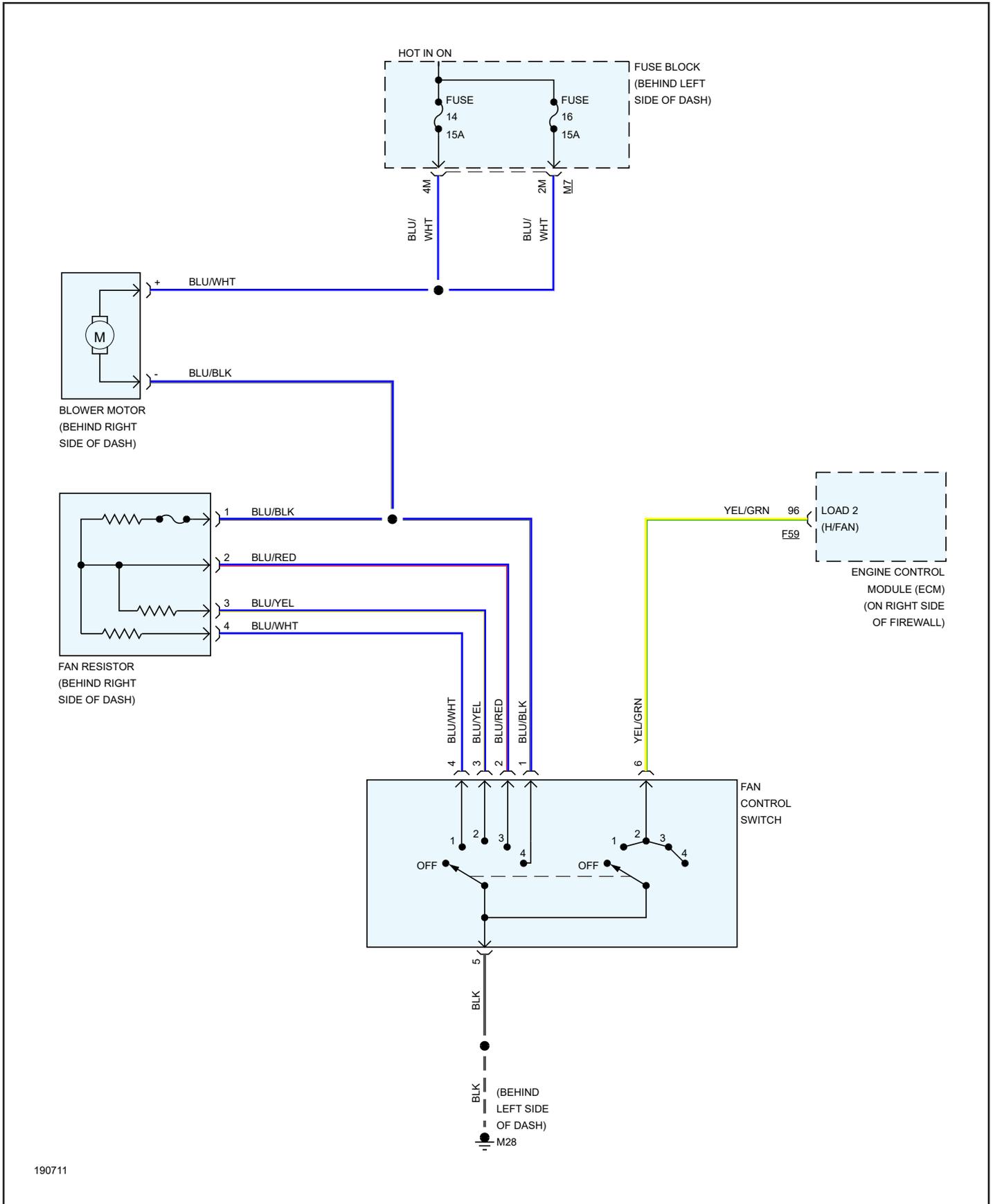


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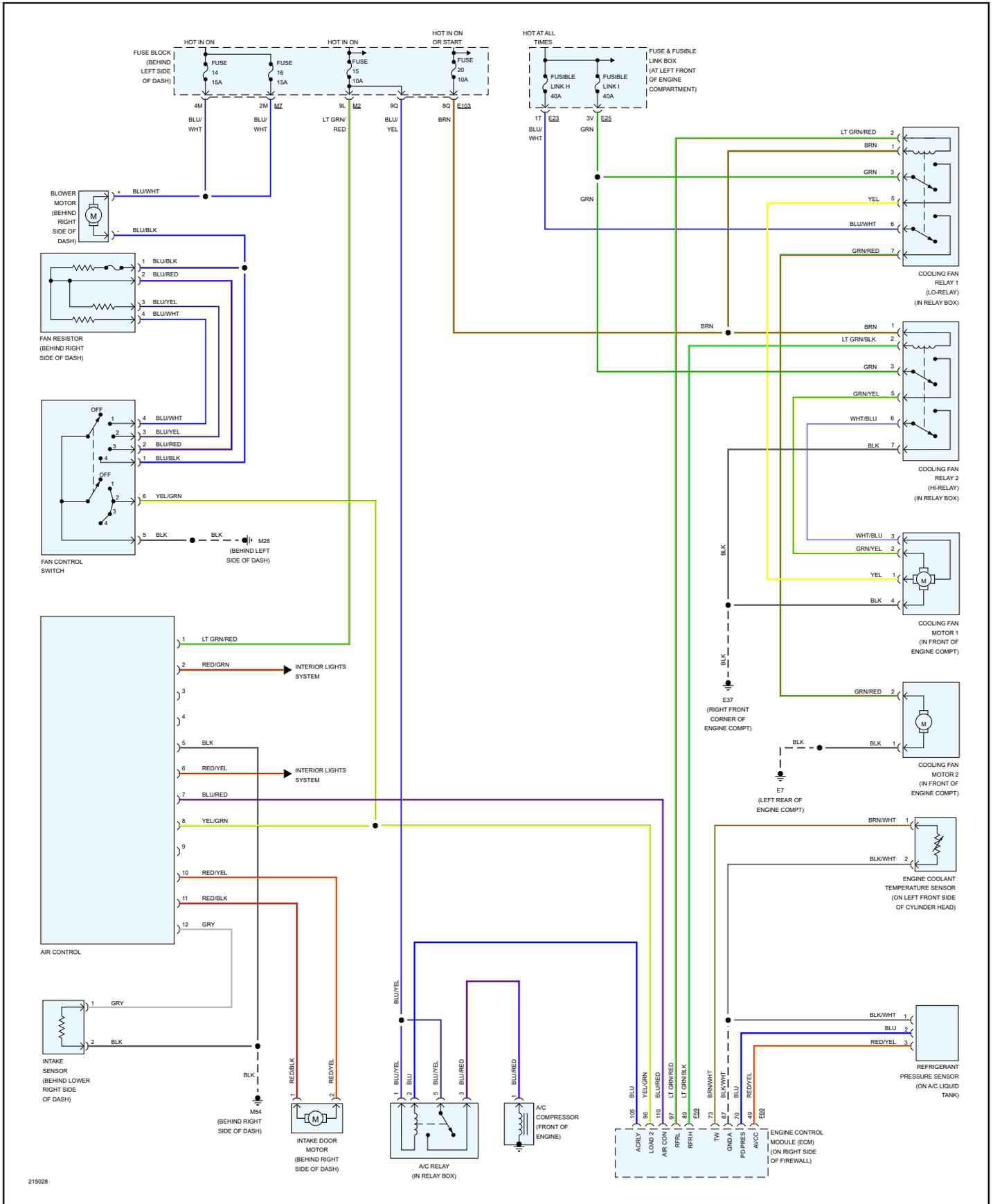


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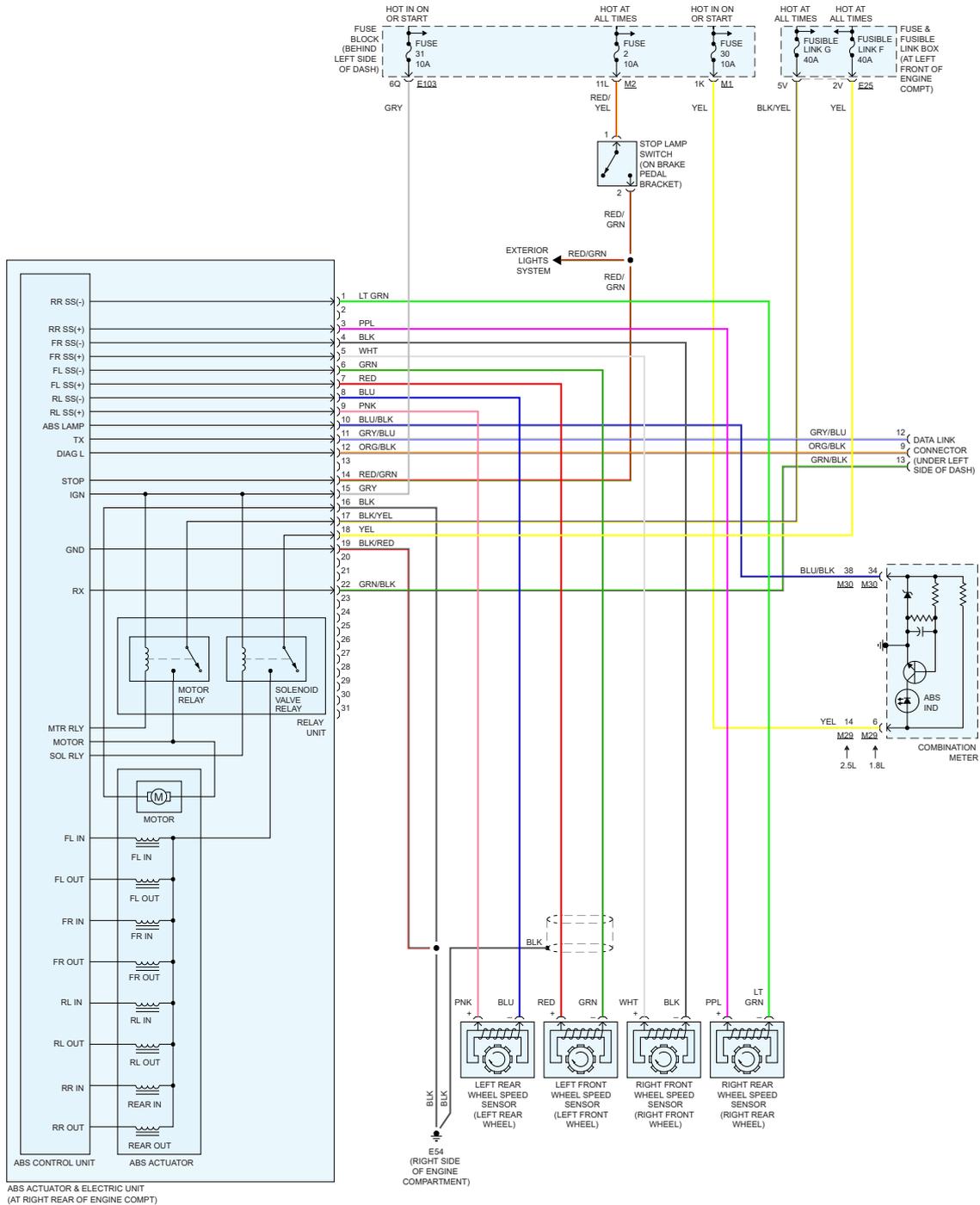
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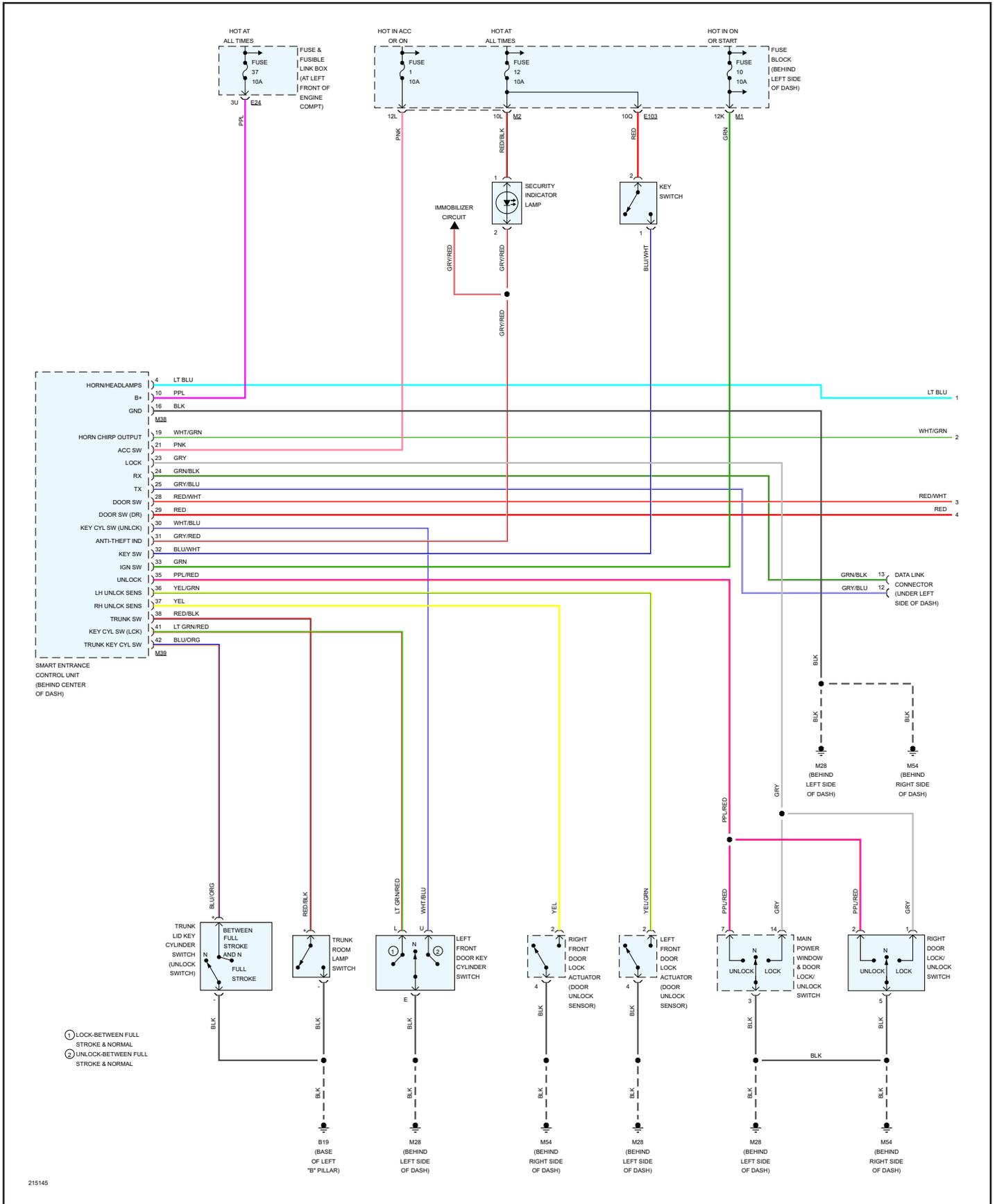
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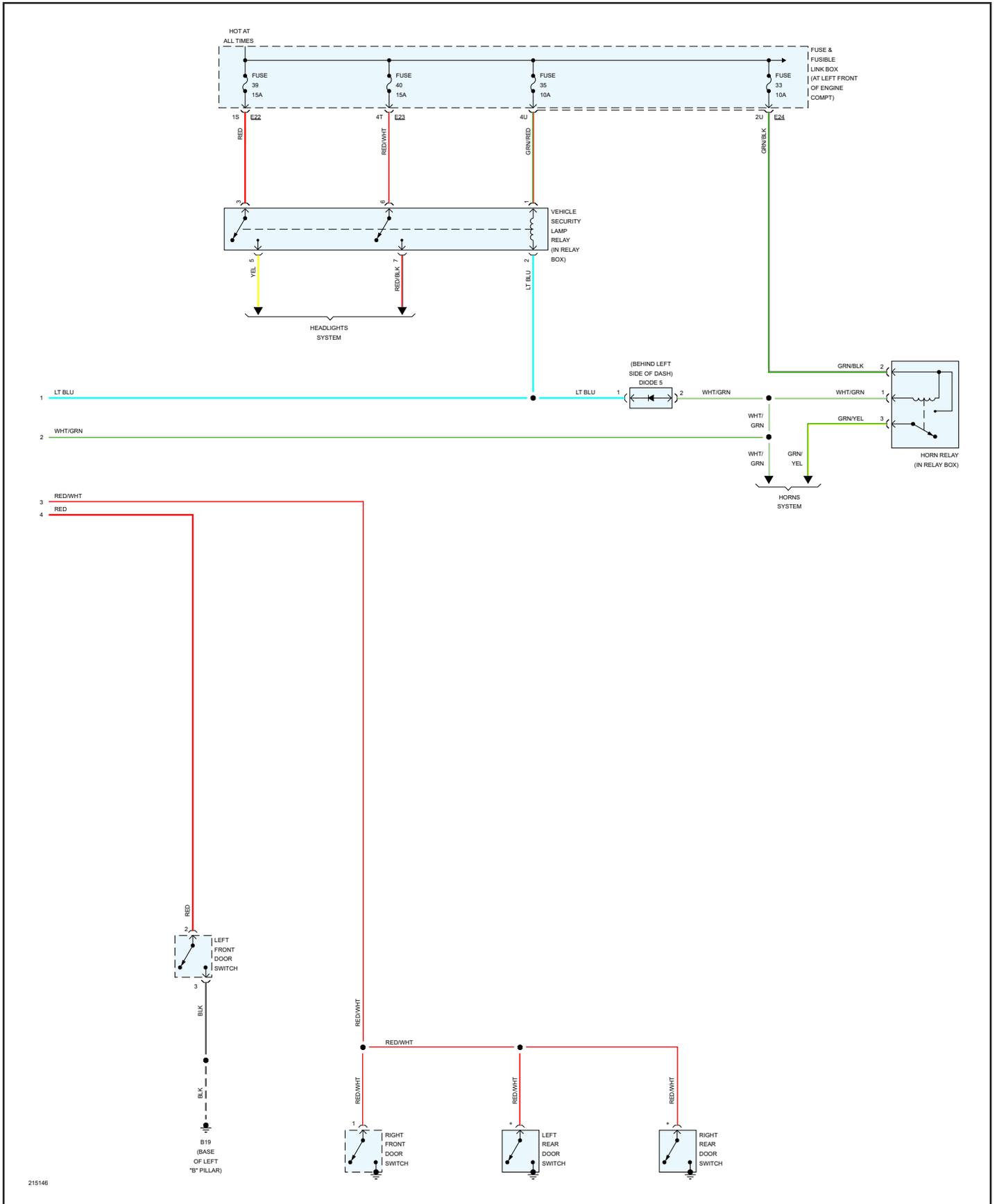
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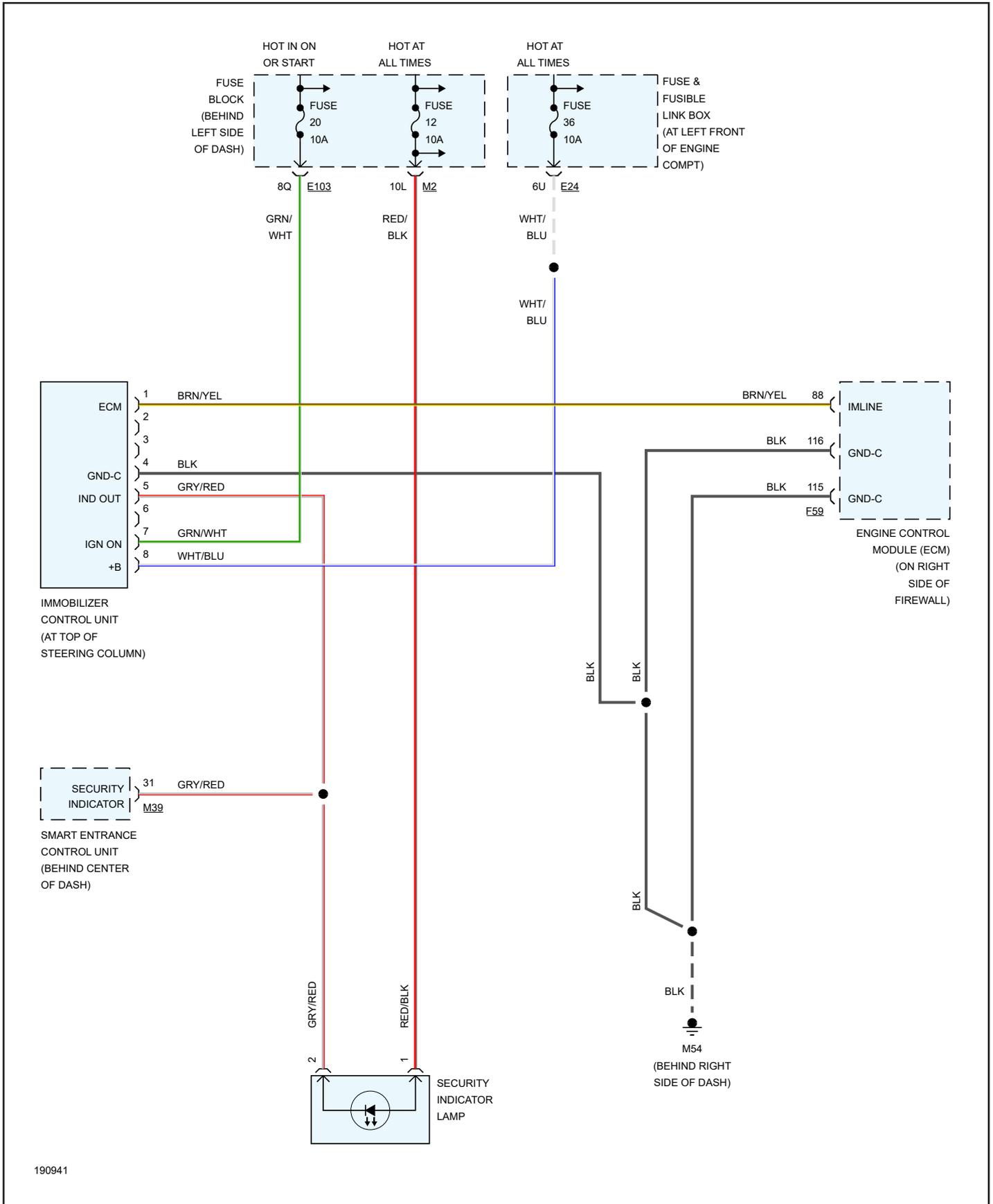
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2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) ANTI-THEFT - FORCED ENTRY CIRCUIT



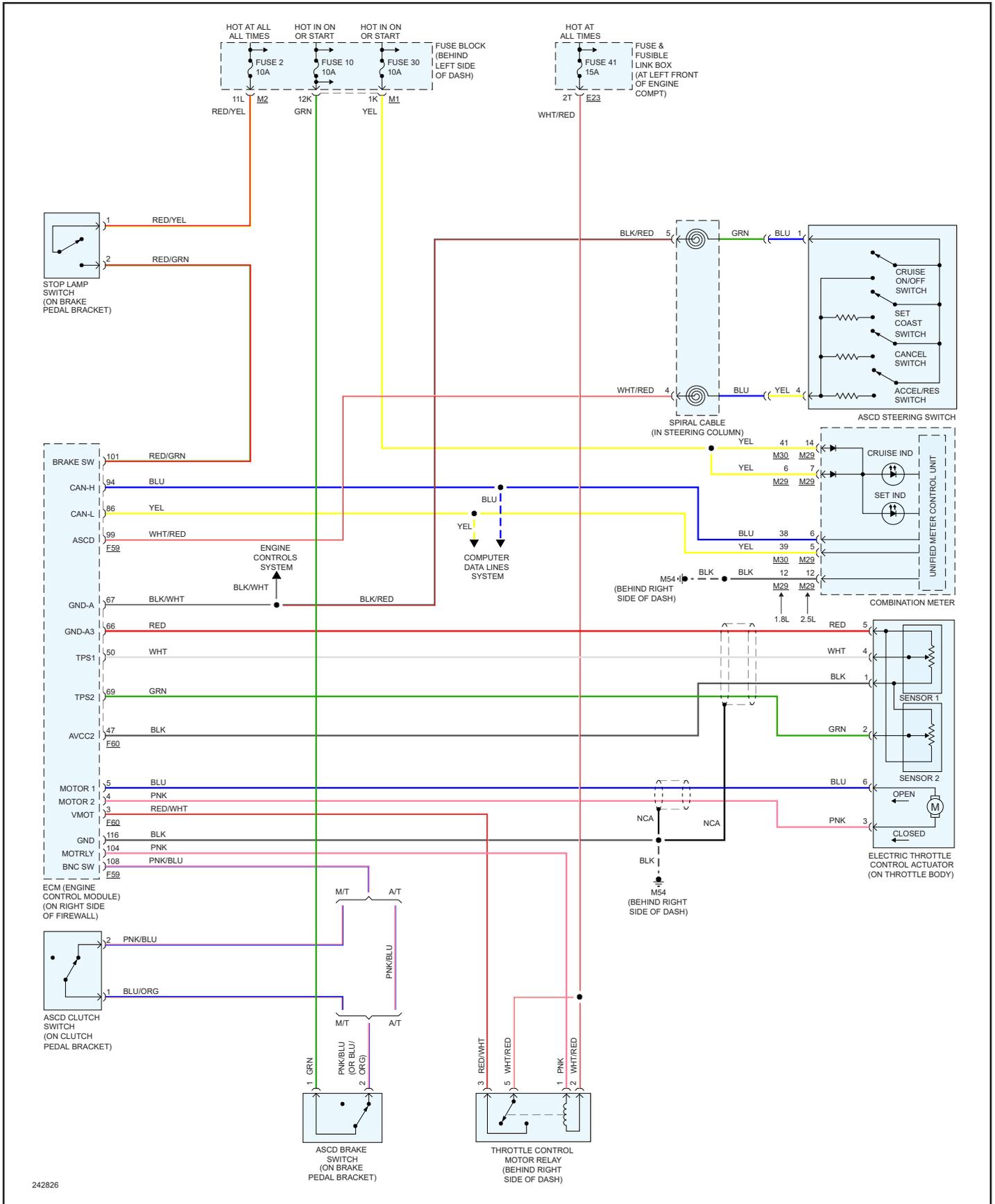
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2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) ANTI-THEFT - IMMOBILIZER CIRCUIT



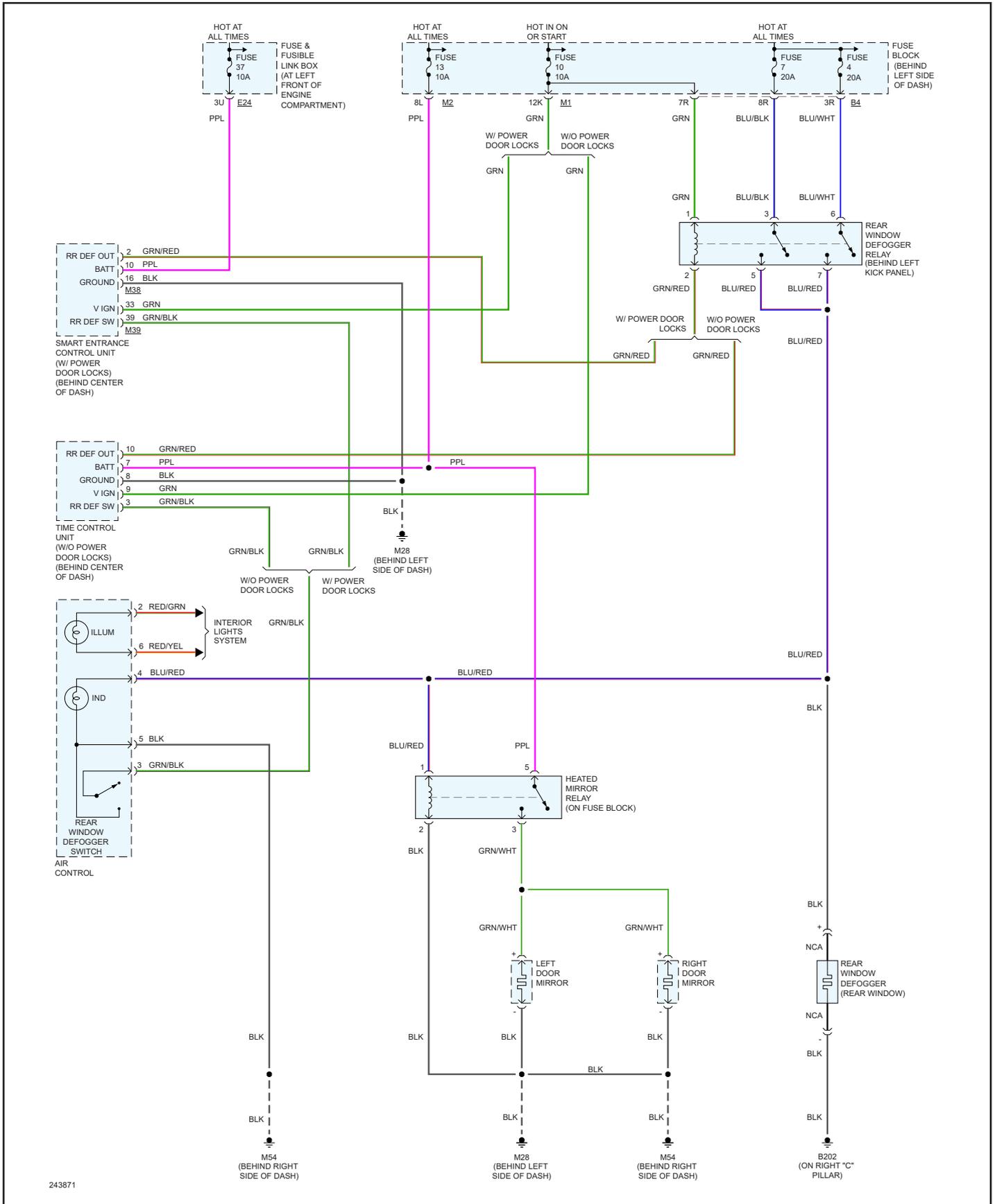
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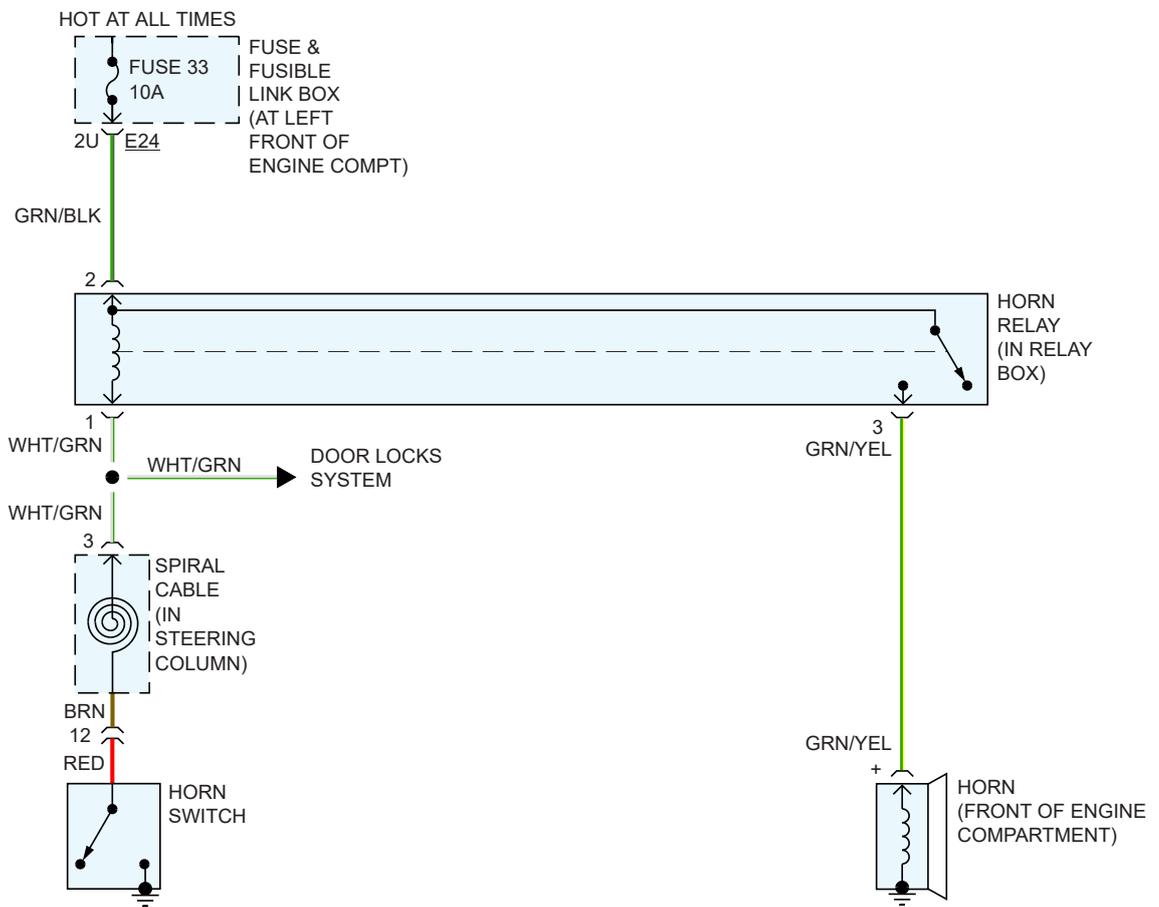
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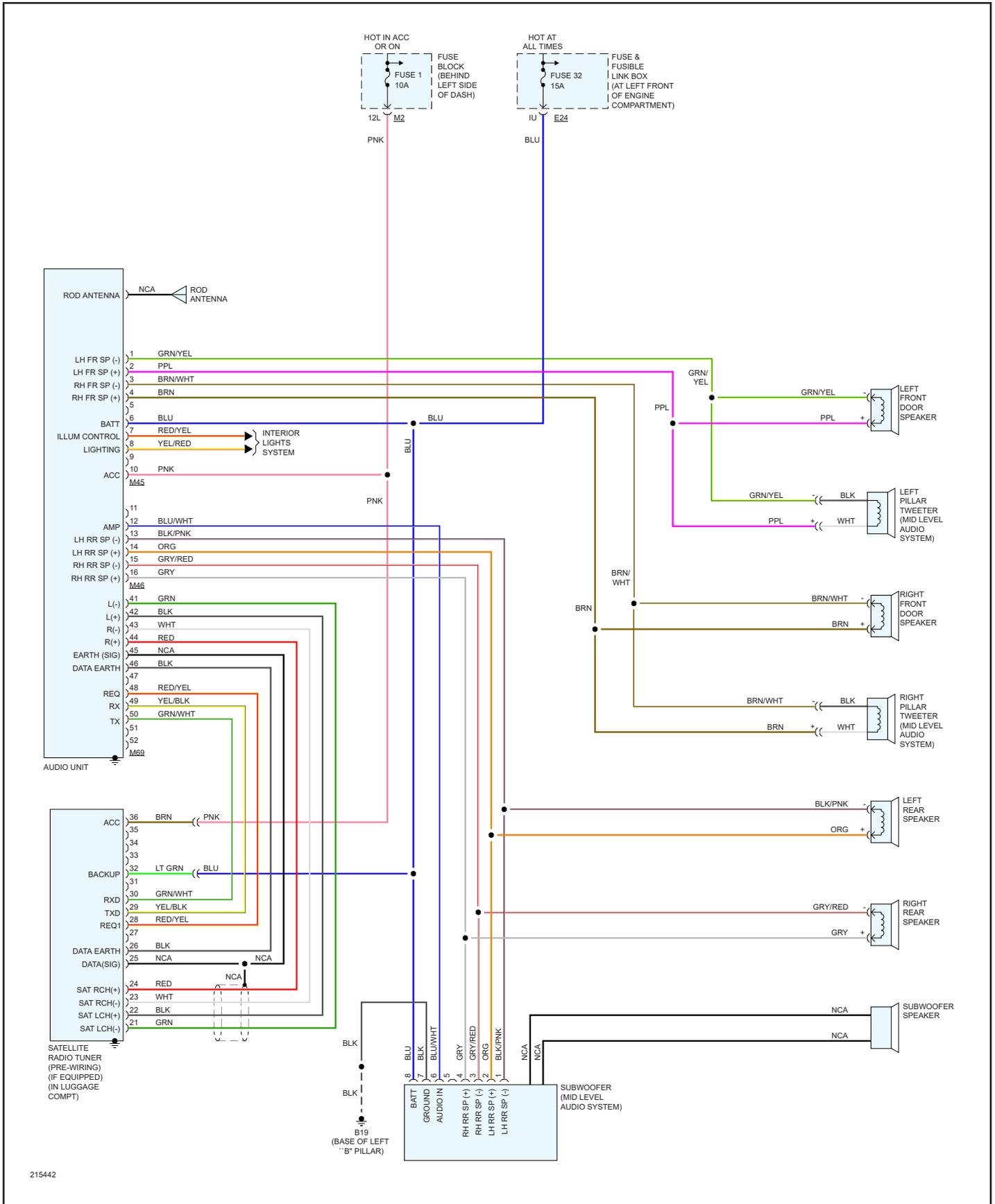
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2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) HORNS



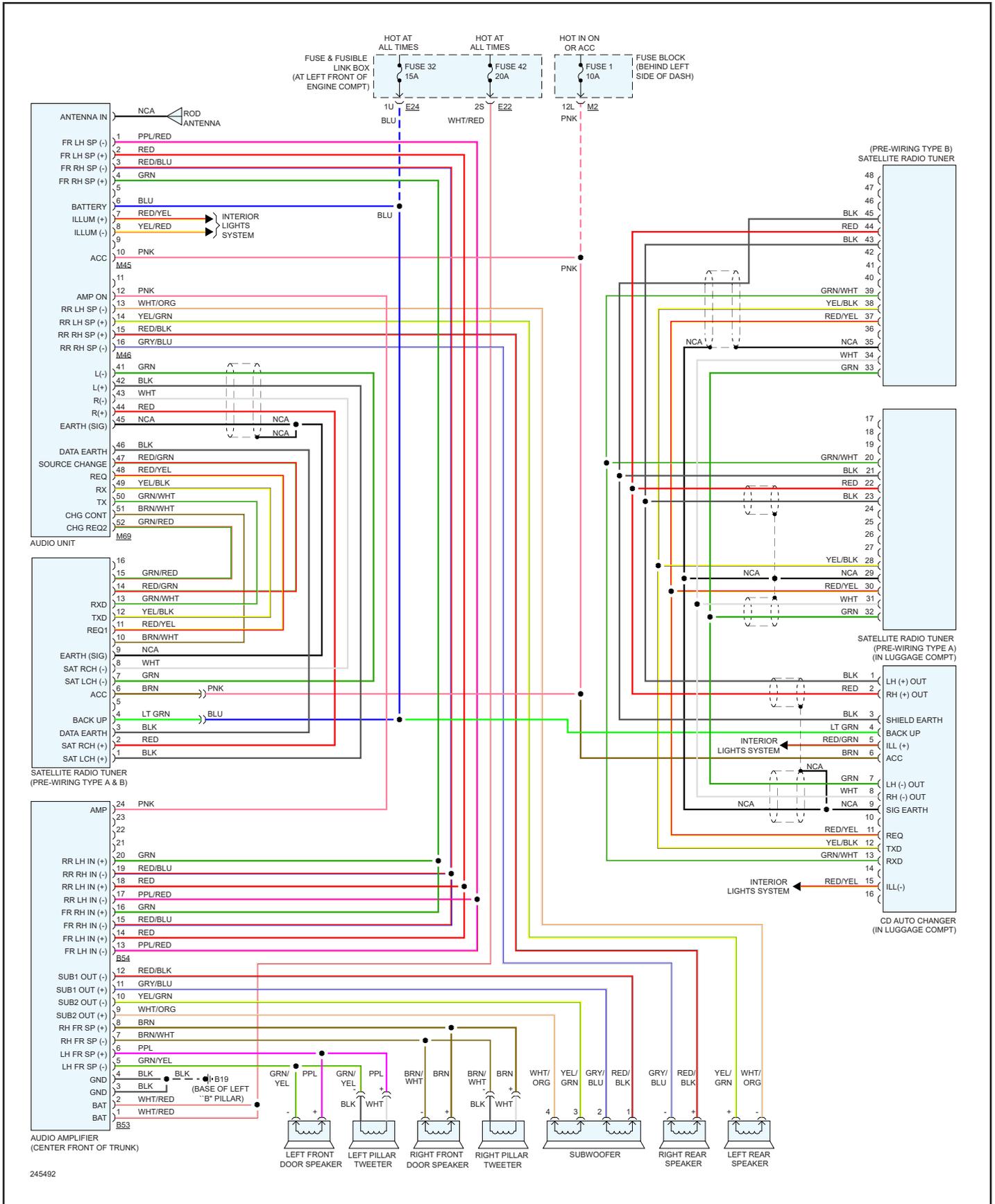
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2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) SOUND SYSTEMS - BASE & MID-LEVEL RADIO CIRCUIT



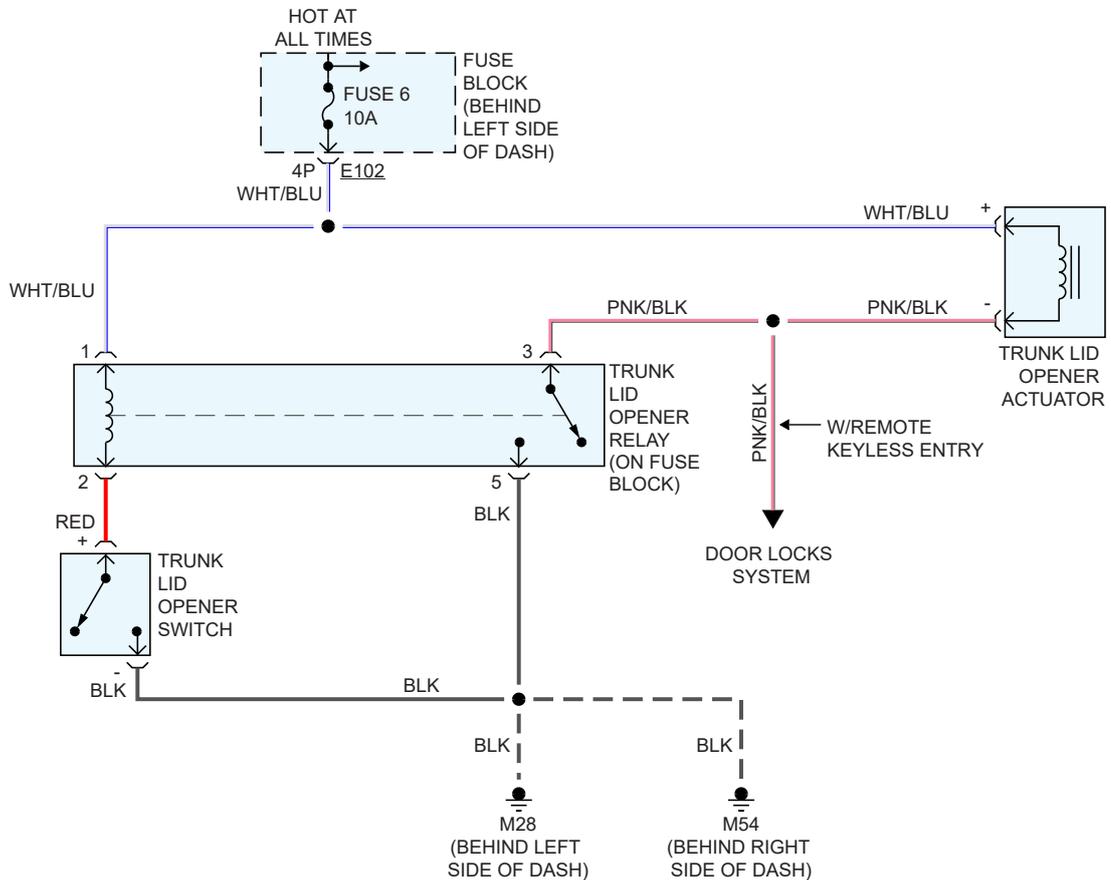
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2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) SOUND SYSTEMS - PREMIUM RADIO CIRCUIT



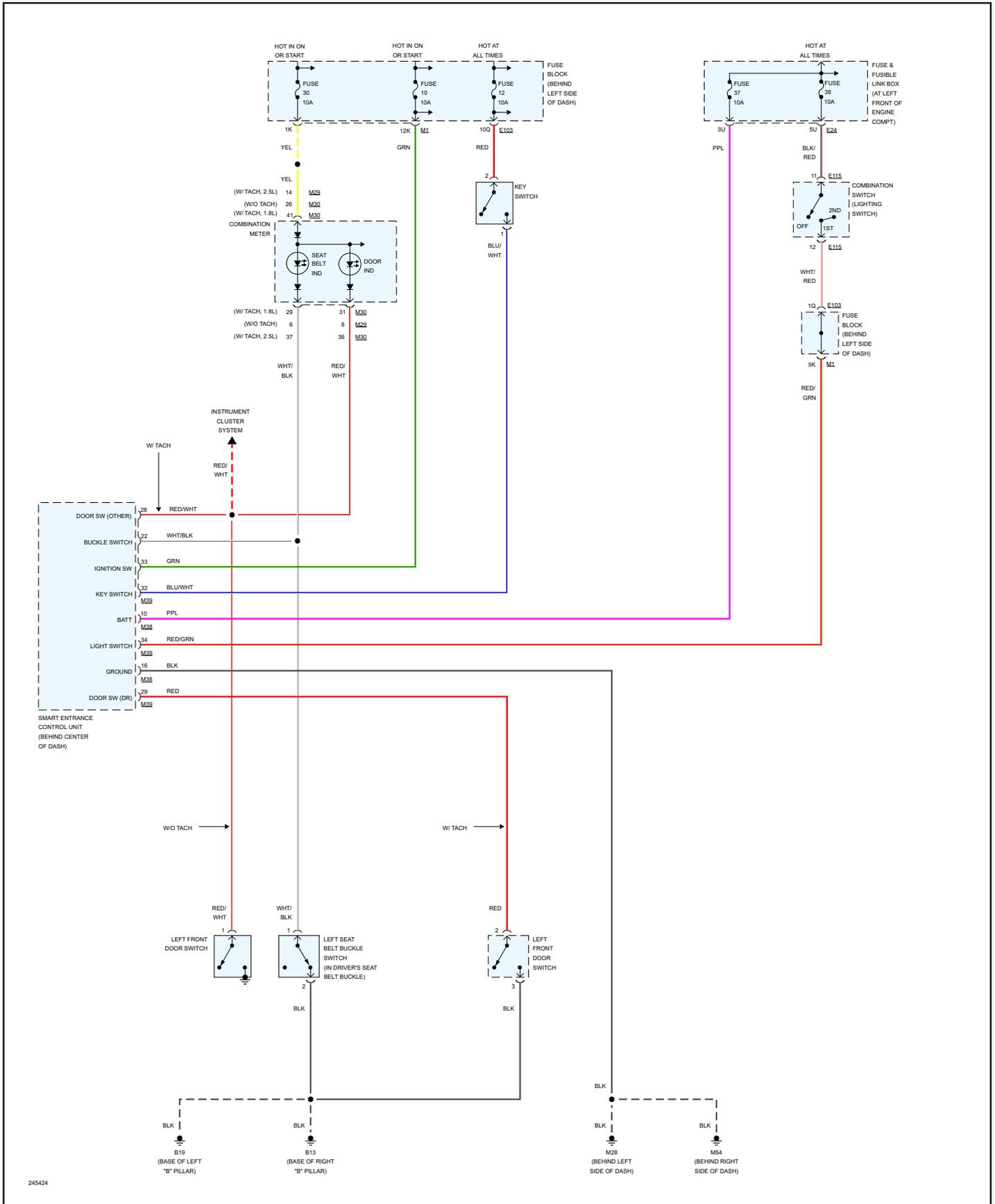
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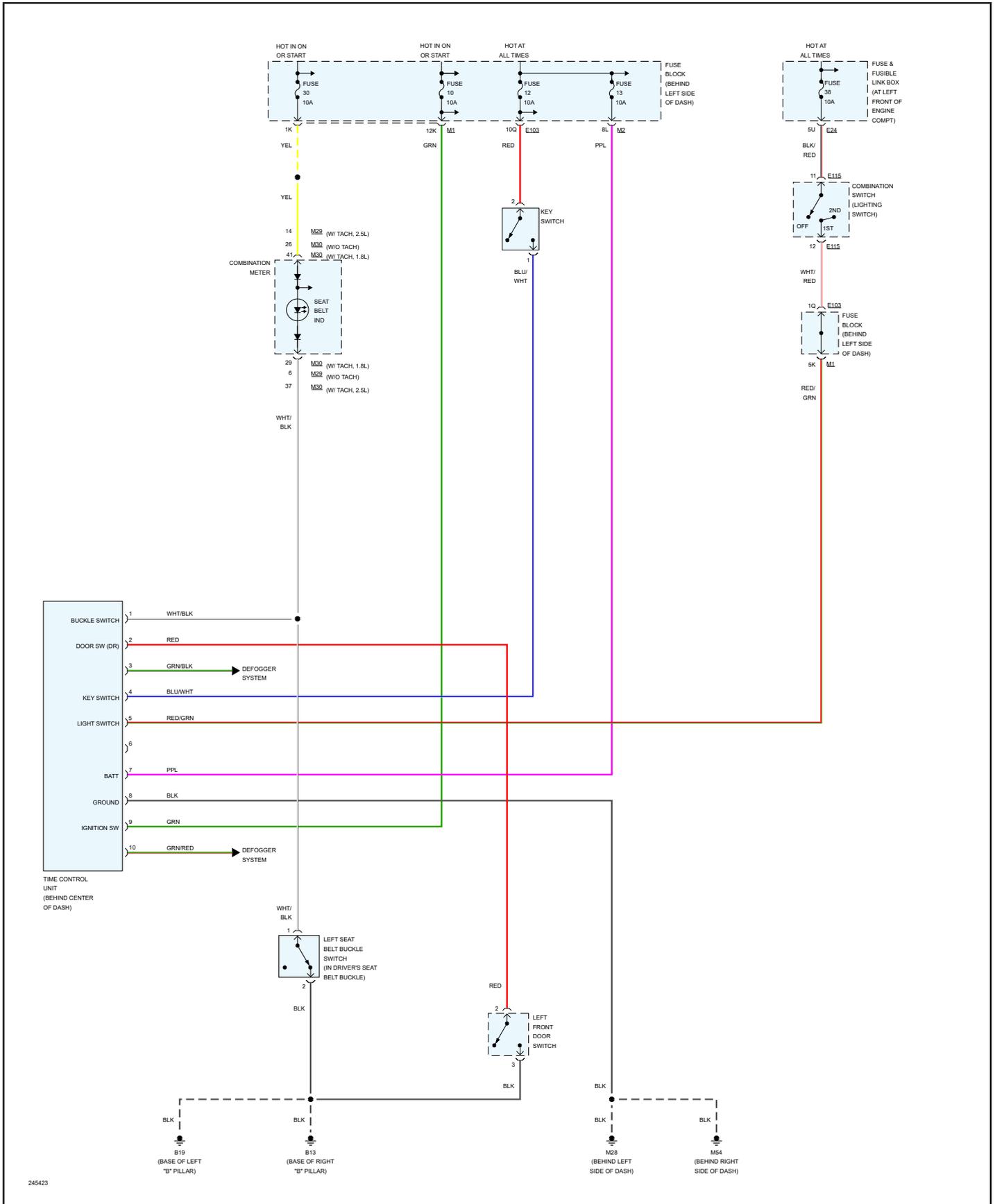
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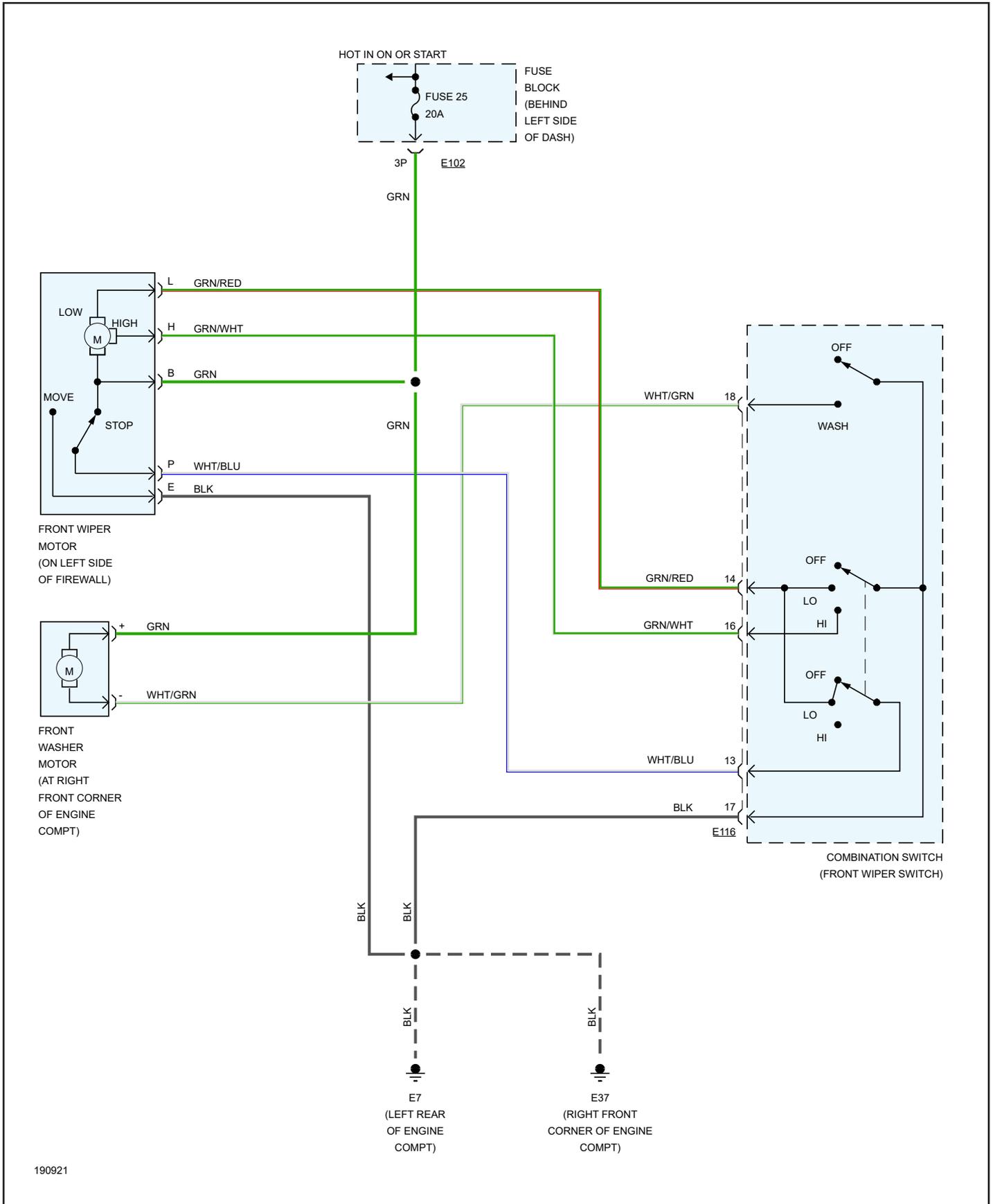
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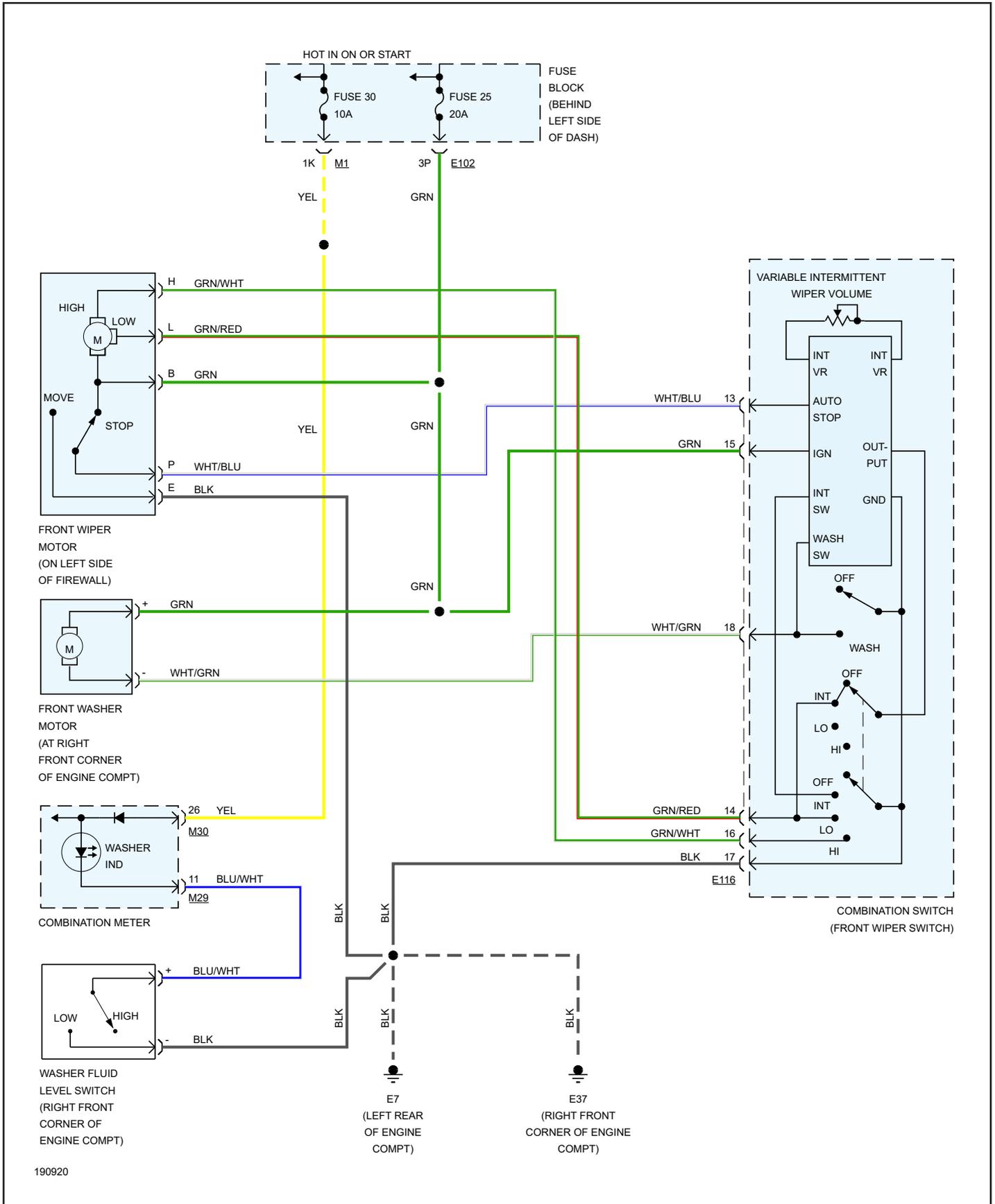


245423

2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) WIPER/WASHER - 2-SPEED FRONT WIPER/WASHER CIRCUIT



2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) WIPER/WASHER - INTERMITTENT WIPER/WASHER CIRCUIT



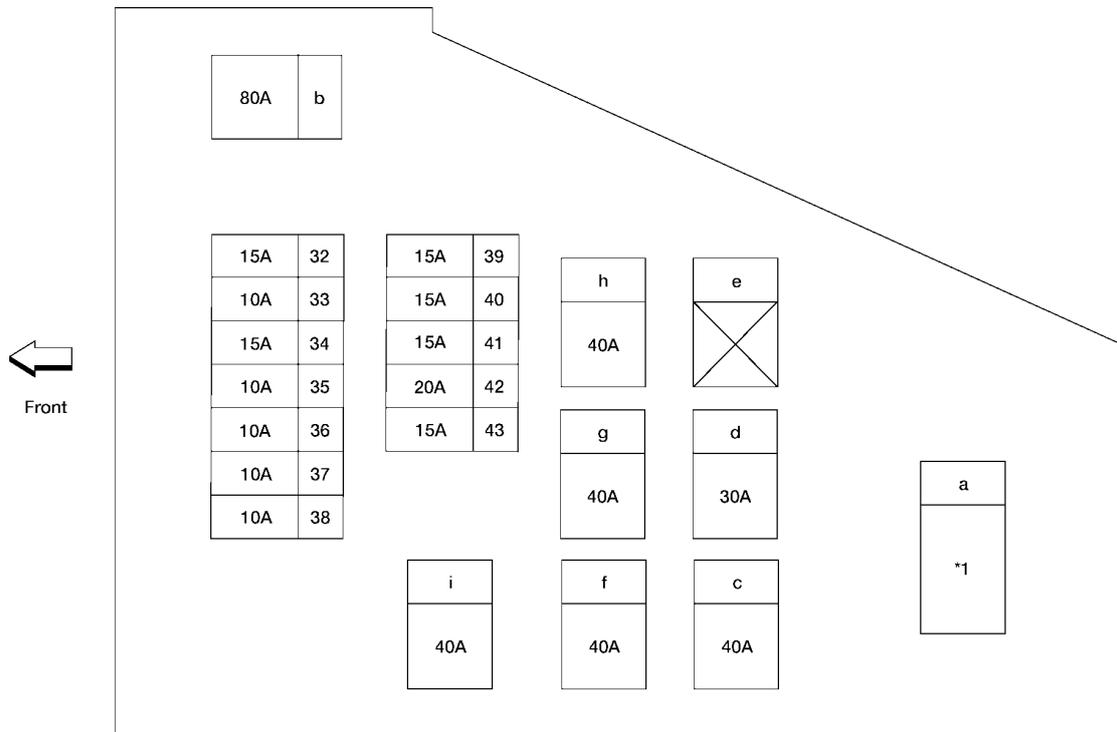
2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) FUSE AND FUSIBLE LINK BOX

FUSE AND FUSIBLE LINK BOX Terminal Arrangement

PF:24381

EKS003BD

 : With QG18DE
 : With QR25DE



No. 32 - 43 : FUSE

a - i : FUSIBLE LINK

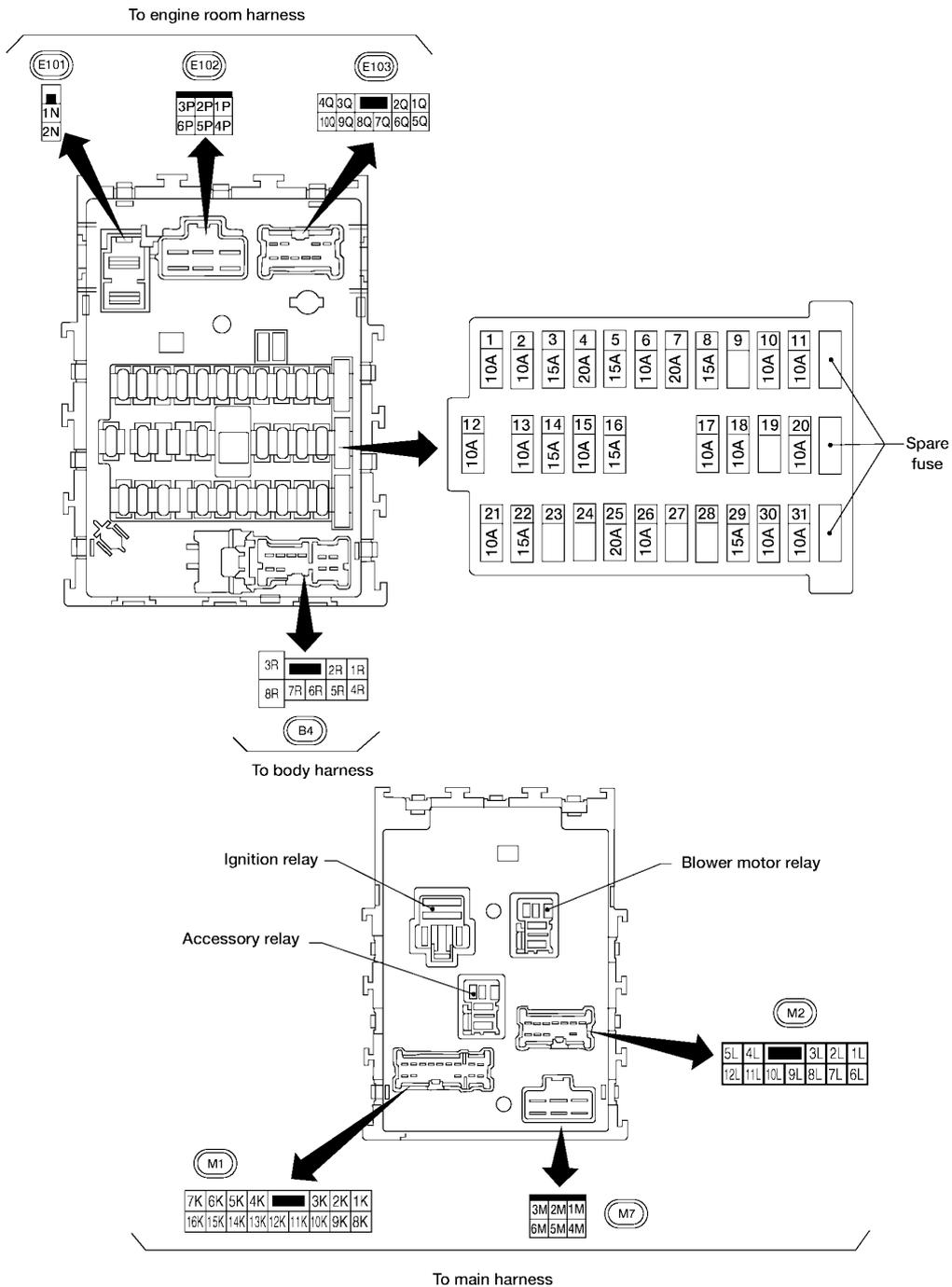
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 : 120A

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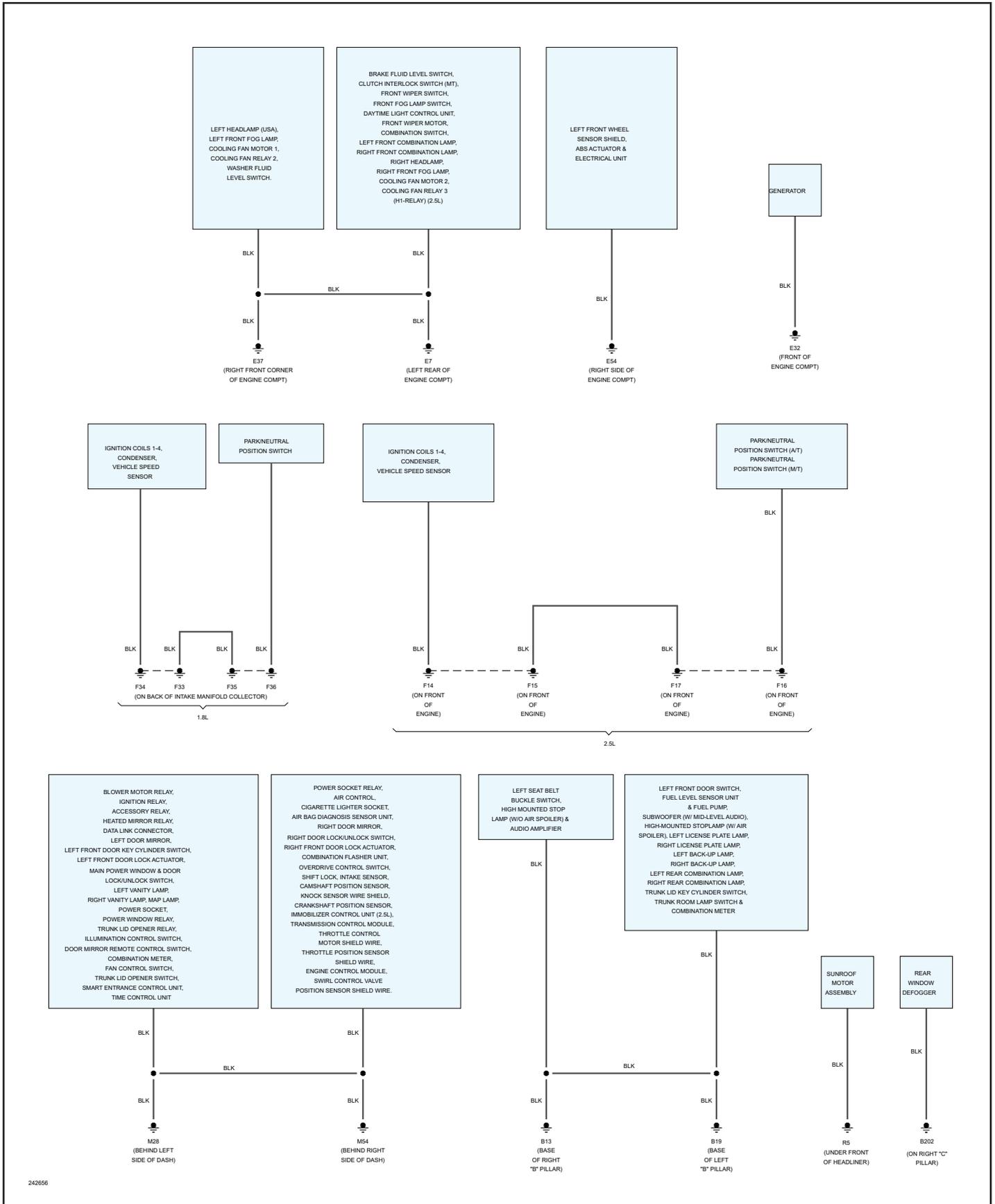
FUSE BLOCK — JUNCTION BOX (J/B) Terminal Arrangement

PPF:24350

EKS003BC



2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) GROUND DISTRIBUTION

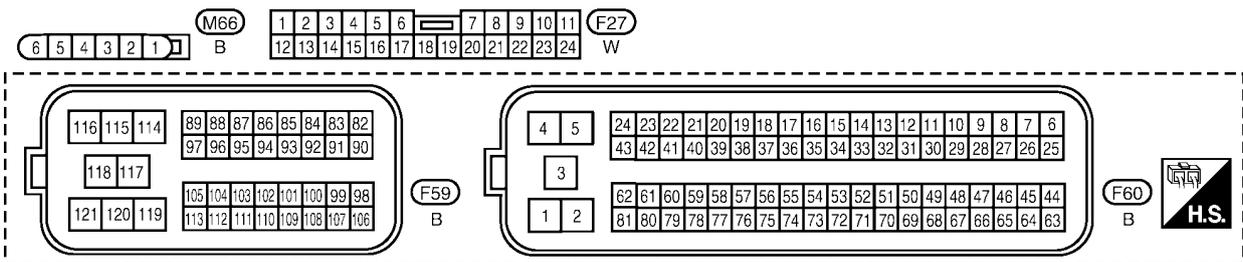
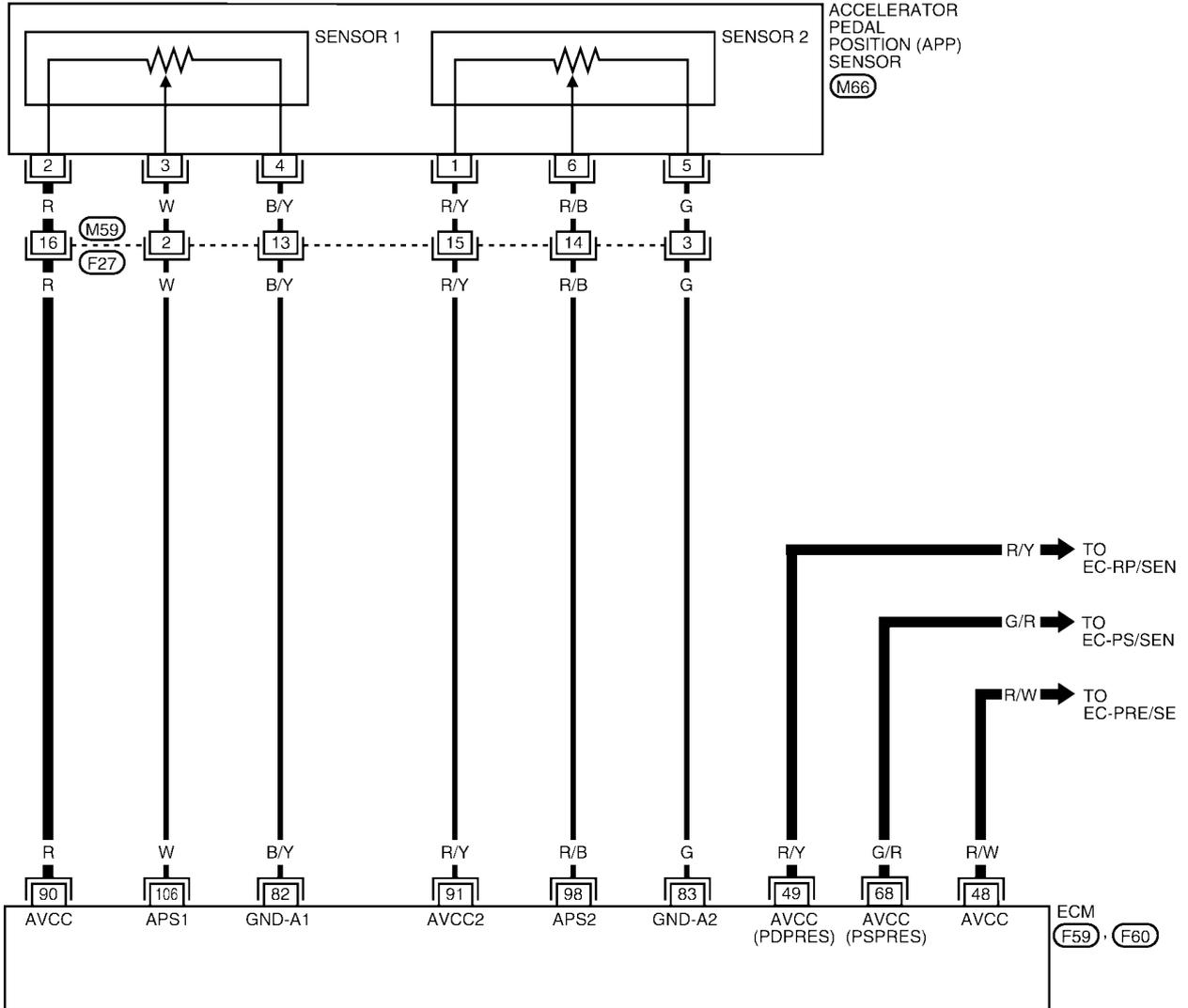


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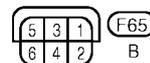
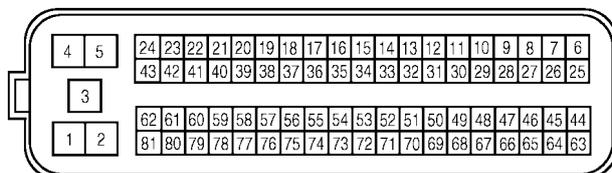
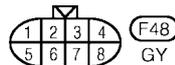
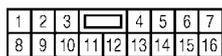
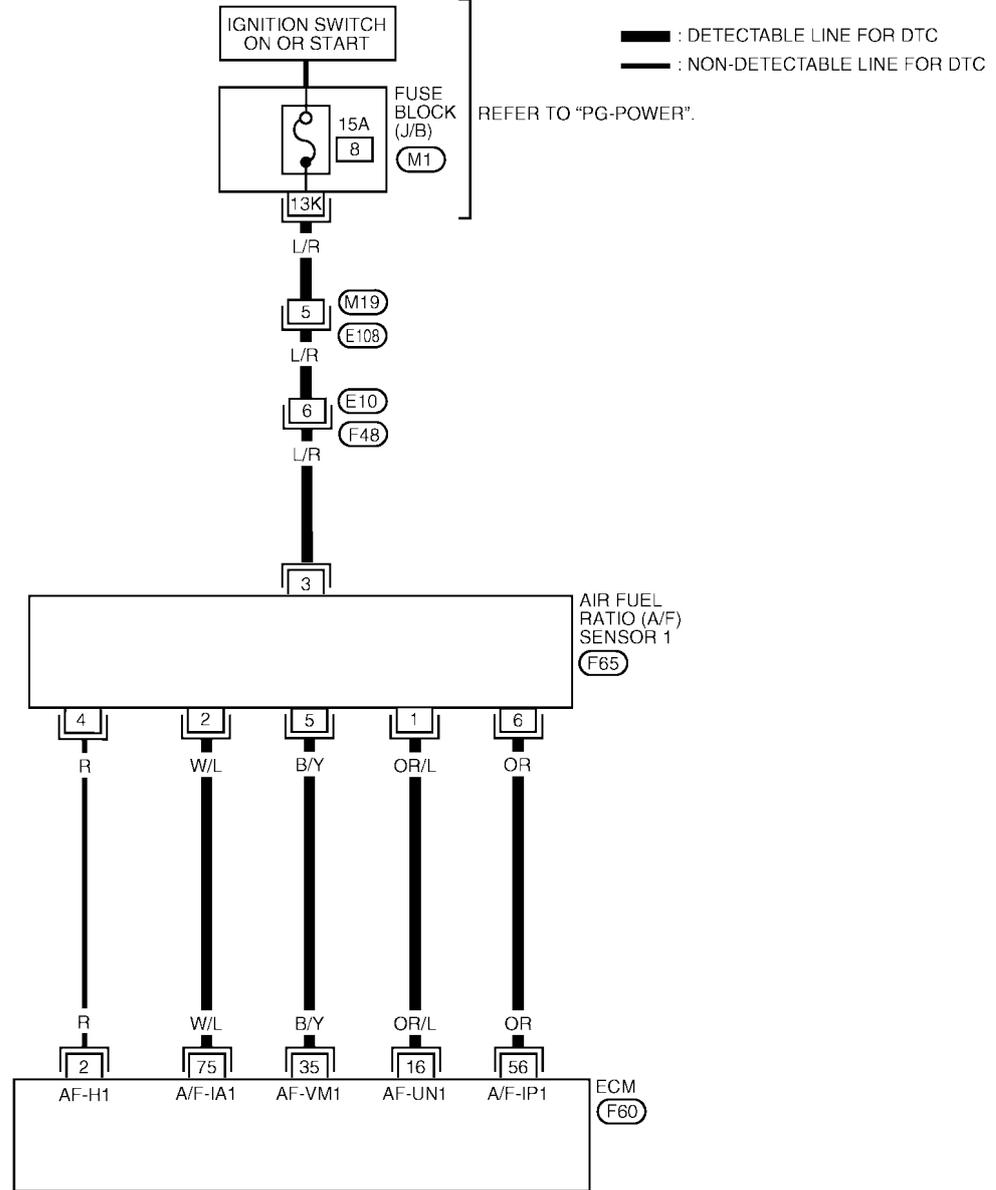
EC-SEN/PW-01

— : DETECTABLE LINE FOR DTC
- - - : NON-DETECTABLE LINE FOR DTC



2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) AIR FUEL RATIO SENSOR

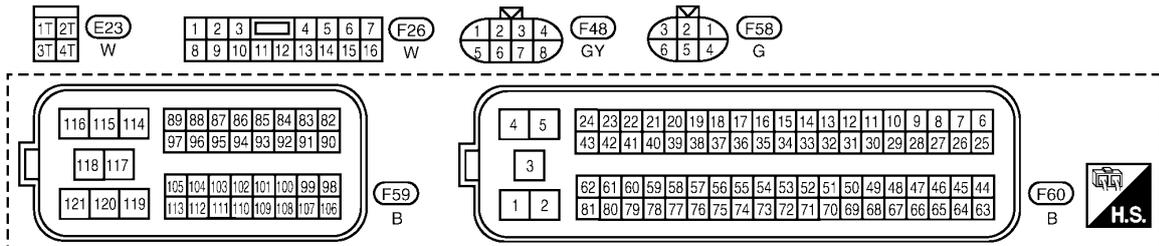
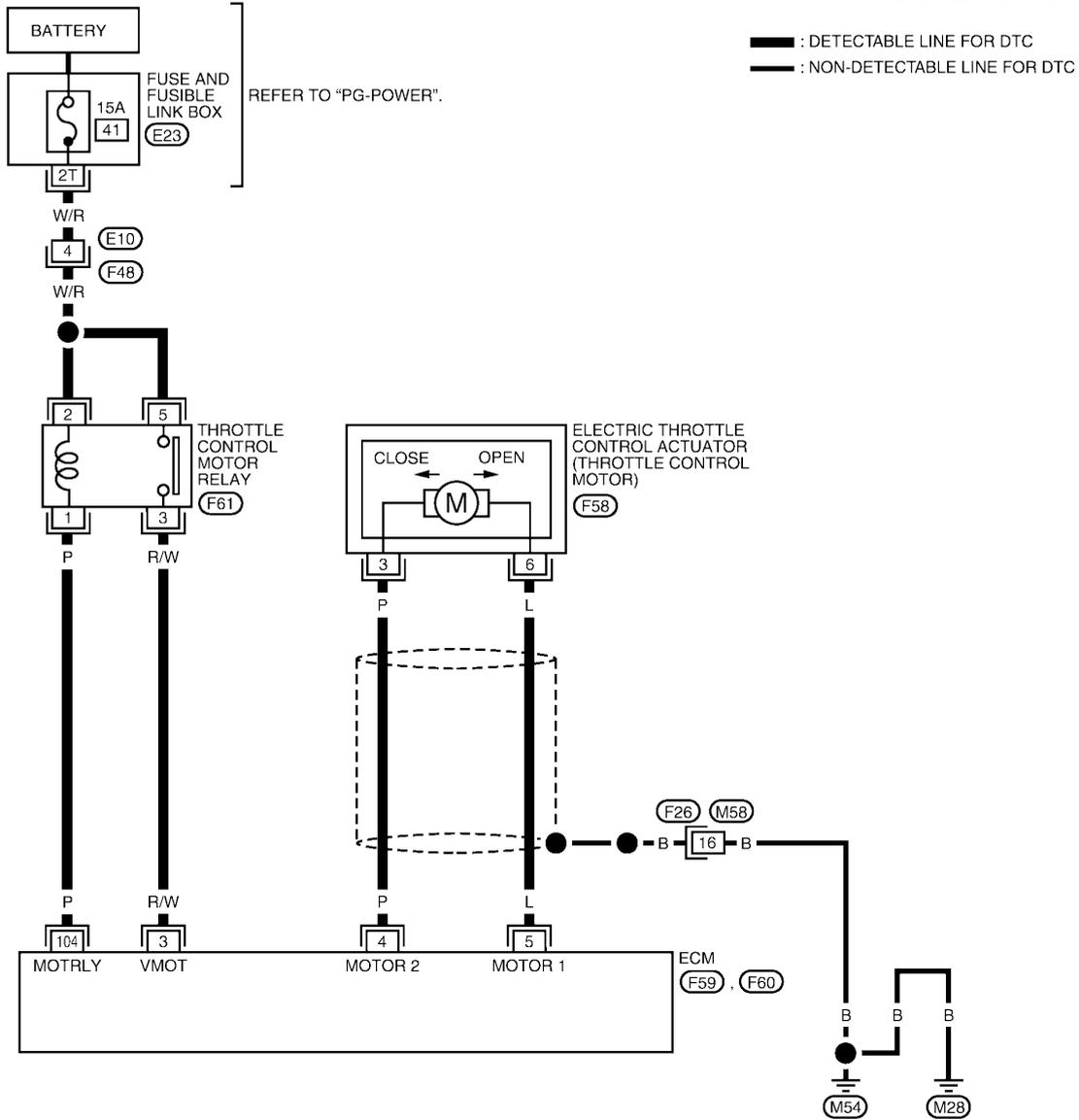
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2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) ELECTRIC THROTTLE CONTROL ACTUATOR

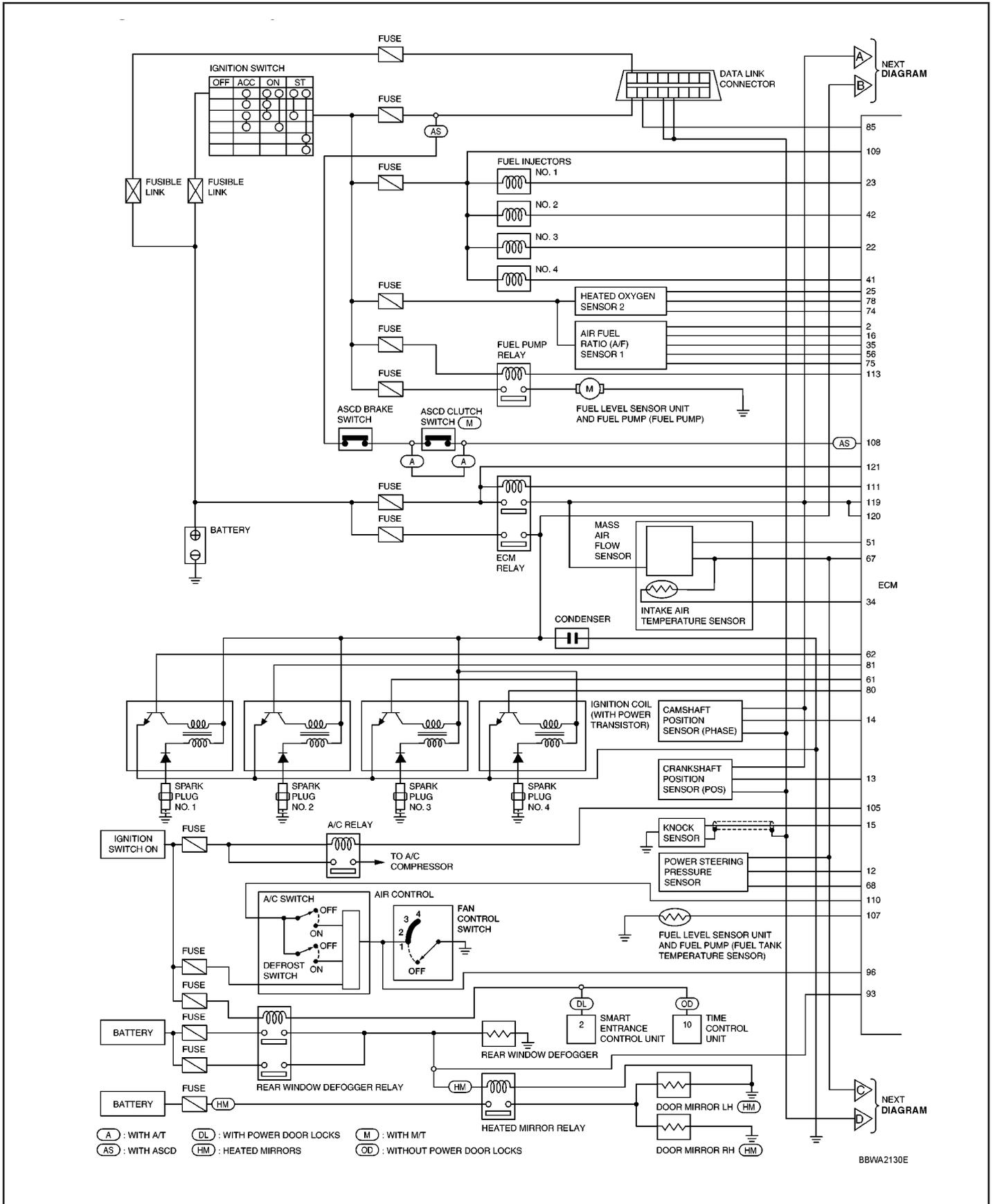
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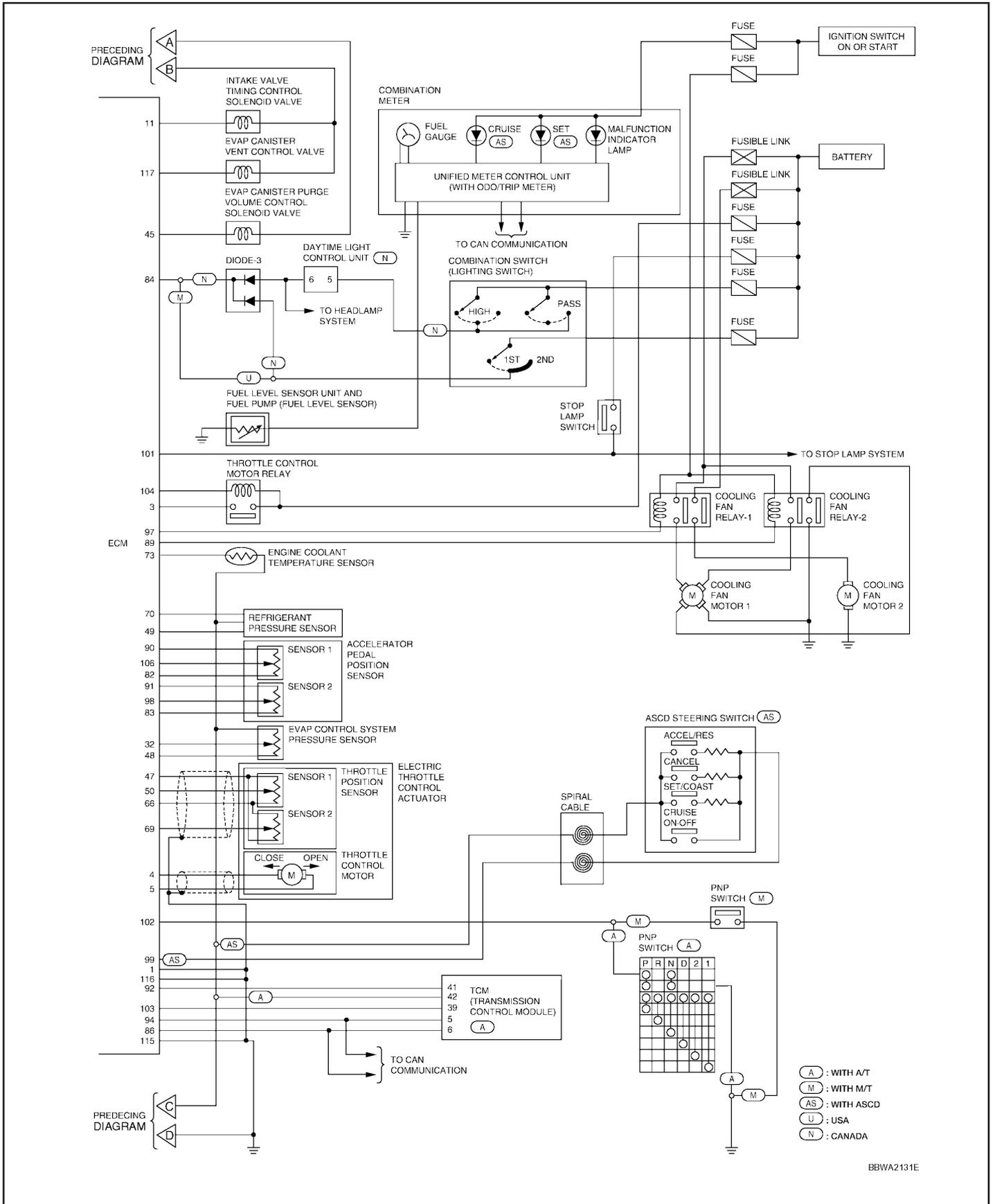


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2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) ENGINE CONTROL SYSTEM SCHEMATIC



2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) ENGINE CONTROL SYSTEM SCHEMATIC

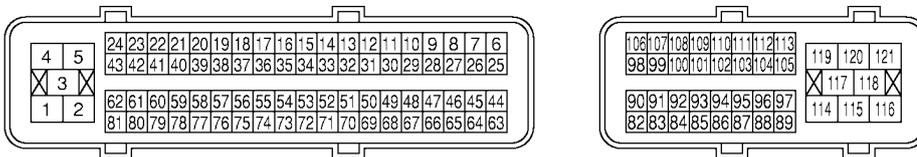


BBWA2131E

2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) PIN-OUT ENGINE CONTROL MODULE

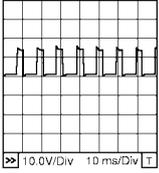
ECM Harness Connector Terminal Layout

UBS00JSM



MBIB0045E

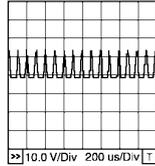
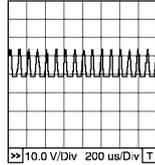
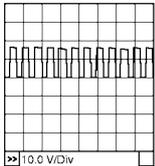
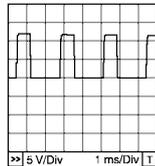
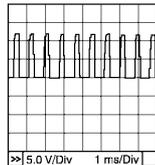
2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) PIN-OUT ENGINE CONTROL MODULE

| TERMI- NAL NO. | WIRE COLOR | ITEM | CONDITION | DATA (DC Voltage) |
|----------------------|---------------|---------------------|---|--|
| 1 | B | ECM ground | [Engine is running] ● Idle speed | Body ground |
| 2 | R | A/F sensor 1 heater | [Engine is running] ● Warm-up condition ● Idle speed | Approximately 5V★  |

PBIB1584E

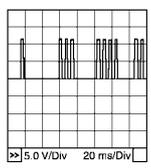
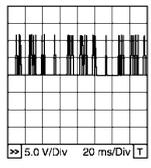
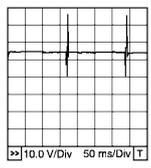
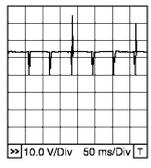
2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE)

PIN-OUT ENGINE CONTROL MODULE

| TERMI- NAL NO. | WIRE COLOR | ITEM | CONDITION | DATA (DC Voltage) |
|----------------------|---------------|--|--|--|
| 3 | R/W | Throttle control motor power supply | [Ignition switch: ON] | BATTERY VOLTAGE (11 - 14V) |
| 4 | P | Throttle control motor (Close) | [Ignition switch: ON] <ul style="list-style-type: none"> ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully released | 0 - 14V★  <small>10.0 V/Div 200 us/Div T</small> PBIB0534E |
| 5 | L | Throttle control motor (Open) | [Ignition switch: ON] <ul style="list-style-type: none"> ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully depressed | 0 - 14V★  <small>10.0 V/Div 200 us/Div T</small> PBIB0533E |
| 11 | G/Y | Intake valve timing control solenoid valve | [Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Idle speed | BATTERY VOLTAGE (11 - 14V) |
| | | | [Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Engine speed: 2,000 rpm | 7 - 10V★  <small>10.0 V/Div</small> PBIB1790E |
| 12 | P | Power steering pressure sensor | [Engine is running] <ul style="list-style-type: none"> ● Steering wheel: Being turned | 0.5 - 4.0V |
| | | | [Engine is running] <ul style="list-style-type: none"> ● Steering wheel: Not being turned | 0.4 - 0.8V |
| 13 | Y | Crankshaft position sensor (POS) | [Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Idle speed NOTE: The pulse cycle changes depending on rpm at idle. | Approximately 3.0V★  <small>5 V/Div 1 ms/Div T</small> PBIB0527E |
| | | | [Engine is running] <ul style="list-style-type: none"> ● Engine speed: 2,000 rpm | Approximately 3.0V★  <small>5.0 V/Div 1 ms/Div T</small> PBIB0528E |

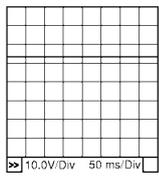
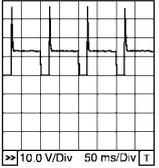
2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE)

PIN-OUT ENGINE CONTROL MODULE

| TERMINAL NO. | WIRE COLOR | ITEM | CONDITION | DATA (DC Voltage) |
|----------------------|--------------------------|--|---|--|
| 14 | W/R | Camshaft position sensor (PHASE) | [Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Idle speed NOTE: The pulse cycle changes depending on rpm at idle. | 1.0 - 4.0V★  PBIB0525E |
| | | | [Engine is running] <ul style="list-style-type: none"> ● Engine speed: 2,000 rpm. | 1.0 - 4.0V★  PBIB0526E |
| 15 | W | Knock sensor | [Engine is running] <ul style="list-style-type: none"> ● Idle speed | Approximately 2.5V |
| 16 | OR/L | A/F sensor 1 | [Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Idle speed | Approximately 3.1V |
| 35 | B/Y | | | Approximately 2.6V |
| 56 | OR | | | 2 - 3V |
| 75 | W/L | | | 2 - 3V |
| 22 23 41 42 | G/B R/B L/B Y/B | Fuel injector No. 3 Fuel injector No. 1 Fuel injector No. 4 Fuel injector No. 2 | [Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Idle speed NOTE: The pulse cycle changes depending on rpm at idle. | BATTERY VOLTAGE (11 - 14V)★  PBIB0529E |
| | | | [Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Engine speed: 2,000 rpm | BATTERY VOLTAGE (11 - 14V)★  PBIB0530E |
| 25 | W/B | Heated oxygen sensor 2 heater | [Engine is running] <ul style="list-style-type: none"> ● Engine speed: Below 3,600 rpm after the following conditions are met. <ul style="list-style-type: none"> - Engine: After warming up - Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under on load | 0 - 1.0V |
| | | | [Ignition switch: ON] <ul style="list-style-type: none"> ● Engine stopped. [Engine is running] <ul style="list-style-type: none"> ● Engine speed: Above 3,600 rpm. | BATTERY VOLTAGE (11 - 14V) |
| 32 | L | EVAP control system pressure sensor | [Ignition switch: ON] | Approximately 1.8 - 4.8V |

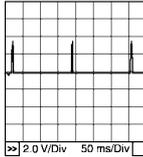
2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE)

PIN-OUT ENGINE CONTROL MODULE

| TERMI- NAL NO. | WIRE COLOR | ITEM | CONDITION | DATA (DC Voltage) |
|----------------------|---------------|---|--|--|
| 34 | Y/G | Intake air temperature sensor | [Engine is running] | Approximately 0 - 4.8V Output voltage varies with intake air temperature. |
| 45 | GY/L | EVAP canister purge volume control solenoid valve | [Engine is running] <ul style="list-style-type: none"> ● Idle speed ● Accelerator pedal: Not depressed even slightly, after engine starting. | BATTERY VOLTAGE (11 - 14V)★  <small>10.0V/Div 50 ms/Div</small> PBIB0050E |
| | | | [Engine is running] <ul style="list-style-type: none"> ● Engine speed: About 2,000 rpm (More than 100 seconds after starting engine) | Approximately 10V★  <small>10.0 V/Div 50 ms/Div</small> PBIB0520E |
| 47 | B | Sensor power supply (Throttle position sensor) | [Ignition switch: ON] | Approximately 5V |
| 48 | R/W | Sensor power supply (EVAP control system pressure sensor) | [Ignition switch: ON] | Approximately 5V |
| 49 | R/Y | Sensor power supply (Refrigerant pressure sensor) | [Ignition switch: ON] | Approximately 5V |
| 50 | W | Throttle position sensor 1 | [Ignition switch: ON] <ul style="list-style-type: none"> ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully released | More than 0.36V |
| | | | [Ignition switch: ON] <ul style="list-style-type: none"> ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully depressed | Less than 4.75V |
| 51 | L/R | Mass air flow sensor | [Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Idle speed | 0.9 - 1.2V |
| | | | [Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Engine speed: 2,500 rpm. | 1.4 - 1.8V |

2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE)

PIN-OUT ENGINE CONTROL MODULE

| TERMI- NAL NO. | WIRE COLOR | ITEM | CONDITION | DATA (DC Voltage) |
|----------------------|-------------------------|--|---|---|
| 61 62 80 81 | L/W BR GY/R PU | Ignition signal No. 3 Ignition signal No. 1 Ignition signal No. 4 Ignition signal No. 2 | [Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Idle speed NOTE: The pulse cycle changes depending on rpm at idle. | 0 - 0.1V★  PBIB0521E |
| | | | [Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Engine speed: 2,000 rpm. | 0 - 0.2V★  PBIB0522E |
| 66 | R | Sensor ground (Throttle position sensor) | [Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Idle speed | Approximately 0V |
| 67 | B/W | Sensor ground | [Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Idle speed | Approximately 0V |
| 68 | G/R | Sensor power supply (Power steering pressure sensor) | [Ignition switch: ON] | Approximately 5V |
| 69 | G | Throttle position sensor 2 | [Ignition switch: ON] <ul style="list-style-type: none"> ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully released | Less than 4.75V |
| | | | [Ignition switch: ON] <ul style="list-style-type: none"> ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully depressed | More than 0.36V |
| 70 | L | Refrigerant pressure sensor | [Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Both A/C switch and blower switch: ON (Compressor operates.) | 1.0 - 4.0V |
| 73 | BR/W | Engine coolant temperature sensor | [Engine is running] | Approximately 0 - 4.8V Output voltage varies with engine coolant temperature. |
| 74 | R/L | Heated oxygen sensor 2 | [Engine is running] <ul style="list-style-type: none"> ● Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load. | 0 - Approximately 1.0V |
| 78 | B | Sensor ground (Heated oxygen sensor) | [Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Idle speed | Approximately 0V |

2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE)

PIN-OUT ENGINE CONTROL MODULE

| TERMI- NAL NO. | WIRE COLOR | ITEM | CONDITION | DATA (DC Voltage) |
|----------------------|---------------|---|--|-------------------------------|
| 82 | B/Y | Sensor ground (Accelerator pedal position sensor 1) | [Engine is running] ● Warm-up condition ● Idle speed | Approximately 0V |
| 83 | G | Sensor ground (Accelerator pedal position sensor 2) | [Engine is running] ● Warm-up condition ● Idle speed | Approximately 0V |
| 84 | PU | Electrical load signal (Headlamp signal) | [Lighting switch: ON] ● Lighting switch: 2nd position | BATTERY VOLTAGE (11 - 14V) |
| | | | [Lighting switch: ON] ● Lighting switch: OFF | Approximately 0V |
| 85 | LG | DATA link connector | [Ignition switch: ON] ● CONSULT-II or GST: Disconnected. | BATTERY VOLTAGE (11 - 14V) |
| 86 | Y | CAN communication line | [Ignition switch: ON] | Approximately 2.3V |
| 89 | LG/B | Cooling fan relay-2 (High) | [Engine is running] ● Cooling fan: Not operating | BATTERY VOLTAGE (11 - 14V) |
| | | | [Engine is running] ● Cooling fan: High speed operating | 0 - 1.0V |
| 90 | R | Sensor power supply (Accelerator pedal position sensor 1) | [Ignition switch: ON] | Approximately 5V |
| 91 | R/G | Sensor power supply (Accelerator pedal position sensor 2) | [Ignition switch: ON] | Approximately 5V |
| 93 | L/W | Electrical load signal (Rear window defogger signal) | [Ignition switch: ON] ● Rear window defogger switch: ON | BATTERY VOLTAGE (11 - 14V) |
| | | | [Ignition switch: ON] ● Rear window defogger switch: OFF | Approximately 0V |
| 94 | L | CAN communication line | [Ignition switch: ON] | Approximately 2.8V |
| 96 | Y/G | Electrical load signal (Heater fan signal) | [Engine is running] ● Heater fan switch: ON | Approximately 0V |
| | | | [Engine is running] ● Heater fan switch: OFF | Approximately 5V |
| 97 | LG/R | Cooling fan relay-1 (Low) | [Ignition switch: ON] ● Cooling fan: Not operating | BATTERY VOLTAGE (11 - 14V) |
| | | | [Ignition switch: ON] ● Cooling fan: Operating | 0 - 1.0V |
| 98 | R/B | Accelerator pedal position sensor 2 | [Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully released | 0.28 - 0.48V |
| | | | [Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully depressed | More than 2.0V |

2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE)

PIN-OUT ENGINE CONTROL MODULE

| TERMI- NAL NO. | WIRE COLOR | ITEM | CONDITION | DATA (DC Voltage) |
|----------------------|---------------|-------------------------------------|--|---|
| 99 | W/R | ASCSD steering switch | [Ignition switch: ON] ● ASCD steering switch: OFF | Approximately 4V |
| | | | [Ignition switch: ON] ● MAIN switch: Pressed | Approximately 0V |
| | | | [Ignition switch: ON] ● CANCEL switch: Pressed | Approximately 1V |
| | | | [Ignition switch: ON] ● RESUME/ACCELERATE switch: Pressed | Approximately 3V |
| | | | [Ignition switch: ON] ● SET/COAST switch: Pressed | Approximately 2V |
| 101 | R/G | Stop lamp switch | [Ignition switch: OFF] ● Brake pedal: Fully released | Approximately 0V |
| | | | [Ignition switch: OFF] ● Brake pedal: Slightly depressed | BATTERY VOLTAGE (11 - 14V) |
| 102 | G/OR | PNP switch | [Ignition switch: ON] ● Gear position: P or N | Approximately 0V |
| | | | [Ignition switch: ON] ● Except the above gear position | A/T models BATTERY VOLTAGE (11 - 14V) M/T models Approximately 5V |
| 104 | P | Throttle control motor relay | [Ignition switch: OFF] | BATTERY VOLTAGE (11 - 14V) |
| | | | [Ignition switch: ON] | 0 - 1.0V |
| 106 | W | Accelerator pedal position sensor 1 | [Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully released | 0.65 - 0.87V |
| | | | [Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully depressed | More than 4.3V |
| 107 | OR | Fuel tank temperature sensor | [Engine is running] | Approximately 0 - 4.8V Output voltage varies with fuel tank temperature. |
| 108 | P/L | ASCSD brake switch | [Ignition switch: ON] ● Brake pedal: Slightly depressed (A/T) ● Clutch pedal and/or brake pedal: Slightly depressed (M/T) | Approximately 0V |
| | | | [Ignition switch: ON] ● Brake pedal: Fully released (A/T) ● Clutch pedal and brake pedal: Fully released (M/T) | BATTERY VOLTAGE (11 - 14V) |
| 109 | B/R | Ignition switch | [Ignition switch: OFF] | 0V |
| | | | [Ignition switch: ON] | BATTERY VOLTAGE (11 - 14V) |

2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE)

PIN-OUT ENGINE CONTROL MODULE

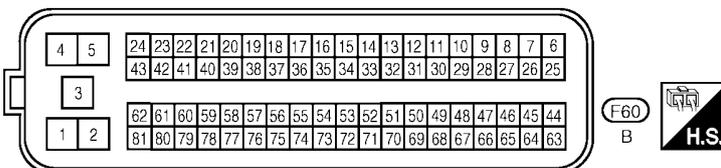
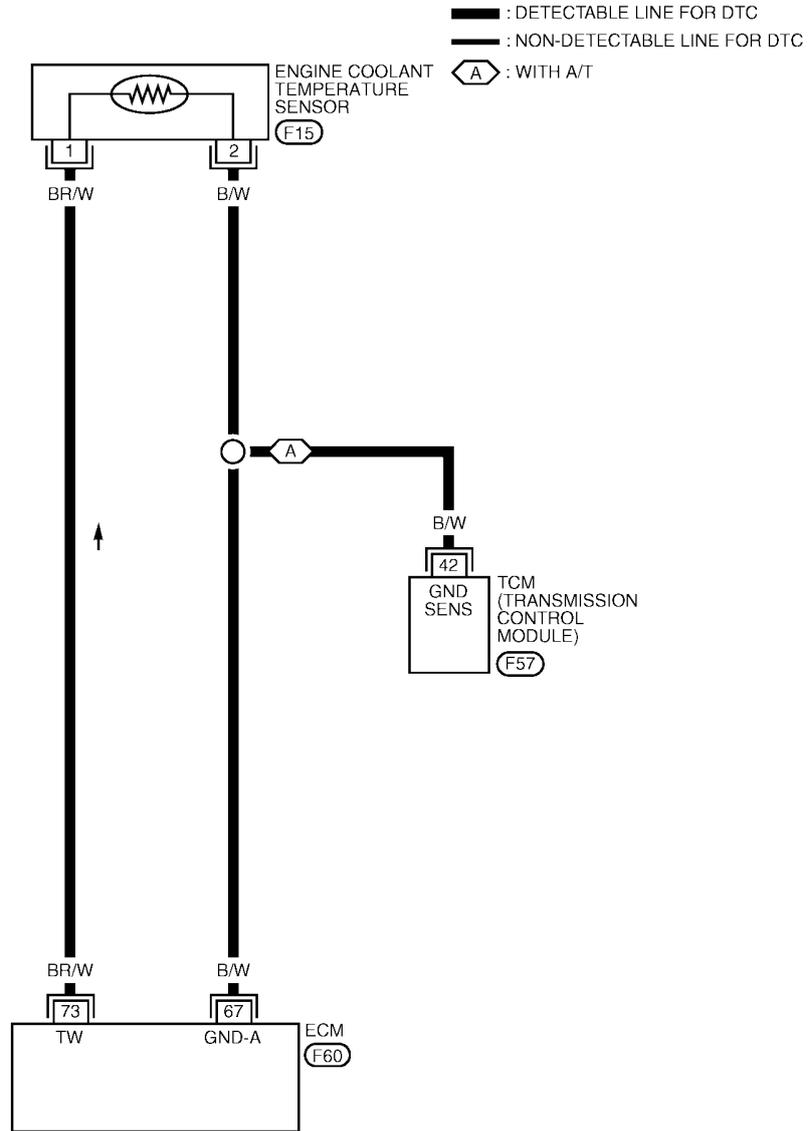
| TERMI- NAL NO. | WIRE COLOR | ITEM | CONDITION | DATA (DC Voltage) |
|----------------------|---------------|----------------------------------|--|----------------------------|
| 111 | W/G | ECM relay (Self shut-off) | [Engine is running] [Ignition switch: OFF] <ul style="list-style-type: none"> ● For a few seconds after turning ignition switch OFF | 0 - 1.0V |
| | | | [Ignition switch: OFF] <ul style="list-style-type: none"> ● More than a few seconds after turning ignition switch OFF | BATTERY VOLTAGE (11 - 14V) |
| 113 | B/P | Fuel pump relay | [Ignition switch: ON] <ul style="list-style-type: none"> ● For 1 second after turning ignition switch ON | 0 - 1.0V |
| | | | [Engine is running] [Ignition switch: ON] <ul style="list-style-type: none"> ● More than 1 second after turning ignition switch ON. | BATTERY VOLTAGE (11 - 14V) |
| 115 116 | B B | ECM ground | [Engine is running] <ul style="list-style-type: none"> ● Idle speed | Body ground |
| 117 | L/Y | EVAP canister vent control valve | [Ignition switch: ON] | BATTERY VOLTAGE (11 - 14V) |
| 119 120 | R/G R/G | Power supply for ECM | [Ignition switch: ON] | BATTERY VOLTAGE (11 - 14V) |
| 121 | W/L | Power supply for ECM (Back-up) | [Ignition switch: OFF] | BATTERY VOLTAGE (11 - 14V) |

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) ENGINE COOLANT TEMPERATURE SENSOR

EC-ECTS-01

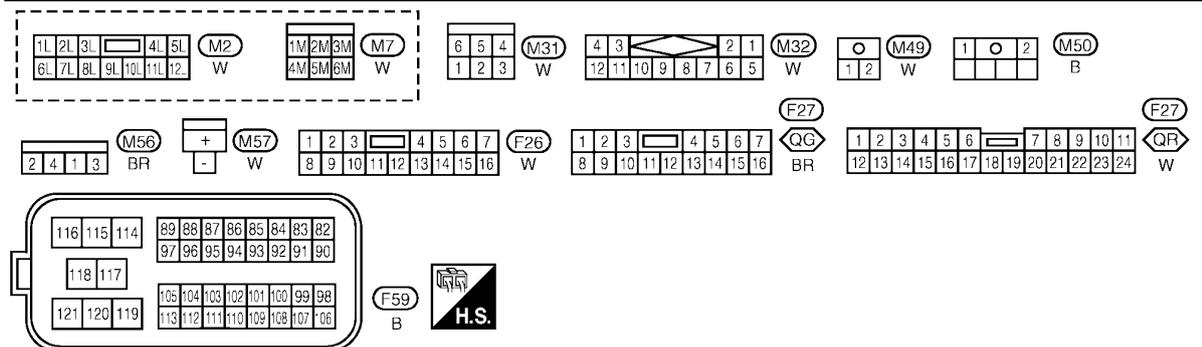
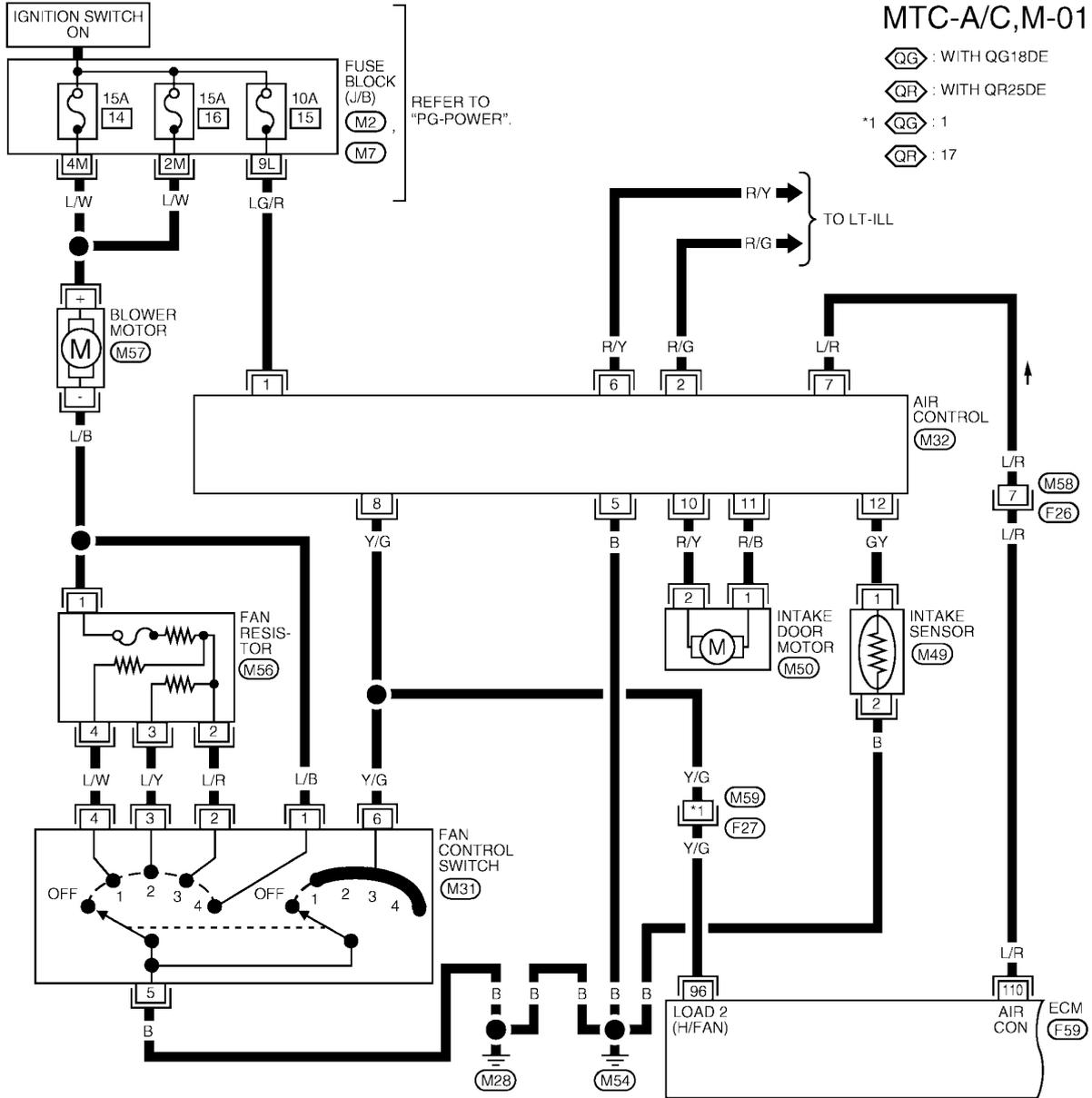
EC-ECTS-01



REFER TO THE FOLLOWING.
F57 - ELECTRICAL UNITS

2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) FAN CONTROL SWITCH

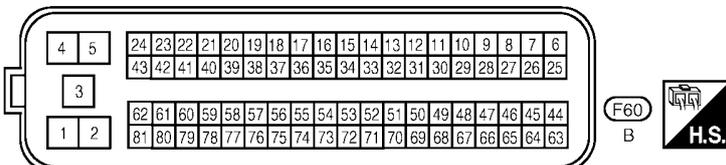
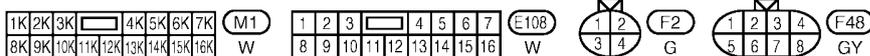
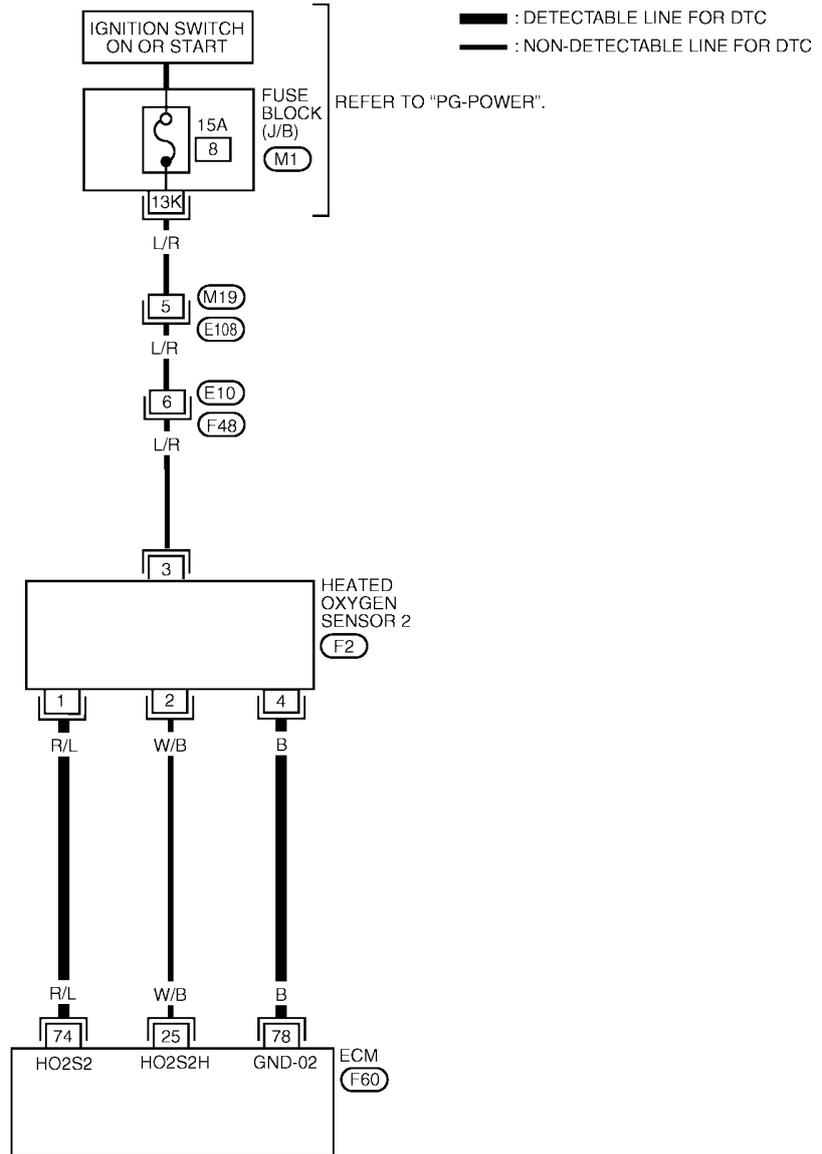
MTC-A/C,M-01
WITH A/C



2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) HEATED OXYGEN SENSOR

EC-HO2S2-01

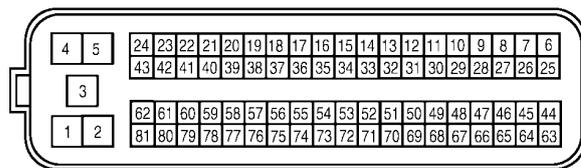
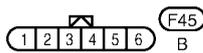
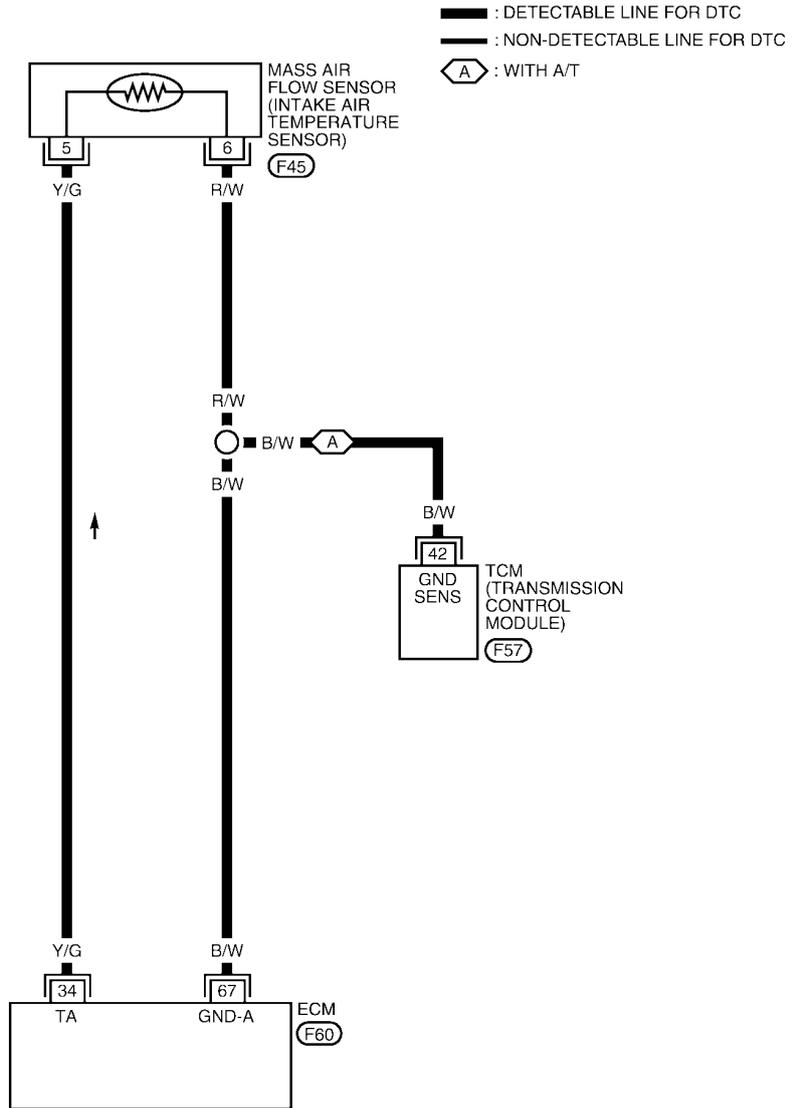
EC-HO2S2-01



2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) INTAKE AIR TEMPERATURE SENSOR

EC-IATS-01

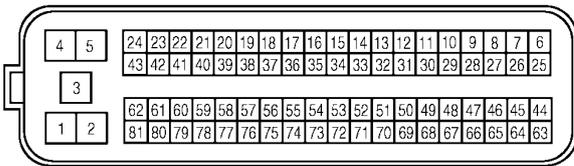
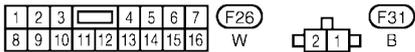
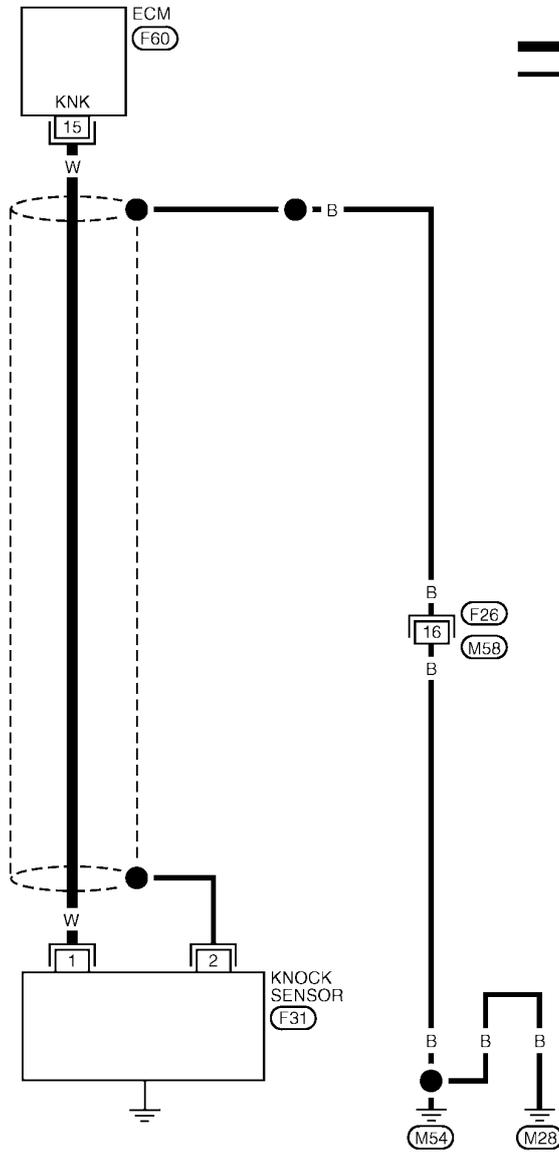
EC-IATS-01



REFER TO THE FOLLOWING.
F57 - ELECTRICAL UNITS

2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) KNOCK SENSOR

EC-KS-01

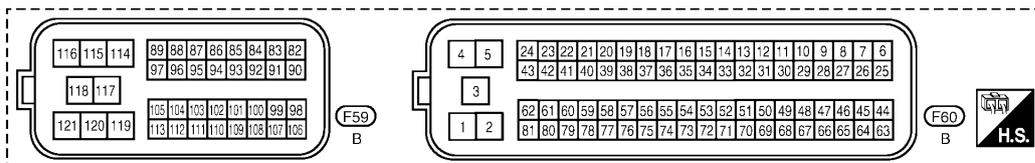
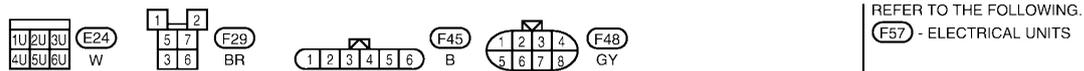
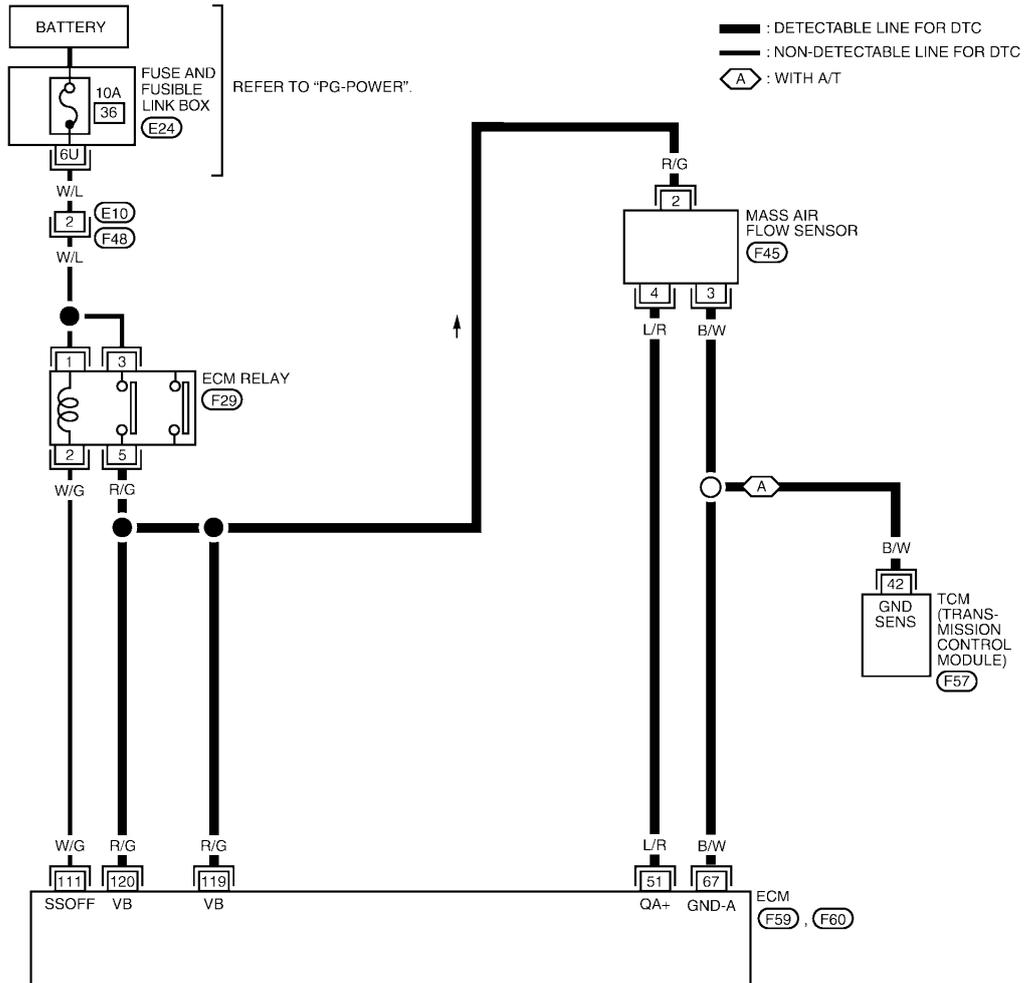


2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) MASS AIR FLOW

EC-MAFS

EC-MAFS-01

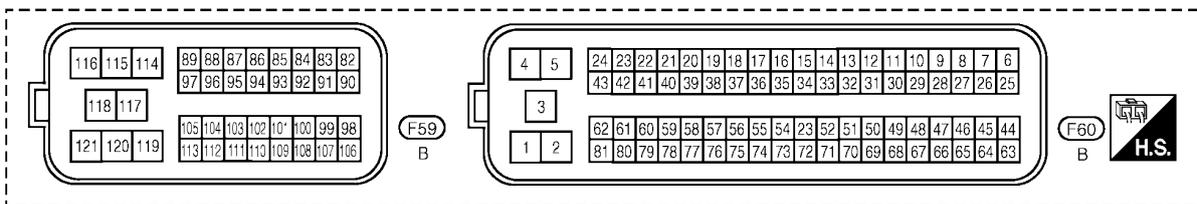
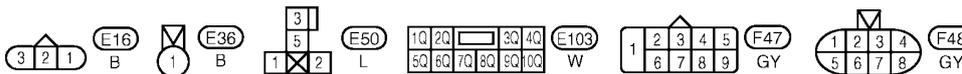
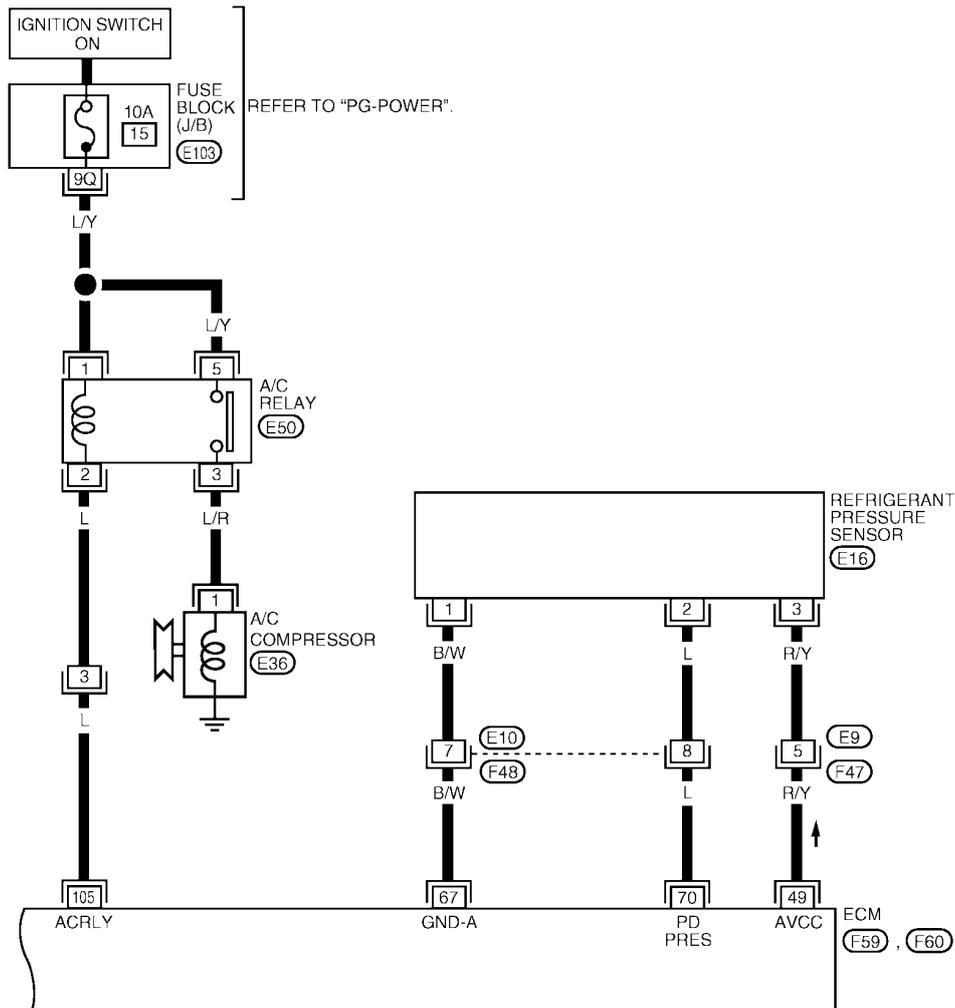
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2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) REFRIGERANT PRESSURE SENSOR

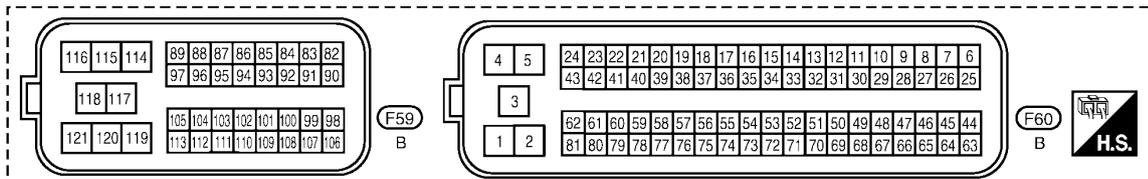
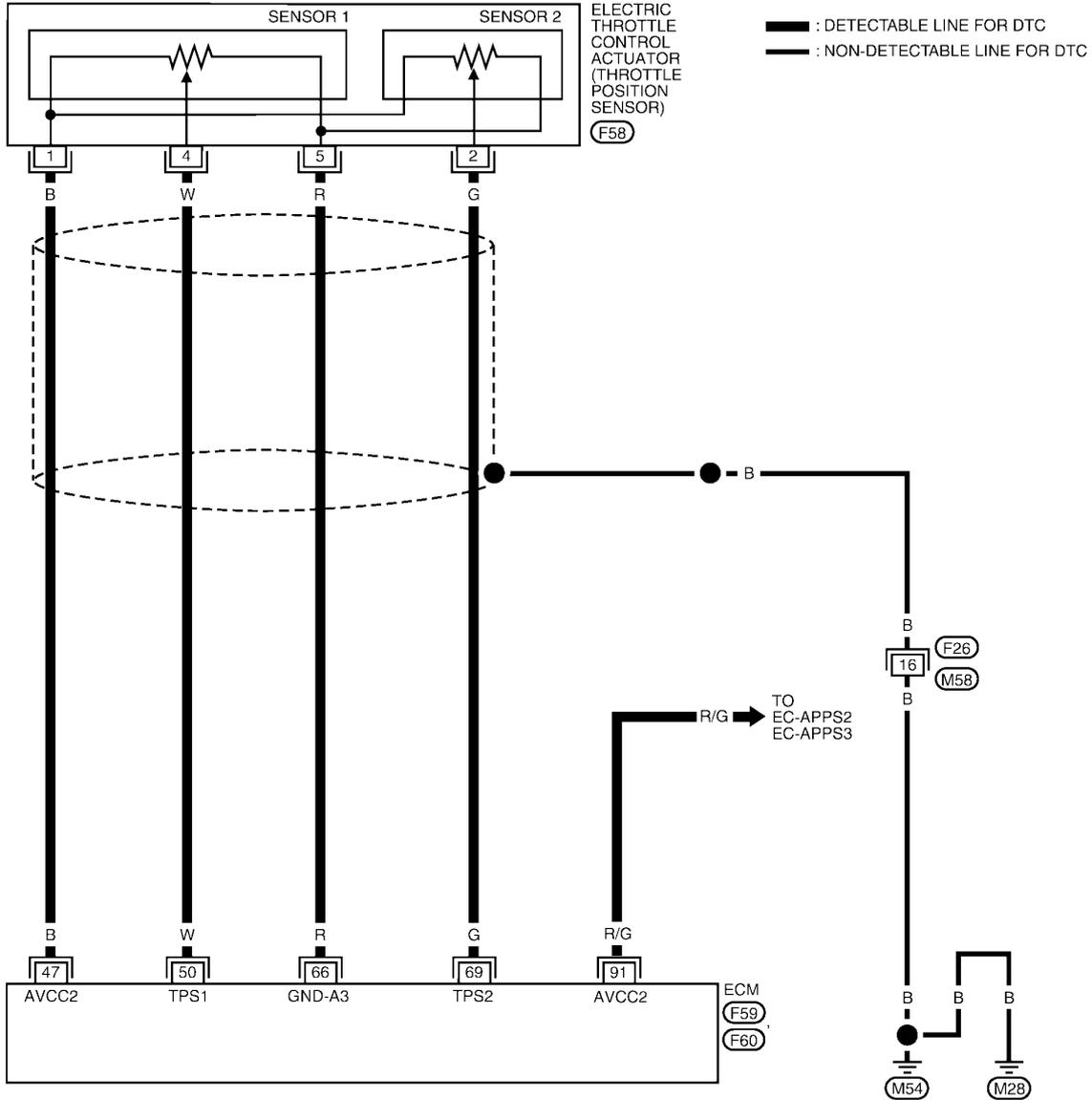
MTC-A/C,M-02

MTC-A/C,M-02

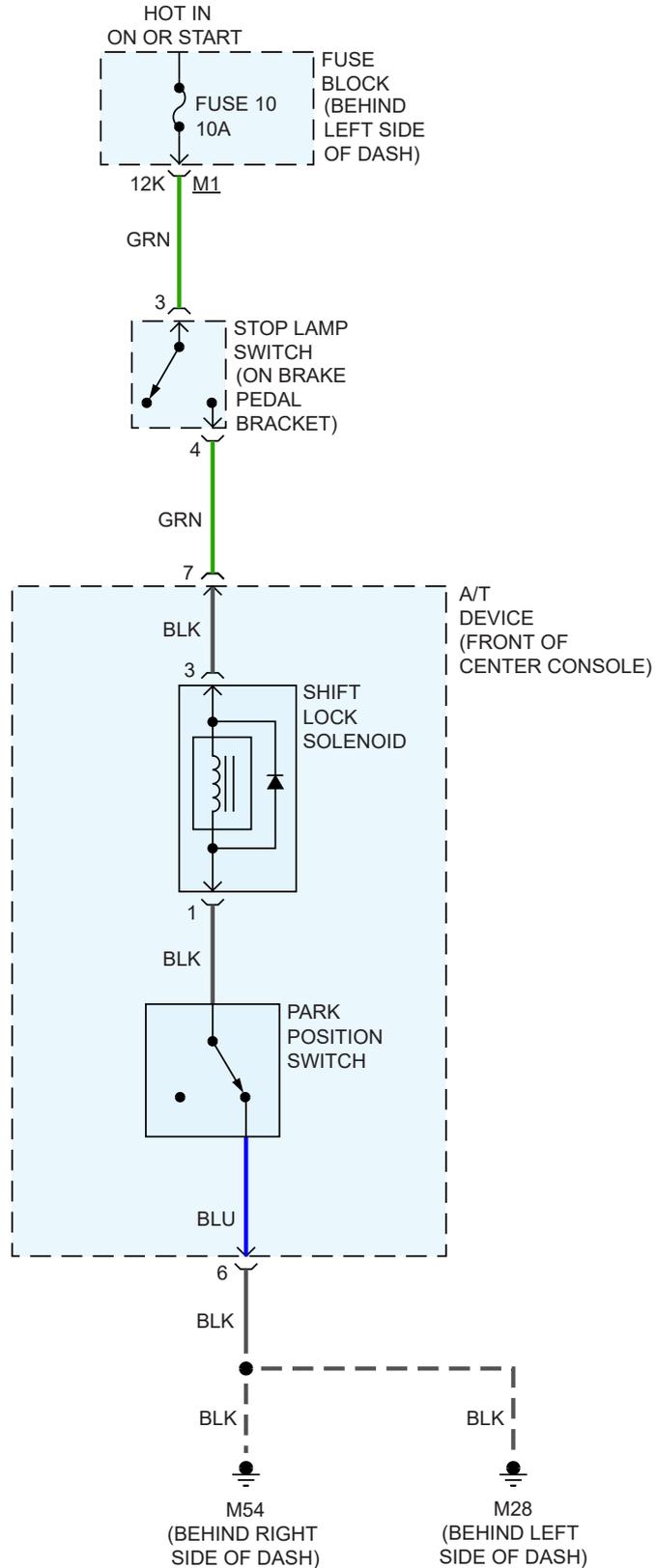


2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) THROTTLE POSITION SENSOR

EC-TPS3-01

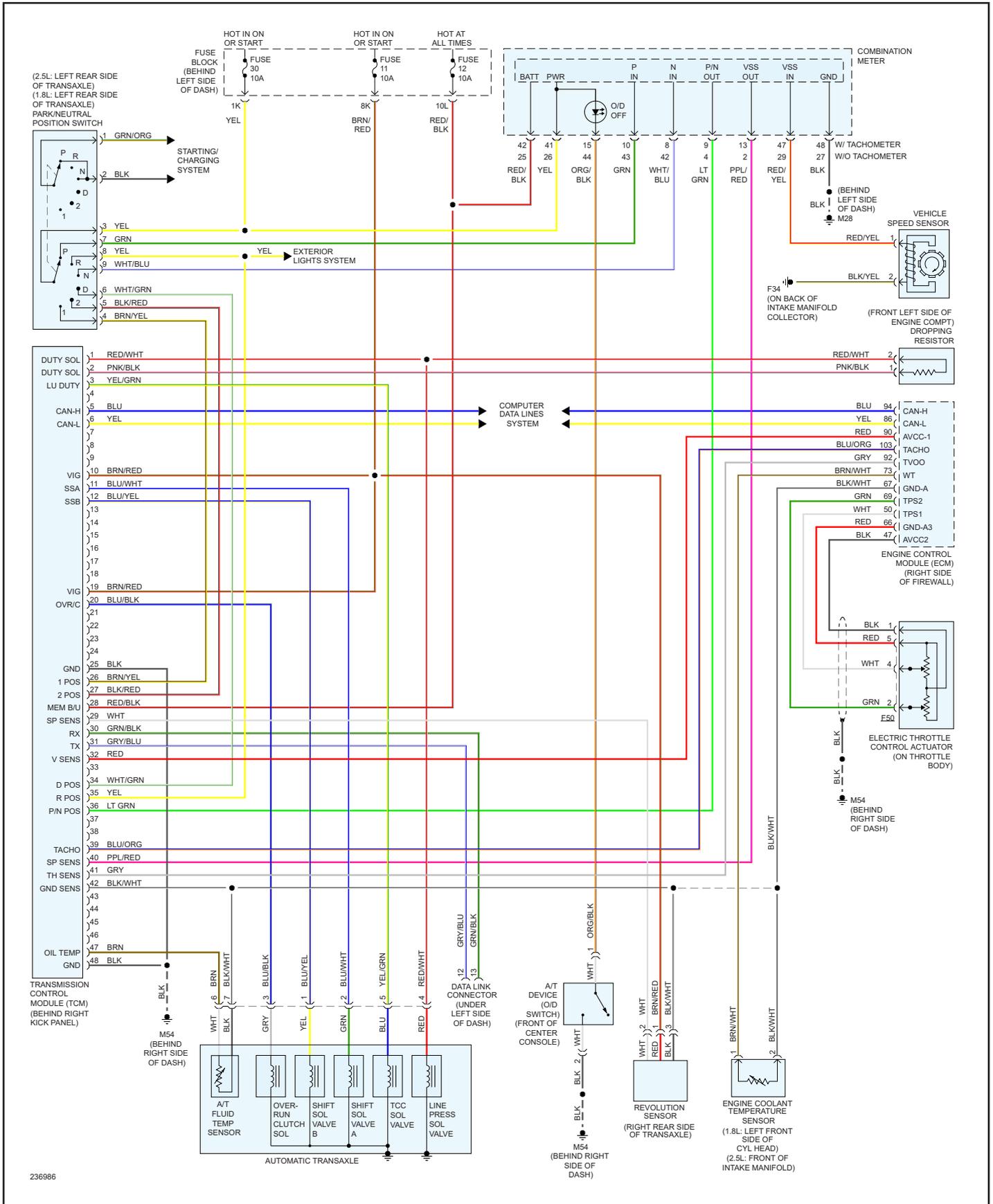


2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) SHIFT INTERLOCK



242835

2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) TRANSMISSIONS - A/T CIRCUIT



236986

2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) GLOSSARY OF TERMS

MODELOS DE AUTOS

CC: DESCAPOTABLE O CONVERTIBLE COUPE
GL: GRAN LUJO
GLS: GRAN LUJO SÚPER
GLX: GRAN LUJO EXTRA
GT: GRAND TOURING O GRAN TURISMO
GTI: GRAN TURISMO DE INYECCION
GTS: GRAN TURISMO DEPORTIVO
GTX: GRAN TURISMO EXCLUSIVO
ST: TECNOLOGIAS DEPORTIVA
SS: MODELO SÚPER DEPORTIVO

MÓDULO DE CONTROL

ABS: SISTEMA ANTIBLOQUEO DE FRENOS
BCM: MÓDULO DE CONTROL DEL CUERPO
ECM: MÓDULO DE CONTROL DEL MOTOR
ECU: UNIDAD DE CONTROL DEL MOTOR
ESP: CONTROL ELECTRÓNICO DE ESTABILIDAD
PCM: MÓDULO DE CONTROL DEL TREN DE POTENCIA
PIM: MÓDULO DE INTERFAZ DEL TREN MOTRIZ
SRS: SISTEMA DE SEGURIDAD SUPLEMENTARIO
TCM: MÓDULO DE CONTROL DE LA TRANSMISIÓN
VCM: MÓDULO DE CONTROL DEL VEHICULO
FICM: MÓDULO DE CONTROL DEL INYECTOR DE COMBUSTIBLE

MOTOR

OHC: ÁRBOL DE LEVAS EN CULATA
SOCH: UN SOLO ÁRBOL DE LEVAS
DOCH: DOBLE ÁRBOL DE LEVAS
OHV: MOTOR DE 4 TIEMPOS DE VÁLVULAS EN LA CABEZA
SV: MOTOR DE 4 TIEMPOS DE VÁLVULAS LATERALES

SENSORES

CKP: SENSOR DE POSICIÓN DEL CIGUEÑAL
CMP: SENSOR DE POSICIÓN DE ÁRBOL DE LEVAS
ECT: SENSOR DE TEMPERATURA DEL REFRIGERANTE
EGT: SENSOR DE TEMPERATURA DEL GAS DE ESCAPE
IAT: SENSOR DE TEMPERATURA DE AIRE DE ENTRADA
KS: SENSOR DE DETONACIÓN
MAF: SENSOR DE FLUJO DE MASA DE AIRE
MAP: SENSOR DE PRESIÓN ABSOLUTA DEL MULTIPLE DE ADMISIÓN
O2: SENSOR DE OXYGENO
OPS: SENSOR DE PRESIÓN DE ACEITE
TPS: SENSOR DE POSICIÓN DEL ACELERAODR
TRS: SENSOR DE RANGO DE LA TRANSMISION
TSS: SENSOR DE VELOCIDAD DE LA TRANSMISIÓN
VSS: SENSOR DE VELOCIDAD DEL VEHÍCULO

2006 NISSAN SENTRA 1.8L 4 CIL (QG18DE) GLOSSARY OF TERMS

SISTEMA DE TRACCIÓN

2WD: SISTEMA DE TRACCIÓN EN 2 RUEDAS

4WD: TRACCIÓN 4X4 CONECTABLE

AWD: TRACCIÓN EN LAS 4 RUEDAS PERMANENTE

FWD: TRACCIÓN DELANTERA

RWD: TRACCIÓN TRASERA

4X4: TRACCIÓN EN LAS 4 RUEDAS

ASR: SISTEMA DE CONTROL DE TRACCIÓN

QUATTRO: TRACCIÓN PERMANENTE A LAS CUATRO RUEDAS (TERMINO COMUNMENTE USADO EN AUTOS AUDI)

SISTEMAS

A/C: AIRE ACONDICIONADO

AC: CORRIENTE ALTERNA

EGR: RECIRCULACIÓN DE GASES DE ESCAPE

EVAP: SISTEMA DE CONTROL DE EMISIONES EVAPORATIVAS

VVT: SISTEMA DE DISTRIBUCIÓN VARIABLE

SISTEMA DE INYECCIÓN

COMMON-RAIL: SISTEMA ELECTRÓNICO DE INYECCIÓN DE COMBUSTIBLE PARA MOTORES DIESEL

HPI: MOTORES DE GASOLINA DE INYECCIÓN DIRECTA

JTD: MOTORES DIÉSEL DE INYECCIÓN DIRECTA CON "COMMO RAIL"

EFI: INYECCIÓN ELECTRÓNICA DE GASOLINA

TSI: INYECCIÓN ESTRATIFICADA CON TURBOCARGADOR (MOTORES A GASOLINA)

TD: MOTORES TURBO DIÉSEL

TDI: MOTOR TURBO DIÉSEL CON INYECCIÓN DIRECTA (TIPO DE INYECCIÓN COMUNMENTE USADA POR VOLKSWAGEN)

FSI: INYECCIÓN ESTRATIFICADA DE GASOLINA

TFSI: INYECCIÓN ESTRATIFICADA DE GASOLINA CON TURBO

HDI: INYECCIÓN DIÉSEL DE ALTA PRESIÓN

SISTEMA DE TRANSMISIÓN

A/T: TRANSMISIÓN AUTOMÁTICA

M/T: TRANSMISIÓN MANUAL

CVT: TRANSMISIÓN CONTINUAMENTE VARIABLE

SISTEMA DE CILINDROS Y VÁLVULAS

L4: MOTOR DE 4 CILINDROS EN LINEA

L6: MOTOR DE 6 CILINDROS EN LINEA

V2: MOTOR DE 2 CILINDROS EN POSICIÓN V

V6: MOTOR 6 CILINDROS EN POSICIÓN V

V8: MOTOR DE 8 CILINDROS EN POSICIÓN V

V10: MOTOR DE 10 CILINDROS EN POSICIÓN V

V12: MOTOR DE 12 CILINDROS EN POSICIÓN V

20VT: 20 VÁLVULAS TURBO

CVVT: SINCRONIZACIÓN DE VALVULAS CONTINUAMENTE VARIABLE