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C1126 nissan maxima

DTC Logic DTC DETECTION LOGIC DTC Display Item Malfunction detected condition Possible cause C1120 FR LH IN ABS SOL When a malfunction is detected in the front LH ABS IN valve. Harness or connector ABS actuator and electrical unit (control unit) Fuse link Battery power system C1122 FR RH IN ABS SOL When a malfunction is detected in the front RH ABS IN valve. C1124 RR LH IN ABS SOL When a malfunction is detected in the rear valve LH ABS IN. C1126 RR RH IN ABS SUN When a malfunction is detected in the RH ABS IN rear valve. DTC CONFIRMATION PROCEDURE 1.CHECK AUTO DIAGNOSTIC RESULT WITH CONSULTATION. Turn off the power switch. Perform the self-diagnosis result. Is DTC C1120, C1122, C1124, or C1126 detected? YES >> Proceed to the diagnostic procedure. See BRC-87, Diagnosis Procedure. NO >> inspection end. Diagnostic procedure regarding wiring diagram information, see BRC-57, Wiring Diagram. 1.CONNECTOR INSPECTION Turn off the power switch. Disconnect the ABS actuator and connectors from the electrical unit (control unit). Check if the connectors and terminals are deformed, disconnected, slack, or damaged. Is the result of the inspection normal? YES >> GO TO 2. DO NOT >> Repair or replace as needed. 2.CHECK ABS ACTUATOR AND ELECTRIC UNIT BATTERY POWER SUPPLY Check the voltage between the ABS actuator and the E125 terminal E125 connector and ground. Is the result of the inspection normal? YES >> GO TO 3. NO >> Repair or replace components that are not working properly. 3.CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) UNDER CIRCUIT Check the continuity between the ABS actuator and the electrical unit connector (control unit) E125 terminals 13, 38 and ground. Is the result of the inspection normal? Yes >> Replace ABS actuator and electrical unit (control unit). See BRC-136, Removal and Installation. NO >> Repair or replace components that are not working properly. DTC Logic DTC DETECTION LOGIC DTC Display Item Malfunction Detected Condition Possible causes C1115 ABS SENSOR [ABNORMAL SIGNAL] When the difference in wheel speed bets ... DTC Logic DTC DETECTION LOGIC DTC Display Item Malfunction detected condition Possible cause C1121 FR LH OUT ABS SOL When a malfunction is detected on the front LH ABS OU ... Heater and air conditioning (manual) (if equipped) Heater and air conditioning Fan speed control / OFF dial system / air conditioning (A/C) air flow control buttons Temperature control dial / MAX button A / C Air recirculation button Rear window and exterior mirror (if equipped) But ... Exploded View Air Respirator Air Conditioner Air Respirator Hose Air Respirator Tube Transaxle Assembly : Front Disassembly and Vehicle Installation Remove Air and Air Duct. See EM-24, Disassembly and installation. Remove the air respirator hose from the transshipped ... Exploded View COMPONENT PARTS LOCATION Fluid Cooler Hose Hose A Fluid Fluid Hose Clamp CVT oil heater from hose B To radiator : Always replace after each disassembly. Disposal and installation DESPECCION NOTE: When removing components such as hoses, tubes/lines, ... A small lawsuit against Nissan ended at 2 court hearings. Hearing in the first final court (second) Court hearing The Nissan Maxima has a subchassis oxide and ABS problem that causes the SLIP, ABS, TCS OFF (VDC OFF) and BRAKE lights to light up when the excessive oxide of the subchassis breaks the ABS actuator and rear ABS sensors. Nissan's TSB NTB07-016b Technical Service Bulletin explains the underchassis oxide and ABS problem. The Nissan Maxima 2004, 2005, 2006, 2007 contains a hidden design defect that causes these vehicles to rust prematurely and substantially, and ultimately results in serious and costly damage to the braking system, brake fluid, ABS system and sensors, wheel hub caps, wheel hub assemblies and battery. These damages are beyond normal wear and tear. Subchassis oxide and the problem of the anti-lock braking system (ABS) has probably already occurred with SU Nissan Maxima 2004, 2005, 2006, 2007. Or he will. If you haven't fixed this subchassis oxide and anti-lock braking system problem yet, subchassis oxide is now accumulating in your Nissan Maxima 2004, 2005, 2006, 2007 and your anti-lock braking system will break. This problem could cost you \$\$\$00 thousand dollars to fix. This blog tells my story of my attempts to hold Nissan responsible for defects in my Nissan Maxima that Nissan knew no later than March 16, 2007, while these vehicles were under warranty. The Nissan Maxima Subframe Rust & Antilock Brake System Problem Excessive rusting occurs in the rear subframe, where the rear baffle plates and wheel hub assemblies are attached to the knuckles of the subframe suspension wheel. Excessive oxidation extends to other parts and causes various ABS problems as well as other part failures. Problems with the anti-lock braking system are exhibited on the SLIP, BRAKE, VDC OFF (TCS OFF) and ABS board lights. The problem with the anti-lock braking system is documented, published and explained by Nissan in the NTB07-016b Technical Service Bulletin (TSB). This is what happens with the design defect: Nissan's NTB07-016b documents a design defect and correction. The fixation includes grinding a drain hole on the knuckle of the subthrage suspension plus a) cutting the wheel hub cover or b) replacing the wheel hub cover with a redesigned Nissan part. This area is completely hidden from the owner and visual inspection behind 4 parts: wheels/pneumatics, brake rotors, bucket sets and baffle plates. ABS sensor failure: Rust crawls to rear wheel anti-lock brake system sensors and causes them to stop reporting the Anti-Lock Brake System; or rust causes both sensors of the rear wheel anti-lock braking system to fail. ABS Actuator Failure – Failure of anti-lock brake system sensors informing the anti-lock braking system creates a situation in which the anti-lock brake system actuator controller over-absorbs and/or overheats and fails prematurely. Dash Lights – The following board lights light up indicating a serious brake problem: ABS, BRAKE, SLIP, TCS OFF (VDC OFF) Service Codes – Service codes C1105 C1110 C1124 C1126 can be read with a special reader. (No SES codes.) Wheel Hub Failure: Subchassis oxide also accumulates in wheel hub assemblies and causes them to wear out and fail prematurely. Excessive battery wear – The anti-lock braking system recognizes that it is not working properly, and will attempt to reset even while the car is turned off. This puts excessive wear and exhaustion of the vehicle's battery and shortens battery life. Where is Nissan support? Nissan does not appear to provide support for this known issue. When this happens to you, it seems that you will be responsible for all costs. Costs can be thousands of dollars. Rust takes time. Is that what Nissan expected? Did Nissan expect parts associated with manufacturing defects and subchassis oxide to be hidden under the vehicle, and behind tires, wheels, brake rotors, wheel hub bearings, and other parts? Did Nissan expect the vehicle and all parts to hide problems with consumer manufacturing defects and subchassis oxide? Did Nissan voluntarily, knowingly and intentionally, cultivate these manufacturing defects and consumer sub-path oxide problems? Didn't Nissan address its manufacturing defects and underchassis oxide problems because they knew that by the time the subchassis oxide and defects damaged the vehicle enough for the consumer to realize problems, the warranty period would be over? Nissan has known about this issue since AT LEAST March 16, 2007, when these cars were under warranty. If I knew about these manufacturing defects that caused subchassis oxide and brake system failures, I would never have bought my Nissan Maxima. Would you? Let Nissan Listen to You A comment below describing your experience and thoughts! When is the code detected? The rear right-inlet ABS solenoid circuit is open or short-circuited, or the control line is open or short to the power supply or floor. Possible symptoms Anti-lock brake system (ABS) Warning light ON engine light (or service engine Warning light) Related information The solenoid valve increases, maintains or decreases the fluid pressure of each brake caliper according to the signals transmitted by the ABS actuator and the electrical unit (control unit). DTC1 CONFIRMATION PROCEDURE. CHECK SELF-DIAGNOSIS RESULTS Buy the results of self-diagnosis.2.CHECK SOLENOID AND ACTUATOR RELAY POWER SUPPLY CIRCUIT3. CIRCUIT3. SOLENOID AND ACTUATOR RELAY GROUND CIRCUIT Check the continuity between the ABS actuator and the electrical unit connector (control unit) E26 terminals 1, 4 and ground. Special repair requirement1. STEERING NEUTRAL POSITION ANGLE SENSOR SETTING Provides neutral position adjustment for the steering angle sensor by replacing the ABS actuator and the electrical unit (control unit). Evacuation control system P0455 DTC Logic DTC DETECTION LOGIC This diagnosis detects a very large leak (the fuel fill cap dropped, etc.) in the EVAP system between the fuel tank and the solenoid purge volume control valve of the EVAP container. WARNING: Use only a genuine NISSAN fuel filling cap as a replacement. If a ... Branch line circuit ADP Diagnostic procedure 1.CHECK CONNECTOR Turn off the power switch. Disconnect the battery cable from the negative terminal. Check if the following terminals and connectors are damaged, bent, and loose (unit side and connector side). Arnco Driver's Seat Control Unit Connect... Seat belt maintenance To clean the seat belt strap, apply a mild soap solution or any recommended solution to clean the upholstery or carpet. Then wipe with a cloth and let the seat belts dry in the shade. Do not allow seat belts to retract until completely dry. If dirt accumulates in

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