

COBB[®]

Accessport

User Guide

Nissan GT-R MY 2008+

03/31/14

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Product Introduction

Congratulations on the purchase of the new Accessport hand held programmer. The Accessport can:

- Reprogram the factory engine control unit (ECU) with improved tuning parameters through the on-board diagnostic (OBD-II) port
- Reprogram the factory transmission control module (TCM) with improved tuning parameters through the on-board diagnostic (OBD-II) port*
- Monitor and log ECU vehicle sensor data using on-screen digital gauges
- Monitor and log TCM vehicle sensor data using on-screen digital gauges*
- Read and clear engine diagnostic trouble codes (DTCs)
- Measure 0-60 mph and ¼ mile times
- Monitor current and average fuel economy
- Transmission clutch learning*
- Transmission touch point adjustment*

* **Available for AP-NIS-006 only.**

Supported Vehicle List

- 2009 – 2013 Nissan ADM GT-R
- 2009 – 2013 Nissan East Asia GT-R
- 2009 – 2013 Nissan EDM GT-R
- 2009 – 2013 Nissan Gulf Spec GT-R
- 2008 – 2013 Nissan JDM GT-R
- 2009 – 2013 Nissan South Africa GT-R
- 2009 – 2014 Nissan USDM GT-R

Supported Transmission List (AP-NIS-006 only)

- GT-R Transmission LC1 JF02A
- GT-R Transmission LC1 JF04A
- GT-R Transmission LC1 JF07A
- GT-R Transmission LC1 JF07D
- GT-R Transmission LC1 JF07E
- GT-R Transmission LC2 JF03B
- GT-R Transmission LC2 JF04B
- GT-R Transmission LC2 JF09A
- GT-R Transmission LC2 JF09D
- GT-R Transmission LC2 JF09E
- GT-R Transmission LC3 JW91A
- GT-R Transmission LC3 JW91B
- GT-R Transmission LC3 JW91C
- GT-R Transmission LC3 JW91D
- GT-R Transmission LC4 KB51A
- GT-R Transmission LC4 KB51B
- GT-R Transmission LC5 KJ10A
- GT-R Transmission LC5 KJ10B
- GT-R Transmission LC5 38B0A
- GT-R Transmission LC5 38B0B**

**** Not all models will be supported at initial release.**

In-Box Contents



AccessPORT



AP Manager Software CD



OBD-II Connector



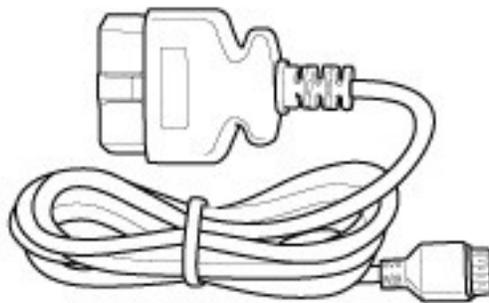
USB Cable

Accessport Version 2

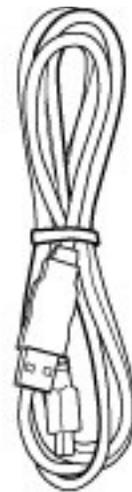
OR



AccessPORT



OBD-II Cable



USB Cable

Accessport Version 2b

WARNING!

Installation and use of the Accessport may void all or a portion of the vehicle manufacturer's standard warranty. There is no guarantee expressed or implied by COBB Tuning or any of its affiliates for the use of the Accessport. The user accepts all risks and responsibilities when using the Accessport.

WARNING!

Use of the Accessport while operating a moving vehicle is strictly prohibited by law. COBB Tuning and its affiliates accept no responsibility for damages or injury caused by misuse of the Accessport.

WARNING!

The Accessport may not be able to function if the vehicle's wiring has been modified. If problems occur while using the Accessport, please verify that all wiring to and from the ECU is correct and functional.

What Is A Map?

The Accessport reprograms the tuning parameters inside the factory engine control unit (ECU) using map files, which contain specially written instructions for the Accessport to follow during the reprogramming process. A map file can contain information for any number of different modifications or enhancements to a vehicle, ranging from a race map for a heavily modified vehicle to an economy map for a stock vehicle. Through the use of the Accessport and different map files the ECU can be reprogrammed to accommodate virtually any vehicle configuration.

Accessport Installation

Pre-Installation

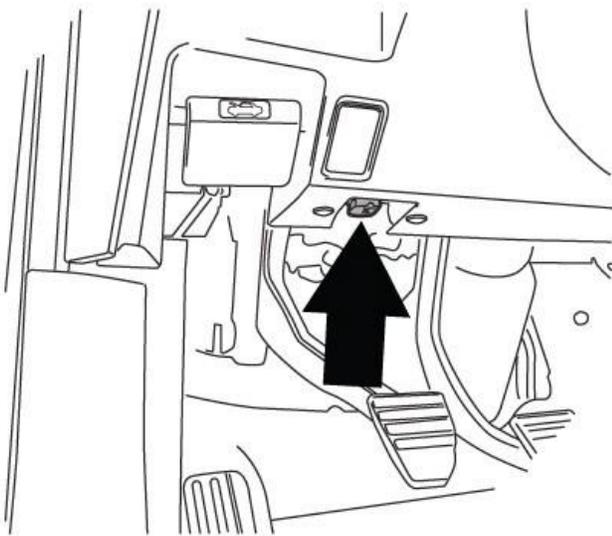
The Accessport comes with the most up-to-date software and map files available at the time of shipment. However, it is possible that updated software and/or map files have been made available since the time of shipment. Therefore, the recommended procedure is to connect the Accessport to the Accessport Updater and AP Manager software and download the latest software and map files for the target vehicle. Please install the Software CD for more information.

IMPORTANT!

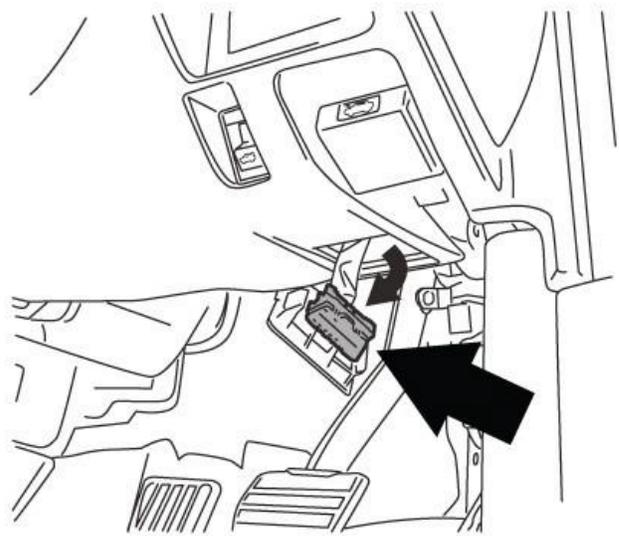
Before installing the Accessport on the vehicle, it is important to verify that the vehicle is adequately prepared for the installation process. Since the Accessport uses the vehicle's battery for power and the ECU reprogramming process requires adequate battery power as well, it is critical to verify that the vehicle's battery has a good charge. This can be done through the use of a battery charger/conditioner or by driving the vehicle for a period of time prior to installation to allow the alternator to recharge the battery. Furthermore, please ensure that all in-car electronic devices are turned off to reduce power draw on the battery. This includes car stereos, video screens, GPS units, radar detectors, interior and exterior vehicle lights, and any other electronic device that uses the car battery for power.

Getting Started

1. Insert the key into the vehicle's ignition and leave it in the OFF position.
2. Locate the OBD-II port under the left side of the driver's side dash.



Left hand drive models.

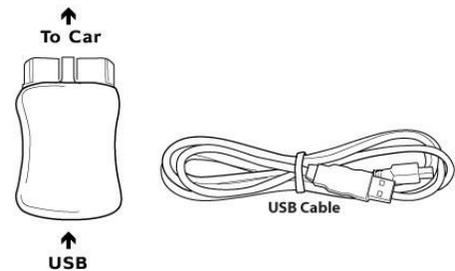


Right hand drive models.

3. Connect device to the OBD-II port.

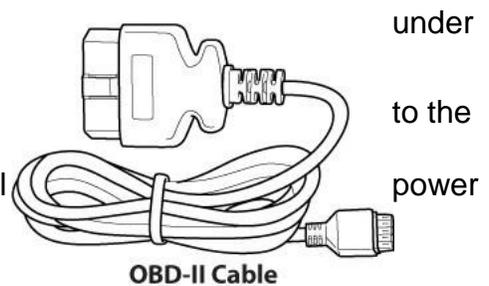
a) (Accessport Version 2 only):

- Connect the small end of the provided USB cable to the mini-USB port on the back of the OBD connector.
- Plug the large end of the USB cable into the standard USB port on the underside of your Accessport. At this point the Accessport will power up and after a few moments present the installation menu.



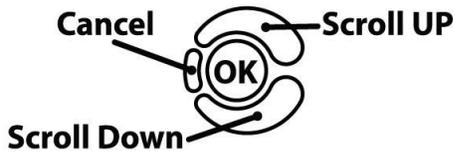
b) (Accessport Version 2b only):

- Plug the OBD-II cable into the OBD-II port the dash.
- Connect the other end of the OBD-II cable black connector on the bottom of the Accessport. At this point the Accessport will power up and after a few moments present the installation menu.



1. Turn the vehicle on, but do not start the engine. This can be done by pressing the Start button twice with your foot **removed** from the brake.

2. Select **[Install]** from the Accessport menu by pressing the **[OK]** button to proceed with installation. Below is a diagram of the Accessport's keypad function.



Standard Tuning vs SD (Speed Density) Tuning

Standard Tuning uses MAF (Mass Air Flow) sensor for air flow calculations. COBB Tuning provides Off-The-Shelf (OTS) maps created using this calculation method.

SD (Speed Density) Tuning uses MAP (Manifold Absolute Pressure) sensor for air flow calculations. Users who prefer the vehicle to be tuned by this method must either have the vehicle professionally tuned or generate Accesstuner Race map. The Accessport will not be pre-loaded with Speed Density maps.

Vehicle Identification

The Accessport will attempt to automatically determine the target vehicle for installation.

If the Accessport successfully identifies the vehicle:

Verify that the identified vehicle is correct and press **[OK]** to confirm. The Accessport is equipped with a Boost Wrap feature that will allow the factory Multi-Function Display(MFD) to display more than 20psi/150kPa of boost. In order for this feature to work more accurately you need to select what units you have your MFD boost gauge set to. Select the units you wish to use and press OK to confirm. Note: You can go back later and change the units in the settings menu.

If an error occurs:

Please follow the instructions indicated by the Accessport.

Map Selection

Once the Accessport determines the installation vehicle type, it will present a list of maps from which to choose for installation. The Accessport reprograms the ECU with the calibration data from the map file selected for installation. It is important to select the map file that most closely matches the modification level of the target vehicle.

If you are unsure about which map applies to your modification level, please see the map notes and their requirements for the modifications that will best fit your vehicle.

Select a map and press **[OK]** to view detailed information about that map. After confirming that the selected map is correct, press **[OK]** again to proceed, or press **[CANCEL]** to return to the map selection list.

Save Stock ECU

The Accessport has the ability to save the stock ECU. However, it takes approximately 30 minutes to complete the operation. Pressing CANCEL will skip the process of saving the stock data; pressing OK will proceed with saving the stock data. The stock data is used during the uninstall process to return to stock. If the stock data is not saved, stock data supplied with the Accessport will be used when the Accessport is uninstalled. There is no disadvantage to skipping this step and using the stock data supplied with the Accessport.

WARNING!

If a previous installation of an Accessport is detected, you will be given the option to overwrite it with a new installation. Be aware that the previous installation will be permanently lost and unrecoverable. This detection may occur prior to saving the stock ECU program data, in which case the ECU program data will not be saved. In the case of a previous install, a stock ECU program supplied on the Accessport will be used when you uninstall.

Install Accessport Programming

After the Accessport downloads and saves the stock ECU program data, it will proceed with installation to the vehicle. It is at this point that the Accessport reprograms the vehicle's ECU with the new program data and calibration parameters from the selected map file.

Transmission Control Module (TCM) Flashing

If you are using an AP-NIS-006, after installing the new map on the ECU, the Accessport will proceed with TCM flashing.

Follow the instruction to save stock TCM program data; however, it takes approximately 20 minutes to complete the operation. Press OK to continue with saving the stock data, or press CANCEL to skip the process.

After the Accessport downloads and saves the stock TCM program data, it will proceed with installation of TCM data to the vehicle. Choose from a list of TCM map options. For more information about what TCM map to use, please refer to section "[TransmissionControl Modules](#)".

WARNING!

Do not disturb the Accessport, and the USB cable and the OBD connector (Version 2) or the OBD-II cable (Version 2b) while installation is taking place. Failure to do

so may result in incomplete ECU reprogramming which will render the vehicle inoperable.

Installation Complete

The Accessport is now fully installed and ready for use. Turn the key to the OFF position and unplug the OBD connector (Version 2) or the OBD-II cable (Version 2b) from the vehicle.

The vehicle's ECU and TCM, if applicable, are now programmed with new calibration data. The Accessport does not need to be plugged into the vehicle for the calibration to be in effect, however, there are other features of the device that may be used at any time.

Please note that the Accessport is designed to work with only one vehicle at a time. **Once the Accessport is installed, it cannot be used with another vehicle until it is uninstalled from the original vehicle.**



Accessport Features & Functionality

Monitor

Live Data

The Accessport can read sensor data from the factory ECU and TCM, if applicable, and display it as an on-screen gauge. This feature allows the Accessport to function as an auxiliary gauge displaying boost, RPM, temperature, or any number of other parameters.

To change which monitor is currently being displayed in Live Data, select the monitor using the up/down buttons and press the OK button to activate the monitor.

Use 'Set Live Data List' in the 'Monitor' sub-menu to set which monitors are available for selecting in Live Data.

NOTE: The Accessport is only capable of displaying live data while the ignition is turned to the "ON" position. The Accessport will display an error message if it cannot communicate with the vehicle.

Data Log

The Accessport can record sensor data from the factory ECU while you drive. With the ability to store multiple sessions, the Accessport can function as a complete engine datalogger and diagnostic tool. To begin datalogging, press the OK button while in Live Data mode. An on screen prompt will notify you when the Accessport is recording data. To view the results of your datalog sessions, simply connect the Accessport to your PC and retrieve the results using the AP Manager software. Data Log recordings are stored in a .csv (Comma Separated Values) format and are easily viewed using any spreadsheet application.

Use 'Set Data Log List' in the 'Monitor' sub-menu to set which monitors are logged.

NOTE: The Accessport is only capable of datalogging while the ignition is turned to the “ON” position. The Accessport will display an error message if it cannot communicate with the vehicle.

NOTE: Up to 10 log files can be stored on the Accessport. Use AP Manager to delete unneeded logs. If datalogging is started when there are already 10 log files on the Accessport, the log file with the lowest numerical value will be automatically overwritten.

NOTE: The 10 log files can be a combined length of 2+ hours long.

Set Rev Warning

Use this function to set the desired RPM value for Shift Light. The Shift Light function is available while viewing Live Data. While the actual engine RPM exceeds the desired RPM limit, the Accessport screen will flash, indicating an over-rev condition.

Set Live Data List

This list allows the user to enable and disable items for viewing in Live Data. Only monitors with a checkbox will be in the list of available monitors to view while in Live Data. Highlight a monitor and press the OK button to activate/deactivate it for logging.

Use 'Live Data' in the 'Monitor' sub-menu to view monitor data.

Set Data Log List

This list allows the user to enable and disable items for logging. Only monitors with a checkbox will be recorded while using the Data Log feature. Highlight a monitor and press the OK button to activate/deactivate it for logging.

Use 'Data Log' in the 'Monitor' sub-menu to start and stop logging.

NOTE: Datalogging performance is reduced as the number of items selected to datalog increases.

Reset Live List

Reset to default monitor list for viewing in Live Data. This item is grayed out and not selectable if the default monitor list is already selected.

Reset Log List

Reset to default monitor list for logging in Data Log. This item is grayed out and not selectable



Performance

The Accessport can calculate several performance measurements.

NOTE: The Accessport is only capable of calculating performance test results while the ignition is turned to the “ON” position. The Accessport will display an error message if it cannot communicate with the vehicle.

0-60 MPH

To record the 0-60 MPH performance, select this menu option and follow instructions. A time slip showing the performance results will be displayed at the end of the performance test.

¼ Mile

To record the ¼ Mile performance, select this menu option and follow instructions. A time slip showing the performance results will be displayed at the end of the performance test.

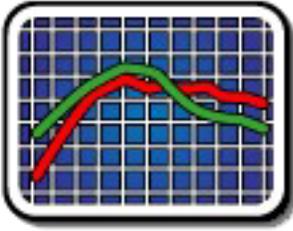
Dynamometer

Use this feature to estimate your vehicle's wheel horsepower and torque. This can be used to see the actual performance gains of part upgrades.

NOTE: You will be prompted to enter a vehicle weight, test gear, and RPM range for the test. This data will be stored for future use. If you want to revert to the default data, select 'Reset Dyno' in the 'Performance' sub-menu.

Reset Dyno

Reset to default for dynamometer test parameter



Tune

Enhance the performance of your car.

Adjust LC RPM (AP-NIS-006 only)

This feature will allow adjusting the Launch Control RPM. In order to use this feature, you must use a map created using Accesstuner v1.9.1.0-8151 (or newer). Simply opening your existing maps and re-saving them with this version of Accesstuner will suffice. To adjust Launch Control RPM, enter the Tune menu, then select "Adjust LC RPM". Press the OK button, then use the UP/DOWN arrows to raise or lower the LC RPM in increments of 100; press OK again to save your setting.

NOTE: Changing your ECU map or switching to a different map slot will reset your launch control RPM to the default settings.

NOTE: User adjustable Launch Control currently only supports LC4 and LC5.

Change Map

To change the mapping on your ECU, select this menu option and follow the instructions. The ignition must be turned to the "ON" position during the Change Map operation. You will be prompted to select a pre-loaded map. The same warning that applies to the installation process apply here as well (battery charge level, turn accessories off, etc.)

NOTE: Please note that the Accessport can only hold 20 maps, and you will be instructed to use AP Manager to remove maps if necessary.

Change TCM Map (AP-NIS-006 only)

To change the mapping on your TCM, select this menu option and follow the instructions. The ignition must be turned to the "ON" position during the Change Map operation. You will be prompted to select a pre-loaded map. The same warning that applies to the installation process apply here as well (battery charge level, turn accessories off, etc.)

NOTE: Please note that the Accessport can only hold 20 maps, and you will be instructed to use AP Manager to remove maps if necessary.

TCM Adjustments (AP-NIS-006 only)

There are two TCM tools that are included in the AP-NIS-006 firmware.

•**Run Clutch Gear Learning:** This will run the gear learning for the transmission. To use this option the car and transmission fluid must be warmed up to at least 60 degrees Celsius. When running the transmission gear learning the transmission must be in Park and the engine at idle. The Clutch Gear learning is performed during any regular maintenance and when the TCM or transmission is replaced.

◦**NOTE:**Clutch gear learning can only be performed once in a drive cycle (the ignition switch ON->OFF->ON).

◦**NOTE:** If clutch gear learning can't be performed, turn the car off and then back on, and then perform the clutch gear learning again.

•**Touch Point:** This option in the Accessport will walk you through the process of setting the touch point values. The range for the touch points is -7 to +7. The factory sets the values all to 0. Touch point for each clutch is learned during the transmission learning process and trimmed/modified by the adjustments via the Accessport. The touch point is the point where the clutch starts to engage. This is used during accelerating from a stop. The capacitor alters the clamping force especially when it is fully engaged at full throttle.

ClutchTorqueCapacities:

0: Initial setting

+1 to +7: Clutch capacity up

-1 to -7: Clutch capacity down

If a shock or slip is large during gear shift and start-up, adjust the clutch capacity.

* Higher horsepower GT-Rs can eliminate unwanted clutch slip with a +2 or +3 level of Clutch Capacity. Clutch

TouchPoints:

0: Initial setting

+1 to +7: Move the clutch touch point closer

-1 to -7: Move the clutch touch point farther

In the event of strong creep power, poor start-up response, or excessive start-up shock, adjust the clutch touch point.

TPMS Learning

TPMS Learning is used to register new TPMS sensors, either from replacing existing sensors or new wheels. To use TPMS Learning you must have a TPMS registration tool that is compatible with the GTR.

For testing purposes we used: <http://ktpst.com/>

TPMS Learning Process:

1. Turn key position to "On".
2. Connect the Accessport to your vehicle's OBD port and select "Tune." Then go to "TPMS Learning."
3. A prompt will appear with instructions on how to successfully program the vehicle's TPM sensors. Press "OK" to get the process started.
4. After completing step 2 exit the vehicle with the Tire Pressure Positioning Sensor Tool. Start with the front driver side tire (front passenger for RHD cars). Point the rounded end of the device at the sensor through the tire (the sensor is located behind the tire on the valve stem). Then push the "Activation" button until the device beeps. The appropriate light should come on (315MHz for US and 434MHz for EU) notifying the sensor is set.
5. Verify the Accessport registered the tool's activation of the sensor. This can be confirmed by checking if the Accessport says "OK!" next to the TPM sensor just programmed on its screen.
6. Repeat steps 3 and 4 for each tire working your way around the vehicle in a clockwise motion. It is important to note that the TPMS learning feature cannot be exited after starting. It will timeout after 3 minutes. If it does timeout during programming, the process will need to be restarted. The 3 minute timeout will reset after each sensor is registered to prevent any unwanted timeouts.
7. Once the final sensor is registered the process is complete. There may be variances in the amount of time pressure is actually displayed due to different TPM sensors. If readings are not instantly displayed on the GT-R gauges, some users may have to drive a few minutes before pressures are identified

Show Current Map

To see the last map that have been flashed to your car, select this menu option. You can press the OK button to see a detailed description of the map.

Troubleshooting

Use the Accessport as a diagnostic tool.

NOTE: The Accessport is only capable of displaying trouble codes while the ignition is turned to the “ON” position. The Accessport will display an error message if it cannot communicate with the vehicle.

Memory Snapshot

Use this feature to save a snapshot of the current ECU memory state. This function is primarily for use by Tech Support for troubleshooting purposes. To take a Memory Snapshot, select Troubleshooting from the main menu. Then, scroll to “Memory Snapshot” and press the center button. You will then see the status bar. When this gets to 100%, the Snapshot is complete. You can then use AP Manager to transfer the file to your computer.

Reset ECU

Use this function to reset all the trouble codes.

Read Codes

Use this function to read trouble codes from the engine computer. Stored codes indicate a mechanical or electrical fault. Use the up/down buttons to highlight a code and display a short description of the trouble code (if available).

Uninstall

Uninstall

Selecting this item will remove the Accessport programming from the vehicle on which it is installed and return the ECU back to a stock state.

Note: We recommend uninstalling the Accessport prior to visiting your dealership for service. Failure to do so can complicate services and may lead to further consequences, regardless of what service is being performed. We also recommend uninstalling the Accessport prior to selling or trading in your vehicle. Failure to do so can cause complications for the next owner of the vehicle, in addition to potential problems selling the Accessport, should you decide to do so.

Accessport

About

Displays information about the Accessport firmware version, dongle info, part number, serial number, installation state (installed or uninstalled), and vehicle.

Settings

Change Accessport settings.

Language: Choose from an array of various languages. (Note that not all menu entries are translated.)

Units: Choose from Standard, Metric, and Metric with AFR.

Boost Wrap Units: Choose from kPa or Psi units (Should match Multi-Function Display unit settings).

Demo Mode: Accessport goes into a demo mode and allows users to view functionality.

What is On-the-fly Map Switching?

On-the-fly map switching feature allows you to switch between a set number of maps while the vehicle is in operation. This feature is supported in version 3.0 or above map files. The maximum number of maps that can be saved in a map file is 9.

Requirements

- A v3.00 map file or greater must be flashed on the ECU
- The vehicle must be running
- The cruise control must be turned off
- The large boost gauge needs to be selected on the Multi-Function Display (MFD)

Steps to using the map switching

- 1.Press the cruise control cancel button
 - The boost gauge will indicate which map you are on.
- 2.Use the cruise control accelerator button and the decelerate button to switch between the available maps
 - The map switch is instantaneous and the boost gauge will indicate the selected map for two seconds before returning to its normal function.

To see a demonstration of this feature please view the [onlinevideo](#).

Transmission Control Modules

What is Transmission Control Modules (Launch Control) ?

The first GT-Rs (2008 JDM and 2009 USDM) originally shipped with a launch control system popularly referred to as LC1. It was enabled by putting the car's transmission/suspension/VDC in manual+race/race/off modes. From there, holding the brake would allow you to rev the car to 4,500rpm with the accelerator pedal at the wide open throttle position. The instant you lift off the brake, the computer will drop the clutches and the car will launch forward. This yields 0-60 times of 3.3-3.6 seconds depending on the surface. It's an extremely aggressive launch and is very hard on the transmission internals. Its use is not warranted by Nissan.

Starting with the Model year 09 (MY09 GT-Rs are the World market 2009 GT-Rs and the 2010 USDM) GT-R, Nissan offered a new Launch Control, "LC2". LC2 is easier on its gears than LC1. At launch, up to 3000rpms are used as opposed to the 4500rpms seen in LC1. A customer satisfaction program was offered that allowed 2009 owners to upgrade to this new transmission software, as well as mandated that all unsold 2009 inventory be upgraded by dealers. In its engagement, the transmission computer will slip the clutches as opposed to suddenly engaging them. LC2 is mode independent and is otherwise engaged via the same two step method. Using this technique, the GT-R's launch is somewhat more tame than LC1 but still more aggressive than flooring the gas pedal from a stop. Turning VDC OFF does not seem to effect the initial launch. Note that LC2 is widely viewed as being inconsistent- the RPMs given may vary. Also, LC2 equipped GT-Rs can be launched from higher RPM levels by using a pump method. This involves letting the RPMs drop down after reaching near 3K rpm then immediately slamming the accelerator back to the floor while the brake is still depressed. The results of this are not consistent but will yield more launch RPMs. In performance terms, LC2 is seen as being at least a tenth or two slower than LC1 although some initial tests found it's performance to be similar. Use of LC2 is warranted by Nissan so long as VDC is ON. The GR6 appears to handle LC2 well- there have been no known failures from launching using it, despite some cars having much more than 200 launches on them .

For the model year 10 (MY10 GT-Rs are the 2010 World market GT-Rs and the 2011 USDM) GT-R, Nissan quietly revised the launch control system and created a revised system we refer to as "LC3" . LC3 can only be engaged with the GT-R in Manual+R/R/R but allows 3,300rpms quickly, reliably, and consistently. The launch from LC3 is reportedly better than that with LC2.

With it's platform revision to for the model year 11 (MY11 GT-Rs are the 2011 World market GT-Rs and the 2012 USDM) GT-R, Nissan publicly announced a new, dedicated, Launch Control. This system called "R Mode Start" (what we term as LC4), is engaged by having the GT-R in Manual+R transmission and VDC settings . It enables a 4,000rpm launch that is reliable and consistent. It is more aggressive than any of the prior Launch Controls except LC1 and is as reliable as LC2. It can be used up to four times in a row before the GT-R must be driven for over a mile for the computer to allow additional launches. On an unmodified GT-R, it is widely viewed as the fastest Launch Control system to date. With the addition of 50 more horsepower, DBA-R35 GT-Rs can achieve 0-60mph times in under 3.0 seconds. At a drag strip, 1.6 60' times are common. It is fully warranted by Nissan.

For model year 12 (MY12 World market GT-Rs and 2013 USDM GT-Rs), Nissan released another update for the TCM module that is called LC5. LC5 is a series of updates to the LC4 system which allows the clutch to slip more improving drivability. Users have reported smoother reverse, upshift, downshifts. In auto mode the car stays in 4th and 5th gears longer. MY12 GT-R retains the Current "R" Mode Start" (LC4) procedure.

*Note that with all launch control systems, certain requirements must be met including minimum and maximum transmission temperatures.

Accessport Troubleshooting

<i>Symptom</i>	<i>Troubleshooting Steps</i>
Accessport will not communicate with vehicle.	<ol style="list-style-type: none">1. Check connection on both the Accessport and the OBD connector.2. Verify that the vehicle's ignition is turned to the "ON" position.3. If the Accessport firmware is up to date, contact tech support.
Accessport cannot reflash ECU.	<ol style="list-style-type: none">4. Follow all steps for "Accessport will not communicate with vehicle."5. Verify that all steps required for ECU reprogramming mode were properly followed, including making sure the headlights, air conditioning and climate controls are turned off.
Accessport cannot identify vehicle during installation.	<ol style="list-style-type: none">1. Ensure that the Accessport is running the most recent version of firmware. For more information, see COBB Forums.2. If the Accessport is up to date and still cannot identify the vehicle, please contact tech support.

Support Contact Information

Web	http://www.cobbtuning.com/ http://www.cobbforums.com/
E-Mail	support@cobbtuning.com
Phone	866.922.3059

Operating and Storage Temperatures

The Accessport is designed to be operated at temperatures between 32° and 95° F (0° and 35° C) and with a relative humidity below 90%. Using the Accessport outside of these recommendations may result in damage.

When storing the Accessport, do so in a place where temperature is always between 0° and 115° F (-20° and 45° C) and with a relative humidity below 90%. Never store your Accessport in an area that receives direct sunlight.

Do Not Get Wet

Take care to prevent any liquids from coming in contact with the Accessport or any associated equipment.

In the event your Accessport, or associated equipment, gets wet you may need to send it in for service. Please contact technical support BEFORE attempting to use the Accessport.

Handling and Storage

Your Accessport may be damaged by improper storage or handling. Be careful not to drop your Accessport or any associated parts.

Never store your Accessport in an area that experiences any noticeable levels of vibration, static electricity, heat shock, or excessive swings in relative humidity.

Do Not Attempt Repairs Yourself

Never attempt to open your Accessport or any associated equipment. Doing so puts the components at risk of damage from, but not limited to, static shock. No user-serviceable parts are inside. At no time will ANY authorized representative of COBB Tuning, Inc. ask you to open or mechanically/electronically alter the Accessport.

Opening the Accessport will void any and all warranties for the device and its operation.

Environmental Information

Operating and Storage Temperatures

The Accessport is designed to be operated at temperatures between 32° and 95° F (0° and 35° C) and with a relative humidity below 90%. Using the Accessport outside of these recommendations may result in damage.

The Accessport is thermally protected and will not function if the temperature reaches extremely hot levels. If the Accessport is not booting up correctly or the screen does not show everything correctly, turn the device off and move it to a cooler environment temporarily.

When storing the Accessport, do so in a place where temperature is always between 0° and 115° F (-18° and 46° C) and a relative humidity below 90%.

Never store your Accessport in an area that receives direct sunlight.

Do Not Get Wet

Take care to prevent any liquids from coming in contact with the Accessport or any associated equipment.

If your Accessport or any associated equipment gets wet, professional repair may be required. In such cases, please contact Technical Support BEFORE attempting to use the Accessport.

Handling and Storage

Your Accessport may be damaged by improper storage or handling. Be careful not to drop your Accessport or any associated parts.

Never store your Accessport in an area that experiences any noticeable levels of vibration, static electricity, heat shock, or excessive swings in relative humidity.

Do Not Attempt Repairs Yourself

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