SECTION DI
DRIVER INFORMATION SYSTEM

CONTENTS

PRECAUTION

PFP:00011

Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EKS006SC

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.**

Wiring Diagrams and Trouble Diagnosis

EKS006SD

When you read wiring diagrams, refer to the following:

- Refer to GI-15, "How to Read Wiring Diagrams" .
- Refer to PG-4, "POWER SUPPLY ROUTING CIRCUIT" for power distribution circuit.

When you perform trouble diagnosis, refer to the following:

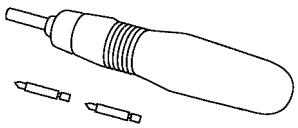
- Refer to GI-11, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES" .
- Refer to GI-27, "How to Perform Efficient Diagnosis for an Electrical Incident" .

PREPARATION

PFP:00002

Commercial Service Tool

EKS006SE

Tool name	Description
Power tool  PBIC0191E	Loosening bolts and nuts.

COMBINATION METERS

PFP:24814

System Description

EKS006SF

UNIFIED METER CONTROL UNIT

- Speedometer, odometer, tachometer, fuel gauge, oil pressure gauge, voltage meter, A/T temperature gauge, and water temperature gauge are controlled by the unified meter control unit, which is built into the combination meter.
- Warning indicators are controlled by signals drawn from the CAN communication system, BCM (body control module), and components connected directly to the combination meter.
- Digital meter is adopted for odometer/trip meters*, as well as the A/T position indicator display.
  *The record of the odometer is kept even if the battery cable is disconnected.
- Odometer/trip meters and A/T indicator segments can be checked in diagnosis mode.
- Meters/gauges can be checked in diagnosis mode.

Illumination control

The unified meter control unit outputs the speedometer, odometer/trip meters, tachometer, oil pressure gauge, voltage meter, A/T indicator, A/T temperature gauge, fuel and temperature gauge lighting when the ignition switch is turned on. When the lighting switch is turned on, the illumination control switch can be used to adjust the brightness of the combination meter illumination and the odometer/trip meters and meter illumination. When the ignition switch is turned from the OFF to the ON position, the combination meter dial lighting will remain off for 0.7 seconds. For additional combination meter illumination control information, refer to LT-146, "System Description" .

POWER SUPPLY AND GROUND CIRCUIT

Power is supplied at all times

- through 10A fuse [No.19, located in the fuse block (J/B)]
- to combination meter terminal 8.

With the ignition switch in the ON or START position, power is supplied

- through 10A fuse [No.14, located in the fuse block (J/B)]
- to combination meter terminal 24.

With the ignition switch in the ACC or ON position, power is supplied

- through 10A fuse [No.4, located in the fuse block (J/B)]
- to combination meter terminal 1.

Ground is supplied

- to combination meter terminal 17
- through body grounds M57, M61 and M79.

WATER TEMPERATURE GAUGE

The water temperature gauge indicates the engine coolant temperature.
ECM provides an engine coolant temperature signal to combination meter via CAN communication lines.

ENGINE OIL PRESSURE GAUGE

The engine oil pressure gauge indicates the engine oil pressure.
The engine oil pressure gauge is regulated by the unified meter control unit and input from the oil pressure sensor.

A/T OIL TEMPERATURE GAUGE

The A/T oil temperature gauge indicates the A/T fluid temperature.
TCM (transmission control module) provides an A/T fluid temperature signal to combination meter via CAN communication lines.

VOLTAGE GAUGE

The voltage gauge indicates the battery/charging system voltage.
The voltage gauge is regulated by the unified meter control unit.

TACHOMETER

The tachometer indicates engine speed in revolutions per minute (rpm).
ECM provides an engine speed signal to combination meter via CAN communication lines.

FUEL GAUGE

The fuel gauge indicates the approximate fuel level in the fuel tank.
The fuel gauge is regulated by the unified meter control unit and a variable resistor signal supplied

- to combination meter terminal 15.
- through fuel level sensor unit and fuel pump terminal 2
- through fuel level sensor unit and fuel pump terminal 5
- from combination meter terminal 16

SPEEDOMETER

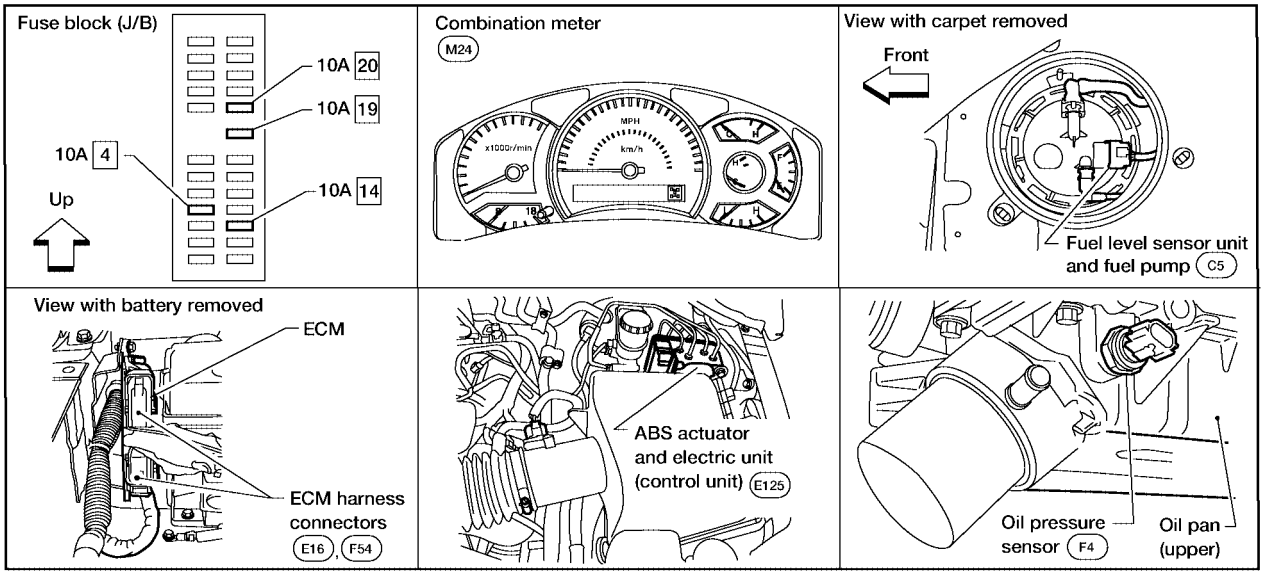
ABS actuator and electric unit (control unit) provides a vehicle speed signal to the combination meter via CAN communication lines.

CAN COMMUNICATION SYSTEM DESCRIPTION

Refer to LAN-5, "CAN COMMUNICATION" .

Component Parts and Harness Connector Location

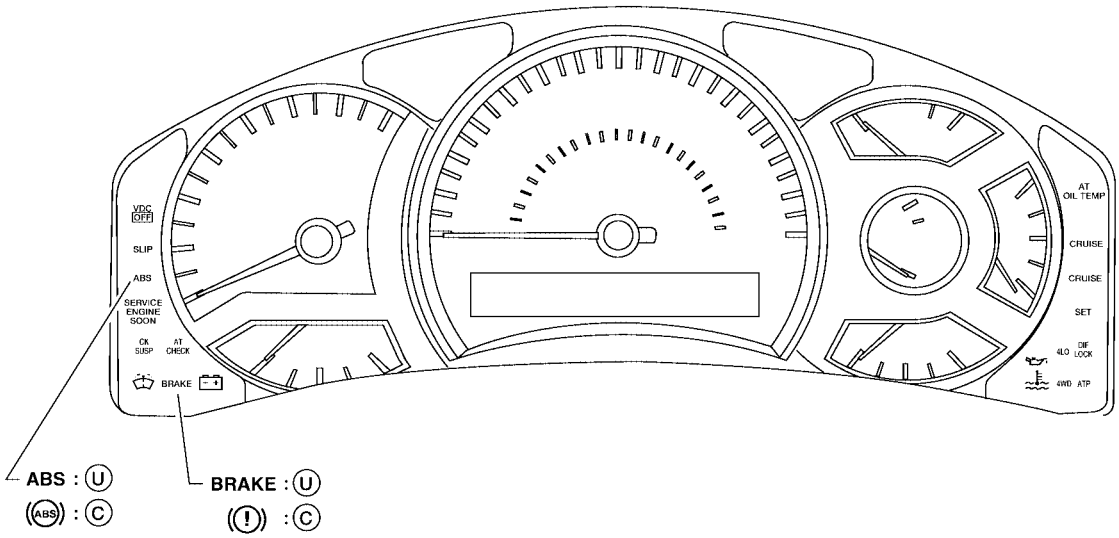
EKS006SG

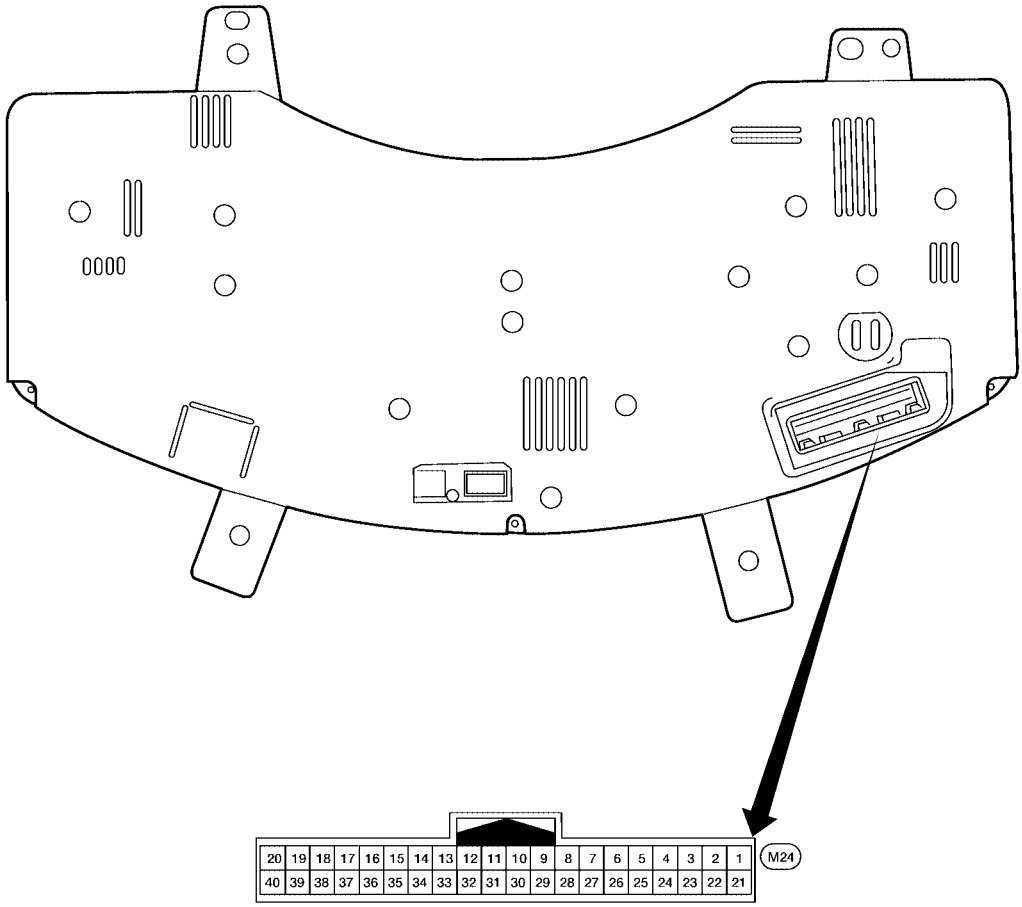


WKIA2780E

Combination Meter
EKS006SH

CHECK

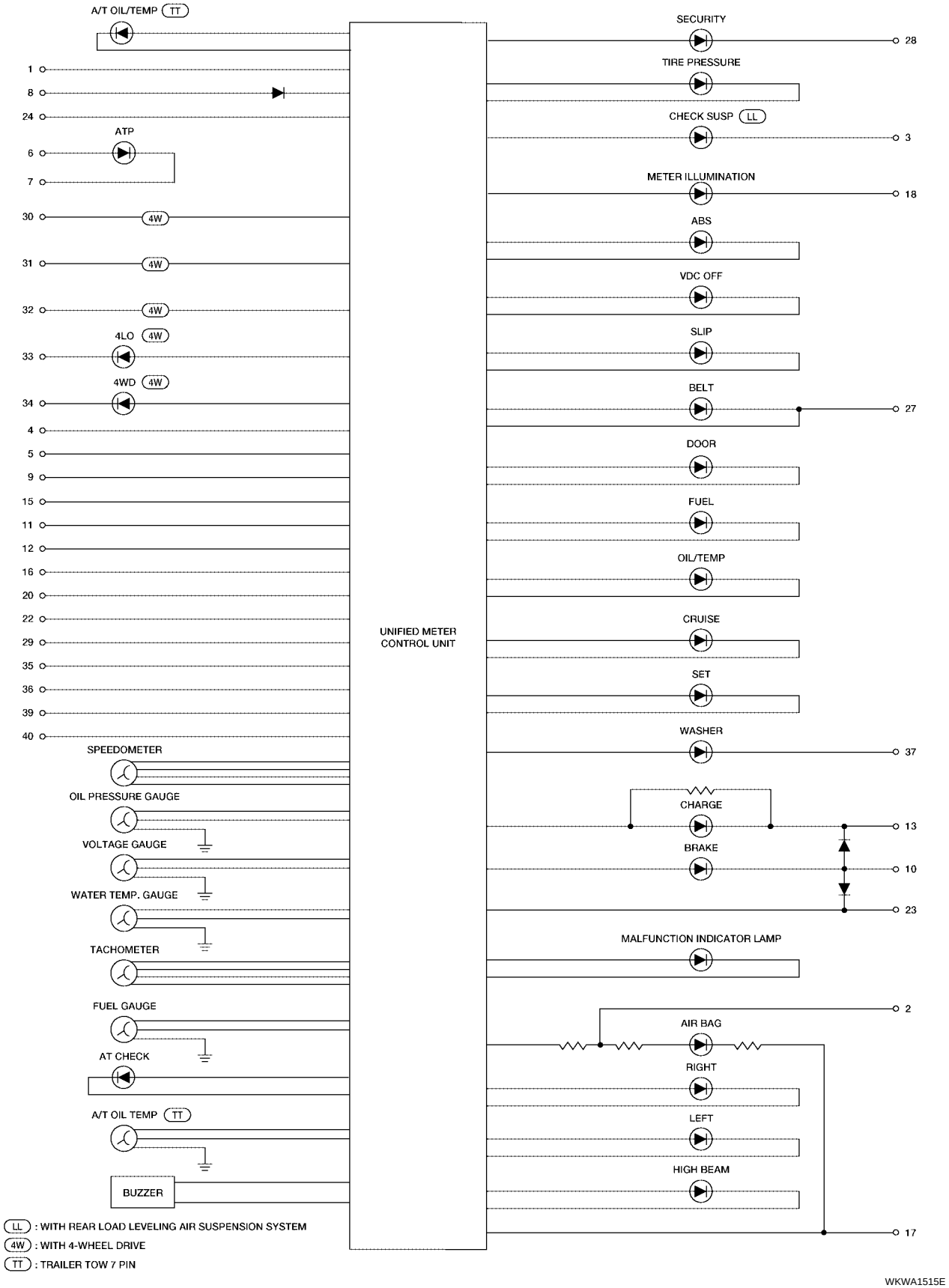




WKIA1530E

Circuit Diagram

EKS006SI



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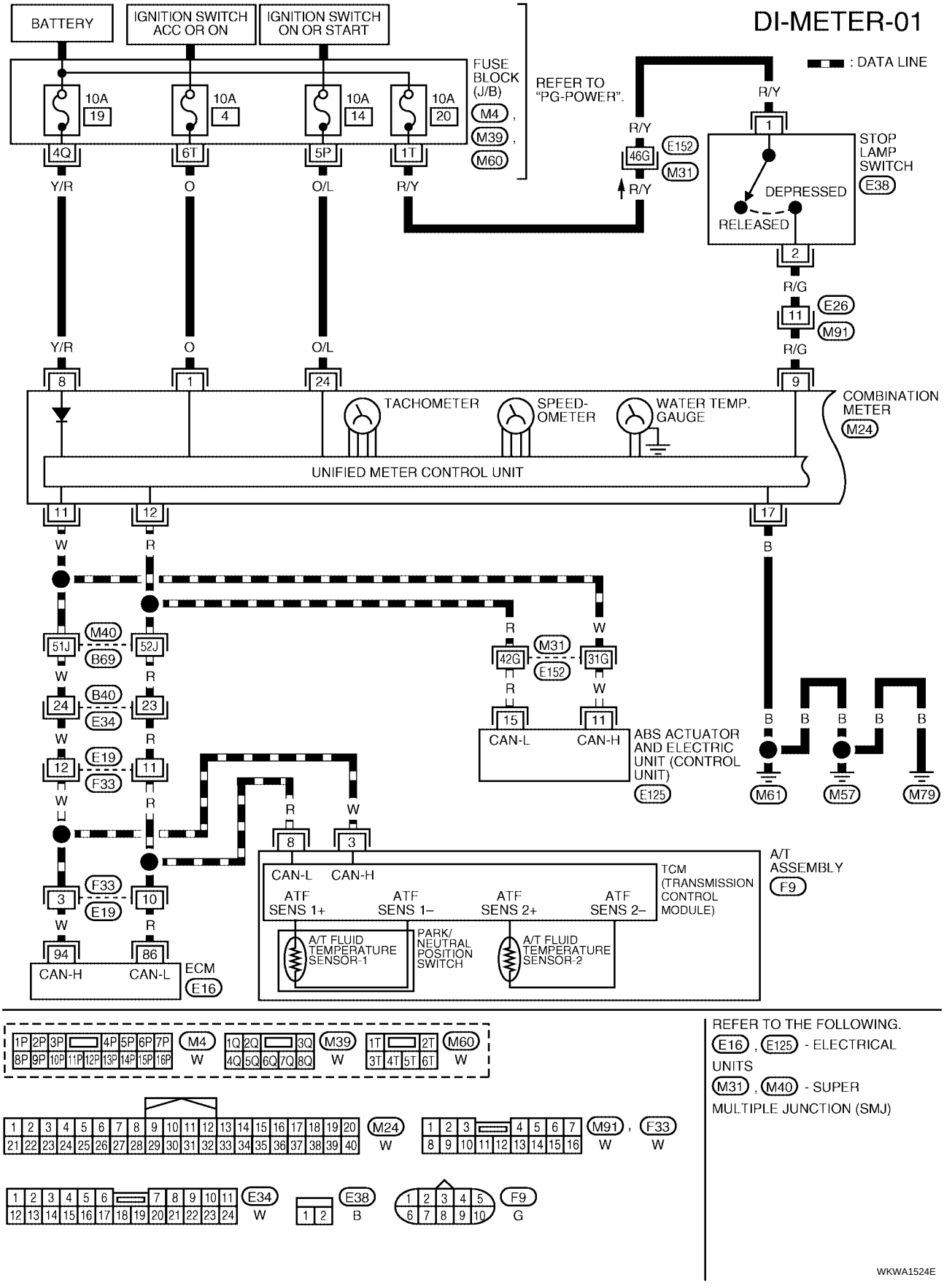
Wiring Diagram — METER —

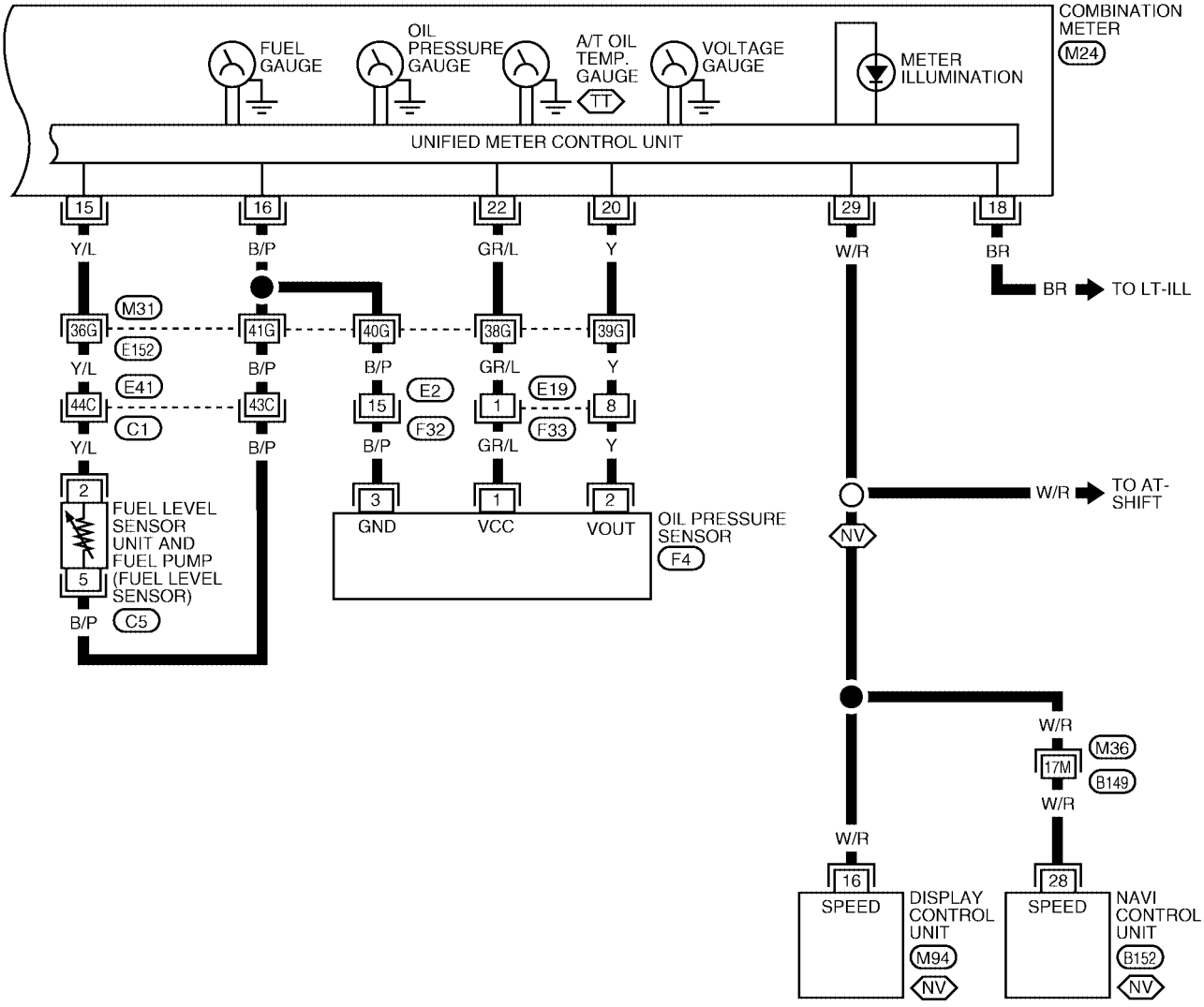
EKS006SJ

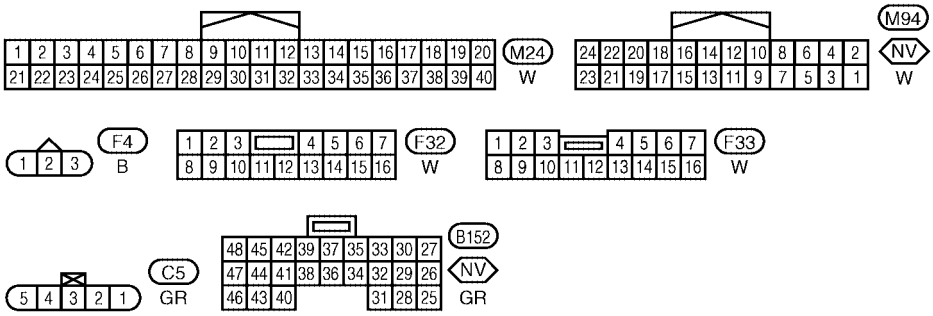


DI-METER-02

NV : WITH NAVI

TT : TRAILER TOW 7 PIN





REFER TO THE FOLLOWING
M31 , M36 , C1 - SUPER MULTIPLE JUNCTION (SMJ)

WKWA1516E

Terminals and Reference Value for Combination Meter

EKS006SK

Terminal No.	Wire color	Item	Condition		Reference value (V) (Approx.)
			Ignition switch	Operation or condition	
1	O	Ignition switch ACC or ON	ON	—	Battery voltage
8	Y/R	Battery power supply	OFF	—	Battery voltage
9	R/G	Stop lamp switch input	OFF	Brake pedal pressed	Battery voltage
				Brake pedal released	0V
10	P/B	Brake fluid level switch input	—	Brake fluid level low	Refer to BRC-47, "Brake Fluid Level Sensor System Inspection" .
11	W	CAN-H	—	—	—
12	R	CAN-L	—	—	—
15	Y/L	Fuel level sensor signal	—	—	Refer to DI-22, "Fuel Level Sensor Unit Inspection" .
16	B/P	Fuel level sensor and oil pressure sensor ground	ON	—	0V
17	B	Ground	—	—	0V
18	BR	Illumination control switch	—	Lighting switch ON	Refer to LT-147, "ILLUMINATION OPERATION BY LIGHTING SWITCH" .
20	Y	Oil pressure sensor signal	ON	—	0 - 5V
22	GR/L	Oil pressure sensor reference voltage	ON	—	5V
24	O/L	Ignition switch ON or START	ON	—	Battery voltage
29	W/R	Vehicle speed signal output	ON	Vehicle speed signal received over CAN	Refer to AV-70, "System Description" (without NAVI) or AV-78, "System Description" (with NAVI).

Meter/Gauge Operation and Odo/Trip Meter

EKS006SL

SELF-DIAGNOSIS FUNCTION

The following items can be checked during Combination Meter Self-Diagnosis Mode.

- Gauge sweep and present gauge values.
- Illuminates all odometer, fuel, and engine temperature segments.
- Illuminates all micro controlled lamps/LED's regardless of switch configuration.
- Displays estimated present battery voltage.
- Displays seat belt buckle switch LH status.

HOW TO INITIATE COMBINATION METER SELF- DIAGNOSIS MODE

NOTE:
Once entered, Combination Meter Self-Diagnosis Mode will function with the ignition switch in ON or START. Combination Meter Self-Diagnosis Mode will exit upon turning the ignition switch to OFF or ACC.
To initiate Combination Meter Self-Diagnosis Mode, refer to the following procedure.

1. Turn the ignition switch ON, while holding the odometer/trip meter switch for 5 - 8 seconds.

   NOTE:
   If the diagnosis function is activated the odometer/trip meter will display tESt.

COMBINATION METER SELF-DIAGNOSIS MODE FUNCTIONS

To interpret Combination Meter Self-Diagnosis Mode functions, refer to the following table.

Event	Odometer Display	Description of Test/Data	Notes:
Odometer/trip meter A/B switch held from 5 to 8 seconds (or until released)	tESt		Initiating self-diagnosis mode
Odometer/trip meter A/B switch engaged and released = next test requested	rXXXX, FAIL	Return to normal operation of all lamps/LEDs and displays hex ROM rev. If a ROM checksum fault exists, display alternates between "r XXXX" and "FAIL".	
Next test requested	nrXXXX	Displays hex ROM rev as stored in NVM.	
Next test requested	GAGE	Performs sweep of all gauges, then displays present gauge values. Performs checksum tests on ROM and EE.	Gauges sweep within 10 seconds
Next test requested	(All segments illuminated)	Lights all odometer/trip meter, fuel, and engine temperature display segments.	Initiating self-diagnosis mode complete
Next test requested	bulb	Illuminates all micro-controlled lamps/LEDs regardless of SW configuration.	
Next test requested	EE XX, FAIL	Hex EE level. If EE checksum fault exists, display alternates between "EE XX" and "FAIL".	
Next test requested	dtXXXX	Hex coding of final manufacturing test date.	

Event	Odometer Display	Description of Test/Data	Notes:
Next test requested	Sc1XX	Displays 8-bit software configuration value in Hex format.	Bit Coding 7-3 = reserved for future use 2 = TCS/VDC 0 = not present 1 = present 1 = Shift type 0 = Column shift 1 = Floor shift 0 = ICC 0 = not present 1 = present
Next test requested	Sc2XX	Displays 8-bit software configuration value in Hex format.	Bit coding 7-0 = Reserved for future use
Next test requested	EprXX	Displays 8-bit software configuration value in Hex format.	Bit Coding 7-2 = reserved for future use 1 = A/T Oil Temp (gauge) 0 = not present 1 = present 1 = Odo Units 0 = kilometers 1 = miles
Next test requested	1nFXX	Displays 8-bit market info value in Hex format.	$31 = USA $2A = Canada
Next test requested	cYLXX	Displays 8-bit engine configuration value in Hex format.	$08 = 8 cylinder $06 = 6 cylinder
Next test requested	FFXXXX	Displays 16-bit fuel flow constant "Q" in tenths of cc/min in Hex format.	$0000 - $FFFF
Next test requested	tF	Displays 16-bit tire factor "A" in hundredths in Hex format.	$0000 - $FFFF
Next test requested	ot1XX	Displays oil pressure telltale "on" threshold in A/D counts in Hex format.	$00 - $FF
Next test requested	ot0XX	Displays oil pressure telltale "off" threshold in A/D counts in Hex format.	$00 - $FF
Next test requested	XXXXX	Raw uncompensated english speed value in hundredths of MPH. Speedometer indicates present speed.	Will display "-----" if message is not received. Will display "99999" if data received is invalid
Next test requested	XXXXX	Raw uncompensated metric speed value in hundredths of KPH. Speedometer indicates present speed.	Will display "-----" if message is not received. Will display "99999" if data received is invalid
Next test requested	tXXXX	Tachometer value in RPM. Tachometer indicates present RPM.	Will display "-----" if message is not received.
Next test requested	F1 XXXX	Present ratioed fuel level A/D input 1 in decimal format. Fuel gauge indicates present filtered level.	000-009 = Short circuit 010-254 = Normal range 255 = Open circuit --- = Missing 5 seconds
Next test requested	XXXC	Last temperature gauge input value in degrees C. Temperature gauge indicates present filtered temperature.	Will display "---"C if message is not received. Will display "999" if data received is invalid.

Event	Odometer Display	Description of Test/Data	Notes:
Next test requested	BAtXX.X	Estimated present battery voltage.	
Next test requested	rES -X	Seat belt buckle switch LH status.	1= Buckled 0 = Unbuckled
Next test requested	PA -XX	Hex value port A.	
Next test requested	Pb -XX	Hex value port B.	
Next test requested	PE -XX	Hex value port E.	
Next test requested	PL -XX	Hex value port L.	
Next test requested	P6 -XX	Hex value port K.	
Next test requested	Pn -XX	Hex value port M.	
Next test requested	PP -XX	Hex value port P.	
Next test requested	PS -XX	Hex value port S.	
Next test requested	Pt -XX	Hex value port T.	
Next test requested	Pu -XX	Hex value port U.	
Next test requested	P4 -XX	Hex value port V.	
Next test requested	Puu -XX	Hex value port W.	
Next test requested	A01XXX	A/D port A/D value (non-ratioed).	0-255
Next test requested	A02XXX	A/D port A/D value (non-ratioed).	0-255
Next test requested	A03XXX	A/D port A/D value (non-ratioed).	0-255
Next test requested	A04XXX	A/D port A/D value (non-ratioed).	0-255
Next test requested	A05XXX	A/D port A/D value (non-ratioed).	0-255
Next test requested	A06XXX	A/D port A/D value (non-ratioed).	0-255
Next test requested	A07XXX	A/D port A/D value (non-ratioed).	0-255
Next test requested	A08XXX	A/D port A/D value (non-ratioed).	0-255
Next test requested	A09XXX	A/D port A/D value (non-ratioed).	0-255
Next test requested	A10XXX	A/D port A/D value (non-ratioed).	0-255
Next test requested	A11XXX	A/D port A/D value (non-ratioed).	0-255
Next test requested	A12XXX	A/D port A/D value (non-ratioed).	0-255
Next test requested	A13XXX	A/D port A/D value (non-ratioed).	0-255
Next test requested	A14XXX	A/D port A/D value (non-ratioed).	0-255
Next test requested	A15XXX	A/D port A/D value (non-ratioed).	0-255
Next test requested	PA0-XX	Hex value representing state of A/D ports 0-7.	
Next test requested	PA1-XX	Hex value representing state of A/D ports 0-7.	

Event	Odometer Display	Description of Test/Data	Notes:
Next test requested	Thr-XXX	Decimal value of thermistor A/D reading.	0-255
Next test requested	D-HI	Meter/LCD Illumination.	Full daytime brightness all LCD segments active
Next test requested	N-HI	Meter/LCD Illumination.	Full nighttime brightness all LCD segments active
Next test requested	N-LO	Meter/LCD Illumination.	Min. nighttime brightness all LCD segments active
Next test requested	GAGE		Return to beginning of self-diagnosis.

How to Proceed With Trouble Diagnosis

EKS006SM

1. Confirm the symptom or customer complaint.
2. Perform diagnosis according to diagnosis flow. Refer to DI-17, "Diagnosis Flow" .
3. According to the symptom chart, repair or replace the cause of the symptom.
4. Does the meter operate normally? If so, go to 5. If not, go to 2.
5. Inspection End.

Diagnosis Flow

EKS006SN

1. CHECK WARNING INDICATOR ILLUMINATION

1. Turn ignition switch ON.
2. Make sure warning indicators (such as malfunction indicator lamp and oil pressure low/coolant temperature high warning indicator) illuminate.

Do warning indicators illuminate?

YES >> GO TO 2.
NO >> Check ignition power supply system of combination meter. Refer to DI-18, "Power Supply and Ground Circuit Inspection" .

2. CHECK SELF-DIAGNOSIS OPERATION OF COMBINATION METER

Perform combination meter self-diagnosis. Refer to DI-13, "SELF-DIAGNOSIS FUNCTION" .

Does self-diagnosis function operate?

YES >> GO TO 3.
NO >> Check the following.

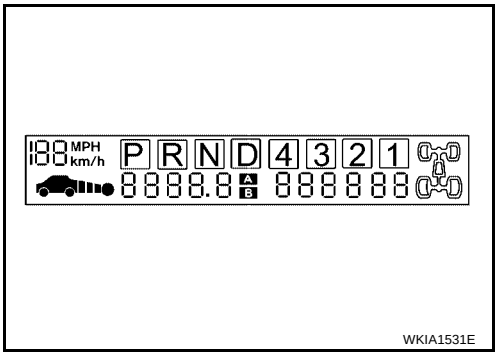
- Combination meter power supply and ground circuit. Refer to DI-18, "Power Supply and Ground Circuit Inspection" .

3. CHECK ODOMETER OPERATION

Check segment display status of odometer.

Is the display normal?

YES >> GO TO 4.
NO >> Replace the combination meter. Refer to DI-25, "Removal and Installation of Combination Meter" .



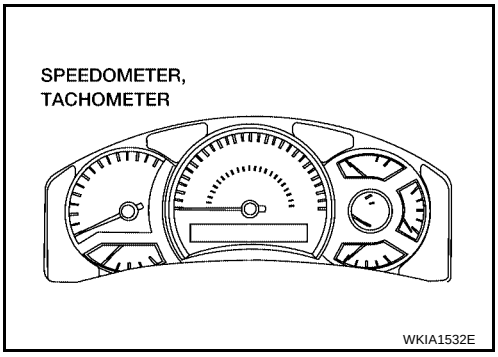
WKIA1531E

4. CHECK COMBINATION METER CIRCUIT

Check indication of each meter/gauge in self-diagnosis mode.

OK or NG

OK >> Go to DI-19, "Symptom Chart" .
NG >> Replace the combination meter. Refer to DI-25, "Removal and Installation of Combination Meter" .



WKIA1532E

Power Supply and Ground Circuit Inspection

EKS006SO

1. CHECK FUSES

Check for blown combination meter fuses.

Unit	Power source	Fuse No.
Combination meter	Battery	19
	Ignition switch ON or START	14
	Ignition switch ACC or ON	4

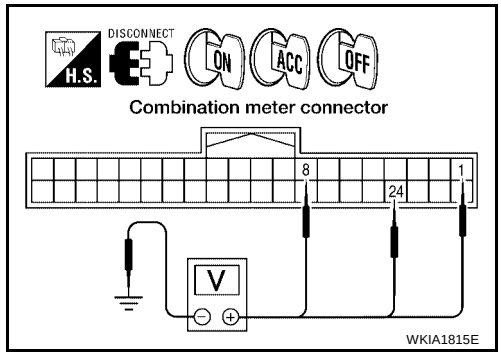
Refer to DI-10, "Wiring Diagram — METER —" .

OK or NG

OK >> GO TO 2.
NG >> If fuse is blown, be sure to eliminate cause of malfunction before installing new fuse. Refer to PG-4, "POWER SUPPLY ROUTING CIRCUIT" .

2. CHECK POWER SUPPLY CIRCUIT

1. Disconnect combination meter connector.
2. Check voltage between combination meter harness connector terminals and ground.



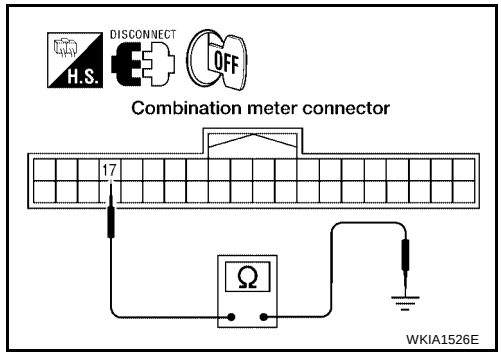
Terminals			Ignition switch position		
(+)		(–)	OFF	ACC	ON
Connector	Terminal (Wire color)				
M24	1 (O)	Ground	0V	Battery voltage	Battery voltage
	8 (Y/R)		Battery voltage	Battery voltage	Battery voltage
	24 (O/L)		0V	0V	Battery voltage

OK or NG

OK >> GO TO 3.
NG >> Check the harness for open between combination meter and fuse.

3. CHECK GROUND CIRCUIT

Check continuity between combination meter harness connector terminals and ground.



Terminals			Continuity
(+)		(–)	
Connector	Terminal (Wire color)		
M24	17 (B)	Ground	Yes

OK or NG

OK >> Inspection End.
NG >> Repair harness or connector.

Symptom Chart

EKS006SP

Trouble phenomenon	Possible cause
Improper tachometer indication.	Refer to DI-21, "Engine Speed Signal Inspection" .
Improper water temperature gauge indication.	Refer to DI-21, "Water Temperature Signal Inspection" .
Improper speedometer or odometer.	Refer to DI-19, "Vehicle Speed Signal Inspection" .
Improper fuel gauge indication.	Refer to DI-22, "Fuel Level Sensor Unit Inspection" .
Fuel warning lamp indication is irregular.	
Improper A/T oil temperature gauge indication	Refer to AT-128, "DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT" .
Improper voltage gauge indication	Replace combination meter. Refer to IP-12, "COMBINATION METER" .
More than one gauge does not give proper indication.	
Improper A/T position indication.	Refer to DI-40, "A/T INDICATOR" .
Illumination control does not operate properly.	Refer to LT-146, "ILLUMINATION" .

Vehicle Speed Signal Inspection

EKS006SQ

1. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) SELF-DIAGNOSIS

Refer to BRC-29, "SELF-DIAGNOSIS" .

OK or NG

OK >> Replace the combination meter. Refer to DI-25, "Removal and Installation of Combination Meter" .
NG >> Perform the "Diagnostic Procedure" for displayed DTC.

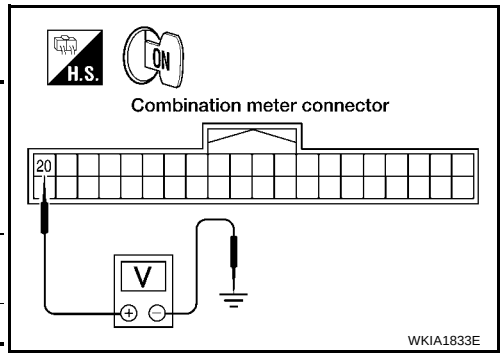
Engine Oil Pressure Signal Inspection

EKS008VO

1. CHECK OIL PRESSURE SENSOR SIGNAL

1. Turn ignition switch ON.
2. Check voltage between combination meter harness connector M24 terminal 20 (Y) and ground.

Terminals (+) Connector	Terminals (+) Terminal (Wire color)	Terminals (–)	Condition	Voltage (V)
M24	20 (Y)	Ground	When ignition switch is in ON position. (Engine stopped)	Yes
			Engine running. (Idle speed)	Yes



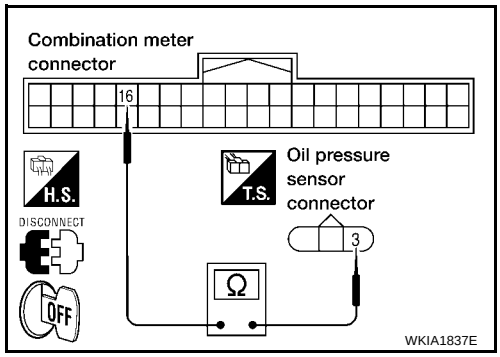
OK or NG

OK >> GO TO 2.
NG >> GO TO 3.

2. CHECK OIL PRESSURE SENSOR GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect combination meter connector M24 and oil pressure sensor connector F4.
3. Check continuity between combination meter harness connector M24 terminal 16 (B/P) and oil pressure sensor harness connector F4 terminal 3 (B/P).

Continuity should exist.



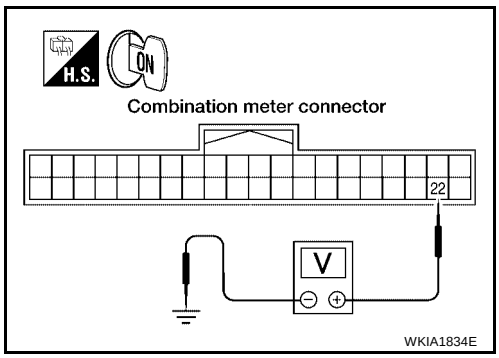
OK or NG

OK >> Replace the combination meter. Refer to IP-12, "COMBINATION METER" .
NG >> Repair harness or connector.

3. CHECK OIL PRESSURE SENSOR REFERENCE VOLTAGE

1. Turn ignition switch OFF.
2. Disconnect oil pressure sensor connector F4.
3. Turn ignition switch ON.
4. Check voltage between combination meter harness connector M24 terminal 22 (GR/L) and ground.

Voltage : Approx. 5V



OK or NG

OK >> GO TO 4.
NG >> Replace the combination meter. Refer to IP-12, "COMBINATION METER" .

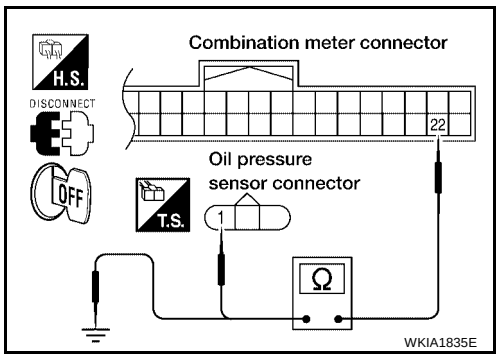
4. CHECK OIL PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect combination meter connector M24.
3. Check continuity between combination meter harness connector M24 terminal 22 (GR/L) and oil pressure sensor harness connector F4 terminal 1 (GR/L).

Continuity should exist.

4. Check continuity between combination meter harness connector M24 terminal 22 (GR/L) and ground.

Continuity should not exist.



OK or NG

OK >> GO TO 5.
NG >> Repair harness or connector.

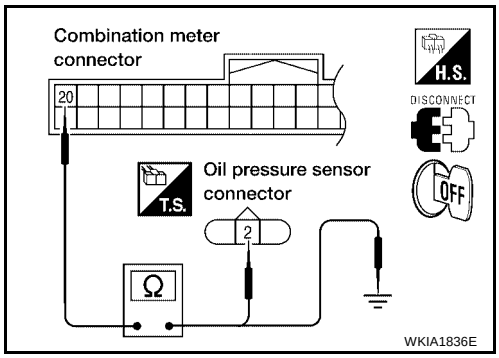
5. CHECK OIL PRESSURE SENSOR SIGNAL CIRCUIT

1. Check continuity between combination meter harness connector M24 terminal 20 (Y) and oil pressure sensor harness connector F4 terminal 2 (Y).

Continuity should exist.

2. Check continuity between combination meter harness connector M24 terminal 20 (Y) and ground.

Continuity should not exist.



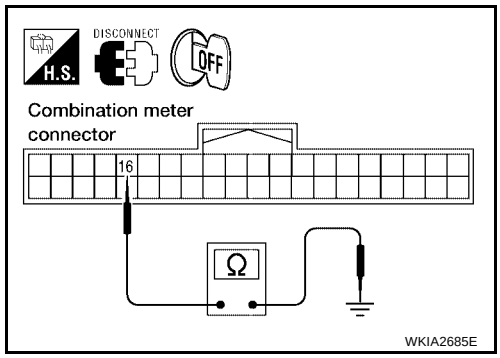
OK or NG

OK >> GO TO 6.
NG >> Repair harness or connector.

6. CHECK OIL PRESSURE SENSOR GROUND CIRCUIT

Check continuity between combination meter harness connector M24 terminal 16 (B/P) and ground.

Continuity should not exist.



OK or NG

OK >> Replace oil pressure sensor.
NG >> Repair harness or connector.

Water Temperature Signal Inspection

EKS006SR

1. CHECK ECM SELF-DIAGNOSIS

Perform ECM self-diagnosis. Refer to EC-105, "SELF-DIAG RESULTS MODE" .

OK or NG

OK >> Replace the combination meter. Refer to DI-25, "Removal and Installation of Combination Meter" .
NG >> Perform "Diagnostic procedure" for displayed DTC.

Engine Speed Signal Inspection

EKS006SS

1. CHECK ECM SELF-DIAGNOSIS

Perform ECM self-diagnosis. Refer to EC-105, "SELF-DIAG RESULTS MODE" .

OK or NG

OK >> Replace the combination meter. Refer to DI-25, "Removal and Installation of Combination Meter" .
NG >> Perform "Diagnostic procedure" for displayed DTC.

Fuel Level Sensor Unit Inspection

EKS006ST

FUEL LEVEL SENSOR UNIT

The following symptoms do not indicate a malfunction.

- Depending on vehicle position or driving circumstance, the fuel in the tank shifts and the indication may fluctuate.
- If the vehicle is fueled with the ignition switch ON, the indication will update slowly.
- If the vehicle is tilted when the ignition switch is turned ON, fuel in the tank may flow to one direction resulting in a change of reading.

LOW-FUEL WARNING LAMP

Depending on vehicle posture or driving circumstances, the fuel level in the tank varies, and the warning lamp ON timing may be changed.

1. CHECK SELF-DIAGNOSIS

Perform the combination meter self-diagnosis. Refer to DI-13, "SELF-DIAGNOSIS FUNCTION" .

OK or NG

OK >> GO TO 2.
NG >> Replace the combination meter. Refer to DI-25, "Removal and Installation of Combination Meter" .

2. CHECK HARNESS CONNECTOR

1. Turn the ignition switch OFF.
2. Check combination meter and fuel level sensor unit and fuel pump terminals (meter-side, and harness-side) for poor connection.

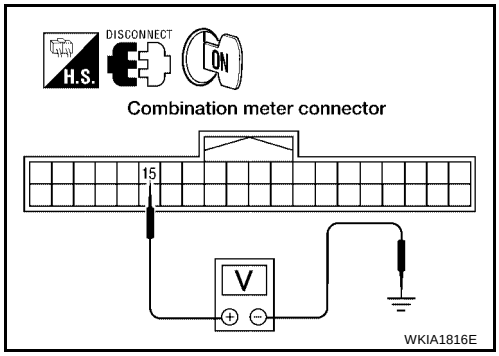
OK or NG

OK >> GO TO 3.
NG >> Repair or replace terminals or connectors.

3. CHECK HARNESS CONNECTOR OUTPUT SIGNAL

1. Disconnect fuel level sensor unit and fuel pump connector.
2. Turn ignition switch ON.
3. Check voltage between combination meter harness connector M24 terminal 15 (Y/L) and ground.

Battery voltage



OK or NG

OK >> GO TO 4.
NG >> Replace the combination meter. Refer to DI-25, "Removal and Installation of Combination Meter" .

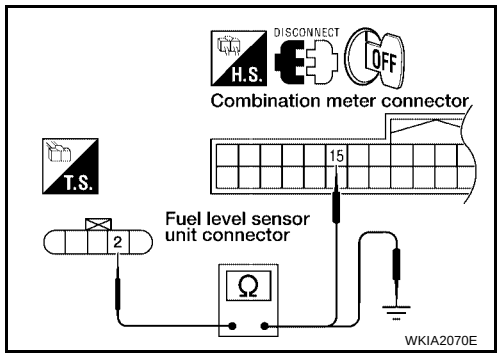
4. CHECK HARNESS FOR OPEN OR SHORT CIRCUIT

1. Turn the ignition switch OFF.
2. Disconnect combination meter connector M24.
3. Check continuity between combination meter harness connector M24 terminal 15 (Y/L) and fuel level sensor unit and fuel pump harness connector C5 terminal 2 (Y/L).

   Continuity should exist.

4. Check continuity between fuel level sensor unit and fuel pump harness connector C5 terminal 2 (Y/L) and ground.

   Continuity should not exist.



OK or NG

OK >> GO TO 5.
NG >> Repair harness or connector.

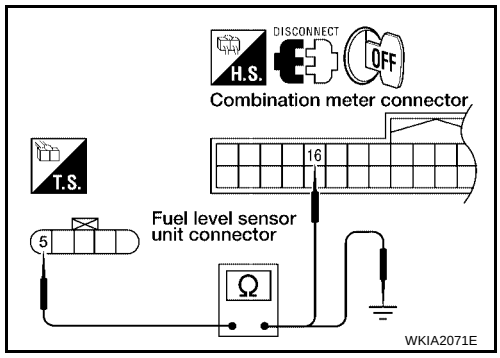
5. CHECK FUEL LEVEL SENSOR CIRCUIT

1. Check continuity between combination meter harness connector M24 terminal 16 (B/P) and fuel level sensor unit and fuel pump harness connector C5 terminal 5 (B/P).

   Continuity should exist.

2. Check continuity between fuel level sensor unit and fuel pump harness connector C5 terminal 5 (B/P) and ground.

   Continuity should not exist.



OK or NG

OK >> GO TO 6.
NG >> Repair harness or connector.

6. CHECK FUEL LEVEL SENSOR UNIT

Check the fuel level sensor unit. Refer to DI-25, "FUEL LEVEL SENSOR UNIT CHECK" .

OK or NG

OK >> GO TO 7.
NG >> Replace the fuel level sensor unit. Refer to FL-5, "Removal and Installation" .

7. CHECK INSTALLATION CONDITION

Check fuel level sensor unit installation, and determine whether the float arm interferes or binds with any of the internal components in the fuel tank.

OK or NG

OK >> Replace the combination meter. Refer to DI-25, "Removal and Installation of Combination Meter" .
NG >> Install the fuel level sensor unit properly.

Fuel Gauge Fluctuates, Indicates Wrong Value, or Varies

EKS006SU

1. CHECK FUEL GAUGE FLUCTUATION

Test drive vehicle to see if gauge fluctuates only during driving or just before or just after stopping.

Does the indication value vary only during driving or just before or just after stopping?

YES >> The fluctuation may be caused by fuel level change in the fuel tank. Condition is normal.
NO >> Ask the customer about the situation when the symptom occurs in detail, Refer to DI-22, "Fuel Level Sensor Unit Inspection" .

Fuel Gauge Does Not Move to Full-position

EKS006SV

1. CHECK POINTER MOVEMENT TO FULL-POSITION

Does it take a long time for the pointer to move to full-position?

YES or NO

YES >> GO TO 2.
NO >> GO TO 3.

2. CHECK IGNITION SWITCH POSITION

Was the vehicle fueled with the ignition switch ON?

YES or NO

YES >> Be sure to fuel the vehicle with the ignition switch OFF. Otherwise, it will take a long time for the pointer to move to full-position because of the characteristic of the fuel gauge.
NO >> GO TO 3.

3. OBSERVE VEHICLE POSITION

Is the vehicle parked on an incline?

YES or NO

YES >> Check the fuel level indication with vehicle on a level surface.
NO >> GO TO 4.

4. CHECK POINTER MOVEMENT TO EMPTY-POSITION

During driving, does the fuel gauge move gradually toward empty-position?

YES or NO

YES >> Check the fuel level sensor unit. Refer to DI-25, "FUEL LEVEL SENSOR UNIT CHECK" .
NO >> Check fuel level sensor unit installation, and determine whether the float arm interferes or binds with any of the internal components in the fuel tank.

Electrical Components Inspection

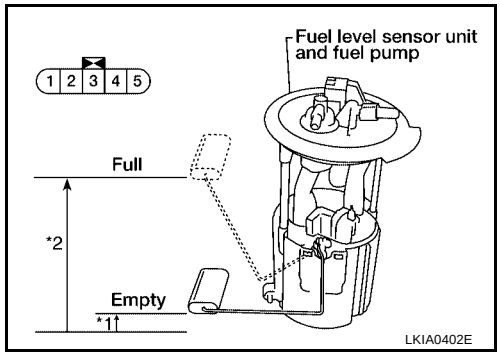
EKS006SW

FUEL LEVEL SENSOR UNIT CHECK

For removal, refer to FL-5, "Removal and Installation" .

Check Fuel Level Sensor Unit and Fuel Pump

Check resistance between fuel level sensor unit and fuel pump connector terminals 2 and 5.



Terminals		Float position mm (in)			Resistance value Ω (Approx.)
2	5	*1	Empty	25.86 (1.02)	81.66
		*2	Full	254.6 (10.02)	6.98

*1 and *2: When float rod is in contact with stopper.

Removal and Installation of Combination Meter

EKS006SX

Refer to IP-12, "COMBINATION METER" .

COMPASS AND THERMOMETER

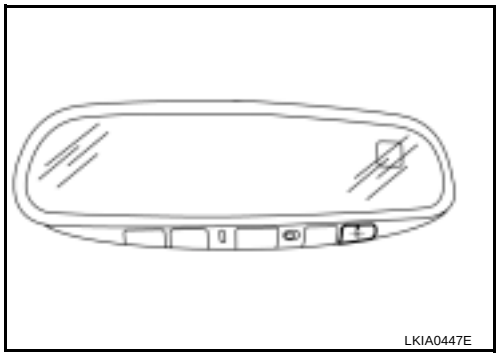
PFP:24835

System Description

EKS006U2

This unit displays following items:

- Earth magnetism and heading direction of vehicle.
- Outside air temperature.
- Caution for frozen road surfaces.



OUTSIDE TEMPERATURE DISPLAY

Push the mode switch when the ignition switch is in the ACC or ON position. The outside temperature will be displayed in "°F". To change the indication from "°F" to "°C", push and hold the mode switch for about 3 seconds until the display begins to flash. Press the mode switch again to toggle between "°F" and "°C".

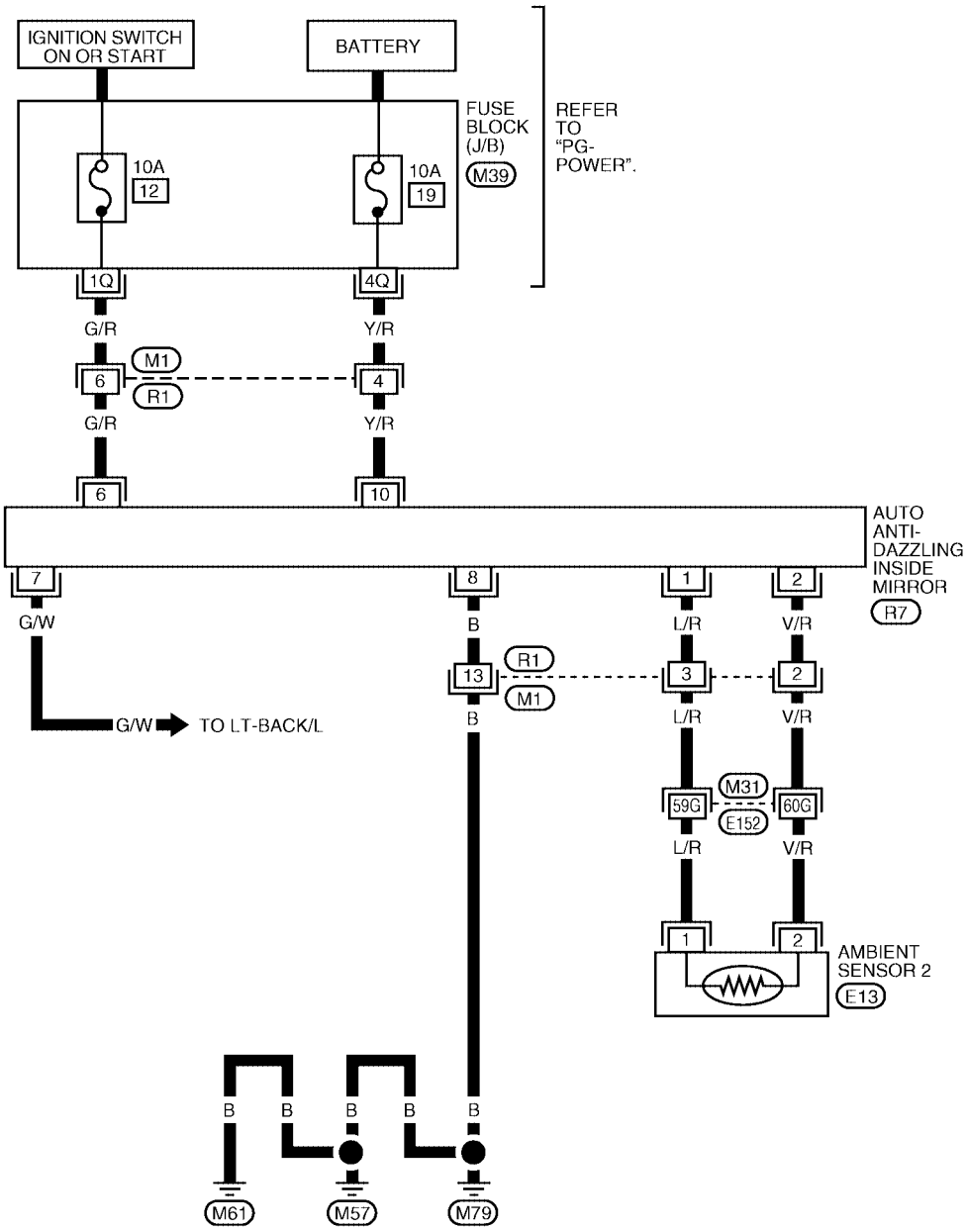
DIRECTION DISPLAY

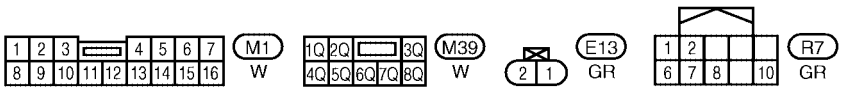
Push the mode switch when the ignition switch is in the ACC or ON position. The direction will be displayed.

Wiring Diagram — COMPAS —

EKS006U3

DI-COMPAS-01





REFER TO THE FOLLOWING.

M31 - SUPER MULTIPLE JUNCTION (SMJ)

WKWA1517E

Trouble Diagnoses

EKS006U4

PRELIMINARY CHECK FOR THERMOMETER

1. COOL DOWN CHECK

1. Turn the ignition switch to the ON position.
2. Cool down the ambient sensor 2 with water or ice.

Does the indicated temperature drop?

Yes >> GO TO 2.
No >> The system is malfunctioning. Check the system following “INSPECTION/COMPASS AND THERMOMETER”. Refer to DI-28, "INSPECTION/COMPASS AND THERMOMETER" .

2. WARM UP CHECK

1. Leave the vehicle for 10 minutes.
2. With the ignition switch in the ON position, disconnect and reconnect the ambient sensor 2 connector.

Does the indicated temperature rise?

Yes >> The system is OK.
No >> The system is malfunctioning. Check the system following “INSPECTION/COMPASS AND THERMOMETER”. Refer to DI-28, "INSPECTION/COMPASS AND THERMOMETER" .

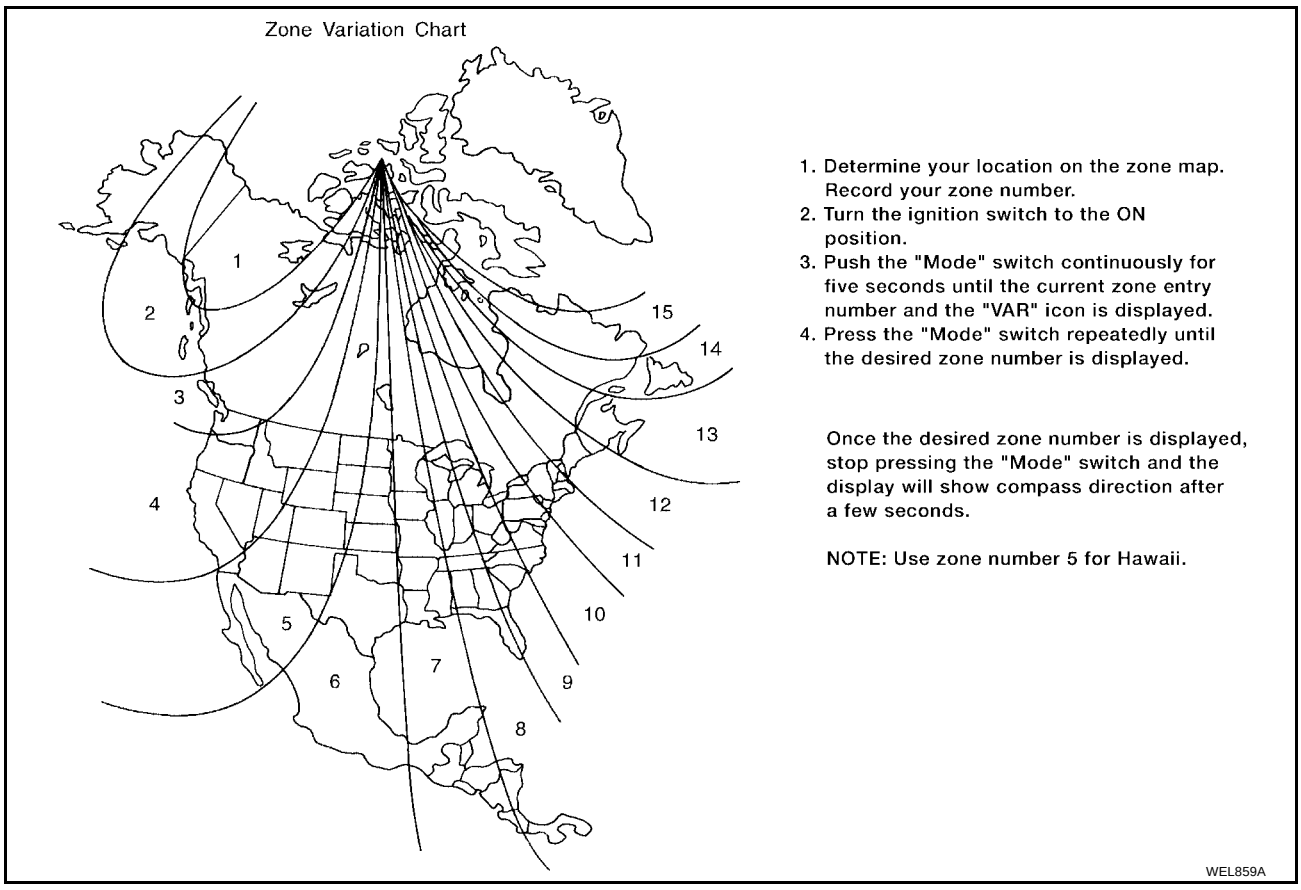
INSPECTION/COMPASS AND THERMOMETER

Symptom	Possible causes	Repair order
No display at all	1. 10A fuse. 2. Ground circuit. 3. auto anti-dazzling inside mirror.	1. Check 10A fuses [No. 12 and 19, located in fuse block (J/B)]. Turn the ignition switch ON and verify that battery positive voltage is at terminals 6 and 10 of auto anti-dazzling inside mirror. 2. Check ground circuit for auto anti-dazzling inside mirror. 3. Replace auto anti-dazzling inside mirror.
Forward direction indication slips off the mark or incorrect.	1. In manual correction mode (Bar and display vanish). 2. Zone variation change is not done.	1. Drive the vehicle and turn at an angle of 90°. 2. Perform the zone variation change.
Displays wrong temperature when ambient temperature is between –40°C (–40°F) and 55°C (130°F) (See NOTE above)	1. Check operation. 2. Ambient sensor 2 circuit. 3. Ambient sensor 2. 4. Auto anti-dazzling inside mirror.	1. Perform preliminary check shown above. 2. Check harness for open or short between ambient sensor 2 and auto anti-dazzling inside mirror. 3. Replace ambient sensor 2. 4. Replace auto anti-dazzling inside mirror.
Displays SC or OC	1. Ambient sensor 2 circuit. 2. Ambient sensor 2. 3. Auto anti-dazzling inside mirror.	1. Check harness for open or short between ambient sensor 2 and auto anti-dazzling inside mirror. 2. Replace ambient sensor 2. 3. Replace auto anti-dazzling inside mirror.

Calibration Procedure for Compass

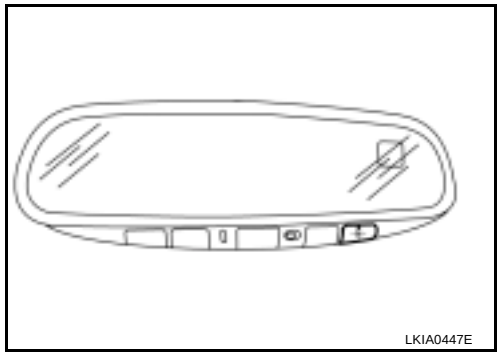
EKS006U5

The difference between magnetic North and geographical North can sometimes be great enough to cause false compass readings. In order for the compass to operate accurately in a particular zone, it must be calibrated using the following procedure.



CORRECTION FUNCTIONS OF COMPASS

The direction display is equipped with automatic correction function. If the direction is not shown correctly, carry out initial correction.



INITIAL CORRECTION PROCEDURE FOR COMPASS

1. Pushing the Mode switch for about 10 seconds will enter the initial correction mode. The “CAL” icon will illuminate.
2. Turn the vehicle slowly in an open, safe place. The initial correction is completed in one or two turns.

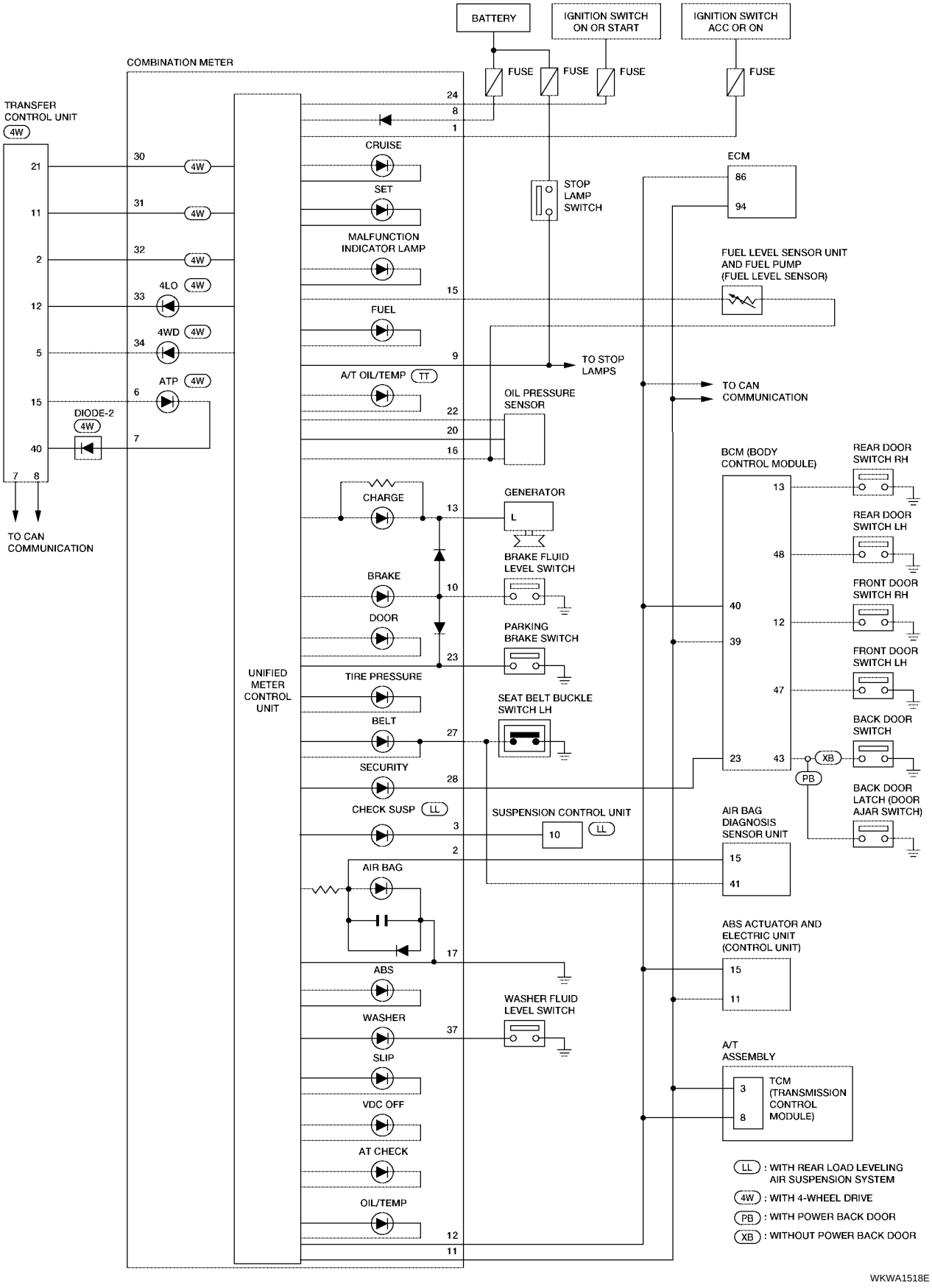
NOTE:
In places where the terrestrial magnetism is extremely disturbed, the initial correction may start automatically.

WARNING LAMPS

PFP:24814

Schematic

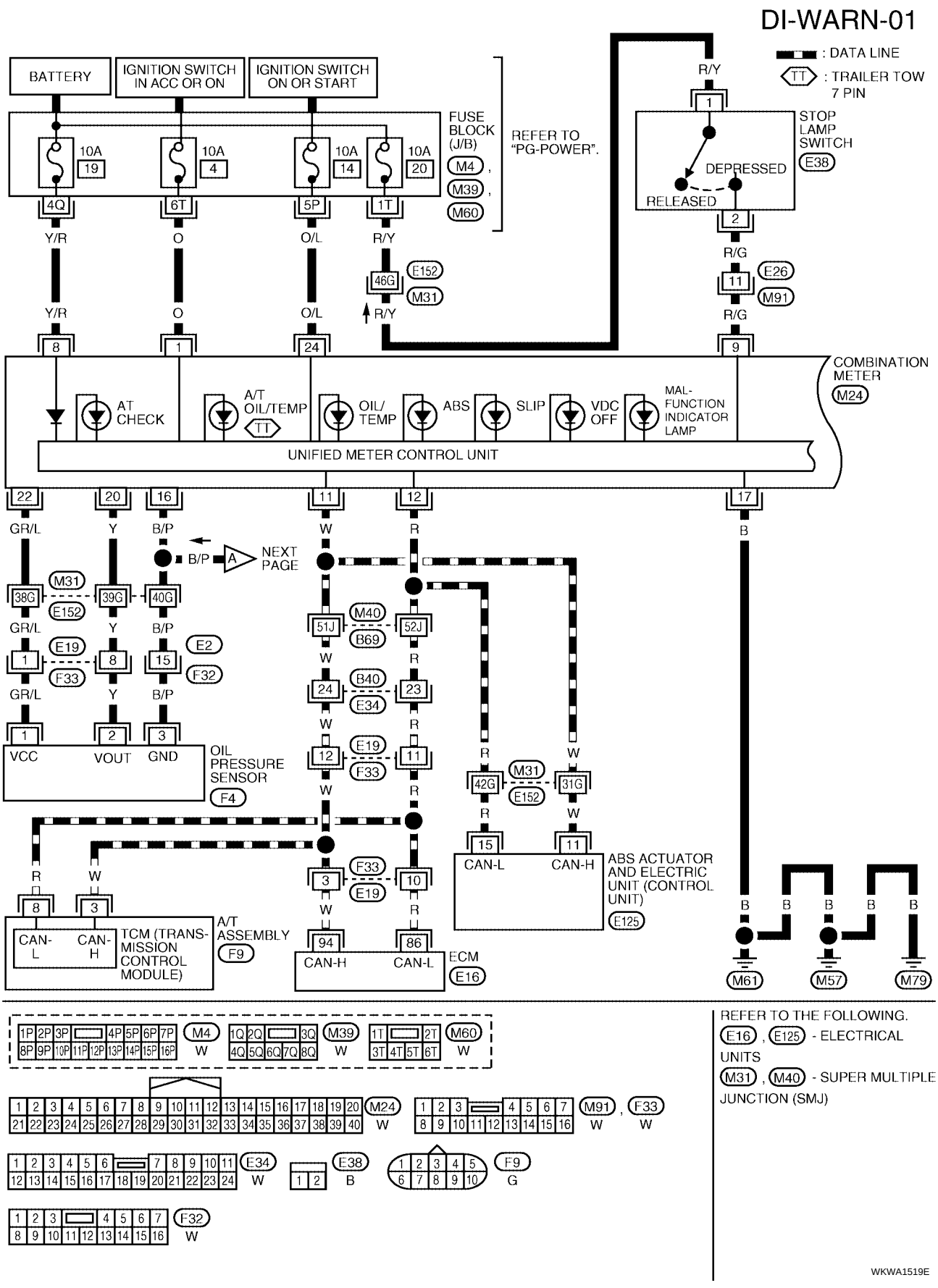
EKS006SY



WKWA1518E

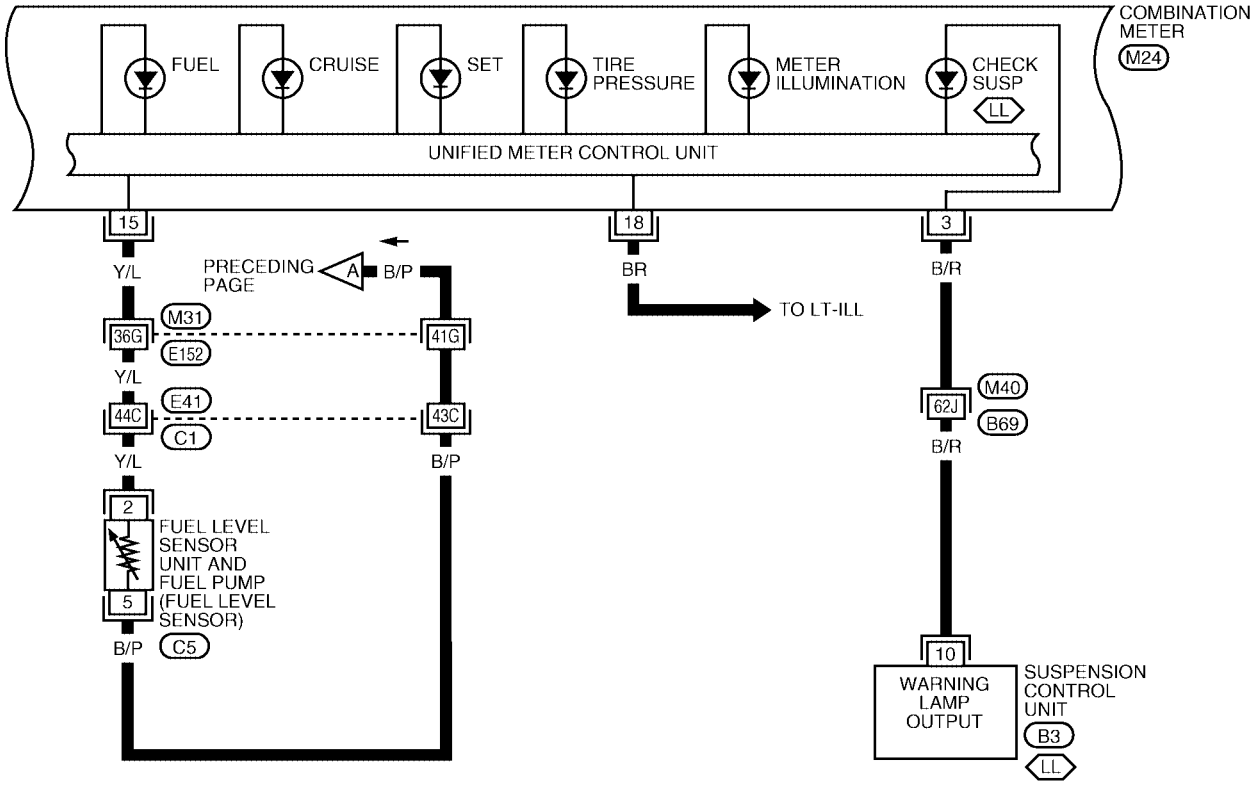
Wiring Diagram — WARN —

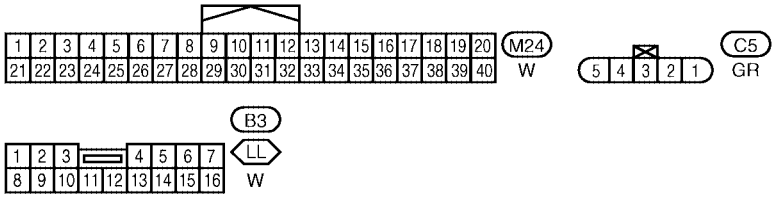
EKS006SZ



DI-WARN-02

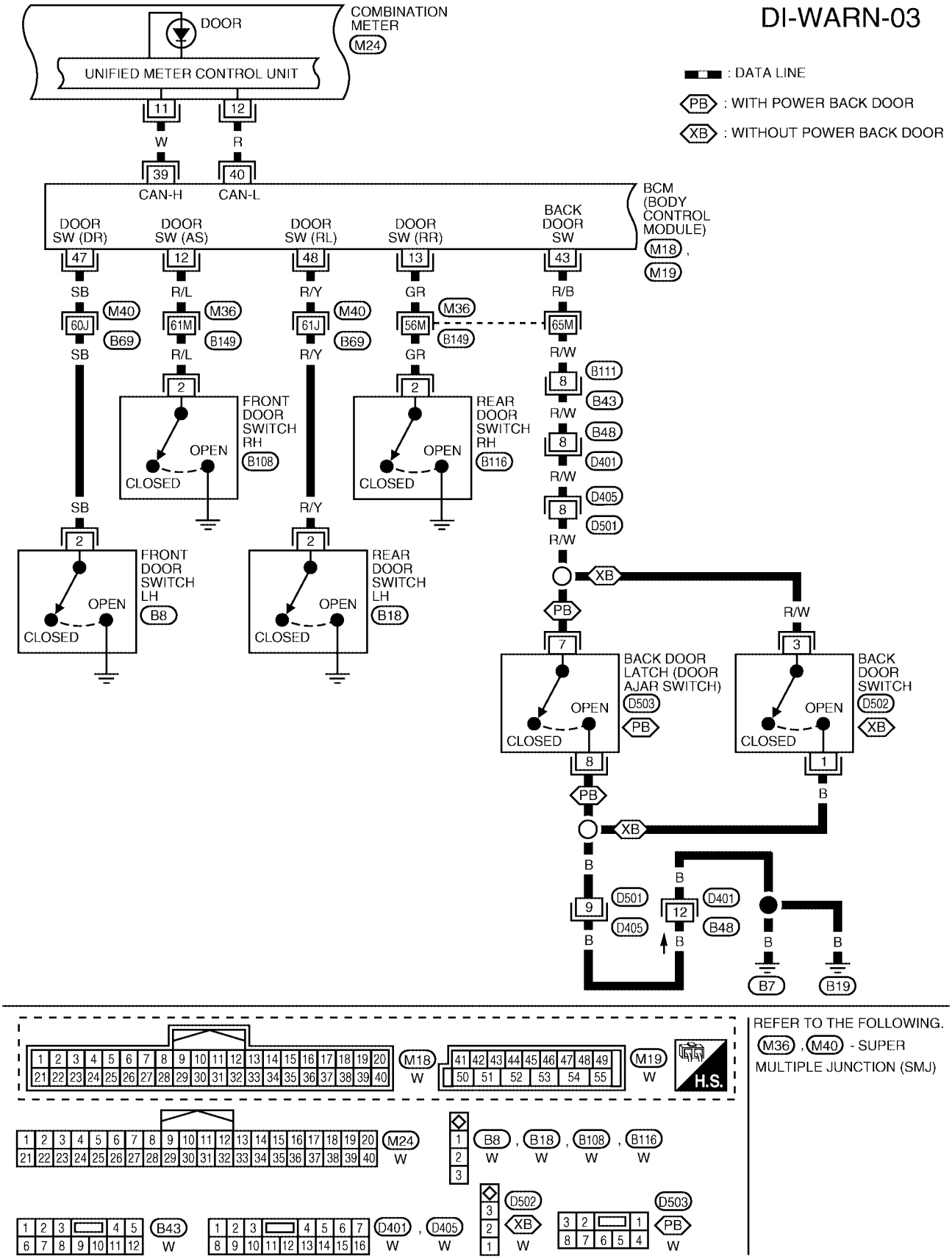
LL : WITH REAR LOAD LEVELING AIR SUSPENSION SYSTEM





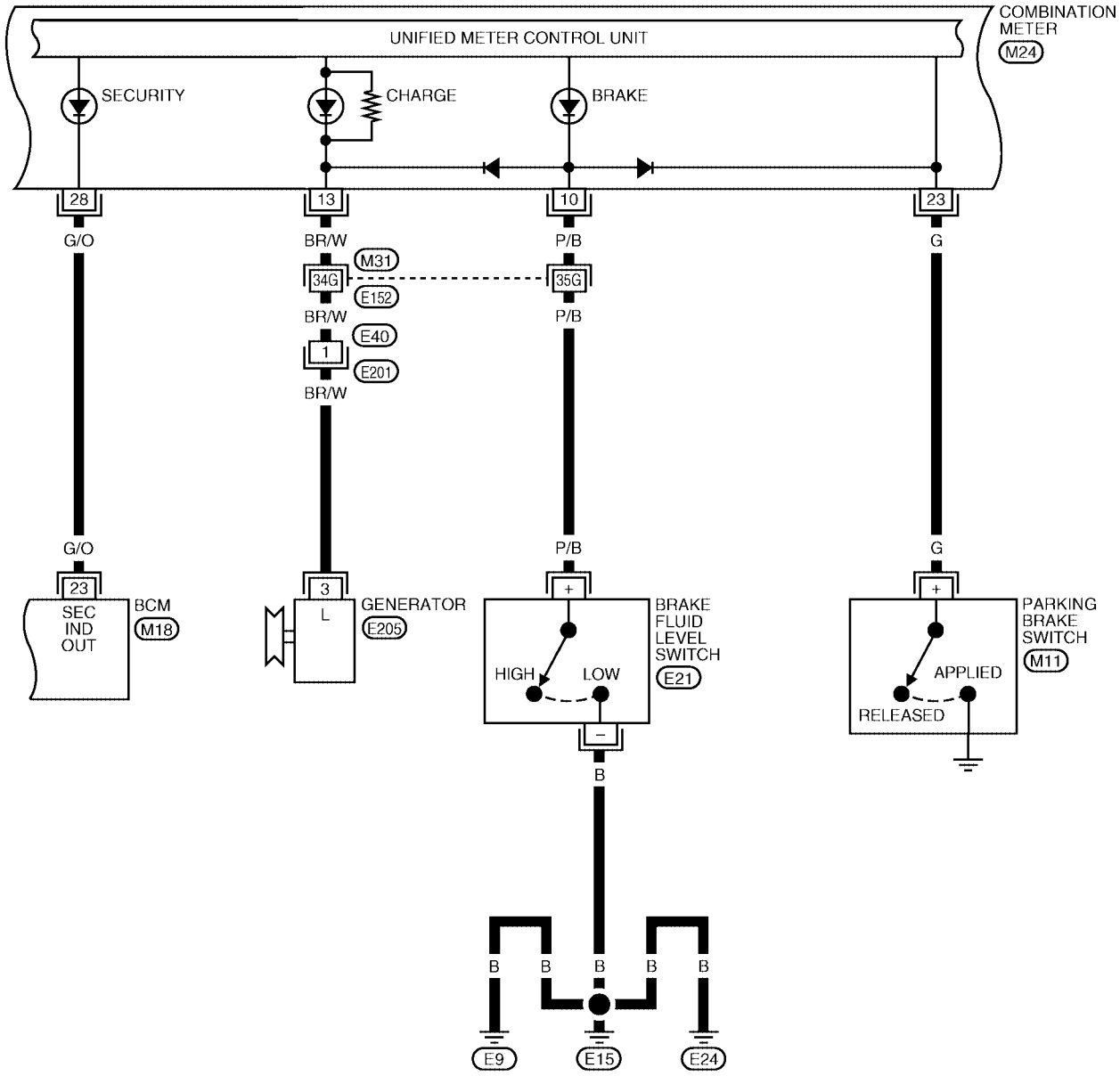
REFER TO THE FOLLOWING
M31 , M40 , C1 - SUPER MULTIPLE JUNCTION (SMJ)

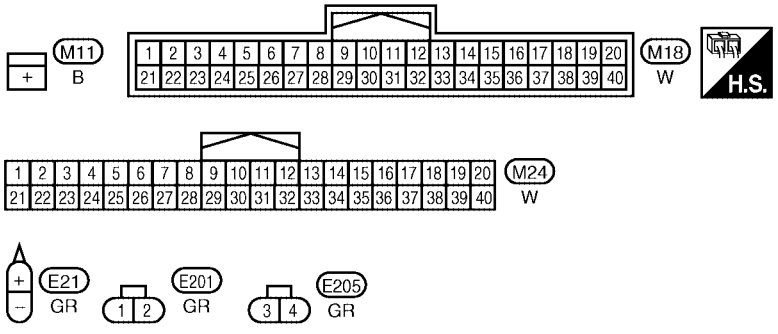
WKWA1520E


DI-WARN-03
COMBINATION METER
M24
DOOR
UNIFIED METER CONTROL UNIT
11
12
W
R
39
40
CAN-H
CAN-L
: DATA LINE
PB : WITH POWER BACK DOOR
XB : WITHOUT POWER BACK DOOR
BCM (BODY CONTROL MODULE)
M18 , M19
DOOR SW (DR)
DOOR SW (AS)
DOOR SW (RL)
DOOR SW (RR)
BACK DOOR SW
47
12
48
13
43
SB
R/L
R/Y
GR
R/B
60J
61M
61J
56M
65M
M40
M36
B69
B149
FRONT DOOR SWITCH RH
B108
REAR DOOR SWITCH RH
B116
FRONT DOOR SWITCH LH
B8
REAR DOOR SWITCH LH
B18
OPEN
CLOSED
R/W
B111
B43
B48
D401
D405
D501
XB
PB
BACK DOOR LATCH (DOOR AJAR SWITCH)
D503
BACK DOOR SWITCH
D502
B
B7
B19
REFER TO THE FOLLOWING.
M36 , M40 - SUPER MULTIPLE JUNCTION (SMJ)
H.S.
B43
D401 , D405
B8 , B18 , B108 , B116
M18
M19
M24

WKWA1521E

DI-WARN-04

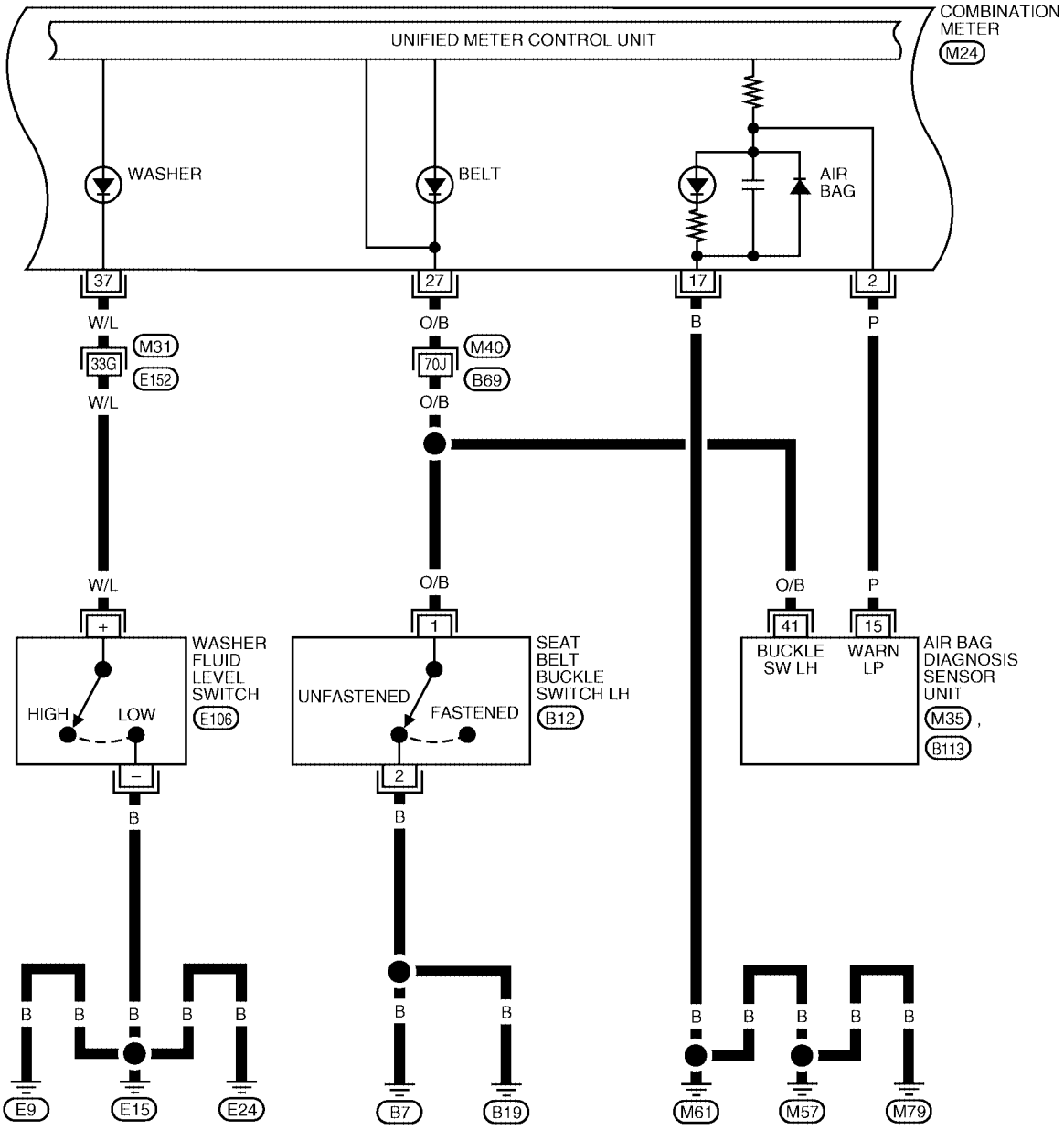


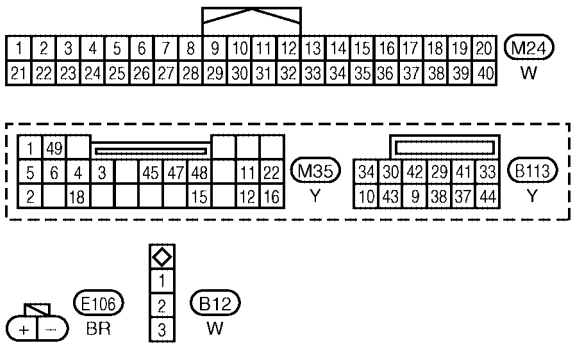


REFER TO THE FOLLOWING.
M31 - SUPER MULTIPLE JUNCTION (SMJ)

WKWA1170E

DI-WARN-05



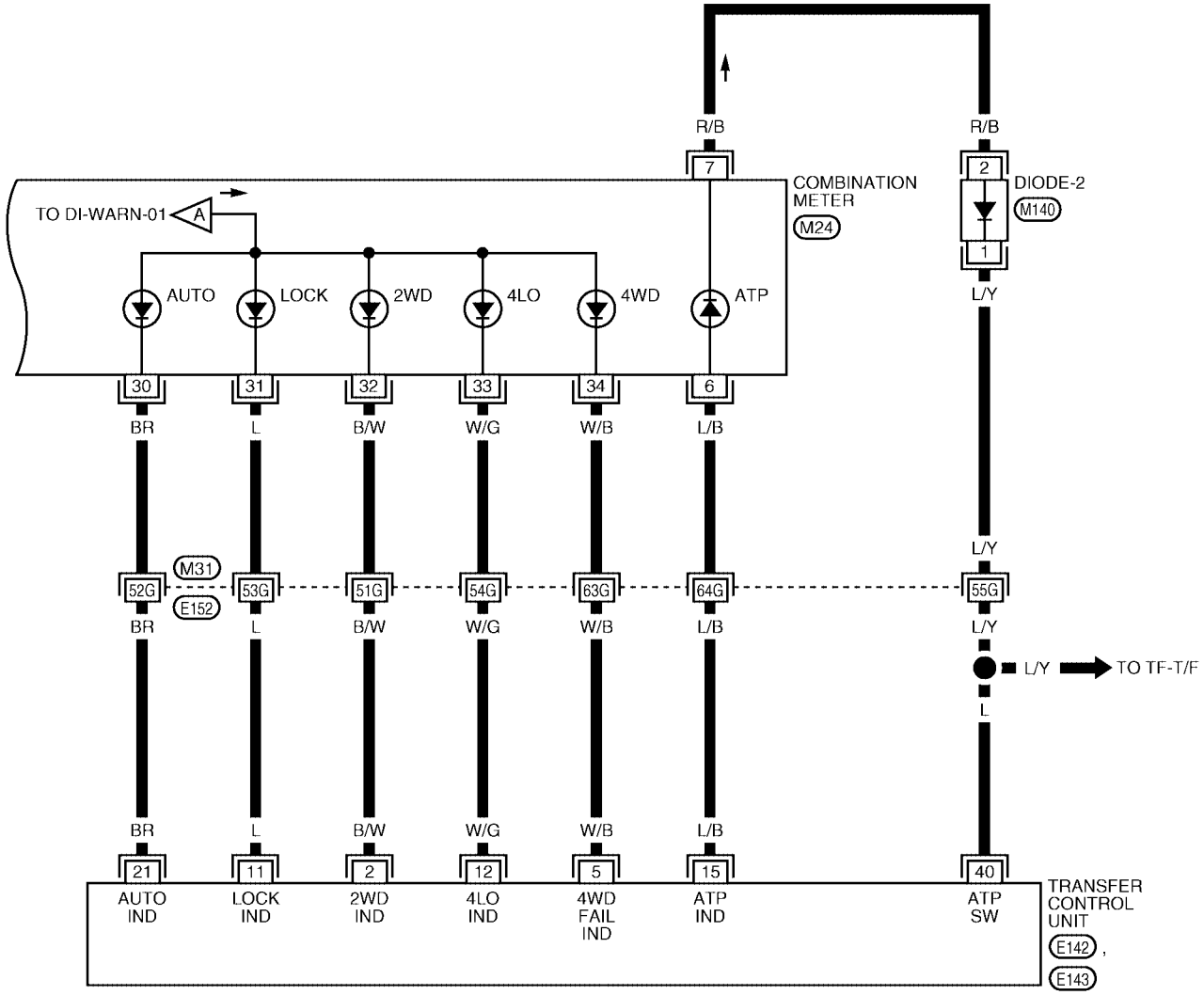


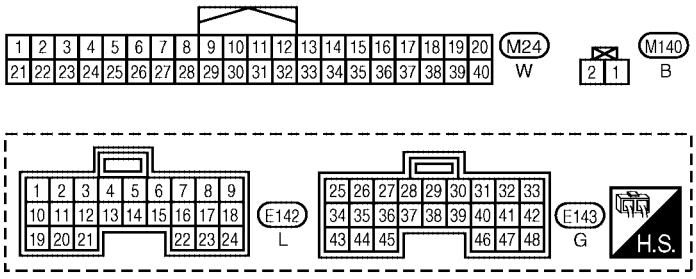
REFER TO THE FOLLOWING
M31 , M40 - SUPER MULTIPLE JUNCTION (SMJ)

WKWA1522E

4WD Models

DI-WARN-06





REFER TO THE FOLLOWING.
M31 - SUPER MULTIPLE JUNCTION (SMJ)

WKWA1172E

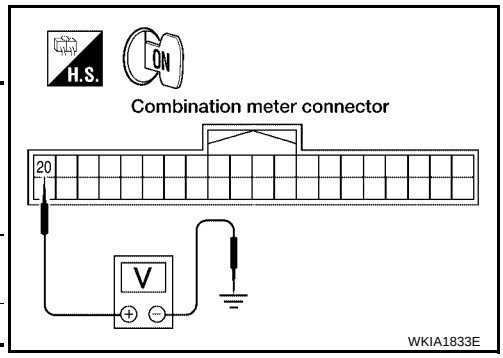
Oil Pressure Warning Lamp Stays Off (Ignition Switch ON)

EKS006T0

1. CHECK OIL PRESSURE SENSOR SIGNAL

1. Turn ignition switch ON.
2. Check voltage between combination meter harness connector M24 terminal 20 (Y) and ground.

Terminals			Condition	Voltage (V)
(+)		(–)		
Connector	Terminal (Wire color)			
M24	20 (Y)	Ground	When ignition switch is in ON position. (Engine stopped)	Yes
			Engine running. (Idle speed)	Yes



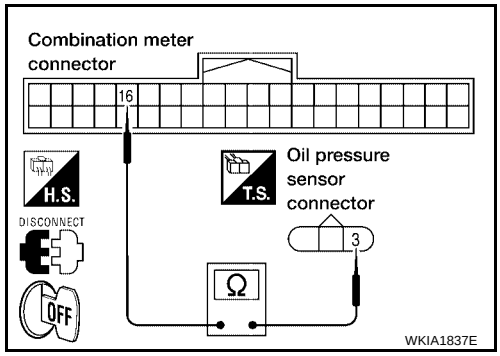
OK or NG

OK >> GO TO 2.
NG >> GO TO 3.

2. CHECK OIL PRESSURE SENSOR GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect combination meter connector M24 and oil pressure sensor connector F4.
3. Check continuity between combination meter harness connector M24 terminal 16 (B/P) and oil pressure sensor harness connector F4 terminal 3 (B/P).

Continuity should exist.



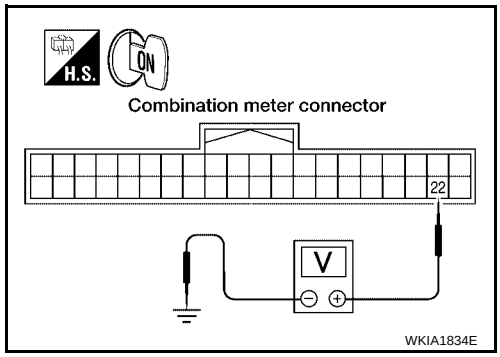
OK or NG

OK >> Replace the combination meter. Refer to IP-12, "COMBINATION METER" .
NG >> Repair harness or connector.

3. CHECK OIL PRESSURE SENSOR REFERENCE VOLTAGE

1. Turn ignition switch OFF.
2. Disconnect oil pressure sensor connector F4.
3. Turn ignition switch ON.
4. Check voltage between combination meter harness connector M24 terminal 22 (GR/L) and ground.

Voltage : Approx. 5V



OK or NG

OK >> GO TO 4.
NG >> Replace the combination meter. Refer to IP-12, "COMBINATION METER" .

4. CHECK OIL PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect combination meter connector M24.
3. Check continuity between combination meter harness connector M24 terminal 22 (GR/L) and oil pressure sensor harness connector F4 terminal 1 (GR/L).

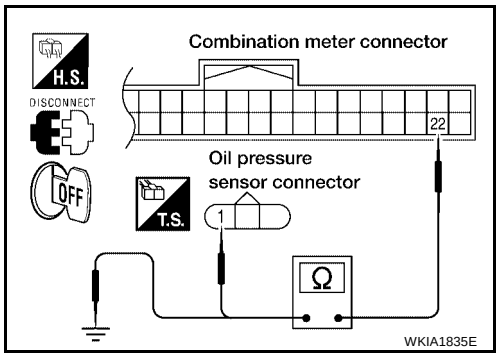
Continuity should exist.

4. Check continuity between combination meter harness connector M24 terminal 22 (GR/L) and ground.

Continuity should not exist.

OK or NG

OK >> GO TO 5.
NG >> Repair harness or connector.



5. CHECK OIL PRESSURE SENSOR SIGNAL CIRCUIT

1. Check continuity between combination meter harness connector M24 terminal 20 (Y) and oil pressure sensor harness connector F4 terminal 2 (Y).

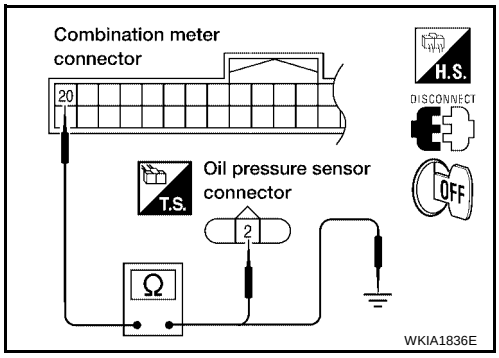
Continuity should exist.

2. Check continuity between combination meter harness connector M24 terminal 20 (Y) and ground.

Continuity should not exist.

OK or NG

OK >> GO TO 6.
NG >> Repair harness or connector.



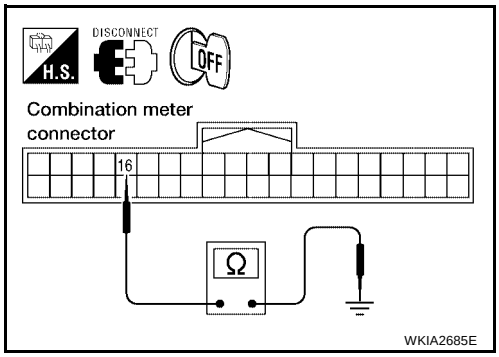
6. CHECK OIL PRESSURE SENSOR GROUND CIRCUIT

Check continuity between combination meter harness connector M24 terminal 16 (B/P) and ground.

Continuity should not exist.

OK or NG

OK >> Replace oil pressure sensor.
NG >> Repair harness or connector.



Oil Pressure Warning Lamp Does Not Turn Off (Oil Pressure Is Normal)

EKS006T1

NOTE:
For oil pressure inspection, refer to LU-7, "OIL PRESSURE CHECK" .

1. CHECK ENGINE OIL PRESSURE GAUGE OPERATION

Observe operation of engine oil pressure gauge.

Does engine oil pressure gauge function properly?

YES >> Replace the combination meter. Refer to IP-12, "COMBINATION METER" .
NO >> Go to DI-19, "Engine Oil Pressure Signal Inspection" .

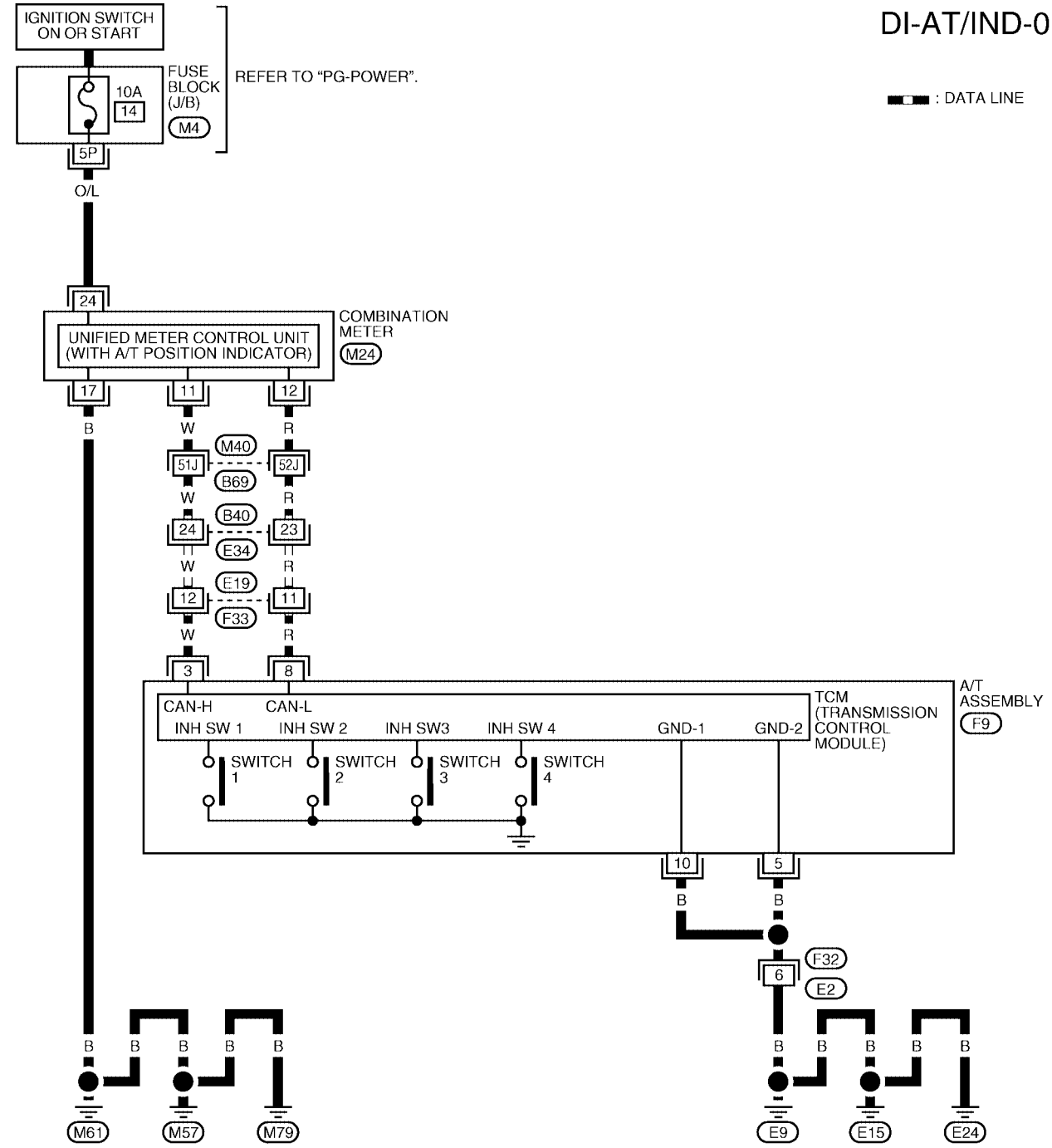
A/T INDICATOR

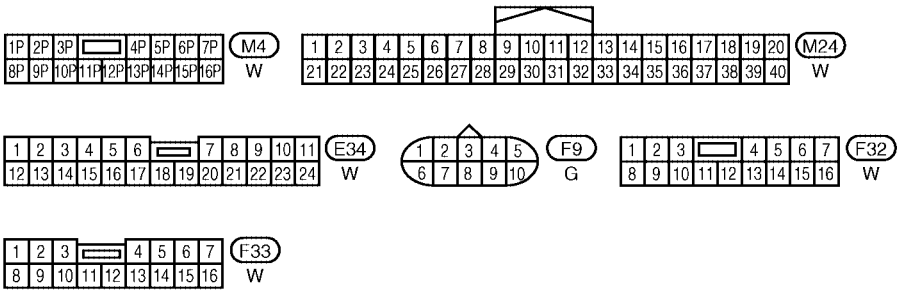
PFP:24814

Wiring Diagram — AT/IND —

EKS006T3

DI-AT/IND-01





REFER TO THE FOLLOWING.
M40 - SUPER MULTIPLE JUNCTION (SMJ)

WKWA1173E

A/T Indicator Does Not Illuminate

EKS006T4

1. CHECK SELF-DIAGNOSIS OF COMBINATION METER

Perform combination meter self-diagnosis. Refer to DI-13, "SELF-DIAGNOSIS FUNCTION" .

OK or NG

OK >> GO TO 2.
NG >> Replace combination meter. Refer to DI-25, "Removal and Installation of Combination Meter" .

2. CHECK TCM

Perform self-diagnosis of TCM. Refer to AT-90, "SELF-DIAGNOSTIC RESULT MODE" .

OK or NG

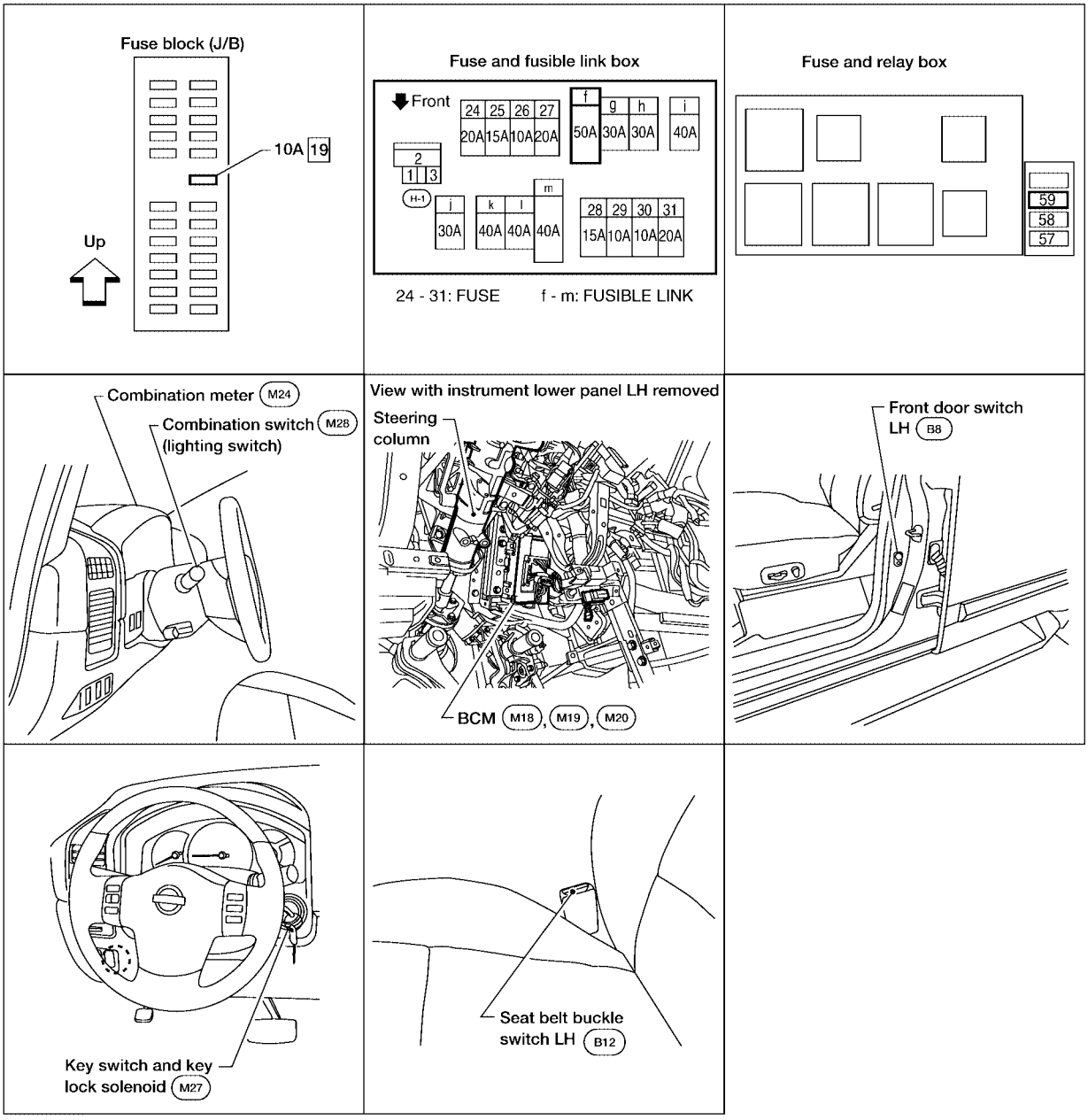
OK >> Replace combination meter. Refer to DI-25, "Removal and Installation of Combination Meter" .
NG >> Refer to DI-13, "SELF-DIAGNOSIS FUNCTION" .

WARNING CHIME

PFP:24814

Component Parts and Harness Connector Location

EKS006T6



WKIA3850E

System Description

EKS006T7

FUNCTION

Power is supplied at all times

- through 50A fusible link (letter **f** , located in the fuse and fusible link box)
- to BCM terminal 70, and
- through 10A fuse [No. 19, located in the fuse block (J/B)]
- to key switch and key lock solenoid terminal 3.

With ignition switch in ON or START position, power is supplied

- through 10A fuse [No. 59, located in the fuse and relay box]
- to BCM terminal 38.

Ground is supplied

- to BCM terminal 67
- through body grounds M57, M61, and M79.

NOTE:
When ignition key warning chime, light warning chime, and seat belt warning chime are required at the same time, the priorities for each chime are the following.

1. Light warning chime
2. Ignition key warning chime
3. Seat belt warning chime

IGNITION KEY WARNING CHIME

With the key inserted in the ignition switch, the ignition switch in OFF position, and the driver's door open, the warning chime will sound.
Power is supplied

- through key switch and key lock solenoid terminal 4
- to BCM terminal 37.

Ground is supplied

- to BCM terminal 47
- through front door switch LH terminal 2.

Front door switch LH is case grounded.
BCM detects key inserted into the ignition switch, and sends key warning signal to combination meter via CAN communication lines. When the combination meter receives key warning signal, it sounds warning chime.

LIGHT WARNING CHIME

With the key removed from the ignition switch, the driver's door open, and the lighting switch (part of the combination switch) in 1st or 2nd position, the warning chime will sound. [Except when headlamp battery saver control operates (5 minutes after ignition switch is turned to OFF or ACC position) and headlamps do not illuminate.]
Signal is supplied

- from combination switch (lighting switch) terminals 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10
- to BCM terminals 2, 3, 4, 5, 6, 32, 33, 34, 35 and 36.

  NOTE:
  BCM detected lighting switch in 1st or 2nd position. Refer to BCS-3, "COMBINATION SWITCH READING FUNCTION" .

Ground is supplied

- to BCM terminal 47
- through front door switch LH terminal 2.

Front door switch LH is case grounded.
BCM detects headlamps are illuminated, and sends light warning signal to combination meter CAN communication lines. When the combination meter receives light warning signal, it sounds warning chime.

SEAT BELT WARNING CHIME

When the ignition switch is turned ON with the seat belt unfastened (seat belt buckle switch LH unfastened), warning chime will sound for approximately 6 seconds.

Ground is supplied

- to combination meter terminal 27
- through seat belt buckle switch LH terminal 1.

Seat belt buckle switch LH terminal 2 is grounded through body grounds B7 and B19.
The combination meter sends seat belt buckle switch LH unfastened signal to BCM via CAN communication line.
BCM receives seat belt buckle switch LH unfastened signal from combination meter via CAN communication line, and sends seat belt warning signal to the combination meter via CAN communication line. When the combination meter receives the seat belt warning signal, it sounds the warning chime. The BCM controls the (6 second) duration of the seat belt warning chime.

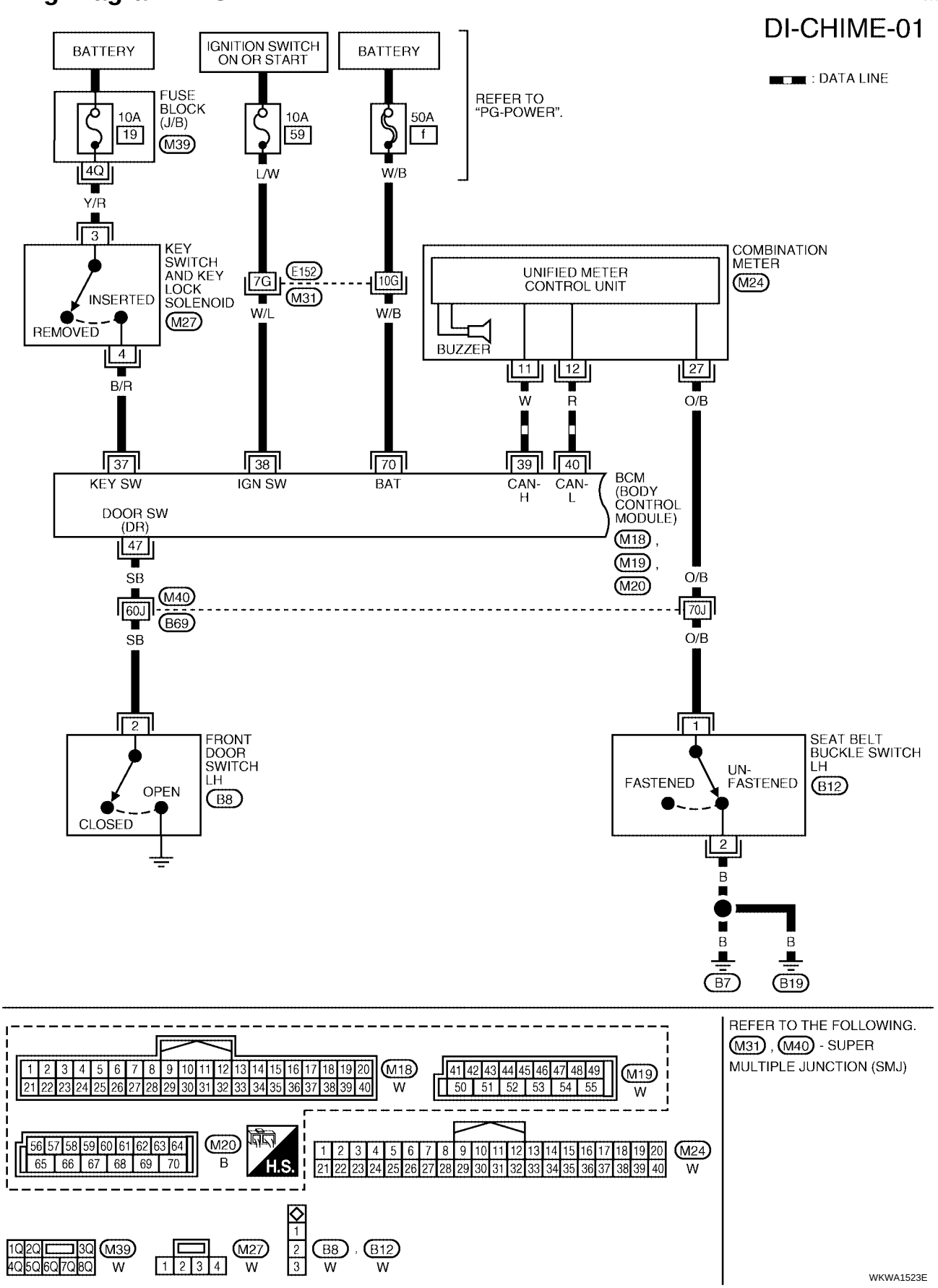
CAN Communication System Description

EKS006T8

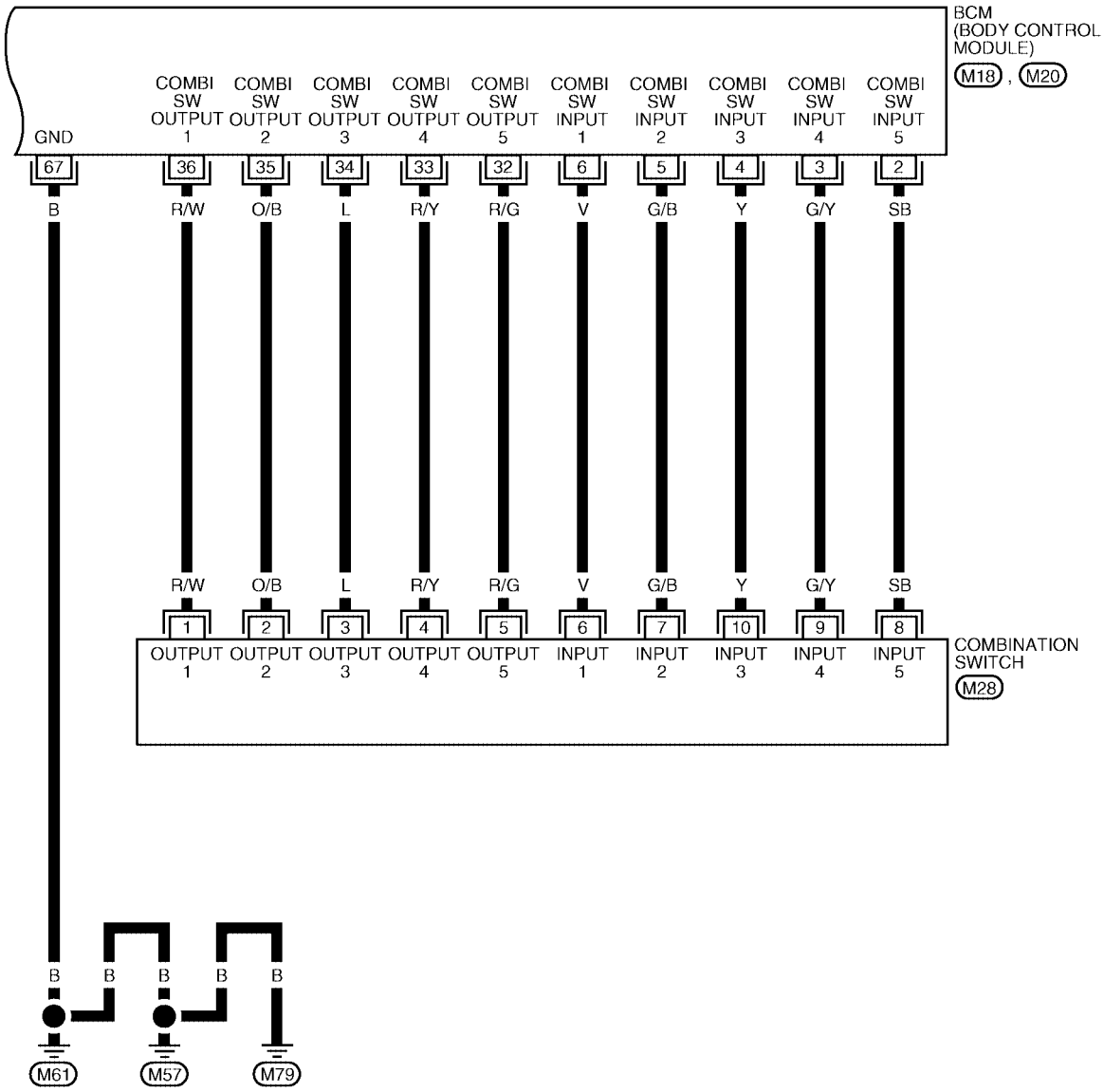
Refer to LAN-5, "CAN COMMUNICATION" .

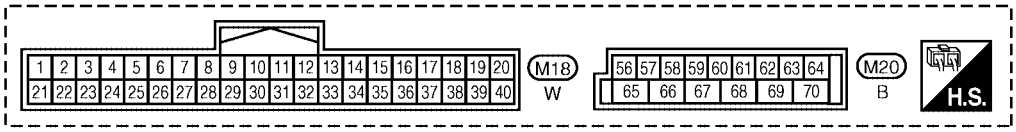
Wiring Diagram — CHIME —

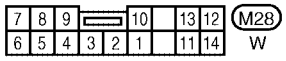
EKS006TV



DI-CHIME-02



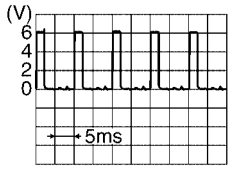
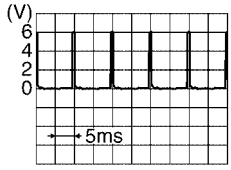
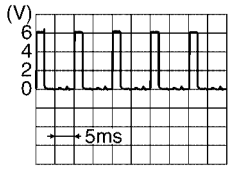
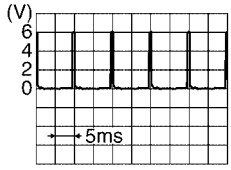
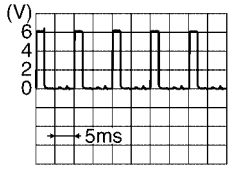
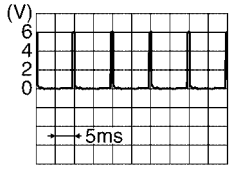
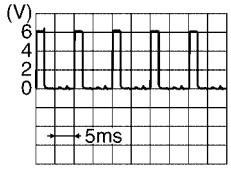


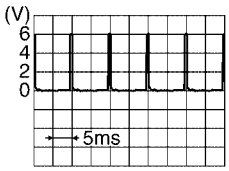


WKWA1175E

Terminals and Reference Value for BCM

EKS006TA

Terminal No.	Wire color	Item	Condition		Reference value (V) (Approx.)
			Ignition switch	Measurement method	
2	SB	Combination switch input 5	ON	● Light switch and wiper switch OFF ● Wiper dial position 4	 SKIA5291E
3	G/Y	Combination switch input 4	ON	● Light switch and wiper switch OFF ● Wiper dial position 4	 SKIA5292E
4	Y	Combination switch input 3	ON	● Light switch and wiper switch OFF ● Wiper dial position 4	 SKIA5291E
5	G/B	Combination switch input 2	ON	● Light switch and wiper switch OFF ● Wiper dial position 4	 SKIA5292E
6	V	Combination switch input 1			
32	R/G	Combination switch output 5	ON	● Light switch and wiper switch OFF ● Wiper dial position 4	 SKIA5291E
33	R/Y	Combination switch output 4	ON	● Light switch and wiper switch OFF ● Wiper dial position 4	 SKIA5292E
34	L	Combination switch output 3	ON	● Light switch and wiper switch OFF ● Wiper dial position 4	 SKIA5291E

Terminal No.	Wire color	Item	Condition		Reference value (V) (Approx.)
			Ignition switch	Measurement method	
35	O/B	Combination switch output 2	ON	● Light switch and wiper switch OFF ● Wiper dial position 4	 SKIA5292E
36	R/W	Combination switch output 1			
37	B/R	Key switch signal	OFF	Key is removed	0
				Key is inserted	Battery voltage
38	W/L	Ignition switch ON or START	ON	—	Battery voltage
39	W	CAN-H	—	—	—
40	R	CAN-L	—	—	—
47	SB	Front door switch LH signal	OFF	ON (open)	0
				OFF (closed)	5
67	B	Ground	ON	—	0
70	W/B	Battery power supply	OFF	—	Battery voltage

Terminals and Reference Value for Combination Meter

EKS006TB

Terminal No.	Wire color	Item	Condition		Reference value (V) (Approx.)
			Ignition switch	Measurement method	
11	W	CAN-H	—	—	—
12	R	CAN-L	—	—	—
27	O/B	Seat belt buckle switch LH	ON	Unfastened (ON)	0
				Fastened (OFF)	Battery voltage

How to Proceed With Trouble Diagnosis

EKS006TC

1. Confirm the symptom or customer complaint.
2. Understand operation description and function description. Refer to DI-43, "System Description" .
3. Perform the preliminary check. Refer to DI-48, "Preliminary Check" .
4. Check symptom and repair or replace the cause of malfunction.
5. Does the warning chime operate properly? If so, go to 6. If not, go to 3.
6. Inspection End.

Preliminary Check

EKS006TD

INSPECTION FOR POWER SUPPLY AND GROUND CIRCUIT

1. CHECK FUSE AND FUSIBLE LINK

Check for blown BCM fuse or fusible link.

Unit	Power source	Fuse or fusible link No.
BCM	Battery	**f**
	Ignition switch ON or START	59

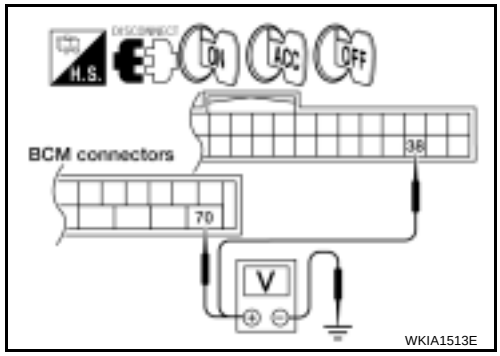
Refer to DI-45, "Wiring Diagram — CHIME —" .

OK or NG

OK >> GO TO 2.
NG >> If fuse is blown, be sure to eliminate cause of malfunction before installing new fuse. Refer to PG-4, "POWER SUPPLY ROUTING CIRCUIT" .

2. CHECK POWER SUPPLY CIRCUIT

1. Disconnect BCM connector.
2. Check voltage between BCM harness connector terminals and ground.



Terminals			Ignition switch position		
(+)		(–)	OFF	ACC	ON
Connector	Terminal (Wire color)				
M20	70 (W/B)	Ground	Battery voltage	Battery voltage	Battery voltage
M18	38 (W/L)		0V	0V	Battery voltage

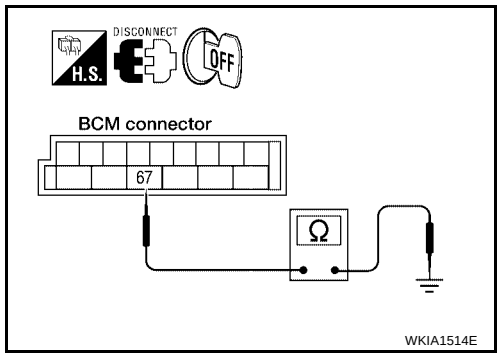
OK or NG

OK >> GO TO 3.
NG >> Check harness for open between BCM and fuse.

3. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between BCM harness connector M20 terminal 67 (B) and ground.

Continuity should exist.



OK or NG

OK >> Inspection End.
NG >> Repair harness or connector.

CONSULT-II Function

EKS006TE

CONSULT-II can display each diagnostic item using the diagnostic test modes shown following.

DIAGNOSTIC ITEMS DESCRIPTION

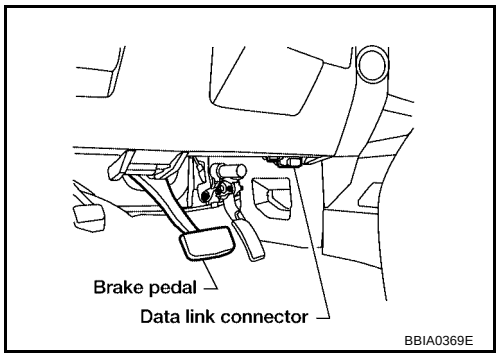
BCM diagnosis position	Diagnosis mode	Description
BUZZER	Data monitor	The input data to the BCM is displayed in real time.
	Active test	Operation of electrical loads can be checked by sending driving signal to them.
BCM	Self-diagnostic	BCM performs self-diagnosis of CAN communication.

CONSULT-II BASIC OPERATION PROCEDURE

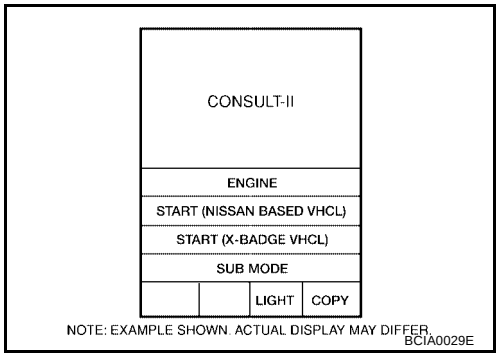
CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carries out CAN communication.

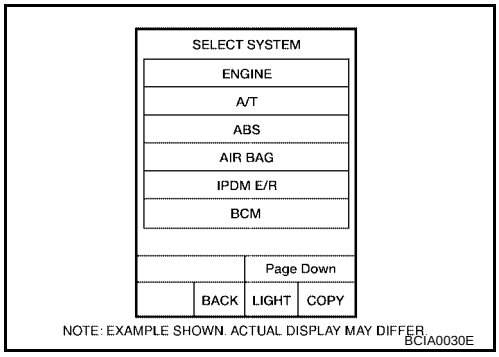
1. With the ignition switch OFF, connect “CONSULT-II” and “CONSULT-II CONVERTER” to the data link connector, and turn ignition switch ON.



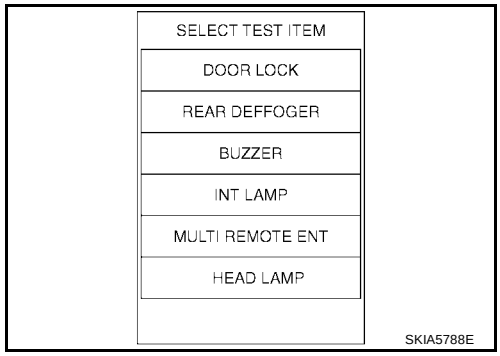
2. Touch “START (NISSAN BASED VHCL)”.



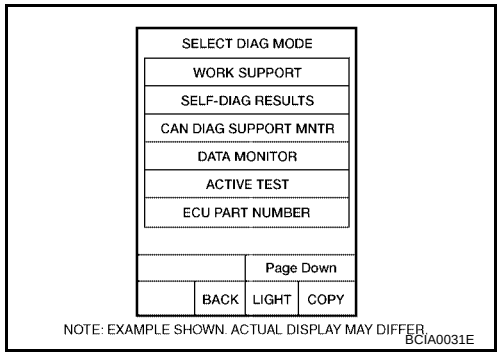
3. Touch “BCM” on “SELECT SYSTEM” screen. If “BCM” is not indicated, go to BCS-11, "CONSULT–II INSPECTION PROCEDURE" .



4. Touch "BUZZER" or “BCM”.



5. Select “DATA MONITOR” or “SELF-DIAG RESULTS”.



DATA MONITOR

Operation Procedure

1. Touch “BUZZER” on “SELECT TEST ITEM” screen.
2. Touch “DATA MONITOR” on “SELECT DIAG MODE” screen.
3. Touch “ALL SIGNALS” or “SELECTION FROM MENU” on “DATA MONITOR″ screen.

ALL SIGNALS	Monitors main items.
SELECTION FROM MENU	Selects and monitors items.

4. If “SELECTION FROM MENU” is selected, touch the item you desire to monitor. If “ALL SIGNALS” is selected, all control items are monitored.
5. Touch “START”.
6. During monitoring, touching “RECORD” can start recording the monitored item status.

Display Item List

Monitored item	Description
IGN ON SW	Indicates [ON/OFF] condition of ignition switch.
KEY ON SW	Indicates [ON/OFF] condition of key switch.
DOOR SW-DR	Indicates [ON/OFF] condition of front door switch (driver side).
TAIL LAMP SW	Indicates [ON/OFF] condition of lighting switch.
BUCKLE SW	Indicates [ON/OFF] condition of seat belt buckle switch LH.

ACTIVE TEST

Operation Procedure

1. Touch “BUZZER” on “SELECT TEST ITEM” screen.
2. Touch “ACTIVE TEST” on “SELECT DIAG MODE” screen.
3. Touch the item to be tested, and check the operation.
4. During the operation check, touching “OFF” deactivates the operation.

Display Item List

Test item	Malfunction is detected when···
LIGHT WARN ALM	This test is able to check light warning chime operation. Light warning chime sounds for 2 seconds after touching “ON” on CONSULT-II screen.
IGN KEY WARN ALM	This test is able to check key warning chime operation. Key warning chime sounds for 2 seconds after touching “ON” on CONSULT-II screen.
SEAT BELT WARN TEST	This test is able to check seat belt warning chime operation. Seat belt warning chime sounds for 2 seconds after touching “ON” on CONSULT-II screen.

SELF-DIAGNOSTIC RESULTS

Operation Procedure

1. Touch “BCM” on "SELECT TEST ITEM” screen.
2. Touch “SELF-DIAG RESULTS” on “SELECT DIAG MODE” screen.
3. Self-diagnostic results are displayed.

Display Item List

Monitored Item	CONSULT-II display	Description
CAN communication	CAN communication [U1000]	Malfunction is detected in CAN communication.

NOTE:
If "CAN communication [U1000]" is indicated, after printing the monitor item, go to "CAN System". Refer to LAN-5, "CAN COMMUNICATION" .

All Warning Chimes Do Not Operate

EKS006TF

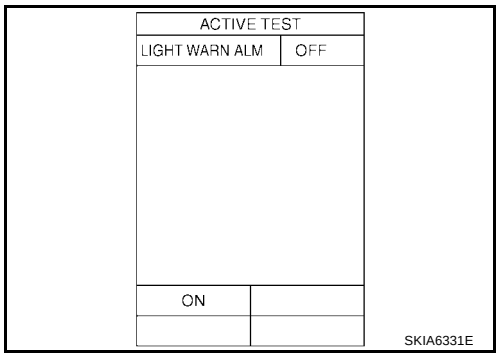
1. CHECK BCM CHIME OPERATION

Select “BUZZER” on CONSULT-II, and perform “LIGHT WARN ALM”, "IGN KEY WARN ALM", OR "SEAT BELT WARN" active test.

Does chime sound?

YES >> Replace the BCM. Refer to BCS-21, "Removal and Installation of BCM" .

NO >> Replace the combination meter. Refer to DI-25, "Removal and Installation of Combination Meter" .



Key Warning Chime and Light Warning Chime Do Not Operate (Seat Belt Warning Chime Does Operate)

EKS006TG

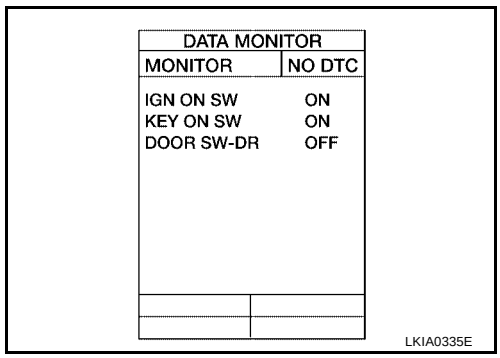
1. CHECK BCM INPUT SIGNAL

With CONSULT-II

1. Select "BCM" on CONSULT-II.
2. With "DATA MONITOR" of "BUZZER", confirm "DOOR SW-DR" changes with the status of front door LH.

When front door LH is opened : DOOR SW-DR ON

When front door LH is closed : DOOR SW-DR OFF

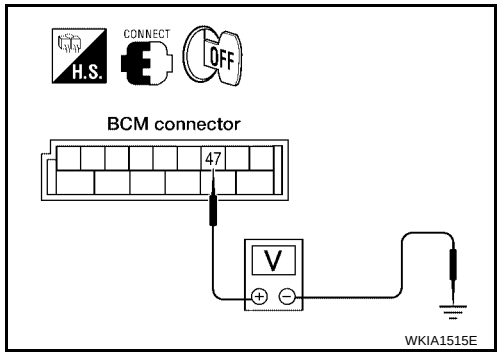


Without CONSULT-II

Check voltage between BCM harness connector M19 terminal 47 (SB) and ground.

When front door LH is opened : Approx. 0V

When front door LH is closed : Approx. 5V



OK or NG

OK >> Replace the BCM. Refer to BCS-21, "Removal and Installation of BCM" .

NG >> GO TO 2.

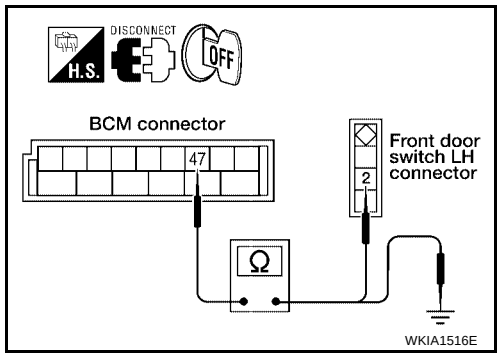
2. CHECK FRONT DOOR SWITCH LH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM connector and front door switch LH connector.
3. Check continuity between BCM harness connector M19 terminal 47 (SB) and front door switch LH harness connector B8 terminal 2 (SB).

Continuity should exist.

4. Check continuity between BCM harness connector M19 terminal 47 (SB) and ground.

Continuity should not exist.



OK or NG

OK >> GO TO 3.

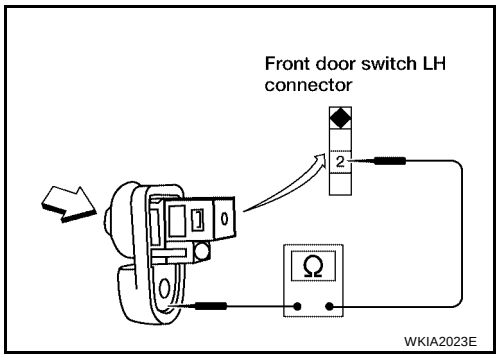
NG >> Repair harness or connector.

3. CHECK FRONT DOOR SWITCH LH

Check continuity between front door switch LH terminal 2 and exposed metal of switch while pressing and releasing switch.

When front door switch LH is released : Continuity should exist.

When front door switch LH is pushed : Continuity should not exist.



OK or NG

OK >> Replace the BCM. Refer to BCS-21, "Removal and Installation of BCM" .

NG >> Replace the front door switch LH.

Key Warning Chime Does Not Operate

EKS006TH

1. CHECK FUSE

Check if the key switch fuse [No. 19, located in the fuse block (J/B)] is blown. Refer to DI-45, "Wiring Diagram — CHIME —" .

Is the fuse blown?

YES >> Replace the fuse. Be sure to repair the cause of malfunction before installing new fuse.

NO >> GO TO 2.

2. CHECK WARNING CHIME OPERATION

With key removed from the ignition and the front door LH open, turn the lighting switch to 1st or 2nd position.

Does warning chime sound?

YES >> GO TO 3.

NO >> Go to DI-52, "All Warning Chimes Do Not Operate" or DI-53, "Key Warning Chime and Light Warning Chime Do Not Operate (Seat Belt Warning Chime Does Operate)" .

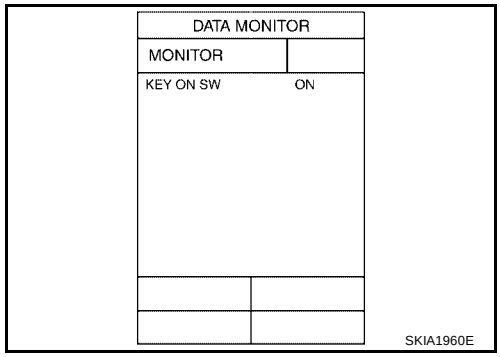
3. CHECK BCM INPUT SIGNAL

With CONSULT-II

With "DATA MONITOR" of "BUZZER", confirm "KEY ON SW" changes when the key is inserted/removed from the ignition key cylinder.

When key is inserted in ignition key cylinder : KEY ON SW ON

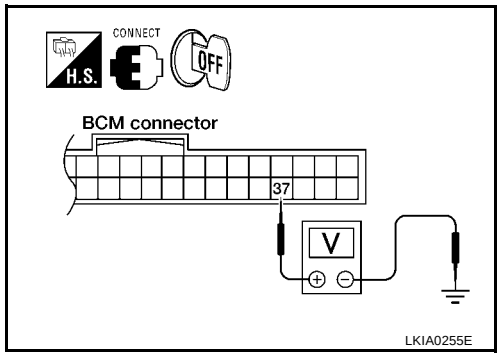
When key is removed from ignition key cylinder : KEY ON SW OFF



Without CONSULT-II

Check voltage between BCM harness connector M18 terminal 37 (B/R) and ground.

Terminals			Condition	Voltage (V)
(+)		(–)		
Connector	Terminal (Wire color)			
M18	37 (B/R)	Ground	Key is inserted	Battery voltage
			Key is removed	0



OK or NG

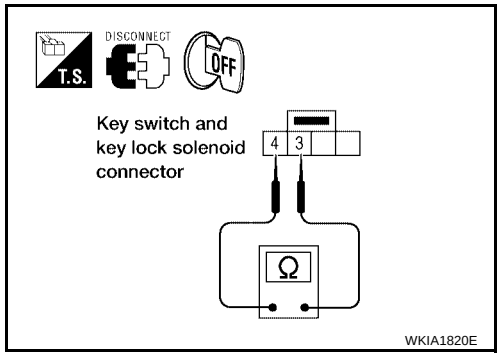
OK >> Replace the BCM. Refer to BCS-21, "Removal and Installation of BCM" .

NG >> GO TO 4.

4. CHECK KEY SWITCH

1. Turn ignition switch OFF.
2. Disconnect key switch and key lock solenoid connector.
3. Check continuity between key switch and key lock solenoid connector M27 terminals 3 and 4.

Terminals		Condition	Continuity
3	4	Key is inserted	Yes
		Key is removed	No



OK or NG

OK >> GO TO 5.

NG >> Replace the key switch and key lock solenoid.

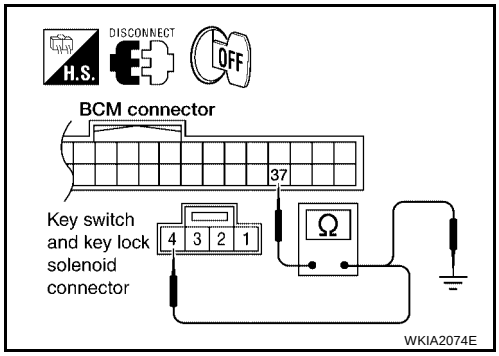
5. CHECK KEY SWITCH CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between BCM harness connector M18 terminal 37 (B/R) and key switch and key lock solenoid harness connector M27 terminal 4 (B/R).

Continuity should exist.

3. Check continuity between BCM harness connector M18 terminal 37 (B/R) and ground.

Continuity should not exist.



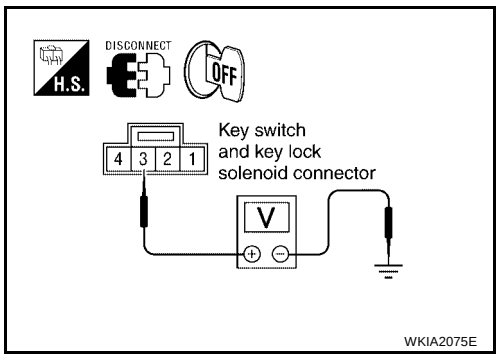
OK or NG

OK >> GO TO 6.
NG >> Repair harness or connector.

6. CHECK KEY SWITCH POWER SUPPLY CIRCUIT

Check voltage between key switch and key lock solenoid harness connector M27 terminal 3 (Y/R) and ground.

Battery voltage should exist.



OK or NG

OK >> Replace the BCM. Refer to BCS-21, "Removal and Installation of BCM" .
NG >> Check harness for open or short between fuse and key switch and key lock solenoid.

Light Warning Chime Does Not Operate

EKS006TI

1. CHECK WARNING CHIME OPERATION

Check key warning chime and seat belt warning chime functions.

Do key warning chime and seat belt warning chime sound?

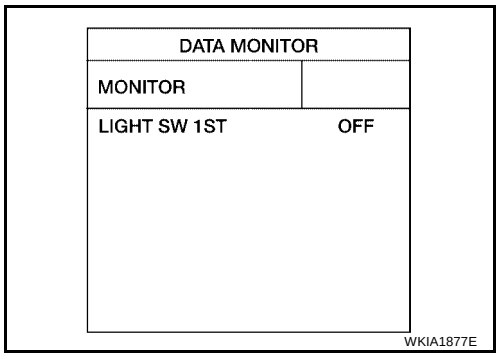
YES >> GO TO 2.
NO >> Go to DI-52, "All Warning Chimes Do Not Operate" .

2. CHECK BCM INPUT SIGNAL

With CONSULT-II

1. Select "BCM".
2. With "DATA MONITOR" of "BUZZER", confirm "LIGHT SW 1ST" status changes when the lighting switch is moved from ON (1st position) to OFF.

Lighting switch ON (1st position) : LIGHT SW 1ST ON
Lighting switch OFF : LIGHT SW 1ST OFF



Without CONSULT-II

Check combination switch. Refer to LT-93, "Combination Switch Reading Function" .

OK or NG

OK >> Replace the BCM. Refer to BCS-21, "Removal and Installation of BCM" .
NG >> Check lighting switch. Refer to LT-93, "Combination Switch Reading Function" .

Seat Belt Warning Chime Does Not Operate

EKS006TJ

1. CHECK WARNING CHIME OPERATION

1. With key removed from the ignition and the front door LH open, turn the lighting switch to 1st or 2nd position.
2. Return lighting switch to OFF position, and insert key into ignition.

Does warning chime sound for both steps?

YES >> GO TO 2.
NO >> Go to DI-52, "All Warning Chimes Do Not Operate" .

2. CHECK SEAT BELT WARNING LAMP OPERATION

Turn ignition switch ON. Buckle and unbuckle the driver seat belt while watching seat belt warning lamp.

When seat belt is fastened : Warning lamp OFF
When seat belt is unfastened : Warning lamp ON

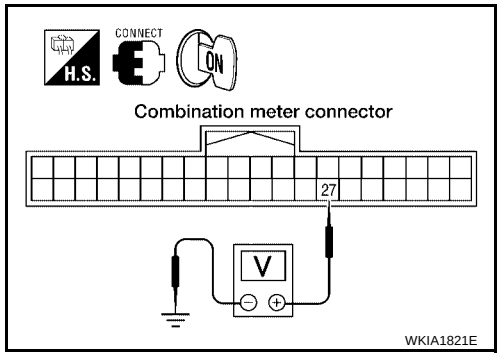
OK or NG

OK >> Replace the BCM. Refer to BCS-21, "Removal and Installation of BCM" .
NG >> GO TO 3.

3. CHECK COMBINATION METER INPUT SIGNAL

1. Turn ignition switch ON.
2. Check voltage between combination meter harness connector M24 terminal 27 (O/B) and ground.

Terminals			Condition	Voltage (V) (Approx.)
(+)		(–)		
Connector	Terminal (Wire color)			
M24	27 (O/B)	Ground	Seat belt is fastened	Battery voltage
			Seat belt is unfastened	0



OK or NG

OK >> Replace the combination meter. Refer to DI-25, "Removal and Installation of Combination Meter"
NG >> GO TO 4.

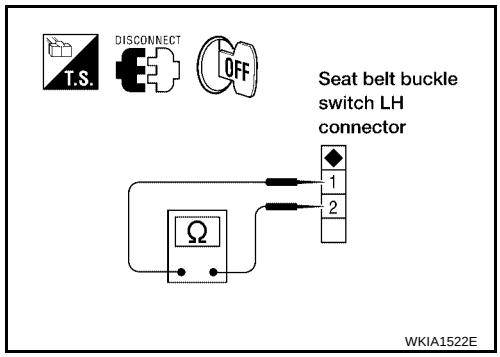
4. CHECK SEAT BELT BUCKLE SWITCH

1. Turn ignition switch OFF.
2. Disconnect seat belt buckle switch LH connector.
3. Check continuity between seat belt buckle switch LH harness connector B12 terminals 1 and 2.

Terminals		Condition	Continuity
1	2	Seat belt is fastened	No
		Seat belt is unfastened	Yes

OK or NG

OK >> GO TO 5.
NG >> Replace the seat belt buckle switch LH.



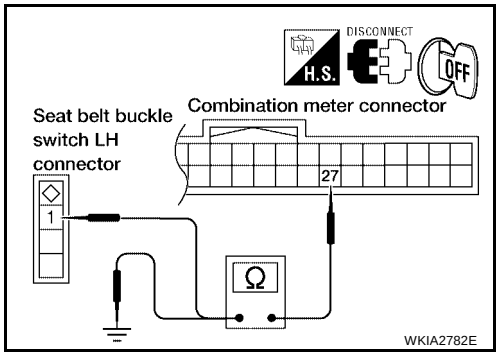
5. CHECK SEAT BELT BUCKLE SWITCH CIRCUIT

1. Disconnect combination meter connector.
2. Check continuity between combination meter harness connector M24 terminal 27 (O/B) and seat belt buckle switch LH harness connector B12 terminal 1 (O/B).

   Continuity should exist.

3. Check continuity between combination meter harness connector M24 terminal 27 (O/B) and ground.

   Continuity should not exist.



OK or NG

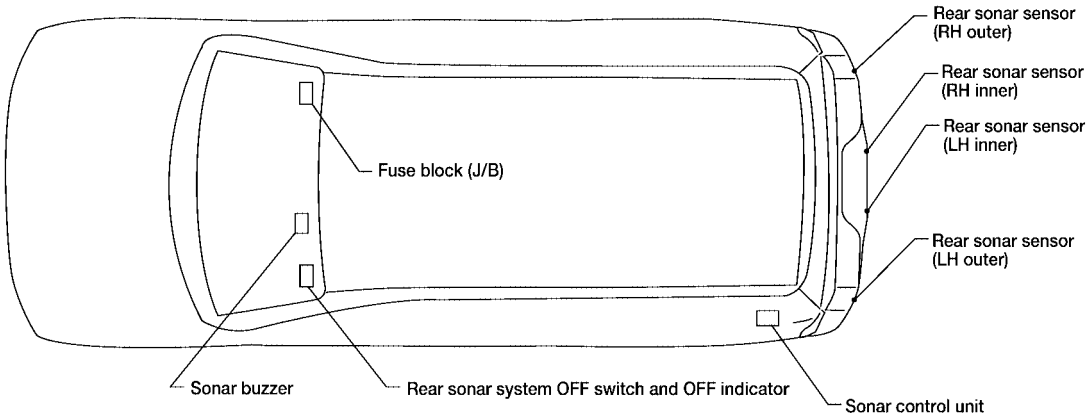
OK >> Check seat belt buckle switch ground circuit.
NG >> Repair harness or connector.

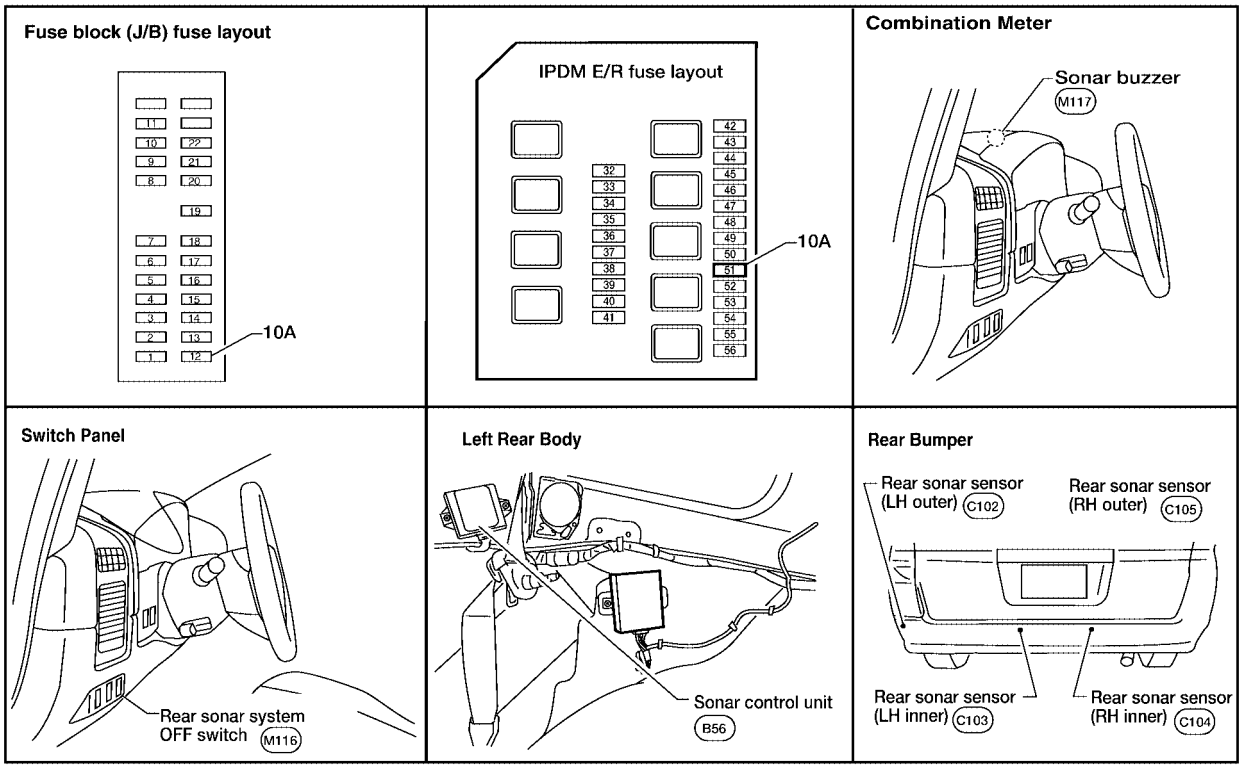
REAR SONAR SYSTEM

PFP:28532

Component Parts and Harness Connector Location

EKS006TK





WKIA1535E

System Description

EKS006TL

FUNCTION

With the ignition switch in the ON or START position, power is supplied

- through 10A fuse [No. 12 , located in the fuse block (J/B)]
- to sonar control unit terminal 8, and
- through 10A fuse [No. 51, located in the IPDM E/R]
- to back-up lamp relay terminals 1 and 3.

Ground is supplied

- to sonar control unit terminal 6
- through body grounds B7 and B19.

With the ignition switch in the ON or START position, and the transmission gear selector lever in the R position, power is supplied

- to sonar control unit terminal 5
- from back-up lamp relay terminal 5.

With power and ground supplied, transmission gear selector lever in R position, and the rear sonar system OFF switch ON, the rear sonar system will detect obstacles within 1.8 m (5.9 ft.) of the rear sonar sensors. The vehicle operator is notified of obstacles by varied rate of tone from the sonar buzzer depending on distance of obstacle being sensed.

REAR SONAR SYSTEM OFF SWITCH

With power and ground supplied to the sonar control unit, transmission gear selector lever in R position, the sonar system can be disabled and the sonar buzzer silenced by momentarily pressing the rear sonar system OFF switch. The rear sonar system OFF indicator lamp will be illuminated in the rear sonar system OFF switch.
To disable the rear sonar system, ground is supplied

- to sonar control unit terminal 13
- through rear sonar system OFF switch terminal 1
- through rear sonar system OFF switch terminal 2
- from body grounds M57, M61, and M79.

To light the rear sonar system OFF indicator, power is supplied

- to the rear sonar system OFF switch terminal 5
- from sonar control unit terminal 4.

Ground is supplied

- to the rear sonar system OFF switch terminal 6
- from body grounds M57, M61, and M79.

The rear sonar system and buzzer will be disabled and the rear sonar system OFF indicator will be illuminated until the ignition switch is turned OFF. When the ignition is turned ON, the rear sonar system will be enabled. Depressing the rear sonar system OFF switch momentarily will enable the rear sonar system also. Enabling the rear sonar system will cause the rear sonar system OFF indicator to go out.

SONAR BUZZER

With power supplied to the sonar control unit and the transmission gear selector lever in R position, a stationary object that is at least 7.0 cm (2.8 in.) wide and 1.0 m (39.0 in.) tall and that is closer than 1.8 meters (5.9 ft.) will be detected by the rear sonar sensors, causing the sonar buzzer to sound a tone. As the vehicle moves closer to the object, the rate of the tone will increase. When the object is less than 25.0 cm (10 in.) from the rear bumper, the tone will sound continuously.
Power is supplied

- to sonar buzzer terminal +
- from sonar control unit terminal 7.

Ground is supplied

- to sonar buzzer terminal -
- from sonar control unit terminal 3.

REAR SONAR SENSOR

With power and ground supplied to the rear sonar sensors, the sonar sensors transmit a 38.4 kHz ultrasonic signal. This signal is reflected back to the sensor by objects large enough and close enough to be detected. The rear sonar sensors measure the time from the transmitted signal to the time the signal is reflected back and sends this information to the sonar control unit.

Power is supplied

- to each rear sonar sensor terminal 1
- from sonar control unit terminal 16.

Ground is supplied

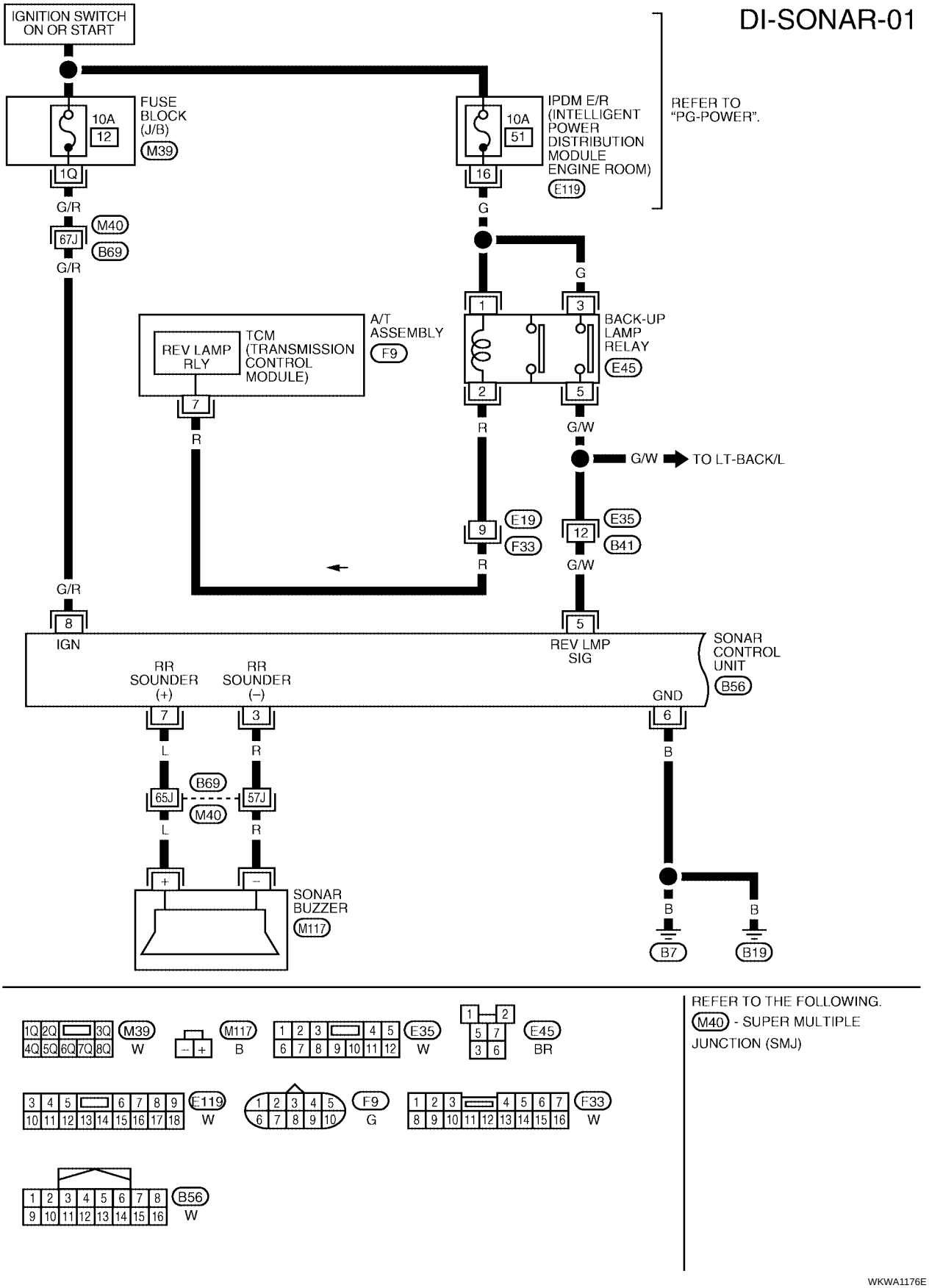
- to each rear sonar sensor terminal 3
- from sonar control unit terminal 15.

Signal is supplied

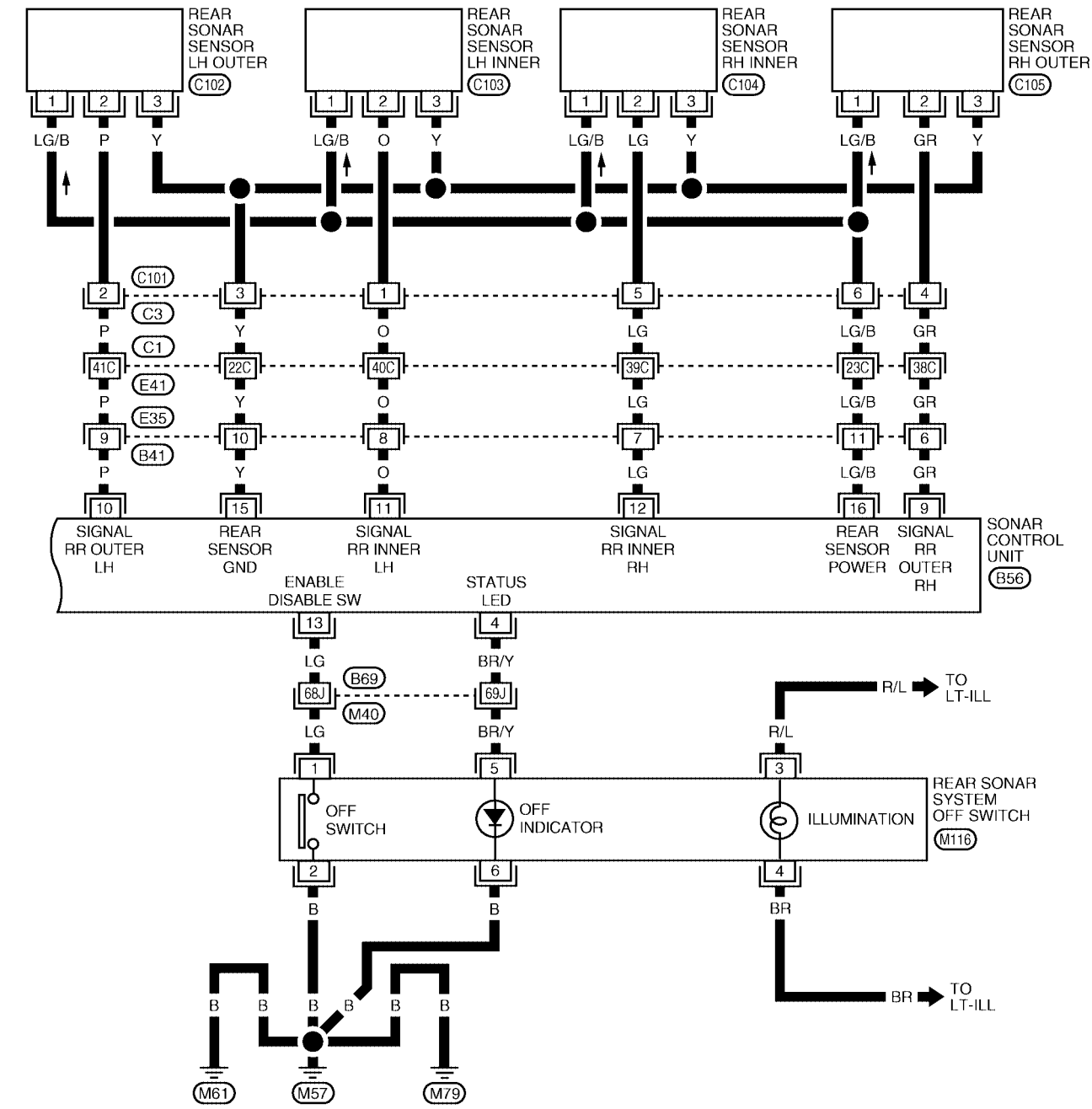
- to sonar control unit terminals 9, 10, 11 and 12.
- from each rear sonar sensor terminal 2

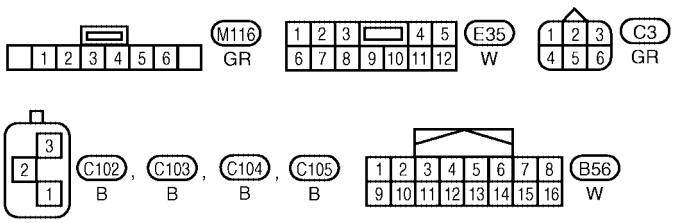
Wiring Diagram — SONAR —

EKS006TM



DI-SONAR-02





REFER TO THE FOLLOWING.
M40 , C1 - SUPER MULTIPLE JUNCTION (SMJ)

WKWA1177E

Terminals And Reference Value For Sonar Control Unit

EKS006TN

TERMINAL (COLOR)	ITEM	CONDITION			Reference value (V) (Approx.)
		IGNITION SWITCH	OPERATION		
3 (R)	Sonar buzzer return	ON	—		0 - 12 (variable)
4 (BR/Y)	Rear sonar system OFF indicator output	ON	Rear sonar system OFF switch	ON	0
				OFF	12
5 (G/W)	Reverse signal	ON	Transmission gear selector lever	R position	12
			Transmission gear selector lever	Not R position	0
6 (B)	Sonar control unit ground	—	—		0
7 (L)	Sonar buzzer drive signal	ON	—		12
8 (G/R)	Sonar control unit power	ON	—		12
9 (GR)	Rear sonar sensor signal - RH outer	ON	● Rear sonar system OFF switch ON ● Transmission gear selector lever in R position ● No obstacles		12
10 (P)	Rear sonar sensor signal - LH outer	ON	● Rear sonar system OFF switch ON ● Transmission gear selector lever in R position ● No obstacles		12
11 (O)	Rear sonar sensor signal - LH inner	ON	● Rear sonar system OFF switch ON ● Transmission gear selector lever in R position ● Distance obstacles		12
12 (LG)	Rear sonar sensor signal - RH inner	ON	● Rear sonar system OFF switch ON ● Transmission gear selector lever in R position ● Distance obstacles		12
13 (LG)	Rear sonar system OFF switch signal	ON	Rear sonar system OFF switch	ON	0
				OFF	12
15 (Y)	Rear sonar sensor ground	ON	—		0
16 (LG/B)	Rear sonar sensor power	ON	Ignition switch ON		12

How to Proceed With Trouble Diagnosis

EKS006TO

1. Confirm the symptom or customer complaint.
2. Understand operation description and function description. Refer to DI-60, "System Description" .
3. Perform pre-diagnosis inspection. Refer to DI-65, "Pre-diagnosis Inspection" .
4. Perform self-diagnosis. Refer to DI-65, "Self-diagnosis Function" .
5. Perform the preliminary check. Refer to DI-67, "Preliminary Check" .
6. Check symptom and repair or replace the cause of malfunction. Refer to DI-68, "Symptom Chart" .
7. Clear fault codes. Refer to DI-66, "IDLING OR CLEARING FAULT CODES MODE" .
8. Does the rear sonar system operate properly? If so, go to 9. If not, go to 3.
9. Inspection End.

Pre-diagnosis Inspection

EKS006TP

SENSOR STATUS CHECK

- Check that the rear sonar sensor is properly aligned (bumper is not misaligned, no deformation in sensor mounting area.
- Check that snow, mud, or other foreign objects are not adhering to the rear sonar sensor.
- Check that there is no deformation, scratches, or other damage to the rear sonar sensor.
- Check that water has not accumulated in the rear sonar sensor.

CAUTION:

Use water, cotton swab, or other soft material for cleaning the sensor.

1. Check that there are no obstacles within each rear sonar sensor's detection range.

	Detection range
Rear sonar sensors	Approx. 1.8 m (5.9 ft.) maximum

2. Check that there are no nearby ultrasound sources (such as the sounds of vehicle horns, motorcycle engines, or truck air brakes).
3. Check that the vehicle is on a level surface.

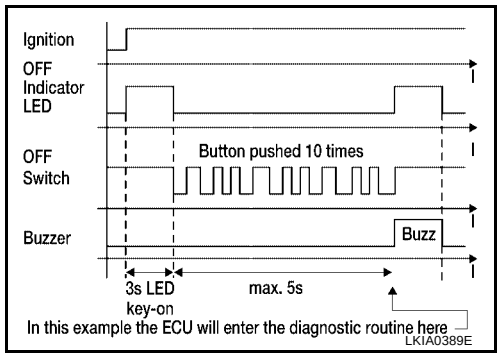
Self-diagnosis Function

EKS006TQ

There are four modes of self-diagnosis; entering diagnostics, requesting number of fault codes, requesting fault codes, and idling or clearing fault codes. These steps must be followed in order. Self-diagnosis can be manually exited by turning the ignition OFF, or selecting reverse gear. Self-diagnosis will exit unless a fault code request occurs before a message is repeated five times without acknowledgement.

ENTERING DIAGNOSTICS MODE

1. Turn ignition switch ON. Rear sonar system OFF switch indicator lamp illuminates for three seconds and then turns off.
2. Immediately push rear sonar system OFF switch ten times within five seconds.
3. The sonar buzzer will sound once and the rear sonar system OFF indicator will flash once.

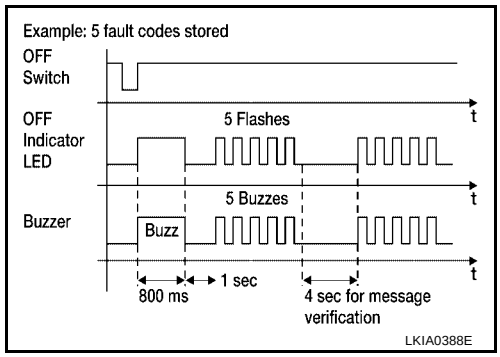


REQUESTING NUMBER OF FAULT CODES MODE

1. While in diagnostic mode, push rear sonar system OFF switch once.
2. The sonar buzzer will sound once.
3. Rear sonar system OFF indicator will flash once and sonar buzzer will sound once for each fault code detected.
4. There will be a four second pause.
5. The number of fault codes will repeat five times then pause.

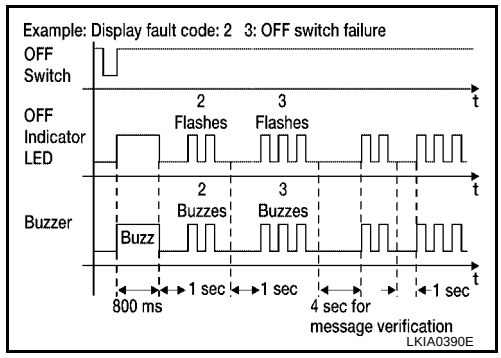
NOTE:

Self-diagnosis will exit unless requesting fault codes occurs before five repeats ends.



REQUESTING FAULT CODES MODE

1. While in "requesting number of fault codes" mode, push rear sonar system OFF switch once.
2. The sonar buzzer will sound once.
3. Rear sonar system OFF indicator will flash and sonar buzzer will sound the first digit of the fault code followed by a one second pause.
4. Rear sonar system OFF indicator will flash and sonar buzzer will sound the second digit of the fault code followed by a four second pause.
5. The fault codes will repeat five times then pause.



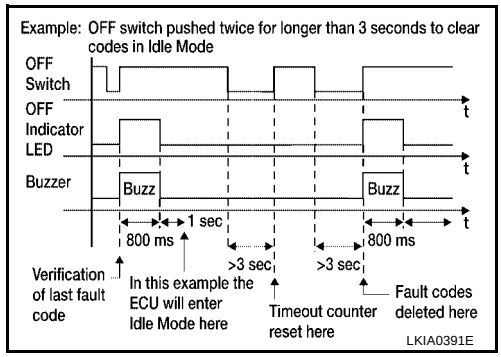
NOTE:
Requesting fault codes will exit unless the fault code is acknowledged before five repeats ends.
The fault code is acknowledged by pushing the rear sonar system OFF switch once (the sonar buzzer may sound). When all fault codes have been indicated, idle mode will be entered. See the following table for fault code identification.

Fault Code	Malfunction	Page Reference
1 1	Rear sonar sensor LH outer	Check harness for open or short. If NG repair or replace harness. If OK replace sensor. Refer to DI-69, "REAR SONAR SENSORS" .
1 2	Rear sonar sensor LH inner	
1 3	Rear sonar sensor RH inner	
1 4	Rear sonar sensor RH outer	
2 1	Sonar buzzer	DI-69, "SONAR BUZZER"
2 2	Rear sonar system OFF indicator	DI-69, "REAR SONAR SYSTEM OFF INDICATOR"
2 3	Rear sonar system OFF switch	DI-69, "REAR SONAR SYSTEM OFF SWITCH"
2 4	Sonar control unit	Replace sonar control unit. Refer to DI-69, "SONAR CONTROL UNIT"

IDLING OR CLEARING FAULT CODES MODE

NOTE:
While in idle mode, self-diagnosis will automatically exit if no activity occurs for thirty seconds.

1. Push and hold rear sonar system OFF switch for three seconds to reset time-out counter.
2. Push and hold rear sonar system OFF switch for three seconds to clear codes.



Preliminary Check

EKS006TR

INSPECTION FOR POWER SUPPLY AND GROUND CIRCUIT

1. CHECK FUSES

- Check for blown rear sonar system fuses.

Unit	Power Source	Fuse
Sonar control unit	ON or START	12

Refer to DI-62, "Wiring Diagram — SONAR —" .

OK or NG

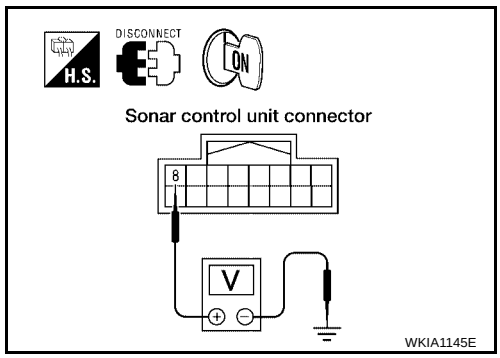
OK >> GO TO 2.

NG >> If fuse is blown, be sure to eliminate cause of problem before installing new fuse. Refer to PG-4, "POWER SUPPLY ROUTING CIRCUIT" .

2. CHECK POWER SUPPLY CIRCUIT

1. Disconnect sonar control unit connector.
2. Check voltage between sonar control unit connector B56 terminal 8 (G/R) and ground.

Terminals			Ignition switch position
(+)		(-)	ON or START
Connector	Terminal (Wire color)		
B56	8 (G/R)	Ground	Battery voltage



OK or NG

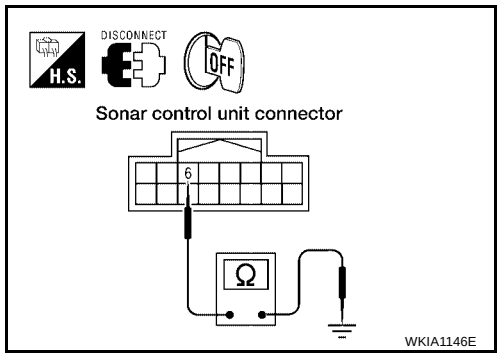
OK >> GO TO 3.

NG >> Check harness for open between sonar control unit and fuse.

3. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between sonar control unit B56 terminal 6 and ground.

Terminals			Continuity
(+)		(–)	
Connector	Terminal (Wire color)		
B56	6 (B)	Ground	Yes



OK or NG

OK >> Inspection End.

NG >> Check harness ground circuit.

Symptom Chart

EKS006TS

Symptom	Repair order
When the rear sonar system OFF switch is OFF, the indicator lamp does not light and the buzzer does not sound.	1. Check rear sonar system OFF switch for malfunction. Refer to DI-69, "REAR SONAR SYSTEM OFF SWITCH" . 2. Check rear sonar system OFF switch ground circuit. 3. Check harness and connections between rear sonar system OFF switch and sonar control unit. 4. Replace sonar control unit. Refer to DI-69, "SONAR CONTROL UNIT" .
When the rear sonar system OFF switch is OFF, the indicator lamp does not light but buzzer sounds.	1. Check rear sonar system OFF indicator for malfunction. Refer to DI-69, "REAR SONAR SYSTEM OFF INDICATOR" . 2. Check harness and connections between rear sonar system OFF indicator and sonar control unit. 3. Replace sonar control unit. Refer to DI-69, "SONAR CONTROL UNIT" .
When the rear sonar system OFF switch is OFF, the sonar buzzer does not sound but indicator lamp illuminates.	1. Check sonar buzzer. Refer to DI-69, "SONAR BUZZER" . 2. Check harness and connections between sonar buzzer and sonar control unit. 3. Replace sonar control unit. Refer to: DI-69, "SONAR CONTROL UNIT" .
When rear sonar system OFF switch is ON, the rear sonar system OFF indicator lamp lights up and the sonar buzzer sounds intermittently (for about 4 seconds).	1. Check harness between rear sonar sensors and sonar control unit for an open condition. 2. Check rear sonar sensors for malfunction. 3. Replace sonar control unit. Refer to DI-69, "SONAR CONTROL UNIT" .
The rear sonar system operates with the rear sonar system OFF switch OFF.	1. Check rear sonar system OFF switch for malfunction. Refer to DI-69, "REAR SONAR SYSTEM OFF SWITCH" . 2. Check rear sonar system OFF switch ground circuit. 3. Check harness and connections between rear sonar system OFF switch and sonar control unit. 4. Replace sonar control unit. Refer to DI-69, "SONAR CONTROL UNIT" .
When the transmission gear selector lever is in the R position and the rear sonar system OFF switch is OFF, the sonar system does not operate.	1. Check for PNP switch failure. Refer to AT-90, "SELF-DIAGNOSTIC RESULT MODE" . 2. Check harness and connections between sonar control unit and PNP/reverse lamp circuits. 3. Replace sonar control unit. Refer to DI-69, "SONAR CONTROL UNIT" .
When the rear sonar system OFF switch is OFF, the indicator lamp lights up and buzzer sounds although there is no obstacle within the detection range.	1. Check for adhesion of snow, mud, or other foreign objects to rear sonar sensors; dew condensation; etc. Refer to DI-65, "Pre-diagnosis Inspection" . 2. Check that the rear sonar sensor is properly aligned (bumper is not misaligned, no deformation in sensor mounting area 3. Check harness and connections between rear sonar sensors and sonar control unit. 4. Check rear sonar sensors for malfunction. 5. Replace sonar control unit. Refer to DI-69, "SONAR CONTROL UNIT" .
The rear sonar sensors do not operate according to the distance between each sensor and the obstacle. (There is a large error in the obstacle detection distance.	1. Check rear sonar sensors for malfunction. 2. Replace sonar control unit. Refer to DI-69, "SONAR CONTROL UNIT" . 3. Check for adhesion of snow, mud, or other foreign objects to rear sonar sensors; dew condensation; etc. Refer to DI-65, "Pre-diagnosis Inspection" . 4. Check that the rear sonar sensor is properly aligned (bumper is not misaligned, no deformation in sensor mounting area

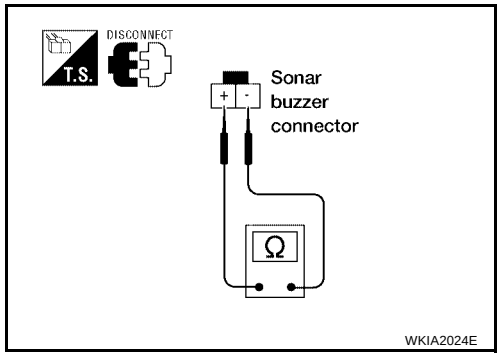
Component Inspection

EKS006TT

SONAR BUZZER

1. Disconnect the sonar buzzer connector.
2. Check continuity between buzzer connector M117 terminal (+) and terminal (-)

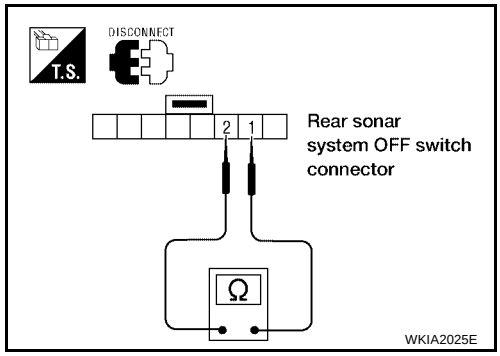
(+) - (-) **: Continuity should exist**



REAR SONAR SYSTEM OFF SWITCH

Disconnect the rear sonar system OFF switch connector M116. Check continuity between the following terminals.

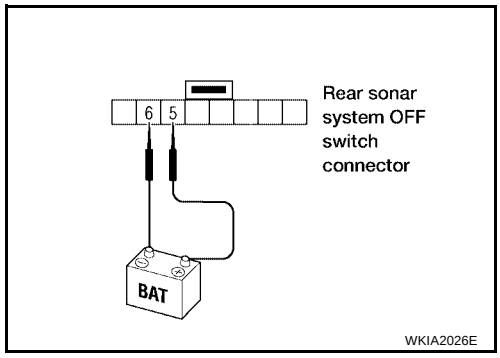
Rear sonar system OFF switch	Terminal to be inspected	Continuity
ON	1 - 2	Yes
OFF		No



REAR SONAR SYSTEM OFF INDICATOR

Disconnect the rear sonar system OFF switch connector M116, and apply battery voltage (approx. 12V) to terminal 5. Check the rear sonar system OFF indicator operation when terminal 6 is connected to battery ground.

	Terminal to be inspected	Condition	Operation
Rear sonar system OFF switch	5	Approx. 12V	Rear sonar system OFF indicator lights
	6	Ground	



Removal and Installation of Rear Sonar System

EKS006TU

REAR SONAR SENSORS

Refer to EI-15, "Removal and Installation" for rear sonar sensor removal and installation procedures.

SONAR CONTROL UNIT

Removal

1. Remove luggage side finisher lower LH. Refer to EI-35, "LUGGAGE FLOOR TRIM" .
2. Disconnect electrical connector and remove sonar control unit. Refer to DI-59, "Component Parts and Harness Connector Location" .

Installation

Installation is in the reverse order of removal.

Sonar control unit bolts : 4.1 N·m (0.42 kg-m, 36 in-lb)