

A
B
C
D
E
F
G
H
I
J
K

DI

SECTION

DRIVER INFORMATION SYSTEM

CONTENTS

<p>PRECAUTION 3</p> <p style="padding-left: 20px;">Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" 3</p> <p>PREPARATION 4</p> <p style="padding-left: 20px;">Commercial Service Tool 4</p> <p>COMBINATION METERS 5</p> <p style="padding-left: 20px;">Component Parts and Harness Connector Location... 5</p> <p style="padding-left: 20px;">System Description 5</p> <p style="padding-left: 40px;">UNIFIED METER CONTROL UNIT 5</p> <p style="padding-left: 40px;">POWER SUPPLY AND GROUND CIRCUIT 6</p> <p style="padding-left: 40px;">WATER TEMPERATURE GAUGE 6</p> <p style="padding-left: 40px;">ENGINE OIL PRESSURE GAUGE (VQ40DE MODELS) 6</p> <p style="padding-left: 40px;">VOLTAGE GAUGE (VQ40DE MODELS) 6</p> <p style="padding-left: 40px;">TACHOMETER 6</p> <p style="padding-left: 40px;">FUEL GAUGE 6</p> <p style="padding-left: 40px;">SPEEDOMETER 6</p> <p style="padding-left: 40px;">ODO/TRIP METER 6</p> <p style="padding-left: 40px;">CAN COMMUNICATION SYSTEM DESCRIPTION 6</p> <p style="padding-left: 20px;">Arrangement of Combination Meter 7</p> <p style="padding-left: 20px;">Internal Circuit 8</p> <p style="padding-left: 20px;">Wiring Diagram — METER — 9</p> <p style="padding-left: 20px;">Combination Meter Harness Connector Terminal Layout 11</p> <p style="padding-left: 20px;">Terminals and Reference Values for Combination Meter 11</p> <p style="padding-left: 20px;">Self-Diagnosis Mode of Combination Meter 12</p> <p style="padding-left: 40px;">SELF-DIAGNOSIS FUNCTION 12</p> <p style="padding-left: 40px;">HOW TO INITIATE COMBINATION METER SELF-DIAGNOSIS MODE 12</p> <p style="padding-left: 40px;">COMBINATION METER SELF-DIAGNOSIS MODE FUNCTIONS 12</p> <p style="padding-left: 20px;">CONSULT-II Function (METER) 16</p> <p style="padding-left: 40px;">CONSULT-II START PROCEDURE 16</p> <p style="padding-left: 40px;">SELF-DIAGNOSTIC RESULTS 16</p> <p style="padding-left: 40px;">DATA MONITOR 16</p> <p style="padding-left: 20px;">How to Proceed With Trouble Diagnosis 18</p> <p style="padding-left: 20px;">Preliminary Check 18</p>	<p>Symptom Chart 19</p> <p>Power Supply and Ground Circuit Inspection 19</p> <p>Vehicle Speed Signal Inspection 20</p> <p>Engine Oil Pressure Signal Inspection 20</p> <p>Water Temperature Signal Inspection 21</p> <p>Engine Speed Signal Inspection 21</p> <p>Fuel Level Sensor Unit Inspection 22</p> <p style="padding-left: 20px;">FUEL LEVEL SENSOR UNIT 22</p> <p style="padding-left: 20px;">LOW-FUEL WARNING LAMP 22</p> <p>Fuel Gauge Fluctuates, Indicates Wrong Value, or Varies 23</p> <p>Fuel Gauge Does Not Move to Full-position 24</p> <p>DTC [U1000] CAN Communication Circuit 24</p> <p>DTC [B2205] Vehicle Speed Circuit 24</p> <p>Electrical Components Inspection 25</p> <p style="padding-left: 20px;">FUEL LEVEL SENSOR UNIT CHECK 25</p> <p style="padding-left: 20px;">OIL PRESSURE SWITCH CHECK 25</p> <p>Removal and Installation 25</p> <p style="padding-left: 20px;">COMBINATION METER 25</p> <p>COMPASS AND THERMOMETER 26</p> <p style="padding-left: 20px;">System Description 26</p> <p style="padding-left: 40px;">OUTSIDE TEMPERATURE DISPLAY 26</p> <p style="padding-left: 40px;">DIRECTION DISPLAY 26</p> <p style="padding-left: 20px;">Wiring Diagram — COMPAS — 27</p> <p>Trouble Diagnoses 28</p> <p style="padding-left: 20px;">PRELIMINARY CHECK FOR THERMOMETER.. 28</p> <p style="padding-left: 20px;">INSPECTION/COMPASS AND THERMOMETER 28</p> <p style="padding-left: 20px;">Calibration Procedure for Compass 29</p> <p style="padding-left: 40px;">CORRECTION FUNCTIONS OF COMPASS 29</p> <p style="padding-left: 40px;">INITIAL CORRECTION PROCEDURE FOR COMPASS 30</p> <p>WARNING LAMPS 31</p> <p style="padding-left: 20px;">Schematic 31</p> <p style="padding-left: 20px;">Wiring Diagram — WARN — 32</p> <p style="padding-left: 20px;">Oil Pressure Warning Lamp Stays Off (Ignition Switch ON) 40</p> <p style="padding-left: 20px;">Oil Pressure Warning Lamp Does Not Turn Off (Oil Pressure Is Normal) 41</p> <p>A/T INDICATOR 42</p>
---	---

Wiring Diagram — AT/IND —	42	All Warning Chimes Do Not Operate	51
A/T Indicator Does Not Illuminate	43	Key Warning Chime and Light Warning Chime Do Not Operate (Seat Belt Warning Chime Does Oper- ate)	51
WARNING CHIME	44	Key Warning Chime Does Not Operate	53
Component Parts and Harness Connector Location..	44	Light Warning Chime Does Not Operate	55
System Description	44	Seat Belt Warning Chime Does Not Operate	56
FUNCTION	44	BOARD COMPUTER	58
LIGHT WARNING CHIME	45	System Description	58
IGNITION KEY WARNING CHIME	45	FUNCTION	58
SEAT BELT WARNING CHIME	45	DTE (DISTANCE TO EMPTY) INDICATION	58
CAN Communication System Description	46	TRIP DISTANCE	58
Wiring Diagram — CHIME —	47	TRIP TIME	58
Terminals and Reference Values for BCM	49	AVERAGE FUEL CONSUMPTION	58
Terminals and Reference Values for Combination	49	AVERAGE VEHICLE SPEED	58
Meter	49	HOW TO CHANGE/RESET INDICATION	58
How to Proceed With Trouble Diagnosis	49	CAN Communication System Description	58
Preliminary Check	49	Wiring Diagram — B/COMP —	59
INSPECTION FOR POWER SUPPLY AND		Trouble Diagnoses	60
GROUND CIRCUIT	49	SEGMENT CHECK	60
CONSULT-II Function (BCM)	50	PRELIMINARY CHECK	60
CONSULT-II START PROCEDURE	50	DIAGNOSIS PROCEDURE	60
DATA MONITOR	50		
ACTIVE TEST	50		
SELF-DIAGNOSTIC RESULTS	50		

PRECAUTION

PRECAUTION

PF0:00011

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

EKS00BSD

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.

A

B

C

D

E

F

G

H

I

J

DI

L

M

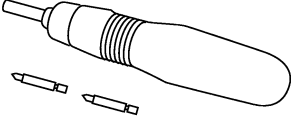
PREPARATION

PREPARATION

PF0:00002

Commercial Service Tool

EKS00BSF

Tool name	Description
<p data-bbox="162 300 272 323">Power tool</p>  <p data-bbox="852 499 922 516">PBIC0191E</p>	<p data-bbox="1015 300 1271 323">Loosening bolts and nuts.</p>

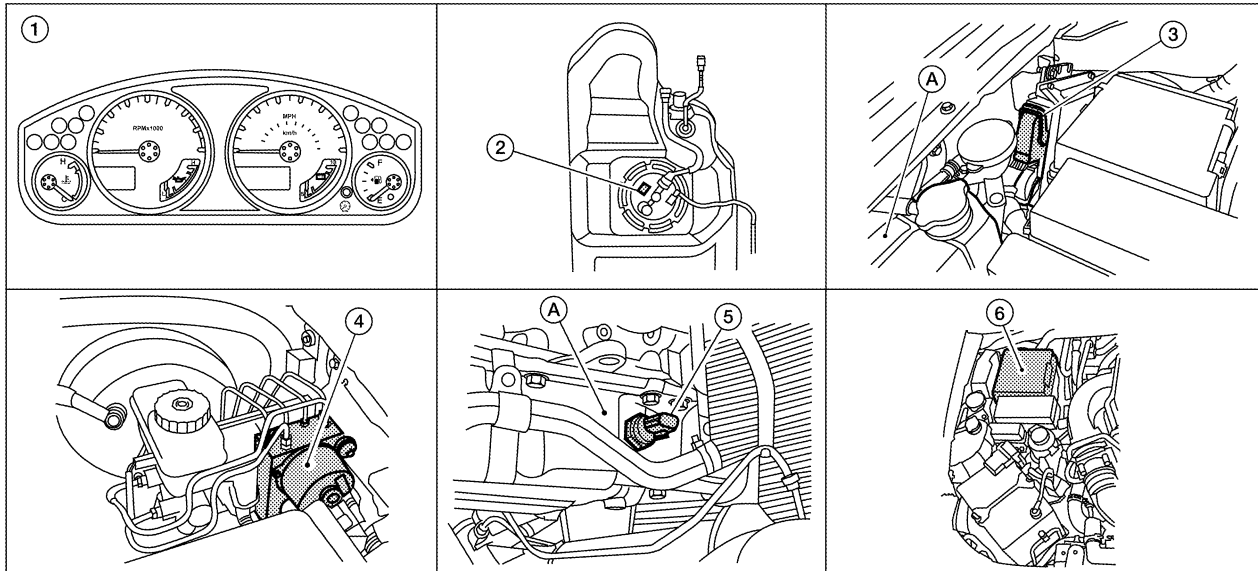
COMBINATION METERS

PFP:24814

COMBINATION METERS

Component Parts and Harness Connector Location

EKS00K07



WKIA5727E

- | | | |
|---|--|--|
| 1. Combination meter M24 | 2. Fuel level sensor unit and fuel pump C5 (view with fuel tank removed) | 3. ECM E16 (view with ECM cover removed)
A. Coolant reservoir |
| 4. ABS actuator and electric unit (control unit) E125 | 5. Oil pressure switch E208
A. Oil pan (upper) | 6. IPDM E/R E122 |

System Description

UNIFIED METER CONTROL UNIT

EKS00BSG

- Speedometer, odometer, tachometer, fuel gauge, oil pressure gauge, voltage 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.

NOTE:

Under the following conditions, the meters will perform a homing function. The meter pointers will move down slightly and then move back to the resting position. This is a normal design condition.

- Approximately 60 seconds after turning the ignition switch from the ON to the OFF position
- If the battery is disconnected and then reconnected

Illumination control

The unified meter control unit outputs the speedometer, odometer/trip meters, tachometer, oil pressure gauge (VQ40DE models), voltage gauge (VQ40DE models), A/T indicator, 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.

COMBINATION METERS

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 3.

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 16.

Ground is supplied

- to combination meter terminals 13 and 23
- 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 (VQ40DE MODELS)

The engine oil pressure gauge indicates whether the engine oil pressure is low or normal.

The oil pressure gauge is controlled by the IPDM E/R (intelligent power distribution module engine room). Low oil pressure causes oil pressure switch terminal 1 to provide ground to IPDM E/R terminal 42. The IPDM E/R then signals the combination meter (unified meter control unit) via CAN communication lines and a low oil pressure indication is displayed by the oil pressure gauge.

VOLTAGE GAUGE (VQ40DE MODELS)

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 9
- through fuel level sensor unit and fuel pump terminal 2
- through fuel level sensor unit and fuel pump terminal 5
- from combination meter terminal 4.

SPEEDOMETER

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

ODO/TRIP METER

The vehicle speed signal and the memory signals from the meter memory circuit are processed by the combination meter and the mileage is displayed.

How to Change the Display

Refer to Owner's Manual for odo/trip meter operating instructions.

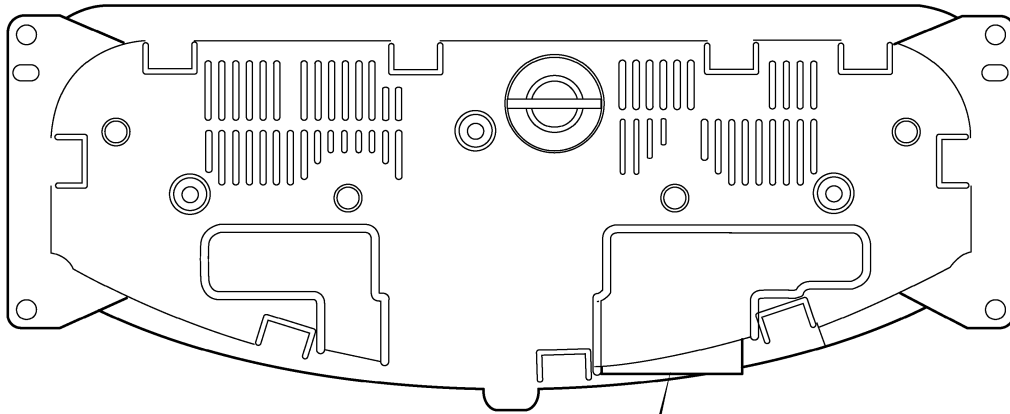
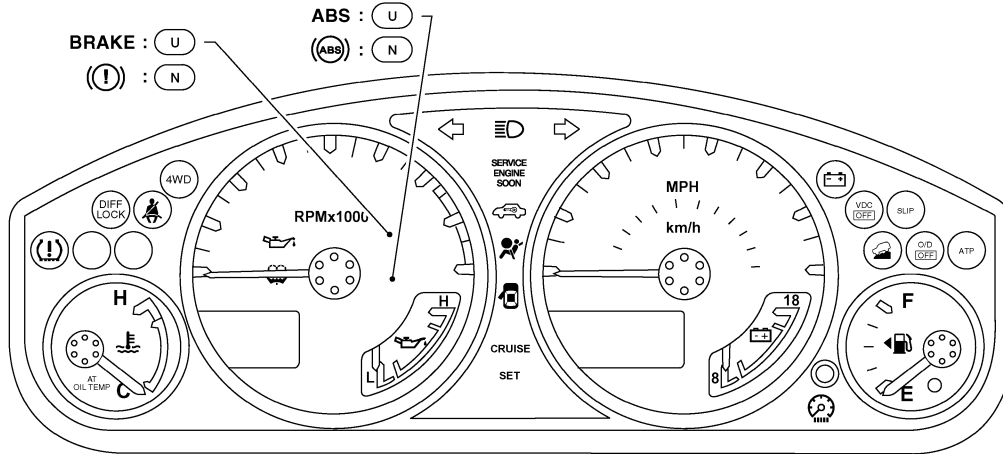
CAN COMMUNICATION SYSTEM DESCRIPTION

Refer to [LAN-4, "SYSTEM DESCRIPTION"](#) .

COMBINATION METERS

Arrangement of Combination Meter

EKS00BSI



20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	(M24)
40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	

(N) : Canada

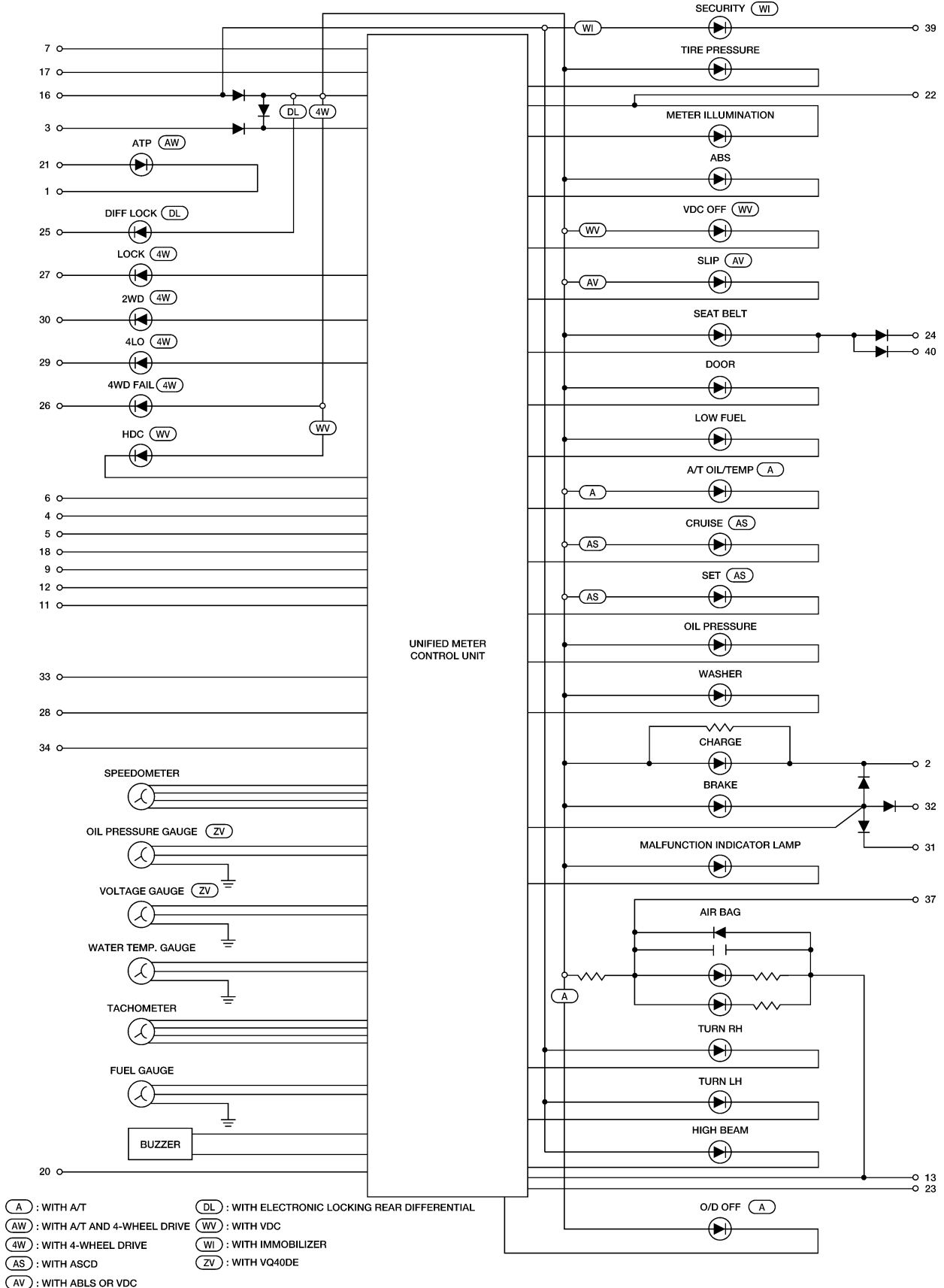
(U) : USA

A
B
C
D
E
F
G
H
I
J
DI
L
M

COMBINATION METERS

Internal Circuit

EKS00BSJ



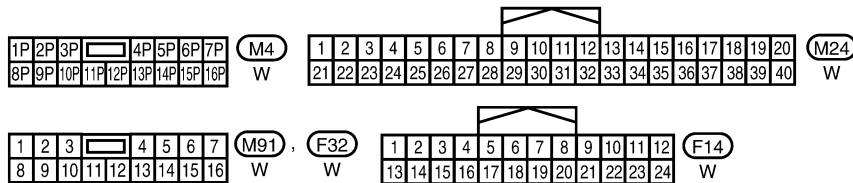
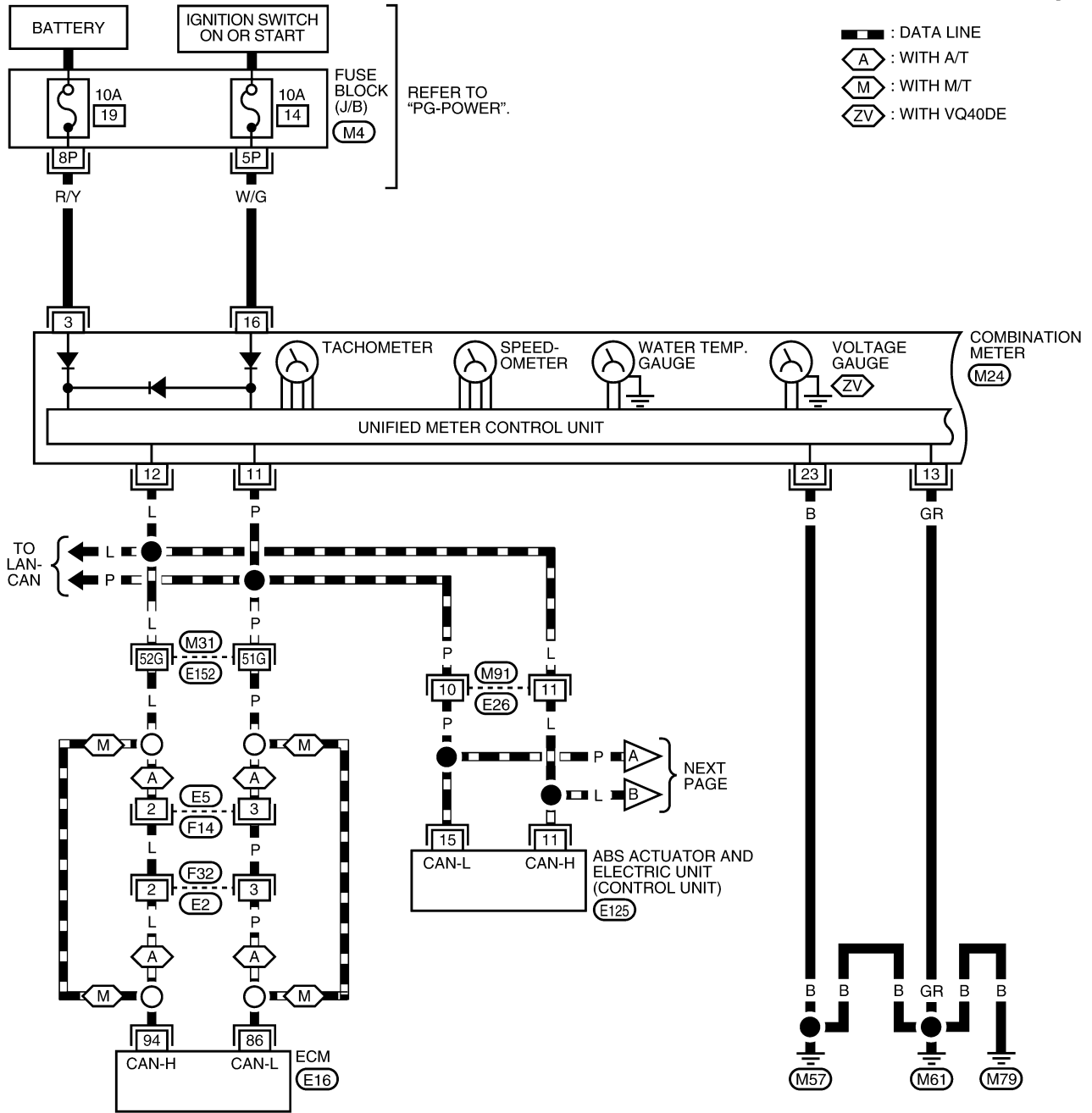
WKWA5284E

COMBINATION METERS

Wiring Diagram — METER —

EKS00BSK

DI-METER-01



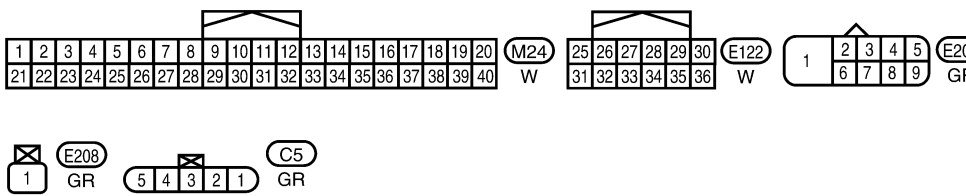
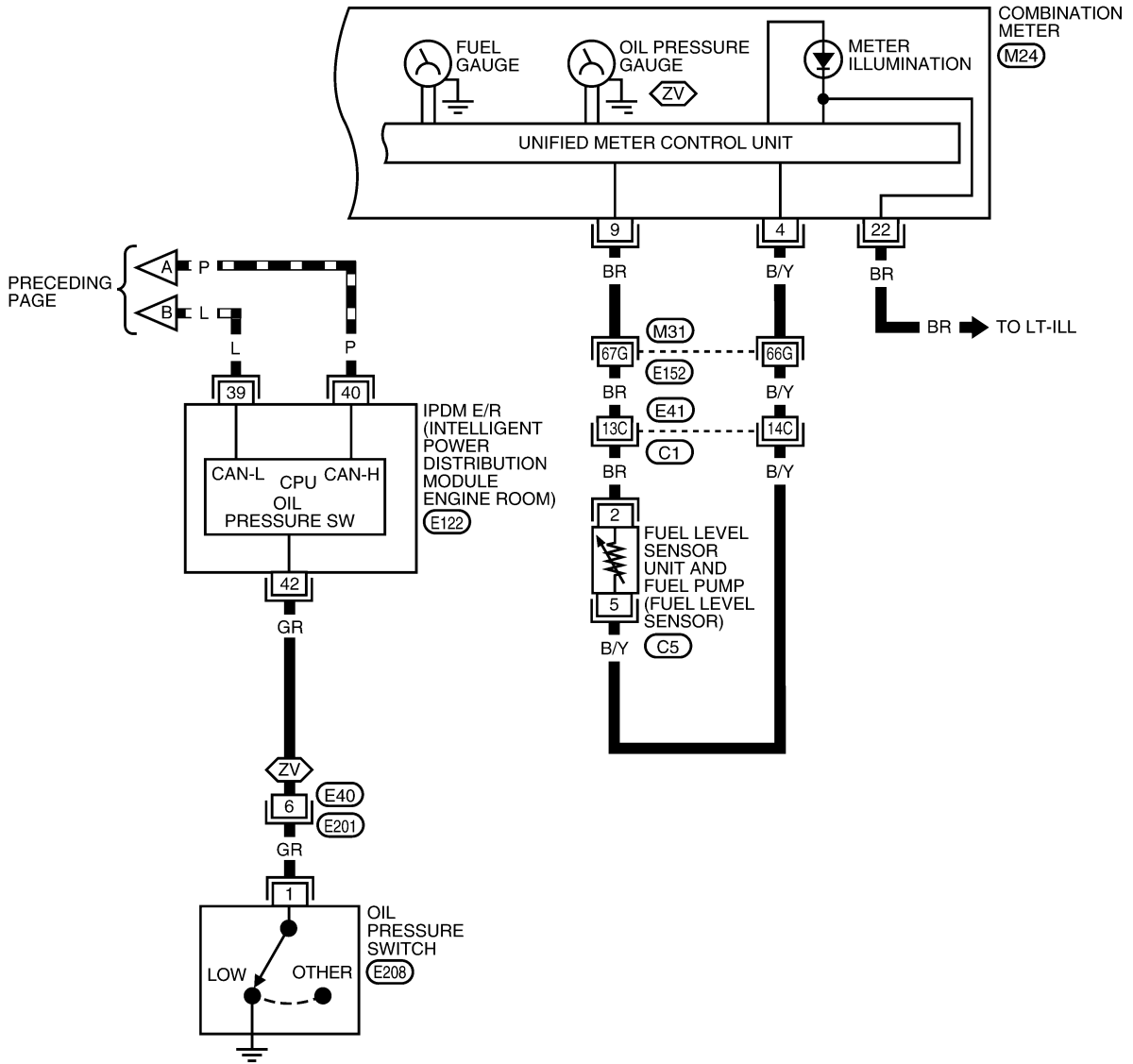
REFER TO THE FOLLOWING.

- (E16), (E125) - ELECTRICAL UNITS
- (M31) - SUPER MULTIPLE JUNCTION (SMJ)

COMBINATION METERS

DI-METER-02

ZV : WITH VQ40DE



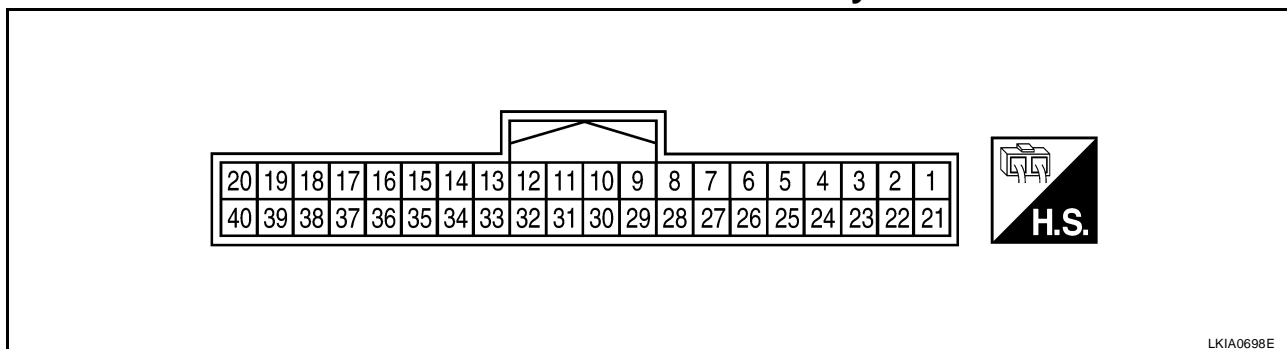
REFER TO THE FOLLOWING.
 (M31), (C1) - SUPER
 MULTIPLE JUNCTION (SMJ)

WKWA5286E

COMBINATION METERS

Combination Meter Harness Connector Terminal Layout

EKS00K08



Terminals and Reference Values for Combination Meter

EKS00BSL

Terminal No.	Wire color	Item	Condition		Reference value (V) (Approx.)
			Ignition switch	Operation or condition	
3	R/Y	Battery power supply	OFF	—	Battery voltage
4	B/Y	Fuel level sensor ground	ON	—	0
9	BR	Fuel level sensor signal	—	—	Refer to DI-22, "Fuel Level Sensor Unit Inspection" .
11	P	CAN-L	—	—	—
12	L	CAN-H	—	—	—
13	GR	Ground	—	—	0
16	W/G	Ignition switch ON or START	ON	—	Battery voltage
22	BR	Illumination control switch	—	Lighting switch ON	Refer to LT-135, "ILLUMINATION OPERATION BY LIGHTING SWITCH" .
23	B	Ground	—	—	0
24	V	Seat belt buckle switch LH	ON	Unfastened (ON)	0
				Fastened (OFF)	Battery voltage
31	G	Parking Brake switch	ON	Parking brake applied	0
				Parking brake released	Battery voltage
32	SB	Brake fluid level switch	ON	Brake fluid level low	0
				Brake fluid level normal	Battery voltage
33	LG	Stop lamp switch	ON	Brake pedal depressed	Battery voltage
				Brake pedal released	0
34	L	Washer fluid level switch	ON	Washer fluid level low	0
				Washer fluid level normal	Battery voltage
39	G	Security indicator input	OFF	Security indicator ON	0
				Security indicator OFF	Battery voltage
40	LG	Seat belt buckle switch RH	ON	Unfastened (ON)	0
				Fastened (OFF)	Battery voltage

COMBINATION METERS

EKS00BSM

Self-Diagnosis Mode of Combination Meter

SELF-DIAGNOSIS FUNCTION

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

- Gauge sweep and present gauge values.
- Illuminates all odometer/trip meters and A/T indicator segments.
- Illuminates all micro controlled lamps/LEDs regardless of switch position.
- 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 pressing the odometer/trip meter switch for 5 - 8 seconds. When the diagnosis function is activated the odometer/trip meter will display tESt.

NOTE:

Check combination meter power supply and ground circuit when self-diagnosis mode of combination meter does not start. Refer to [DI-19, "Power Supply and Ground Circuit Inspection"](#) . Replace combination meter if normal. Refer to [IP-13, "COMBINATION METER"](#) .

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
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 segments.	Initiating self-diagnosis mode complete
Next test requested	bulb	Illuminates all micro-controlled lamps/LEDs regardless of SW configuration.	
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	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.	

COMBINATION METERS

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 tell-tale "on" threshold in A/D counts in Hex format.	\$00 - \$FF
Next test requested	ot0XX	Displays oil pressure tell-tale "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 km/h. 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.

A
B
C
D
E
F
G
H
I
J
DI
L
M

COMBINATION METERS

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	A00XXX	A/D port A/D value (non-ratioed).	0-255
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.	

COMBINATION METERS

Event	Odometer Display	Description of Test/Data	Notes:
Next test requested	PA1-XX	Hex value representing state of A/D ports 0-7.	
Next test requested	GAGE		Return to beginning of self-diagnosis.

A

B

C

D

E

F

G

H

I

J

DI

L

M

COMBINATION METERS

EKS00EMP

CONSULT-II Function (METER)

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

METER diagnosis mode	Description
SELF-DIAG RESULTS	Displays combination meter self-diagnosis results.
DATA MONITOR	Displays combination meter input/output data in real time.
CAN DIAG SUPPORT MNTR	The result of transmit/receive diagnosis of CAN communication can be read.

CONSULT-II START PROCEDURE

Refer to [GI-38, "CONSULT-II Start Procedure"](#).

SELF-DIAGNOSTIC RESULTS

Display Item List

CONSULT-II display	Malfunction
CAN COMM CIRC [U1000]	Malfunction is detected in CAN communication lines. CAUTION: Even when there is no malfunction on CAN communication system, malfunction may be misinterpreted when battery has low voltage (when maintaining 7V-8V for about 2 seconds) or 10A fuse [No. 19, located in the fuse block (J/B)] is removed.
VEHICLE SPEED CIRC [B2205]	Malfunction is detected when an erroneous speed signal is input. CAUTION: Even when there is no malfunction on speed signal system, malfunctions may be misinterpreted when battery has low voltage (when maintaining 7V-8V for about 2 seconds).

"TIME" indicates the condition of the self-diagnosis results judged by each signal input.

- Normal: If the system is presently operating properly, but had a malfunction in the past, the time will indicate "1-63".
- Malfunction: Soon after detecting malfunctions by self-diagnoses or current malfunction, "0" is indicated.

After the system returns to normal operating condition, every time the ignition switch is cycled (turned to OFF from ON), a value of one is added to the counter (i.e. "1"→"2"→"3"..."63"). When the ignition switch is cycled 64 times, the result of the self-diagnoses will be erased. If a malfunction is detected again, "0" will be indicated.

DATA MONITOR

Display Item List

Display item [Unit]	MAIN SIGNALS	SELECTION FROM MENU	Contents
SPEED METER [km/h] or [mph]	X	X	This is the angle correction value after the speed signal from the ABS actuator and electric unit (control unit) is converted into the vehicle speed.
SPEED OUTPUT [km/h] or [mph]	X	X	This is the angle correction value before the speed signal from the ABS actuator and electric unit (control unit) is converted into the vehicle speed.
TACHO METER [rpm]	X	X	This is the converted value for the engine speed signal from the ECM.
W TEMP METER [°C] or [°F]	X	X	This is the converted value for the water temp signal from the ECM.
FUEL METER [lit.]	X	X	This is the processed value for the signal (resistance value) from the fuel gauge.
DISTANCE [km]	X	X	This is the calculated value for the speed signal from the ABS actuator and electric unit (control unit), the signal (resistance signal) from the fuel gauge and fuel consumption from ECM.
FUEL W/L [ON/OFF]	X	X	Indicates [ON/OFF] condition of low-fuel warning lamp.
C-ENG W/L [ON/OFF]		X	Indicates [ON/OFF] condition of malfunction indicator lamp.

COMBINATION METERS

Display item [Unit]	MAIN SIGNALS	SELECTION FROM MENU	Contents	A
AIR PRES W/L [ON/OFF]		X	Indicates [ON/OFF] condition of low tire pressure indicator lamp.	B
SEAT BELT W/L [ON/OFF]		X	Indicates [ON/OFF] condition of seat belt warning lamp.	C
BUZZER [ON/OFF]	X	X	Indicates [ON/OFF] condition of buzzer.	D
DOOR W/L [ON/OFF]		X	Indicates [ON/OFF] condition of door warning lamp.	E
HI-BEAM IND [ON/OFF]		X	Indicates [ON/OFF] condition of high beam indicator.	F
TURN IND [ON/OFF]		X	Indicates [ON/OFF] condition of turn indicator.	G
OIL W/L [ON/OFF]		X	Indicates [ON/OFF] condition of oil pressure warning lamp.	H
VDC/TCS IND [ON/OFF]		X	Indicates [ON/OFF] condition of VDC OFF indicator lamp.	I
ABS W/L [ON/OFF]		X	Indicates [ON/OFF] condition of ABS warning lamp.	J
SLIP IND [ON/OFF]		X	Indicates [ON/OFF] condition of SLIP indicator lamp.	DI
BRAKE W/L [ON/OFF]		X	Indicates [ON/OFF] condition of brake warning lamp.*	L
M RANGE SW [ON/OFF]	X	X	Indicates [ON/OFF] condition of manual mode range switch.	M
NM RANGE SW [ON/OFF]	X	X	Indicates [ON/OFF] condition of except for manual mode range switch.	
AT SFT UP SW [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift-up switch.	
AT SFT DWN SW [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift-down switch.	
O/D OFF SWITCH [ON/OFF]		X	Indicates [ON/OFF] condition of O/D OFF switch.	
BRAKE SW [ON/OFF]		X	Indicates [ON/OFF] condition of parking brake switch.	
AT-M IND [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T manual mode indicator.	
AT-M GEAR [1, 2, 3, 4, 5]	X	X	Indicates [1, 2, 3, 4, 5] condition of A/T manual mode gear position.	
P RANGE IND [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift P range indicator.	
R RANGE IND [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift R range indicator.	
N RANGE IND [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift N range indicator.	
D RANGE IND [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift D range indicator.	
4 RANGE IND [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift 4 range indicator.	
3 RANGE IND [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift 3 range indicator.	
2 RANGE IND [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift 2 range indicator.	
1 RANGE IND [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift 1range indicator.	
O/D OFF W/L [ON/OFF]		X	Indicates [ON/OFF] condition of O/D OFF indicator lamp.	
CRUISE IND [ON/OFF]		X	Indicates [ON/OFF] condition of CRUISE indicator.	
SET IND [ON/OFF]		X	Indicates [ON/OFF] condition of SET indicator.	
4WD LOCK SW [ON/OFF]		X	Indicates [ON/OFF] condition of 4WD lock switch.	
4WD LOCK IND [ON/OFF]		X	Indicates [ON/OFF] condition of 4WD lock indicator.	

*: Monitor keeps indicating "OFF" when brake warning lamp is on because of parking brake operation or low brake fluid level.

COMBINATION METERS

EKS00BSN

How to Proceed With Trouble Diagnosis

1. Confirm the symptom or customer complaint.
2. Perform preliminary check. Refer to .
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.

Preliminary Check

EKS00BSO

1. CHECK WARNING INDICATOR ILLUMINATION

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

Do warning indicators illuminate?

YES >> GO TO 2.

NO >> Check ignition power supply system of combination meter. Refer to [DI-19, "Power Supply and Ground Circuit Inspection"](#) .

2. CHECK OPERATION OF SELF-DIAGNOSIS MODE (COMBINATION METER)

Perform self-diagnosis mode of combination meter. Refer to .

Does self-diagnosis mode operate normally?

YES >> GO TO 3.

NO >> Check combination meter power supply and ground circuit. Refer to [DI-19, "Power Supply and Ground Circuit Inspection"](#) .

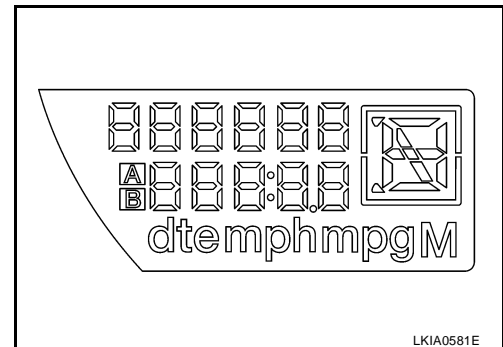
3. CHECK ODOMETER OPERATION

Check segment display status of odometer.

Is the display normal?

YES >> GO TO 4.

NO >> Replace the combination meter. Refer to [IP-13, "COMBINATION METER"](#) .



4. CHECK COMBINATION METER CIRCUIT

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

OK or NG

OK >> GO TO 5.

NG >> Replace the combination meter. Refer to [IP-13, "COMBINATION METER"](#) .

5. CHECK SELF-DIAGNOSTIC RESULTS OF METER

Select "METER" on CONSULT-II and perform self-diagnosis of meter.

Self-diagnostic results content

CAN COMM CIRC [U1000]>> Refer to [DI-24, "DTC \[U1000\] CAN Communication Circuit"](#) .

VEHICLE SPEED CIRC [B2205]>> Refer to [DI-24, "DTC \[B2205\] Vehicle Speed Circuit"](#) .

COMBINATION METERS

Symptom Chart

EKS00K09

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-20, "Vehicle Speed Signal Inspection" .
Improper fuel gauge indication.	Refer to DI-22, "Fuel Level Sensor Unit Inspection" .
Fuel warning lamp indication is irregular.	
Improper voltage gauge indication.	Replace combination meter. Refer to IP-13, "COMBINATION METER" .
More than one gauge does not give proper indication.	
Improper A/T position indication.	Refer to DI-42, "A/T INDICATOR" .
Illumination control does not operate properly.	Replace combination meter. Refer to IP-13, "COMBINATION METER" .

Power Supply and Ground Circuit Inspection

EKS00BSP

1. CHECK FUSES

Check for blown combination meter fuses.

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

Refer to [DI-9, "Wiring Diagram — METER —"](#) .

OK or NG

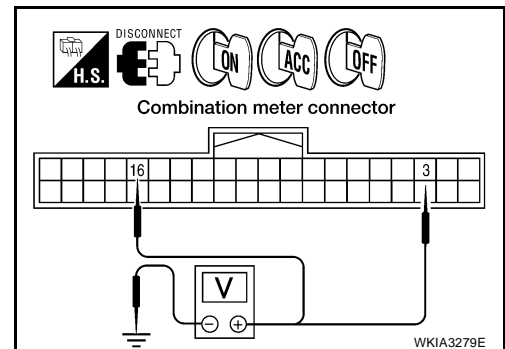
OK >> GO TO 2.

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		
(+)	Terminal		OFF	ACC	ON
Connector	3	Ground	Battery voltage	Battery voltage	Battery voltage
	16		0V	0V	Battery voltage



OK or NG

OK >> GO TO 3.

NG >> Check the harness for open between combination meter and fuse.

COMBINATION METERS

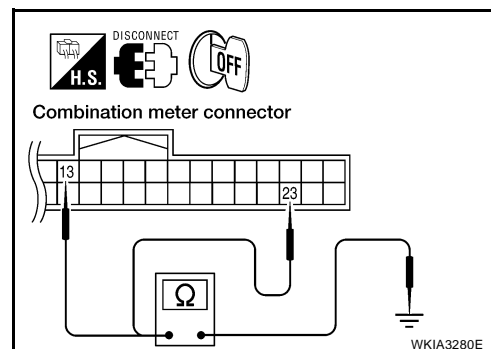
3. CHECK GROUND CIRCUIT

1. Turn ignition switch off.
2. Check continuity between combination meter harness connector terminals and ground.

Terminals		(-)	Continuity
(+) Connector			
Connector	Terminal	Ground	Yes
M24	13		
	23		

OK or NG

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



Vehicle Speed Signal Inspection

EKS00BSR

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

Refer to [BRC-22, "SELF-DIAGNOSIS"](#) (ABS), [BRC-60, "SELF-DIAGNOSIS"](#) (ABLS/ABS) or [BRC-111, "SELF-DIAGNOSIS"](#) (HDC/HSA/VDC/TCS/ABS).

OK or NG

- OK >> Replace the combination meter. Refer to [IP-13, "COMBINATION METER"](#) .
 NG >> Perform the "Diagnostic Procedure" for displayed DTC.

Engine Oil Pressure Signal Inspection

EKS00BSS

1. CHECK SELF-DIAGNOSTIC RESULTS OF IPDM E/R

Select "IPDM E/R" on CONSULT-II, and perform self-diagnosis of IPDM E/R. Refer to [PG-20, "SELF-DIAGNOSTIC RESULTS"](#) .

Self-diagnostic results content

- No malfunction detected>>GO TO 2.
 Malfunction detected>>GO TO [PG-20, "Display Item List"](#) .

2. CHECK IPDM E/R INPUT SIGNAL

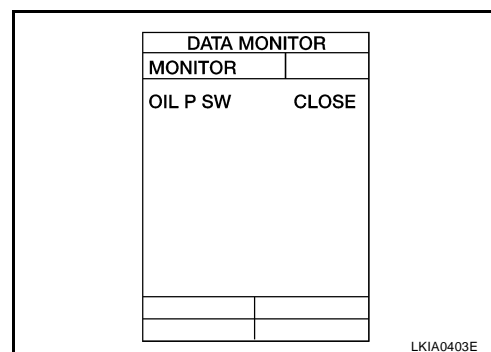
Select "IPDM E/R" on CONSULT-II. Operate ignition switch with "OIL P SW" of "DATA MONITOR" and check operation status.

When ignition switch is in ON : OIL P SW CLOSE position (Engine stopped)

When engine running : OIL P SW OPEN

OK or NG

- OK >> Replace combination meter. Refer to [IP-13, "COMBINATION METER"](#) .
 NG >> GO TO 3.



COMBINATION METERS

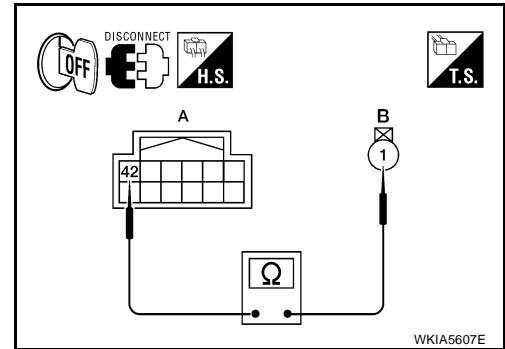
3. CHECK OIL PRESSURE SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector E122 and oil pressure switch connector E208.
3. Check continuity between IPDM E/R harness connector E122 (A) terminal 42 and oil pressure switch harness connector F4 (B) terminal 1.

Continuity should exist.

OK or NG

- OK >> GO TO 4.
NG >> Repair harness or connector.



4. CHECK OIL PRESSURE SWITCH

Check oil pressure switch. Refer to [DI-25, "OIL PRESSURE SWITCH CHECK"](#) .

OK or NG

- OK >> Replace IPDM E/R. Refer to [PG-32, "Removal and Installation of IPDM E/R"](#) .
NG >> Replace oil pressure switch.

Water Temperature Signal Inspection

EKS00BST

1. CHECK ECM SELF-DIAGNOSIS

Perform ECM self-diagnosis. Refer to [EC-121, "SELF-DIAG RESULTS MODE"](#) (QR25DE) or [EC-728, "SELF-DIAG RESULTS MODE"](#) (VQ40DE).

OK or NG

- OK >> Replace the combination meter. Refer to [IP-13, "COMBINATION METER"](#) .
NG >> Perform "Diagnostic procedure" for displayed DTC.

Engine Speed Signal Inspection

EKS00BSU

1. CHECK ECM SELF-DIAGNOSIS

Perform ECM self-diagnosis. Refer to [EC-121, "SELF-DIAG RESULTS MODE"](#) (QR25DE) or [EC-728, "SELF-DIAG RESULTS MODE"](#) (VQ40DE).

OK or NG

- OK >> Replace the combination meter. Refer to [IP-13, "COMBINATION METER"](#) .
NG >> Perform "Diagnostic procedure" for displayed DTC.

COMBINATION METERS

EKS00BSV

Fuel Level Sensor Unit Inspection

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-12, "SELF-DIAGNOSIS FUNCTION"](#) .

OK or NG

OK >> GO TO 2.

NG >> Replace the combination meter. Refer to [IP-13, "COMBINATION METER"](#) .

2. CHECK HARNESS CONNECTOR

1. Turn 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

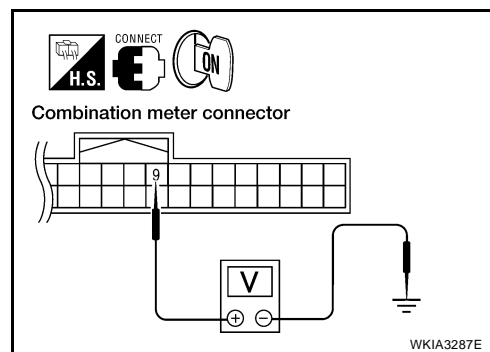
1. Disconnect fuel level sensor unit and fuel pump connector.
2. Turn ignition switch ON.
3. Check voltage between combination meter harness connector M24 terminal 9 and ground.

Battery voltage should exist.

OK or NG

OK >> GO TO 4.

NG >> Replace the combination meter. Refer to [IP-13, "COMBINATION METER"](#) .



COMBINATION METERS

4. CHECK HARNESS FOR OPEN OR SHORT CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect combination meter connector M24.
3. Check continuity between combination meter harness connector M24 terminal 9 and fuel level sensor unit and fuel pump harness connector C5 terminal 2.

Continuity should exist.

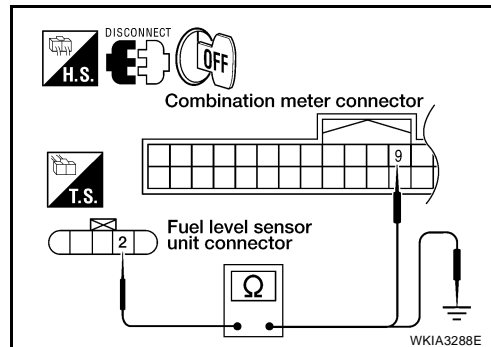
4. Check continuity between fuel level sensor unit and fuel pump harness connector C5 terminal 2 and ground.

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 4 and fuel level sensor unit and fuel pump harness connector C5 terminal 5.

Continuity should exist.

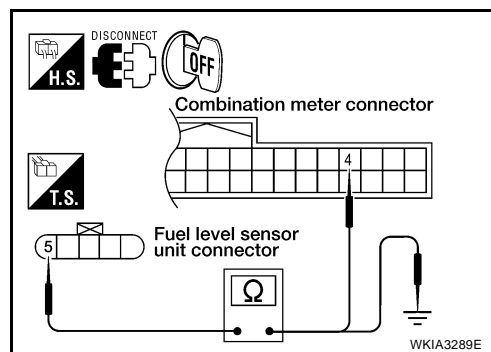
2. Check continuity between fuel level sensor unit and fuel pump harness connector C5 terminal 5 and ground.

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-6, "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 [IP-13, "COMBINATION METER"](#).

NG >> Install the fuel level sensor unit properly.

Fuel Gauge Fluctuates, Indicates Wrong Value, or Varies

EKS00BSW

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 in detail about the situation when the symptom occurs. Refer to [DI-22, "Fuel Level Sensor Unit Inspection"](#).

COMBINATION METERS

Fuel Gauge Does Not Move to Full-position

EKS00BSX

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.

DTC [U1000] CAN Communication Circuit

EKS00EMQ

Symptom: Display CAN COMM CIRC [U1000] at the result of self-diagnosis for combination meter.

1. CHECK CAN COMMUNICATION

1. Select "SELF-DIAG RESULTS" mode for "METER" with CONSULT-II.
2. Print out CONSULT-II screen.

>> Go to "CAN SYSTEM". Refer to [LAN-44, "TROUBLE DIAGNOSIS"](#).

DTC [B2205] Vehicle Speed Circuit

EKS00EMR

Symptom: Display VEHICLE SPEED CIRC [B2205] at the result of self-diagnosis for combination meter.

1. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Perform ABS actuator and electric unit (control unit) self-diagnosis. Refer to [BRC-22, "SELF-DIAGNOSIS" \(ABS\)](#), [BRC-60, "SELF-DIAGNOSIS" \(ABLS/ABS\)](#) or [BRC-111, "SELF-DIAGNOSIS" \(HDC/HSA/VDC/TCS/ABS\)](#).

Are self-diagnosis result items displayed?

- YES >> After checking and repairing the applicable item, perform the ABS actuator and electric unit (control unit) self-diagnosis again.
- NO >> Replace combination meter. Refer to [IP-13, "COMBINATION METER"](#).

COMBINATION METERS

Electrical Components Inspection FUEL LEVEL SENSOR UNIT CHECK

EKS00BSY

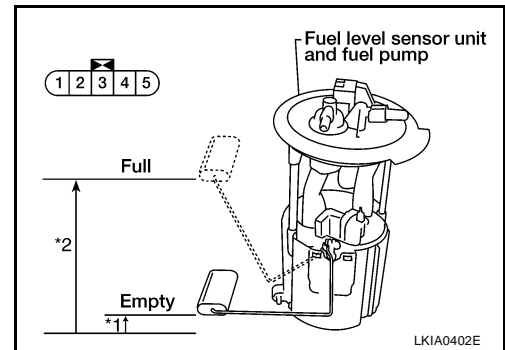
For removal, refer to [FL-6, "Removal and Installation"](#) .

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

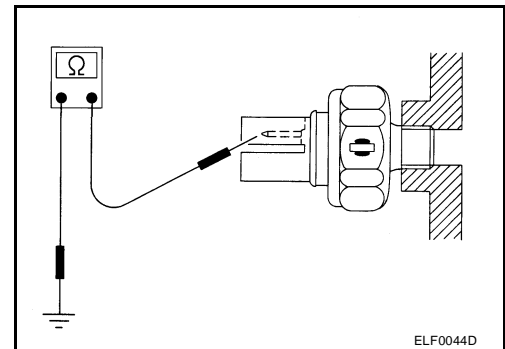
*1 and *2: When float rod is in contact with stopper.



OIL PRESSURE SWITCH CHECK

Check continuity between the oil pressure switch and body ground.

Condition	Oil pressure kPa (kg/cm ² , psi)	Continuity
Engine stopped	Less than 29 (0.3, 4)	Yes
Engine running	More than 29 (0.3, 4)	No



Removal and Installation COMBINATION METER

Refer to [IP-13, "COMBINATION METER"](#) .

EKS00BSZ

A
B
C
D
E
F
G
H
I
J
DI
L
M

COMPASS AND THERMOMETER

COMPASS AND THERMOMETER

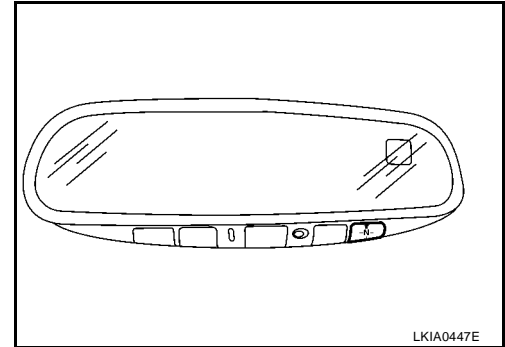
PF2:24835

System Description

EKS00BT0

This unit displays the following items:

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



OUTSIDE TEMPERATURE DISPLAY

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

DIRECTION DISPLAY

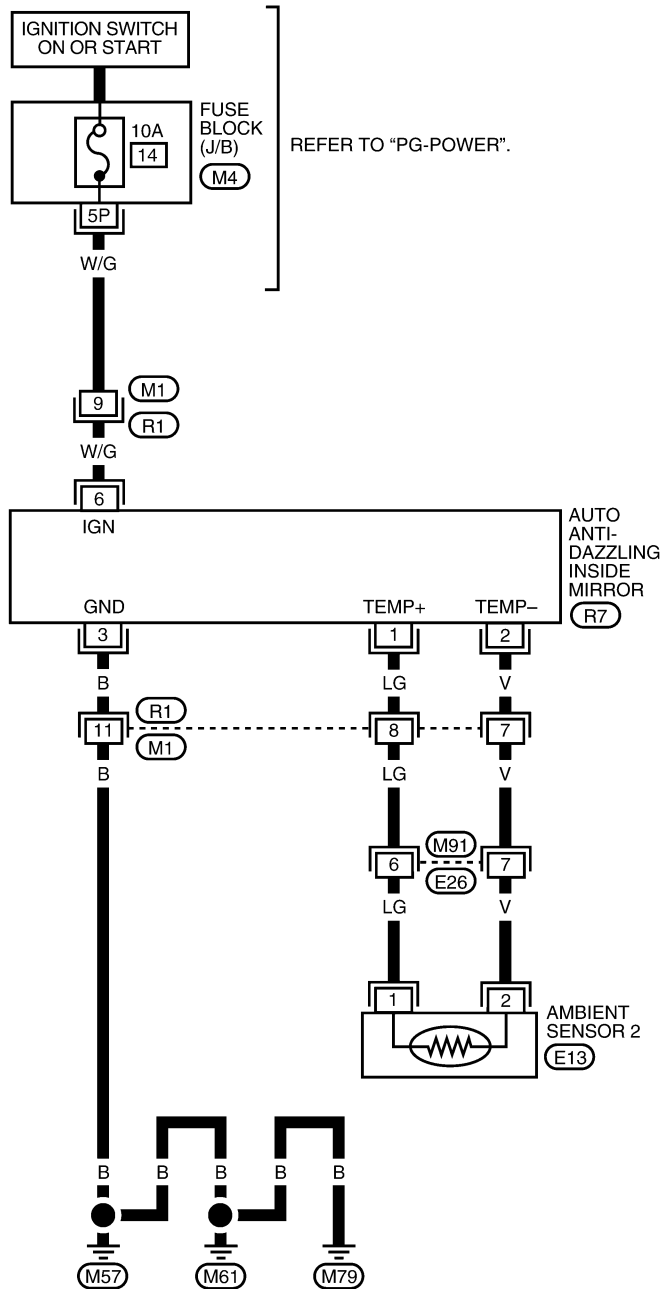
Push the mode (N) switch when the ignition switch is in the ON position. The direction will be displayed.

COMPASS AND THERMOMETER

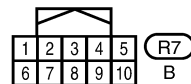
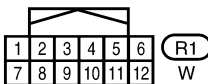
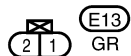
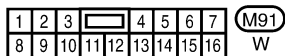
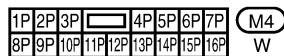
Wiring Diagram — COMPAS —

EKS00BT1

DI-COMPAS-01



A
B
C
D
E
F
G
H
I
J
DI
L
M



WKWA4313E

COMPASS AND THERMOMETER

EKS00BT3

Trouble Diagnoses 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. 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. Refer to [DI-28, "INSPECTION/COMPASS AND THERMOMETER"](#)

INSPECTION/COMPASS AND THERMOMETER

Symptom	Possible causes	Repair order
No display at all	<ol style="list-style-type: none">1. 10A fuse.2. Power circuit.3. Ground circuit.4. Auto anti-dazzling inside mirror.	<ol style="list-style-type: none">1. Check 10A fuse [No. 14 located in the fuse block (J/B)]. Turn the ignition switch ON and verify that battery positive voltage is at terminal 6 of auto anti-dazzling inside mirror.2. Check power circuit for auto anti-dazzling inside mirror.3. Check ground circuit for auto anti-dazzling inside mirror.4. Replace auto anti-dazzling inside mirror.
Forward direction indication slips off the mark or incorrect.	<ol style="list-style-type: none">1. In manual correction mode (Bar and display vanish).2. Zone variation change is not done.	<ol style="list-style-type: none">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)	<ol style="list-style-type: none">1. Check operation.2. Ambient sensor 2 circuit.3. Ambient sensor 2.4. Auto anti-dazzling inside mirror.	<ol style="list-style-type: none">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	<ol style="list-style-type: none">1. Ambient sensor 2 circuit.2. Ambient sensor 2.3. Auto anti-dazzling inside mirror.	<ol style="list-style-type: none">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.

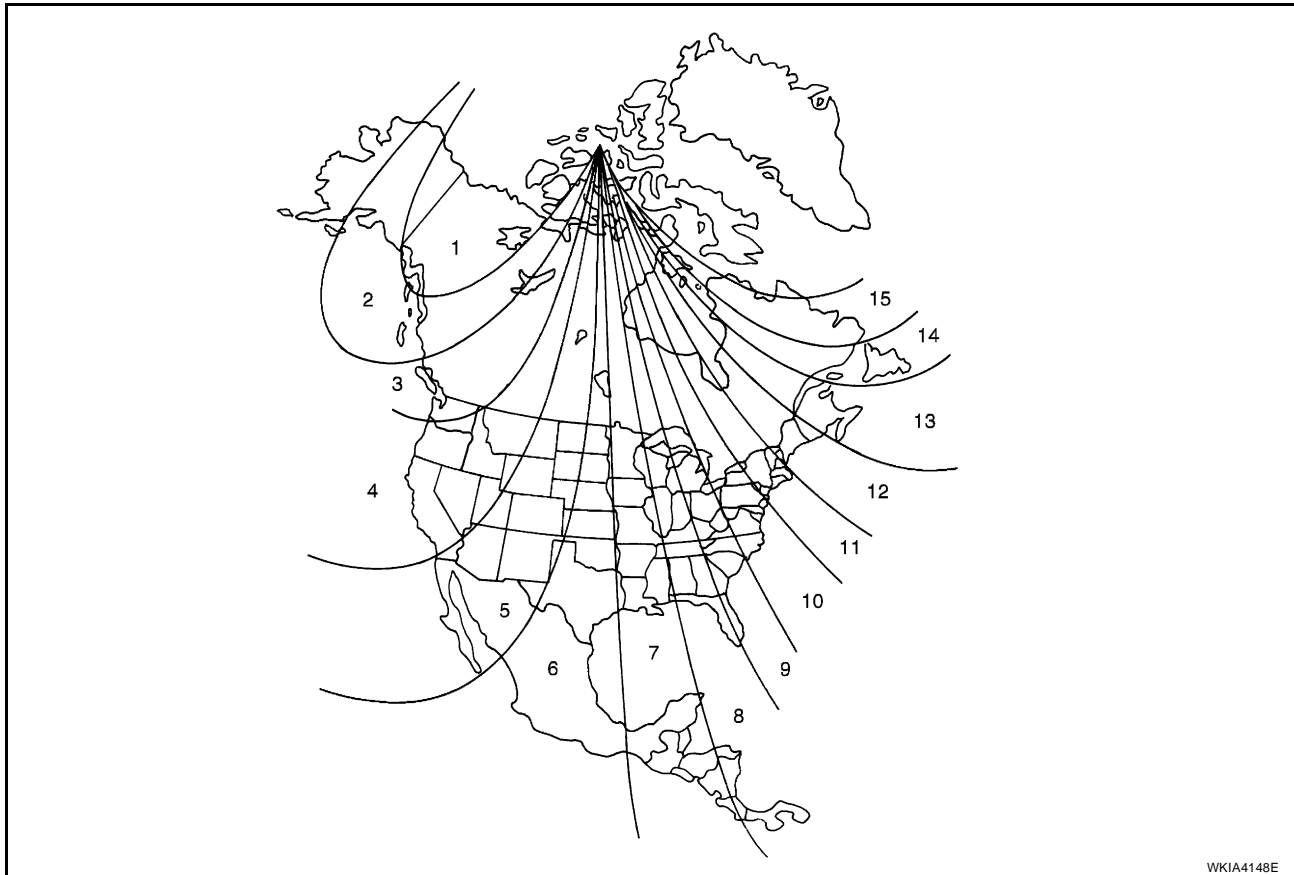
COMPASS AND THERMOMETER

Calibration Procedure for Compass

EKS00BT4

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.

Zone Variation Chart



1. Determine your location on the zone map.
2. Turn the ignition switch to the ON position.
3. Press and hold the mode (N) switch for about 8 seconds. The current zone number will appear in the display.
4. Press the mode (N) switch repeatedly until the desired number appears in the display.

Once the desired zone number is displayed, stop pressing the mode (N) switch and the display will show a compass direction after a few seconds.

NOTE:

Use zone number 5 for Hawaii.

CORRECTION FUNCTIONS OF COMPASS

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

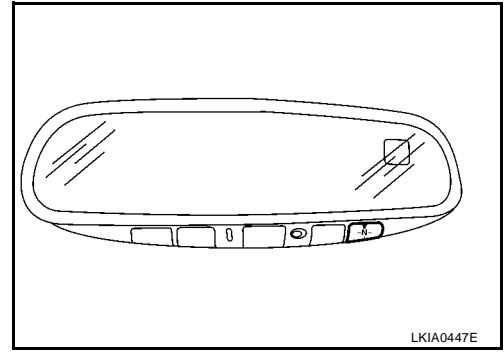
COMPASS AND THERMOMETER

INITIAL CORRECTION PROCEDURE FOR COMPASS

1. Pushing the mode (N) 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 compass will be calibrated once it has tracked 3 complete circles.

NOTE:

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



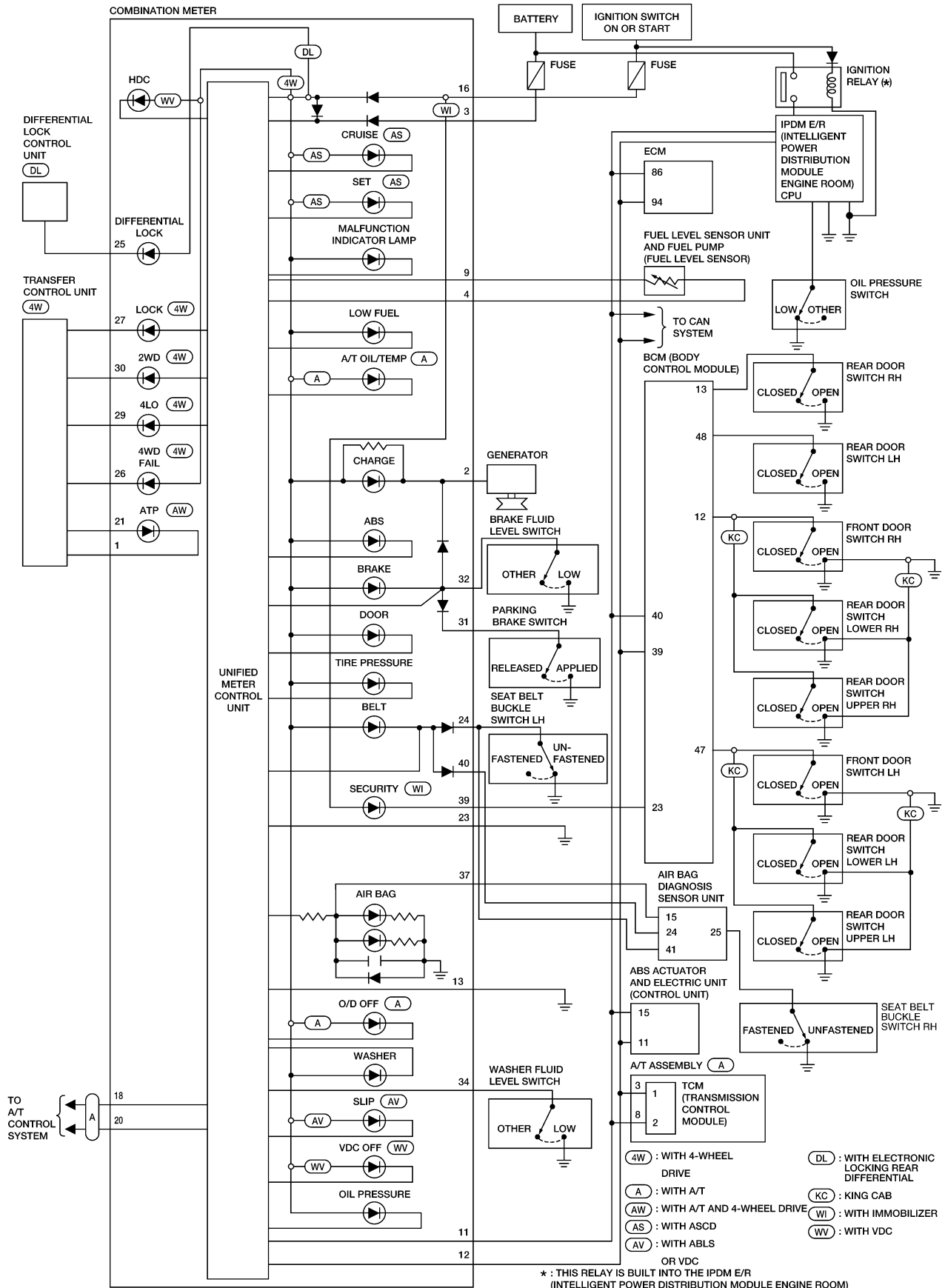
WARNING LAMPS

WARNING LAMPS

Schematic

PF:24814

EKS00BT5

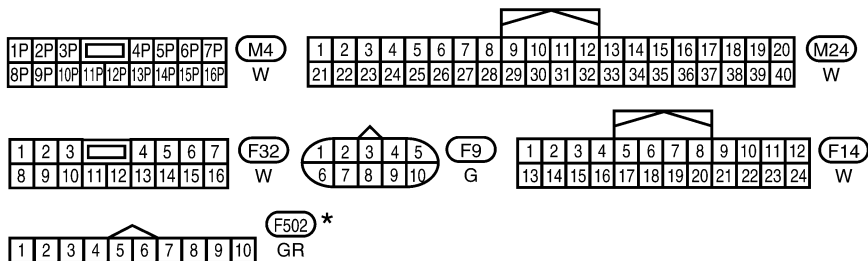
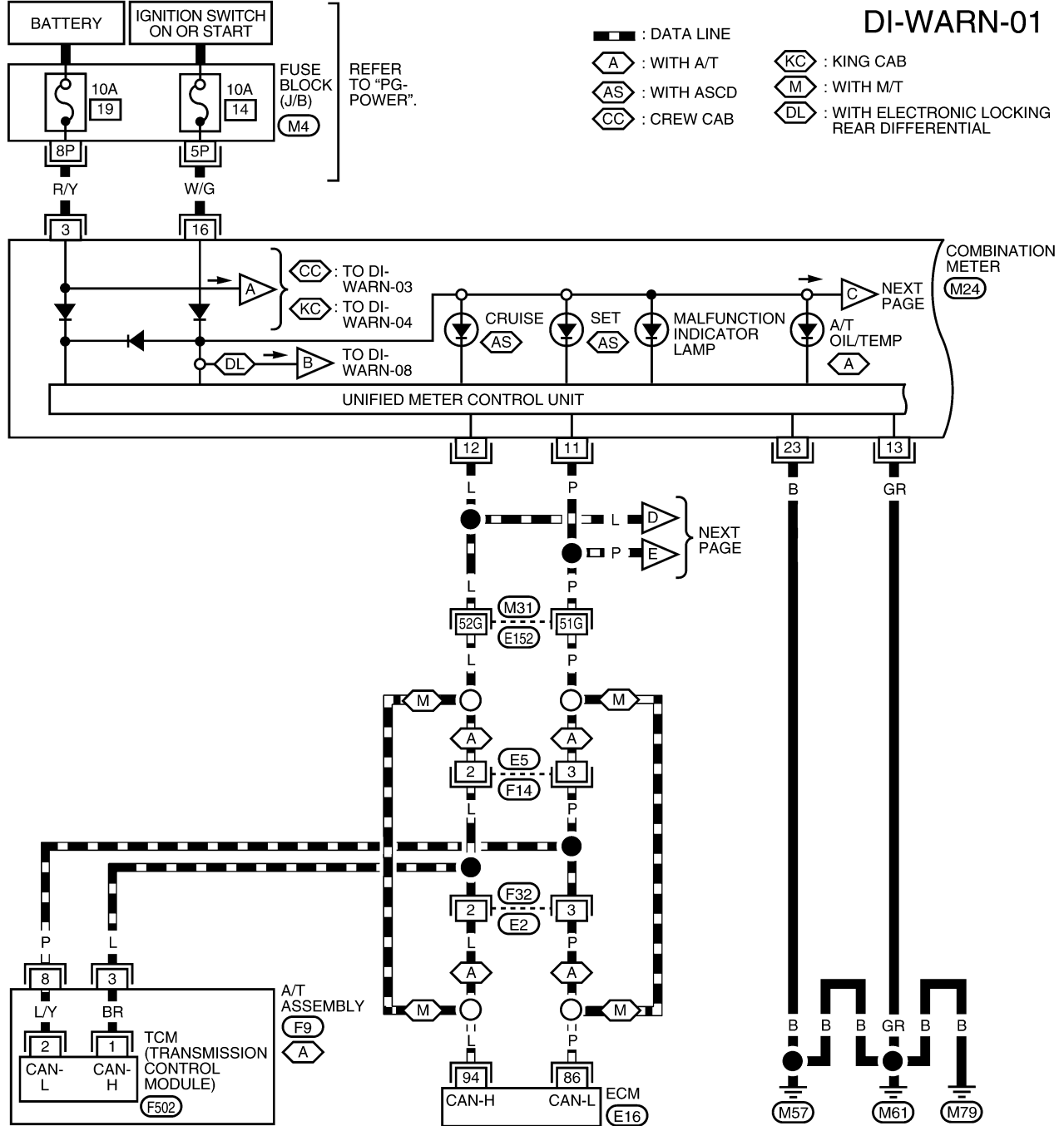


WARNING LAMPS

EKS00BT6

Wiring Diagram — WARN —

DI-WARN-01



REFER TO THE FOLLOWING.

- (E16) - ELECTRICAL UNITS
- (M31) - SUPER MULTIPLE JUNCTION (SMJ)

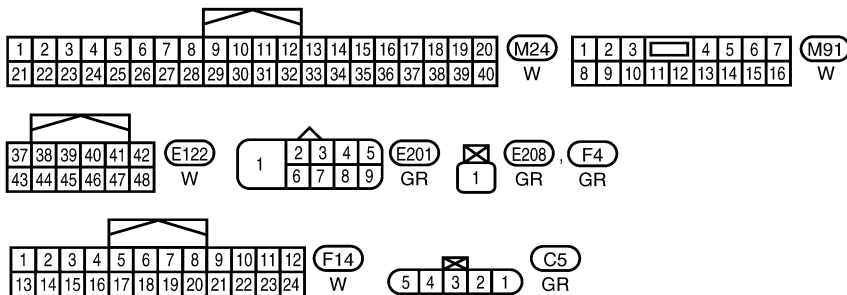
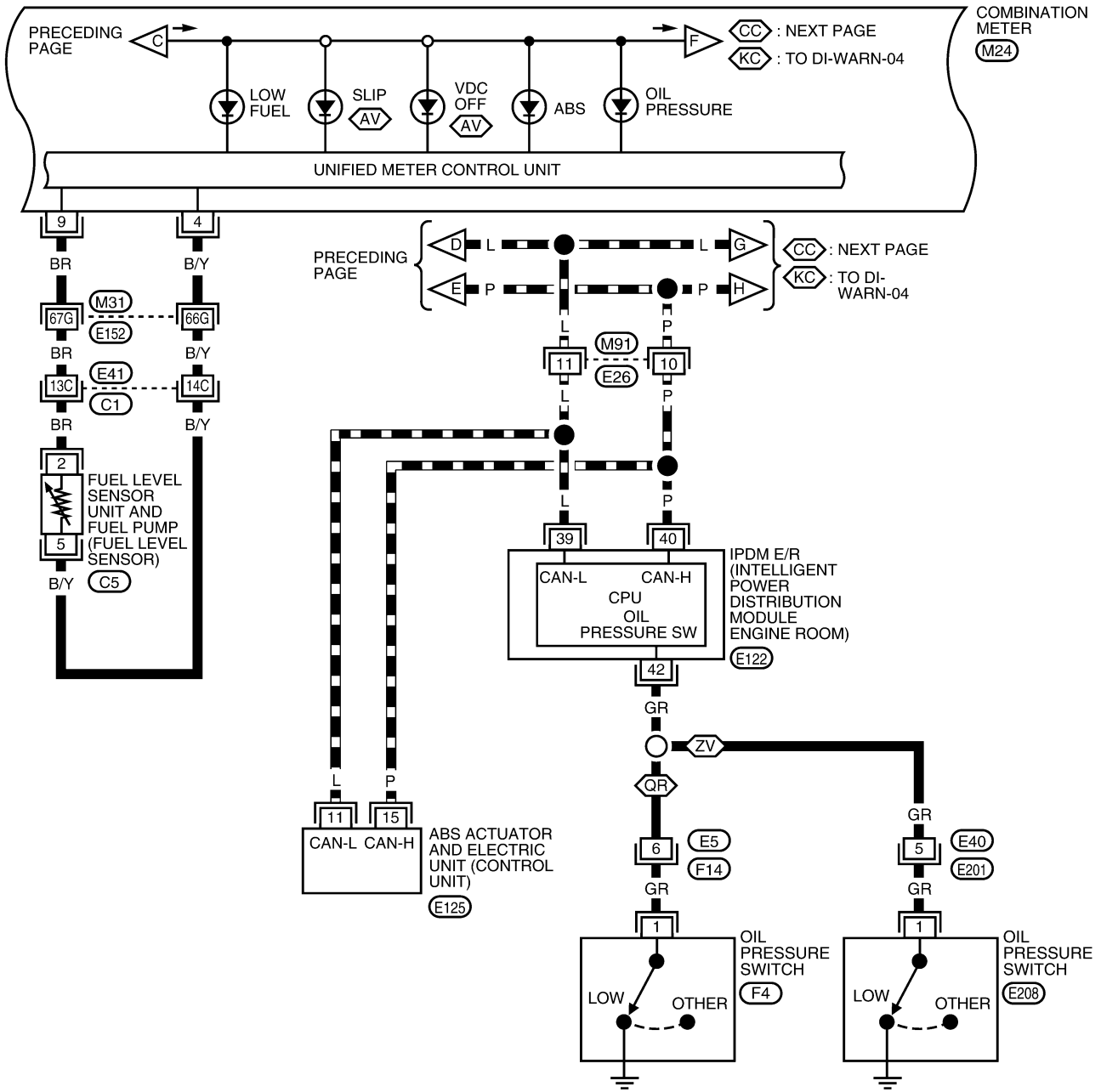
*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT" OF PG SECTION.

WKWA4315E

WARNING LAMPS

DI-WARN-02

AV : WITH ABL5 OR VDC
 KC : KING CAB
 ZV : WITH VQ40DE
CC : CREW CAB
 QR : WITH QR25DE



REFER TO THE FOLLOWING
M31, C1 - SUPER MULTIPLE JUNCTION (SMJ)
E125 - ELECTRICAL UNITS

WKWA5288E

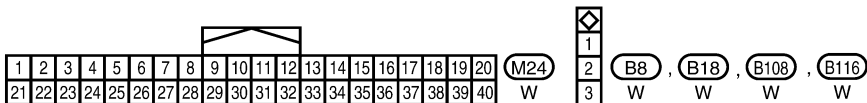
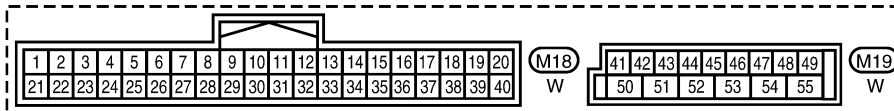
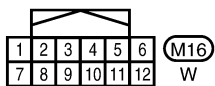
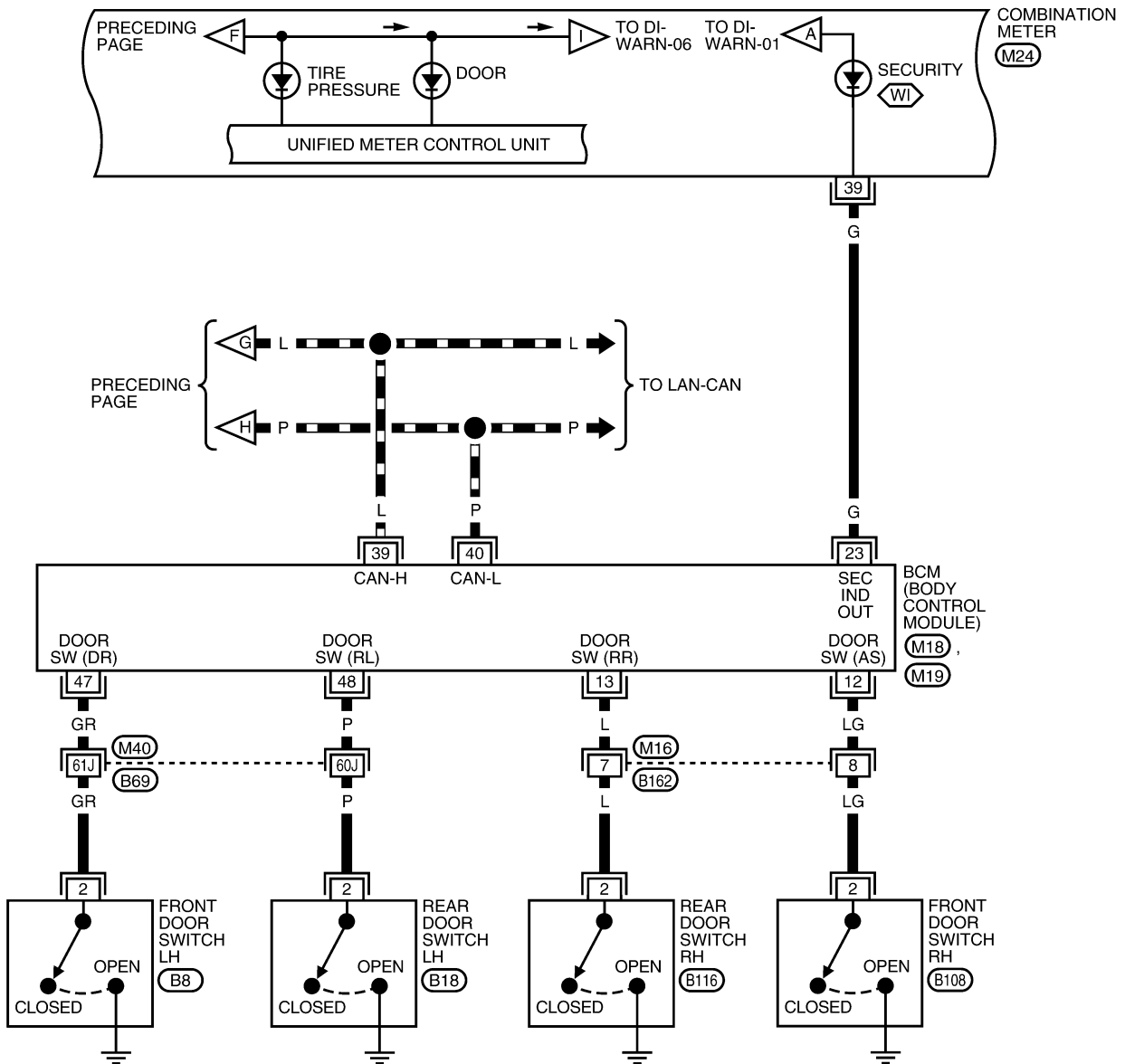
WARNING LAMPS

CREW CAB

DI-WARN-03

— : DATA LINE

⬡ : WITH IMMOBILIZER



REFER TO THE FOLLOWING.

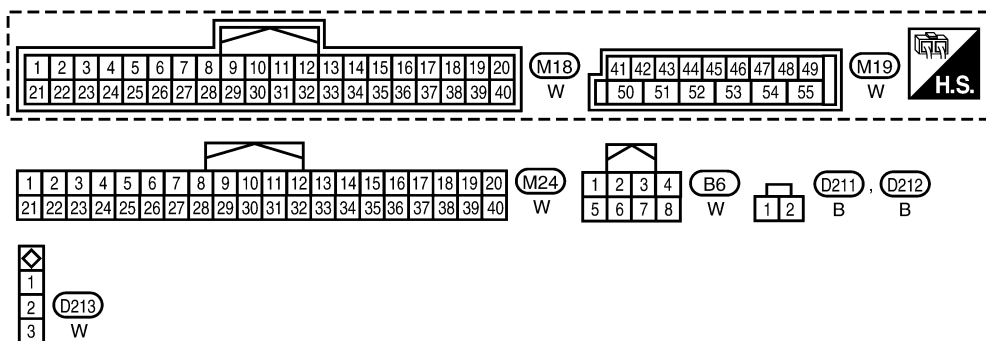
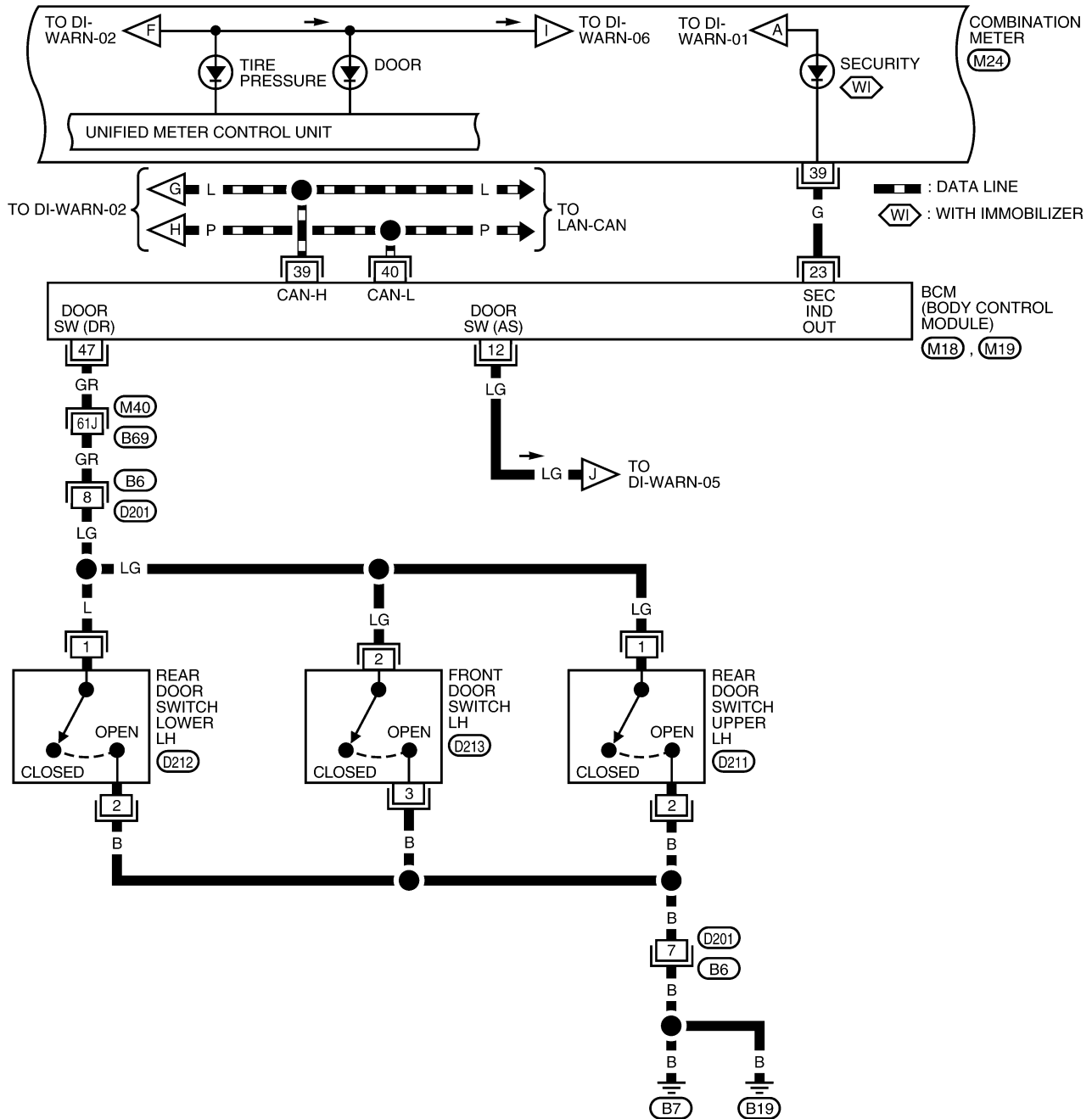
(M40) - SUPER MULTIPLE JUNCTION (SMJ)

WKWA4317E

WARNING LAMPS

KING CAB

DI-WARN-04

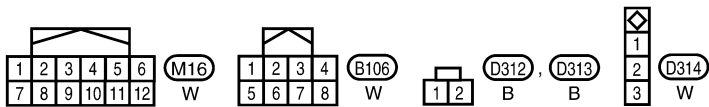
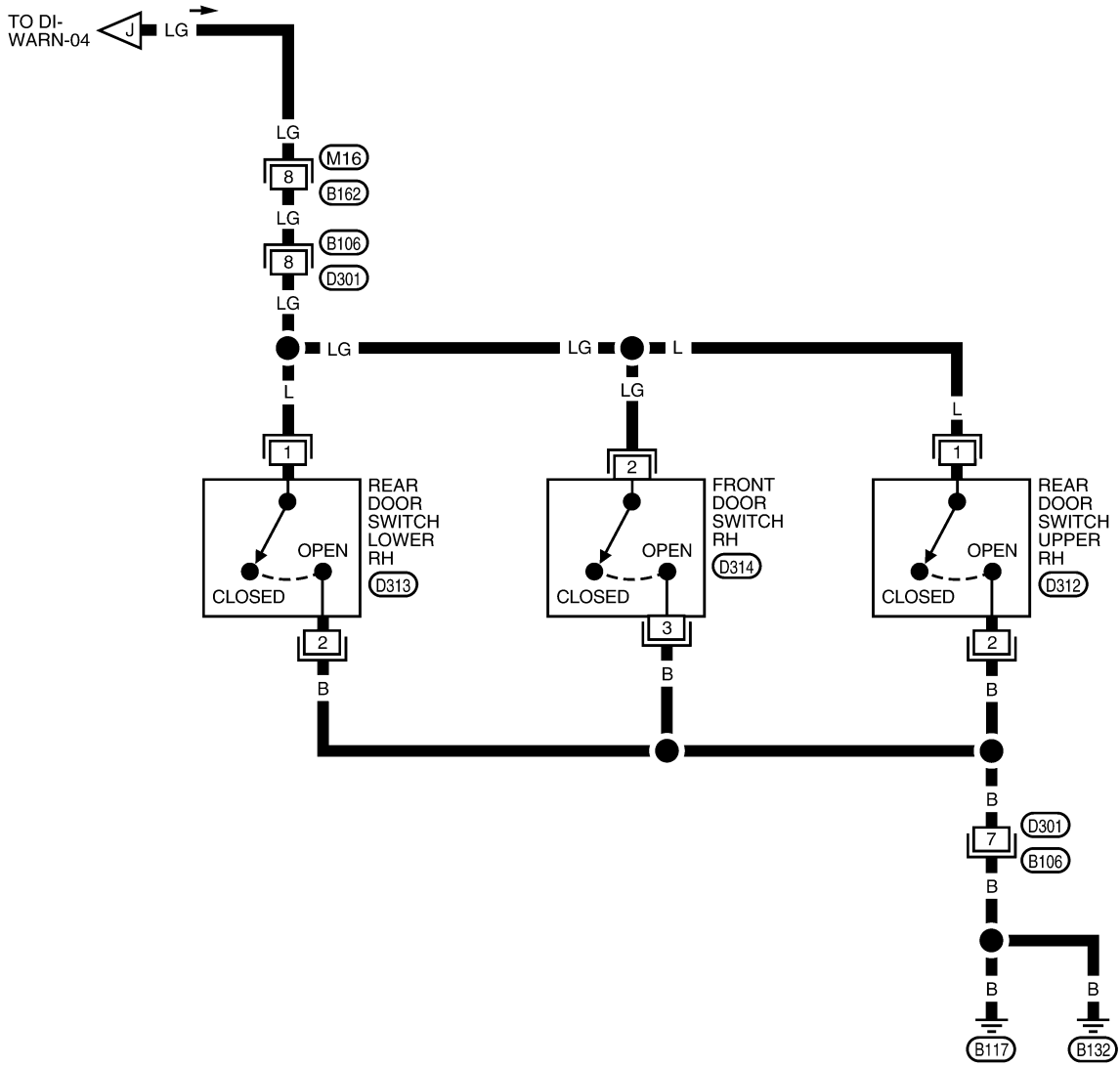


REFER TO THE FOLLOWING.
 (M40) - SUPER MULTIPLE JUNCTION (SMJ)

WKWA4318E

WARNING LAMPS

DI-WARN-05

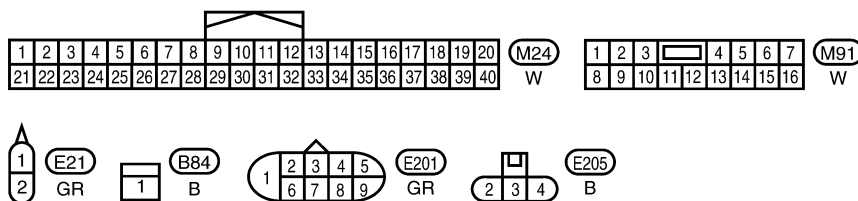
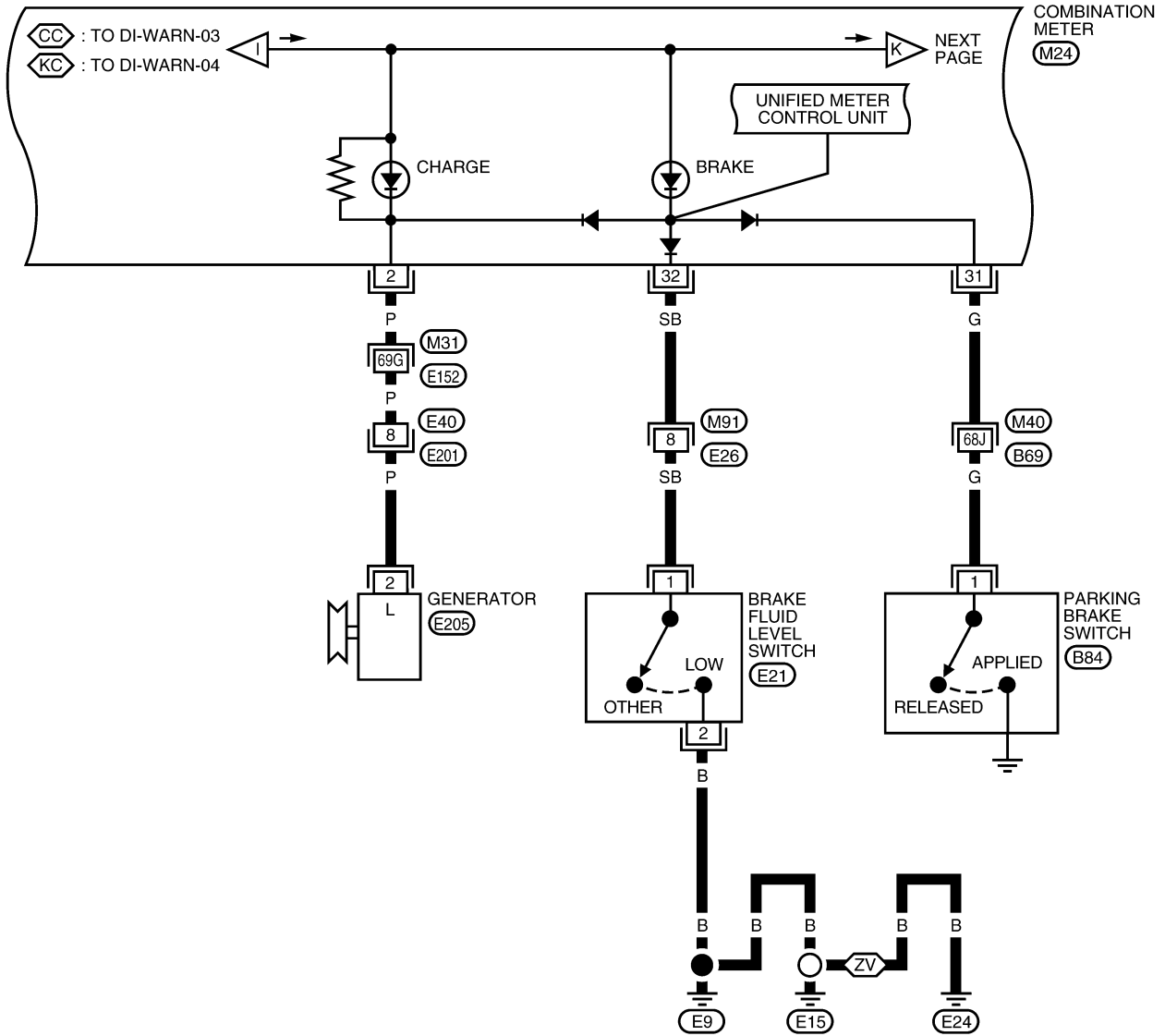


WKWA4319E

WARNING LAMPS

DI-WARN-06

- CC : CREW CAB
- KC : KING CAB
- ZV : WITH VQ40DE

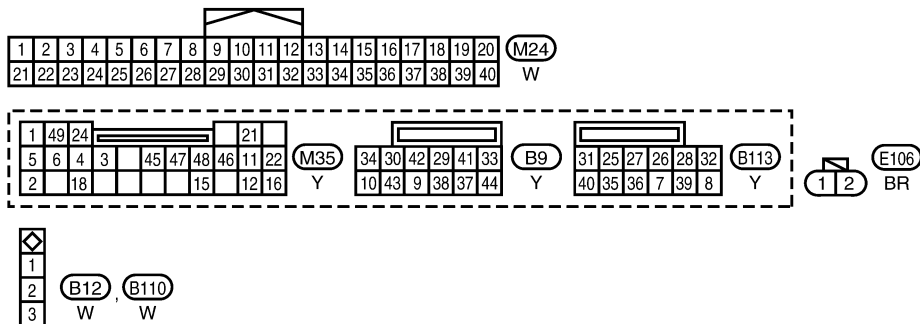
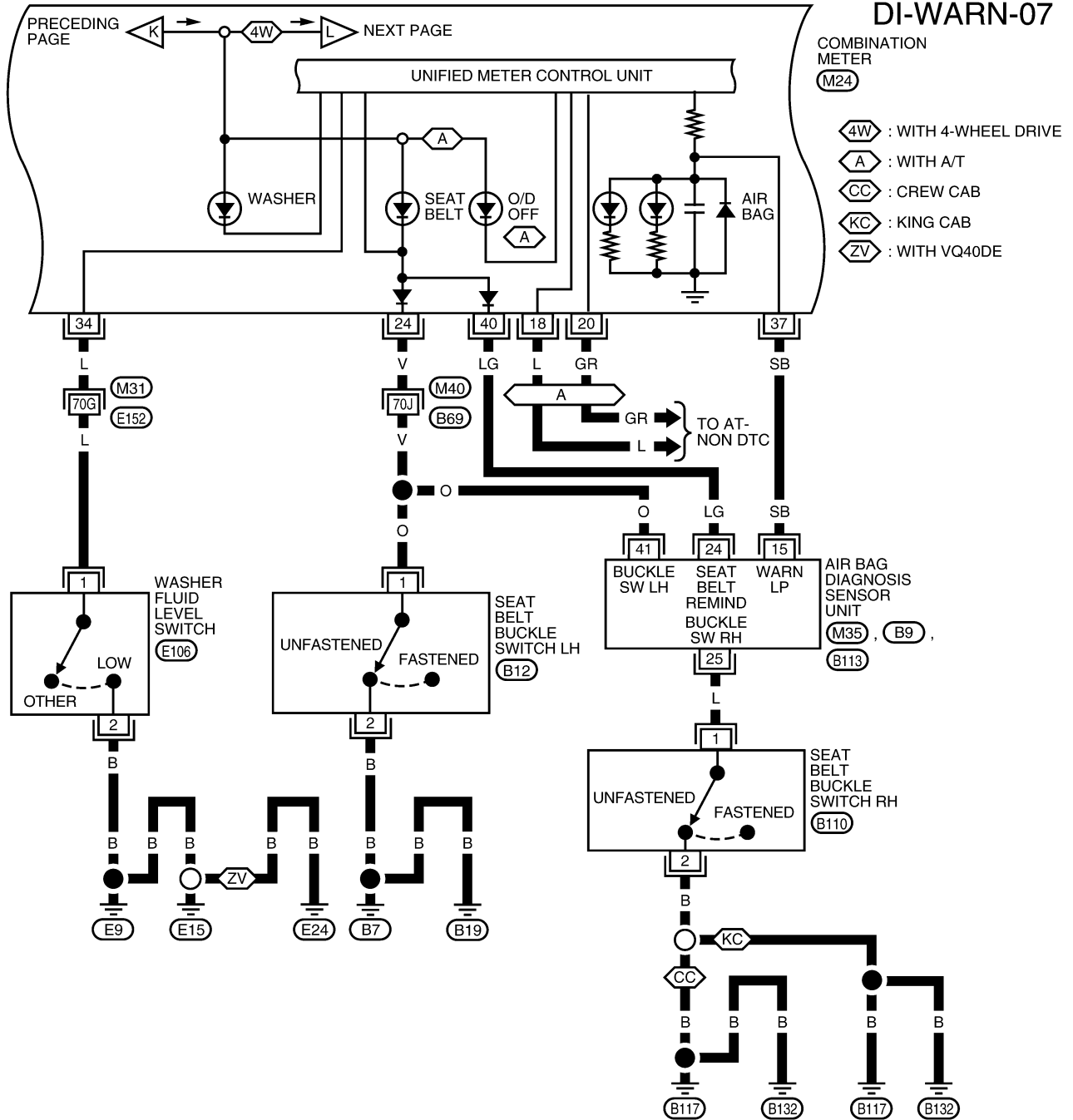


REFER TO THE FOLLOWING.
M31 , M40 - SUPER MULTIPLE JUNCTION (SMJ)

WKWA4320E

WARNING LAMPS

DI-WARN-07







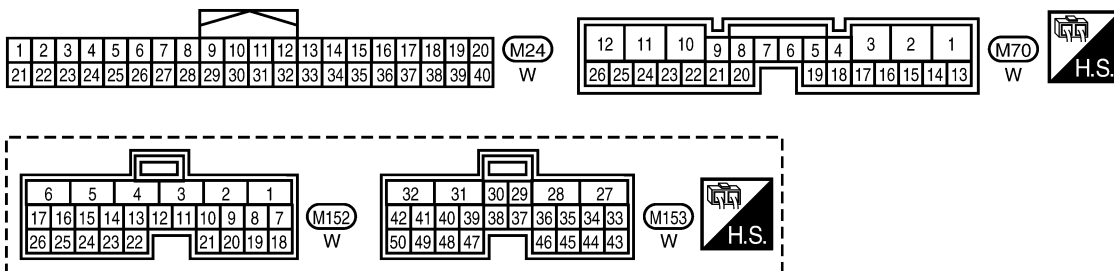
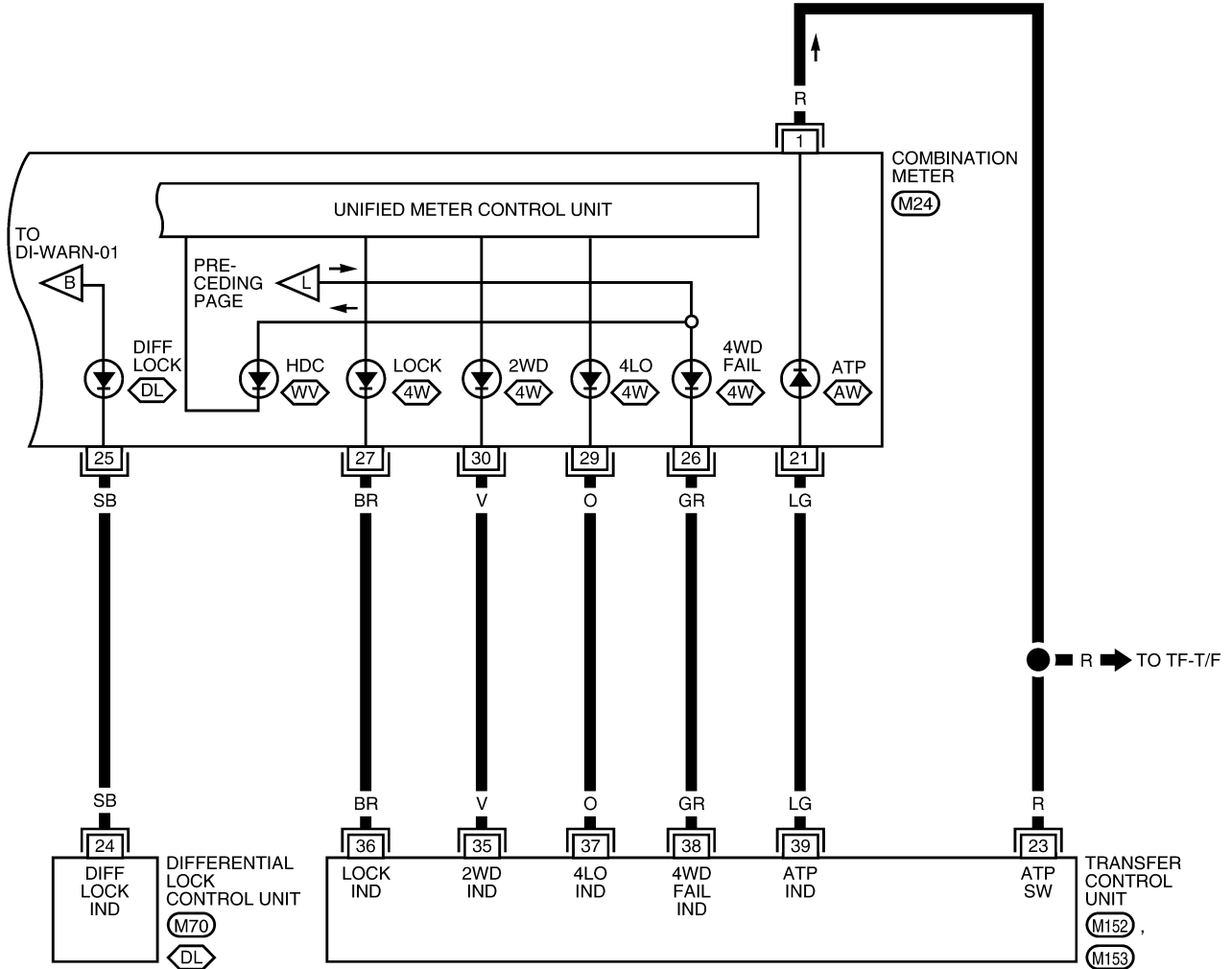
REFER TO THE FOLLOWING
 (M31), (M40) - SUPER MULTIPLE
 JUNCTION (SMJ)

WKWA4321E

WARNING LAMPS

DI-WARN-08

-  : WITH 4-WHEEL DRIVE
-  : WITH A/T AND 4-WHEEL DRIVE
-  : WITH ELECTRONIC LOCKING REAR DIFFERENTIAL
-  : WITH VDC



WKWA4322E

WARNING LAMPS

EKS00B77

Oil Pressure Warning Lamp Stays Off (Ignition Switch ON)

1. CHECK SELF-DIAGNOSTIC RESULTS OF IPDM E/R

Select "IPDM E/R" on CONSULT-II, and perform self-diagnosis of IPDM E/R. Refer to [PG-20, "SELF-DIAGNOSTIC RESULTS"](#).

Self-diagnostic results content

No malfunction detected>>GO TO 2.

Malfunction detected>>GO TO [PG-20, "Display Item List"](#).

2. CHECK IPDM E/R INPUT SIGNAL

Select "IPDM E/R" on CONSULT-II. Operate ignition switch with "OIL P SW" of "DATA MONITOR" and check operation status.

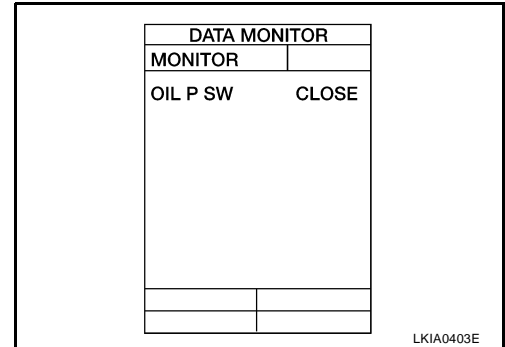
When ignition switch is in ON : OIL P SW CLOSE position (Engine stopped)

When engine running : OIL P SW OPEN

OK or NG

OK >> Replace combination meter. Refer to [IP-13, "COMBINATION METER"](#).

NG >> GO TO 3.



3. CHECK OIL PRESSURE SWITCH CIRCUIT

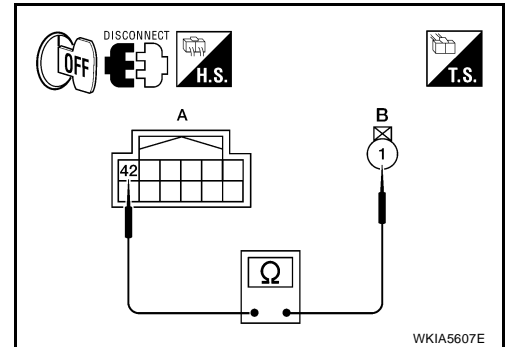
1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector E122 and oil pressure switch connector F4 (QR25DE) or E208 (VQ40DE).
3. Check continuity between IPDM E/R harness connector E122 (A) terminal 42 and oil pressure switch harness connector F4 (B) terminal 1.

Continuity should exist.

OK or NG

OK >> GO TO 4.

NG >> Repair harness or connector.



4. CHECK OIL PRESSURE SWITCH

Check oil pressure switch. Refer to [DI-25, "OIL PRESSURE SWITCH CHECK"](#).

OK or NG

OK >> Replace IPDM E/R. Refer to [PG-32, "Removal and Installation of IPDM E/R"](#).

NG >> Replace oil pressure switch.

WARNING LAMPS

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

EKS00BT8

NOTE:

For oil pressure inspection, refer to [LU-6, "OIL PRESSURE CHECK"](#) (QR25DE) or [LU-19, "OIL PRESSURE CHECK"](#) (VQ40DE).

QR25DE Models

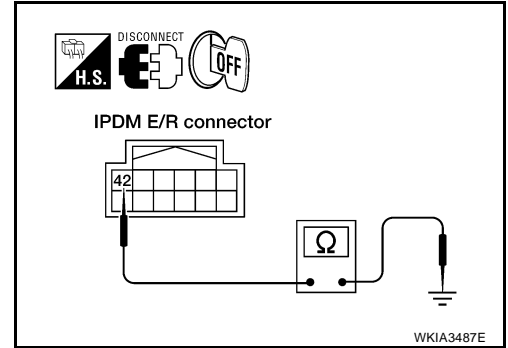
1. CHECK OIL PRESSURE SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector E122 and oil pressure switch connector F4.
3. Check continuity between IPDM E/R harness connector E122 terminal 42 and ground.

Continuity should not exist.

OK or NG

- OK >> GO TO 2.
NG >> Repair harness or connector.



2. CHECK OIL PRESSURE SWITCH

Check oil pressure switch. Refer to [DI-25, "OIL PRESSURE SWITCH CHECK"](#).

OK or NG

- OK >> Replace IPDM E/R. Refer to [PG-32, "Removal and Installation of IPDM E/R"](#).
NG >> Replace oil pressure switch.

VQ40DE Models

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-13, "COMBINATION METER"](#).
NO >> Go to [DI-20, "Engine Oil Pressure Signal Inspection"](#).

A/T INDICATOR

PF:24814

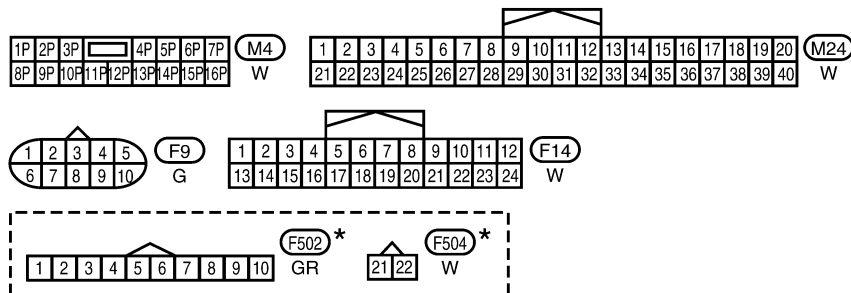
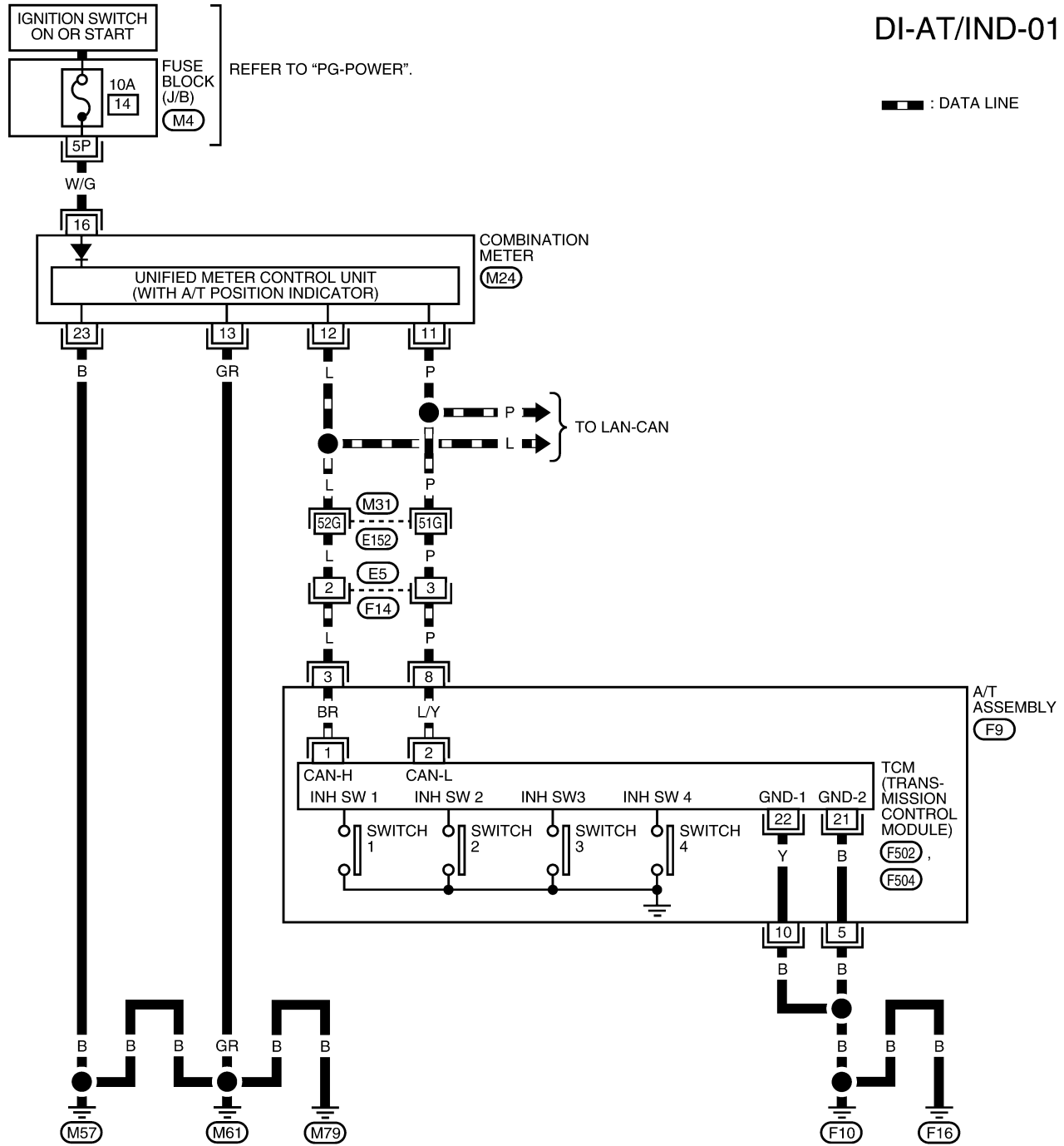
A/T INDICATOR

Wiring Diagram — AT/IND —

EKS00BT9

DI-AT/IND-01

— : DATA LINE



REFER TO THE FOLLOWING.

(M31) - SUPER MULTIPLE JUNCTION (SMJ)

*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT" OF PG SECTION.

WKWA2122E

A/T INDICATOR

A/T Indicator Does Not Illuminate

EKS00BTA

1. CHECK SELF-DIAGNOSIS OF COMBINATION METER

Perform combination meter self-diagnosis. Refer to [DI-12, "SELF-DIAGNOSIS FUNCTION"](#) .

OK or NG

OK >> GO TO 2.

NG >> Replace combination meter. Refer to [IP-13, "COMBINATION METER"](#) .

2. CHECK TCM

Perform self-diagnosis of TCM. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) .

OK or NG

OK >> Replace combination meter. Refer to [IP-13, "COMBINATION METER"](#) .

NG >> Refer to [AT-89, "Display Items List"](#) .

A

B

C

D

E

F

G

H

I

J

DI

L

M

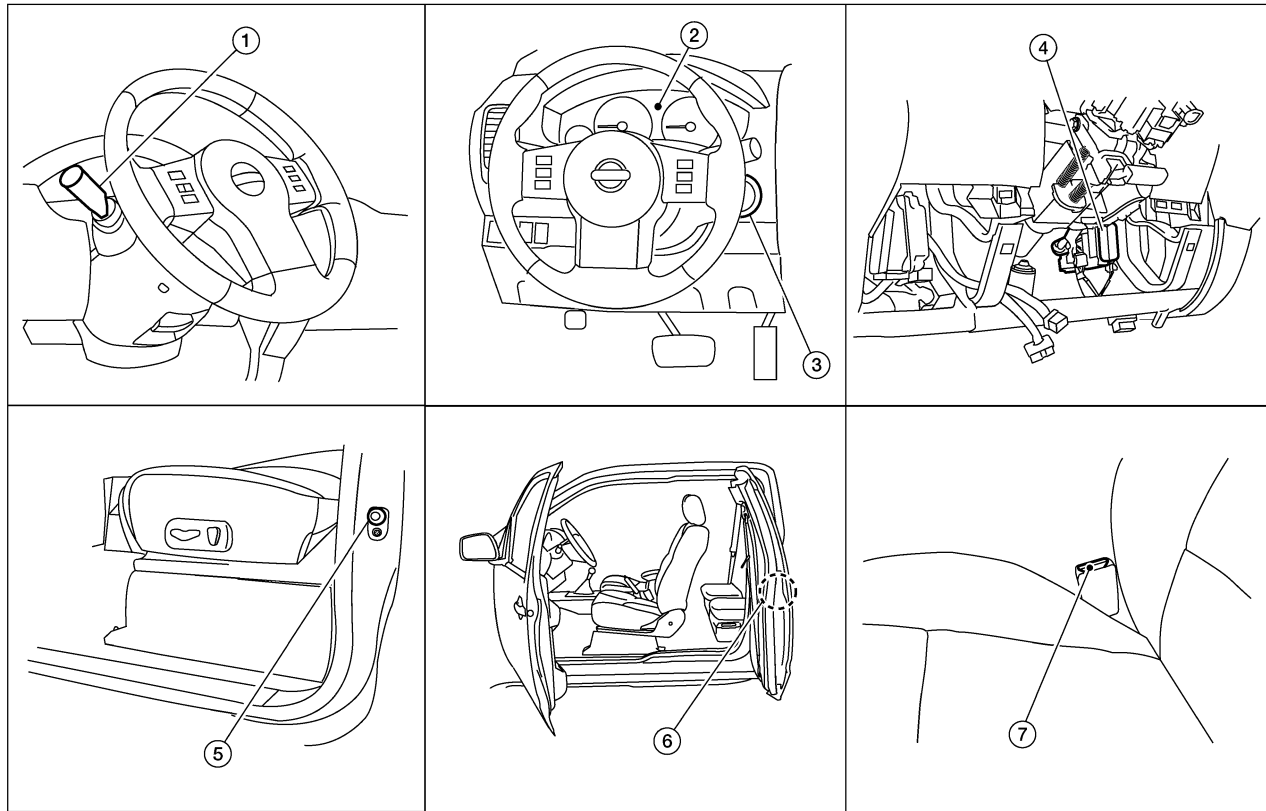
WARNING CHIME

WARNING CHIME

PF2:24814

Component Parts and Harness Connector Location

EKS00BTB



WKIA4988E

- | | | |
|--|---------------------------------------|---|
| 1. Combination switch (lighting switch) M28 | 2. Combination meter M24 | 3. Key switch M27 |
| 4. BCM M18, M19, M20 (view with instrument lower panel LH removed) | 5. Front door switch LH B8 (crew cab) | 6. Front door switch LH D213 (king cab) |
| 7. Seat belt buckle switch LH B12 | | |

System Description FUNCTION

EKS00BTC

Power is supplied at all times

- through 50A fusible link (letter **g**, located in the fuse and fusible link box)
- to BCM terminal 70,
- through 10A fuse (No. 25, located in the fuse and fusible link box)
- to key switch terminal 2,
- through 10A fuse [No. 19, located in the fuse block (J/B)]
- to combination meter terminal 3.

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

- through 10A fuse [No. 1, located in the fuse block (J/B)]
- to BCM terminal 38,
- through 10A fuse [No. 14, located in the fuse block (J/B)]
- to combination meter terminal 16.

Ground is supplied

- to BCM terminal 67 and
- to combination meter terminals 13 and 23
- through body grounds M57, M61, and M79.

WARNING CHIME

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

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:

Lighting switch (detected by BCM) is in 1st or 2nd position. Refer to [LT-73, "Combination Switch Reading Function"](#).

Ground is supplied

- to BCM terminal 47
- through front door switch LH terminal 2
- through front door switch LH terminal 3 (King Cab)
- through body grounds B7 and B19 (King Cab).

Front door switch LH (Crew Cab) is case grounded.

BCM detects headlamps are illuminated, and sends light warning signal to combination meter via CAN communication lines. When the combination meter receives light warning signal, it sounds 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 terminal 1
- to BCM terminal 37.

Ground is supplied

- to BCM terminal 47
- through front door switch LH terminal 2
- through front door switch LH terminal 3 (King Cab)
- through body grounds B7 and B19 (King Cab).

Front door switch LH (Crew Cab) 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.

SEAT BELT WARNING CHIME

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

Ground is supplied

- to combination meter terminal 24
- 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.

A
B
C
D
E
F
G
H
I
J

DI

L
M

WARNING CHIME

CAN Communication System Description

EKS00BTD

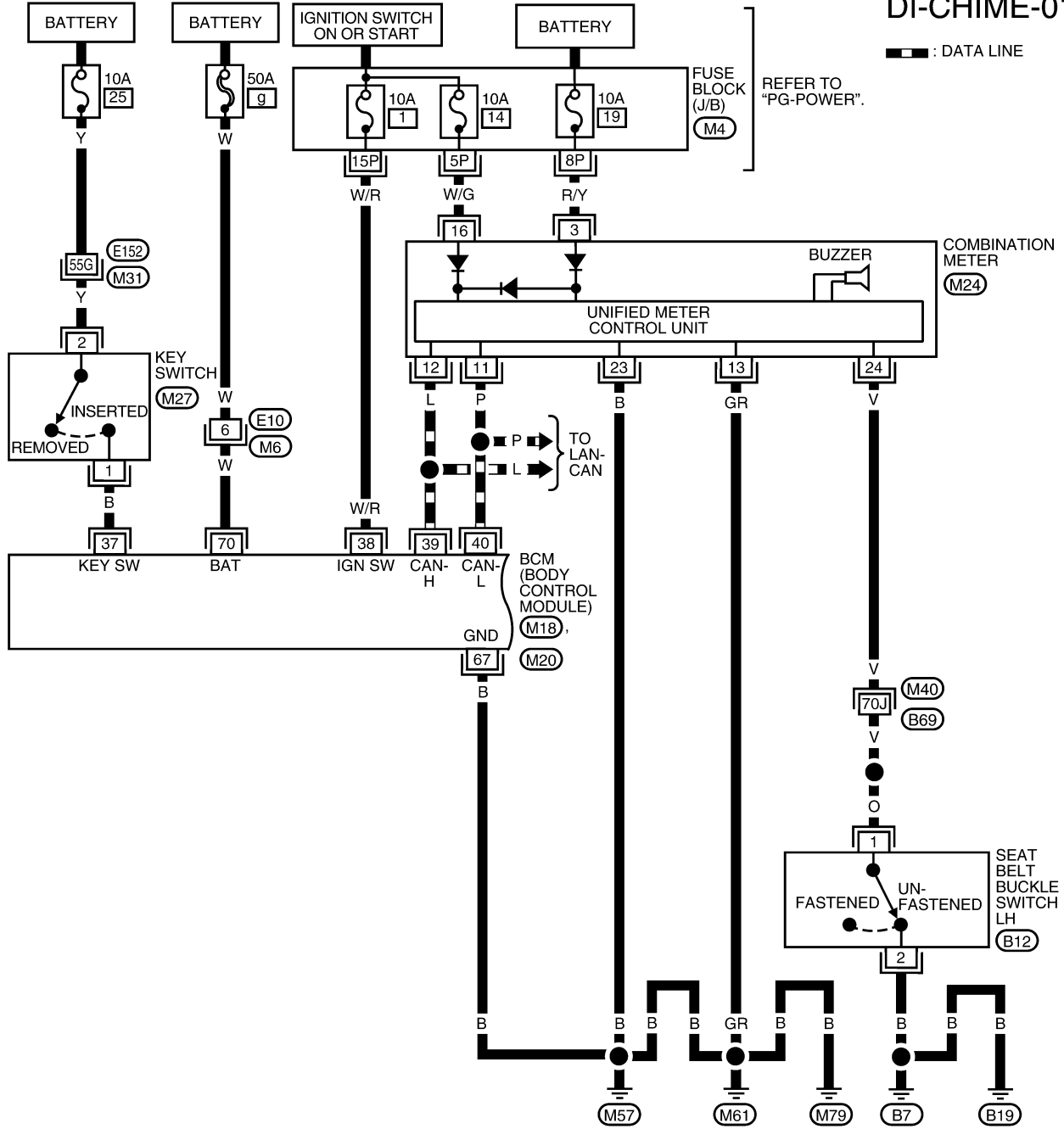
Refer to [LAN-4, "SYSTEM DESCRIPTION"](#) .

WARNING CHIME

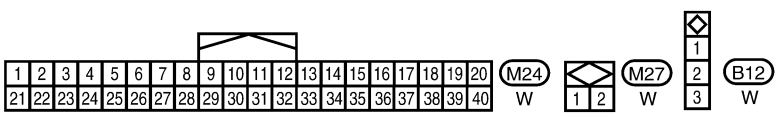
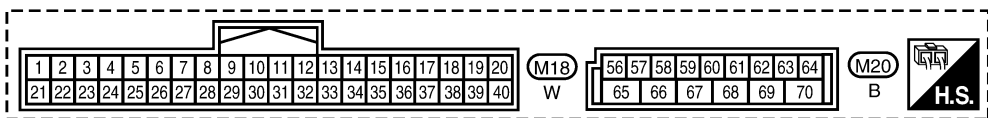
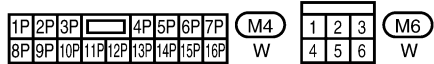
Wiring Diagram — CHIME —

EKS00BTE

DI-CHIME-01



A
B
C
D
E
F
G
H
I
J
DI
L
M



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

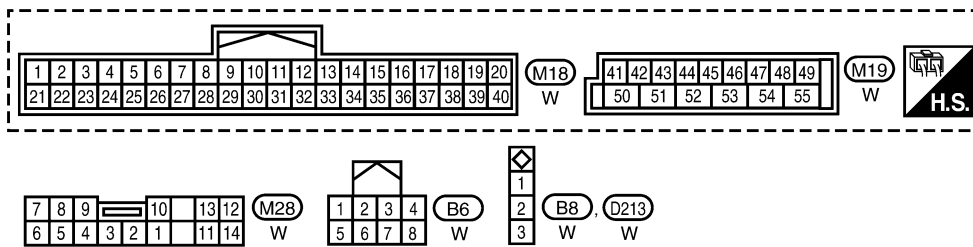
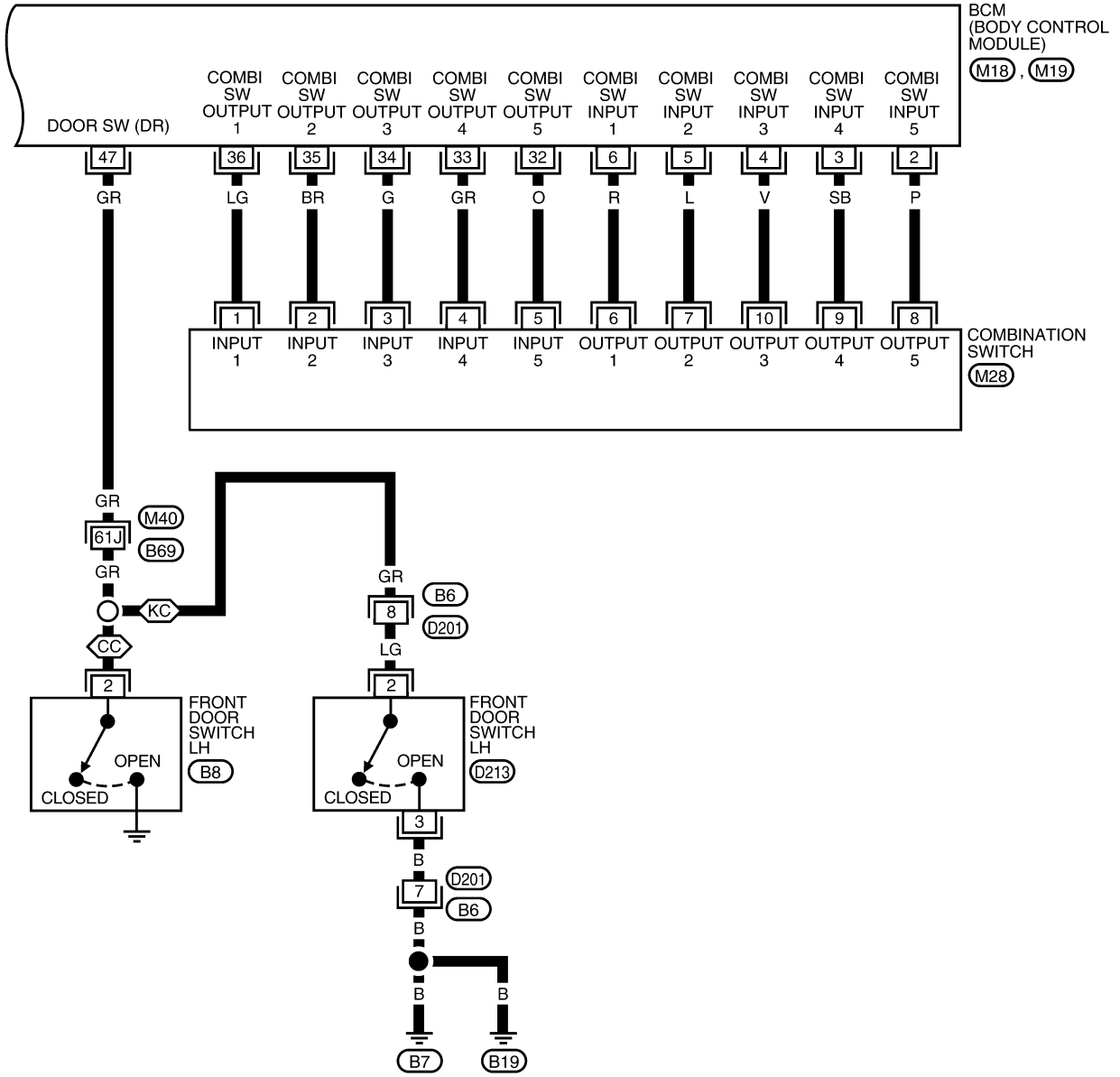
WKWA5289E

WARNING CHIME

DI-CHIME-02

: CREW CAB

: KING CAB



REFER TO THE FOLLOWING.

- SUPER MULTIPLE JUNCTION (SMJ)

WKWA5461E

WARNING CHIME

Terminals and Reference Values for BCM

EKS00BTF

Refer to [BCS-12, "Terminals and Reference Values for BCM"](#) .

A

Terminals and Reference Values for Combination Meter

EKS00BTG

Refer to [DI-11, "Terminals and Reference Values for Combination Meter"](#) .

B

How to Proceed With Trouble Diagnosis

EKS00BTH

1. Confirm the symptom or customer complaint.
2. Understand operation description and function description. Refer to [DI-44, "System Description"](#) .
3. Perform the preliminary check. Refer to [DI-49, "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.

C

D

E

Preliminary Check

EKS00BTI

INSPECTION FOR POWER SUPPLY AND GROUND CIRCUIT

Refer to [BCS-16, "BCM Power Supply and Ground Circuit Check"](#) .

F

G

H

I

J

DI

L

M

WARNING CHIME

CONSULT-II Function (BCM)

EKS00BTJ

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

BCM diagnostic test item	Diagnostic mode	Description
Inspection by part	WORK SUPPORT	Supports inspections and adjustments. Commands are transmitted to the BCM for setting the status suitable for required operation, input/output signals are received from the BCM and received data is displayed.
	DATA MONITOR	Displays BCM input/output data in real time.
	ACTIVE TEST	Operation of electrical loads can be checked by sending drive signal to them.
	SELF-DIAG RESULTS	Displays BCM self-diagnosis results.
	CAN DIAG SUPPORT MNTR	The result of transmit/receive diagnosis of CAN communication can be read.
	ECU PART NUMBER	BCM part number can be read.
	CONFIGURATION	Performs BCM configuration read/write functions.

CONSULT-II START PROCEDURE

Refer to [GI-38, "CONSULT-II Start Procedure"](#).

DATA MONITOR

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).
LIGHT SW 1ST	Indicates [ON/OFF] condition of lighting switch.
BUCKLE SW	Indicates [ON/OFF] condition of seat belt buckle switch LH.

ACTIVE TEST

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

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-44, "TROUBLE DIAGNOSIS"](#).

WARNING CHIME

All Warning Chimes Do Not Operate

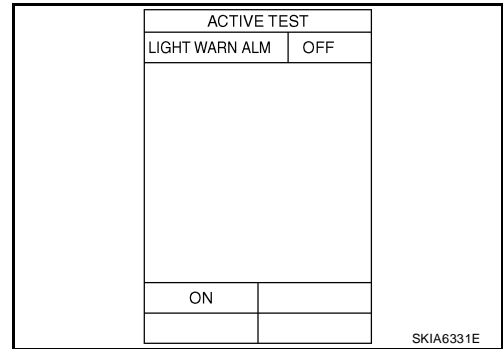
EKS00BTK

1. CHECK BCM CHIME OPERATION

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

Does chime sound?

- YES >> Replace the BCM. Refer to [BCS-25, "Removal and Installation"](#).
- NO >> Replace the combination meter. Refer to [IP-13, "COMBINATION METER"](#).



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

EKS00BTL

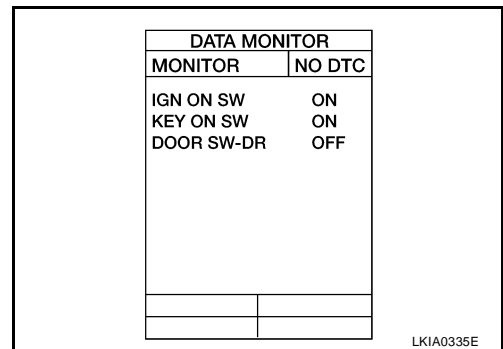
1. CHECK BCM INPUT SIGNAL

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

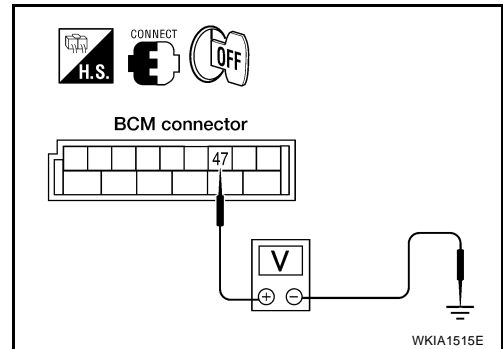
Check voltage between BCM harness connector M19 terminal 47 and ground.

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-25, "Removal and Installation"](#).
- NG >> GO TO 2.



WARNING CHIME

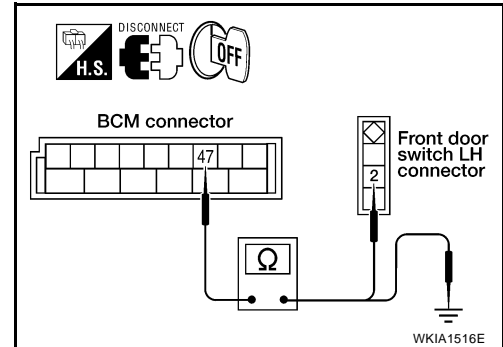
2. CHECK FRONT DOOR SWITCH LH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect BCM connector M19 and front door switch LH connector B8 (Crew Cab) or D213 (King Cab).
3. Check continuity between BCM harness connector M19 terminal 47 and front door switch LH harness connector B8 terminal 2 (Crew Cab) or connector D213 terminal 2 (King Cab).

Continuity should exist.

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

Continuity should not exist.



OK or NG

- OK >> King Cab, GO TO 3. Crew Cab, GO TO 4.
NG >> Repair harness or connector.

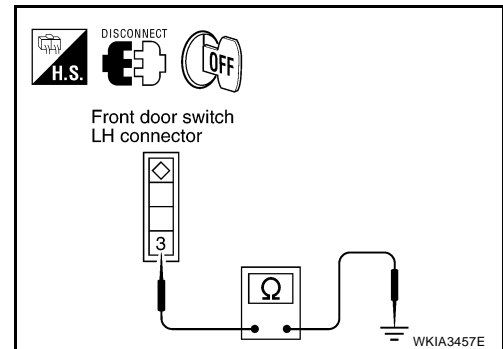
3. CHECK GROUND CIRCUIT

Check continuity between front door switch LH connector D213 terminal 3 and body ground.

Continuity should exist.

OK or NG

- OK >> GO TO 4.
NG >> Repair harness or connector.



WARNING CHIME

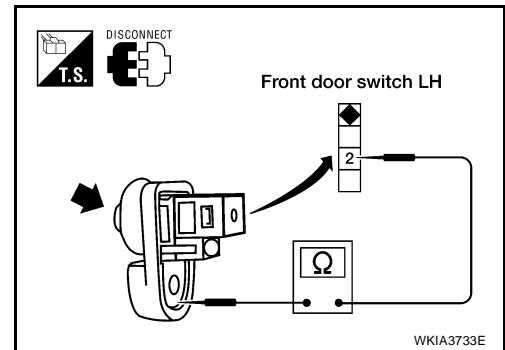
4. CHECK FRONT DOOR SWITCH LH

CREW CAB

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.

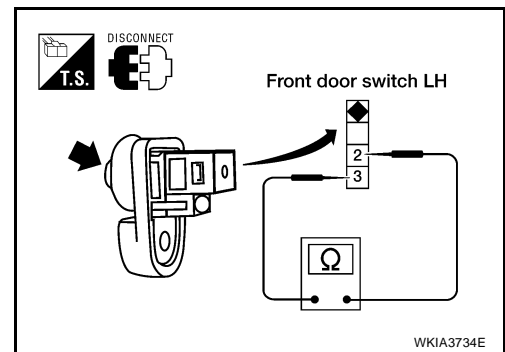


KING CAB

Check continuity between front door switch LH terminals 2 and 3 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-25, "Removal and Installation"](#).

NG >> Replace the front door switch LH.

Key Warning Chime Does Not Operate

1. CHECK FUSE

Check if the key switch fuse (No. 25, located in the fuse and fusible link box) is blown. Refer to [DI-47, "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-51, "All Warning Chimes Do Not Operate"](#) or [DI-51, "Key Warning Chime and Light Warning Chime Do Not Operate \(Seat Belt Warning Chime Does Operate\)"](#).

WARNING CHIME

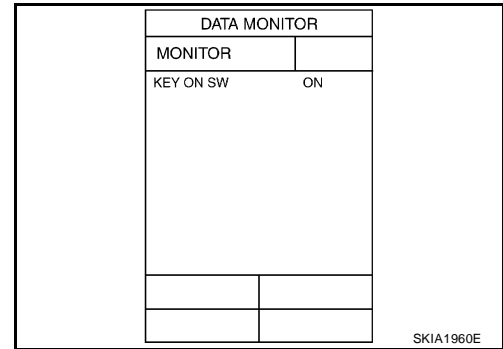
3. CHECK BCM INPUT SIGNAL

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 ON SW ON
key cylinder**

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



Without CONSULT-II

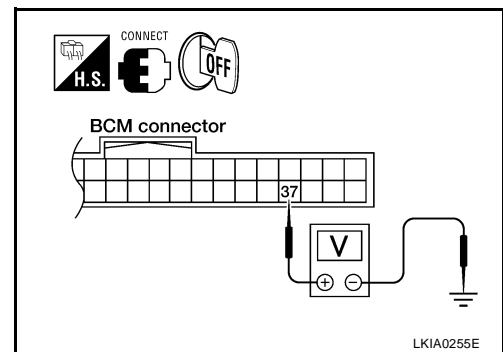
Check voltage between BCM harness connector M18 terminal 37 and ground.

Terminals		Condition	Voltage (V)
(+)			
Connector	Terminal	(-)	
M18	37	Ground	Key is inserted
			Key is removed
			Battery voltage
			0V

OK or NG

OK >> Replace the BCM. Refer to [BCS-25, "Removal and Installation"](#).

NG >> GO TO 4.



4. CHECK KEY SWITCH

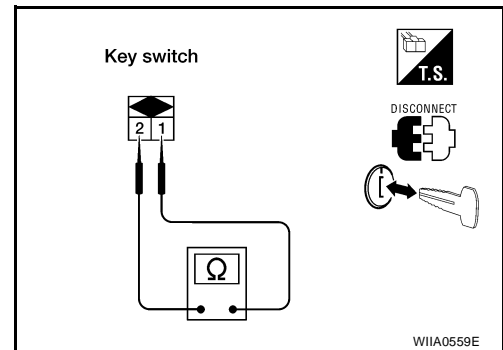
1. Turn ignition switch OFF.
2. Disconnect key switch connector M27.
3. Check continuity between key switch terminals 1 and 2.

Terminals		Condition	Continuity
1	2		
		Key is inserted	Yes
		Key is removed	No

OK or NG

OK >> GO TO 5.

NG >> Replace the key switch.



WARNING CHIME

5. CHECK KEY SWITCH CIRCUIT

1. Disconnect BCM connector M18.
2. Check continuity between BCM harness connector M18 terminal 37 and key switch harness connector M27 terminal 1.

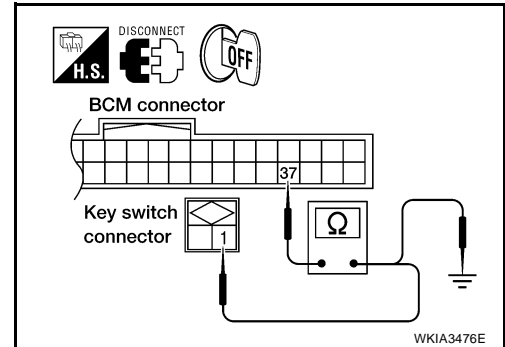
Continuity should exist.

3. Check continuity between BCM harness connector M18 terminal 37 and ground.

Continuity should not exist.

OK or NG

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



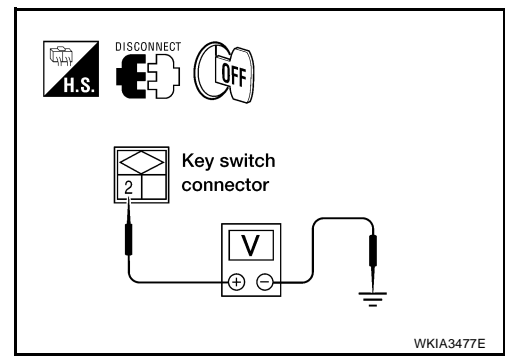
6. CHECK KEY SWITCH POWER SUPPLY CIRCUIT

Check voltage between key switch harness connector M27 terminal 2 and ground.

Battery voltage should exist.

OK or NG

- OK >> Replace the BCM. Refer to [BCS-25, "Removal and Installation"](#).
- NG >> Check harness for open between fuse and key switch.



Light Warning Chime Does Not Operate

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-51, "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

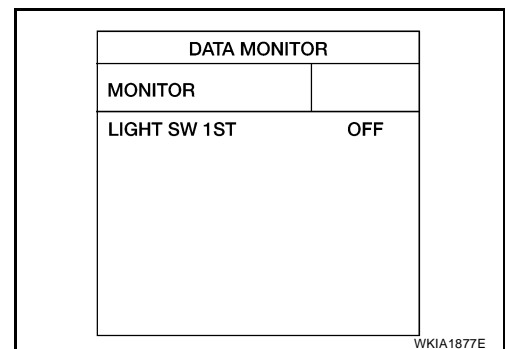
Lighting switch OFF : LIGHT SW 1ST OFF

 **Without CONSULT-II**

Check combination switch. Refer to [LT-73, "Combination Switch Reading Function"](#).

OK or NG

- OK >> Replace the BCM. Refer to [BCS-25, "Removal and Installation"](#).
- NG >> Check lighting switch. Refer to [LT-73, "Combination Switch Reading Function"](#).



WARNING CHIME

EKS00BTO

Seat Belt Warning Chime Does Not Operate

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-51, "All Warning Chimes Do Not Operate"](#).

2. CHECK SEAT BELT WARNING LAMP OPERATION

1. Turn ignition switch ON.
2. 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

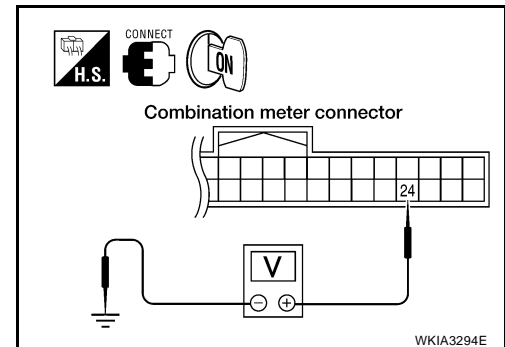
OK >> Replace the BCM. Refer to [BCS-25, "Removal and Installation"](#).

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 24 and ground.

Terminals		Condition	Voltage (V) (Approx.)
(+)	(-)		
Connector	Terminal		
M24	24	Seat belt is fastened	Battery voltage
		Seat belt is unfastened	0V



OK or NG

OK >> Replace the combination meter. Refer to [IP-13, "COMBINATION METER"](#).

NG >> GO TO 4.

4. CHECK SEAT BELT BUCKLE SWITCH

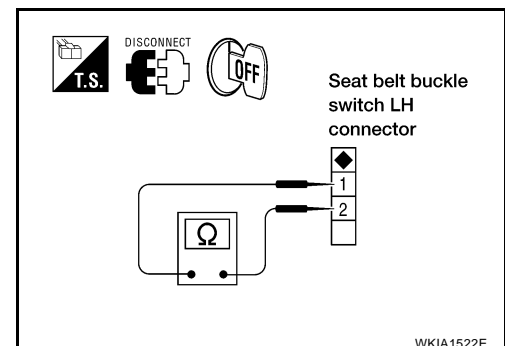
1. Turn ignition switch OFF.
2. Disconnect seat belt buckle switch LH connector B12.
3. Check continuity between seat belt buckle switch LH terminals 1 and 2.

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.



WARNING CHIME

5. CHECK SEAT BELT BUCKLE SWITCH CIRCUIT

1. Disconnect combination meter connector.
2. Check continuity between combination meter harness connector M24 terminal 24 and seat belt buckle switch LH harness connector B12 terminal 1.

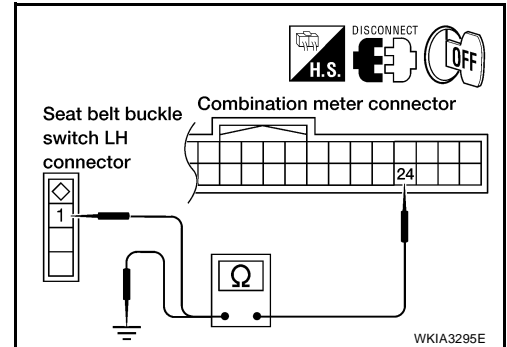
Continuity should exist.

3. Check continuity between combination meter harness connector M24 terminal 24 and ground.

Continuity should not exist.

OK or NG

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



A
B
C
D
E
F
G
H
I
J
DI
L
M

BOARD COMPUTER

PF2:24810

System Description FUNCTION

EKS00BTP

The board computer can indicate the following items.

- DTE (distance to empty)
- Trip distance
- Trip time
- Average fuel consumption
- Average vehicle speed

DTE (DISTANCE TO EMPTY) INDICATION

The range indication provides the driver with an estimation of the distance that can be driven before refueling. The range is calculated by signals from the fuel level sensor unit (fuel remaining), ECM (fuel consumption) and the ABS actuator and electric unit (vehicle speed). The indication will be refreshed every 30 seconds. When fuel remaining is less than approximately 11.6 ℓ (3 1/8 US gal, 2 1/2 Imp gal), the indication will blink as a warning. If the fuel remaining is less than approximately 9.6 ℓ (2 1/2 US gal, 2 1/8 Imp gal), the indication will show "---". In this case, the display will change to the DTE mode even though the display is showing a different mode. When the battery is disconnected and reconnected, DTE mode will display "---" until the vehicle is driven 0.3 miles (0.5 km).

TRIP DISTANCE

Trip distance is calculated by signal from the ABS actuator and electric unit (vehicle speed). If trip distance is reset, trip time will be reset at the same time.

TRIP TIME

Trip time displays cumulative ignition switch ON time. If trip time is reset, trip distance will be reset at the same time.

AVERAGE FUEL CONSUMPTION

Average fuel consumption indication is calculated by signals from the ABS actuator and electric unit (vehicle speed) and the ECM (fuel consumption). The indication will be refreshed every 30 seconds.

AVERAGE VEHICLE SPEED

Average vehicle speed indication is calculated by running distance and running time. The indication will be refreshed every 30 seconds. If average vehicle speed is reset, average fuel consumption will be reset at the same time. After resetting, the display will show "---" for 30 seconds.

HOW TO CHANGE/RESET INDICATION

Indication can be changed in the following order by momentarily depressing the board computer switch.

Trip distance → dte → Average vehicle speed → Average fuel consumption → Trip time→.

Holding the switch for more than 1 second will reset the indication of the currently displayed mode (trip distance, trip time, average vehicle speed or average fuel consumption).

NOTE:

After the display changes automatically, the indication can be changed to the next mode by pushing the board computer switch.

CAN Communication System Description

EKS00BTO

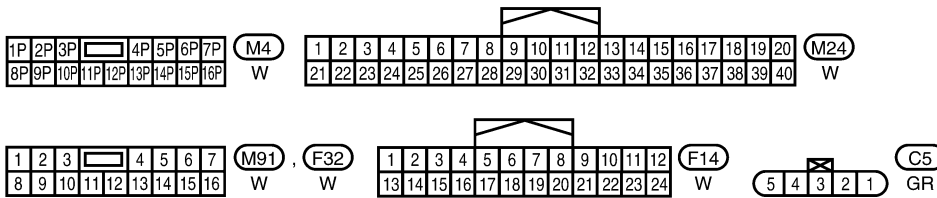
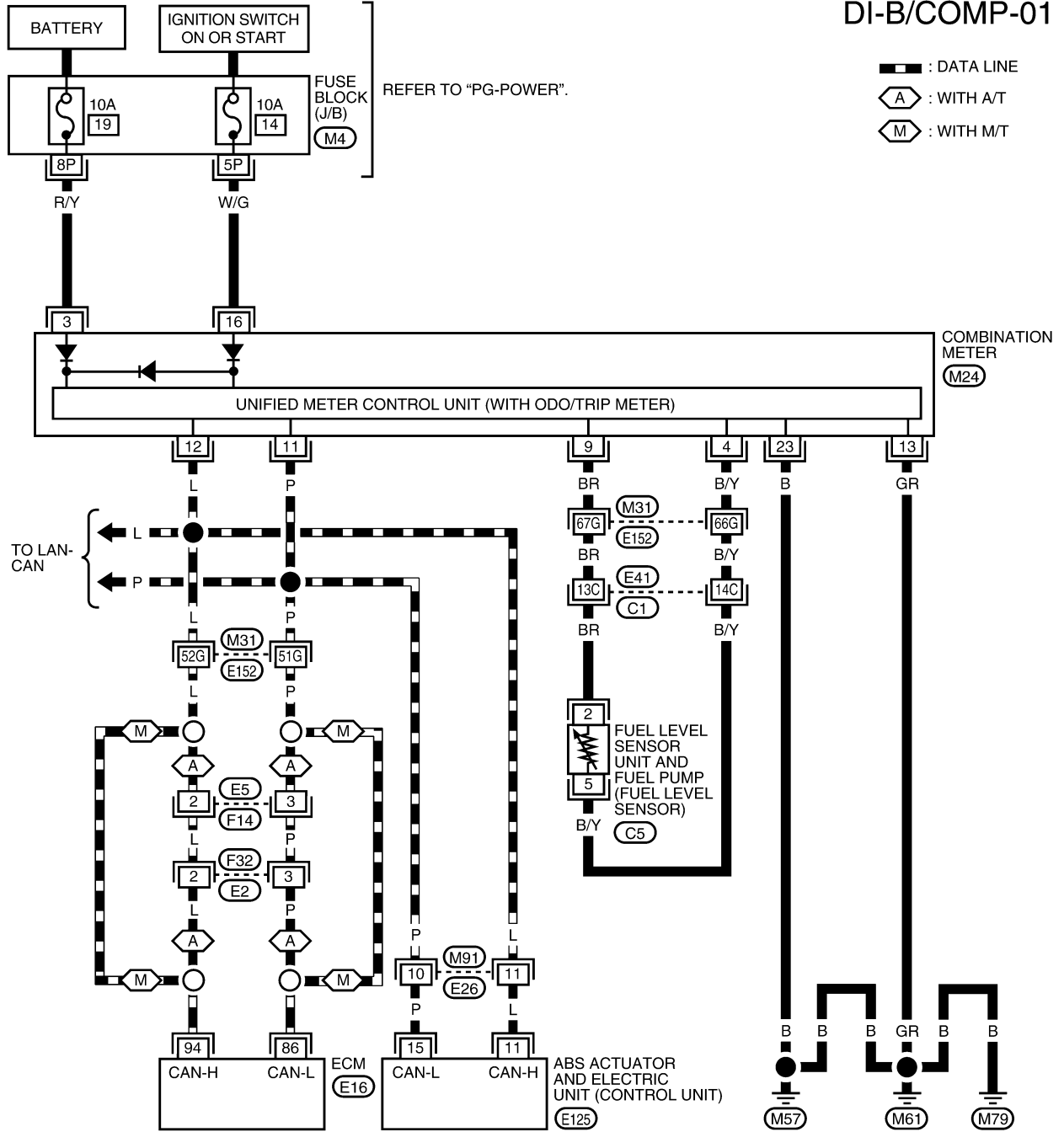
Refer to [LAN-4, "SYSTEM DESCRIPTION"](#) .

BOARD COMPUTER

Wiring Diagram — B/COMP —

EKS00BTR

DI-B/COMP-01



REFER TO THE FOLLOWING.
 (E16), (E125) - ELECTRICAL UNITS
 (M31), (C1) - SUPER MULTIPLE JUNCTION (SMJ)

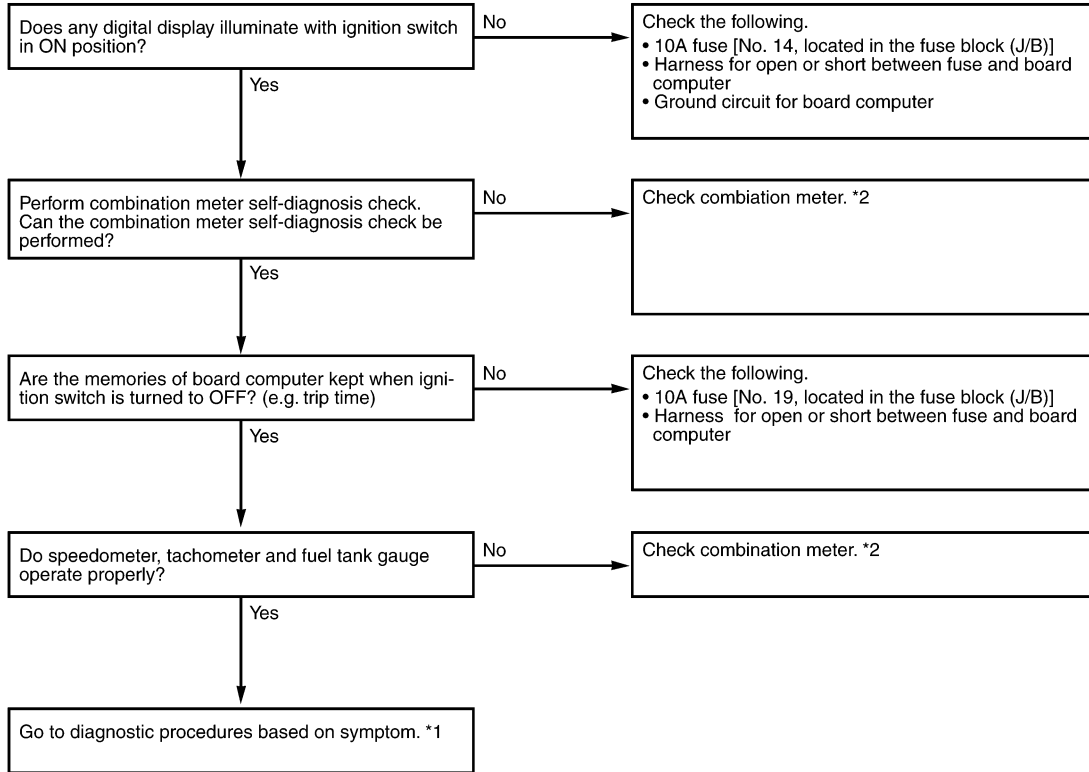
BOARD COMPUTER

EKS00BTS

Trouble Diagnoses SEGMENT CHECK

The board computer segment display can be checked by entering combination meter self-diagnostic mode. Refer to [DI-12, "SELF-DIAGNOSIS FUNCTION"](#).

PRELIMINARY CHECK



WKIA3296E

*1 [DI-60, "DIAGNOSIS PROCEDURE"](#) *2 [DI-18, "Preliminary Check"](#)

DIAGNOSIS PROCEDURE

Symptom	Possible cause	Repair order
DTE (distance to empty) is not displayed properly.	1. Average fuel consumption display 2. Fuel tank gauge signal circuit	1. Make sure fuel consumption is displayed properly. If NG, check fuel consumption display. 2. Make sure fuel gauge operates properly. If NG, check fuel gauge.
Trip distance is not indicated properly.	1. ABS actuator and electric unit (control unit)	1. Perform ABS actuator and electric unit (control unit) self diagnosis.
Trip time is not indicated properly.	1. Fuse	1. 10A fuse [No. 19 located in fuse block (J/B)]. Verify battery voltage is present at combination meter terminal 3.
Average fuel consumption is not displayed properly.	1. Trip distance display 2. Fuel consumption signal	1. Perform ABS actuator and electric unit (control unit) self-diagnosis. 2. Check CAN lines for open or short between ECM and combination meter.
Average vehicle speed is not indicated properly.	1. Trip distance display 2. Trip time display	1. Perform ABS actuator and electric unit (control unit) self-diagnosis. 2. Make sure trip time is displayed properly. If NG, check trip time display.