

SECTION **DI**

DRIVER INFORMATION SYSTEM

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# PRECAUTION

## PRECAUTION

PFP:00011

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

EKS004TQ

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

EKS003SO

When you read wiring diagrams, refer to the following:

- Refer to [GI-12, "How to Read Wiring Diagrams"](#) .
- Refer to [PG-3, "POWER SUPPLY ROUTING CIRCUIT"](#) for power distribution circuit.

When you perform trouble diagnosis, refer to the following:

- Refer to [GI-10, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#) .
- Refer to [GI-25, "How to Perform Efficient Diagnosis for an Electrical Incident"](#) .

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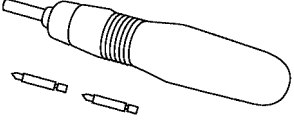
# PREPARATION

## PREPARATION

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### Commercial Service Tool

EKS004VN

| Tool name  | Description   |
|--|---|
| <p data-bbox="164 394 272 422">Power tool</p>  <p data-bbox="852 499 927 516">PBIC0191E</p> | <p data-bbox="1013 298 1268 325">Loosening bolts and nuts</p> |

# COMBINATION METERS

## COMBINATION METERS

PFP:24814

### System Description

EKS004TR

#### UNIFIED METER CONTROL UNIT

- Speedometer, odo/trip meter, tachometer, fuel gauge and water temperature gauge are controlled by the unified meter control unit, which is built into the combination meter. Unified meter control unit receives signals from unified meter and A/C amp.
- Warning lamps and indicator lamps are controlled by signals drawn from the unified meter and A/C amp., BCM (body control module), and components connected directly to the combination meter.
- Digital meter is adopted for odo/trip meter.\*  
\*The record of the odometer is kept even if the battery cable is disconnected. The record of the trip meter is erased when the battery cable is disconnected.
- Odo/trip meter 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 odo/trip meter and A/T indicator 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 odo/trip meter illumination. When the ignition switch is in the START position, the combination meter dial lighting and illumination control switch lighting are turned off. For additional combination meter illumination control information, refer to [LT-174, "System Description"](#).

#### UNIFIED METER AND A/C AMP.

For unified meter and A/C amp. system description information, refer to [DI-32, "System Description"](#).

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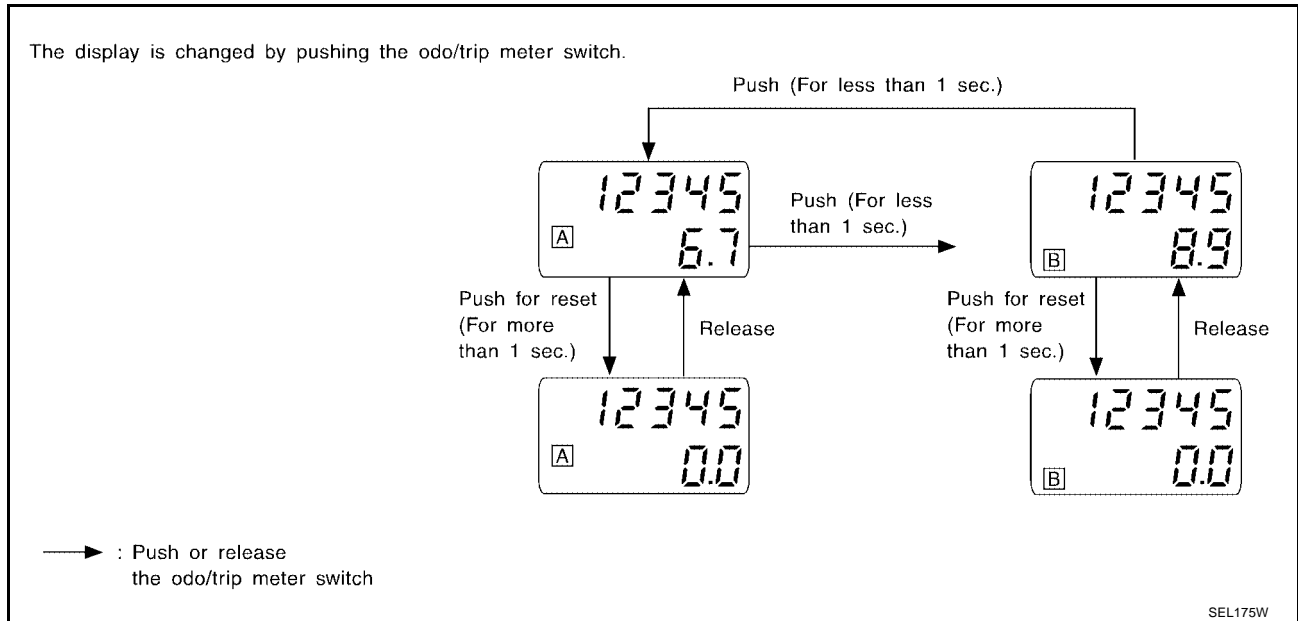
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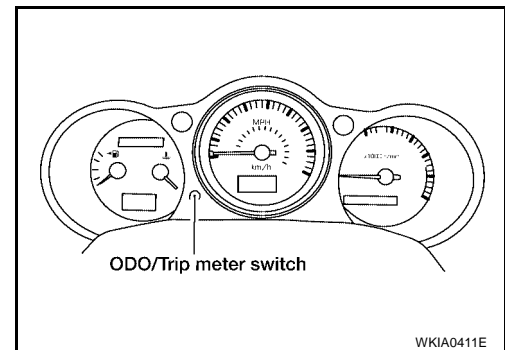
# COMBINATION METERS

## HOW TO CHANGE THE DISPLAY FOR 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.
- Depressing the odo/trip meter switch toggles the mode in the following order.



- The odo/trip meter display mode toggling and trip display resetting can be identified by the amount of time that elapses from pressing the odo/trip meter switch to releasing it.
- When resetting with trip A displayed, only trip A display is reset. (Trip B operates the same way.)



# COMBINATION METERS

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## 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 24, and
- to unified meter and A/C amp. terminal 21.

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 23, and
- through 10A fuse [No.12, located in the fuse block (J/B)]
- to unified meter and A/C amp. terminal 22.

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

- through 15A fuse [No.10, located in the fuse block (J/B)], and
- through 15A fuse [No.11, located in the fuse block (J/B)]
- to unified meter and A/C amp. terminal 46.

Ground is supplied

- to combination meter terminals 10, 11 and 12, and
- to unified meter and A/C amp. terminals 29 and 30
- through body grounds M57, M61 and M79.

## WATER TEMPERATURE GAUGE

The water temperature gauge indicates the engine coolant temperature.

ECM provides a water temperature signal to unified meter and A/C amp. via CAN communication lines. Unified meter and A/C amp. provides a water temperature signal to combination meter for water temperature gauge via communication line between unified meter and A/C amp. and combination meter.

## TACHOMETER

The tachometer indicates engine speed in revolutions per minute (rpm).

ECM provides an engine speed signal to unified meter and A/C amp. via CAN communication lines. Unified meter and A/C amp. provides an engine speed signal to combination meter for tachometer via communication lines between unified meter and A/C amp. and combination meter.

## FUEL GAUGE

The fuel gauge indicates the approximate fuel level in the fuel tank.

The fuel gauge is regulated by a variable ground signal supplied

- from unified meter and A/C amp. terminal 36
- through the fuel level sensor unit and fuel pump terminal 5
- to unified meter and A/C amp. terminal 28 for the fuel gauge.

Unified meter and A/C amp. provides a fuel level signal to combination meter for fuel gauge via communication line between unified meter and A/C amp. and combination meter.

## SPEEDOMETER

ABS actuator and electric unit (control unit) provides a vehicle speed signal to the unified meter and A/C amp. via CAN communication lines. After unified meter and A/C amp. receives the vehicle speed signal, it changes the signal to 8 pulse signal and provides the 8 pulse signal to the combination meter for the speedometer via communication line.

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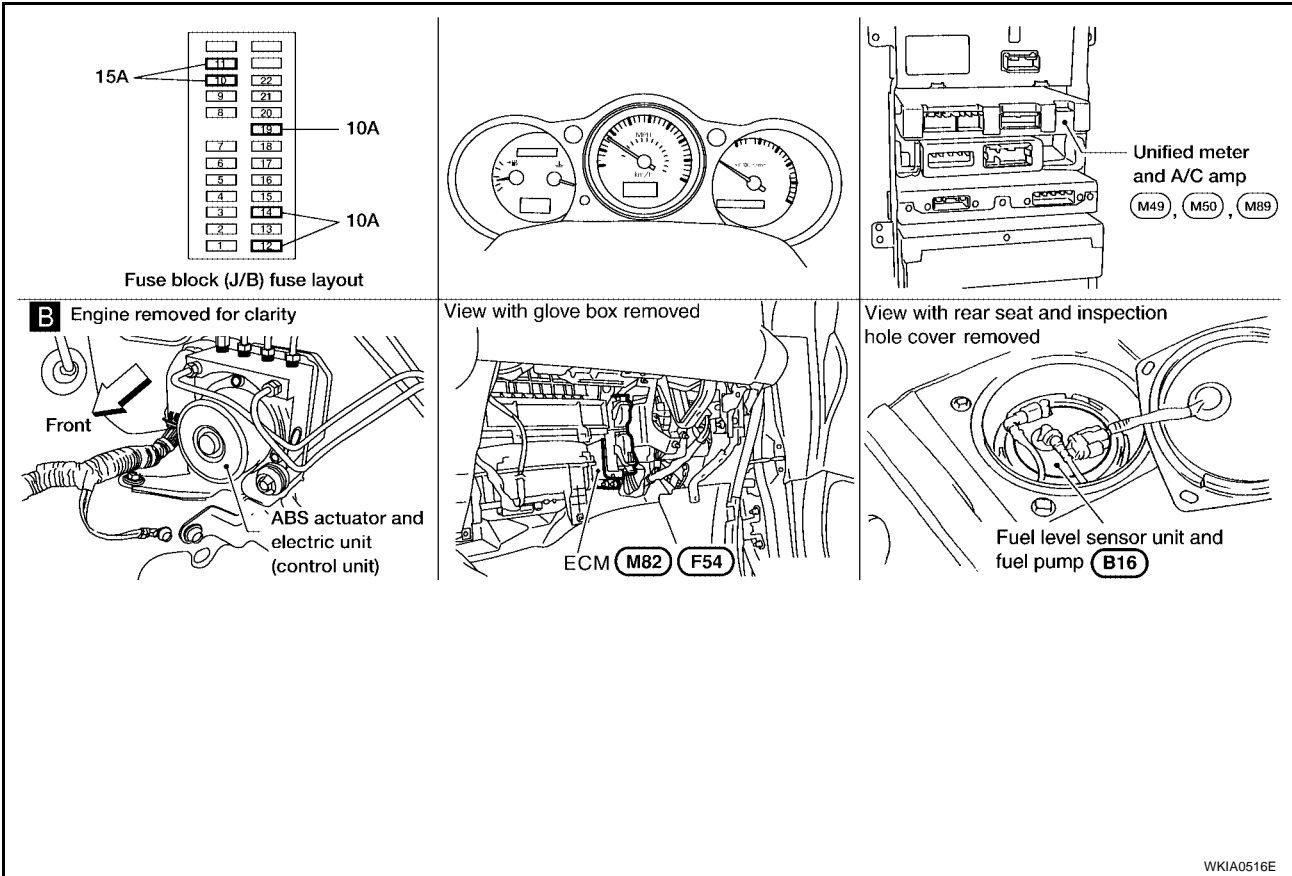
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# COMBINATION METERS

## Component Parts and Harness Connector Location

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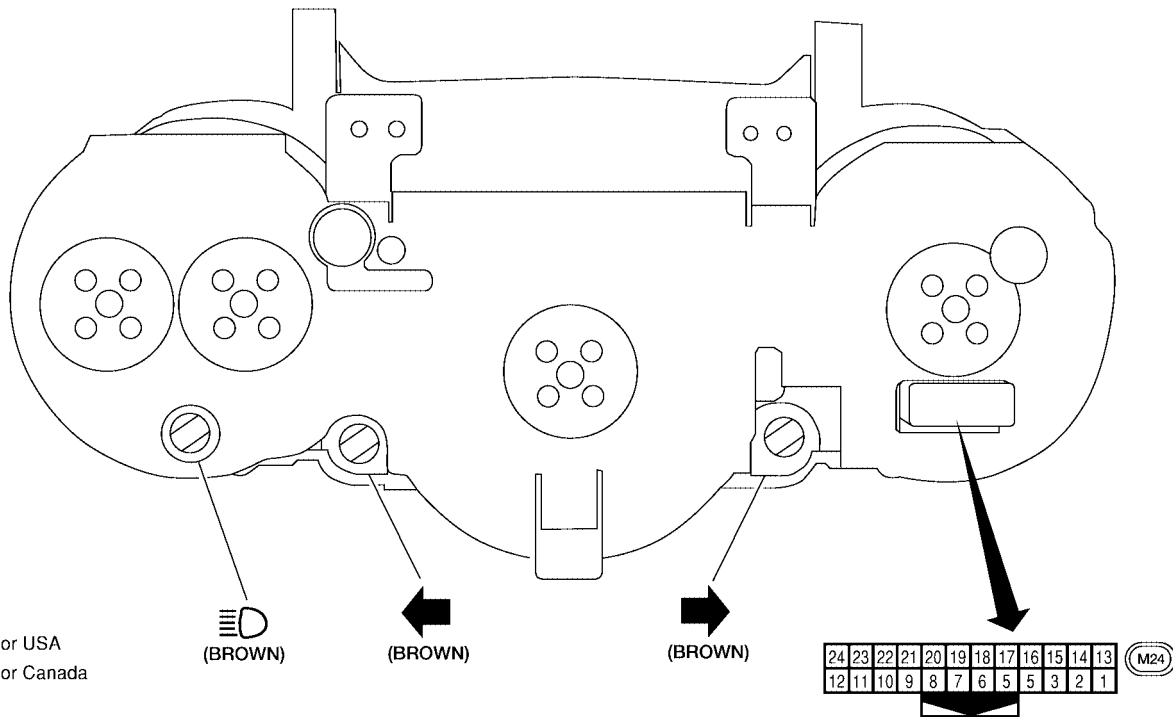
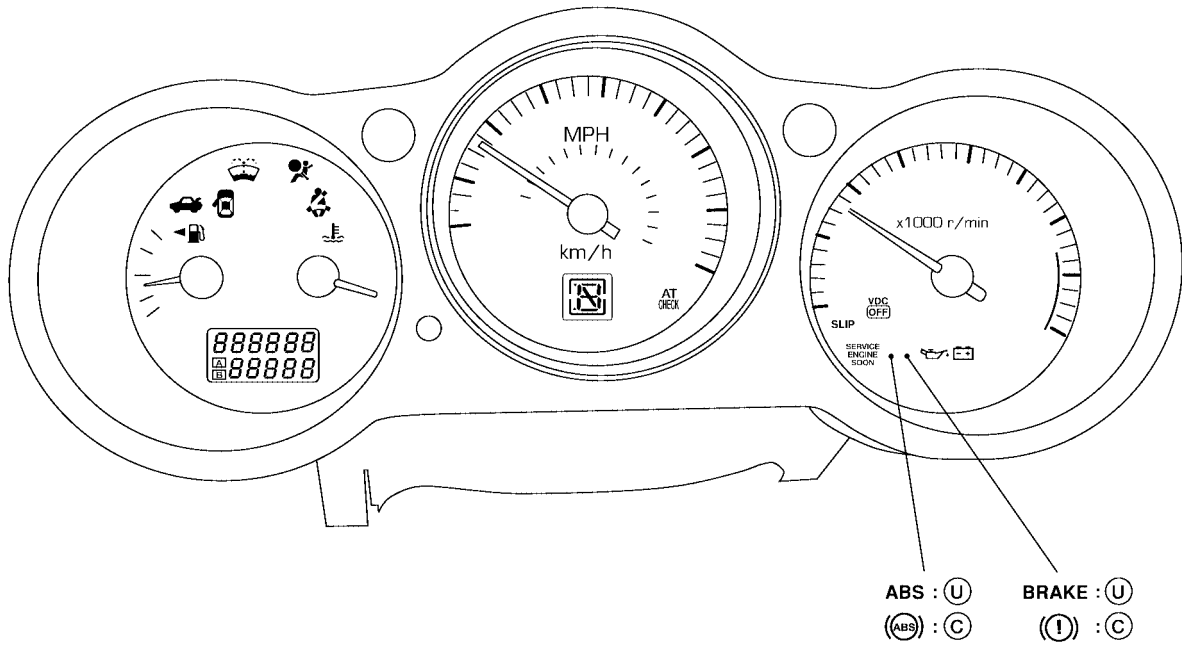
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# COMBINATION METERS

## Combination Meter CHECK

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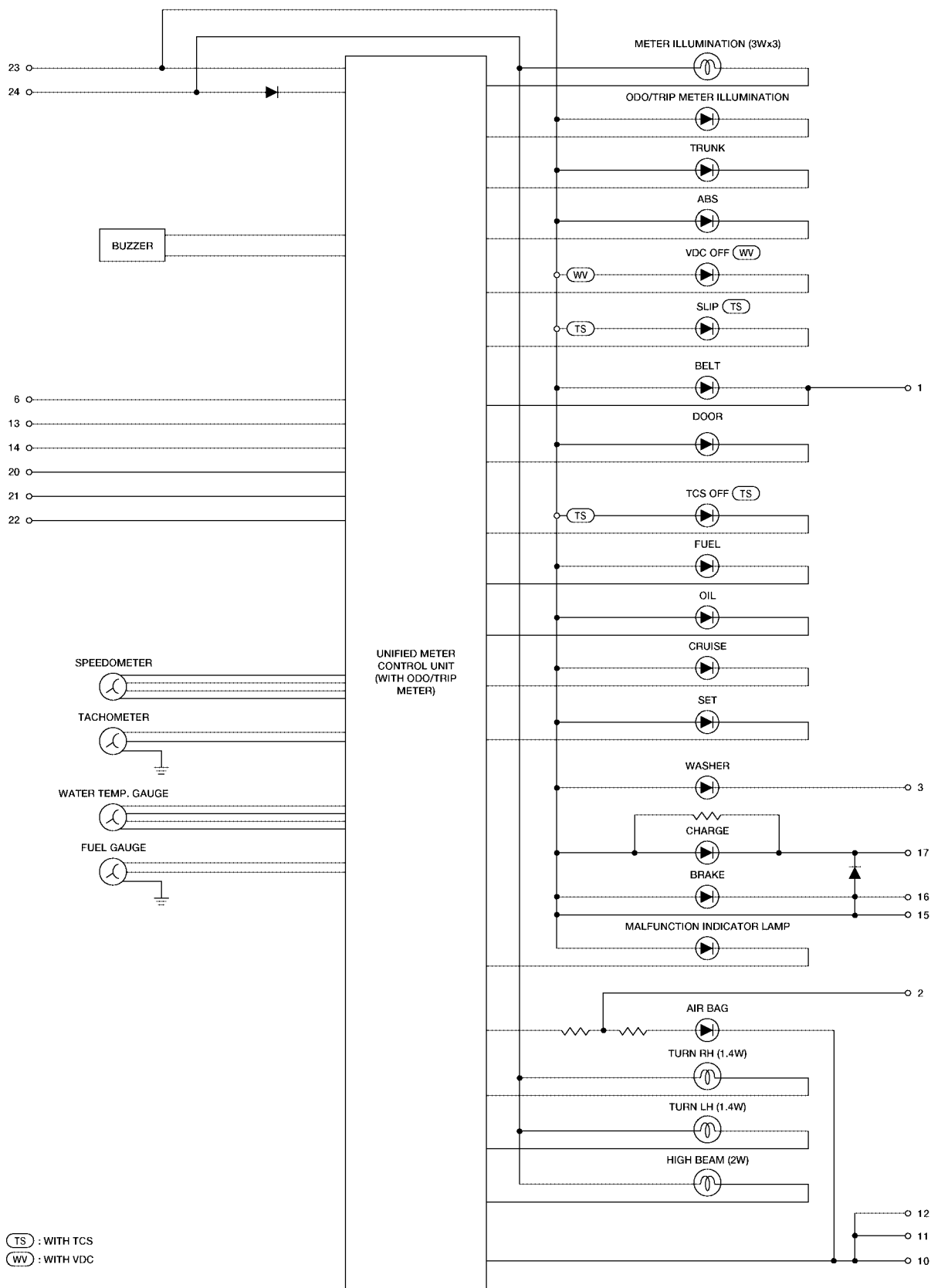


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# COMBINATION METERS

## Circuit Diagram

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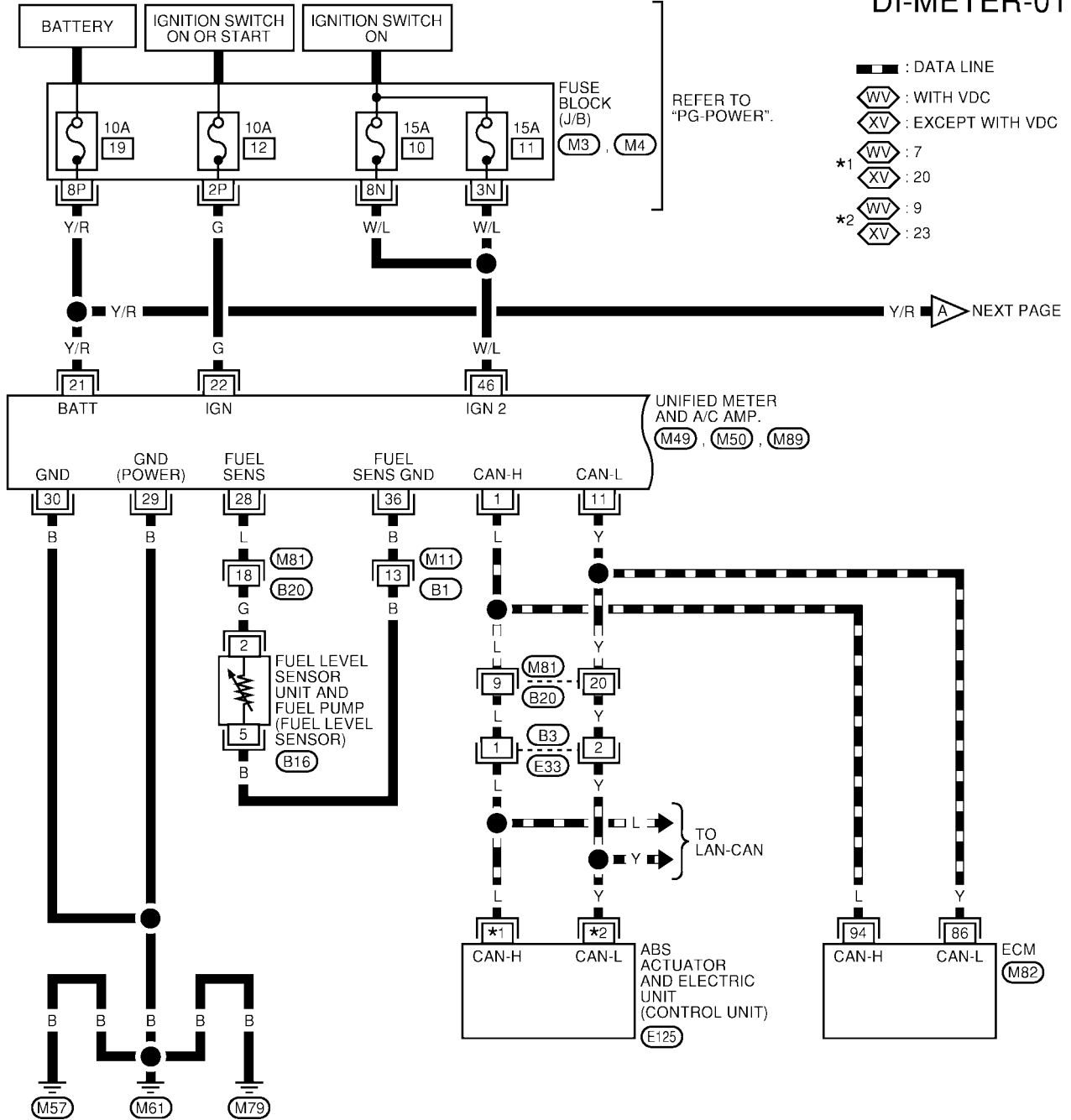
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# COMBINATION METERS

## Wiring Diagram — METER —

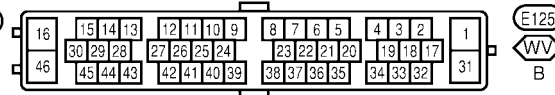
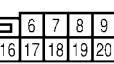
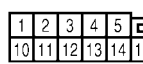
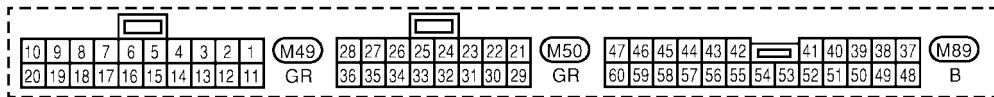
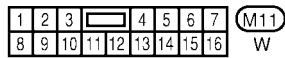
EKS004TV

### DI-METER-01



- : DATA LINE
- WV : WITH VDC
- XV : EXCEPT WITH VDC
- \*1 WV : 7
- \*1 XV : 20
- \*2 WV : 9
- \*2 XV : 23

▶ NEXT PAGE



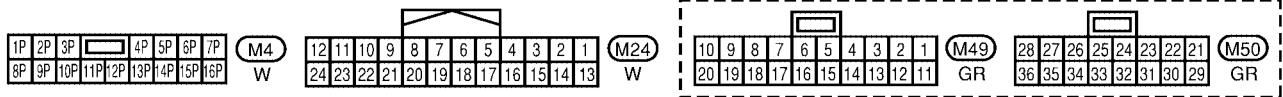
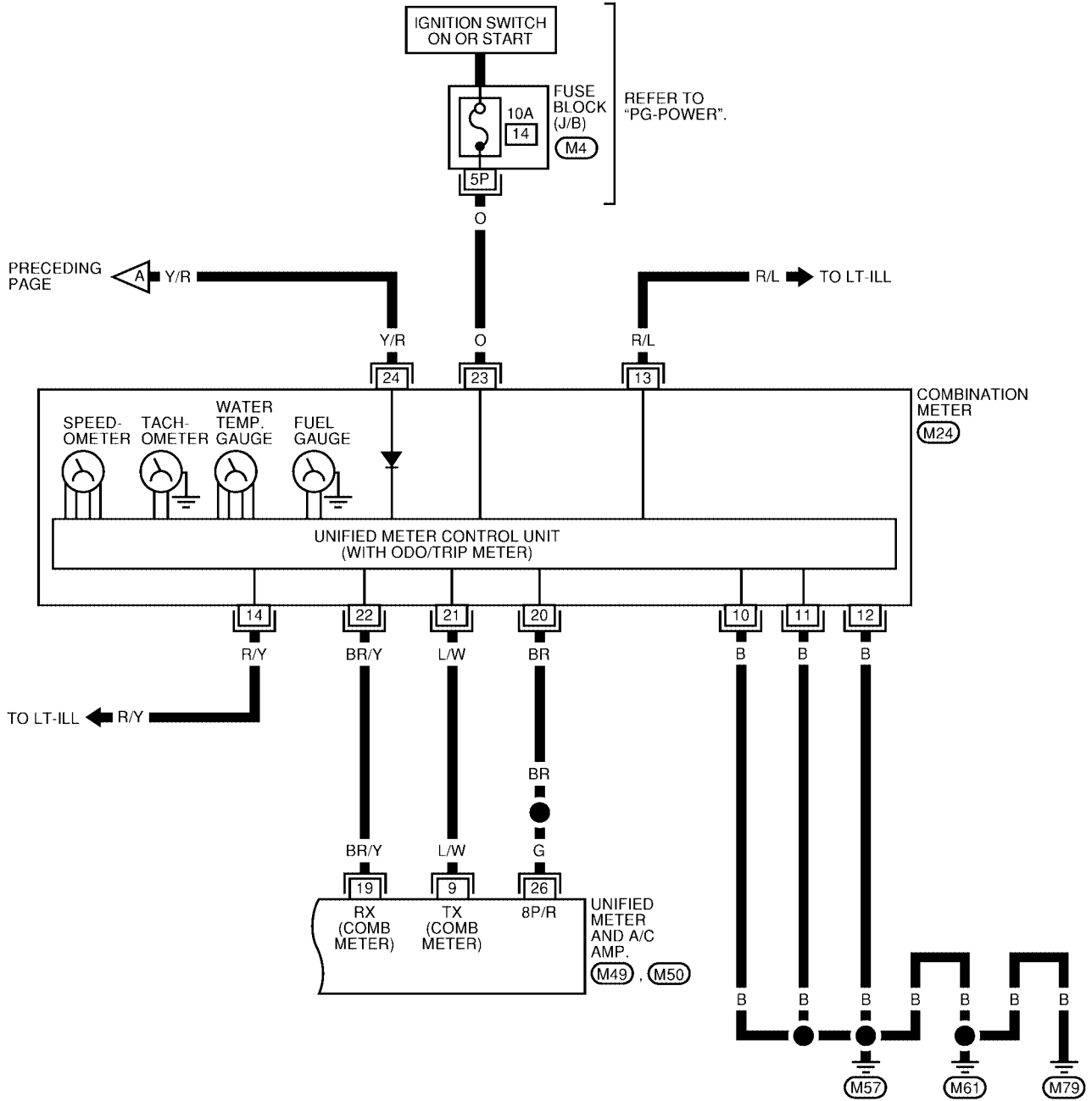
REFER TO THE FOLLOWING.

- M3, M4 - FUSE BLOCK - JUNCTION BOX (J/B)
- M82 - ELECTRICAL UNITS

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# COMBINATION METERS

DI-METER-02

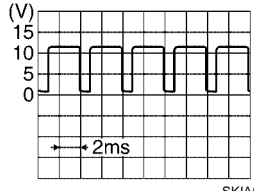
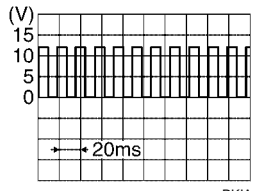
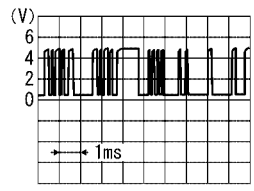
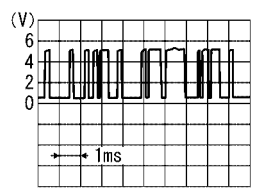


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# COMBINATION METERS

## Terminals and Reference Value for Combination Meter

EKS004TW

| Terminal No. | Wire color | Item  | Condition       |   | Reference value (V)<br>(Approx.)   |
|--------------|------------|---|-----------------|---|--|
|              |            |   | Ignition switch | Operation or condition  |  |
| 10           | B          | Ground  | ON              | —   | 0  |
| 11           | B          | Ground  | ON              | —   | 0  |
| 12           | B          | Ground  | ON              | —   | 0  |
| 13           | R/L        | Illumination control switch (+)                         | —               | —   | Refer to <a href="#">LT-175, "ILLUMINATION OPERATION BY LIGHTING SWITCH"</a> .   |
| 14           | R/Y        | Illumination signal                                     | ON              | Lighting switch ON  | <p>&lt;e.g.&gt; When brightness level is about midway.</p>  <p style="text-align: right; font-size: small;">SKIA5872E</p> |
|              |            |   |                 | Lighting switch OFF   | 0  |
| 20           | BR         | Vehicle speed signal (8-pulse)                          | ON              | Speedometer operated [When vehicle speed is approx. 40 km/h (25 MPH)] |  <p style="text-align: right; font-size: small;">PKIA1935E</p>   |
| 21           | L/W        | RX communication line (From unified meter and A/C amp.) | ON              | —   |  <p style="text-align: right; font-size: small;">SKIA3362E</p>  |
| 22           | BR/Y       | TX communication line (To unified meter and A/C amp.)   | ON              | —   |  <p style="text-align: right; font-size: small;">SKIA3361E</p>  |
| 23           | O          | Ignition switch ON or START                             | ON              | —   | Battery voltage  |
| 24           | Y/R        | Battery power supply                                    | OFF             | —   | Battery voltage  |

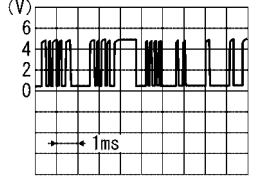
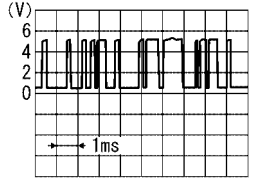
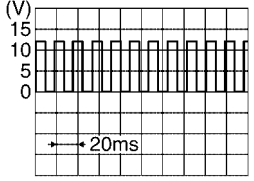
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# COMBINATION METERS

## Terminals and Reference Value for Unified Meter and A/C Amp.

EKS004TX

| Terminal No. | Wire color | Item  | Condition       |   | Reference value (V)<br>(Approx.)   |
|--------------|------------|---|-----------------|---|--|
|              |            |   | Ignition switch | Operation or condition  |  |
| 1            | L          | CAN H   | —               | —   | —  |
| 9            | L/W        | TX communication line<br>(To combination meter)   | ON              | —   |  <p style="text-align: right; font-size: small;">SKIA3362E</p>  |
| 11           | Y          | CAN L   | —               | —   | —  |
| 19           | BR/Y       | RX communication line<br>(From combination meter) | ON              | —   |  <p style="text-align: right; font-size: small;">SKIA3361E</p>  |
| 21           | Y/R        | Battery power supply                              | OFF             | —   | Battery voltage  |
| 22           | G          | Ignition switch ON or<br>START                    | ON              | —   | Battery voltage  |
| 26           | G          | Vehicle speed signal<br>(8-pulse)                 | ON              | Speedometer operated<br>[When vehicle speed is<br>approx. 40 km/h (25 MPH)] |  <p style="text-align: right; font-size: small;">PKIA1935E</p> |
| 28           | L          | Fuel level sensor signal                          | —               | —   | Refer to <a href="#">DI-31, "FUEL LEVEL SENSOR UNIT CHECK"</a> .   |
| 29           | B          | Ground (For power)                                | ON              | —   | 0  |
| 30           | B          | Ground  | ON              | —   | 0  |
| 36           | B          | Fuel level sensor signal<br>ground                | —               | —   | —  |
| 46           | W/L        | Ignition switch ON                                | ON              | —   | Battery voltage  |

# COMBINATION METERS

EKS004TY

## Meter/Gauge Operation and Odo/Trip Meter SELF-DIAGNOSIS FUNCTION

- Odo/trip meter segment and A/T indicator segment operation can be checked in self-diagnosis mode.
- Meters/gauges can be checked in self-diagnosis mode.

### HOW TO ALTERNATE DIAGNOSIS MODE

1. Turn ignition switch ON, and switch the odo/trip meter to “trip A” or “trip B”.

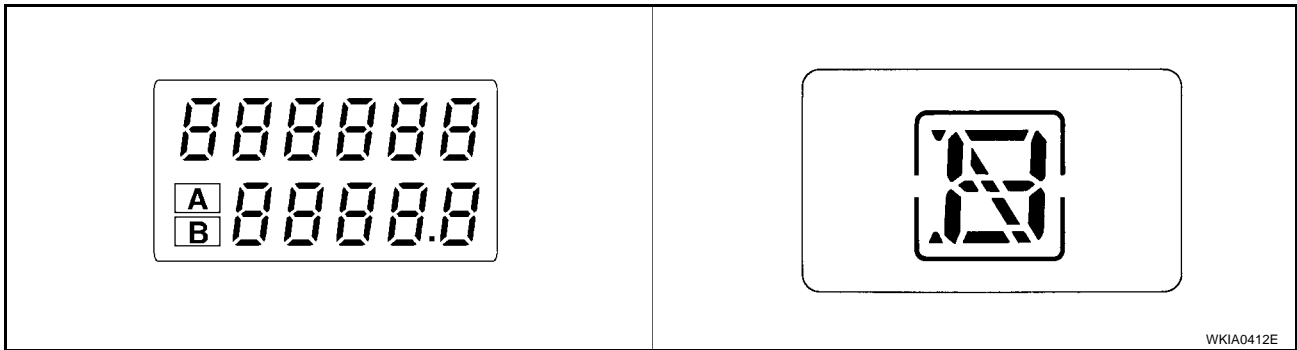
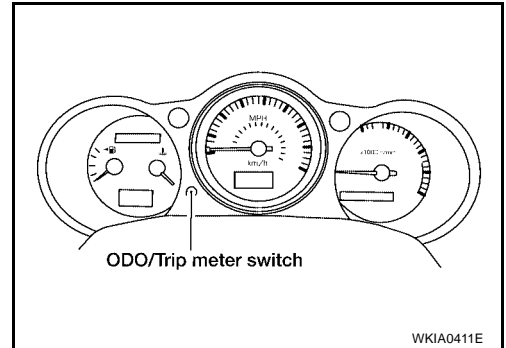
**NOTE:**

If the diagnosis function is activated with the trip meter A displayed, the mileage on the trip meter A will indicate 0000.0 miles, but the actual trip mileage will be retained. (Trip B operates the same way.)

2. Turn ignition switch OFF.
3. While pushing the odo/trip meter switch, turn ignition switch ON again.
4. Make sure the trip meter displays “0000.0”.
5. Push the odo/trip meter switch at least 3 times within 5 seconds.
6. All the segments on the odo/trip meter and A/T indicator illuminate, and simultaneously the low-fuel warning lamp indicator illuminates. At this time, the unified meter control unit is turned to diagnosis mode.

**NOTE:**

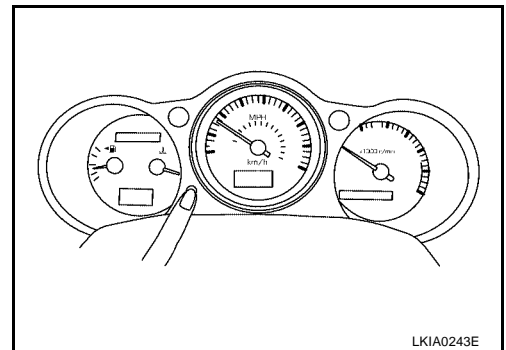
If any of the segments are not displayed, replace the combination meter.



7. Push the odo/trip meter switch. Each meter/gauge should indicate as shown in the figure while pushing odo/trip meter switch. (At this time, the low-fuel warning lamp goes off.)

### CONSULT-II Function

EKS004TZ



Refer to [DI-35, "CONSULT-II Function"](#) in “UNIFIED METER AND A/C AMP”.

# COMBINATION METERS

EKS004U0

## How to Proceed With Trouble Diagnosis

1. Confirm the symptom or customer complaint.
2. Perform diagnosis according to diagnosis flow. Refer to [DI-16, "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

EKS004U1

### 1. CHECK SELF-DIAGNOSTIC RESULTS OF UNIFIED METER AND A/C AMP.

1. Start engine.
2. Select "METER A/C AMP" on CONSULT-II, and perform self-diagnosis of unified meter and A/C amp. Refer to [DI-35, "CONSULT-II Function"](#) .
3. After erasing the self-diagnosis result, perform self-diagnosis again.

#### Self-diagnostic results content

- No malfunction detected>> GO TO 2.  
Malfunction detected>> Go to [DI-19, "Symptom Chart 2"](#) .

### 2. CHECK WARNING LAMP ILLUMINATION

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

#### Do warning lamps illuminate?

- YES >> GO TO 3.  
NO >> Check ignition power supply system of combination meter. Refer to [DI-17, "Power Supply and Ground Circuit Inspection"](#) .

### 3. CHECK SELF-DIAGNOSIS OPERATION OF COMBINATION METER

Perform combination meter self-diagnosis. Refer to [DI-15, "SELF-DIAGNOSIS FUNCTION"](#) .

#### Does self-diagnosis function operate?

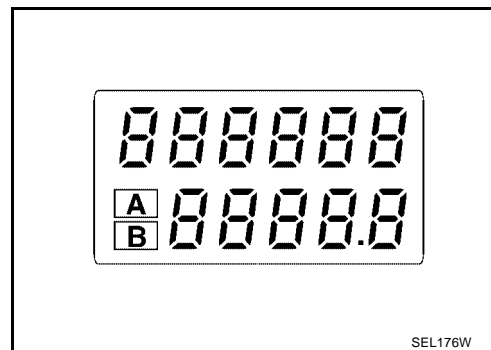
- YES >> GO TO 4.  
NO >> Check the following.
- Combination meter power supply and ground circuit. Refer to [DI-17, "Power Supply and Ground Circuit Inspection"](#)

### 4. CHECK ODO/TRIP METER OPERATION

Check segment display status of odo/trip meter.

#### Is the display normal?

- YES >> GO TO 5.  
NO >> Replace the combination meter.





# COMBINATION METERS

## 5. CHECK LOW-FUEL WARNING LAMP ILLUMINATION CONFIRMATION

During low-fuel warning lamp check, confirm illumination of low-fuel warning lamp.

| Condition of odo/trip meter switch | Low-fuel warning lamp |
|------------------------------------|-----------------------|
| Pushed                             | Does not illuminate.  |
| Released                           | Illuminates.          |

OK or NG

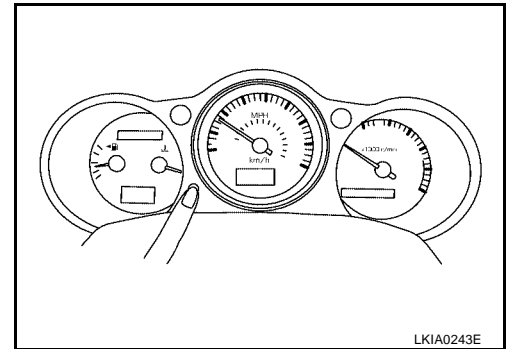
- OK >> GO TO 6.
- NG >> Replace the combination meter.

## 6. CHECK COMBINATION METER CIRCUIT

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

OK or NG

- OK >> Go to [DI-19, "Symptom Chart 1"](#).
- NG >> Replace the combination meter.



EKS004U2

## Power Supply and Ground Circuit Inspection

### 1. CHECK FUSE

Check for blown combination meter and unified meter and A/C amp. fuses.

| Unit                       | Power source                | Fuse No. |
|----------------------------|-----------------------------|----------|
| Combination meter          | Battery                     | 19       |
| Unified meter and A/C amp. |                             |          |
| Combination meter          | Ignition switch ON or START | 14       |
| Unified meter and A/C amp. | Ignition switch ON or START | 12       |
| Unified meter and A/C amp. | Ignition switch ON          | 10, 11   |

Refer to [DI-11, "Wiring Diagram — METER —"](#).

OK or NG

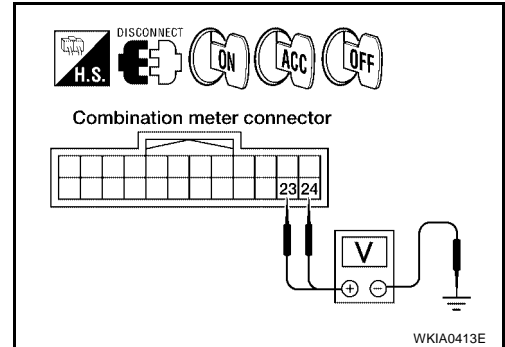
- OK >> GO TO 2.
- NG >> If fuse is blown, be sure to eliminate cause of malfunction before installing new fuse. Refer to [PG-3, "POWER SUPPLY ROUTING CIRCUIT"](#).

# COMBINATION METERS

## 2. CHECK POWER SUPPLY CIRCUIT

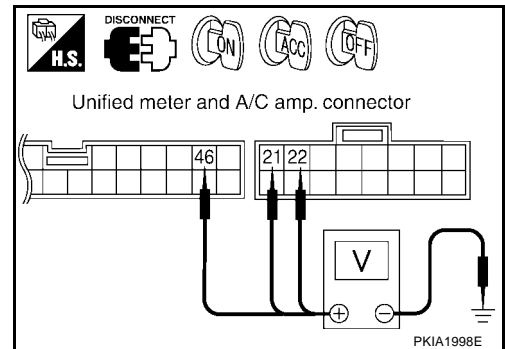
1. Disconnect combination meter connector and unified meter and A/C amp. connector.
2. Check voltage between combination meter harness connector terminals and ground.

| Terminals |                          | Ignition switch position |                    |                    |                    |
|-----------|--------------------------|--------------------------|--------------------|--------------------|--------------------|
| (+)       |                          | (-)                      | OFF                | ACC                | ON                 |
| Connector | Terminal<br>(Wire color) |                          | Battery<br>voltage | Battery<br>voltage | Battery<br>voltage |
| M24       | 24 (Y/R)                 | Ground                   | Battery<br>voltage | Battery<br>voltage | Battery<br>voltage |
|           | 23 (O)                   |                          | 0V                 | 0V                 | Battery<br>voltage |



3. Check voltage between unified meter and A/C amp. harness connector terminals and ground.

| Terminals |                          | Ignition switch position |                    |                    |                    |
|-----------|--------------------------|--------------------------|--------------------|--------------------|--------------------|
| (+)       |                          | (-)                      | OFF                | ACC                | ON                 |
| Connector | Terminal<br>(Wire color) |                          | Battery<br>voltage | Battery<br>voltage | Battery<br>voltage |
| M50       | 21 (Y/R)                 | Ground                   | Battery<br>voltage | Battery<br>voltage | Battery<br>voltage |
|           | 22 (G)                   |                          | 0V                 | 0V                 | Battery<br>voltage |
| M89       | 46 (W/L)                 |                          | 0V                 | 0V                 | Battery<br>voltage |



### OK or NG

OK >> GO TO 3.

NG >> Check the following.

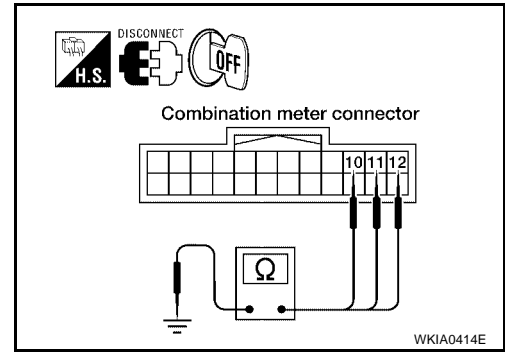
- Harness for open or short between combination meter and fuse
- Harness for open or short between unified meter and A/C amp. and fuse

# COMBINATION METERS

## 3. CHECK GROUND CIRCUIT

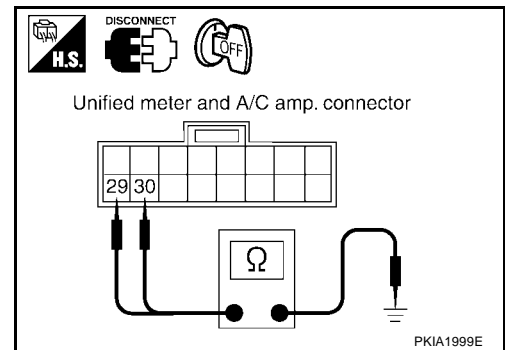
1. Check continuity between combination meter harness connector terminals and ground.

| Terminals     |                       | (-)    | Continuity |
|---------------|-----------------------|--------|------------|
| (+) Connector |                       |        |            |
| Connector     | Terminal (Wire color) |        |            |
| M24           | 10 (B)                | Ground | Yes        |
|               | 11 (B)                |        |            |
|               | 12 (B)                |        |            |



2. Check continuity between unified meter and A/C amp. harness connector terminals and ground.

| Terminals     |                       | (-)    | Continuity |
|---------------|-----------------------|--------|------------|
| (+) Connector |                       |        |            |
| Connector     | Terminal (Wire color) |        |            |
| M50           | 29 (B)                | Ground | Yes        |
|               | 30 (B)                |        |            |



OK or NG

- OK >> INSPECTION END
- NG >> Repair harness or connector.

## Symptom Chart 1

EKS004U3

| Trouble phenomenon                                   | Possible cause  |
|--|---|
| Improper speedometer and odo/trip meter indication.  | Refer to <a href="#">DI-20. "Vehicle Speed Signal Inspection"</a> .       |
| Improper tachometer indication.                      | Refer to <a href="#">DI-22. "Engine Speed Signal Inspection"</a> .        |
| Improper water temperature gauge indication.         | Refer to <a href="#">DI-23. "Water Temperature Signal Inspection"</a> .   |
| Improper fuel gauge indication.                      | Refer to <a href="#">DI-24. "Fuel Level Sensor Signal Inspection 1"</a> . |
| Improper low-fuel warning lamp indication.           | Refer to <a href="#">DI-25. "Fuel Level Sensor Signal Inspection 2"</a> . |
| More than one gauge does not give proper indication. | Replace the combination meter.  |
| Improper A/T position indication.                    | Refer to <a href="#">DI-54. "A/T INDICATOR"</a> .                         |
| Illumination control does not operate properly.      | Refer to <a href="#">LT-174. "ILLUMINATION"</a> .                         |

## Symptom Chart 2

EKS004U4

| Displayed item [Code] | Inspection contents            | Possible cause   |
|-----------------------|--------------------------------|--|
| CAN COMM CIRC [U1000] | Inspect the CAN communication. | Refer to <a href="#">DI-26. "CAN Communication System Inspection"</a> .<br><b>CAUTION:</b><br>Even when there is no malfunction on speed signal system, malfunction may be misinterpreted when battery has low voltage (when maintaining 7V-8V for about 2 seconds). |

# COMBINATION METERS

| Displayed item [Code]      | Inspection contents   | Possible cause   |
|----------------------------|---|--|
| METER COMM CIRC [B2202]    | Inspect the communication line between combination meter and unified meter and A/C amp. | Refer to <a href="#">DI-26, "CAN Communication System Inspection"</a> .  |
| VEHICLE SPEED CIRC [B2205] | Inspect the vehicle speed input signal.   | <p>Perform the ABS actuator and electric unit (control unit) self-diagnosis.</p> <ul style="list-style-type: none"> <li>With traction control but without VDC system, refer to <a href="#">BRC-66, "SELF-DIAGNOSIS"</a>.</li> <li>Without traction control system, refer to <a href="#">BRC-25, "SELF-DIAGNOSIS"</a>.</li> <li>With VDC system, refer to <a href="#">BRC-113, "SELF-DIAGNOSIS"</a>.</li> </ul> <p><b>CAUTION:</b><br/>Even when there is no malfunction on speed signal system, malfunction may be misinterpreted when battery has low voltage (when maintaining 7V-8V for about 2 seconds).</p> |

## Vehicle Speed Signal Inspection

EKS004U5

### 1. CHECK CONTINUITY BETWEEN COMBINATION METER AND UNIFIED METER AND A/C AMP.

- Disconnect combination meter connector and unified meter and A/C amp. connector.
- Check continuity between combination meter harness connector M24 terminal 20 (BR) and unified meter and A/C amp. harness connector M50 terminal 26 (G).

**Continuity should exist.**

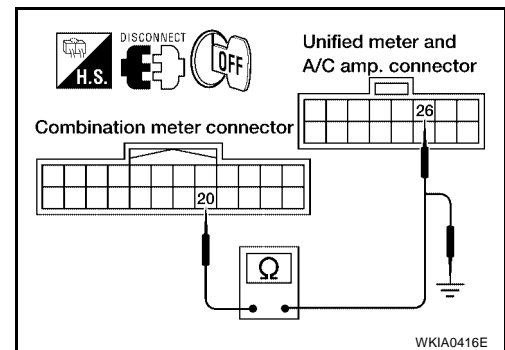
- Check continuity between combination meter harness connector M24 terminal 20 (BR) and ground.

**Continuity should not exist.**

OK or NG

OK >> GO TO 2.

NG >> Repair harness or connector.



### 2. CHECK VOLTAGE OF COMBINATION METER

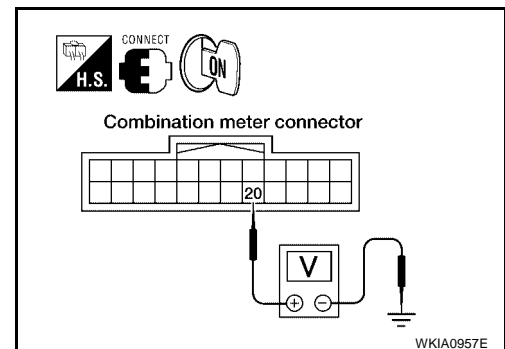
- Connect combination meter connector.
- Turn ignition switch ON.
- Check voltage between combination meter harness connector M24 terminal 20 (BR) and ground.

**Battery voltage should exist.**

OK or NG

OK >> GO TO 3.

NG >> Replace combination meter, refer to [DI-31, "Removal and Installation of Combination Meter"](#).

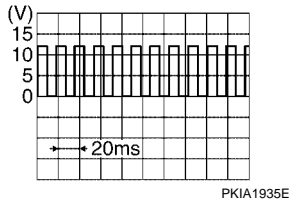


# COMBINATION METERS

## 3. CHECK UNIFIED METER AND A/C AMP. OUTPUT SIGNAL

1. Turn ignition switch OFF.
2. Connect unified meter and A/C amp. connector.
3. Check voltage signal between combination meter harness connector M24 terminal 20 (BR) and ground with simple oscilloscope of CONSULT-II.

20 (BR) - Ground:



OK or NG

- OK >> Replace the combination meter.
- NG >> GO TO 4.

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

Perform the ABS actuator and electric unit (control unit) self-diagnosis.

- With traction control but without VDC system, refer to [BRC-66, "SELF-DIAGNOSIS"](#) .
- Without traction control system, refer to [BRC-25, "SELF-DIAGNOSIS"](#) .
- With VDC system, refer to [BRC-113, "SELF-DIAGNOSIS"](#) .

OK or NG

- OK >> Replace the unified meter and A/C amp. Refer to [DI-40, "Removal and Installation of Unified Meter and A/C Amp."](#) .
- NG >> Check the applicable parts.

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

DI

# COMBINATION METERS

EKS004U7

## Engine Speed Signal Inspection

### 1. CHECK UNIFIED METER AND A/C AMP. OUTPUT SIGNAL

1. Start engine and select "METER A/C AMP" on CONSULT-II.
2. Using "TACHO METER" on the data monitor, compare the value of data monitor with tachometer pointer of combination meter.

#### OK or NG

OK >> GO TO 2.

NG >> Replace the combination meter, refer to [DI-31, "Removal and Installation of Combination Meter"](#).

| DATA MONITOR |         |
|--------------|---------|
| MONITOR      | NO DTC  |
| TACHO METER  | XXXXrpm |
|              |         |
|              |         |
|              |         |

LKIA0329E

### 2. CHECK UNIFIED METER AND A/C AMP. INPUT SIGNAL

1. Select "ENGINE" on CONSULT-II.
2. Using "ENG SPEED" on the data monitor, print out the CONSULT-II screen when the engine is idling.
3. Select "METER A/C AMP" on CONSULT-II.
4. Using "TACHO METER" on the data monitor, compare the value of data monitor of the idling speed with that of the "ENG SPEED".

#### OK or NG

OK >> Perform ECM self-diagnosis. Refer to [EC-110, "CONSULT-II Function"](#).

NG >> Replace the unified meter and A/C amp. Refer to [DI-40, "Removal and Installation of Unified Meter and A/C Amp."](#)

| DATA MONITOR |         |
|--------------|---------|
| MONITOR      | NO DTC  |
| ENG SPEED    | XXXXrpm |
|              |         |
|              |         |
|              |         |

LKIA0330E

# COMBINATION METERS

EKS004UB

## Water Temperature Signal Inspection

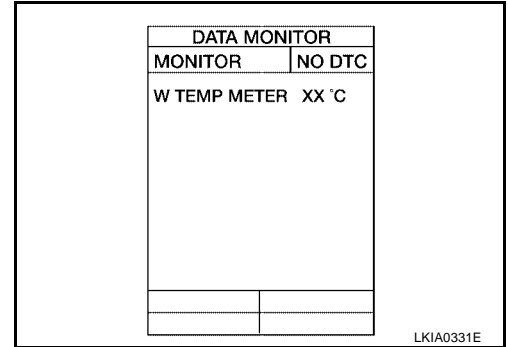
### 1. CHECK UNIFIED METER AND A/C AMP. OUTPUT SIGNAL

1. Start engine and select "METER A/C AMP" on CONSULT-II.
2. Using "W TEMP METER" on the data monitor, compare the value of data monitor with water temperature gauge pointer of combination meter.

| Water temperature gauge pointer | Reference value of data monitor °C (°F)<br>(Approx.) |
|---------------------------------|--|
| Hot                             | 130 (266)  |
| Middle                          | 70-105 (158-221)                                     |
| Cold                            | 50 (122)   |

#### OK or NG

- OK >> GO TO 2.  
 NG >> Replace the combination meter.

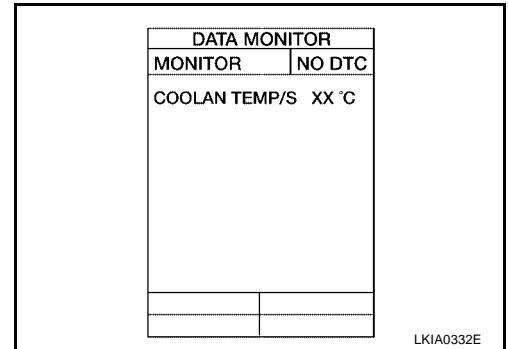


### 2. CHECK UNIFIED METER AND A/C AMP. INPUT SIGNAL

1. Select "ENGINE" on CONSULT-II.
2. Using "COOLAN TEMP/S" on the data monitor, print out the CONSULT-II screen.
3. Select "METER A/C AMP" on CONSULT-II.
4. Using "W TEMP METER" on the data monitor, compare the value of data monitor with that of the "COOLAN TEMP/S".

#### OK or NG

- OK >> Perform ECM self-diagnosis. Refer to [EC-110, "CONSULT-II Function"](#).
- NG >> Replace the unified meter and A/C amp. Refer to [DI-40, "Removal and Installation of Unified Meter and A/C Amp."](#).



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

DI

# COMBINATION METERS

EKS004U9

## Fuel Level Sensor Signal Inspection 1

The following symptoms do not indicate a malfunction.

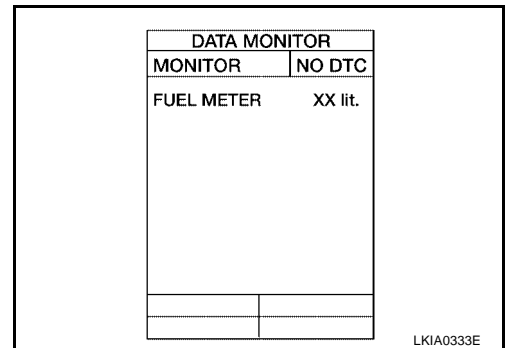
### FUEL GAUGE

- Depending on vehicle position or driving circumstance, the fuel in the tank shifts and the pointer may fluctuate.
- If the vehicle is fueled with the ignition switch ON, the pointer will move slowly.

### 1. CHECK UNIFIED METER AND A/C AMP. INPUT SIGNAL

1. Select "METER A/C AMP" on CONSULT-II.
2. Using "FUEL METER" on the data monitor, compare the value of data monitor with fuel gauge pointer of combination meter.

| Fuel gauge pointer | Reference value of data monitor (lit.) (Approx.) |
|--------------------|--|
| Full               | 81   |
| Three quarters     | 61   |
| Half               | 41   |
| One quarter        | 21   |
| Empty              | 2  |



OK or NG

- OK >> GO TO 2.
- NG >> Replace the combination meter.

### 2. CHECK FUEL LEVEL SENSOR

Check components. Refer to [DI-31, "FUEL LEVEL SENSOR UNIT CHECK"](#).

OK or NG

- OK >> GO TO 3.
- NG >> Replace the fuel level sensor unit, refer to [FL-5, "Removal and Installation"](#).

### 3. CHECK FUEL LEVEL SENSOR CIRCUIT 1

1. Disconnect fuel level sensor unit and fuel pump (main) connector and unified meter and A/C amp. connector.
2. Check continuity between fuel level sensor unit and fuel pump harness connector B16 terminal 2 (G) and unified meter and A/C amp. harness connector M50 terminal 28 (L).

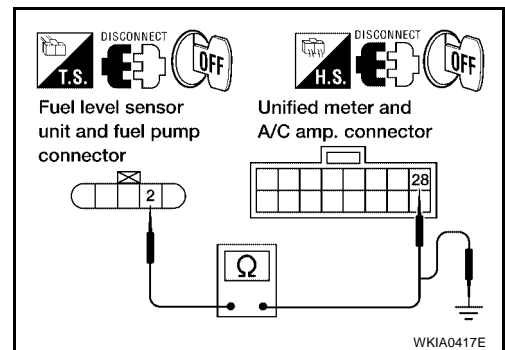
**Continuity should exist.**

3. Check continuity between fuel level sensor unit and fuel pump harness connector B16 terminal 2 (G) and ground.

**Continuity should not exist.**

OK or NG

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





# COMBINATION METERS

## 4. CHECK FUEL LEVEL SENSOR CIRCUIT 2

1. Check continuity between fuel level sensor unit and fuel pump harness connector B16 terminal 5 (B) and unified meter and A/C amp. harness connector M50 terminal 36 (B).

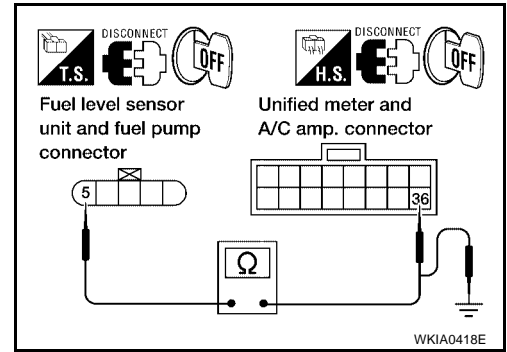
**Continuity should exist.**

2. Check continuity between fuel level sensor unit and fuel pump harness connector B16 terminal 5 (B) and ground.

**Continuity should not exist.**

OK or NG

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



## 5. 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 unified meter and A/C amp. Refer to [DI-40, "Removal and Installation of Unified Meter and A/C Amp."](#)
- NG >> Install the fuel level sensor unit properly.

## Fuel Level Sensor Signal Inspection 2

EKS004UA

The following symptoms do not indicate a malfunction.

### LOW-FUEL WARNING LAMP

Depending on vehicle position or driving circumstance, the fuel in the tank shifts and the warning lamp ON timing may change.

## 1. CHECK FUEL GAUGE

1. Ensure the fuel level in the tank is high enough so the low-fuel warning lamp should not be on.
2. Verify fuel gauge is operating properly.

OK or NG

- OK >> Replace the combination meter, refer to [DI-31, "Removal and Installation of Combination Meter"](#).
- NG >> Go to [DI-24, "Fuel Level Sensor Signal Inspection 1"](#).

# COMBINATION METERS

## CAN Communication System Inspection

EKS004UB

### 1. CHECK CAN COMMUNICATION 1

1. Start engine.
2. Select "CAN DIAG SUPPORT MNTR" in "DATA MONITOR" mode for "METER A/C AMP" with CONSULT-II.
3. Print out CONSULT-II screen, then go to "CAN system". Refer to [LAN-6, "Precautions for CAN System"](#) .

| Normal conditions  | Error conditions (examples) |
|--------------------|-----------------------------|
| CAN CIRC 1: OK     | CAN CIRC 1: UNKWN           |
| CAN CIRC 2: OK     | CAN CIRC 2: UNKWN           |
| CAN CIRC 3: OK☆    | CAN CIRC 3: UNKWN           |
| CAN CIRC 4: OK     | CAN CIRC 4: UNKWN           |
| CAN CIRC 5: OK     | CAN CIRC 5: UNKWN           |
| CAN CIRC 6: OK     | CAN CIRC 6: UNKWN           |
| CAN CIRC 7: OK     | CAN CIRC 7: UNKWN           |
| CAN CIRC 8: UNKWN  | CAN CIRC 8: UNKWN           |
| CAN CIRC 9: UNKWN  | CAN CIRC 9: UNKWN           |
| CAN CIRC 10: UNKWN | CAN CIRC 10: UNKWN          |
| CAN CIRC 11: UNKWN | CAN CIRC 11: UNKWN          |
| CAN CIRC 12: UNKWN | CAN CIRC 12: UNKWN          |
| CAN CIRC 13: UNKWN | CAN CIRC 13: UNKWN          |
| CAN CIRC 14: UNKWN | CAN CIRC 14: UNKWN          |
| CAN 1 STAT: 0      | CAN 1 STAT: 40              |
| CAN 2 STAT: 0      | CAN 2 STAT: 40              |
| CAN 3 STAT: 0      | CAN 3 STAT: 40              |
| CAN 4 STAT: 0      | CAN 4 STAT: 40              |
| CAN 5 STAT: 0      | CAN 5 STAT: 40              |
| CAN 6 STAT: 0      | CAN 6 STAT: 40              |
| CAN 7 STAT: 0      | CAN 7 STAT: 40              |
| CAN 8 STAT: 0      | CAN 8 STAT: 0               |
| CAN 9 STAT: 0      | CAN 9 STAT: 0               |
| CAN 10 STAT: 0     | CAN 10 STAT: 0              |
| CAN 11 STAT: 0     | CAN 11 STAT: 0              |
| CAN 12 STAT: 0     | CAN 12 STAT: 0              |
| CAN 13 STAT: 0     | CAN 13 STAT: 0              |
| CAN 14 STAT: 0     | CAN 14 STAT: 0              |

☆: For M/T models, "UNKWN" is always indicated.

4. Check combination meter and unified meter and A/C amp. component and harness connector terminals for looseness or bent terminals.

#### OK or NG

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

# COMBINATION METERS

## 2. CHECK METER/GAUGES VISUALLY

Does the pointer on the meter/gauges fluctuate when starting the engine?

Is the fluctuation acceptable?

- YES >> GO TO 3.
- NO >> GO TO 6.

## 3. CHECK CONTINUITY COMMUNICATION CIRCUIT (TX: COMBINATION METER)

1. Turn ignition switch OFF.
2. Disconnect combination meter and unified meter and A/C amp. connectors.
3. Check continuity between combination meter harness connector M24 terminal 22 (BR/Y) and unified meter and A/C amp. harness connector M49 terminal 19 (BR/Y).

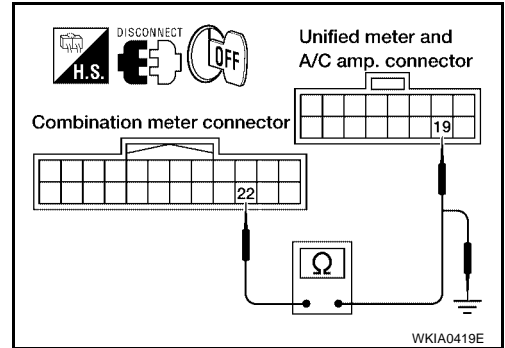
**Continuity should exist.**

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

**Continuity should not exist.**

OK or NG

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



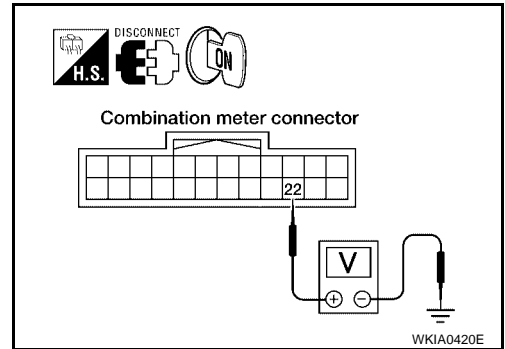
## 4. CHECK VOLTAGE OF UNIFIED METER AND A/C AMP.

1. Connect unified meter and A/C amp. connector.
2. Turn ignition switch ON.
3. Check voltage between combination meter harness connector M24 terminal 22 (BR/Y) and ground.

**Approx. 5V**

OK or NG

- OK >> GO TO 5.
- NG >> Replace the unified meter and A/C amp. Refer to [DI-40, "Removal and Installation of Unified Meter and A/C Amp."](#)

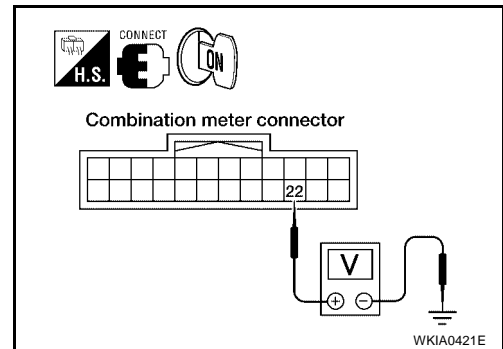
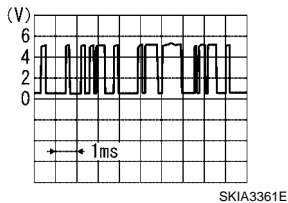


# COMBINATION METERS

## 5. CHECK VOLTAGE SIGNAL OF COMBINATION METER

1. Turn ignition switch OFF and connect combination meter connector.
2. Turn ignition switch ON.
3. Check voltage signal between combination meter harness connector M24 terminal 22 (BR/Y) and ground with simple oscilloscope of CONSULT-II.

**22 (BR/Y) - Ground:**



OK or NG

- OK >> Replace the unified meter and A/C amp. Refer to [DI-40, "Removal and Installation of Unified Meter and A/C Amp."](#)
- NG >> Replace the combination meter, refer to [DI-31, "Removal and Installation of Combination Meter"](#).

## 6. CHECK CONTINUITY COMMUNICATION CIRCUIT (RX: COMBINATION METER)

1. Turn ignition switch OFF.
2. Disconnect combination meter and unified meter and A/C amp. connectors.
3. Check continuity between combination meter harness connector M24 terminal 21 (L/W) and unified meter and A/C amp. harness connector M49 terminal 9 (L/W).

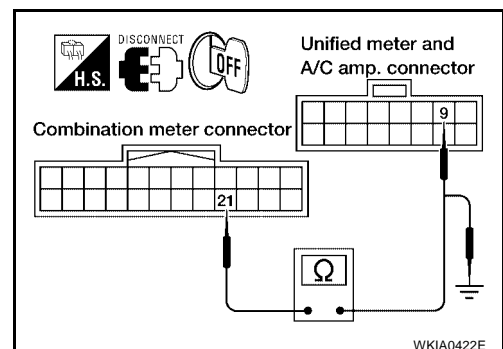
**Continuity should exist.**

4. Check continuity between combination meter harness connector M24 terminal 21 (L/W) and ground.

**Continuity should not exist.**

OK or NG

- OK >> GO TO 7.
- NG >> Repair harness or connector.



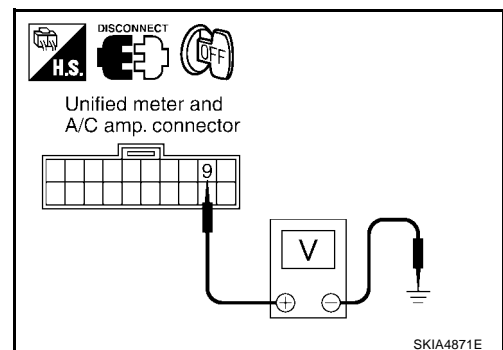
## 7. CHECK VOLTAGE OF COMBINATION METER

1. Connect combination meter connector.
2. Turn ignition switch ON.
3. Check voltage between unified meter and A/C amp. harness connector M49 terminal 9 (L/W) and ground.

**Approx. 5V**

OK or NG

- OK >> GO TO 8.
- NG >> Replace the combination meter, refer to [DI-31, "Removal and Installation of Combination Meter"](#).

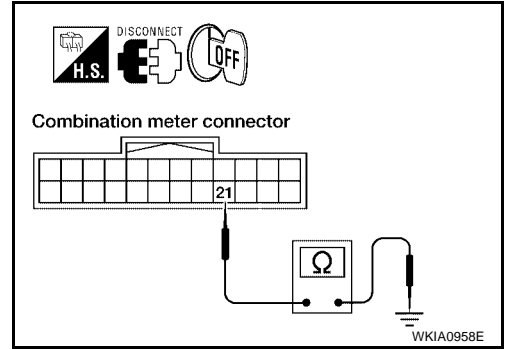
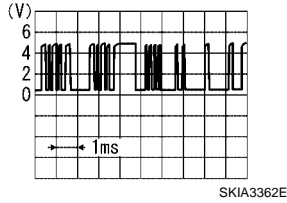


# COMBINATION METERS

## 8. CHECK VOLTAGE SIGNAL OF UNIFIED METER AND A/C AMP.

1. Turn ignition switch OFF and connect unified meter and A/C amp. connector.
2. Turn ignition switch ON.
3. Check voltage signal between combination meter harness connector M24 terminal 21 (L/W) and ground with simple oscilloscope of CONSULT-II.

21 (L/W) - Ground:



OK or NG

- OK >> Replace the combination meter.
- NG >> Replace the unified meter and A/C amp. Refer to [DI-40, "Removal and Installation of Unified Meter and A/C Amp."](#)

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# COMBINATION METERS

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## Fuel Gauge Pointer Fluctuates, Indicates Wrong Value, or Varies

EKS004UE

### 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 pointer 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, and perform the trouble diagnosis.

## Fuel Gauge Does Not Move to Full-position

EKS004UF

### 1. QUESTION 1

---

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. QUESTION 2

---

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. QUESTION 3

---

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. QUESTION 4

---

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

YES or NO

- YES >> Check the fuel level sensor unit. Refer to [DI-31, "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.

# COMBINATION METERS

## Electrical Components Inspection FUEL LEVEL SENSOR UNIT CHECK

EKS004UG

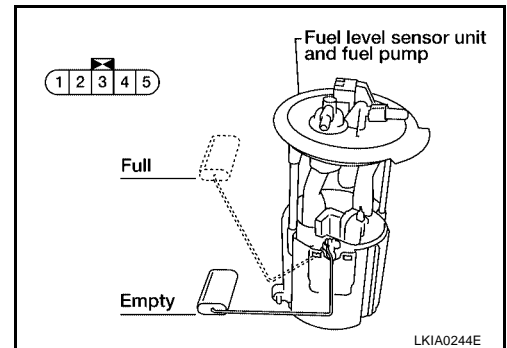
For removal, refer to [FL-5, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

### 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 $\Omega$ (Approx.) |
|-----------|---|------------------------|-------|-----------|-------------------------------------|
| 2         | 5 | *1                     | Empty | 15 (0.59) | 81                                  |
|           |   | *2                     | Full  | 193 (7.6) | 2                                   |

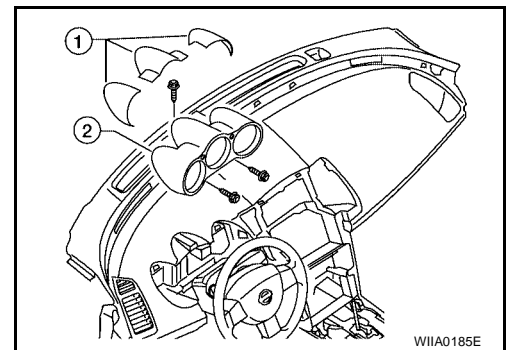
\*1 and \*2: When float rod is in contact with stopper.



### Removal and Installation of Combination Meter REMOVAL

EKS004UH

1. Remove the combination meter covers.
2. Remove 3 screws using power tool and remove the combination meter assembly.
3. Disconnect electrical connector and remove combination meter.



### INSTALLATION

Install in the reverse order of removal.

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## UNIFIED METER AND A/C AMP

### System Description

EKS004TH

- For the unified meter and A/C amp., the signal line (CAN H, CAN L and fuel level sensor) required for controlling the combination meter are integrated in the A/C auto amp.
- In addition to providing input to the A/C auto amp., signals required for combination meter operation are received from various components - either directly, or via CAN communication. These signals are sent to the combination meter using the TX and RX communication lines between the combination meter and unified meter and A/C amp. For information regarding A/C control, refer to [ATC-21, "AIR CONDITIONER CONTROL"](#) in ATC section.
- The signals required for the distance to empty (DTE) display are centralized in the unified meter and A/C amp., converted into data, and sent to the display control unit using CAN communication.
- Other input signals are also sent to the ECM, TCM, display control unit and BCM using CAN communication.
- CONSULT-II functions (self-diagnostic results and data monitor) are used to identify errors in the communication lines connected to the unified meter and A/C amp., and to monitor the status of signals received by the combination meter from the unified meter and A/C amp.

### INPUT/OUTPUT SIGNALS

#### Between Unified Meter and A/C Amp. and Combination Meter

| Unit                       | Input  | Output  |
|----------------------------|--|---|
| Unified meter and A/C amp. | <ul style="list-style-type: none"> <li>● Seat belt buckle switch signal (Driver's side)</li> <li>● Parking brake signal</li> <li>● Refuel status signal</li> <li>● Low-fuel warning lamp condition signal</li> <li>● Combination meter receiver error signal</li> <li>● Delivery destination data signal</li> <li>● Combination meter specifications signal</li> </ul> | <ul style="list-style-type: none"> <li>● Vehicle speed signal (8-pulse)</li> <li>● Engine speed signal</li> <li>● Engine coolant temperature signal</li> <li>● Fuel level sensor signal (resistance value)</li> <li>● Malfunction indicator signal</li> <li>● ABS warning lamp signal</li> <li>● Brake warning lamp signal</li> <li>● Turn indicator signal</li> <li>● High beam request signal</li> <li>● TCS OFF indicator lamp signal</li> <li>● VDC OFF indicator lamp signal</li> <li>● SLIP indicator lamp signal</li> <li>● A/T position indicator signal</li> <li>● Manual mode gear position signal</li> <li>● Door switch signal</li> <li>● Oil pressure switch signal</li> <li>● Buzzer output signal</li> </ul> |



# UNIFIED METER AND A/C AMP

## FAIL-SAFE

### Solution When Communication Error Between the Unified Meter & A/C Amp. and the Combination Meter

| Function                    |                                | Specifications  |
|-----------------------------|--------------------------------|---|
| Speedometer                 |                                | Reset to zero by suspending communication.                |
| Tachometer                  |                                |   |
| Fuel gauge                  |                                |   |
| Water temperature gauge     |                                |   |
| Illumination control        | Combination meter illumination | When suspending communication, change to nighttime mode.  |
| Odo/trip meter              |                                | Integrate in response to 8-pulse input.                   |
| A/T indicator               |                                | The display turns off by suspending communication.        |
| Warning buzzer              |                                | The warning buzzer turns off by suspending communication. |
| Warning lamp/indicator lamp | ABS warning lamp               | The lamp turns on by suspending communication.            |
|                             | VDC OFF indicator              |   |
|                             | TCS OFF indicator              |   |
|                             | SLIP indicator                 |   |
|                             | Brake warning lamp             |   |
|                             | Door warning lamp              | The lamp turns off by suspending communication.           |
|                             | ASCD SET indicator lamp        |   |
|                             | ASCD CRUISE indicator lamp     |   |
|                             | Oil pressure warning lamp      |   |
|                             | Turn signal indicator          |   |
|                             | Malfunction indicator lamp     |   |
|                             | A/T indicator lamp             |   |
| High beam indicator         |                                |   |

## CAN Communication System Description

EKS0047I

Refer to [LAN-8, "CAN COMMUNICATION"](#) .

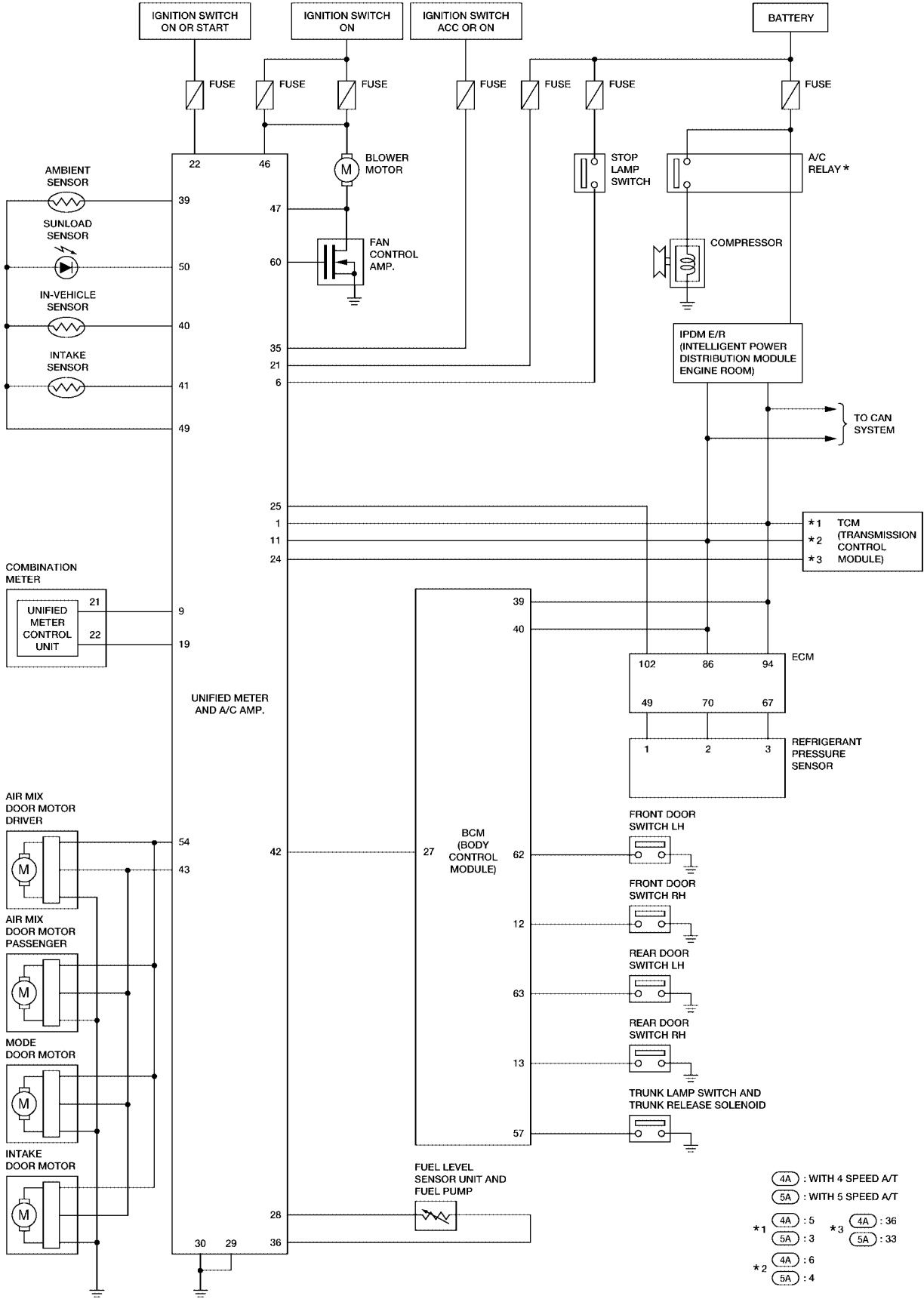
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# UNIFIED METER AND A/C AMP

EKS004TJ

## Schematic



LKWA0178E

# UNIFIED METER AND A/C AMP

## CONSULT-II Function

EKS004TK

CONSULT-II executes the following functions by combining data reception and command transmission via the communication line from unified meter and A/C amp. Self-diagnostic results and data monitor display.

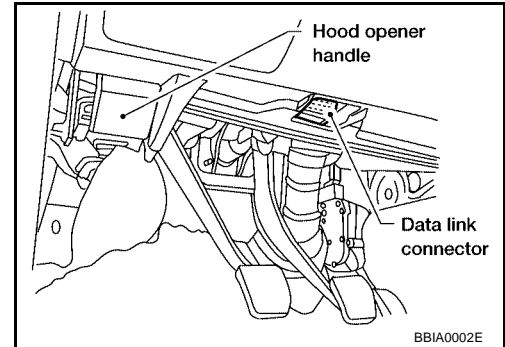
| System part   | Check item, diagnosis mode | Description  |
|---------------|----------------------------|--|
| METER A/C AMP | Self-diagnostic results    | Unified meter and A/C amp. monitors conditions and indicates any error that unified meter and A/C amp. identifies. |
|               | Data monitor               | Displays unified meter and A/C amp. input data in real time.   |

## CONSULT-II BASIC OPERATION

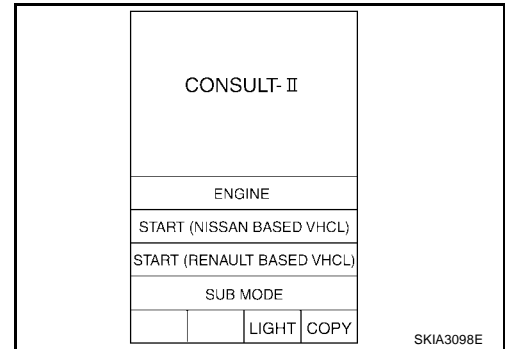
### CAUTION:

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.

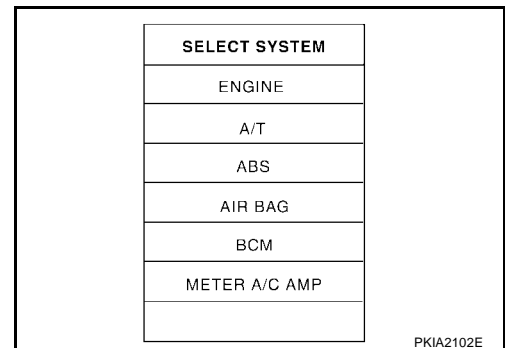
1. With the ignition switch OFF, connect "CONSULT-II" and "CONSULT-II CONVERTER" to the data link connector, then turn ignition switch ON.



2. Touch "START (NISSAN BASED VHCL)".



3. Touch "METER A/C AMP" on "SELECT SYSTEM" screen. If "METER A/C AMP" is not indicated, go to [GI-36, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).



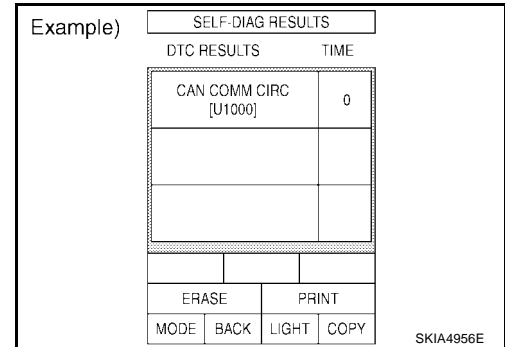
4. Select "SELF-DIAG RESULTS" or "DATA MONITOR".

# UNIFIED METER AND A/C AMP

## SELF-DIAGNOSTIC RESULTS

### Operation Procedure

1. Touch "SELF-DIAG RESULTS" on "SELECT DIAG MODE" screen.
2. Self-diagnosis results are displayed.



### Display Item List

| CONSULT-II display         | Malfunction  |
|----------------------------|--|
| CAN COMM CIRC [U1000]      | <p>Malfunction is detected in CAN communication lines.</p> <p><b>CAUTION:</b><br/>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.</p> |
| METER COMM CIRC [B2202]    | <p>Malfunction is detected in communication lines between combination meter and unified meter and A/C amp.</p>   |
| VEHICLE SPEED CIRC [B2205] | <p>Malfunction is detected when an erroneous speed signal is input.</p> <p><b>CAUTION:</b><br/>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).</p>   |

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

### Operation Procedure

1. Touch "DATA MONITOR" on "SELECT DIAG MODE" screen.
2. Touch either "MAIN SIGNALS", "CAN DIAG SUPPORT MNTR" or "SELECTION FROM MENU" on the "DATA MONITOR" screen.

|                       |   |
|-----------------------|---|
| MAIN SIGNALS          | Monitors main signals.                  |
| CAN DIAG SUPPORT MNTR | Monitors CAN diagnosis support.         |
| SELECTION FROM MENU   | Selects and monitors individual signal. |

3. Touch "START".

# UNIFIED METER AND A/C AMP

4. When "SELECTION FROM MENU" is selected, touch individual items to be monitored. When "MAIN SIGNALS" is selected, main items will be monitored.
5. Touch "RECORD" while monitoring, then the status of the monitored item can be recorded. To stop recording, touch "STOP".

Example)

| DATA MONITOR |         |
|--------------|---------|
| MONITOR      |         |
| SPEED METER  | 0.0km/h |
| SPEED OUTPUT | 0.0km/h |
| TACHO METER  | 0 rpm   |
| W TEMP METER | 26°C    |
| FUEL METER   | 6 lit.  |
| DISTANCE     | 0 km    |
| FUEL W/L     | ON      |
| BUZZER       | OFF     |
| M RANGE SW   | OFF     |
| Page Down    |         |
| STOP         |         |
| MODE         | BACK    |
| LIGHT        | COPY    |

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## UNIFIED METER AND A/C AMP

### Display Item List

| Display item [Unit]          | MAIN SIGNALS | CAN DIAG SUPPORT MNTR | 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.  |
| MIL [ON/OFF]                 |              |                       | X                   | Indicates [ON/OFF] condition of malfunction indicator lamp.   |
| SEAT BELT W/L [ON/OFF]       |              |                       | X                   | Indicates [ON/OFF] condition of seat belt warning lamp.   |
| BUZZER [ON/OFF]              | X            |                       | X                   | Indicates [ON/OFF] condition of buzzer.   |
| DOOR W/L [ON/OFF]            |              |                       | X                   | Indicates [ON/OFF] condition of door warning lamp.  |
| HI-BEAM IND [ON/OFF]         |              |                       | X                   | Indicates [ON/OFF] condition of high beam indicator.  |
| TURN IND [ON/OFF]            |              |                       | X                   | Indicates [ON/OFF] condition of turn indicator.   |
| OIL W/L [ON/OFF]             |              |                       | X                   | Indicates [ON/OFF] condition of oil pressure warning lamp.  |
| TCS IND [ON/OFF]             |              |                       | X                   | Indicates [ON/OFF] condition of TCS OFF indicator lamp.   |
| VDC IND [ON/OFF]             |              |                       | X                   | Indicates [ON/OFF] condition of VDC OFF indicator lamp.   |
| ABS W/L [ON/OFF]             |              |                       | X                   | Indicates [ON/OFF] condition of ABS warning lamp.   |
| SLIP IND [ON/OFF]            |              |                       | X                   | Indicates [ON/OFF] condition of SLIP indicator lamp.  |
| BRAKE W/L [ON/OFF]           |              |                       | X                   | Indicates [ON/OFF] condition of brake warning lamp.<br>*1   |
| M RANGE SW [ON/OFF]          | X            |                       | X                   | Indicates [ON/OFF] condition of manual mode range switch.   |
| 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.  |
| 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 [5-1/1]            | X            |                       | X                   | Indicates [5-1/1] condition of A/T manual mode gear position.   |

# UNIFIED METER AND A/C AMP

| Display item [Unit]    | MAIN SIGNALS | CAN DIAG SUPPORT MNTR | SELECTION FROM MENU | Contents  |   |
|------------------------|--------------|-----------------------|---------------------|---|---|
| P RANGE IND [ON/OFF]   | X            |                       | X                   | Indicates [ON/OFF] condition of A/T shift P range indicator.                        | A |
| R RANGE IND [ON/OFF]   | X            |                       | X                   | Indicates [ON/OFF] condition of A/T shift R range indicator.                        | B |
| N RANGE IND [ON/OFF]   | X            |                       | X                   | Indicates [ON/OFF] condition of A/T shift N range indicator.                        | C |
| D RANGE IND [ON/OFF]   | X            |                       | X                   | Indicates [ON/OFF] condition of A/T shift D range indicator.                        | D |
| 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.                        | E |
| 1 RANGE IND [ON/OFF]   | X            |                       | X                   | Indicates [ON/OFF] condition of A/T shift 1 range indicator.                        | F |
| A/T IND [ON/OFF]       |              |                       | X                   | Indicates [ON/OFF] condition of A/T indicator.                                      |   |
| CRUISE IND [ON/OFF]    |              |                       | X                   | Indicates [ON/OFF] condition of CRUISE indicator.                                   |   |
| SET IND [ON/OFF]       |              |                       | X                   | Indicates [ON/OFF] condition of SET indicator.                                      | G |
| CAN CIRC 1 [OK/UNKWN]  |              | X                     |                     | Displays [OK/UNKWN] condition of the CAN communication judged by each signal input. |   |
| CAN CIRC 2 [OK/UNKWN]  |              | X                     |                     |   | H |
| CAN CIRC 3 [OK/UNKWN]  |              | X                     |                     |   |   |
| CAN CIRC 4 [OK/UNKWN]  |              | X                     |                     |   |   |
| CAN CIRC 5 [OK/UNKWN]  |              | X                     |                     |   | I |
| CAN CIRC 6 [OK/UNKWN]  |              | X                     |                     |   |   |
| CAN CIRC 7 [OK/UNKWN]  |              | X                     |                     |   |   |
| CAN CIRC 8 [OK/UNKWN]  |              | X                     |                     |   | J |
| CAN CIRC 9 [OK/UNKWN]  |              | X                     |                     |   |   |
| CAN CIRC 10 [OK/UNKWN] |              | X                     |                     |   |   |
| CAN CIRC 11 [OK/UNKWN] |              | X                     |                     |   |   |
| CAN CIRC 12 [OK/UNKWN] |              | X                     |                     |   |   |
| CAN CIRC 13 [OK/UNKWN] |              | X                     |                     |   | L |
| CAN CIRC 14 [OK/UNKWN] |              | X                     |                     |   |   |
| CAN 1 STAT [0-40] *2   |              | X                     |                     | Displays condition of the CAN communication judged by each signal input.            |   |
| CAN 2 STAT [0-40]      |              | X                     |                     |   |   |
| CAN 3 STAT [0-40]      |              | X                     |                     |   |   |
| CAN 4 STAT [0-40]      |              | X                     |                     |   |   |
| CAN 5 STAT [0-40]      |              | X                     |                     |   |   |
| CAN 6 STAT [0-40]      |              | X                     |                     |   |   |
| CAN 7 STAT [0-40]      |              | X                     |                     |   |   |
| CAN 8 STAT [0-40]      |              | X                     |                     |   |   |
| CAN 9 STAT [0-40]      |              | X                     |                     |   |   |
| CAN 10 STAT [0-40]     |              | X                     |                     |   |   |
| CAN 11 STAT [0-40]     |              | X                     |                     |   |   |
| CAN 12 STAT [0-40]     |              | X                     |                     |   |   |
| CAN 13 STAT [0-40]     |              | X                     |                     |   |   |
| CAN 14 STAT [0-40]     |              | X                     |                     |   | M |

# UNIFIED METER AND A/C AMP

## NOTE:

Any monitored item that does not match the vehicle being diagnosed is deleted from the display automatically.  
\*1: Monitor keeps indicating "OFF" when brake warning lamp is on because of parking brake operation or low brake fluid level.

\*2: CAN status indicates the condition of the CAN communication judged by each signal input.

- Normal: If no problems were found in the past, CAN status indicates "0". If the system is presently operating properly, but had a malfunction in the past, the CAN status will indicate "39-1".
- Malfunction: If there is a malfunction, CAN indicates "40".

After the system returns to its normal operating condition, every time the ignition switch is cycled (turned OFF from ON), a value will be removed from the counter (i.e. "39"→"38"→"37"..."1"). If a malfunction is detected again, CAN status indicates "40". (Although the system has returned to normal operating condition, "0" is not immediately indicated. To reset, select and press "ERASE" on the "SELF-DIAGNOSIS" screen.)

## Removal and Installation of Unified Meter and A/C Amp.

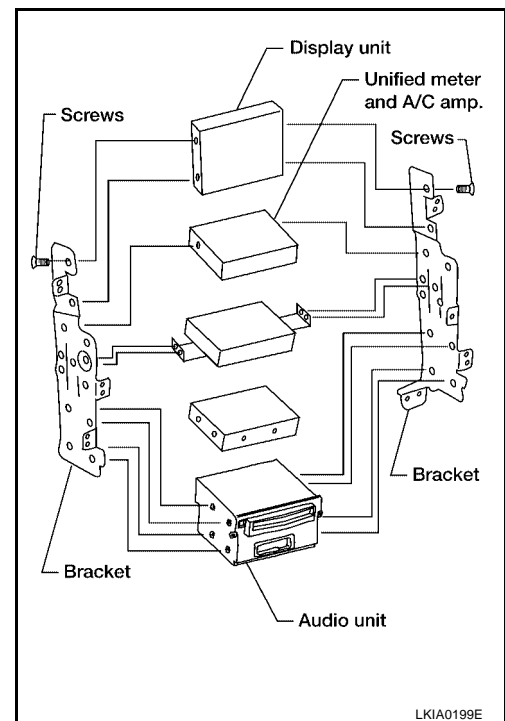
EKS004TL

### REMOVAL

1. Remove center stack assembly, refer to [IP-13, "Center Stack Assembly"](#).
2. Remove unified meter and A/C amp. screws, and remove unified meter and A/C amp. from brackets.

### CAUTION:

- When carrying audio unit body, do not touch internal mechanism access from cassette tape slot.
- Be careful not to allow foreign material to enter from cassette tape slot.
- Use appropriate screws for each, as screws for audio unit are different from that for unified meter and A/C amp.



### INSTALLATION

Install in the reverse order of removal.



# COMPASS

PFP:24835

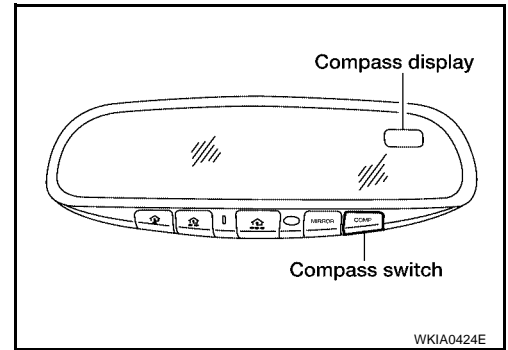
## COMPASS

### System Description

With the ignition switch in the ON position, and the COMPASS switch is ON, the compass display will indicate the direction the vehicle is heading.

Vehicle direction is displayed as follows:

- N: north
- E: east
- S: south
- W: west



### POWER SUPPLY AND GROUND CIRCUIT

Power is supplied at all times

- through 10A fuse [No. 19, located in the fuse block (J/B)]
- to auto anti-dazzling inside mirror (compass) terminal 5.

With the ignition switch in ON or START,  
Power is supplied

- through 10A fuse [No. 14, located in the fuse block (J/B)]
- to auto anti-dazzling inside mirror (compass) terminal 6.

Ground is supplied at all times

- to auto anti-dazzling inside mirror (compass) terminal 8
- through body grounds M57, M61, and M79.

### CALIBRATION

If the compass display reads "C", the compass needs to be calibrated. Refer to [DI-44, "CALIBRATION FUNCTION OF COMPASS"](#).

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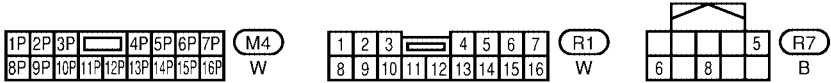
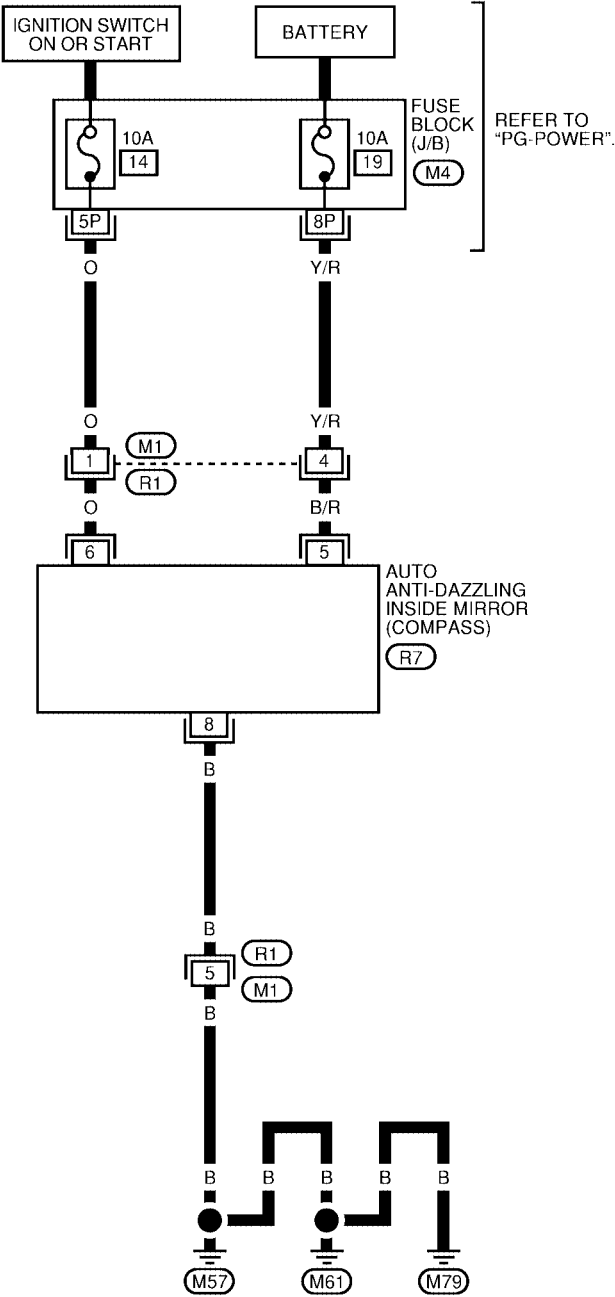
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# COMPASS

## Wiring Diagram — COMPAS —

EKS004TN

### DI-COMPAS-01



LKWA0182E

# COMPASS

## Trouble Diagnoses COMPASS INSPECTION

EKS004TO

| Symptom   | Possible causes   | Repair order   |
|---|---|--|
| No display at all   | <ol style="list-style-type: none"><li>10A fuse</li><li>Ground circuit</li><li>Compass</li></ol>                   | <ol style="list-style-type: none"><li>Check 10A fuse [No. 14, located in fuse block (J/B)].<br/>Turn the ignition switch ON and verify that battery positive voltage is at terminal 6 of compass.</li><li>Check ground circuit for compass.</li><li>Replace compass.</li></ol> |
| Forward direction indication slips off the mark or incorrect. | <ol style="list-style-type: none"><li>Compass not calibrated</li><li>Zone variation change is not done.</li></ol> | <ol style="list-style-type: none"><li>Drive the vehicle in 3 complete circles at less than 8 km/h (5 mph).</li><li>Perform the zone variation change procedure.</li></ol>  |
| Compass reading remains unchanged.                            | <ul style="list-style-type: none"><li>● Compass</li></ul>   | <ul style="list-style-type: none"><li>● Replace compass.</li></ul>   |

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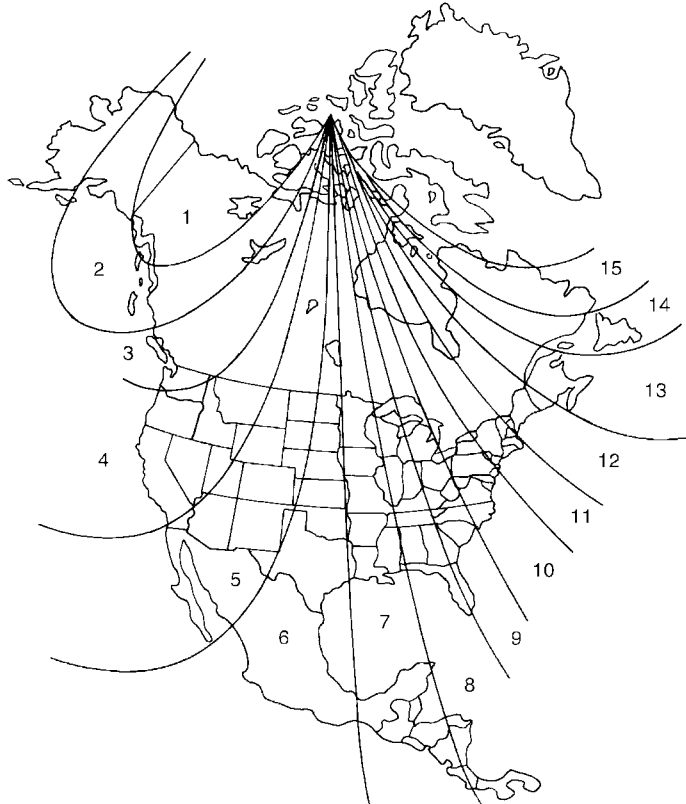
# COMPASS

EKS004TP

## Zone Variation Change Procedure

The difference between magnetic North and geographical North can sometimes be great enough to cause false compass readings. This difference is known as variance. In order for the compass to operate properly (accurately) in a particular zone, the zone variation must be calibrated using the following procedure.

Zone Variation Chart



1. Determine your location on the zone map. Record your zone variation number.

2. Turn the ignition switch to the ON position.

3. Push the "Compass" switch continuously for three seconds until the current zone entry number is displayed.

4. Press the "Compass" switch repeatedly until the desired zone number is displayed.

Once the desired zone number is displayed, stop pressing the "Compass" switch and the display will show vehicle direction after a few seconds.

NOTE: Use zone number 5 for Hawaii.

WKIA0425E

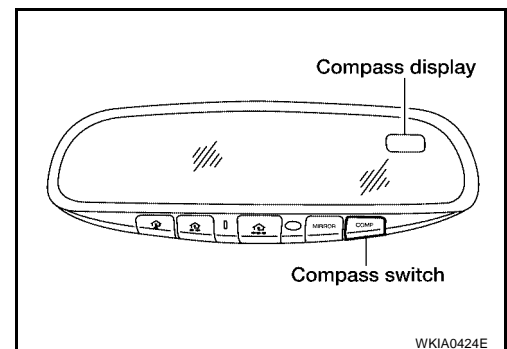
## CALIBRATION FUNCTION OF COMPASS

The direction display is equipped with a calibration feature. If vehicle direction is not shown correctly, carry out initial correction.

1. Pushing the COMPASS switch for about 10 seconds will enter the initial calibration mode.
2. Drive the vehicle slowly in a circle, in an open, safe place. The initial calibration is completed in about three turns.

### NOTE:

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



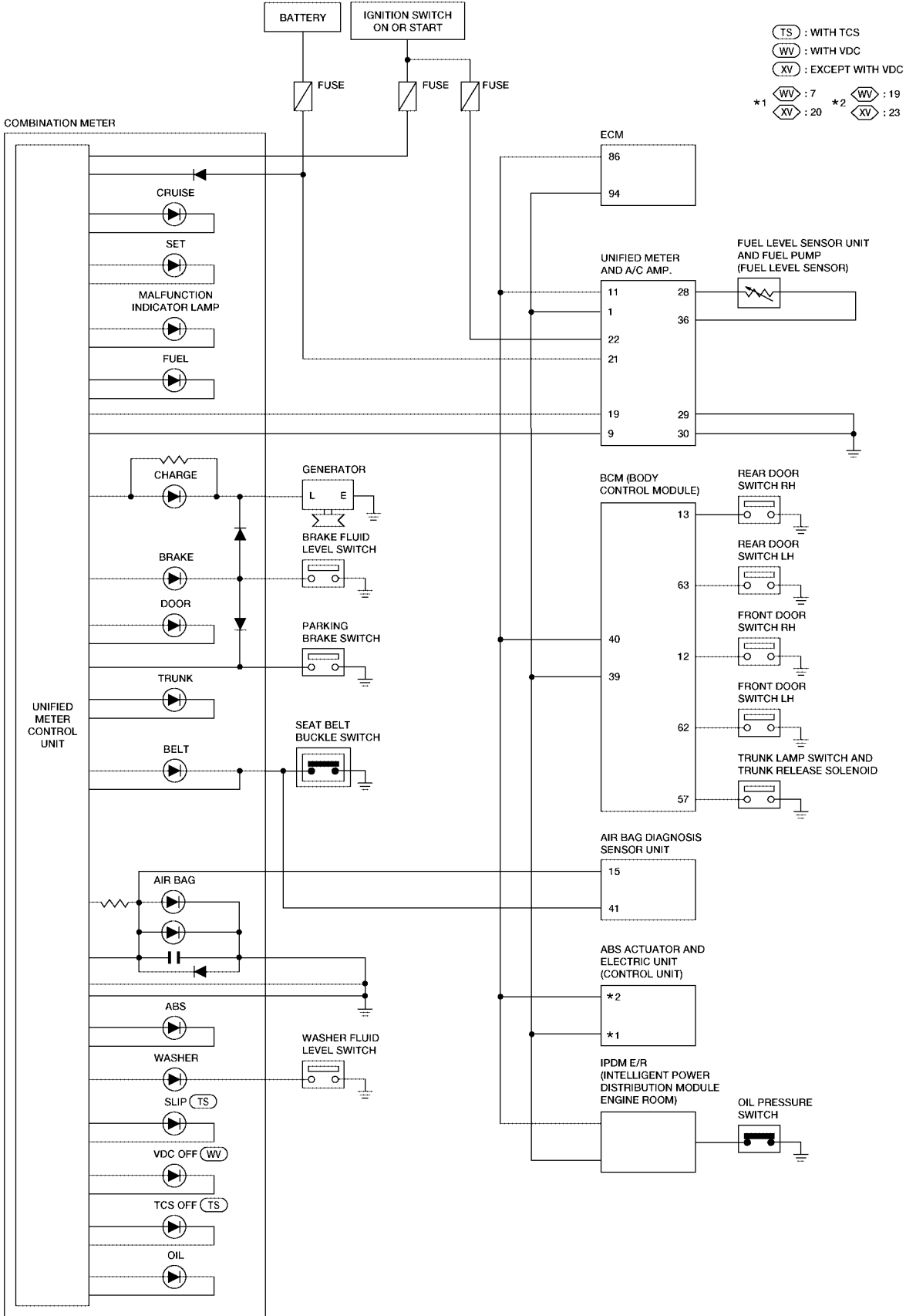
# WARNING LAMPS

## WARNING LAMPS

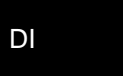
### Schematic

PFP:24814

EKS004UJ



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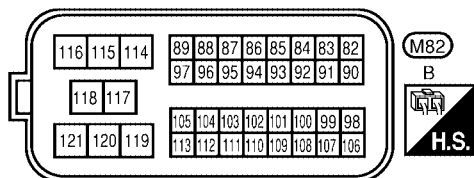
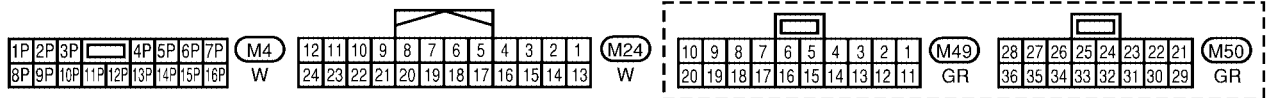
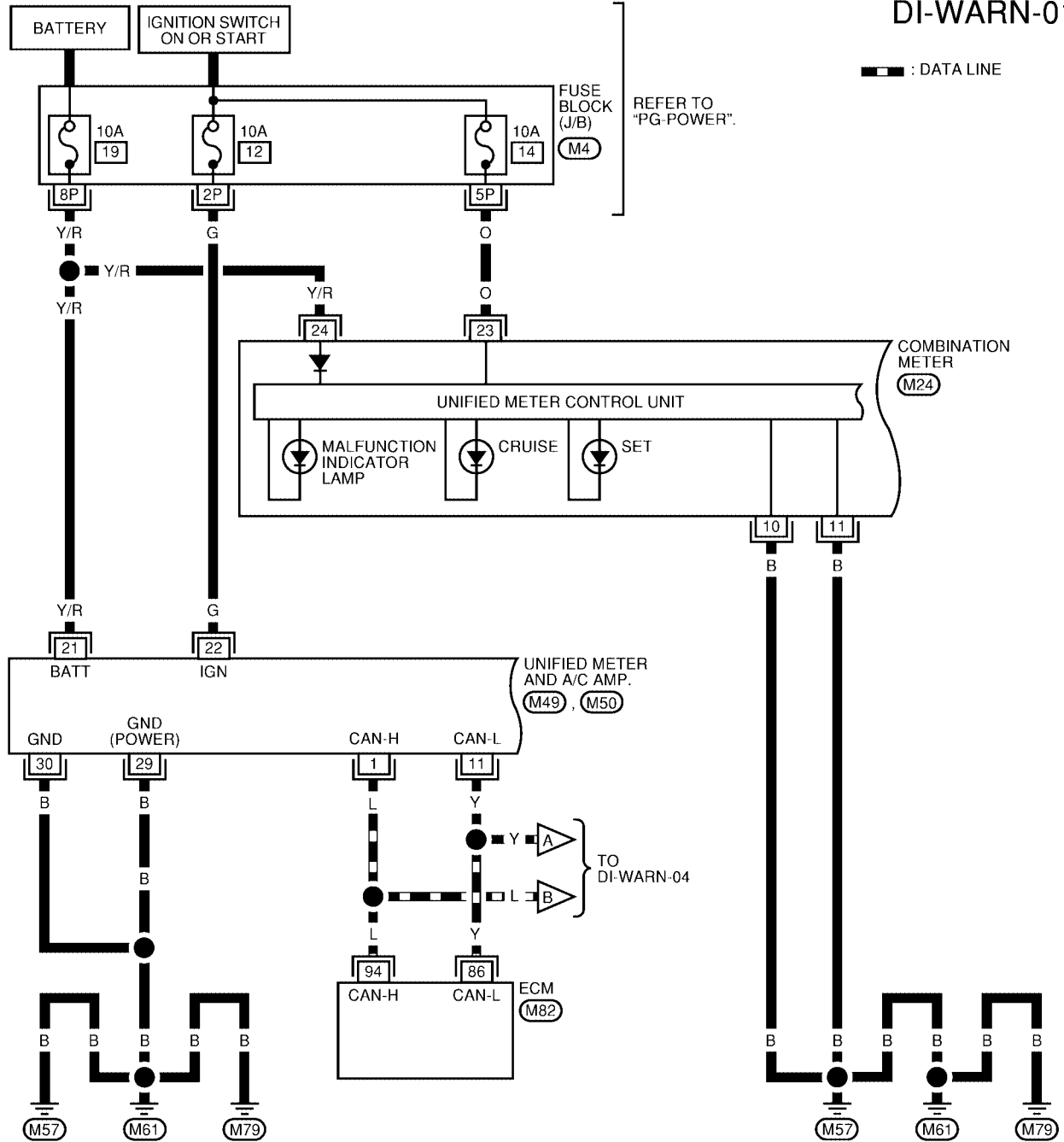


# WARNING LAMPS

## Wiring Diagram — WARN —

EKS004UK

### DI-WARN-01

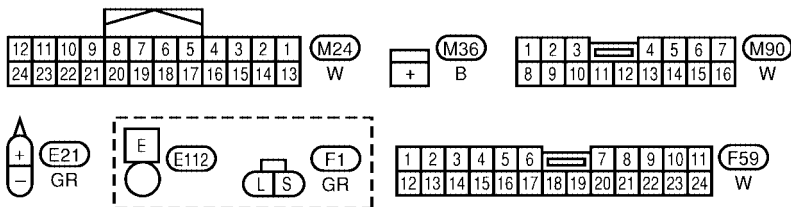
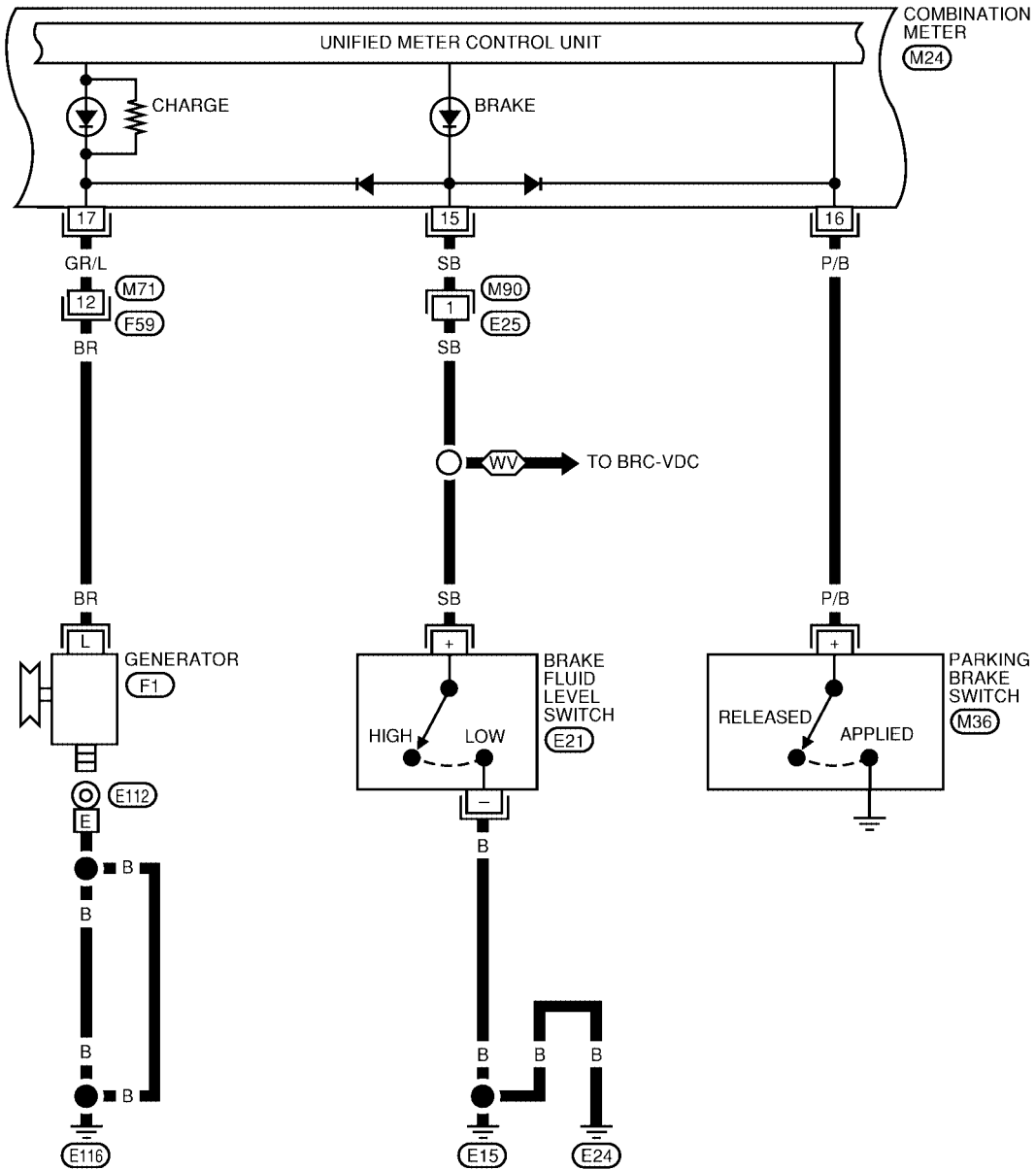


LKWA0184E

# WARNING LAMPS

DI-WARN-02

: WITH VDC



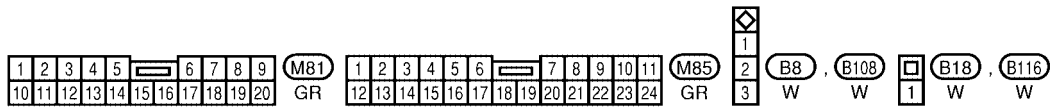
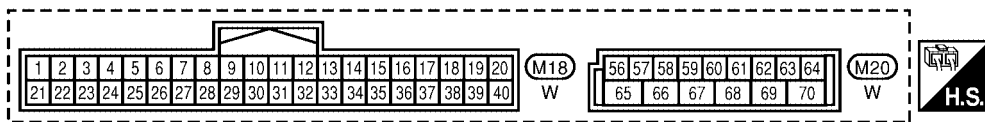
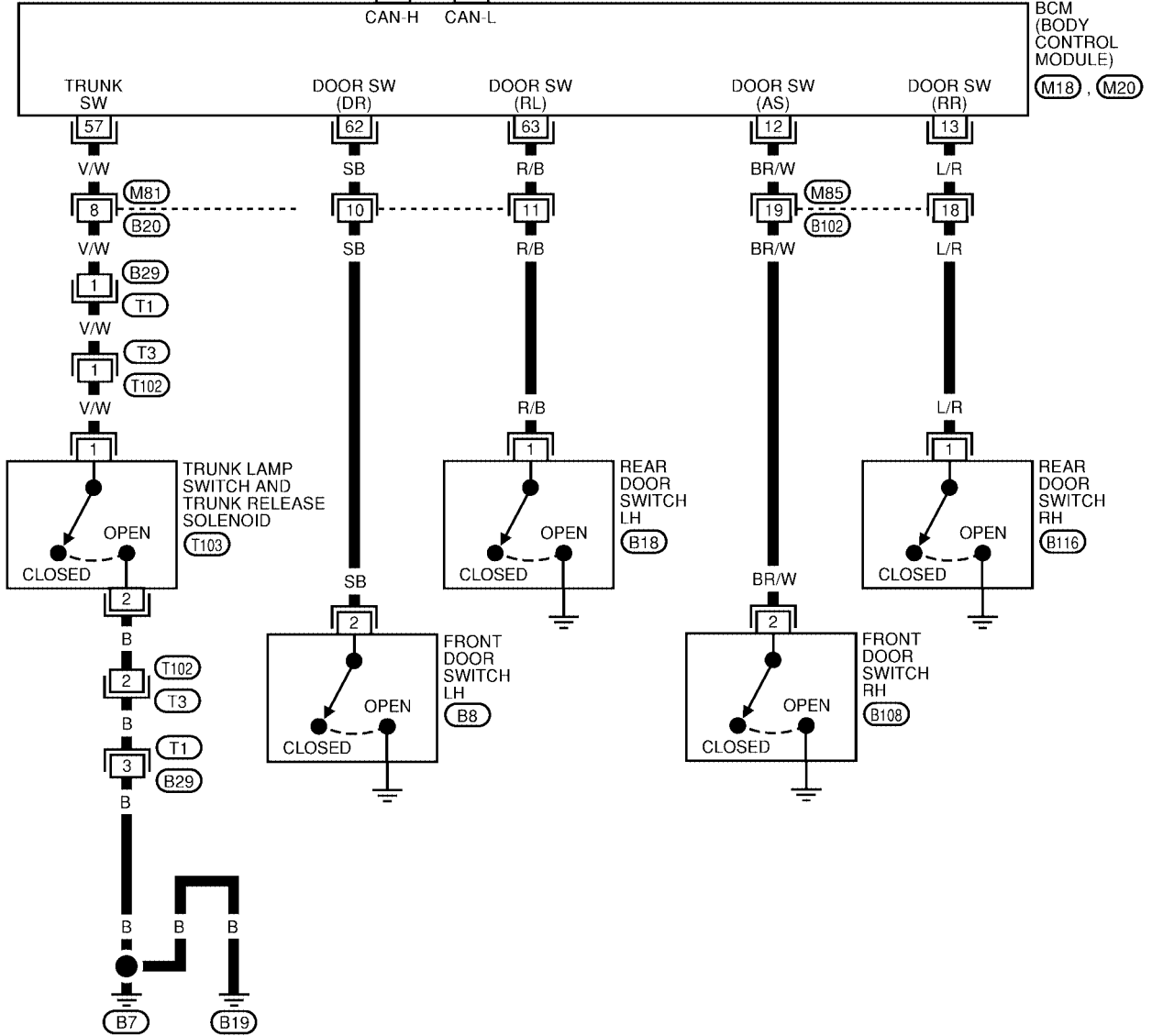
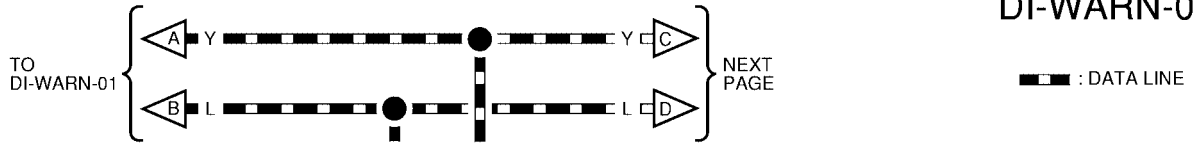
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# WARNING LAMPS

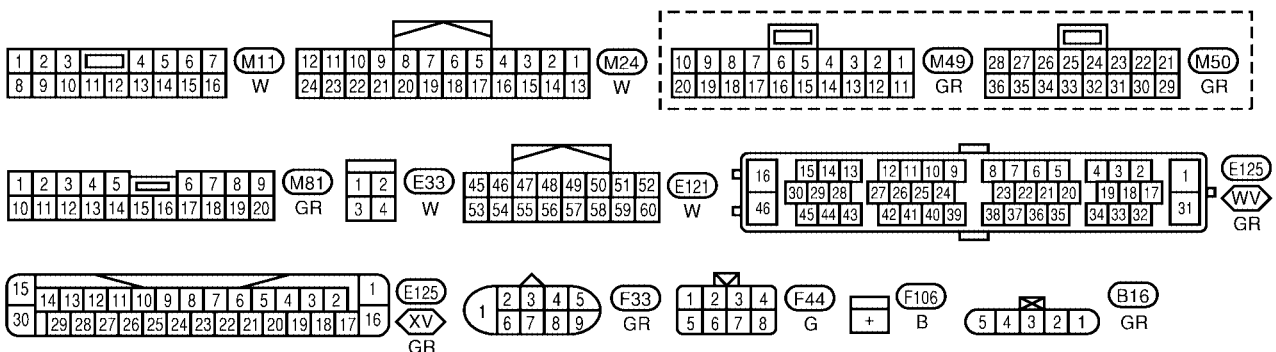
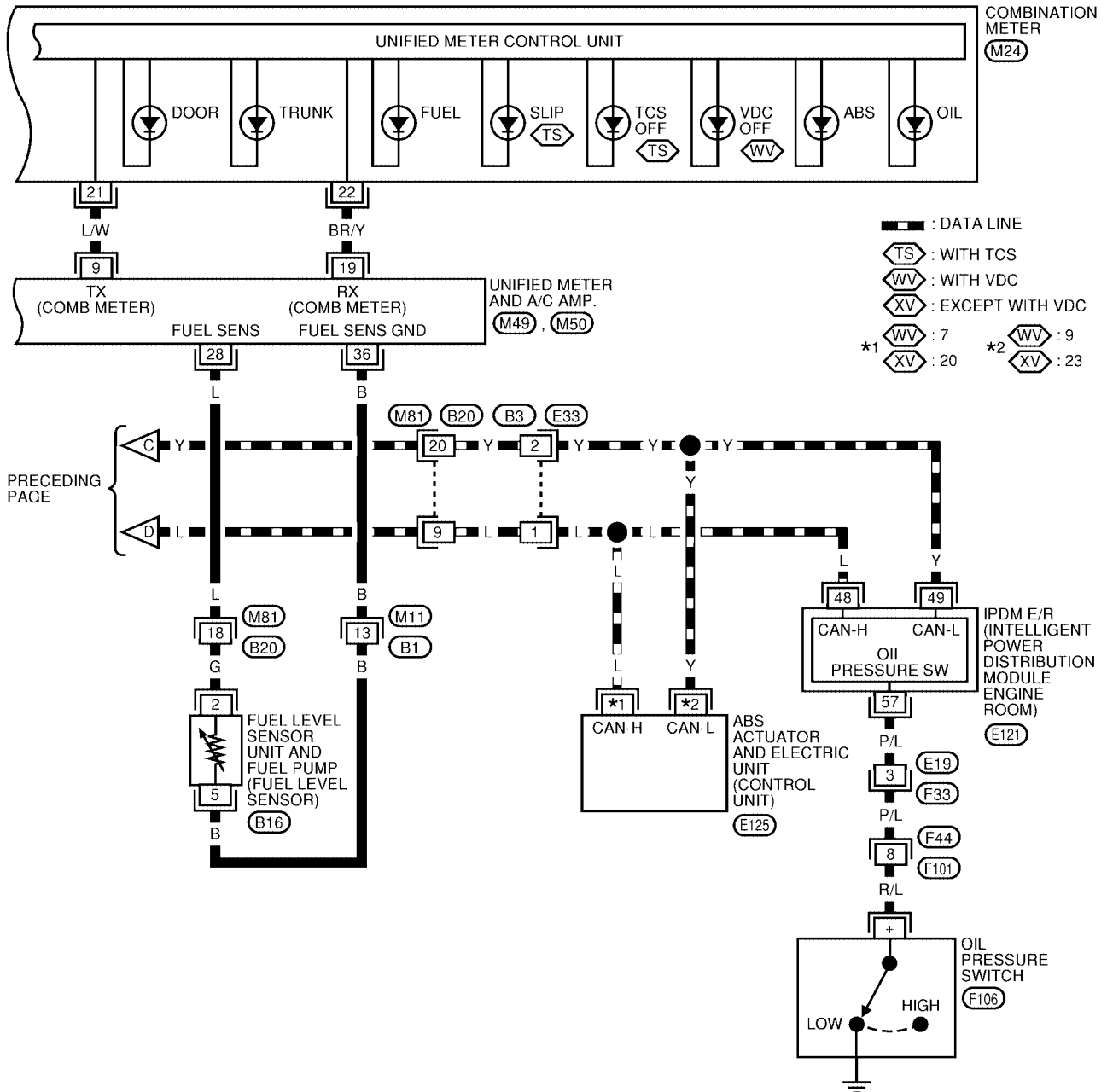
DI-WARN-04



LKWA0187E

# WARNING LAMPS

DI-WARN-05



LKWA0188E

# WARNING LAMPS

EKS004UL

## Oil Pressure Warning Lamp Stays Off (Ignition Switch ON)

### 1. CHECK SELF-DIAGNOSTIC RESULTS OF UNIFIED METER AND A/C AMP.

1. Start engine.
2. Select "METER A/C AMP" on CONSULT-II, and perform self-diagnosis of unified meter and A/C amp. Refer to [DI-35, "CONSULT-II Function"](#).
3. After erasing the self-diagnostic results, perform self-diagnosis again.

#### Self-diagnostic results content

- No malfunction detected >> GO TO 2.  
Malfunction detected >> Go to [DI-19, "Symptom Chart 2"](#).

### 2. CHECK IPDM E/R OUTPUT SIGNAL

Activate IPDM E/R auto active test. Refer to [PG-19, "Auto Active Test"](#).

#### Is oil pressure warning lamp blinking?

- YES >> GO TO 5.  
NO >> GO TO 3.

### 3. CHECK BCM INPUT SIGNAL

Select "DATA MONITOR" of "SIGNAL BUFFER". Refer to [DI-36, "DATA MONITOR"](#). Operate ignition switch with "OIL P SW" of data monitor and check operation status.

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

**When engine running** : OIL P SW CLOSE

#### OK or NG

- OK >> GO TO 4.  
NG >> Replace the IPDM E/R. Refer to [PG-26, "Removal and Installation of IPDM E/R"](#).

| DATA MONITOR |    |
|--------------|----|
| MONITOR      |    |
| OIL P SW     | ON |
|              |    |
|              |    |
|              |    |
|              |    |

LKIA0328E

### 4. CHECK UNIFIED METER AND A/C AMP. INPUT SIGNAL

Select "METER A/C AMP" on CONSULT-II. Operate ignition switch with "OIL W/L" of data monitor and check operation status.

**When ignition switch is in ON position (Engine stopped)** : OIL W/L ON

**When engine running** : OIL W/L OFF

#### OK or NG

- OK >> Replace the combination meter.  
NG >> Replace the BCM. Refer to [BCS-19, "Removal and Installation of BCM"](#).

| DATA MONITOR |        |
|--------------|--------|
| MONITOR      | NO DTC |
| OIL W/L      | ON     |
|              |        |
|              |        |
|              |        |
|              |        |

LKIA0334E

# WARNING LAMPS

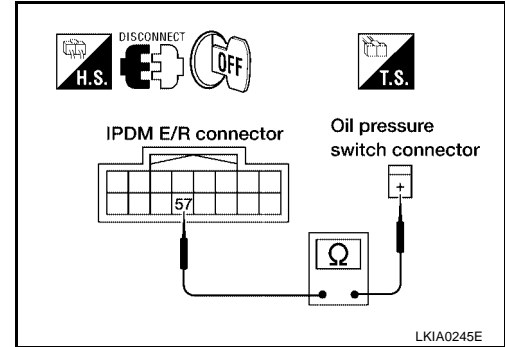
## 5. CHECK OIL PRESSURE SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector and oil pressure switch connector.
3. Check continuity between IPDM E/R harness connector E121 terminal 57 (P/L) and oil pressure switch harness connector F106 terminal + (R/L).

**Continuity should exist.**

OK or NG

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



## 6. CHECK OIL PRESSURE SWITCH

Check oil pressure switch. Refer to [DI-53, "OIL PRESSURE SWITCH"](#) .

OK or NG

- OK >> Replace the IPDM E/R. Refer to [PG-26, "Removal and Installation of IPDM E/R"](#) .  
NG >> Replace the oil pressure switch.

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

EKS004UM

**NOTE:**

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

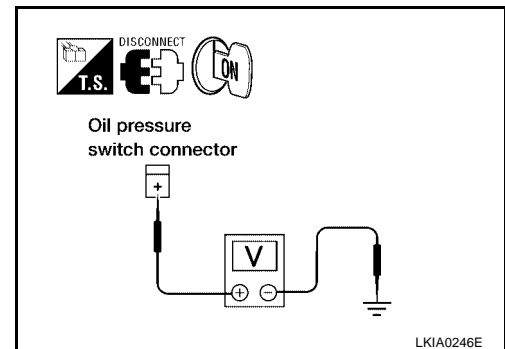
### 1. CHECK IPDM E/R OUTPUT SIGNAL

1. Disconnect oil pressure switch connector.
2. Turn ignition switch ON.
3. Check voltage between oil pressure switch harness connector F106 terminal + (R/L) and ground.

**Battery voltage should exist.**

OK or NG

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



### 2. CHECK OIL PRESSURE SWITCH

1. Turn ignition switch OFF.
2. Check oil pressure switch. Refer to [DI-53, "OIL PRESSURE SWITCH"](#) .

OK or NG

- OK >> Replace the IPDM E/R, refer to [PG-26, "Removal and Installation of IPDM E/R"](#) .  
NG >> Replace the oil pressure switch.

# WARNING LAMPS

## 3. CHECK OIL PRESSURE SWITCH CIRCUIT

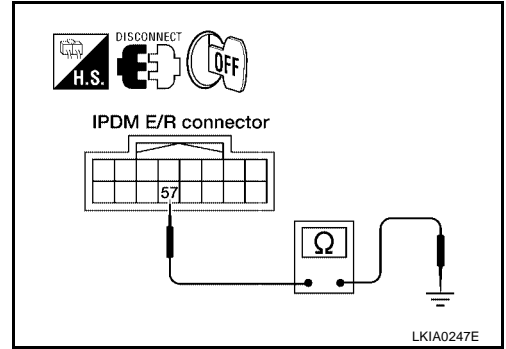
1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector.
3. Check continuity between IPDM E/R harness connector E121 terminal 57 (P/L) and ground.

**Continuity should not exist.**

OK or NG

OK >> Replace the IPDM E/R, refer to [PG-26, "Removal and Installation of IPDM E/R"](#) .

NG >> Repair harness or connector.



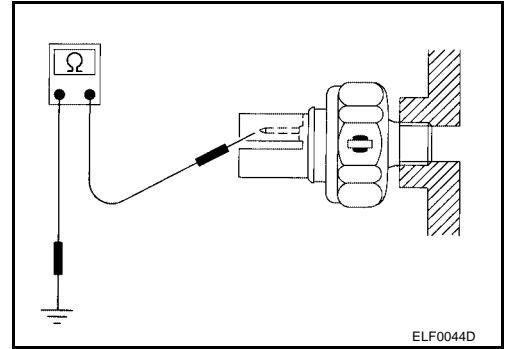
LKIA0247E

EKS004UN

### Component Inspection OIL PRESSURE SWITCH

Check continuity between oil pressure switch and ground.

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



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# A/T INDICATOR

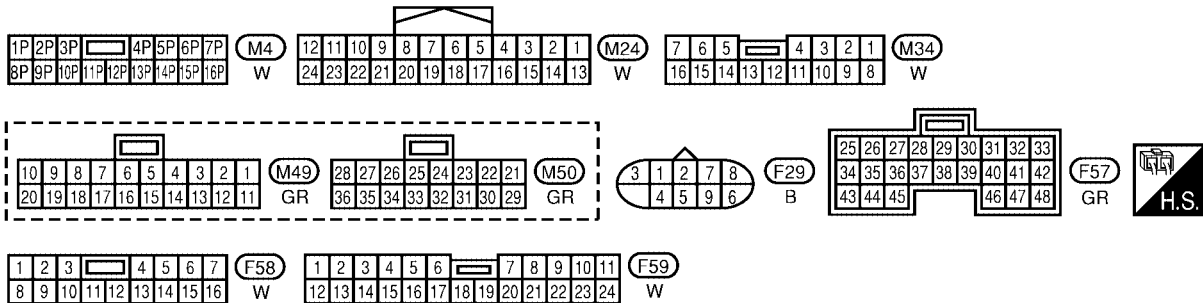
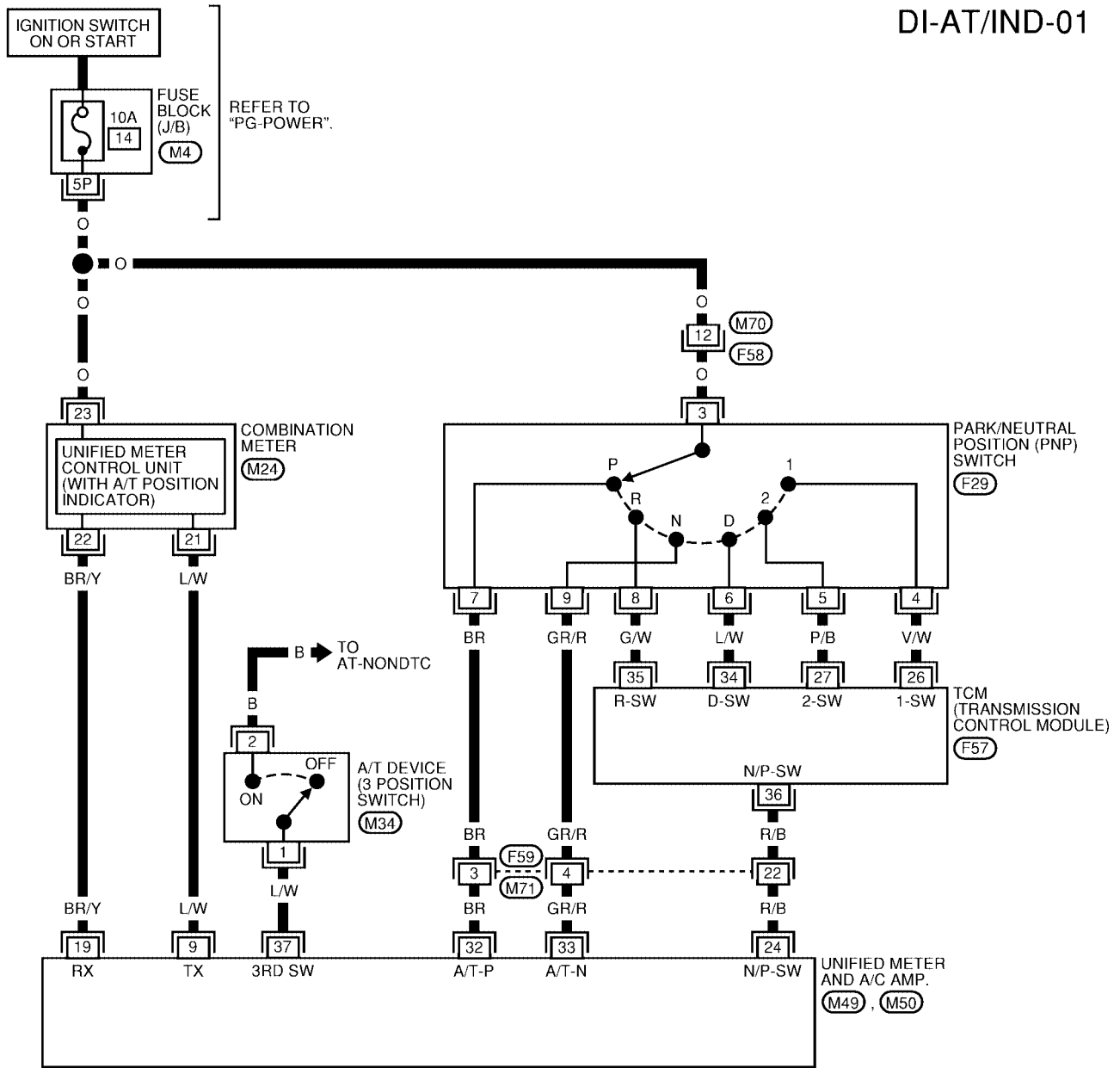
PF24814

EKS003TP

## A/T INDICATOR

### Wiring Diagram — AT/IND —

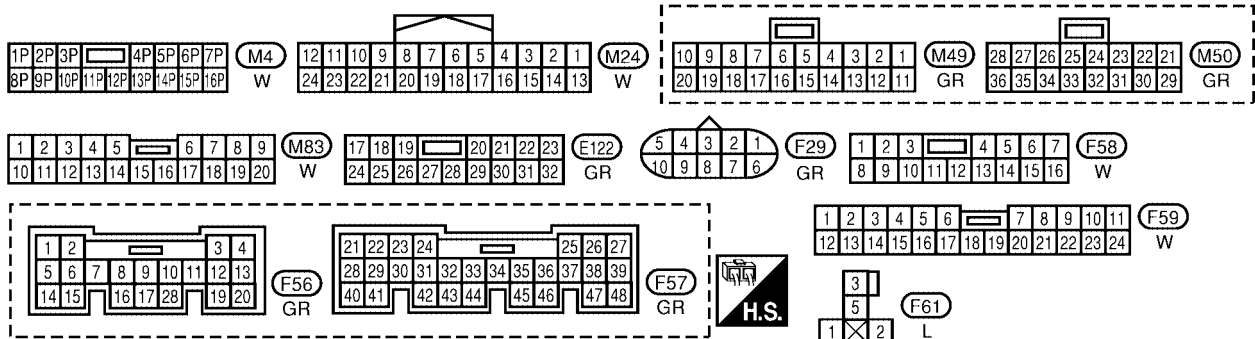
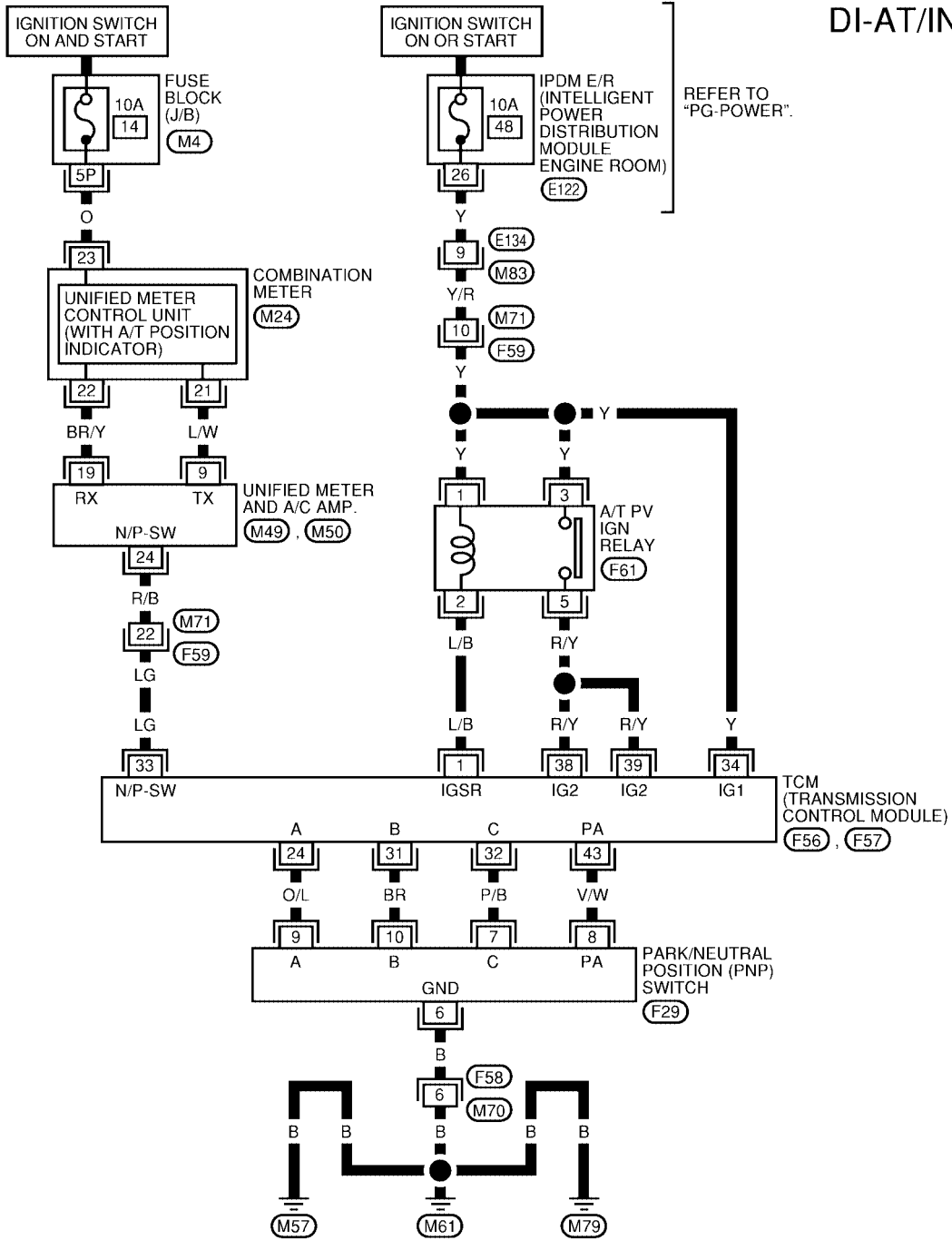
DI-AT/IND-01



LKWA0189E

# A/T INDICATOR

DI-AT/IND-02



LKWA0190E

## Trouble Diagnosis

EKS003TQ

### A/T Indicator Does Not Illuminate

EKS003TR

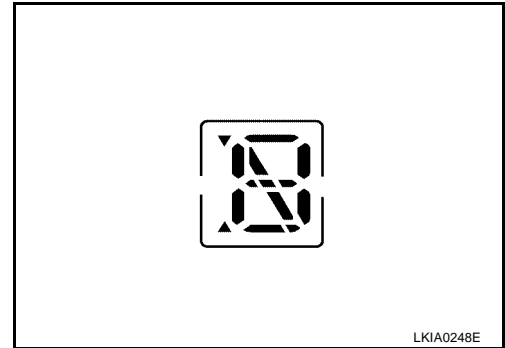
#### 1. CHECK SELF-DIAGNOSIS OF COMBINATION METER

Perform combination meter self-diagnosis. Refer to [DI-15, "HOW TO ALTERNATE DIAGNOSIS MODE"](#) .

OK or NG

OK >> GO TO 2.

NG >> Replace combination meter. Refer to [DI-31, "Removal and Installation of Combination Meter"](#) .



#### 2. CHECK SELF-DIAGNOSIS RESULTS OF UNIFIED METER AND A/C AMP.

1. Start engine.
2. Select "METER A/C AMP" on CONSULT-II, and perform self-diagnosis of unified meter and A/C amp. Refer to [DI-35, "CONSULT-II Function"](#) .
3. After erasing the self-diagnosis result, perform self-diagnosis again.

Self-diagnosis results content

No malfunction detected>>GO TO 3.

Malfunction detected>>Go to [DI-19, "Symptom Chart 2"](#) .



# A/T INDICATOR

## 3. CHECK UNIFIED METER AND A/C AMP. INPUT SIGNAL

1. Lift drive wheels.
2. Connect CONSULT-II and start engine.
3. Select "DATA MONITOR" of "METER A/C AMP". Confirm each indication on the monitor when operating the shift lever.

| DATA MONITOR |     |
|--------------|-----|
| MONITOR      |     |
| AT-M GEAR    | 1   |
| P RANGE IND  | ON  |
| R RANGE IND  | OFF |
| N RANGE IND  | OFF |
| D RANGE IND  | OFF |
| 3 RANGE IND  | OFF |
| 2 RANGE IND  | OFF |
| 1 RANGE IND  | OFF |
|              |     |
|              |     |

LKIA0249E

### 4 A/T Models

| CONSULT-II display | Switch operation            | Operation status |
|--------------------|-----------------------------|------------------|
| P RANGE IND        | P range position            | ON               |
|                    | Except for P range position | OFF              |
| R RANGE IND        | R range position            | ON               |
|                    | Except for R range position | OFF              |
| N RANGE IND        | N range position            | ON               |
|                    | Except for N range position | OFF              |
| D RANGE IND        | D range position            | ON               |
|                    | Except for D range position | OFF              |
| 3 RANGE IND        | 3 range position            | ON               |
|                    | Except for 3 range position | OFF              |
| 2 RANGE IND        | 2 range position            | ON               |
|                    | Except for 2 range position | OFF              |
| 1 RANGE IND        | 1 range position            | ON               |
|                    | Except for 1 range position | OFF              |

### 5 A/T Models

| CONSULT-II display | Switch operation                     | Operation status |
|--------------------|--------------------------------------|------------------|
| AT-M GEAR          | Manual mode range (shift up or down) | 5-1              |
|                    | Except for manual mode range         | 1                |
| P RANGE IND        | P range position                     | ON               |
|                    | Except for P range position          | OFF              |
| R RANGE IND        | R range position                     | ON               |
|                    | Except for R range position          | OFF              |
| N RANGE IND        | N range position                     | ON               |
|                    | Except for N range position          | OFF              |
| D RANGE IND        | D range position                     | ON               |
|                    | Except for D range position          | OFF              |
| 3 RANGE IND        | 3 range position                     | ON               |
|                    | Except for 3 range position          | OFF              |

## A/T INDICATOR

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| CONSULT-II display | Switch operation            | Operation status |
|--------------------|-----------------------------|------------------|
| 2 RANGE IND        | 2 range position            | ON               |
|                    | Except for 2 range position | OFF              |
| 1 RANGE IND        | 1 range position            | ON               |
|                    | Except for 1 range position | OFF              |

---

### OK or NG

- OK >> Replace combination meter. Refer to [DI-31, "Removal and Installation of Combination Meter"](#) .  
NG >> GO TO 4.

## 4. CHECK TCM

---

Perform self-diagnosis of TCM. For 4 A/T models, refer to [AT-43, "CONSULT-II"](#) . For 5 A/T models, refer to [AT-450, "CONSULT-II"](#) .

### OK or NG

- OK >> Replace the unified meter and A/C amp. Refer to [DI-40, "Removal and Installation of Unified Meter and A/C Amp."](#) .  
NG >> Check the applicable parts.

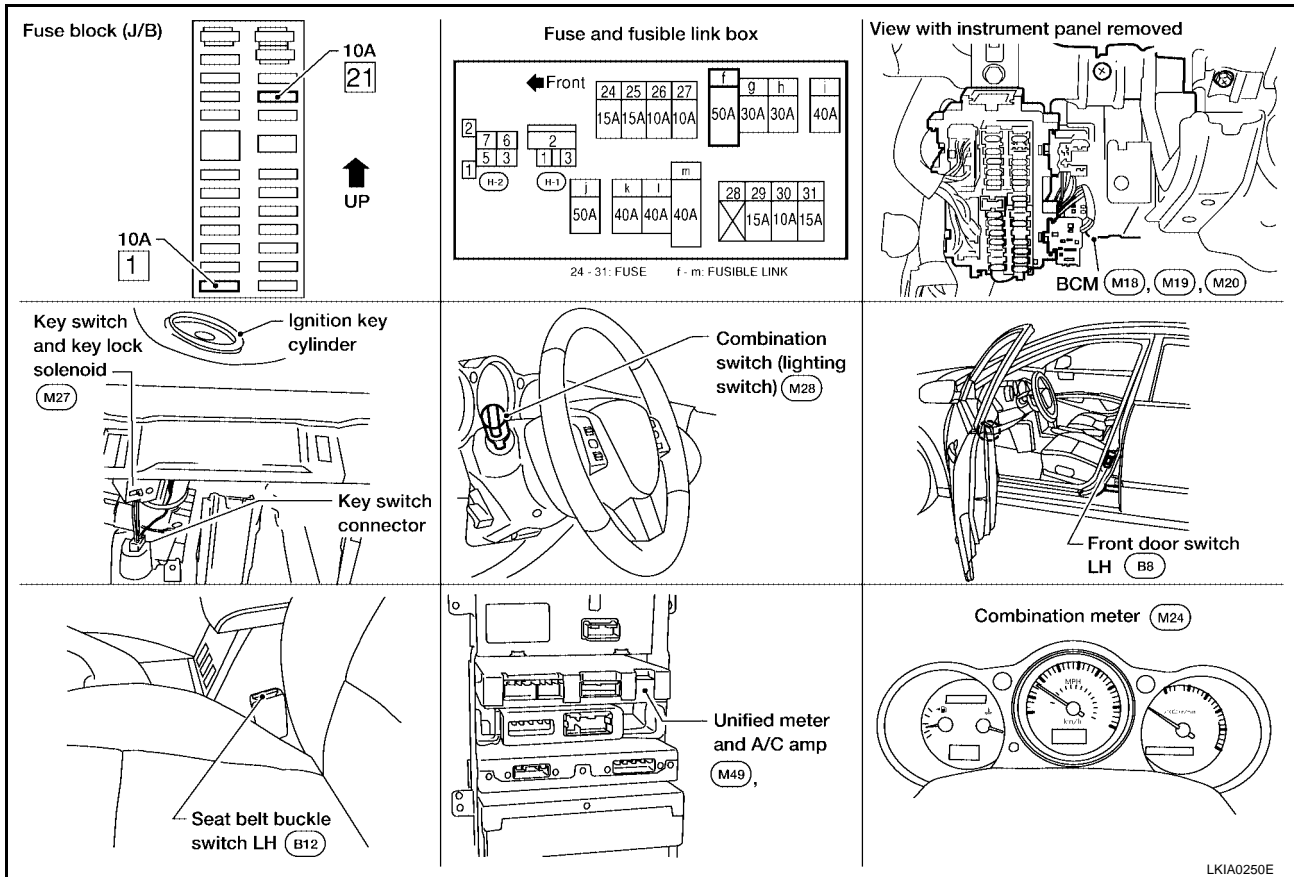
# WARNING CHIME

PF:24814

## WARNING CHIME

### Component Parts and Harness Connector Location

EKS004UO



LKIA0250E

## System Description

### FUNCTION

EKS004UP

Power is supplied at all times

- through 50A fuse (letter f, located in the fuse and fusible link box)
- to BCM terminal 55, and
- through 10A fuse [No. 21, located in the fuse block (J/B)]
- to key switch and key lock solenoid terminal 3.

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

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

Ground is supplied

- to BCM terminals 49 and 52, and
- to combination switch terminal 12
- through body grounds M57, M61, and M79.

### NOTE:

When ignition key warning chime, light warning chime, and seat belt warning chime should be conducted 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

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## WARNING CHIME

---

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

Ground is supplied

- to BCM terminal 62
- through front door switch LH terminal 2.

Front door switch LH is case grounded.

BCM sends door open signal to unified meter and A/C amp. via CAN communication lines.

BCM detects key inserted into the ignition switch, and sends key warning signal to unified meter and A/C amp. via CAN communication lines. Unified meter and A/C amp. sends key warning signal to combination meter via communication line between unified meter and A/C amp. and combination meter.

When 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. [This is the operation of the light warning chime, except when headlamp battery saver control operates (for 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 62
- through front door switch LH terminal 2.

Front door switch LH is case grounded.

BCM sends door open signal to unified meter and A/C amp. via CAN communication lines.

BCM detects headlamps are illuminated, and sends light warning signal to unified meter and A/C amp. via CAN communication lines. Unified meter and A/C amp. sends light warning signal to combination meter via communication line between unified meter and A/C amp. and combination meter.

When 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 1
- through seat belt buckle switch LH terminal 1.

Seat belt buckle switch LH terminal 2 is grounded through body grounds B7 and B19.

Combination meter sends seat belt buckle switch LH unfastened signal to unified meter and A/C amp. via communication line between unified meter and A/C amp. and combination meter.

BCM receives seat belt buckle switch LH unfastened signal from unified meter and A/C amp. via CAN communication line, and sends seat belt warning signal to unified meter and A/C amp. via CAN communication line. Unified meter and A/C amp. sends seat belt warning signal to combination meter via communication line between unified meter and A/C amp. and combination meter.

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

Refer to [LAN-8, "CAN COMMUNICATION"](#).

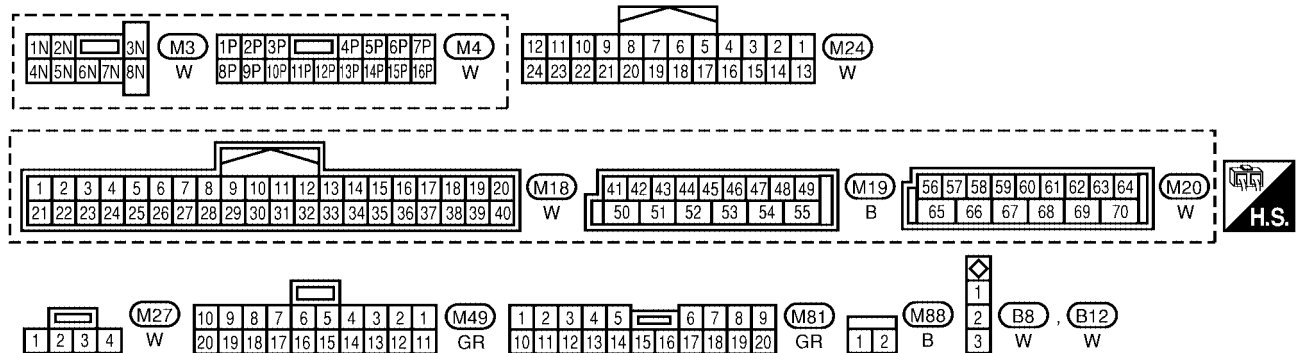
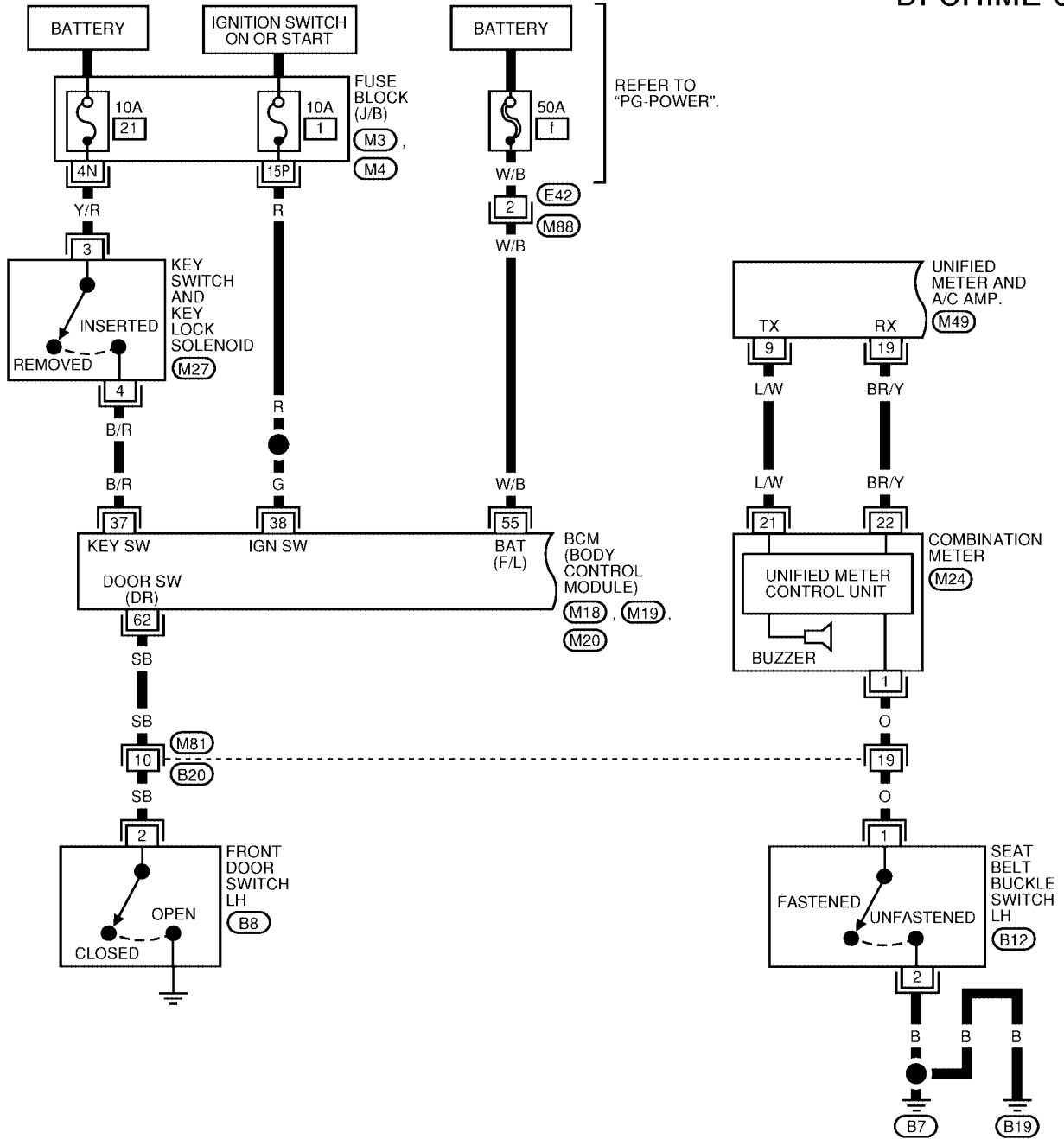
EKS004UQ

# WARNING CHIME

## Wiring Diagram — CHIME —

EKS004UR

### DI-CHIME-01

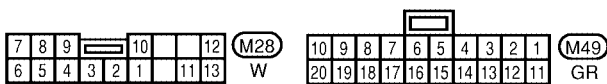
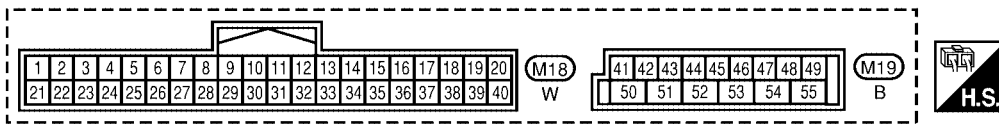
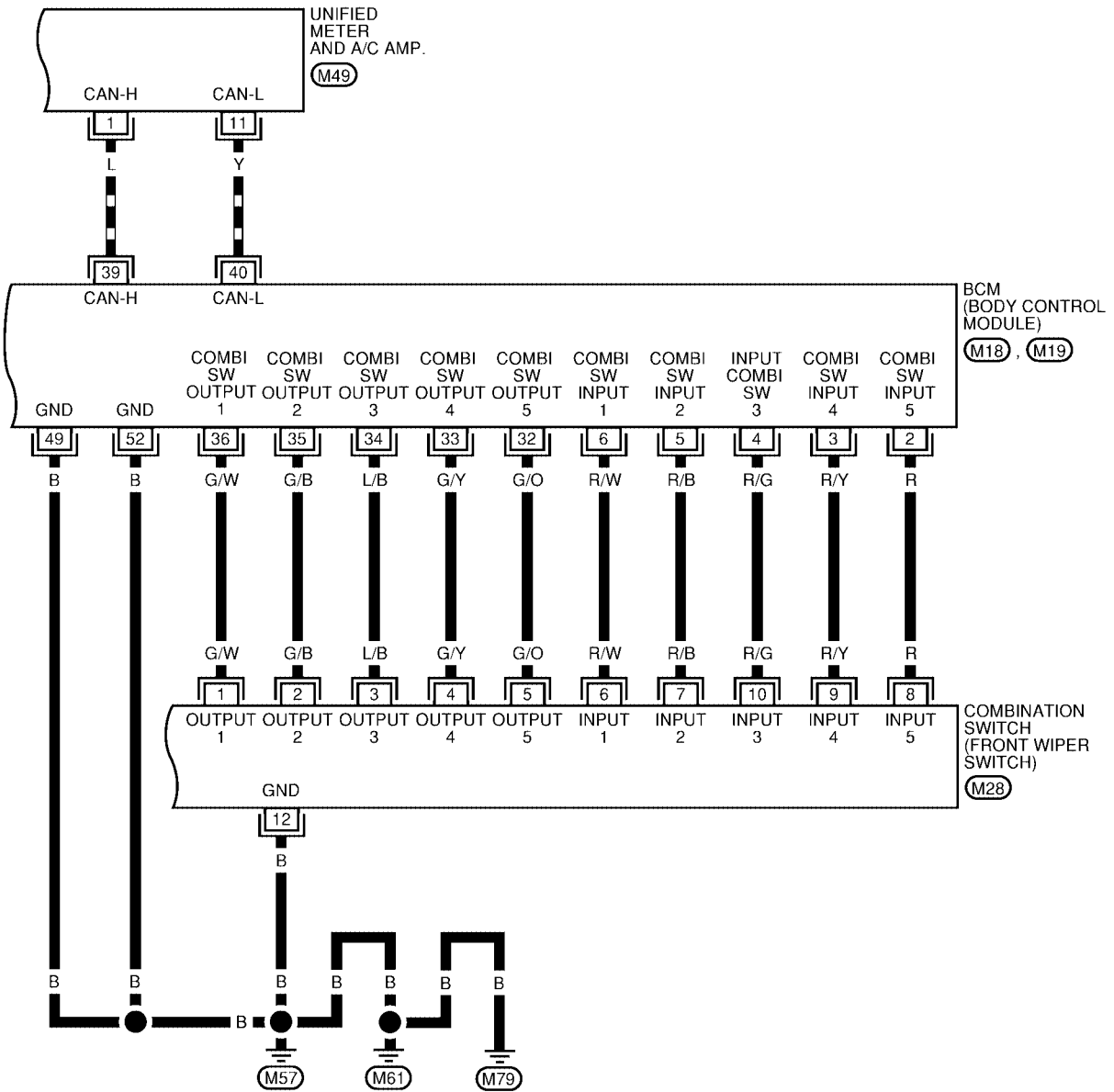


LKWA0191E

# WARNING CHIME

DI-CHIME-02

▬ : DATA LINE


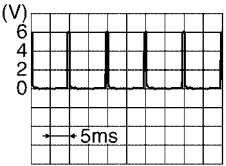

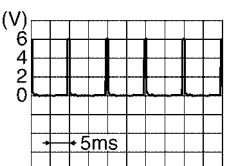
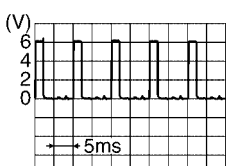




LKWA0192E

# WARNING CHIME

## Terminals and Reference Value for BCM

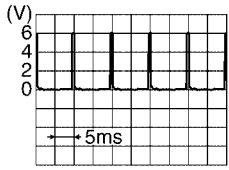
EKS004US

| Terminal No. | Wire color | Item                        | Condition       |  | Reference value (V)<br>(Approx.)  |
|--------------|------------|-----------------------------|-----------------|--|---|
|              |            |                             | Ignition switch | Measurement method   |   |
| 2            | R          | Combination switch input 5  | ON              | <ul style="list-style-type: none"> <li>Light switch and wiper switch OFF</li> <li>Wiper dial position 4</li> </ul> |  <p style="text-align: right; font-size: small;">SKIA5291E</p>   |
| 3            | R/Y        | Combination switch input 4  | ON              | <ul style="list-style-type: none"> <li>Light switch and wiper switch OFF</li> <li>Wiper dial position 4</li> </ul> |  <p style="text-align: right; font-size: small;">SKIA5292E</p>   |
| 4            | R/G        | Combination switch input 3  | ON              | <ul style="list-style-type: none"> <li>Light switch and wiper switch OFF</li> <li>Wiper dial position 4</li> </ul> |  <p style="text-align: right; font-size: small;">SKIA5291E</p>   |
| 5            | R/B        | Combination switch input 2  | ON              | <ul style="list-style-type: none"> <li>Light switch and wiper switch OFF</li> <li>Wiper dial position 4</li> </ul> |  <p style="text-align: right; font-size: small;">SKIA5292E</p> |
| 6            | R/W        | Combination switch input 1  |                 |  |   |
| 32           | G/O        | Combination switch output 5 | ON              | <ul style="list-style-type: none"> <li>Light switch and wiper switch OFF</li> <li>Wiper dial position 4</li> </ul> |  <p style="text-align: right; font-size: small;">SKIA5291E</p> |
| 33           | G/Y        | Combination switch output 4 | ON              | <ul style="list-style-type: none"> <li>Light switch and wiper switch OFF</li> <li>Wiper dial position 4</li> </ul> |  <p style="text-align: right; font-size: small;">SKIA5292E</p> |
| 34           | L/B        | Combination switch output 3 | ON              | <ul style="list-style-type: none"> <li>Light switch and wiper switch OFF</li> <li>Wiper dial position 4</li> </ul> |  <p style="text-align: right; font-size: small;">SKIA5291E</p> |

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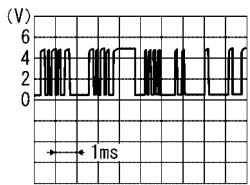
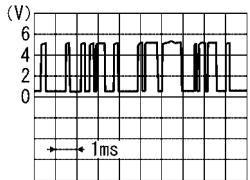


## WARNING CHIME

| Terminal No. | Wire color | Item                           | Condition       |  | Reference value (V)<br>(Approx.)   |
|--------------|------------|--------------------------------|-----------------|--|--|
|              |            |                                | Ignition switch | Measurement method   |  |
| 35           | G/B        | Combination switch output 2    | ON              | <ul style="list-style-type: none"> <li>● Light switch and wiper switch OFF</li> <li>● Wiper dial position 4</li> </ul> | <br>SKIA5292E |
| 36           | G/W        | Combination switch output 1    |                 |  |  |
| 37           | B/R        | Key switch signal              | OFF             | Key is removed   | 0  |
|              |            |                                |                 | Key is inserted  | Battery voltage  |
| 38           | G          | Ignition switch ON or START    | ON              | —  | Battery voltage  |
| 39           | L          | CAN H                          | OFF             | —  | —  |
| 40           | Y          | CAN L                          | OFF             | —  | —  |
| 49           | B          | Ground                         | ON              | —  | 0  |
| 52           | B          | Ground                         | ON              | —  | 0  |
| 55           | W/B        | Battery power supply           | OFF             | —  | Battery voltage  |
| 62           | SB         | Driver side door switch signal | OFF             | ON (open)  | 0  |
|              |            |                                |                 | OFF (closed)   | 5  |

### Terminals and Reference Value for Unified Meter and A/C Amp.

EKS004UT

| Terminal No. | Wire color | Item   | Condition       |                    | Reference value (V)<br>(Approx.)   |
|--------------|------------|--|-----------------|--------------------|--|
|              |            |  | Ignition switch | Measurement method |  |
| 1            | L          | CAN H  | OFF             | —                  | —  |
| 9            | L/W        | TX communication line (To combination meter)   | ON              | —                  | <br>SKIA3362E |
| 11           | Y          | CAN L  | OFF             | —                  | —  |
| 19           | BR/Y       | RX communication line (From combination meter) | ON              | —                  | <br>SKIA3361E |

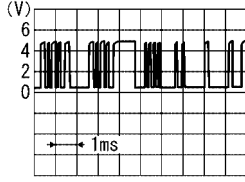
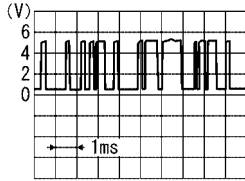
### Terminals and Reference Value for Combination Meter

EKS004UU

| Terminal No. | Wire color | Item                       | Condition       |                    | Reference value (V)<br>(Approx.) |
|--------------|------------|----------------------------|-----------------|--------------------|----------------------------------|
|              |            |                            | Ignition switch | Measurement method |                                  |
| 1            | O          | Seat belt buckle switch LH | ON              | Unfastened (ON)    | 0                                |
|              |            |                            |                 | Fastened (OFF)     | Battery voltage                  |



# WARNING CHIME

| Terminal No. | Wire color | Item   | Condition       |                    | Reference value (V)<br>(Approx.)   |
|--------------|------------|--|-----------------|--------------------|--|
|              |            |  | Ignition switch | Measurement method |  |
| 21           | L/W        | RX communication line<br>(From unified meter and A/C amp.) | ON              | —                  | <br>SKIA3362E |
| 22           | BR/Y       | TX communication line (To unified meter and A/C amp.)      | ON              | —                  | <br>SKIA3361E |

## How to Proceed With Trouble Diagnosis

EKS004UV

1. Confirm the symptom or customer complaint.
2. Understand operation description and function description. Refer to [DI-59, "System Description"](#).
3. Perform the preliminary check. Refer to [DI-65, "Preliminary Check"](#).
4. Start engine.
5. Select "METER A/C AMP" on CONSULT-II, and perform self-diagnosis of unified meter and A/C amp. Refer to [DI-35, "CONSULT-II Function"](#). When no malfunction is detected, go to step 5. When malfunction is detected, go to [DI-36, "Display Item List"](#).
6. After erasing the self-diagnostic results, perform self-diagnosis again. When no malfunction is detected, go to [DI-19, "Symptom Chart 2"](#).
7. Check symptom and repair or replace the cause of malfunction.
8. Does the warning chime operate properly? If so, go to 7. If not, go to 5.
9. INSPECTION END.

## Preliminary Check

EKS004UW

### INSPECTION FOR POWER SUPPLY AND GROUND CIRCUIT

#### 1. CHECK FUSE

Check for blown BCM fuses.

| Unit | Power source                | Fuse No. |
|------|-----------------------------|----------|
| BCM  | Battery                     | f        |
|      | Ignition switch ON or START | 1        |

Refer to [DI-61, "Wiring Diagram — CHIME —"](#).

OK or NG

OK >> GO TO 2.

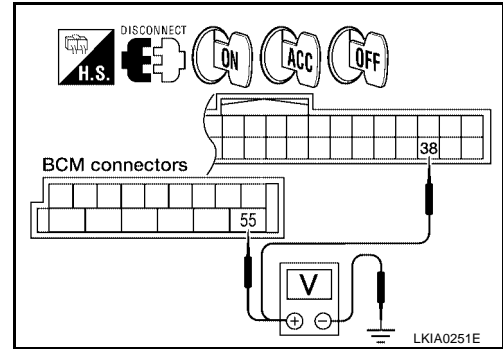
NG >> If fuse is blown, be sure to eliminate cause of malfunction before installing new fuse. Refer to [PG-3, "POWER SUPPLY ROUTING CIRCUIT"](#).

# WARNING CHIME

## 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<br>(Wire color) |                          | OFF             | ACC             | ON              |
| M19       | 55 (W/B)                 | Ground                   | Battery voltage | Battery voltage | Battery voltage |
| M18       | 38 (G)                   |                          | 0V              | 0V              | Battery voltage |



OK or NG

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

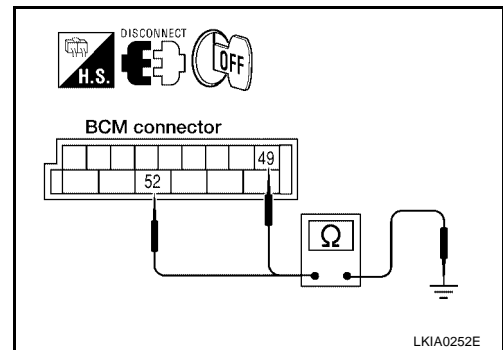
## 3. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between BCM harness connector M19 terminals 49 (B) and 52 (B), and ground.

**Continuity should exist.**

OK or NG

- OK >> INSPECTION END.
- NG >> Repair harness or connector.



# WARNING CHIME

EKS004UX

## CONSULT-II Function

CONSULT-II executes the following functions by combining data reception and command transmission via the communication line from BCM. Work support, self-diagnosis, data monitor, and active test display.

### DIAGNOSTIC ITEMS DESCRIPTION

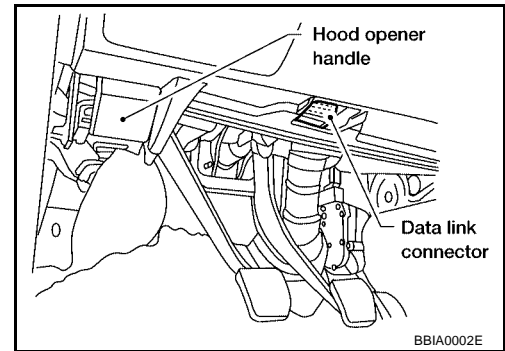
| BCM diagnosis position | Diagnosis mode  | Description   |
|------------------------|-----------------|---|
| BUZZER                 | Data monitor    | The input data to the BCM control unit is displayed in real time.               |
|                        | Active test     | Operation of electrical 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

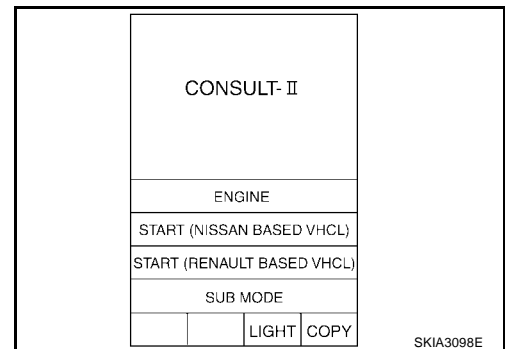
#### CAUTION:

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.

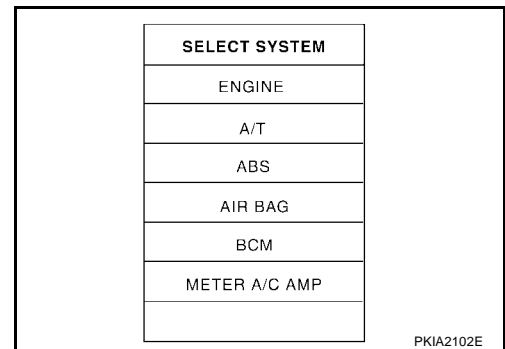
1. With the ignition switch OFF, connect "CONSULT-II" and "CONSULT-II CONVERTER" to the data link connector, and turn ignition switch ON.



2. Touch "START (NISSAN BASED VHCL)".

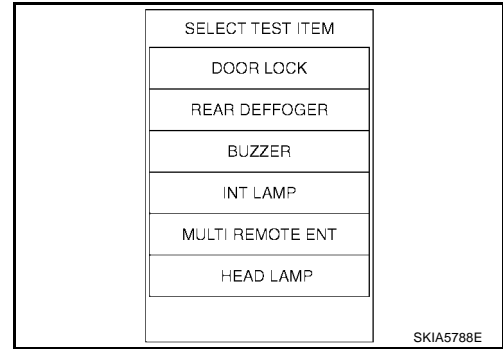


3. Touch "BCM" on "SELECT SYSTEM" screen. If "BCM" is not indicated, go to [GI-36. "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).



# WARNING CHIME

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

### Data Monitor Item

| 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.                 |

## 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.

### Active Test Item

| 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   | 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.

# WARNING CHIME

## Display Item List

| Monitored Item           | CONSULT-II display                      | Description                                   |
|--------------------------|---|---|
| CAN communication        | CAN communication [U1000]               | Malfunction is detected in CAN communication. |
| CAN communication system | CAN communication system 1 to 6 [U1000] | Malfunction is detected in CAN system.        |

## All Warning Chimes Do Not Operate

EKS004UY

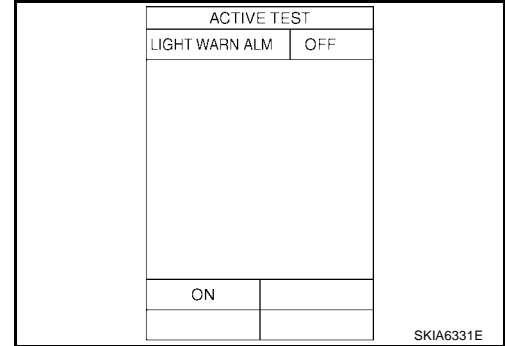
### 1. CHECK CHIME OPERATION

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-19, "Removal and Installation of BCM"](#) .

NO >> GO TO 2.



### 2. CHECK UNIFIED METER AND A/C AMP. INPUT SIGNAL

Select "METER A/C AMP" on CONSULT-II. Operate switches meet the requirements to sounds warning chime with "BUZZER" of data monitor and check operation status.

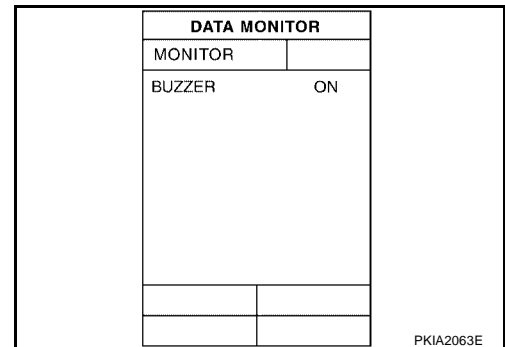
**When requirements are met to sound warning chime : BUZZER ON**

**Except above : BUZZER OFF**

OK or NG

OK >> Replace the combination meter, refer to [DI-31, "Removal and Installation of Combination Meter"](#) .

NG >> Replace the BCM. Refer to [BCS-19, "Removal and Installation of BCM"](#) .



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# WARNING CHIME

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

EKS004UZ

### 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**

| DATA MONITOR |        |
|--------------|--------|
| MONITOR      | NO DTC |
| IGN ON SW    | ON     |
| KEY ON SW    | ON     |
| DOOR SW-DR   | OFF    |

LKIA0335E

#### ⓧ Without CONSULT-II

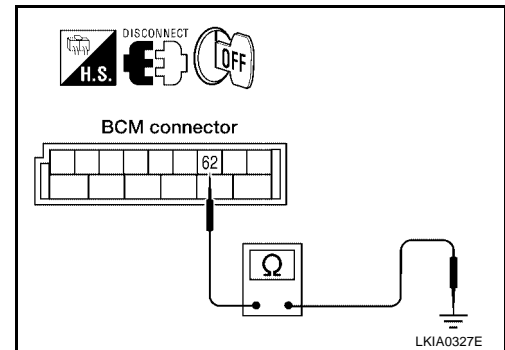
Check continuity between BCM harness connector M20 terminal 62 (SB) and ground.

**When front door LH is opened : Continuity should exist**

**When front door LH is closed : Continuity should not exist**

#### OK or NG

- OK >> Replace the BCM. Refer to [BCS-19, "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 M20 terminal 62 (SB) and front door switch LH harness connector B8 terminal 2 (SB).

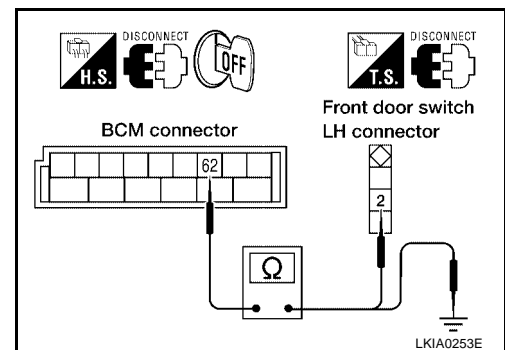
**Continuity should exist.**

4. Check continuity between BCM harness connector M20 terminal 62 (SB) and ground.

**Continuity should not exist.**

#### OK or NG

- OK >> GO TO 3.
- NG >> Repair harness or connector.



# WARNING CHIME

## 3. CHECK FRONT DOOR SWITCH LH AND GROUND CIRCUIT

Check continuity between front door switch LH terminal 2 and ground while switching the door switch from ON (open) to OFF (closed).

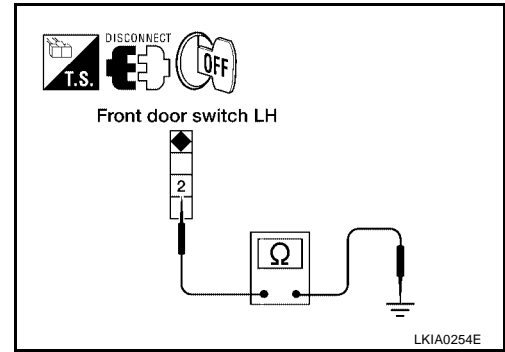
**When front door LH is opened : Continuity should exist**

**When front door LH is closed : Continuity should not exist**

OK or NG

OK >> Replace the BCM. Refer to [BCS-19, "Removal and Installation of BCM"](#).

NG >> Replace the front door switch LH.



## Key Warning Chime Does Not Operate

EKS004V0

### 1. CHECK FUSE

Check if the key switch fuse [fuse 21, located in the fuse block (J/B)] is blown. Refer to [DI-61, "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-69, "All Warning Chimes Do Not Operate"](#) or [DI-70, "Key Warning Chime and Light Warning Chime Do Not Operate \(Seat Belt Warning Chime Does Operate\)"](#).

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# WARNING CHIME

## 3. CHECK BCM INPUT SIGNAL

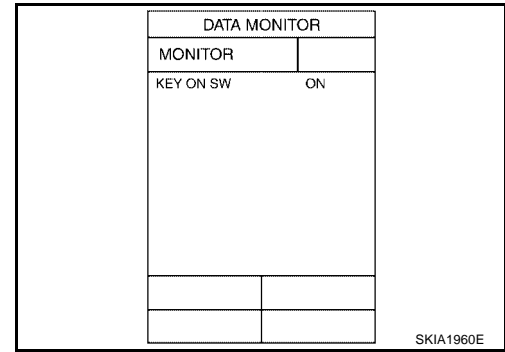
### With CONSULT-II

Check key switch ("KEY ON SW") in "DATA MONITOR" mode with CONSULT-II.

1. Select "BCM".
2. 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

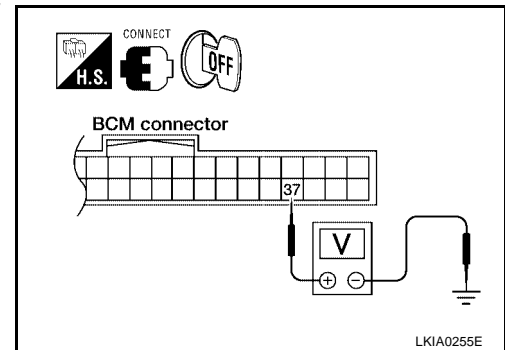
Check voltage between BCM harness connector M18 terminal 37 (B/R) and ground.

| 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-19, "Removal and Installation of BCM"](#).

NG >> GO TO 4.



## 4. CHECK KEY SWITCH

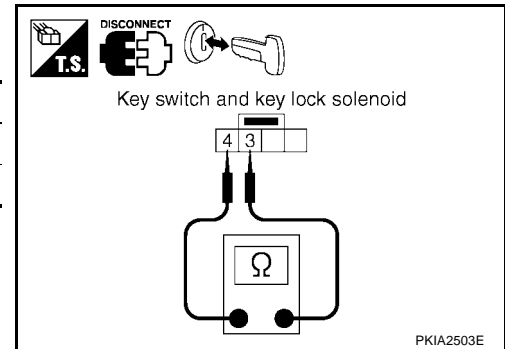
1. Disconnect key switch and key lock solenoid connector.
2. Check continuity between key switch and key lock solenoid connector M27 terminals 3 and 4.

| 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.





# WARNING CHIME

## 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).

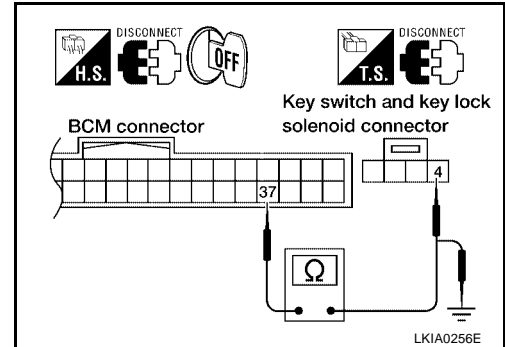
**Continuity should exist.**

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.



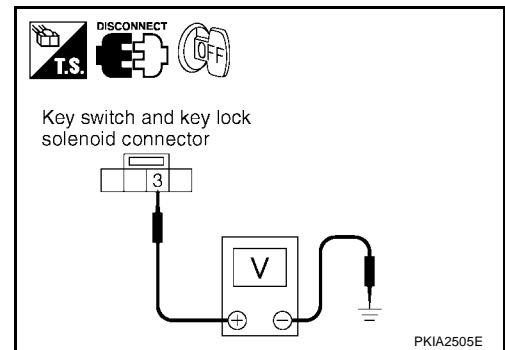
## 6. CHECK KEY SWITCH POWER SUPPLY CIRCUIT

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-19, "Removal and Installation of BCM"](#) .  
 NG >> Check harness for open or short between key switch and key lock solenoid and fuse.



## Light Warning Chime Does Not Operate

EKS005K9

### 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-69, "All Warning Chimes Do Not Operate"](#) .

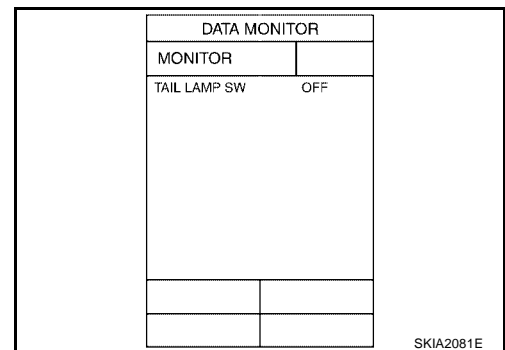
### 2. CHECK BCM INPUT SIGNAL

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

**Lighting switch ON (1st position) : TAIL LAMP SW ON**  
**Lighting switch OFF : TAIL LAMP SW OFF**

OK or NG

- OK >> Replace the BCM. Refer to [BCS-19, "Removal and Installation of BCM"](#) .  
 NG >> Check lighting switch, refer to [LT-121, "Removal and Installation"](#) .



# WARNING CHIME

EKS004V1

## 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?

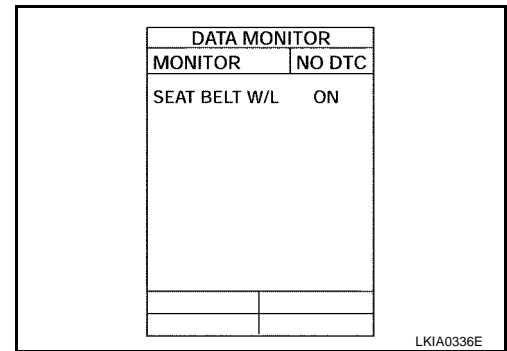
- YES >> GO TO 2.  
 NO >> Go to [DI-69, "All Warning Chimes Do Not Operate"](#) .

### 2. CHECK BCM INPUT SIGNAL

With "SEAT BELT ALM" on the data monitor, confirm "SEAT BELT SW" when the seat belt buckle switch is operated.

1. Select "METER A/C AMP".
2. With "DATA MONITOR" of "METER A/C AMP", confirm "SEAT BELT W/L" status changes with the operation of the seat belt.

**When seat belt is fastened : SEAT BELT W/L OFF**  
**When seat belt is unfastened : SEAT BELT W/L ON**



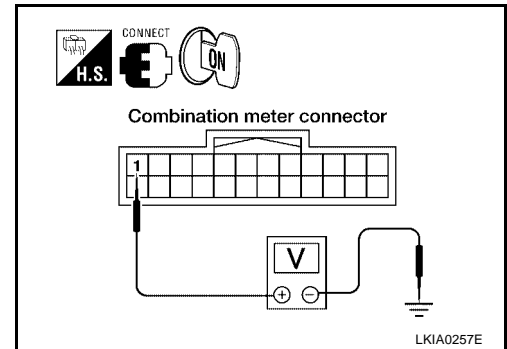
OK or NG

- OK >> Replace the BCM. Refer to [BCS-19, "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 1 (O) and ground.

| Terminals |          |        | Condition               | Voltage (V)<br>(Approx.) |
|-----------|----------|--------|-------------------------|--------------------------|
| (+)       |          | (-)    |                         |                          |
| Connector | Terminal |        |                         |                          |
| M24       | 1 (O)    | Ground | Seat belt is fastened   | Battery voltage          |
|           |          |        | Seat belt is unfastened | 0                        |



OK or NG

- OK >> Replace the combination meter. Refer to [DI-31, "Removal and Installation of Combination Meter"](#)  
 NG >> GO TO 4.

# WARNING CHIME

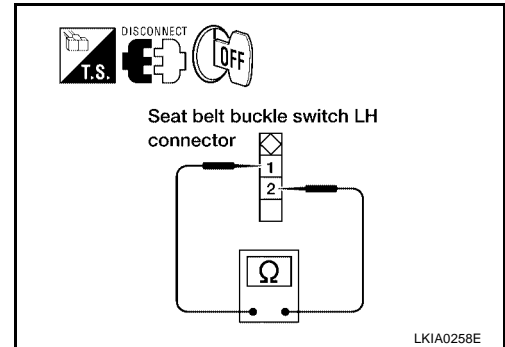
## 4. CHECK SEAT BELT BUCKLE SWITCH

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 1 (O) and seat belt buckle switch LH harness connector B12 terminal 1 (O).

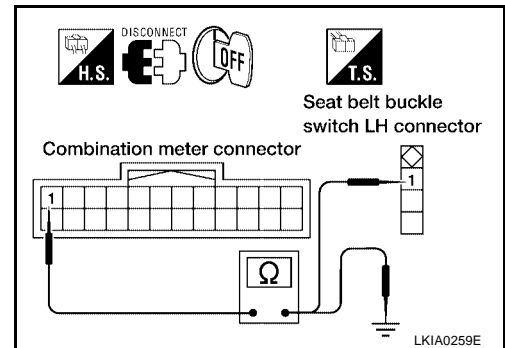
**Continuity should exist.**

3. Check continuity between combination meter harness connector M24 terminal 1 (O) 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

# WARNING CHIME

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