

SECTION **DI**

DRIVER INFORMATION SYSTEM

CONTENTS

PRECAUTIONS	3	Models]	23
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"	3	FUEL GAUGE	23
Wiring Diagrams and Trouble Diagnosis	3	LOW-FUEL WARNING LAMP	23
COMBINATION METERS	4	Fuel Level Sensor Inspection [Diesel Engine Models]	24
System Description	4	FUEL GAUGE	24
UNIFIED CONTROL METER	4	LOW-FUEL WARNING LAMP	24
HOW TO CHANGE THE DISPLAY FOR ODO/TRIP METER	4	Engine Speed Signal Inspection	26
POWER SUPPLY AND GROUND CIRCUIT	4	Water Temperature Signal Inspection	26
WATER TEMPERATURE GAUGE	4	Vehicle Speed Signal Inspection [with ESP]	26
TACHOMETER	5	Vehicle Speed Signal Inspection [without ESP]	26
SPEEDOMETER	5	The Fuel Gauge Pointer Fluctuates, Indicator Wrong Value or Varies	27
FUEL GAUGE	5	The Fuel Gauge Does Not Move to FULL position..	27
AMBIENT TEMPERATURE INDICATOR	5	Ambient Temperature Inspection [Without Auto A/C]	28
CAN Communication	6	Ambient Temperature Inspection [With Auto A/C]	29
CAN Communication Unit	6	Electrical Components Inspection	30
TYPE 1	7	FUEL LEVEL SENSOR UNIT CHECK/GASOLINE ENGINE MODELS	30
TYPE 2	8	FUEL LEVEL SENSOR UNIT CHECK/DIESEL ENGINE MODELS	30
TYPE 3/TYPE4	9	AMBIENT SENSOR CHECK	31
TYPE 5	10	Removal and Installation for Combination Meter	31
Component Parts and Harness Connector Location..	11	REMOVAL	31
Combination Meter	12	INSTALLATION	31
CHECK	12	Disassembly and Assembly for Combination Meter..	32
Schematic/LHD Models	13	DISASSEMBLY	32
Wiring Diagram — METER —/LHD Models	14	ASSEMBLY	32
Schematic/RHD Models	16	WARNING LAMPS	33
Wiring Diagram — METER —/RHD Models	17	Schematic	33
Terminals and Reference Value for Combination Meter	19	Wiring Diagram — WARN —/LHD Models	34
Meter/Gauges Operation and Odo/Trip Meter	19	Wiring Diagram — WARN —/RHD Models	42
SELF-DIAGNOSIS FUNCTION	19	Electrical Components Inspection	50
HOW TO ALTERNATE DIAGNOSIS MODE	19	OIL PRESSURE SWITCH CHECK	50
How to Proceed With Trouble Diagnosis	20	DIODE CHECK	50
Diagnosis Flow	20	A/T INDICATOR	51
Power Supply and Ground Circuit Inspection	21	Wiring Diagram — AT/IND —/LHD Models	51
Trouble Diagnosis Chart for Symptom	22	Wiring Diagram — AT/IND —/RHD Models	52
DIAGNOSIS RESULTS	22	A/T Indicator Does Not Illuminate	53
Fuel Level Sensor Inspection [Gasoline Engine			

WARNING CHIME	54	Wiring Diagram — CHIME —/RHD Models	56
System Description	54	Symptom Chart	58
POWER SUPPLY AND GROUND CIRCUIT	54	Power Supply and Ground Circuit Inspection	58
LIGHT WARNING CHIME	54	Front Door Switch (driver side) Inspection	59
SEAT BELT WARNING CHIME	54	Lighting Switch Input Signal Inspection	60
KEY REMINDER WARNING CHIME [FOR RHD MODELS]	54	CLOCK	61
Wiring Diagram — CHIME —/LHD Models	55	Wiring Diagram — CLOCK —	61

PRECAUTIONS

PRECAUTIONS

PFP:00011

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

EKS00367

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. 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

EKS00368

When reading wiring diagrams, refer to the following:

- [GI-14, "How to Read Wiring Diagrams"](#) in GI section
- [PG-2, "POWER SUPPLY ROUTING"](#) for power distribution circuit in PG section

When performing trouble diagnosis, refer to the following:

- [GI-10, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#) in GI section
- [GI-23, "How to Perform Efficient Diagnosis for an Electrical Incident"](#) in GI section

A

B

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COMBINATION METERS

COMBINATION METERS

PPF:24814

System Description

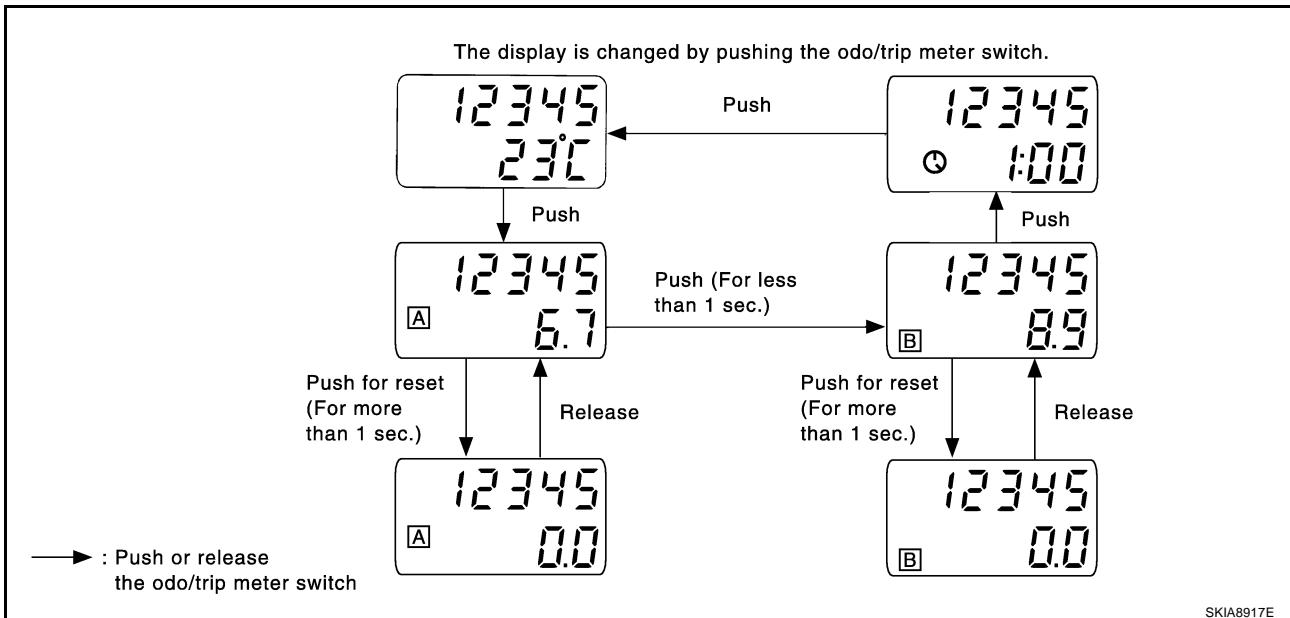
UNIFIED CONTROL METER

EKS00EGZ

- 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.
- Digital meter is adopted for odo/trip meter.*
*The record of the odo meter 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 segments can be checked in diagnosis mode.
- Meter/gauge can be checked in diagnosis mode.

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.
- Ambient temperature indicator indicates signal from ambient sensor processed by combination meter.
- 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).

POWER SUPPLY AND GROUND CIRCUIT

Power is supplied at all times

- through 10A fuse [No. 28, located in the fuse block (J/B)]
- to combination meter terminal 1.

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

- through 10A fuse [No. 11, located in the fuse block (J/B)]
- to combination meter terminals 2.

Ground is supplied

- to combination meter terminals 21
- through body grounds M27 and M70.

WATER TEMPERATURE GAUGE

The water temperature gauge indicates the engine coolant temperature.

ECM provides an engine coolant temperature signal to combination meter for water temperature gauge with CAN communication line.

COMBINATION METERS

TACHOMETER

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

ECM provides an engine speed signal to combination meter for tachometer with CAN communication line.

SPEEDOMETER

ESP/TCS/ABS control unit (with ESP) or ABS actuator and electric unit (without ESP) provides a vehicle speed signal to the combination meter for the speedometer with CAN communication line.

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 body grounds B8 and B18 (LHD models)
- from body grounds B107 and B119 (RHD models)
- through terminal 1 and 4 of the fuel level sensor unit
- through terminal 3 and 1 of the sub fuel level sensor unit and
- to combination meter terminal 8 for the fuel gauge.

AMBIENT TEMPERATURE INDICATOR

The ambient temperature is indicated by the signal from ambient sensor.

Combination meter inputs voltage converted from resistance which ambient sensor detects.

Indication range is between -30 and 55 °C (-22 and 131 °F). When ambient air temperature is less than -30 °C (-22 °F) or more than 55 °C (131 °F), display shows “---°C”. When indicated temperature becomes less than 3 °C (37 °F), ambient temperature indicator flashes as a sign of warning.

Without Auto A/C

Power is supplied

- through combination meter terminal 27
- to ambient sensor terminal 1.

Ground is supplied

- to combination meter terminal 28
- through ambient sensor terminal 2.

Signal is supplied

- through ambient sensor terminal 1
- to combination meter terminal 27.

With Auto A/C

Power is supplied

- through auto amp terminal 9
- to ambient sensor terminal 1.

Ground is supplied

- to combination meter terminal 28 and auto amp terminal 24
- through ambient sensor terminal 2.

And combination meter receives ambient sensor signal from ambient sensor

- through ambient sensor terminal 1
- to combination meter terminal 27.

NOTE:

Combination meter distinguishes whether or not the combination meter terminal 29 receives voltage (VAC signal) from auto amp terminal 28. If the terminal receives, combination meter discerns as auto A/C.

Indication When Turning Ignition Switch OFF

- In a case that temperature detected by ambient sensor is higher than indicated temperature before turning ignition switch off.
- In a case of more than 3.5 hours after turning ignition switch off, temperature detected by ambient sensor is indicated when turning ignition switch on.
- In a case of less than 3.5 hours after turning ignition switch off, temperature at the time of turning ignition switch off is indicated.

COMBINATION METERS

- In a case that temperature detected by ambient sensor is lower than indicated temperature before turning ignition switch off.
 - Temperature detected by ambient sensor is indicated when turning ignition switch ON.

Indication During Running

Though temperature detected by ambient sensor temporarily changed, indicating temperature continually indicates.

- In a case that temperature detected by ambient sensor is higher than indicated temperature.
- If vehicle speed is more than 20 km/h (13 MPH), elevation of indicating temperature is limited according to the speed until temperature detected by ambient sensor is indicated.

NOTE:

Vehicle speed 20 km/h (13 MPH): 256 sec., 25 km/h (16 MPH): 238 sec., 35 km/h (22 MPH): 200 sec., 50 km/h (31 MPH): 144 sec., 65 km/h (40 MPH): 88 sec., more than 80 km/h (50 MPH): 32 sec.

- If vehicle speed is more than 20 km/h (13 MPH), and that temperature detected by ambient sensor becomes 8 °C (46 °F) more than indicating temperature, indicating temperature will be elevated until the degree becomes same as temperature detected by ambient sensor with limiting elevation of indicating temperature 1 °C per a minute.
- If vehicle speed is less than 20 km/h (13 MPH), indicating temperature is continually kept.
- In a case that temperature detected by ambient sensor is lower than indicated temperature.
- Temperature detected by ambient sensor is indicated during running.

CAN Communication

EKS00EH0

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

CAN Communication Unit

EKS00F58

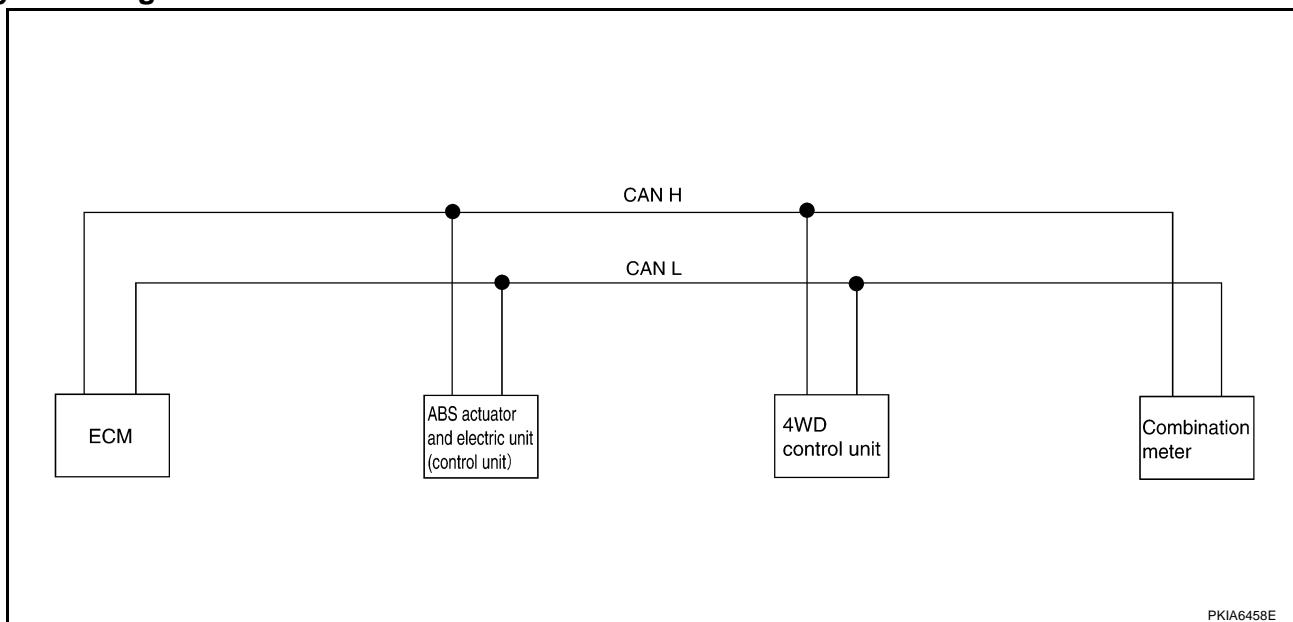
Body type	Wagon				
Axle	4WD				
Engine	QR20DE/QR25DE		QR25DE	YD22DDTi	QR25DE
Transmission	M/T	A/T	M/T		A/T
Brake control	ABS		ESP		
CAN communication unit					
ECM	×	×	×	×	×
TCM		×			×
ABS actuator and electric unit (control unit)	×	×			
ESP/TCS/ABS control unit			×	×	×
Steering angle sensor			×	×	×
4WD control unit	×	×	×	×	×
Combination meter	×	×	×	×	×
CAN communication type	DI-7, "TYPE 1"	DI-8, "TYPE 2"	DI-9, "TYPE 3/TYPE4"	DI-10, "TYPE 5"	

×: Applicable

COMBINATION METERS

TYPE 1

System diagram



Input/output signal chart

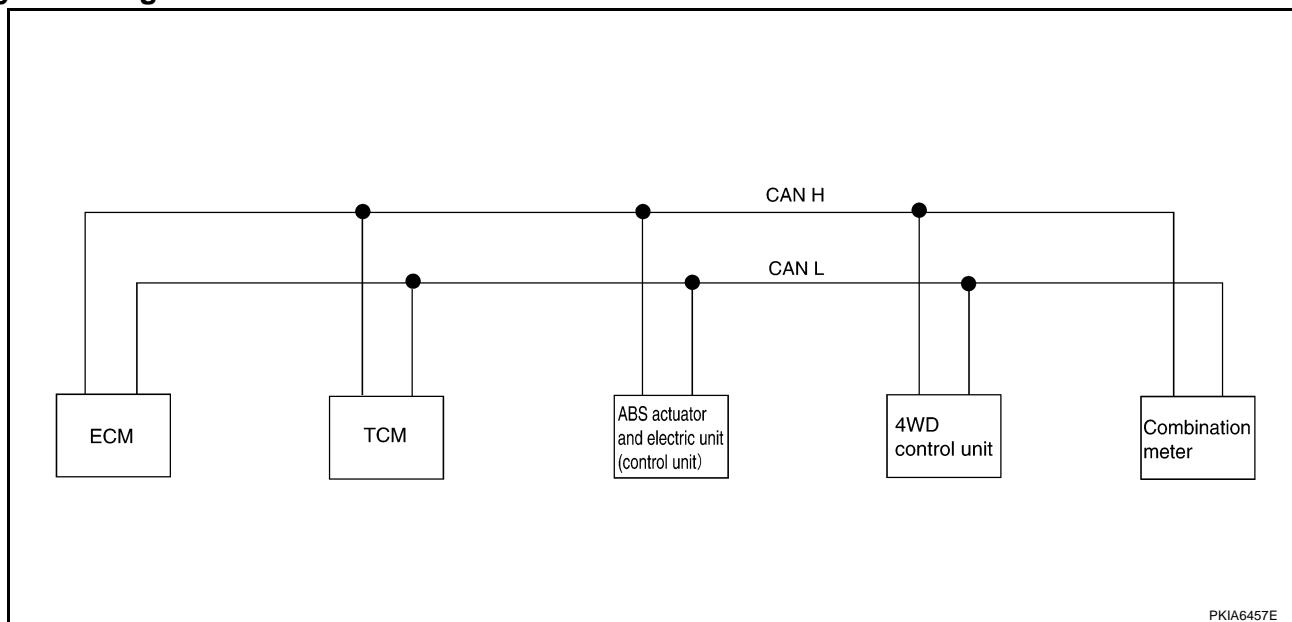
T: Transmit R: Receive

Signals	ECM	ABS actuator and electric unit (control unit)	4WD control unit	Combination meter
Engine speed signal	T		R	R
Engine coolant temperature signal	T			R
A/C compressor feedback signal	T			R
Vehicle speed signal		T	R	R
	R			T
ABS warning lamp signal		T		R
4WD warning lamp signal			T	R
4WD mode indicator lamp signal			T	R
Parking brake switch signal			R	T
MI signal	T			R

COMBINATION METERS

TYPE 2

System diagram



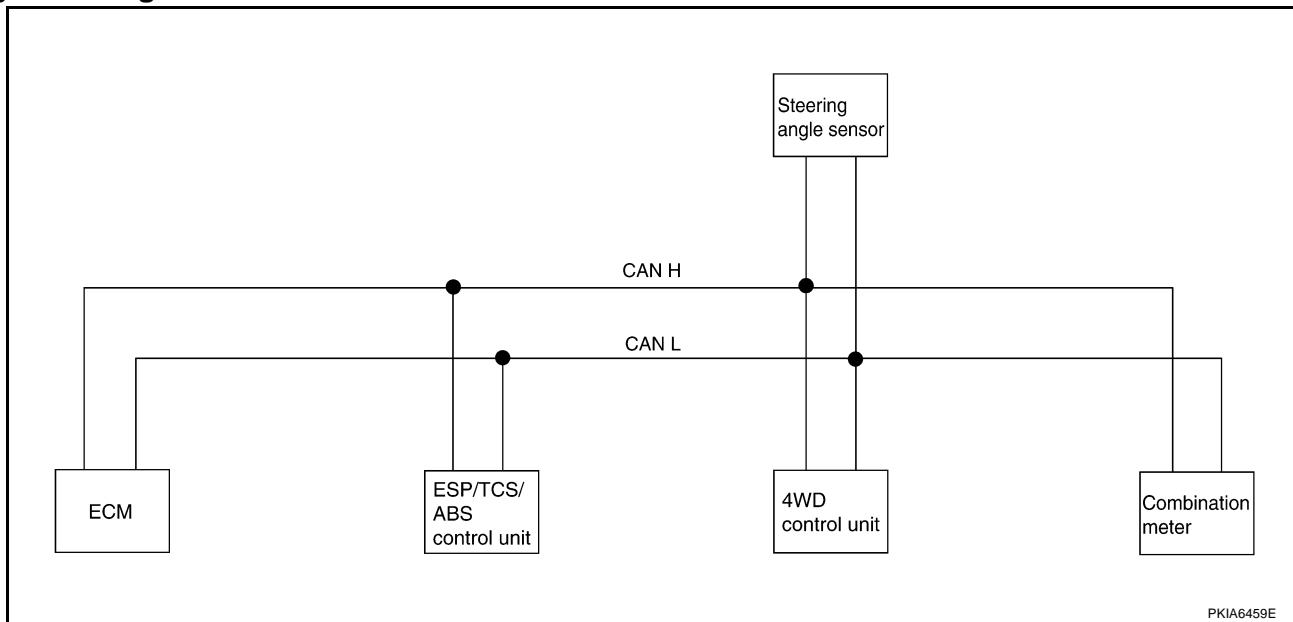
Input/output signal chart

T: Transmit R: Receive

Signals	ECM	TCM	ABS actuator and electric unit (control unit)	4WD control unit	Combination meter
Stop lamp switch signal		R			T
			T	R	
P-N range signal		R			T
A/T position indicator lamp signal		T			R
Overdrive control switch signal		R			T
O/D OFF indicator signal		T			R
Engine speed signal	T			R	R
Engine coolant temperature signal	T				R
A/C compressor feedback signal	T				R
Vehicle speed signal			T	R	R
	R				T
ABS warning lamp signal			T		R
4WD warning lamp signal				T	R
4WD mode indicator lamp signal				T	R
Parking brake switch signal				R	T
MI signal	T				R

COMBINATION METERS

TYPE 3/TYPE4 System diagram



Input/output signal chart

T: Transmit R: Receive

Signals	ECM	ESP/TCS/ABS control unit	Steering angle sensor	4WD control unit	Combination meter
Engine speed signal	T	R		R	R
Engine coolant temperature signal	T				R
A/C switch signal* ¹		R			T
A/C compressor feedback signal* ²	T				R
Vehicle speed signal		T		R	R
	R				T
ABS warning lamp signal			T		R
Brake warning lamp signal			T		R
SLIP indicator lamp signal			T		R
ESP OFF indicator lamp signal			T		R
4WD warning lamp signal				T	R
4WD mode indicator lamp signal				T	R
Parking brake switch signal				R	T
MI signal	T				R
Glow indicator lamp signal* ¹	T				R

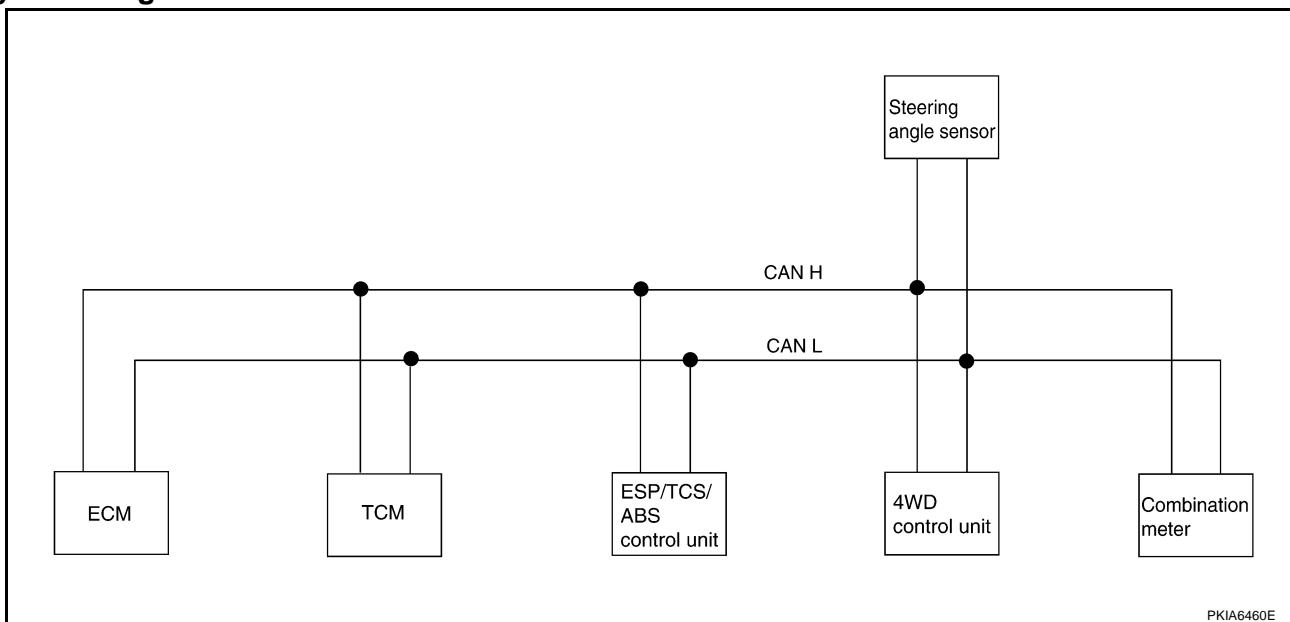
*1: YD engine models only

*2: QR engine models only

COMBINATION METERS

TYPE 5

System diagram



Input/output signal chart

T: Transmit R: Receive

Signals	ECM	TCM	ESP/TCS/ ABS control unit	Steering angle sensor	4WD control unit	Combination meter
Stop lamp switch signal		R				T
			T		R	
P-N range signal		R				T
A/T position indicator lamp signal		T	R			R
O/D OFF indicator signal		T				R
Overdrive control switch signal		R				T
Engine speed signal	T		R		R	R
Engine coolant temperature signal	T					R
A/C compressor feedback signal	T					R
Vehicle speed signal			T		R	R
	R					T
ABS warning lamp signal			T			R
Brake warning lamp signal			T			R
SLIP indicator lamp signal			T			R
ESP OFF indicator lamp signal			T			R
4WD warning lamp signal					T	R
4WD mode indicator lamp signal					T	R
Parking brake switch signal					R	T
MI signal	T					R

COMBINATION METERS

Component Parts and Harness Connector Location

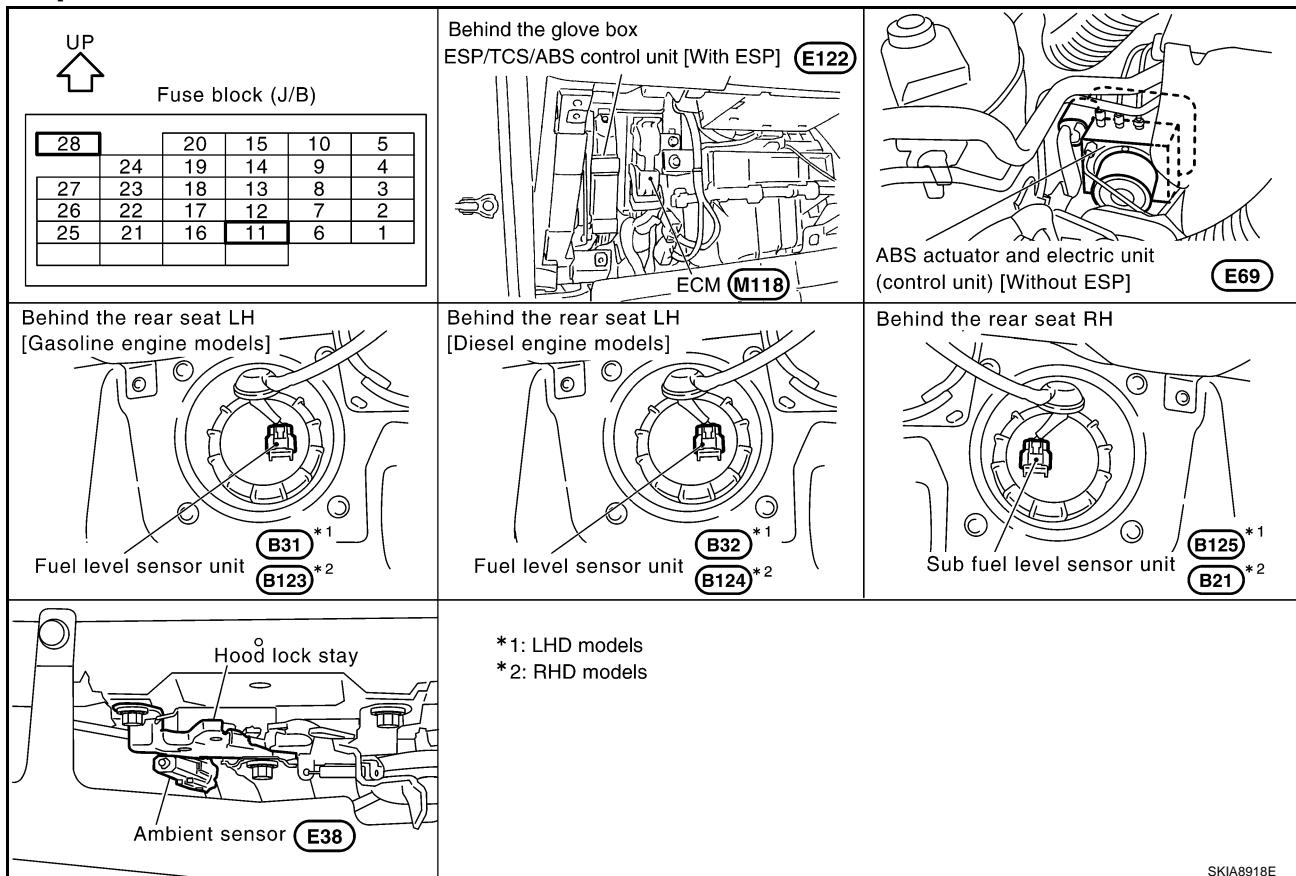
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DI

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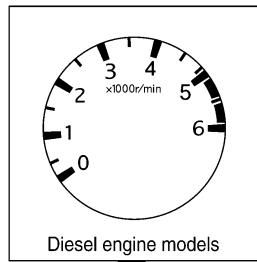
M



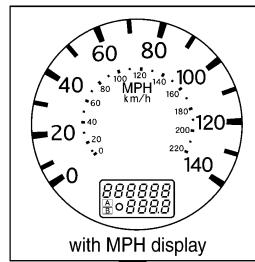
COMBINATION METERS

Combination Meter CHECK

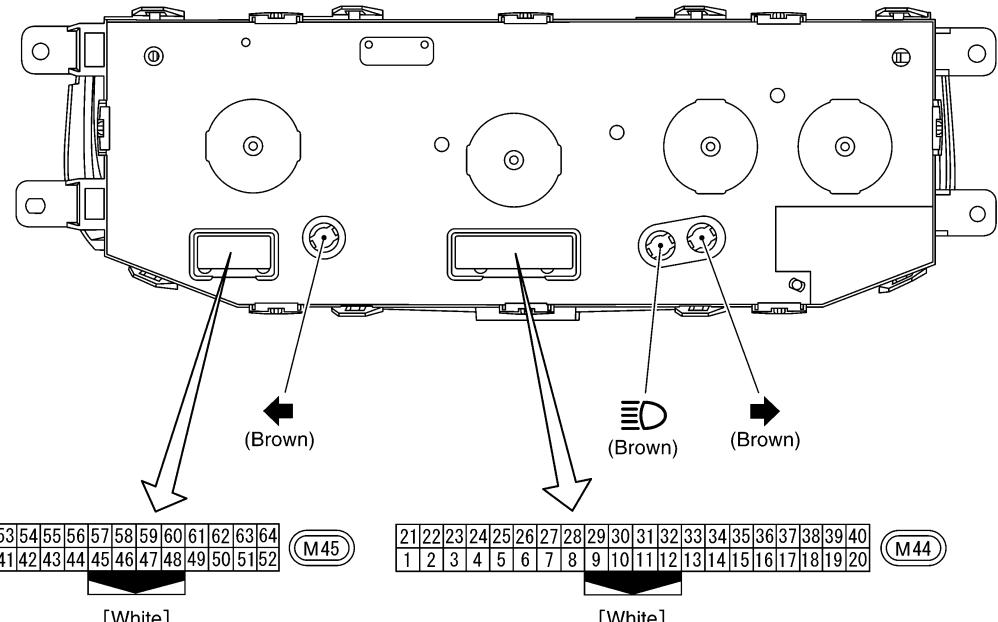
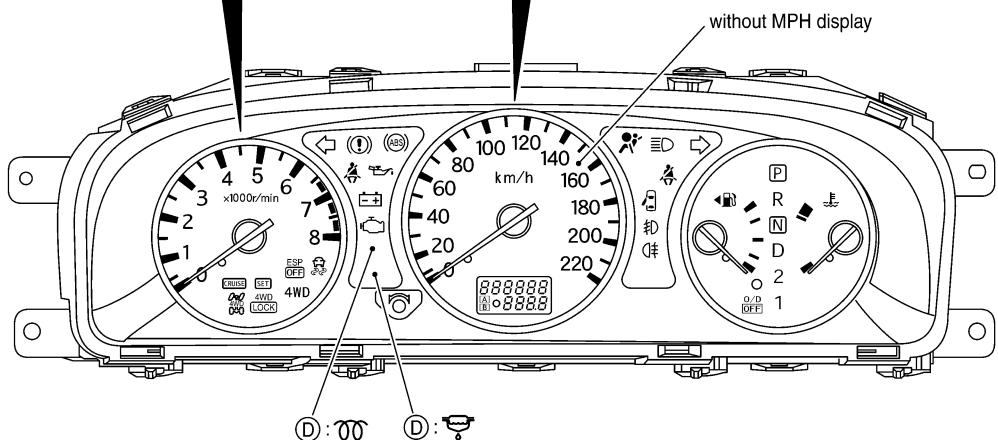
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Diesel engine models



with MPH display



Bulb socket color	Bulb wattage
Brown	1.4W

() : Bulb socket color

(D) : Diesel engine

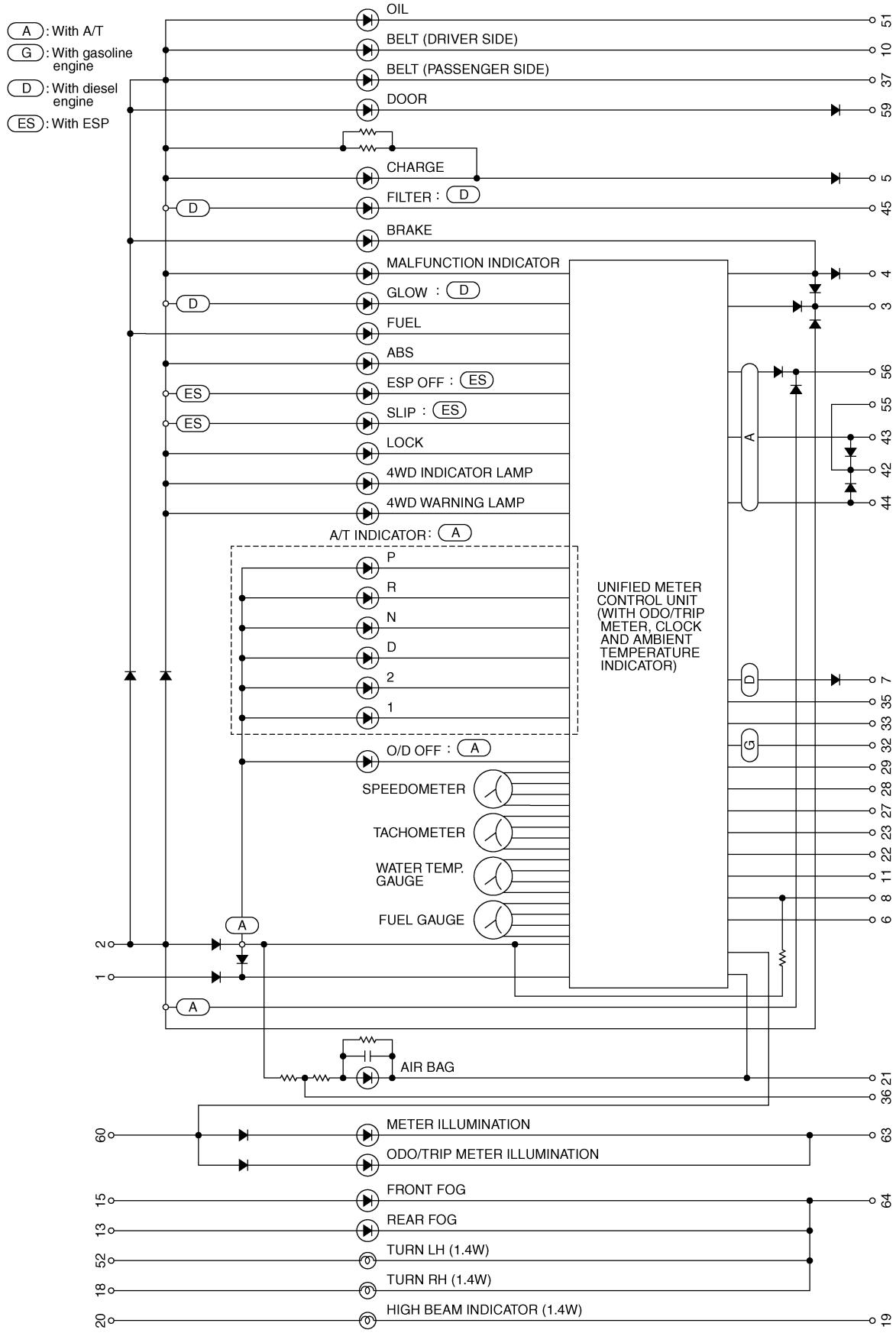
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COMBINATION METERS

Schematic/LHD Models

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



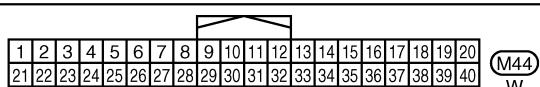
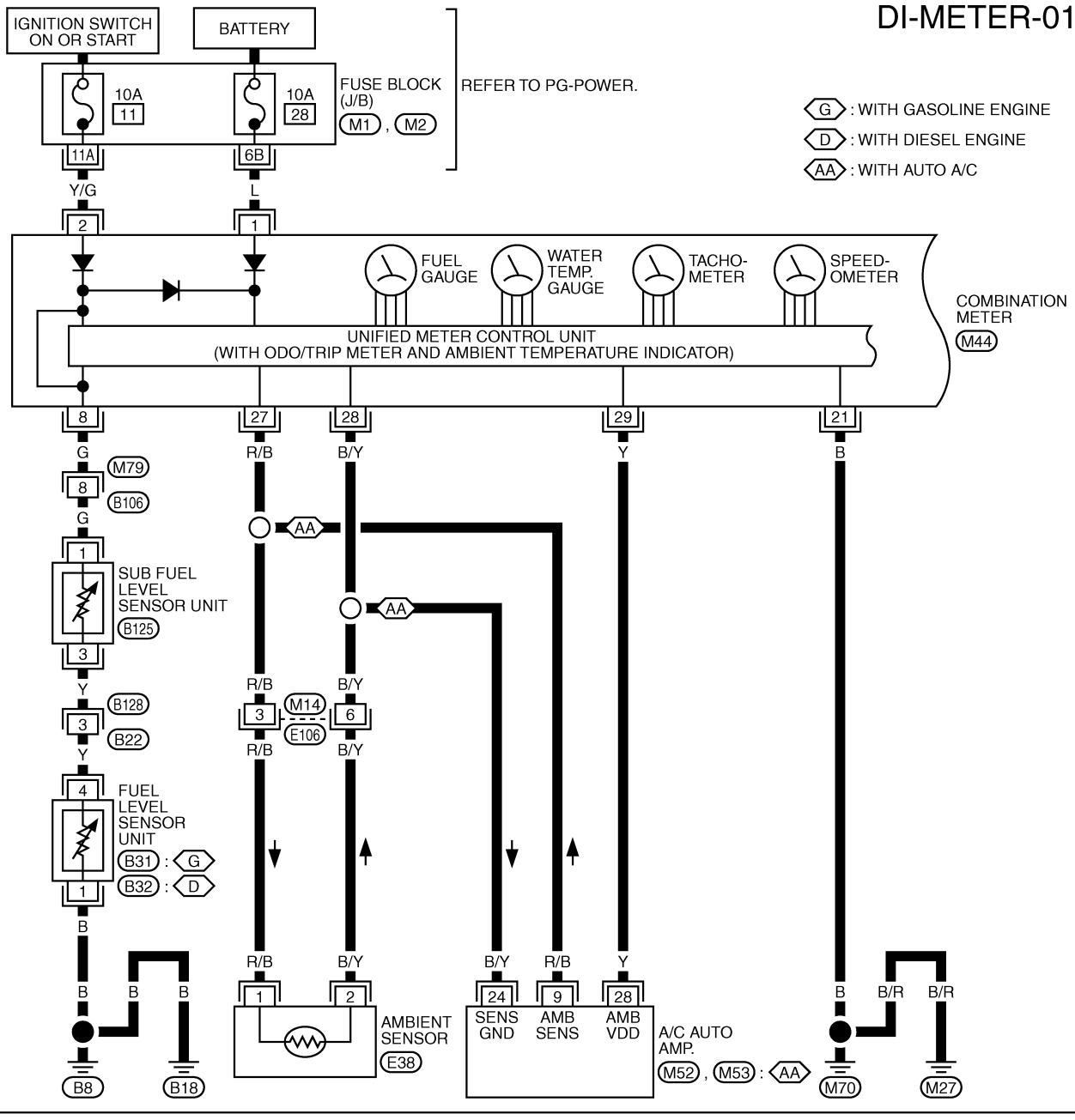
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COMBINATION METERS

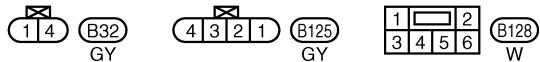
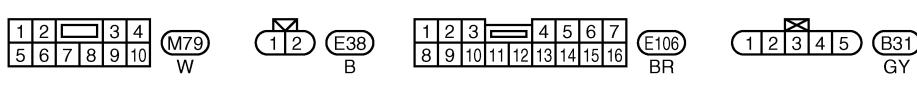
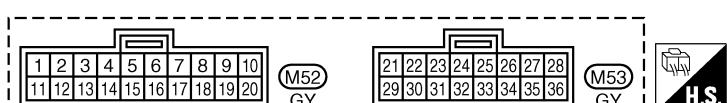
Wiring Diagram — METER —/LHD Models

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DI-METER-01

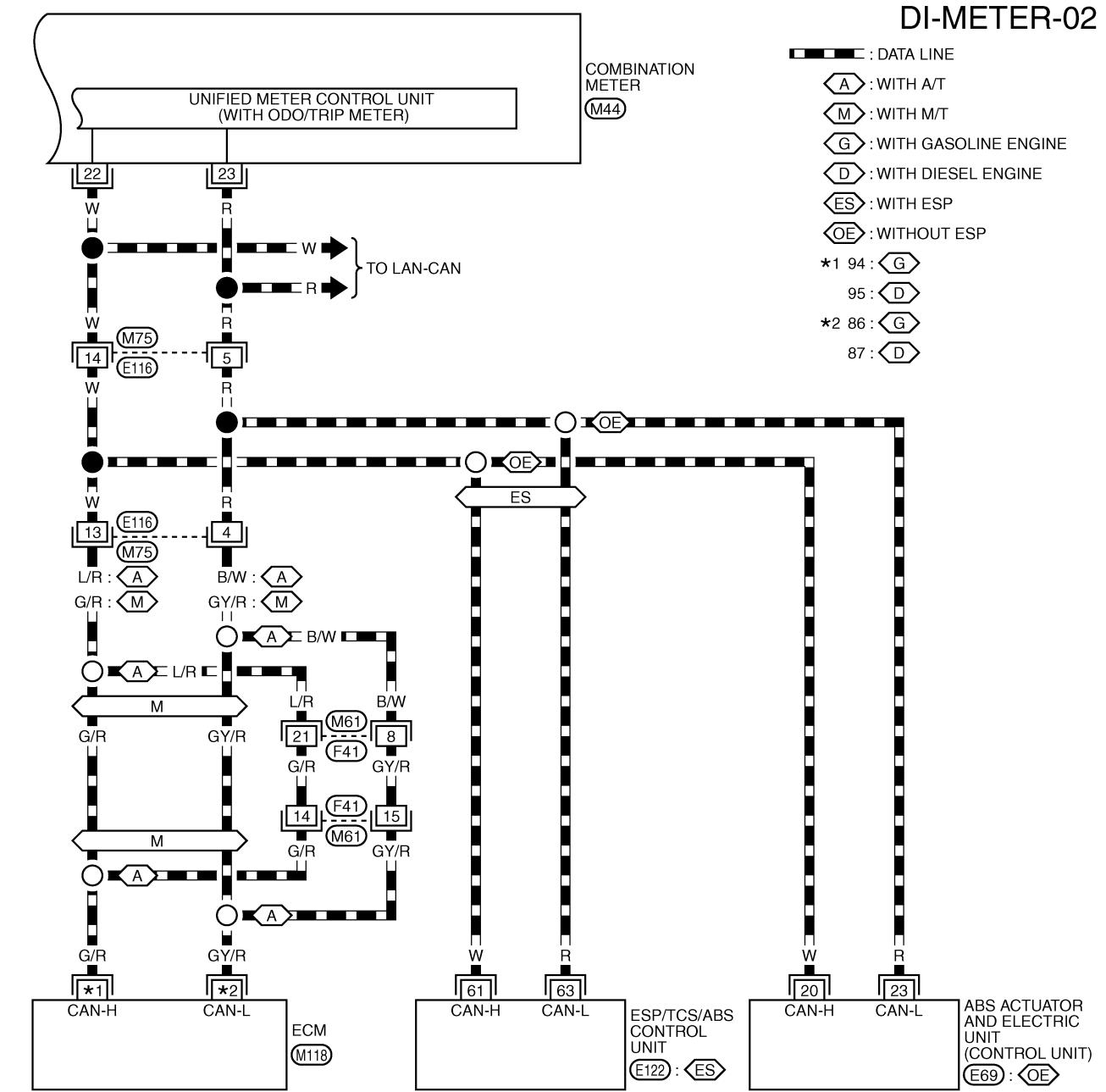


REFER TO THE FOLLOWING.
M1, M2 -FUSE BLOCK-JUNCTION BOX (J/B)



TKWA1606E

COMBINATION METERS



REFERRAL TO THE FOLLOWING

M118, E69, E122
-ELECTRICAL UNITS

1	2	3	4	5		6	7	8	9
10	11	12	13	14	15	16	17	18	19

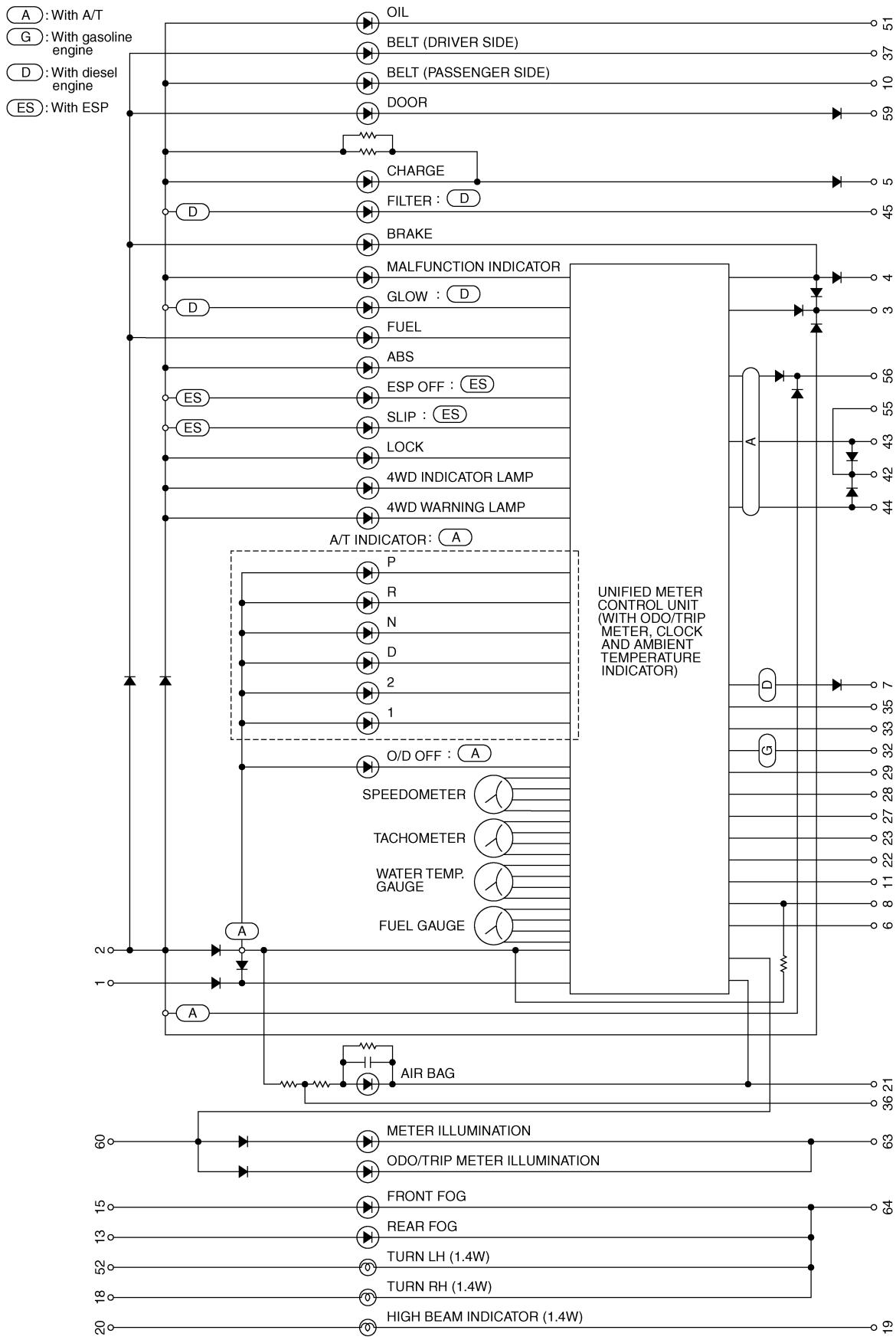
M75

1	2	3	4	5	6		7	8	9	10	11	
12	13	14	15	16	17	18	19	20	21	22	23	24

COMBINATION METERS

Schematic/RHD Models

EKS00EHL



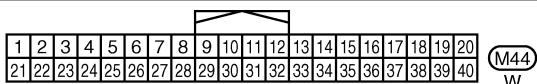
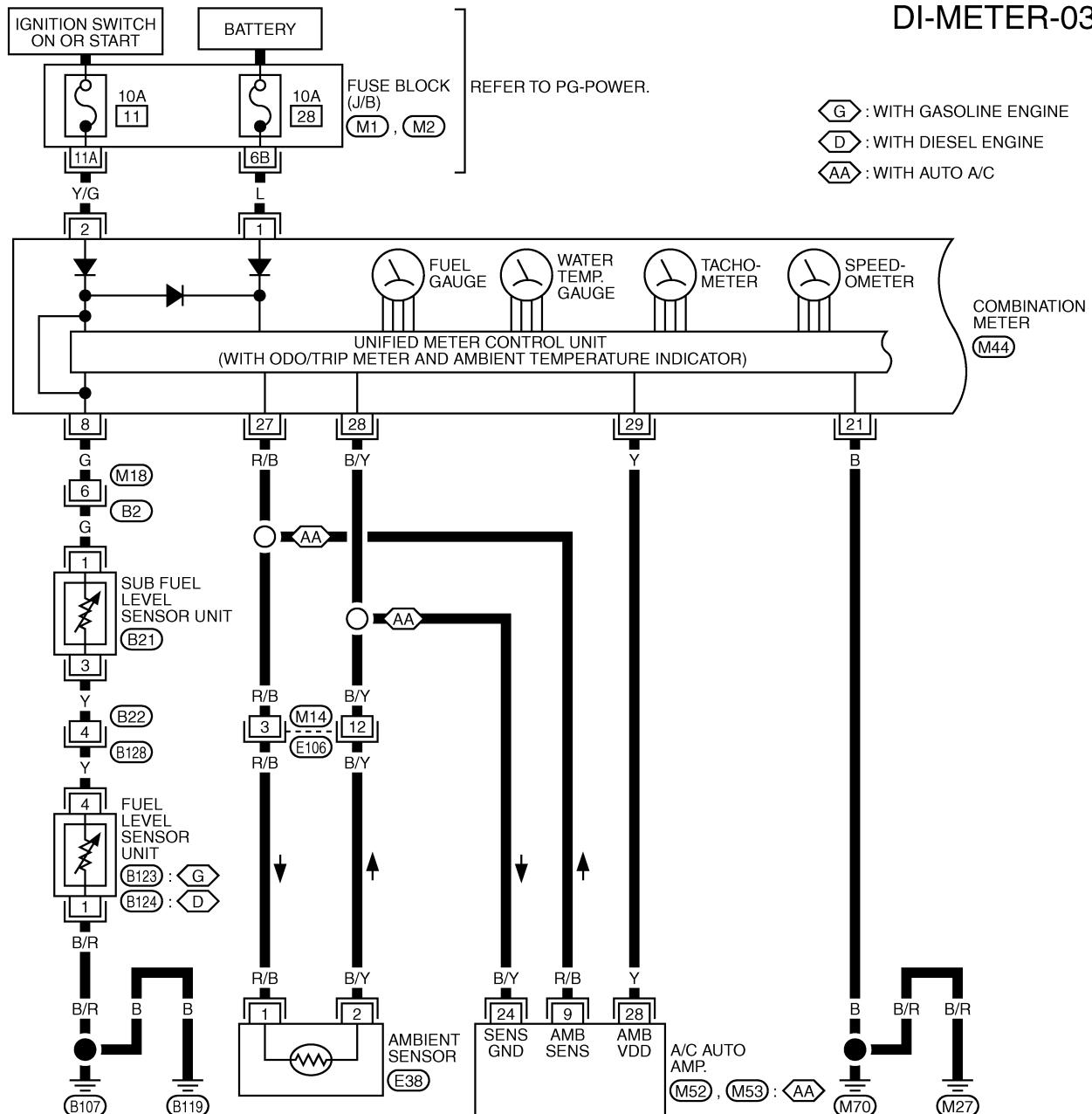
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COMBINATION METERS

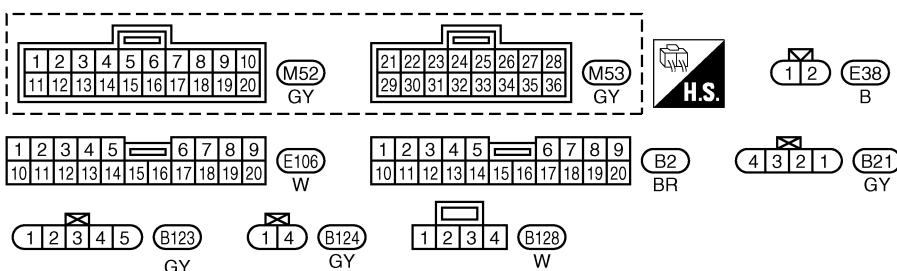
Wiring Diagram — METER —/RHD Models

EKS00EHM

DI-METER-03



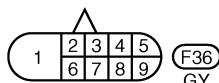
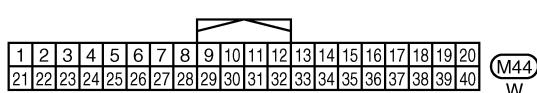
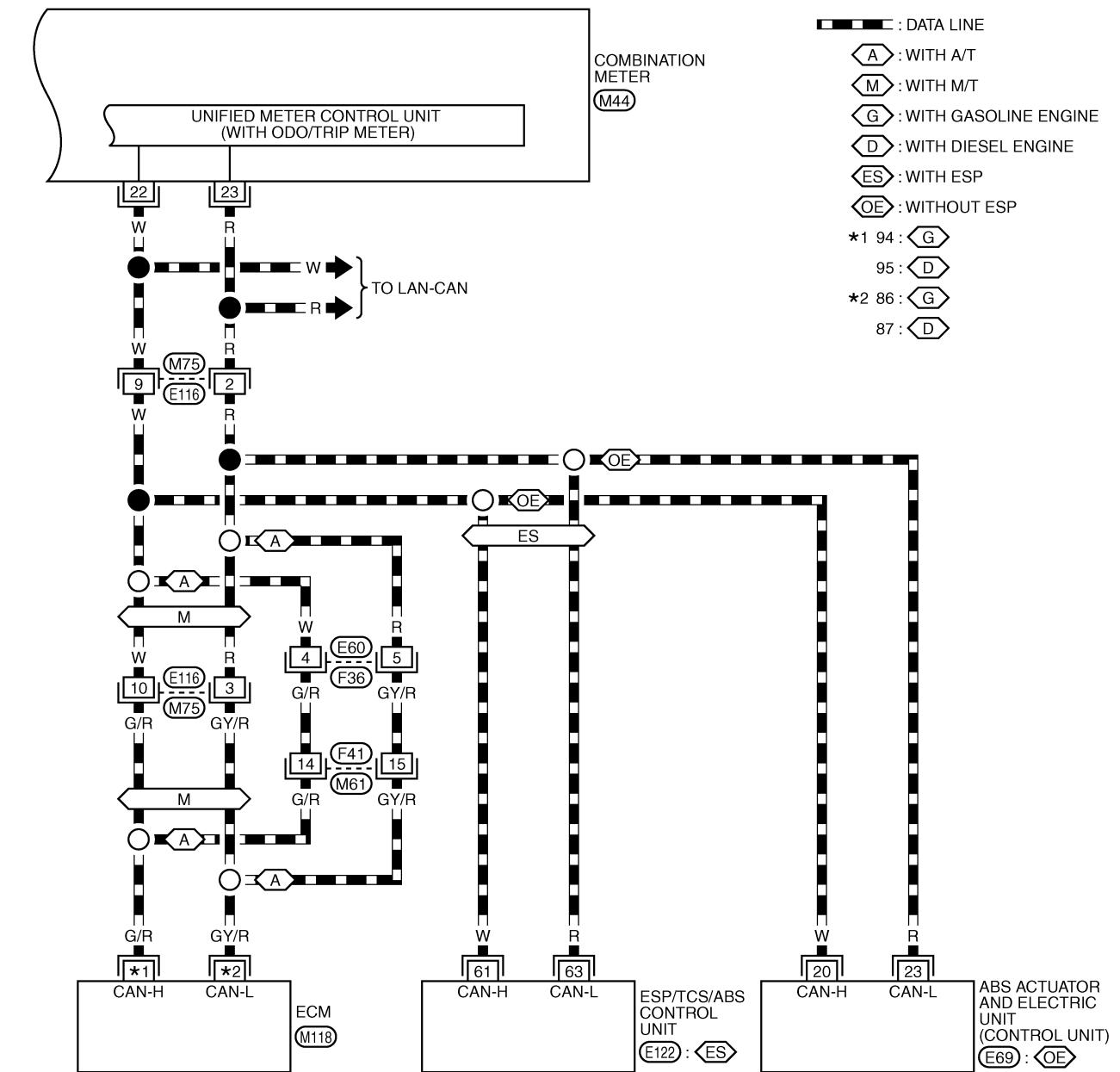
REFER TO THE FOLLOWING.
M1, M2 -FUSE BLOCK-JUNCTION BOX (J/B)



TKWA1609E

COMBINATION METERS

DI-METER-04



REFER TO THE FOLLOWING.

M118, E69, E122
-ELECTRICAL UNITS

COMBINATION METERS

Terminals and Reference Value for Combination Meter

EKS00EH6

Terminal No.	Wire Color	Item	Condition		Reference Value
			Ignition switch	Operation or condition	
1	L	Battery power supply	OFF	—	Battery voltage
2	Y/G	Ignition switch (ON)	ON	—	Battery voltage
8	G	Fuel level sensor signal	—	—	Refer to DI-30, "FUEL LEVEL SENSOR UNIT CHECK/GASOLINE ENGINE MODELS" or DI-30, "FUEL LEVEL SENSOR UNIT CHECK/DIESEL ENGINE MODELS" .
21	B	Ground	—	—	Approx. 0 V
22	W	CAN H	—	—	—
23	R	CAN L	—	—	—
27	R/B	Ambient sensor signal	—	—	Refer to DI-31, "AMBIENT SENSOR CHECK"
28	B/Y	Ambient sensor ground	—	—	—
29*1	Y	VAC signal	ON	—	Approx. 5 V

NOTE:

*1:With auto A/C

Meter/Gauges Operation and Odo/Trip Meter SELF-DIAGNOSIS FUNCTION

EKS00EH7

- Odo/trip meter 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 the ignition switch ON, and switch the odo/trip meter to "trip A" or "trip B".

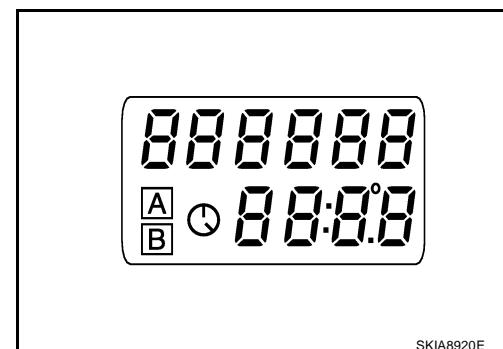
NOTE:

If the diagnosis function is activated with the trip meter A displayed, the mileage on the trip meter A will indicate 0.0 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 that the trip meter displays "0.0".
5. Push the odo/trip meter switch at least 3 times. (Within 7 seconds after the ignition switch is turned ON.)
6. All the segments on the odo/trip meter illuminate, and simultaneously the low-fuel warning lamp indicator illuminates. At this time, the unified meter control unit is turned to diagnosis mode.

NOTE:

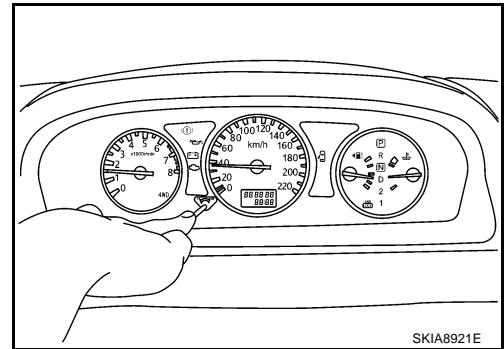
If any of the segments is not displayed, replace the combination meter.



SKIA8920E

COMBINATION METERS

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.)



EKS00EH8

How to Proceed With Trouble Diagnosis

1. Confirm the symptom or customer complaint.
2. Perform diagnosis according to diagnosis flow. Refer to [DI-20, "Diagnosis Flow"](#) .
3. According to the trouble diagnosis chart, repair or replace the cause of the symptom. Refer to [DI-22, "Trouble Diagnosis Chart for Symptom"](#) .
4. Does the meter operate normally? If so, go to 5. If not, go to 2.
5. INSPECTION END

Diagnosis Flow

EKS00EH9

1. CHECK WARNING LAMP ILLUMINATION

1. Turn ignition switch ON.
2. Make sure that warning lamp (such as MIL and oil pressure warning lamp) illuminate.

Does warning lamp illuminate?

YES >> GO TO 2.

NO >> Check ignition power supply circuit of combination meter. Refer to [DI-21, "Power Supply and Ground Circuit Inspection"](#) .

2. CHECK SELF-DIAGNOSIS OPERATION

Perform combination meter self-diagnosis. Refer to [DI-19, "SELF-DIAGNOSIS FUNCTION"](#) .

Does self-diagnosis function operate?

YES >> GO TO 3.

NO >> Check battery power supply of combination meter and ground system. Refer to [PG-75, "FUSE BLOCK - JUNCTION BOX \(J/B\)"](#) .

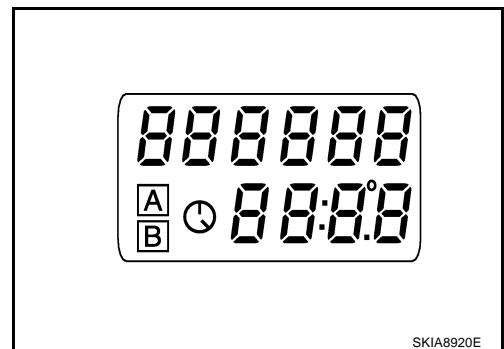
3. CHECK ODO/TRIP METER OPERATION

Check segment display status of odo/trip meter.

Is the display normal?

YES >> GO TO 4.

NO >> Replace combination meter.



SKIA8920E

COMBINATION METERS

4. CHECK LOW-FUEL WARNING LAMP ILLUMINATION

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

Condition of odo/trip meter switch	Fuel warning lamp
Pushed	Does not illuminate.
Released	Illuminates.

OK or NG

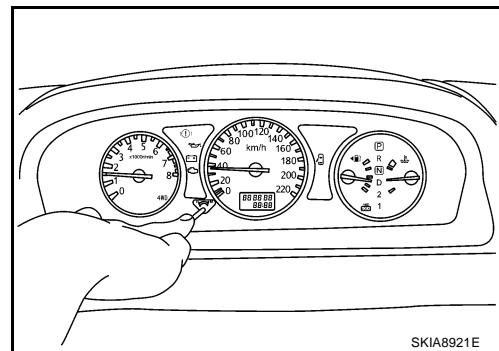
OK >> GO TO 5.
 NG >> Replace combination meter.

5. CHECK METER CIRCUIT

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

OK or NG

OK >> Go to diagnosis results. Refer to [DI-22, "Trouble Diagnosis Chart for Symptom"](#).
 NG >> Replace combination meter.



EKS00EHA

Power Supply and Ground Circuit Inspection

1. CHECK FUSES

Check for blown combination meter fuses.

Unit	Power source	Fuse No.
Combination meter	Battery	28
	Ignition switch (ON)	11

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-76, "FUSE AND FUSIBLE LINK BOX"](#).

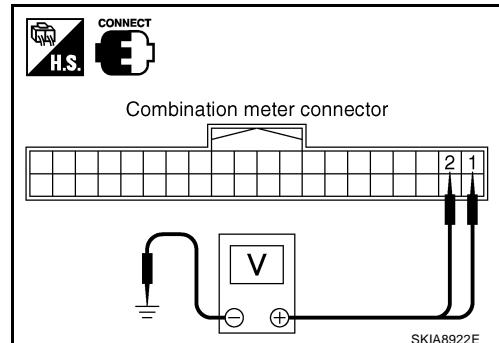
2. CHECK POWER SUPPLY CIRCUIT

Check voltage between combination meter and ground.

Terminals		Ignition switch position	
Connector	Terminal (Wire color)	(-)	OFF ON
M44	2 (Y/G)	OFF	Battery voltage
	1 (L)	Ground	Battery voltage

OK or NG

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



SKIA8922E

COMBINATION METERS

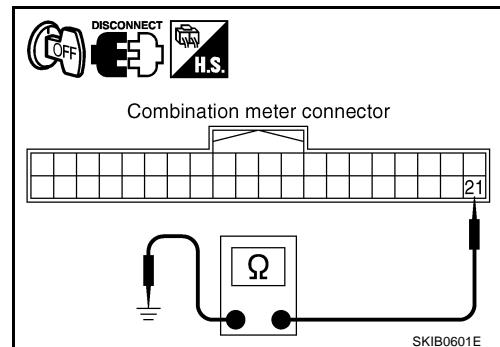
3. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect combination meter connector.
3. Check continuity between combination meter harness connector M44 terminals 21 (B) and ground.

Continuity should exist.

OK or NG

OK >> INSPECTION END
NG >> Check ground harness.



Trouble Diagnosis Chart for Symptom DIAGNOSIS RESULTS

EKS00EHB

Trouble phenomenon	Possible cause
Tachometer indication is malfunction.	Refer to DI-26, "Engine Speed Signal Inspection" .
Fuel warning lamp indication is irregular.	Refer to DI-23, "Fuel Level Sensor Inspection [Gasoline Engine Models]" or DI-24, "Fuel Level Sensor Inspection [Diesel Engine Models]" .
Fuel gauge indication is malfunction.	Refer to DI-26, "Water Temperature Signal Inspection" .
Water temperature gauge indication is malfunction.	Refer to DI-26, "Vehicle Speed Signal Inspection [with ESP]" or DI-26, "Vehicle Speed Signal Inspection [without ESP]" .
Indication is irregular for the speedometer and odo/trip meter.	Refer to DI-53, "A/T Indicator Does Not Illuminate" .
A/T position indicator is malfunction.	Refer to DI-28, "Ambient Temperature Inspection [Without Auto A/C]" or DI-29, "Ambient Temperature Inspection [With Auto A/C]" .
Ambient temperature indicator is malfunction.	Refer to DI-28, "Ambient Temperature Inspection [Without Auto A/C]" or DI-29, "Ambient Temperature Inspection [With Auto A/C]" .

Fuel Level Sensor Inspection [Gasoline Engine Models]

EKS00EHC

The following symptoms do not indicate a malfunction.

FUEL GAUGE

- Depending on vehicle posture or driving circumstance, the fuel level changes and the pointer may fluctuate.
- If the vehicle is fueled with the ignition switch ON, the pointer will move slowly.

LOW-FUEL WARNING LAMP

Depending on vehicle posture or driving circumstance, the fuel level changes and the warning lamp ON timing may change.

1. CHECK HARNESS CONNECTOR

Check combination meter and fuel level sensor unit terminals (meter side, unit side harness side) for looseness or bent terminals.

OK or NG

OK >> GO TO 2.

NG >> Repair terminal or connector.

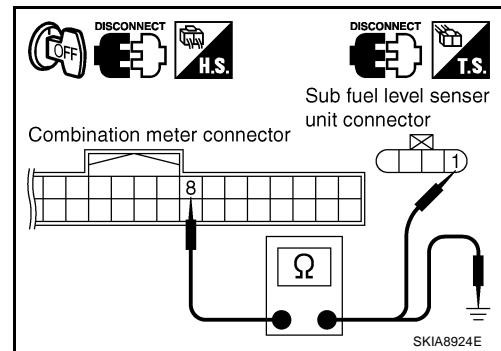
2. CHECK COMBINATION METER CIRCUIT

- Disconnect combination meter connector and sub fuel level sensor unit connector.
- Check continuity between combination meter harness connector M44 terminal 8 (G) and sub fuel level sensor unit harness connector B125^{*1} or B21^{*2} terminal 1 (G).

Continuity should exist.

- Check continuity between combination meter harness connector M44 terminal 8 (G) and ground.

Continuity should not exist.



NOTE:

*1: LHD models, *2: RHD models

OK or NG

OK >> GO TO 3.

NG >> Repair harness or connector.

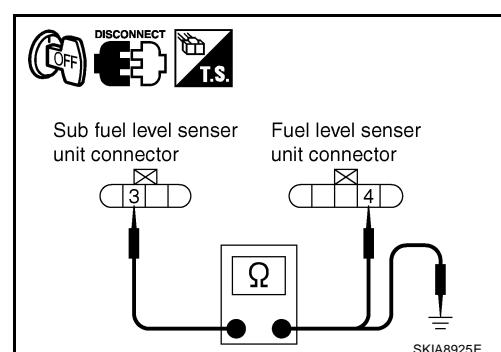
3. CHECK FUEL LEVEL SENSOR CIRCUIT

- Disconnect fuel level sensor unit connector.
- Check continuity between sub fuel level sensor unit harness connector B125^{*1} or B21^{*2} terminal 3 (Y) and fuel level sensor unit harness connector B31^{*1} or B123^{*2} terminal 4 (Y).

Continuity should exist.

- Check continuity between sub fuel level sensor unit harness connector B125^{*1} or B21^{*2} terminal 3 (Y) and ground.

Continuity should not exist.



NOTE:

*1: LHD models, *2: RHD models

OK or NG

OK >> GO TO 4.

NG >> Repair harness or connector.

COMBINATION METERS

4. CHECK GROUND CIRCUIT

Check continuity between fuel level sensor unit harness connector B31^{*1} or B123^{*2} terminal 1 (B) and ground.

Continuity should exist.

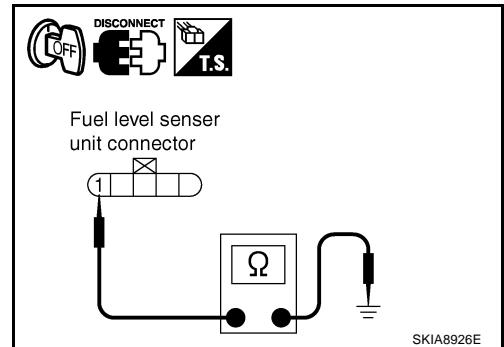
NOTE:

*1: LHD models, *2: RHD models

OK or NG

OK >> GO TO 5.

NG >> Repair harness or connector.



5. CHECK FUEL LEVEL SENSOR

Check fuel level sensor units. Refer to [DI-30, "FUEL LEVEL SENSOR UNIT CHECK/GASOLINE ENGINE MODELS"](#).

OK or NG

OK >> GO TO 6.

NG >> Replace fuel level sensor unit or sub fuel level sensor unit.

6. CHECK INSTALLATION CONDITION

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

OK or NG

OK >> Replace combination meter.

NG >> Install fuel level sensor unit properly.

Fuel Level Sensor Inspection [Diesel Engine Models]

EKS00EJA

The following symptoms do not indicate a malfunction.

FUEL GAUGE

- Depending on vehicle posture or driving circumstance, the fuel level changes and the pointer may fluctuate.
- If the vehicle is fueled with the ignition switch ON, the pointer will move slowly.

LOW-FUEL WARNING LAMP

Depending on vehicle posture or driving circumstance, the fuel level changes and the warning lamp ON timing may change.

1. CHECK HARNESS CONNECTOR

Check combination meter and fuel level sensor unit terminals (meter side, unit side harness side) for looseness or bent terminals.

OK or NG

OK >> GO TO 2.

NG >> Repair terminal or connector.

COMBINATION METERS

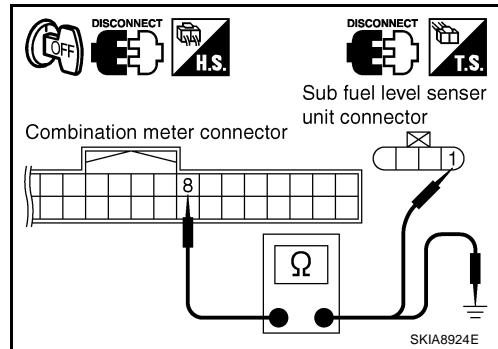
2. CHECK COMBINATION METER CIRCUIT

1. Disconnect combination meter connector and sub fuel level sensor unit connector.
2. Check continuity between combination meter harness connector M44 terminal 8 (G) and sub fuel level sensor unit harness connector B125^{*1} or B21^{*2} terminal 1 (G).

Continuity should exist.

3. Check continuity between combination meter harness connector M44 terminal 8 (G) and ground.

Continuity should not exist.



NOTE:

*1: LHD models, *2: RHD models

OK or NG

OK >> GO TO 3.

NG >> Repair harness or connector.

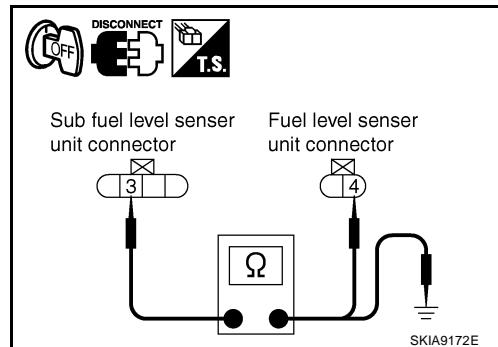
3. CHECK FUEL LEVEL SENSOR CIRCUIT

1. Disconnect fuel level sensor unit connector.
2. Check continuity between sub fuel level sensor unit harness connector B125^{*1} or B21^{*2} terminal 3 (Y) and fuel level sensor unit harness connector B32^{*1} or B124^{*2} terminal 4 (Y).

Continuity should exist.

3. Check continuity between sub fuel level sensor unit harness connector B125^{*1} or B21^{*2} terminal 3 (Y) and ground.

Continuity should not exist.



NOTE:

*1: LHD models, *2: RHD models

OK or NG

OK >> GO TO 4.

NG >> Repair harness or connector.

4. CHECK GROUND CIRCUIT

Check continuity between fuel level sensor unit harness connector B32^{*1} or B124^{*2} terminal 1 (B) and ground.

Continuity should exist.

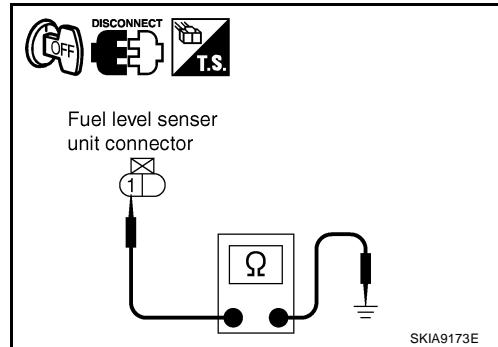
NOTE:

*1: LHD models, *2: RHD models

OK or NG

OK >> GO TO 5.

NG >> Repair harness or connector.



COMBINATION METERS

5. CHECK FUEL LEVEL SENSOR

Check fuel level sensor units. Refer to [DI-30, "FUEL LEVEL SENSOR UNIT CHECK/DIESEL ENGINE MOD-ELS"](#).

OK or NG

OK >> GO TO 6.

NG >> Replace fuel level sensor unit or sub fuel level sensor unit.

6. CHECK INSTALLATION CONDITION

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

OK or NG

OK >> Replace combination meter.

NG >> Install fuel level sensor unit properly.

Engine Speed Signal Inspection

EKS00EHD

1. CHECK ECM SELF-DIAGNOSIS

Perform ECM self-diagnosis. Refer to [EC-102, "CONSULT-II Function"](#) [QR (WITH EURO-OBD)], [EC-551, "CONSULT-II Function"](#) [QR (WITHOUT EURO -OBD)] or [EC-926, "CONSULT-II Function"](#) [YD].

OK or NG

OK >> Replace combination meter.

NG >> Perform "Diagnostic Procedure" in displayed DTC.

Water Temperature Signal Inspection

EKS00EHE

1. CHECK ECM SELF-DIAGNOSIS

Perform ECM self-diagnosis. Refer to [EC-102, "CONSULT-II Function"](#) [QR (WITH EURO-OBD)], [EC-551, "CONSULT-II Function"](#) [QR (WITHOUT EURO -OBD)] or [EC-926, "CONSULT-II Function"](#) [YD].

OK or NG

OK >> Replace combination meter.

NG >> Perform "Diagnostic Procedure" in displayed DTC.

Vehicle Speed Signal Inspection [with ESP]

EKS00EHF

1. CHECK ESP/TCS/ABS CONTROL UNIT SELF-DIAGNOSIS

Preform ESP/TCS/ABS control unit self-diagnosis. Refer to [BRC-77, "CONSULT-II Functions"](#).

OK or NG

OK >> Replace combination meter.

NG >> Check applicable parts.

Vehicle Speed Signal Inspection [without ESP]

EKS00EJB

1. CHECK ABS ACTUATOR CONTROL UNIT SELF-DIAGNOSIS

Preform ABS actuator and electric unit self-diagnosis. Refer to [BRC-25, "CONSULT- II Functions"](#).

OK or NG

OK >> Replace combination meter.

NG >> Check applicable parts.

COMBINATION METERS

The Fuel Gauge Pointer Fluctuates, Indicator Wrong Value or Varies

EKS00EHG

1. CHECK FUEL GAUGE FLUCTUATION

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

Does the indication value vary only during driving and just before or soon 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.

The Fuel Gauge Does Not Move to FULL position

EKS00EHH

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 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 fuel level sensor unit. Refer to [DI-30, "FUEL LEVEL SENSOR UNIT CHECK/GASOLINE ENGINE MODELS"](#) or [DI-30, "FUEL LEVEL SENSOR UNIT CHECK/DIESEL ENGINE MODELS"](#).

NO >> The float arm may interfere or bind with any of the components in the fuel tank.

A

B

C

D

E

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G

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L

M

COMBINATION METERS

Ambient Temperature Inspection [Without Auto A/C]

EKS00EJ6

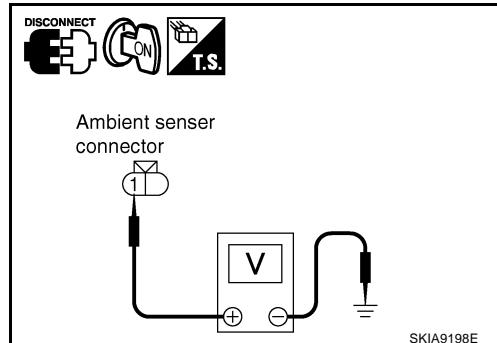
1. CHECK VOLTAGE BETWEEN AMBIENT SENSOR HARNESS CONNECTOR AND GROUND

1. Turn the ignition switch OFF.
2. Disconnect ambient sensor harness connector.
3. Turn the ignition switch ON.
4. Check voltage between ambient sensor harness connector E38 terminal 1 (R/B) and ground.

Approx. 5 V

OK or NG

OK >> GO TO 2.
NG >> GO TO 4.



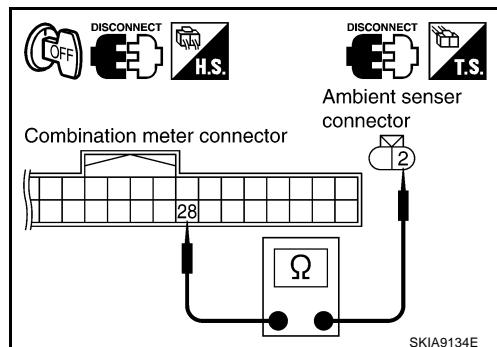
2. CHECK AMBIENT SENSOR CIRCUIT BETWEEN AMBIENT SENSOR AND COMBINATION METER

1. Turn the ignition switch OFF.
2. Disconnect combination meter connector.
3. Check continuity between combination meter harness connector M44 terminal 28 (B/Y) and ambient sensor harness connector E38 terminal 2 (B/Y).

Continuity should exist.

OK or NG

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



3. CHECK AMBIENT SENSOR

Check ambient sensor. Refer to [DI-31, "AMBIENT SENSOR CHECK"](#) .

OK or NG

OK >> Replace combination meter.
NG >> Replace ambient sensor.

4. CHECK AMBIENT SENSOR CIRCUIT BETWEEN AMBIENT SENSOR AND COMBINATION METER

1. Turn the ignition switch OFF.
2. Disconnect combination meter connector.
3. Check continuity between combination meter harness connector M44 terminal 27 (R/B) and ambient sensor harness connector E38 terminal 1 (R/B).

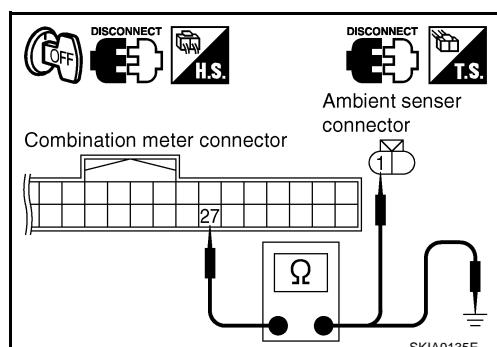
Continuity should exist.

4. Check continuity between combination meter harness connector M44 terminal 27 (R/B) and ground.

Continuity should not exist.

OK or NG

OK >> Replace combination.
NG >> Repair harness or connector.



COMBINATION METERS

Ambient Temperature Inspection [With Auto A/C]

EKS00EJ7

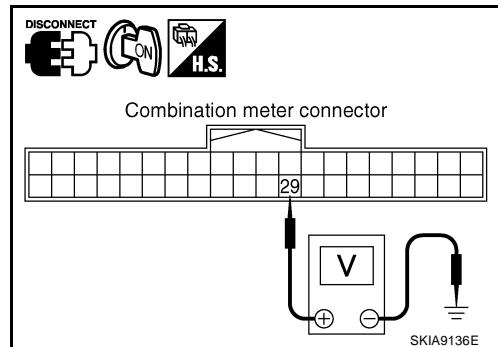
1. CHECK VAC INPUT

1. Turn the ignition switch OFF.
2. Disconnect combination meter connector.
3. Turn the ignition switch ON.
4. Check voltage between combination meter harness connector M44 terminal 29 (Y) and ground.

Approx. 5 V

OK or NG

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



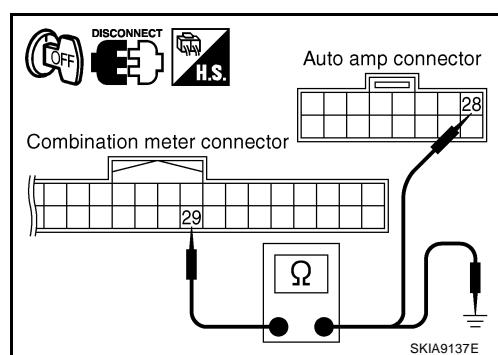
2. CHECK VAC CIRCUIT

1. Turn the ignition switch OFF.
2. Disconnect auto amp connector.
3. Check continuity between combination meter harness connector M44 terminal 29 (Y) and auto amp. harness connector M53 terminal 28(Y).

Continuity should exist.

4. Check continuity between connector M44 terminal 29 (Y) and ground.

Continuity should not exist.



OK or NG

OK >> Replace auto amp.
NG >> Repair harness or connector.

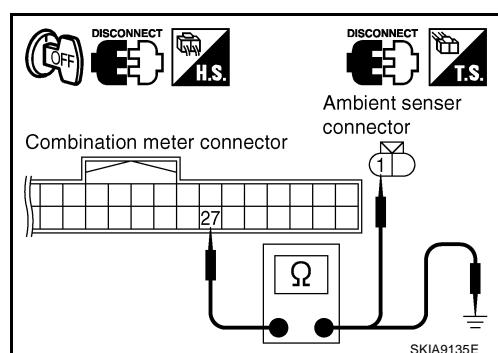
3. CHECK AMBIENT SENSOR BETWEEN AMBIENT SENSOR AND COMBINATION METER CIRCUIT

1. Turn the ignition switch OFF.
2. Disconnect ambient sensor connector.
3. Check continuity between combination meter harness connector M44 terminal 27 (R/B) and ambient sensor connector E38 terminal 1 (R/B).

Continuity should exist.

4. Check continuity between combination meter harness connector M44 terminal 27 (R/B) and ground.

Continuity should not exist.



OK or NG

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

4. CHECK AUTO AMP CIRCUIT

Check auto amp circuit. Refer to [ATC-109, "Ambient Sensor Circuit"](#) .

OK or NG

OK >> Replace combination meter.
NG >> Repair applicable parts.

COMBINATION METERS

Electrical Components Inspection

FUEL LEVEL SENSOR UNIT CHECK/GASOLINE ENGINE MODELS

EKS001NH

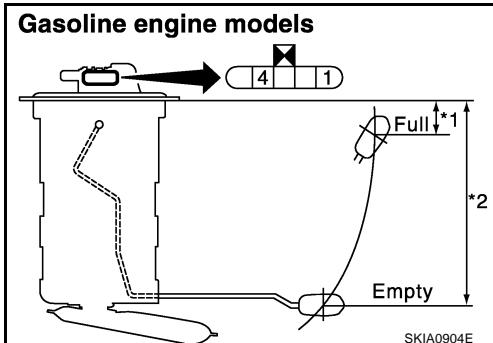
For removal, refer to [FL-4, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) for Gasoline engine models.

Fuel level sensor unit

Check the resistance between terminals 1 and 4.

Ohmmeter		Float position mm (in)			Resistance value Ω
(+)	(-)				
4	1	*1	Full	24 (2.36)	Approx. 5
		*2	Empty	167 (6.57)	Approx. 80

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

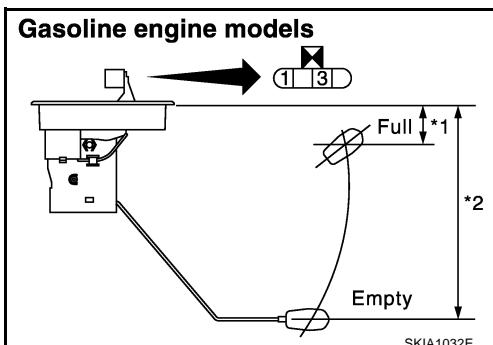


Sub fuel level sensor unit

Check the resistance between terminals 1 and 3.

Ohmmeter		Float position mm (in)			Resistance value Ω
(+)	(-)				
1	3	*1	Full	35 (1.50)	Approx. 1
		*2	Empty	186 (6.38)	Approx. 40

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



FUEL LEVEL SENSOR UNIT CHECK/DIESEL ENGINE MODELS

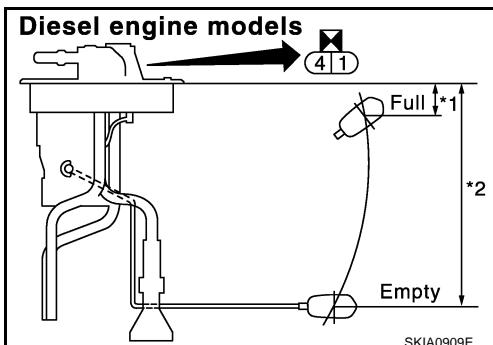
For removal, refer to [FL-19, "FUEL LEVEL SENSOR UNIT"](#) for Diesel engine models.

Fuel level sensor unit

Check the resistance between terminals 1 and 4.

Ohmmeter		Float position mm (in)			Resistance value Ω
(+)	(-)				
1	4	*1	Full	24 (0.94)	Approx. 5
		*2	Empty	170 (6.69)	Approx. 80

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

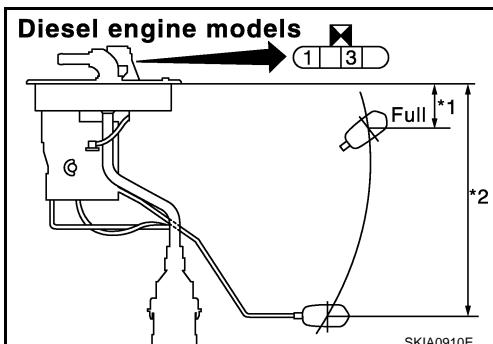


Sub fuel level sensor unit

Check the resistance between terminals 1 and 3.

Ohmmeter		Float position mm (in)			Resistance value Ω
(+)	(-)				
1	3	*1	Full	34 (1.34)	Approx. 1
		*2	Empty	186 (7.32)	Approx. 40

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



COMBINATION METERS

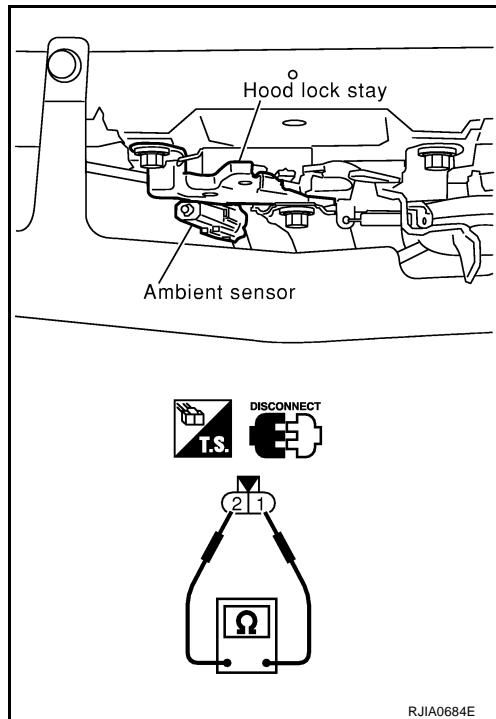
AMBIENT SENSOR CHECK

Ambient Sensor

After disconnecting ambient sensor harness connector, measure resistance between terminals 2 and 1 at sensor harness side, using the table below.

Temperature °C (°F)	Resistance kΩ
-15 (5)	12.73
-10 (14)	9.92
-5 (23)	7.80
0 (32)	6.19
5 (41)	4.95
10 (50)	3.99
15 (59)	3.24
20 (68)	2.65
25 (77)	2.19
30 (86)	1.81
35 (95)	1.51
40 (104)	1.27
45 (113)	1.07

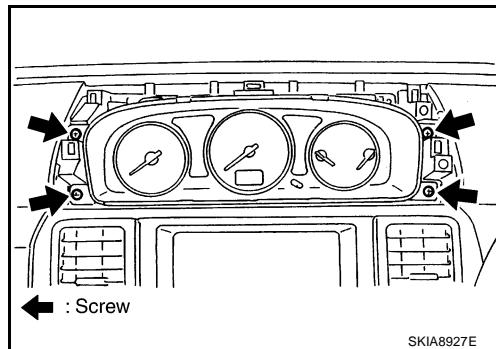
If NG, replace ambient sensor.



Removal and Installation for Combination Meter

REMOVAL

1. Remove the cluster lid A. Refer to [IP-10, "INSTRUMENT PANEL ASSEMBLY"](#).
2. Remove the screws (4), and pull out combination meter.
3. Disconnect connectors and remove combination meter.



INSTALLATION

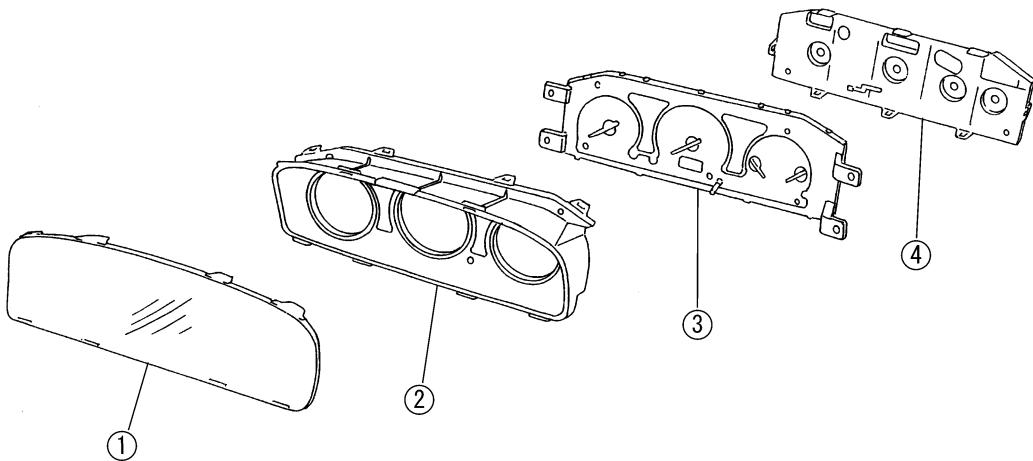
Installation is the reverse order of removal.

COMBINATION METERS

Disassembly and Assembly for Combination Meter

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SEC. 248



SKIA7344J

1. Front cover
2. Upper housing
3. Unified meter control unit assembly
4. Meter cover

DISASSEMBLY

1. Disengaged the tabs (8) to separate front cover.
2. Disengaged the tabs (8) to separate upper housing.
3. Disengaged the tabs (8) to separate meter cover.

ASSEMBLY

Assembly is the reverse order of disassembly.

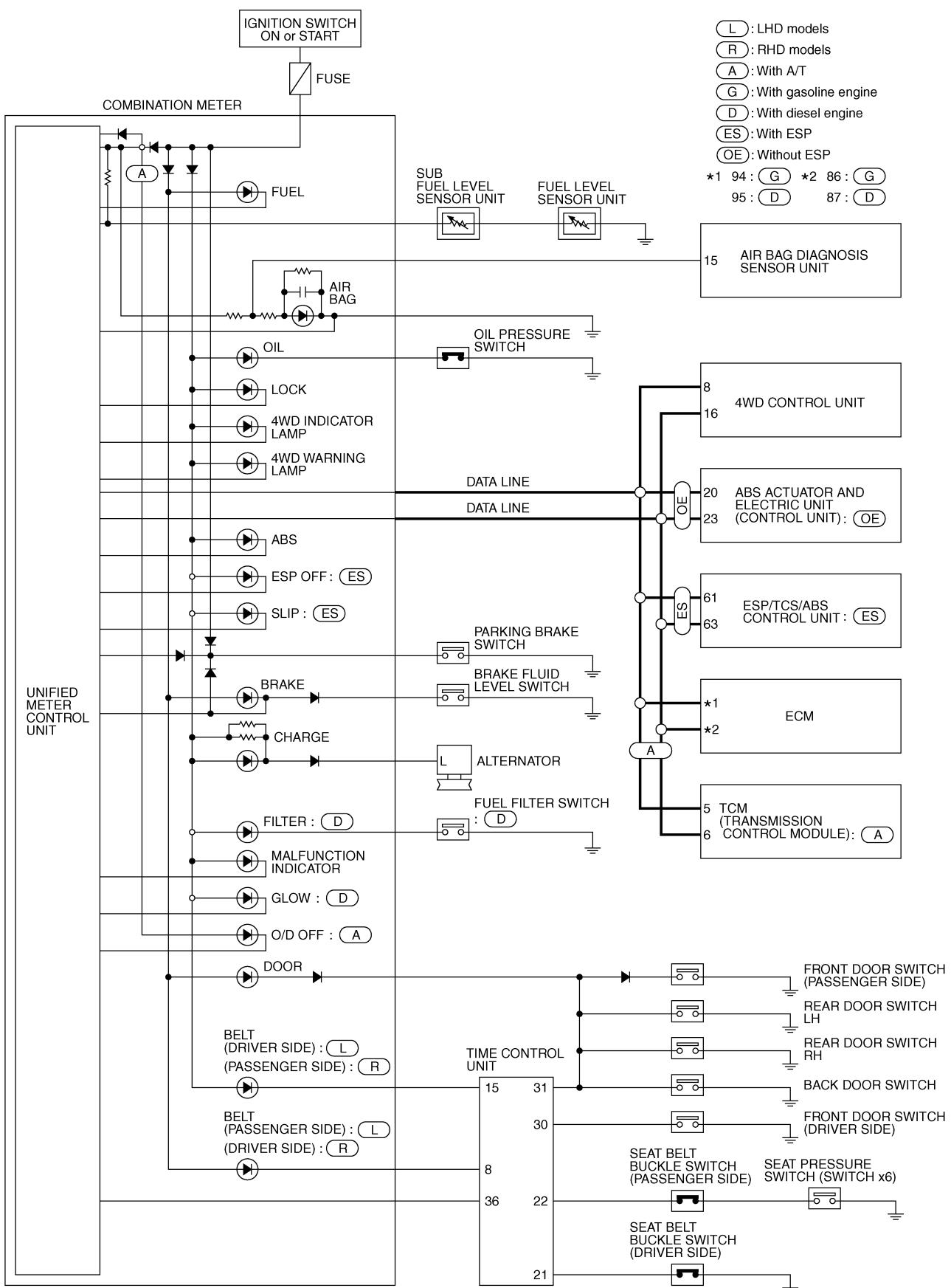
WARNING LAMPS

WARNING LAMPS

PFP:24814

Schematic

EKS002HE

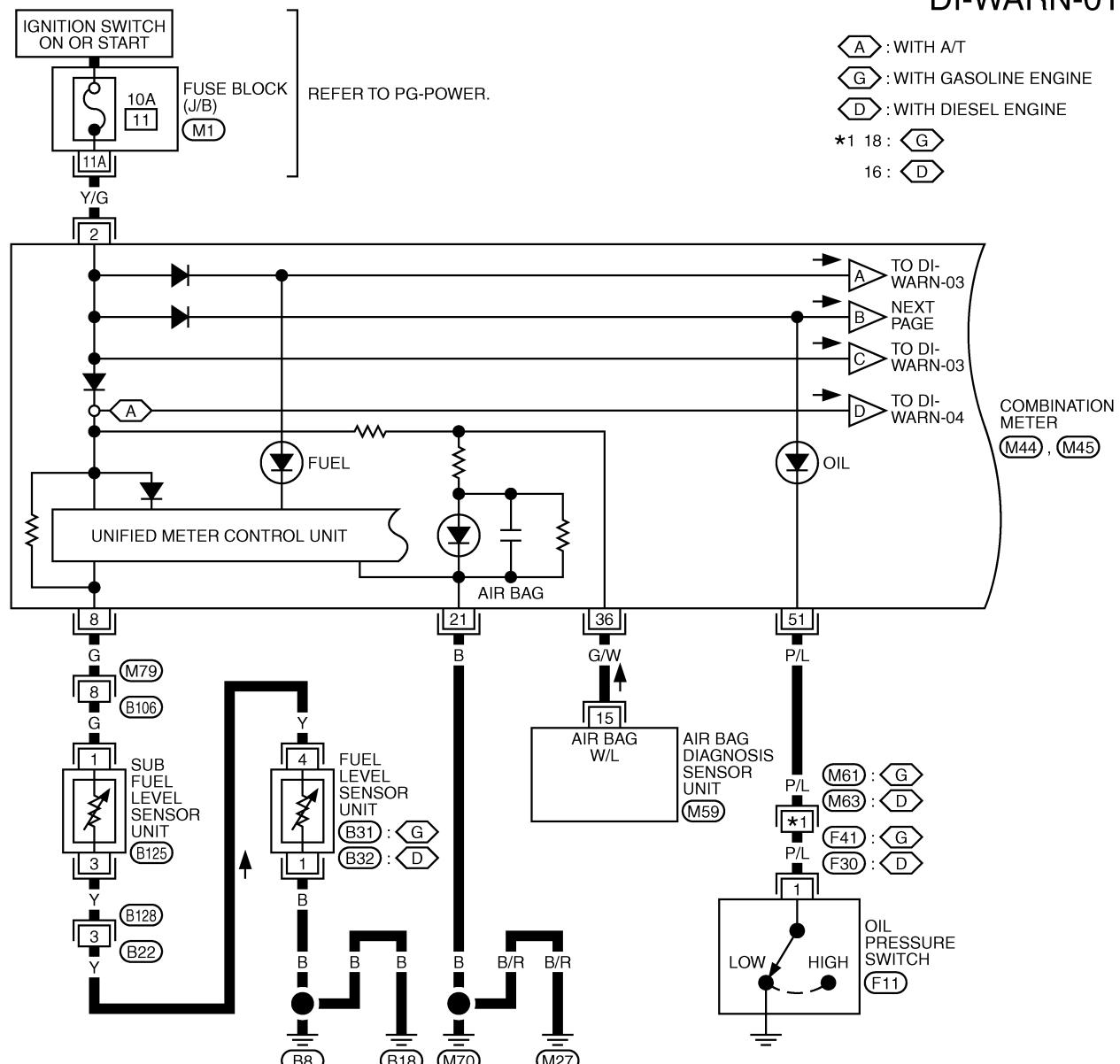


WARNING LAMPS

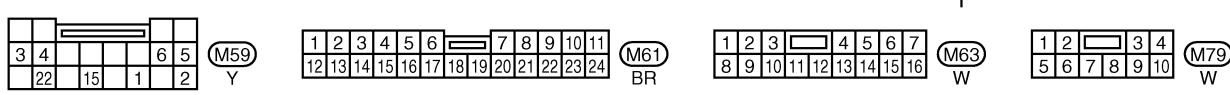
Wiring Diagram — WARN —/LHD Models

EKS002HH

DI-WARN-01

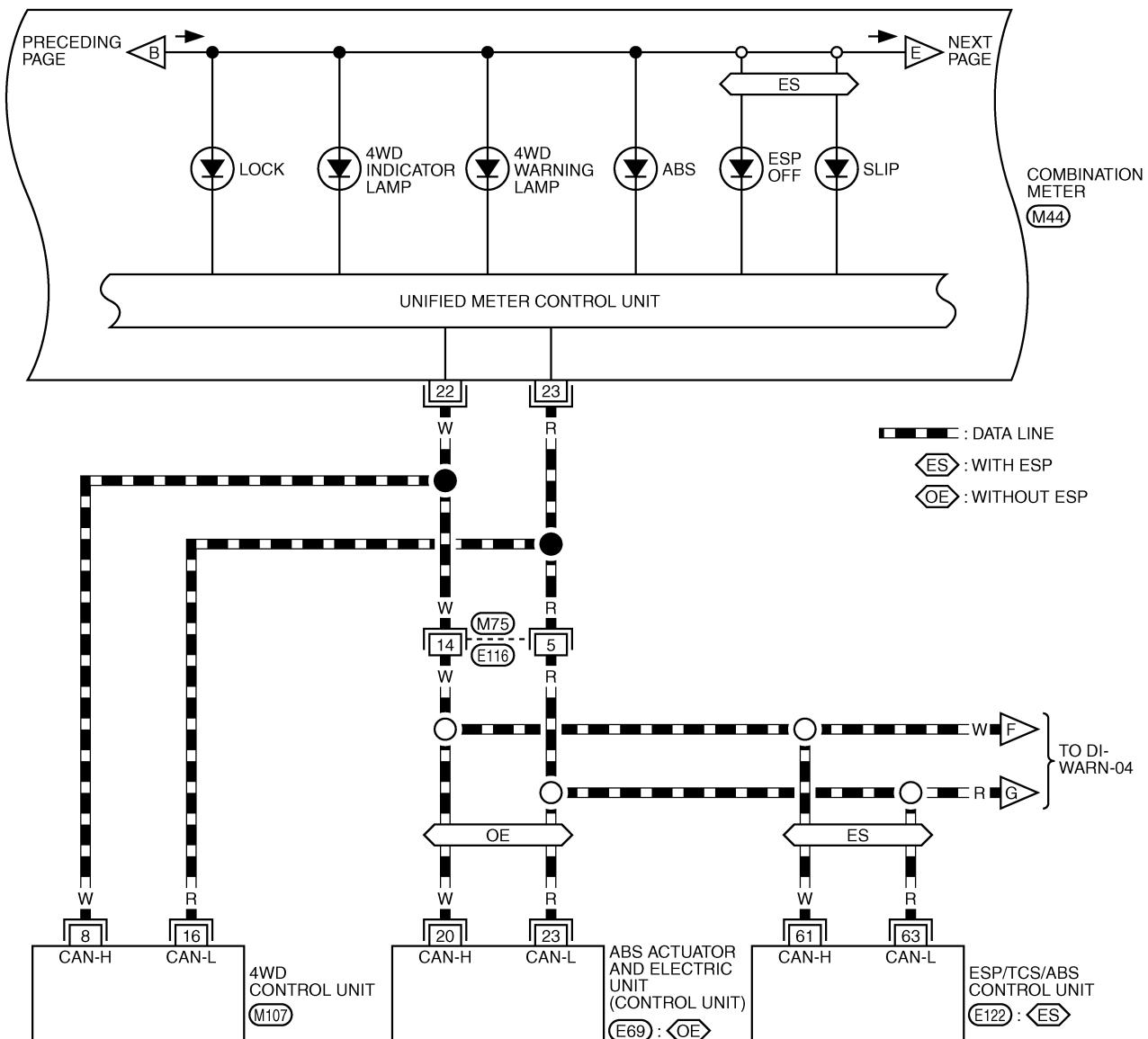


REFER TO THE FOLLOWING.
M1 -FUSE BLOCK-JUNCTION
BOX (JBP)

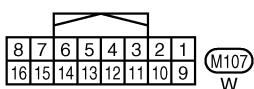
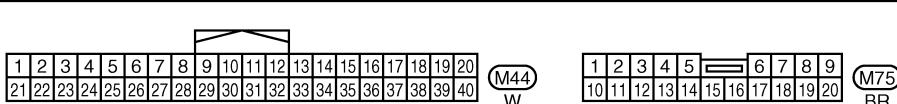


WARNING LAMPS

DI-WARN-02

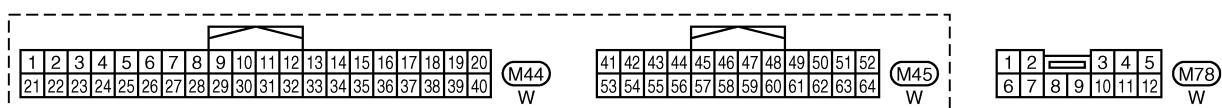
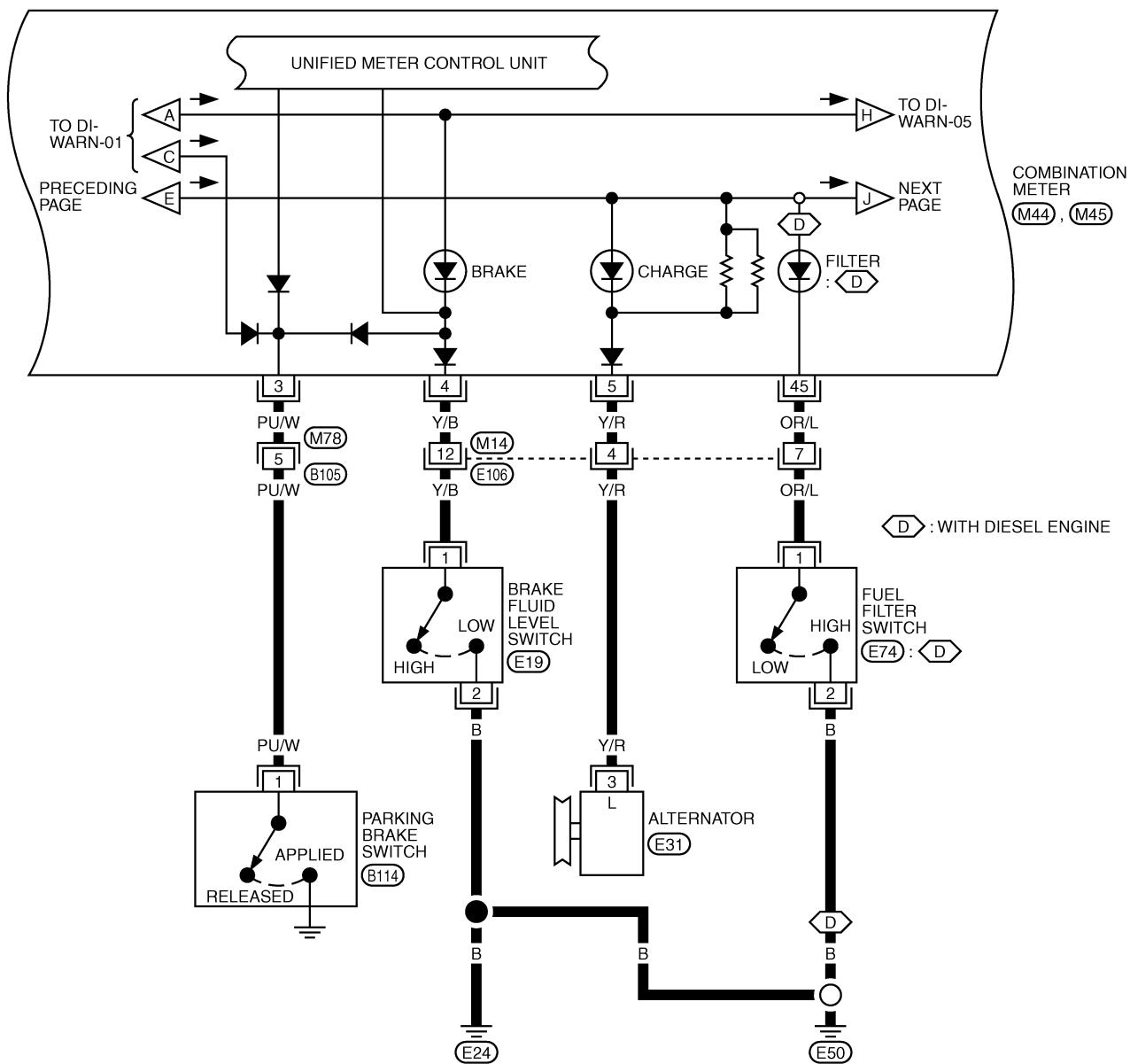


REFER TO THE FOLLOWING.
**(E69, E122) - ELECTRICAL
UNITS**



WARNING LAMPS

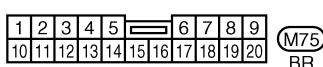
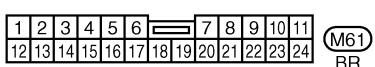
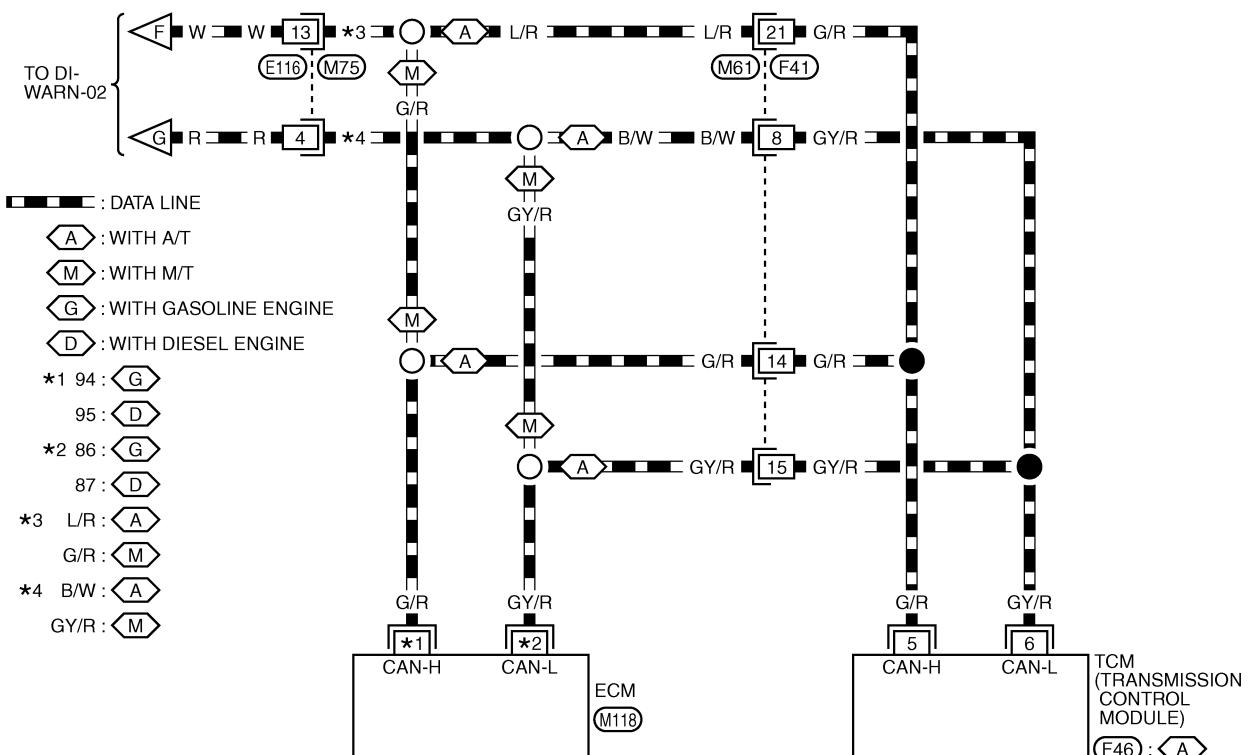
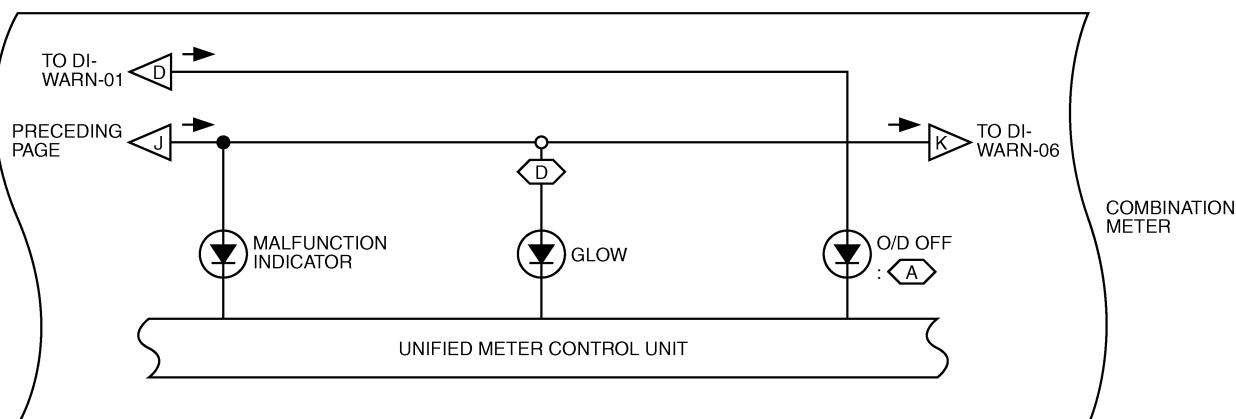
DI-WARN-03



TKWA1614E

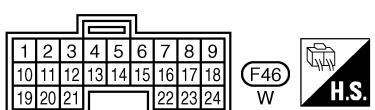
WARNING LAMPS

DI-WARN-04

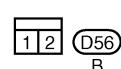
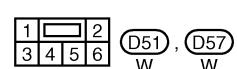
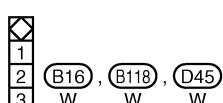
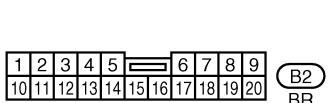
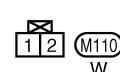
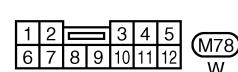
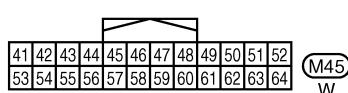
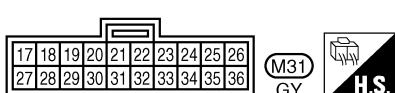
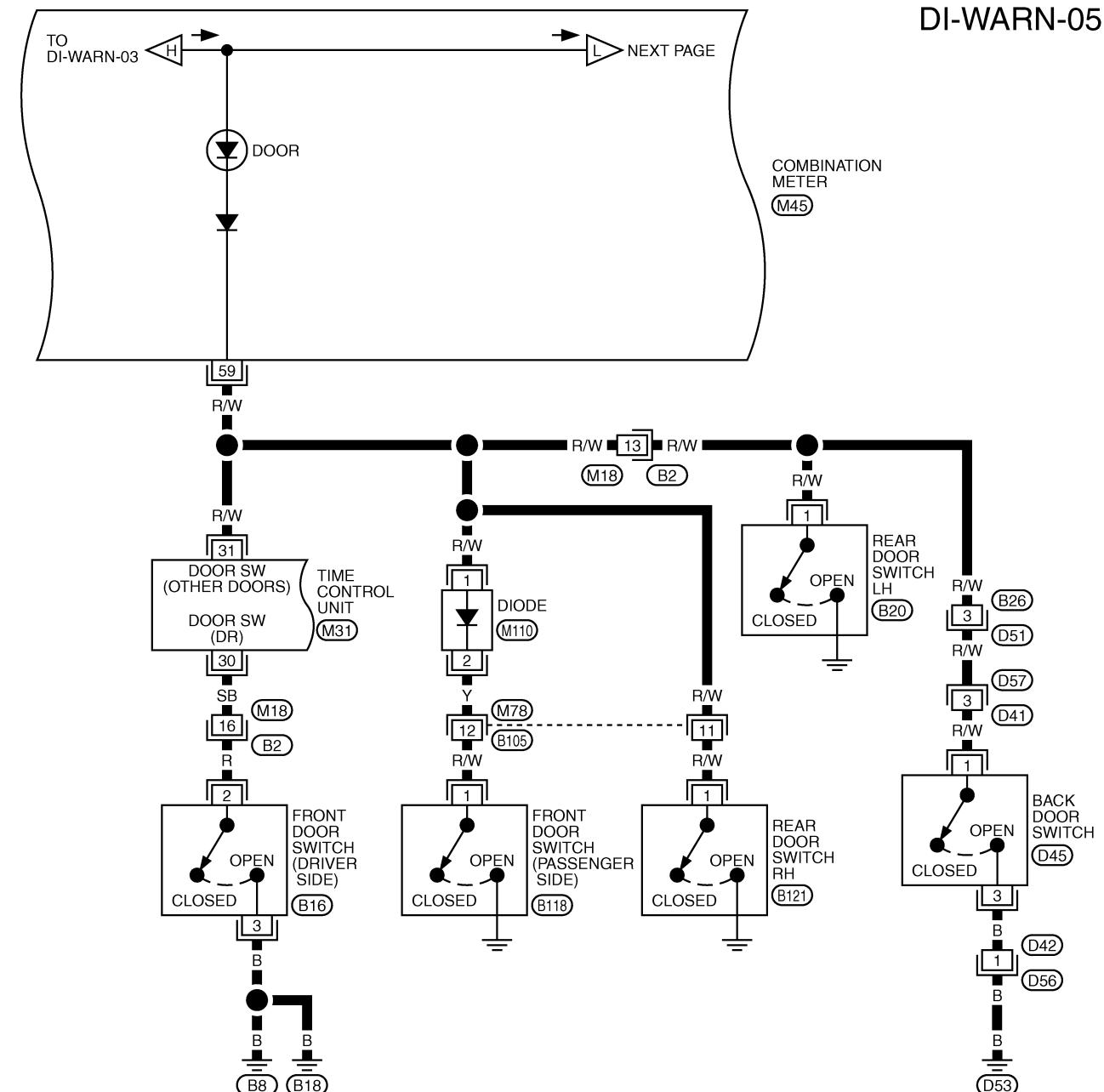


REFER TO THE FOLLOWING.

M118 - ELECTRICAL UNITS

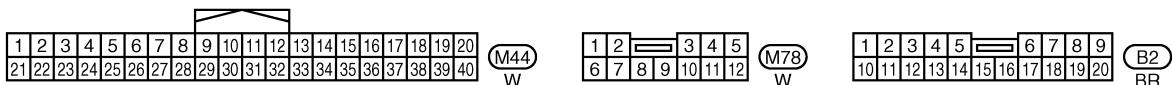
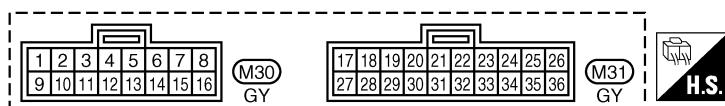
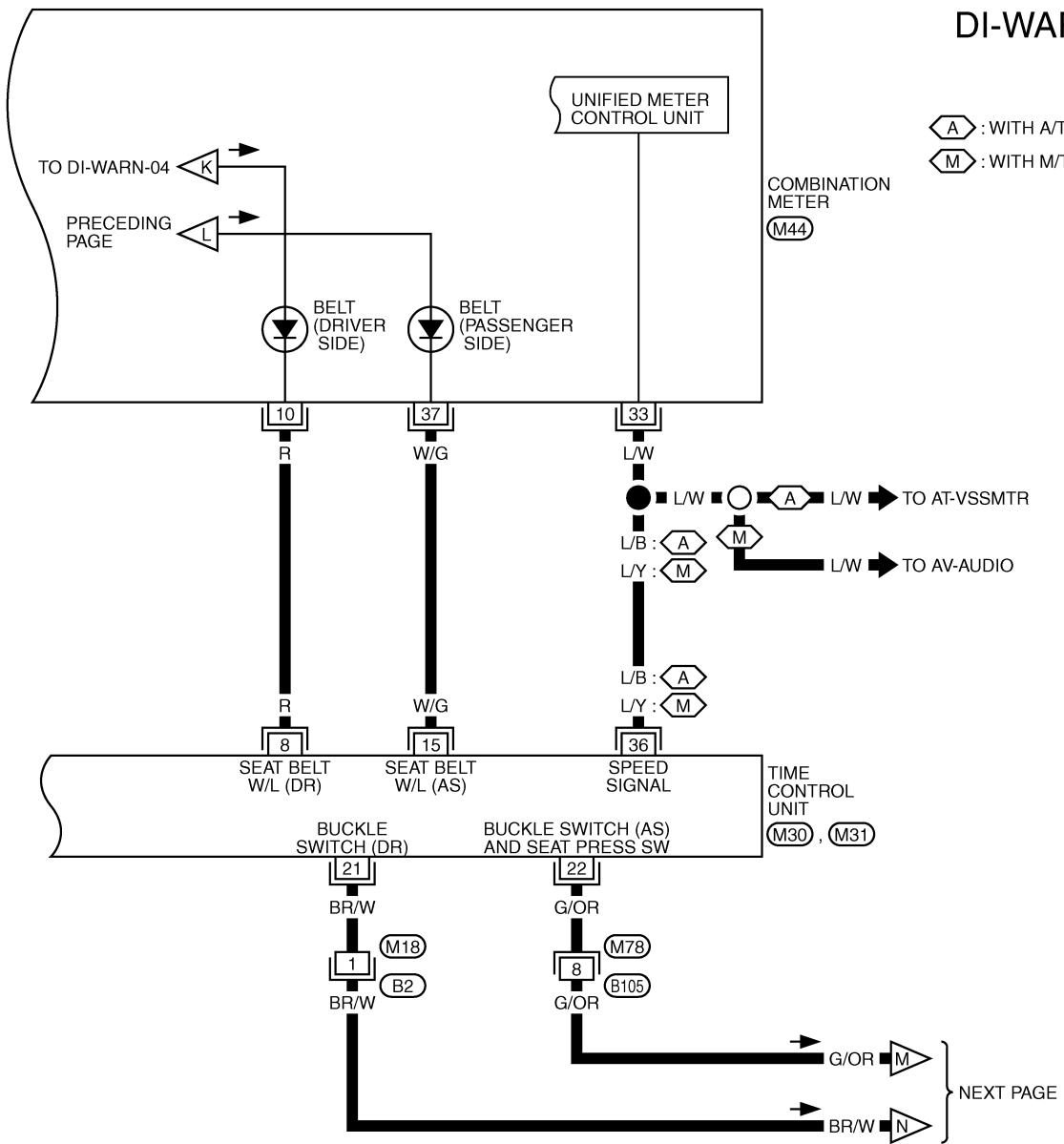


WARNING LAMPS



WARNING LAMPS

DI-WARN-06

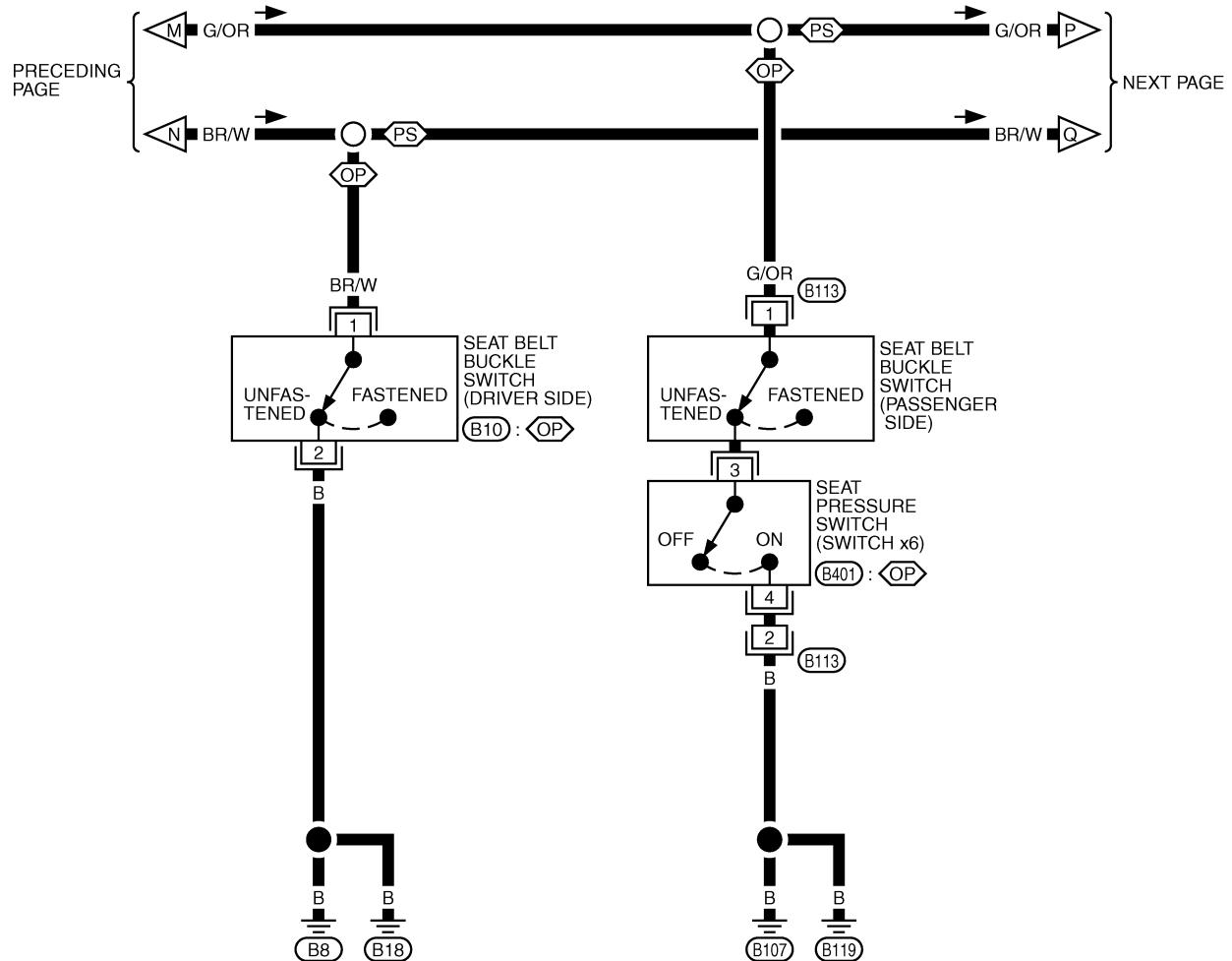


TKWA1617E

WARNING LAMPS

DI-WARN-07

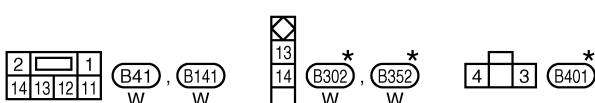
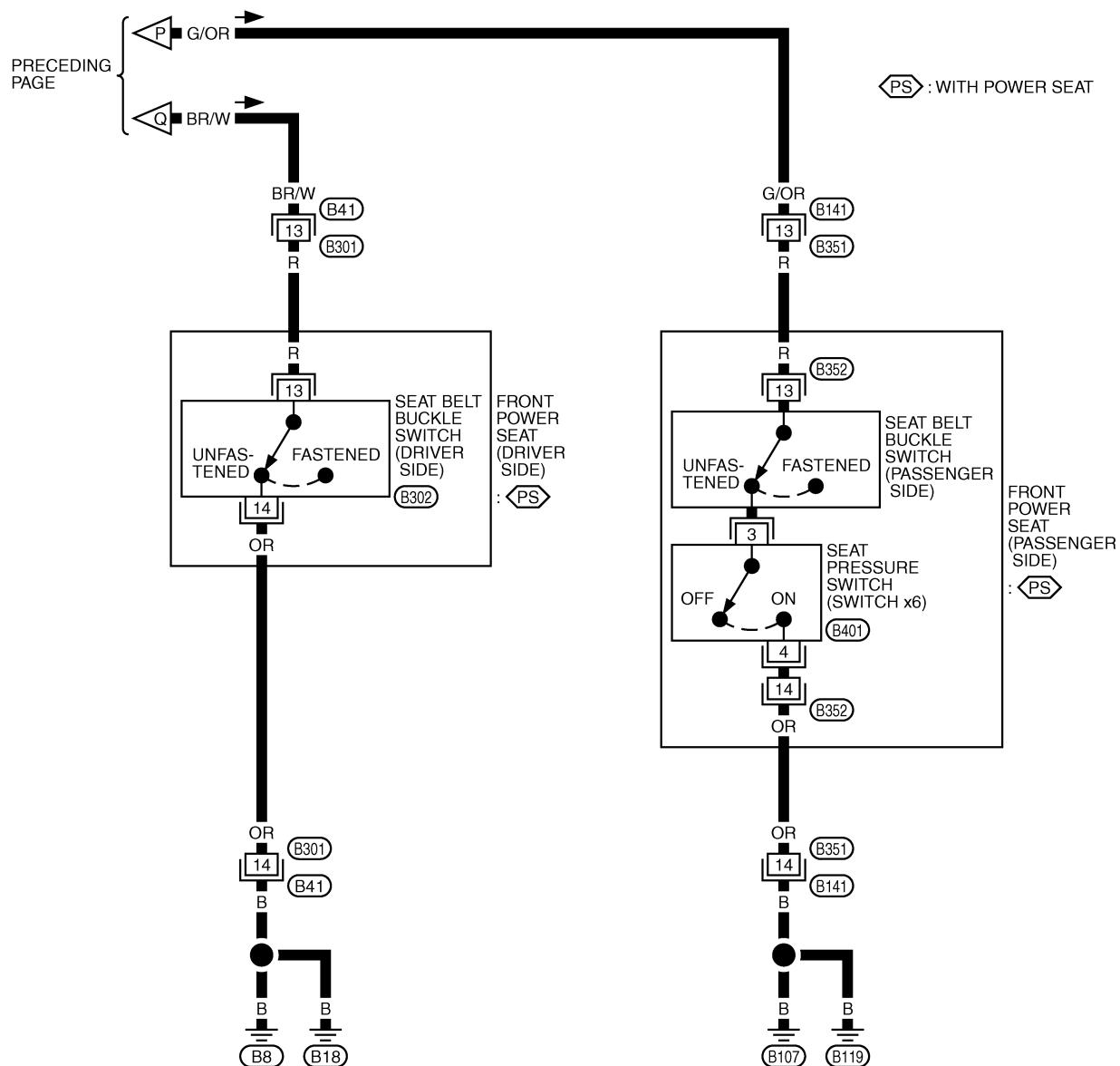
PS : WITH POWER SEAT
OP : WITHOUT POWER SEAT



TKWB0070E

WARNING LAMPS

DI-WARN-08



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

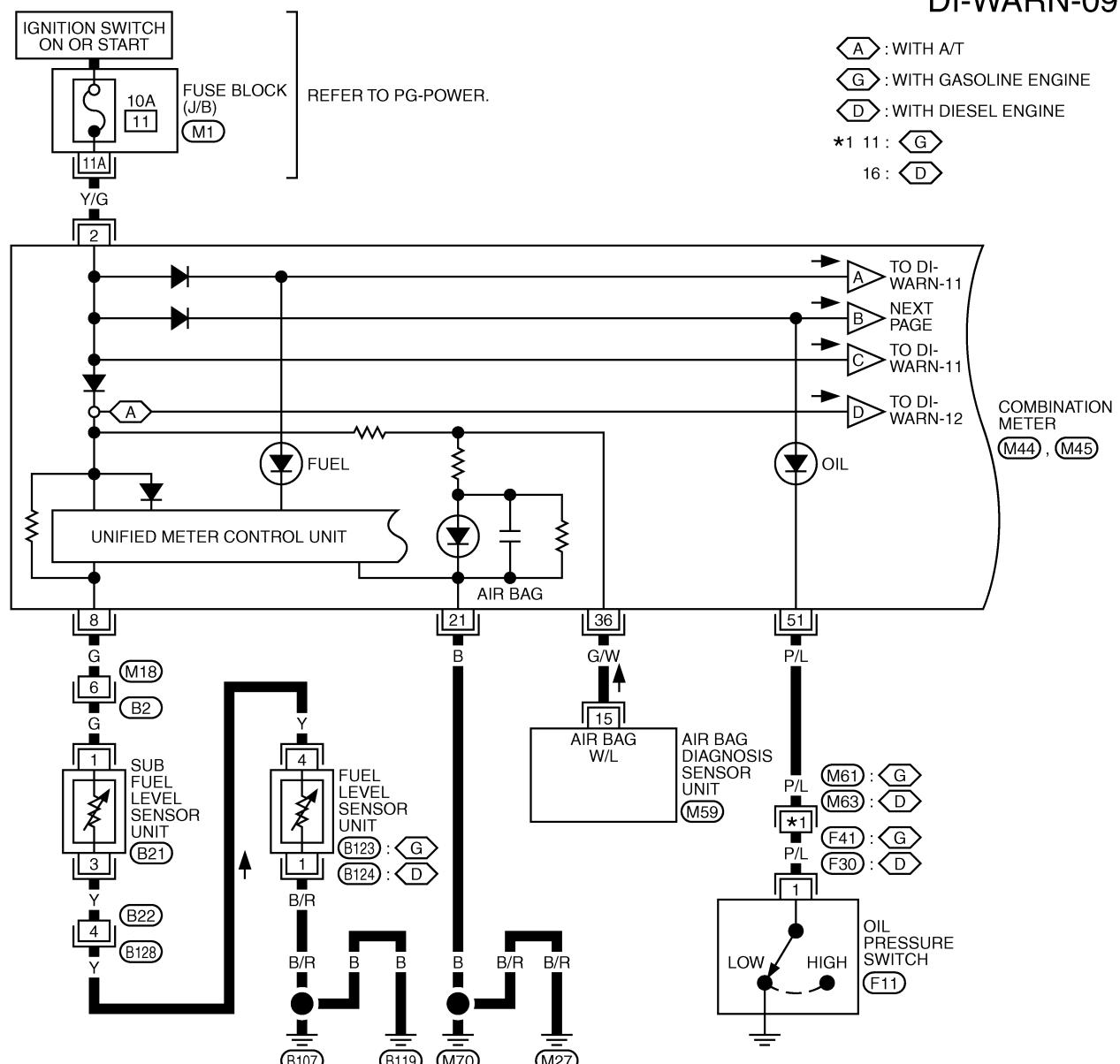
TKWB0071E

WARNING LAMPS

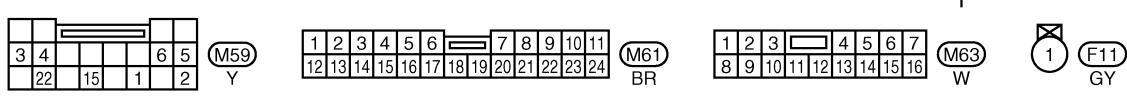
Wiring Diagram — WARN —/RHD Models

EKS0031U

DI-WARN-09

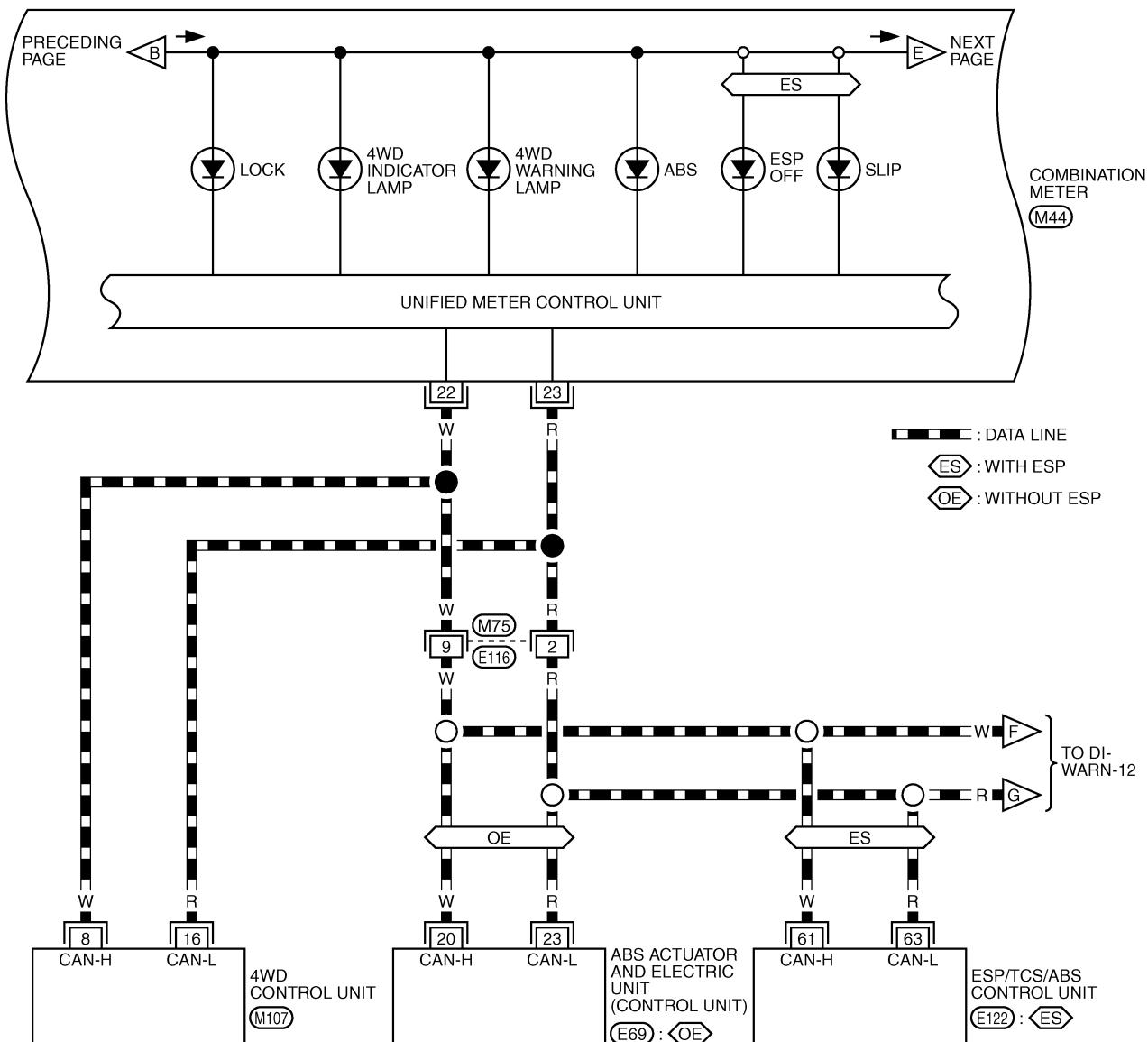


REFER TO THE FOLLOWING.
M1 -FUSE BLOCK-JUNCTION



WARNING LAMPS

DI-WARN-10

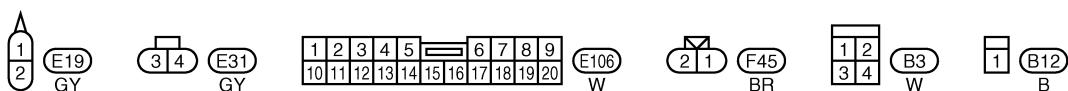
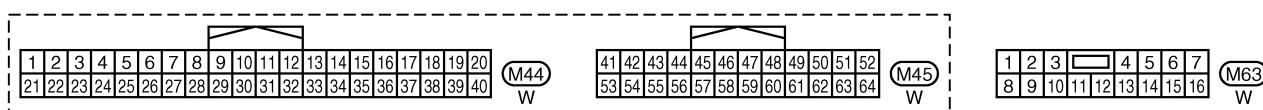
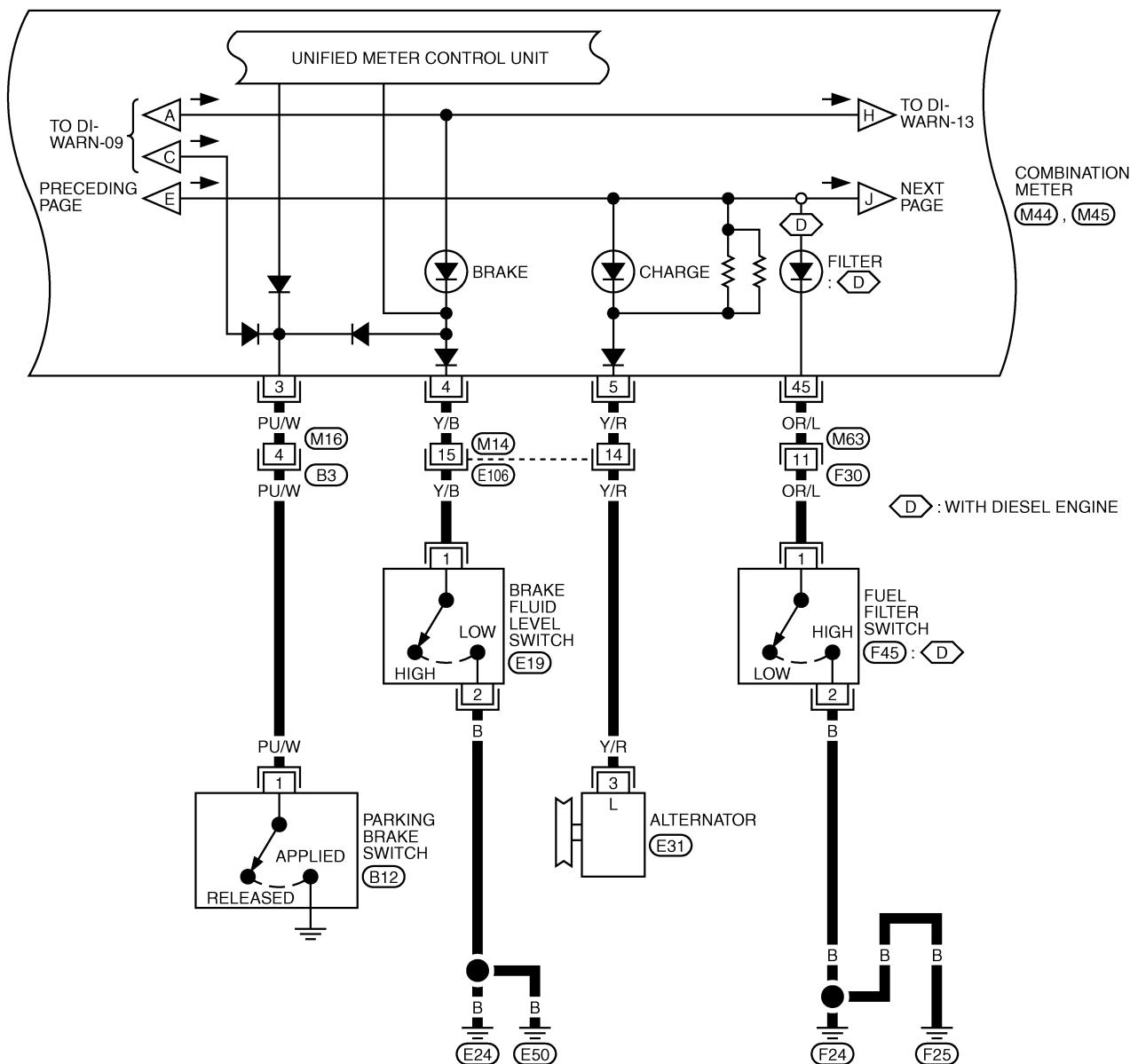


REFER TO THE FOLLOWING.
E69 , **E122** -ELECTRICAL
UNITS

8	7	6	5	4	3	2	1	
16	15	14	13	12	11	10	9	M107 W

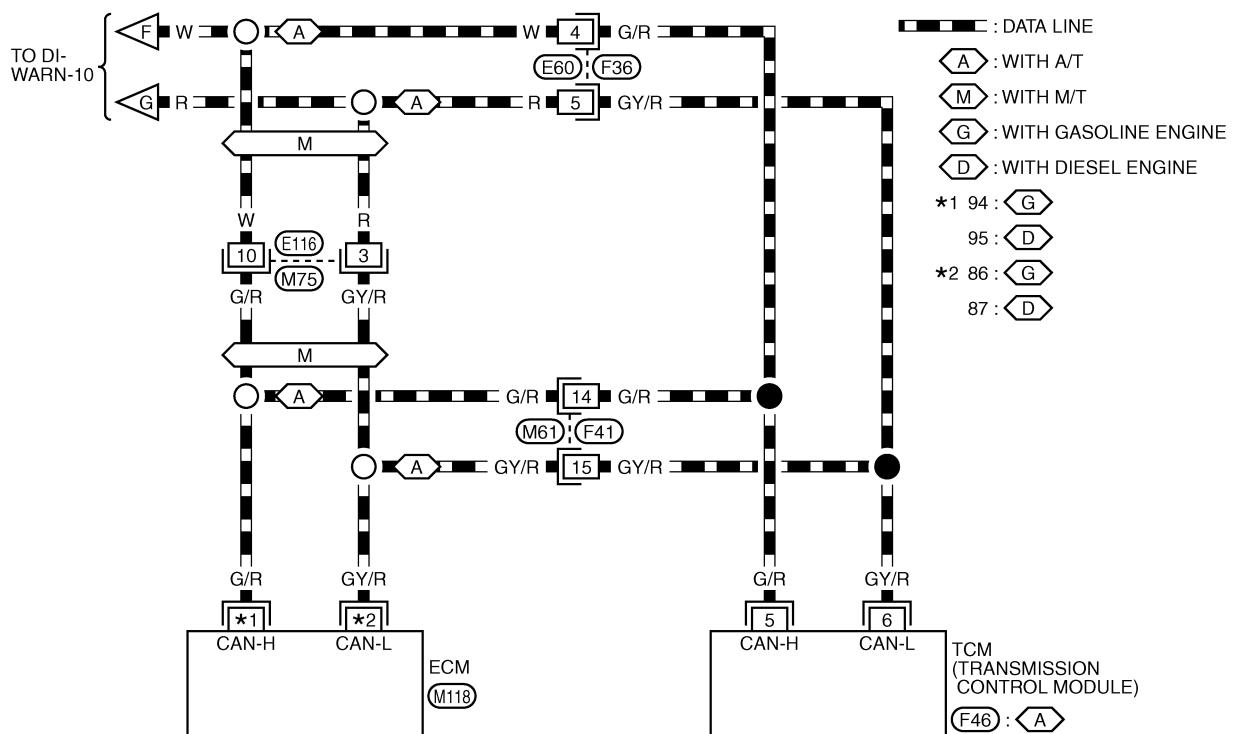
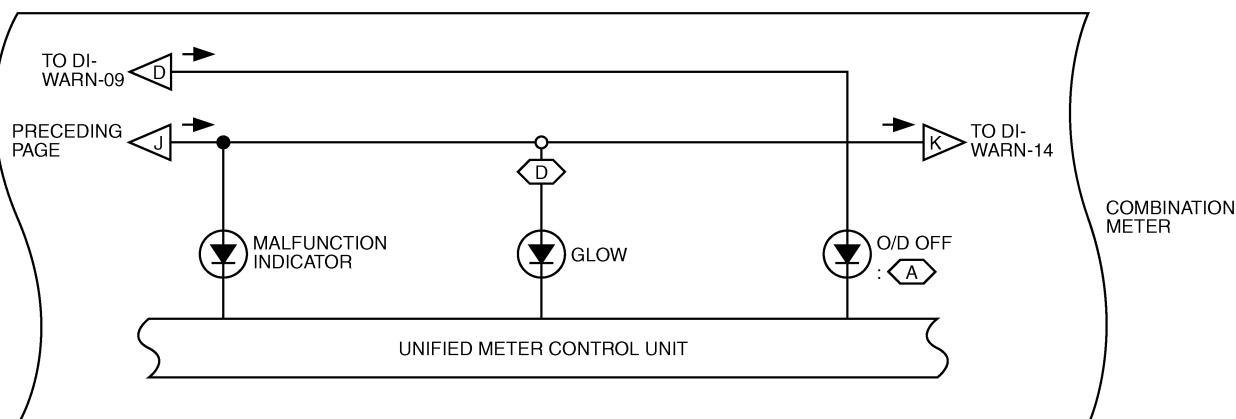
WARNING LAMPS

DI-WARN-11

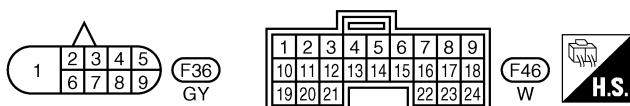


WARNING LAMPS

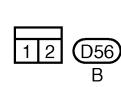
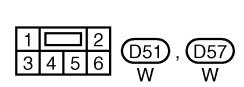
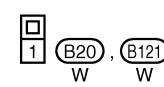
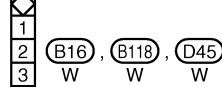
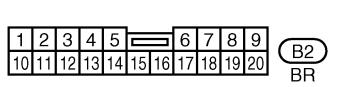
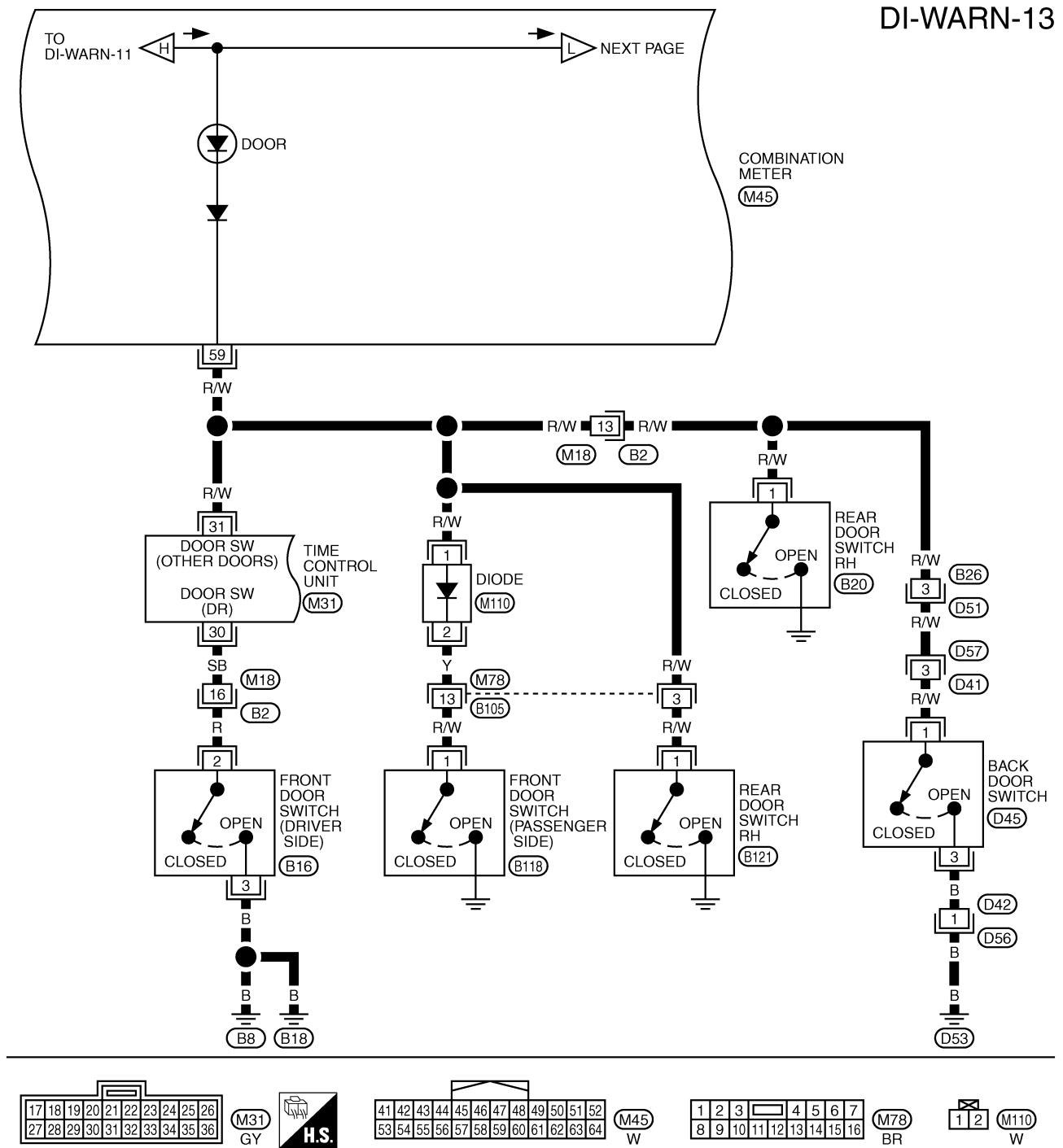
DI-WARN-12



REFER TO THE FOLLOWING.
M118 -ELECTRICAL UNITS

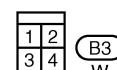
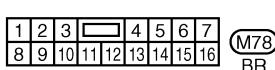
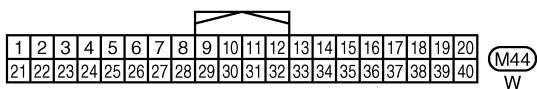
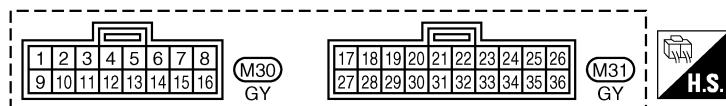
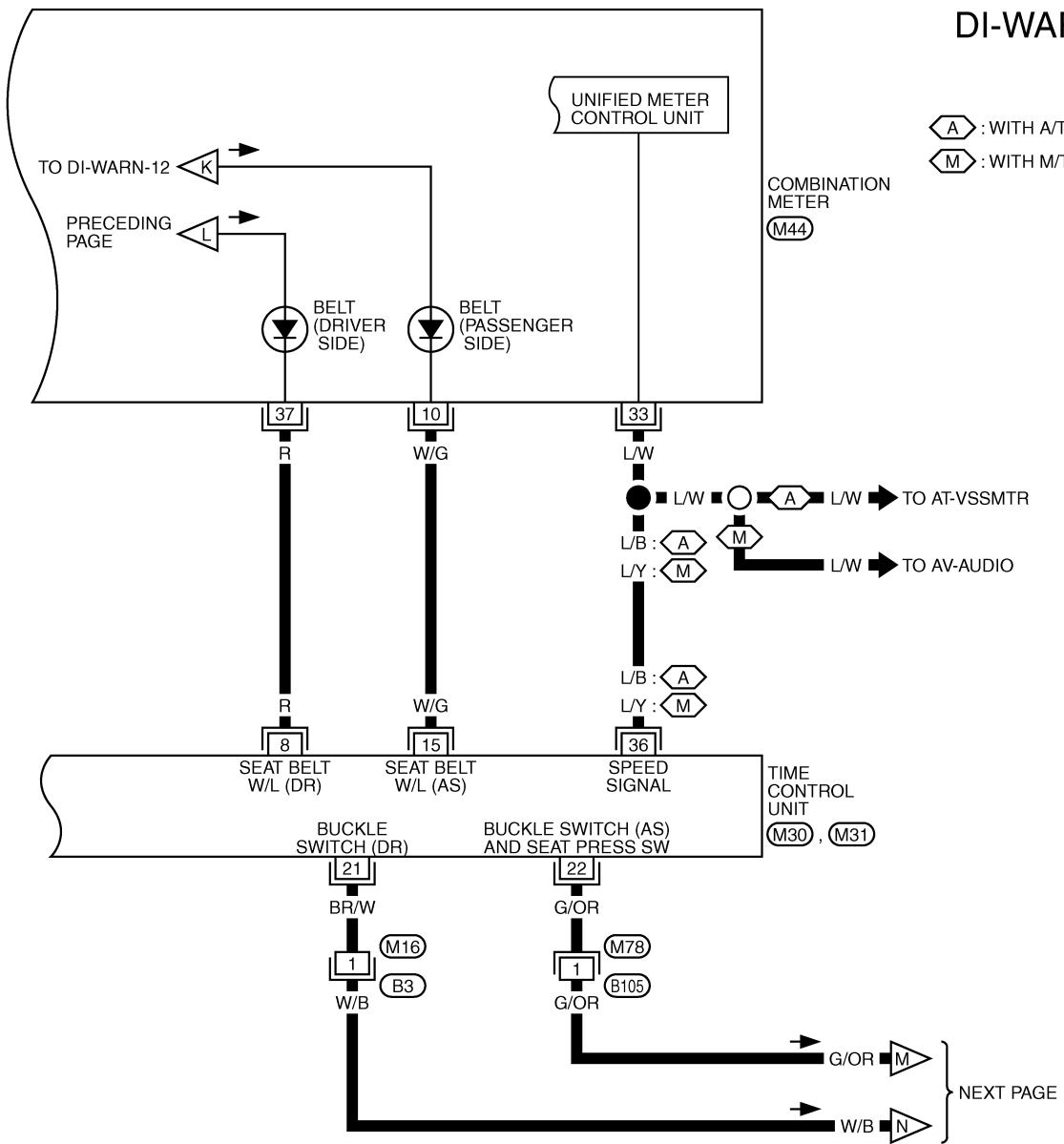


WARNING LAMPS



WARNING LAMPS

DI-WARN-14

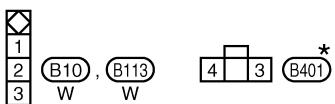
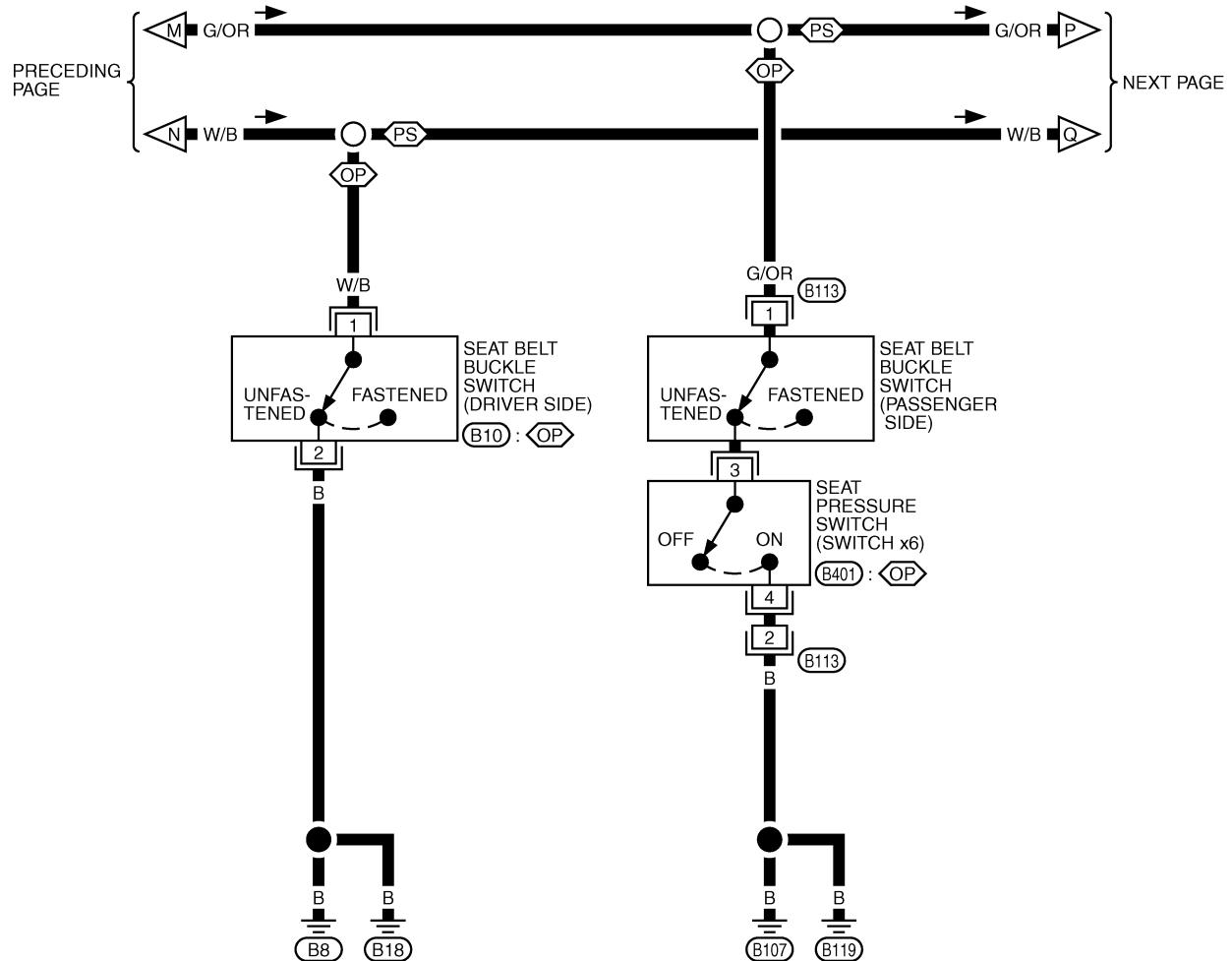


TKWA1623E

WARNING LAMPS

DI-WARN-15

PS : WITH POWER SEAT
OP : WITHOUT POWER SEAT

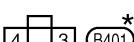
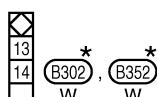
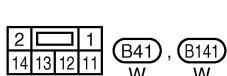
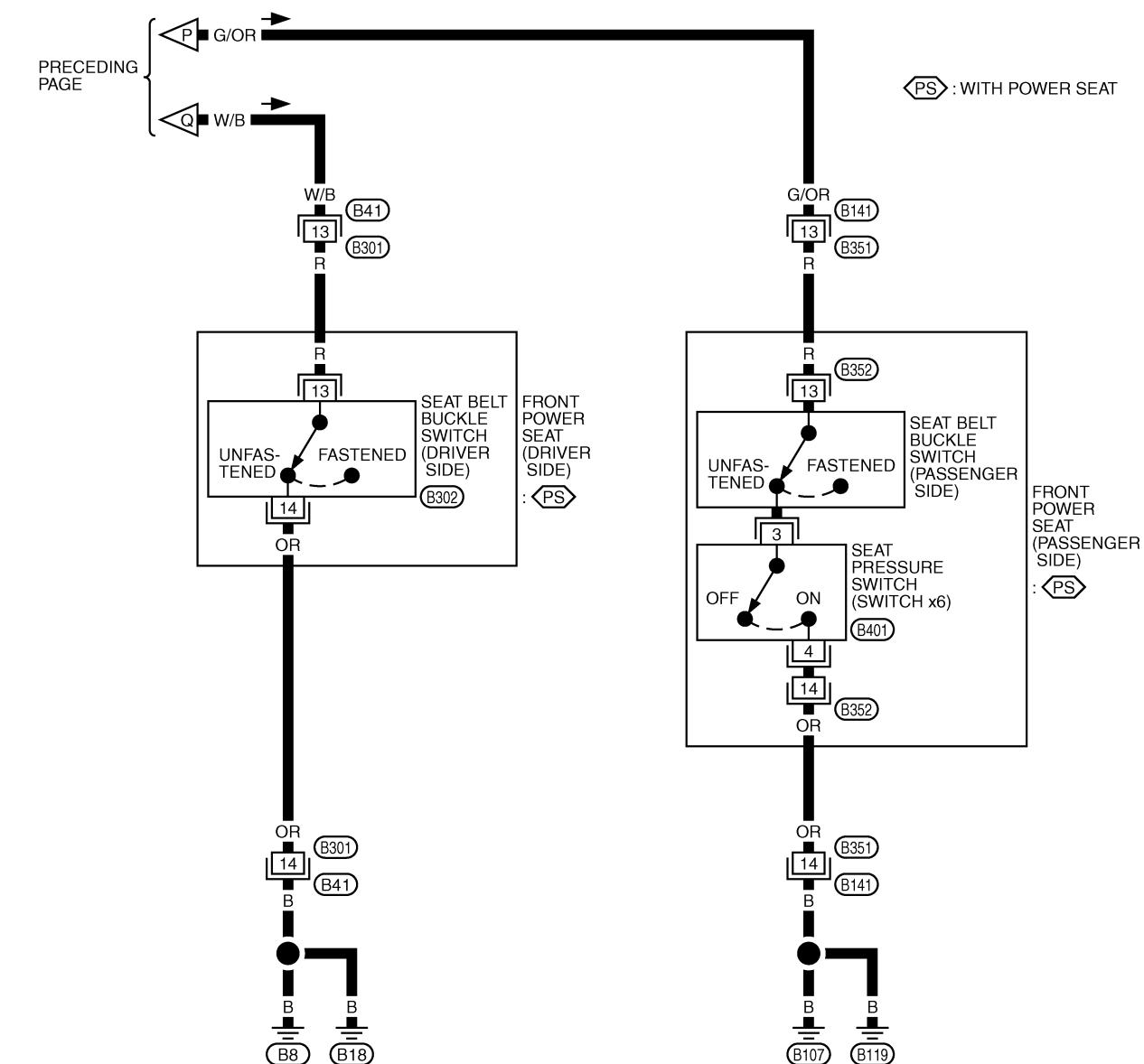


*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT", PG SECTION.

TKWB0072E

WARNING LAMPS

DI-WARN-16



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

TKWB0073E

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

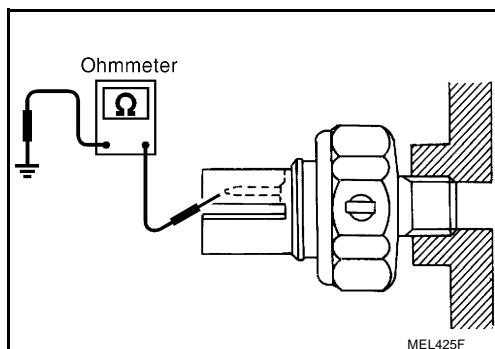
WARNING LAMPS

Electrical Components Inspection OIL PRESSURE SWITCH CHECK

EKS002HK

	Oil pressure kPa (bar, kg/cm ² , psi)	Continuity
Engine running	More than 29 (0.30, 0.3, 4)	No
Engine stopped	Less than 29 (0.30, 0.3, 4)	Yes

Check the continuity between the terminals of oil pressure switch and ground.

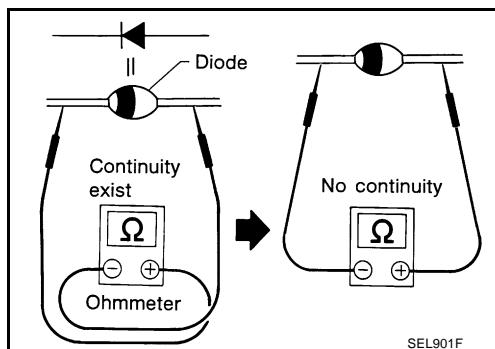


DIODE CHECK

- Check continuity using an ohmmeter.
- Diode is functioning properly if test results are as shown in the figure at left.
- Check diodes at the combination meter harness connector instead of on the combination meter assembly. Refer to [DI-34, "Wiring Diagram — WARN —/LHD Models"](#) or [DI-42, "Wiring Diagram — WARN —/RHD Models"](#).

NOTE:

Specification may vary depending on the type of tester. Before performing this inspection, be sure to refer to the instruction manual for the tester to be used.



A/T INDICATOR

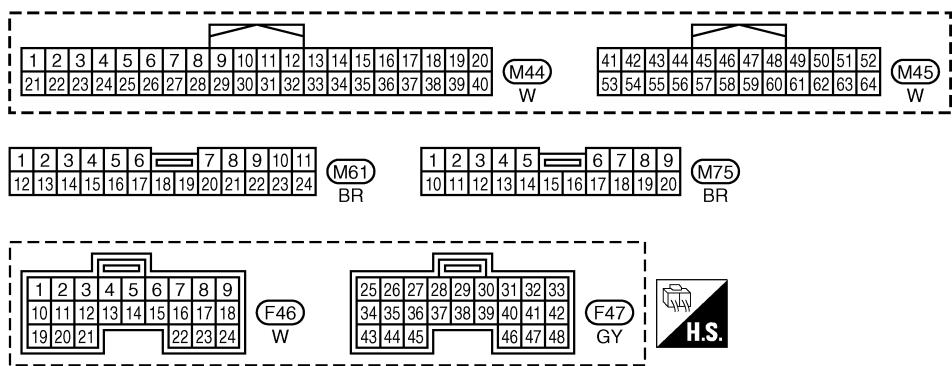
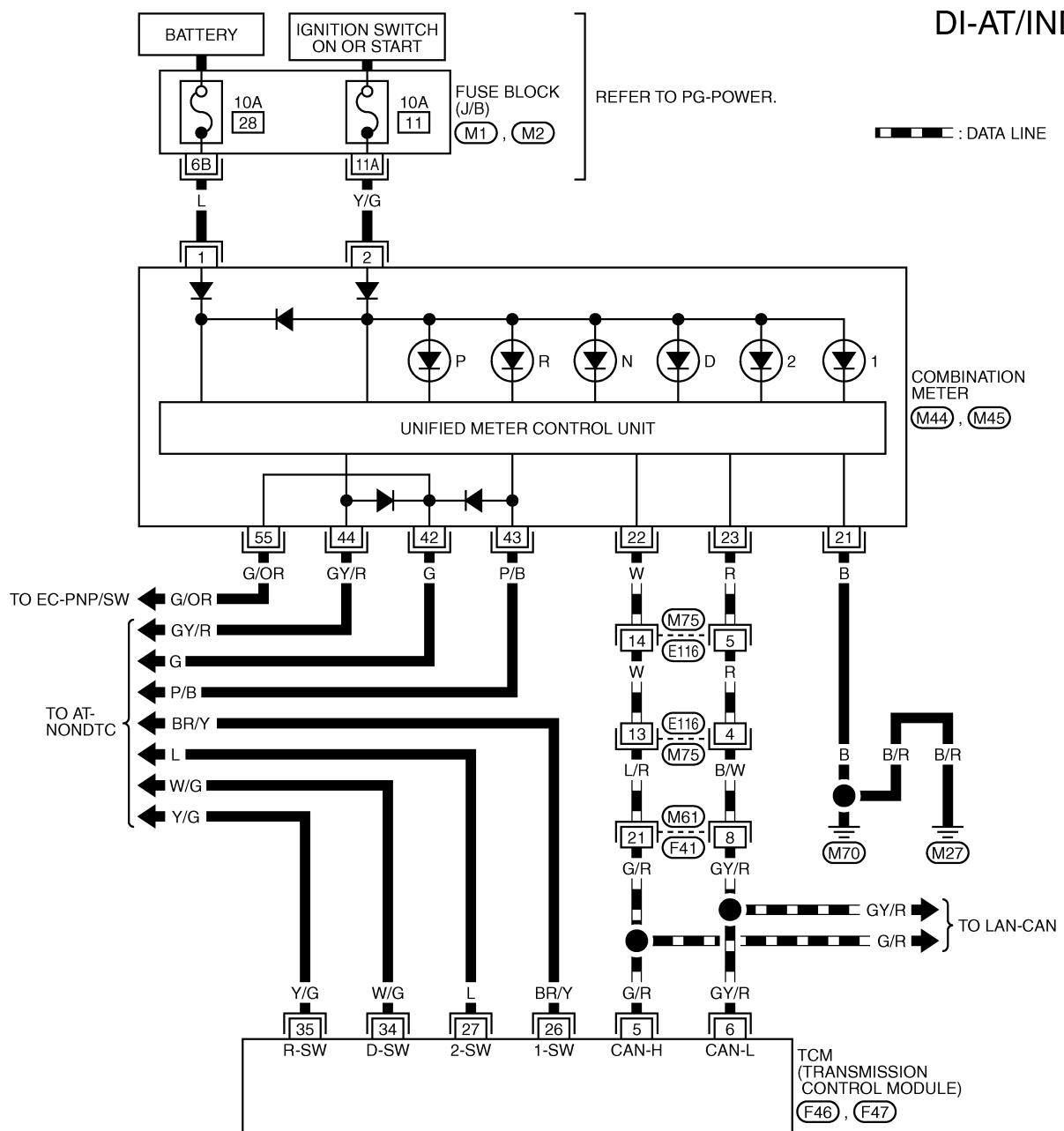
A/T INDICATOR

PFP:24814

Wiring Diagram — AT/IND —/LHD Models

EKS002HL

DI-AT/IND-01



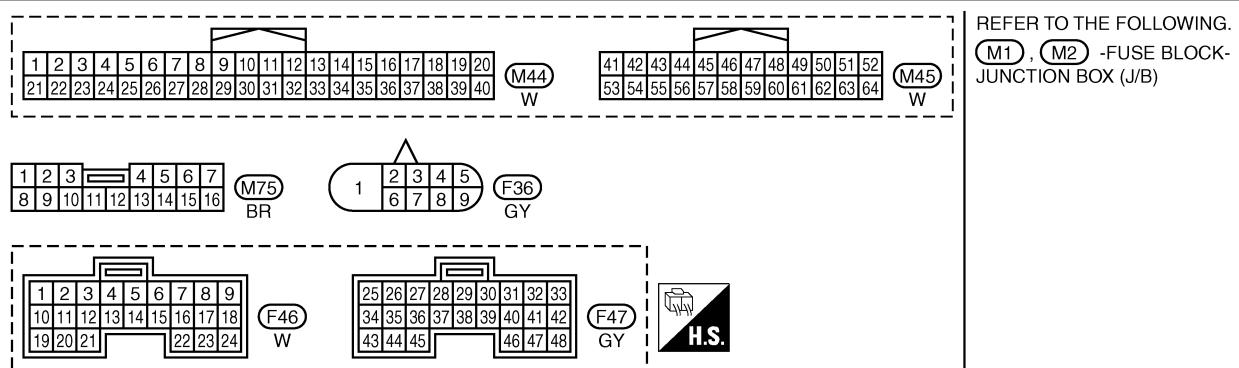
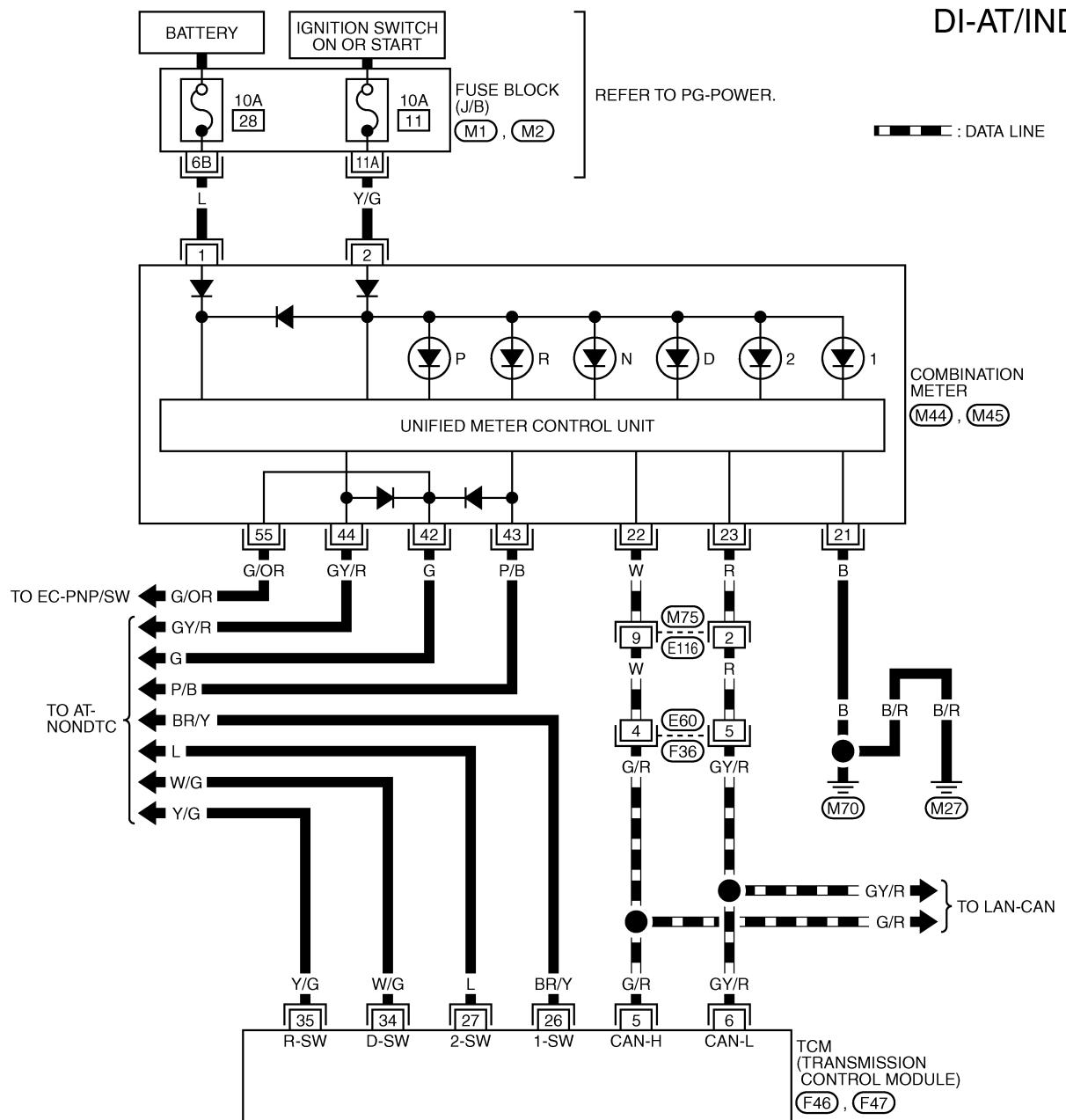
TKWA1624E

A/T INDICATOR

Wiring Diagram — AT/IND —/RHD Models

EKS000EKF

DI-AT/IND-02



TKWA1625E

A/T Indicator Does Not Illuminate

EKS00ES6

1. CHECK TCM SELF-DIAGNOSIS

Perform TCM self-diagnosis. Refer to [AT-40, "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION" \[EURO-OBD\]](#) or [AT-242, "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION" \[EXC.F/EURO-OBD\]](#).

OK or NG

OK >> Replace combination meter.

NG >> Go to TCM trouble diagnosis.

A

B

C

D

E

F

G

H

I

J

DI

L

M

WARNING CHIME

PFP:24814

System Description

POWER SUPPLY AND GROUND CIRCUIT

EKS002XF

Power is supplied at all times

- to combination switch terminal 11 and
- to daytime light control unit terminal 1 (with daytime light system)
- through 10A fuse (No. 31, located in fuse and fusible link box), and
- to key switch terminal 1 (RHD models) and
- to time control unit terminal 1
- through 10A fuse [No. 28, located in the fuse block (J/B)].

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

- to time control unit terminal 17
- through 10A fuse [No. 5, located in the fuse block (J/B)].

Ground is supplied

- to time control unit terminal 16
- through grounds M27 and M70.

LIGHT WARNING CHIME

With ignition switch OFF position, driver's door open, and lighting switch in 1ST or 2ND position, warning chime will sound. Power is supplied

- from the lighting switch terminal 12 or daytime light control unit terminal 11 (with daytime light system)
- to time control unit terminal 19.

Ground is supplied

- to time control unit terminal 30
- through front door switch (driver side) terminal 2.

Front door switch (driver side) terminal 3 is grounded through grounds B8 and B18.

SEAT BELT WARNING CHIME

When the vehicle speed exceeds 25 km/h (16 MPH) with driver side or passenger seat belt unfastened (seat belt switch ON), warning chime will sound. Refer to [SB-6, "SEAT BELT WARNING SYSTEM"](#) .

KEY REMINDER WARNING CHIME [FOR RHD MODELS]

Key reminder chime will sound, at the same time, key reminder system will start operating.

When the following three conditions are simultaneously met.

- Key is inserted in the ignition key cylinder.
- Driver's door is opened.
- The setting of driver's door lock knob is "LOCK".

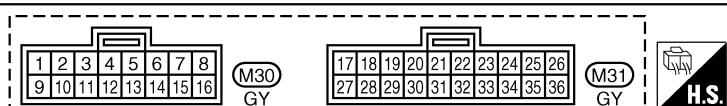
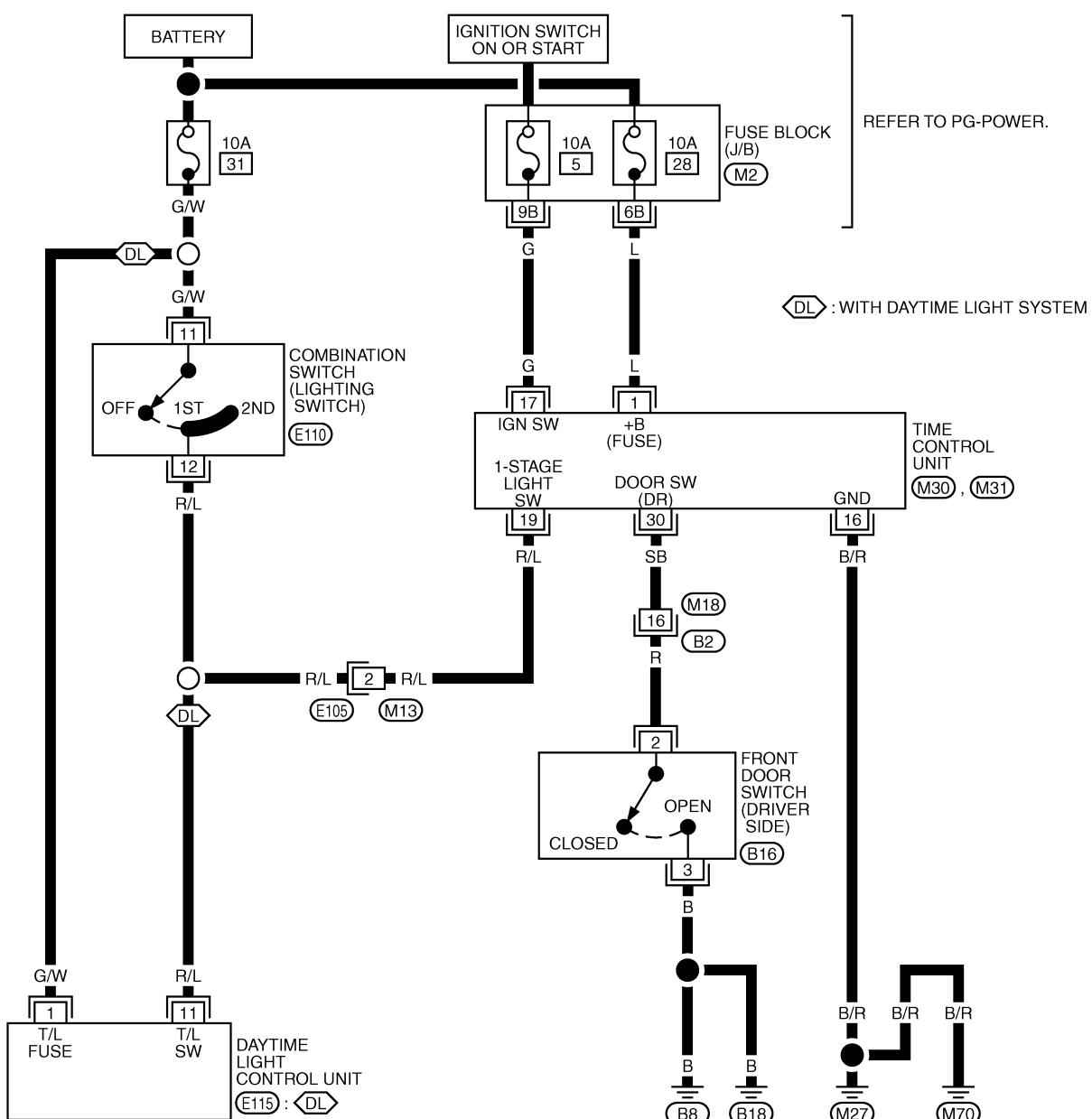
For information regarding key reminder system, refer to [BL-43, "Key reminder system"](#) in BL section.

WARNING CHIME

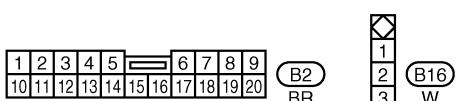
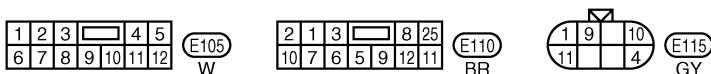
Wiring Diagram — CHIME —/LHD Models

EKS002XJ

DI-CHIME-01



REFER TO THE FOLLOWING.
M2 -FUSE BLOCK-JUNCTION
BOX (1/P)

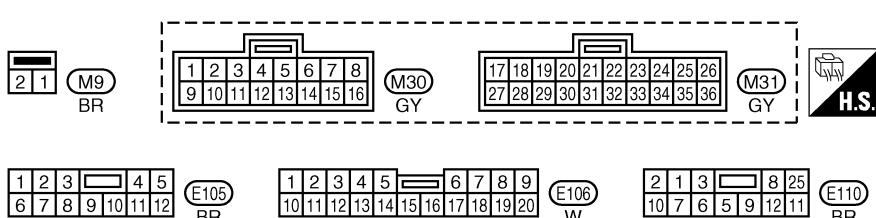
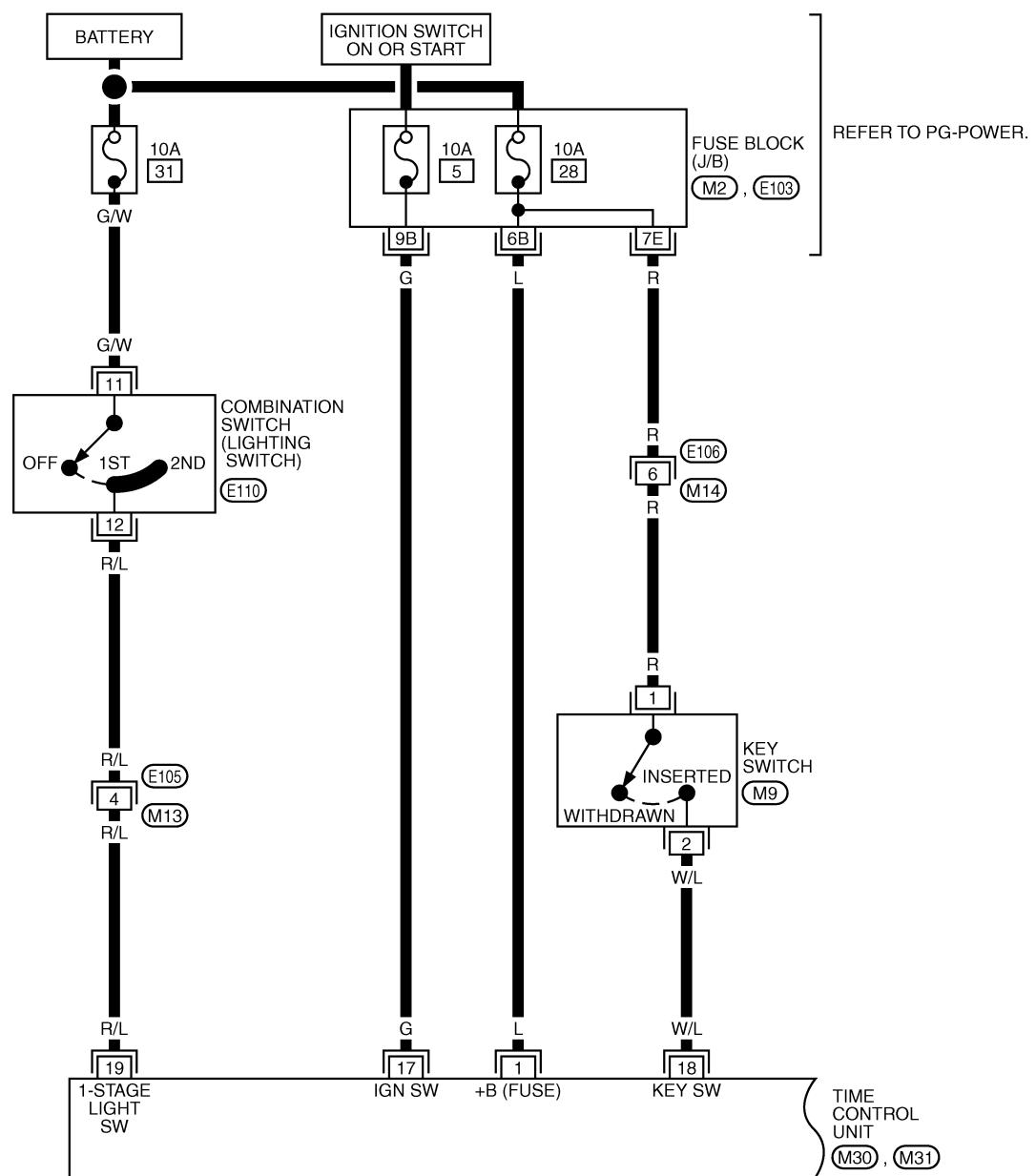


WARNING CHIME

Wiring Diagram — CHIME —/RHD Models

EKS00EKI

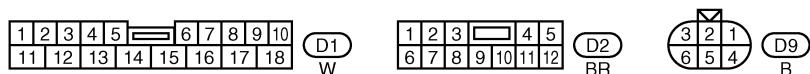
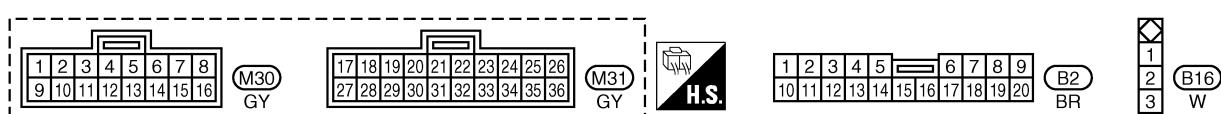
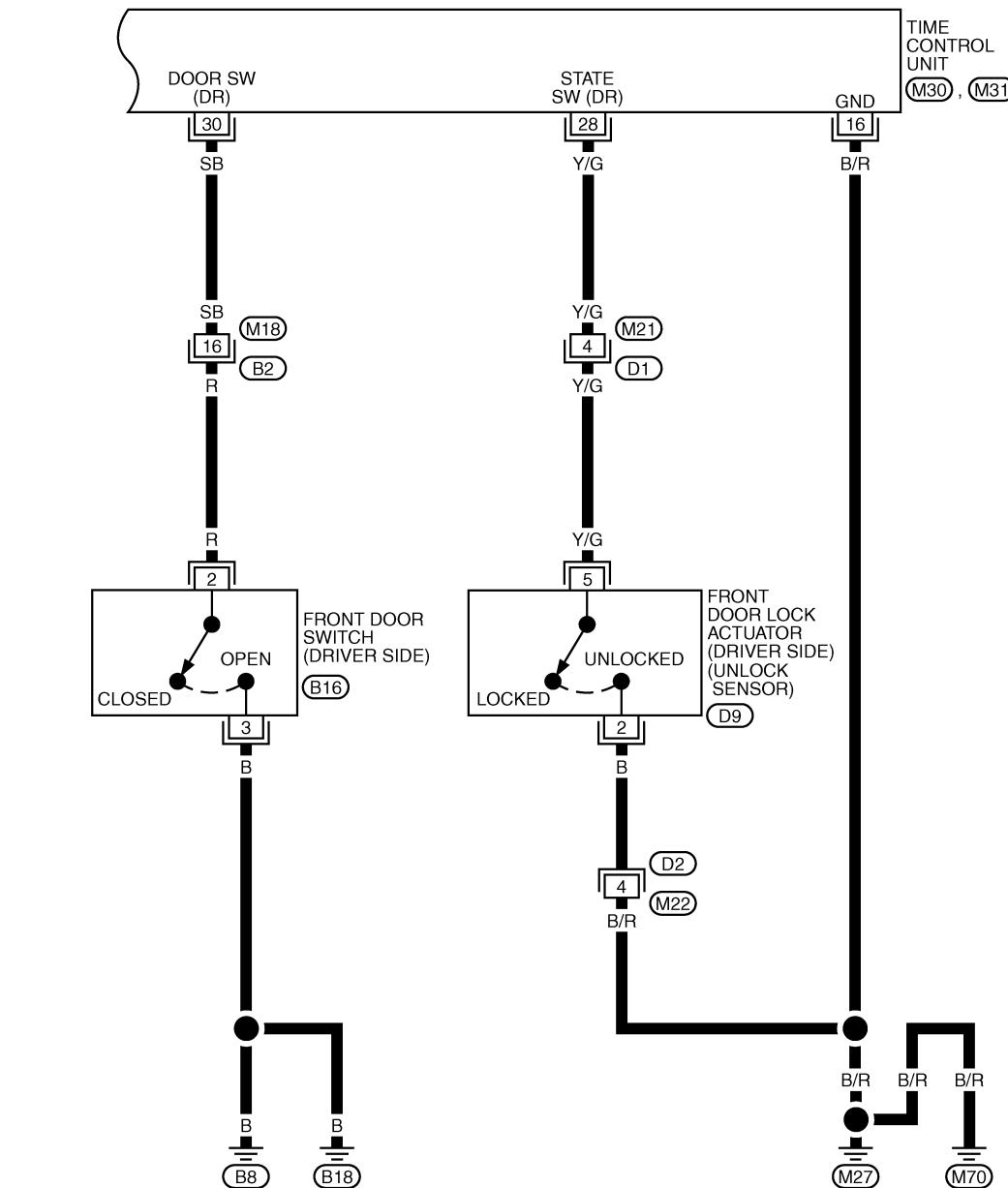
DI-CHIME-02



REFER TO THE FOLLOWING.
M2 , E103 -FUSE BLOCK-
JUNCTION BOX (J/B)

WARNING CHIME

DI-CHIME-03



TKWA1629E

WARNING CHIME

Symptom Chart

EKS002XQ

Symptom	Diagnoses/Service procedure
Light warning chime does not activate.	Perform the following inspections. 1. DI-58, "Power Supply and Ground Circuit Inspection" 2. DI-59, "Front Door Switch (driver side) Inspection" 3. DI-60, "Lighting Switch Input Signal Inspection" Replace time control unit, found normal function in the above.inspections.
Key reminder warning chime does not activate.	Perform key reminder system trouble diagnosis. Refer to BL-54, "SYMPOTOM CHART" .
Seat belt warning chime does not activate.	Perform seat belt warning system trouble diagnosis. Refer to SB-16, "Trouble Diagnosis Chart by Symptom" .

Power Supply and Ground Circuit Inspection

EKS002YF

1. CHECK FUSES

Check for blown time control unit fuses.

Unit	Power source	Fuse No
Time control unit	Battery	28 (10A)
	Ignition switch (ON)	5 (10A)

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-75, "FUSE BLOCK - JUNCTION BOX \(J/B\)"](#)

2. CHECK POWER SUPPLY CIRCUIT

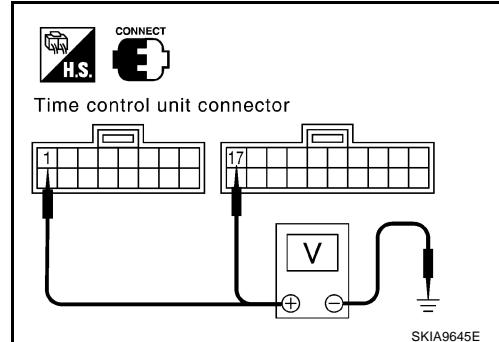
Check voltage between time control unit connector and ground.

Terminals		Ignition switch position	
(+) Connector	(+) Terminal (Wire color)	(+) OFF	(+) ON
M30	1 (L)	Ground	Battery voltage
M31	17 (G)	Ground	0V

OK or NG

OK >> GO TO 3

NG >> Repair harness or connector.



3. CHECK GROUND CIRCUIT

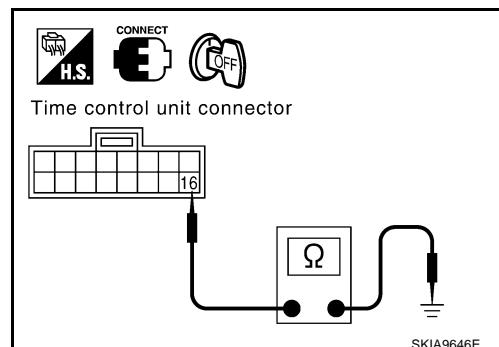
Check continuity between time control unit harness connector M30 terminal 16 (B/R) and ground.

Continuity should exist.

OK or NG

OK >> INSPECTION END

NG >> Repair harness or connector.



WARNING CHIME

Front Door Switch (driver side) Inspection

EKS002YH

1. CHECK DOOR SWITCH INPUT SIGNAL

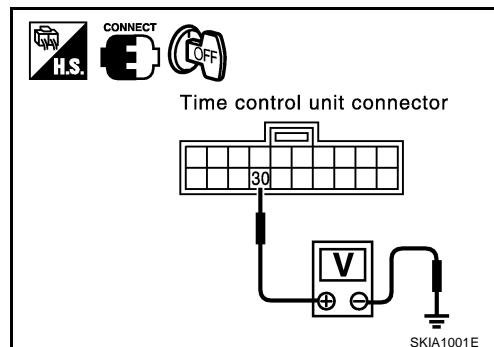
Check voltage between time control unit harness connector M31 terminal 30 (SB) and ground.

When driver door is opened : Approx. 0 V

When driver door is closed : Approx. 12 V

OK or NG

OK >> Front door switch (driver side) is OK.
NG >> GO TO 2.



2. CHECK FRONT DOOR SWITCH (DRIVER SIDE)

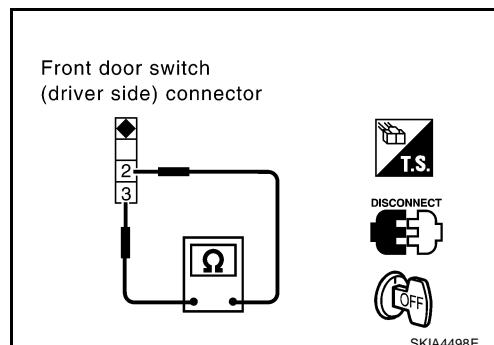
1. Disconnect front door switch (driver side) connector.
2. Check continuity between front door switch (driver side) B16 terminal 2 and 3.

When door switch is released : Continuity should exist.

When door switch is pushed : Continuity should not exist.

OK or NG

OK >> GO TO 3.
NG >> Replace front door switch (driver side).



3. CHECK FRONT DOOR SWITCH CIRCUIT

1. Disconnect time control unit connector.
2. Check continuity between time control unit harness connector M31 terminal 30 (SB) and front door switch (driver side) harness connector B16 terminal 2 (R).

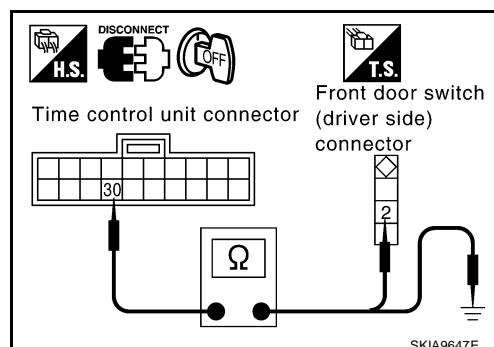
Continuity should exist.

3. Check continuity between time control unit harness connector M31 terminal 30 (SB) and ground.

Continuity should not exist.

OK or NG

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



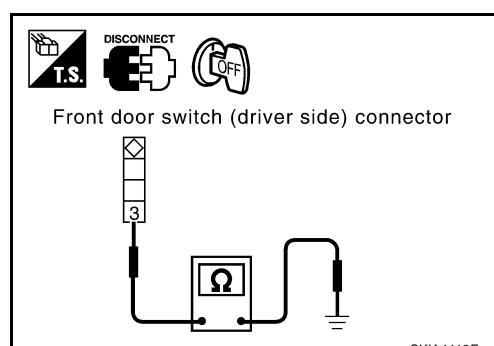
4. CHECK FRONT DOOR SWITCH GROUND CIRCUIT

Check continuity between front door switch (driver side) harness connector B16 terminal 3 (B) and ground.

Continuity should exist.

OK or NG

OK >> Replace front door switch (driver side).
NG >> Repair harness or connector.



WARNING CHIME

Lighting Switch Input Signal Inspection

EKS002XU

1. CHECK LIGHTING SWITCH INPUT SIGNAL

Check voltage between time control unit harness connector M31 terminal 19(R/L) and ground.

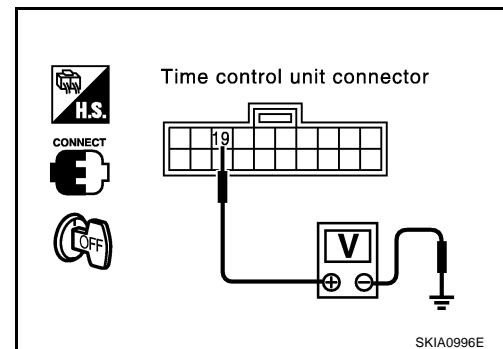
Lighting switch (1st or 2nd position) : Approx.12 V

Lighting switch (OFF) : Approx. 0 V

OK or NG

OK >> Lighting switch is OK.

NG >> ● GO TO 2 (without daytime light control unit).
● GO TO 3 (with daytime light control unit).



2. CHECK LIGHTING SWITCH CIRCUIT (WITHOUT DAYTIME LIGHT SYSTEM)

1. Disconnect time control unit connector and combination switch connector.
2. Check continuity between time control unit harness connector M31 terminal 19 (R/L) and combination switch harness connector E110 terminal 12 (R/L).

Continuity should exist.

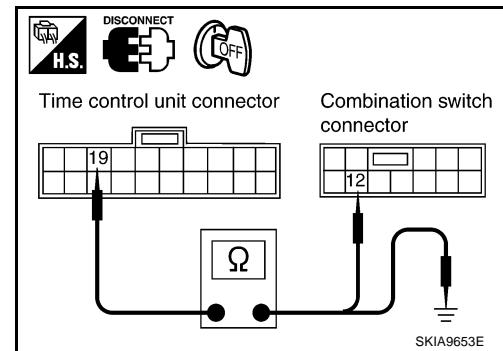
3. Check continuity between time control unit harness connector M31 terminal 19 (R/L) and ground.

Continuity should not exist.

OK or NG

OK >> Check combination switch. Refer to [LT-64, "COMBINATION SWITCH"](#).

NG >> Repair harness or connector.



3. CHECK LIGHTING SWITCH CIRCUIT (WITH DAYTIME LIGHT SYSTEM)

1. Disconnect time control unit connector and daytime light control unit connector.
2. Check continuity between time control unit harness connector M31 terminal 19 (R/L) and daytime light control unit harness connector E115 terminal 11 (R/L).

Continuity should exist.

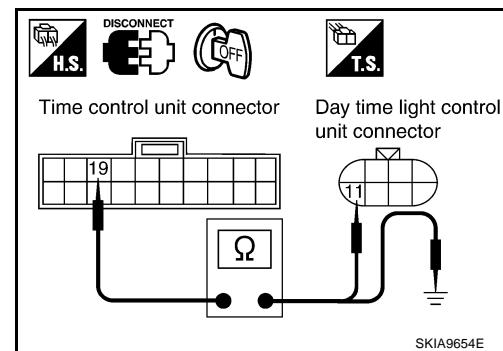
3. Check continuity between time control unit harness connector M31 terminal 19 (R/L) and ground.

Continuity should not exist.

OK or NG

OK >> Check daytime light control unit. Refer to [LT-20, "HEAD-LAMP - DAYTIME LIGHT SYSTEM -"](#).

NG >> Repair harness or connector.



CLOCK

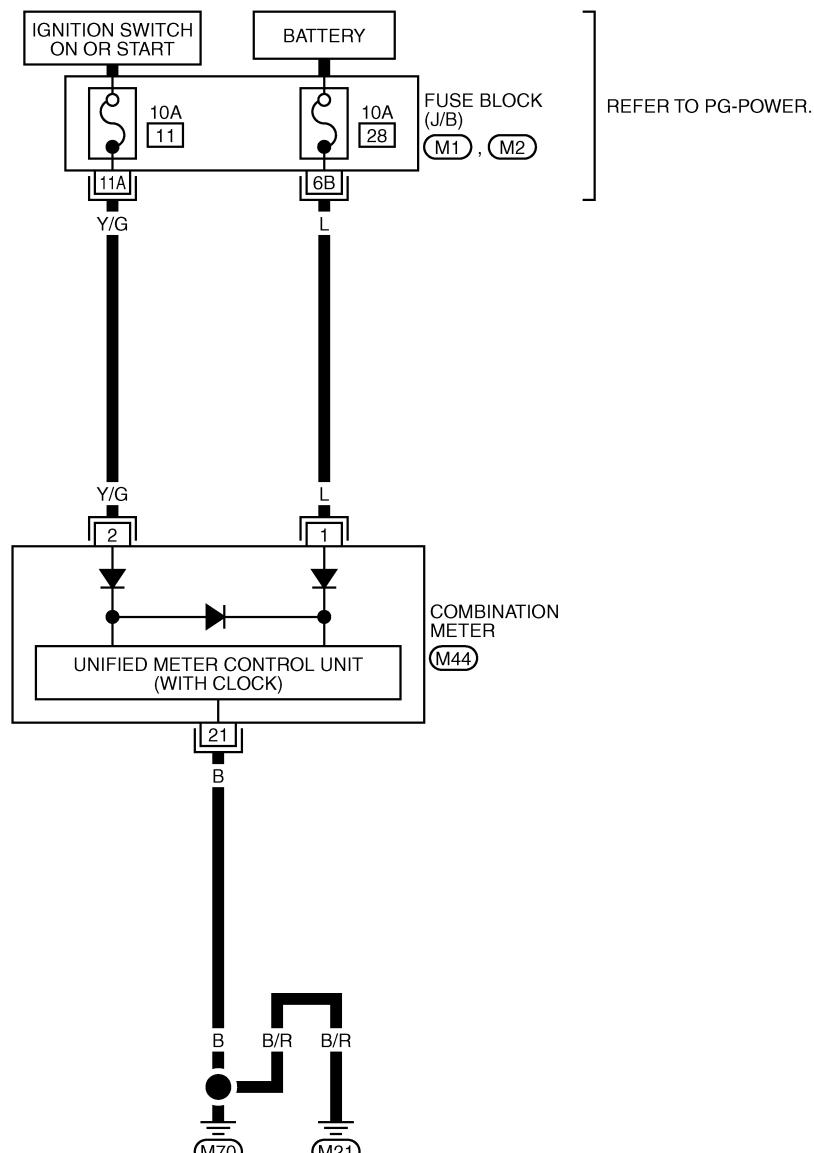
CLOCK

Wiring Diagram — CLOCK —

PFP:25820

EKS00215

DI-CLOCK-01



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

(M44)
W

REFER TO THE FOLLOWING.
M1, M2 -FUSE BLOCK-JUNCTION BOX (J/B)

TKWA1630E

CLOCK
