

# 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”

EKS0092T

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.

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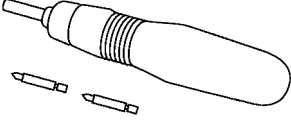
# PREPARATION

## PREPARATION

PF0:00002

### Commercial Service Tool

EKS0092V

Tool name	Description
<p data-bbox="162 300 272 323">Power tool</p>  <p data-bbox="852 499 922 516">PBIC0191E</p>	<p data-bbox="1015 300 1266 323">Loosening bolts and nuts</p>

# COMBINATION METERS

## COMBINATION METERS

PFP:24814

### System Description

EKS0092W

#### 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-177, "System Description"](#).

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

For unified meter and A/C amp. system description information, refer to [DI-29, "System Description"](#).

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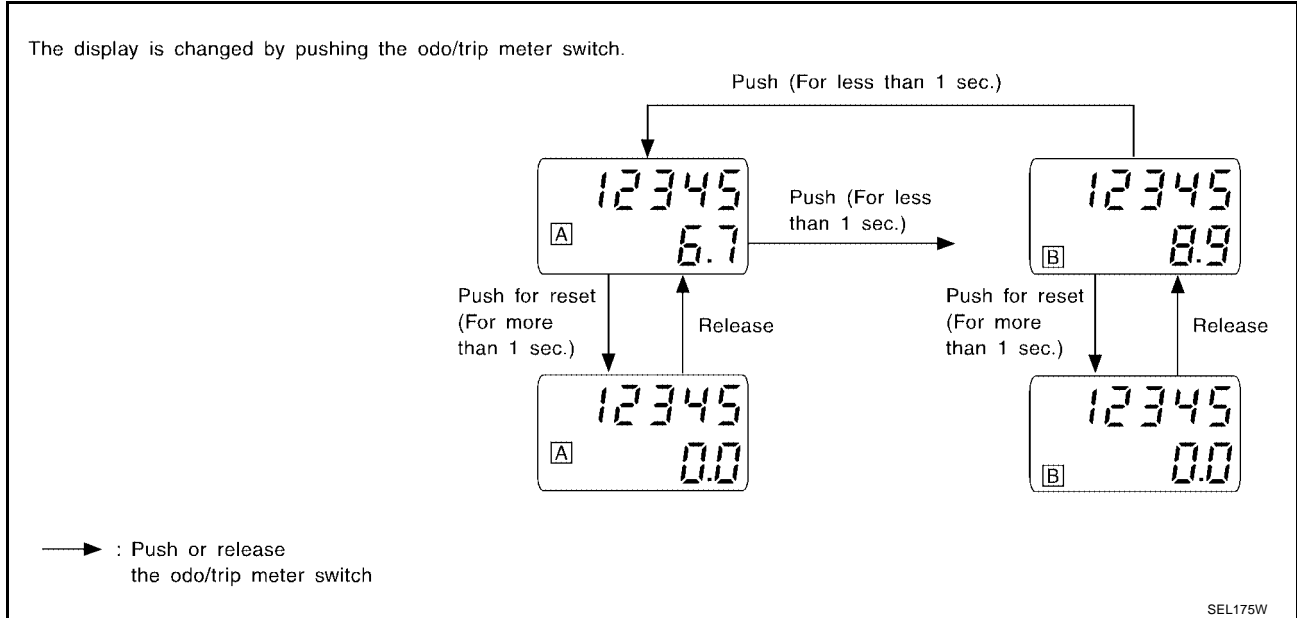
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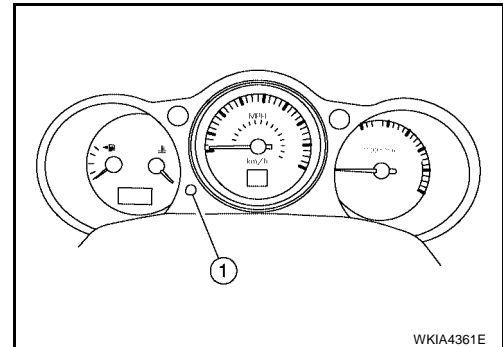
# COMBINATION METERS

## 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 (1) to releasing it.
- When resetting with trip A displayed, only trip A display is reset. (Trip B operates the same way.)



# COMBINATION METERS

## POWER SUPPLY AND GROUND CIRCUIT

Power is supplied at all times

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

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

- through 10A fuse [No. 6, located in the fuse block (J/B)]
- to combination meter terminal 6, and
- to unified meter and A/C amp. terminal 35.

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 lines 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
- through the fuel level sensor unit and fuel pump terminal 2
- 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 lines 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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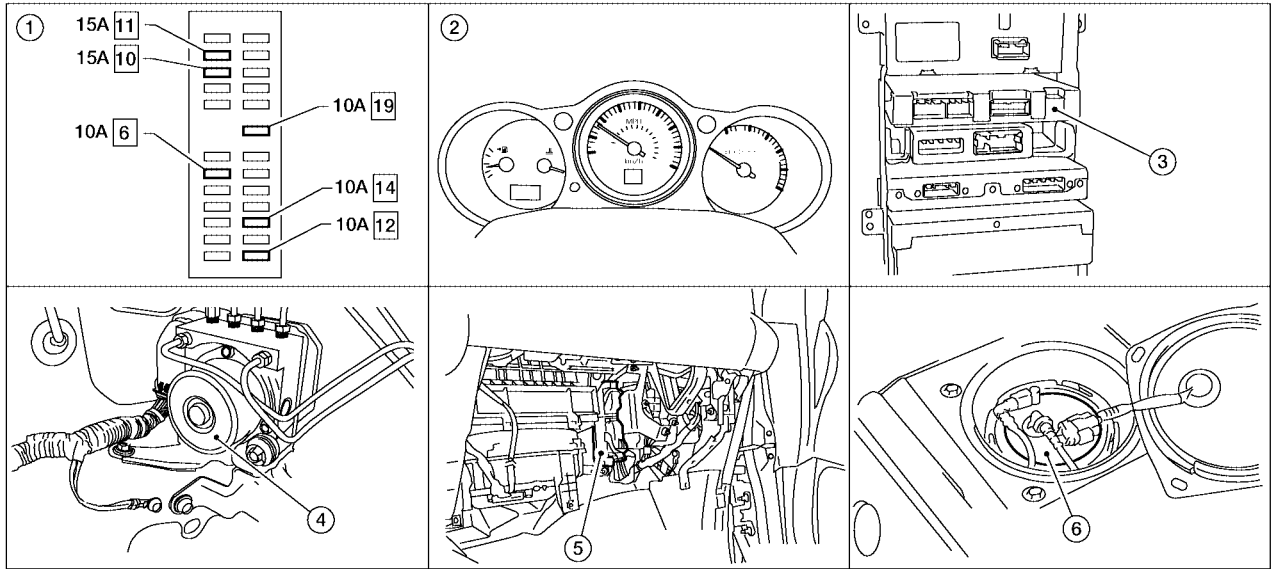
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# COMBINATION METERS

## Component Parts and Harness Connector Location

EKS0092X



WKIA4359E

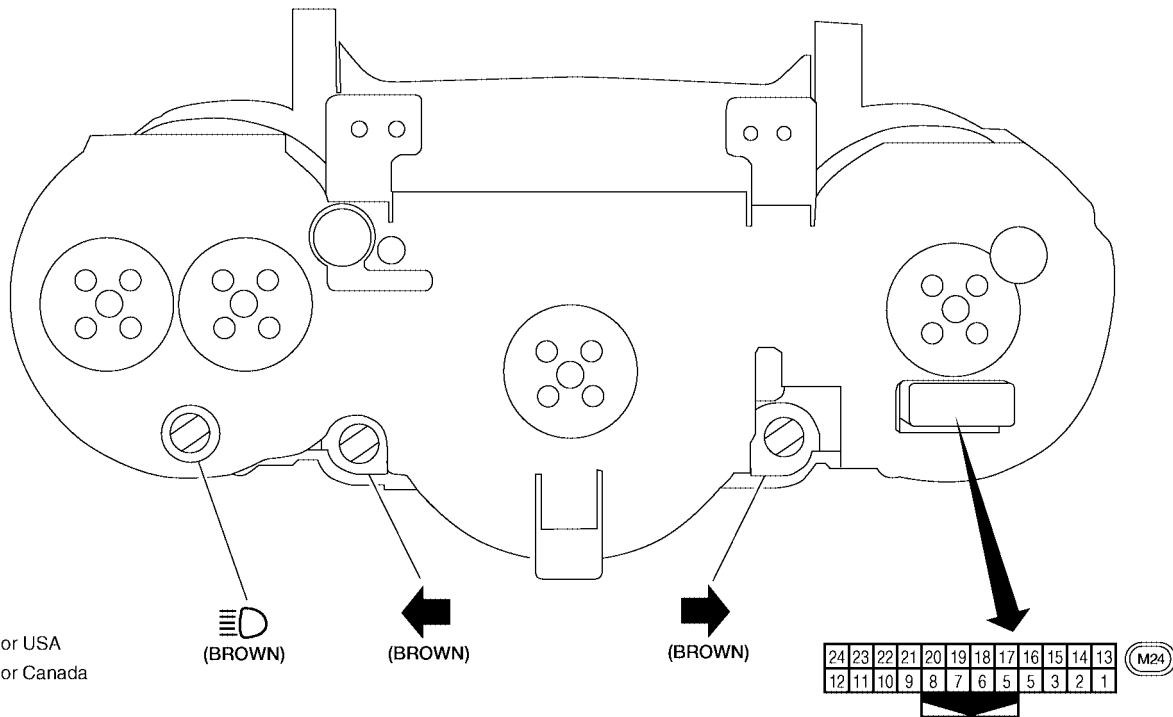
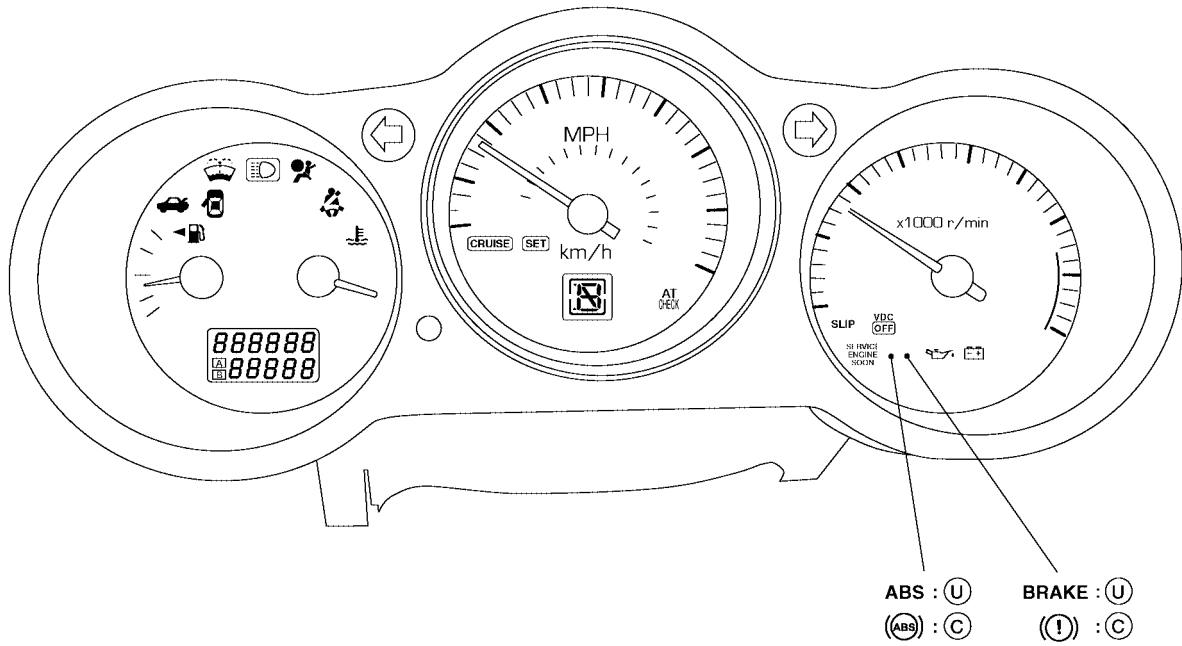
1. Fuse block (J/B)
2. Combination meter M24
3. Unified meter and A/C amp. M49, M50, M89
4. ABS actuator and electric unit (control unit) E125 (engine removed for clarity)
5. ECM M82 (view with glove box removed)
6. Fuel level sensor unit and fuel pump B16 (view with rear seat and inspection hole cover removed)



# COMBINATION METERS

## Combination Meter CHECK

EKS0092Y



U : For USA  
C : For Canada

Bulb socket color	Bulb wattage
Brown	1.4W

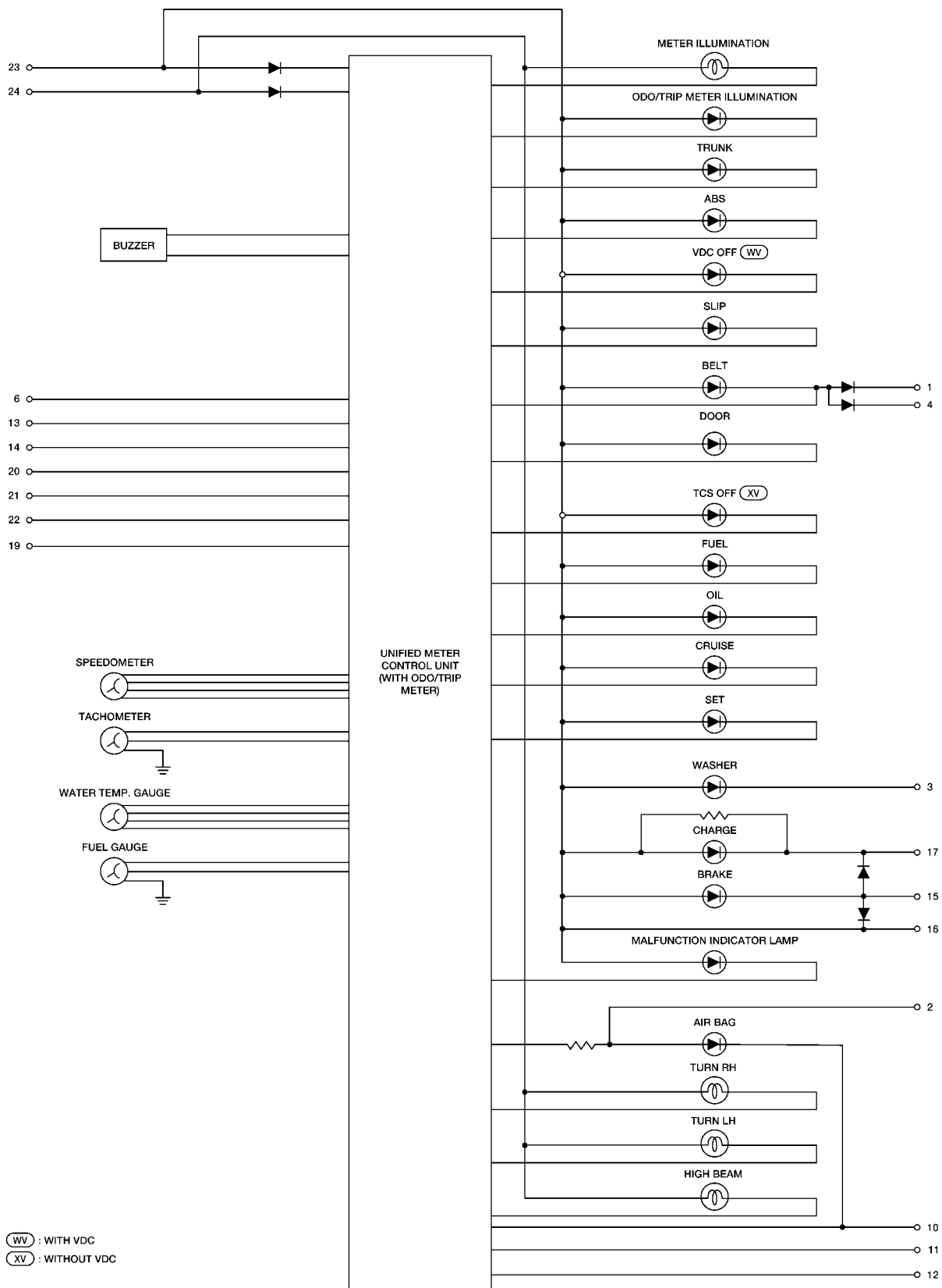
( ): Bulb socket color

WKIA4360E

# COMBINATION METERS

## Circuit Diagram

EKS0092Z

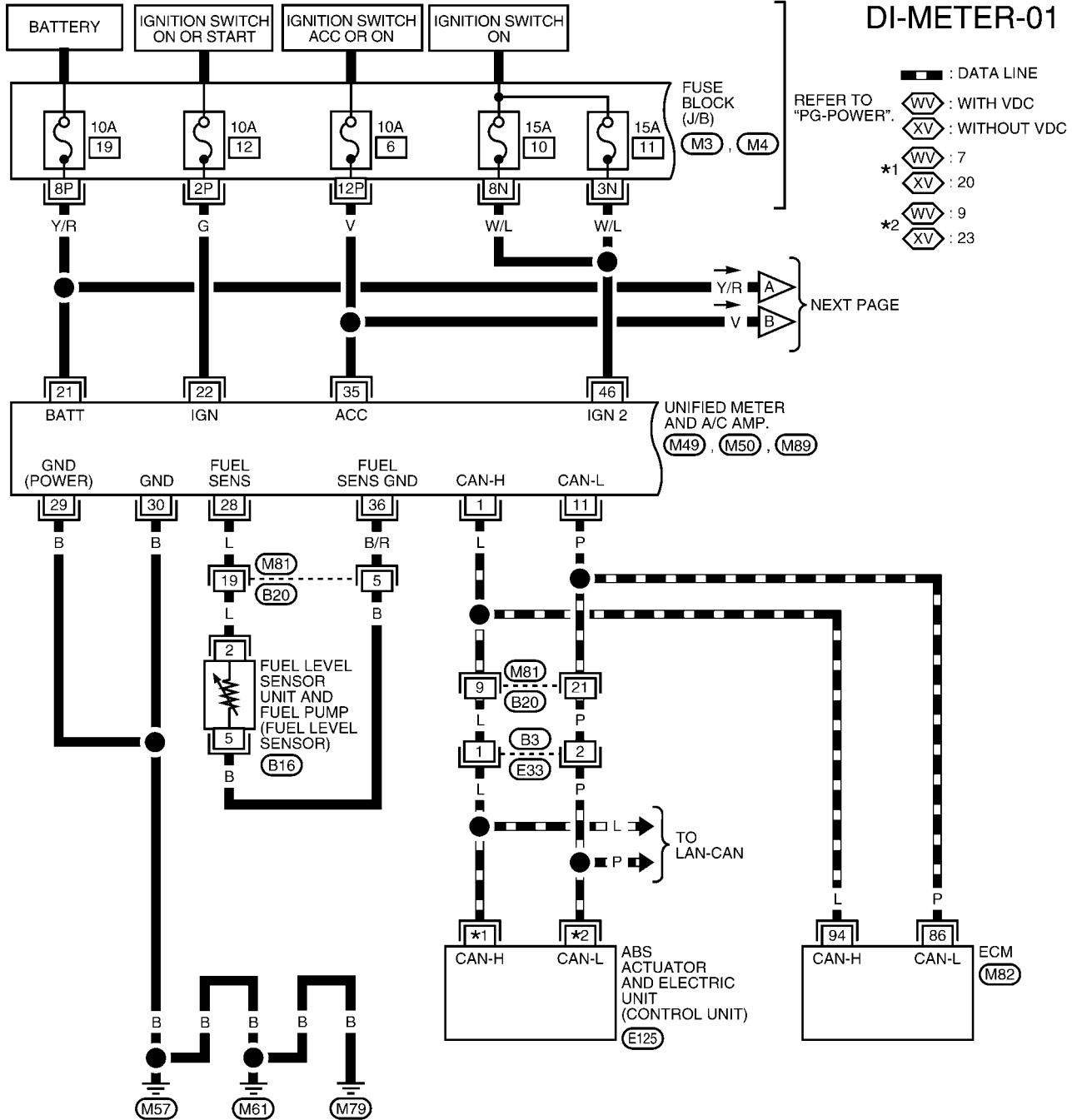


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# COMBINATION METERS

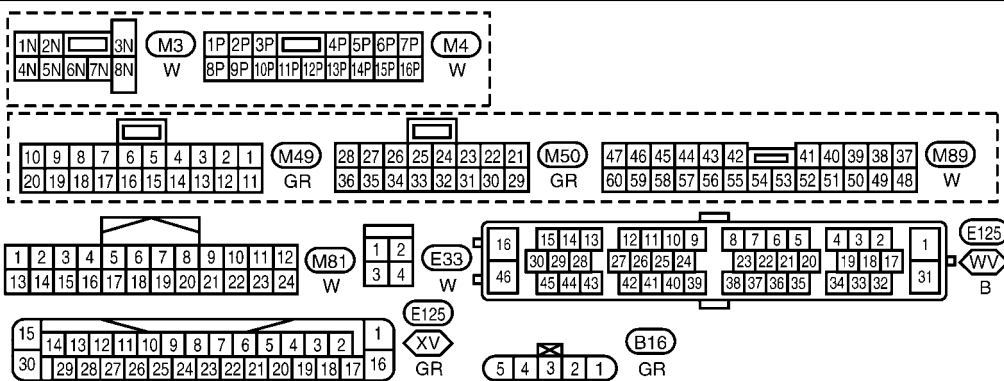
## Wiring Diagram — METER —

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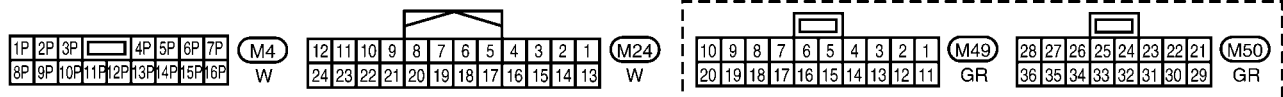
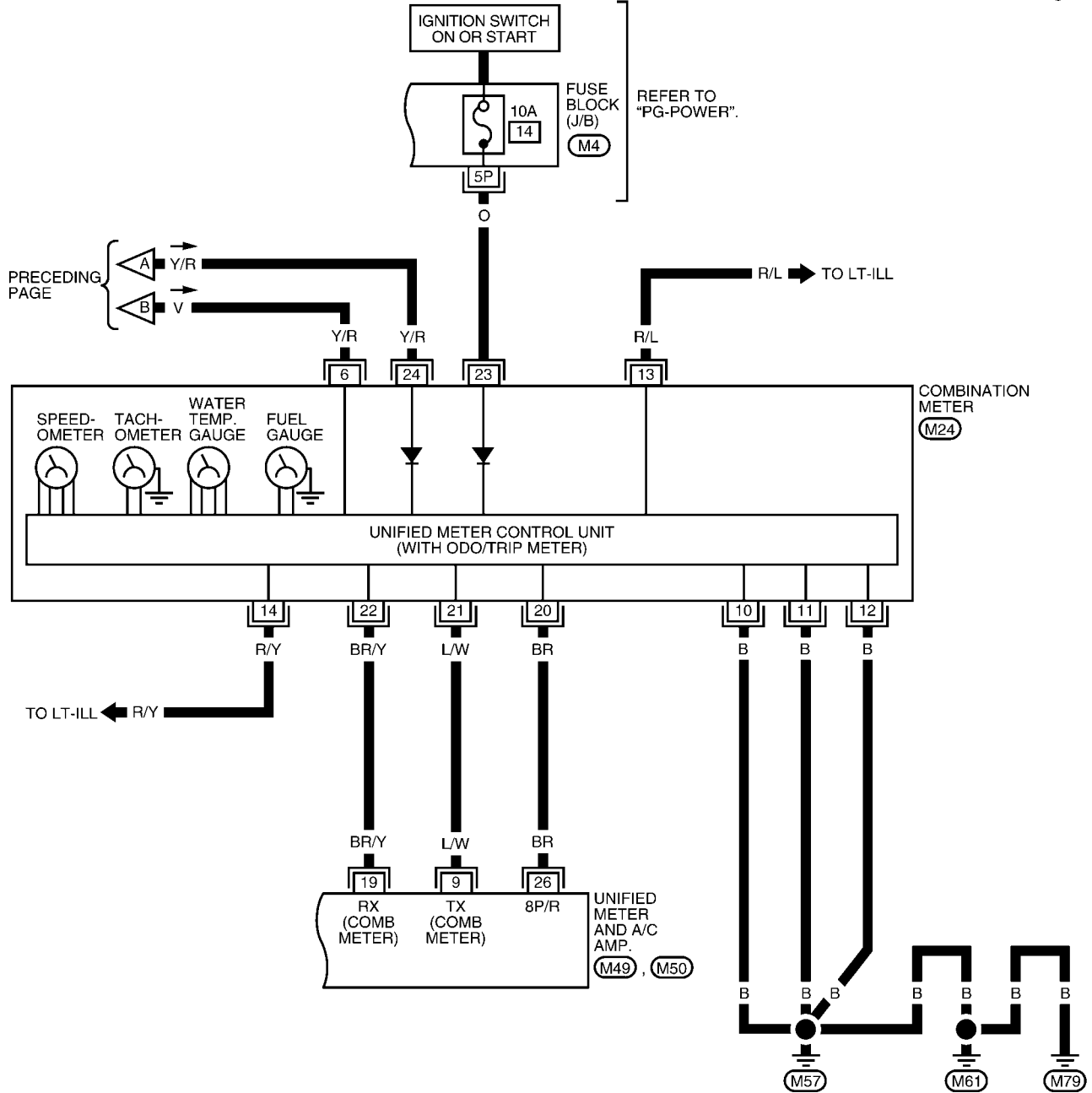


REFER TO THE FOLLOWING.  
 (M82) - ELECTRICAL UNITS

WKWA3348E

# COMBINATION METERS

DI-METER-02

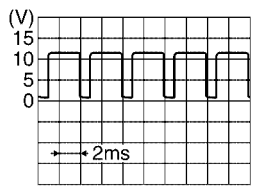
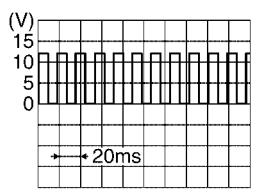
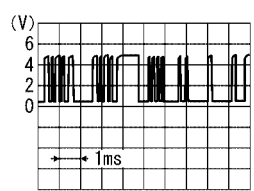
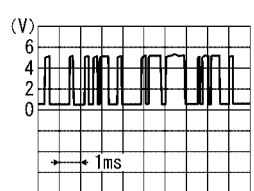


WKWA3349E

# COMBINATION METERS

## Terminals and Reference Value for Combination Meter

EKS00931

Terminal No.	Wire color	Item	Condition		Reference value (V) (Approx.)
			Ignition switch	Operation or condition	
6	V	Ignition switch ACC or ON	ON	—	Battery voltage
10	B	Ground	OFF	—	0
11	B	Ground	OFF	—	0
12	B	Ground	OFF	—	0
13	R/L	Illumination control switch (+)	—	—	Refer to <a href="#">LT-178</a> , " <a href="#">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

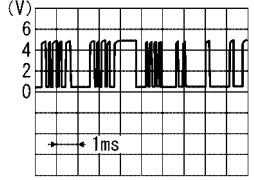
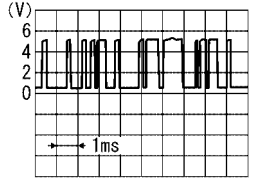
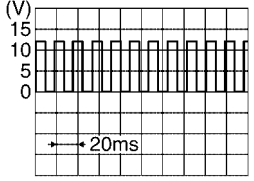
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# COMBINATION METERS

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

EKS00932

Terminal No.	Wire color	Item	Condition		Reference value (V) (Approx.)
			Ignition switch	Operation or condition	
1	L	CAN-H	—	—	—
9	L/W	TX communication line (To combination meter)	ON	—	 <p style="text-align: right; font-size: small;">SKIA3362E</p>
11	P	CAN-L	—	—	—
19	BR/Y	RX communication line (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 START	ON	—	Battery voltage
26	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>
28	L	Fuel level sensor signal	—	—	Refer to <a href="#">DI-28, "FUEL LEVEL SENSOR UNIT CHECK"</a> .
29	B	Ground (For power)	OFF	—	0
30	B	Ground	OFF	—	0
35	V	Ignition switch ACC or ON	ON	—	Battery voltage
36	B/R	Fuel level sensor signal ground	—	—	—
46	W/L	Ignition switch ON	ON	—	Battery voltage

# COMBINATION METERS

EKS00933

## 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".

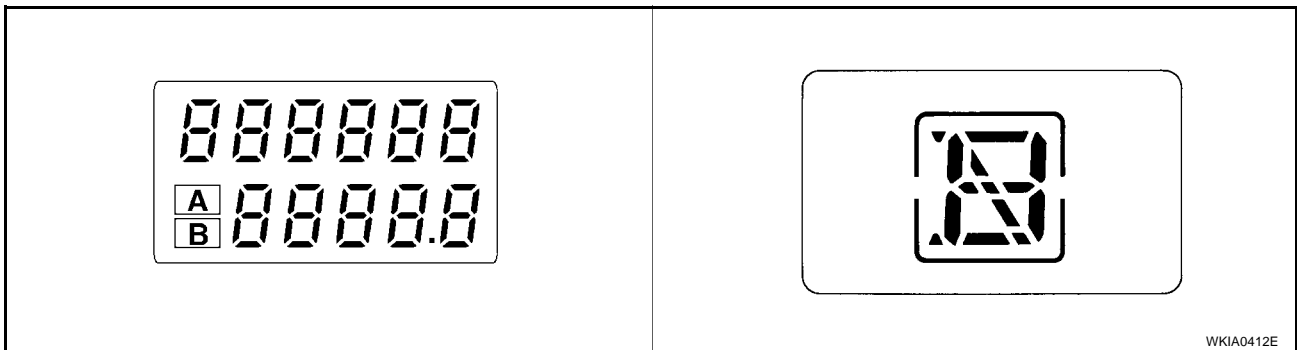
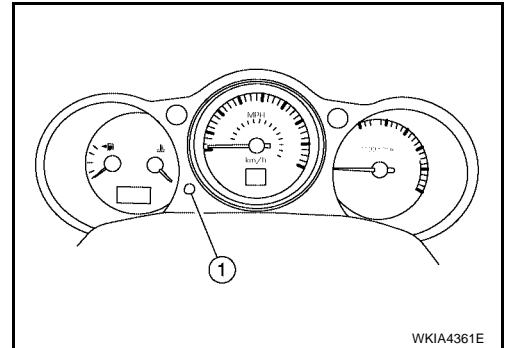
**NOTE:**

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.)

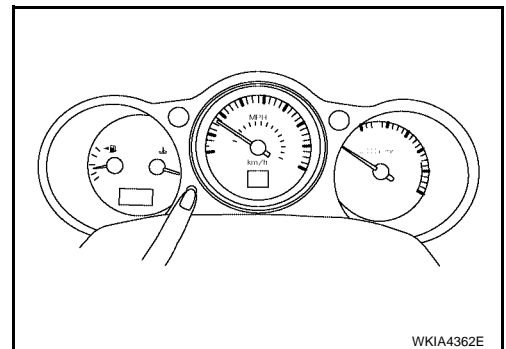
2. Turn ignition switch OFF.
3. While pushing the odo/trip meter switch (1), turn ignition switch ON again.
4. Make sure the trip meter displays "0000.0".
5. Push the odo/trip meter switch (1) at least 3 times within 5 seconds.
6. All the segments on the odo/trip meter and A/T indicator illuminate, and 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

EKS00934

Refer to [DI-32, "CONSULT-II Function \(METER A/C AMP\)"](#) in "UNIFIED METER AND A/C AMP".

# COMBINATION METERS

EKS00935

## 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

EKS00936

### 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-32, "CONSULT-II Function \(METER A/C AMP\)"](#) .
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-33, "Display Item List"](#) .

### 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 combination meter power supply and ground circuit. Refer to [DI-17, "Power Supply and Ground Circuit Inspection"](#) .

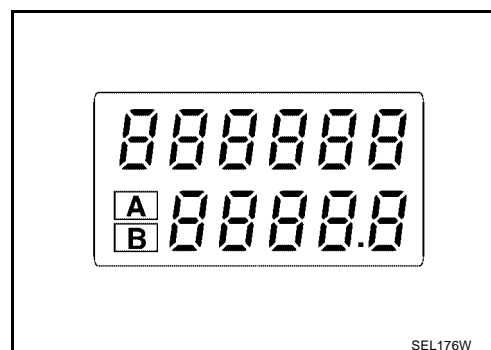
### 4. CHECK ODO/TRIP METER OPERATION

Check segment display status of odo/trip meter.

#### Is the display normal?

YES >> GO TO 5.

NO >> Replace the combination meter. Refer to [DI-28, "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. Refer to [DI-28, "Combination Meter"](#).

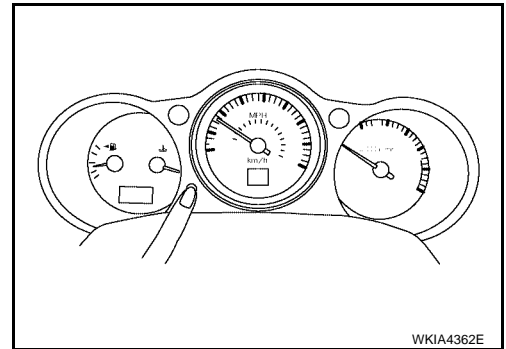
## 6. CHECK COMBINATION METER CIRCUIT

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

OK or NG

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

NG >> Replace the combination meter. Refer to [DI-28, "Combination Meter"](#).



EKS00937

## 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
Combination meter	Ignition switch ACC or ON	6
Unified meter and A/C amp.		

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

OK or NG

OK >> GO TO 2.

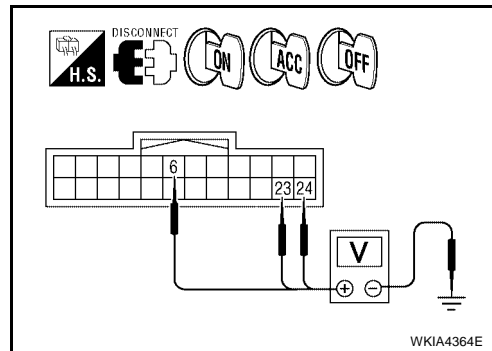
NG >> If fuse is blown, be sure to eliminate cause of malfunction before installing new fuse. Refer to [PG-4, "POWER SUPPLY ROUTING CIRCUIT"](#).

# COMBINATION METERS

## 2. CHECK POWER SUPPLY CIRCUIT

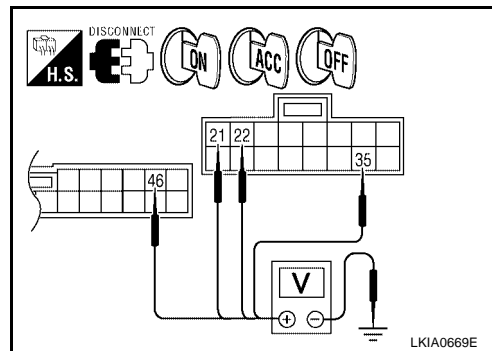
1. Disconnect combination meter connector M24 and unified meter and A/C amp. connectors M50 and M89.
2. Check voltage between combination meter harness connector terminals and ground.

Terminals		Ignition switch position			
(+)		(-)	OFF	ACC	ON
Combination meter connector	Terminal				
M24	6	Ground	0V	Battery voltage	Battery voltage
	23		0V	0V	Battery voltage
	24		Battery voltage	Battery voltage	Battery voltage



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

Terminals		Ignition switch position			
(+)		(-)	OFF	ACC	ON
Unified meter and A/C amp. connector	Terminal				
M50	21	Ground	Battery voltage	Battery voltage	Battery voltage
	22		0V	0V	Battery voltage
	35		0V	Battery voltage	Battery voltage
M89	46		0V	0V	Battery voltage



### OK or NG

OK >> GO TO 3.

NG >> Check the following.

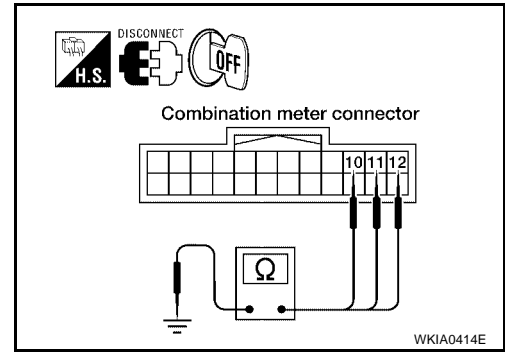
- Harness for open or short between combination meter and fuse
- Harness for open or short between unified meter and A/C amp. and fuse

# COMBINATION METERS

## 3. CHECK GROUND CIRCUIT

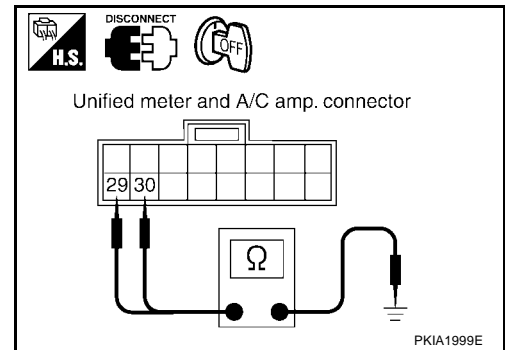
1. Check continuity between combination meter harness connector terminals and ground.

Terminals		(-)	Continuity
(+)			
Connector	Terminal		
M24	10	Ground	Yes
	11		
	12		



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

Terminals		(-)	Continuity
(+)			
Connector	Terminal		
M50	29	Ground	Yes
	30		



OK or NG

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

## Symptom Chart

EKS00938

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-21. "Engine Speed Signal Inspection"</a> .
Improper water temperature gauge indication.	Refer to <a href="#">DI-22. "Water Temperature Signal Inspection"</a> .
Improper fuel gauge indication.	Refer to <a href="#">DI-23. "Fuel Level Sensor Signal Inspection 1"</a> .
Improper low-fuel warning lamp indication.	Refer to <a href="#">DI-24. "Fuel Level Sensor Signal Inspection 2"</a> .
More than one gauge does not give proper indication.	Replace the combination meter. Refer to <a href="#">DI-28. "Combination Meter"</a> .
Improper A/T position indication.	Refer to <a href="#">DI-50. "A/T INDICATOR"</a> .
Illumination control does not operate properly.	Refer to <a href="#">LT-177. "ILLUMINATION"</a> .

# COMBINATION METERS

EKS0093A

## Vehicle Speed Signal Inspection

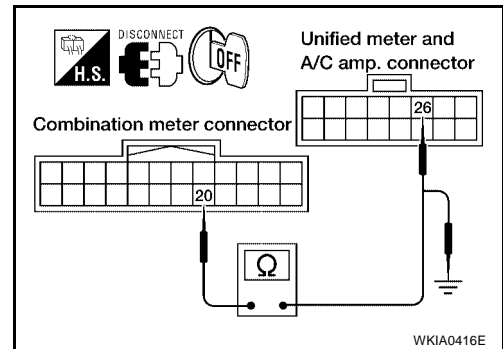
### 1. CHECK CONTINUITY BETWEEN COMBINATION METER AND UNIFIED METER AND A/C AMP.

1. Disconnect combination meter connector M24 and unified meter and A/C amp. connector M50.
2. Check continuity between combination meter harness connector M24 terminal 20 and unified meter and A/C amp. harness connector M50 terminal 26.

**Continuity should exist.**

3. Check continuity between combination meter harness connector M24 terminal 20 and ground.

**Continuity should not exist.**



OK or NG

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

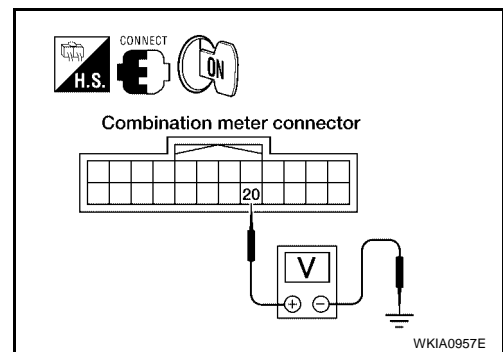
### 2. CHECK VOLTAGE OF COMBINATION METER

1. Connect combination meter connector.
2. Turn ignition switch ON.
3. Check voltage between combination meter harness connector M24 terminal 20 and ground.

**Battery voltage should exist.**

OK or NG

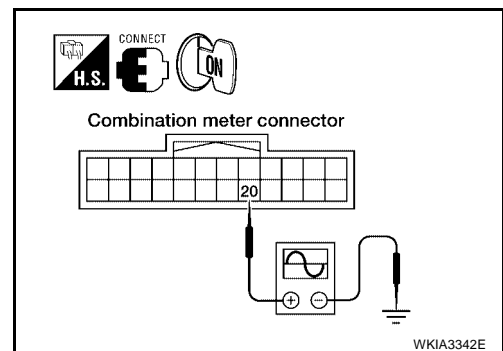
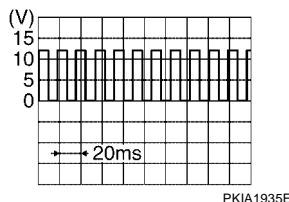
- OK >> GO TO 3.
- NG >> Replace combination meter, refer to [DI-28, "Combination Meter"](#).



### 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 and ground with simple oscilloscope of CONSULT-II.

**20 - Ground:**



OK or NG

- OK >> Replace the combination meter. Refer to [DI-28, "Combination Meter"](#).
- NG >> GO TO 4.

# COMBINATION METERS

## 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-23, "SELF-DIAGNOSIS"](#).
- With VDC system, refer to [BRC-70, "SELF-DIAGNOSIS"](#).

OK or NG

- OK >> Replace the unified meter and A/C amp. Refer to [DI-35, "Unified Meter and A/C Amp."](#)
- NG >> Check the applicable parts.

## Engine Speed Signal Inspection

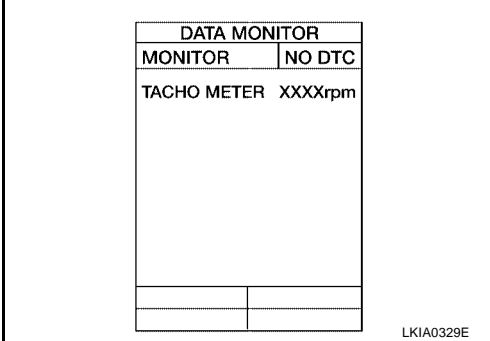
EKS0093B

### 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-28, "Combination Meter"](#).



DATA MONITOR	
MONITOR	NO DTC
TACHO METER	XXXXrpm

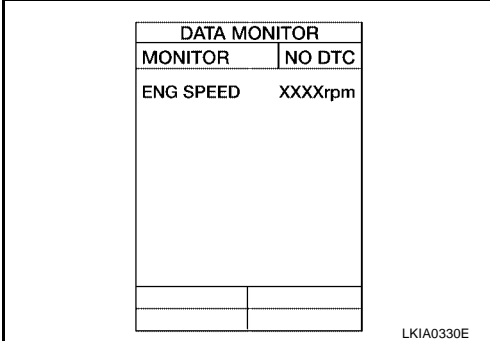
LKIA0329E

### 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-121, "SELF-DIAG RESULTS MODE"](#).
- NG >> Replace the unified meter and A/C amp. Refer to [DI-35, "Unified Meter and A/C Amp."](#)



DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXXXrpm

LKIA0330E

# COMBINATION METERS

EKS0093C

## Water Temperature Signal Inspection

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

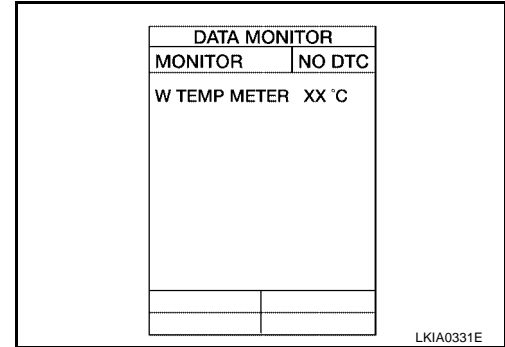
1. Start engine and select "METER A/C AMP" on CONSULT-II.
2. Using "W TEMP METER" on the data monitor, compare the value of data monitor with water temperature gauge pointer of combination meter.

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

#### OK or NG

OK >> GO TO 2.

NG >> Replace the combination meter. Refer to [DI-28, "Combination Meter"](#) .



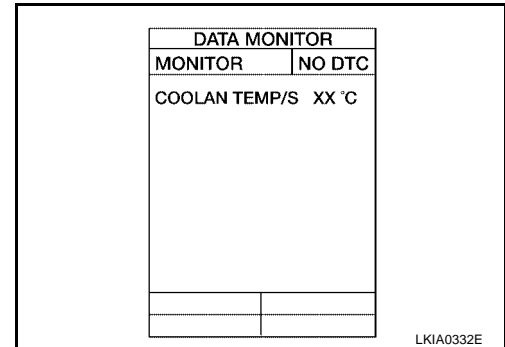
### 2. CHECK UNIFIED METER AND A/C AMP. INPUT SIGNAL

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-121, "SELF-DIAG RESULTS MODE"](#) .

NG >> Replace the unified meter and A/C amp. Refer to [DI-35, "Unified Meter and A/C Amp."](#) .



# COMBINATION METERS

EKS0093D

## Fuel Level Sensor Signal Inspection 1

The following symptoms do not indicate a malfunction.

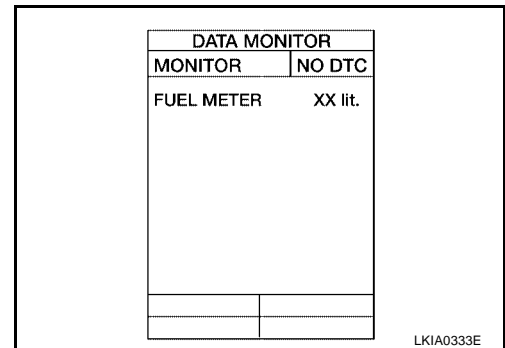
### FUEL GAUGE

- 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

- Select "METER A/C AMP" on CONSULT-II.
- 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. Refer to [DI-28, "Combination Meter"](#).

### 2. CHECK FUEL LEVEL SENSOR

Check components. Refer to [DI-28, "FUEL LEVEL SENSOR UNIT CHECK"](#).

OK or NG

OK >> GO TO 3.

NG >> Replace the fuel level sensor unit, refer to [FL-6, "Removal and Installation"](#).

### 3. CHECK FUEL LEVEL SENSOR CIRCUIT 1

- Disconnect fuel level sensor unit and fuel pump connector B16 and unified meter and A/C amp. connector M50.
- Check continuity between fuel level sensor unit and fuel pump harness connector B16 terminal 2 and unified meter and A/C amp. harness connector M50 terminal 28.

**Continuity should exist.**

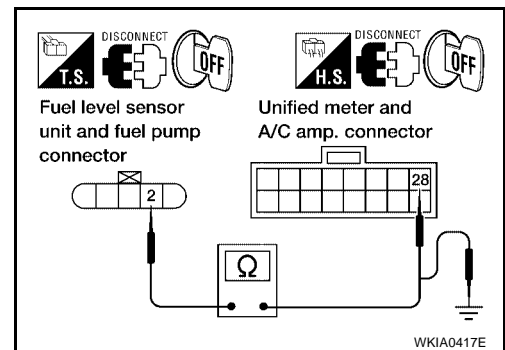
- Check continuity between fuel level sensor unit and fuel pump harness connector B16 terminal 2 and ground.

**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 and unified meter and A/C amp. harness connector M50 terminal 36.

**Continuity should exist.**

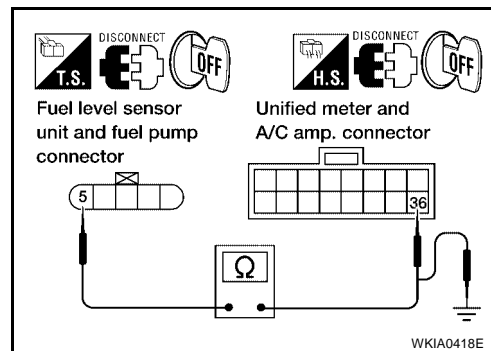
2. Check continuity between fuel level sensor unit and fuel pump harness connector B16 terminal 5 and ground.

**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-35, "Unified Meter and A/C Amp."](#)

NG >> Install the fuel level sensor unit properly.

## Fuel Level Sensor Signal Inspection 2

EKS0093E

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-28, "Combination Meter"](#).

NG >> Go to [DI-23, "Fuel Level Sensor Signal Inspection 1"](#).

## Communication Line Inspection

EKS0093F

### 1. CHECK CONNECTOR

Check combination meter, unified meter and A/C amp. and terminals (combination meter side, unified meter and A/C amp. side, and harness side) for looseness or bent terminals.

OK or NG

OK >> GO TO 2.

NG >> Repair terminal or connector.

### 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.



# COMBINATION METERS

## 3. CHECK CONTINUITY OF 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 and unified meter and A/C amp. harness connector M49 terminal 19.

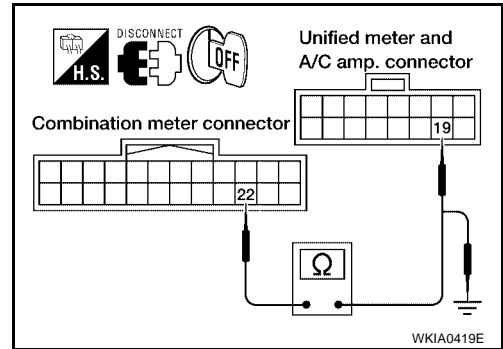
**Continuity should exist.**

4. Check continuity between combination meter harness connector M24 terminal 22 and ground.

**Continuity should not exist.**

OK or NG

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



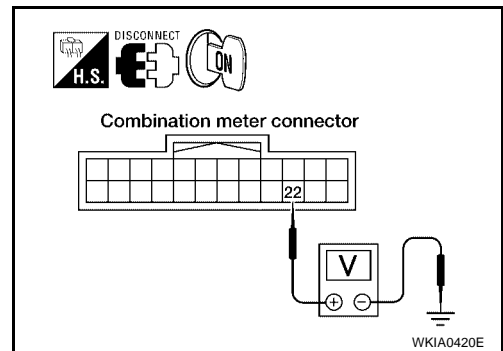
## 4. CHECK VOLTAGE OF UNIFIED METER AND A/C AMP.

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 and ground.

**Approx. 5V**

OK or NG

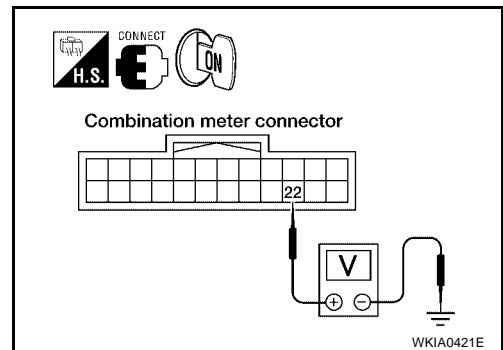
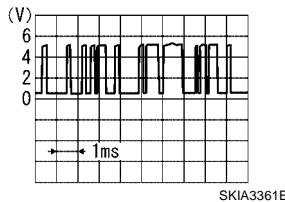
- OK >> GO TO 5.  
 NG >> Replace the unified meter and A/C amp. Refer to [DI-35, "Unified Meter and A/C Amp."](#)



## 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 and ground with simple oscilloscope of CONSULT-II.

**22 - Ground:**



OK or NG

- OK >> Replace the unified meter and A/C amp. Refer to [DI-35, "Unified Meter and A/C Amp."](#)  
 NG >> Replace the combination meter. Refer to [DI-28, "Combination Meter"](#)

# COMBINATION METERS

## 6. CHECK CONTINUITY OF 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 and unified meter and A/C amp. harness connector M49 terminal 9.

**Continuity should exist.**

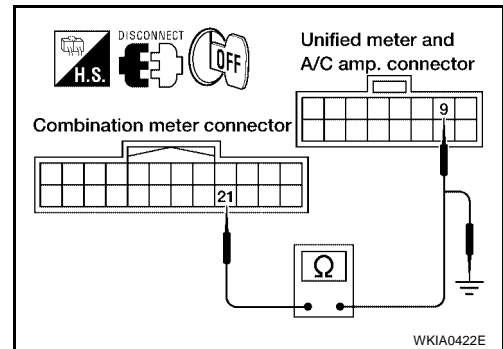
4. Check continuity between combination meter harness connector M24 terminal 21 and ground.

**Continuity should not exist.**

OK or NG

OK >> GO TO 7.

NG >> Repair harness or connector.



WKIA0422E

## 7. CHECK VOLTAGE OF COMBINATION METER

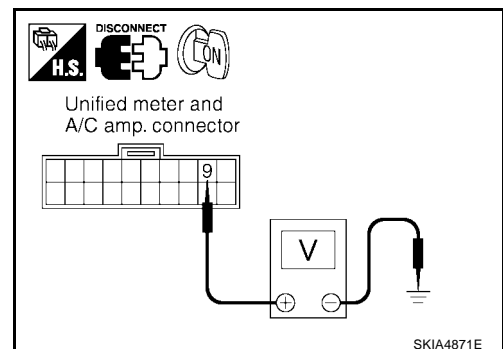
1. Connect combination meter connector.
2. Turn ignition switch ON.
3. Check voltage between unified meter and A/C amp. harness connector M49 terminal 9 and ground.

**Approx. 5V**

OK or NG

OK >> GO TO 8.

NG >> Replace the combination meter. Refer to [DI-28, "Combination Meter"](#).

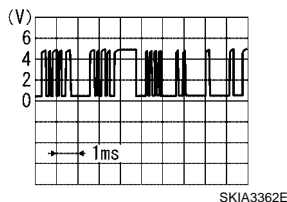


SKIA4871E

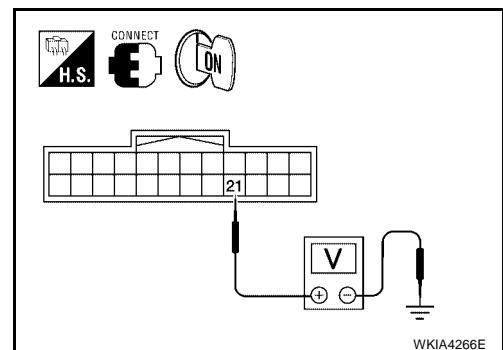
## 8. CHECK VOLTAGE SIGNAL OF UNIFIED METER AND A/C AMP.

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 and ground with simple oscilloscope of CONSULT-II.

**21 - Ground:**



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WKIA4266E

OK or NG

OK >> Replace the combination meter. Refer to [DI-28, "Combination Meter"](#).

NG >> Replace the unified meter and A/C amp. Refer to [DI-35, "Unified Meter and A/C Amp."](#)

# COMBINATION METERS

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

EKS0093G

### 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

EKS0093H

### 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-28, "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.

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

# COMBINATION METERS

## Electrical Components Inspection FUEL LEVEL SENSOR UNIT CHECK

EKS0093I

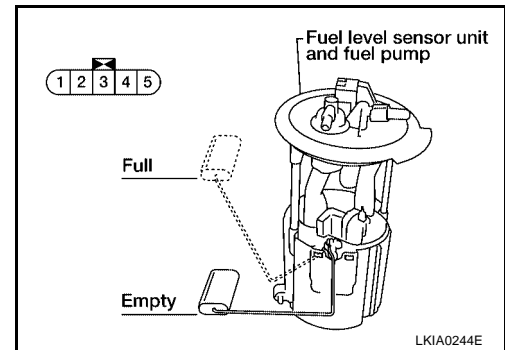
For removal, refer to [FL-6. "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

### 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.

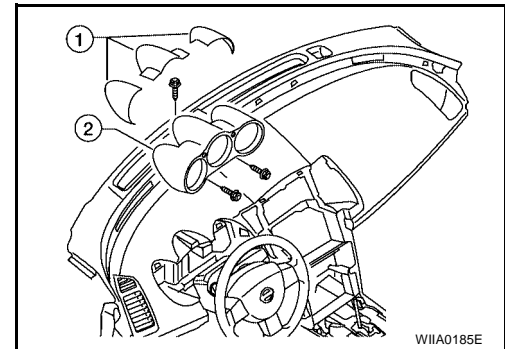


EKS0093J

## Combination Meter REMOVAL AND INSTALLATION

### Removal

1. Disconnect battery negative terminal.
2. Remove the combination meter covers (1).
3. Remove combination meter assembly, using power tool.(2).



4. Disconnect electrical connector.
5. Remove combination meter.

### Installation

Installation is in the reverse order of removal.

# UNIFIED METER AND A/C AMP

PFP:27760

## UNIFIED METER AND A/C AMP

### System Description

EKS0093K

- 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

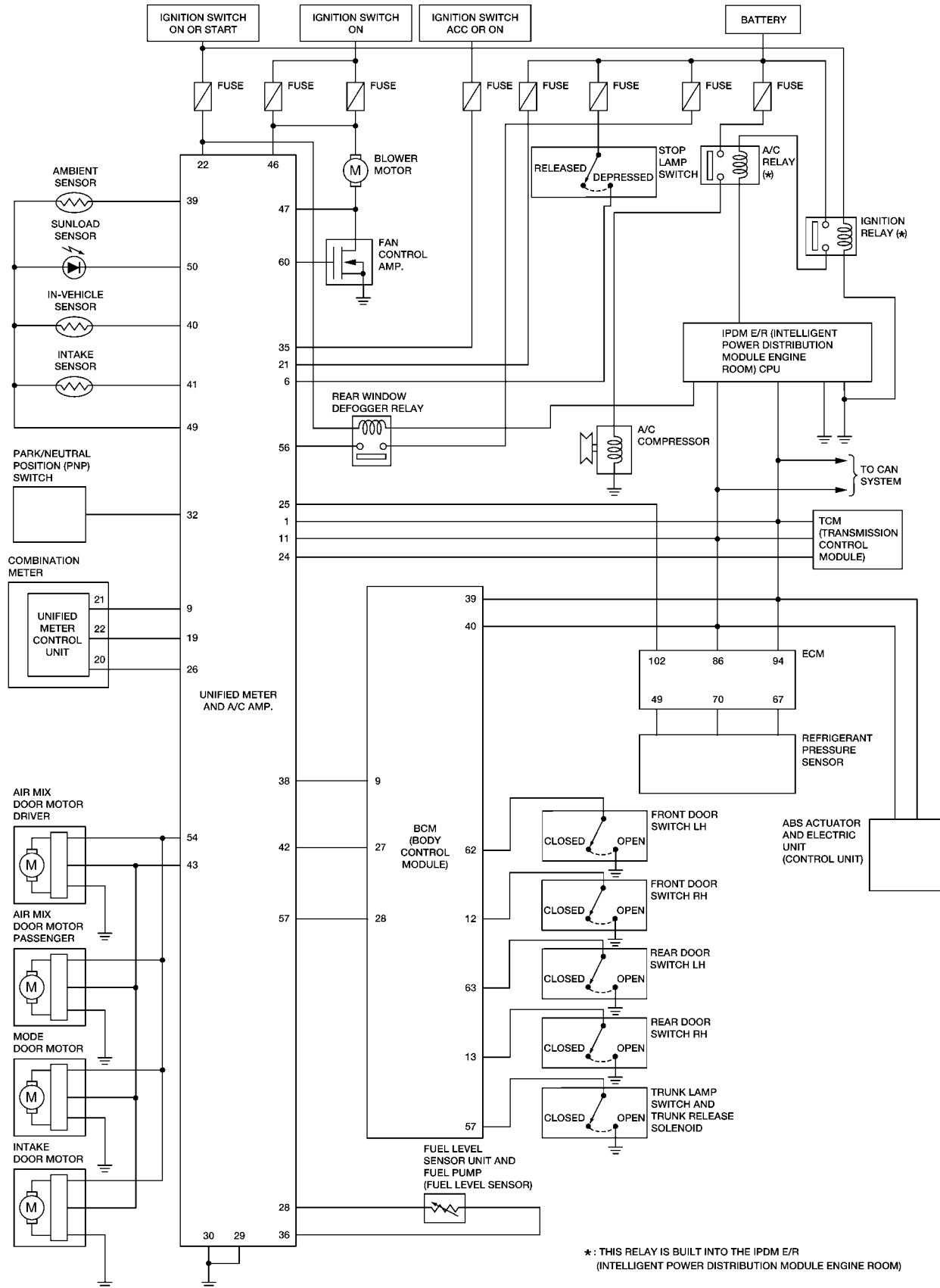
EKS0093L

Refer to [LAN-25, "CAN COMMUNICATION"](#) .

# UNIFIED METER AND A/C AMP

## Schematic

EKS0093M



WKWA3350E

# UNIFIED METER AND A/C AMP

EKS0093N

## CONSULT-II Function (METER A/C AMP)

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

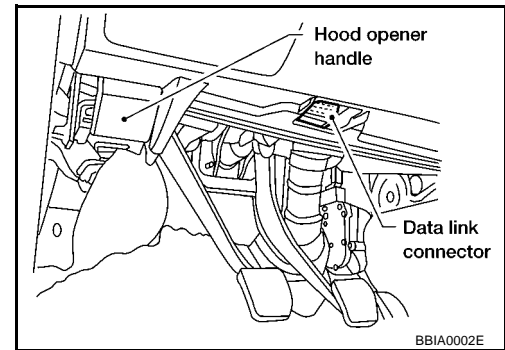
METER A/C AMP diagnosis mode	Description
SELF-DIAG RESULTS	Displays unified meter and A/C amp. self-diagnosis results.
DATA MONITOR	Displays unified meter and A/C amp. input/output data in real time.
CAN DIAG SUPPORT MNTR	The result of transmit/receive diagnosis of CAN communication can be read.

### CONSULT-II BASIC OPERATION

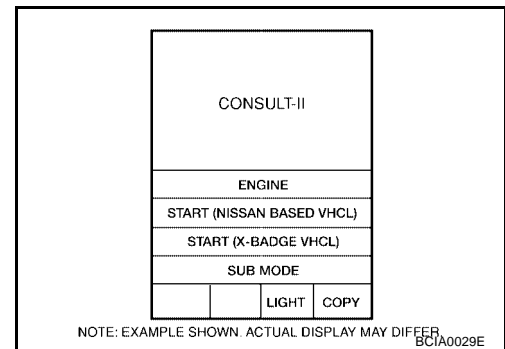
#### CAUTION:

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.

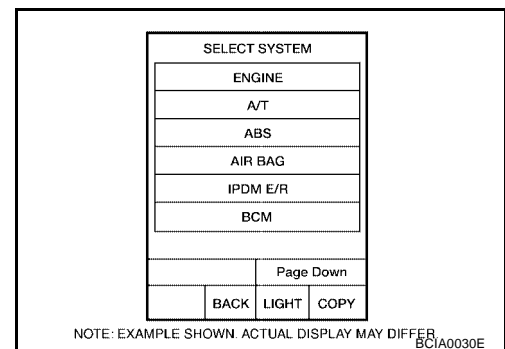
1. With the ignition switch OFF, connect CONSULT-II and CONSULT-II CONVERTER to the data link connector, then turn ignition switch ON.



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-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).
4. Select "SELF-DIAG RESULTS" or "DATA MONITOR".



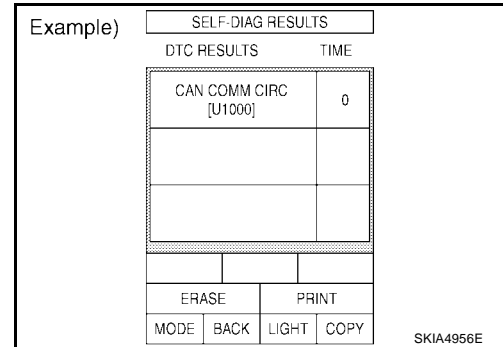


# UNIFIED METER AND A/C AMP

## 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> 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> 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.

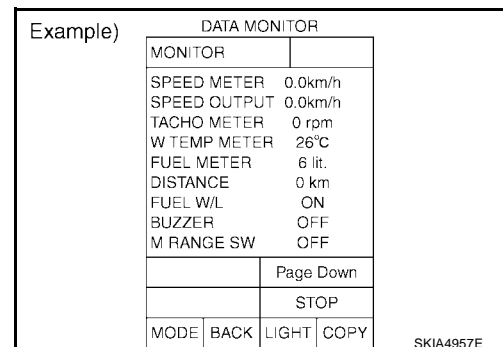
## DATA MONITOR

### Operation Procedure

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

MAIN SIGNALS	Monitors main signals.
SELECTION FROM MENU	Selects and monitors individual signal.

3. Touch "START".
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".



## UNIFIED METER AND A/C AMP

### Display Item List

Display item [Unit]	MAIN SIGNALS	SELECTION FROM MENU	Contents
SPEED METER [km/h] or [mph]	X	X	This is the angle correction value after the speed signal from the ABS actuator and electric unit (control unit) is converted into the vehicle speed.
SPEED OUTPUT [km/h] or [mph]	X	X	This is the angle correction value before the speed signal from the ABS actuator and electric unit (control unit) is converted into the vehicle speed.
TACHO METER [rpm]	X	X	This is the converted value for the engine speed signal from the ECM.
W TEMP METER [°C] or [°F]	X	X	This is the converted value for the water temp signal from the ECM.
FUEL METER [lit.]	X	X	This is the processed value for the signal (resistance value) from the fuel gauge.
DISTANCE [km]	X	X	This is the calculated value for the speed signal from the ABS actuator and electric unit (control unit), the signal (resistance signal) from the fuel gauge and fuel consumption from ECM.
FUEL W/L [ON/OFF]	X	X	Indicates [ON/OFF] condition of low-fuel warning lamp.
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. *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.
P RANGE IND [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift P range indicator.
R RANGE IND [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift R range indicator.
N RANGE IND [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift N range indicator.
D RANGE IND [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift D range indicator.
3 RANGE IND [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift 3 range indicator.
2 RANGE IND [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift 2 range indicator.
1 RANGE IND [ON/OFF]	X	X	Indicates [ON/OFF] condition of A/T shift 1 range indicator.
A/T IND [ON/OFF]		X	Indicates [ON/OFF] condition of A/T indicator.

# UNIFIED METER AND A/C AMP

Display item [Unit]	MAIN SIGNALS	SELECTION FROM MENU	Contents
CRUISE IND [ON/OFF]		X	Indicates [ON/OFF] condition of CRUISE indicator.
SET IND [ON/OFF]		X	Indicates [ON/OFF] condition of SET indicator.

**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.

**Unified Meter and A/C Amp.  
REMOVAL AND INSTALLATION**

EKS00930

Refer to [JP-13, "Center Stack Assembly"](#).

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

DI

# COMPASS

## COMPASS

PFP:24835

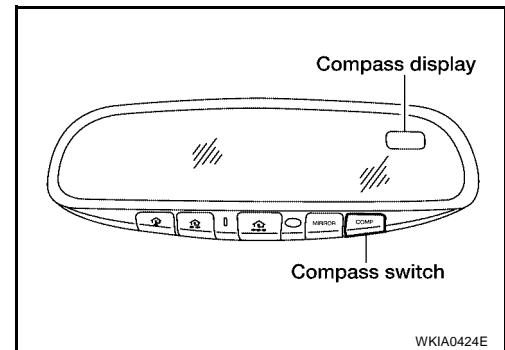
### System Description

EKS0093P

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

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 3
- through body grounds M57, M61, and M79.

### CALIBRATION

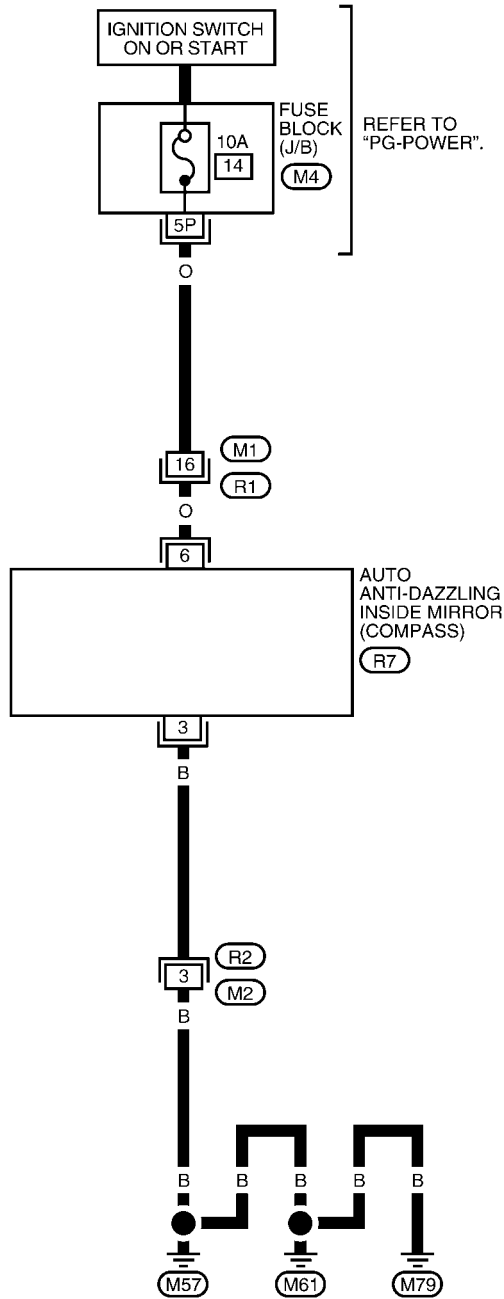
If the compass display reads "C", the compass needs to be calibrated. Refer to [DI-39, "CALIBRATION FUNCTION OF COMPASS"](#).

# COMPASS

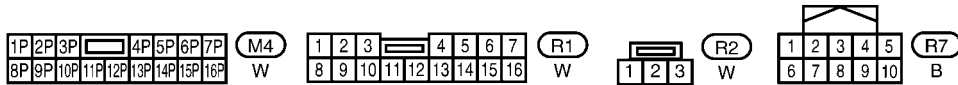
## Wiring Diagram — COMPAS —

EKS0093Q

### DI-COMPAS-01



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



WKWA3351E

# COMPASS

## Trouble Diagnoses COMPASS INSPECTION

EKS0093R

Symptom	Possible causes	Repair order
No display at all	<ol style="list-style-type: none"><li>1. 10A fuse</li><li>2. Ground circuit</li><li>3. Compass</li></ol>	<ol style="list-style-type: none"><li>1. Check 10A fuse [No. 14, located in fuse block (J/B)]. Turn the ignition switch ON and verify that battery positive voltage is at terminal 6 of compass.</li><li>2. Check ground circuit for compass.</li><li>3. Replace compass.</li></ol>
Forward direction indication slips off the mark or incorrect.	<ol style="list-style-type: none"><li>1. Compass not calibrated</li><li>2. Zone variation change is not done.</li></ol>	<ol style="list-style-type: none"><li>1. Drive the vehicle in 3 complete circles at less than 8 km/h (5 mph).</li><li>2. 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>

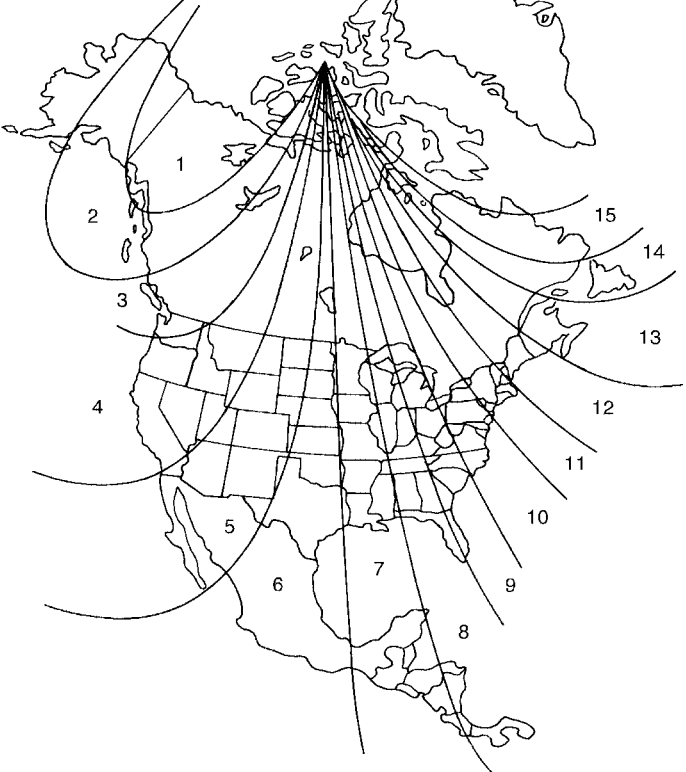
# COMPASS

EKS0093S

## 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

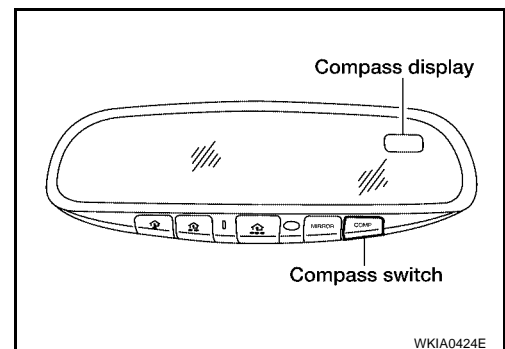
## CALIBRATION FUNCTION OF COMPASS

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.



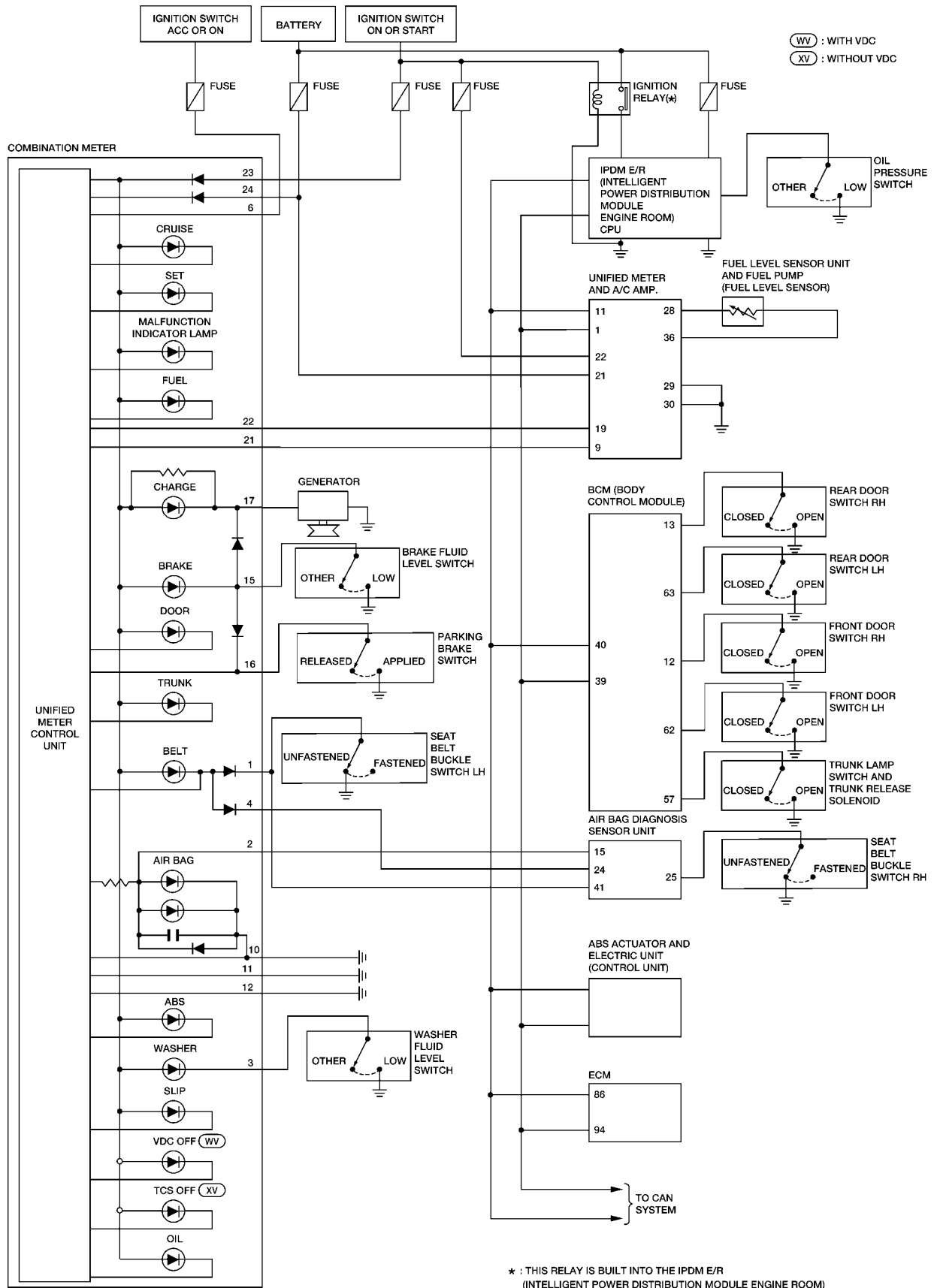
# WARNING LAMPS

## WARNING LAMPS

PFP:24814

### Schematic

EKS0093T



WKWA3353E

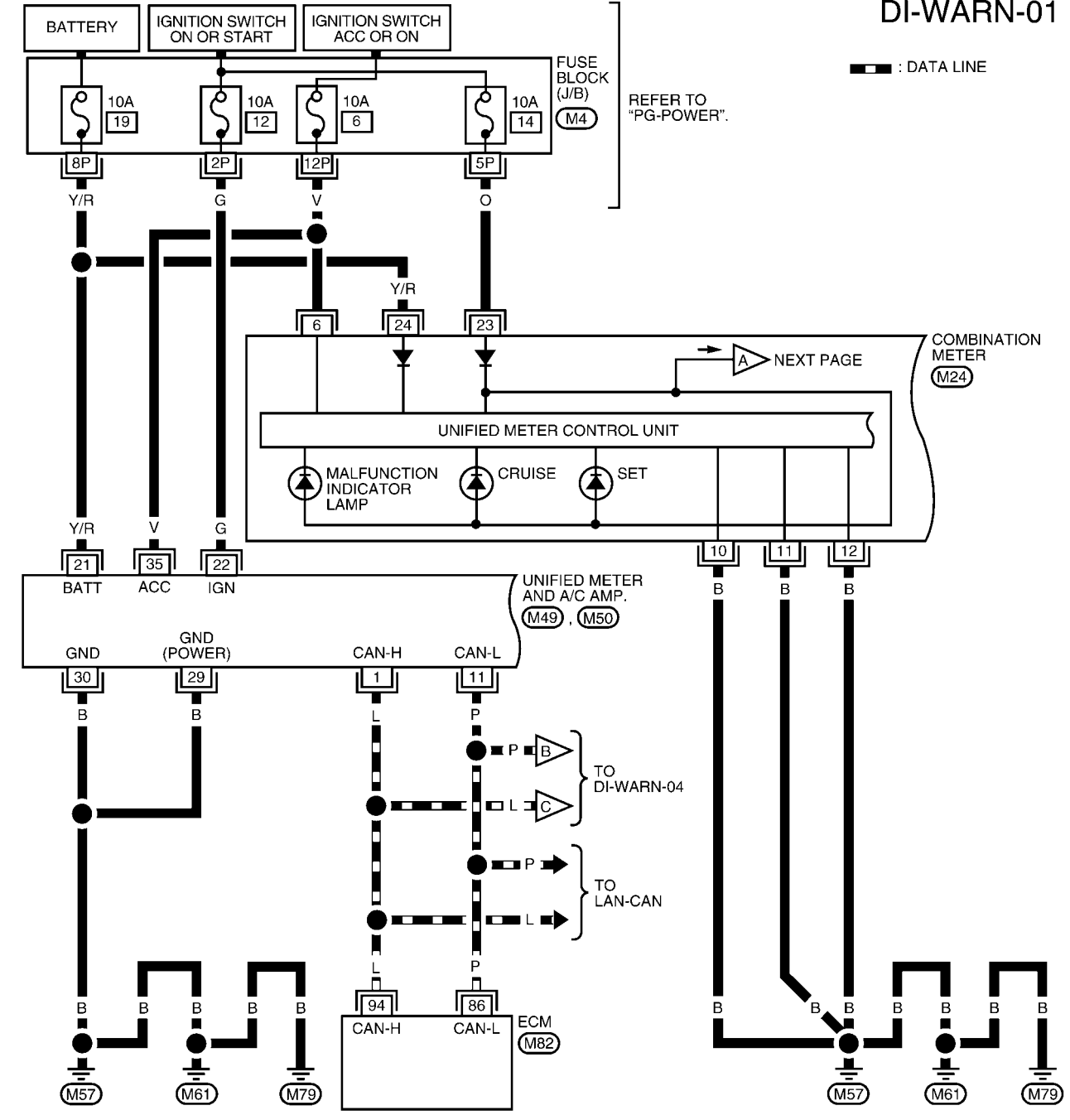


# WARNING LAMPS

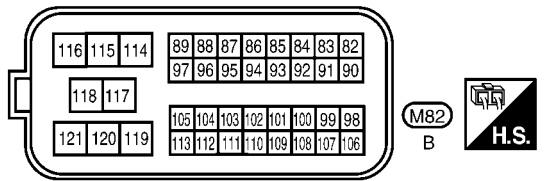
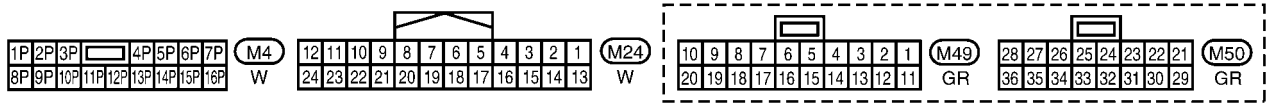
## Wiring Diagram — WARN —

EKS0093U

### DI-WARN-01



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

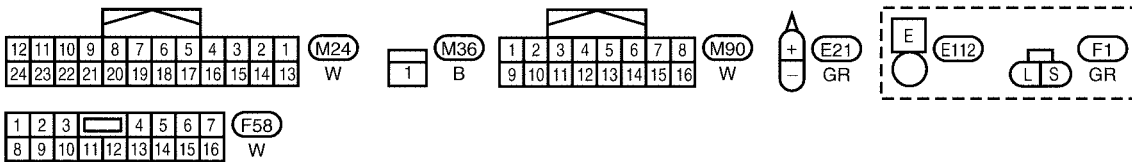
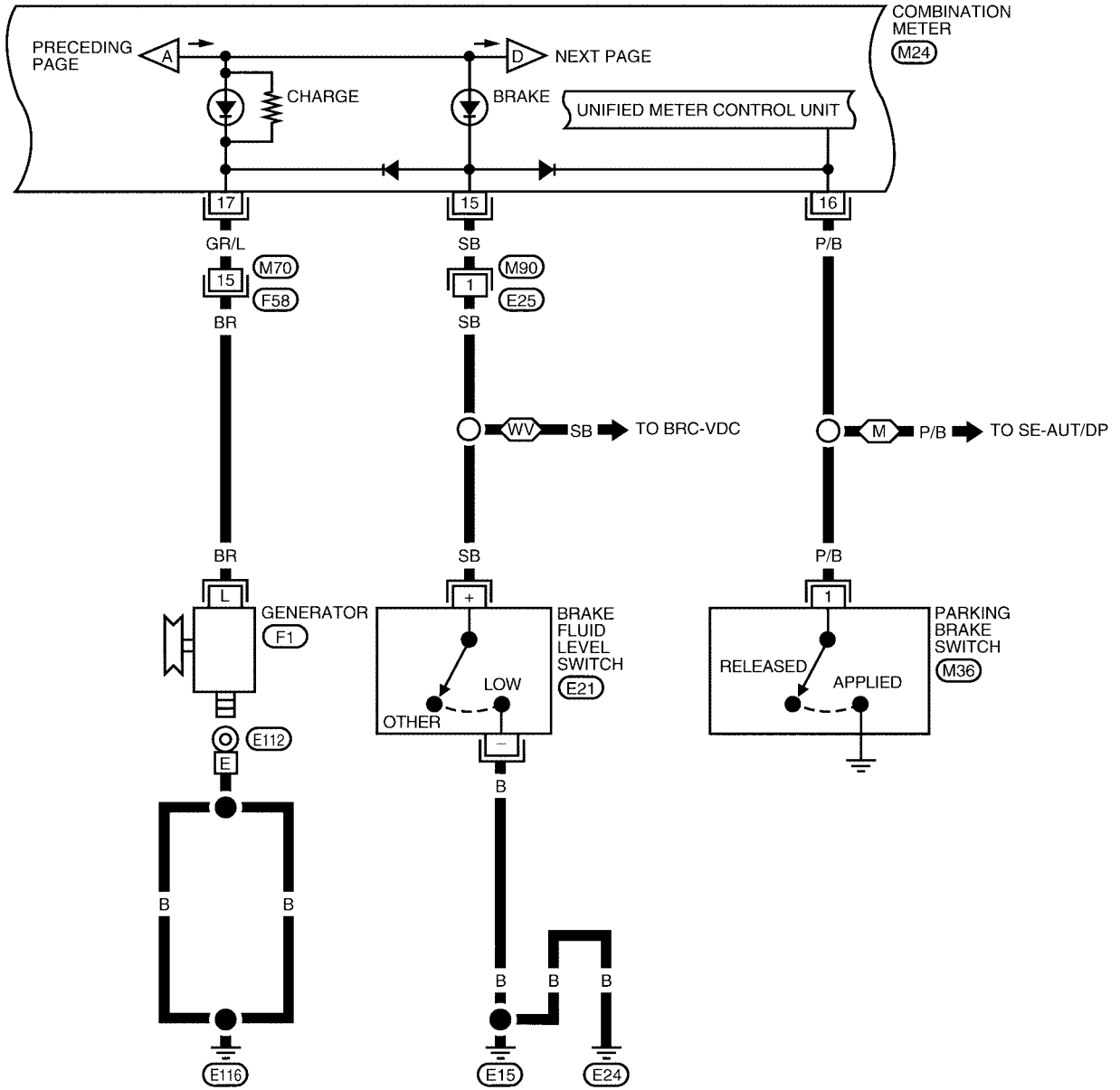


WKWA3354E

# WARNING LAMPS

DI-WARN-02

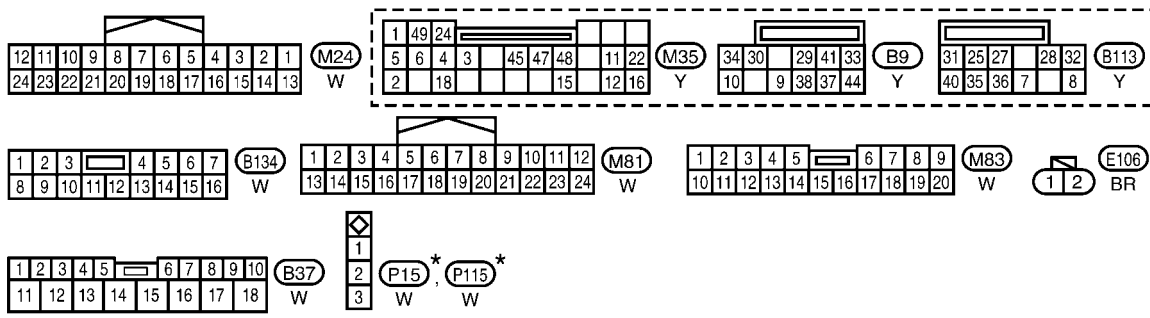
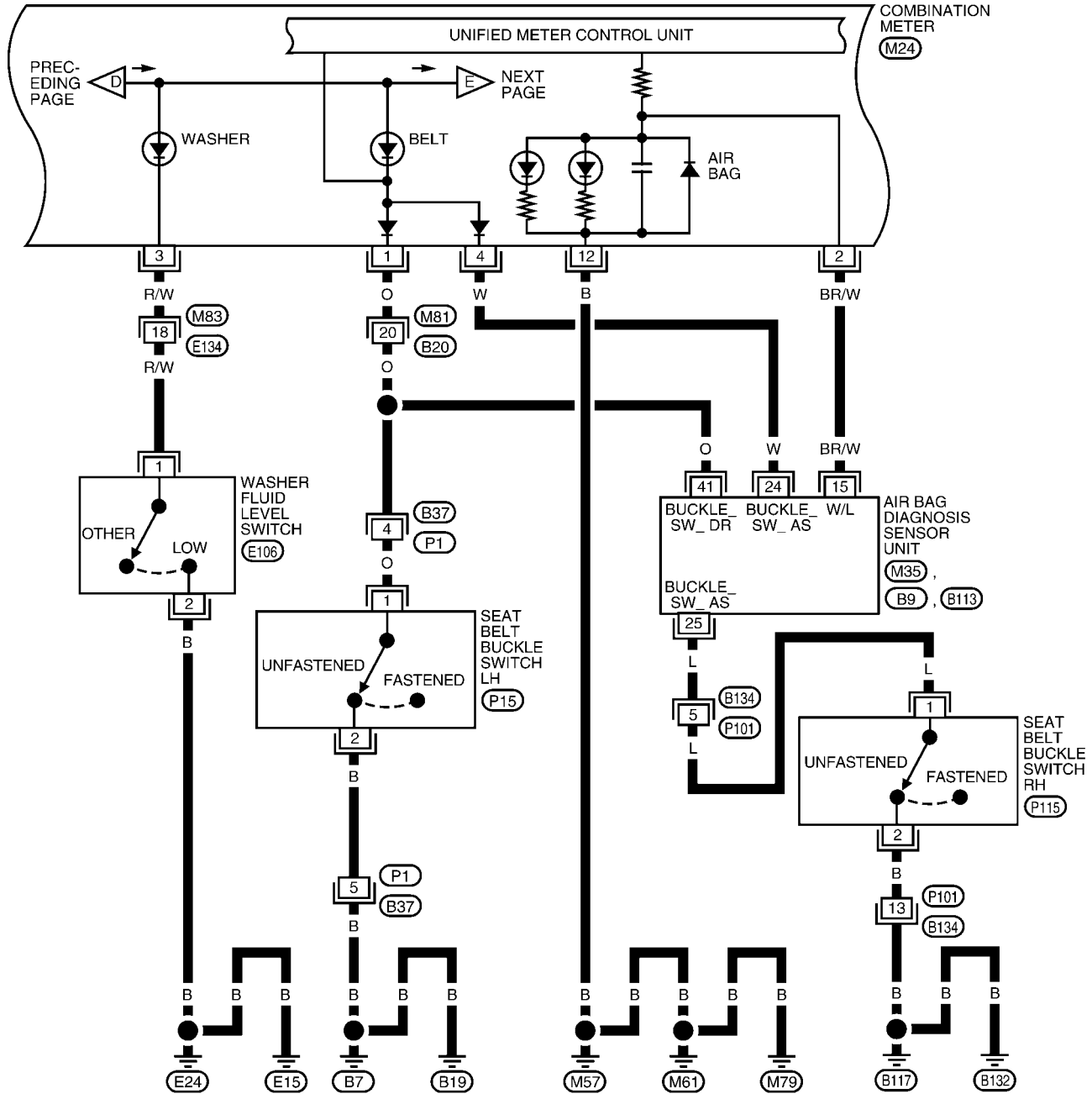
M : WITH M/T  
WV : WITH VDC



WKWA3355E

# WARNING LAMPS

DI-WARN-03

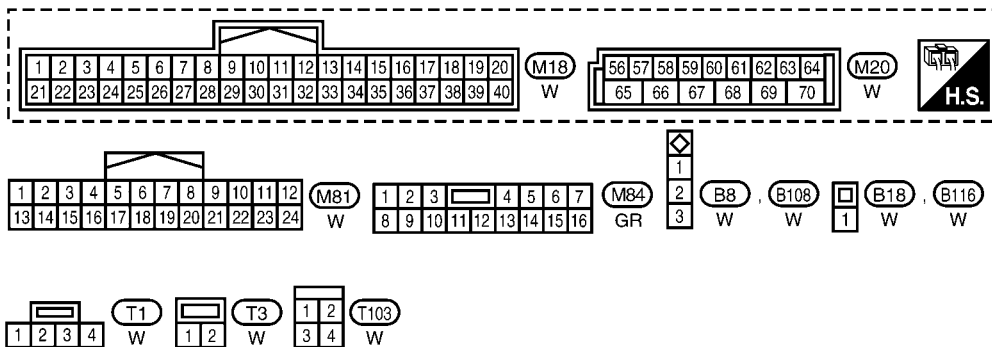
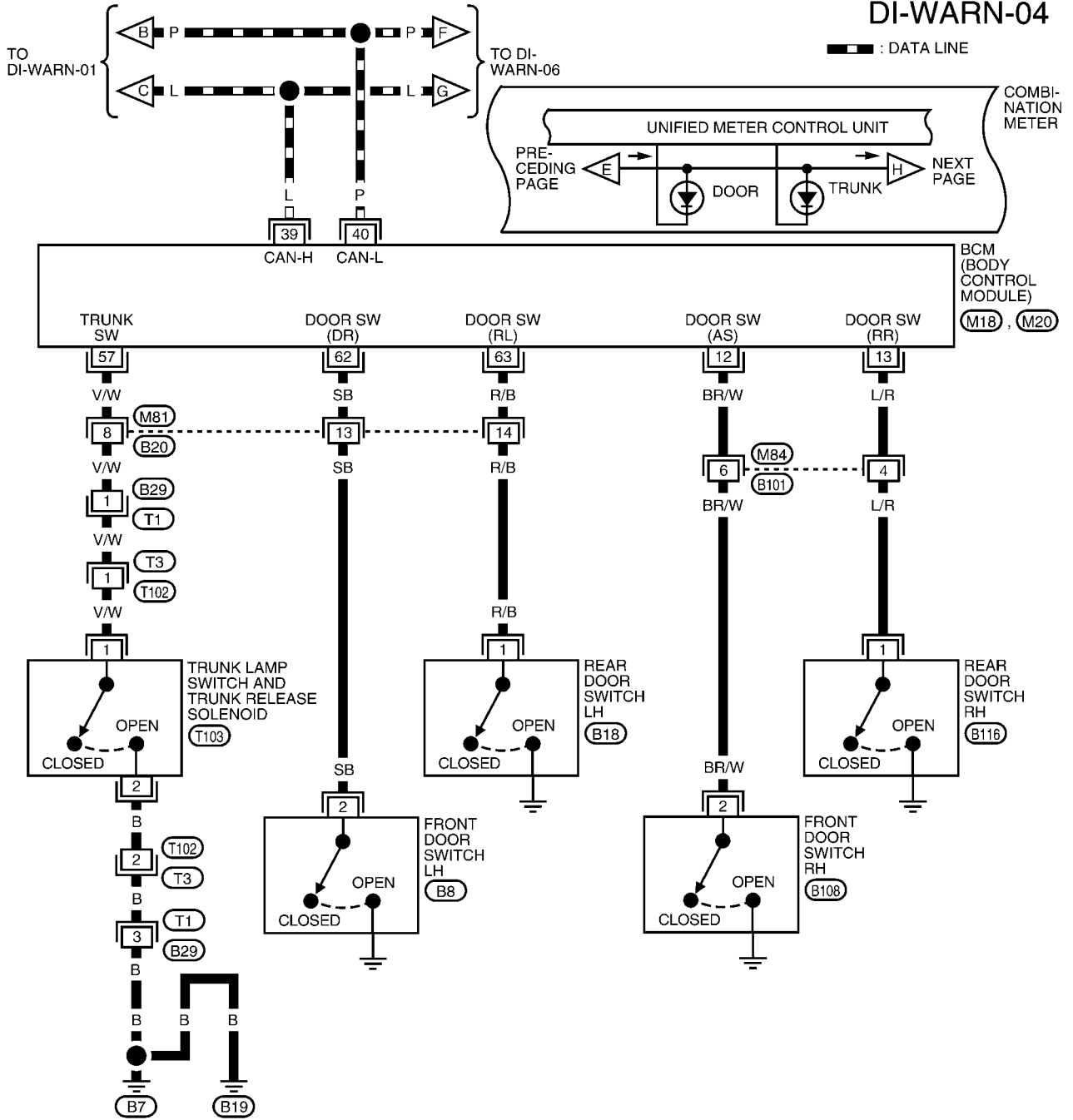


\*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT" OF PG SECTION.

WKWA3356E

# WARNING LAMPS

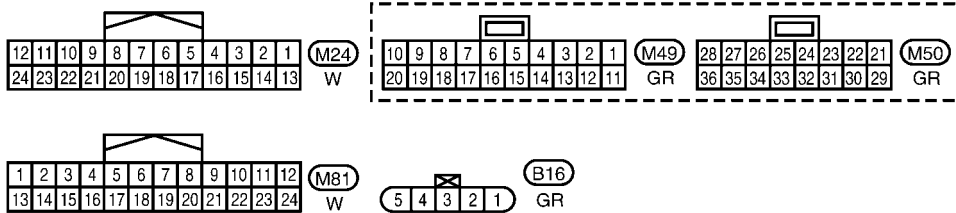
DI-WARN-04



WKWA3357E

# WARNING LAMPS

DI-WARN-05



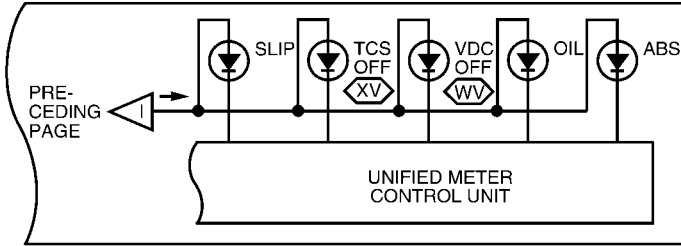
WKWA3358E

# WARNING LAMPS

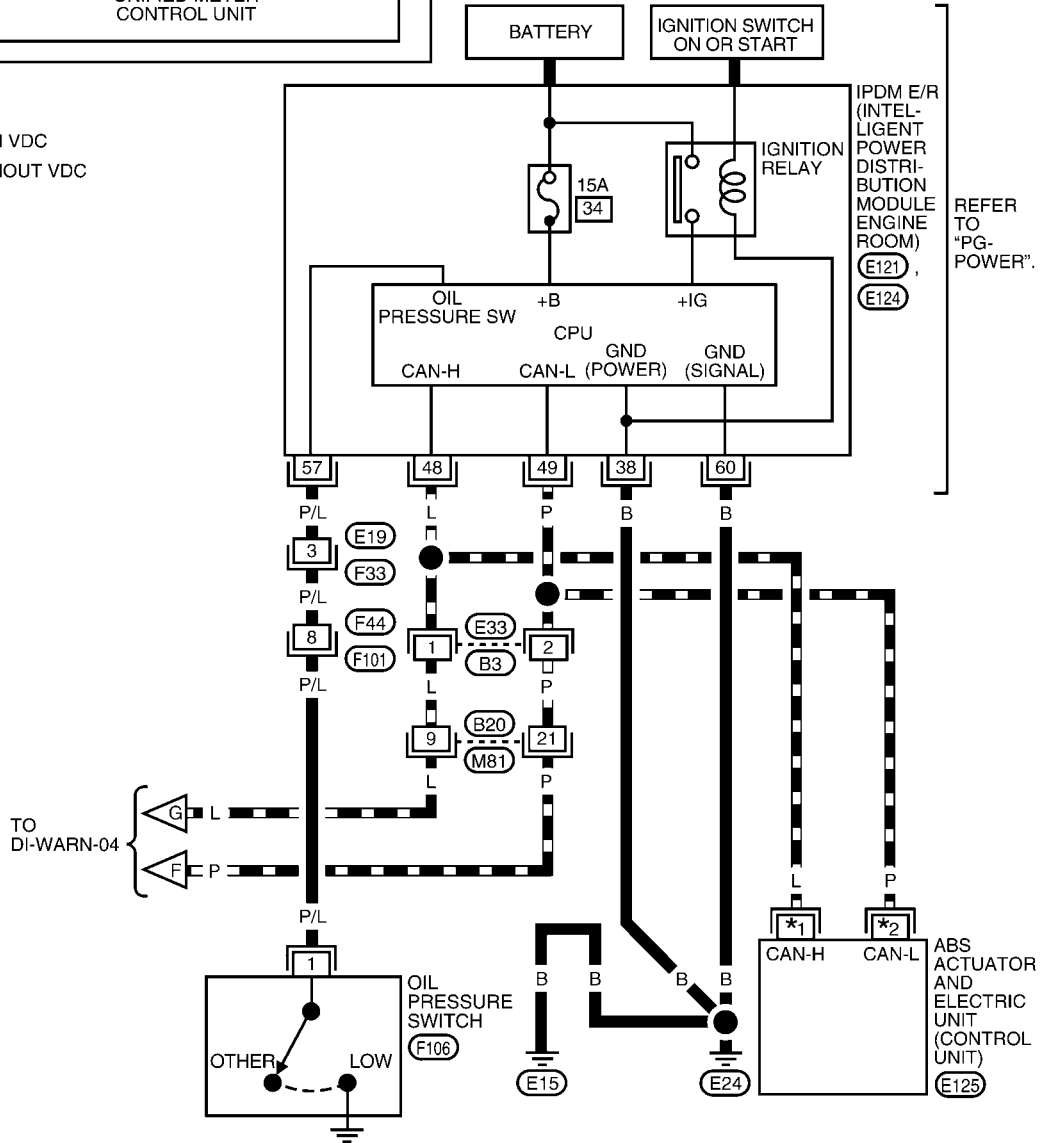
COMBINATION METER

DI-WARN-06

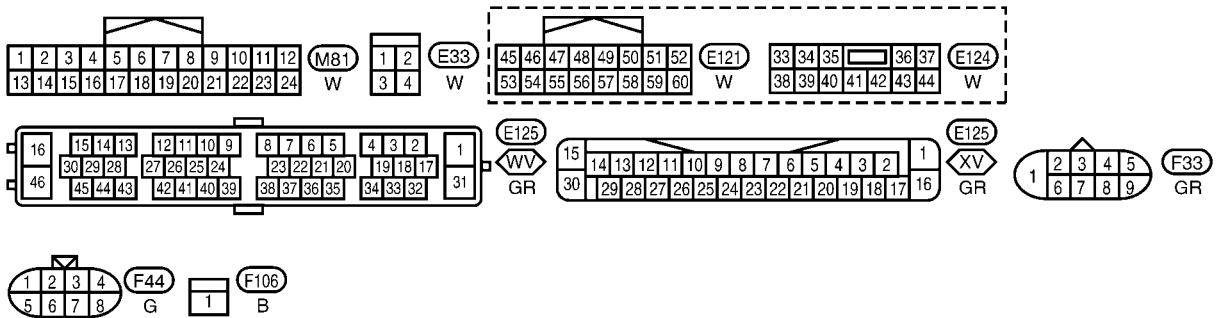
— : DATA LINE



- : WITH VDC
- : WITHOUT VDC
- \*1 : 7
- : 20
- \*2 : 9
- : 23



IPDM E/R  
(INTELLIGENT  
POWER  
DISTRIBUTION  
MODULE (ENGINE  
ROOM))  
(E121),  
(E124)  
REFER  
TO  
"PG-  
POWER".



WKWA3359E

# WARNING LAMPS

EKS0093V

## 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-32, "CONSULT-II Function \(METER A/C AMP\)"](#).
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-33, "Display Item List"](#).

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

Activate IPDM E/R auto active test. Refer to [PG-24, "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-33, "DATA MONITOR"](#). Operate ignition switch with "OIL P SW" of data monitor and check operation status.

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

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

OK or NG

- OK >> GO TO 4.  
NG >> Replace the IPDM E/R. Refer to [PG-30, "Removal and Installation of IPDM E/R"](#).

DATA MONITOR	
MONITOR	
OIL P SW	CLOSE

LKIA0403E

### 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 : OIL W/L ON position (Engine stopped)**

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

OK or NG

- OK >> Replace the combination meter. Refer to [DI-28, "Combination Meter"](#).  
NG >> Replace the BCM. Refer to [BCS-20, "BCM"](#).

DATA MONITOR	
MONITOR	NO DTC
OIL W/L	ON

LKIA0334E

# WARNING LAMPS

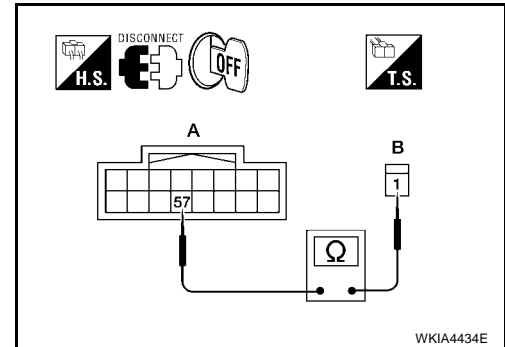
## 5. CHECK OIL PRESSURE SWITCH CIRCUIT

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

**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-49, "OIL PRESSURE SWITCH"](#) .

OK or NG

- OK >> Replace the IPDM E/R. Refer to [PG-30, "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)

EKS0093W

**NOTE:**

For oil pressure inspection, refer to [LU-8, "OIL PRESSURE CHECK"](#) .

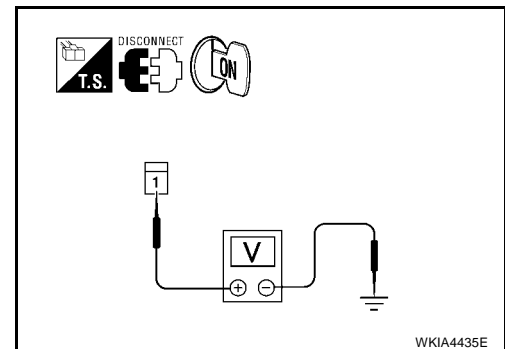
### 1. CHECK IPDM E/R OUTPUT SIGNAL

1. Disconnect oil pressure switch connector.
2. Turn ignition switch ON.
3. Check voltage between oil pressure switch harness connector F106 terminal 1 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-49, "OIL PRESSURE SWITCH"](#) .

OK or NG

- OK >> Replace the IPDM E/R, refer to [PG-30, "Removal and Installation of IPDM E/R"](#) .  
NG >> Replace the oil pressure switch.



# WARNING LAMPS

## 3. CHECK OIL PRESSURE SWITCH CIRCUIT

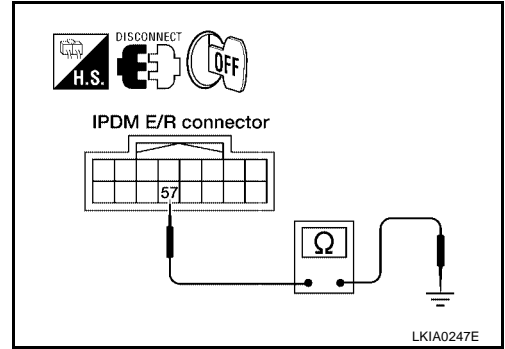
1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector E121.
3. Check continuity between IPDM E/R harness connector E121 terminal 57 and ground.

**Continuity should not exist.**

**OK or NG**

OK >> Replace the IPDM E/R, refer to [PG-30, "Removal and Installation of IPDM E/R"](#).

NG >> Repair harness or connector.

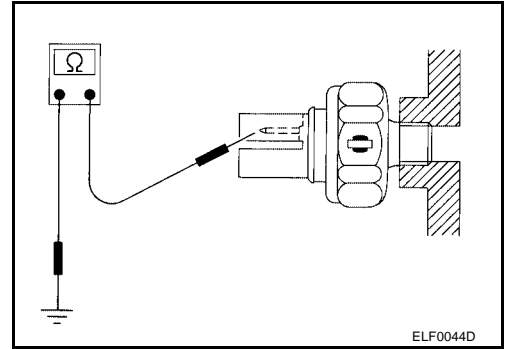


EKS0093X

### 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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DI

# A/T INDICATOR

PF2:24814

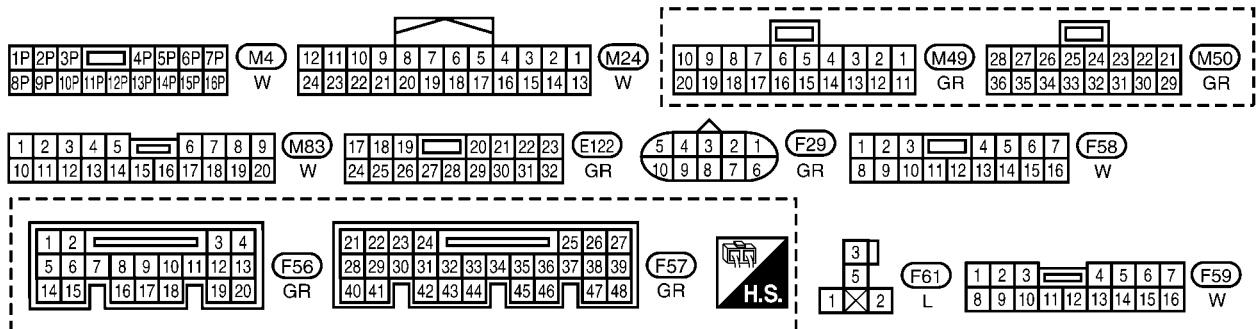
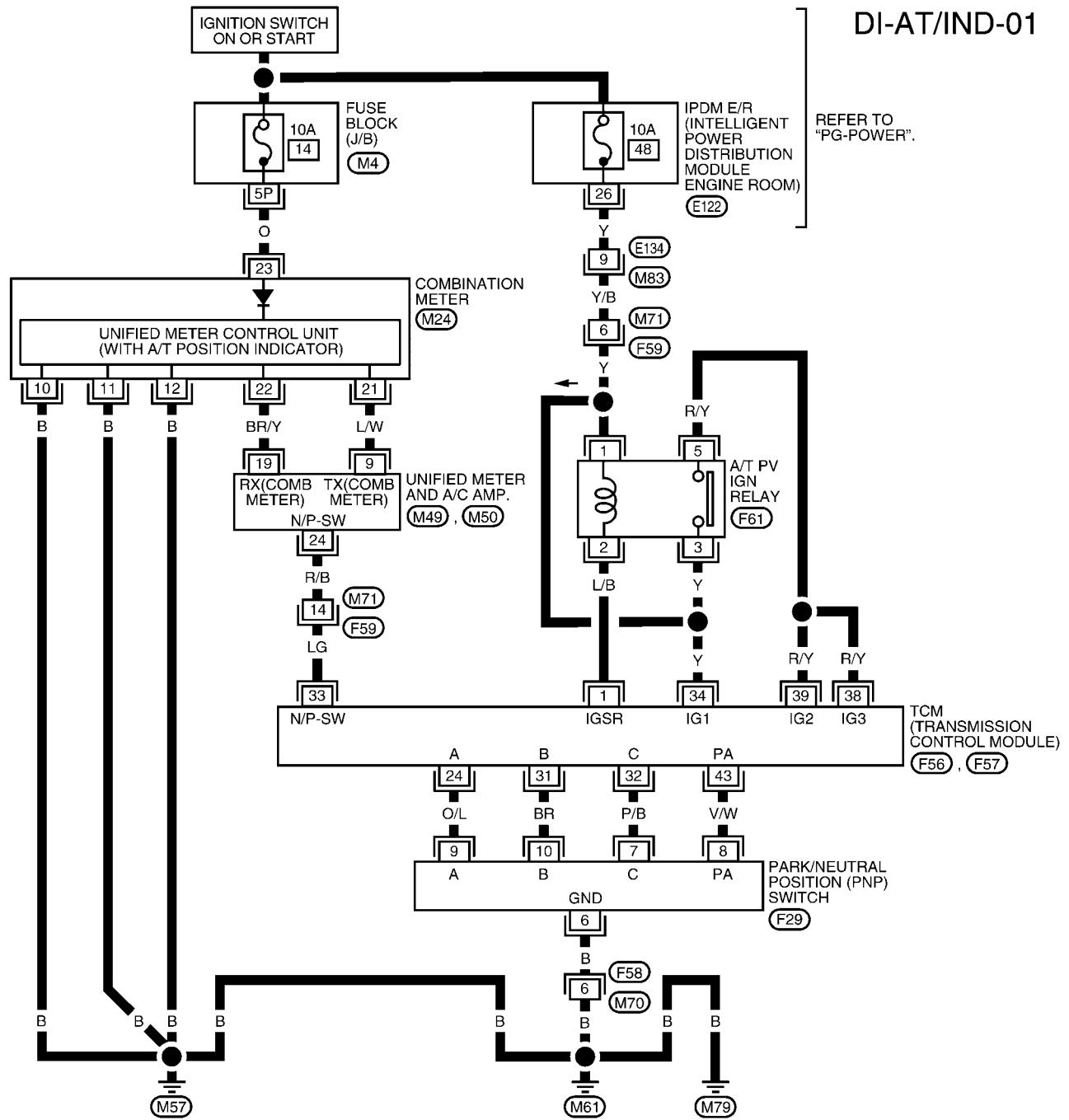
EKS0093Y

## A/T INDICATOR

### Wiring Diagram — AT/IND —

#### DI-AT/IND-01

REFER TO  
"PG-POWER".



WKWA3360E

# A/T INDICATOR

## Trouble Diagnosis

EKS0093Z

### A/T Indicator Does Not Illuminate

EKS00940

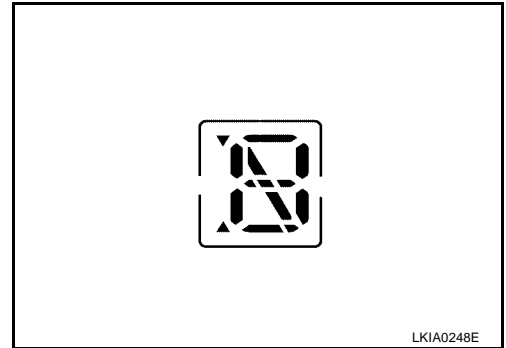
#### 1. CHECK SELF-DIAGNOSIS OF COMBINATION METER

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-28, "Combina-tion 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-32, "CONSULT-II Function \(METER A/C AMP\)"](#) .
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-33, "Display Item List"](#) .

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# 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.

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
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

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

### OK or NG

- OK >> Replace combination meter. Refer to [DI-28, "Combination Meter"](#) .  
 NG >> GO TO 4.

## 4. CHECK TCM

Perform self-diagnosis of TCM. Refer to [AT-77, "CONSULT-II Function \(TRANSMISSION\)"](#) .

### OK or NG

- OK >> Replace the unified meter and A/C amp. Refer to [DI-35, "Unified Meter and A/C Amp."](#) .  
 NG >> Check the applicable parts.

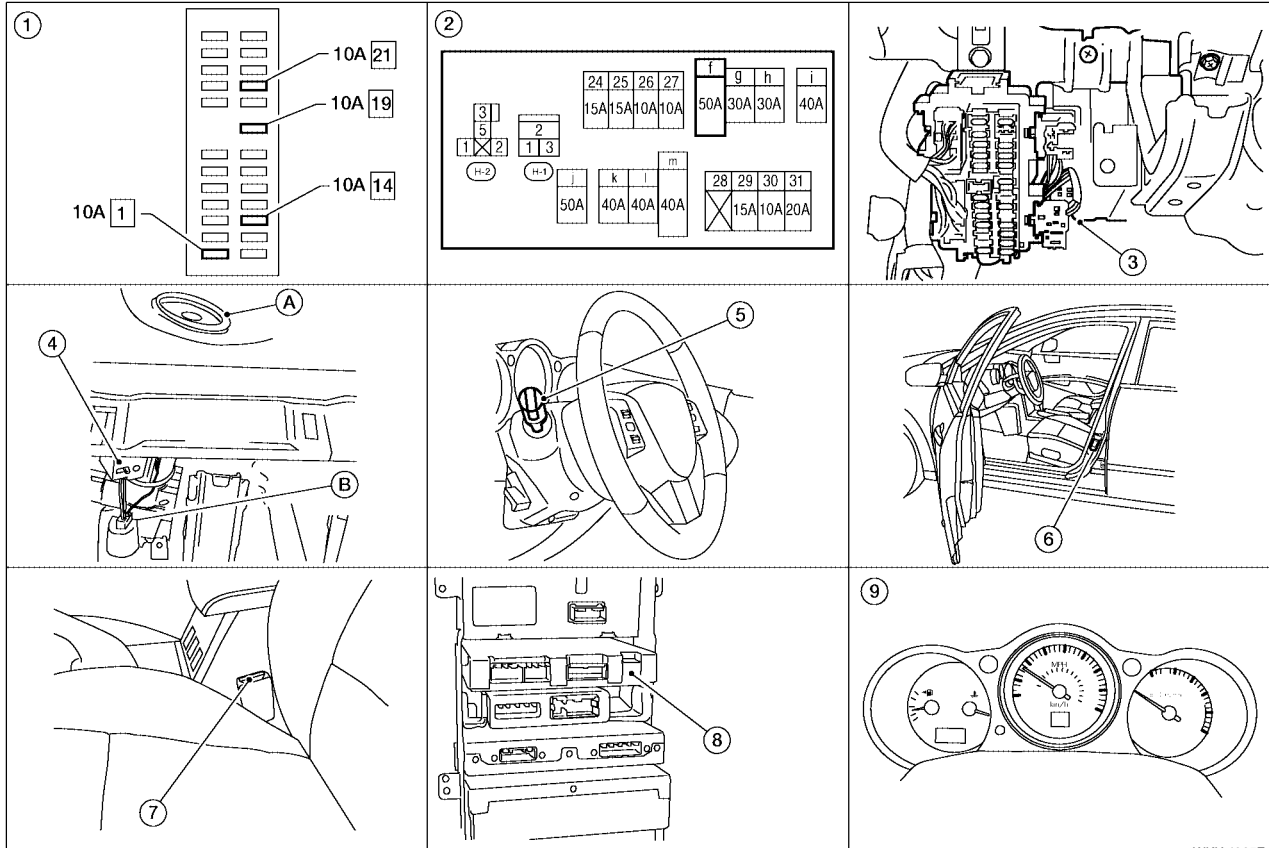
# WARNING CHIME

PFP:24814

## WARNING CHIME

### Component Parts and Harness Connector Location

EKS00941



- |  |   |   |
|--|---|---|
| 1. Fuse block (J/B)  | 2. Fuse and fusible link box                | 3. BCM M18, M19, M20 (view with instrument panel removed) |
| 4. Key switch and key lock solenoid M27<br>A. Ignition key cylinder<br>B. Key switch connector | 5. Combination switch (lighting switch) M28 | 6. Front door switch LH B8                                |
| 7. Seat belt buckle switch LH P15  | 8. Unified meter and A/C amp M49            | 9. Combination meter M24                                  |

## System Description

### FUNCTION

EKS00942

Power is supplied at all times

- through 50A fusible link (letter f , located in the fuse and fusible link box)
- to BCM terminal 55,
- through 10A fuse [No. 21, located in the fuse block (J/B)]
- to key switch and key lock solenoid terminal 3, and
- through 10A fuse [No. 19, located in the fuse block (J/B)]
- to combination meter terminal 24.

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

- through 10A fuse [No. 1, located in the fuse block (J/B)]
- to BCM terminal 38, and
- through 10A fuse [No. 14, located in the fuse block (J/B)]
- to combination meter terminal 23.

Ground is supplied

- to BCM terminal 52,
- to combination switch terminal 12, and

## WARNING CHIME

---

- to combination meter terminals 10, 11 and 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

- 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 lines 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 lines 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 lines between unified meter and A/C amp. and combination meter.

# WARNING CHIME

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

EKS00943

Refer to [LAN-25, "CAN COMMUNICATION"](#) .

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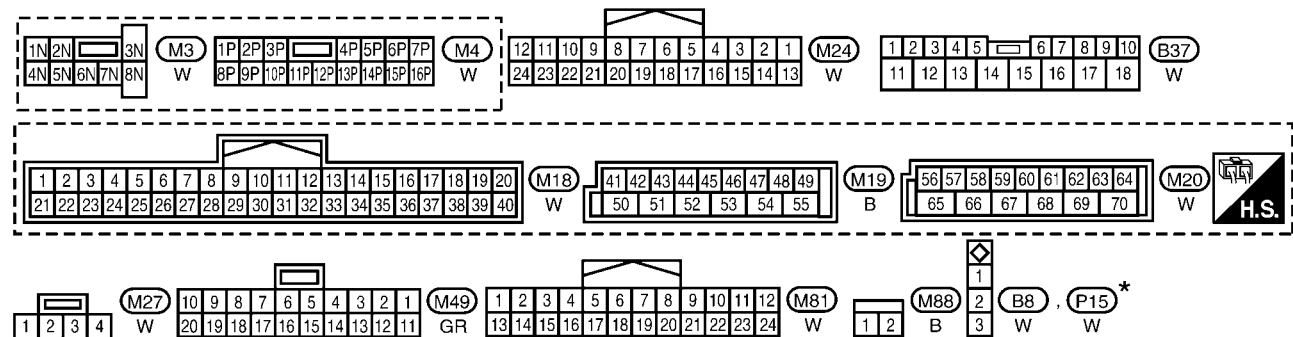
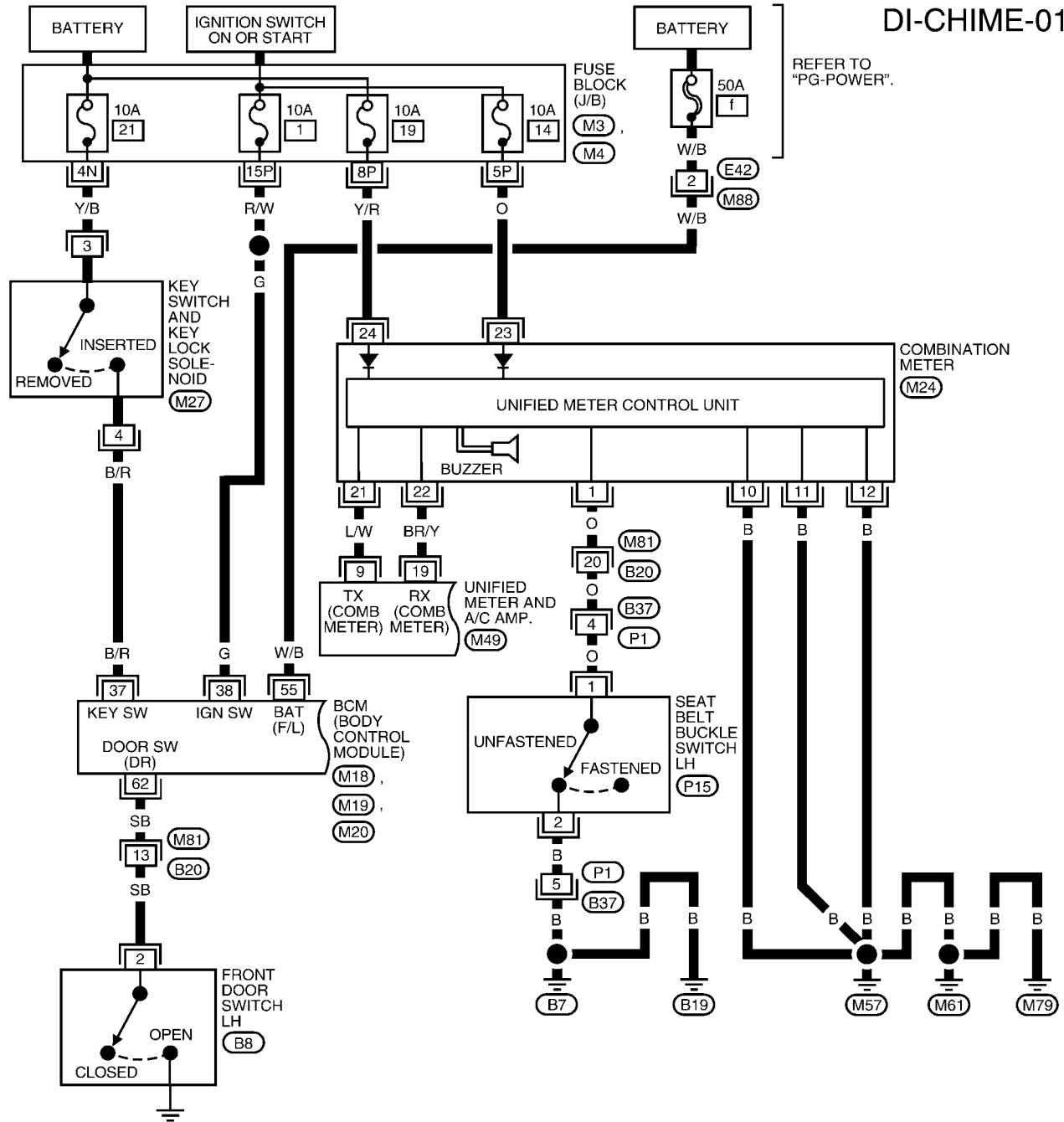


# WARNING CHIME

EKS00944

## Wiring Diagram — CHIME —

### DI-CHIME-01



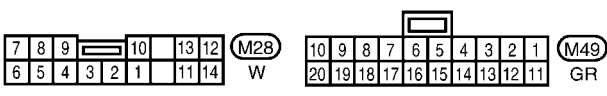
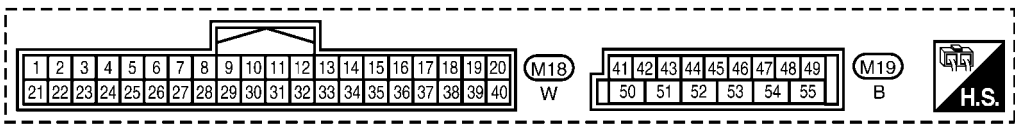
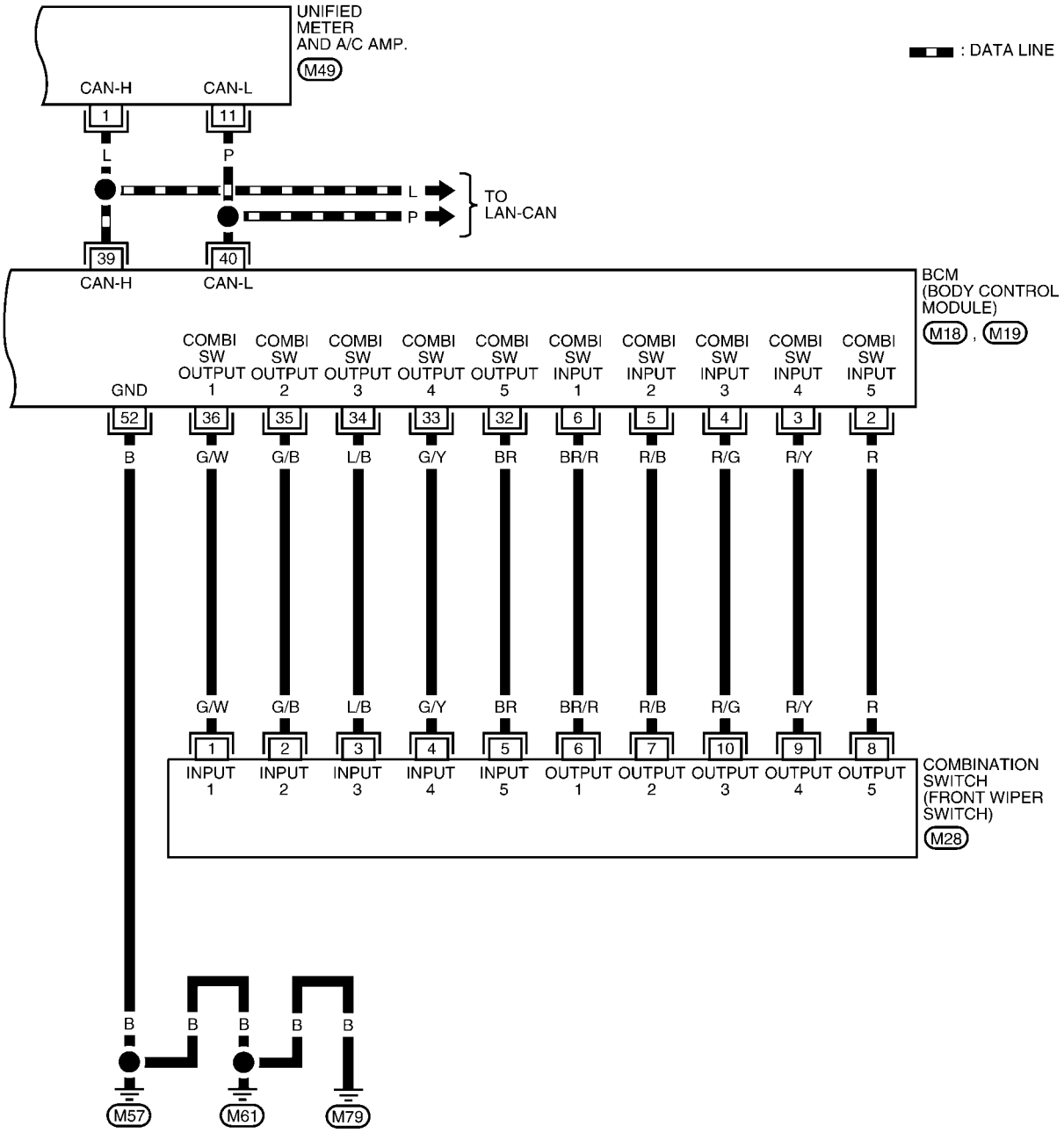
\*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT" OF PG SECTION.

WKWA3361E



# WARNING CHIME

DI-CHIME-02

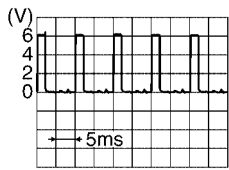
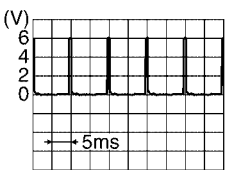
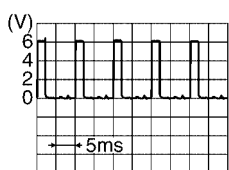
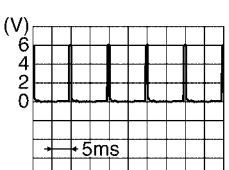

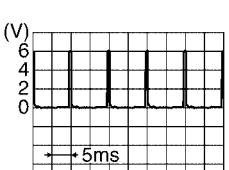
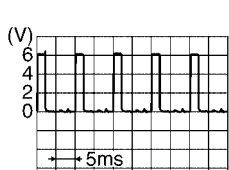


WKWA3362E

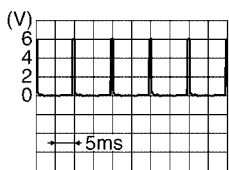
# WARNING CHIME

## Terminals and Reference Value for BCM

EKS00945

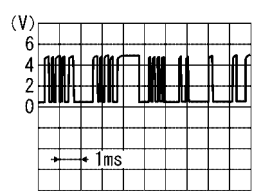
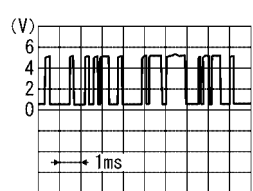
Terminal No.	Wire color	Item	Condition		Reference value (V) (Approx.)
			Ignition switch	Measurement method	
2	R	Combination switch input 5	ON	<ul style="list-style-type: none"> <li>Light switch and wiper switch OFF</li> <li>Wiper dial position 4</li> </ul>	 <p style="text-align: right;">SKIA5291E</p>
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;">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;">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;">SKIA5292E</p>
6	BR/R	Combination switch input 1			
32	BR	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;">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;">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;">SKIA5291E</p>

# WARNING CHIME

Terminal No.	Wire color	Item	Condition		Reference value (V) (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>	 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	P	CAN-L	OFF	—	—
52	B	Ground	OFF	—	0
55	W/B	Battery power supply	OFF	—	Battery voltage
62	SB	Front door switch LH signal	OFF	ON (open)	0
				OFF (closed)	5

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

EKS00946

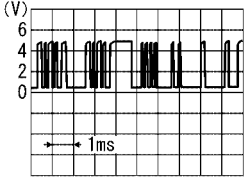
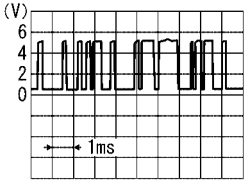
Terminal No.	Wire color	Item	Condition		Reference value (V) (Approx.)
			Ignition switch	Measurement method	
1	L	CAN-H	OFF	—	—
9	L/W	TX communication line (To combination meter)	ON	—	 SKIA3362E
11	P	CAN-L	OFF	—	—
19	BR/Y	RX communication line (From combination meter)	ON	—	 SKIA3361E

## Terminals and Reference Value for Combination Meter

EKS00947

Terminal No.	Wire color	Item	Condition		Reference value (V) (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) (Approx.)
			Ignition switch	Measurement method	
21	L/W	TX communication line (From unified meter and A/C amp.)	ON	—	 SKIA3362E
22	BR/Y	RX communication line (To unified meter and A/C amp.)	ON	—	 SKIA3361E
23	O	Ignition switch ON or START	ON	—	Battery voltage
24	Y/R	Battery power supply	OFF	—	Battery voltage

## How to Proceed With Trouble Diagnosis

EKS00948

1. Confirm the symptom or customer complaint.
2. Understand operation description and function description. Refer to [DI-53, "System Description"](#).
3. Perform the preliminary check. Refer to [DI-60, "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-32, "CONSULT-II Function \(METER A/C AMP\)"](#). When no malfunction is detected, go to step 7. When malfunction is detected, go to [DI-33, "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"](#).
7. Check symptom and repair or replace the cause of malfunction.
8. Does the warning chime operate properly? If so, go to 9. If not, go to 5.
9. Inspection End.

## Preliminary Check

EKS00949

### INSPECTION FOR POWER SUPPLY AND GROUND CIRCUIT

#### 1. CHECK FUSE

Check for blown BCM fuses.

Unit	Power source	Fuse No.
BCM	Battery	<b>f</b>
	Ignition switch ON or START	1

Refer to [DI-56, "Wiring Diagram — CHIME —"](#).

#### OK or NG

OK >> GO TO 2.

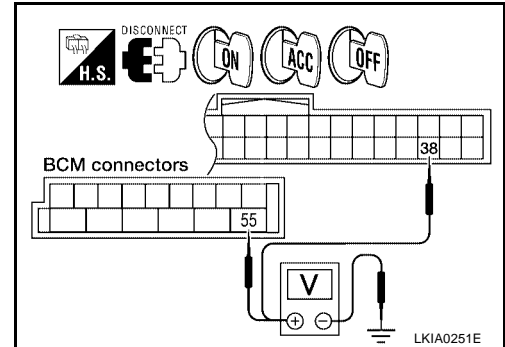
NG >> If fuse is blown, be sure to eliminate cause of malfunction before installing new fuse. Refer to [PG-4, "POWER SUPPLY ROUTING CIRCUIT"](#).

# WARNING CHIME

## 2. CHECK POWER SUPPLY CIRCUIT

1. Disconnect BCM connector M18 and M19.
2. Check voltage between BCM harness connector terminals and ground.

Terminals		Ignition switch position			
(+)		(-)	OFF	ACC	ON
Connector	Terminal		Battery voltage	Battery voltage	Battery voltage
M19	55	Ground	Battery voltage	Battery voltage	Battery voltage
M18	38		0V	0V	Battery voltage



OK or NG

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

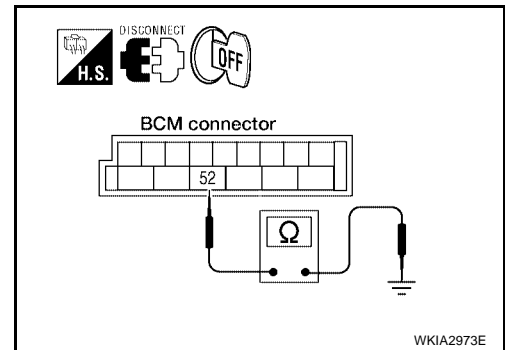
## 3. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between BCM harness connector M19 terminal 52 and ground.

**Continuity should exist.**

OK or NG

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



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# WARNING CHIME

EKS0094A

## CONSULT-II Function (BCM)

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

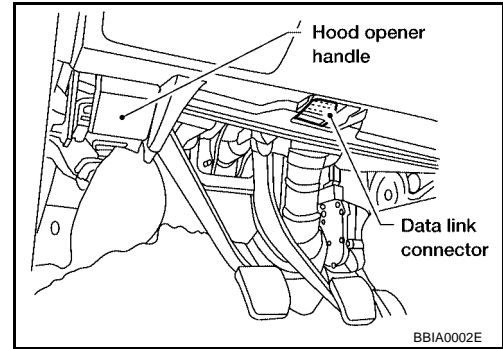
BCM diagnostic test item	Diagnostic mode	Description
Inspection by part	WORK SUPPORT	Supports inspections and adjustments. Commands are transmitted to the BCM for setting the status suitable for required operation, input/output signals are received from the BCM and received data is displayed.
	DATA MONITOR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

### CONSULT-II BASIC OPERATION PROCEDURE

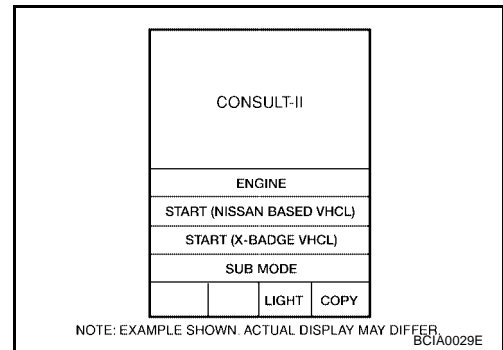
**CAUTION:**

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.

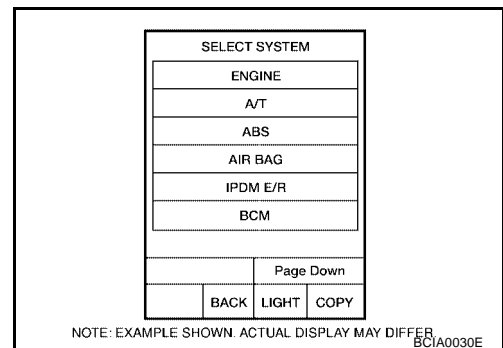
1. With the ignition switch OFF, connect CONSULT-II and CONSULT-II CONVERTER to the data link connector, and turn ignition switch ON.



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

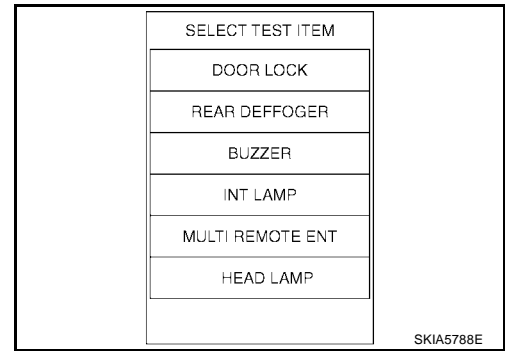


3. Touch "BCM" on "SELECT SYSTEM" screen. If "BCM" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).



# WARNING CHIME

4. Touch "BUZZER" or "BCM".
5. Select "DATA MONITOR", "ACTIVE TEST" 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).
LIGHT SW 1ST	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 TEST	This test is able to check seat belt warning chime operation. Seat belt warning chime sounds for 2 seconds after touching "ON" on CONSULT-II screen.

## SELF-DIAGNOSTIC RESULTS

### Operation Procedure

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

# WARNING CHIME

## Display Item List

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

**NOTE:**

If "CAN communication [U1000]" is indicated, after printing the monitor item, go to "CAN System". Refer to [LAN-25, "CAN COMMUNICATION"](#).

## All Warning Chimes Do Not Operate

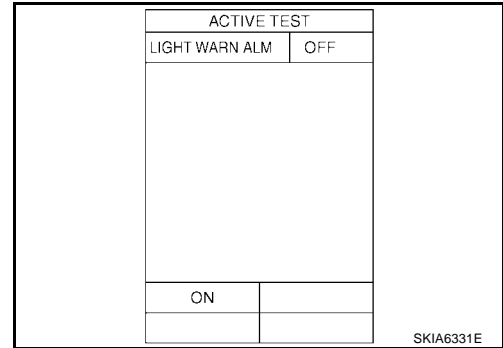
EKS0094B

### 1. CHECK CHIME OPERATION

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

Does chime sound?

- YES >> Replace the BCM. Refer to [BCS-20, "BCM"](#).
- NO >> GO TO 2.



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

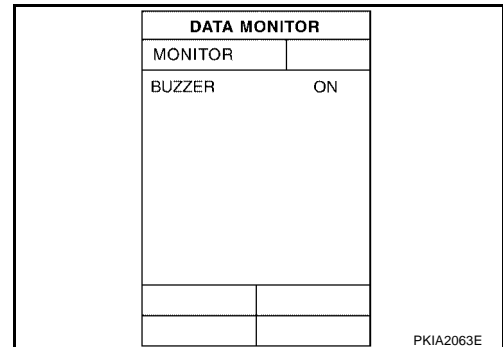
Select "METER A/C AMP" on CONSULT-II. Observe "BUZZER" of data monitor while operating switches in order to meet the requirements to sound warning chime.

**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-28, "Combination Meter"](#).
- NG >> Replace the BCM. Refer to [BCS-20, "BCM"](#).





# WARNING CHIME

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

EKS0094C

### 1. CHECK BCM INPUT SIGNAL

#### ④ 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

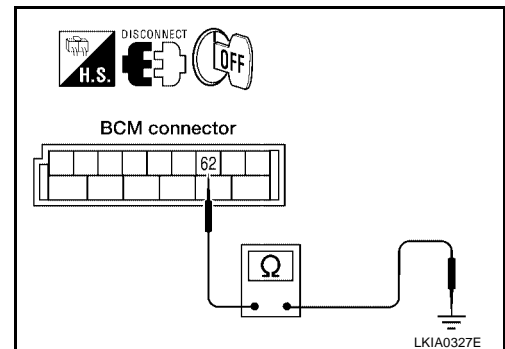
LKIA0335E

#### ⊗ Without CONSULT-II

1. Turn ignition switch OFF.
2. Disconnect BCM connector M20.
3. Check continuity between BCM harness connector M20 terminal 62 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-20, "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 and front door switch LH harness connector B8 terminal 2.

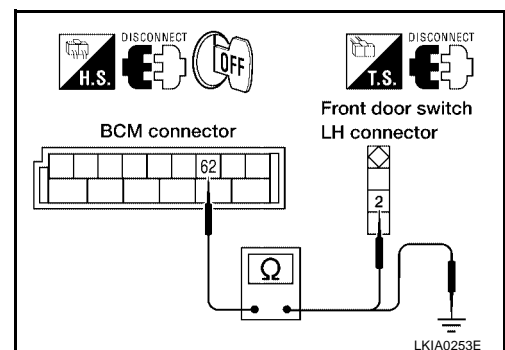
**Continuity should exist.**

4. Check continuity between BCM harness connector M20 terminal 62 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

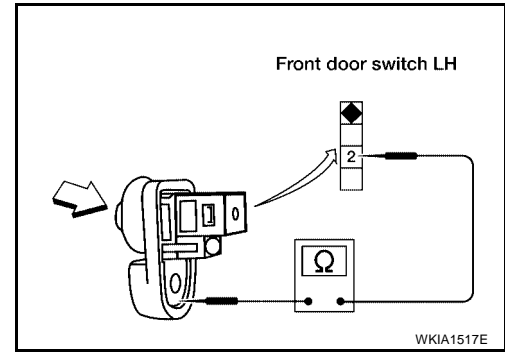
Check continuity between front door switch LH terminal 2 and ground while switching the door switch from ON (open) to OFF (closed).

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

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

OK or NG

- OK >> Replace the BCM. Refer to [BCS-20, "BCM"](#).
- NG >> Replace the front door switch LH.



EKS0094D

## Key Warning Chime Does Not Operate

### 1. CHECK FUSE

Check if the key switch 10A fuse [No. 21, located in the fuse block (J/B)] is blown. Refer to [DI-56, "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-64, "All Warning Chimes Do Not Operate"](#) or [DI-65, "Key Warning Chime and Light Warning Chime Do Not Operate \(Seat Belt Warning Chime Does Operate\)"](#).

# WARNING CHIME

## 3. CHECK BCM INPUT SIGNAL

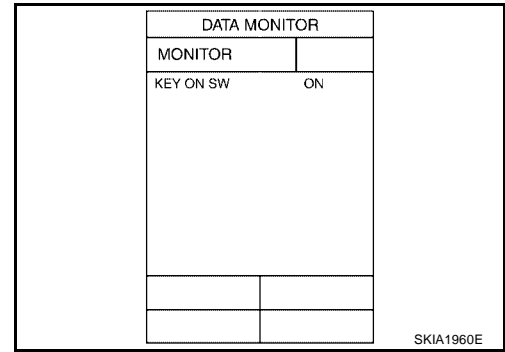
### Ⓟ With CONSULT-II

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**



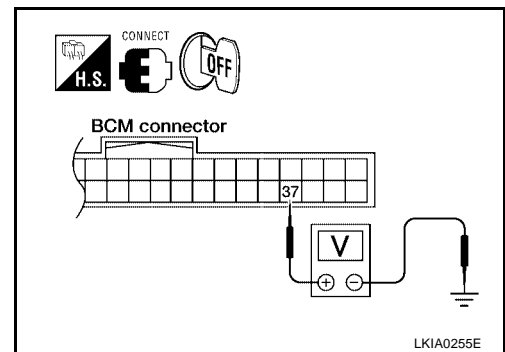
### ⓧ Without CONSULT-II

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

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

OK or NG

- OK >> Replace the BCM. Refer to [BCS-20, "BCM"](#).
- NG >> GO TO 4.



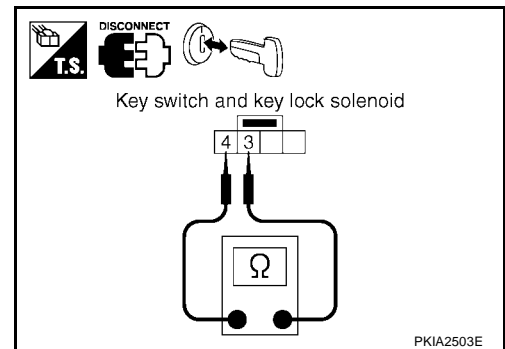
## 4. CHECK KEY SWITCH

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

**Continuity should exist.**

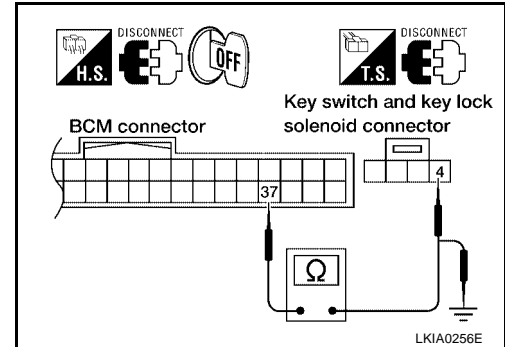
3. Check continuity between BCM harness connector M18 terminal 37 and ground.

**Continuity should not exist.**

OK or NG

OK >> GO TO 6.

NG >> Repair harness or connector.



## 6. CHECK KEY SWITCH POWER SUPPLY CIRCUIT

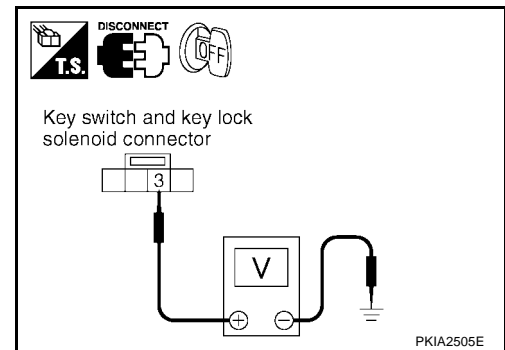
Check voltage between key switch and key lock solenoid harness connector M27 terminal 3 and ground.

**Battery voltage should exist.**

OK or NG

OK >> Replace the BCM. Refer to [BCS-20, "BCM"](#).

NG >> Check harness for open between key switch and key lock solenoid and fuse.



## Light Warning Chime Does Not Operate

EKS0094E

### 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-64, "All Warning Chimes Do Not Operate"](#).

### 2. CHECK BCM INPUT SIGNAL

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

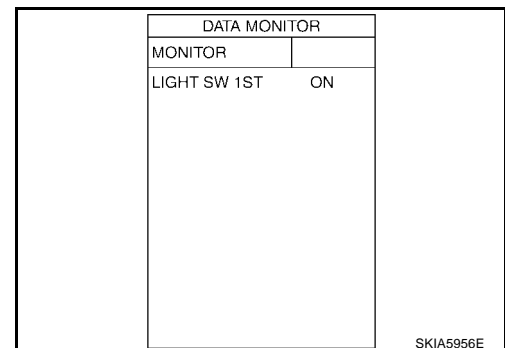
**Lighting switch ON (1st position) : LIGHT SW 1ST ON**

**Lighting switch OFF : LIGHT SW 1ST OFF**

OK or NG

OK >> Replace the BCM. Refer to [BCS-20, "BCM"](#).

NG >> Check lighting switch. Refer to [LT-125, "COMBINATION SWITCH"](#).



# WARNING CHIME

EKS0094F

## 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?

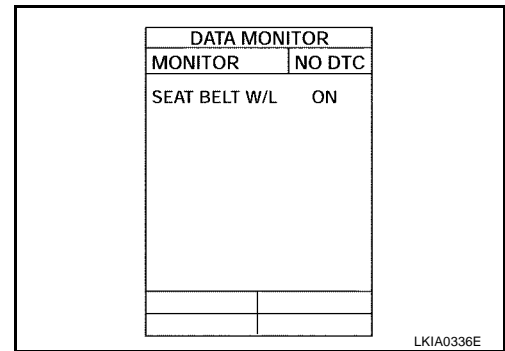
- YES >> GO TO 2.  
 NO >> Go to [DI-64, "All Warning Chimes Do Not Operate"](#) .

### 2. CHECK BCM INPUT SIGNAL

With "SEAT BELT ALM" on the data monitor, confirm "SEAT BELT SW" when the seat belt buckle switch LH 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 LH is fastened : SEAT BELT W/L OFF**  
**When seat belt LH is unfastened : SEAT BELT W/L ON**



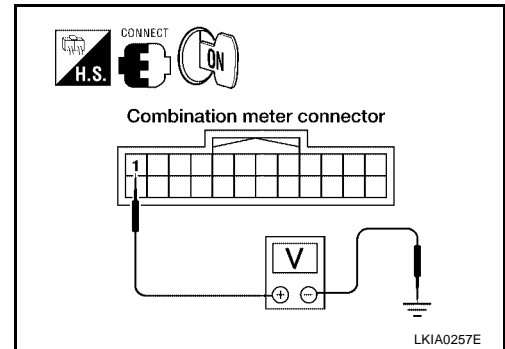
OK or NG

- OK >> Replace the BCM. Refer to [BCS-20, "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 and ground.

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



OK or NG

- OK >> Replace the combination meter. Refer to [DI-28, "Combination Meter"](#) .  
 NG >> GO TO 4.

# WARNING CHIME

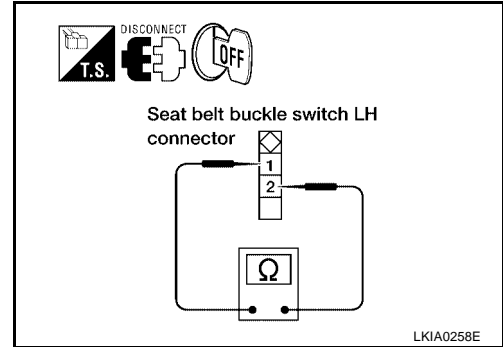
## 4. CHECK SEAT BELT BUCKLE SWITCH

1. Turn ignition switch OFF.
2. Disconnect seat belt buckle switch LH connector.
3. Check continuity between seat belt buckle switch LH 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 and seat belt buckle switch LH harness connector P15 terminal 1.

**Continuity should exist.**

3. Check continuity between combination meter harness connector M24 terminal 1 and ground.

**Continuity should not exist.**

OK or NG

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

