

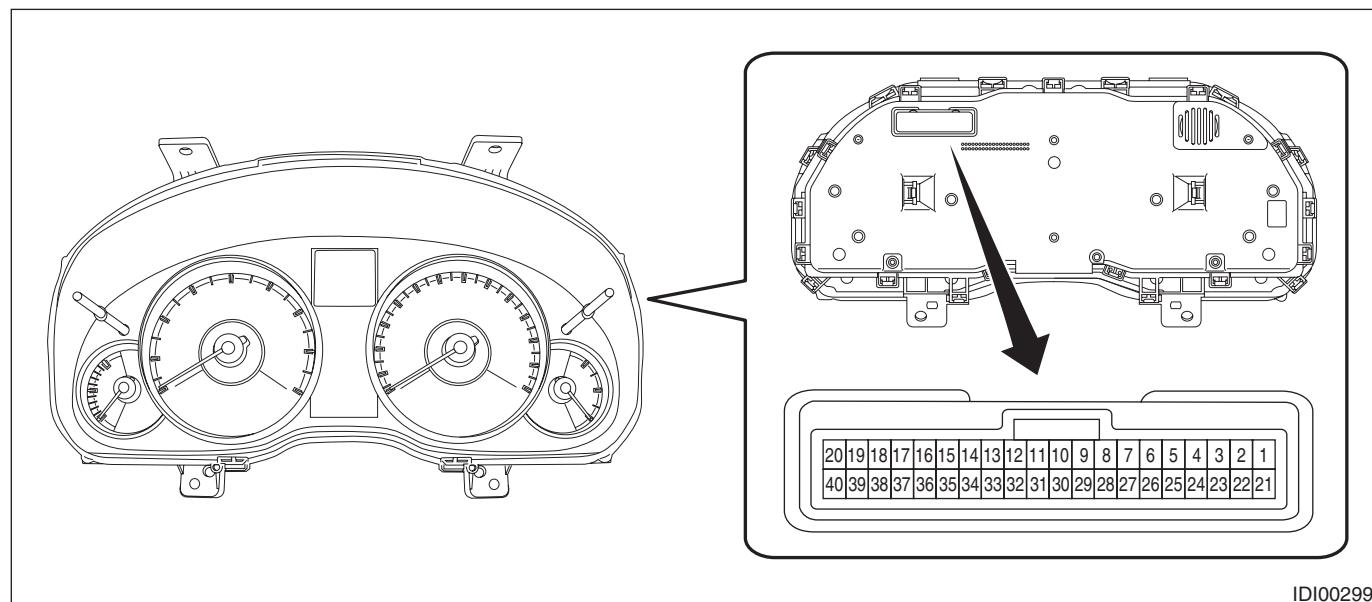
3. Combination Meter System

A: WIRING DIAGRAM

Refer to "Combination Meter System" in the wiring diagram. <Ref. to WI-81, WIRING DIAGRAM, Combination Meter System.>

B: ELECTRICAL SPECIFICATION

1. COMBINATION METER TERMINAL ARRANGEMENT



Connector

| Terminal No. | Item | Measuring condition | Standard |
|------------------------------|------------|--|------------------|
| 3 (U-ART com.) | — | Cannot be measured | — |
| 6 ← → Chassis ground | Voltage | Malfunction indicator light off → on | 0 V → 10 — 14 V |
| 7 ← → Chassis ground | Voltage | Charge warning light off → on | 0 V → 10 — 14 V |
| 8 ← → Chassis ground | Voltage | Oil pressure warning light off → on | 0 V → 10 — 14 V |
| 10 ← → Chassis ground | Voltage | LH turn indicator off → on | 0 V → 10 — 14 V |
| 11 ← → Chassis ground | Voltage | RH turn indicator off → on | 0 V → 10 — 14 V |
| 12 ← → Chassis ground | Voltage | Airbag warning light on → off | 10 — 14 V → 0 V |
| 14 ← → Chassis ground | Voltage | Auto headlight beam leveler warning light off → on | 0 V → 10 — 14 V |
| 15 ← → Chassis ground | Voltage | Security/immobilizer indicator light off → on | 0 V → 10 — 14 V |
| 19 (IG) ← → Chassis ground | Voltage | IG OFF → ON | 0 V → 10 — 14 V |
| 20(+B) ← → Chassis ground | Voltage | Always | 10 — 14 V |
| 24 ← → Chassis ground | Voltage | Brake fluid/parking brake warning light off → on | 0 V → 10 — 14 V |
| 29 ← → Chassis ground | Waveform | Speedometer | Pulse generation |
| 30 ← → Chassis ground | Waveform | Tachometer | Pulse generation |
| 32 (CAN-) ← → Chassis ground | — | Cannot be measured | — |
| 33 (CAN+) ← → Chassis ground | — | Cannot be measured | — |
| 35 ← → Chassis ground | — | Cannot be measured | — |
| 36 ← → Chassis ground | Voltage | Ambient sensor | 0 V → 0.1 — 5 V |
| 37 ← → Chassis ground | Resistance | Always | Less than 1 Ω |
| 38 ← → Chassis ground | Resistance | Always | Less than 1 Ω |
| 39 (GND) ← → Chassis ground | Resistance | Always | Less than 1 Ω |

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C: OPERATION

1. SELF-DIAGNOSIS DISPLAY MODE

The self-diagnosis (checking of each meter, warning light, indicator light, illumination, LCD) of combination meter can be performed in the following procedure.

CAUTION:

Perform the steps described in 1) through 4) within 10 seconds.

- 1) Within 3 seconds after turning the ignition switch to ON, set the lighting switch to tail light or headlight position.
- 2) Press the trip meter knob three times.
- 3) Turn the lighting switch to OFF, and press the trip meter knob three times.
- 4) Set the lighting switch to tail light or headlight position again, and press the trip meter knob three times.

NOTE:

- When pressing the trip meter knob four times, the display changes to DTC display mode. <Ref. to IDI-8, DTC DISPLAY MODE, OPERATION, Combination Meter System.>
- When pressing the trip meter knob five times, the display changes to dealer customize mode. <Ref. to IDI-9, DEALER CUSTOMIZE MODE, OPERATION, Combination Meter System.>
- When the self-diagnosis function operates, the warning light, indicator light, and LCD display checks are performed. After this, the buzzer will sound for 0.5 seconds every time the trip meter knob is pressed, and operation checks are performed in the order of meter indicator needle operation, meter indicator needle indication, and LCD. Turn the ignition switch to OFF to cancel the self-diagnosis function.
- When the engine starts during diagnosis, the self-diagnosis function is not cancelled, however, once the vehicle starts driving, the self-diagnosis function is deactivated automatically.

- 5) Go to "Check meter indicator operation".

Check meter operation, warning light, indicator light, illumination and LCD.

| Meter indicator | LCD display, illumination | Warning light, indicator light |
|---------------------------------------|--|--|
| MIN indication ↓ MAX indication | ILL1 (Min. brightness) ↓(Display for one second for each level) ILL6 (Max. brightness) | Light ON Engine coolant temperature warning light color is red. |
| MAX indication ↓ MIN indication | ILL6 (Max. brightness) ↓(Display for one second for each level) ILL1 (Min. brightness) | |

- 6) Press the trip meter knob once.

- 7) Go to "Check meter indication".

Check meter operation, warning light, indicator light, and LCD.

NOTE:

- Meter indicator switches every 1.5 seconds for each indication.
- ILL indication illuminates at the same brightness as when entering "Meter Indicator Needle Indication Check".
- During operation, "_S_2" is displayed on the LCD trip display.

| Speedometer (km/h) | Tachometer (rpm) | Fuel gauge | ECO gauge | Fuel level warning light | Warning light, indi- cator light |
|-----------------------|---------------------|--------------|--------------|-----------------------------|--|
| 0 | 0 | Lowest point | Lowest point | Light ON | Light OFF Engine coolant tem- perature indicator light color is blue. |
| 0 | 0 | E | -Max | Light ON | |
| 40 | 1000 | 1/2 | 0 | Light OFF | |
| 100 | 4000 | F | +Max | Light OFF | |
| 40 | 1000 | 1/2 | 0 | Light OFF | |
| 0 | 0 | E | -Max | Light ON | |

- 8) Press the trip meter knob once.

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9) Go to "Check LCD display".

Check the LCD display.

NOTE:

- All warning lights and indicator lights turn off.
- The meter indication remains at the same level as "Meter Indicator Needle Indication Check".
- ILL indication illuminates at ILL6 level (max. brightness).
- After No. 14 is displayed in the illumination order, display is repeated from No. 1 again.

| ORDER | AT/SS | CRUISE/SET | TRIP/UNIT/ODO/ S/I/S# | DOOR/ REAR GATE/ TRUNK OPEN |
|-------|---|------------|---|---|
| 1 |  | CRUISE SET | A 8 8 8 . 8 B 8 8 8 8 8 8 [S] [I] S# |  |
| 2 |  | OFF | 1 1 1 . 1 1 1 1 1 1 1 | OFF |
| 3 |  | CRUISE | A 2 2 2 . 2 2 2 2 2 2 2 [S] |  |
| 4 |  | OFF | 3 3 3 . 3 3 3 3 3 3 3 | OFF |
| 5 |  | SET | B 4 4 4 . 4 4 4 4 4 4 4 [I] |  |
| 6 |  | OFF | 5 5 5 . 5 5 5 5 5 5 5 | OFF |
| 7 |  | CRUISE | A 6 6 6 . 6 6 6 6 6 6 6 S# |  |
| 8 |  | OFF | 7 7 7 . 7 7 7 7 7 7 7 | OFF |
| 9 |  | SET | B 8 8 8 . 8 8 8 8 8 8 8 [S] |  |
| 10 |  | OFF | 9 9 9 . 9 9 9 9 9 9 9 | OFF |
| 11 |  | CRUISE | A 0 0 0 . 0 0 0 0 0 0 0 [I] |  |
| 12 |  | OFF | 8 8 8 . 8 8 8 8 8 8 8 | OFF |
| 13 |  | SET | B 8 8 8 . 8 8 8 8 8 8 8 S# |  |
| 14 |  | OFF | 8 8 8 . 8 8 8 8 8 8 8 | OFF |

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2. DTC DISPLAY MODE

The combination meter DTC can be displayed according to the following procedure.

CAUTION:

Perform the steps described in 1) through 4) within 10 seconds.

- 1) Within 3 seconds after turning the ignition switch to ON, set the lighting switch to tail light or headlight position.
- 2) Press the trip meter knob four times.
- 3) Turn the lighting switch to OFF, and press the trip meter knob four times.
- 4) Set the lighting switch to tail light or headlight position again, and press the trip meter knob four times.
- 5) Move on to the "DTC display mode".

NOTE:

- If a diagnostic trouble code (DTC) is detected, an input error to meters exists. Check the harness on the body side and related parts.
- Detected diagnostic trouble code (DTC) cannot be cleared.
- When the engine starts during diagnosis, the self-diagnosis function is not cancelled, however, once ignition switch is turned OFF or the vehicle is driven, the DTC display mode is cancelled automatically.
 - (1) When the DTC display mode operates, the LCD displays whether diagnostic trouble code (DTC) exists.

| DTC display | Item | Condition |
|-------------|-----------------------|---|
| "__" | - | Normal |
| "Er" | - | System error (meter error) |
| B900 | Power supply system | When IG OFF is detected while driving |
| B901 | Speedometer | Abnormal speed pulse value and CAN data value with engine ON |
| B902 | Speedometer | Inconsistency between speed pulse value and CAN data value with engine ON |
| U116 | Tachometer | Abnormal input data with engine ON |
| U140 | Fuel meter | Abnormal input data with engine ON |
| U155 | CAN communication | CAN communication error |
| U167 | Immobilizer collation | Collation with body integrated unit failed |
| U422 | Fuel meter | Abnormal input data with IG ON |
| U431 | Fuel meter | When input data out of range is detected with engine ON |

(2) If the diagnostic trouble code (DTC) is stored, ODO value at occurrence of trouble is displayed.

NOTE:

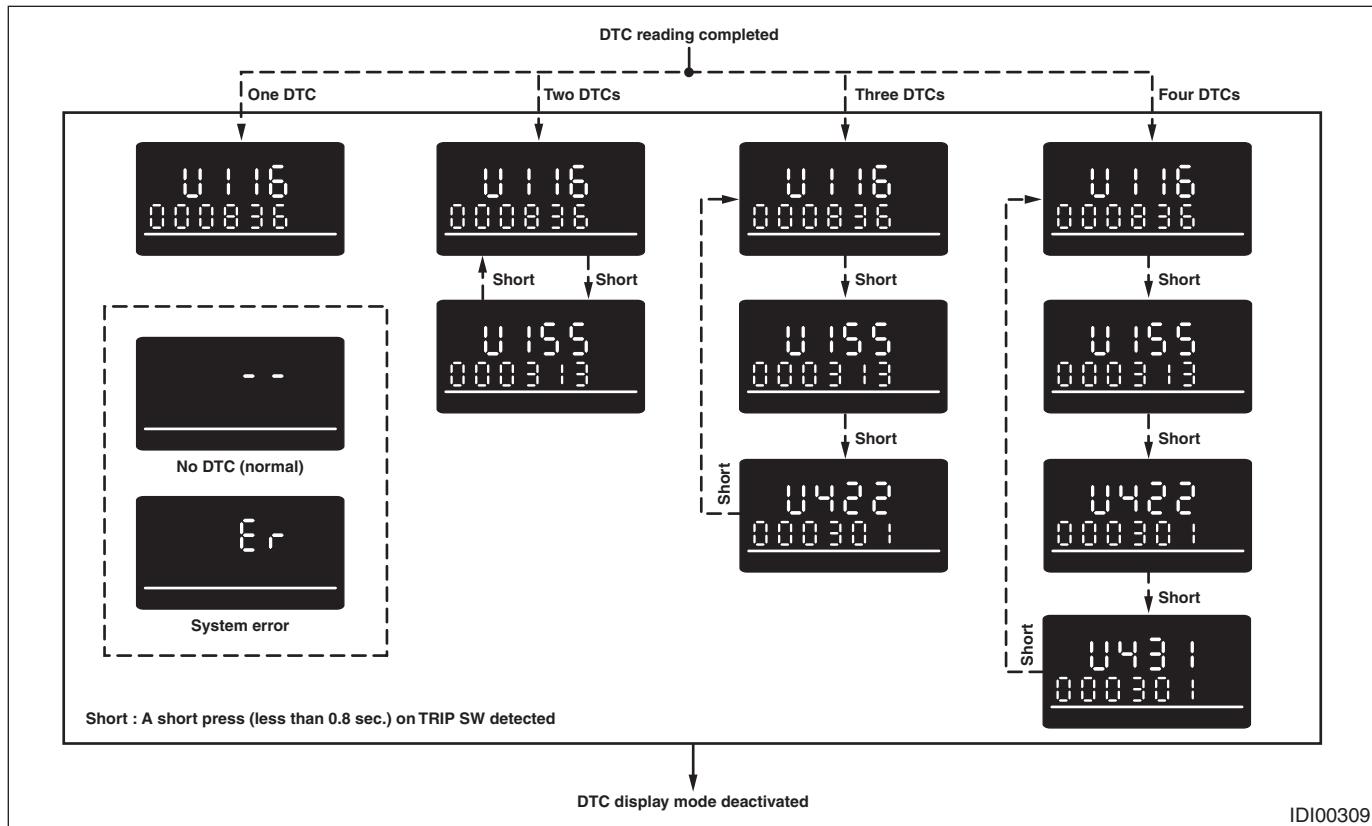
- Diagnostic trouble code (DTC) is stored for up to four cases. If diagnostic trouble code (DTC) is input exceeding four cases, the code is deleted in order starting with the oldest one.
- When there are more than one diagnostic trouble code (DTC), the code is displayed according to the following conditions and switches every time when the trip meter knob is pressed.

1. Displayed in the descending order of ODO value.

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2. If the ODO value is the same, displayed in the ascending order of diagnostic trouble code (DTC) value.



3. DEALER CUSTOMIZE MODE

The combination meter can be customized with dealer customize according to the following procedure.

CAUTION:

Perform the steps described in 1) through 4) within 10 seconds.

- 1) Within 3 seconds after turning the ignition switch to ON, set the lighting switch to tail light or headlight position.
- 2) Press the trip meter knob five times.
- 3) Turn the lighting switch to OFF, and press the trip meter knob five times.
- 4) Set the lighting switch to tail light or headlight position again, and press the trip meter knob five times.
- 5) Move on to the "DEALER CUSTOMIZE MODE".
 - When the dealer customize mode operates, the LCD displays each adjustment screen.
 - The dealer customize mode consists of three setting screens. {Avg.F/E Correction Screen}, {Ambient Temp. Correction Screen} and {Clock Adjust. Screen} is displayed cyclically in this order every time the trip meter knob is tapped.
 - Holding down the trip meter knob while each setting screen is displayed can change the setting value.

NOTE:

When ignition switch is turned OFF or the vehicle is driven, the customize mode is cancelled automatically.

| No. | Customize mode | Initial value | Correction range |
|-----|---------------------------------|---------------|------------------|
| 1 | Avg.F/E Correction Screen | ±0% | ±10% |
| 2 | Ambient Temp. Correction Screen | ±0°C | ±3°C* |
| 3 | Clock Adjust. Screen | on | on or off |

*: The temperature is compensated only for every 1°C (The change of 1°C corresponds to 1.8°F).

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D: INSPECTION

1. SYMPTOM CHART

CAUTION:

When measuring the voltage and resistance of each control module or sensor, use a tapered pin with a diameter of less than 0.64 mm (0.03 in) in order to avoid poor contact. Do not insert the pin more than 2 mm (0.08 in).

| Symptoms | Repair order | Note |
|---|---|---|
| Combination meter assembly does not operate. | 1. Power supply 2. Ground circuit 3. Combination meter | <Ref. to IDI-10, CHECK POWER SUPPLY AND GROUND CIRCUIT, INSPECTION, Combination Meter System.> |
| Speedometer does not operate. | 1. VDC C/M 2. Harness 3. Combination meter | <Ref. to IDI-11, CHECK VDC CONTROL MODULE, INSPECTION, Combination Meter System.> |
| Tachometer does not operate. | 1. ECM 2. Harness 3. Combination meter | <Ref. to IDI-11, CHECK ENGINE CONTROL MODULE (ECM), INSPECTION, Combination Meter System.> |
| Fuel gauge does not operate. | 1. Communication circuit 2. Harness 3. Body integrated unit 4. Fuel level sensor 5. Combination meter | <Ref. to IDI-12, CHECK FUEL LEVEL SENSOR, INSPECTION, Combination Meter System.> |
| ECO gauge does not operate. | 1. Communication circuit 2. Combination meter | <Ref. to IDI-14, CHECK ECO GAUGE, INSPECTION, Combination Meter System.> NOTE: The ECO gauge does not operate unless the vehicle is driven at least 1 km after the trip meter is reset. |
| Warning buzzer for key left in ignition does not sound. | 1. Communication circuit 2. Combination meter | <Ref. to IDI-14, CHECK WARNING BUZZER FOR KEY LEFT IN IGNITION, INSPECTION, Combination Meter System.> |

2. CHECK POWER SUPPLY AND GROUND CIRCUIT

| Step | Check | Yes | No |
|--|-----------------------------------|----------------------------------|--|
| 1 CHECK POWER SUPPLY FOR COMBINATION METER. 1) Remove the combination meter. 2) Measure the voltage between combination meter connector and chassis ground. <i>Connector & terminal (i10) No. 20 (+) — Chassis ground (-):</i> | Is the voltage 10 V or more? | Go to step 2. | Check the harness for open or short between the fuse and combination meter. |
| 2 CHECK POWER SUPPLY FOR COMBINATION METER. 1) Turn the ignition switch to ON. 2) Measure the voltage between combination meter connector and chassis ground. <i>Connector & terminal (i10) No. 19 (+) — Chassis ground (-):</i> | Is the voltage 10 V or more? | Go to step 3. | Check the harness for open or short between the ignition switch and combination meter. |
| 3 CHECK GROUND CIRCUIT OF COMBINATION METER. 1) Turn the ignition switch to OFF. 2) Measure the resistance between combination meter connector and chassis ground. <i>Connector & terminal (i10) No. 39 — Chassis ground:</i> | Is the resistance less than 10 Ω? | Replace the meter case assembly. | Repair or replace the harness. |

3. CHECK VDC CONTROL MODULE

| Step | Check | Yes | No |
|---|---|--|--------------------------------|
| 1 CHECK VEHICLE SPEED SIGNAL. 1) Remove the combination meter mounting screws. 2) Lift up the vehicle and support it with rigid racks. 3) Drive the vehicle faster than 10 km/h (6 MPH). WARNING: Be careful not to get caught in the running wheels. 4) Measure the voltage between combination meter connector and chassis ground. Connector & terminal <i>(i10) No. 29 (+) — Chassis ground (-):</i> | Is the voltage less than 1 V \longleftrightarrow 5 V or more? | Replace the meter case assembly. | Go to step 2. |
| 2 CHECK HARNESS BETWEEN VDC CONTROL MODULE AND COMBINATION METER. 1) Turn the ignition switch to OFF. 2) Disconnect the VDC control unit connector and the combination meter connector. 3) Measure the resistance between the VDC control module connector and the combination meter connector. Connector & terminal <i>(B310) No. 11 — (i10) No. 29:</i> | Is the resistance less than 10 Ω ? | Check VDC control module. <Ref. to VDC(diag)-2, Basic Diagnostic Procedure.> | Repair or replace the harness. |

4. CHECK ENGINE CONTROL MODULE (ECM)

| Step | Check | Yes | No |
|---|--|----------------------------------|---|
| 1 CHECK ECM SIGNAL. 1) Start the engine. 2) Measure the voltage between ECM connector and chassis ground. Connector & terminal <i>(B135) No. 15 (+) — Chassis ground (-):</i> | Is the voltage 0 \longleftrightarrow 14 V or more? | Go to step 2. | Inspect the ECM. • H4 non-turbo model: <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.> • H4 turbo model: <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.> • H6 model: <Ref. to EN(H6DO)(diag)-2, Basic Diagnostic Procedure.> |
| 2 CHECK HARNESS BETWEEN COMBINATION METER AND ECM. 1) Turn the ignition switch to OFF. 2) Disconnect the ECM connector and combination meter connector. 3) Measure the resistance between the ECM connector and the combination meter connector. Connector & terminal <i>(B135) No. 15 — (i10) No. 30:</i> | Is the resistance less than 10 Ω ? | Replace the meter case assembly. | Repair or replace the harness. |

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5. CHECK FUEL LEVEL SENSOR

| Step | Check | Yes | No |
|--|---|--|--|
| 1 CHECK COMBINATION METER. 1) Drain fuel. 2) Check the fuel indication status in the combination meter. | Does the fuel gauge needle indicate EMPTY and is the low fuel warning light blinking? | Go to step 4. | Go to step 2. |
| 2 CHECK COMBINATION METER. Perform the self-diagnosis of combination meter. <Ref. to IDI-6, SELF-DIAGNOSIS DISPLAY MODE, OPERATION, Combination Meter System.> | Is it operating normally? | Go to step 3. | Replace the meter case assembly. <Ref. to IDI-20, Combination Meter.> |
| 3 CHECK DIAGNOSTIC TROUBLE CODE (DTC). 1) Prepare the Subaru Select Monitor kit. 2) Turn the ignition switch to ON (engine OFF) and run the "PC application for Subaru Select Monitor". 3) On «System Selection Menu» display, select {Integ. unit mode}. 4) Select the {Diagnostic Code(s) Display}. | Is DTC being displayed? | Perform the diagnosis according to DTC. <Ref. to LAN(diag)-32, LIST, List of Diagnostic Trouble Code (DTC).> | Go to step 4. |
| 4 CHECK HARNESS. 1) Disconnect the body integrated unit connector. 2) Measure the resistance between body integrated unit connector and chassis ground. <i>Connector & terminal (i84) No. 17 — Chassis ground:</i> | Is the resistance 2 — 96 Ω? | Go to step 5. Go to step 9.(If the step 1 is "Yes") | Repair or replace the harness. |
| 5 CHECK COMMUNICATION BETWEEN BODY INTEGRATED UNIT AND COMBINATION METERS. 1) Remove the fuel sub level sensor. • H4 non-turbo model: <Ref. to FU(H4SO)-64, REMOVAL, Fuel Sub Level Sensor.> • H4 turbo model: <Ref. to FU(H4DOTC)-83, REMOVAL, Fuel Sub Level Sensor.> • H6 model: <Ref. to FU(H6DO)-73, REMOVAL, Fuel Sub Level Sensor.> 2) Short the fuel sub level sensor connector terminal to the chassis ground with approx. 100 Ω resistance. 3) Turn the ignition switch to ON. <i>Connector & terminal (R59) No. 1 — Chassis ground:</i> | Does the meter needle indicate EMPTY? | Go to step 7. | Go to step 6. |
| 6 CHECK BODY INTEGRATED UNIT. 1) Retain the condition in step 5. 2) On {Integ. unit mode}, select {Fuel level resistance} using the Subaru Select Monitor. | Is approx. 100 Ω displayed in the data? | Go to step 11. | Replace the body integrated unit. <Ref. to SL-73, Body Integrated Unit.> |

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| Step | Check | Yes | No |
|---|---|--|---|
| 7 CHECK COMMUNICATION BETWEEN BODY INTEGRATED UNIT AND COMBINATION METERS. 1) Remove the fuel sub level sensor. <ul style="list-style-type: none">• H4 non-turbo model: <Ref. to FU(H4SO)-64, REMOVAL, Fuel Sub Level Sensor.>• H4 turbo model: <Ref. to FU(H4DOTC)-83, REMOVAL, Fuel Sub Level Sensor.>• H6 model: <Ref. to FU(H6DO)-73, REMOVAL, Fuel Sub Level Sensor.> 2) Short the fuel sub level sensor connector terminal to the chassis ground with approx. $2\ \Omega$ to $6\ \Omega$ resistance. 3) Turn the ignition switch to ON. <i>Connector & terminal</i> <i>(R59) No. 1 — Chassis ground:</i> | Does the meter needle indicate FULL? | Go to step 9. | Go to step 8. |
| 8 CHECK BODY INTEGRATED UNIT. 1) Retain the condition in step 7. 2) On {Integ. unit mode}, select {Fuel level resistance} using the Subaru Select Monitor. | Is the resistance $2 — 6\ \Omega$? | Go to step 11. | Replace the body integrated unit. <Ref. to SL-73, Body Integrated Unit.> |
| 9 CHECK FUEL SUB LEVEL SENSOR. 1) Remove the fuel sub level sensor. <ul style="list-style-type: none">• H4 non-turbo model: <Ref. to FU(H4SO)-64, REMOVAL, Fuel Sub Level Sensor.>• H4 turbo model: <Ref. to FU(H4DOTC)-83, REMOVAL, Fuel Sub Level Sensor.>• H6 model: <Ref. to FU(H6DO)-73, REMOVAL, Fuel Sub Level Sensor.> 2) Measure the resistance between the fuel sub level sensor connectors when the float is in FULL and EMPTY position. <i>Connector & terminal</i> <i>(R59) No. 1 — No. 2:</i> | Is the resistance 1.0 to $2.5\ \Omega$ (FULL) and 61 to $63\ \Omega$ (EMPTY)? | Go to step 10. | Replace the fuel sub level sensor. |
| 10 CHECK FUEL LEVEL SENSOR. 1) Remove the fuel level sensor. <ul style="list-style-type: none">• H4 non-turbo model: <Ref. to FU(H4SO)-62, REMOVAL, Fuel Level Sensor.>• H4 turbo model: <Ref. to FU(H4DOTC)-81, REMOVAL, Fuel Level Sensor.>• H6 model: <Ref. to FU(H6DO)-71, REMOVAL, Fuel Level Sensor.> 2) Measure the resistance between the fuel level sensor connectors when the float is in FULL and EMPTY position. <i>Connector & terminal</i> <i>(R58) No. 1 — No. 4:</i> | Is the resistance 1.0 to $2.5\ \Omega$ (FULL) and 31 to $33\ \Omega$ (EMPTY)? | Check the connection status of the harness and connector that may have a temporary poor contact. | Replace the fuel level sensor. |
| 11 CHECK COMBINATION METER OPERATION. 1) Remove the combination meter. 2) Attach the combination meter to another vehicle on which the fuel gauge operates normally to check its operation. | Is the fuel gauge normal? | Replace the body integrated unit. <Ref. to SL-73, Body Integrated Unit.> | Replace the meter case assembly. |

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6. CHECK ECO GAUGE

| Step | Check | Yes | No |
|--|--------------------------------------|--|---|
| 1 CHECK DIAGNOSTIC TROUBLE CODE (DTC). 1) Prepare the Subaru Select Monitor kit. 2) Turn the ignition switch to ON (engine OFF) and run the "PC application for Subaru Select Monitor". 3) On «System Selection Menu» display, select {Integ. unit mode}. 4) Select the {Diagnostic Code(s) Display}. | Is a DTC of high-speed CAN detected? | Perform the diagnosis according to DTC. <Ref. to LAN(diag)-32, LIST, List of Diagnostic Trouble Code (DTC).> | Go to step 2. |
| 2 CHECK ECO GAUGE. Perform the self-diagnosis of combination meter. <Ref. to IDI-6, SELF-DIAGNOSIS DISPLAY MODE, OPERATION, Combination Meter System.> | Does ECO gauge operate properly? | Check the connection status of the harness and connector that may have a temporary poor contact. | Replace the meter case assembly. <Ref. to IDI-20, Combination Meter.> |

7. CHECK WARNING BUZZER FOR KEY LEFT IN IGNITION

| Step | Check | Yes | No |
|--|---|--|---|
| 1 CHECK KEY WARNING SWITCH ALARM. 1) Insert the key into the ignition key lock. 2) Open the driver's side door. | Does the buzzer sound from the meter? | Normal | Go to step 2. |
| 2 CHECK COMMUNICATION STATUS. 1) Prepare the Subaru Select Monitor. 2) On «System Selection Menu» display, select {Integ. unit mode}. 3) On {Current Data Display & Save}, select {Key-lock warning SW}. 4) Insert and remove the key. | Does the display change between ON ↔ OFF? | Go to step 3. | Check the ignition switch circuit. <Ref. to SL-61, INSPECTION, Ignition Key Lock.> |
| 3 CHECK COMMUNICATION STATUS. 1) On {Current Data Display & Save}, select {Driver's door SW input}. 2) Open and close the door. | Does the display change between ON ↔ OFF? | Go to step 4. | Check the door switch circuit. <Ref. to SL-10, CHECK DOOR LOCK SWITCH, INSPECTION, Door Lock Control System.> |
| 4 CHECK COMMUNICATION STATUS. 1) Turn the ignition switch to ON (engine OFF) and run the "PC application for Subaru Select Monitor". 2) On «System Selection Menu» display, select {Integ. unit mode}. 3) Select the {Diagnostic Code(s) Display}. | Is DTC being displayed? | Perform the diagnosis according to DTC. <Ref. to LAN(diag)-32, LIST, List of Diagnostic Trouble Code (DTC).> | Go to step 5. |
| 5 CHECK COMBINATION METER. Perform the self-diagnosis of combination meter. <Ref. to IDI-6, SELF-DIAGNOSIS DISPLAY MODE, OPERATION, Combination Meter System.> | Did the buzzer sound? | Go to step 6. | Replace the meter case assembly. |
| 6 CHECK COMBINATION METER. 1) Remove the combination meter. 2) Attach the buzzer to another vehicle on which the buzzer operates normally to check its operation. | Did the buzzer sound? | Replace the body integrated unit. <Ref. to SL-73, Body Integrated Unit.> | Replace the meter case assembly. |

E: NOTE

For operation procedures of each component of the combination meter system, refer to the respective section.

- Combination meter: <Ref. to IDI-20, Combination Meter.>
- Speedometer: <Ref. to IDI-26, Speedometer.>
- Tachometer: <Ref. to IDI-27, Tachometer.>
- Fuel gauge: <Ref. to IDI-28, Fuel Gauge.>
- ECO gauge: <Ref. to IDI-29, ECO Gauge.>