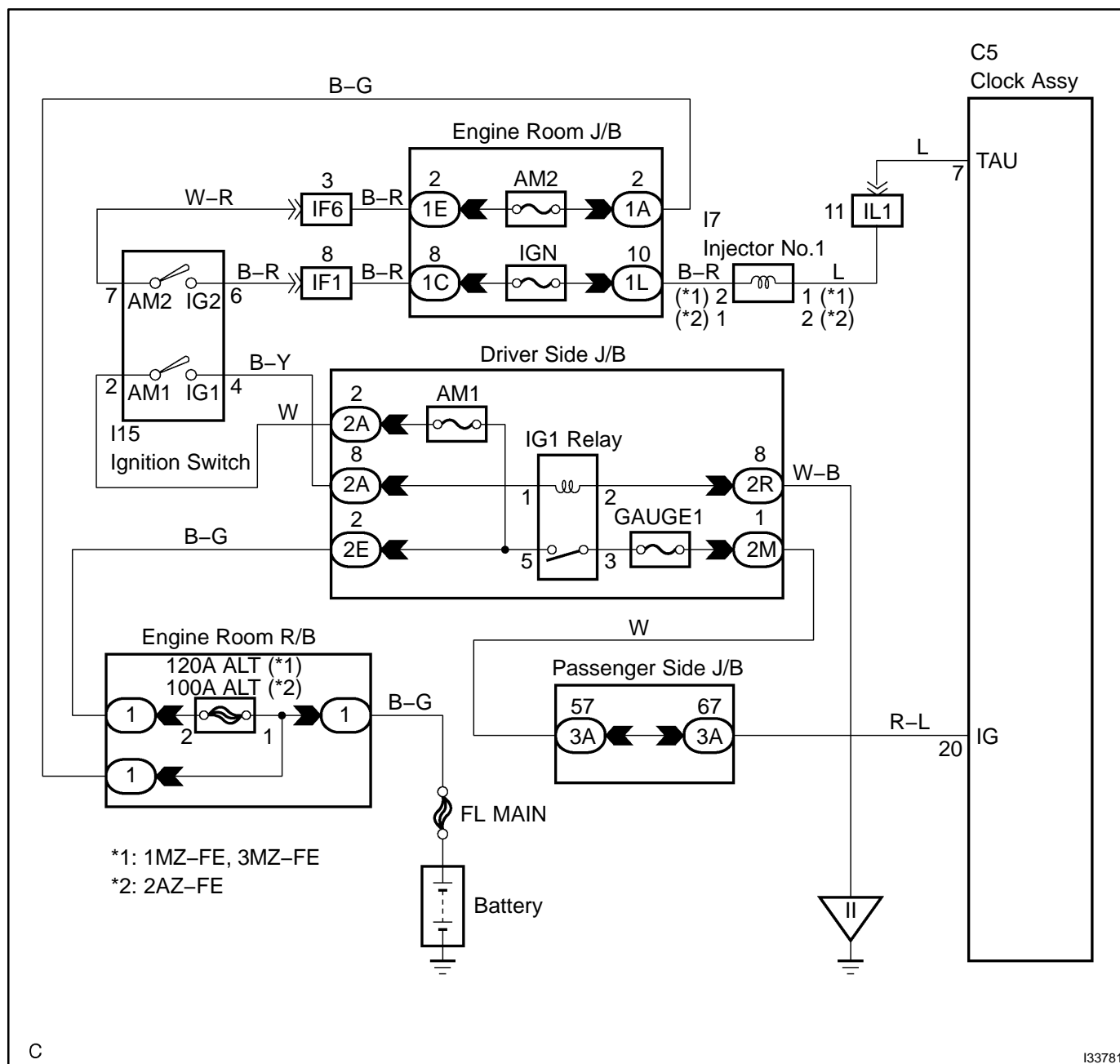


MALFUNCTION IN DRIVING TIME DISPLAY

CIRCUIT DESCRIPTION

This circuit is used only in the vehicle equipped with the automatic A/C.

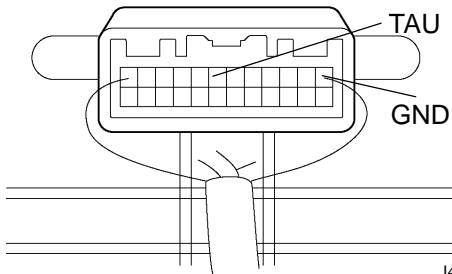
WIRING DIAGRAM



INSPECTION PROCEDURE

1 INSPECT CLOCK ASSY(IG, TAU)

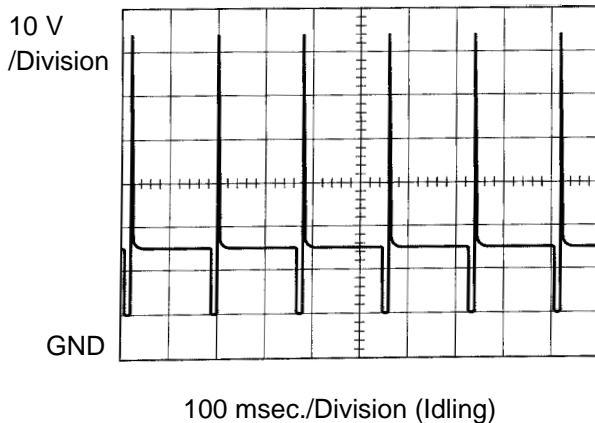
Clock Assy Connector Front View:



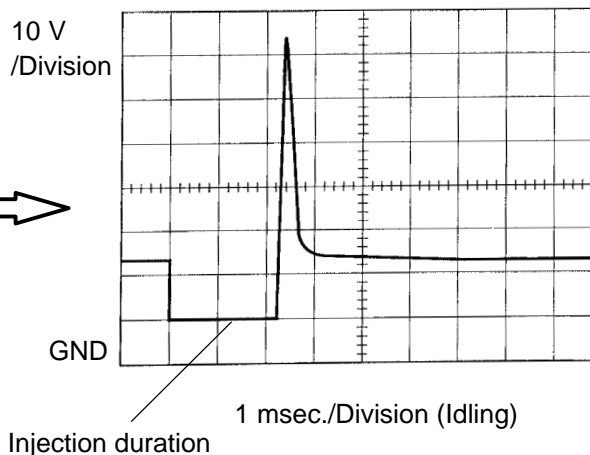
- Connect the oscilloscope to terminals 1 (GND) and 7 (TAU) of the clock assy connector.
- Start the engine.
- Check the signal wave form (TAU signal).

Item	Condition
Tool setting	10 V/DIV, 100 ms/DV
Vehicle condition	Engine idle speed

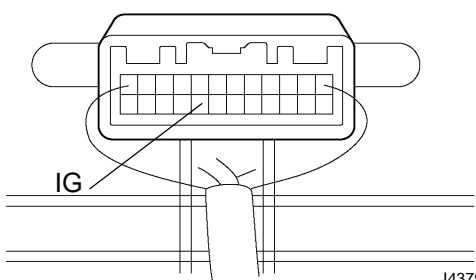
Injector Signal Wave Form



(Magnification)



Clock Assy Connector Front View:



- Turn the ignition switch to ON.
- Measure the voltage between terminal 20 (IG) of the clock assy and body ground.

Standard: 10 to 14 V

Result:

TAU signal: NG	A
IG signal: NG	B
OK	C

A

GO TO FUEL SYSTEM (SEE PAGE 05-5(2AZ-FE), 05-353(2AZ-FE(PZEV)), 05-496(1MZ-FE/3MZ-FE))

B

Go to step 2

C

REPLACE CLOCK ASSY (SEE PAGE 71-30)

2 INSPECT FUSE(GAUGE1)

(a) Check that continuity exists in the GAUGE1 fuse.

NG**REPLACE FUSE****OK****REPAIR OR REPLACE HARNESS OR CONNECTOR**