

DESCRIPTION AND OPERATION (Continued)

RESET: Resets function selected in fuel computer. Two successive depressions of reset button within two seconds will cause all resettable functions to reset.

All buttons are white with headlamp switch off and are illuminated in green with the headlamp switch on. Dimming is controlled by the rheostat.

The button actuations are accompanied by an audible tone generated by the vehicle chime module which is activated by the instrument cluster.

Speedometer/Odometer/Tachometer

The electronic instrument cluster goes through prove out when powered up and then goes into normal operation, displaying speed and the regular odometer.

Two of the four buttons on the switch module are used to operate speedometer functions. They are:

- **E/M:** Displays in either English mode (MPH, MILES, MPG) or metric mode (Km/h, Km, L/100Km). This switch controls both the speedometer and fuel computer.
- **TACH:** Activates and deactivates tachometer display.

Digital Speedometer

The electronic speedometer gets a speed/distance signal from the cableless transmission-mounted vehicle speed sensor (VSS) (9E731).

The speedometer portion of the display consists of 2-1/2 digits which indicate vehicle speed. The mode (English or metric) will also be indicated by displaying either the MPH or Km/h legends. The display units (English or metric) will be consistent with the odometer and fuel computer, and will be the same at power up as they were at power down.

The maximum speed indicated will be limited to 193 Km/h (120 mph). These readings will be displayed for all vehicle speeds exceeding 193 Km/h (120 mph). It is normal for the speedometer to display consecutive numbers during slow acceleration or deceleration, and to skip consecutive numbers during quick starts and stops.

Digital Odometer

The digital odometer displays either miles or kilometers depending on the selection made with the E/M button. The odometer display, as well as the units (English or metric), will be the same at power up as at power down.

Accumulated mileage is stored in a non-volatile memory (NVM) every 1.6 Km (1.0 mi) and when the ignition switch is turned to the OFF position. The NVM saves both the total odometer mileage as well as the trip odometer mileage.

The total odometer display consists of 7 digits and a decimal point (leading zeros are displayed). The digit to the right of the decimal point represents tenths of a unit. The total odometer range is from 000000.0 to 858993.4 Km in the metric mode and to 925691.9 miles in the English mode. The displays will stop at these modes once attained and not roll over to zero.

When in the metric mode, the legend km will appear near the odometer.

Service Alert: If a condition exists where the speedometer module cannot read a valid odometer memory value from the non-volatile memory the word ERROR will be displayed.

Replacement, Odometer/Service: Replacement clusters may be obtained with odometers programmed with the actual vehicle mileage. When the S is displayed it indicates that the instrument cluster has been replaced with a service cluster with no mileage. The S can only be displayed when a service instrument cluster, programmed to light the S, is installed. Previous accumulated mileage is recorded on a door jamb sticker.

Tachometer Bargraph

The tachometer gets its signal from the coil and displays engine rpm. The tachometer display consists of 36 bars and will indicate engine rpm from 0 to 7000 rpm. Engine rpm is indicated by the number of bars lit. Each bar represents 200 rpm.

For all engine speeds above 6600 rpm, the tach bargraph will indicate 7000 rpm.

Fuel Temperature Gauges

Engine Coolant Temperature Gauge: The temperature gauge identifier, in addition to the H, C, and NORM graduations are illuminated when the cluster is powered. The H graduation is located just left of the top segment (No. 12) and the C graduation is located just left of the bottom segment (No. 1). The NORM graduation is centered vertically between the H and C graduations and two lines indicating normal range of operation. Specific temperature sender resistance ranges correspond to a specific number of illuminated segments in "fill up" format. When the coolant temperature exceeds the NORM range the temperature gauge indicator will begin to flash at a one Hz rate. A one-second audible tone will also be given to alert the driver of the abnormal condition. The audible alert will be repeated every five seconds.