



NOTE: Make sure to set the scan tool to 0 RPM before beginning this step.

Command the tachometer in 10% increments while monitoring the tachometer.

Does the tachometer increase approximately 800 RPM (low-level and mid-level IPC) or 700 RPM (high-level IPC) with each 10% increment?

Yes	GO to I4
------------	----------

No	
-----------	--

I4 CHECK THE PCM (POWERTRAIN CONTROL MODULE) RPM PID (PARAMETER IDENTIFICATION)

Using a diagnostic scan tool, view the PCM Parameter Identifications (PIDs).

Select the PCM RPM PID (RPM).

Set the PID to run the engine at 1, 000, 1, 500, 2, 000 and 2, 500 RPM.

Does the tachometer indication range between 944-1, 056 at 1, 000 RPM, 1, 444-1, 556 RPM at 1, 500 RPM, 1, 944-2, 056 RPM at 2, 000 RPM and 2, 444-2, 556 RPM at 2, 500 RPM?

Yes	The tachometer is operating correctly at this time.
------------	---

No	
-----------	--

DIAGNOSIS AND TESTING > INSTRUMENTATION, MESSAGE CENTER AND WARNING CHIMES > PINPOINT TESTS > PINPOINT TEST J : THE ANALOG TEMPERATURE GAUGE IS INOPERATIVE

Normal Operation and Fault Conditions

See Temperature Gauge. REFER to: Instrument Panel Cluster (IPC) - System Operation and Component Description .

If the IPC does not receive the engine coolant temperature message or if the engine coolant temperature message is deemed invalid from the PCM for 5 seconds or longer, the IPC defaults the temperature gauge to cold (C).

Possible Sources

- Communication concern
- PCM
- GWM concern