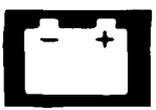
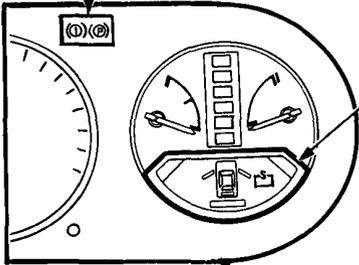


Safety Indicator



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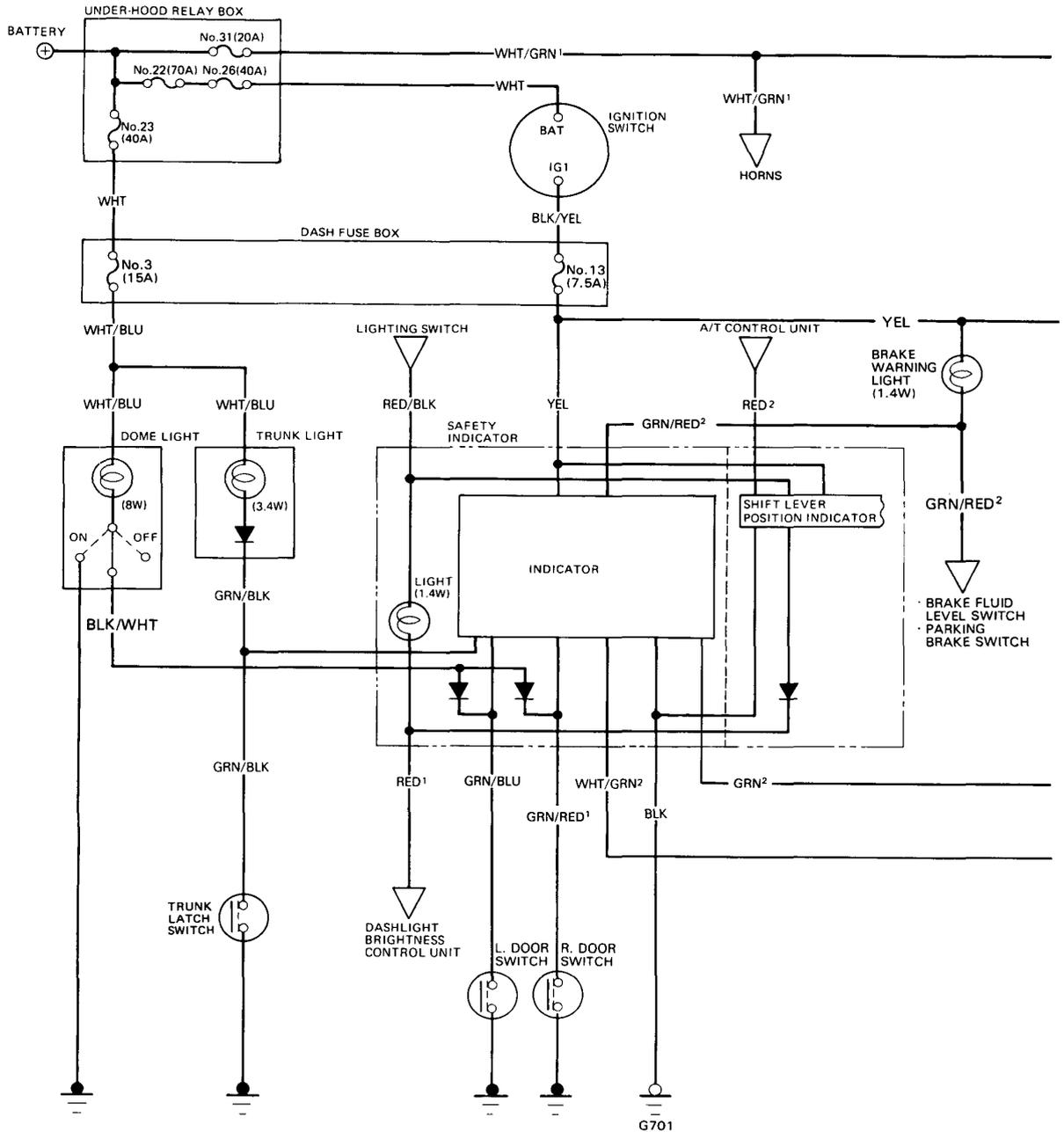
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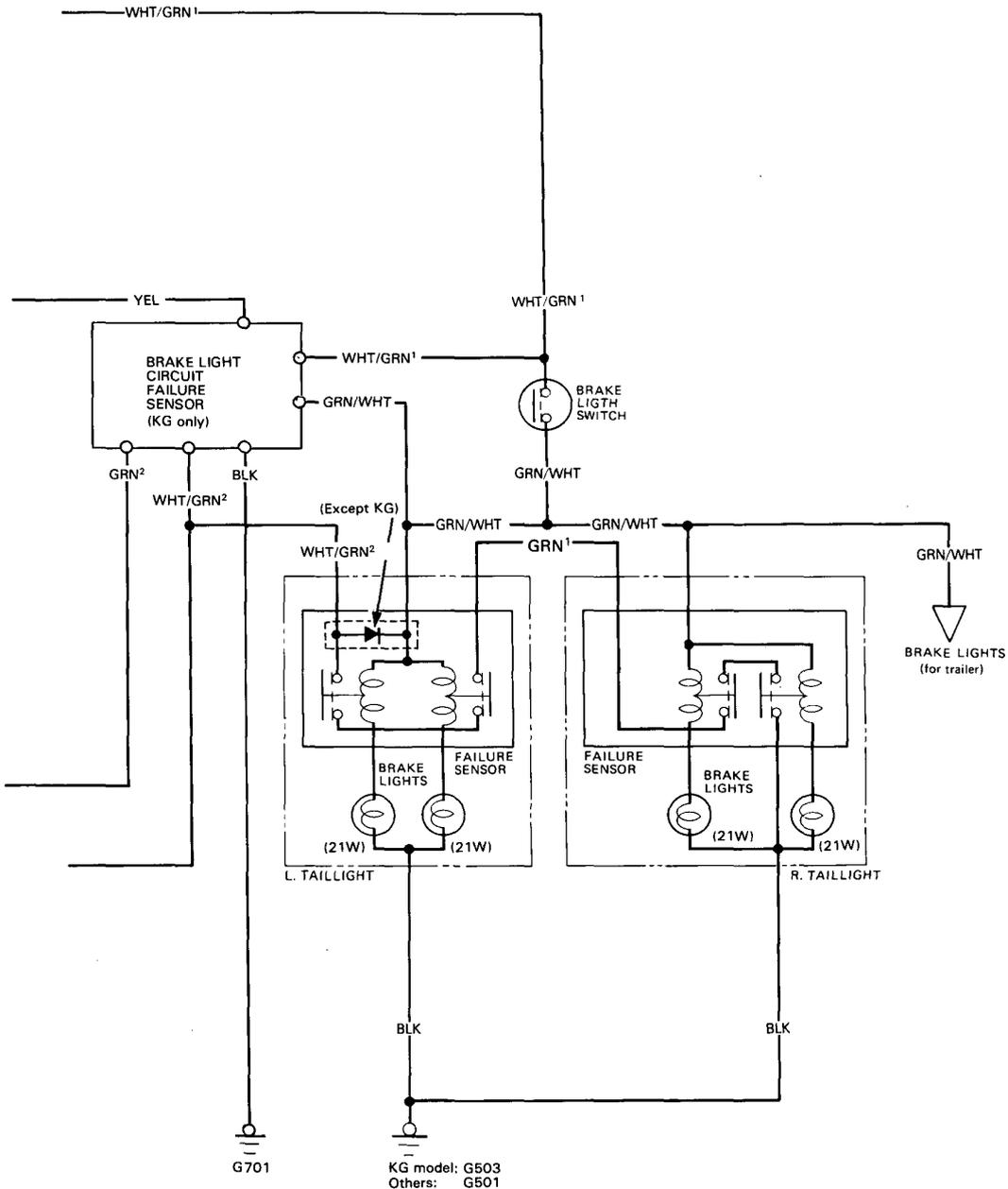
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Safety Indicator

Circuit Diagram

NOTE: Several different wires have the same color. They have been given a number suffix to distinguish them (for example WHT/GRN¹ and WHT/GRN² are not the same).





Safety Indicator

Troubleshooting

NOTE: The numbers in the table show the troubleshooting sequence.

Items to be inspected Symptom	Brown No. 13 (7.5 A) fuse (in the dash fuse box)	Blown bulb	Door switch	Blown No. 3 (15 A) fuse (in the dash fuse box)	Trunk latch switch	Brake light failure sensor	Safety indicator (diodes)	Safety indicator input	Brake light circuit failure sensor	Poor ground	Open circuit in wires or loose or disconnected terminals
No indicators operate.	1							2		G701	YEL
Indicator panel illumination not lit with lighting switch ON.		1									RED/BLK or RED
Warning lights fail to come on when ignition switch is turned to ON.								1			
Door warning lights not lit with doors opened.			1					2			GRN/BLU or GRN/RED
Trunk warning light not lit with trunk lid opened.				1	2			3			GRN/BLK
Brake light warning light not lit with blown brake light bulb.								1	[2]		WHT/GRN ² or GRN ¹
Brake light warning light remains on with good brake light bulbs.						1		2	[3]	G501 (G503 or G701)	{ WHT/GRN ¹ , GRN/WHT ¹ } or GRN ²
Dome light not operated with door opened. (When switch position is in MIDDLE)							1				BLK/WHT

[]: KG model only

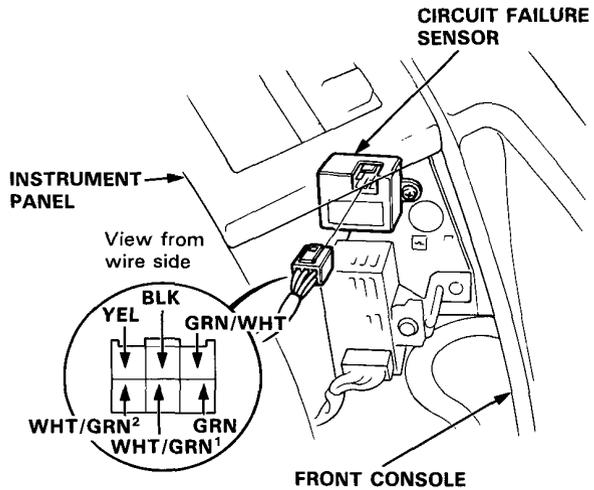


Brake Light Circuit Failure Sensor Test

Remove the dashboard lower panel and disconnect the 6-P connector from the circuit failure sensor. Make the following input tests at the harness pins.

NOTE:

- Several different wires have the same color. They have been given a number suffix to distinguish them (for example WHT/GRN¹ and WHT/GRN² are not the same).
- Recheck the connections between the 6-P connector and the sensor, then replace the sensor if all input tests prove OK.

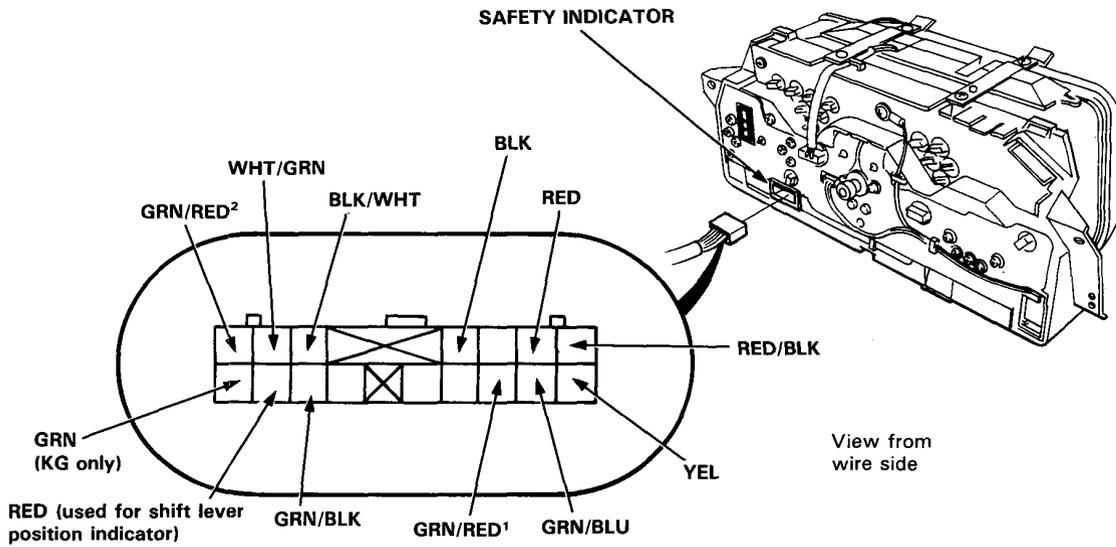


No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK	Under all conditions.	Check for continuity to ground: should be continuity.	<ul style="list-style-type: none"> • Poor ground (G701) • An open in the wire.
2	YEL	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	<ul style="list-style-type: none"> • Blown No.13 (7.5 A) fuse. • An open in the wire.
3	WHT/GRN ¹	Under all conditions.	Check for voltage to ground: should be battery voltage.	<ul style="list-style-type: none"> • Blown No.31 (20 A) fuse. • An open in the wire.
4	GRN/WHT	Brake pedal pushed, then released.	Check for voltage to ground: should be battery voltage with the pedal pushed and 0V with the pedal released.	<ul style="list-style-type: none"> • Faulty brake light switch. • An open in the wire.
5	WHT/GRN ²	Ignition switch ON and brake pedal released, then brake pedal pushed.	Check for voltage to ground: should be 7 V or more with the pedal released, and 3 V or less with the pedal pushed.	<ul style="list-style-type: none"> • Poor ground (G503). • Blown brake light bulb. • Faulty brake light failure sensor. • Faulty safety indicator. • An open in the wire.
6	GRN	Ignition switch ON.	Attach to ground: Brake light warning light in the safety indicator should come on.	<ul style="list-style-type: none"> • Faulty safety indicator. • An open in the wire.

Safety Indicator

Indicator Input Test

Remove the gauge assembly from the dashboard to disconnect the 16-P connector from the indicator.
Make the following input tests at the harness pins.
If all tests prove OK, yet the indicator still fails to work, replace the indicator assembly.





No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK	Under all conditions.	Check for continuity to ground: should be continuity.	<ul style="list-style-type: none"> • Poor ground (G701). • An open in the wire.
2	YEL	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 13 (7.5A) fuse. • An open in the wire.
3	WHT/GRN	Brake pedal pushed.	Check for continuity to ground: should be continuity with the pedal pushed.	<ul style="list-style-type: none"> • Blown No. 31 (20A) fuse. • Faulty brake light switch. • Blown brake light bulbs. • Faulty brake light failure sensors. • Poor ground. • (KG model: G503, Others: G501) • An open in the WHT/GRN or GRN/WHT wire.
4	GRN/BLK	Trunk lid opened.	Check for continuity to ground: should be continuity. NOTE: Before testing, remove No. 3 (15A) fuse.	<ul style="list-style-type: none"> • Faulty trunk latch switch. • An open in the wire.
5	RED/BLK and RED	Light switch ON and dashlight brightness control dial in full bright.	Check for voltage between RED/BLK (+) and RED (-) terminals: should be battery voltage.	<ul style="list-style-type: none"> • Faulty dashlight brightness control system. • An open in the wire.
6	GRN/BLU	Left door opened.	Check for continuity to ground: should be continuity. NOTE: Before testing, remove No. 3 (15A) fuse.	<ul style="list-style-type: none"> • Faulty door switch. • An open in the wire.
	GRN/RED ¹	Right door opened.		
7	BLK/WHT	Dome light switch in MIDDLE position.	Attach to ground: Dome light should come on.	<ul style="list-style-type: none"> • Blown No. 3 (15A) fuse. • Faulty dome light. • An open in the WHT/BLU or BLK/WHT wire.
8	GRN/RED ²	Ignition switch ON.	Attach to ground: Brake warning light in the gauge assembly should come on.	<ul style="list-style-type: none"> • Blown bulb. • An open in the wire.

KG model only:

9	GRN	With brake pedal released, ignition switch OFF to ON.	Check for voltage between YEL (+) and GRN (-) terminals: should be battery voltage as the ignition switch is turned ON, then 0V with the brake pedal pushed.	<ul style="list-style-type: none"> • Faulty brake light circuit failure sensor.
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