

## Light-on Warning System

### Description

NOTE: Refer to page 16-100 for wiring description of the light-on warning circuit, and page 16-101 for the input test of the warning circuit.

When the ignition key is turned to "Off" position and removed, with the lights on, voltage is applied to the warning circuit on the integrated control unit. When you open the driver's door, the warning circuit senses ground through the closed door switch.

With voltage at the RED/BLK terminal, ground at the GRN/BLU (or GRN/RED) terminal and no voltage at the YEL terminal, the beeper in the integrated control unit is activated to remind the driver to turn off the lights.

## Brake Warning System

### Description

NOTE: Refer to page 16-76 for wiring description of the circuit check system.

#### Description:

The brake warning light goes on if the parking brake is applied, if the brake fluid level is low and if the brake light bulb is blown (and for KQ only, as a circuit test while cranking the engine).

#### Parking Brake:

With the ignition switch in "Run" or "Start", and the parking brake switch closed, the brake warning light operates to remind the driver that the parking brake is applied.

#### Brake Fluid Level:

With the ignition switch in "Run" or "Start", and the brake fluid level switch closed, the brake warning light operates to warn the driver of low brake fluid level in the brake master cylinder.

NOTE: Low fluid level indicates brake wear or system leaks; check brake pad wear before adding fluid.

#### Circuit Check (KQ only):

With the ignition switch in "Start" voltage is applied through the No. 2 (7.5A) fuse in the dash fuse box to the circuit check built into the top circuit board in the gauge assembly. The circuit check circuit transistor is on, and current flows through the No. 13 (7.5A) fuse in the dash fuse box, the brake warning light and the circuit check transistor to ground. The brake warning light operates. This operation tests the brake warning circuit and bulb.



# Low Fuel Warning System

## Warning Light Test

NOTE: Refer to page 16-76 for wiring description of the low fuel warning circuit.

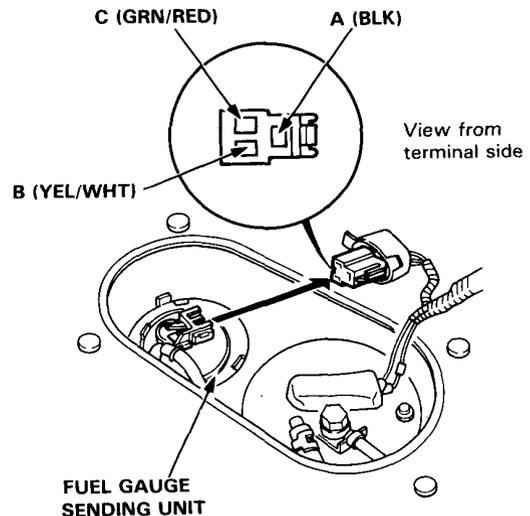
1. Park car on level ground.

**⚠ WARNING** Do not smoke while working on fuel system. Keep open flame away from work area. Drain fuel only into an approved container.

2. Drain fuel tank into an approved container. Then install the drain bolt with a new washer.
3. Add less than 11 ℓ (2.9 U.S. Gal, 2.4 Imp. Gal) of fuel and turn the ignition switch on. The low fuel warning light should come on within 4 minutes.
4. Then add one more gallon of fuel [approx. 4 ℓ (1.1 U.S. Gal, 0.9 Imp. Gal)]. The light should go out within 4 minutes.

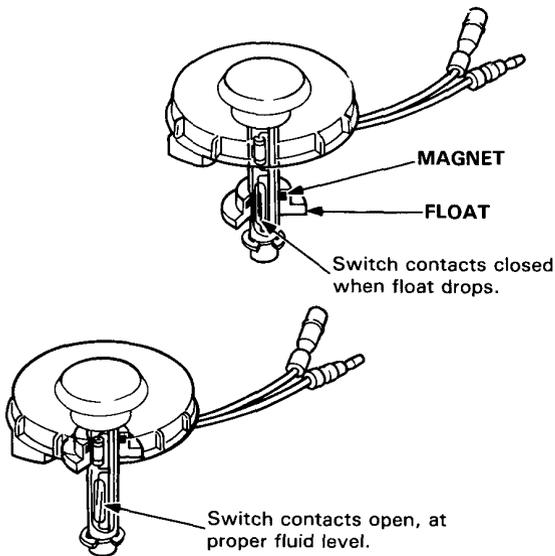
● If the warning light did not come on in step 3, remove the maintenance access cover and disconnect the 3-P connector from the fuel gauge sending unit. Connect the C (GRN/RED) terminal to the A (BLK) terminal with a jumper wire.

- If the light comes on, the problem is either the sending unit or its ground.
- If the light does not come on, the problem is an open in the GRN/RED wire to the gauge assembly, no power to the gauge or bad bulb.



## Brake Fluid Level Switch Test

1. Remove the reservoir cap. Check that the float moves up and down freely. Replace the reservoir cap assembly if the float does not move freely.
2. Check for continuity between the terminals with the float up and down. There should be continuity with the float down and no continuity with the float up. Replace the reservoir cap assembly if necessary.



## Parking Brake Switch Test

1. Remove the center console and disconnect the connector from the switch.
2. There should be continuity between the positive terminal and body ground with the brake lever up. There should be no continuity with the brake lever down.

