



# Safety Indicator

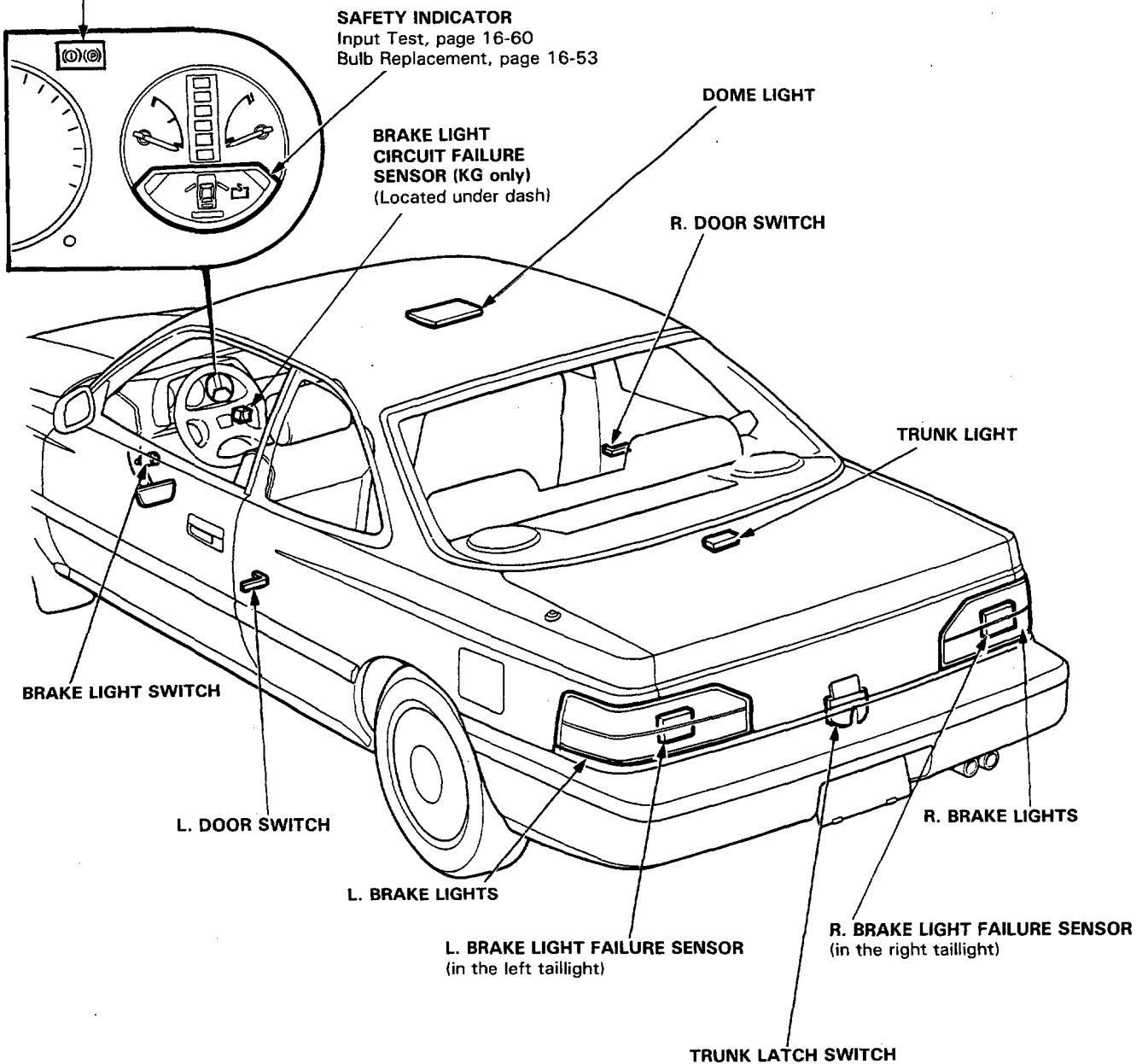
## Component Location Index

SRS wire harness is routed near the safety indicator related parts (SRS wire harness locations, page 16-117).

**⚠ WARNING** All SRS wire harness and connectors are colored yellow.  
Do not use electrical test equipment on these circuit.

**CAUTION:** Be careful not to damage SRS wire harness when servicing the safety indicator.

**BRAKE WARNING LIGHT**  
(in the gauge assembly)  
Gauge Assembly, page 16-54



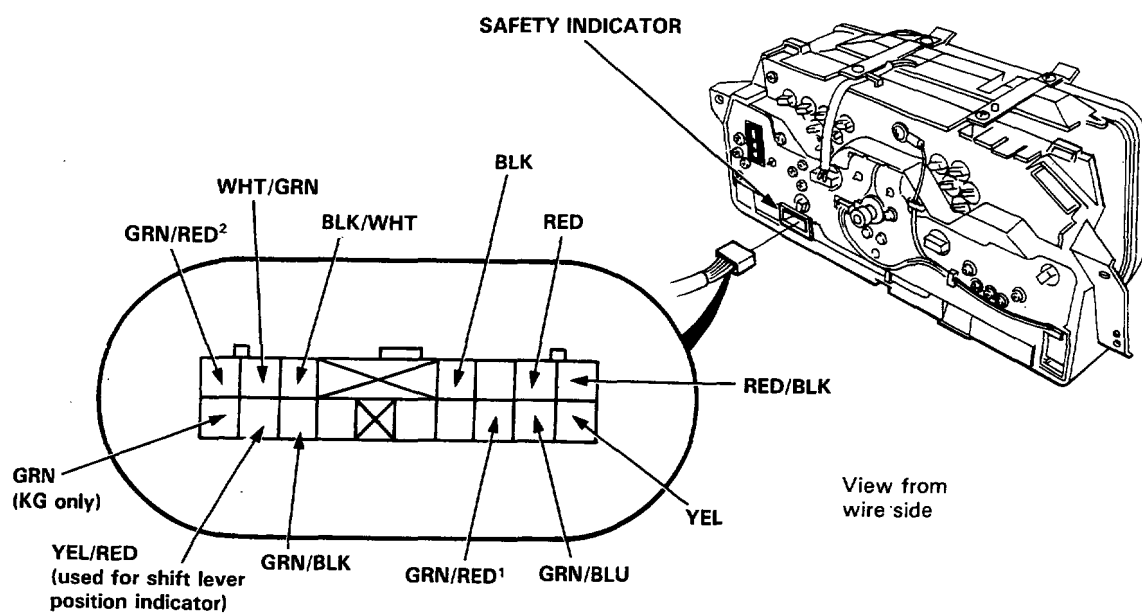
# Safety Indicator

## Indicator Input Test

Remove the gauge assembly from the dashboard (see page 16-56) 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"> <li>• Poor ground (G701).</li> <li>• An open in the wire.</li> </ul>
2	YEL	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 13 (7.5A) fuse.</li> <li>• An open in the wire.</li> </ul>
3	WHT/GRN	Brake pedal pushed.	Check for continuity to ground: should be continuity with the pedal pushed.	<ul style="list-style-type: none"> <li>• Blown No. 31 (20A) fuse.</li> <li>• Faulty brake light switch.</li> <li>• Blown brake light bulbs.</li> <li>• Faulty brake light failure sensors.</li> <li>• Poor ground.</li> <li>• (KG model: G503, Others: G501)</li> <li>• An open in the WHT/GRN or GRN/WHT wire.</li> </ul>
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"> <li>• Faulty trunk latch switch.</li> <li>• An open in the wire.</li> </ul>
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"> <li>• Faulty dashlight brightness control system.</li> <li>• An open in the wire.</li> </ul>
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"> <li>• Faulty door switch.</li> <li>• An open in the wire.</li> </ul>
	GRN/RED <sup>1</sup>	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"> <li>• Blown No. 3 (15A) fuse.</li> <li>• Faulty dome light.</li> <li>• An open in the WHT/BLU or BLK/WHT wire.</li> </ul>
8	GRN/RED <sup>2</sup>	Ignition switch ON.	Attach to ground: Brake warning light in the gauge assembly should come on.	<ul style="list-style-type: none"> <li>• Blown bulb.</li> <li>• An open in the wire.</li> </ul>

**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 OV with the brake pedal pushed.	<ul style="list-style-type: none"> <li>• Faulty brake light circuit failure sensor.</li> </ul>
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