SECTION LT
LIGHTING SYSTEM

CONTENTS

PRECAUTIONS

PFP:00001

Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EKS0029Y

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harness connectors.**

Wiring Diagrams and Trouble Diagnosis

EKS0029Z

When you read wiring diagrams, refer to the following:

- GI-13, "How to Read Wiring Diagrams"
- PG-2, "POWER SUPPLY ROUTING" for power distribution circuit

When you perform trouble diagnosis, refer to the following:

- GI-10, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"
- GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"

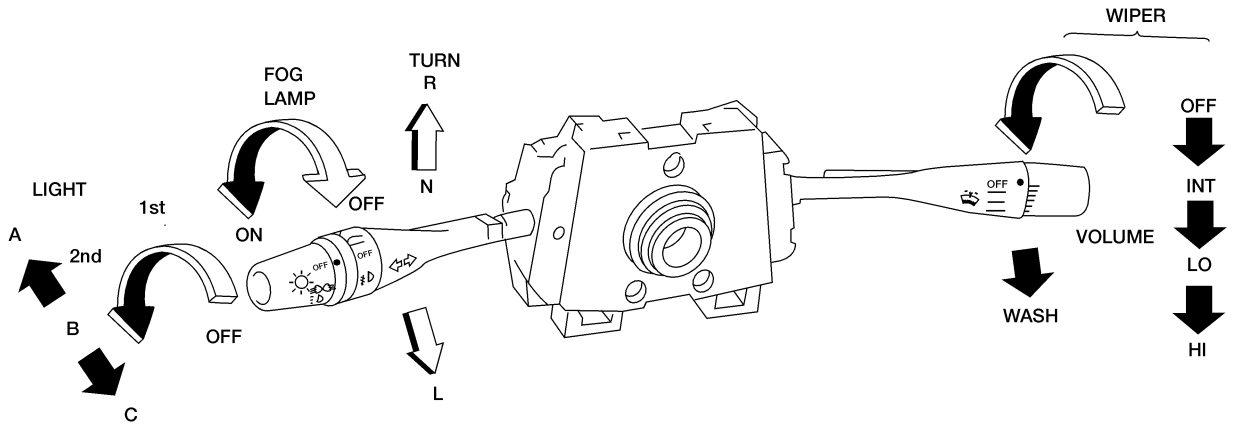
Check for any Service bulletins before servicing the vehicle.

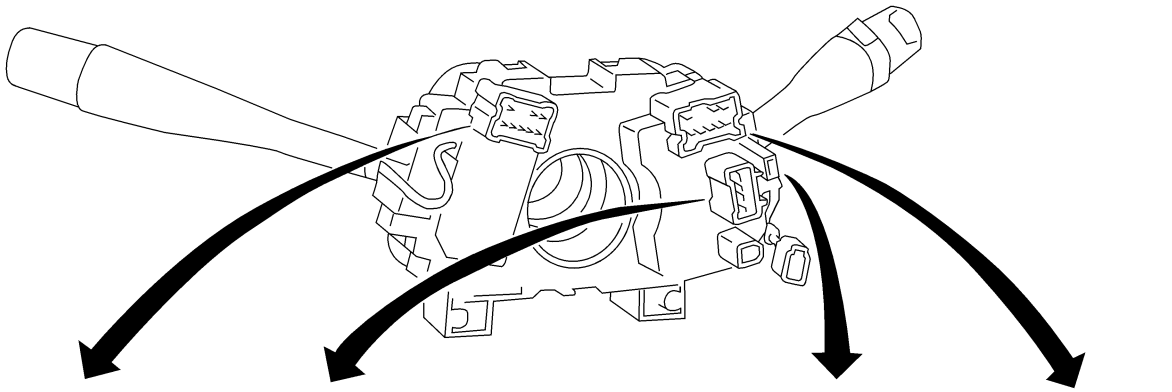
COMBINATION SWITCH

PFP:25567

Check

EKS002A0





FRONT WIPER AND WASHER SWITCH
(WITH INTERMITTENT OPERATION)

	LO	AUTO STOP	AMP	WASH	HI	EARTH
OFF	○	○				
INT	○	○	○			○
LO	○					○
HI					○	○
WASH				○		○

VARIABLE INTERMITTENT WIPER VOLUME

WIPER AMP.

14 15 13 16 17 18

WIPER SWITCH (WITHOUT INTERMITTENT OPERATION)

	OFF	LO	HI	WASH
13	○			
14	○	○		
16			○	
17		○	○	○
18				○

LIGHTING SWITCH

	OFF			1ST			2ND		
	A	B	C	A	B	C	A	B	C
5			○			○	○	○	○
6			○			○	○		○
7								○	
8			○			○	○	○	○
9			○			○	○		○
10								○	
11				○	○	○	○	○	○
12				○	○	○	○	○	○

TURN SIGNAL LAMP SWITCH

	R	N	L
1	○		○
2	○		
3			○

FRONT FOG LAMP SWITCH

	OFF	ON
1		○
2		○

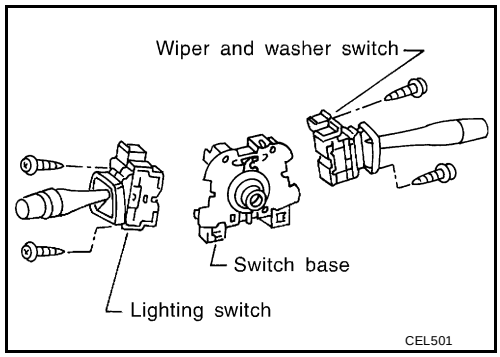
LEL576

Replacement

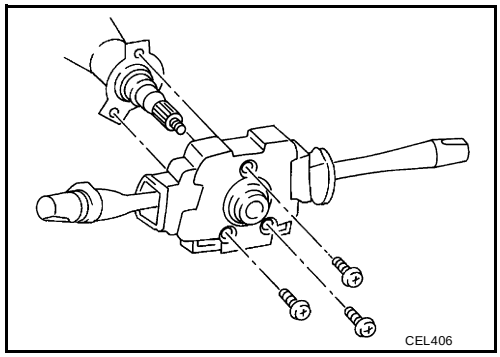
EKS002A1

For removal and installation of spiral cable, refer to SRS-42, "Removal and Installation" .

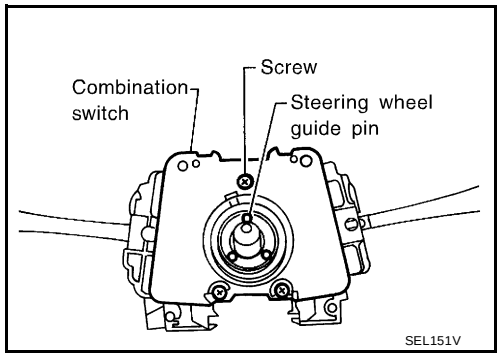
- Each switch can be replaced without removing switch base.



- To remove switch base, remove switch base attaching screws.



- Before installing the steering wheel, align the steering wheel guide pins with the screws which secure the combination switch as shown in the figure.



HEADLAMP (FOR USA)

PFP:26010

System Description

EKS002A2

The headlamps are controlled by the lighting switch which is built into the combination switch. Power is supplied at all times:

- to lighting switch terminal 5
- through 15A fuse (No. 39, located in the fuse and fusible link box), and
- to lighting switch terminal 8
- through 15A fuse (No. 40, located in the fuse and fusible link box).

LOW BEAM OPERATION

When the lighting switch is turned to headlamp “ON” (2ND) position, “LOW BEAM” (B), power is supplied:

- from lighting switch terminal 10
- to terminal LO of the LH headlamp, and
- from lighting switch terminal 7
- to terminal LO of the RH headlamp.

Ground is supplied:

- to RH and LH headlamp terminal E
- through body grounds E7 and E37.

With power and ground supplied, the headlamps will illuminate.

HIGH BEAM OPERATION/FLASH-TO-PASS OPERATION

When the lighting switch is turned to headlamp “ON” (2ND) position, “HIGH BEAM” (A) or “FLASH TO PASS” (C) position, power is supplied:

- from lighting switch terminal 9
- to terminal HI of the LH headlamp, and
- from lighting switch terminal 6
- to terminal HI of the RH headlamp, and
- to combination meter terminal 2 (with tachometer), 12 (without tachometer) for the high beam indicator.

Ground is supplied to terminal 3 (with tachometer), 14 (without tachometer) of the combination meter through body grounds M28 and M54.
With power and ground supplied, the high beams and the high beam indicator illuminate.

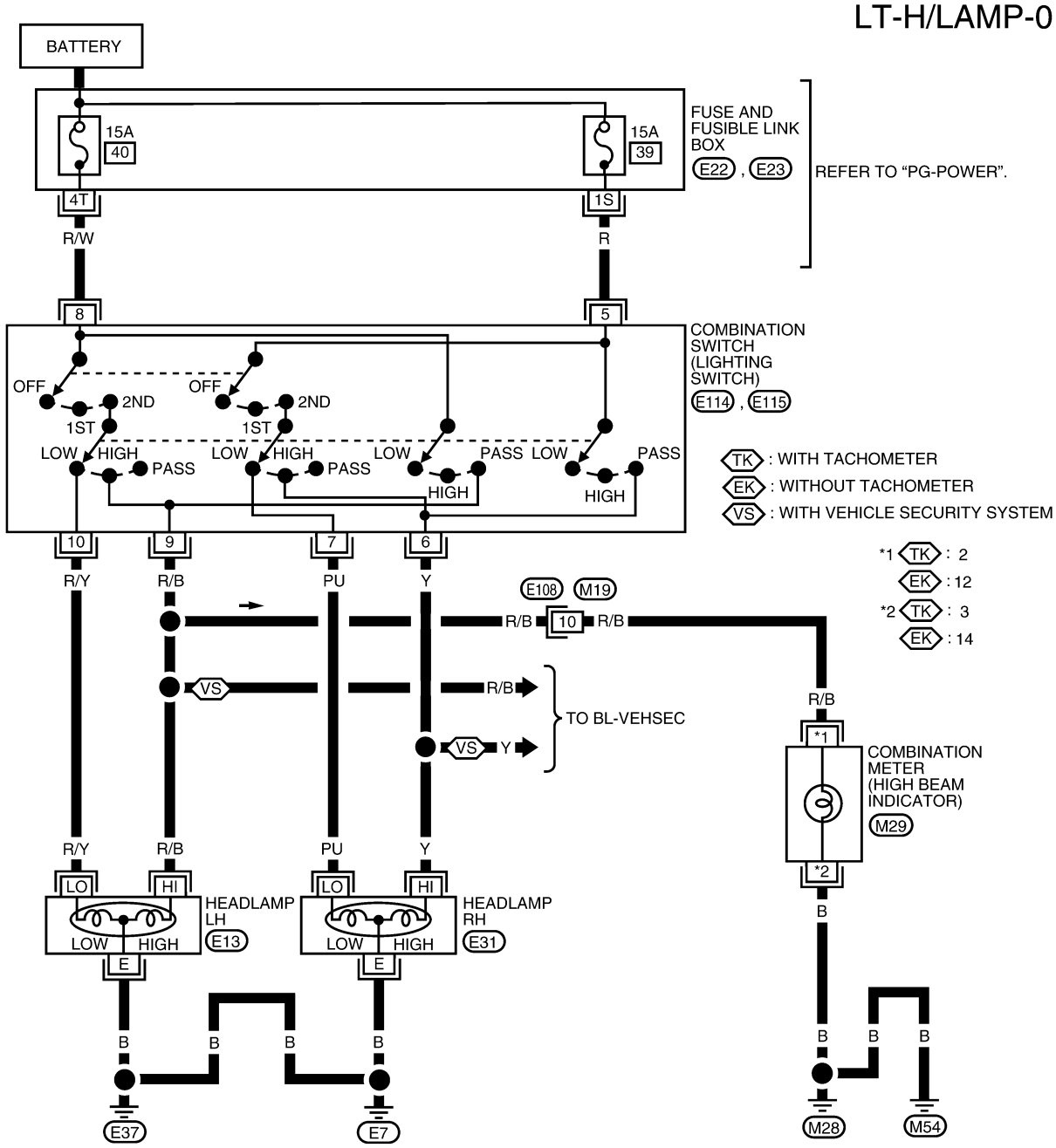
VEHICLE SECURITY SYSTEM

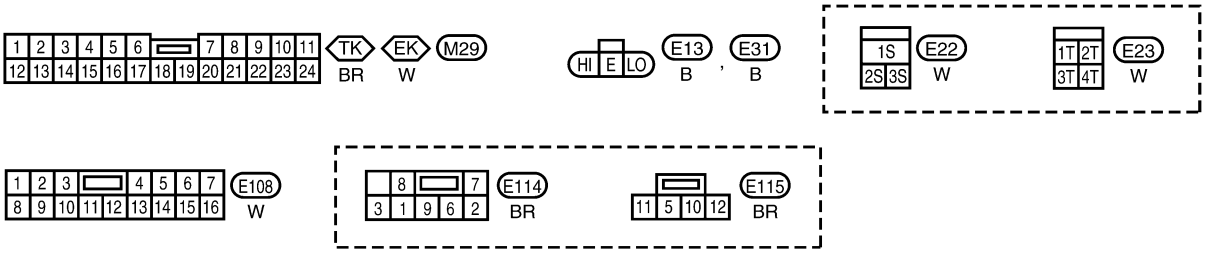
The vehicle security system will flash the high beams if the system is triggered. Refer to BL-65, "VEHICLE SECURITY (THEFT WARNING) SYSTEM" .

Wiring Diagram — H/LAMP —

EKS002A3

LT-H/LAMP-01





WKWA0015E

Trouble Diagnoses

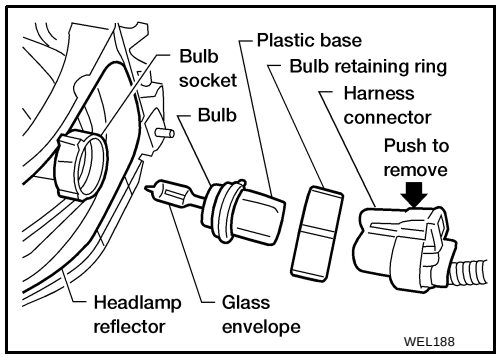
EKS002A4

Symptom	Possible cause	Repair order
LH headlamp does not operate.	1. Bulb 2. Grounds E7 and E37 3. 15A fuse 4. Lighting switch	1. Check bulb. 2. Check grounds E7 and E37. 3. Check 15A fuse (No. 40, located in fuse and fusible link box.) Verify battery positive voltage is present at terminal 8 of lighting switch. 4. Check lighting switch.
RH headlamp does not operate.	1. Bulb 2. Grounds E7 and E37 3. 15A fuse 4. Lighting switch	1. Check bulb. 2. Check grounds E7 and E37. 3. Check 15A fuse (No. 39, located in fuse and fusible link box). Verify battery positive voltage is present at terminal 5 of lighting switch. 4. Check lighting switch.
LH high beam does not operate, but LH low beam operates.	1. Bulb 2. Open in LH high beam circuit 3. Lighting switch	1. Check bulb. 2. Check R/B wire between lighting switch and LH headlamp for an open circuit. 3. Check lighting switch.
LH low beam does not operate, but LH high beam operates.	1. Bulb 2. Open in LH low beam circuit 3. Lighting switch	1. Check bulb. 2. Check R/Y wire between lighting switch and LH headlamp for an open circuit. 3. Check lighting switch.
RH high beam does not operate, but RH low beam operates.	1. Bulb 2. Open in RH high beam circuit 3. Lighting switch	1. Check bulb. 2. Check Y wire between lighting switch and RH headlamp for an open circuit. 3. Check lighting switch.
RH low beam does not operate, but RH high beam operates.	1. Bulb 2. Open in RH low beam circuit 3. Lighting switch	1. Check bulb. 2. Check PU wire between lighting switch and RH headlamp for an open circuit. 3. Check lighting switch.
High beam indicator does not work.	1. Bulb 2. Grounds M28 and M54 3. Open in high beam circuit	1. Check bulb in combination meter. 2. Check grounds M28 and M54. 3. Check R/B wire between lighting switch and combination meter for an open circuit.

Bulb Replacement

EKS002A5

The headlamp is a semi-sealed beam type which uses a replaceable halogen bulb. The bulb can be replaced from the engine compartment side without removing the headlamp body.



- **Grasp only the plastic base when handling the bulb. Never touch the glass envelope.**

1. Disconnect the battery cable.
2. Disconnect the harness connector from the back side of the headlamp bulb.
3. Turn the bulb retaining ring counterclockwise and remove.
4. Remove the bulb by pulling it straight out of the headlamp assembly. Do not shake the bulb when removing it.
5. Install in the reverse order of removal.

CAUTION:

Do not leave headlamp reflector without bulb for a long period of time. Dust, moisture, smoke, etc. entering headlamp body may affect the performance of the headlamp. Remove headlamp bulb from the headlamp reflector just before a replacement bulb is installed.

Aiming Adjustment

EKS002A6

For details, refer to the regulations in your own country.

NOTE:

By regulation, no means for horizontal adjustment is provided from the factory on a finished vehicle. Horizontal aim will only be serviced in the case of headlamp replacement. After initial aim is set on the replacement headlamp, access to the horizontal adjusting screw must be prevented by installation of the headlamp aim locking cap that is provided with the replacement headlamp assembly.

Before performing aiming adjustment, check the following.

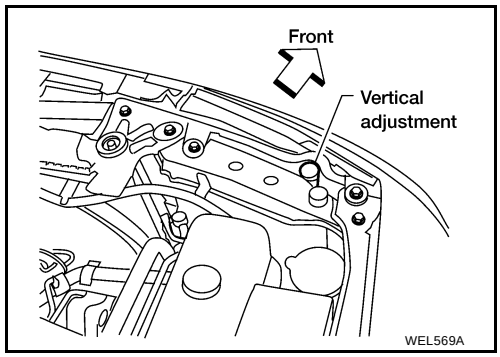
1. Keep all tires inflated to correct pressures.
2. Place vehicle on flat surface.
3. See that the vehicle is unloaded (except for full levels of coolant, engine oil and fuel, and spare tire, jack, and tools). Have the driver or equivalent weight placed in the driver's seat.

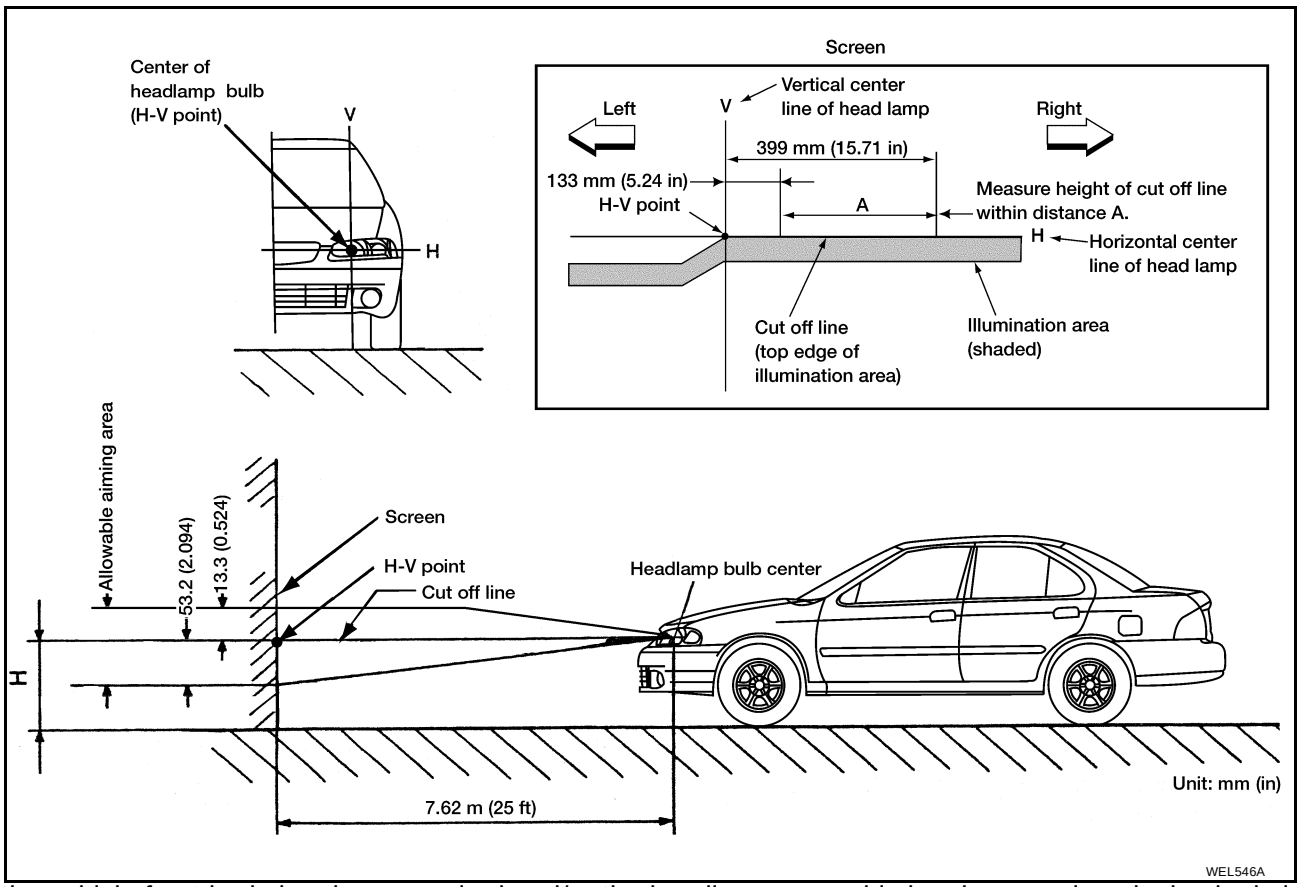
LOW BEAM

1. Turn headlamp low beam on.
2. Use adjusting screw to perform aiming adjustment.

CAUTION:

Do not tighten adjusting screw beyond a torque of 1.67 N-m (17 kg-cm, 14.8 in-lb) or damage may occur.





If the vehicle front body has been repaired and/or the headlamp assembly has been replaced, check aiming. Use the aiming chart shown in the figure.

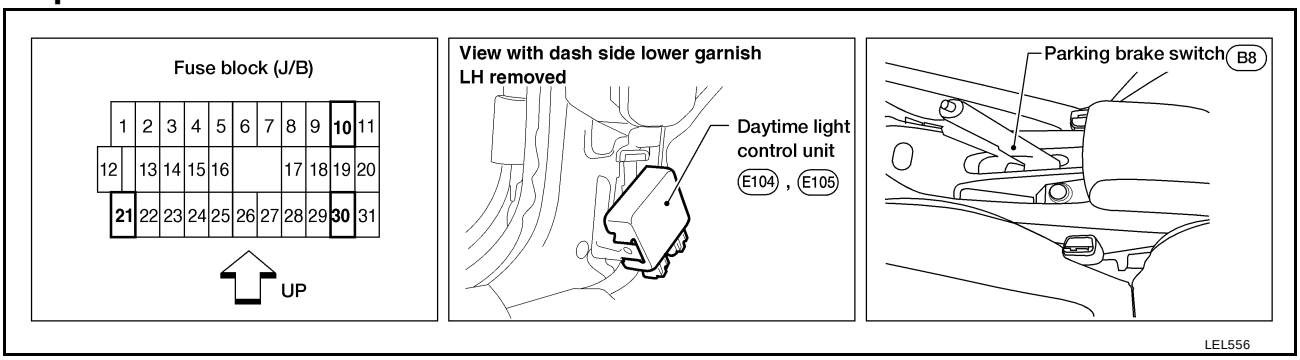
- **Basic illuminating area for adjustment should be within the range shown on the aiming chart. Adjust headlamps accordingly.**

HEADLAMP (FOR CANADA) — DAYTIME LIGHT SYSTEM —

PFP:26010

Component Parts and Harness Connector Location

EKS002A7



System Description

EKS002A8

The headlamp system for Canada vehicles contains a daytime light control unit. This unit activates the high beam headlamps at approximately half illumination whenever the engine is running. If the parking brake is applied before the engine is started, daytime lights will not be illuminated. The daytime lights will illuminate once the parking brake is released. Thereafter, the daytime lights will continue to operate when the parking brake is applied. If the daytime light control unit receives a ground signal from the generator the daytime lights will not be illuminated. The daytime lights will illuminate once a battery positive voltage signal is sent to the daytime light control unit from the generator.

Power is supplied at all times:

- through 15A fuse (No. 39, located in the fuse and fusible link box)
- to daytime light control unit terminal 2 and
- to lighting switch terminal 5.

Power is also supplied at all times:

- through 15A fuse (No. 40, located in the fuse and fusible link box)
- to daytime light control unit terminal 3 and
- to lighting switch terminal 8.

With the ignition switch in the ON or START position, power is supplied:

- through 10A fuse (No. 10, located in the fuse block [J/B])
- to daytime light control unit terminal 12.

With the ignition switch in the START position, power is supplied:

- through 10A fuse (No. 21, located in the fuse block [J/B])
- to daytime light control unit terminal 1.

Ground is supplied to daytime light control unit terminal 9 through body grounds E7 and E37.

HEADLAMP OPERATION

Low Beam Operation

When the lighting switch is turned to headlamp “ON” (2ND) position, “LOW BEAM” (B) position, power is supplied:

- from lighting switch terminal 7
- to RH headlamp terminal LO.

Ground is supplied:

- to RH headlamp terminal E
- through body grounds E7 and E37.

Also, when the lighting switch is moved to headlamp “ON” (2ND) position, “LOW BEAM” (B) position, power is supplied:

- from lighting switch terminal 10
- to LH headlamp terminal LO.

Ground is supplied:

- to LH headlamp terminal E

- from daytime light control unit terminal 7
- through daytime light control unit terminal 9
- through body grounds E7 and E37.

With power and ground supplied, the low beam headlamps illuminate.

High Beam Operation/Flash-to-pass Operation

When the lighting switch is moved to headlamp “ON” (2ND) position, “HIGH BEAM” (A) or “FLASH TO PASS” (C) position, power is supplied:

- from lighting switch terminal 6
- to RH headlamp terminal HI, and
- from lighting switch terminal 9
- to daytime light control unit terminal 5, and
- to combination meter terminal 2 (with tachometer), 12 (without tachometer) for the high beam indicator
- through daytime light control unit terminal 6
- to LH headlamp terminal HI.

Ground is supplied in the same manner as low beam operation.
Ground is supplied to terminal 3 (with tachometer), 14 (without tachometer) of the combination meter through body grounds M28 and M54.
With power and ground supplied, the high beam headlamps and high beam indicator illuminate.

DAYTIME LIGHT OPERATION

With the engine running and the lighting switch in the “OFF” or parking lamp (1ST) position and parking brake released, power is supplied:

- to daytime light control unit terminal 3
- through daytime light control unit terminal 6
- to LH headlamp terminal HI
- through LH headlamp terminal E
- to daytime light control unit terminal 7
- through daytime light control unit terminal 8
- to RH headlamp terminal HI.

Ground is supplied:

- to RH headlamp terminal E
- through body grounds E7 and E37.

Because the high beam headlamps are now wired in series, they operate at half illumination.

OPERATION (FOR CANADA)

The headlamps' high beams automatically turn on after starting the engine with the lighting switch in the “OFF” or parking lamp (1st) position. Lighting switch operations other than the above are the same as conventional light systems.

Engine		With engine stopped									With engine running								
Lighting switch		OFF			1ST			2ND			OFF			1ST			2ND		
		A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
Headlamp	High beam	X	X	O	X	X	O	O	X	O	*	*	O	*	*	O	O	X	O
	Low beam	X	X	X	X	X	X	X	O	X	X	X	X	X	X	X	X	O	X
Front parking and tail lamp		X	X	X	O	O	O	O	O	O	X	X	X	O	O	O	O	O	O
License and instrument illumination lamp		X	X	X	O	O	O	O	O	O	X	X	X	O	O	O	O	O	O

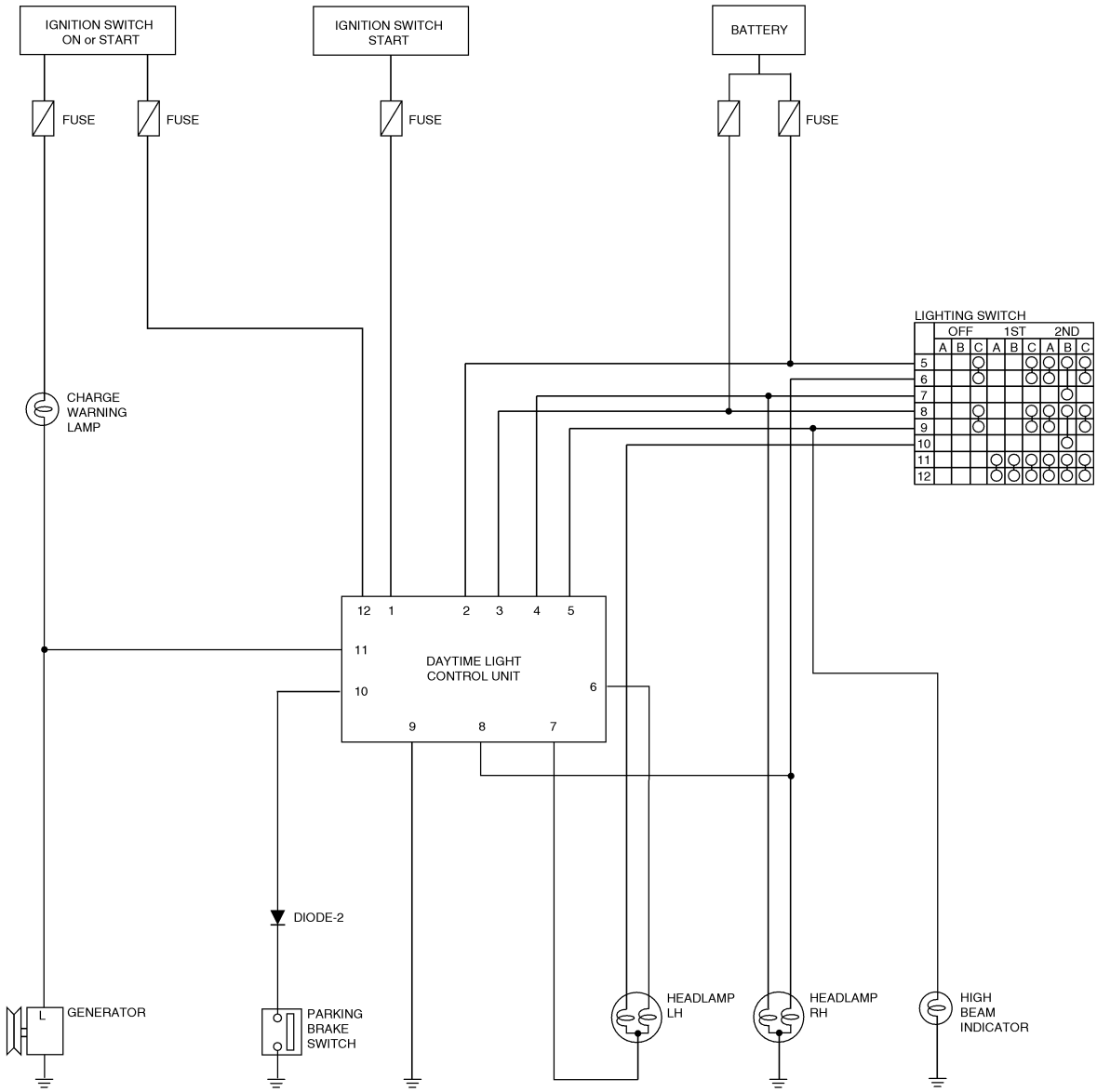
- A: “HIGH BEAM” position
- B: “LOW BEAM” position
- C: “FLASH TO PASS” position
- O : Lamp ON
- X : Lamp OFF
- : Lamp on at half brightness
- *: When starting the engine with the parking brake released, the daytime light will come ON.
  When starting the engine with the parking brake applied, the daytime light will not come ON. Once the parking brake is released, the daytime light will come ON. Thereafter, the daytime light will continue to operate when the parking brake is applied. If the daytime light control unit receives a ground signal from the generator, the daytime light will not come ON. The daytime light will come ON when battery voltage is sent to the daytime light control unit from the generator (engine is running).

VEHICLE SECURITY SYSTEM

The vehicle security system will flash the high beams if the system is triggered. Refer to BL-65, "VEHICLE SECURITY (THEFT WARNING) SYSTEM"

Schematic

EKS002A9

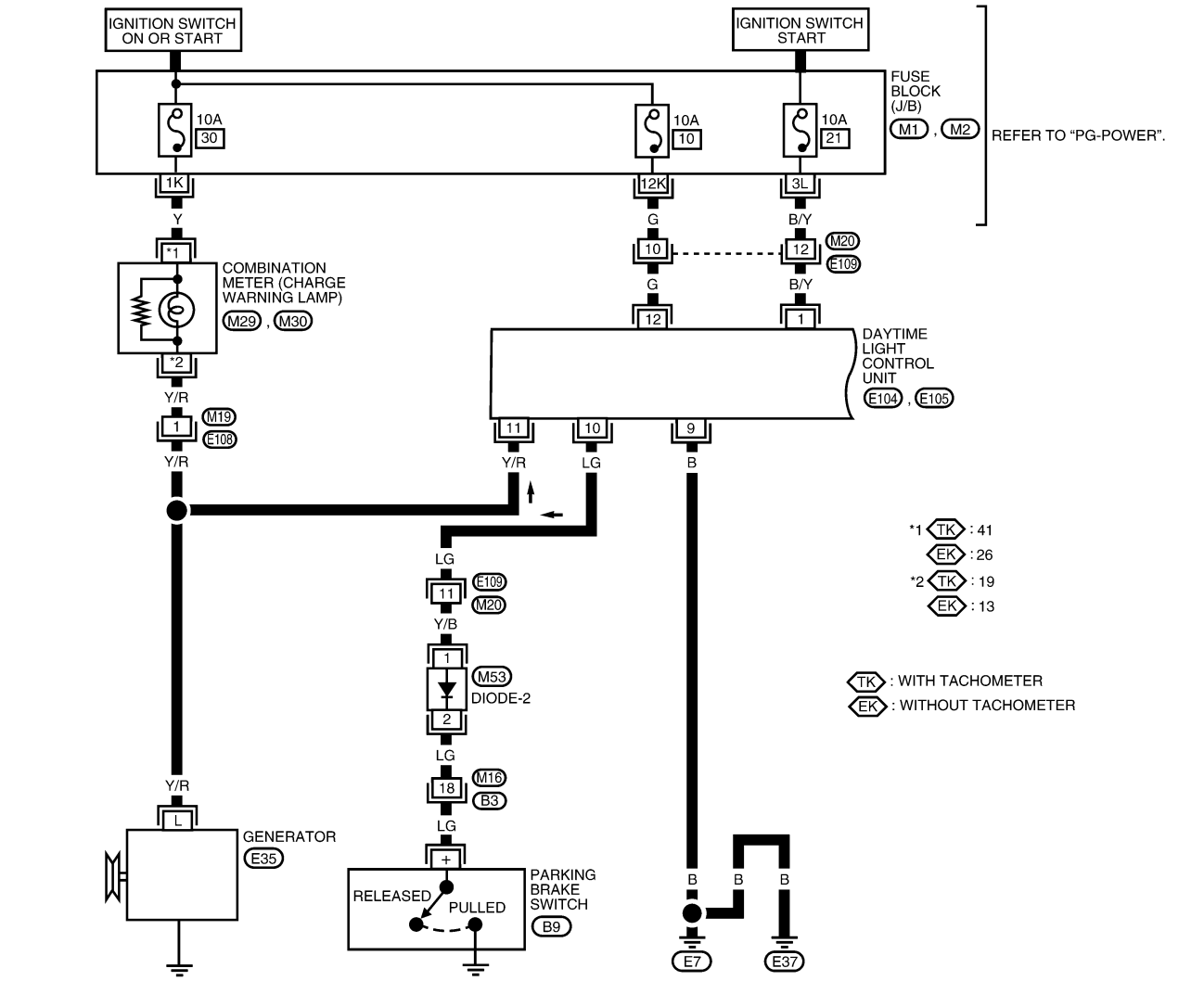


WKWA0016E

Wiring Diagram — DTRL —

EKS002AA

LT-DTRL-01



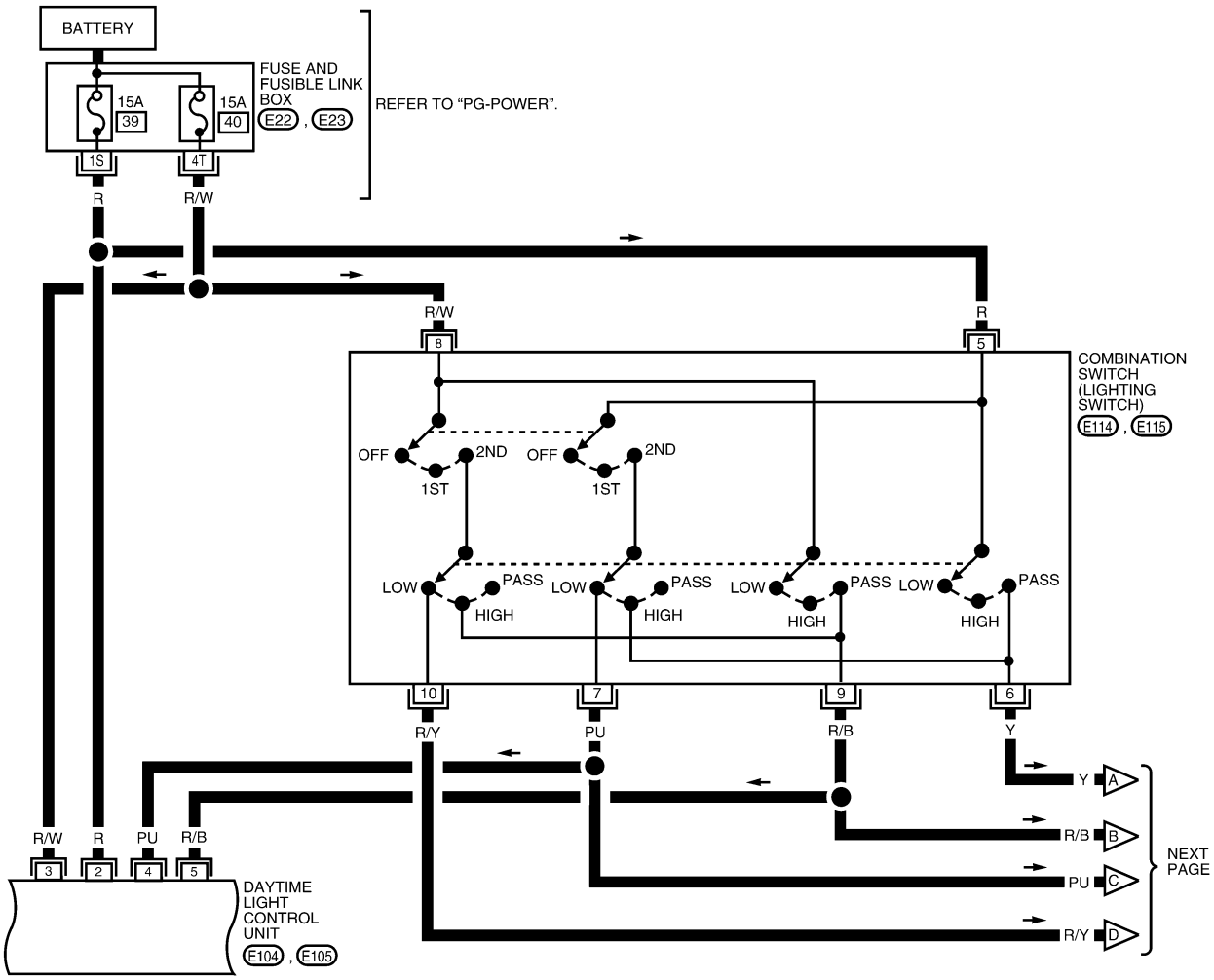
WKWA0075E

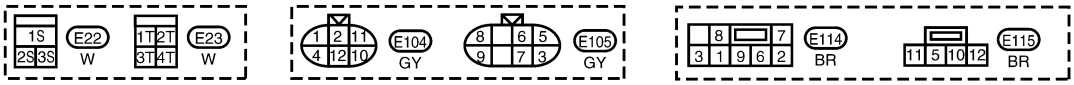
DAYTIME LIGHT CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
1	B/Y	IGNITION SWITCH (START)	WHEN TURNING IGNITION SWITCH TO START POSITION	BATTERY VOLTAGE
9	B	DAYTIME LIGHT CONTROL UNIT GROUND	—	—
10	LG	PARKING BRAKE SWITCH	WHEN PARKING BRAKE IS RELEASED	BATTERY VOLTAGE
			WHEN PARKING BRAKE IS APPLIED	1.5V OR LESS
11	Y/R	GENERATOR	WHEN TURNING IGNITION SWITCH TO ON POSITION	4.6V OR LESS
			WHEN ENGINE IS RUNNING	B+ VOLTAGE
			WHEN TURNING IGNITION SWITCH TO OFF POSITION	1V OR LESS
12	G	IGNITION SWITCH (ON OR START)	WHEN TURNING IGNITION SWITCH TO ON POSITION	BATTERY VOLTAGE
			WHEN TURNING IGNITION SWITCH TO START POSITION	BATTERY VOLTAGE

LEL592

LT-DTRL-02





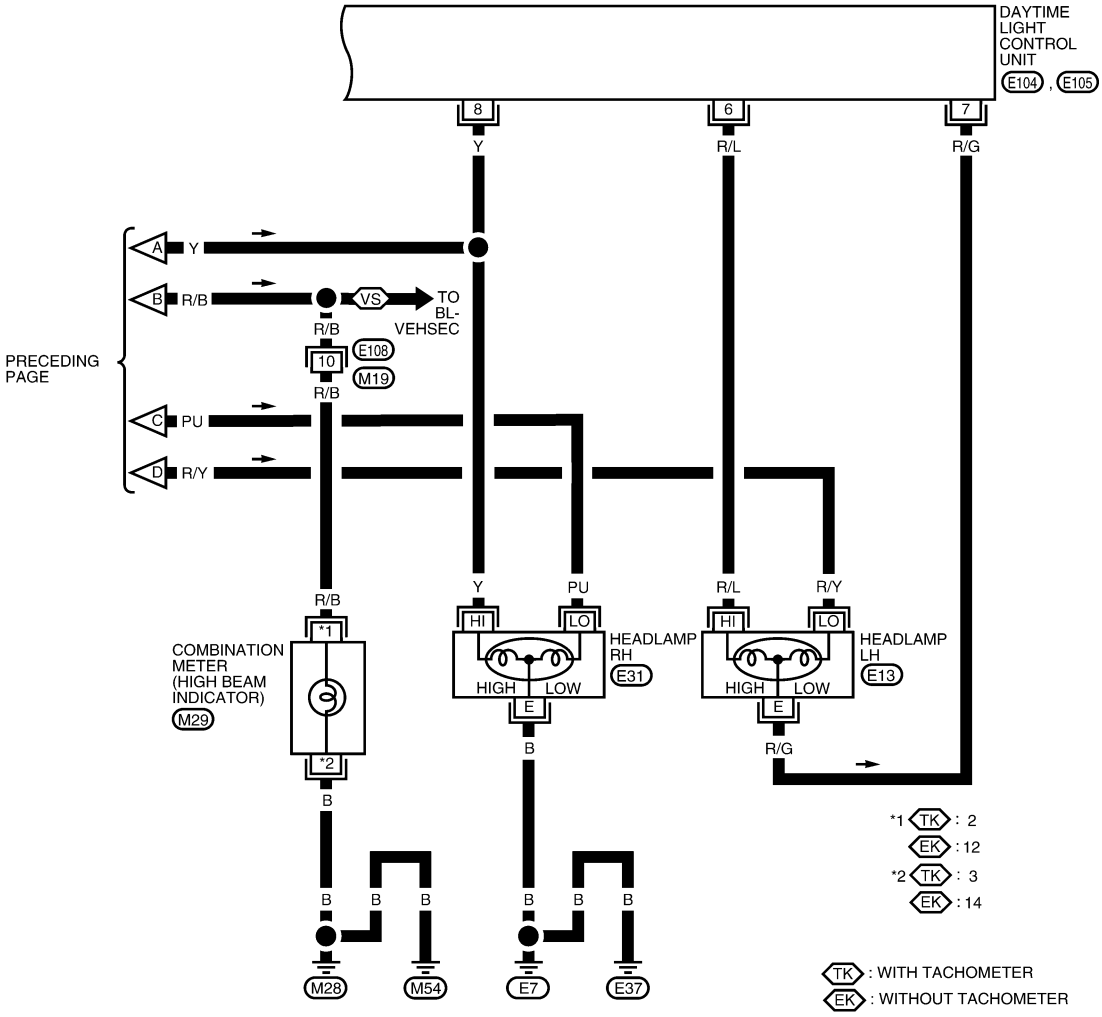
WKWA0076E

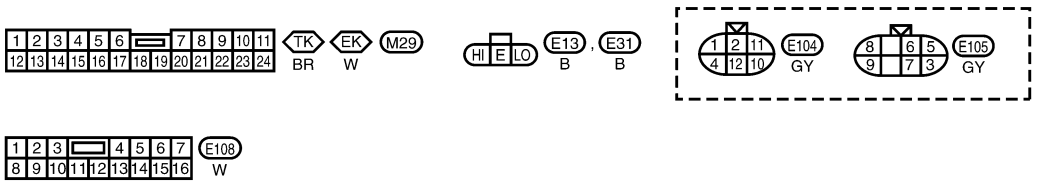
DAYTIME LIGHT CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
2	R	POWER SOURCE	WHEN TURNING IGNITION SWITCH TO ON POSITION	BATTERY VOLTAGE
			WHEN TURNING IGNITION SWITCH TO OFF POSITION	BATTERY VOLTAGE
3	R/W	POWER SOURCE	WHEN TURNING IGNITION SWITCH TO ON POSITION	BATTERY VOLTAGE
			WHEN TURNING IGNITION SWITCH TO OFF POSITION	BATTERY VOLTAGE
4	PU	LIGHTING SWITCH (LOW BEAM)	WHEN TURNING LIGHTING SWITCH TO HEADLAMP ON (2ND) POSITION, LOW BEAM	BATTERY VOLTAGE
5	R/B	LIGHTING SWITCH (HIGH BEAM)	WHEN TURNING LIGHTING SWITCH TO HIGH (A)	BATTERY VOLTAGE
			WHEN TURNING LIGHTING SWITCH TO FLASH TO PASS	BATTERY VOLTAGE

LEL593

LT-DTRL-03





WKWA0077E

DAYTIME LIGHT CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

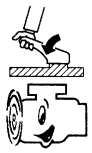
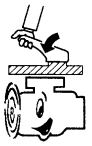
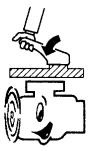
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
6	R/L	LH HIGH BEAM	WHEN TURNING LIGHTING SWITCH TO HIGH (A)	BATTERY VOLTAGE
			WHEN RELEASING PARKING BRAKE WITH ENGINE RUNNING AND TURNING LIGHTING SWITCH TO OFF (DAYTIME LIGHT OPERATION) **CAUTION: BLOCK WHEELS AND ENSURE SELECTOR LEVER IS IN N OR P POSITION**	BATTERY VOLTAGE
7	R/G	LH HEADLAMP CONTROL (GROUND)	WHEN LIGHTING SWITCH IS TURNED TO HEADLAMP ON (2ND) POSITION, LOW BEAM	1V OR LESS
			WHEN RELEASING PARKING BRAKE WITH ENGINE RUNNING AND TURNING LIGHTING SWITCH TO OFF (DAYTIME LIGHT OPERATION) **CAUTION: BLOCK WHEELS AND ENSURE SELECTOR LEVER IS IN N OR P POSITION.**	APPROX. HALF OF BATTERY VOLTAGE
8	Y	RH HIGH BEAM	WHEN TURNING LIGHTING SWITCH TO HIGH (A)	BATTERY VOLTAGE
			WHEN RELEASING PARKING BRAKE WITH ENGINE RUNNING AND TURNING LIGHTING SWITCH TO OFF (DAYTIME LIGHT OPERATION) **CAUTION: BLOCK WHEELS AND ENSURE SELECTOR LEVER IS IN N OR P POSITION.**	APPROX. HALF OF BATTERY VOLTAGE

LEL594

Trouble Diagnoses

EKS002AB

DAYTIME LIGHT CONTROL UNIT INSPECTION TABLE

Terminal No.	Wire color	Item	Condition		Voltage (Approx. values)
1	B/Y	Start signal		When turning ignition switch to ST	Battery voltage
				When turning ignition switch to ON from ST	Less than 1V
				When turning ignition switch to OFF	Less than 1V
2	R	Power source		When turning ignition switch to ON	Battery voltage
				When turning ignition switch to OFF	Battery voltage
3	R/W	Power source		When turning ignition switch to ON	Battery voltage
				When turning ignition switch to OFF	Battery voltage
4	PU	Lighting switch (Low beam)		When turning lighting switch to headlamp ON (2ND) position, LOW BEAM	Battery voltage
5	R/B	Lighting switch (High beam)		When turning lighting switch to HIGH (A)	Battery voltage
				When turning lighting switch to FLASH TO PASS	Battery voltage
6	R/L	LH high beam		When turning lighting switch to HIGH (A)	Battery voltage
				When releasing parking brake with engine running and turning lighting switch to OFF (daytime light operation) **CAUTION:** **Block wheels and ensure selector lever is in N or P position.**	Battery voltage
7	R/G	LH headlamp control (ground)		When lighting switch is turned to headlamp ON (2ND) position, LOW BEAM	1V or less
				When releasing parking brake with engine running and turning lighting switch OFF (daytime light operation) **CAUTION:** **Block wheels and ensure selector lever is in N or P position.**	Half battery voltage
8	Y	RH high beam		When turning lighting switch to HIGH (A)	Battery positive voltage
				When releasing parking brake with engine running and turning lighting switch OFF (daytime light operation) **CAUTION:** **Block wheels and ensure selector level is in N or P position.**	Half battery voltage
9	B	Ground		—	—
10	LG	Parking brake switch		When parking brake is released	Battery voltage
				When parking brake is applied	1.5V or less

Terminal No.	Wire color	Item	Condition		Voltage (Approx. values)
11	Y/R	Generator		When turning ignition switch ON	4.6V or less
				When engine is running	Battery voltage
				When turning ignition switch OFF	1V or less
12	G	Power source		When turning ignition switch ON	Battery voltage
				When turning ignition switch to ST	Battery voltage
				When turning ignition switch OFF	1V or less

Bulb Replacement

EKS002AC

Refer to LT-8, "Bulb Replacement" .

Aiming Adjustment

EKS002AD

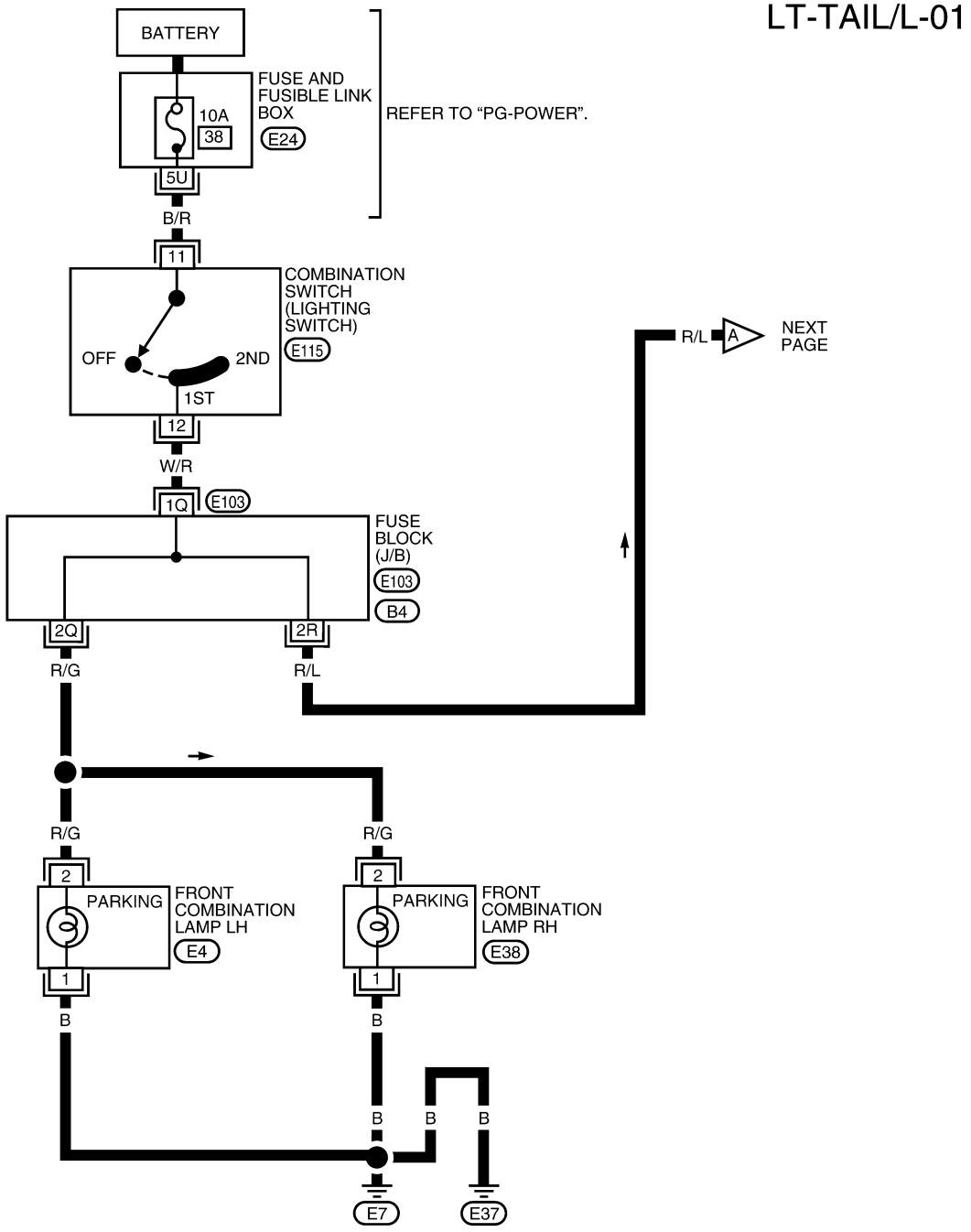
Refer to LT-9, "Aiming Adjustment" .

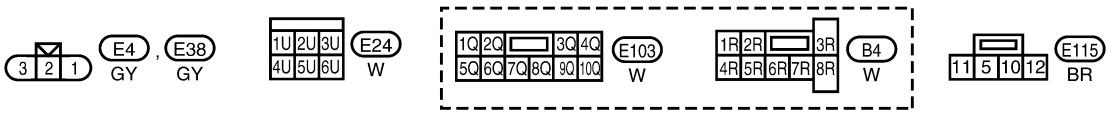
PARKING, LICENSE AND TAIL LAMPS

PFP:26550

Wiring Diagram — TAIL/L —

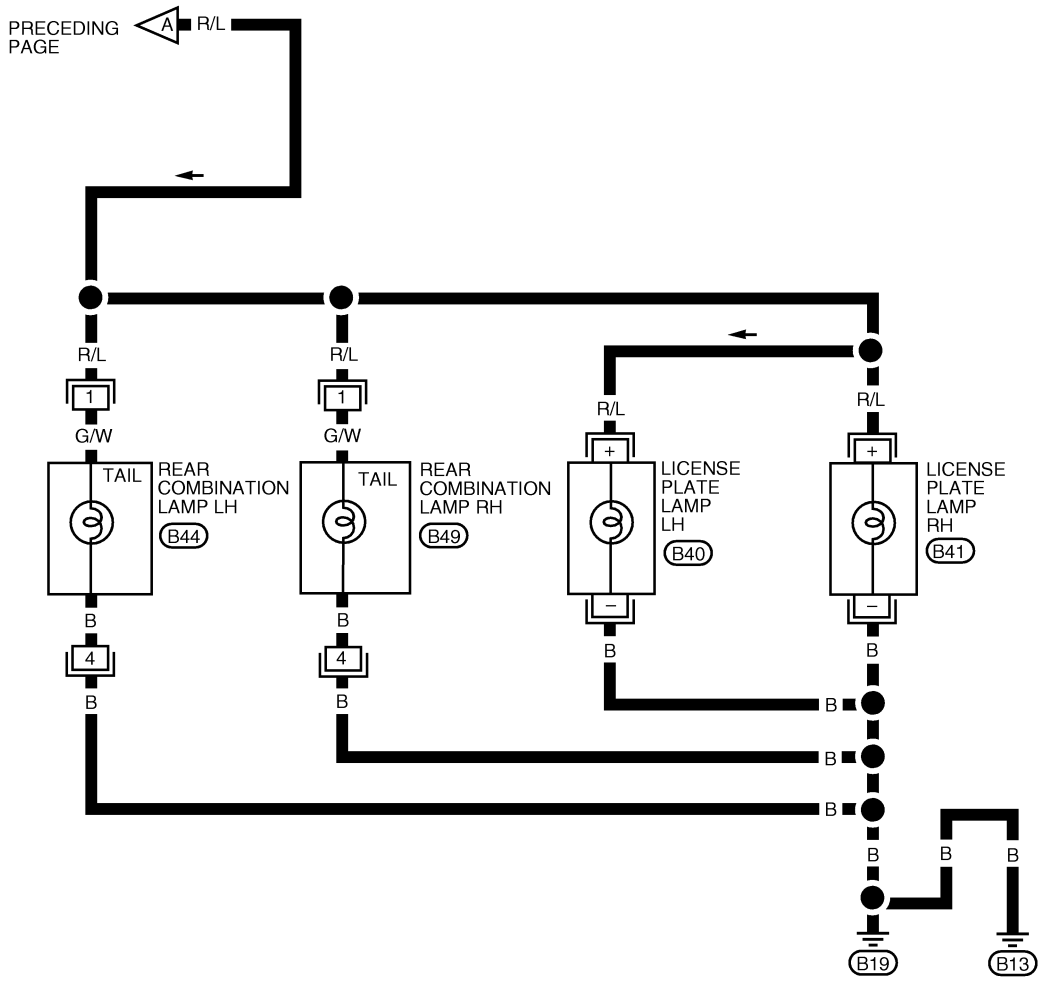
EKS002AE

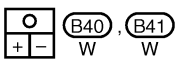


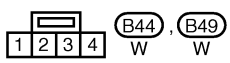


WKWA0078E

LT-TAIL/L-02







WKWA0021E

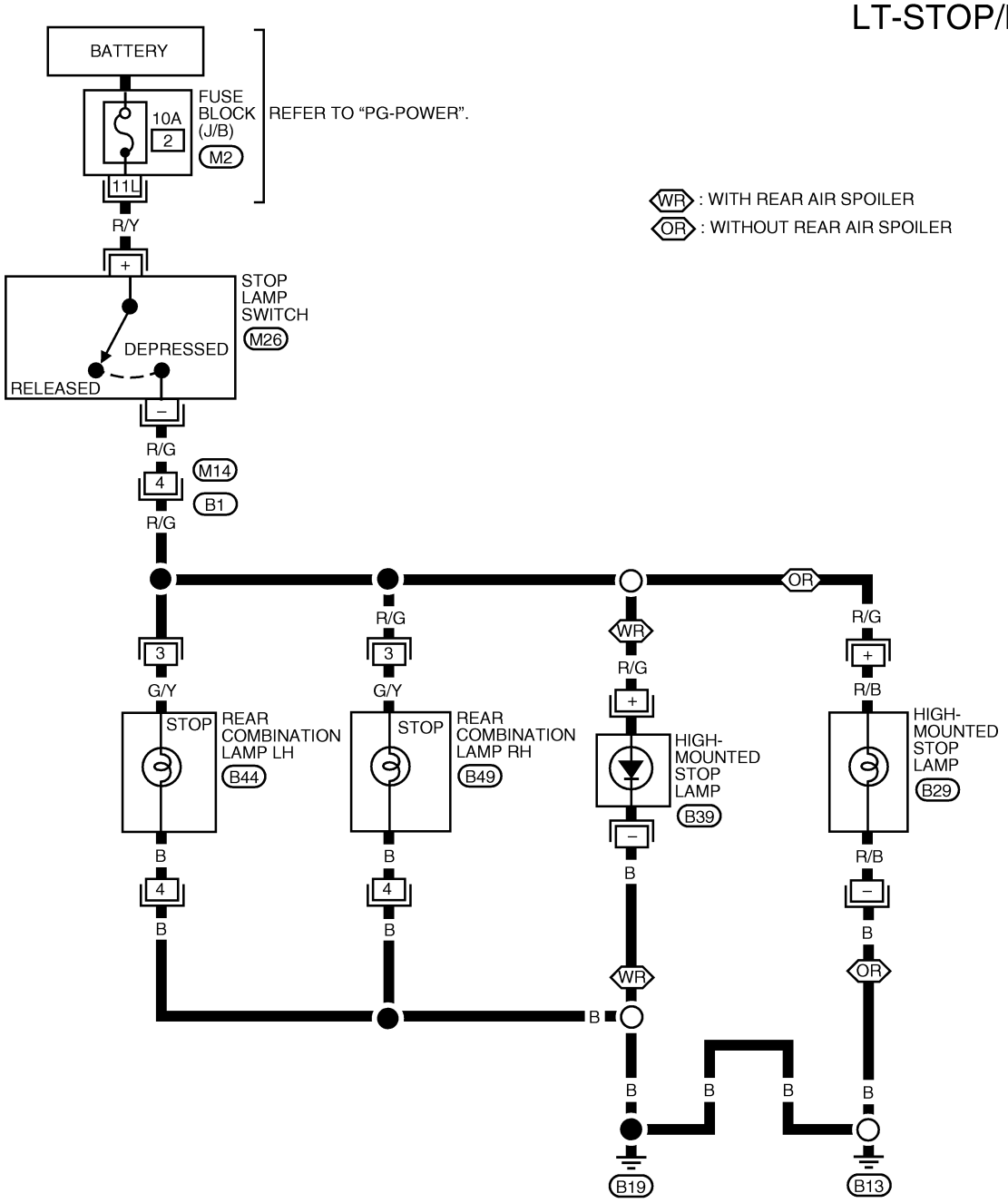
STOP LAMP

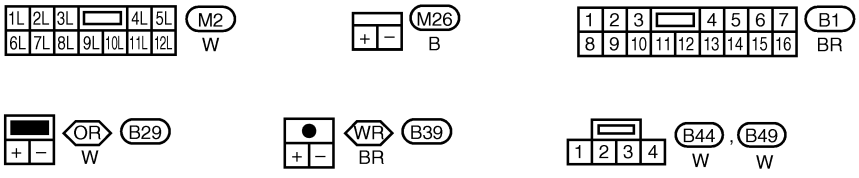
PFP:26550

Wiring Diagram — STOP/L —

EKS002AF

LT-STOP/L-01





WKWA0022E

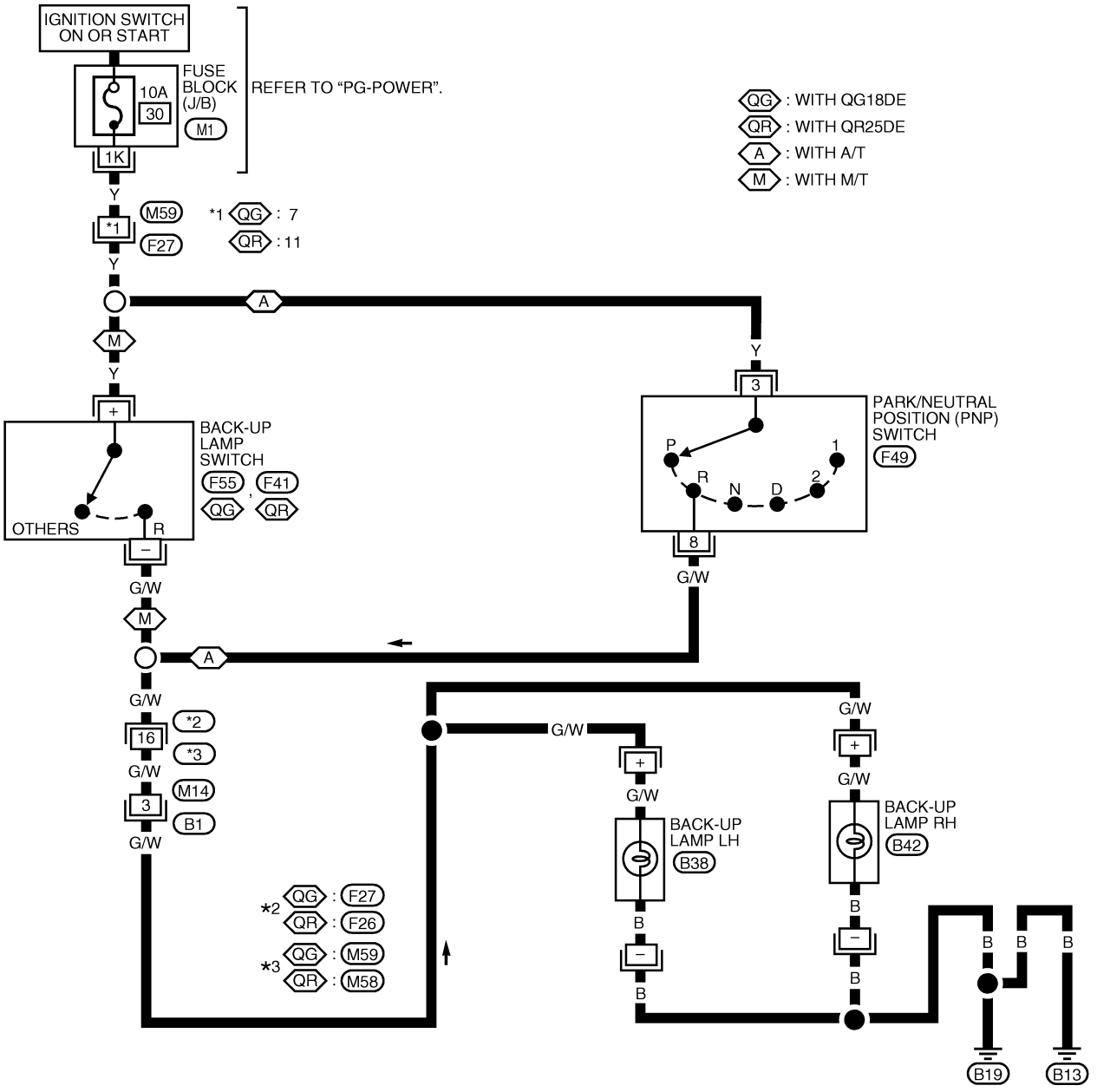
BACK-UP LAMP

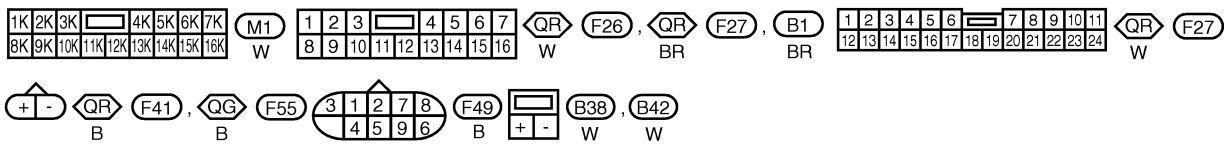
PFP:26550

Wiring Diagram — BACK/L —

EKS002AG

LT-BACK/L-01





WKWA0023E

FRONT FOG LAMP

PFP:26150

System Description

EKS002AH

Power is supplied at all times to front fog lamp relay terminal 5 through:

- 15A fuse (No. 43, located in the fuse and fusible link box.)

With the lighting switch in headlamp “ON” (2ND) position, “LOW BEAM” (B) position, power is supplied:

- through 15A fuse (No. 39, located in the fuse and fusible link box)
- to lighting switch terminal 5
- through terminal 7 of the lighting switch
- to front fog lamp relay terminal 1.

FOG LAMP OPERATION

The front fog lamp switch is built into the combination switch. The lighting switch must be in headlamp “ON” (2ND) position and “LOW BEAM” (B) position for fog lamp operation.
With the front fog lamp switch in the ON position ground is supplied:

- to front fog lamp relay terminal 2
- through the front fog lamp switch
- to body grounds E7 and E37.

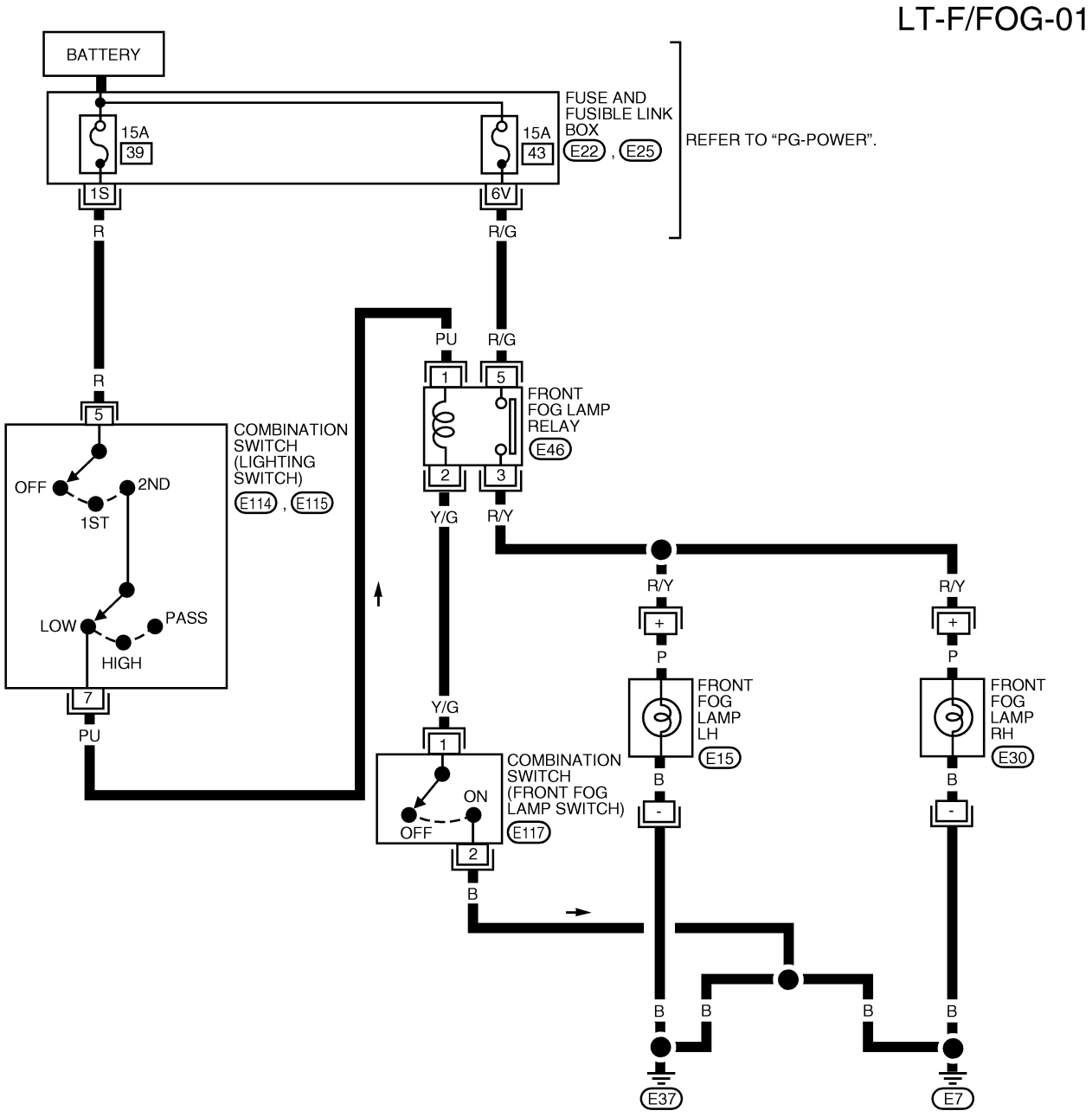
The front fog lamp relay is energized and power is supplied:

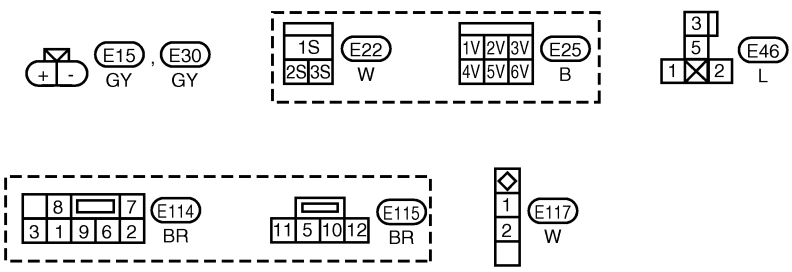
- from front fog lamp relay terminal 3
- to terminal + of each front fog lamp.

Ground is supplied to terminal - of each front fog lamp through body grounds E7 and E37.
With power and ground supplied, the front fog lamps illuminate.

Wiring Diagram — F/FOG —

EKS002AI





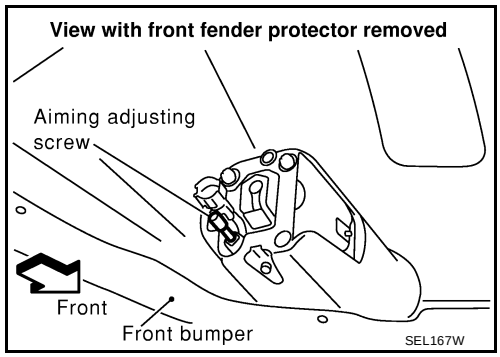
WKWA0024E

Aiming Adjustment

EKS002AJ

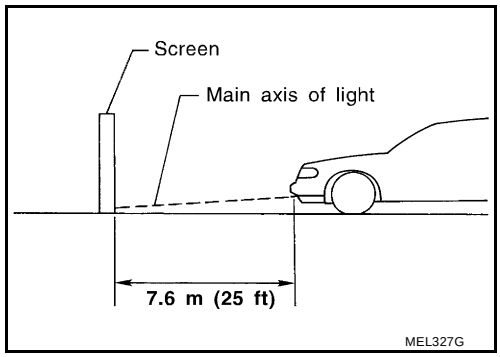
Before performing aiming adjustment, make sure of the following.

1. Keep all tires inflated to correct pressure.
2. Place vehicle on level ground.
3. See that vehicle is unloaded (except for full levels of coolant, engine oil and fuel, and spare tire, jack, and tools). Have the driver or equivalent weight placed in driver's seat.

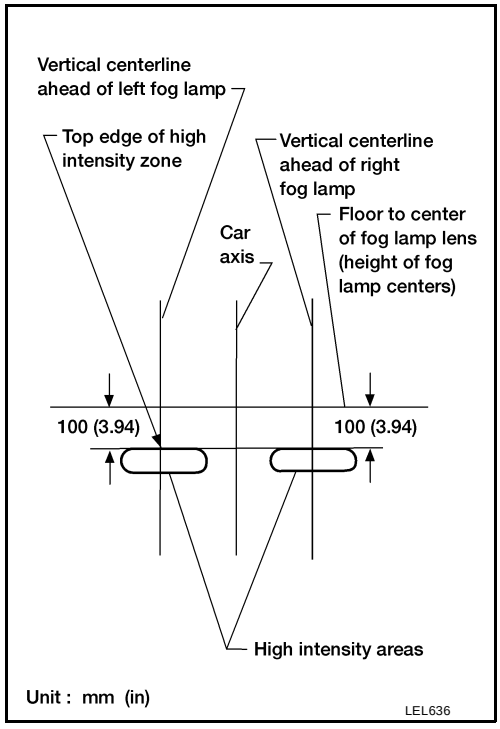


Adjust aiming in the vertical direction by turning the adjusting screw.

1. Set the distance between the screen and the center of the fog lamp lens as shown.



2. Turn front fog lamps ON.
3. Adjust front fog lamps so that the top edge of the high intensity zone is 100 mm (3.94 in) below the height of the fog lamp centers as shown.
   - When performing adjustment, if necessary, cover the headlamps and opposite fog lamp.



TURN SIGNAL AND HAZARD WARNING LAMPS

PFP:26120

System Description

EKS002AK

TURN SIGNAL OPERATION

With the hazard switch in the OFF position and the ignition switch in the ON or START position, power is supplied:

- through 10A fuse [No. 26, located in the fuse block (J/B)]
- to hazard switch terminal 2
- through terminal 1 of the hazard switch
- to combination flasher unit terminal B
- through terminal L of the combination flasher unit
- to turn signal switch terminal 1.

Ground is supplied to combination flasher unit terminal E through body grounds M28 and M54.

LH Turn

When the turn signal switch is moved to the LH position, power is supplied from turn signal switch terminal 3 to:

- front combination lamp LH terminal 3
- combination meter terminal 35 (with tachometer) or 40 (without tachometer)
- rear combination lamp LH terminal 2.

Ground is supplied to the front combination lamp LH terminal 1 through body grounds E7 and E37.
Ground is supplied to the rear combination lamp LH terminal 4 through body grounds B13 and B19.
Ground is supplied to combination meter terminal 12 (with tachometer) or 39 (without tachometer) through body grounds M28 and M54.
With power and ground supplied, the combination flasher unit controls the flashing of the LH turn signal lamps.

RH Turn

When the turn signal switch is moved to the RH position, power is supplied from turn signal switch terminal 2 to:

- front combination lamp RH terminal 3
- combination meter terminal 4 (with tachometer) or 41 (without tachometer)
- rear combination lamp RH terminal 2.

Ground is supplied to the front combination lamp RH terminal 1 through body grounds E7 and E37.
Ground is supplied to the rear combination lamp RH terminal 4 through body grounds B13 and B19.
Ground is supplied to combination meter terminal 12 (with tachometer) or 39 (without tachometer) through body grounds M28 and M54.
With power and ground supplied, the combination flasher unit controls the flashing of the RH turn signal lamps.

HAZARD LAMP OPERATION

Power is supplied at all times to hazard switch terminal 3 through:

- 15A fuse [No. 5, located in the fuse block (J/B)].

With the hazard switch in the ON position, power is supplied:

- through terminal 1 of the hazard switch
- to combination flasher unit terminal B
- through terminal L of the combination flasher unit
- to hazard switch terminal 4.

Ground is supplied to combination flasher unit terminal E through body grounds M28 and M54.
Power is supplied through terminal 5 of the hazard switch to:

- front combination lamp LH terminal 3
- combination meter terminal 35 (with tachometer) or 40 (without tachometer)
- rear combination lamp LH terminal 2.

Power is supplied through terminal 6 of the hazard switch to:

- front combination lamp RH terminal 3

- combination meter terminal 4 (with tachometer) or 41 (without tachometer)
- rear combination lamp RH terminal 2.

Ground is supplied to terminal 1 of each front combination lamp through body grounds E7 and E37.
Ground is supplied to terminal 4 of each rear combination lamp through body grounds B13 and B19.
Ground is supplied to combination meter terminal 12 (with tachometer) or 39 (without tachometer) through body grounds M28 and M54.
With power and ground supplied, the combination flasher unit controls the flashing of the hazard warning lamps.

REMOTE KEYLESS ENTRY SYSTEM OPERATION

Power is supplied at all times:

- through 15A fuse [No. 5, located in the fuse block (J/B)]
- to remote keyless entry relay terminals 1, 6 and 3.

Ground is supplied to remote keyless entry relay terminal 2, when the remote keyless entry system is triggered through the smart entrance control unit.
Refer to BL-35, "REMOTE KEYLESS ENTRY SYSTEM" .
The remote keyless entry relay is energized.
Power is supplied through terminal 5 of the remote keyless entry relay:

- to front combination lamp LH terminal 3
- to combination meter terminal 35 (with tachometer) or 40 (without tachometer)
- to rear combination lamp LH terminal 2.

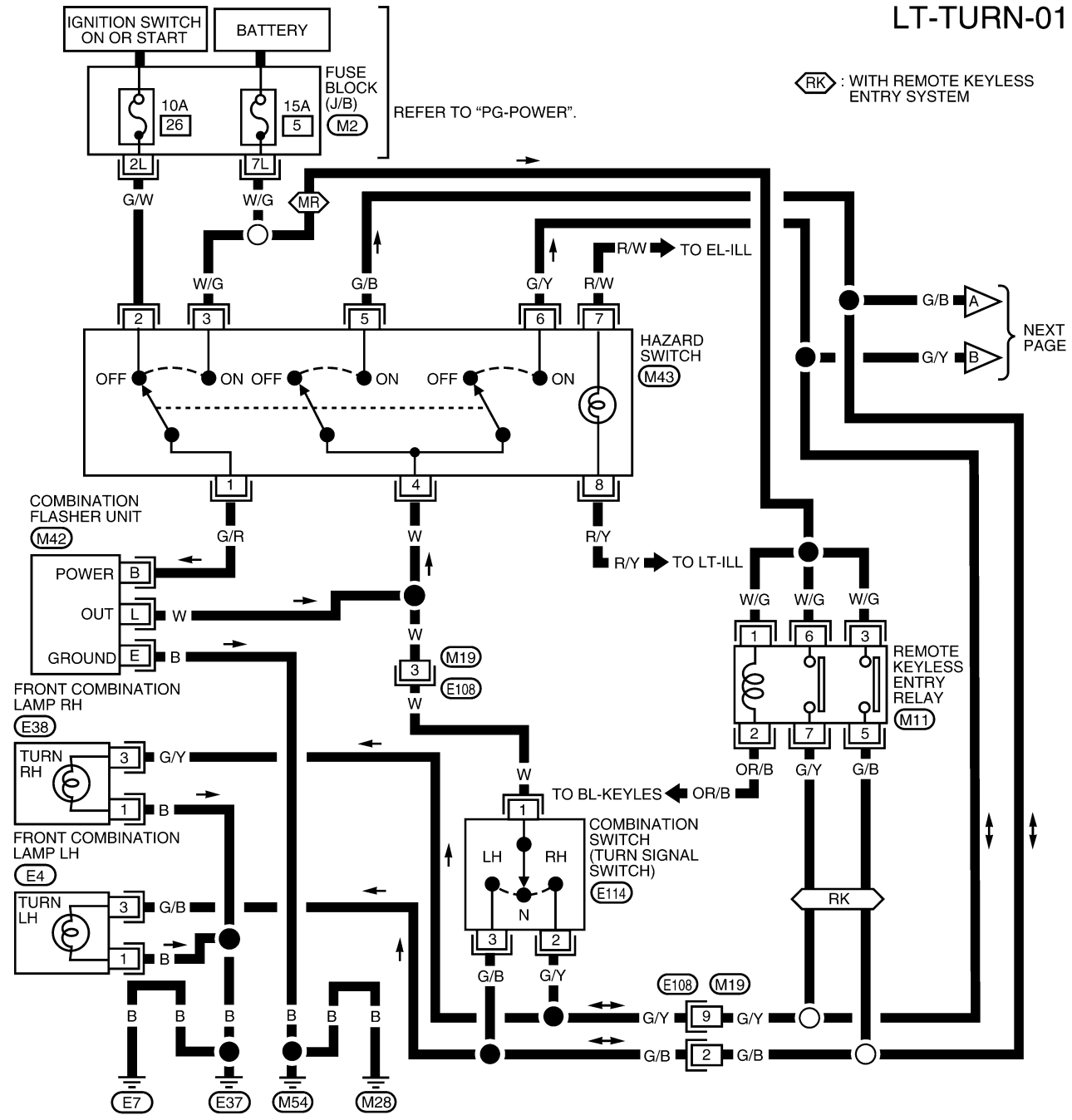
Power is supplied through terminal 7 of the remote keyless entry relay:

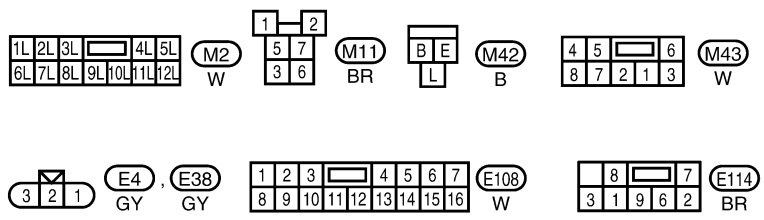
- to front combination lamp RH terminal 3
- to combination meter terminal 4 (with tachometer) or 41 (without tachometer)
- to rear combination lamp RH terminal 2.

Ground is supplied to terminal 1 of each front combination lamp through body grounds E7 and E37.
Ground is supplied to terminal 4 of each rear combination lamp through body grounds B13 and B19.
Ground is supplied to combination meter terminal 12 (with tachometer) or 39 (without tachometer) through body grounds M28 and M54.
With power and ground supplied, the smart entrance control unit controls the flashing of the hazard warning lamps.

Wiring Diagram — TURN —

EKS002AL

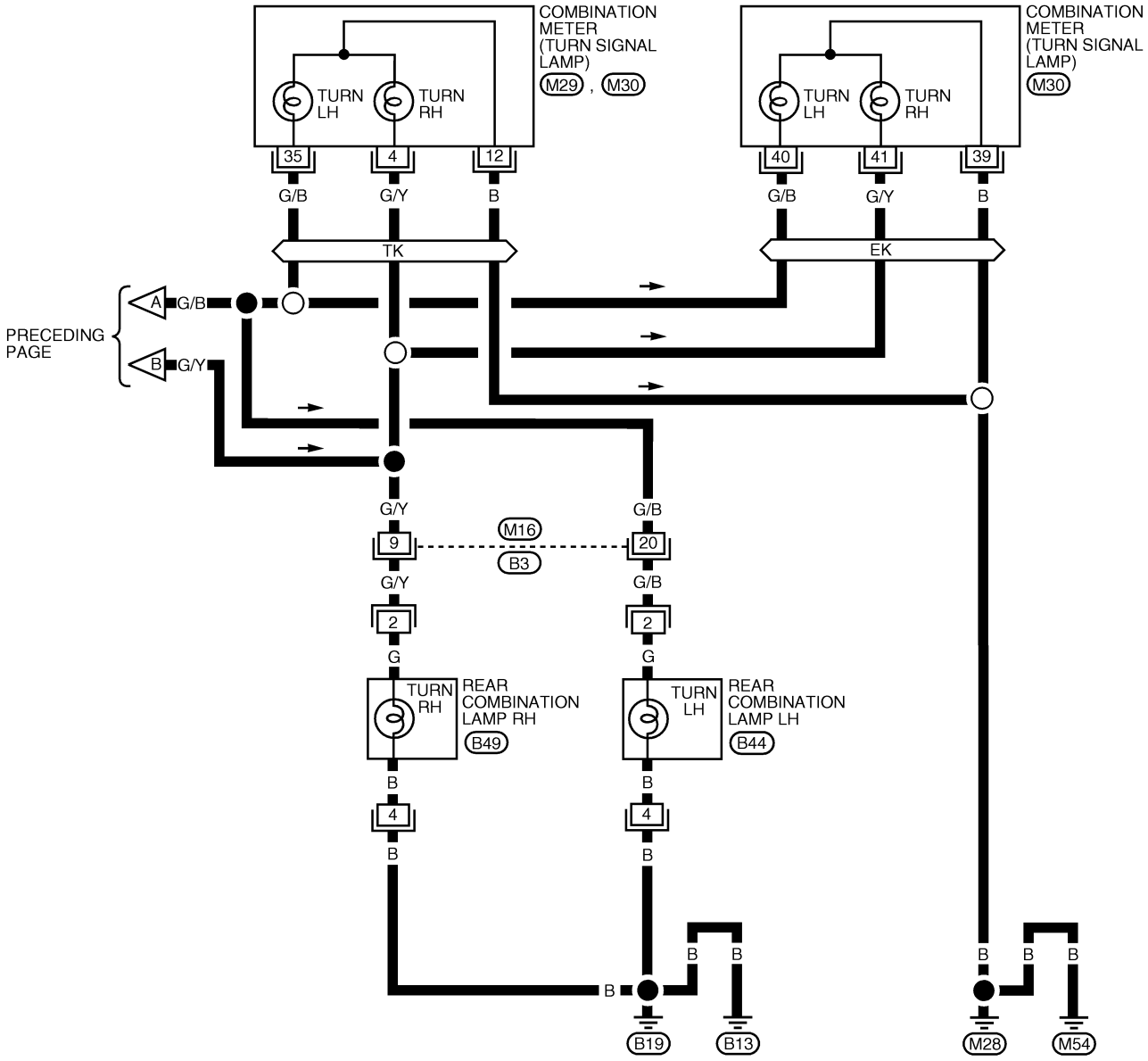


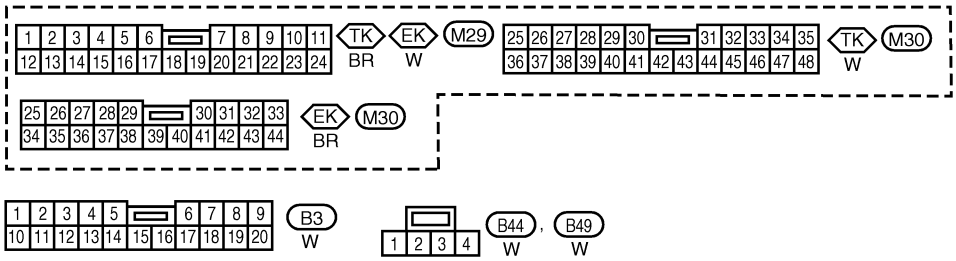


WKWA0025E

LT-TURN-02

TK : WITH TACHOMETER
EK : WITHOUT TACHOMETER





WKWA0026E

Trouble Diagnoses

EKS002AM

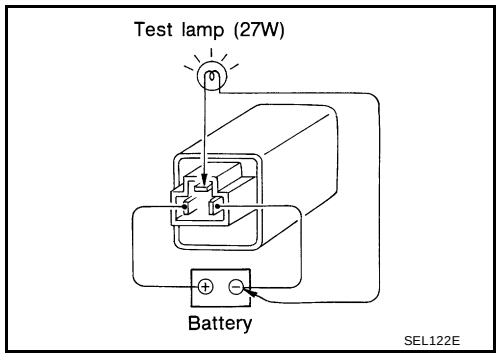
Symptom	Possible cause	Repair order
Turn signal and hazard warning lamps do not operate.	1. Hazard switch 2. Combination flasher unit 3. Open in combination flasher unit circuit	1. Check hazard switch. 2. Refer to combination flasher unit check. 3. Check wiring to combination flasher unit for open circuit.
Turn signal lamps do not operate but hazard warning lamps operate.	1. 10A fuse 2. Hazard switch 3. Turn signal switch 4. Open in turn signal switch circuit	1. Check 10A fuse [No. 26, located in fuse block (J/B)]. Turn ignition switch ON and verify battery positive voltage is present at terminal 2 of hazard switch. 2. Check hazard switch. 3. Check turn signal switch. 4. Check the wire between combination flasher unit terminal L and turn signal switch terminal 1 for open circuit.
Hazard warning lamps do not operate but turn signal lamps operate.	1. 15A fuse 2. Hazard switch 3. Open in hazard switch circuit	1. Check 15A fuse [No. 5, located in fuse block (J/B)]. Verify battery positive voltage is present at terminal 3 of hazard switch. 2. Check hazard switch. 3. Check the wire between combination flasher unit terminal L and hazard switch terminal 4 for open circuit.
Front turn signal lamp LH or RH does not operate.	1. Bulb 2. Grounds E7 and E37 3. Open in front combination lamp circuit	1. Check bulb. 2. Check grounds E7 and E37. 3. Check the wire between combination switch terminal 3 (LH) or terminal 2 (RH) and front combination lamp terminal 3.
Rear turn signal lamp LH or RH does not operate.	1. Bulb 2. Grounds B13 and B19 3. Open in rear combination lamp circuit	1. Check bulb. 2. Check grounds B13 and B19. 3. Check the wire between combination switch terminal 3 (LH) or terminal 2 (RH) and rear combination lamp terminal 2.
LH and RH turn indicators do not operate.	1. Ground	1. Check grounds M28 and M54.
LH or RH turn indicator does not operate.	1. Bulb 2. Turn indicator circuit	1. Check bulb in combination meter. 2. Check the wire between combination switch and combination meter.

Electrical Components Inspection

EKS002AN

COMBINATION FLASHER UNIT CHECK

- Before checking, ensure that bulbs meet specifications.
- Connect a battery and test lamp to the combination flasher unit, as shown. Combination flasher unit is properly functioning if it blinks when power is supplied to the circuit.



ILLUMINATION

PFP:27545

System Description

EKS002AO

Power is supplied at all times:

- through 10A fuse (No. 38, located in the fuse and fusible link box)
- to lighting switch terminal 11.

The lighting switch must be in parking lamp (1ST) or headlamp “ON” (2ND) position for illumination. The illumination control switch controls the amount of current to the illumination system. As the amount of current increases, the illumination becomes brighter.
The following chart shows the power and ground connector terminals for the components included in the illumination system.

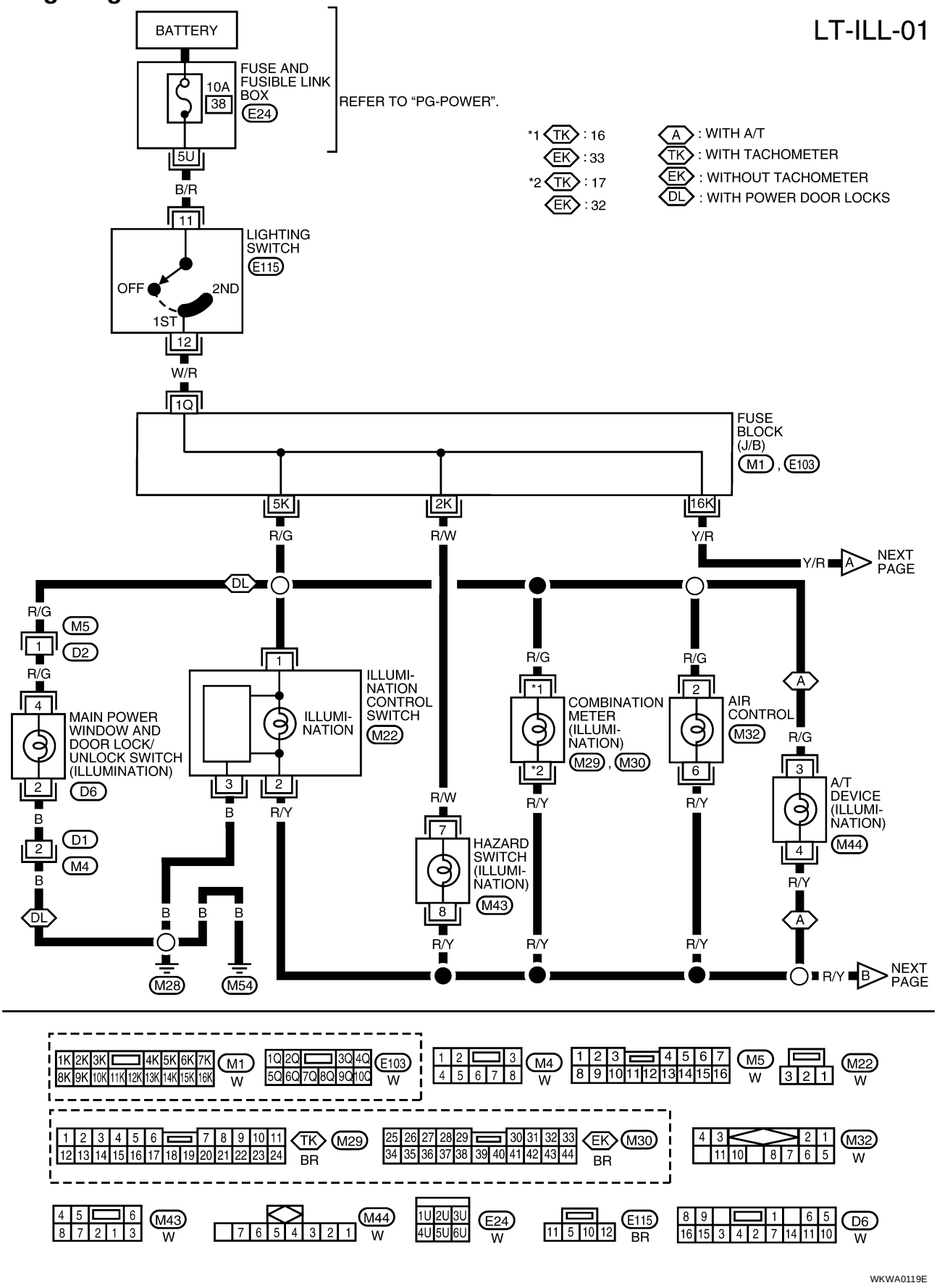
Component	Connector No.	Power terminal	Ground terminal
Illumination control switch	M22	1	3
Combination meter	M29 or M30	16 or 33	17 or 32
Hazard switch	M43	7	8
Air control	M32	2	6
A/T device indicator*	M44	3	4
Main power window and door lock/unlock switch*	D6	4	2
Audio unit	M45	8	7
CD changer*	M47, M48	23	25

* If equipped.

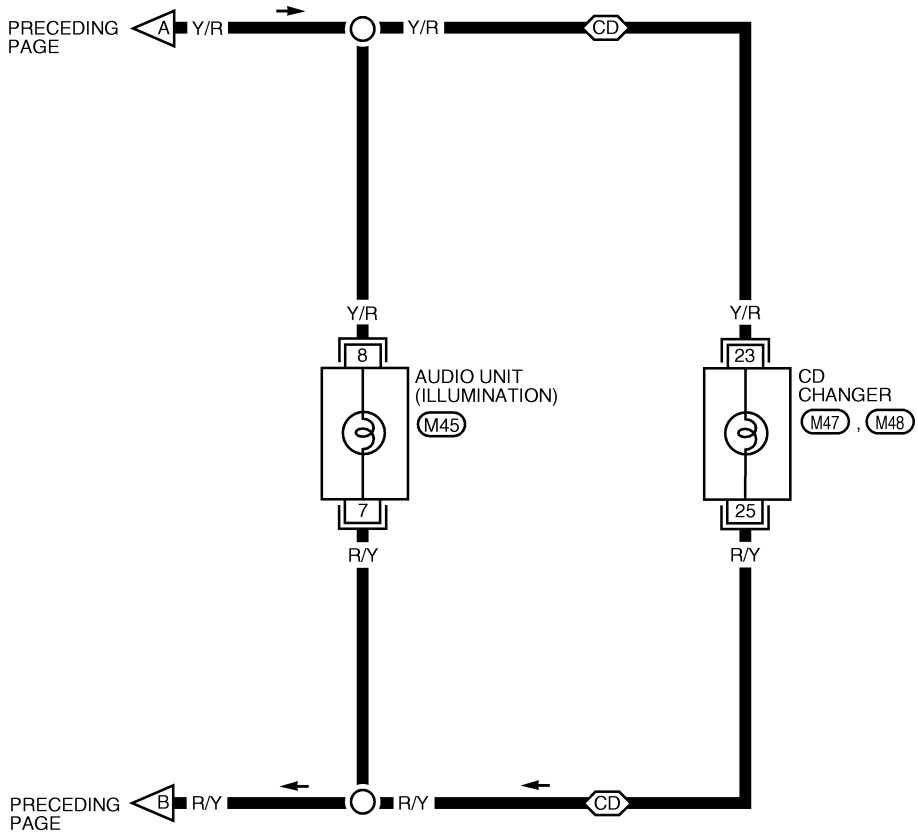
The ground for all of the components is controlled through terminals 2 and 3 of the illumination control switch to body grounds M28 and M54.

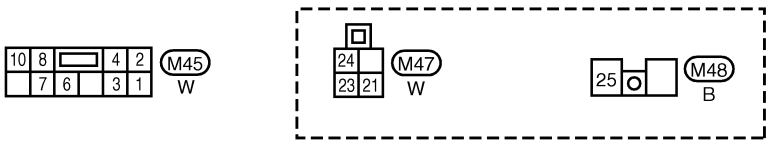
Wiring Diagram — ILL —

EKS002AP



CD : WITH CD CHANGER





WKWA0028E

INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS

PFP:26410

System Description

EKS002AQ

WITH POWER DOOR LOCKS AND WITHOUT REMOTE KEYLESS ENTRY SYSTEM

Power Supply and Ground

Power is supplied at all times:

- through 10A fuse (No. 13, located in the fuse block (J/B)]
- to time control unit terminal 2 and
- to trunk room lamp terminal 1.

Power is supplied at all times:

- through 10A fuse [No. 12, located in the fuse block (J/B)]
- to key switch terminal 2.

When the key is removed from ignition key cylinder, power is interrupted:

- through key switch terminal 1
- to time control unit terminal 11.

With the ignition key switch in the ON or START position, power is supplied:

- through 10A fuse [No. 10, located in the fuse block (J/B)]
- to time control unit terminal 13.

Ground is supplied:

- to time control unit terminal 6
- through body grounds M28 and M54.

Switch Operation

When map lamp (LH and/or RH) is ON, ground is supplied:

- through body grounds M28 and M54
- to map lamp terminal –.

Power is supplied:

- to map lamp terminal +
- from time control unit terminal 3.

When vanity lamp (LH and/or RH) is ON, ground is supplied:

- through body grounds M28 and M54
- to vanity lamps (LH and RH) terminal 2.

Power is supplied:

- to vanity lamps (LH and RH) terminal 1
- from time control unit terminal 3.

When trunk room lamp switch is ON (trunk lid is opened), ground is supplied:

- through body grounds B13 and B19
- to trunk room lamp switch terminal –
- from trunk room lamp switch terminal +
- to trunk room lamp terminal 2

With power and ground supplied, interior lamps turn ON.

Battery Saver

The lamp turns off automatically when map lamp, and/or vanity lamps are illuminated with the ignition key in OFF position, if the lamp switch is in ON position for approximately 10 minutes.
After lamps turn OFF by the battery saver system, the lamps illuminate again when:

- driver door is locked or unlocked,
- door is opened or closed,
- key is inserted in or removed from ignition key cylinder.

WITH REMOTE KEYLESS ENTRY SYSTEM

Power Supply and Ground

Power is supplied at all times:

- through 10A fuse (No. 37, located in the fuse and fusible link box)
- to smart entrance control unit terminal 10.

Power is supplied at all times:

- through 10A fuse [No. 12, located in the fuse block (J/B)]
- to key switch terminal 2 and
- through 10A fuse [No. 13, located in the fuse block (J/B)]
- to trunk room lamp terminal 1.

When the key is removed from ignition key cylinder, power is interrupted:

- through key switch terminal 1
- to smart entrance control unit terminal 32.

With the ignition key switch in the ON or START position, power is supplied:

- through 10A fuse [No. 10, located in the fuse block (J/B)]
- to smart entrance control unit terminal 33.

Ground is supplied:

- to smart entrance control unit terminal 16
- through body grounds M28 and M54.

Switch Operation

When map lamp (LH and/or RH) is ON, ground is supplied:

- through body grounds M28 and M54
- to map lamp terminal –.

Power is supplied:

- to map lamp terminal +
- from smart entrance control unit terminal 17.

When vanity lamp (LH and/or RH) is ON, ground is supplied:

- through body grounds M28 and M54
- to vanity lamps (LH and RH) terminal 2.

Power is supplied:

- to vanity lamps (LH and RH) terminal 1
- from smart entrance control unit terminal 17.

When trunk room lamp switch is ON (trunk lid is opened), ground is supplied:

- through body grounds B13 and B19
- to trunk room lamp switch terminal –
- from trunk room lamp switch terminal +
- to trunk room lamp terminal 2

With power and ground supplied, interior lamps turn ON.

Battery Saver

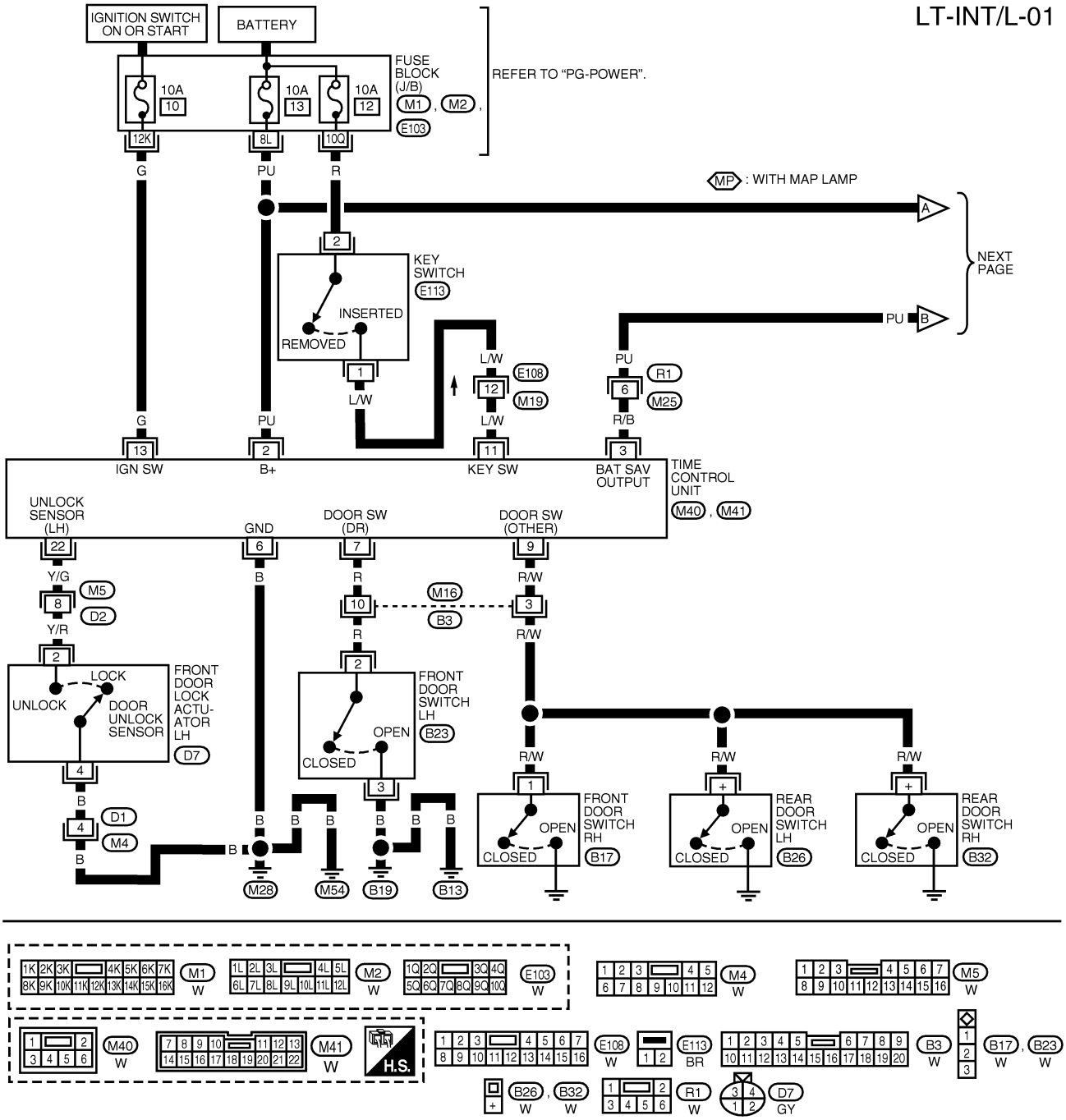
The lamps turn off automatically when interior lamp, map lamp and/or vanity lamps are illuminated with the ignition key in OFF position, if the lamp remains lit by the door switch open signal or if the lamp switch is in ON position for approximately 10 minutes.
After lamps turn OFF by the battery saver system, the lamps illuminate again when:

- driver door is locked or unlocked,
- door is opened or closed,
- key is inserted in or removed from ignition key cylinder.

Wiring Diagram — INT/L —

EKS002AR

WITH POWER DOOR LOCKS AND WITHOUT REMOTE KEYLESS ENTRY SYSTEM



WKWA0029E

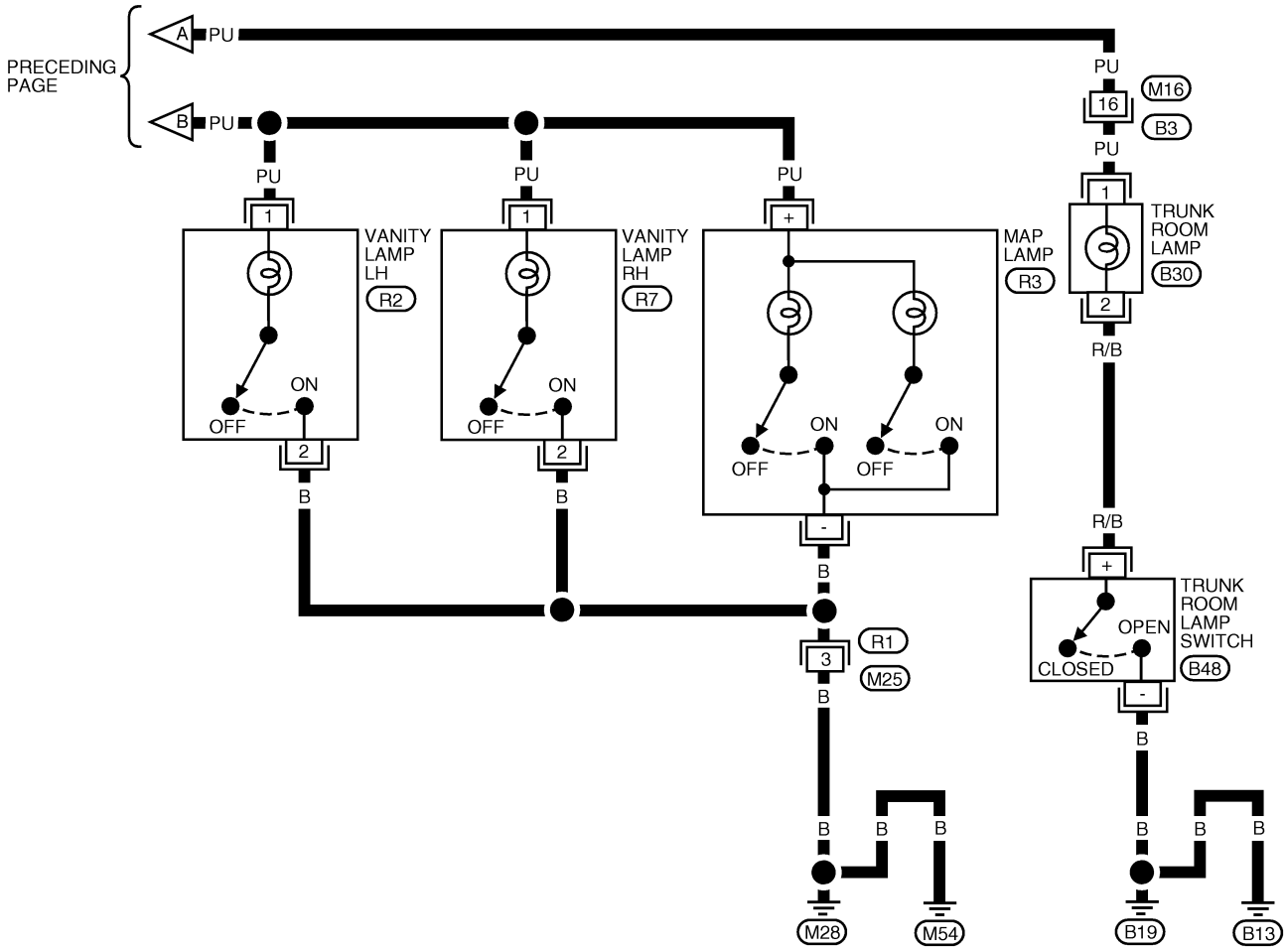
TIME CONTROL UNIT (WITH POWER DOOR LOCKS) TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

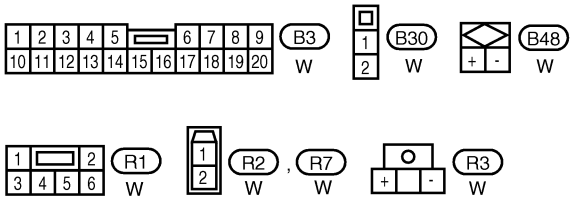
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
2	PU	POWER SOURCE (FUSE)	—	12V
3	R/B	BATTERY SAVER (INTERIOR LAMP)	BATTERY SAVER DOES NOT OPERATE	12V
			BATTERY SAVER OPERATES	0V
6	B	GROUND	—	—
7	R	FRONT DOOR SWITCH LH	OFF (CLOSED)	5V
			ON (OPEN)	0V
9	R/W	OTHER DOOR SWITCHES	OFF (CLOSED)	5V
			ON (OPEN)	0V
11	L/W	IGNITION KEY SWITCH (INSERT)	IGNITION KEY IS INSERTED	12V
			IGNITION KEY IS REMOVED	0V
13	G	IGNITION SWITCH (ON)	IGNITION KEY IS IN ON POSITION	12V
		IGNITION SWITCH (START)	IGNITION KEY IS IN START POSITION	12V
16	R/Y	INTERIOR LAMP	LAMP SWITCH IN DOOR POSITION	12V
22	Y/G	DOOR UNLOCK SENSOR LH	DRIVER DOOR: LOCKED	5V
			DRIVER DOOR: UNLOCKED	0V

LEL595

WITH POWER DOOR LOCKS AND WITHOUT REMOTE KEYLESS ENTRY SYSTEM

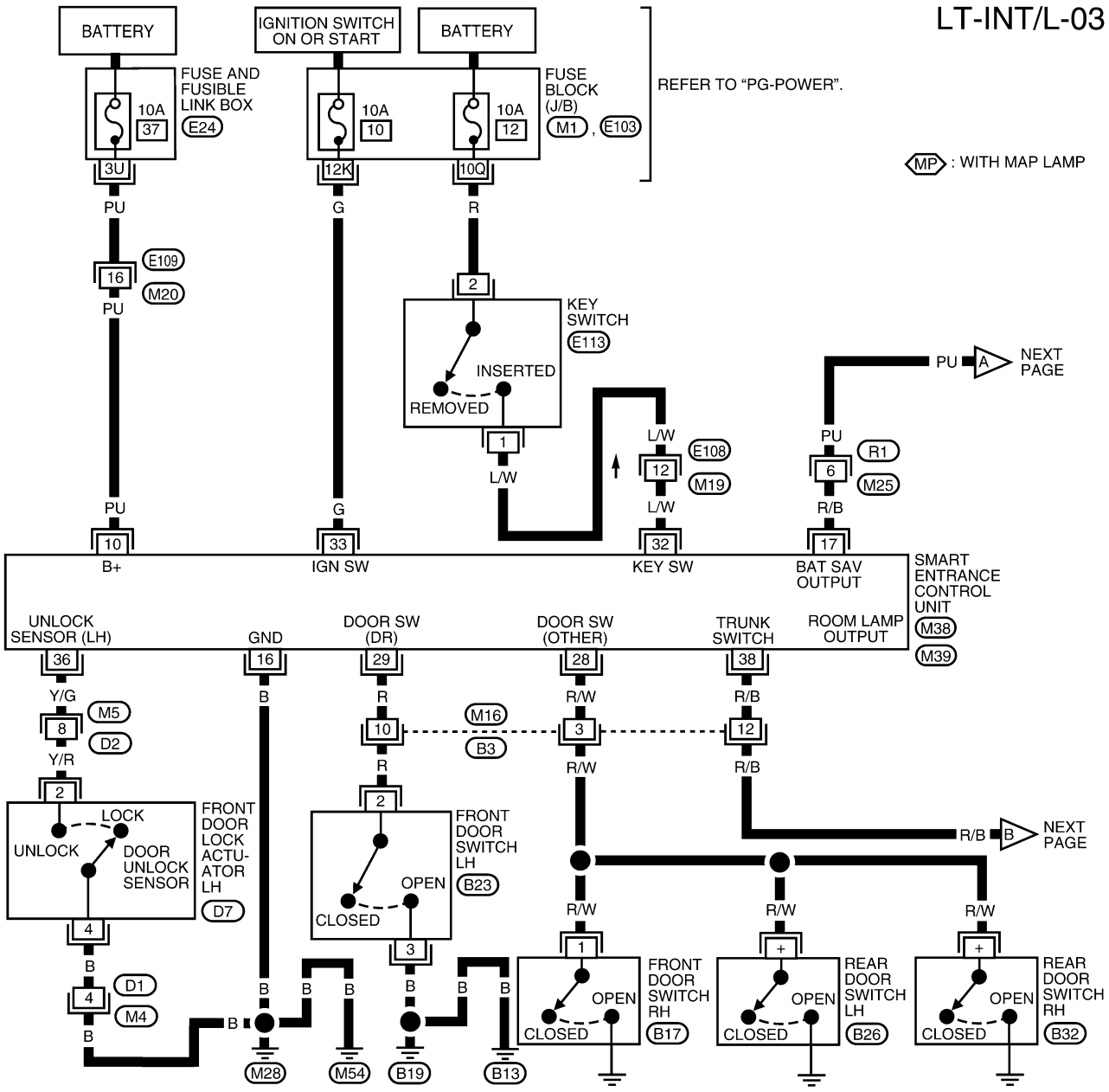
LT-INT/L-02





WKWA0030E

WITH REMOTE KEYLESS ENTRY SYSTEM

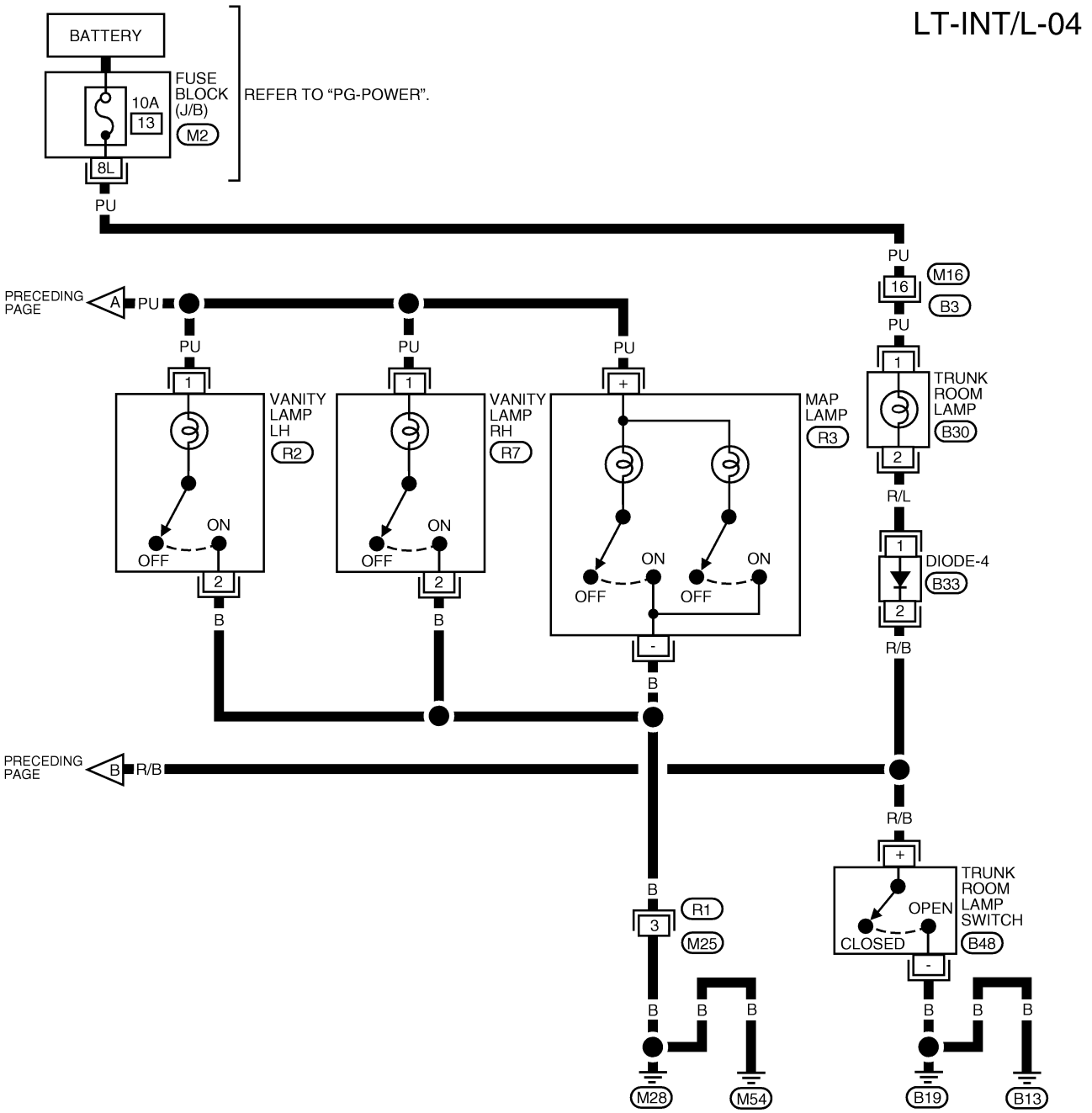


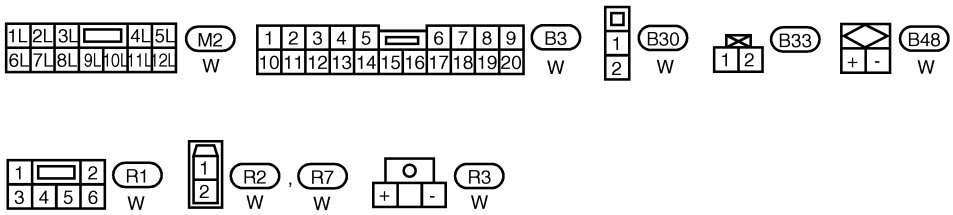
WKWA0031E

SMART ENTRANCE CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
8	R/Y	INTERIOR LAMP	LAMP SWITCH IN DOOR POSITION	12V
10	PU	POWER SOURCE (FUSE)	—	12V
16	B	GROUND	—	—
17	R/B	BATTERY SAVER (INTERIOR LAMP)	BATTERY SAVER DOES NOT OPERATE	12V
			BATTERY SAVER OPERATES	0V
28	R/W	OTHER DOOR SWITCHES	OFF (CLOSED)	5V
			ON (OPEN)	0V
29	R	FRONT DOOR SWITCH LH	OFF (CLOSED)	5V
			ON (OPEN)	0V
32	L/W	IGNITION KEY SWITCH (INSERT)	IGNITION KEY IS INSERTED	12V
			IGNITION KEY IS REMOVED	0V
33	G	IGNITION SWITCH (ON)	IGNITION KEY IS IN ON POSITION	12V
		IGNITION SWITCH (START)	IGNITION KEY IS IN START POSITION	12V
36	Y/G	DOOR UNLOCK SENSOR LH	DRIVER DOOR: LOCKED	5V
			DRIVER DOOR: UNLOCKED	0V
38	R/B	TRUNK ROOM LAMP SWITCH	ON (OPEN)	0V
			OFF (CLOSED)	12V

LT-INT/L-04





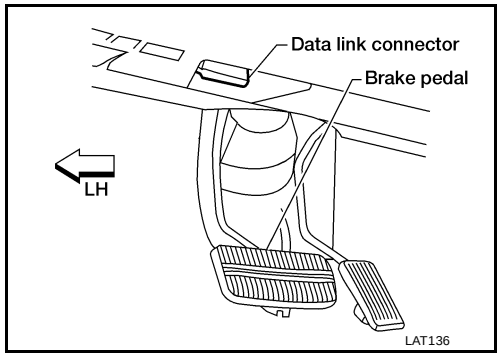
WKWA0032E

CONSULT-II Inspection Procedure (With Remote Keyless Entry System)

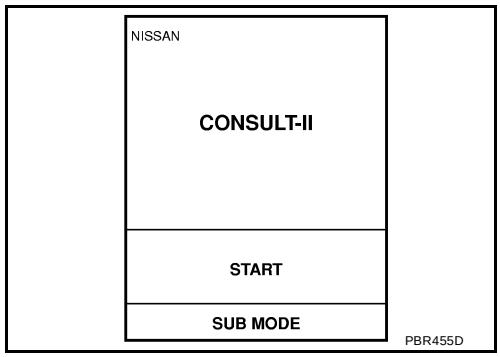
EKS002AS

“INT LAMP”/“BATTERY SAVER”

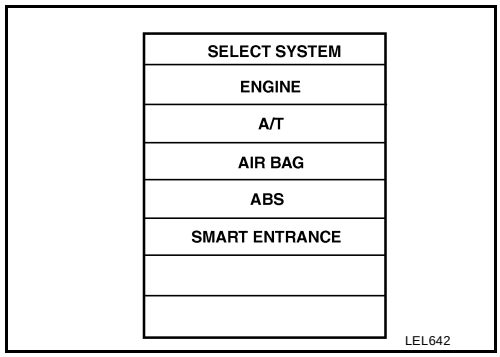
1. Turn ignition switch “OFF”.
2. Connect “CONSULT-II” to the data link connector.



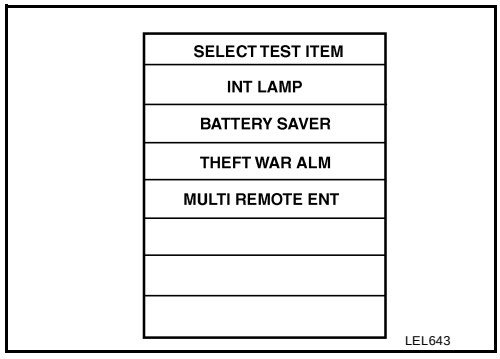
3. Turn ignition switch “ON”.
4. Touch “START”.



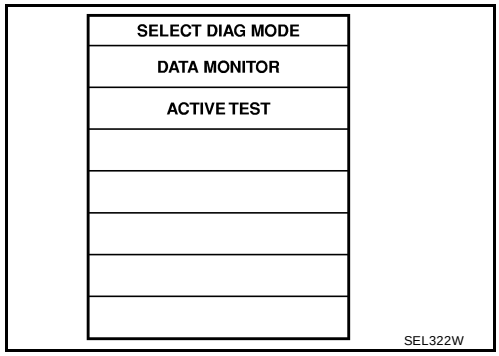
5. Touch “SMART ENTRANCE”.



6. Touch “INT LAMP” or “BATTERY SAVER”.



7. Select diagnosis mode.
"DATA MONITOR" and "ACTIVE TEST" are available for "INT LAMP" and "BATTERY SAVER".



CONSULT-II Application Items (With Remote Keyless Entry System)

EKS002AT

"INT LAMP"

Data Monitor

Monitored Item	Description
IGN ON SW	Indicates [ON/OFF] condition of ignition switch.
KEY ON SW	Indicates [ON/OFF] condition of key switch.
DOOR SW DR	Indicates [ON/OFF] condition of front door switch LH.
DOOR SW-ALL	Indicates [ON/OFF] condition of door switch (All).
LOCK SIG DR	Indicates [ON/OFF] condition of front door unlock sensor LH.
UN BUTTON/SIG	Indicates [ON/OFF] condition of unlock signal from remote controller.

Active Test

Test Item	Description
INT LAMP	This test enables to check interior lamp, map lamp, and vanity lamps operations. When touch "ON" on CONSULT-II screen. ● Interior lamp turns on when the switch is in DOOR or ON. (Smart entrance control unit supplies power and ground to interior lamp.) ● Map lamp and vanity lamps turn on when the switch is in ON. (Smart entrance control unit supplies power to map lamp and vanity lamps.)

"BATTERY SAVER"

Data Monitor

Monitored Item	Description
IGN ON SW	Indicates [ON/OFF] condition of ignition switch.
KEY ON SW	Indicates [ON/OFF] condition of key switch.
DOOR SW DR	Indicates [ON/OFF] condition of front door switch LH.
DOOR SW-ALL	Indicates [ON/OFF] condition of door switch (ALL).
LOCK SIG DR	Indicates [ON/OFF] condition of front door unlock sensor LH.
TRUNK SW	Indicates [ON/OFF] condition of trunk room lamp switch.

Active Test

Test Item	Description
BATTERY SAVER	This test enables to check interior lamp, map lamp, and vanity lamp operations. When touch "ON" on CONSULT-II screen. ● Interior lamp turns on when the switch is in ON. (Smart entrance control unit supplies power to interior lamp.) ● Map lamp and vanity lamps turn on when the switch is in ON. (Smart entrance control unit supplies power to map lamps and vanity lamps.)

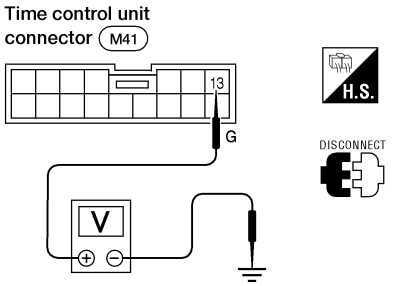
Trouble Diagnoses for Interior Lamp Timer (With Power Door Locks and Without Remote Keyless Entry System)

EKS002AU

DIAGNOSTIC PROCEDURE 1 (SYMPTOM: INTERIOR LAMP TIMER DOES NOT OPERATE PROPERLY.)

1. CHECK IGNITION ON SIGNAL

Check voltage between time control unit harness connector terminal 13 and ground.



Terminals		Ignition switch position		
(+)	(–)	OFF	ACC	ON
13	Ground	0V	0V	Battery voltage

LEL441

OK or NG

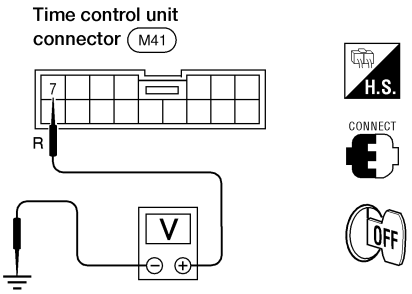
OK >> GO TO 2.

NG >> Check the following.

- 10A fuse [No. 10, located in fuse block (J/B)]
- Harness for open or short between time control unit and fuse

2. CHECK FRONT DOOR SWITCH LH INPUT SIGNAL

Check voltage between time control unit harness connector terminal 7 and ground.



Voltage [V]:

Condition of driver's door: CLOSED
Approx. 5
Condition of driver's door: OPENED
0

LEL442

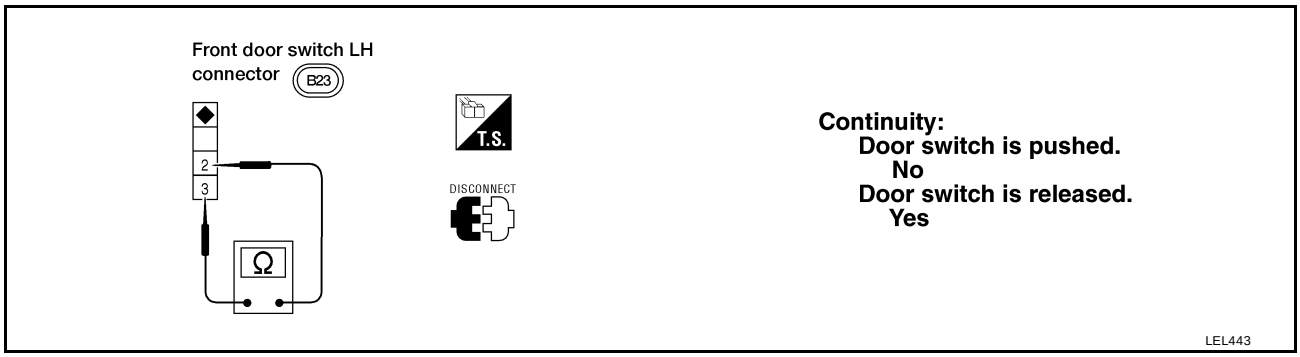
OK or NG

OK >> GO TO 4.

NG >> GO TO 3.

3. CHECK FRONT DOOR SWITCH LH

Check continuity between front door switch LH terminals 2 and 3.



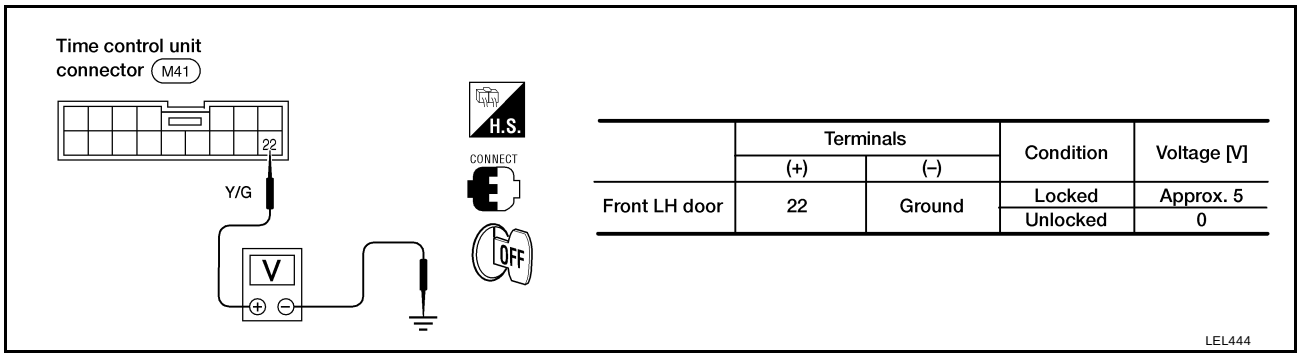
OK or NG

OK >> Check the following.
- Front door switch LH ground circuit and condition
- Harness for open or short between time control unit and front door switch LH

NG >> Replace front door switch LH.

4. CHECK DOOR UNLOCK SENSOR LH INPUT SIGNAL

Check voltage between time control unit harness connector terminal 22 and ground.



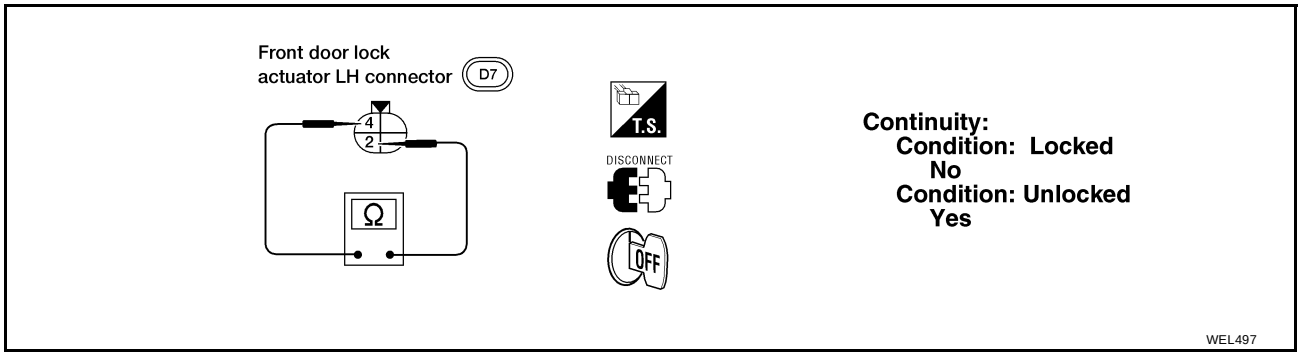
	Terminals		Condition	Voltage [V]
	(+)	(−)		
Front LH door	22	Ground	Locked	Approx. 5
			Unlocked	0

OK or NG

OK >> GO TO 6.
NG >> GO TO 5.

5. CHECK DOOR UNLOCK SENSOR LH

1. Disconnect door unlock sensor LH harness connector.
2. Check continuity between door unlock sensor LH terminals.



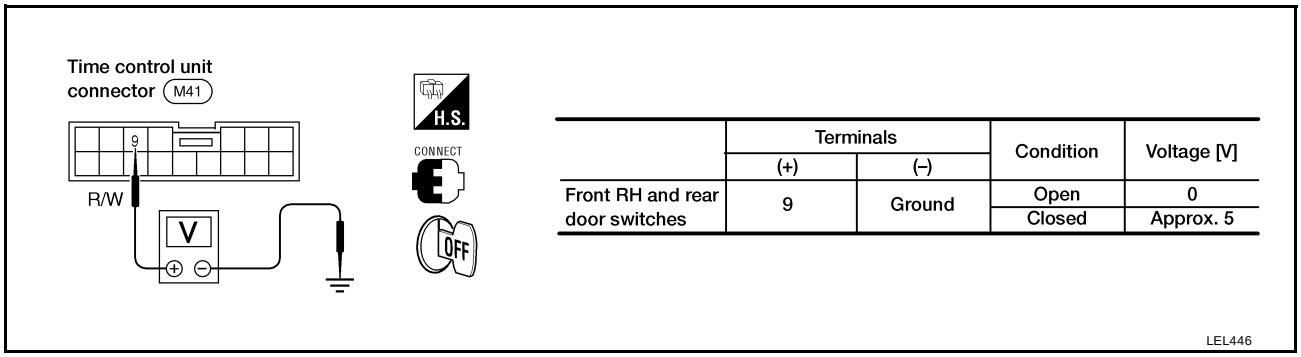
OK or NG

OK >> Check the following.
- Door unlock sensor LH ground circuit
- Harness for open or short between time control unit and door unlock sensor LH

NG >> Replace door unlock sensor LH.

6. CHECK DOOR SWITCHES INPUT SIGNAL

Check voltage between time control unit harness connector terminal 9 and ground.



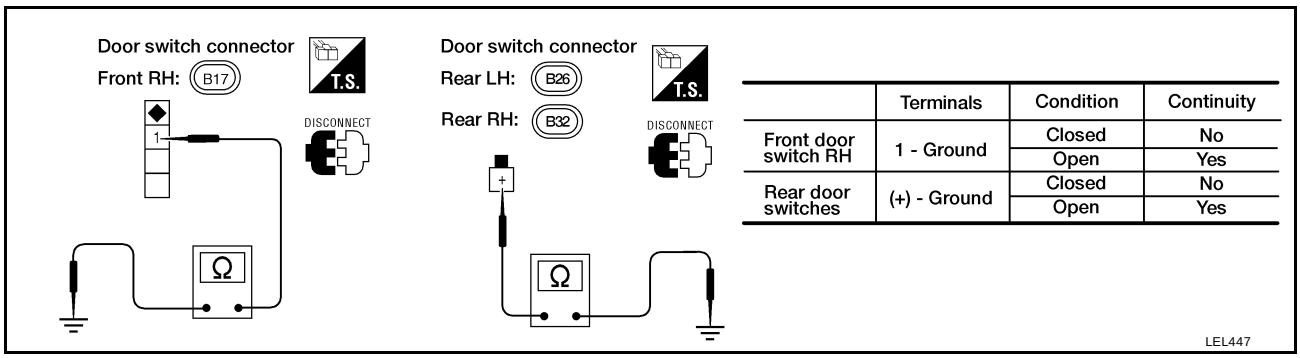
	Terminals		Condition	Voltage [V]
	(+)	(–)		
Front RH and rear door switches	9	Ground	Open	0
			Closed	Approx. 5

OK or NG

OK >> GO TO 8.
NG >> GO TO 7.

7. CHECK DOOR SWITCHES

1. Disconnect door switch harness connector.
2. Check continuity between door switch terminals 1, + and ground.



	Terminals	Condition	Continuity
Front door switch RH	1 - Ground	Closed	No
		Open	Yes
Rear door switches	(+) - Ground	Closed	No
		Open	Yes

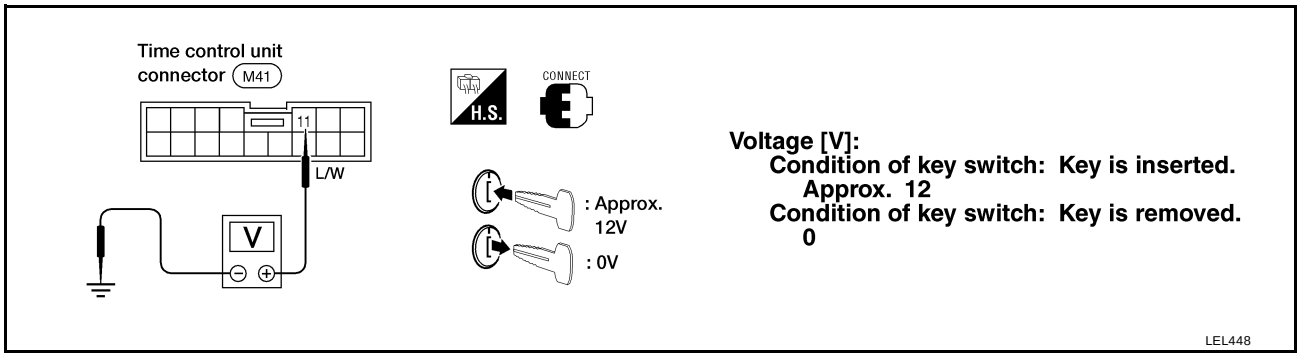
OK or NG

OK >> Check the following.
- Door switch ground circuit or door switch ground condition
- Harness for open or short between time control unit and door switch

NG >> Replace door switch.

8. CHECK KEY SWITCH INPUT SIGNAL

Check voltage between time control unit harness connector terminal 11 and ground.

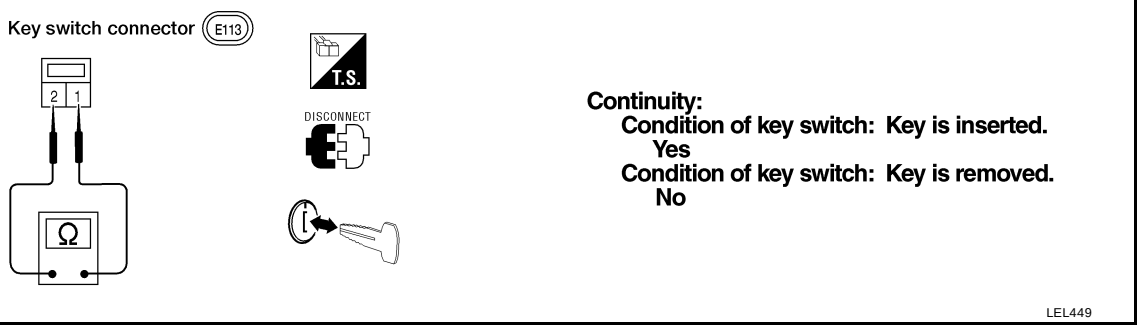


OK or NG

OK >> Replace time control unit.
NG >> GO TO 9.

9. CHECK KEY SWITCH

Check continuity between terminals 1 and 2.



OK or NG

OK >> Check the following.

- 10A fuse [No. 12, located in fuse block (J/B)]
- Harness for open or short between key switch and fuse
- Harness for open or short between time control unit and key switch

NG >> Replace key switch.

Trouble Diagnoses for Interior Lamp Timer (With Remote Keyless Entry System)

EKS002AV

DIAGNOSTIC PROCEDURE 1 (SYMPTOM: INTERIOR LAMP TIMER DOES NOT OPERATE PROPERLY.)

1. CHECK IGNITION ON SIGNAL

With CONSULT-II

Check ignition switch ON signal (“IGN ON SW”) in “DATA MONITOR” mode with CONSULT-II.

DATA MONITOR	
MONITOR	
IGN ON SW	ON

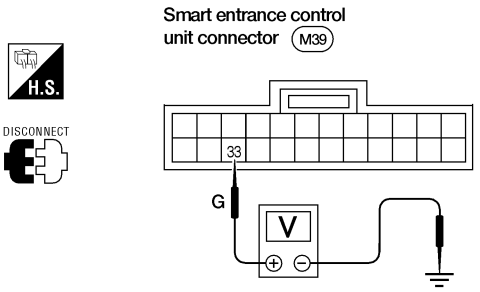
When ignition switch is ON:
IGN ON SW ON

When ignition switch is OFF:
IGN ON SW OFF

SEL318W

Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 33 and ground.



Terminals		Ignition switch position		
(+)	(–)	OFF	ACC	ON
33	Ground	0V	0V	Battery voltage

LEL450

OK or NG

OK >> GO TO 2.

NG >> Check the following.

- 10A fuse [No. 10, located in fuse block (J/B)]
- Harness for open or short between smart entrance control unit and fuse

2. CHECK DOOR SWITCH INPUT SIGNAL

With CONSULT-II

Check driver door switch signal (“DOOR SW-DR”) in “DATA MONITOR” mode with CONSULT-II.

DATA MONITOR	
MONITOR	
DOOR SW-DR	OFF

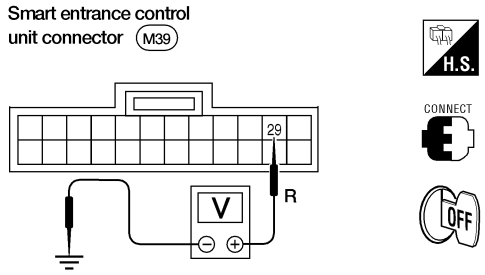
When driver’s door is open:
DOOR SW-DR ON

When driver’s door is closed:
DOOR SW-DR OFF

SEL319W

Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 29 and ground.



Voltage [V]:
Condition of driver's door: CLOSED
Approx. 5
Condition of driver's door: OPENED
0

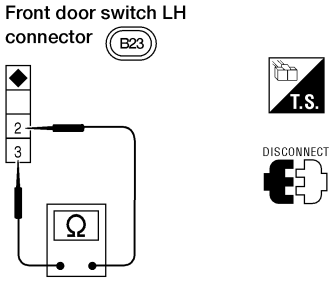
LEL451

OK or NG

OK >> GO TO 4.
NG >> GO TO 3.

3. CHECK FRONT DOOR SWITCH LH

Check continuity between front door switch LH terminals 2 and 3.



Continuity:
Door switch is pushed.
No
Door switch is released.
Yes

LEL443

OK or NG

OK >> Check the following.
- Front door switch LH ground circuit and condition
- Harness for open or short between smart entrance control unit and front door switch LH

NG >> Replace front door switch LH.

4. CHECK DOOR UNLOCK SENSOR LH INPUT SIGNAL

With CONSULT-II

Perform “LOCK SIG DR” in “DATA MONITOR” mode with CONSULT-II.

DATA MONITOR	
MONITOR	
LOCK SIG DR	OFF

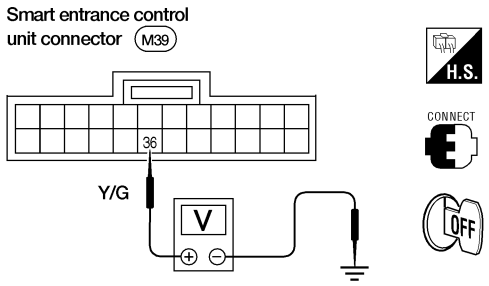
When front LH door is locked:
LOCK SIG DR OFF

When front LH door is unlocked:
LOCK SIG DR ON

SEL344W

Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 36 and ground.



	Terminals		Condition	Voltage [V]
	(+)	(–)		
Front LH door	36	Ground	Locked	Approx. 5
			Unlocked	0

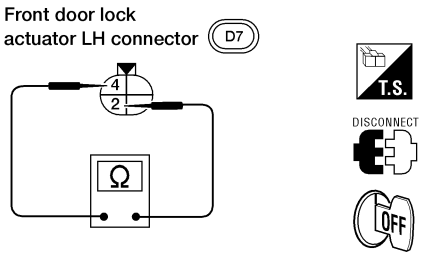
LEL452

OK or NG

OK >> GO TO 6.
NG >> GO TO 5.

5. CHECK DOOR UNLOCK SENSOR LH

1. Disconnect door unlock sensor LH harness connector.
2. Check continuity between door unlock sensor LH terminals.



Continuity:
Condition: Locked
No
Condition: Unlocked
Yes

WEL497

OK or NG

OK >> Check the following.
- Door unlock sensor LH ground circuit
- Harness for open or short between smart entrance control unit and door unlock sensor LH

NG >> Replace door unlock sensor LH.

6. CHECK DOOR SWITCHES INPUT SIGNAL

With CONSULT-II

Check door switches (“DOOR SW-ALL”) in “DATA MONITOR” mode with CONSULT-II.

DATA MONITOR	
MONITOR	
DOOR SW-ALL	OFF

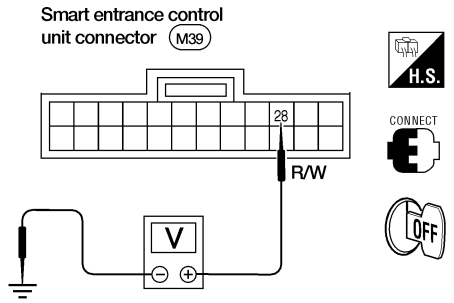
When any doors are open:
DOOR SW-ALL ON

When all doors are closed:
DOOR SW-ALL OFF

SEL323W

Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 28 and ground.



	Terminals		Condition	Voltage [V]
	(+)	(–)		
Front RH and rear door switches	28	Ground	Open	0
			Closed	Approx. 5

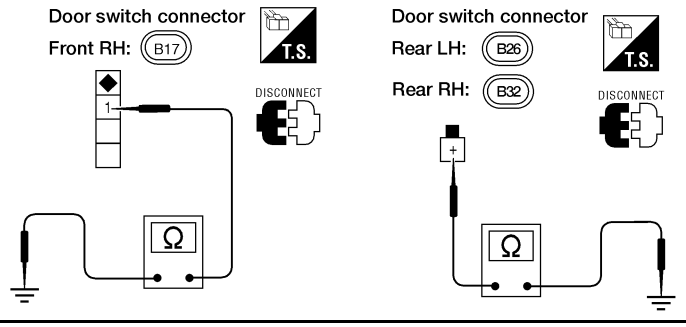
LEL453

OK or NG

OK >> GO TO 8.
NG >> GO TO 7.

7. CHECK DOOR SWITCHES

1. Disconnect door switch harness connector.
2. Check continuity between door switch terminals 1, + and ground.



	Terminals	Condition	Continuity
Front door switch RH	1 - Ground	Closed	No
		Open	Yes
Rear door switches	(+) - Ground	Closed	No
		Open	Yes

LEL447

OK or NG

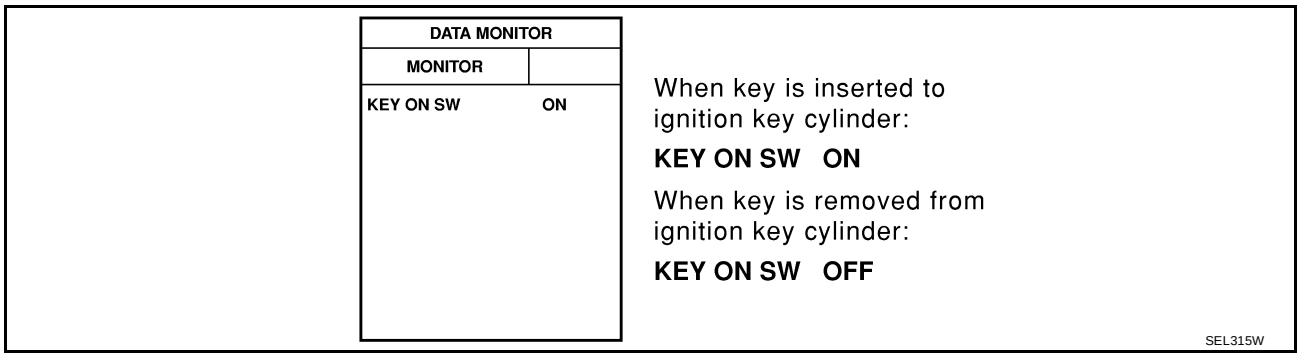
OK >> Check the following.
- Door switch ground circuit or door switch ground condition
- Harness for open or short between smart entrance control unit and door switch

NG >> Replace door switch.

8. CHECK KEY SWITCH INPUT SIGNAL

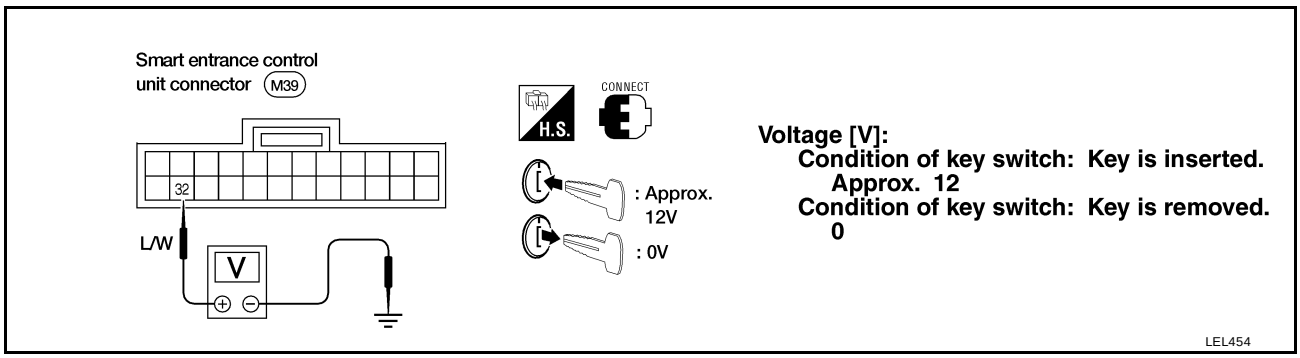
With CONSULT-II

Check key switch (“KEY ON SW”) in “DATA MONITOR” mode with CONSULT-II.



Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 32 and ground.

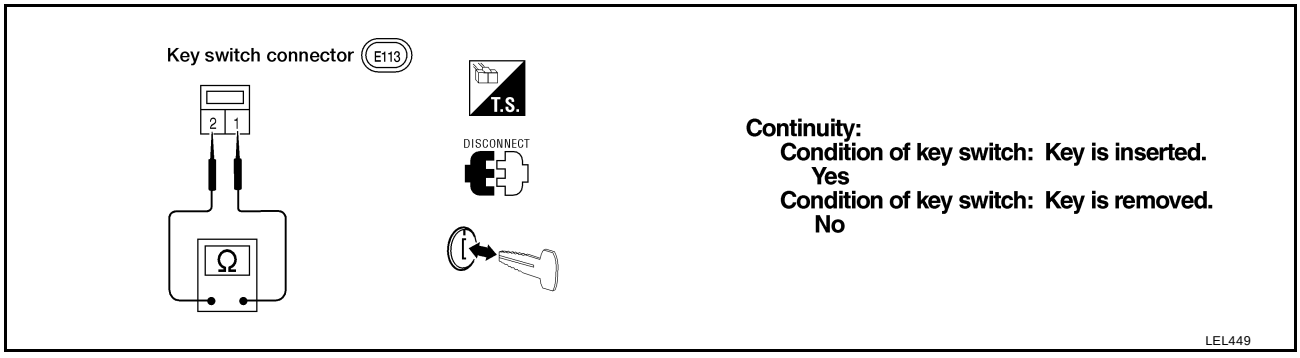


OK or NG

OK >> Replace smart entrance control unit.
NG >> GO TO 9.

9. CHECK KEY SWITCH

Check continuity between terminals 1 and 2.



OK or NG

OK >> Check the following.
- 10A fuse [No. 12, located in fuse block (J/B)]
- Harness for open or short between key switch and fuse
- Harness for open or short between smart entrance control unit and key switch

NG >> Replace key switch.

INTERIOR ROOM LAMP

PFP:26410

System Description

EKS002AW

WITHOUT POWER DOOR LOCKS

Power Supply and Ground

Power is supplied at all times:

- through 10A fuse [No. 13, located in the fuse block (J/B)]
- to interior lamp terminal +.

When interior lamp switch is in the DOOR position and any door is opened, ground is supplied to interior lamp through the door switches.

When interior lamp switch is in the ON position, ground is supplied:

- through case ground of interior lamp
- to interior lamp.

WITH POWER DOOR LOCKS AND WITHOUT REMOTE KEYLESS ENTRY SYSTEM

Power Supply and Ground

Power is supplied at all times:

- through 10A fuse (No. 13, located in the fuse block (J/B)]
- to time control unit terminal 2.

Power is supplied at all times:

- through 10A fuse [No. 12, located in the fuse block (J/B)]
- to key switch terminal 2.

When the key is removed from ignition key cylinder, power is interrupted:

- through key switch terminal 1
- to time control unit terminal 11.

With the ignition key switch in the ON or START position, power is supplied:

- through 10A fuse [No. 10, located in the fuse block (J/B)]
- to time control unit terminal 13.

Ground is supplied:

- to time control unit terminal 6
- through body grounds M28 and M54.

When the front driver side door is opened, ground is supplied:

- through body grounds B13 and B19
- to front door switch LH terminal 3
- from front door switch LH terminal 2
- to time control unit terminal 7.

When any other door (except front driver side door) is opened, ground is supplied to time control unit terminal 9.

When the front driver side door is unlocked, the time control unit receives a ground signal:

- through body grounds M28 and M54
- to front door lock actuator LH (door unlock sensor) terminal 4
- from front door lock actuator LH (door unlock sensor) terminal 2
- to time control unit terminal 22.

When a signal, or combination of signals is received by the time control unit, ground is supplied:

- through time control unit terminal 16
- to interior lamp terminal DR.

With power and ground supplied, the interior lamp illuminates.

Switch Operation

When interior lamp switch is in the ON position, ground is supplied:

- through case ground of interior lamp
- to interior lamp.

Power is supplied:

- to interior lamp terminal +
- from time control unit terminal 3.

Interior Lamp Timer Operation

When interior lamp switch is in the “DOOR” position, the time control unit keeps the interior lamp illuminated for about 30 seconds when:

- unlock signal is supplied from driver door unlock sensor while all doors are closed and key is out of ignition key cylinder
- key is removed from ignition key cylinder while all doors are closed
- driver door is opened and then closed while key is out of the ignition key cylinder. (However, if the driver door is closed with the key inserted in the ignition key cylinder after the driver door is opened with the key removed, the timer is operated.)

The timer is canceled when:

- driver door is locked,
- driver door is opened, or
- ignition switch is turned ON.

ON-OFF Control

When the front driver side door, front passenger door, rear LH or RH door is opened, the interior room lamp turns on while the interior room lamp switch is in the “DOOR” position.

Battery Saver

The lamp turns off automatically when interior lamp, map lamp, and/or vanity lamps are illuminated with the ignition key in OFF position, if the lamp remains lit by the door switch open signal or if the lamp switch is in ON position for approximately 10 minutes.
After lamps turn OFF by the battery saver system, the lamps illuminate again when:

- driver door is locked or unlocked,
- door is opened or closed,
- key is inserted in or removed from ignition key cylinder.

WITH REMOTE KEYLESS ENTRY SYSTEM

Power Supply and Ground

Power is supplied at all times:

- through 10A fuse (No. 37, located in the fuse and fusible link box)
- to smart entrance control unit terminal 10.

Power is supplied at all times:

- through 10A fuse [No. 12, located in the fuse block (J/B)]
- to key switch terminal 2.

When the key is removed from ignition key cylinder, power is interrupted:

- through key switch terminal 1
- to smart entrance control unit terminal 32.

With the ignition key switch in the ON or START position, power is supplied:

- through 10A fuse [No. 10, located in the fuse block (J/B)]
- to smart entrance control unit terminal 33.

Ground is supplied:

- to smart entrance control unit terminal 16
- through body grounds M28 and M54.

When the front driver side door is opened, ground is supplied:

- through body grounds B13 and B19
- to front door switch LH terminal 3
- from front door switch LH terminal 2
- to smart entrance control unit terminal 29.

When any other door (except front driver side door) is opened, ground is supplied to smart entrance control unit terminal 28.
When the front driver side door is unlocked, the smart entrance control unit receives a ground signal:

- through body grounds M28 and M54
- to front door lock actuator LH (door unlock sensor) terminal 4
- from front door lock actuator LH (door unlock sensor) terminal 2
- to smart entrance control unit terminal 36.

When a signal, or combination of signals is received by the smart entrance control unit, ground is supplied:

- through smart entrance control unit terminal 8
- to interior lamp terminal DR.

With power and ground supplied, the interior lamp illuminates.

Switch Operation

When interior lamp switch is in the ON position, ground is supplied:

- through case ground of interior lamp
- to interior lamp.

Power is supplied:

- to interior lamp terminal +
- from smart entrance control unit terminal 17.

Interior Lamp Timer Operation

When interior lamp switch is in the “DOOR” position, the smart entrance control unit keeps the interior lamp illuminated for about 30 seconds when:

- unlock signal is supplied from driver door unlock sensor while all doors are closed and key is out of ignition key cylinder
- key is removed from ignition key cylinder while all doors are closed
- driver door is opened and then closed while key is out of the ignition key cylinder. (However, if the driver door is closed with the key inserted in the ignition key cylinder after the driver door is opened with the key removed, the timer is operated.)

When interior lamp switch is in the “DOOR” position and unlock signal is supplied from keyfob while driver side door is locked and all doors are closed (even if key is inserted), the smart entrance control unit keeps the interior lamp illuminated for about 30 seconds.
The timer is canceled when:

- driver door is locked,
- driver door is opened, or
- ignition switch is turned ON.

ON-OFF Control

When the front driver side door, front passenger door, rear LH or RH door is opened, the interior room lamp turns on while the interior room lamp switch is in the “DOOR” position.

Battery Saver

The lamps turn off automatically when interior lamp, map lamp and/or vanity lamps are illuminated with the ignition key in OFF position, if the lamp remains lit by the door switch open signal or if the lamp switch is in ON position for approximately 10 minutes.
After lamps turn OFF by the battery saver system, the lamps illuminate again when:

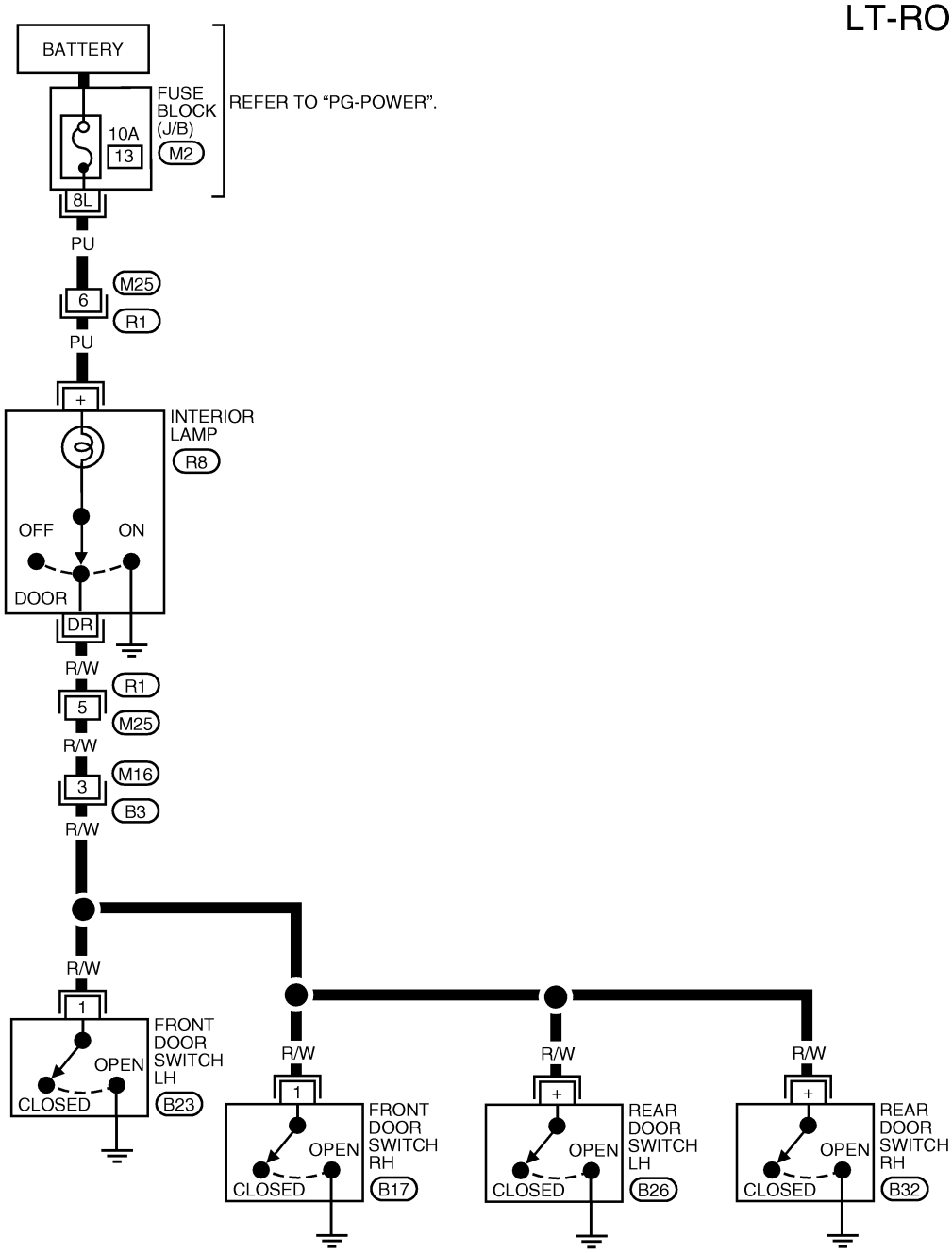
- driver door is locked or unlocked,
- door is opened or closed,
- key is inserted in or removed from ignition key cylinder.

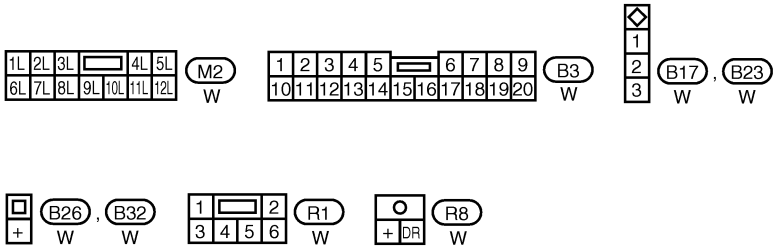
Wiring Diagram — ROOM/L —

EKS002AX

WITH POWER DOOR LOCKS AND WITHOUT REMOTE KEYLESS ENTRY SYSTEM

LT-ROOM/L-01

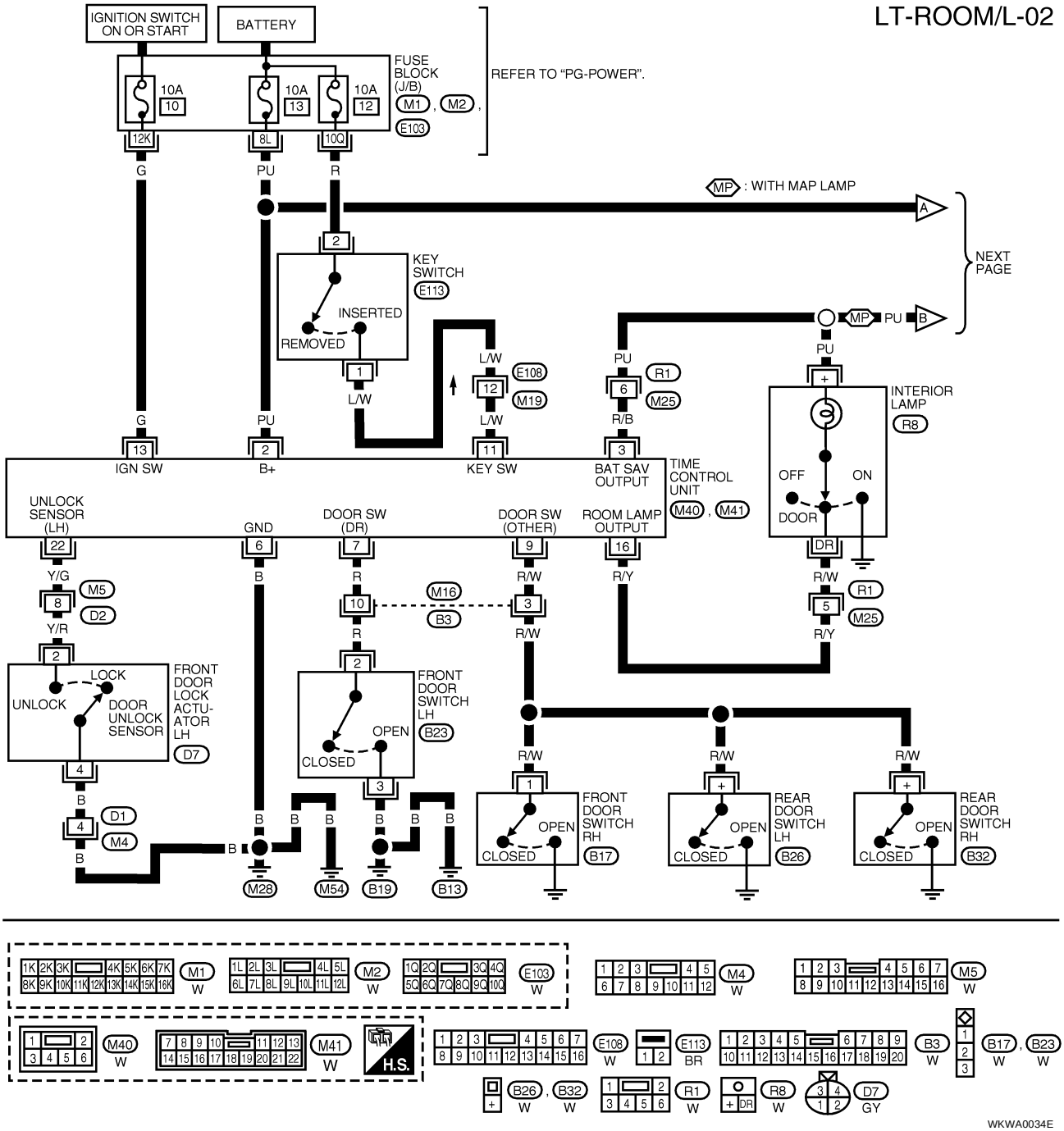




WKWA0033E

WITH POWER DOOR LOCKS AND WITHOUT REMOTE KEYLESS ENTRY SYSTEM

LT-ROOM/L-02



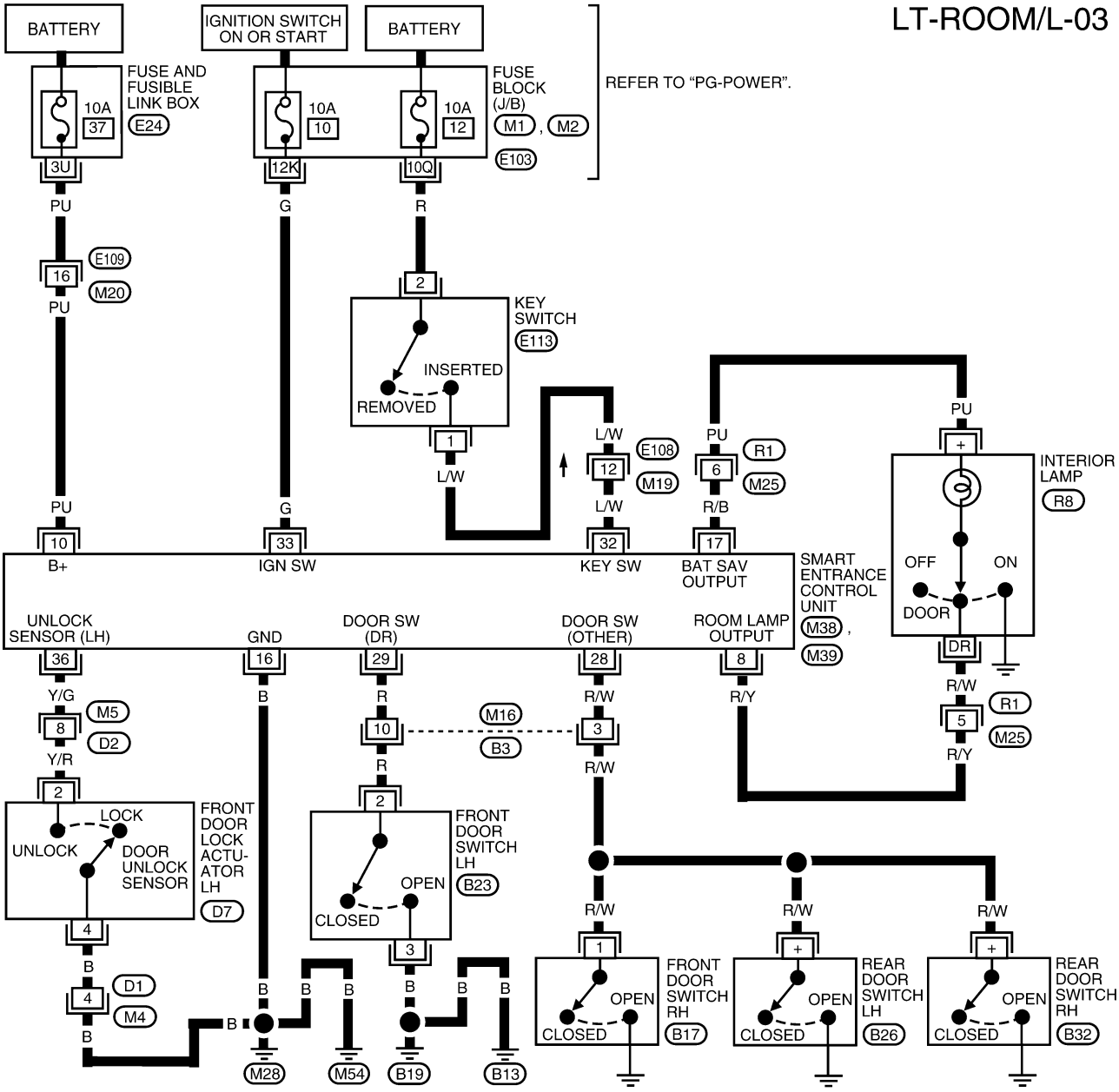
WKWA0034E

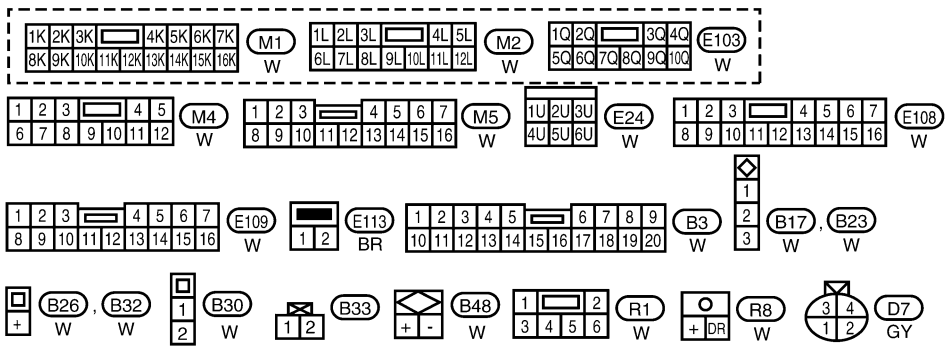
TIME CONTROL UNIT (WITH POWER DOOR LOCKS) TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
2	PU	POWER SOURCE (FUSE)	—	12V
3	R/B	BATTERY SAVER (INTERIOR LAMP)	BATTERY SAVER DOES NOT OPERATE	12V
			BATTERY SAVER OPERATES	0V
6	B	GROUND	—	—
7	R	FRONT DOOR SWITCH LH	OFF (CLOSED)	5V
			ON (OPEN)	0V
9	R/W	OTHER DOOR SWITCHES	OFF (CLOSED)	5V
			ON (OPEN)	0V
11	L/W	IGNITION KEY SWITCH (INSERT)	IGNITION KEY IS INSERTED	12V
			IGNITION KEY IS REMOVED	0V
13	G	IGNITION SWITCH (ON)	IGNITION KEY IS IN ON POSITION	12V
		IGNITION SWITCH (START)	IGNITION KEY IS IN START POSITION	12V
16	R/Y	INTERIOR LAMP	LAMP SWITCH IN DOOR POSITION	12V
22	Y/G	DOOR UNLOCK SENSOR LH	DRIVER DOOR: LOCKED	5V
			DRIVER DOOR: UNLOCKED	0V

LEL595

WITH REMOTE KEYLESS ENTRY SYSTEM





REFER TO THE FOLLOWING.
M38, M39 - ELECTRICAL UNITS

WKWA0117E

SMART ENTRANCE CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

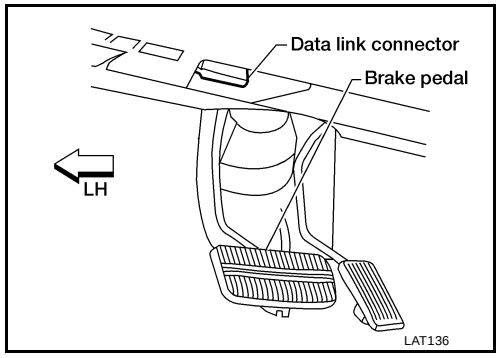
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
8	R/Y	INTERIOR LAMP	LAMP SWITCH IN DOOR POSITION	12V
10	PU	POWER SOURCE (FUSE)	—	12V
16	B	GROUND	—	—
17	R/B	BATTERY SAVER (INTERIOR LAMP)	BATTERY SAVER DOES NOT OPERATE	12V
			BATTERY SAVER OPERATES	0V
28	R/W	OTHER DOOR SWITCHES	OFF (CLOSED)	5V
			ON (OPEN)	0V
29	R	FRONT DOOR SWITCH LH	OFF (CLOSED)	5V
			ON (OPEN)	0V
32	L/W	IGNITION KEY SWITCH (INSERT)	IGNITION KEY IS INSERTED	12V
			IGNITION KEY IS REMOVED	0V
33	G	IGNITION SWITCH (ON)	IGNITION KEY IS IN ON POSITION	12V
		IGNITION SWITCH (START)	IGNITION KEY IS IN START POSITION	12V
36	Y/G	DOOR UNLOCK SENSOR LH	DRIVER DOOR: LOCKED	5V
			DRIVER DOOR: UNLOCKED	0V

CONSULT-II Inspection Procedure (With Remote Keyless Entry System)

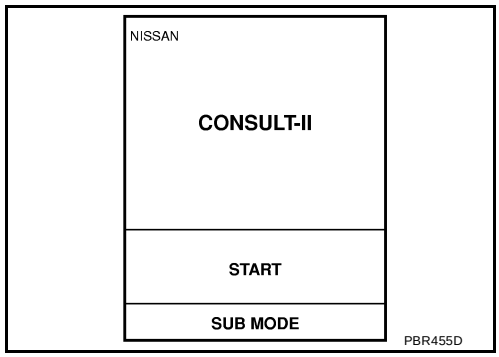
EKS002AY

“INT LAMP”/“BATTERY SAVER”

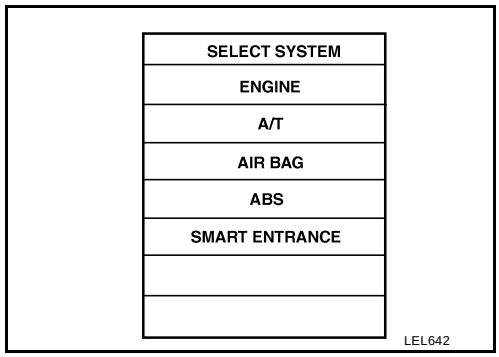
1. Turn ignition switch “OFF”.
2. Connect “CONSULT-II” to the data link connector.



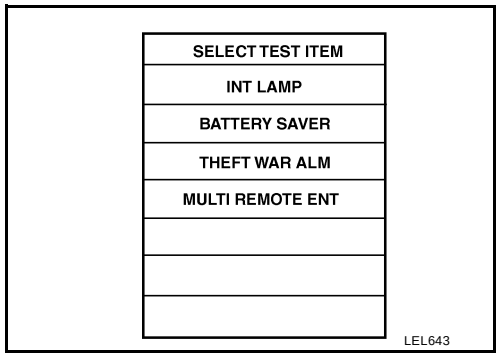
3. Turn ignition switch “ON”.
4. Touch “START”.



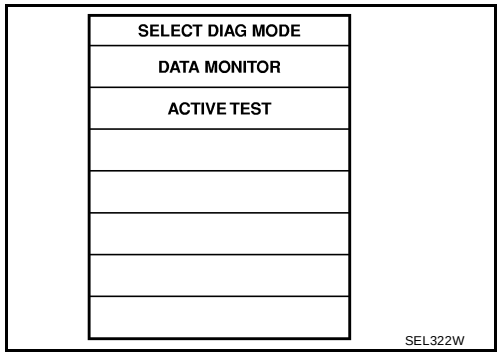
5. Touch “SMART ENTRANCE”.



6. Touch “INT LAMP” or “BATTERY SAVER”.



7. Select diagnosis mode.
“DATA MONITOR” and “ACTIVE TEST” are available for “INT LAMP” and “BATTERY SAVER”.



CONSULT-II Application Items (With Remote Keyless Entry System)

EKS002AZ

“INT LAMP”

Data Monitor

Monitored Item	Description
IGN ON SW	Indicates [ON/OFF] condition of ignition switch.
KEY ON SW	Indicates [ON/OFF] condition of key switch.
DOOR SW DR	Indicates [ON/OFF] condition of front door switch LH.
DOOR SW-ALL	Indicates [ON/OFF] condition of door switch (All).
LOCK SIG DR	Indicates [ON/OFF] condition of front door unlock sensor LH.
UN BUTTON/SIG	Indicates [ON/OFF] condition of unlock signal from remote controller.

Active Test

Test Item	Description
INT LAMP	This test enables to check interior lamp, map lamp, and vanity lamps operations. When touch “ON” on CONSULT-II screen. ● Interior lamp turns on when the switch is in DOOR or ON. (Smart entrance control unit supplies power and ground to interior lamp.) ● Map lamp and vanity lamps turn on when the switch is in ON. (Smart entrance control unit supplies power to map lamp and vanity lamps.)

“BATTERY SAVER”

Data Monitor

Monitored Item	Description
IGN ON SW	Indicates [ON/OFF] condition of ignition switch.
KEY ON SW	Indicates [ON/OFF] condition of key switch.
DOOR SW DR	Indicates [ON/OFF] condition of front door switch LH.
DOOR SW-ALL	Indicates [ON/OFF] condition of door switch (ALL).
LOCK SIG DR	Indicates [ON/OFF] condition of front door unlock sensor LH.
TRUNK SW	Indicates [ON/OFF] condition of trunk room lamp switch.

Active Test

Test Item	Description
BATTERY SAVER	This test enables to check interior lamp, map lamp, and vanity lamp operations. When touch “ON” on CONSULT-II screen. ● Interior lamp turns on when the switch is in ON. (Smart entrance control unit supplies power to interior lamp.) ● Map lamp and vanity lamps turn on when the switch is in ON. (Smart entrance control unit supplies power to map lamps and vanity lamps.)

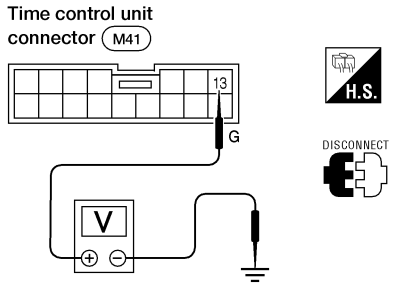
Trouble Diagnoses for Interior Lamp Timer (With Power Door Locks and Without Remote Keyless Entry System)

EKS002B0

DIAGNOSTIC PROCEDURE 1 (SYMPTOM: INTERIOR LAMP TIMER DOES NOT OPERATE PROPERLY.)

1. CHECK IGNITION ON SIGNAL

Check voltage between time control unit harness connector terminal 13 and ground.



Terminals		Ignition switch position		
(+)	(−)	OFF	ACC	ON
13	Ground	0V	0V	Battery voltage

LEL441

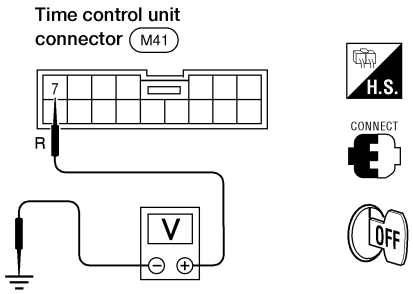
OK or NG

OK >> GO TO 2.
NG >> Check the following.

- 10A fuse [No. 10, located in fuse block (J/B)]
- Harness for open or short between time control unit and fuse

2. CHECK FRONT DOOR SWITCH LH INPUT SIGNAL

Check voltage between time control unit harness connector terminal 7 and ground.



Voltage [V]:
Condition of driver's door: CLOSED
Approx. 5
Condition of driver's door: OPENED
0

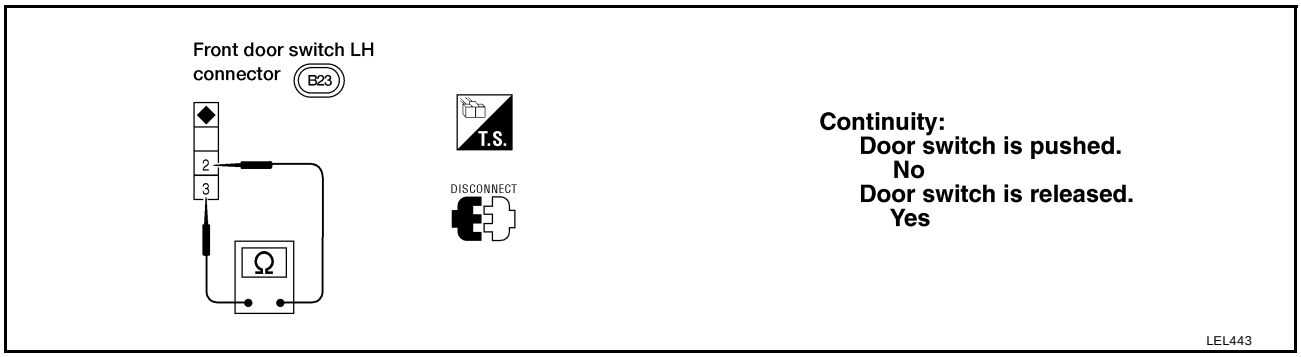
LEL442

OK or NG

OK >> GO TO 4.
NG >> GO TO 3.

3. CHECK FRONT DOOR SWITCH LH

Check continuity between front door switch LH terminals 2 and 3.



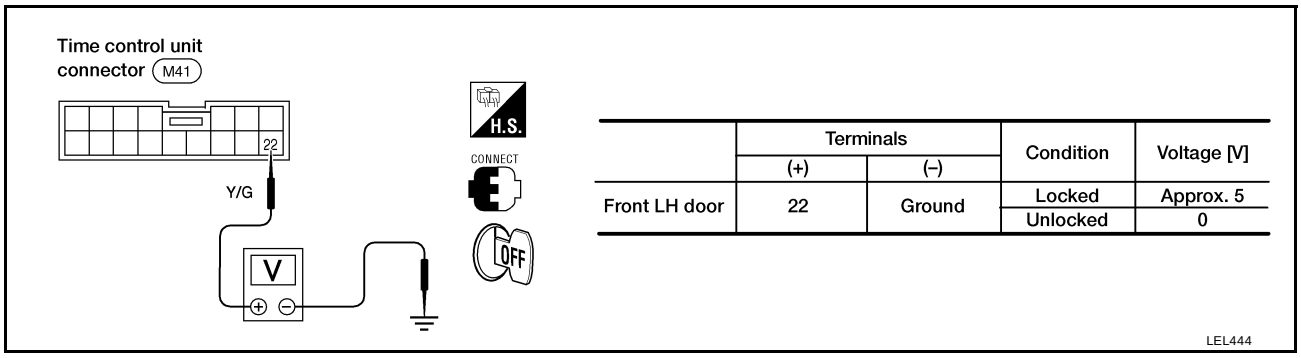
OK or NG

OK >> Check the following.
- Front door switch LH ground circuit and condition
- Harness for open or short between time control unit and front door switch LH

NG >> Replace front door switch LH.

4. CHECK DOOR UNLOCK SENSOR LH INPUT SIGNAL

Check voltage between time control unit harness connector terminal 22 and ground.



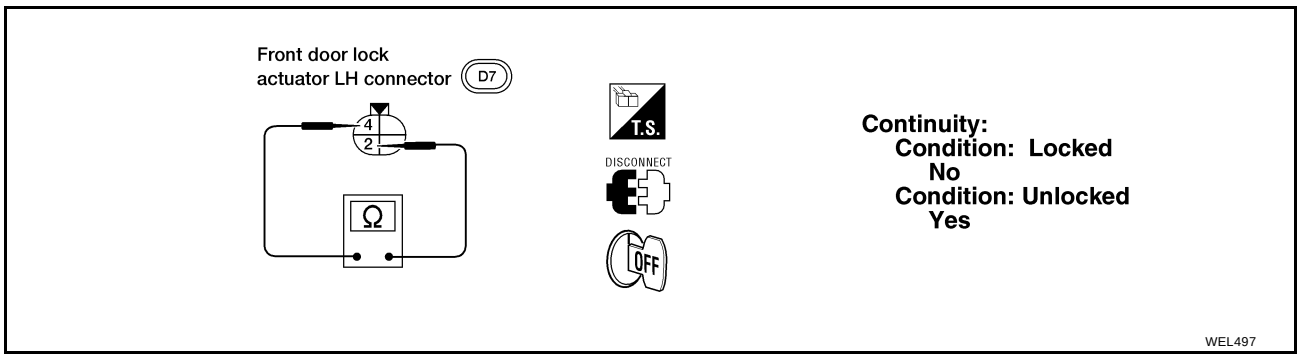
	Terminals		Condition	Voltage [V]
	(+)	(−)		
Front LH door	22	Ground	Locked	Approx. 5
			Unlocked	0

OK or NG

OK >> GO TO 6.
NG >> GO TO 5.

5. CHECK DOOR UNLOCK SENSOR LH

1. Disconnect door unlock sensor LH harness connector.
2. Check continuity between door unlock sensor LH terminals.



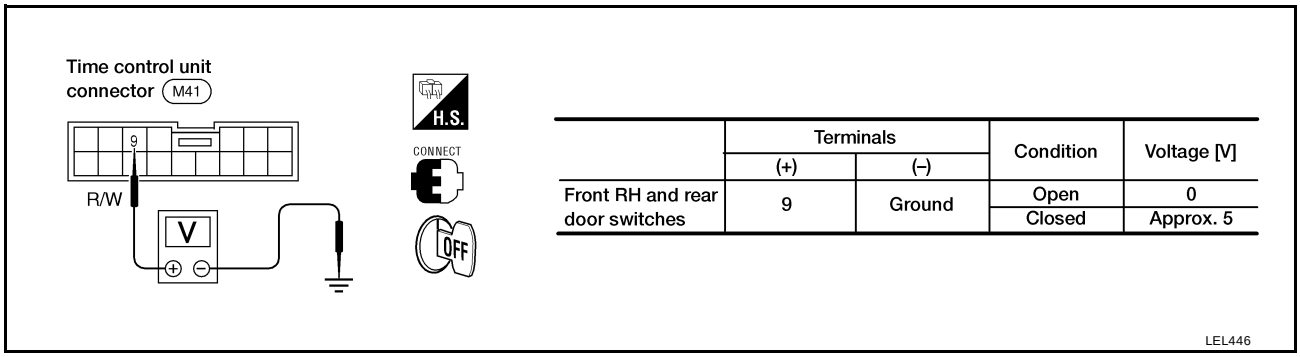
OK or NG

OK >> Check the following.
- Door unlock sensor LH ground circuit
- Harness for open or short between time control unit and door unlock sensor LH

NG >> Replace door unlock sensor LH.

6. CHECK DOOR SWITCHES INPUT SIGNAL

Check voltage between time control unit harness connector terminal 9 and ground.



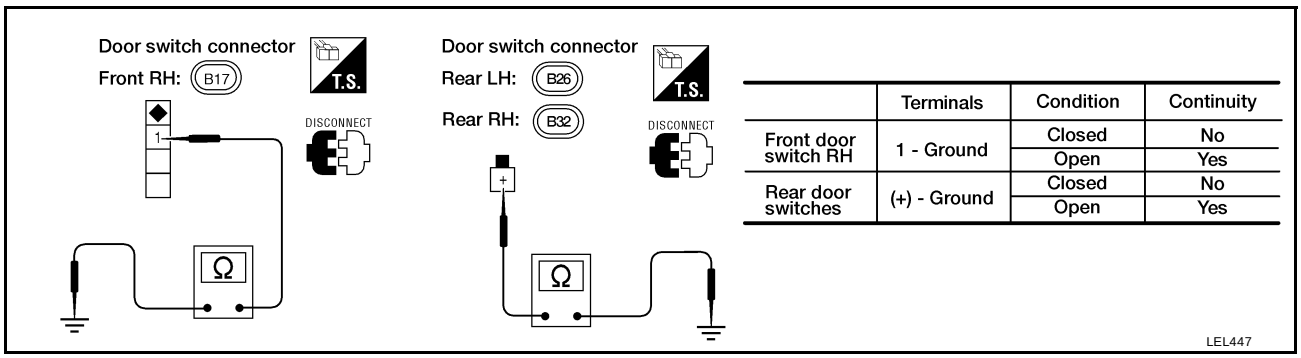
	Terminals		Condition	Voltage [V]
	(+)	(–)		
Front RH and rear door switches	9	Ground	Open	0
			Closed	Approx. 5

OK or NG

OK >> GO TO 8.
NG >> GO TO 7.

7. CHECK DOOR SWITCHES

1. Disconnect door switch harness connector.
2. Check continuity between door switch terminals 1, + and ground.



	Terminals	Condition	Continuity
Front door switch RH	1 - Ground	Closed	No
		Open	Yes
Rear door switches	(+) - Ground	Closed	No
		Open	Yes

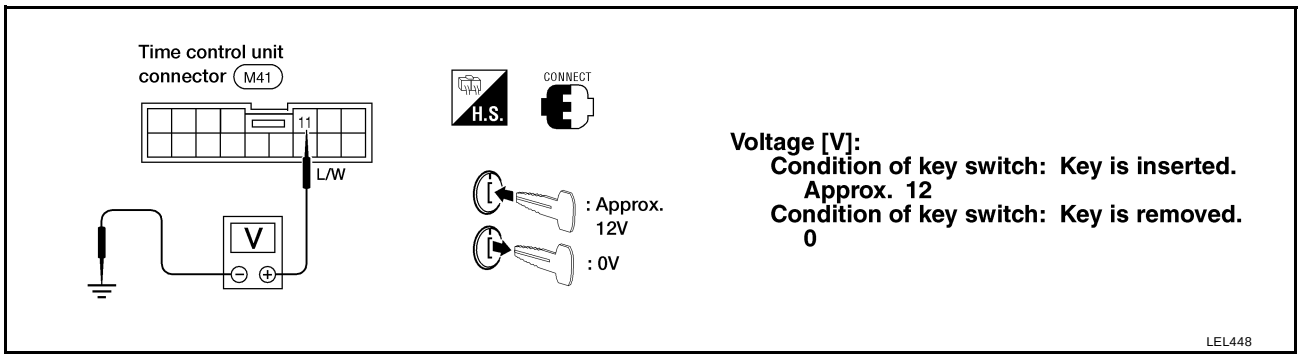
OK or NG

OK >> Check the following.
- Door switch ground circuit or door switch ground condition
- Harness for open or short between time control unit and door switch

NG >> Replace door switch.

8. CHECK KEY SWITCH INPUT SIGNAL

Check voltage between time control unit harness connector terminal 11 and ground.



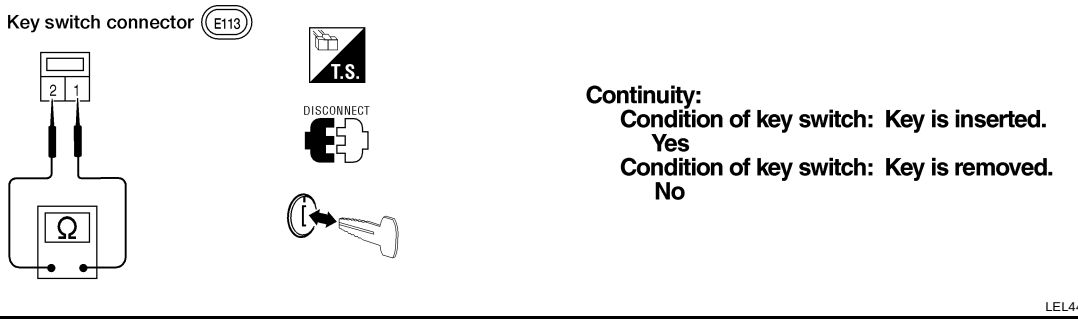
OK or NG

OK >> Replace time control unit.

NG >> GO TO 9.

9. CHECK KEY SWITCH

Check continuity between terminals 1 and 2.



OK or NG

OK >> Check the following.

- 10A fuse [No. 12, located in fuse block (J/B)]
- Harness for open or short between key switch and fuse
- Harness for open or short between time control unit and key switch

NG >> Replace key switch.

Trouble Diagnoses for Interior Lamp Timer (With Remote Keyless Entry System)

EKS002B1

DIAGNOSTIC PROCEDURE 1 (SYMPTOM: INTERIOR LAMP TIMER DOES NOT OPERATE PROPERLY.)

1. CHECK IGNITION ON SIGNAL

With CONSULT-II

Check ignition switch ON signal (“IGN ON SW”) in “DATA MONITOR” mode with CONSULT-II.

DATA MONITOR	
MONITOR	
IGN ON SW	ON

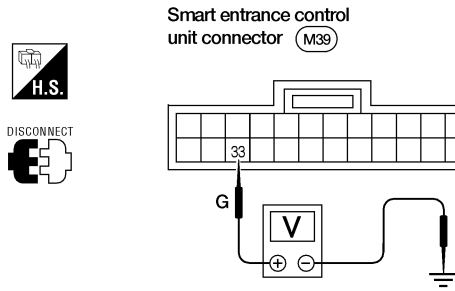
When ignition switch is ON:
IGN ON SW ON

When ignition switch is OFF:
IGN ON SW OFF

SEL318W

Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 33 and ground.



Terminals		Ignition switch position		
(+)	(–)	OFF	ACC	ON
33	Ground	0V	0V	Battery voltage

LEL450

OK or NG

OK >> GO TO 2.

NG >> Check the following.

- 10A fuse [No. 10, located in fuse block (J/B)]
- Harness for open or short between smart entrance control unit and fuse

2. CHECK DOOR SWITCH INPUT SIGNAL

With CONSULT-II

Check driver door switch signal (“DOOR SW-DR”) in “DATA MONITOR” mode with CONSULT-II.

DATA MONITOR	
MONITOR	
DOOR SW-DR	OFF

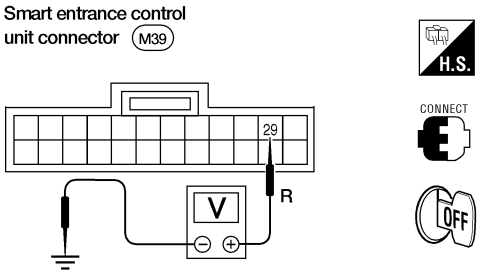
When driver’s door is open:
DOOR SW-DR ON

When driver’s door is closed:
DOOR SW-DR OFF

SEL319W

Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 29 and ground.



Voltage [V]:
Condition of driver's door: CLOSED
Approx. 5
Condition of driver's door: OPENED
0

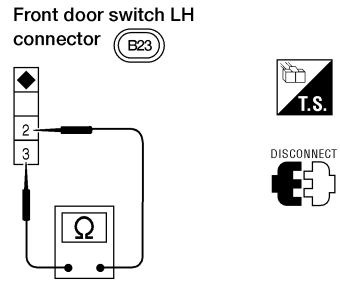
LEL451

OK or NG

OK >> GO TO 4.
NG >> GO TO 3.

3. CHECK FRONT DOOR SWITCH LH

Check continuity between front door switch LH terminals 2 and 3.



Continuity:
Door switch is pushed.
No
Door switch is released.
Yes

LEL443

OK or NG

OK >> Check the following.
- Front door switch LH ground circuit and condition
- Harness for open or short between smart entrance control unit and front door switch LH

NG >> Replace front door switch LH.

4. CHECK DOOR UNLOCK SENSOR LH INPUT SIGNAL

With CONSULT-II

Perform “LOCK SIG DR” in “DATA MONITOR” mode with CONSULT-II.

DATA MONITOR	
MONITOR	
LOCK SIG DR	OFF

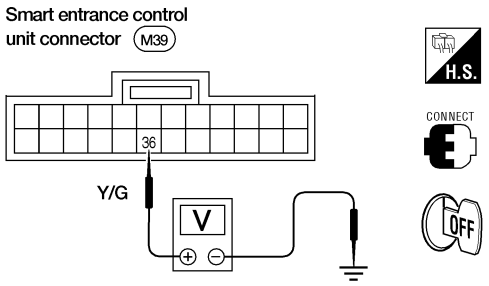
When front LH door is locked:
LOCK SIG DR OFF

When front LH door is unlocked:
LOCK SIG DR ON

SEL344W

Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 36 and ground.



	Terminals		Condition	Voltage [V]
	(+)	(–)		
Front LH door	36	Ground	Locked	Approx. 5
			Unlocked	0

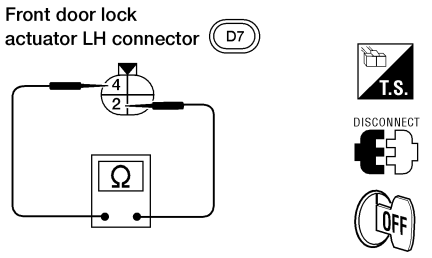
LEL452

OK or NG

OK >> GO TO 6.
NG >> GO TO 5.

5. CHECK DOOR UNLOCK SENSOR LH

1. Disconnect door unlock sensor LH harness connector.
2. Check continuity between door unlock sensor LH terminals.



Continuity:
Condition: Locked
No
Condition: Unlocked
Yes

WEL497

OK or NG

OK >> Check the following.
- Door unlock sensor LH ground circuit
- Harness for open or short between smart entrance control unit and door unlock sensor LH

NG >> Replace door unlock sensor LH.

6. CHECK DOOR SWITCHES INPUT SIGNAL

With CONSULT-II

Check door switches (“DOOR SW-ALL”) in “DATA MONITOR” mode with CONSULT-II.

DATA MONITOR	
MONITOR	
DOOR SW-ALL	OFF

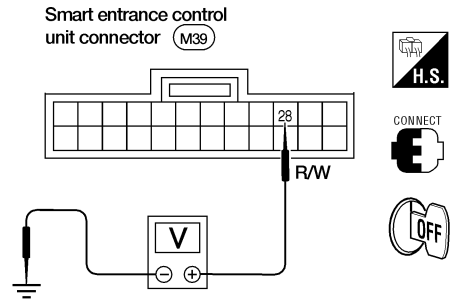
When any doors are open:
DOOR SW-ALL ON

When all doors are closed:
DOOR SW-ALL OFF

SEL323W

Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 28 and ground.



	Terminals		Condition	Voltage [V]
	(+)	(–)		
Front RH and rear door switches	28	Ground	Open	0
			Closed	Approx. 5

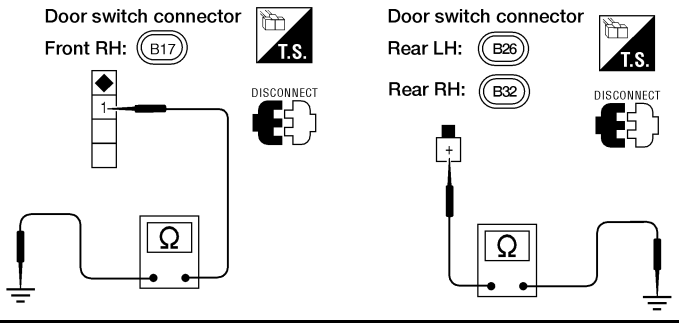
LEL453

OK or NG

OK >> GO TO 8.
NG >> GO TO 7.

7. CHECK DOOR SWITCHES

1. Disconnect door switch harness connector.
2. Check continuity between door switch terminals 1, + and ground.



	Terminals	Condition	Continuity
Front door switch RH	1 - Ground	Closed	No
		Open	Yes
Rear door switches	(+) - Ground	Closed	No
		Open	Yes

LEL447

OK or NG

OK >> Check the following.
- Door switch ground circuit or door switch ground condition
- Harness for open or short between smart entrance control unit and door switch

NG >> Replace door switch.

8. CHECK KEY SWITCH INPUT SIGNAL

With CONSULT-II

Check key switch (“KEY ON SW”) in “DATA MONITOR” mode with CONSULT-II.

DATA MONITOR	
MONITOR	
KEY ON SW	ON

When key is inserted to ignition key cylinder:

KEY ON SW ON

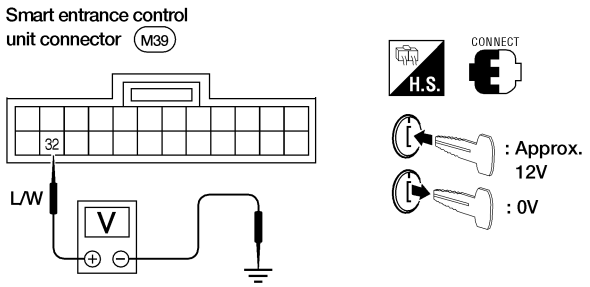
When key is removed from ignition key cylinder:

KEY ON SW OFF

SEL315W

Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 32 and ground.



Voltage [V]:
Condition of key switch: Key is inserted.
Approx. 12
Condition of key switch: Key is removed.
0

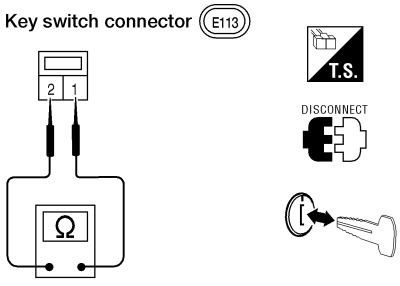
LEL454

OK or NG

OK >> Replace smart entrance control unit.
NG >> GO TO 9.

9. CHECK KEY SWITCH

Check continuity between terminals 1 and 2.



Continuity:
Condition of key switch: Key is inserted.
Yes
Condition of key switch: Key is removed.
No

LEL449

OK or NG

OK >> Check the following.
- 10A fuse [No. 12, located in fuse block (J/B)]
- Harness for open or short between key switch and fuse
- Harness for open or short between smart entrance control unit and key switch

NG >> Replace key switch.

BULB SPECIFICATIONS

PFP:26297

Bulb Specifications

EKS002B2

HEADLAMP

Item	Wattage (W)	Bulb No.*
High/Low	65/55	9007 (HB5)

*Always check with the Parts Department for the latest parts information.

EXTERIOR LAMP

Item		Wattage (W)	Bulb No.*
Front parking and turn signal lamp		8/27	3157NA
Fog light		55	H3
Rear combination lamp	Turn signal	27	1156A
	Stop/Tail	27/8	1157
Back-up		18	921
License plate lamp		5	194
High-mounted stop lamp (parcel shelf mount)		18	921
High-mounted stop lamp (rear air spoiler mount)		*	*

*Always check with the Parts Department for the latest parts information.

INTERIOR LAMP

Item	Wattage (W)	Bulb No.*
Interior lamp	8	*
Map lamp	8	*
Trunk lamp	3.4	158

*Always check with the Parts Department for the latest parts information.