



System Description

Headlights System Description

The headlight system is composed of the MICU, the headlight and dimmer/flash-to-pass switches (inside the combination light switch), the left and right headlights, and the high beam indicator.

The MICU controls the front parking/side marker lights, headlights, taillights and license plate lights.

Low Beams

When you move the headlight switch to the ON position and the dimmer/flash-to-pass switch to the low position, a ground signal is supplied to terminal No.5 of under-dash fuse/relay box connector M (34P). The MICU then energizes the low beam control circuit, supplying battery voltage to the low beam of the headlights, turning them on.

NOTE: If there is a B-CAN communication failure, the headlight back-up circuit commands the right low beam to come on when the ignition is on and the headlight switch is in the headlight position. The right high beam does not come on if there is a B-CAN system failure.

High Beams

When you turn the headlight switch to the ON position and the dimmer/flash-to-pass switch to the high position, ground signals are supplied to terminals No. 3 and No. 5 of under-dash fuse/relay box connector M (34P). The MICU then energizes the high beam headlight control circuits, supplying battery voltage to the high beam headlights, turning them on.

Flash-to-Pass

When you pull the dimmer/flash-to-pass switch to the passing position, a ground signal is supplied to under-dash fuse/relay box (MICU) connector M (34P) terminal No. 4. The MICU then energizes the high beam control circuits for as long as the switch is held, supplying battery voltage to the high beam headlights, turning them on.

Daytime Running Lights System Description

The daytime running lights system includes the MICU, the left and right high beam headlights, the parking brake switch, and the DRL indicator on the gauge control module. The daytime running lights operate with the ignition switch turned to ON (II), the headlights off (headlight switch OFF or in the parking position), and the parking brake released.

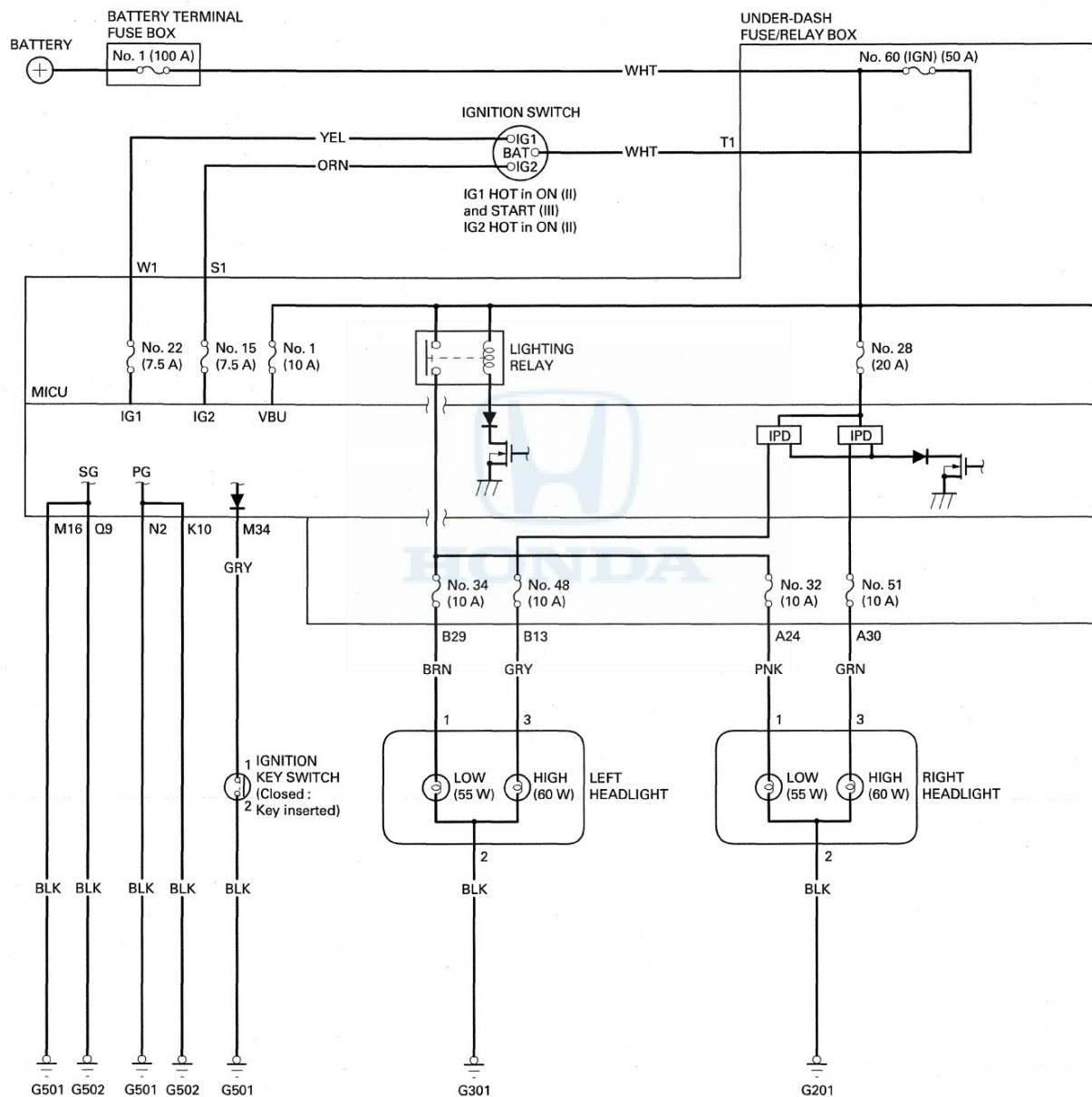
When the daytime running lights are on, the MICU turns the high beam headlight control circuit on and off (duty cycle), which provides a reduced voltage (approximately 4–8 volts) to the high beam headlights (via the No. 48 and No. 51 fuses in the under-dash fuse/relay box; the high beam headlights come on with reduced brightness. The MICU also sends a signal to the gauge control module, and the DRL indication is indicated on the gauge.

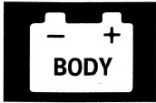
NOTE:

- The daytime running lights are disabled when the ignition switch is turned to LOCK (0). To keep the daytime running lights from coming on, apply the parking brake switch while the ignition switch is in LOCK (0) position. When you then turn the ignition switch back to ON (II), the daytime running lights will not come on until the parking brake is released.
- The headlights revert to normal operation when you turn them on with the headlight switch.

Exterior Lights

Circuit Diagram





- *1 : HIGH BEAM INDICATOR (LED)
- *2 : LIGHT-ON INDICATOR (LED)
- *3 : DRL INDICATOR (LED)
- : B-CAN line

