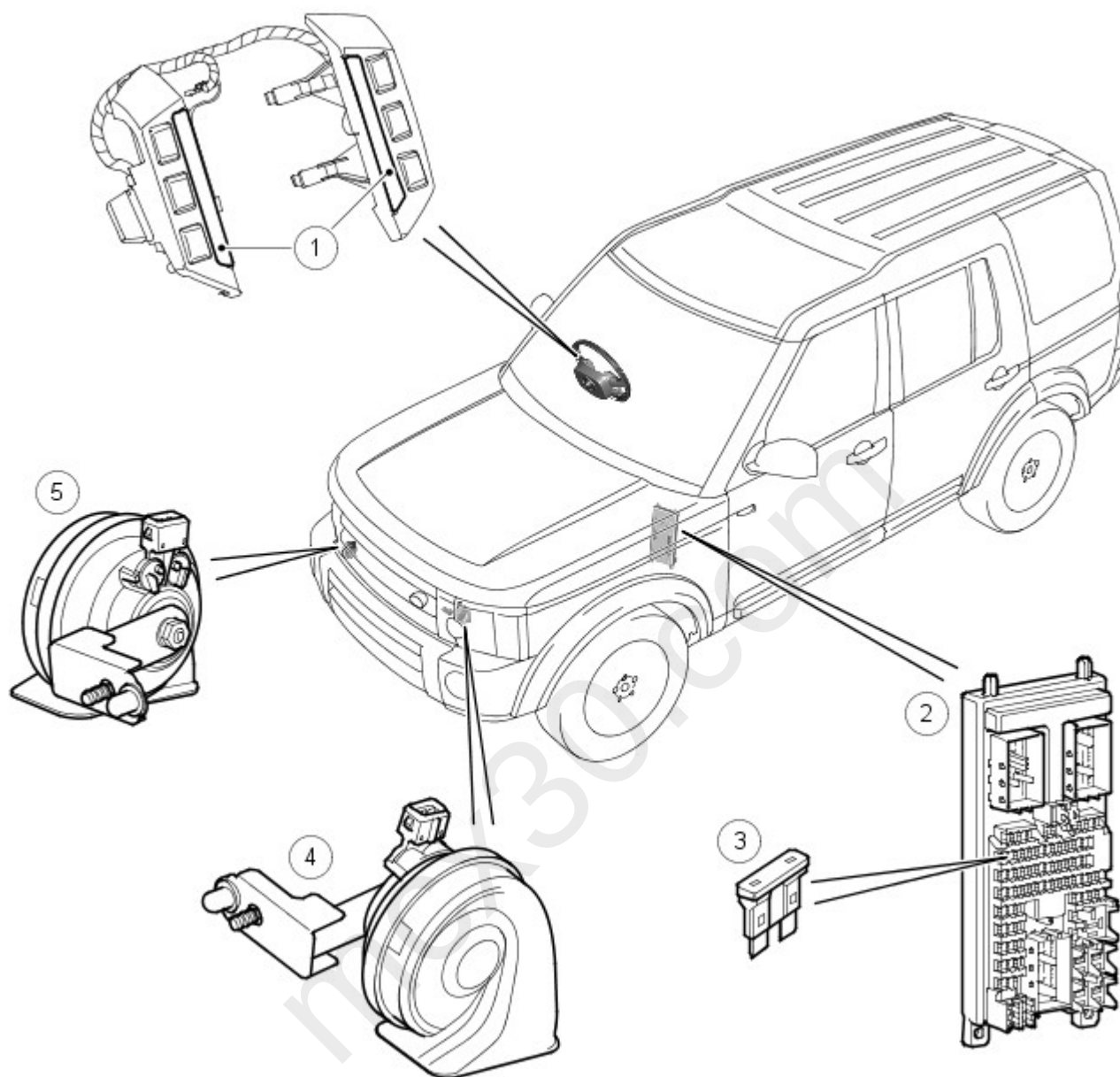


Horn - Horn

Description and Operation



E49450

Item	Part Number	Description
1	-	Steering wheel horn switches
2	-	Central Junction Box (CJB)
3	-	Fuse 12
4	-	Horn - Low tone
5	-	Horn - High tone

GENERAL

Two horns are fitted to the vehicle; a high tone and a low tone. The horns are mounted on brackets, which are attached to the front end carrier assembly, on each side of the radiator.

The horns are operated by pressing one of the two horn switches, located on each side of the driver airbag, on the steering wheel.

The horns are also used by the vehicle alarm system. When the alarm system requires the horns to operate, the Central Junction Box (CJB) provides a ground to the horn relay solenoid, closing the relay contact which in turn supplies battery voltage to operate the horns.

For additional information, refer to: [Anti-Theft - Active](#) (419-01A Anti-Theft - Active, Description and Operation).

The horn circuit is permanently connected to battery voltage and therefore the horns can be operated at any time, irrespective of ignition switch position.

The horns are controlled by a relay which is an integral part of the CJB. The relay contact and solenoid is connected to the vehicle battery via a fusible link (Link 17) in the battery junction box and a fuse (F12) in the CJB. The horn switches, when pressed, complete a ground to the relay which energises the solenoid. The energised solenoid closes the relay contact and battery voltage is supplied to each of the horns. When the horn switch is released, the ground for the solenoid is broken, the solenoid is de-energised and the relay contact opens, cutting the voltage supply to the horns.

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Horn - Horn

Diagnosis and Testing

Principles of Operation

For a detailed description of the horn system and operation, refer to the relevant Description and Operation section of the workshop manual. REFER to: [Horn](#) (413-06 Horn, Description and Operation).

Inspection and Verification



CAUTION: Diagnosis by substitution from a donor vehicle is **NOT** acceptable. Substitution of control modules does not guarantee confirmation of a fault and may also cause additional faults in the vehicle being checked and/or the donor vehicle.

- **NOTE:** Check and rectify basic faults before beginning diagnostic routines involving pinpoint tests.

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection

Mechanical	Electrical
• Horn(s) condition and installation	• Battery condition and state of charge • Fuses • Relay • Electrical connections • Horn switches • Clock spring • Central Junction Box (CJB) • Battery Junction Box (BJB)

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. If the cause is not visually evident, verify the symptom and refer to the Symptom Chart, alternatively check for Diagnostic Trouble Codes (DTCs) and refer to the DTC Index.

Symptom Chart

Symptom	Possible Causes	Action
Horn/s operate with a muffled tone	• Low battery voltage • Horn circuit fault • Horn switch fault • Horn/s faulty	Check the battery condition and state of charge. Check the horn circuit. Check for DTCs indicating a horn circuit fault
Horn/s inoperative		

DTC Index

For a list of Diagnostic Trouble Codes (DTCs) that could be logged on this vehicle, please refer to Section 100-00. REFER to: [Diagnostic Trouble Code \(DTC\) Index - DTC: Central Junction Box \(CJB\)](#) (100-00 General Information, Description and Operation).