

If the Engine Overheats

- If you do not see steam or spray, leave the engine running, and watch the temperature gauge. If the high heat is due to overloading, the engine should start to cool down almost immediately. If it does, wait until the temperature gauge comes down to the midpoint, then continue driving.
- If the temperature gauge stays at the red mark, turn off the engine.
- Look for any obvious coolant leaks, such as a split radiator hose. Everything is still extremely hot, so use caution. If you find a leak, it must be repaired before you continue driving (see **Emergency Towing** on page 276).
- If you don't find an obvious leak, check the coolant level in the radiator reserve tank (see page 181). Add coolant if the level is below the MIN mark.
- If there was no coolant in the reserve tank, you may need to add coolant to the radiator. Let the engine cool down until the reading reaches the middle of the temperature gauge or lower before checking the radiator.
- Start the engine, and set the temperature control dial to maximum heat. Add coolant to the radiator up to the base of the filler neck. If you do not have the proper coolant mixture available, you can add plain water. Remember to have the cooling system drained and refilled with the proper mixture as soon as you can.
- Put the radiator cap back on tightly. Run the engine, and check the temperature gauge. If it goes back to the red mark, the engine needs repair (see **Emergency Towing** on page 276).
- If the temperature stays normal, check the coolant level in the radiator reserve tank. If it has gone down, add coolant to the MAX mark. Put the cap back on tightly.

WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, seriously scalding you.

Always let the engine and radiator cool down before removing the radiator cap.

Low Oil Pressure Indicator, Charging System Indicator

Low Oil Pressure Indicator



This indicator should never come on when the engine is running. If it starts flashing or stays on, the oil pressure has dropped very low or lost pressure. Serious engine damage is possible, and you should take immediate action.

NOTICE

Running the engine with low oil pressure can cause serious mechanical damage almost immediately. Turn off the engine as soon as you can safely get the vehicle stopped.

1. Safely pull off the road, and shut off the engine. Turn on the hazard warning lights.
2. Let the vehicle sit for a minute. Open the hood, and check the oil level (see page 179). An engine very low on oil can lose pressure during cornering and other driving maneuvers.
3. If necessary, add oil to bring the level back to the full mark on the dipstick (see page 224).
4. Start the engine, and watch the oil pressure indicator. If it does not go out within 10 seconds, turn off the engine. There is a mechanical problem that needs to be repaired before you can continue driving (see **Emergency Towing** on page 276).

Charging System Indicator



If the charging system indicator comes on brightly when the engine is running, the battery is not being charged.

Immediately turn off all electrical accessories. Try not to use other electrically operated controls such as the power windows. Keep the engine running; starting the engine will discharge the battery rapidly.

Go to a service station or garage where you can get technical assistance.

Malfunction Indicator Lamp



If this indicator comes on while driving, it means one of the engine's emissions control systems may have a problem. Even though you may feel no difference in your vehicle's performance, it can reduce your fuel economy and cause increased emissions. Continued operation may cause serious damage.

If you have recently refueled your vehicle, the indicator coming on could be due to a loose or missing fuel fill cap. You will also see a "CHECK FUEL CAP" message on the information display. Tighten the cap until it clicks at least once. Tightening the cap will not turn the indicator off immediately; it can take several days of normal driving.

If the indicator comes on repeatedly, even though it may turn off as you continue driving, have the vehicle checked by your dealer as soon as possible.

NOTICE

If you keep driving with the malfunction indicator lamp on, you can damage your vehicle's emissions controls and engine. Those repairs may not be covered by your vehicle's warranties.

Readiness Codes

Your vehicle has certain "readiness codes" that are part of the on-board diagnostics for the emissions systems. In some states, part of the emissions testing is to make sure these codes are set. If they are not set, the test cannot be completed.

If your vehicle's battery has been disconnected or gone dead, these codes are erased. It can take several days of driving under various conditions to set the codes again.

To check if they are set, turn the ignition switch to the ON (II) position, without starting the engine. The malfunction indicator lamp will come on for 20 seconds. If it then goes off, the readiness codes are set. If it blinks five times, the readiness codes are not set. If possible, do not take your vehicle for a state emissions test until the readiness codes are set. Refer to **State Emissions Testing** for more information (see page [290](#)).

U.S.

BRAKE

The brake system indicator normally comes on when you turn the ignition switch to the ON (II) position and as a reminder to check the parking brake. It will stay on if you do not fully release the parking brake.

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However, if the brake pedal does not feel normal, you should take immediate action. A problem in one part of the system's dual circuit design will still give you braking at two wheels. You will feel the brake pedal go down much farther before the vehicle begins to slow down, and you will have to press harder on the pedal.

If the brake system indicator comes on while driving, the brake fluid level is probably low. Press lightly on the brake pedal to see if it feels normal. If it does, check the brake fluid level the next time you stop at a service station (see page 234).

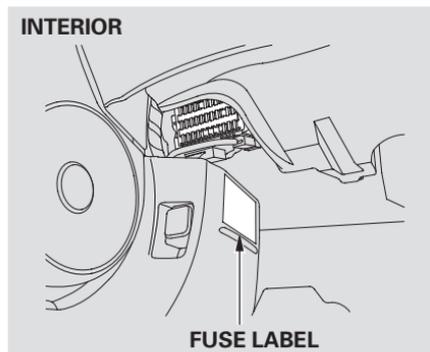
If the fluid level is low, take your vehicle to a dealer, and have the brake system inspected for leaks or worn brake pads.

Slow down by shifting to a lower gear, and pull to the side of the road when it is safe. Because of the long distance needed to stop, it is hazardous to drive the vehicle. You should have it towed and repaired as soon as possible (see **Emergency Towing** on page 276).

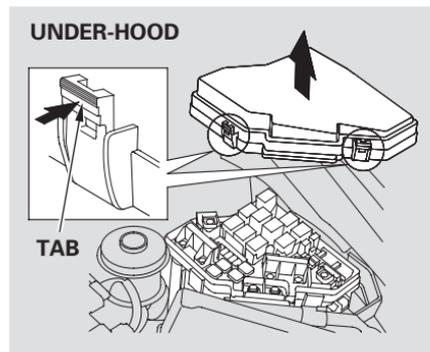
If you must drive the vehicle a short distance in this condition, drive slowly and carefully.

If the ABS indicator comes on with the brake system indicator, have your vehicle inspected by your dealer immediately.

Fuses



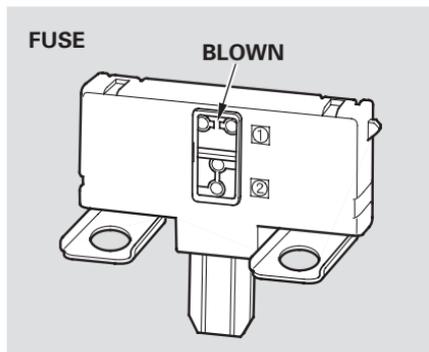
The fuses are in two fuse boxes. The interior fuse box is underneath the steering column.



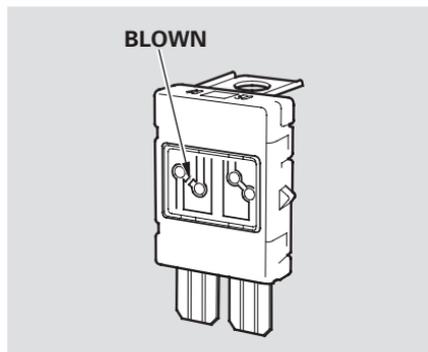
The under-hood fuse box is on the driver's side, next to the brake fluid reservoir. To open it, push the tabs as shown.

Checking and Replacing Fuses

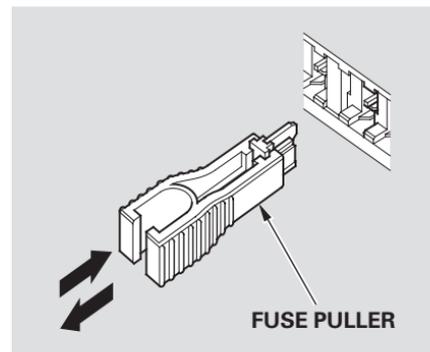
If something electrical in your vehicle stops working, the first thing you should check for is a blown fuse. Determine from the chart on pages [274](#) and [275](#), or the diagram on the fuse box lid, which fuse or fuses control that device. Check those fuses first, but check all the fuses before deciding that a blown fuse is the cause. Replace any blown fuses, and check if the device works.



1. Turn the ignition switch to the LOCK (0) position. Make sure the headlights and all other accessories are off.
2. Remove the cover from the fuse box.



3. Check each of the large fuses in the under-hood fuse box by looking through the top at the wire inside. Removing these fuses requires a Phillips-head screwdriver.



4. Check the smaller fuses in the under-hood fuse box and all the fuses in the interior fuse box by pulling out each one with the fuse puller provided on the back of the under-hood fuse box cover.

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