

Workshop Manual Audi A5 Coupé 2008 ➤

System description - interior lights

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List of Workshop Manual Repair Groups

Repair Group

01 - Self-diagnosis, electrical checks



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Technical information should always be available to the foremen and mechanics, because their careful and constant adherence to the instructions is essential to ensure vehicle road-worthiness and safety. In addition, the normal basic safety precautions for working on motor vehicles must, as a matter of course, be observed.

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01 – Self-diagnosis, electrical checks

1 General notes on the interior light functions

1.1 General notes

The interior light functions are determined by the states of the door contact switches and of the S-contact, the ignition and the exterior vehicle lighting. The following components are involved in identifying the states:

- ◆ Driver door control unit -J386-
- ◆ Front passenger door control unit -J387-
- ◆ Convenience system central control unit -J393-
- ◆ Onboard supply control unit -J519-
- ◆ Light switch -E1-
- ◆ Entry and start authorisation button -E408- (optional extra)
- ◆ Entry and start authorisation switch -E415-
- ◆ Driver door contact switch -F2-
- ◆ Front passenger door contact switch -F3-
- ◆ Front left central locking actuator -F131-
- ◆ Front right central locking actuator -F133-
- ◆ Driver door central locking actuator for deadlock function - F243- (not USA)
- ◆ Front passenger door central locking actuator for deadlock function -F244- (not USA)
- ◆ Rain and light sensor -G397- (optional equipment)

1.2 Identifying the door contact states

The states of the driver door contact switch -F2- , the front left central locking actuator -F131- and the driver door central locking actuator for deadlock function -F243- are scanned by the driver door control unit -J386- and transmitted over the CAN bus to the convenience system central control unit -J393- .

The states of the front passenger door contact switch -F3- , the front right central locking actuator -F133- and the front passenger door central locking actuator for deadlock function -F244- are scanned by the front passenger door control unit -J387- and likewise transmitted over the CAN bus to the convenience system central control unit -J393- .

The convenience system central control unit -J393- evaluates all door contact information and places the information on the status of the doors and the central locking system on the CAN bus.

F2 - Driver door contact switch

F3 - Front passenger door contact switch

F131 - Front left central locking actuator

F133 - Front right central locking actuator

F243 - Driver door central locking actuator for deadlock function

F244 - Front passenger door central locking actuator for deadlock function

J393 - Convenience system central control unit

J386 - Driver door control unit

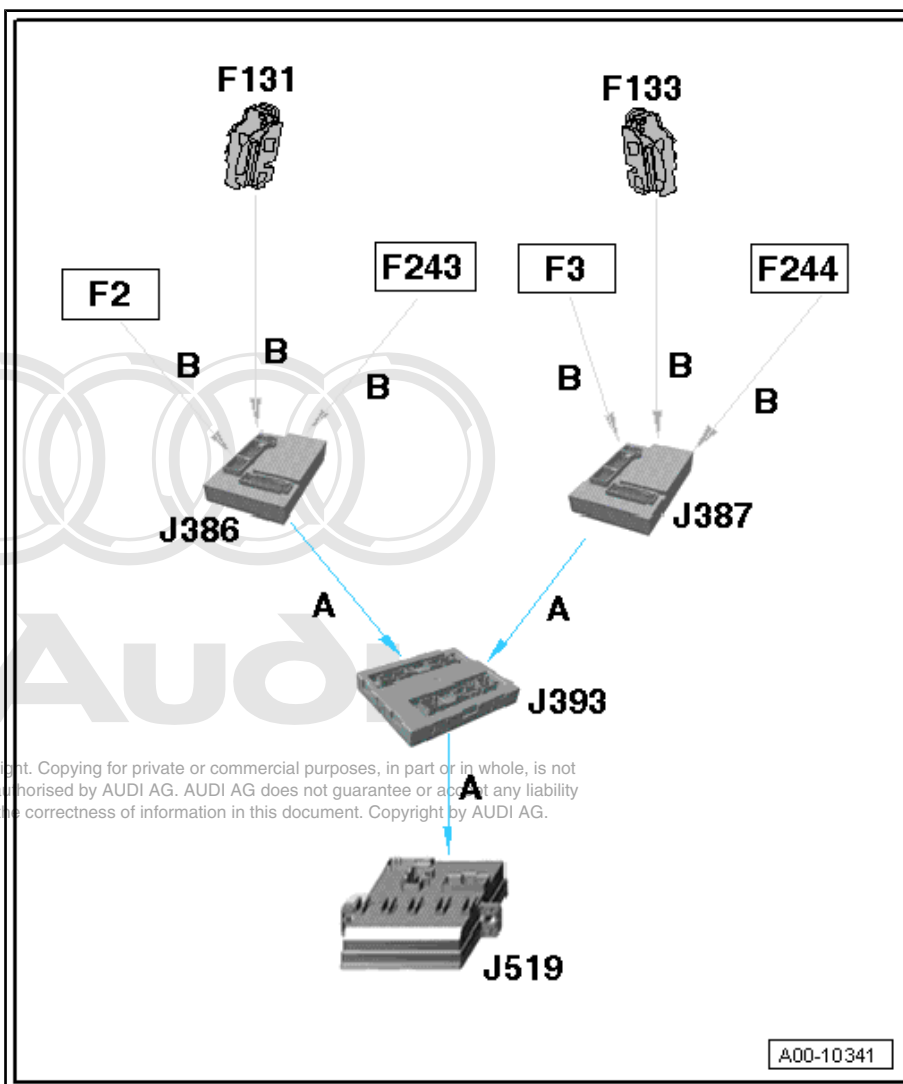
J387 - Front passenger door control unit

J519 - Onboard supply control unit

A - Convenience CAN bus

B - Separate wiring connection

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1.3 Identifying the states of the S-contact and the ignition

Terminal control without entry and start authorisation control unit (advanced key):

In the entry and start authorisation switch -E415- there are four microswitches which are scanned by the convenience system central control unit -J393-. The following states are identified depending on which microswitches are switching through to neutral:

- ◆ No key inserted
- ◆ Key at home position = S-contact
- ◆ Key pressed

Pressing the key causes the ignition and the engine to be switched on and off depending on the status of the brake pedal and clutch pedal respectively.

Terminal control with entry and start authorisation control unit (advanced key):

In the entry and start authorisation button -E408- there are two microswitches which are scanned by the convenience system central control unit -J393-. If they switch through to neutral, the button is detected as pressed. Pressing the button causes the

ignition and the engine to be switched on and off depending on the status of the brake pedal and clutch pedal respectively.

The convenience system central control unit -J393- places the terminal status information on the CAN bus. For more detailed information on terminal control refer to the description of the entry and start authorisation system. ⇒ Self-diagnosis, electrical checks; Rep. gr. 01 ; System description - entry and start authorisation switch

E408 - Entry and start authorisation button

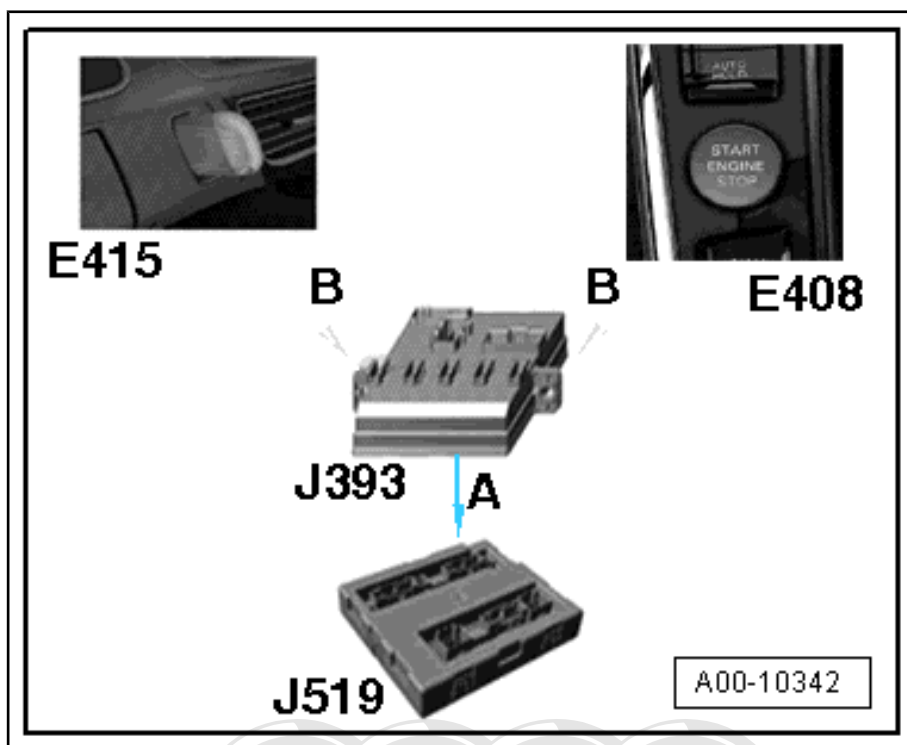
E415 - Entry and start authorisation switch

J393 - Convenience system central control unit

J519 - Onboard supply control unit

A - Convenience CAN bus

B - Separate wiring connection



1.4 Identifying the status of the exterior vehicle lighting

The position of the light switch -E1- and the signals of the rear fog light button -E314- and the fog light button -E315- are transmitted over the LIN bus to the onboard supply control unit -J519-. This unit activates the vehicle's front lights. The rear lights are activated by the convenience system central control unit -J393-, which receives the lighting information over the CAN bus from the onboard supply control unit -J519-.

When the light switch is set to AUTO, the exterior lighting is activated according to the light/dark information transmitted by the rain and light sensor -G397- (if fitted) via LIN bus to the onboard power supply control unit -J519-.

For more detailed information on the control of the vehicle's exterior lighting, refer to System description - exterior lights ⇒ Eigendiagnose, Elektrische Prüfung; Rep. gr. 01 ; Systembeschreibung - Licht aussen

E1 - Light switch

E314 - Rear fog light button

E315 - Fog light button

G397 - Rain and light sensor

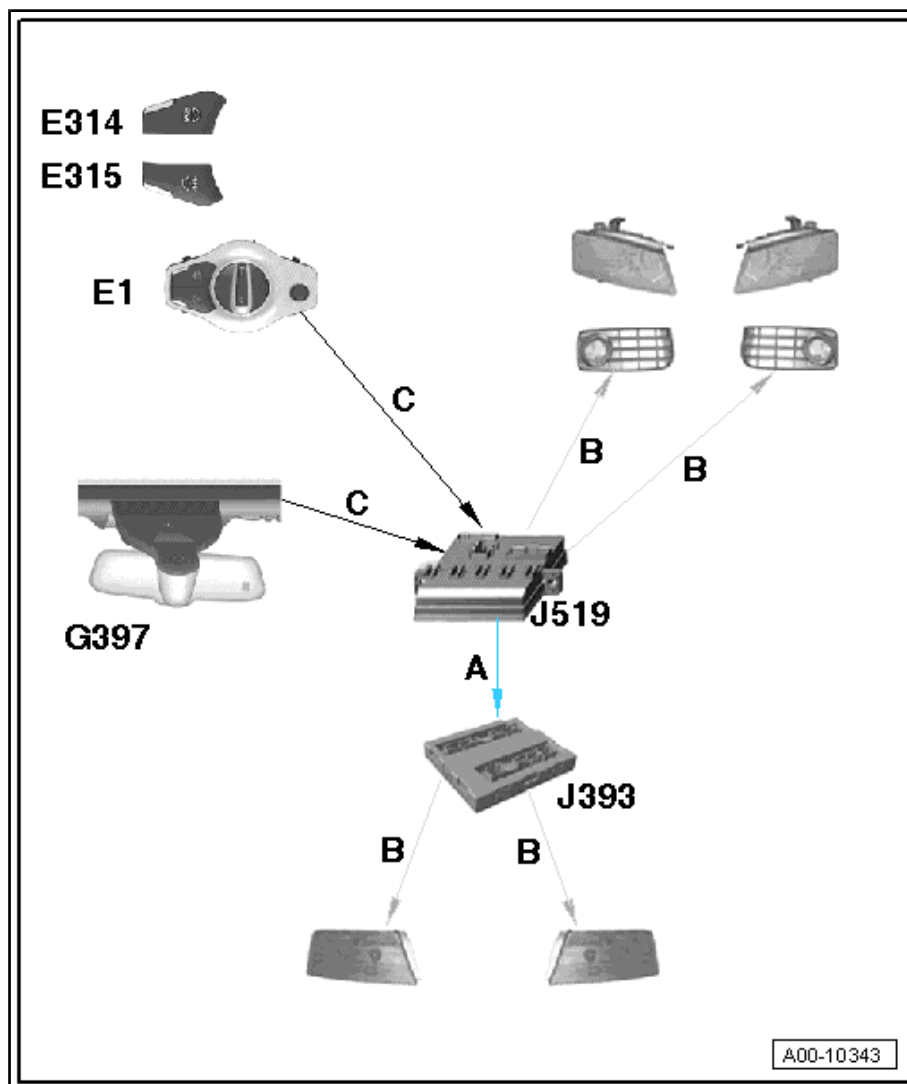
J393 - Convenience system central control unit

J519 - Onboard supply control unit

A - Convenience CAN bus

B - Separate wiring connection

C - LIN bus



1.5 Information for service

The states of the entry and start authorisation switch -E415- and the entry and start authorisation button -E408- can be displayed in measured value blocks of the convenience system central control unit -J393- (address 46 – Convenience system central module).

The states of the door contact switches can be displayed in measured value blocks of the entry and start authorisation system (address 05 – Entry and start authorisation in -J393).

The states of the light switch -E1- and brightness measured by the rain and light sensor -G397- can be displayed in measured value blocks of the onboard supply control unit -J519- (address 09 - Electronic central electrics).

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2 Interior lighting, reading light, glove box light and vanity mirror light

2.1 General notes

The power supply for the front interior light -W1- , the reading lights -W13-, -W19-, -W47- and -W48-, the vanity mirror lights -L31- and the glove box light -W6- is provided via terminal 30G from the onboard supply control unit -J519- .

Terminal 30G is switched on by the onboard supply control unit -J519- under the following conditions:

Condition	Comments
The vehicle is unlocked from outside	If no door is opened after unlocking, terminal 30G is switched off again after 30 seconds.
The ignition is switched on	Protected by copyright. This document, in part or in whole, is not permitted to be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without prior written permission from Audi AG. Audi AG does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by AUDI AG.
A door is opened	◆ If no other switch-on condition is met when the last door is closed, terminal 30G is switched off after 30 seconds ◆ If no other switch-on condition is met, terminal 30G remains active for a maximum of 10 minutes ◆ When each additional door is opened the timer is reset and terminal 30G remains active for a further 10 minutes ◆ If the switch-on time of 10 minutes has already been exceeded, and if another door is then opened or the door is closed and reopened, terminal 30G is again switched on for 10 minutes
A terminal 30G load is switched on while the vehicle's central locking system is not in SAFE mode	◆ If no other switch-on condition is met when the terminal 30G load is switched off, terminal 30G is switched off immediately after the electrical load is switched off ◆ To prevent discharging of the battery due to the interior lighting being permanently active, terminal 30G is switched off after a maximum of 60 minutes when the ignition is off ◆ When the electrical load is switched off the timer is reset. If this load (or another electrical load) is then switched on again, terminal 30G is switched on again for 60 minutes. This is also the case if the 60 minute switch-on time for the first electrical load had already been exceeded.
A crash has occurred and the airbags have been triggered	◆ The signals of the crash sensors are evaluated by the airbag control unit -J234- and transmitted over the CAN bus to the convenience system central control unit -J393- . This unit then sends the signal that a crash has occurred over the CAN bus to the onboard supply control unit -J519- . ◆ The regular switch-off conditions for terminal 30G do not apply in this case. Terminal 30G is active until the information signalling cancellation of the crash status is received from the convenience system central control unit -J393-



Terminal 30G is switched off under the following conditions:

Condition	Comments
The vehicle is locked	
The ignition is switched off	If none of the above switch-on conditions is active, terminal 30G is switched off after 30 seconds
The maximum on-time of 60 minutes with the ignition off is exceeded	

2.2 Interior lighting

2.2.1 Components used

- ◆ Onboard supply control unit -J519-
- ◆ Interior light switch -E317-
- ◆ Front interior light -W1-
- ◆ Front passenger reading light -W13-
- ◆ Driver side reading light -W19-
- ◆ Rear left interior light -W47-
- ◆ Rear right interior light -W48-

2.2.2 Description

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The vehicle's interior lighting is controlled by way of the interior light switch -E317-. It can assume three different switching states:

- ◆ I (= on)
- ◆ O (= off)
- ◆ Centre position (= door contact switch)

O position

In position O, the neutral supply to the interior lights is interrupted and the interior lighting is thus non-operational. The reading lights can still be switched on, however, by pressing the respective reading light buttons.

I position

In position I, the front interior light -W1-, front reading lights -W13- and -W19- and rear interior lights -W47- and -W48- are continuously connected to the neutral supply. The interior lighting function is always active when the supply (terminal 30G) is switched on (for terminal 30G on/off conditions see section 2.1).

If the interior light switch -E317- is set to the I position when terminal 30G is off, and if no other terminal 30G load is on, the onboard supply control unit -J519- detects that the electrical load has been switched on and activates terminal 30G.

Door contact switch position

When the switch is in the door contact position, the interior lights are connected to the neutral supply via the dimmer output of the onboard supply control unit -J519-. This output implements dimmed switching on and off of the interior lighting.

The following conditions result in the interior lights being switched on at the door contact position:

Condition	Comments
The vehicle is unlocked from outside	If no door is opened after unlocking, terminal 30G is switched off again after 30 seconds
A door is opened	
The ignition key is removed or the S-contact is switched off by pressing the entry and start authorisation button -E408-	If no door is then opened and the ignition remains off, the interior lighting is switched off again after 30 seconds
A crash has occurred and the airbags have been triggered	The regular switch-off conditions for the interior lighting at the door contact position do not apply in this case. The interior lights are active until the crash status is cancelled

The following conditions result in the interior lights being switched off when the switch is in the door contact position:

Condition	Comments
The vehicle is locked from outside	
The doors are closed and the ignition is switched on	
With the ignition off, the maximum on-time of 10 minutes is exceeded	When each additional door is opened the timer is reset and the interior lighting remains active for a further 10 minutes. If the on-time of 10 minutes has already been exceeded, and if another door is then opened or the door is closed and reopened, the interior lighting is switched on for a further 10 minutes
The doors are closed	◆ With ignition off: The interior lighting is switched off 30 seconds after the last door is closed ◆ With ignition on: The interior lighting is switched off immediately after the last door is closed

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2.3 Reading light

2.3.1 Components used

- ◆ Onboard supply control unit -J519-
- ◆ Driver side reading light button -E457-
- ◆ Front passenger side reading light button -E458-
- ◆ Rear left reading light switch -E454-
- ◆ Rear right reading light switch -E455-
- ◆ Front passenger reading light -W13-
- ◆ Driver side reading light -W19-
- ◆ Rear left interior light -W47-
- ◆ Rear right interior light -W48-

2.3.2 Description

If the vehicle's central locking system is not in SAFE mode, the reading lights can be switched on and off separately by pressing the respective reading light button. When a button is pressed, the corresponding light is connected to the neutral supply.

If one of the reading light buttons is pressed with terminal 30G off, and if no other terminal 30G load is on, the onboard supply control

unit -J519- detects that the electrical load has been switched on and activates terminal 30G.

2.4 Glove box light

2.4.1 Components used

- ◆ Onboard supply control unit -J519-
- ◆ Glove box light switch -E26- (optional equipment)
- ◆ Glove box light -W6- (optional equipment)

2.4.2 Description

If the vehicle's central locking system is not in SAFE mode, the glove box light -W6- is switched on by opening the glove box. When the glove box is opened, the glove box light switch -E26- is automatically activated and the glove box light -W6- is connected to the neutral supply.

If the glove box is opened with terminal 30G off, and if no other terminal 30G load is on, the onboard supply control unit -J519- detects that an electrical load has been switched on and activates terminal 30G.

2.5 Vanity mirror light

2.5.1 Components used

- ◆ Onboard supply control unit -J519-
- ◆ Driver vanity mirror contact switch -F147-
- ◆ Front passenger vanity mirror contact switch -F148-
- ◆ Vanity mirror light bulb -L31- (driver side)
- ◆ Vanity mirror light bulb -L31- (front passenger side)

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2.5.2 Description

If the vehicle's central locking system is not in SAFE mode, the respective vanity mirror light bulb -L31- in the headliner is switched on when the sun visor is folded down and the mirror cover is pushed towards the side.

The driver vanity mirror contact switch -F147- or front passenger vanity mirror contact switch -F148- detects that the sun visor has been folded down and the mirror cover has been pushed towards the side.

If one of the vanity mirror lights is switched on with terminal 30G off, and if no other terminal 30G load is on, the onboard supply control unit -J519- detects that an electrical load has been switched on and activates terminal 30G.

2.6 Information for service

The status of terminal 30G can be displayed in a measured value block of the onboard supply control unit -J519- .

Terminal 30G can be switched off or the interior lighting switched on with dimming via final control diagnosis on the onboard power supply control unit -J519- .

If shut-off stage 2, 3 or 4 of the no-load current management system is set, terminal 30G is not activated.

3 Footwell lighting

3.1 Components used

- ◆ Onboard supply control unit -J519-
- ◆ Front left footwell illumination bulb -L151- (optional equipment)
- ◆ Front right footwell illumination bulb -L152- (optional equipment)
- ◆ Rear left footwell light -W45- (optional equipment)
- ◆ Rear right footwell light -W46- (optional equipment)

3.2 Description

The footwell lighting provides assistance when entering and leaving the vehicle. It comprises the front footwell illumination bulbs -L151- and -L152- and the rear footwell lights -W45- and -W46-.

The onboard supply control unit -J519- switches the lights on and off in synchronism with the interior lighting door contact circuit (see section 2.2.2).

The front footwell illumination bulbs are switched on together (the same applies to the rear footwell lights).

3.3 Information for service

The front and rear footwell lights use LED technology, and can be activated via final control diagnosis on the onboard supply control unit -J519-.

If shut-off stage 2, 3 or 4 of the no-load current management system is set, the footwell lighting is not activated.

4 Luggage compartment light

4.1 Components used

- ◆ Convenience system central control unit -J393-
- ◆ ABS control unit -J104-
- ◆ Rear lid contact switch for anti-theft alarm -F123-
- ◆ Luggage compartment light -W3-
- ◆ Front right speed sensor -G45-
- ◆ Front left speed sensor -G47-
- ◆ Rear right speed sensor -G44-
- ◆ Rear left speed sensor -G46-

4.2 Description

To help find items in the luggage compartment, the luggage compartment light -W3- is switched on when the rear lid is open. The luggage compartment light -W3- is activated by the convenience system central control unit -J393- .

The status of the rear lid is identified by way of the rear lid contact switch for anti-theft alarm -F123- , which is scanned by the convenience system central control unit -J393- .

Also required is the vehicle speed, which is determined by the ABS control unit -J104- based on the signals from the speed sensors and transmitted over the CAN bus to the convenience system central control unit -J393- .

On vehicles with four-wheel drive, the signals from all four speed sensors -G44- to -G47- are used; otherwise only the signals from the front speed sensors -G45- and -G47- are used.

The luggage compartment light -W3- is switched off depending on the status of the ignition under the following conditions:

Switch-off conditions with ignition off:

Condition	Comments
The rear lid is closed	The luggage compartment light -W3- is switched on again when: • a door is opened or • the ignition is switched on or • the rear lid is closed and opened again
The maximum on-time of 10 minutes is exceeded	

Switch-off conditions with ignition on:

Condition	Comments
The rear lid is closed	The luggage compartment light -W3- is switched on again when the vehicle speed falls below 1 km/h and then • a door is opened or • the rear lid is closed and opened again
The vehicle speed exceeds 2 km/h	

F123 - Rear lid contact switch for anti-theft alarm

G44 - Rear right speed sensor

G45 - Front right speed sensor

G46 - Rear left speed sensor

G47 - Front left speed sensor

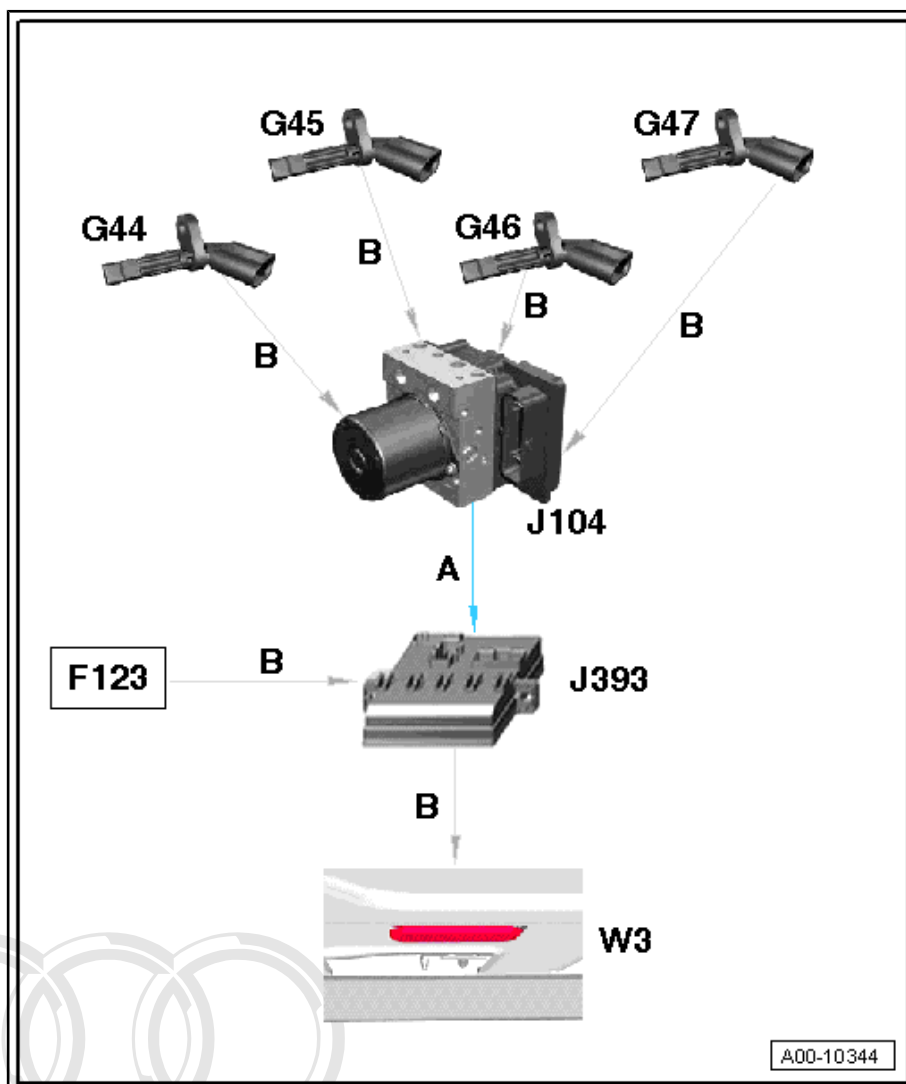
J104 - ABS control unit

J393 - Convenience system central control unit

W3 - Luggage compartment light

A - CAN bus

B - Separate wiring connection



4.3 Information for service

If no communication is possible with the ABS control unit -J104- or the received road speed signal is invalid, the speed-sensitive luggage compartment light function is lost.

If shut-off stage 2, 3 or 4 of the no-load current management system is set, the luggage compartment light is not activated.

The luggage compartment light -W3- can be activated via final control diagnosis on the convenience system central control unit -J393- (address 46 – Convenience system central module).

5 Button and display illumination

5.1 General notes

The following components are always involved in the illumination of buttons and displays:

- ◆ Onboard supply control unit -J519-
- ◆ Phototransistor in control unit in dash panel insert -J285-
- ◆ Switch and instrument illumination regulator -E20- in light switch -E1-

To help the vehicle occupants locate the buttons and controls, and to ensure display information is readable, button symbols and displays are provided with illumination featuring a dimming function. A distinction is made between button illumination dependent on exterior lighting (terminal 58s), button illumination dependent on exterior lighting and the ignition (terminal 58st) and display illumination (terminal 58d).

The onboard supply control unit -J519- controls the button and display illumination, and as such is designated the dimming master. The dimming master calculates the dimming values for terminals 58s, 58st and 58d depending on the ambient brightness and the illumination intensity required by the driver.

The ambient brightness is determined on the control unit in dash panel insert -J285-. For this, a phototransistor is fitted in the instrument cluster to register the brightness. The control unit in dash panel insert -J285- filters and attenuates the raw value and then transmits it over the CAN bus to the onboard supply control unit -J519-.

The illumination intensity desired by the driver is adjusted on the switch and instrument illumination regulator -E20-, which is integrated in the light switch -E1-. The adjustment setting is transmitted via LIN bus to the onboard supply control unit -J519-.

Because of the differing requirements, the three dimming levels are independent of each other and assume different values.

The onboard supply control unit -J519- outputs the terminal 58s and terminal 58st dimming values as both discrete PWM signals and bus signals. The terminal 58d dimming value is only output as a bus signal.

5.2 Terminal 58s

5.2.1 Other components used

- ◆ Light switch -E1-
- ◆ Rain and light sensor -G397- (optional equipment)

5.2.2 Description

The terminal 58s button illumination is dependent on the status of the exterior vehicle lighting. At least the side lights (terminal 58) must be activated for it to function.

The following switch-on variants are possible:

- ◆ The light switch -E1- is set to side lights or dipped beam headlights
- ◆ The light switch -E1- is set to AUTO and the rain and light sensor -G397- detects darkness

- ◆ The light switch -E1- is set to AUTO, the ignition is switched on and the fog light button -E315- is pressed. When the fog lights are switched on, the side lights and the dipped beam headlights are automatically switched on.
- ◆ The light switch -E1- is set to AUTO, the ignition is switched on and the rear fog light button -E314- is pressed. When the rear fog light is switched on, the side lights and the dipped beam headlights are automatically switched on.

Active daytime running lights and rain lights (see system description for exterior lights ⇒ Self-diagnosis, electrical checks; Rep. gr. 01 ; System description - exterior lights) do not trigger the activation of the terminal 58s button illumination!

To prevent discharging of the vehicle battery, terminal 58s is switched off after a maximum of 30 minutes when the ignition is off. If the driver's door is opened, the ignition is switched on and off, or the exterior lighting is switched on and off, the timer is reset and terminal 58s remains active for a further 30 minutes. If the timer had already expired, terminal 58s is switched on again for 30 minutes.

The following components (if fitted) are illuminated by way of the PWM signal output by the onboard supply control unit -J519- :

- ◆ Headlight range control regulator -E102-
- ◆ Heated rear left seat switch with regulator -E128-
- ◆ Heated rear right seat switch with regulator -E129-
- ◆ Rear roller blind switch -E149-
- ◆ TCS and ESP button -E256-
- ◆ Garage door operating unit -E284-
- ◆ Interior light switch -E317-
- ◆ Rear left reading light switch -E454-
- ◆ Rear right reading light switch -E455-
- ◆ Driver side reading light button -E457-
- ◆ Front passenger side reading light button -E458-
- ◆ Valet parking button -E536-
- ◆ Electromechanical parking brake button -E538-
- ◆ Button 1 for tilting roof -E582-
- ◆ Cigarette lighter illumination bulb -L28-

◆ **Socket illumination bulb -L42-** Protection of intellectual property: This document, in whole or in part, is not permitted unless authorised by AUDI AG. AUDI AG does not guarantee or accept any liability with regard to the content of this document. Copyright © 2011 Audi AG.

- ◆ **Dash panel left vent illumination bulb -L67-**
- ◆ Dash panel central vent illumination bulb -L68-
- ◆ Dash panel right vent illumination bulb -L69-
- ◆ Temperature regulating switch illumination bulb -L93-
- ◆ Telephone bracket -R126-
- ◆ LEDs in interior light/reading light (front)

All other illumination lighting with terminal 58s characteristics is activated by the control units themselves based on the dimming value received over CAN bus or LIN bus.

5.2.3 Information for service

As long as the light switch -E1- is set to AUTO and the fog lights/rear fog lights function is activated, the exterior lighting is not au-

tomatically switched off based on ambient light information from the rain and light sensor -G397- .

Terminal 58s can be activated via final control diagnosis on the onboard supply control unit -J519- .

The terminal 58s dimming value can be displayed by way of a measured value block of the onboard supply control unit -J519- .

5.3 Terminal 58st

5.3.1 Other components used

- ◆ Light switch -E1-
- ◆ Rain and light sensor -G397- (optional equipment)

5.3.2 Description

The terminal 58st button illumination is active when the ignition or the exterior vehicle lighting (see section 5.2.2) is switched on.

The on/off conditions of the interior lighting in door contact position (see section 2.2.2) additionally apply to terminal 58st.

If both the exterior vehicle lighting and the ignition are switched off, terminal 58st is switched off after a delay of 30 seconds.

To prevent discharging of the vehicle battery, terminal 58st is switched off after a maximum of 30 minutes when the ignition is off. If the driver's door is opened, the ignition is switched on and off, or the exterior lighting is switched on and off, the timer is reset and terminal 58st remains active for a further 30 minutes. If the timer had already expired, terminal 58st is switched on again for 30 minutes.

The following components (if fitted) are illuminated by way of the PWM signal output by the onboard supply control unit -J519- :

- ◆ Entry and start authorisation button -E408-
- ◆ Tiptronic switch -F189-

All other illumination lighting with terminal 58st characteristics is activated by the control units themselves according to the dimming value received over CAN or LIN bus.

5.3.3 Information for service

Terminal 58st can be activated via final control diagnosis on the onboard supply control unit -J519- .

The terminal 58st dimming value can be displayed by way of a measured value block of the onboard supply control unit -J519- .

5.4 Terminal 58d

5.4.1 Description

When the CAN bus is active, the onboard supply control unit -J519- always outputs an updated dimming value over the CAN bus for the terminal 58d display illumination. The conditions which result in illumination of the various onboard displays are decided by the control units responsible for illumination of the individual displays.

5.4.2 Information for service

The terminal 58d dimming value can be displayed by way of a measured value block of the onboard supply control unit -J519- .

5.5 Illumination of hazard warning lights button -E229-

5.5.1 Other components used

- ◆ Convenience system central control unit -J393-
- ◆ Light switch -E1-
- ◆ Hazard warning lights button -E229-
- ◆ Indicator lamp for hazard warning light -K6-

5.5.2 Description

When the hazard warning lights are off, the indicator lamp for hazard warning light -K6- is illuminated (with dimming) by the on-board supply control unit -J519- by way of a PWM signal, provided terminal 58st is active (see section 5.3.2).

In this case, the dimming function is used for the purposes of switch illumination. The dimming value is calculated by the on-board supply control unit -J519- from the terminal 58st dimming value by way of an internal algorithm.

When the hazard warning lights are on, the indicator lamp for hazard warning light -K6- is activated by the onboard supply control unit -J519- in synchronism with the hazard warning lights. The indicator lamp is activated with a 100% PWM signal during the on-phase, and with a PWM signal of 0% during the off-phase.

The hazard warning lights are activated as follows:

The status of the hazard warning lights button -E229- is evaluated by the onboard supply control unit -J519- .

If the button is detected as pressed, the information is sent over the CAN bus to the convenience system central control unit -J393- , which serves as the flash master. It then sends the information specifying the frequency at which the indicator lamp for hazard warning light -K6- is to be activated over the CAN bus to the onboard supply control unit -J519- .

In case of emergency braking, or in the event of an accident involving triggering of the airbags, the hazard warning lights are automatically switched on by the convenience system central control unit -J393- and the flash frequency information is sent to the onboard supply control unit -J519- .

E1 - Light switch

E20 - Switch and instrument illumination regulator

E229 - Hazard warning lights button

G397 - Rain and light sensor

J285 - Control unit in dash panel insert

J393 - Convenience system central control unit

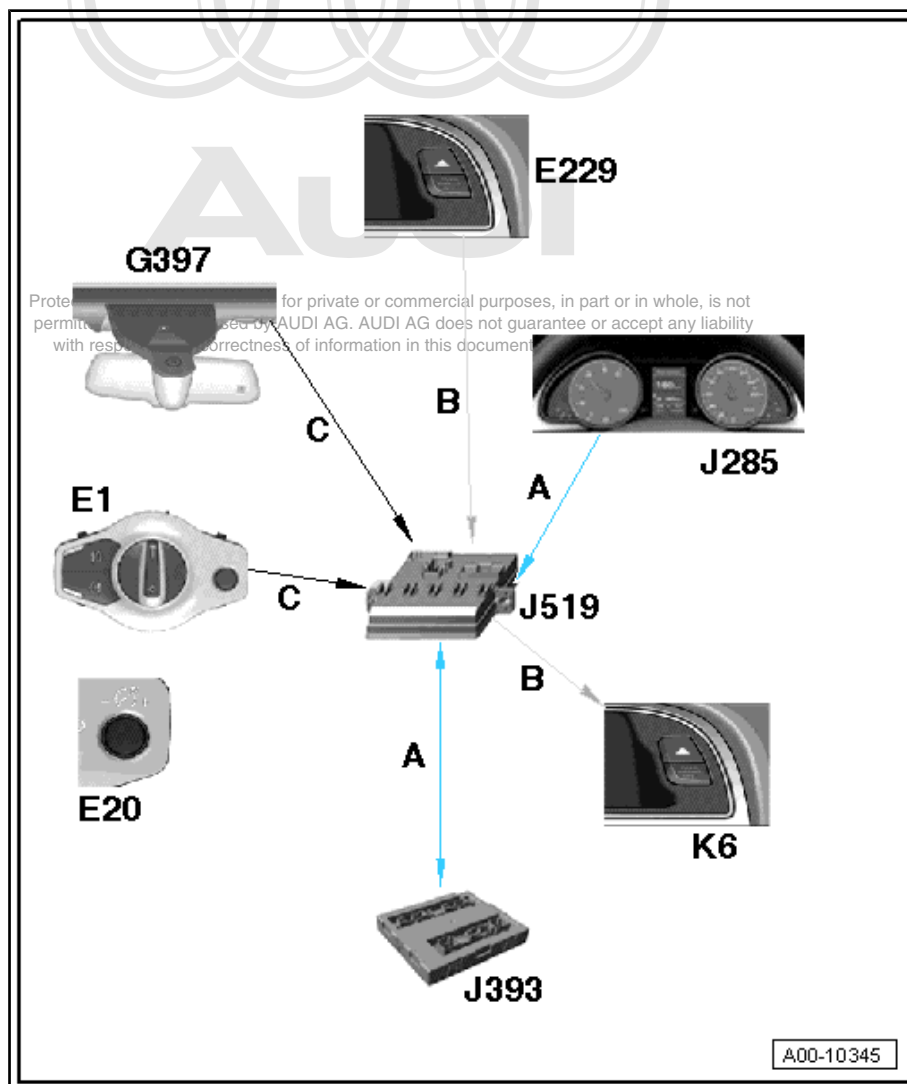
J519 - Onboard supply control unit

K6 - Indicator lamp for hazard warning light

A - CAN bus

B - Separate wiring connection

C - LIN bus



5.5.3 Information for service

The indicator lamp for hazard warning light -K6- can be activated via final control diagnosis on the onboard supply control unit - J519- .

The dimming value with which the indicator lamp for hazard warning light -K6- is illuminated can be displayed by way of a measured value block of the onboard supply control unit -J519- .