

Description and Operation

Horns Operation

The horn system starts at the underhood electrical center with the horn MiniFuse® fuse. The circuit goes from the horn MiniFuse® fuse to the the H/L DR HORN MaxiFuse® and from there to the horn relay. At the relay the circuit splits. One branch of the circuit goes through the relay coil to the horn switch in the steering column. The other branch of the circuit goes through the relay contacts to the horn.

When closed, the horn switch provides a ground path for the horn relay coil. The current flows into the relay coil, closing the contacts which allows the horn to sound.

Horns Circuit Description

Chevrolet

Battery voltage is applied at all times to the horn relay at the following terminals:

- Terminal E6
- Terminal E8

A ground is placed on the horn relay coil at terminal F8 when one of the following actions occur:

- A horn switch is pressed
- The body control module (BCM) initiates a tamper/alarm cycle

The horn relay contacts close. This action applies battery voltage to the horns. The horns continue to sound until one of the following actions occur:

- The horn switch is released.
- The tamper/alarm cycle ends.

Pontiac

Battery voltage is applied at all times to the horn relay at the following terminals:

- Terminal E6
- Terminal E8

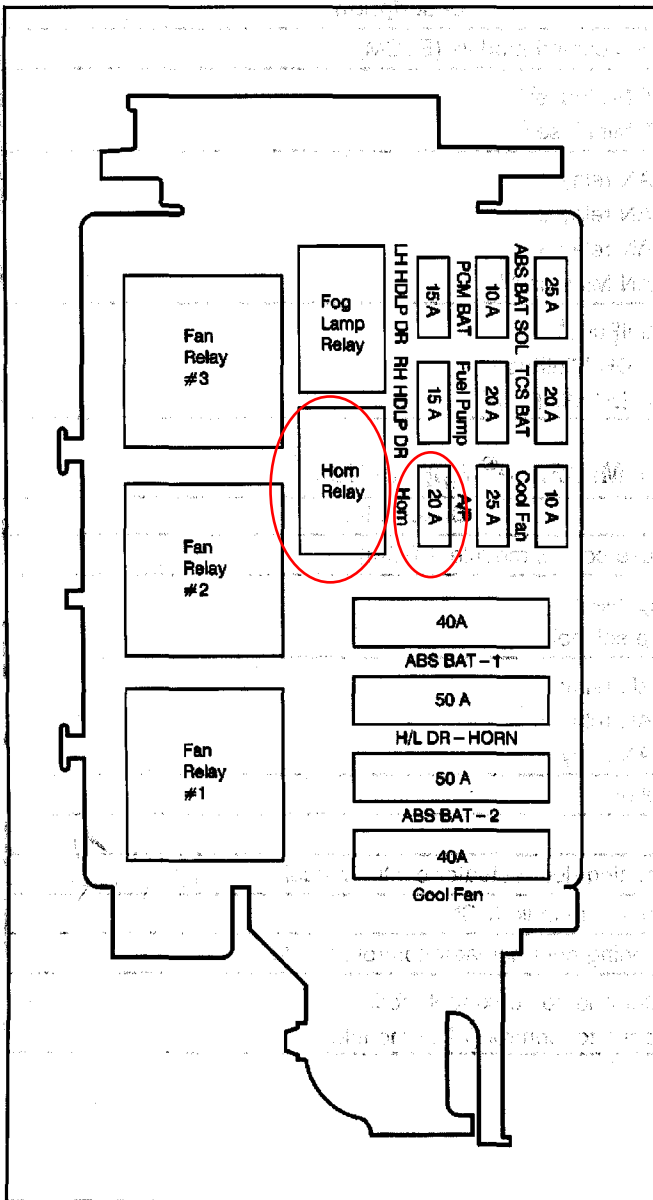
A ground path is provided to the horn relay coil at terminal F8 under the following conditions:

- When the inflator module is pressed against a spring loaded ground plate in the steering wheel.
- When the BCM initiates a tamper/alarm cycle

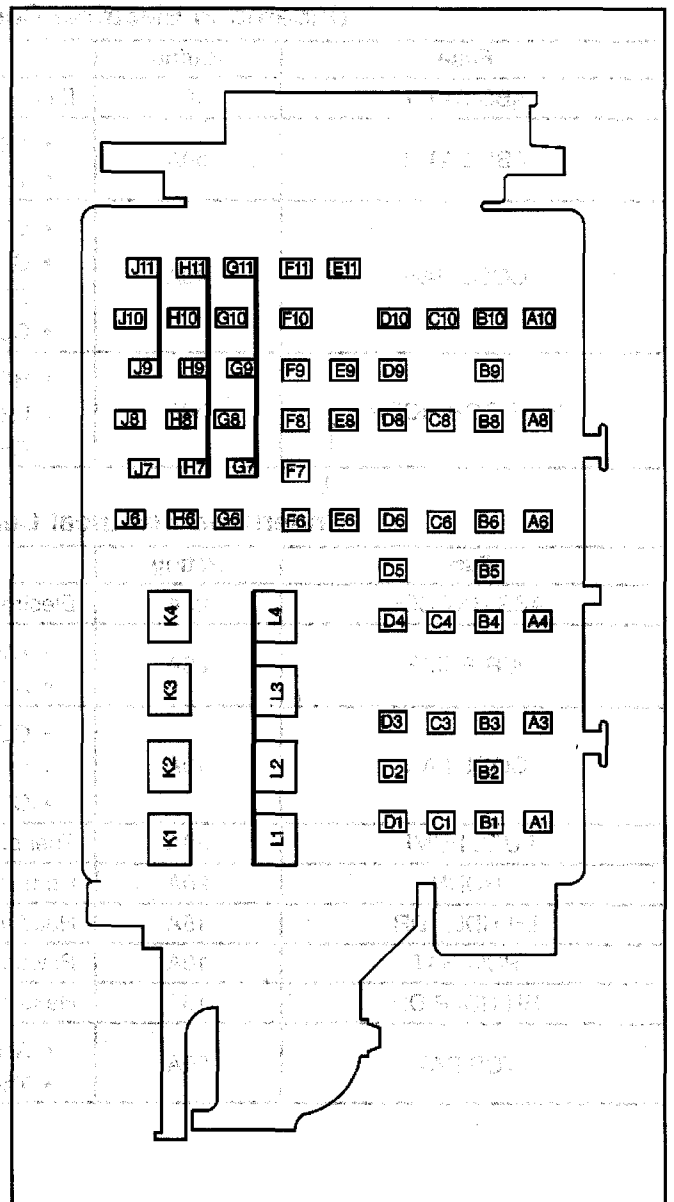
The horn relay contacts close. This action applies battery voltage to the horns. The horns continue to sound until one of the following actions occur:

- The inflator module is released.
- The tamper/alarm cycle ends.

Underhood Electrical Center 1

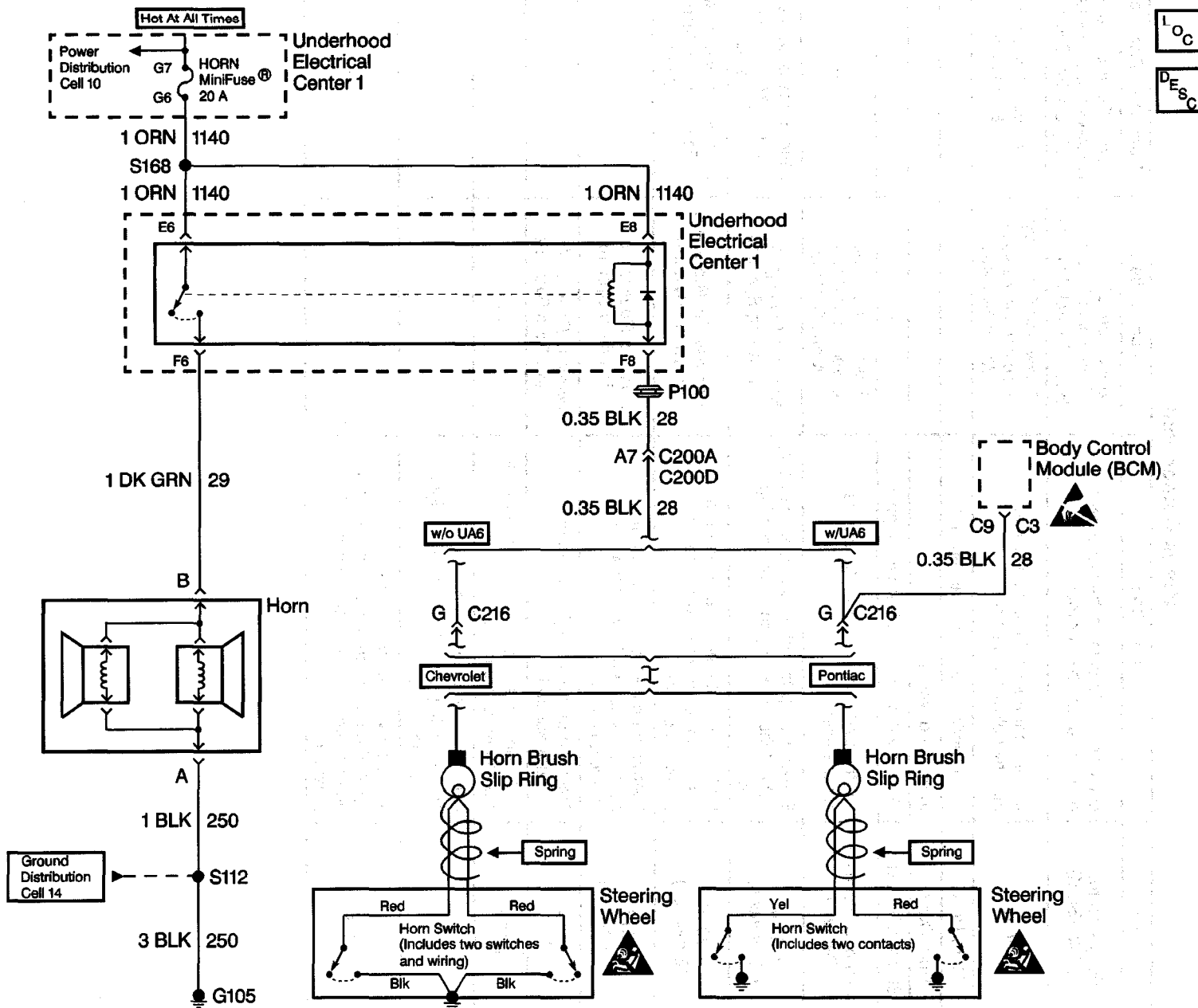


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Horns Schematics (Cell 40)



Fuse Block Details Schematics (Cell 11: COOL FAN, TCS BAT, ACS BAT SOL, RH HDLP DOOR, LH HDLP DOOR, and HORN Fuses)

