Switches and Sensors Catalogue

Oil Pressure • Water Temperature • Coolant Temperature

Thermo Fan • Stop Light • Reverse Light
This section has been included to assist with the identification of Tridon’s extensive range of engine oil pressure senders and sensors. Photographs and specification tables are shown for each Tridon part number. Each specification table contains spanner size, thread size, plug type, circuit diagram and pressure rating.

The Tridon oil pressure senders and sensors range has been developed to operate within original equipment manufacturer’s specifications. As oil pressure values vary always refer to the vehicle application list to ensure correct part number selection.
Function

The engine oil pressure sender/sensor is used to measure the integrity of the engine lubrication system. Normally located in the engine block, the oil pressure sender responds to changes in engine oil pressure modifying the signal from oil pressure instrumentation. This modified signal is used to determine the engine oil pressure via oil pressure light or gauge.

There are 3 main types of engine oil pressure senders and sensors; spring controlled diaphragm, thermal transducer and piezo-resistor.

Spring Controlled Diaphragm

- Contains a spring loaded diaphragm designed to open a set of contacts as pressure increases.
- For operation of oil pressure lights (only ON or OFF switch position).

Thermal Transducer

- Contains a diaphragm designed to close a set of contacts attached to a bimetal alloy leaf. The bimetal leaf deflects with changes in oil pressure. A corresponding bimetal leaf in the oil pressure gauge performs the same operation, registering the appropriate pressure reading.
- For operation of oil pressure gauges.

Piezo-Resistor

- Contains a semiconductor crystal, with special resistance properties. Changes in these properties occur when pressure is applied; the changes are then processed to operate an oil display.
- For operation of electronic oil pressure gauges.

Testing and Replacement

The engine oil pressure sender/sensor is an integral component in a vehicle engine warning system; a faulty engine oil pressure sender/sensor may provide incorrect warning signals leading to potential engine damage.

Engine oil pressure senders/sensors should be inspected regularly, the sender/sensor should be checked for any visible signs of contaminant. Note the engine oil itself, particularly old oil or incorrect oil levels may cause a sender/sensor to malfunction.

When an engine oil pressure sender/sensor malfunction or fault is suspected, the engine oil pressure sender/sensor should be checked and replaced by a trained professional.

Oil Pressure Sender/Sensor Testing Procedure

1. Check the oil pressure sender/sensor for visible faults or oil leaks.
2. Check correct oil pressure sender/sensor operation;
Spring Controlled Diaphragm (oil pressure lights)
Measure continuity across the oil pressure sender/sensor contacts;
■ Using an Ohmmeter, remove the terminal or plug, connect the Ohmmeter between the sender/sensor terminal and the vehicle earth (ground).
■ With the engine OFF, the reading given should be zero (0) or show a closed circuit.
■ Start the engine, as the oil pressure rises the reading given should become infinite or open circuit.

Thermal Transducer (oil pressure gauges)
Test the operation of the oil pressure gauge circuit;
■ Remove the wiring plug or terminal, connect a potentiometer between terminal and vehicle earth (ground).
■ With the ignition turned on, test the operation of the oil gauge starting the potentiometer at a high resistance (around 500Ω) then slowly reduce the resistance to 0Ω. The gauge should operate from low pressure to high or a maximum pressure. (Resistance values will vary between make and models, test procedure should be used as a guide only).

Piezo-Resistor (electronic oil pressure displays)
For testing procedures for a Piezo-resistor type sensor refer to Thermal transducer type tests.

3. Replace the sender/sensor if readings are not as shown above.

4. Other oil pressure circuit tests include;
■ Gauge and light tests with a potentiometer.
■ Wiring tests, open and short circuits.
■ Available voltage (check fuses) - voltage stabilizer or voltage regulator normally located in the instrument cluster.

The Tridon engine oil pressure sender/sensor range has been developed to operate with OEM specifications. As sender/sensor pressures values may vary, always refer to the Tridon Vehicle Application list to ensure correct part number selection.

Engine Oil Pressure Sender Circuit

Engine Oil Pressure Sensor Circuit

* Test procedure values will vary between make and models and should be used as a guide only.
Identificication Guide

TPS001  
14
1/8 GAS
6.3 NTC

TPS002  
14
1/8 GAS
6.3 NTC

TPS003  
14
1/8 GAS
6.3 NTC

TPS004  
14
1/8 GAS
6.3 NTC

TPS005  
14
1/8 GAS
6.3 NTC

TPS006  
24
1/8 GAS
6.3 Bar

TPS007  
24
1/8 GAS
6.3 Bar

TPS008  
24
1/8 GAS
6.3 Bar

TPS009  
27
1/8 PT
Bar

TPS011  
24
1/8 GAS
6.3 Bar

TPS012  
24
1/4-18 NPT
8-32 UNC
Bar

TPS013  
24
1/8 GAS
M4
Bar

Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Identification Guide

TPS026
M12 x 1.5
6.3
Bar 0.35

TPS027
1/8-27 NPT
8-32 UNC
Bar 0.50

TPS029
1/4-18 NPT
6.3
Bar 0.40

TPS030
M10 x 1
6.3
Bar 1.80

TPS031
M10 x 1
6.3
Bar 1.40

TPS032
1/8-27 NPT
6.3
Bar 0.50

TPS033
1/8-27 NPT
6.3
Bar 0.30

TPS034
M14 x 1.5
6.3
Bar 0.50

TPS038
M14 x 1.5
6.3
Bar 0.50

TPS039
M12 x 1.5
6.3
Bar 0.30

TPS040
M10 x 1
6.3
Bar 0.30

TPS041
1/8-27 NPT
6.3
Bar 0.35

Note: To ensure correct product selection please check illustrations and specifications as values may differ.
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Note: To ensure correct product selection please check illustrations and specifications as values may differ.
# Quick Reference Guide

## Oil Pressure Senders & Sensors

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<th>Thread</th>
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This section has been included to assist with the identification of Tridon’s extensive range of water temperature senders. Photographs and specification tables are shown for each Tridon part number. Each specification table contains spanner size, thread size, plug type and circuit diagram.

The Tridon water temperature sender range has been developed to operate within original equipment manufacturer’s specifications. As Tridon water temperature sender circuits vary always refer to the Tridon vehicle application list to ensure correct part number selection.
Function

The water temperature sender is used to measure the integrity of the engine cooling system. Located on the engine side of the thermostat in the cooling system, the water temperature sender responds to changes in engine coolant temperature modifying the signal from engine temperature instrumentation. This modified signal is used to determine the engine coolant temperature via water temperature light or gauge.

The most common type of water temperature sender is a thermistor type sender unit, containing semiconductor materials which respond to coolant temperature changes. Most commonly used are thermistors with a negative temperature coefficient (NTC), which respond with decreasing resistance as the temperature increases. This decrease in resistance creates a higher current flow through the bimetal leaf located inside the temperature gauge, indicating the appropriate engine temperature reading.

Testing and Replacement

The water temperature sender is an integral component in a vehicle engine warning system; a faulty water temperature sender may provide incorrect warning signals leading to possible engine overheating and potential engine damage.

Water temperature senders should be inspected at regular service intervals, the sender should be checked for any visible signs of contaminant and conductivity. Note the coolant itself, particularly old coolant, incorrect coolant levels or mixture may cause the sender to malfunction.

When a water temperature sender malfunction or fault is suspected, the sender should be checked and replaced by a trained professional.
Water Temperature Sender Testing Procedures

1. Remove the water temperature sender from the vehicle.

2. Check the water temperature sender for visible contaminant, conductivity or leaks.

3. Check correct water temperature sender operation;
   - Suspend the sender in a beaker filled with water so that the bulb is covered.
   - Using an Ohmmeter, measure the resistance across the terminals (or terminal to the body of the sender).
   - Heat the water until a simulated engine operating temperature is achieved (80°C - 90°C). The sender is designed to respond to the change in temperature (as the water temperature increases the sender resistance will decrease or has a negative temperature coefficient NTC).
   - At low temperatures the resistance values may be several thousand ohms (Ω) and reduce to as low as a few hundred ohms (Ω) at normal engine operating temperatures.

4. Other water temperature circuit tests include;
   - Gauge and light tests with a potentiometer.
   - Wiring tests, open and short circuits.
   - Available voltage (check fuses) - voltage stabilizer or voltage regulator, normally located in the instrument cluster.

The Tridon engine water temperature sender range has been developed to operate with OEM specifications. As sender values may vary, always refer to the Tridon Vehicle Application list to ensure correct part number selection.

Typical Temperature Gauge Circuit

* Test procedure values will vary between make and models and should be used a guide only.
Water Temperature Senders

Note: To ensure correct product selection please check illustrations and specifications as values may differ.

TTS001

1/8 GAS

6.3

M16 x 1.5

TTS002

17

M16 x 1.5

ø 4

TTS003

12

1/8 GAS

ø 4

TTS004

12

1/8 GAS

6.3

TTS005

17

M16 x 1.5

6.3

TTS006

17

M16 x 1.5

6.3

TTS007

17

M16 x 1.5

TTS008

12

1/8 GAS

TTS010

17

3/8-18 NPT

10-32 UNF

Note: Replaces original black and grey parts

TTS013

12

3/8 GAS

ø 4

TTS014

17

M16 x 1.5

6.3

TTS015

12

M8 x 0.75

ø 4
Identification Guide

TTS017
- M16x1.5
- ø 4

TTS018
- M16x1.5
- 6.3

TTS020
- M16x1.5
- 6.3

TTS021
- M12 x 1.25
- 6.3

TTS023
- 1/8-27 NPT
- ø 4.7

TTS024
- 1/8-27 NPT
- 6.3

TTS025
- M14x1.5
- 6.3

TTS027
- 5/8-18UNF
- 6.3

TTS029
- 5/8-18UNF
- 6.3

TTS030
- M8 x 0.75
- ø 4

TTS031
- M16 x 1.5
- ø 4

Note: To ensure correct product selection please check illustrations and specifications as values may differ.

Note: Replaces original white part
Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Water Temperature Senders

Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Identification Guide

TTS510
Note: Replaces original grey part
°C 102 / 115

TTS511
Note: Replaces original violet ring
°C 60

TTS512
Note: Replaces original blue with yellow ring
°C 120

TTS513
Note: Replaces original grey part
°C 100

TTS514
Note: Replaces original blue with white ring
°C 95

TTS515
Note: Replaces original part with grey ring
°C 115

TTS516
Note: Replaces original dark blue - white and yellow parts
°C 100

TTS517
Note: Replaces original dark blue - white and yellow parts
°C 95

TTS518
Note: Replaces original black part with dark blue ring
°C 100

TTS519
Note: Replaces original grey part
°C 120

TTS520
Note: Replaces original grey part
°C 115

Note: To ensure correct product selection please check illustrations and specifications as values may differ.
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<td>3/8 Gas</td>
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<td>120°C</td>
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<td>60°C</td>
<td>Replaces original red part</td>
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<td>110°C</td>
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<td>107°C / 112°C</td>
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<td>112°C / 120°C</td>
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<td>102°C / 115°C</td>
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<td>103°C</td>
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<td>100°C</td>
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<td>100°C</td>
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<tr>
<td>TTS070</td>
<td>22</td>
<td>M18 x 1.5</td>
<td>115°C</td>
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</table>
This section has been included to assist with the identification of Tridon’s extensive range of engine coolant sensors. Photographs and specification tables are shown for each Tridon part number. Each specification table contains spanner size, thread size, plug type and circuit diagram.

The Tridon coolant sensor range has been developed to operate within original equipment manufacturer’s specifications. As Tridon coolant sensor circuits vary always refer to the Tridon vehicle application list to ensure the correct part number selection.

Coolant Temperature Sensors
Function

The coolant temperature sensor is a device designed to respond to changes in coolant temperature, this response causes a change in signal voltage which is returned to the vehicle computer (ECU). The registered change in voltage signal is then processed by the ECU to determine the engine temperature. The coolant temperature sensor is crucial for the control of temperature based functions performed ECU (e.g. ignition, instrumentation, fuel metering and transmission shifting).

There are two types of coolant temperature sensors, the thermocouple type and more commonly used thermistor type, normally located in the water jacket of the engine cylinder head or intake manifold. The thermistor type contains conductive materials which respond to coolant temperature changes. Two types of conductive material are used; material with a positive temperature coefficient (PTC), where the resistance increases as the temperature increases. Alternatively and more commonly used is material with a negative temperature coefficient (NTC), which responds with decreasing resistance as the temperature increases.

The coolant temperature sensor is critical to many temperature based functions performed by the ECU, these include;

- Electronic fuel injection system.
  - Changes to injector pulse width.
  - Operation idle speed solenoid.

- Ignition Timing systems.
  - Changes to spark timing.

- Variable valve timing.

- Transmission control.

- Electric cooling fan switching control (if separate fan switch is not used).

Testing and Replacement

The coolant temperature sensor is an integral component in a vehicle engine management system; a faulty coolant temperature sensor can result in poor engine performance including difficult starting, poor fuel economy, possible overheating and potential engine damage.

Coolant temperature sensors should be inspected every 20,000 kilometres, the sensor should be checked for any visible signs of contaminant and conductivity. Note the coolant itself, particularly old coolant, incorrect coolant levels or mixture may cause the sensor to malfunction.

When a coolant temperature sensor malfunction or fault is suspected the coolant temperature sensor should be checked and replaced by a trained professional.
Coolant Temperature Sensor Testing Procedures

1. Remove the coolant temperature sensor from the vehicle.

2. Check the coolant temperature sensor for visible contaminant, conductivity or leaks.

3. Check correct coolant temperature sensor operation;
   - Suspend the sensor in a beaker filled with water so that the bulb is covered.
   - Using an Ohmmeter, measure the resistance across the terminals, (or terminal to the body of the sender).
   - Heat the water until a simulated engine operating temperature is achieved (80°C - 90°C). The sensor is designed to respond to the change in temperature (as the water temperature increases the sensor resistance will decrease or has a negative temperature coefficient NTC).
   - At low temperatures the resistance values may be several thousand ohms (Ω) and reduce to as low as a few hundred ohms (Ω) at normal engine operating temperatures.

The Tridon coolant temperature sensor range has been developed to operate with OEM specifications. As coolant temperature sensor values may vary, always refer to the Tridon Vehicle Application list to ensure correct part number selection.

Typical Coolant Temperature Sensor Circuit

* Test procedure values will vary between make and models and should be used as guide only.
Coolant Temperature Sensors

Note: To ensure correct product selection please check illustrations and specifications as values may differ.

TCS011
25
3/8-18 Dry Seal
Note: Replaces original black part

TCS020
22
M16 x 1.5
Note: Replaces original black part

TCS022
17
M12 x 1.5
Note: Replaces original black part

TCS024
19
M12 x 1.5
Note: Replaces original green part

TCS026
19
M12 x 1.5
Note: Replaces original white part

TCS029
19
M12 x 1.5
Note: Replaces original white and black part

TCS030
17
3/8 GAS
6.3 6.3
Note: Replaces original black part

TCS032
19
M12 x 1.5
Note: Replaces original green and grey parts

TCS035
19
M12 x 1.5
Note: Replaces original green part

TCS040
19
M12 x 1.5
Note: Replaces original dark blue part

TCS045
19
M12 x 1.5
Note: Replaces original black part

TCS050
19
3/8 GAS
Note: Replaces original black part
Identification Guide

**TCS055**
- 3/8 GAS
- Note: Replaces original black part

**TCS060**
- M12 x 1.5
- Note: Replaces original black part

**TCS065**
- M12 x 1.5
- Note: Replaces original dark blue part

**TCS070**
- 3/8-18 NPT
- Note: Replaces original black part

**TCS075**
- M12 x 1.5
- Note: Replaces original red and dark blue parts

**TCS080**
- M12 x 1.5
- Note: Replaces original brown part

**TCS085**
- 3/8-18 NPT
- Note: Replaces original black part

**TCS090**
- M12 x 1.5
- Note: Replaces original black part

**TCS091**
- Note: Replaces original dark blue part

**TCS093**
- M14 x 1.5
- Note: Replaces original white and black parts

**TCS094**
- M12 x 1.5
- Note: Replaces original dark blue part

**TCS095**
- Note: Replaces original black and yellow parts

---

Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Coolant Temperature Sensors

Note: To ensure correct product selection please check illustrations and specifications as values may differ.
## Identification Guide

### Quick Reference Guide

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Note: To ensure correct product selection please check illustrations and specifications as values may differ.
This section has been included to assist with the identification of Tridon’s extensive range of thermo fan switches. Photographs and specification tables are shown for each Tridon part number. Each specification table contains spanner size, thread size, plug type, circuit diagram and temperature rating.

The Tridon thermo fan switch range has been developed to operate within original equipment manufacturer’s specifications. As Tridon thermo fan switch circuits vary always refer to the Tridon vehicle application list to ensure correct part number selection.
Function

The thermo fan switch is a mechanical switching device designed to respond to changes in coolant temperature allowing the operation of the electric radiator thermo fan(s).

Switching control is achieved through a bimetal alloy leaf, which deflects with changes in temperature opening or closing a set of contacts. Each switch is calibrated to specific ON/OFF temperature ratings.

There are many different circuit functions of the thermo fan switch with variations depending on vehicle manufacturer’s specifications.

Common triggering operations are as follows:

**Single Speed Fan**
- Normally closed between terminals.
- Normally open between terminals.
- Normally closed between earth and terminals.
- Normally open between earth and terminals.

**Dual Speed Fans**
- Double circuit, normally open.
- Double circuit - one normally closed, one normally open.
- Independent circuits, normally open.

Testing and Replacement

The thermo fan switch is an integral component in a vehicle cooling system; a faulty fan switch can cause possible overheating and potential damage to an engine.

Thermo fan switches should be inspected at regular service intervals. The switch should be checked for any visible signs of contaminant and conductivity. Note that the coolant itself, particularly old coolant, incorrect coolant levels or mixture may cause the thermo fan switch to malfunction.

When a thermo fan switch malfunction or fault is suspected the thermo fan switch should be checked and replaced by a trained professional.
Thermo Fan Switch Testing Procedure

1. Remove the thermo fan switch from the vehicle.

2. Check the thermo fan switch for any visible signs of contaminant, conductivity or leaks.

3. Check correct thermo fan switch operation;
   - Suspend the switch in a beaker filled with water so that the bulb is covered.
   - Using an Ohmmeter, measure for continuity across the switch terminals (or terminal to the body of the sender).
   - Heat the water until the simulated fan switch operating temperature is achieved (ON/OFF temperature values located in fan switch identification guide).
   - When the correct ON switching temperature is achieved a change in the Ohmmeter will be reading given; an indication switching between the contacts (0Ω or infinite depending to the type of switch).
   - Allow the water to cool, as the water temperature reaches the OFF switching temperature the Ohmmeter will return to the original reading (opposite of the previous step).

4. Replace the thermo fan switch if the readings are not as shown above.

   Note:
   - Thermo fan switch temperature ranges and switching types may vary.
   - Some vehicles have more than one thermo fan switch and more than one thermo fan.
   - Please refer to vehicle applications and diagrams for correct thermo fan switch application.

5. Other thermo fan circuit tests include;
   - Correct thermo fan motor operation.
   - Wiring tests, open and short circuits.
   - Relay operation.
   - Available voltage (check fuses).

The Tridon thermo fan switch range has been developed to operate with OEM specifications. As thermo fan switch temperature values may vary, always refer to the Tridon Vehicle Application list to ensure correct part number selection.

Typical Thermo Fan Switch Circuit

* Test procedure values will vary between make and models and should be used a guide only.
Identification Guide

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Note: Replaces original red part.

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Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Thermo Fan Switches

Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Identification Guide

Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Thermo Fan Switches

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Identification Guide

TFS206

M22 x 1.5

°C on 92-off 87
on 100-off 100

Note: Replaces original part with red ring

TFS207

M22 x 1.5

°C on 97-off 87
on 100-off 95

Note: Replaces original part with red ring

TFS208

M22 x 1.5

°C on 95-off 85
on 102-off 92

TFS209

M14 x 1.5

°C on 100-off 95
on 107-off 102

Note: Replaces original red part

TFS210

M22 x 1.5

°C on 87-off 77
on 92-off 82

Note: Replaces original dark blue part

TFS211

M22 x 1.5

°C on 90-off 80
on 97-off 87

TFS212

M22 x 1.5

°C on 87-off 77
on 92-off 82

Note: Replaces original grey part

TFS213

M22 x 1.5

°C on 91-off 86
on 99-off 94

Note: Replaces original black part

TFS214

M22 x 1.5

°C on 80-off 75
on 87-off 82

Note: Replaces original green part

TFS215

M22 x 1.5

°C on 110-off 105
on 120-off 115

TFS217

M14 x 1.5

°C on 90-off 85
on 97-off 92

TFS218

M22 x 1.5

°C on 97-off 87
on 102-off 97

Note: Replaces original black part

Note: Replaces original green part

Note: Replaces original black part

Note: Replaces original dark blue part

Note: Replaces original red part

104 Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Thermo Fan Switch Style Variations

This section has been included to assist with Tridon thermo fan switch selection. Each thermo fan switch style includes corresponding Tridon part number with temperature range, photograph and specification table.

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Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Note: To ensure correct product selection please check illustrations and specifications as values may differ.
## Quick Reference Guide

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**Single Circuit**
- **F** - Normally closed between terminals
- **A,B,H,I,K,P,Q** - Normally open between terminals
- **C,D,J,L** - Normally open between ground and terminal
- **E,G** - Normally closed between ground and terminal

**Double Circuit**
- **N,O** - Double circuit normally open
- **M** - Double circuit one normally closed the other open
- **Note 1: TFS219 only** - Two independant circuits normally open

Temperature Conversion °F = (°C x 1.8) + 32
Refer to page 106-107 for common switch combinations with temperature variations.
This section has been included to assist with the identification of Tridon’s extensive range of stop light switches. Photographs and specification tables are shown for each Tridon Part number. Each specification table contains spanner size, thread size, plug type and circuit diagram.

The Tridon stop light switch range has been developed to operate within original equipment manufacturer’s specifications. As Tridon stop light switch circuits vary always refer to the Tridon Vehicle Application list to ensure correct part number selection.
Stop Light Switches

Function

The stop light switch is a mechanical device whose primary function is to control circuit switching for the operation of the vehicle’s stop lights. Normally located within the brake pedal assembly, the stop light switch is activated by the application of the brake pedal, closing a set of contacts allowing current to flow through the stop light circuit.

A secondary function for the stop light switch is used on vehicles with cruise control. The stop light switch is used to interrupt the cruise control circuit, disengaging the cruise control when the brake is applied. This circuit uses a secondary set of contacts which open when the brake pedal is applied.

Typical Stop Light Circuit

![Typical Stop Light Circuit Diagram]
Testing and Replacement

When a stop light switch malfunction or fault is suspected, the stop light switch should be checked and replaced by a trained professional.

Stop Light Switch Testing Procedure

1. Ensure correct plunger adjustment.
   - The stop light switch plunger should be slightly compressed when the brake pedal is in a resting position.
   - When the brake pedal is applied the plunger should release.

2. Check correct stop light switch operation.
   - Using an Ohmmeter, measure for continuity across the stop light switch terminals.
   - With the plunger depressed (the brake pedal in a resting position), the reading should be infinite or open circuit.
   - As the plunger is slowly released (application of the brake pedal), the reading should become zero (0Ω), or show a closed circuit between the contacts.

3. Replace the stop light switch if the readings are not as shown above.

   **Note:**
   For vehicles with cruise control, the stop light switch may have more than two terminals and contain more than one circuit; refer to vehicle applications and diagrams for correct stop light switch application.

4. Other stop light circuit tests include;
   - Faulty or blown stop light globes.
   - Wiring tests, open and short circuits.
   - Available voltage (check fuses).

The Tridon stop light switch range has been developed to operate with OEM specifications. As switch circuits and operation may vary, always refer to the Tridon Vehicle Application list to ensure correct part number selection.

* Test procedure values will vary between make and models and should be used a guide only.
Identification Guide

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Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Stop Light Switches

Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Identification Guide

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TBS027

M16 x 1.5

TBS028

22

M12 x 1.5

TBS029

6.3    6.3

M12 x 1.5

TBS030

TBS031

M16 x 1.5

TBS032

TBS034

M12 x 1.5

TBS035

22

M12 x 1.5

TBS036

TBS037

6.3    6.3

Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Stop Light Switches

Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Identification Guide

TBS051

TBS052

TBS053

TBS055

TBS056

TBS059

TBS060

TBS061

TBS064

TBS065

TBS068

TBS069

Note: To ensure correct product selection please check illustrations and specifications as values may differ.
### Quick Reference Guide

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**Circuit Type**

- N/C = Normally Closed
- N/O = Normally Open
This section has been included to assist with the identification of Tridon’s extensive range of reverse light switches. Photographs and specification tables are shown for each Tridon part number. Each specification table contains spanner size, thread size, plug type and circuit diagram.

The Tridon reverse light switch range has been developed to operate within original equipment manufacturer’s specifications. As Tridon reverse light switch circuits vary always refer to the Tridon vehicle application list to ensure correct part number selection.
Function

The reverse light switch is a mechanical device whose primary function is to control circuit switching for the operation of the vehicle reverse lights. Normally located within the gearbox (manual transmission), the reverse light switch is activated when reverse gear is selected. There are commonly two different switch circuit types, which may vary depending on vehicle manufacturer’s specifications.

Common Switch Circuits

- Normally Open Contacts.
- Normally Closed Contacts.

Testing and Replacement

When a reverse light switch malfunction or fault is suspected, the reverse light switch should be checked and replaced by a trained professional.

Reverse Light Switches Testing Procedure

1. Remove the reverse light switch from the vehicle.

2. Check the reverse light switch for visible faults or oil leaks.

3. Check correct reverse light switch operation, using an Ohmmeter, measure for continuity across the reverse light switch terminals.

Normally CLOSED circuit type reverse light switch.
- With the plunger depressed, the reading should be infinite or open circuit.
- Slowly release the plunger to the resting position, the reading should become zero (0Ω), or show a closed circuit between the contacts.
Testing Procedure (cont.)

Normally OPEN circuit type reverse light switch.
- With the plunger depressed, the reading should be zero (0Ω), or show a closed circuit between the contacts.
- Slowly release the plunger to the resting position, the reading should be infinite or open circuit.

4. Replace the reverse light switch if the readings are not as shown above.

5. Other reverse light circuit tests include;
- Faulty or blown reverse light globes.
- Wiring tests, open and short circuits.
- Available voltage (check fuses).

The Tridon reverse light switch range has been developed to operate with OEM specifications. As switch circuits and operation may vary, always refer to the Tridon Vehicle Application list to ensure correct part number selection.

Typical Reverse Light Circuit

* Test procedure values will vary between make and models and should be used as a guide only.
Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Identification Guide

Note: To ensure correct product selection please check illustrations and specifications as values may differ.
Reverse Light Switches

Note: To ensure correct product selection please check illustrations and specifications as values may differ.
126 Note: To ensure correct product selection please check illustrations and specifications as values may differ.
### Quick Reference Guide

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**Circuit Type**

- **N/C** = Normally Closed
- **N/O** = Normally Open

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Note: To ensure correct product selection please check illustrations and specifications as values may differ.
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