



A.

All lights OFF. Normal for ignition OFF. If this happens while rolling it means no power to AutoPark. Get to the shoulder of the road.

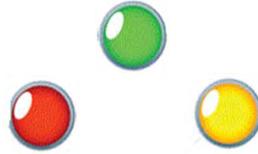
This is acceptable **ONLY if the ignition is OFF**. Under any other condition, parked or rolling, it means you have lost voltage to the AutoPark control circuit. If you are rolling, your parking brake has **ALREADY APPLIED**. Be advised that at road speeds, your engine can overwhelm the parking brake, so you **CAN** make it to the road shoulder. **Do NOT try to get to the next exit or go any further**. Your brake is ON and you are cooking your brake drum and shoes. If your emergency stopping place is suitable, you could try troubleshooting and repair of the malfunction. The other options are to disconnect the RGS and the parking brake cable, or call a tow truck.



B.

Green only. Normal while rolling. All OK.

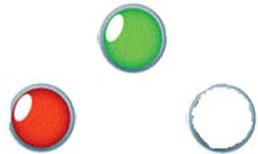
Green lite **ONLY** is ON. This is the normal state while rolling. Exactly what you want as you go down the road.



C.

Pump running or trying to run. **BAD CONDITION**. Pressure in system is less than 500 psi. Lockup likely. Pull to shoulder ASAP safely.

Your AutoPark pump is running or trying to run. The system senses that the pressure is below 500 psi. Normal going down the road pressures should be around 1600 psi. **THIS IS A BAD CONDITION**. If lockup has not already occurred, it is likely to happen at any moment. **DO NOT TRY TO LIMP TO DESTINATION**. Pull off road and pull the connector off of the RGS (pump motor switch - - can be either green or brown). Also disconnect the actuator cable or otherwise disconnect the parking brake. You will have to chock your wheels until repairs can be made.



D.

Normal with shift lever in PARK. This pattern while rolling usually indicates a failed Light Switch -- Unhook and fix when convenient.

This is the normal condition with ignition ON, and shift lever in PARK. This condition **WHILE ROLLING**, usually indicates a failed LIGHT SWITCH. You can simply remove the connector to the Light Switch and replace the switch later when convenient. Not an emergency situation.



E.

Pump running constantly. Pull over when safe. Disconnect RGS and disconnect actuator before resuming travel. **LOCKUP LIKELY AT ANY TIME**. Probably RGS failure. Chock wheels when parked.

Your AutoPark pump is running constantly, or at least trying to run constantly - It could be stalling. This is the usual sign of first stage RGS failure. As long as the RED lite has not gone ON, you still have system pressure holding the parking brake in a **RELEASED** condition. Not an instantaneous emergency, but **you could have a lockup at any time**. Get to a safe location right away. Disconnect the plug on the RGS and disconnect the cable to the parking brake drum. **DO NOT TRY TO LIMP TO DESTINATION**. You run a high risk of burning up your AutoPark pump motor.