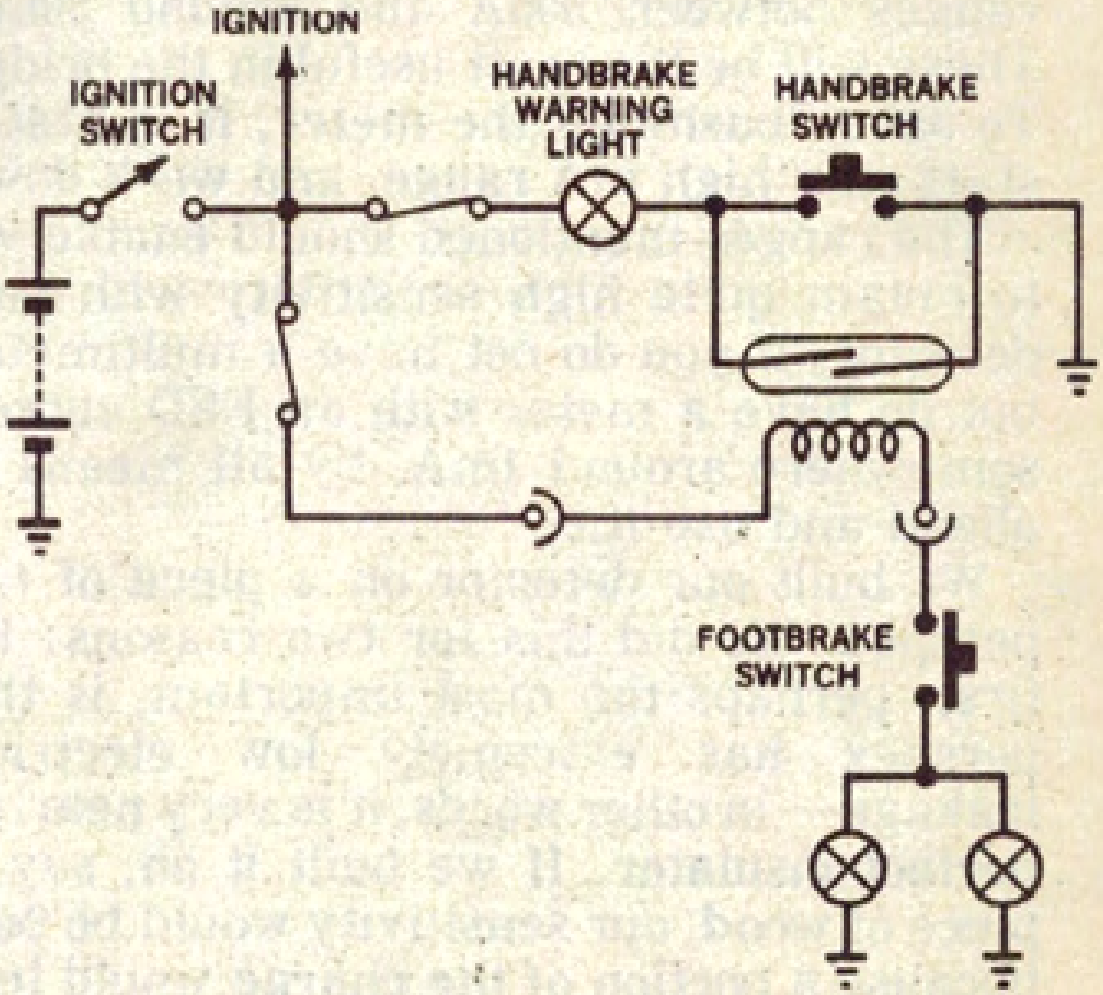
Improved Brake Light

Since presenting the Brake Light Warning System on these pages in the March issue, we have had the opportunity to consider it in relation to a wider range of vehicles. As a



result, we have evolved a circuit which permits the handbrake warning light to double as a stop light indicator without the

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need for the isolating diode. This makes the system just about as cheap and simple as one can imagine, yet retains the professional appearance of the car dashboard.

The accompanying circuit shows how it is done. While car electrical systems may vary in minor details, it should be possible to adapt it to most models. Basically, the reed connections are separated completely from the energising coil and simply connected in parallel with the handbrake switch. The coil is connected in series with the stop light circuit as before.

Some stop light circuits are activated only when the ignition switch is on, others will function at all times, regardless of switch settings. With the circuit as shown, unwanted voltages cannot be applied to the ignition or other circuits regardless of the switching arrangement used.

The actual method of connection to the handbrake switch will vary according to the car. In cars having handbrakes mounted under the dashboard, access to the switch is usually simple. Those having floor mounted levers often have the switch under the floor, in which case it may be easier to pick up the circuits somewhere else. For example, using the accompanying circuit as a guide, one connection could be to the appropriate side of the warning light, and the other to the chassis.

Finally, the installation illustrated in the March issue has already justified itself. A few weeks after it was fitted it indicated a fault, which turned out to be a burnt out globe in one stop light.