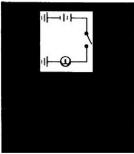
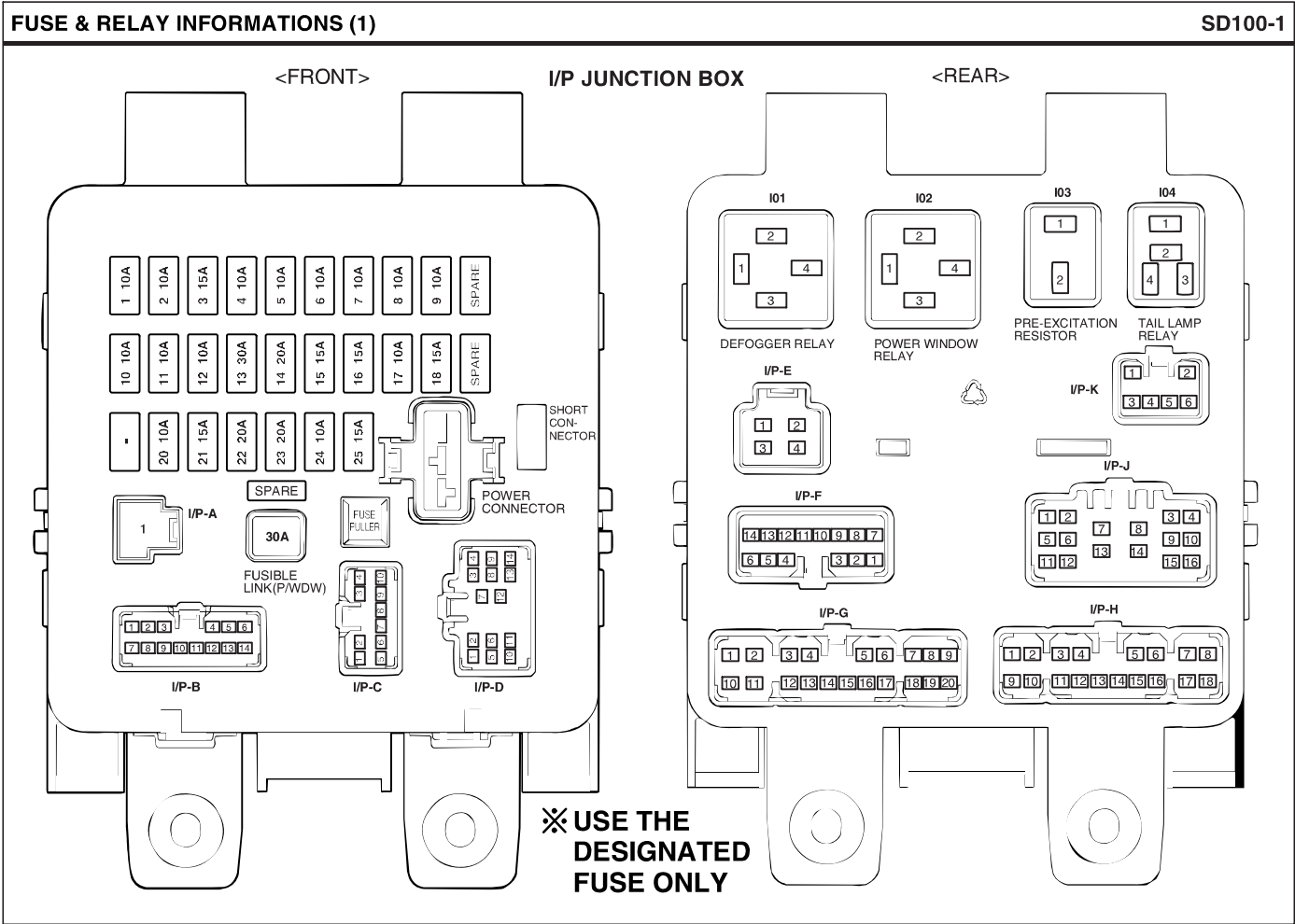


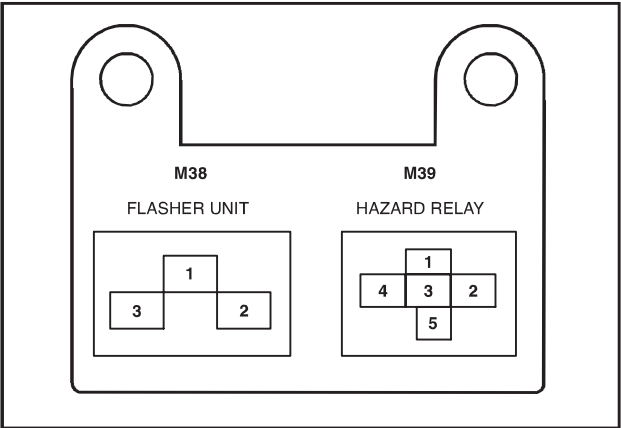
SCHEMATIC DIAGRAMS

AIR BAG SYSTEM(SRS).....	SD569-1	HORN.....	SD968-1
ANTI-LOCK BRAKE SYSTEM / TRACTION CONTROL SYSTEM.....	SD587-1	ILLUMINATIONS.....	SD941-1
AUDIO SYSTEM.....	SD961-1	IMMOBILIZER CONTROL SYSTEM.....	SD954-1
AUTO LIGHTS.....	SD951-1	INDICATORS & GAUGES (WITHOUT TRIP).....	SD940-1
AUTOMATIC TRANSAXLE CONTROL SYSTEM.....	SD450-1	INDICATORS & GAUGES (WITH TRIP).....	SD940-5
BACK-UP LAMPS.....	SD926-1	KEYLESS ENTRY & BURGLAR ALARM SYSTEM.....	SD814-1
BLOWER & A/C CONTROLS (AUTO).....	SD971-5	MFI CONTROL SYSTEM.....	SD313-1
BLOWER & A/C CONTROLS (MANUAL).....	SD971-1	PASSENGER COMPARTMENT FUSE DETAILS.....	SD120-1
CHARGING SYSTEM.....	SD373-1	POWER DISTRIBUTION.....	SD110-1
COOLING SYSTEM.....	SD253-1	POWER DOOR LOCKS.....	SD813-1
COURTESY & DOOR LAMPS.....	SD929-1	POWER OUTSIDE MIRRORS.....	SD876-1
CRUISE CONTROL SYSTEM.....	SD964-1	POWER WINDOWS.....	SD824-1
DATA LINK DETAILS.....	SD200-1	REAR WINDOW & OUTSIDE MIRROR DEFOGGER SYSTEM.....	SD879-1
DAYTIME RUNNING LIGHTS (CANADA ONLY).....	SD958-1	REAR WIPER & WASHER.....	SD982-1
DIGITAL CLOCK & CIGARETTE LIGHTER.....	SD945-1	SEAT WARMER.....	SD889-1
ELECTRONIC CHROME MIRROR.....	SD851-1	STARTING SYSTEM.....	SD360-1
ETACS (ELECTRONIC TIME & ALARM CONTROL SYSTEM).....	SD952-1	STOP LAMPS.....	SD927-1
FOG LAMPS.....	SD924-1	SUNROOF.....	SD816-1
FRONT WIPER & WASHER.....	SD981-1	TAIL, PARKING & LICENSE LAMPS.....	SD928-1
FUSE & RELAY INFORMATION.....	SD100-1	TURN & HAZARD LAMPS.....	SD925-1
GROUND DISTRIBUTION.....	SD130-1	VEHICLE SPEED SENSOR SYSTEM.....	SD436-1
HEAD LAMPS.....	SD921-1		





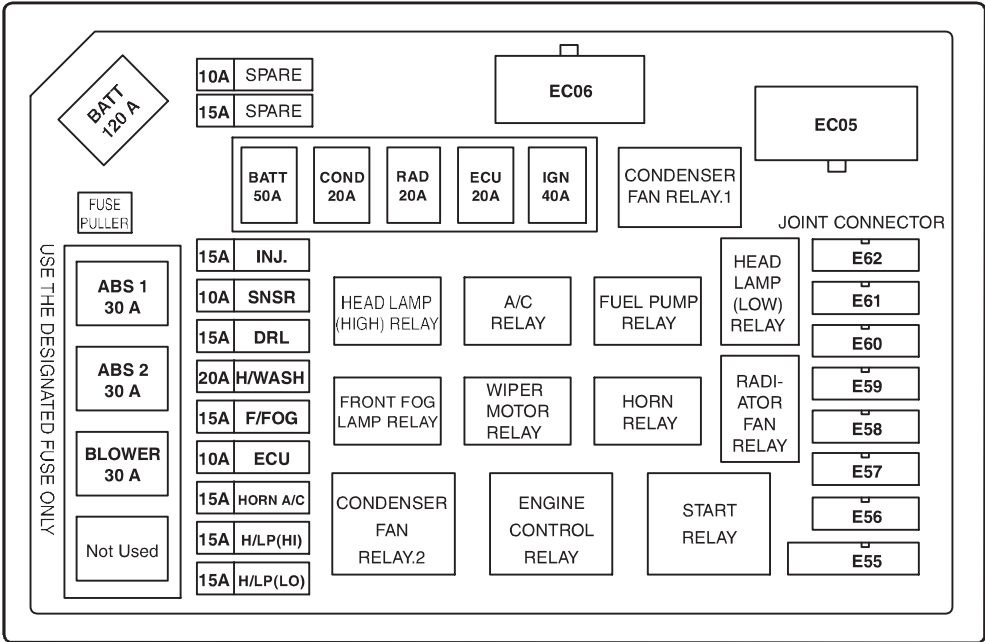
FUSE & RELAY INFORMATION

FUSE & RELAY INFORMATION (2)			SD100-2
CIRCUIT			
FUSE	(A)	Circuit protected	
1	10A	Turn signal lamps, Back-up lamp, Hazard switch	
2	10A	Pre-excitation resistor, Instrument cluster (IND), Auto lights control	
3	15A	SRS control, Telltale, Occupant classification	
4	10A	Hazard relay, Hazard switch	
5	10A	A/C Control, Blower relay	
6	10A	Short connector, Illumination lamps, Tail lamp (RH)	
7	10A	Tail lamp (LH), Exterior lamps	
8	10A	B/Alarm relay	
9	10A	Digital clock, Power outside mirror, Audio	
10	10A	Cruise control, PCM, Vehicle speed sensor	
11	10A	ABS control	
12	10A	Instrument cluster (Air bag IND)	
13	30A	Defogger relay	
14	20A	Power antenna, Audio amp module #2	
15	15A	Power door lock control, Sunroof, Driver door unlock relay	
16	15A	Stop lamps, Power window relay	
17	10A	Rear window & outside mirror defogger, A/C control	
18	15A	Cigarette lighter, Power outlet	
FUSE	(A)	Circuit protected	
19	10A	Not used	
20	10A	Head lamp, DRL, AQS sensor	
21	15A	Rear wiper motor, Rear intermittent wiper relay	
22	20A	Front wiper motor, Wiper motor relay, Front washer motor	
23	20A	Seat warmer switch	
24	10A	Blower & A/C control, ETACM, Sunroof controller, Electronic chrome mirror	
25	15A	Door lamps, Instrument cluster, Data link connector, Multipurpose check connector, Room lamps,ETACM, Audio, Power connector	
P/WDW	30A	Power window	
PASSENGER COMPARTMENT RELAY BOX			
			

※ USE THE DESIGNATED FUSE ONLY

E/R FUSE & RELAY BOX

LAYOUT



※ USE THE DESIGNATED FUSE ONLY

FUSE & RELAY INFORMATION

FUSE & RELAY INFORMATION (4)

SD100-4

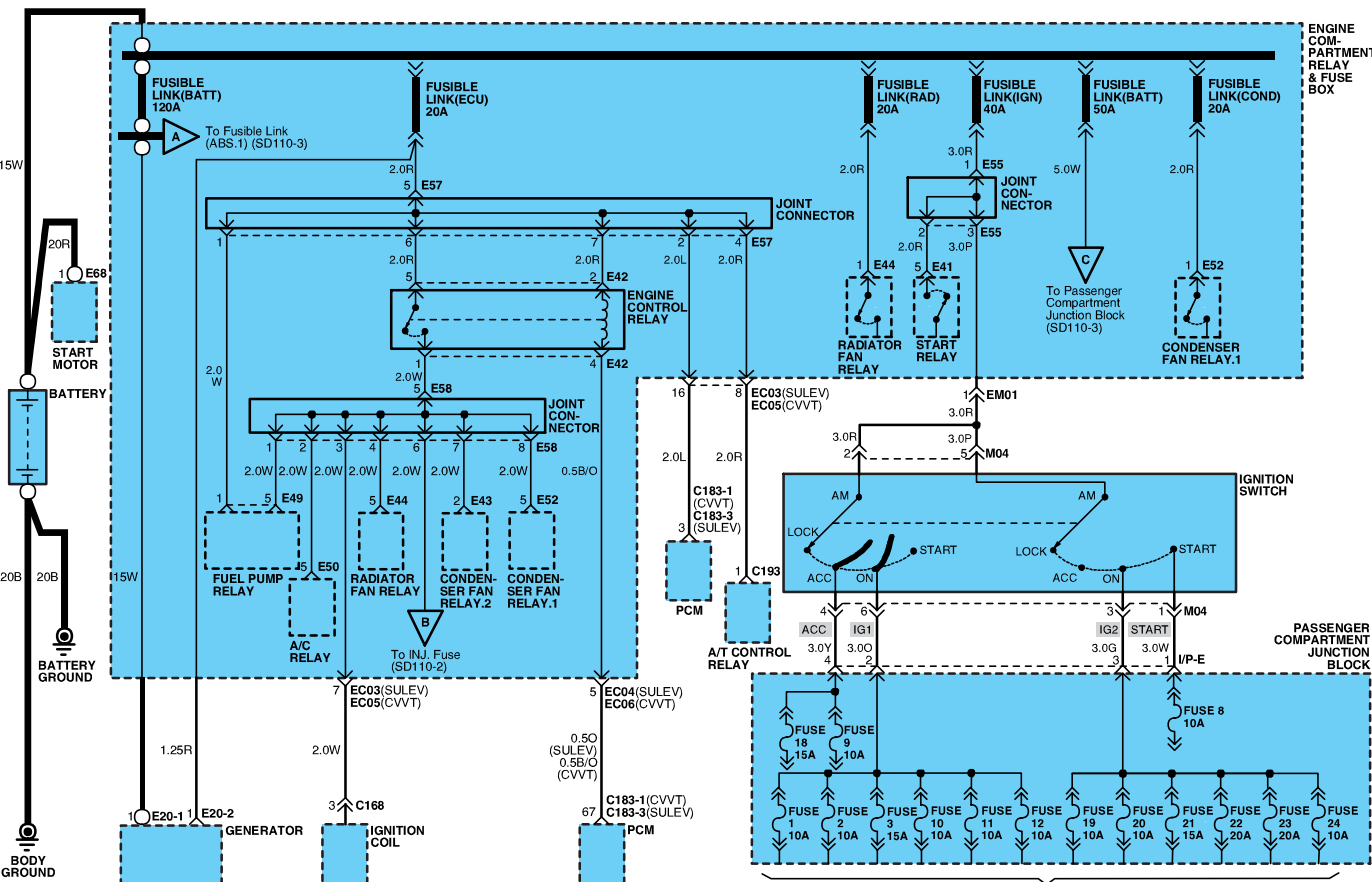
CIRCUIT

Description		Amperages	Circuit protected
FUSIBLE LINK	BATT	120A	Generator
	BATT	50A	Fusible link(P/WDW), Tail lamp relay, Power connector, Fuse(4,13,14,15,16)
	COND	20A/30A	Condenser fan relay.1
	RAD	20A/30A	Radiator fan relay
	ECU	20A/30A	Generator, Engine control relay, Fuel pump relay, PCM
	IGN	40A	Ignition switch, Start relay
	ABS.1	30A	ABS control (Motor)
	ABS.2	30A	ABS control (Solenoid)
	BLOWER	30A	Blower relay
FUSE	INJ.	15A	Injectors
	SNSR	10A	PCM, Heated oxygen sensor, Immobilizer control module
	DRL	15A	DRL control module
	H/WASH	20A	Not used
	F/FOG	15A	Front fog lamp relay
	ECU	10A	Siren
	HORN & A/C	15A	A/C relay, Horn relay
	H/LP(HI)	15A	Head lamp (High)
	H/LP(LO)	15A	Head lamp (Low)

※ USE THE DESIGNATED FUSE ONLY

POWER DISTRIBUTION (1)

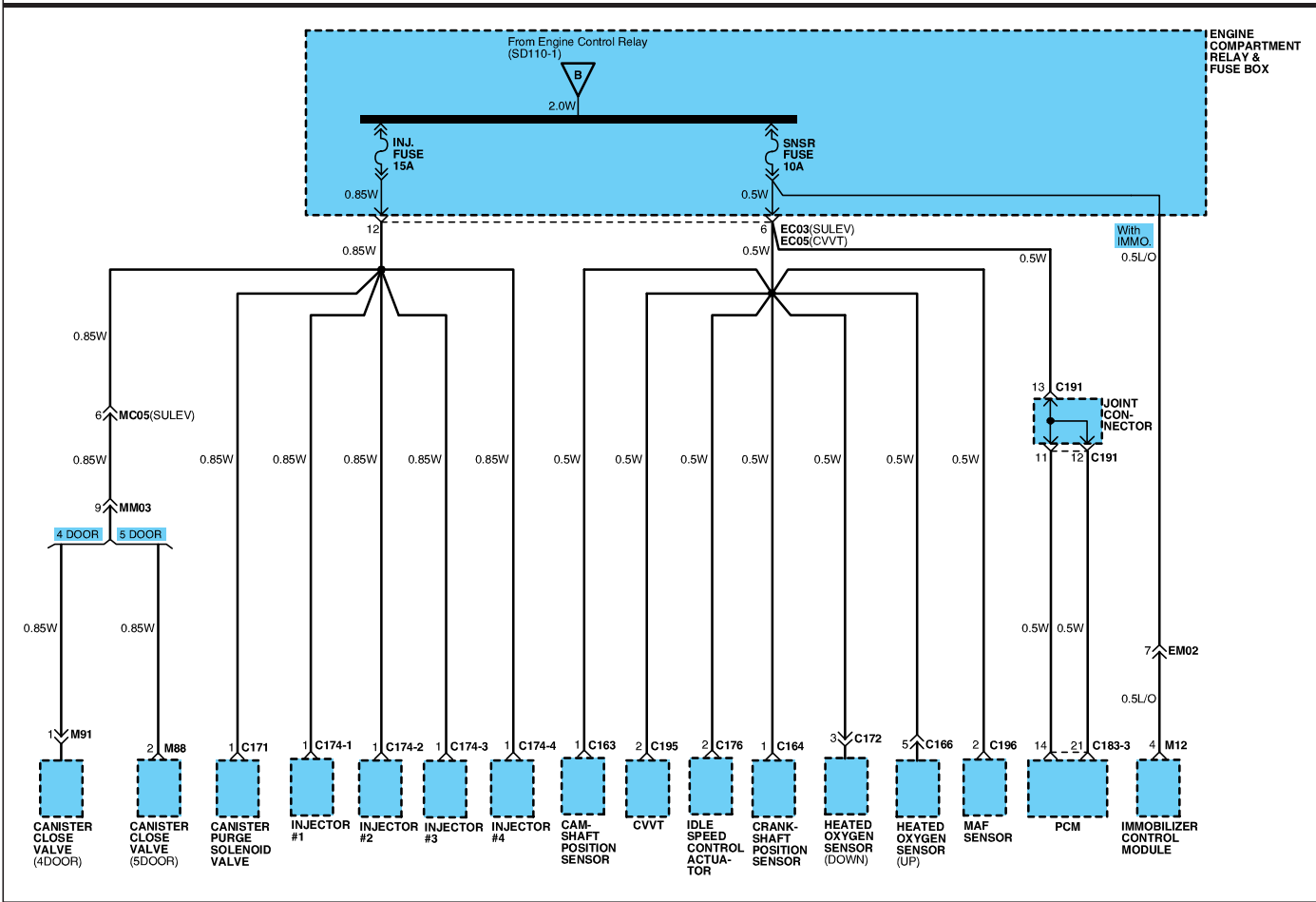
SD110-1



POWER DISTRIBUTION

POWER DISTRIBUTION (2)

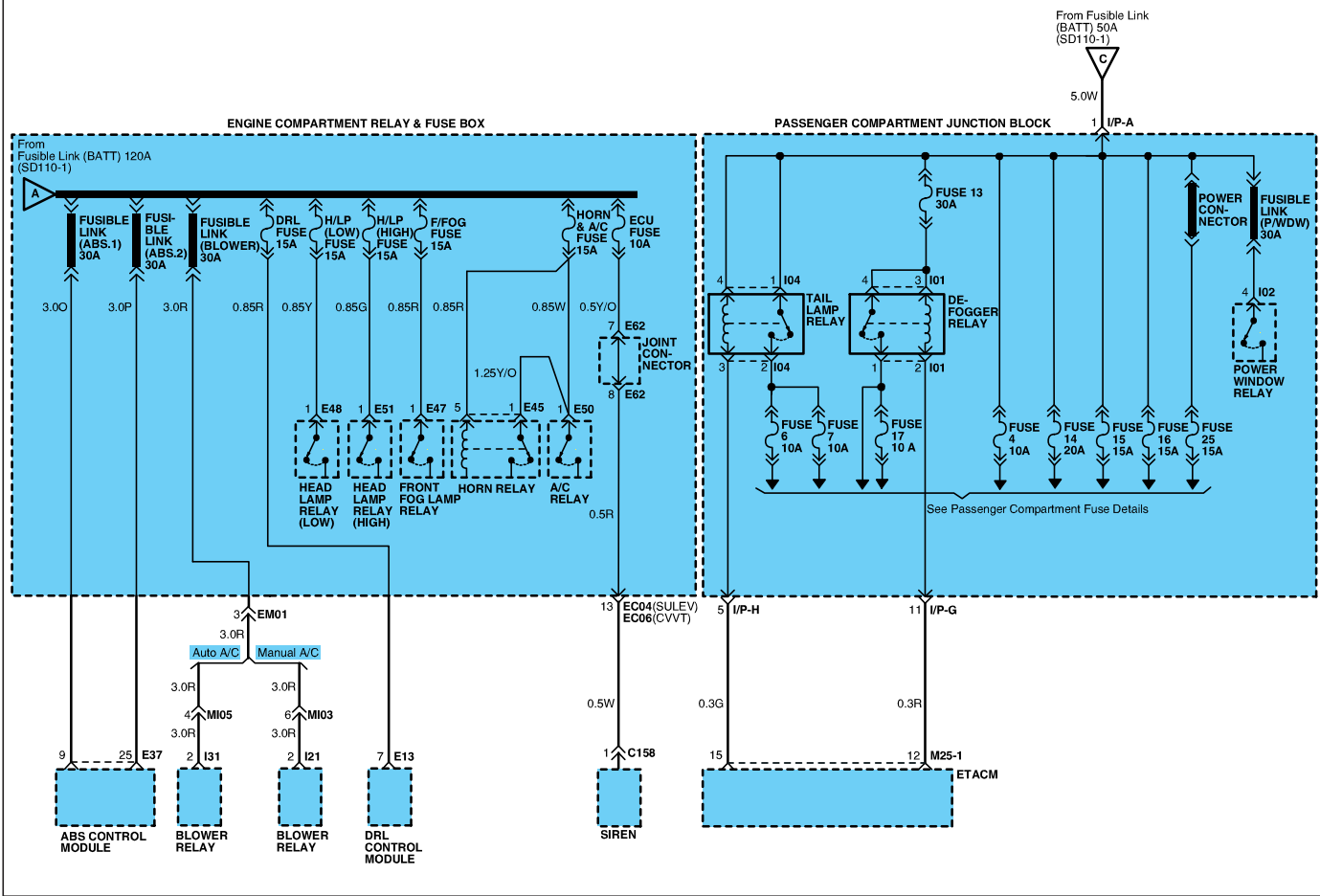
SD110-2



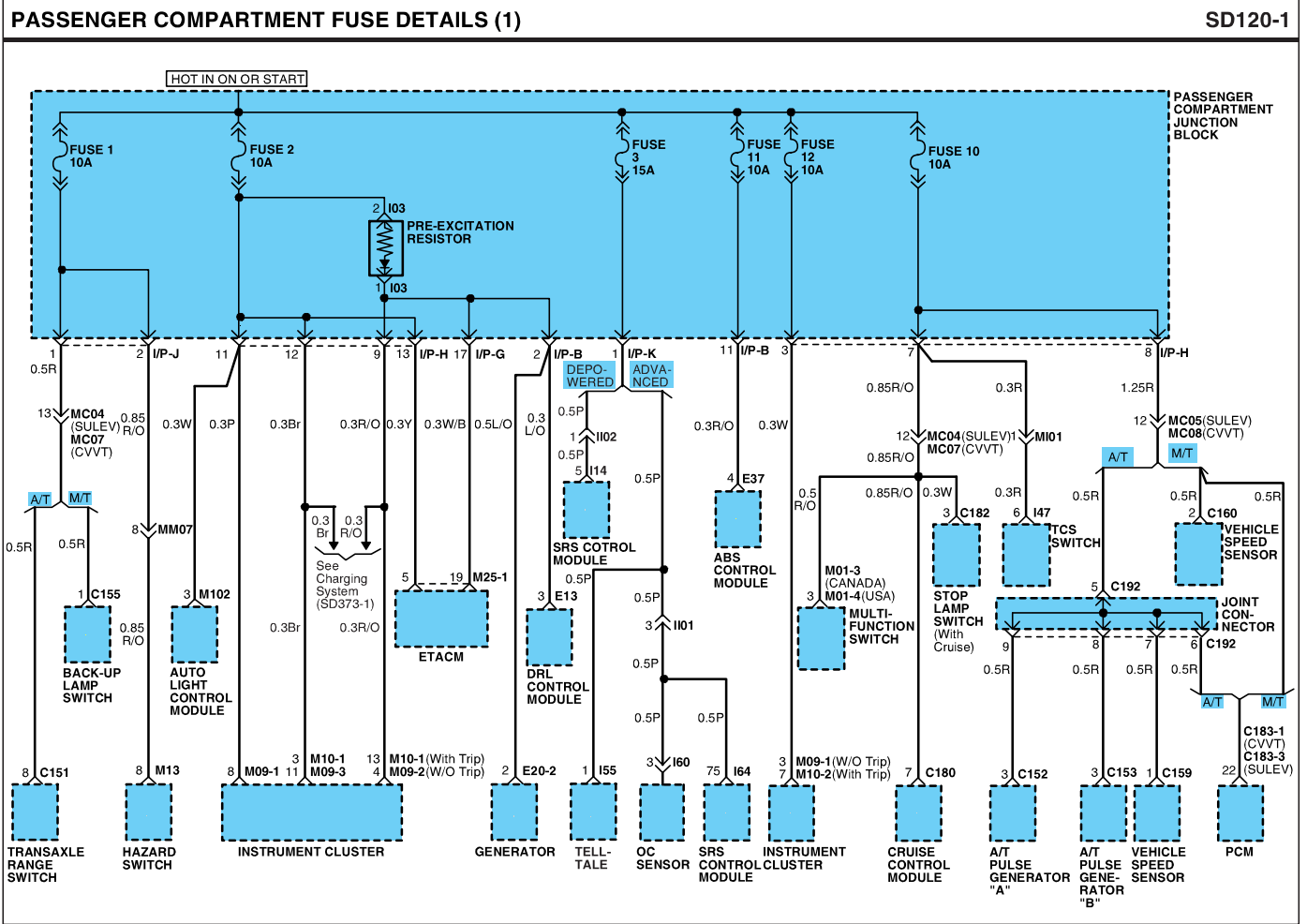
POWER DISTRIBUTION

POWER DISTRIBUTION (3)

SD110-3



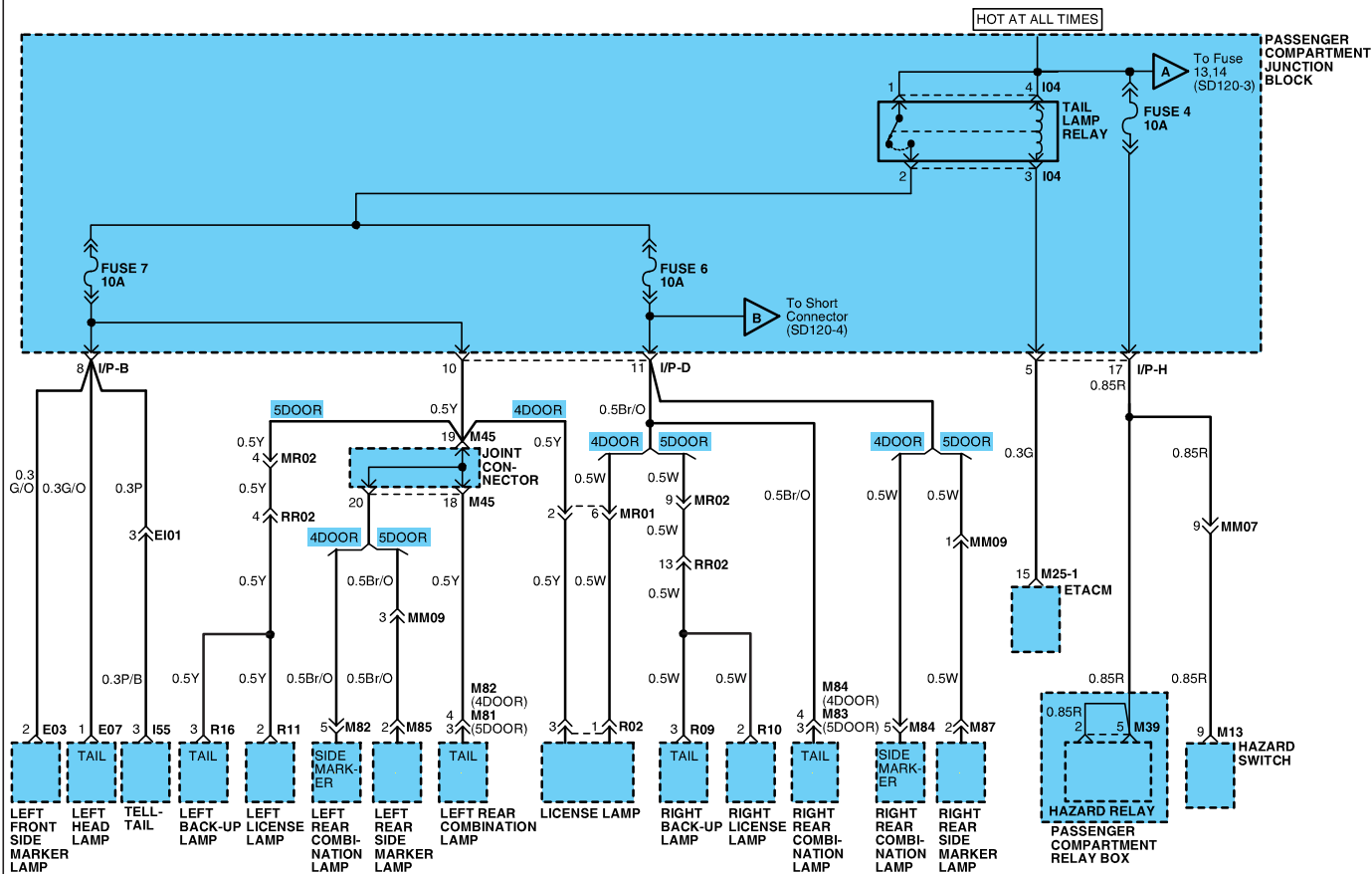
MEMO



PASSENGER COMPARTMENT FUSE DETAILS

PASSENGER COMPARTMENT FUSE DETAILS (2)

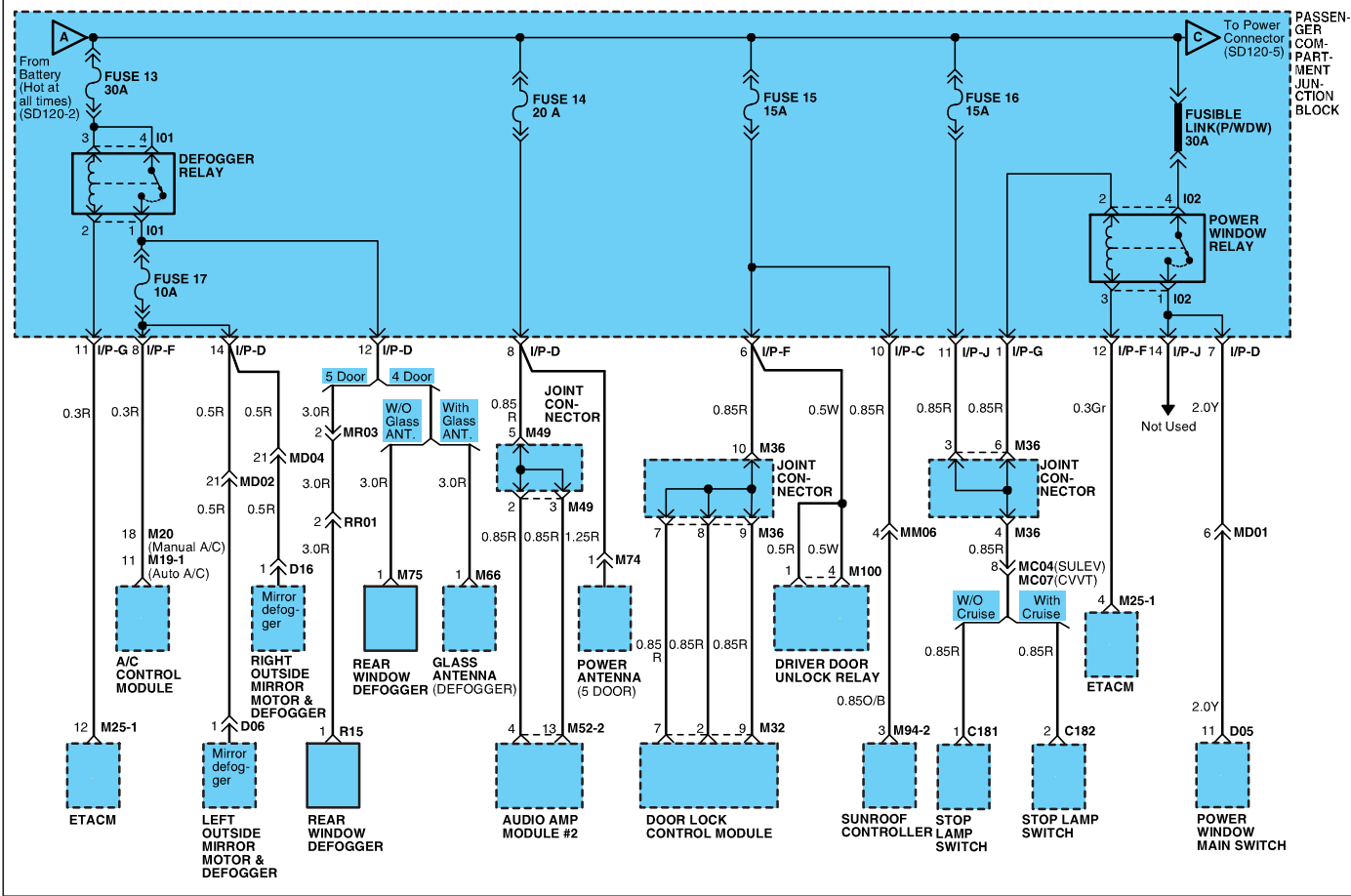
SD120-2



PASSENGER COMPARTMENT FUSE DETAILS

PASSENGER COMPARTMENT FUSE DETAILS (3)

SD120-3



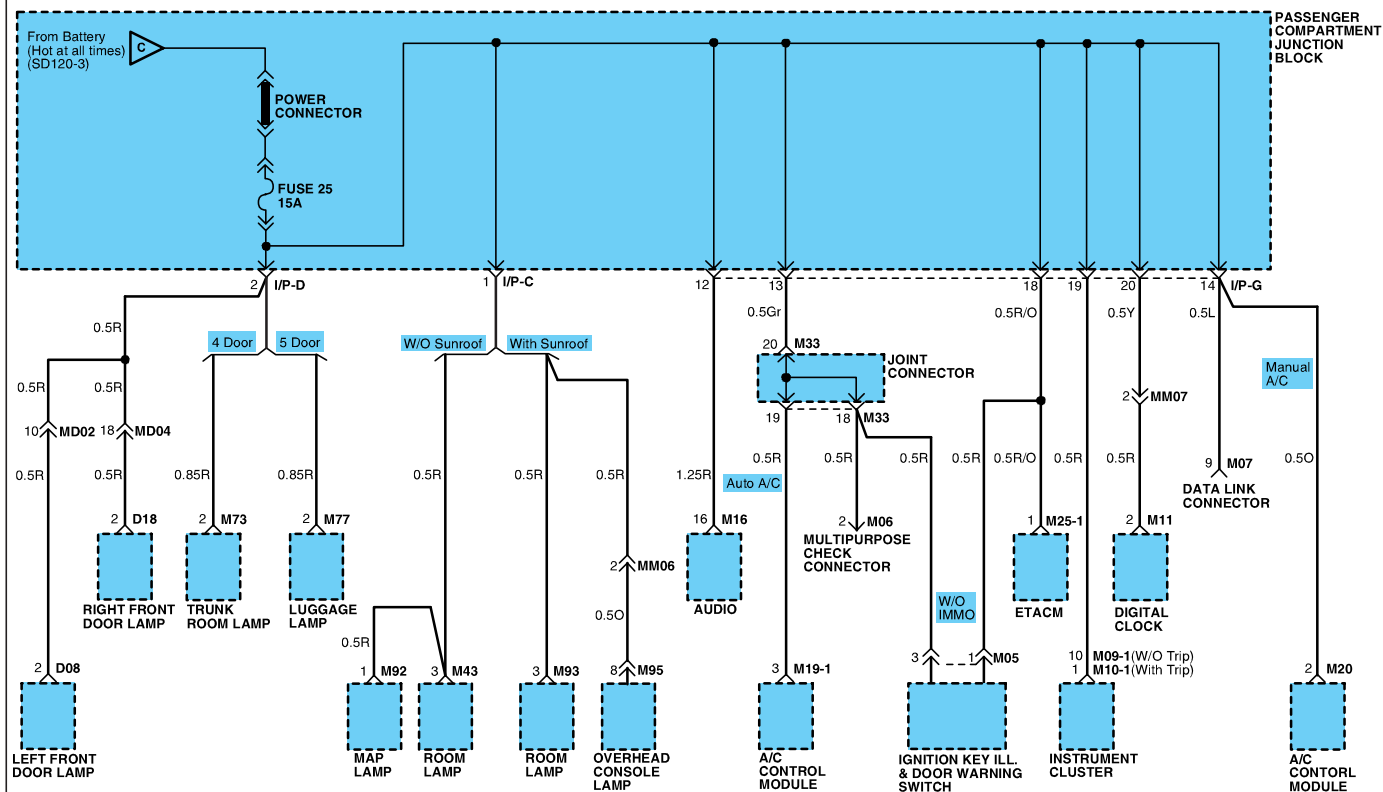
PASSENGER COMPARTMENT FUSE DETAILS (4)

SD120-4



PASSENGER COMPARTMENT FUSE DETAILS (5)

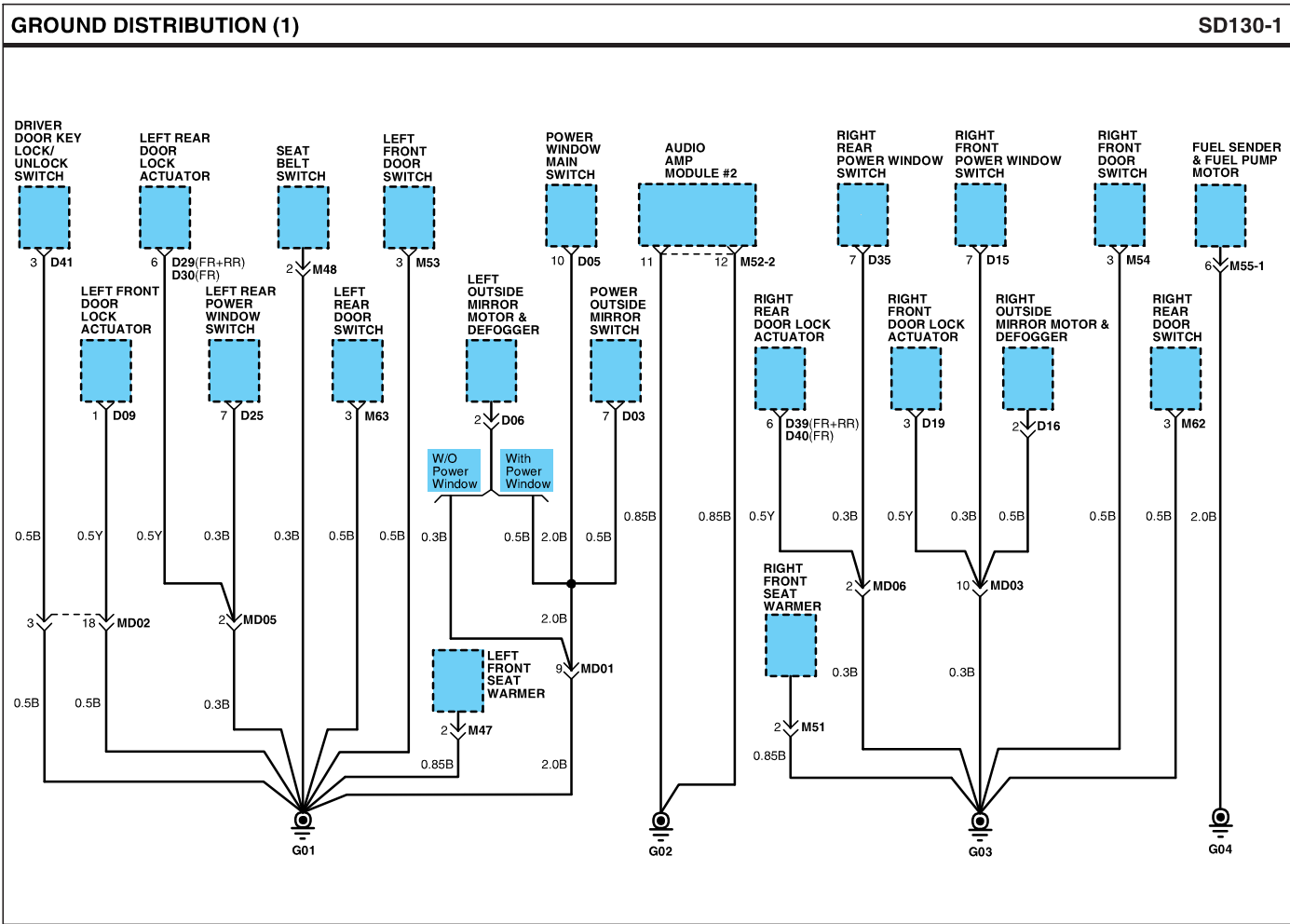
N2XDG120E



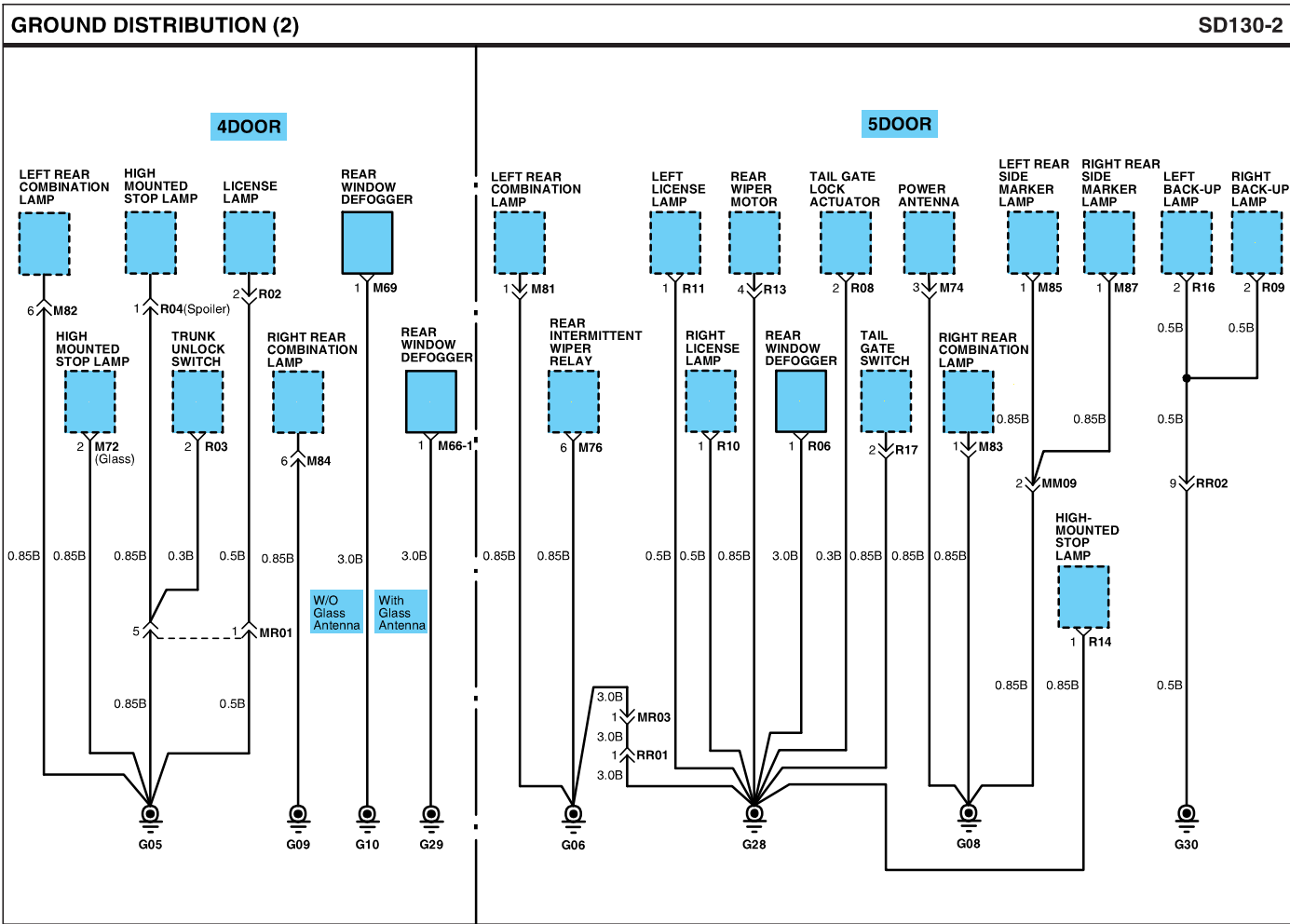
PASSENGER COMPARTMENT FUSE DETAILS (6)

**PASSENGER
COMPARTMENT
JUNCTION
BLOCK**





GROUND DISTRIBUTION



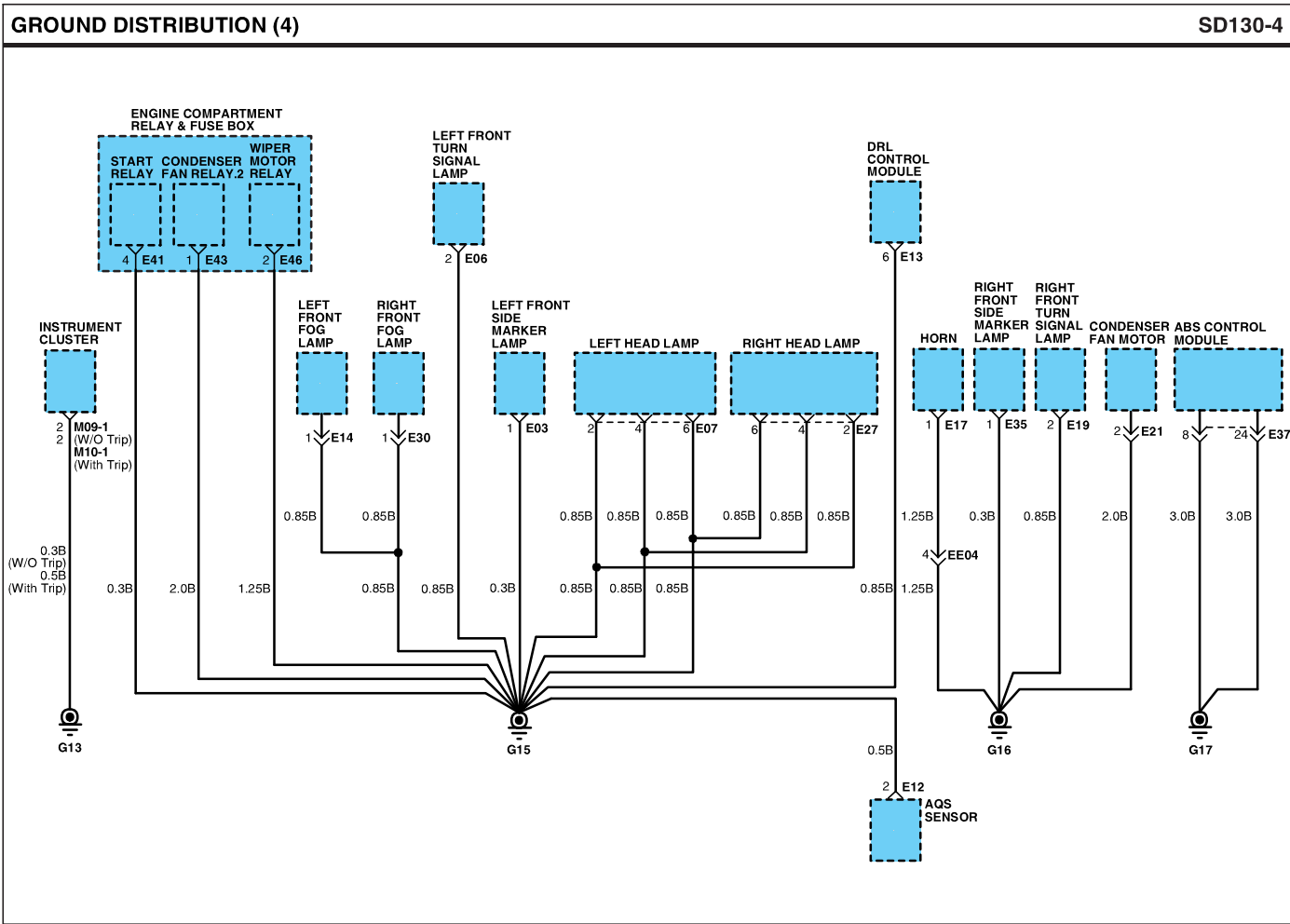
GROUND DISTRIBUTION (3)

The diagram illustrates the electrical wiring for a vehicle's interior, organized into two main sections connected to ground points G11 and G12.

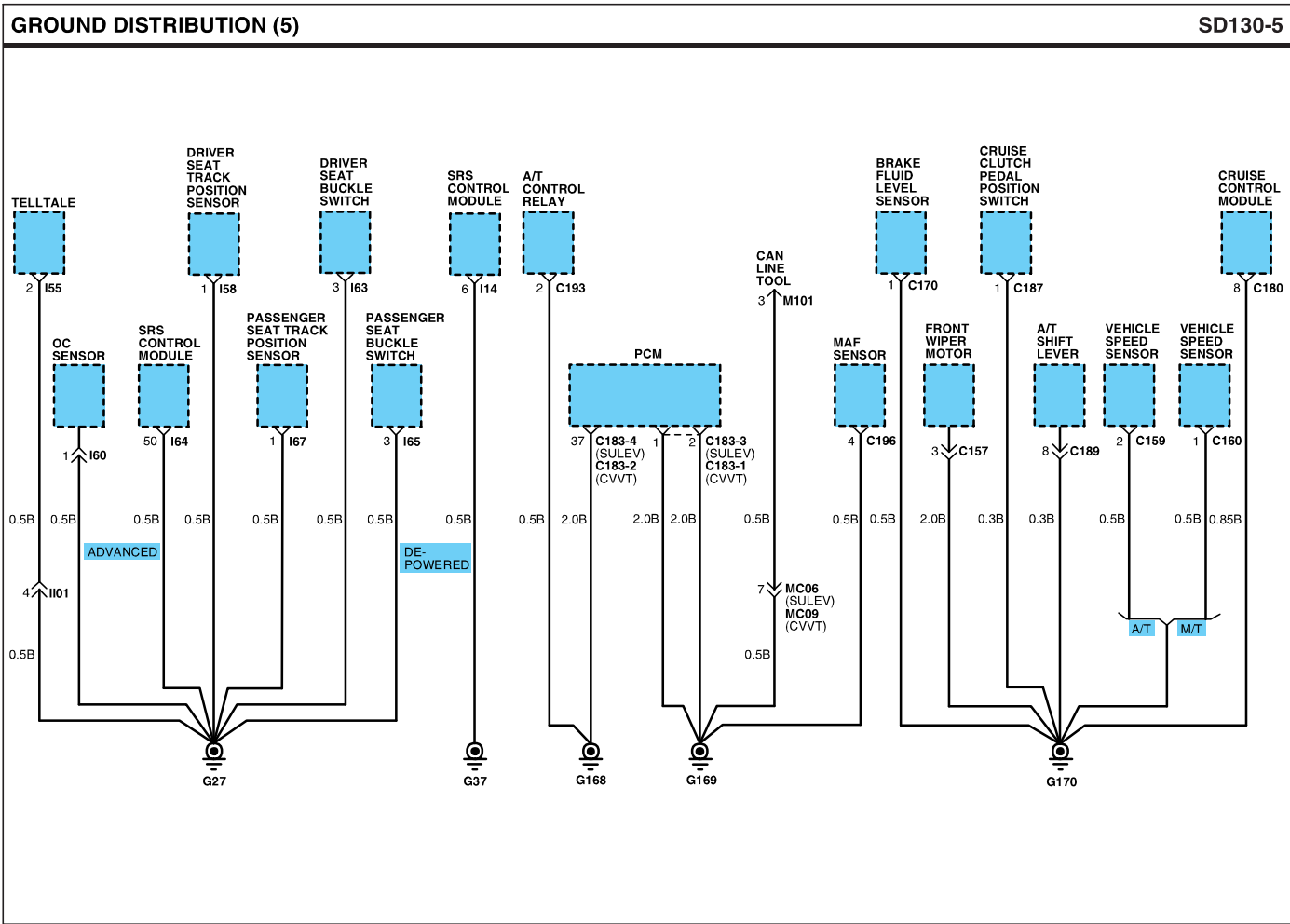
Top Section (Grounded at G11):

- Left Side:** Includes a **DOOR LOCK CONTROL MODULE** (pins 1, 4, M32), **ETACM** (pin 16, M25-1), **CIGARETTE LIGHTER** (pin 1, M31), **AUDIO** (pin 8, M16), **A/C CONTROL MODULE** (pins 3, 13, M20; Manual A/C M19-1; Auto A/C), and **THERMO-STATIC SWITCH** (pin 1, I27).
- Right Side:** Includes a **ROOM LAMP** (pin 2, M93), **SUNROOF CONTROLLER** (pins 5, 6, M94-2; MM06), **AUTO LIGHT CONTROL MODULE** (pin 7, M102), **RHEOSTAT** (pins 5, 7, I43; M101), and a **JOINT CONNECTOR** (pins 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 76

GROUND DISTRIBUTION



GROUND DISTRIBUTION



GROUND DISTRIBUTION

GROUND DISTRIBUTION (6)	SD130-6
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MEMO

SD200-1



DATA LINK DETAILS

DATA LINK DETAILS (2)

SD200-2

C183-1

6	7	8	*	10	11	*	*	14	*	*	*	*	*	21	22	23	24	5	4	
*	26	27	*	29	30	31	32	*	*	*	*	*	38	39	*	*	*	*	3	
*	45	*	47	48	*	50	51	52	*	54	55	56	*	58	59	60	61	62		
*	64	65	66	67	68	69	*	71	72	73	*	75	76	77	78	*	80	81	2	1

KET_ECU_81F_B_BOSCH

C183-3

6	7	8	9	10	11	*	*	14	*	*	17	18	19	*	21	22	23	24	5	4
*	26	27	*	29	30	31	32	33	34	*	*	37	38	39	40	41	42	*	3	
44	45	*	47	48	*	50	51	52	53	54	55	56	*	58	*	60	61	62		
*	64	65	66	67	68	69	70	71	72	73	*	75	76	77	78	79	80	81	2	1

KET_ECU_81F_B_BOSCH

E37

AMP_ABSWP_25F_B_GER

E49

1		
2		
5	*	3

CR05F011

BLANK

I14

SIE_ESPS_50F_B

BLANK

BLANK

I64

*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
*	*	*	*	*	*	*	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
*	52	53	54	55	56	57	*	*	*	*	*	*	*	*	66	67	68	69	70	*	72	73	74	75

SIE_ABG_75F_P_BAG

M06

KET_09011_10M_W

BLANK

M07

MLX_OBDII_16F_B_SIN

M25-3

6	5	4	3	*	*
12	*	10	9	8	7

AMP_040M2_12F_B

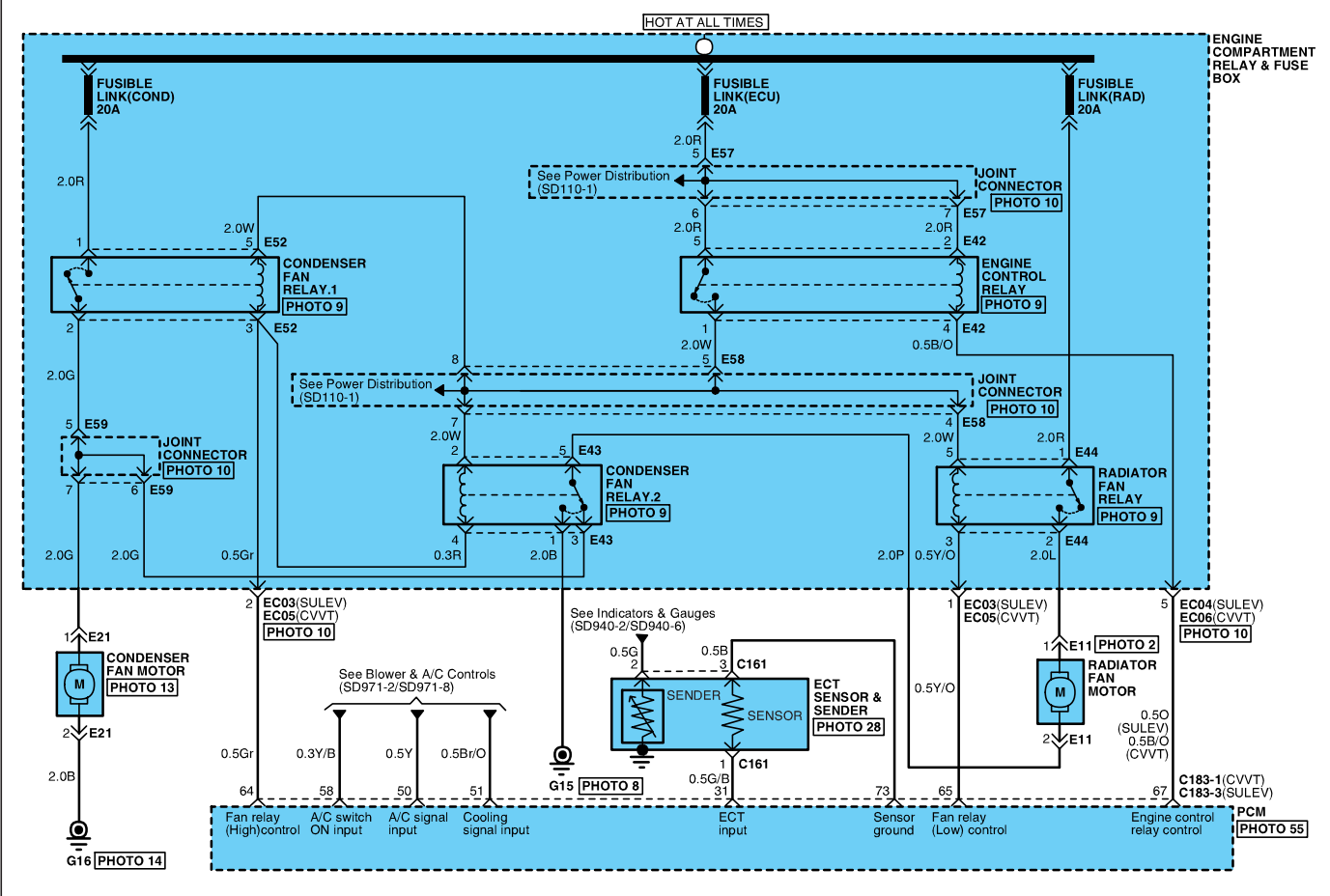
M55-1

KET_SWP_06F_B

BLANK

COOLING SYSTEM (1)

SD253-1

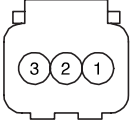


COOLING SYSTEM

COOLING SYSTEM (2)

SD253-2

C161



KUM_WTS_03F_B

C183-1

6	7	8	*	10	11	*	*	14	*	*	*	*	*	*	21	22	23	24	5	4
*	26	27	*	29	30	31	32	*	*	*	*	*	38	39	*	*	*	*	3	
*	45	*	47	48	*	50	51	52	*	54	55	56	*	58	59	60	61	62		
*	64	65	66	67	68	69	*	71	72	73	*	75	76	77	78	*	80	81	2	1

KET_ECU_81F_B_BOSCH

BLANK

C183-3

6	7	8	9	10	11	*	*	14	*	*	17	18	19	*	21	22	23	24	5	4
*	26	27	*	29	30	31	32	33	34	*	*	37	38	39	40	41	42	*	3	
44	45	*	47	48	*	50	51	52	53	54	55	56	*	58	*	60	61	62		
*	64	65	66	67	68	69	70	71	72	73	*	75	76	77	78	79	80	81	2	1

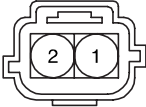
KET_ECU_81F_B_BOSCH

E11



KUM_WWP_02F_B

E21



KUM_WWP_02F_B

E42



CR05F019

E43



CR05F019

E44



CR05F011

E52



CR05F011

Circuit Description

The PCM (Powertrain Control Module) controls the operation of the radiator fan motor and the condenser fan motor through relay (radiator fan relay and condenser fan relays) control. The PCM monitors coolant temperature throght engine coolant temperature sensor.

The module also monitors A/C operation through the A/C switch ON input and the A/C pressure switch input. Using these input signals, the module controls the coil of the appropriate relays (condenser fan relays and radiator fan relay) to provide optimal cooling fan operation.

E1A8EB96

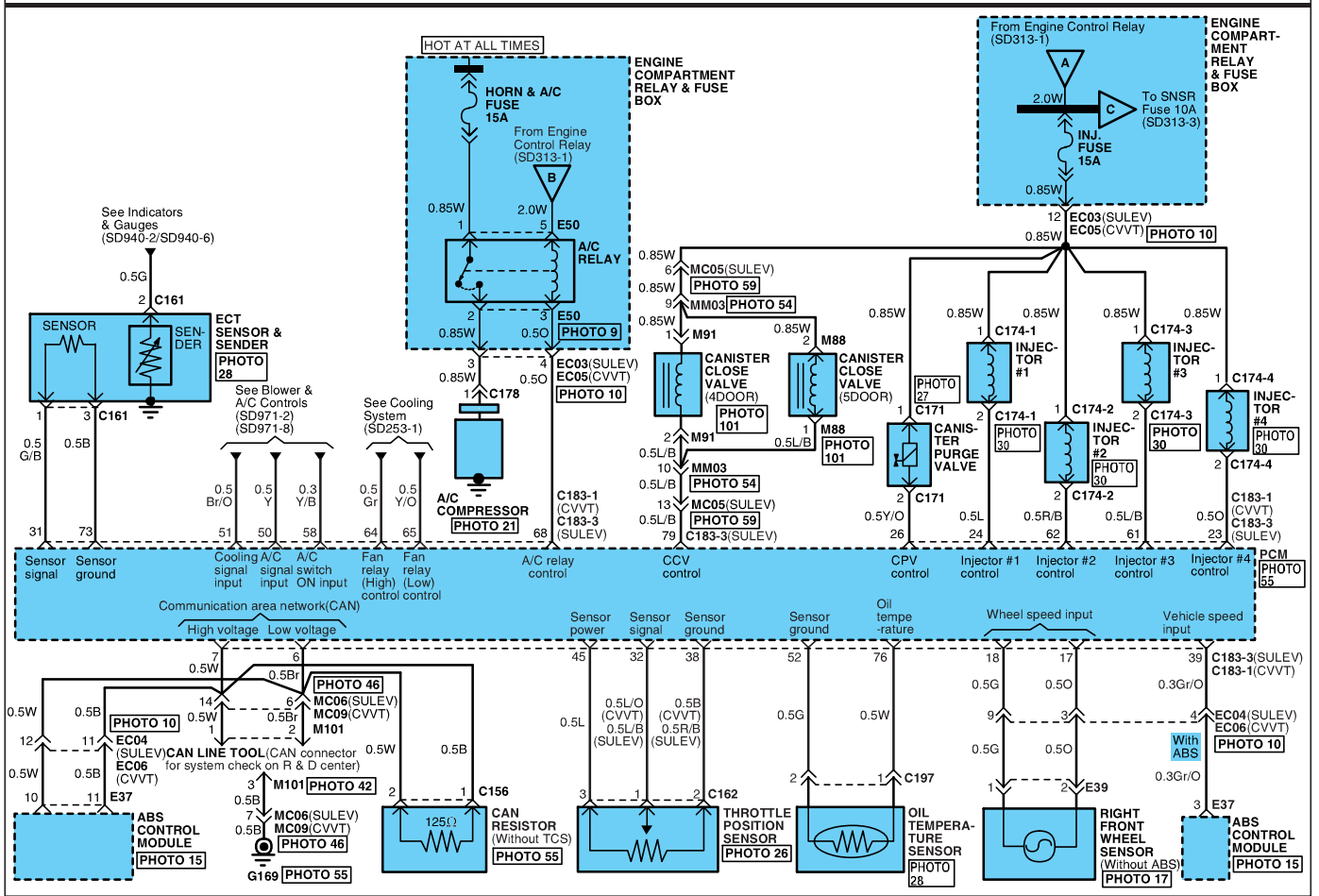
SD313-1



MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (2)

SD313-2

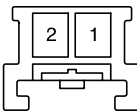
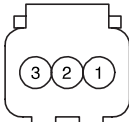
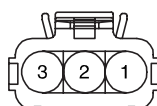
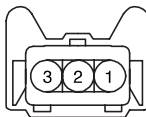
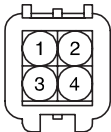
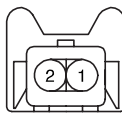
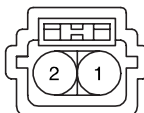
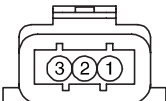
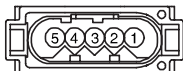


MFI CONTROL SYSTEM (3)

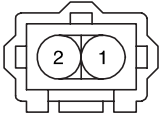
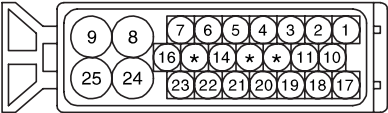
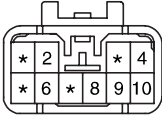
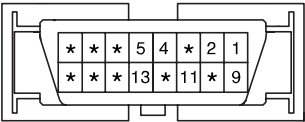
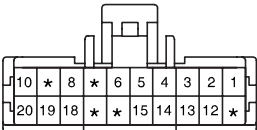
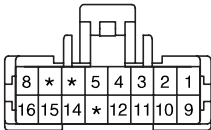
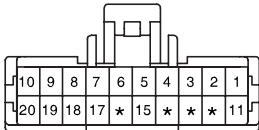
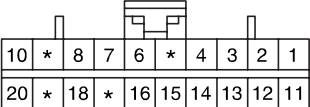
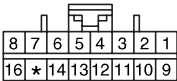
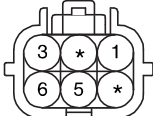
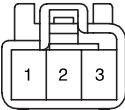
SD313-3



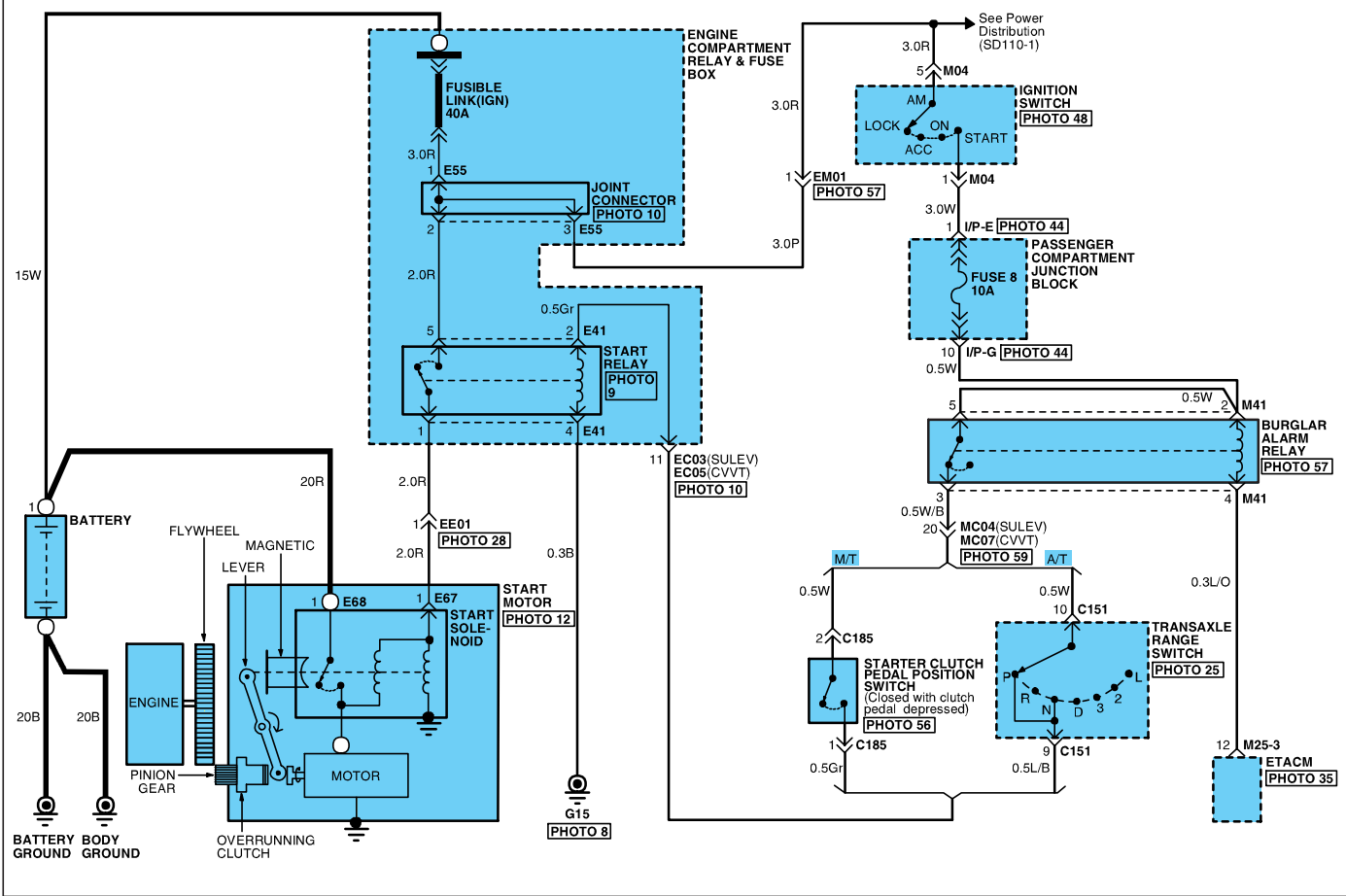
MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (4)																			SD313-4																																																																																		
C156  AMP_090_02F					C161  KUM_WTS_03F_B					C162  AMP_JPT_03F_B_BOSCH					C163  AMP_JPT_03F_B_S1																																																																																						
C164  AMP_JPT_03F_GR_R1					C166(SULEV)  AMP_936142_1					C166(CVVT)  AMP_EJWP_04F_B					C168  KET_090IWP_03F_B																																																																																						
C171  AMP_JPT_02F_B					C172  KUM_NMWP_04M_B					C173  AMP_JPT_02F_B					C174-1,2,3,4  KUM_NDWP_02F_Gr																																																																																						
C176  BSH_ISA_03F_Gr					C178  KUM_NMWP_01F_B					C183-1 <table><tr><td>6</td><td>7</td><td>8</td><td>*</td><td>10</td><td>11</td><td>*</td><td>*</td><td>14</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>21</td><td>22</td><td>23</td><td>24</td><td>5</td><td>4</td></tr><tr><td>*</td><td>26</td><td>27</td><td>*</td><td>29</td><td>30</td><td>31</td><td>32</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>38</td><td>39</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="2" rowspan="2">3</td></tr><tr><td>*</td><td>45</td><td>*</td><td>47</td><td>48</td><td>*</td><td>50</td><td>51</td><td>52</td><td>*</td><td>54</td><td>55</td><td>56</td><td>*</td><td>58</td><td>59</td><td>60</td><td>61</td><td>62</td></tr><tr><td>*</td><td>64</td><td>65</td><td>66</td><td>67</td><td>68</td><td>69</td><td>*</td><td>71</td><td>72</td><td>73</td><td>*</td><td>75</td><td>76</td><td>77</td><td>78</td><td>*</td><td>80</td><td>81</td><td>2</td><td>1</td></tr></table> KET_ECU_81F_B_BOSCH										6	7	8	*	10	11	*	*	14	*	*	*	*	*	*	21	22	23	24	5	4	*	26	27	*	29	30	31	32	*	*	*	*	*	38	39	*	*	*	*	3		*	45	*	47	48	*	50	51	52	*	54	55	56	*	58	59	60	61	62	*	64	65	66	67	68	69	*	71	72	73	*	75	76	77	78	*	80	81	2	1
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C183-3 <table><tr><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>*</td><td>*</td><td>14</td><td>*</td><td>*</td><td>17</td><td>18</td><td>19</td><td>*</td><td>21</td><td>22</td><td>23</td><td>24</td><td>5</td><td>4</td></tr><tr><td>*</td><td>26</td><td>27</td><td>*</td><td>29</td><td>30</td><td>31</td><td>32</td><td>33</td><td>34</td><td>*</td><td>*</td><td>37</td><td>38</td><td>39</td><td>40</td><td>41</td><td>42</td><td>*</td><td colspan="2" rowspan="2">3</td></tr><tr><td>44</td><td>45</td><td>*</td><td>47</td><td>48</td><td>*</td><td>50</td><td>51</td><td>52</td><td>53</td><td>54</td><td>55</td><td>56</td><td>*</td><td>58</td><td>*</td><td>60</td><td>61</td><td>62</td></tr><tr><td>*</td><td>64</td><td>65</td><td>66</td><td>67</td><td>68</td><td>69</td><td>70</td><td>71</td><td>72</td><td>73</td><td>*</td><td>75</td><td>76</td><td>77</td><td>78</td><td>79</td><td>80</td><td>81</td><td>2</td><td>1</td></tr></table> KET_ECU_81F_B_BOSCH										6	7	8	9	10	11	*	*	14	*	*	17	18	19	*	21	22	23	24	5	4	*	26	27	*	29	30	31	32	33	34	*	*	37	38	39	40	41	42	*	3		44	45	*	47	48	*	50	51	52	53	54	55	56	*	58	*	60	61	62	*	64	65	66	67	68	69	70	71	72	73	*	75	76	77	78	79	80	81	2	1	C195  KET_090WP_02F_B_L					C196  KSP_VDACODEB_05F_B				
6	7	8	9	10	11	*	*	14	*	*	17	18	19	*	21	22	23	24	5	4																																																																																	
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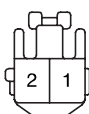
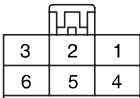
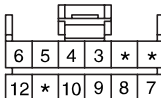
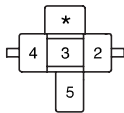
MFI CONTROL SYSTEM

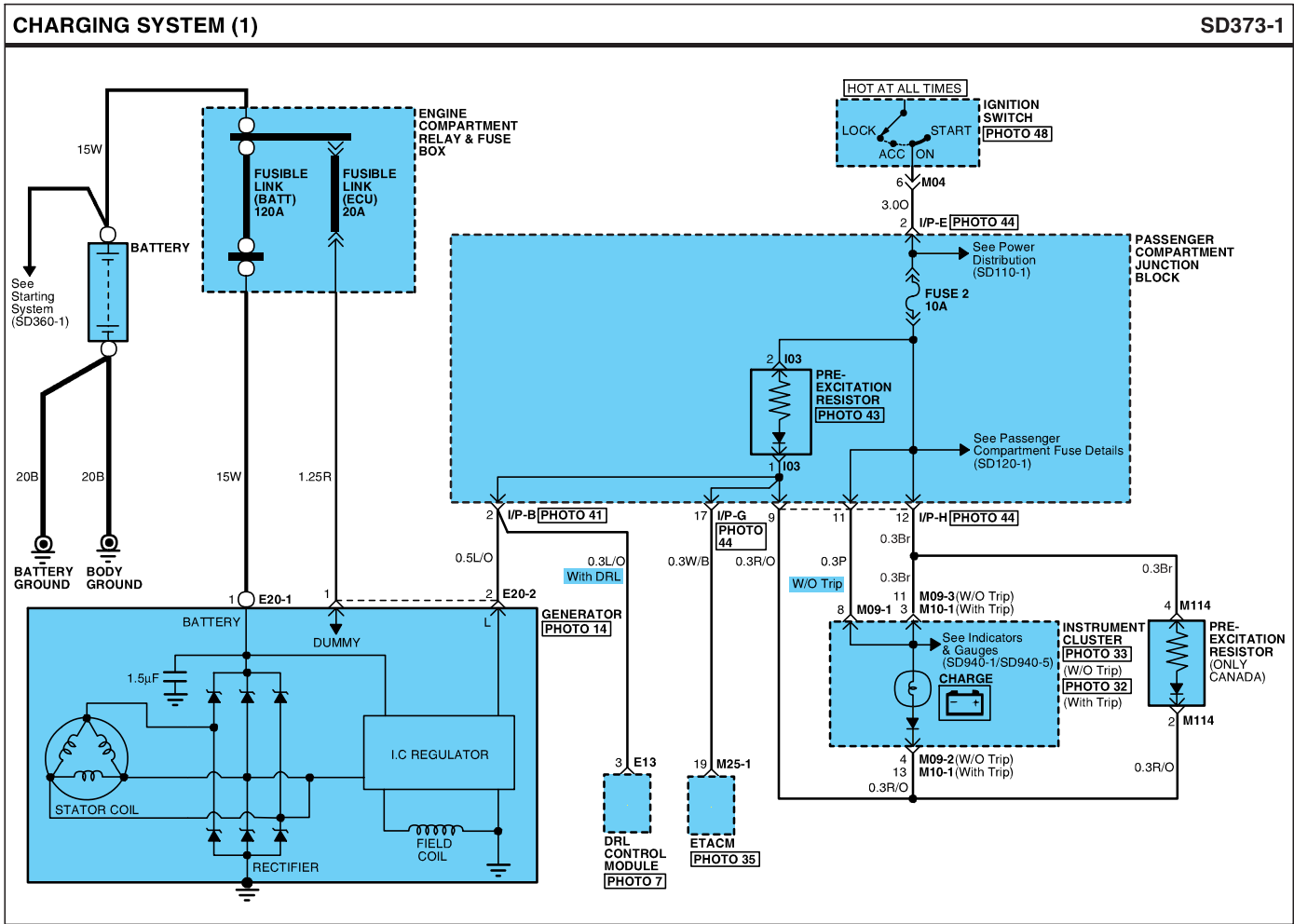
MFI CONTROL SYSTEM (5)			SD313-5
C197  KUM_JFC_02F_B	E37  AMP_ABSSWP_25F_B_GER		E39  KET_090IWP_02M_Gr
E42  CR05F019	E49  CR05F011	E50  CR05F011	M06  KET_090II_10M_W
M07  MLX_OBDII_16F_B_SIN	M09-1  KET_SP_20F_L	M09-2  KET_SP_16F_W	M09-3  KET_SP_20F_W
M10-1  AMP_040M2_20F_B	M10-2  AMP_040M2_16F_B	M55-1  KET_SWP_06F_B	M79  AMP_EJWP_03F_B
M88  KUM_NMWP_02F_B	M91  KUM_NMWP_02F_B	M101  KET_090II_03M_W	BLANK

MEMO

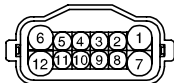
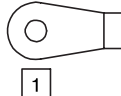
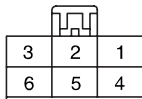
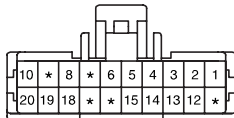
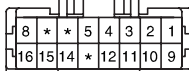
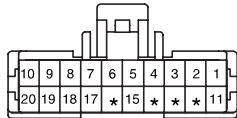
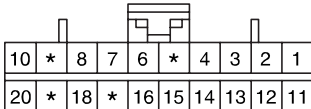
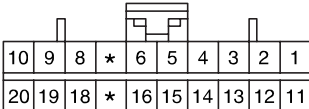


STARTING SYSTEM

STARTING SYSTEM (2)				SD360-2
C151  KET_SSD_10F_B_A	C185  KET_090IL_02F_W_L	E41  CR05F019	E67  CR01F008	
E68  CR01F002	M04  KUM_DSD_06F_W	M25-3  AMP_040M2_12F_B	M41  KET_250_05F_B_RLY	
Circuit Description Battery voltage is applied at all times from the positive battery terminal to the ignition switch and the normally open start relay contacts. When the ignition switch is turned to START, and the transaxle range switch (automatic transaxle) is in the P/N position or the starter clutch pedal position switch (Manual transaxle) is closed, battery voltage is applied through Fusible Link IGN to the start relay coils, and then the coil is energized. Battery voltage is applied to the start solenoid through the start relay contacts and the start motor engages to start the engine.				



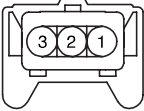
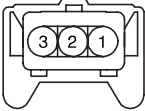
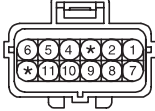
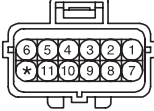
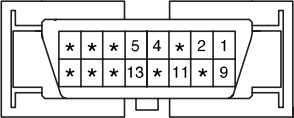
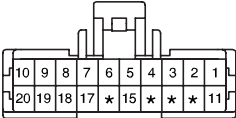
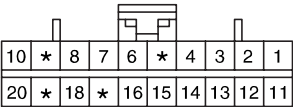
CHARGING SYSTEM

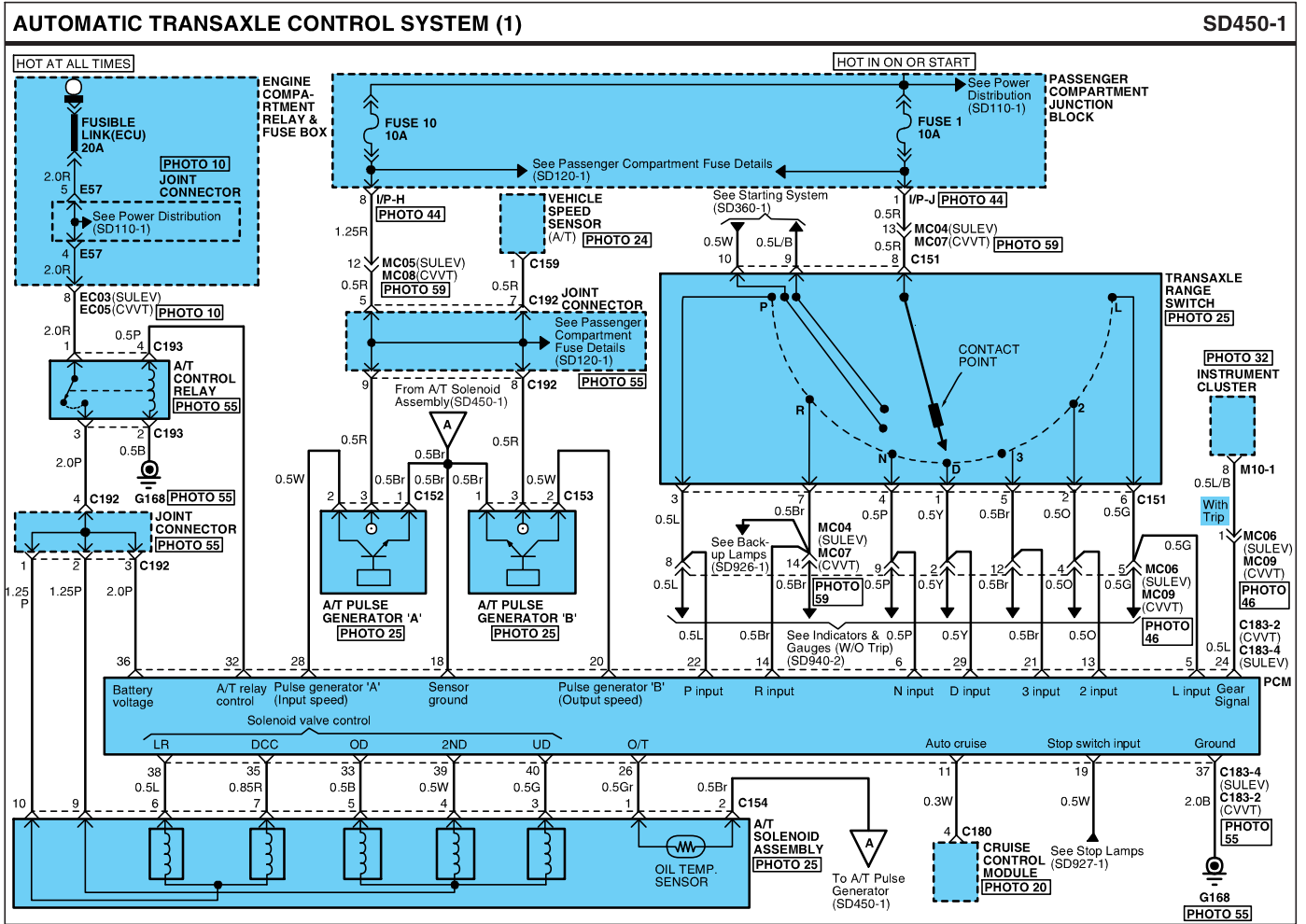
CHARGING SYSTEM (2)				SD373-2
E13  KET_1809WP_12F_Gr	E20-1  CHT_ALT_RING_N	E20-2  KET_58X_02F_Gr	I03  CR02F064	
M04  KUM_DSD_06F_W	M09-1  KET_SP_20F_L	M09-2  KET_SP_16F_W	M09-3  KET_SP_20F_W	
M10-1  AMP_040M2_20F_B	M25-1  AMP_040M2_20F_B	M114  KET250_4F	BLANK	
Circuit Description The generator produces AC voltage in its windings as it is belt-driven by the engine. The rectifier converts this A/C voltage into DC voltage. The voltage regulator, a device built-in to the generator frame, controls the generator's output to meet electrical system requirements, and also controls the charge warning lamp. Fuse 2 supplies battery voltage to the charge warning indicator. With the engine not running and the ignition switch in ON, terminal L of the regulator is grounded internally and the indicator lights up. A small amount of current provided by both the charge warning lamp and the pre-excitation resistor is used to "excite" the magnetic field windings to start the charging process. With the engine running and the generator charging, terminal L voltage rises and the indicator goes out. If the generator fails to charge, terminal L remains below battery voltage and the indicator remains lit.				

SD436-1

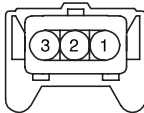
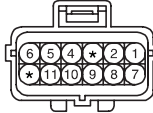
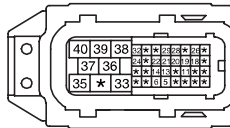
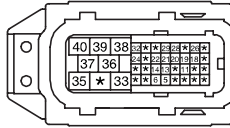
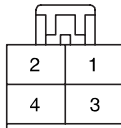
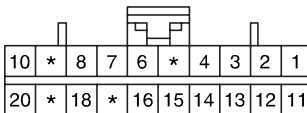


VEHICLE SPEED SENSOR SYSTEM

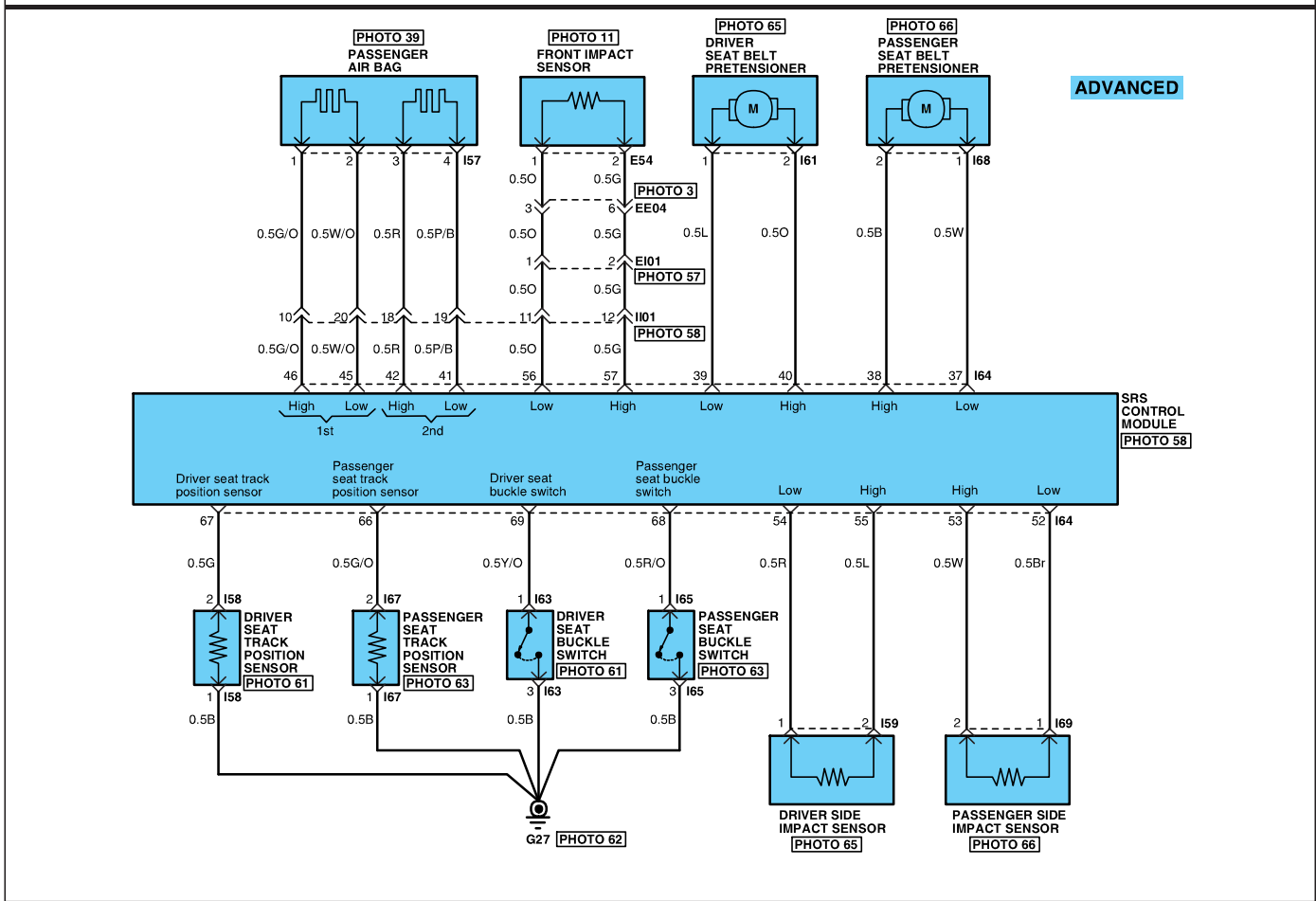
VEHICLE SPEED SENSOR SYSTEM (2)			SD436-2
C159  AMP_JPT_03F_B_S1	C160  AMP_JPT_03F_B_S1	C180(CVVT)  AMP_EJWP_12F_B	C180(SULEV)  AMP_EJWP_12F_B
M07  MLX_OBDII_16F_B_SIN	M09-3  KET_SP_20F_W	M10-1  AMP_040M2_20F_B	BLANK
Circuit Description The vehicle speed sensor, located on the speedometer driven gear in the transaxle, generates pulse signals that indicate the vehicle's speed and provides signals to the control modules to calculate the vehicle speed. The vehicle speed sensor (VSS) intermittently grounds the circuits. The number of pulses per minute increase/decrease with the speed of the car.			



AUTOMATIC TRANSAXLE CONTROL SYSTEM

AUTOMATIC TRANSAXLE CONTROL SYSTEM (2)				SD450-2
C151  KET_SSD_10F_B_A	C152  KET_SSD_03F_B_A	C153  KET_SSD_03F_Gr_B	C154  KET_SSD_10F_Gr_B	
C159  AMP_JPT_03F_B_S1	C180(CVVT)  AMP_EJWP_12F_B	C180(SULEV)  AMP_EJWP_12F_B	C183-2  KET_ECU_40F_B	
C183-4  KET_ECU_40F_B	C193  KUM_DSD_04F_B	M10-1  AMP_040M2_20F_B	BLANK	
Circuit Description The Powertrain Control Module (PCM) provides precise gear shift timing and torque converter lock-up by controlling the operation of the automatic transaxle solenoid valves (Low & reverse solenoid valve, damper clutch control solenoid valve, over-drive solenoid valve, 2nd solenoid valve and under-driver solenoid valve). The PCM operates these solenoid valves based on input signals from the various sensors (for instance, pulse generator A, B). The transaxle control module has a built-in self diagnostic feature. Refer to the shop Manual, section ATM, for details.				

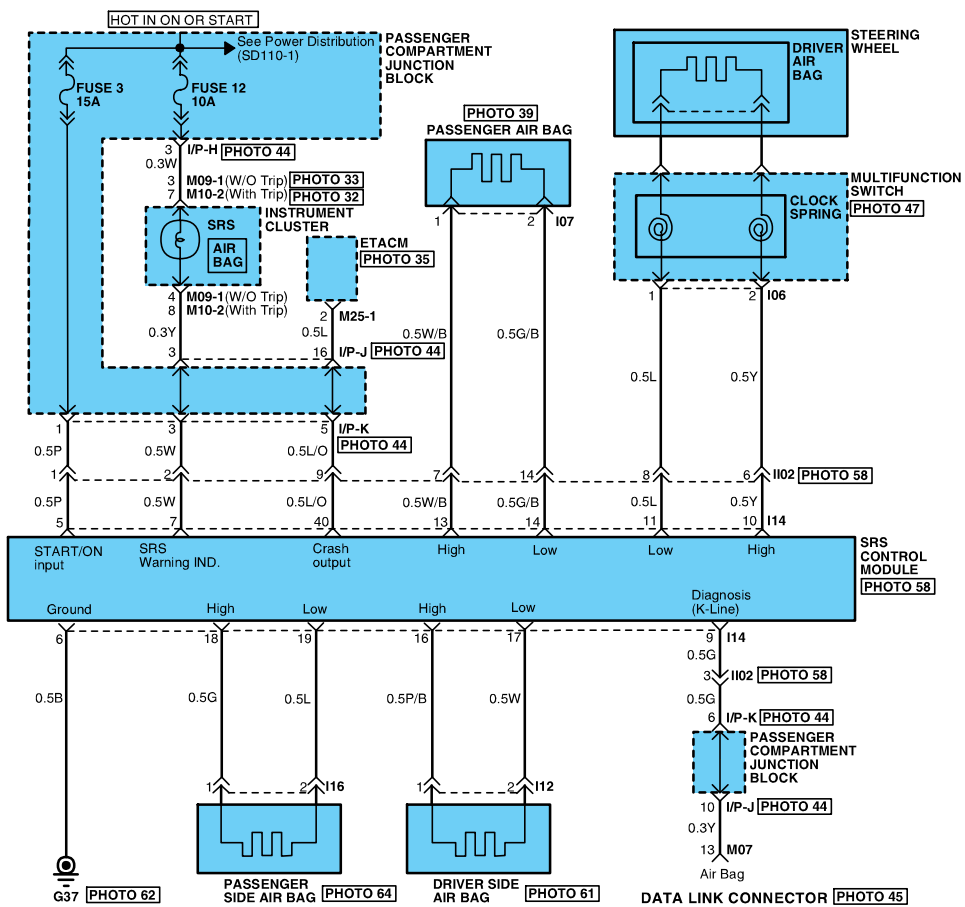




AIR BAG SYSTEM(SRS)

AIR BAG SYSTEM(SRS) (3)

SD569-3

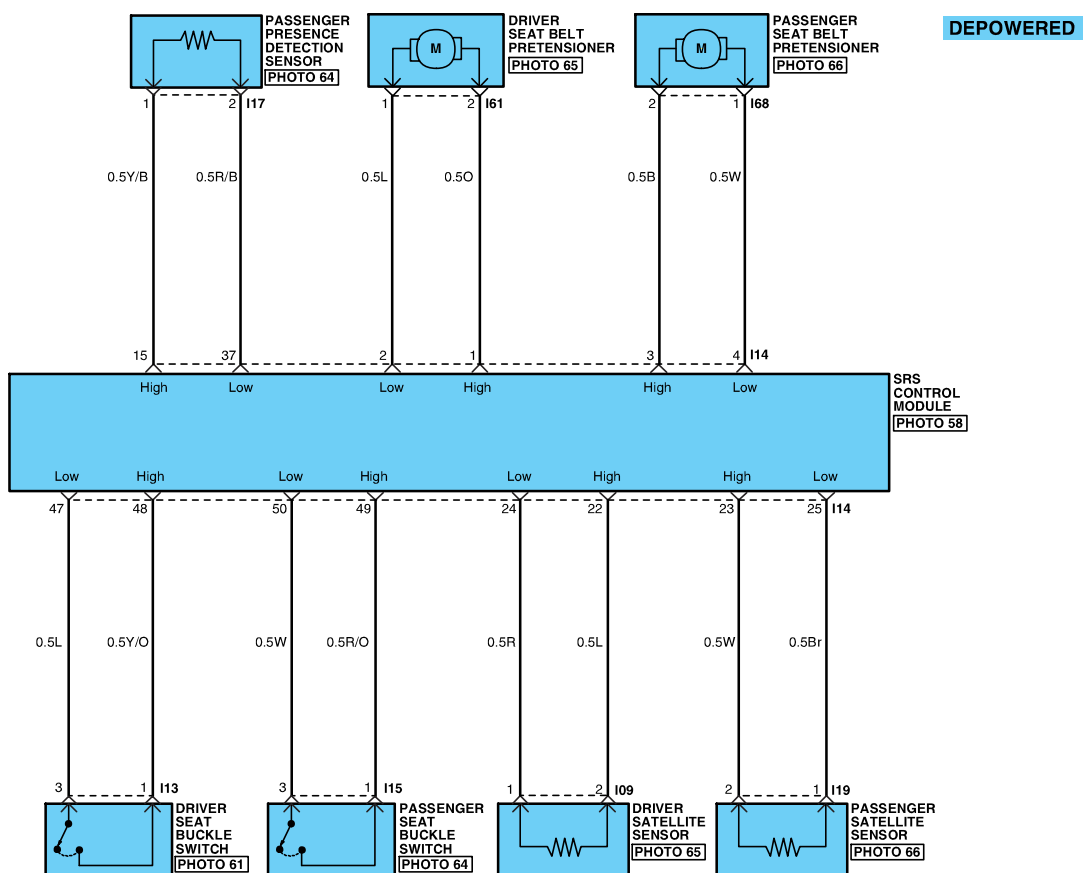


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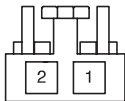
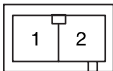
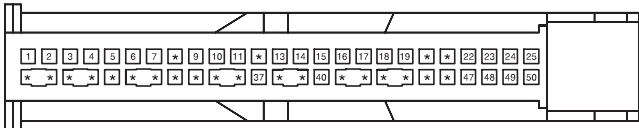
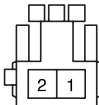
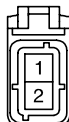
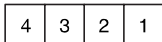
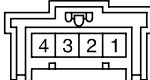
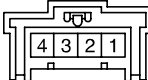
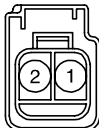
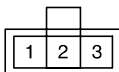
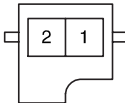
AIR BAG SYSTEM(SRS)

AIR BAG SYSTEM(SRS) (4)

SD569-4



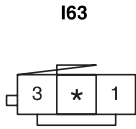
AIR BAG SYSTEM(SRS)

AIR BAG SYSTEM(SRS) (5)				SD569-5
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I12  YAZ_040WP_02F_Y	I13  PKD_ABG_03F_Y	I14  SIE_ESPS_50F_B		
I15  PKD_ABG_03F_Y	I16  YAZ_040WP_02F_Y	I17  SUM_PPD_02F_N	I19  PKD_SNSR_02F_P	
I55  AMP_MQS_04F	I56  YAZ_ABG_04F_Y	I57  YAZ_ABG_04F_Y	I58  EPC_E4014_02F_B	
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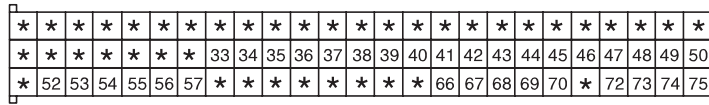
AIR BAG SYSTEM(SRS)

AIR BAG SYSTEM(SRS) (6)

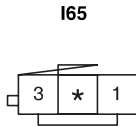
SD569-6



PKD_ABG_03F_Y



SIE_ABG_75F_P_ABAG



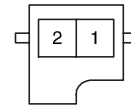
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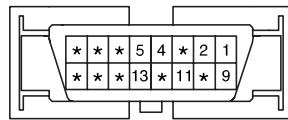
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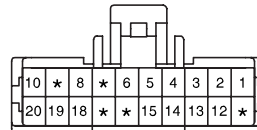
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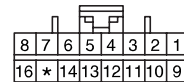
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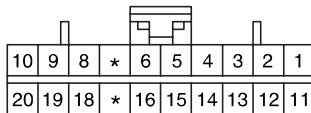
MLX_OBDII_16F_B_SIN



KET_SP_20F_L



AMP_040M2_16F_B



AMP_040M2_20F_B

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AIR BAG SYSTEM(SRS)

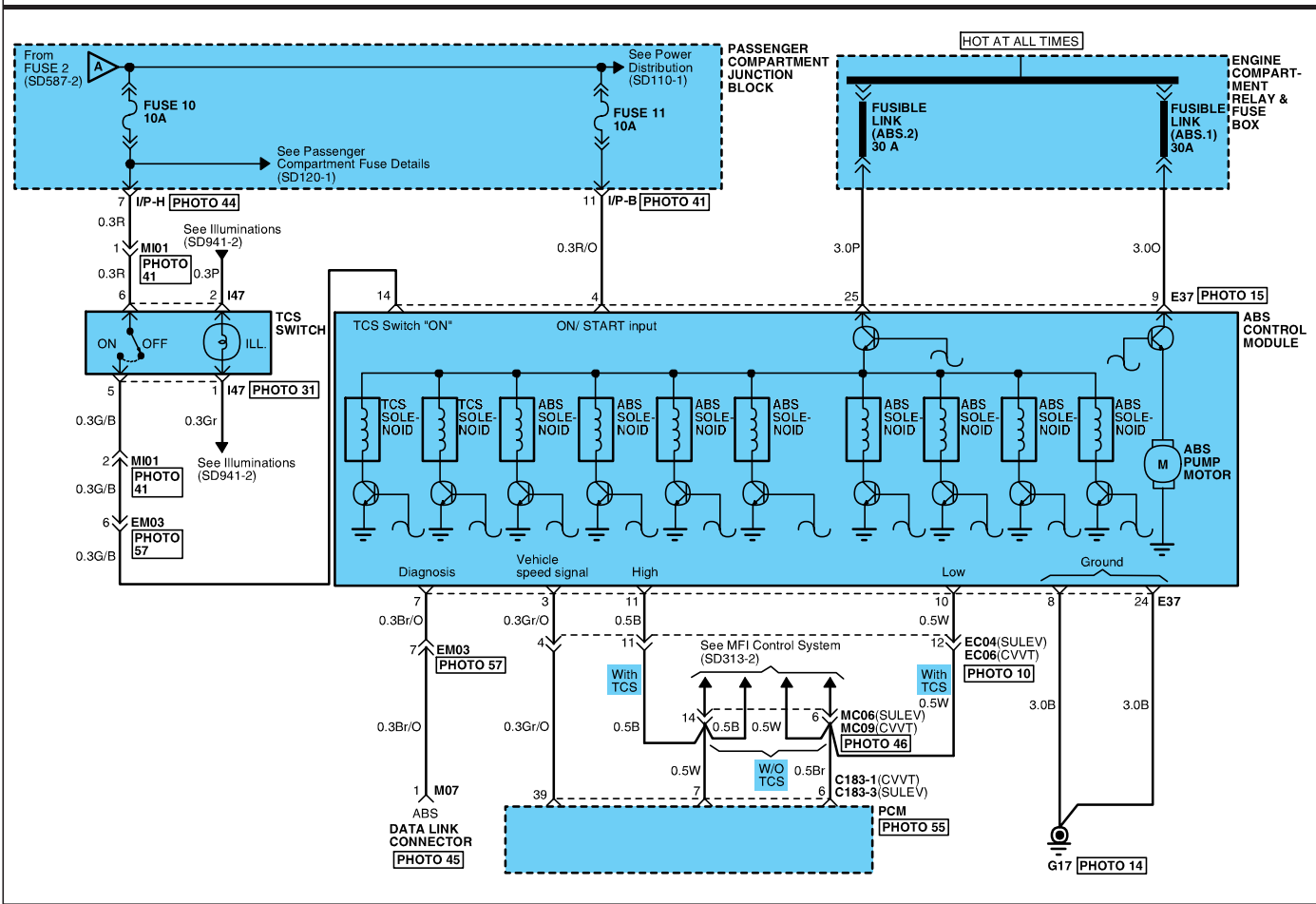
AIR BAG SYSTEM(SRS) (7)	SD569-7
Circuit Description Only authorized service personnel should do work on or around the Supplemental Restraint System (SRS) components. Service personnel should read the SRS section of the service manual carefully before starting work on the Supplemental Restraint System (SRS). The Supplemental Restraint System (SRS) is a safety device, which, when used in conjunction with the seat belts, is designed to protect the driver and front seat passenger by deploying air bags when the car receives a frontal impact exceeding a certain set limit. With the ignition switch in ON or START, battery voltage is applied to the SRS control module from fuse 3 and to the SRS indicator in the instrument cluster from fuse 12. When the ignition switch is turned to the ON position, the SRS indicator in the instrument cluster will flash six times. If the SRS indicator does not flash six times, stays on, or comes on while driving, the SRS is not working properly. Refer to the shop manual section RT (Restraints system) for details.	

AIR BAG SYSTEM(SRS)

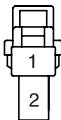
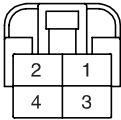
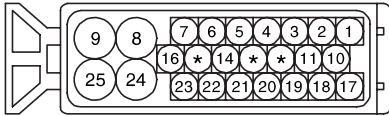
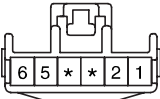
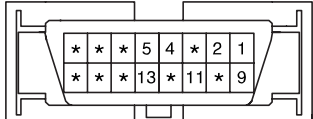
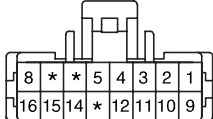
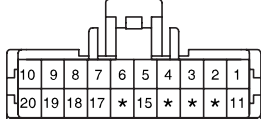
AIR BAG SYSTEM(SRS) (8)	SD569-8
MEMO	

SD587-1





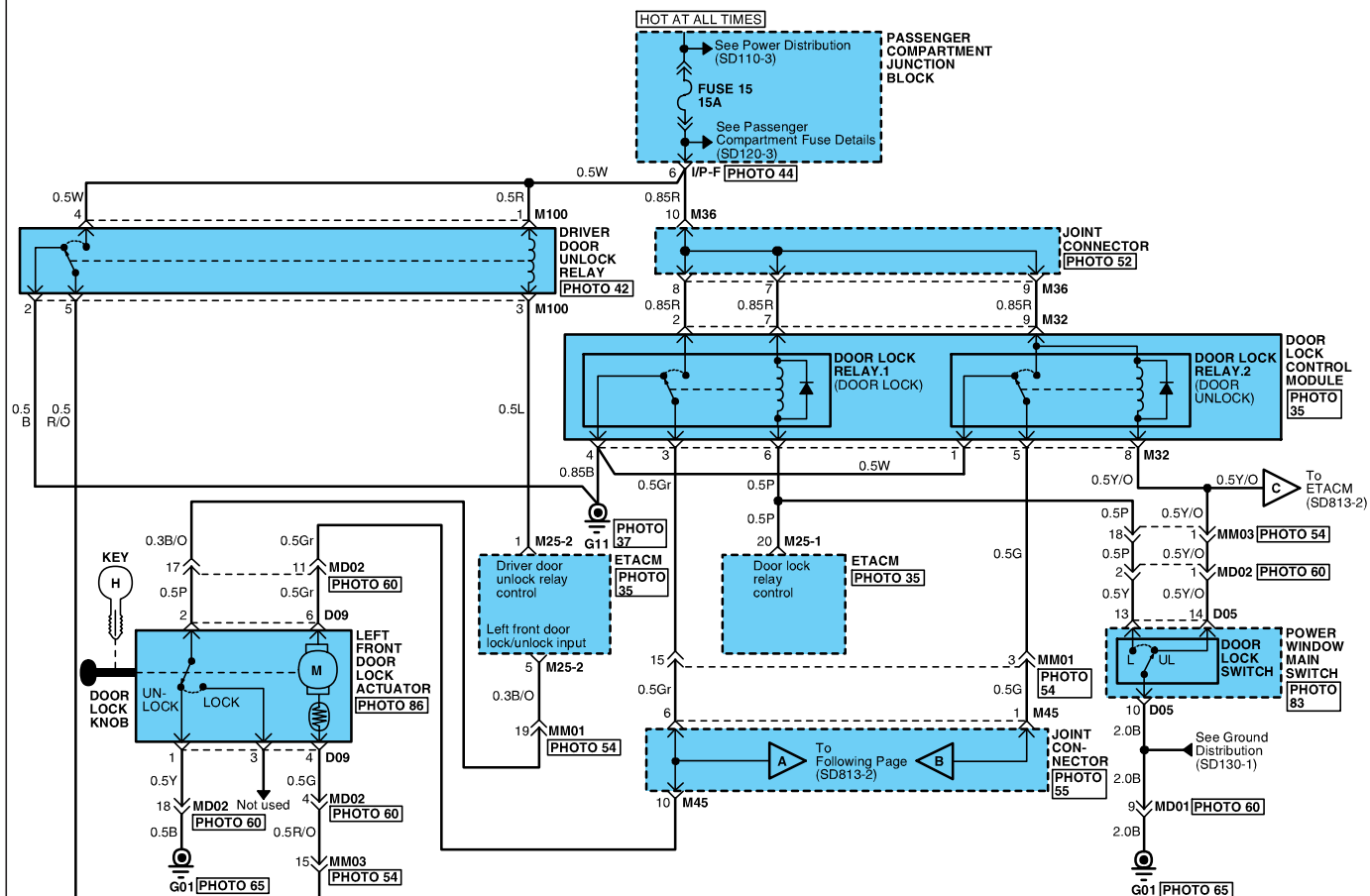
ANTI-LOCK BRAKE SYSTEM / TRACTION CONTROL SYSTEM

ANTI-LOCK BRAKE SYSTEM / TRACTION CONTROL SYSTEM (3)																					SD587-3																																																																																										
C181  KET_250DL_02F_W										C182  KET_250DL_04F_W										C183-1 <table><tr><td>6</td><td>7</td><td>8</td><td>*</td><td>10</td><td>11</td><td>*</td><td>*</td><td>14</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>21</td><td>22</td><td>23</td><td>24</td><td>5</td><td>4</td></tr><tr><td>*</td><td>26</td><td>27</td><td>*</td><td>29</td><td>30</td><td>31</td><td>32</td><td>*</td><td>*</td><td>*</td><td>*</td><td>37</td><td>38</td><td>39</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="2" rowspan="2">3</td></tr><tr><td>*</td><td>45</td><td>*</td><td>47</td><td>48</td><td>*</td><td>50</td><td>51</td><td>52</td><td>*</td><td>54</td><td>55</td><td>56</td><td>*</td><td>58</td><td>59</td><td>60</td><td>61</td><td>62</td></tr><tr><td>*</td><td>64</td><td>65</td><td>66</td><td>67</td><td>68</td><td>69</td><td>*</td><td>71</td><td>72</td><td>73</td><td>*</td><td>75</td><td>76</td><td>77</td><td>78</td><td>*</td><td>80</td><td>81</td><td>2</td><td>1</td></tr></table> KET_ECU_81F_B_BOSCH										6	7	8	*	10	11	*	*	14	*	*	*	*	*	*	21	22	23	24	5	4	*	26	27	*	29	30	31	32	*	*	*	*	37	38	39	*	*	*	*	3		*	45	*	47	48	*	50	51	52	*	54	55	56	*	58	59	60	61	62	*	64	65	66	67	68	69	*	71	72	73	*	75	76	77	78	*	80	81	2	1
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C183-3 <table><tr><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>*</td><td>*</td><td>14</td><td>*</td><td>*</td><td>17</td><td>18</td><td>19</td><td>*</td><td>21</td><td>22</td><td>23</td><td>24</td><td>5</td><td>4</td></tr><tr><td>*</td><td>26</td><td>27</td><td>*</td><td>29</td><td>30</td><td>31</td><td>32</td><td>33</td><td>34</td><td>*</td><td>*</td><td>37</td><td>38</td><td>39</td><td>40</td><td>41</td><td>42</td><td>*</td><td colspan="2" rowspan="2">3</td></tr><tr><td>44</td><td>45</td><td>*</td><td>47</td><td>48</td><td>*</td><td>50</td><td>51</td><td>52</td><td>53</td><td>54</td><td>55</td><td>56</td><td>*</td><td>58</td><td>*</td><td>60</td><td>61</td><td>62</td></tr><tr><td>*</td><td>64</td><td>65</td><td>66</td><td>67</td><td>68</td><td>69</td><td>70</td><td>71</td><td>72</td><td>73</td><td>*</td><td>75</td><td>76</td><td>77</td><td>78</td><td>79</td><td>80</td><td>81</td><td>2</td><td>1</td></tr></table> KET_ECU_81F_B_BOSCH										6	7	8	9	10	11	*	*	14	*	*	17	18	19	*	21	22	23	24	5	4	*	26	27	*	29	30	31	32	33	34	*	*	37	38	39	40	41	42	*	3		44	45	*	47	48	*	50	51	52	53	54	55	56	*	58	*	60	61	62	*	64	65	66	67	68	69	70	71	72	73	*	75	76	77	78	79	80	81	2	1	E02  KET_090IWP_02M_Gr										BLANK									
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M07  MLX_OBDII_16F_B_SIN										M09-1  KET_SP_20F_L										M09-2  KET_SP_16F_W										M09-3  KET_SP_20F_W																																																																																	
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16	*	14	13	12	11	10	9																																																																																																								

ANTI-LOCK BRAKE SYSTEM / TRACTION CONTROL SYSTEM (4)		SD587-4
Circuit Description		
TCS The Traction Control System (TCS) is a variable system designed to enhance traction during acceleration and cornering. It does so by determining the optimum amount of wheel spin for any given driving situation, then suppressing surplus engine power accordingly. The ABS control module gets signals about the vehicle's speed, direction and road conditions from sensors at the wheels and the steering column. Based on these signals, the control module will determine the optimum amount of wheel spin. Because the system is variable, the control module may determine, depending on the driving conditions, that some wheel spin is beneficial (thus enhancing straight-line acceleration), or that no wheel spin is beneficial (thus enhancing cornering). For any given driving situation, the control module will determine the amount of wheel spin best suited to the driver's needs. The system is automatically ready whenever the engine is started, but can be manually canceled with the TCS switch. The TCS provides the following benefits: (1) When the drive wheel speed exceeds the vehicle speed by a given amount, the ABS control module judges that the drive wheels are slipping and it sends traction control signals to reduce engine power. (2) Based on the wheel speed sensor signals, the control module detects the condition of the road and then sends signals to improve acceleration efficiency and grip efficiency.		
ABS The Anti-Lock Brake System (ABS) control module controls the hydraulic brake pressure of all four wheels during sudden braking and braking on hazardous road surfaces, preventing the wheels from locking. The ABS provides the following benefits: (1) Enables steering around obstacles with a greater degree of certainty during panic braking. (2) Enables stopping during panic braking while allowing stability and control even on curves. In case a malfunction occurs in the ABS system, the system will operate as a normal brake system (fail-safe mode). A diagnosis function and fail-safe system have been included for service ability.		

POWER DOOR LOCKS (1)

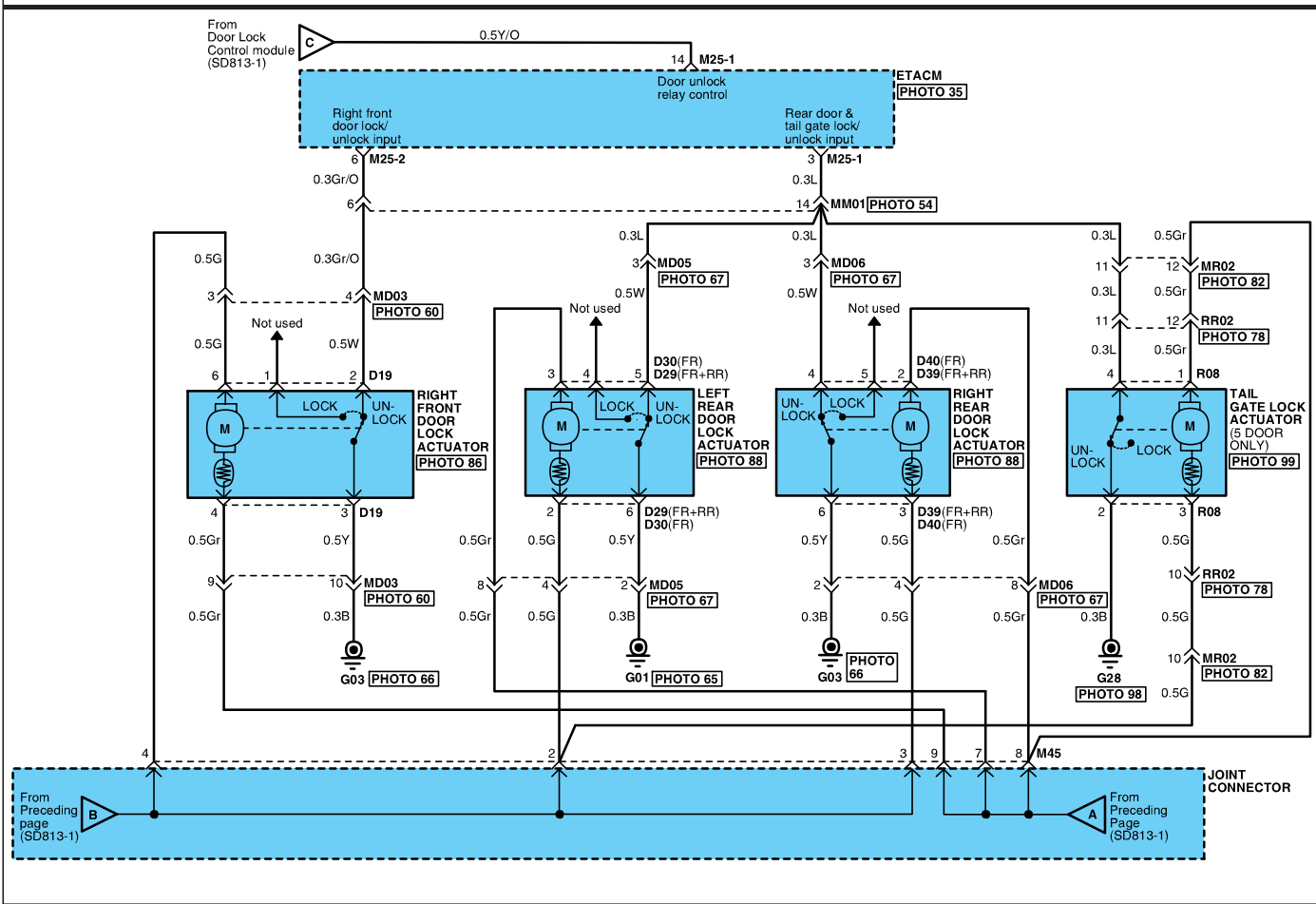
SD813-1



POWER DOOR LOCKS

POWER DOOR LOCKS (2)

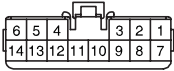
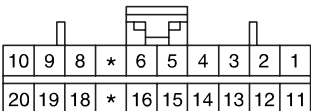
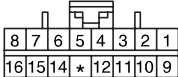
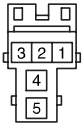
SD813-2



POWER DOOR LOCKS

POWER DOOR LOCKS (3)

SD813-3

D05  KET_090II_14F_W	D09  KET_SSD_06F_W	D19  KET_SSD_06F_W	D29  KET_SSD_06F_W
D30  KET_SSD_06F_W	D39  KET_SSD_06F_W	D40  KET_SSD_06F_W	M25-1  AMP_040M2_20F_B
M25-2  AMP_040M2_16F_B	M32  KET_PA_09F_W	M100  KET_MICRORLY_05F_B	R08  KET_250_04F

Circuit Description

Battery voltage is applied at all times to the door lock control module. When locking the vehicle by using the door lock switch in the power window main switch, a ground is provided to the door lock relay and the doors lock. Locking the doors by using the vehicle key or pushing down the lock knob, will send a signal to the ETACM. The ETACM will then ground the relay and the doors lock.

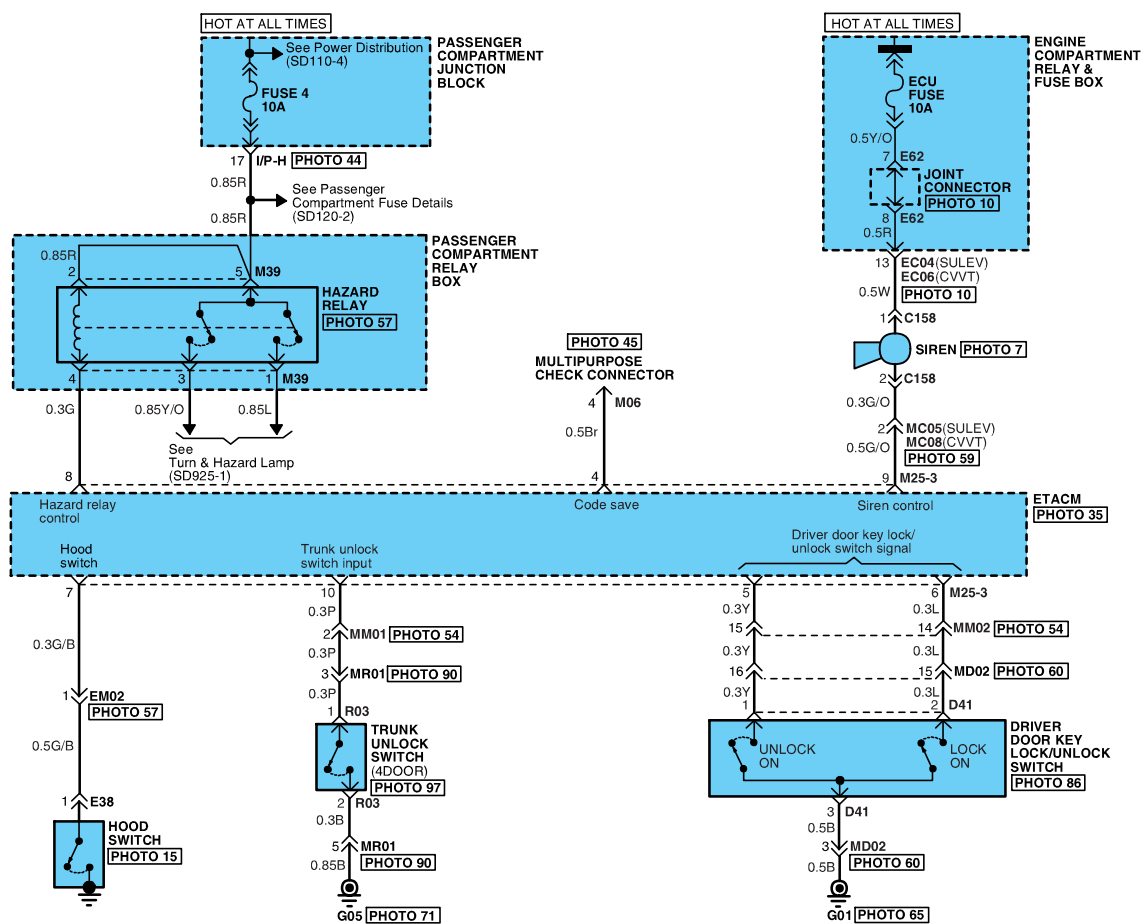
When you turn the door lock switch in the power window main switch to the UNLOCK position, a path to ground is supplied to the unlock relay. Battery voltage is applied to the door lock actuators. The polarity of the voltage applied to the actuators is now reversed and the doors unlock.

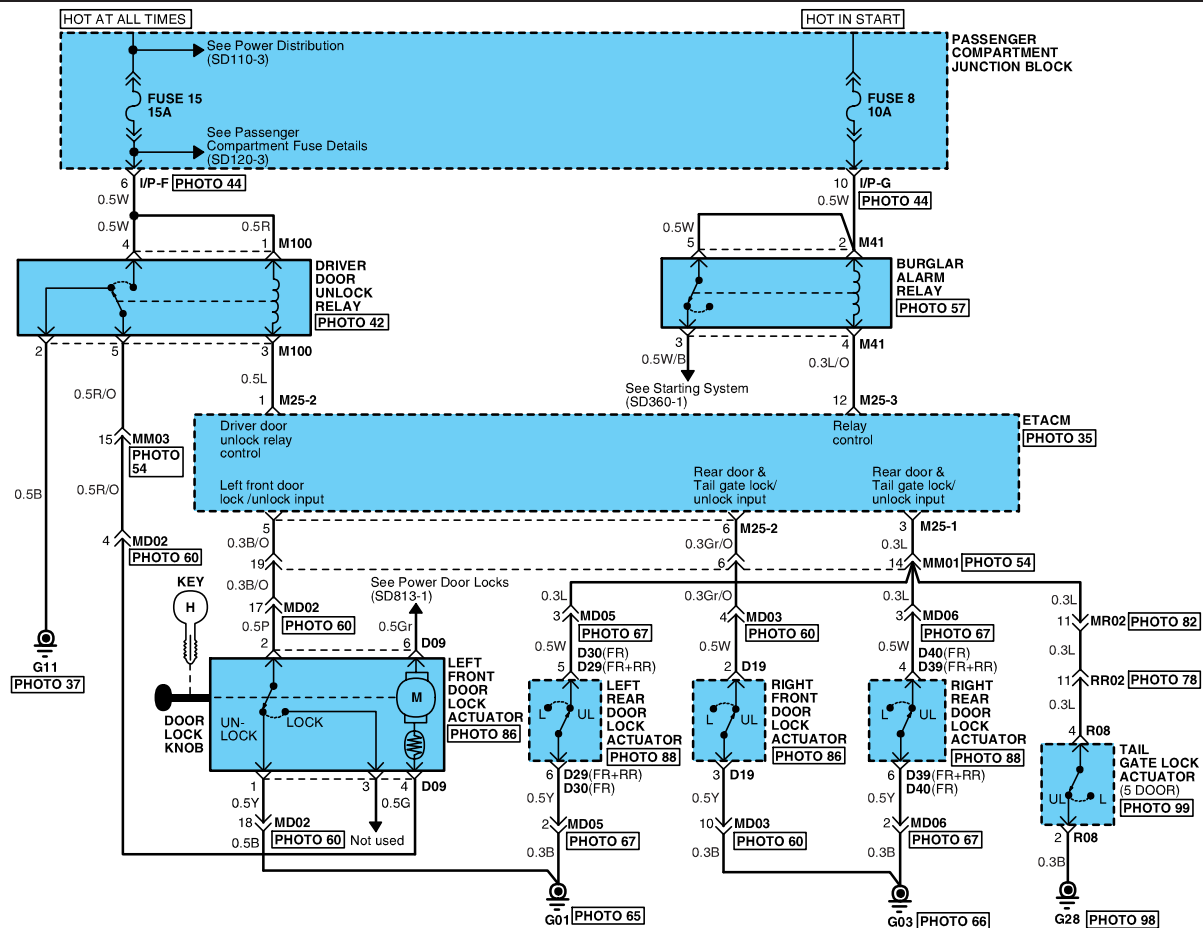
POWER DOOR LOCKS

POWER DOOR LOCKS (4)	SD813-4
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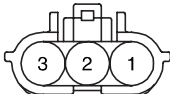
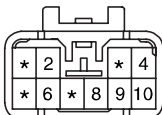
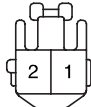
MEMO

SD814-1



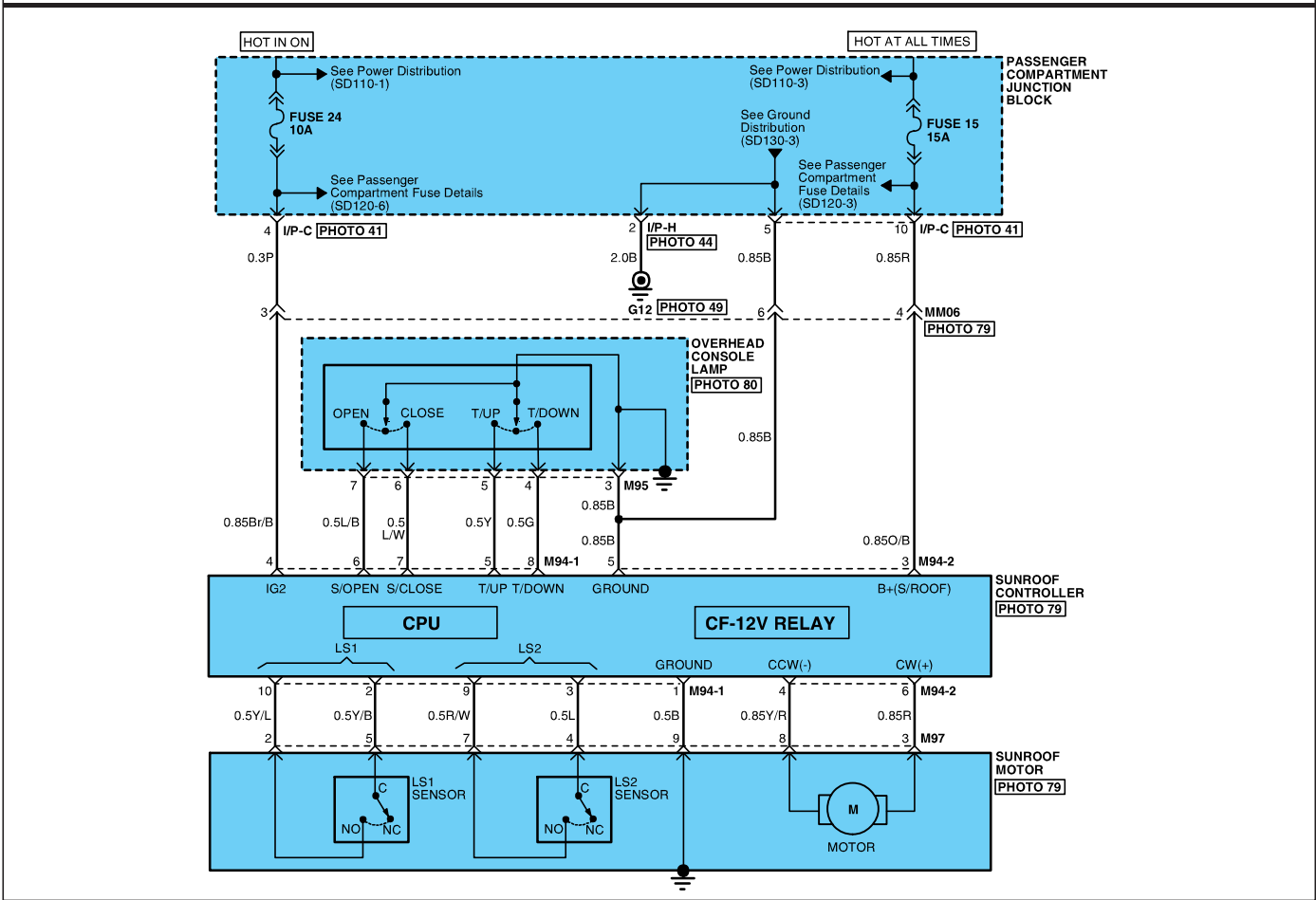


KEYLESS ENTRY & BURGLAR ALARM SYSTEM

KEYLESS ENTRY & BURGLAR ALARM SYSTEM (3)			SD814-3																																				
C158  KUM_NMWP_02F_B	D09  KET_SSD_06F_W	D19  KET_SSD_06F_W	D29  KET_SSD_06F_W																																				
D30  KET_SSD_06F_W	D39  KET_SSD_06F_W	D40  KET_SSD_06F_W	D41  KET_SWP_03F_B																																				
E38  KUM_NMWP_01F_B	M06  KET_090II_10M_W	M25-1 <table><tr><td>10</td><td>9</td><td>8</td><td>*</td><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>20</td><td>19</td><td>18</td><td>*</td><td>16</td><td>15</td><td>14</td><td>13</td><td>12</td><td>11</td></tr></table> AMP_040M2_20F_B	10	9	8	*	6	5	4	3	2	1	20	19	18	*	16	15	14	13	12	11	M25-2 <table><tr><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>16</td><td>15</td><td>14</td><td>*</td><td>12</td><td>11</td><td>10</td><td>9</td></tr></table> AMP_040M2_16F_B	8	7	6	5	4	3	2	1	16	15	14	*	12	11	10	9
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M25-3 <table><tr><td>6</td><td>5</td><td>4</td><td>3</td><td>*</td><td>*</td></tr><tr><td>12</td><td>*</td><td>10</td><td>9</td><td>8</td><td>7</td></tr></table> AMP_040M2_12F_B	6	5	4	3	*	*	12	*	10	9	8	7	M39 <table><tr><td>1</td></tr><tr><td>4</td><td>3</td><td>2</td></tr><tr><td>5</td></tr></table> CR05F029	1	4	3	2	5	M41 <table><tr><td></td><td>*</td><td></td></tr><tr><td>4</td><td>3</td><td>2</td></tr><tr><td></td><td>5</td><td></td></tr></table> KET_250_05F_B_RLY		*		4	3	2		5		M100  KET_MICRORLY_05F_B										
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R03  KET_090II_02F_W_L	R08 <table><tr><td>2</td><td>1</td></tr><tr><td>4</td><td>3</td></tr></table> KET_250_04F	2	1	4	3	BLANK	BLANK																																
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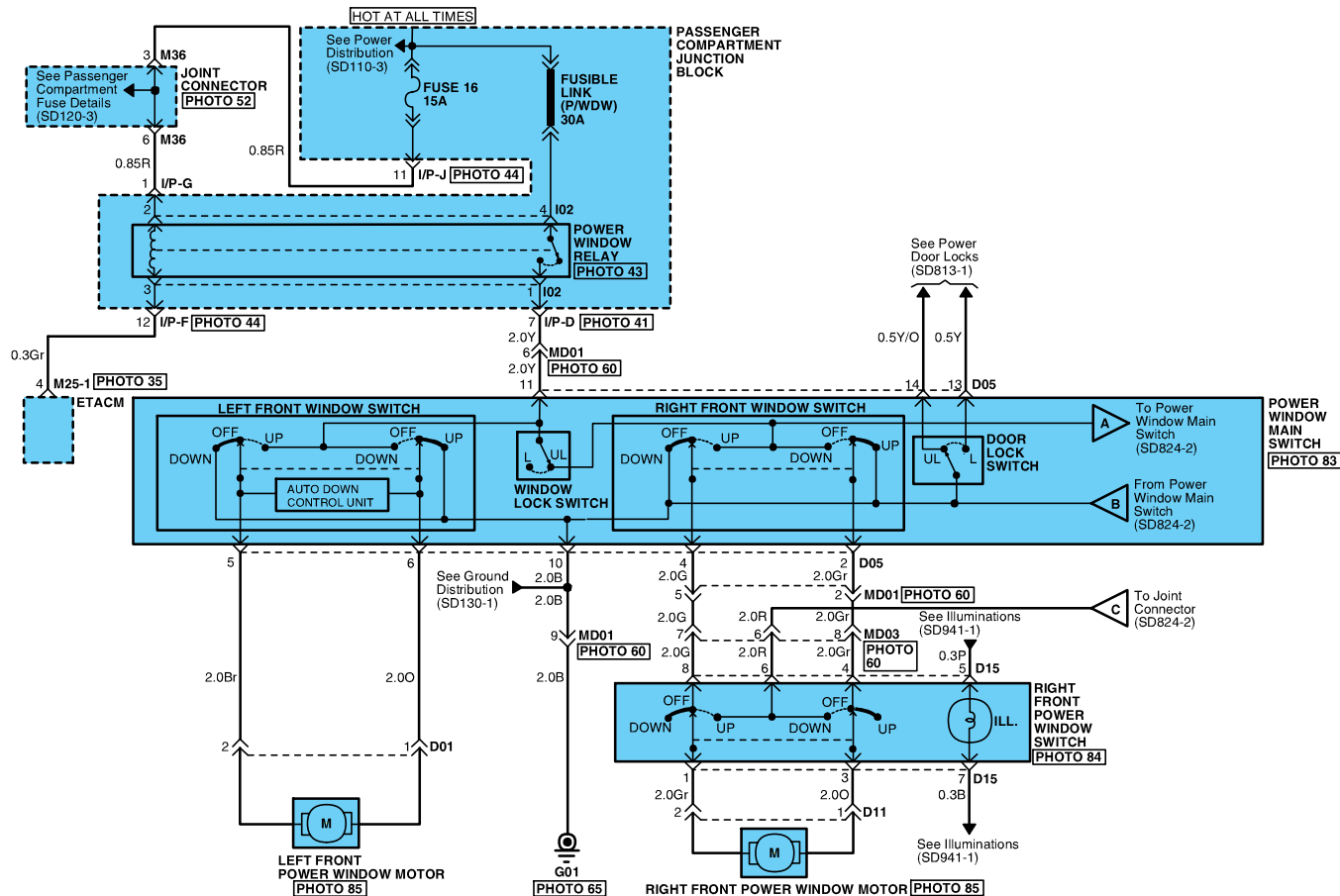
KEYLESS ENTRY & BURGLAR ALARM SYSTEM

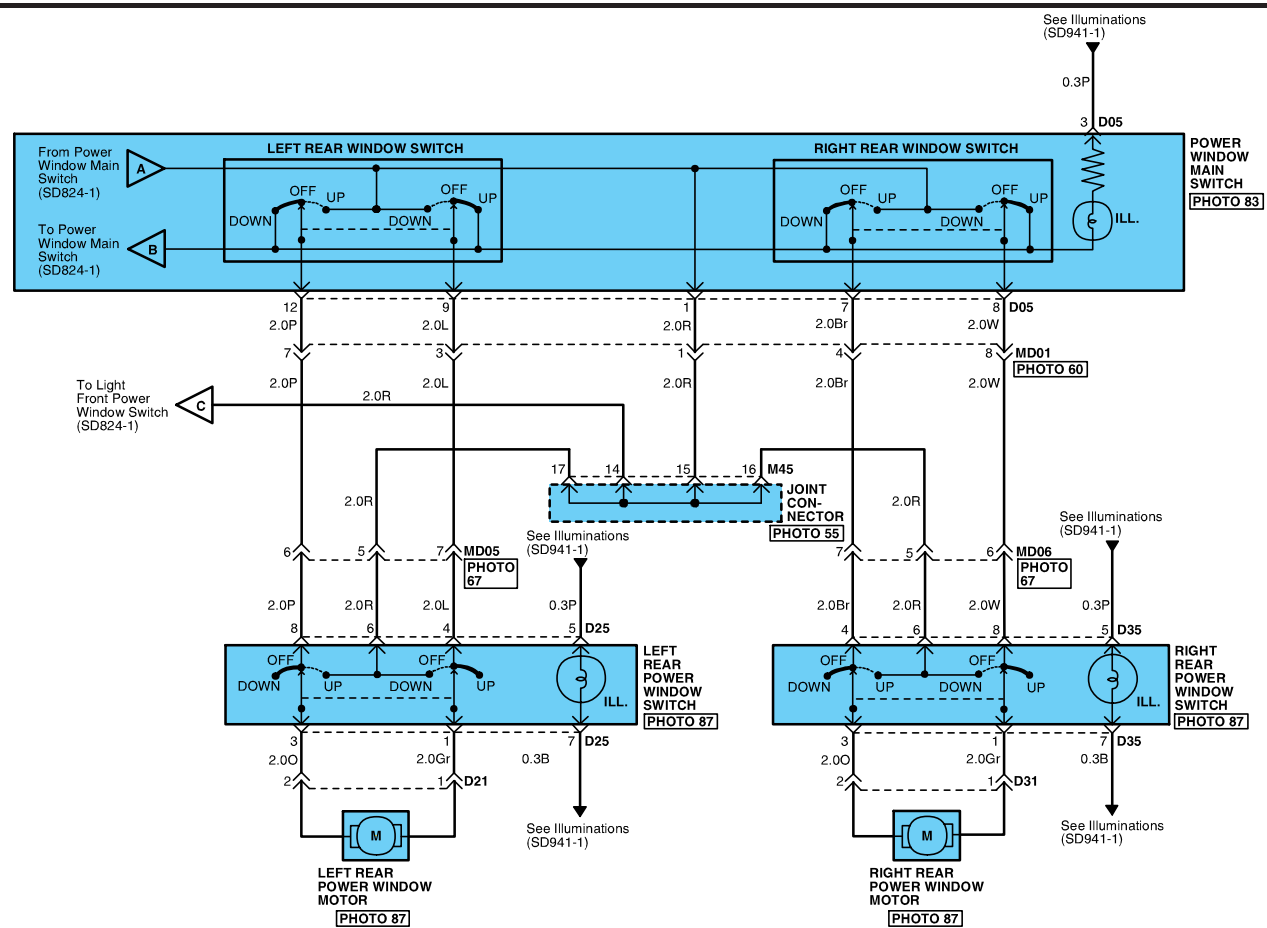
KEYLESS ENTRY & BURGLAR ALARM SYSTEM (4)		SD814-4
Circuit Description		
The ETACM controls the keyless entry & burglar alarm system. Burglar Alarm Operations-When the ETACM receives abnormal input signals (for instance hood switch signal, left/right door unlock signal, trunk unlock switch signal, etc.), the hazard relay coil is energiaed through the ETACM and battery voltage is supplied to the turn signal lamps. And the ETACM controls the siren.		
Keyless Entry Operations-When the ETACM receives code signals from the Keyless entry transmitter, the ETACM compares the received code signals with memorized code. If the codes are aligned, the ETACM sends signal to the door modules and turn signal lamps. According to the signals, the turn signal lamps are flashed several times and the doors are opened.		



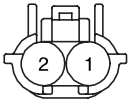
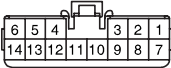
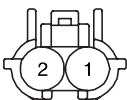
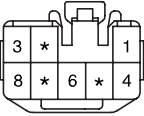
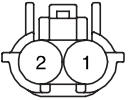
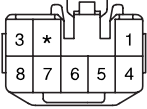
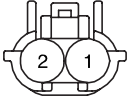
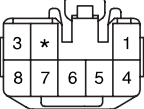
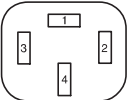
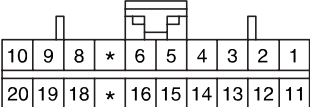
SUNROOF

SUNROOF (2)			SD816-2																																										
M94-1 <table><tr><td>4</td><td>3</td><td></td><td>2</td><td>1</td></tr><tr><td>10</td><td>9</td><td>8</td><td>7</td><td>6</td><td>5</td></tr></table> CR10F003	4	3		2	1	10	9	8	7	6	5	M94-2 <table><tr><td>*</td><td></td><td>*</td></tr><tr><td>6</td><td>5</td><td>4</td><td>3</td></tr></table> CR06F005	*		*	6	5	4	3	M95 <table><tr><td>3</td><td>*</td><td></td><td>1</td></tr><tr><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td></tr></table> CR05F004	3	*		1	8	7	6	5	4	M97 <table><tr><td colspan="5"></td></tr><tr><td>*</td><td>2</td><td></td><td>3</td><td>4</td></tr><tr><td>5</td><td>*</td><td>7</td><td>8</td><td>9</td></tr></table> CR09M001						*	2		3	4	5	*	7	8	9
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8	7	6	5	4																																									
*	2		3	4																																									
5	*	7	8	9																																									
Circuit Description Battery voltage is supplied at all times to the sunroof controller from fuse 15. Fuse 24 also supplies battery voltage when the ignition switch is ON. Overhead console lamp contains open/close, tilt up/tilt down switches and when one of them is depressed, sunroof motor is operated by CPU and relay of sunroof controller.																																													

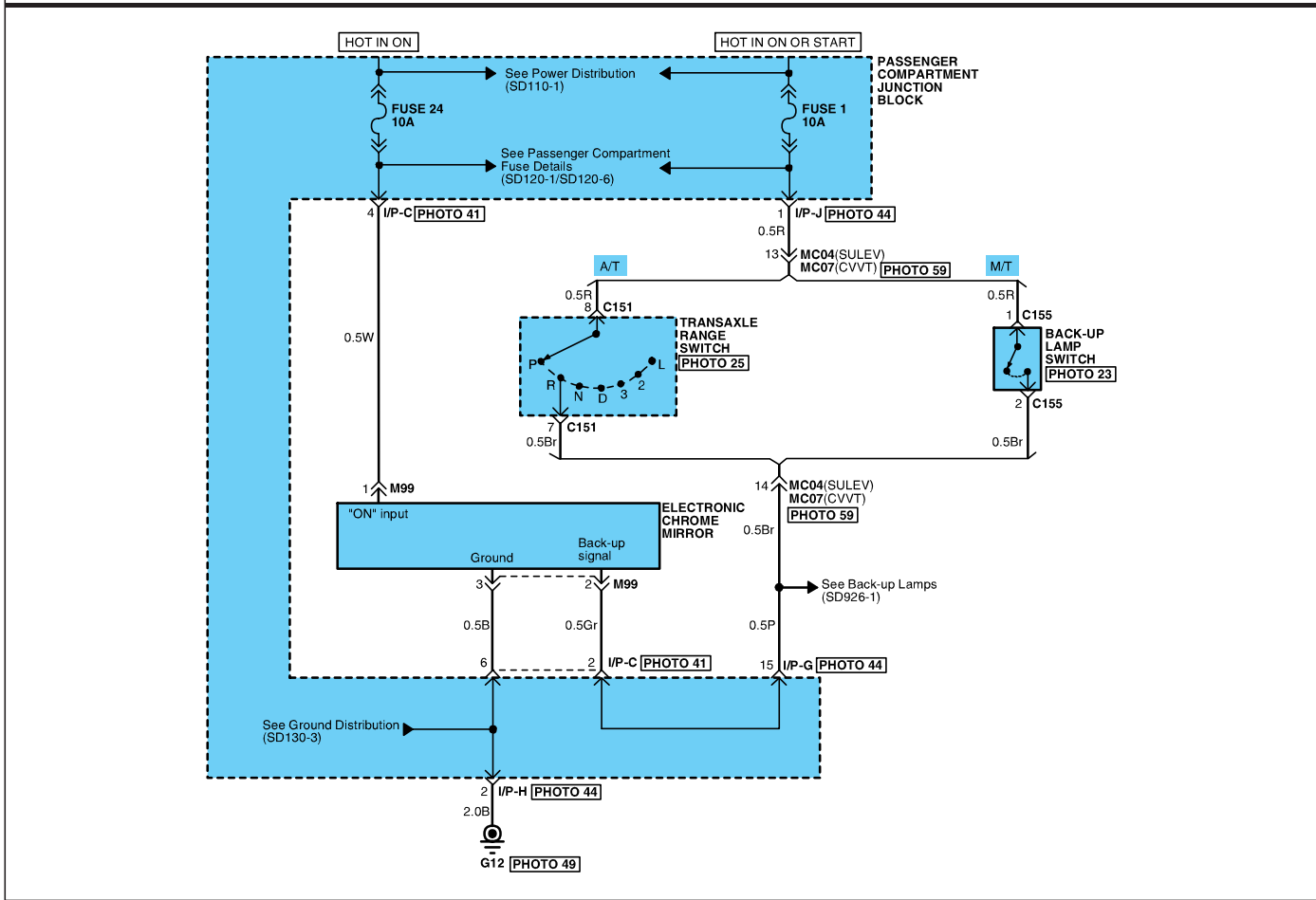




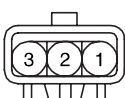
POWER WINDOWS

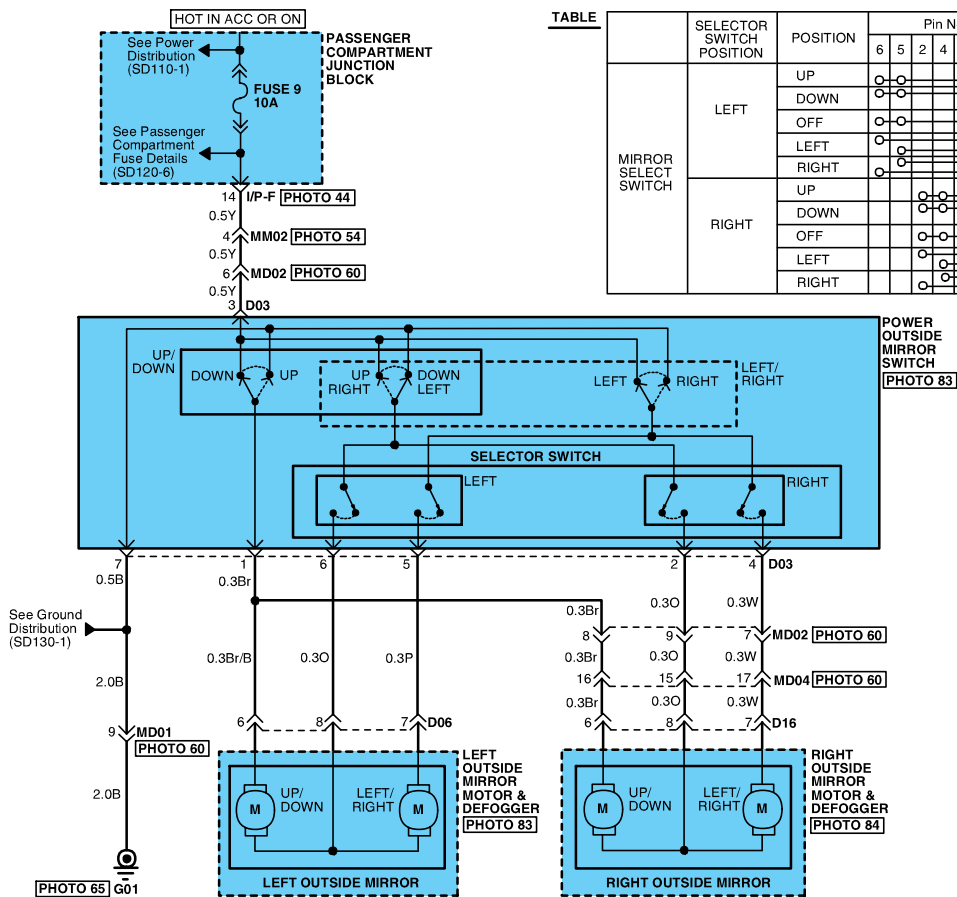
POWER WINDOWS (3)			SD824-3
D01  KET_SWP_02F_B	D05  KET_090II_14F_W	D11  KET_SWP_02F_B	D15  KET_090II_08F_W
D21  KET_SWP_02F_B	D25  KET_090II_08F_W	D31  KET_SWP_02F_B	D35  KET_090II_08F_W
I02  CR04F069	M25-1  AMP_040M2_20F_B	BLANK	BLANK
Circuit Description A Permanent magnetic motor operates each of the power windows. Each motor raises or lowers the glass when voltage is supplied to it. The direction the motor turns depends on the polarity of the supply voltage. The power window main switch controls all the power window motors. Each window switch controls only one of the power window motors. If the window lock switch in the power window main switch is depressed, the rear power windows and the right front power window cannot be controlled by their own window switches, however, they can still be controlled by the power window main switch. Power Window Main Switch Operation Battery voltage is applied at all times to both the coil and contacts of the power window relay. The coil of the relay is supplied battery voltage through fuse 16. Battery voltage is then supplied to the power window main switch through the closed relay contacts. When any of the switches in the power window main switch are operated, battery voltage is applied to the power window motor. The power window motor is grounded through the opposite contact in the power window main switch. The power window motor runs to drive the window. Window Switch Operation When the power window relay coil is energized, battery voltage is supplied to the passenger window switches as long as the lock switch in the power window main switch is OFF (not depressed). When the passenger's window switch is operated, battery voltage is applied to one terminal of the power window motor and the other terminal is grounded through the opposite contact in the window switch and the main switch. The power window motor runs to drive the window.			

MEMO

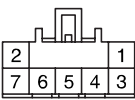
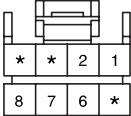
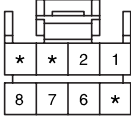


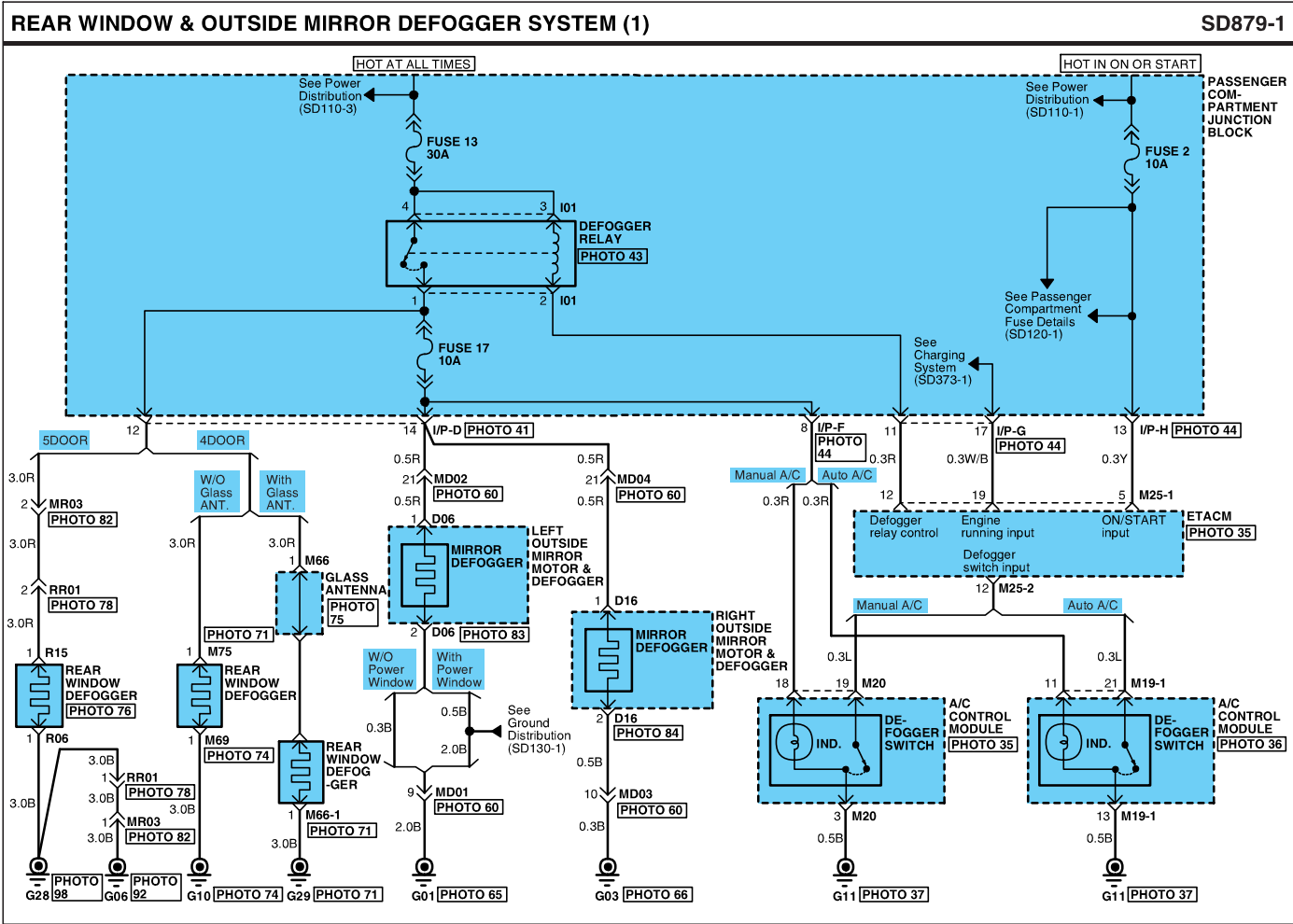
ELECTRONIC CHROME MIRROR

ELECTRONIC CHROME MIRROR (2)			SD851-2
C151  KET_SSD_10F_B_A	C155  KUM_NMWP_02F_B	M99  KET_TLCWP_03F_W	BLANK
Circuit Description When the ignition switch in ON or START and the transaxle range switch in R(automatic transaxle)/back-up switch ON(Manual transaxle), the electronic chrome mirror controls automatically the glare of headlight of cars behind you to improve the visibillity.			



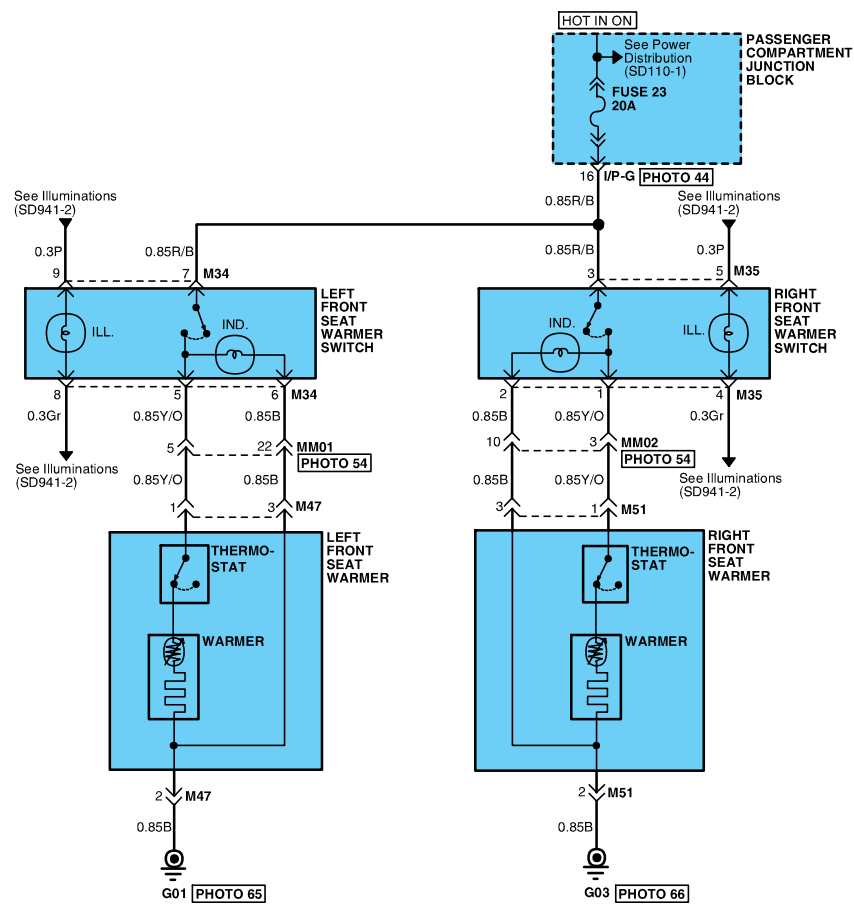
POWER OUTSIDE MIRRORS

POWER OUTSIDE MIRRORS (2)			SD876-2
D03  KUM_CDR_07F_B	D06  AMP_040M1_08F_B	D16  AMP_040M1_08F_B	BLANK
Circuit Description The operation of the two outside mirrors is controlled by the power ouside mirror switch. Each mirror has two reversible motors: One motor moves the mirror up and down, the other motor moves the mirror left and right. The selector switch in the power outside mirror switch controls the direction of the battery voltage to the right or left outside mirror. With the ignition switch in ACC or ON, battery voltage is applied from fuse 9 to the power outside mirror switch. With the selector switch in the LEFT position and the up/down switch in UP, battery voltage is applied to the up contacts of the up/down switch and to the left mirror up/down motor. Ground is provided to the up contacts of the up/down switch and the left mirror up/down motor and the mirror goes up. In the DOWN position, battery voltage and ground are applied to the opposite terminals of the motor. The left/right switch works similarly to the RIGHT position, battery voltage and ground are applied to the right mirror motors, which then operate in a similar way.			

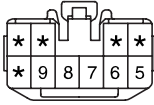
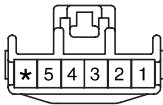
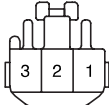
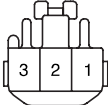


REAR WINDOW & OUTSIDE MIRROR DEFOGGER SYSTEM

REAR WINDOW & OUTSIDE MIRROR DEFOGGER SYSTEM (2)			SD879-2
D06 AMP_040M1_08F_B	D16 AMP_040M1_08F_B	I01 CR04F069	M19-1 AMP_0407_26F_W_HD
M20 KET_050_23F_W	M25-1 AMP_040M2_20F_B	M25-2 AMP_040M2_16F_B	M66 AMP_2505_02F_N
M66-1 CR01F006	M69 AMP_PLM2_01F_B	M75 AMP_PLM2_01F_B	R06 AMP_PLM2_01F_B
R15 AMP_PLM2_01F_B	BLANK	BLANK	BLANK
Circuit Description The ETACM (Electric Time and Alarm Control Module) controls the operation of the rear window defogger and outside mirror defogger through defogger relay coil control. When the defogger switch in the A/C control module is depressed (ON), the defogger relay coil is energized through the ETACM. Battery voltage is supplied to the rear window defogger and the outside mirror defogger through the closed defogger relay contact.			



SEAT WARMER

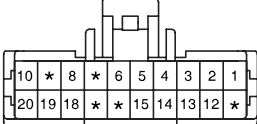
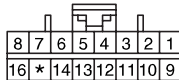
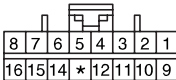
SEAT WARMER (2)			SD889-2
M34  KET_090II_10F_W	M35  KET_090II_06F_L_SW	M47  KET_090II_03F_W	M51  KET_090II_03F_W
Circuit Description With the ignition switch in ON and the left/right front seat warmer switches are depressed, battery voltage is applied to the left/right front seat warmer through fuse 23. When the temperature of the seat exceeds the specification, the thermostat in the seat warmers will cut the battery voltage supply (switch off) to prevent the seat warmer circuit from breaking.			

E7987AC0

SD921-1



HEAD LAMPS

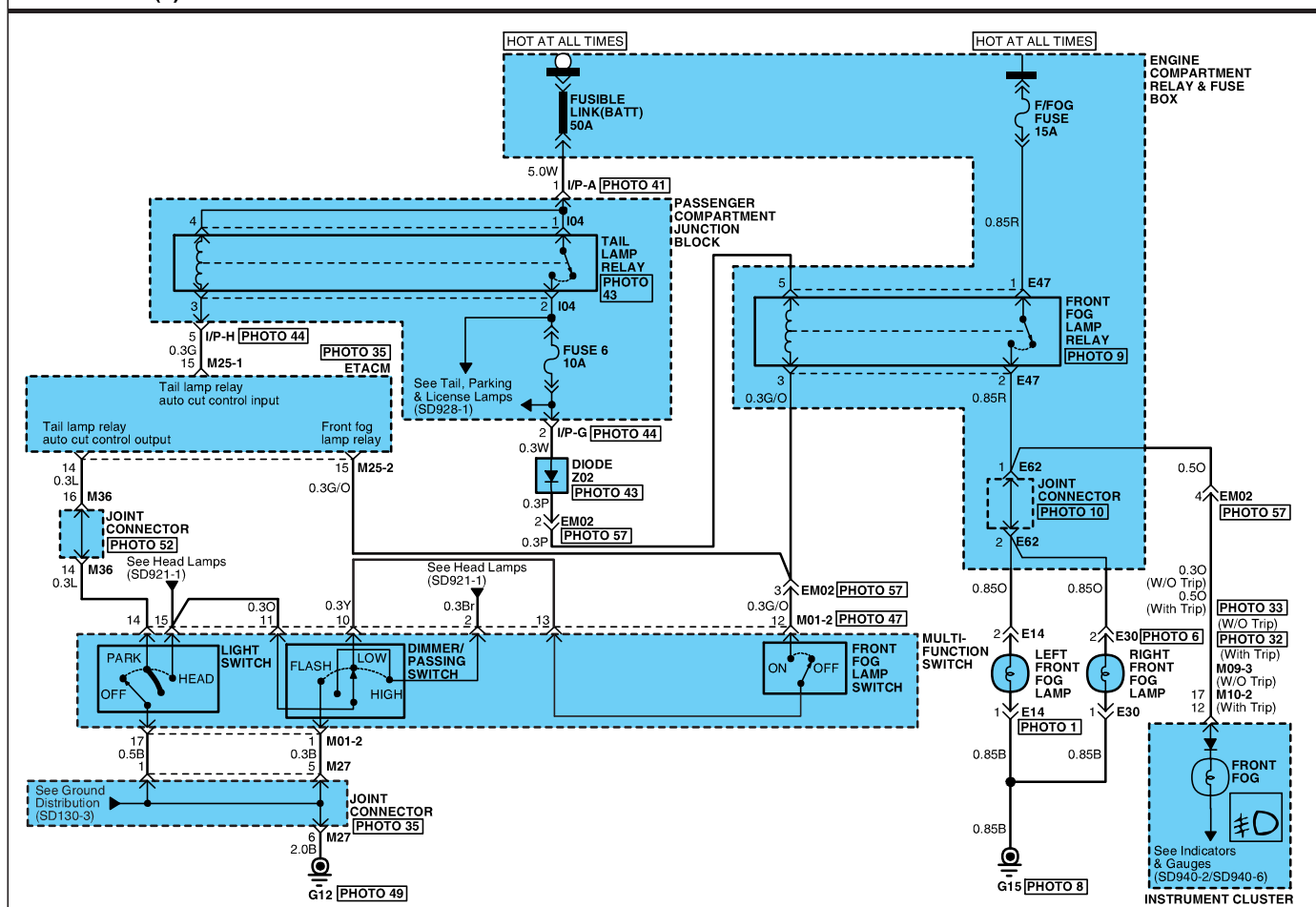
HEAD LAMPS (2)		SD921-2	
E07  KUM_NMWP_06F_B	E27  KUM_NMWP_06F_B	E48  CR05F011	E51  CR05F011
M01-2  KET_0509_18F_W		M09-1  KET_SP_20F_L	
M10-2  AMP_040M2_16F_B	M25-2  AMP_040M2_16F_B	BLANK	BLANK
Circuit Description Low Beam Operation With the ignition switch in ON and the light switch in HEAD, battery voltage is applied to the coil of the head lamp relay (Low) from fuse 20. Ground is provided to the relay coil through the light switch. Battery voltage from the head lamp fuse (Low) is then provided to the low beam head lamps through the closed contact of the haed lamp relay (Low). The low beam head lamps light. High Beam Operation With the ignition switch in ON, the light switch in HEAD and the dimmer/passing switch in HIGH, battery voltage is applied to the coil of the haed lamp relay (High) through fuse 20. Ground is provided to the relay coil through the dimmer/passing switch. Flash Operation Battery voltage from the head lamp fuse (High) is then provided to the high beam head lamps and to the high beam indicator in the instrument cluster through the closed contact of the head lamp relay (High). The high beam head lamps light. Flash Operation The flash feature works with the light switch in all positions (OFF,PARK or HEAD). With the ignition switch in ON and the dimmer/passing switch in FLASH, ground is provided to the head lamp relays (High/ Low) through the dimmer/passing switch. Battery voltage is applied to the high beam head lamps and to the high beam indicator through the closed contact of the head lamp relay (High). The high beam head lamps light as long as the dimmer/passing switch is held in the FLASH position.			

FOG LAMPS

E4AA475F

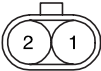
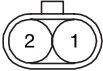
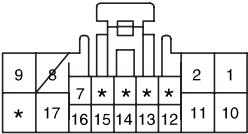
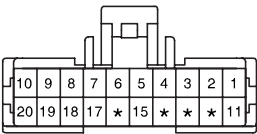
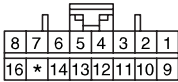
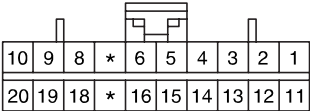
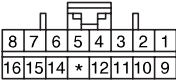
FOG LAMPS (1)

SD924-1



N2XDG924A

FOG LAMPS

FOG LAMPS (2)		SD924-2	
E14  PKD_LAMP_02F_B	E30  PKD_LAMP_02F_B	E47  CR05F011	I04  CR04F086
M01-2  KET_0509_18F_W	M09-3  KET_SP_20F_W	M10-2  AMP_040M2_16F_B	M25-1  AMP_040M2_20F_B
M25-2  AMP_040M2_16F_B	BLANK	BLANK	BLANK
Circuit Description With the light switch in PARK or HEAD, the tail lamp relay coil is energized through the ETACM. Battery voltage is applied to the front fog lamp relay coil from the closed contact of the tail lamp relay. With the front fog lamp switch in ON, ground is provided to the coil of the front fog lamp relay. Battery voltage from the front fog lamps fuse is then provided to the LEFT/RIGHT front fog lamps through the closed contact of the front fog lamp relay. The LEFT/RIGHT front fog lamps light.			

TURN & HAZARD LAMPS (1)

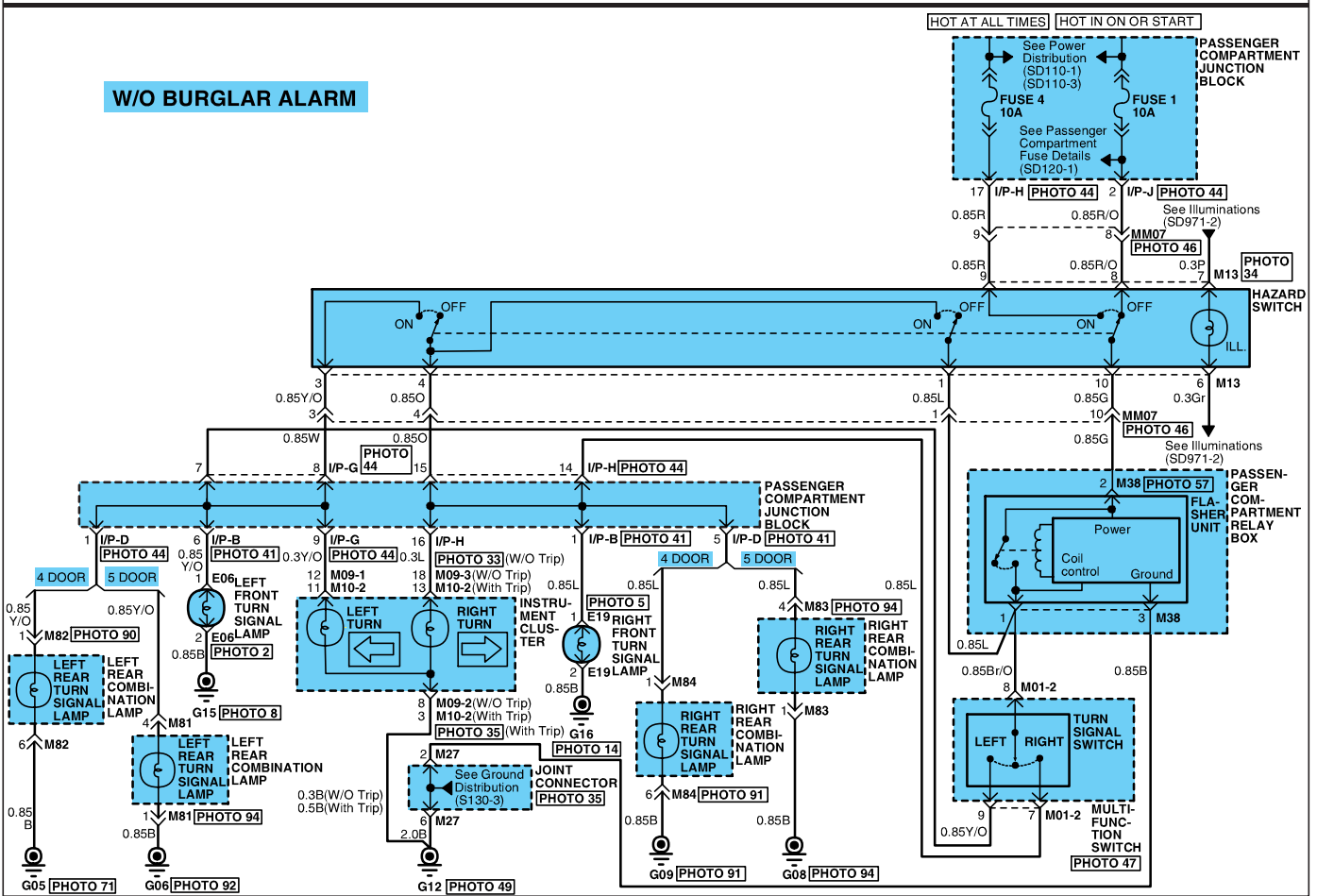
SD925-1



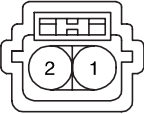
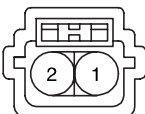
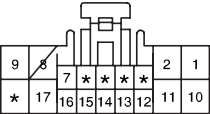
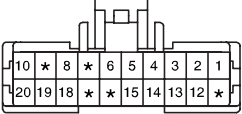
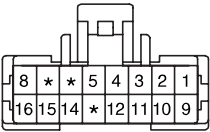
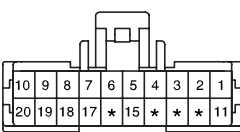
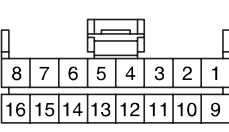
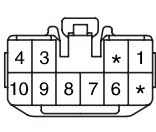
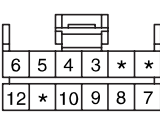
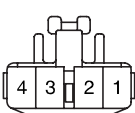
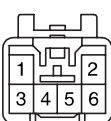
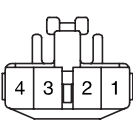
TURN & HAZARD LAMPS

TURN & HAZARD LAMPS (2)

SD925-2

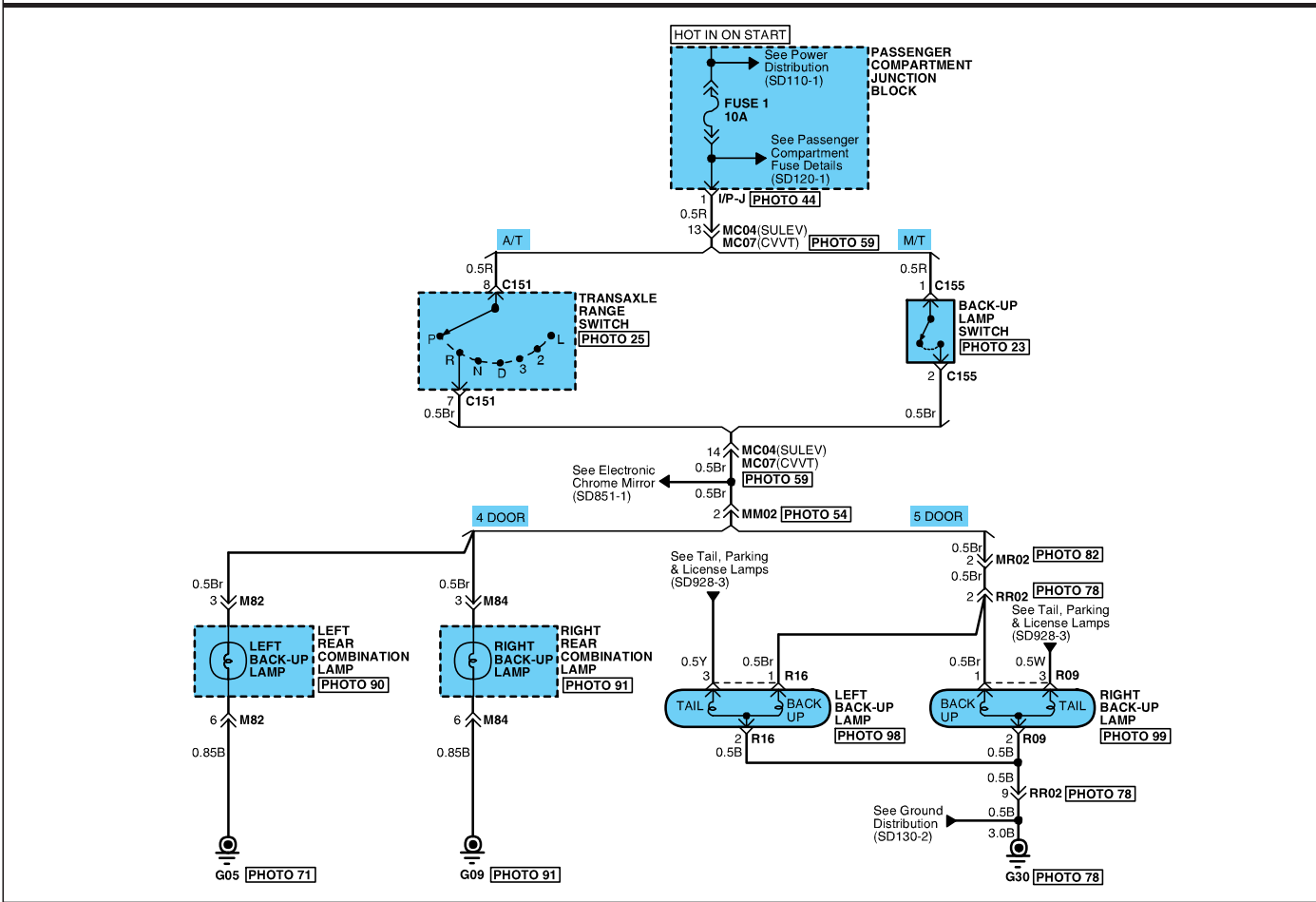


TURN & HAZARD LAMPS

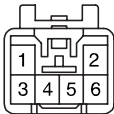
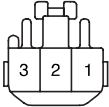
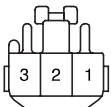
TURN & HAZARD LAMPS (3)			SD925-3
E06  KUM_NDWP_02F_Gr	E19  KUM_NDWP_02F_Gr	M01-2  KET_0509_18F_W	M09-1  KET_SP_20F_L
M09-2  KET_SP_16F_W	M09-3  KET_SP_20F_W	M10-2  AMP_040M2_16F_B	M13  KET_090II_10F_W
M25-3  AMP_040M1_12F_B	M38  CR03F006	M39  CR05F029	M81  KET_090II_04F_W
M82  KET_090II_06M_W	M83  KET_090II_04F_W	M84  KET_090II_06M_W	BLANK

TURN & HAZARD LAMPS

TURN & HAZARD LAMPS (4)		SD925-4
Circuit Description		
Turn Signal Lamps Operation With the hazard switch in OFF and the ignition switch on ON or START, battery voltage is supplied from fuse 1 to the flasher unit. The solid-state in the flasher unit senses the turn signal switch position and alternately applies and removes battery voltage to the turn signal lamps through the coil in the flasher unit controls. Voltage is applied to the left or right turn signal lamp and indicators dependent upon the turn signal switch position.		Hazard Lamps Operation With the hazard switch depressed (ON), battery voltage is supplied from fuse 4 to the flasher unit. The solid-state in the flasher unit senses the hazard switch ON signal and controls the relay coils, and then alternately applies and removes battery voltage to the left turn and right turn lamps and both indicators at the same time.



BACK-UP LAMPS

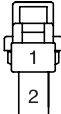
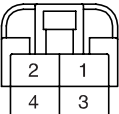
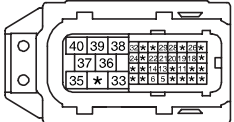
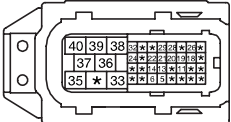
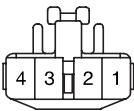
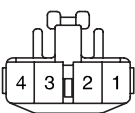
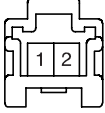
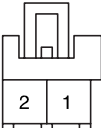
BACK-UP LAMPS (2)				SD926-2
C151  KET_SSD_10F_B_A	C155  KUM_NMWP_02F_B	M82  KET_090II_06M_W	M84  KET_090II_06M_W	
R09  KET_090II_03F_W	R16  KET_090II_03F_W	BLANK	BLANK	
Circuit Description With the ignition switch in ON or START, battery voltage is applied from fuse 1 to the back-up lamp switch (Manual transaxle) or to the transaxle range switch (Automatic transaxle). When the transaxle is in reverse, battery voltage is applied to the back-up lamps and the back-up lamps go on.				

EDEB6E31

SD927-1

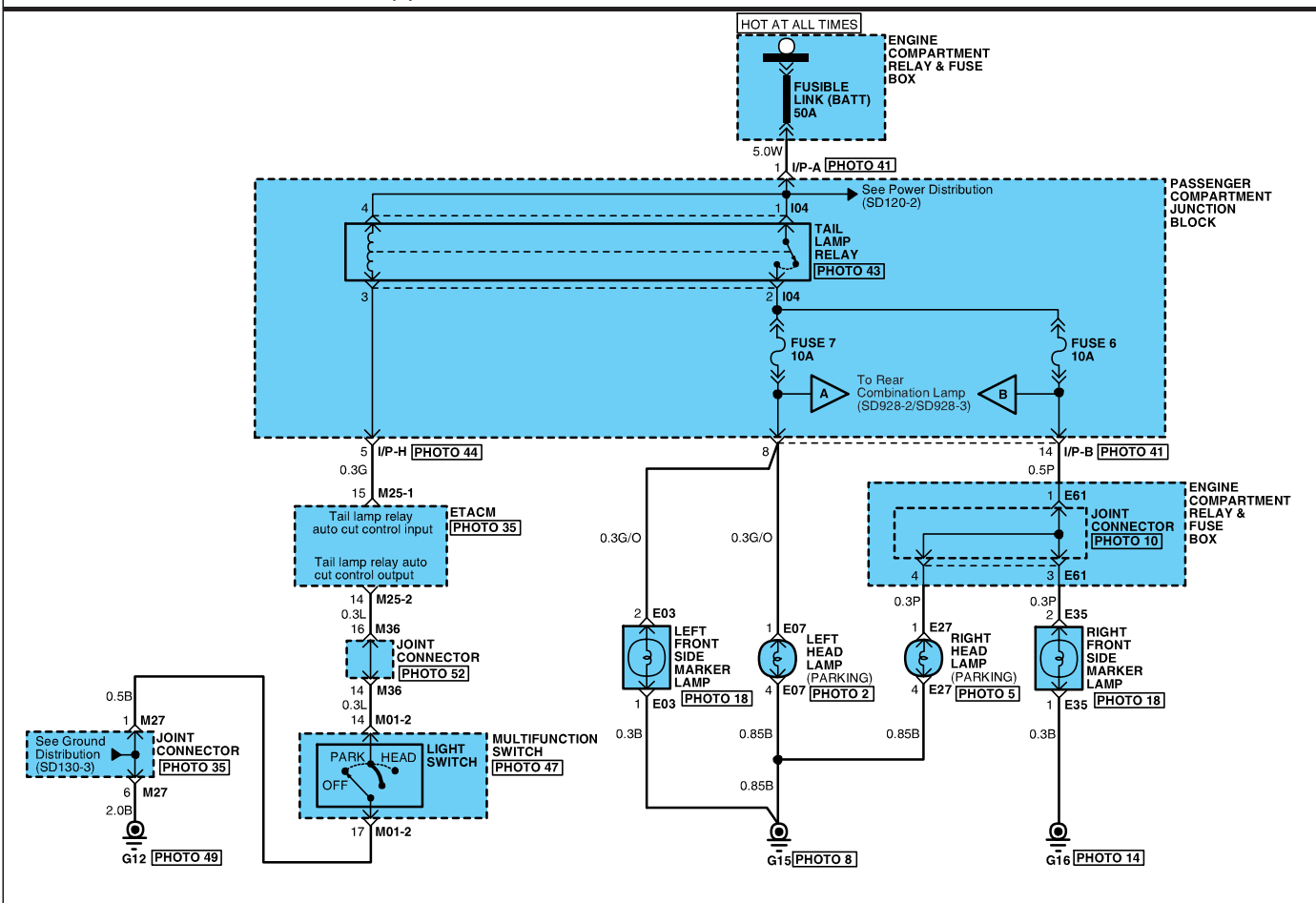


STOP LAMPS

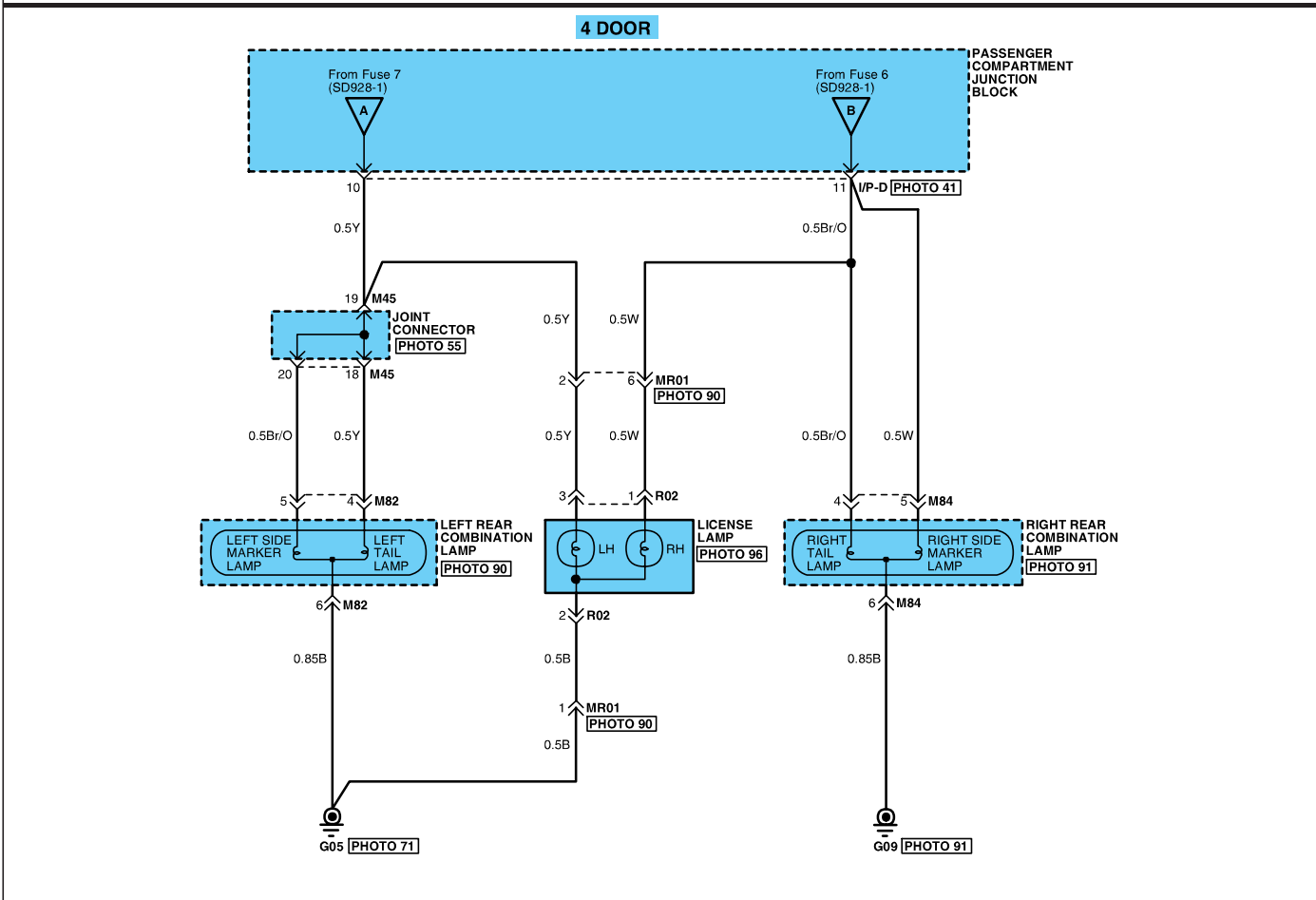
STOP LAMPS (2)			SD927-2
C180(CVVT)  AMP_EJWP_12F_B	C180(SULEV)  AMP_EJWP_12F_B	C181  KET_250DL_02F_W	C182  KET_250DL_04F_W
C183-2  KET_ECU_40F_B	C183-4  KET_ECU_40F_B	M72  KET_250_02F_B	M81  KET_090IL_04F_W
M82  KET_090IL_06M_W	M83  KET_090IL_04F_W	M84  KET_090IL_06M_W	R04  KET_SDL_02M
R14  KUM_CDR_02F_W	BLANK	BLANK	BLANK
Circuit Description Battery voltage is applied to the stop lamp switch at all times from fuse 16. With the brake pedal depressed, the stop lamp switch is closed and battery voltage is applied to all the stop lamps (Left/Right stop lamps and high-mounted stop lamp) and lamps go on.			

F8B8F6B9

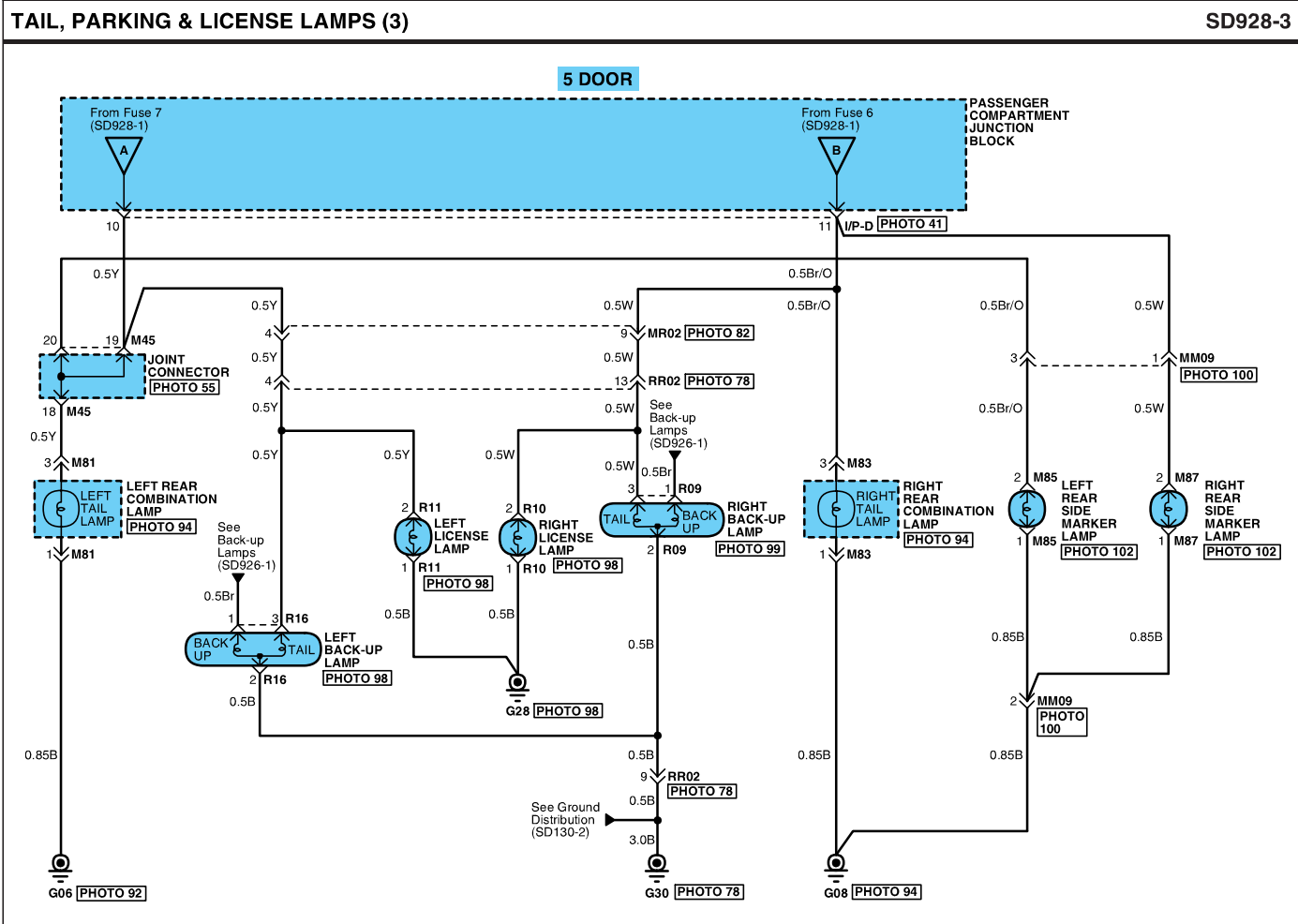
SD928-1



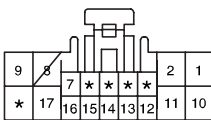
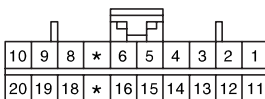
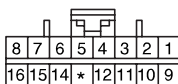
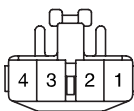
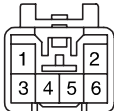
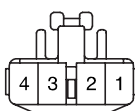
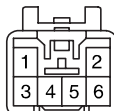
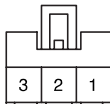
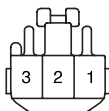
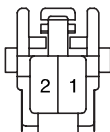
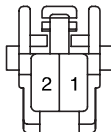
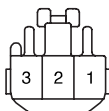
N2XDG928A



TAIL, PARKING & LICENSE LAMPS

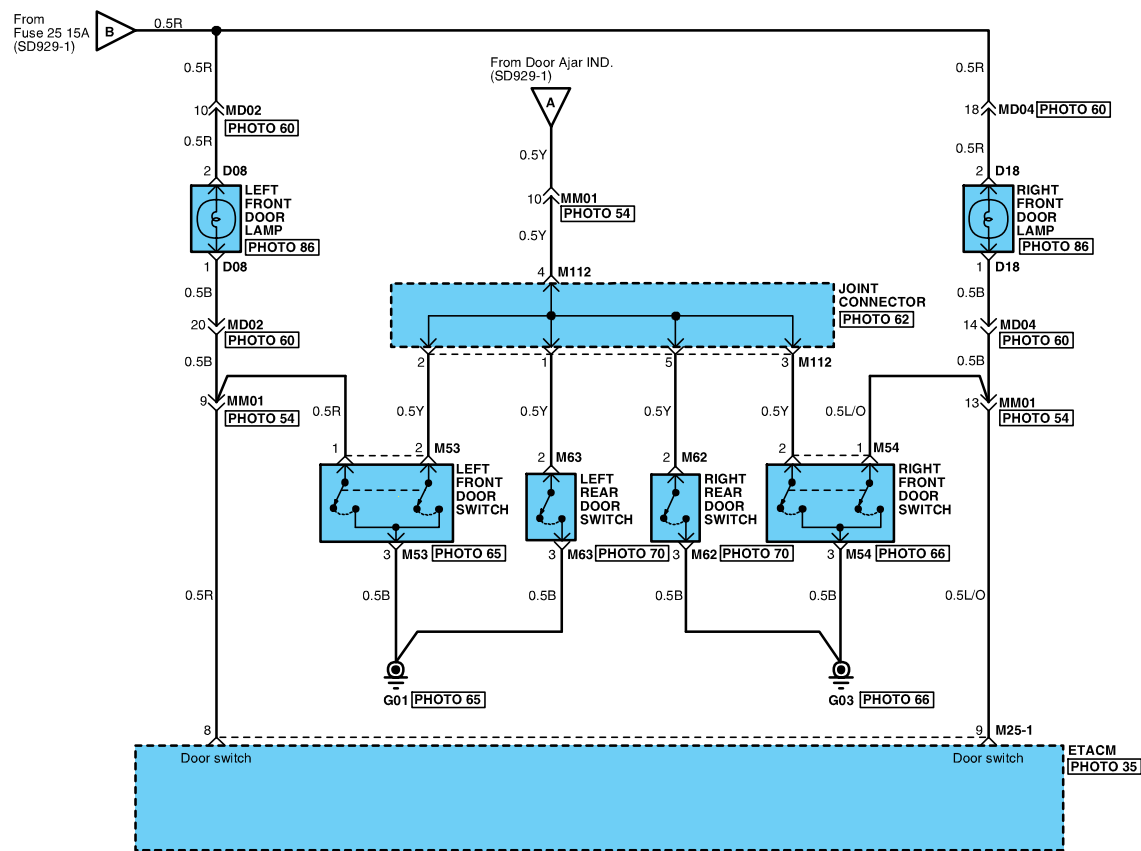


TAIL, PARKING & LICENSE LAMPS

TAIL, PARKING & LICENSE LAMPS (4)				SD928-4
E03  KUM_NMWP_02F_Gr	E07  KUM_NMWP_06F_B	E27  KUM_NMWP_06F_B	E35  KUM_NMWP_02F_Gr	
I04  CR04F086	M01-2  KET_0509_18F_W	M25-1  AMP_040M2_20F_B	M25-2  AMP_040M2_16F_B	
M81  KET_090II_04F_W	M82  KET_090II_06M_W	M83  KET_090II_04F_W	M84  KET_090II_06M_W	
M85  CR02F040	M87  CR02F040	R02  KUM_CDR_03F_W	R09  KET_090II_03F_W	
R10  KET_050_02F_W	R11  KET_050_02F_W	R16  KET_090II_03F_W	BLANK	

SD929-1





COURTESY & DOOR LAMPS

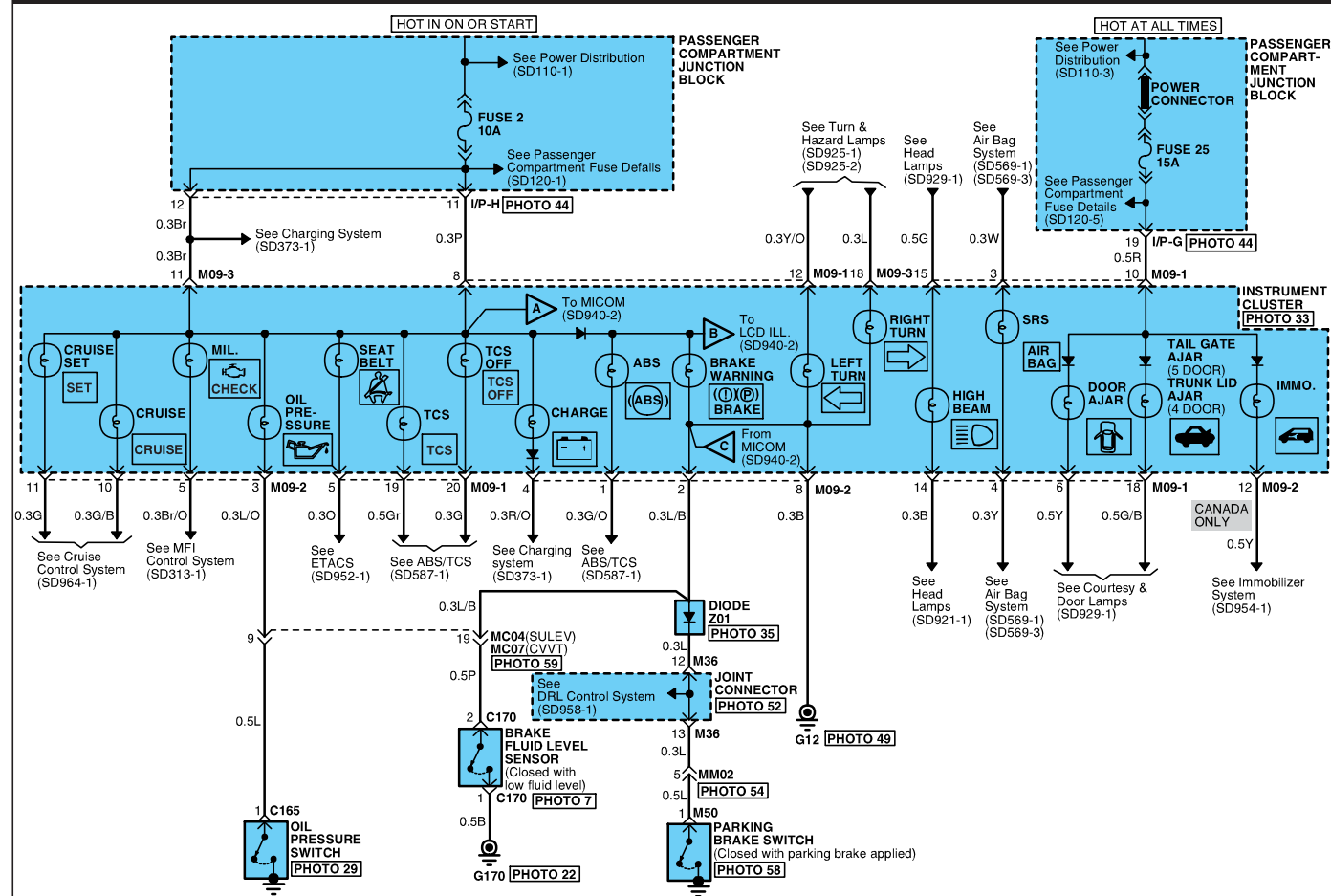
COURTESY & DOOR LAMPS (3)			SD929-3
D08 KET_090II_02F_W_L	D18 KET_090II_02F_W_L	M09-1 KET_SP_20F_L	M10-1 AMP_040M2_20F_B
M25-1 AMP_040M2_20F_B	M43 KET_090II_03F_W	M53 KET_62C_03F_W_DR	M54 KET_62C_03F_W_DR
M62 KET_62C_03F_W_DR	M63 KET_62C_03F_W_DR	M73 AMP_PLM2_02F_W	M77 AMP_PLM2_02F_W
M90 KET_090II_01M_W_CLIP	M92 KET_090II_02F_W_L	M93 KET_090II_03F_W	M95 CR08F004
R17 KET_090II_02F_W_L	BLANK	BLANK	BLANK

COURTESY & DOOR LAMPS

COURTESY & DOOR LAMPS (4)	SD929-4
Circuit Description Battery voltage is applied at all times from fuse 25 to the map lamp (W/O sunroof), the map lamp in the overhead console lamp (With sunroof), the room lamp, the luggage room lamp, the door ajar, the tail gate ajar warning indicators and the left/right front door lamp. When the appropriate lamp switch is closed, a ground path is provided to the respective lamps through the ETACM. The lamps to go on. The room lamp is controlled not only by the door switch (controlled by ETACM) but also by the room lamp switch in the room lamp. They are turned on and off manually, depending on the position of the room lamp switch. The tail gate ajar warning indicator lights turn on when the rear window switch or the tail gate switch is closed.	

INDICATORS & GAUGES (WITHOUT TRIP) (1)

SD940-1

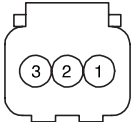
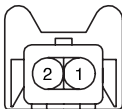
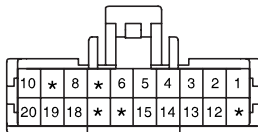
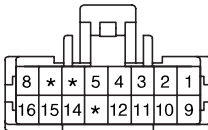
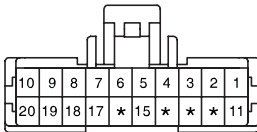
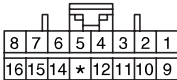
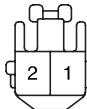
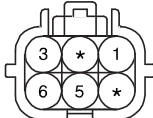


INDICATORS & GAUGES (WITHOUT TRIP) (2)

PHOTO 33
IENT CLUSTER



INDICATORS & GAUGES

INDICATORS & GAUGES (WITHOUT TRIP) (3)			SD940-3																																																																																																																																																																		
C161  KUM_WTS_03F_B	C165  AMP_PLM2_01F_B	C170  AMP_JPT_02F_B	BLANK																																																																																																																																																																		
C183-1 <table><tr><td>6</td><td>7</td><td>8</td><td>*</td><td>10</td><td>11</td><td>*</td><td>*</td><td>14</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>21</td><td>22</td><td>23</td><td>24</td><td>5</td><td>4</td></tr><tr><td>*</td><td>26</td><td>27</td><td>*</td><td>29</td><td>30</td><td>31</td><td>32</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>38</td><td>39</td><td>*</td><td>*</td><td>*</td><td colspan="2" rowspan="2">3</td></tr><tr><td>*</td><td>45</td><td>*</td><td>47</td><td>48</td><td>*</td><td>50</td><td>51</td><td>52</td><td>*</td><td>54</td><td>55</td><td>56</td><td>*</td><td>58</td><td>59</td><td>60</td><td>61</td><td>62</td></tr><tr><td>*</td><td>64</td><td>65</td><td>66</td><td>67</td><td>68</td><td>69</td><td>*</td><td>71</td><td>72</td><td>73</td><td>*</td><td>75</td><td>76</td><td>77</td><td>78</td><td>*</td><td>80</td><td>81</td><td>2</td><td>1</td></tr></table> KET_ECU_81F_B_BOSCH		6	7	8	*	10	11	*	*	14	*	*	*	*	*	21	22	23	24	5	4	*	26	27	*	29	30	31	32	*	*	*	*	*	38	39	*	*	*	3		*	45	*	47	48	*	50	51	52	*	54	55	56	*	58	59	60	61	62	*	64	65	66	67	68	69	*	71	72	73	*	75	76	77	78	*	80	81	2	1	C183-3 <table><tr><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>*</td><td>*</td><td>14</td><td>*</td><td>*</td><td>17</td><td>18</td><td>19</td><td>*</td><td>21</td><td>22</td><td>23</td><td>24</td><td>5</td><td>4</td></tr><tr><td>*</td><td>26</td><td>27</td><td>*</td><td>29</td><td>30</td><td>31</td><td>32</td><td>33</td><td>34</td><td>*</td><td>*</td><td>37</td><td>38</td><td>39</td><td>40</td><td>41</td><td>42</td><td>*</td><td colspan="2" rowspan="2">3</td></tr><tr><td>44</td><td>45</td><td>*</td><td>47</td><td>48</td><td>*</td><td>50</td><td>51</td><td>52</td><td>53</td><td>54</td><td>55</td><td>56</td><td>*</td><td>58</td><td>*</td><td>60</td><td>61</td><td>62</td></tr><tr><td>*</td><td>64</td><td>65</td><td>66</td><td>67</td><td>68</td><td>69</td><td>70</td><td>71</td><td>72</td><td>73</td><td>*</td><td>75</td><td>76</td><td>77</td><td>78</td><td>79</td><td>80</td><td>81</td><td>2</td><td>1</td></tr></table> KET_ECU_81F_B_BOSCH		6	7	8	9	10	11	*	*	14	*	*	17	18	19	*	21	22	23	24	5	4	*	26	27	*	29	30	31	32	33	34	*	*	37	38	39	40	41	42	*	3		44	45	*	47	48	*	50	51	52	53	54	55	56	*	58	*	60	61	62	*	64	65	66	67	68	69	70	71	72	73	*	75	76	77	78	79	80	81	2	1
6	7	8	*	10	11	*	*	14	*	*	*	*	*	21	22	23	24	5	4																																																																																																																																																		
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44	45	*	47	48	*	50	51	52	53	54	55	56	*	58	*	60	61	62																																																																																																																																																			
*	64	65	66	67	68	69	70	71	72	73	*	75	76	77	78	79	80	81	2	1																																																																																																																																																	
M09-1  KET_SP_20F_L	M09-2  KET_SP_16F_W	M09-3  KET_SP_20F_W	M25-2  AMP_040M2_16F_B																																																																																																																																																																		
M30  KET_090II_02F_W_L	M50  AMP_PLM1_01F_B	M55-1  KET_SWP_06F_B	BLANK																																																																																																																																																																		

INDICATORS & GAUGES (WITHOUT TRIP) (4)		SD940-4
Circuit Description		
GAUGES Operation With the ignition switch in ON or START, battery voltage is applied to the gauges (Speedometer, Tachometer, Fuel Gauge and Engine Coolant Temperature Gauge) from Fuse 2.		
Speedometer The speedometer drive circuits receive pulses from the Vehicle Speed Sensor(VSS). The pulse rates increase as the car accelerates. The frequency and duration of these input pulses are measured and displayed by the speedometer.		
Tachometer The tachometer displays engine speed in rpm. Voltage pulses are taken from the ignition system and sent to the tachometer. The tachometer responds to the frequency of the voltage pulses which vary according to engine speed. The PCM processes these pulses into a signal that causes the gauge needle to move.		
Fuel Gauge The pointer of the fuel gauge is moved by the magnetic field of two coils. The coils are at right angles to each other. The magnetic field, controlled by the Fuel gauge sender, causes the gauge needle to move. As the resistance in the sender varies, current through the gauge coils changes.		
Engine Coolant Temperature Gauge The pointer of the engine coolant temperature gauge is moved by the magnetic field of two coils. The coils are at right angles to each other. The magnetic field, controlled by the engine coolant temperature sender, causes the gauge needle to move. As the resistance in the sender varies, current through the gauge coils changes.		
INDICATOR Operation With the ignition switch in ON or START, battery voltage is applied to the indicator bulb from Fuse 2.		
Oil pressure indicator When the oil pressure is low (oil pressure switch is closed), ground is provided to the oil pressure indicator bulb. The oil pressure does not register when the engine is not running or with ignition ON. In that case, the pressure switch remains closed and the indicator illuminates.		
Check ENGINE indicator The ground of the indicator is controlled by the PCM. The control module will light the indicator when the engine is not running or when it detects engine problems.		

INDICATORS & GAUGES (WITH TRIP) (1)

HOT IN ON OR START

See Power Distribution (SD110-1)

See Passenger Compartment Fuse Details (SD120-1)

FUSE 2 10A

12 IP-H [PHOTO 44]

0.3Br

See Charging System (SD373-1)

0.3Br 3

HOT AT ALL TIMES

See Power Distribution (SD110-3)

POWER CONNECTOR

FUSE 25 15A

See Passenger Compartment Fuse Details (SD120-5)

19 IP-G [PHOTO 44]

0.5R

0.3Y/O 11

0.3L 13

M10-2

PASSENGER COMPARTMENT JUNCTION BLOCK

See Turn & Hazard Lamps (SD925-1) (SD925-2)

INSTRUMENT CLUSTER [PHOTO 32]

To Micro controller (SD940-6)

A

CRUISE SET

CRUISE

OIL PRESSURE

MIL CHECK

TCS

TCS OFF

CHARGE

BRAKE WARNING

SEAT BELT

ABS

IMMO.

DOOR AJAR

TAIL GATE AJAR(5 DOOR) TRUNK LID AJAR(4 DOOR)

LEFT TURN

RIGHT TURN

To Micro controller (SD940-6)

D

To Micro controller (SD940-6)

C

See Cruise Control System (SD964-1)

See MFI Control System (SD313-1)

See ABS/TCS (SD587-1)

See Charging System (SD373-1)

See ETACS (SD952-1)

See ABS/TCS (SD587-1)

See Immobilizer Control System (SD954-1)

See Courtesy & Door Lamps (SD929-1)

DIODE Z01 [PHOTO 35]

JOINT CONNECTOR [PHOTO 52]

See DRL Control System (SD958-1)

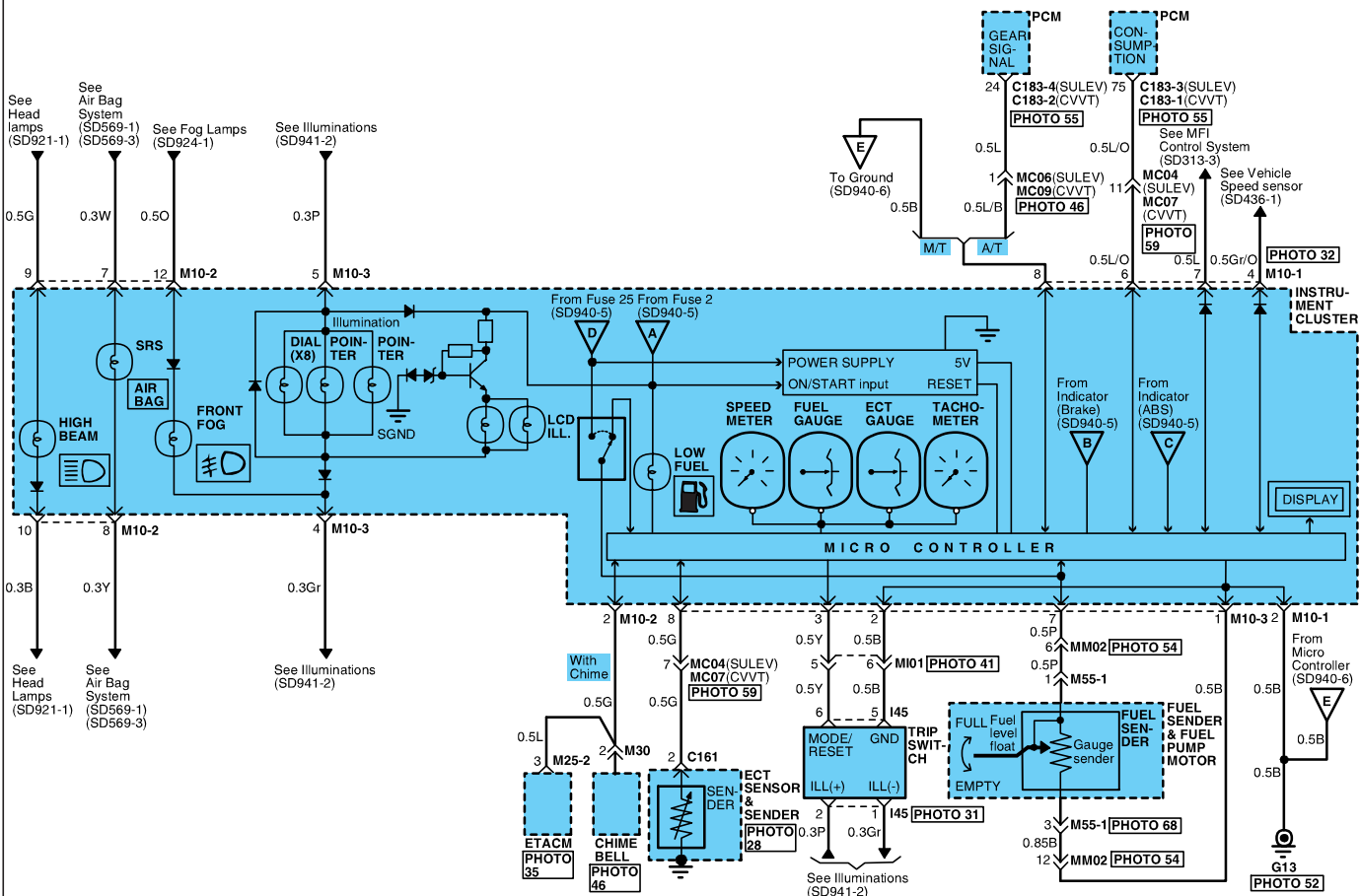
BRAKE FLUID LEVEL SENSOR (Closed with low fluid level)

OIL PRESSURE SWITCH [PHOTO 29]

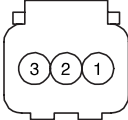
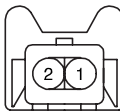
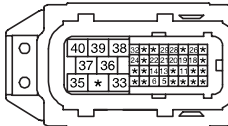
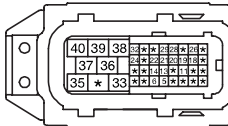
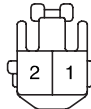
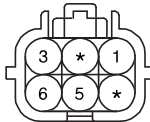
PARKING BRAKE SWITCH (Closed with parking brake applied)

G170 [PHOTO 22]

G12 [PHOTO 49]



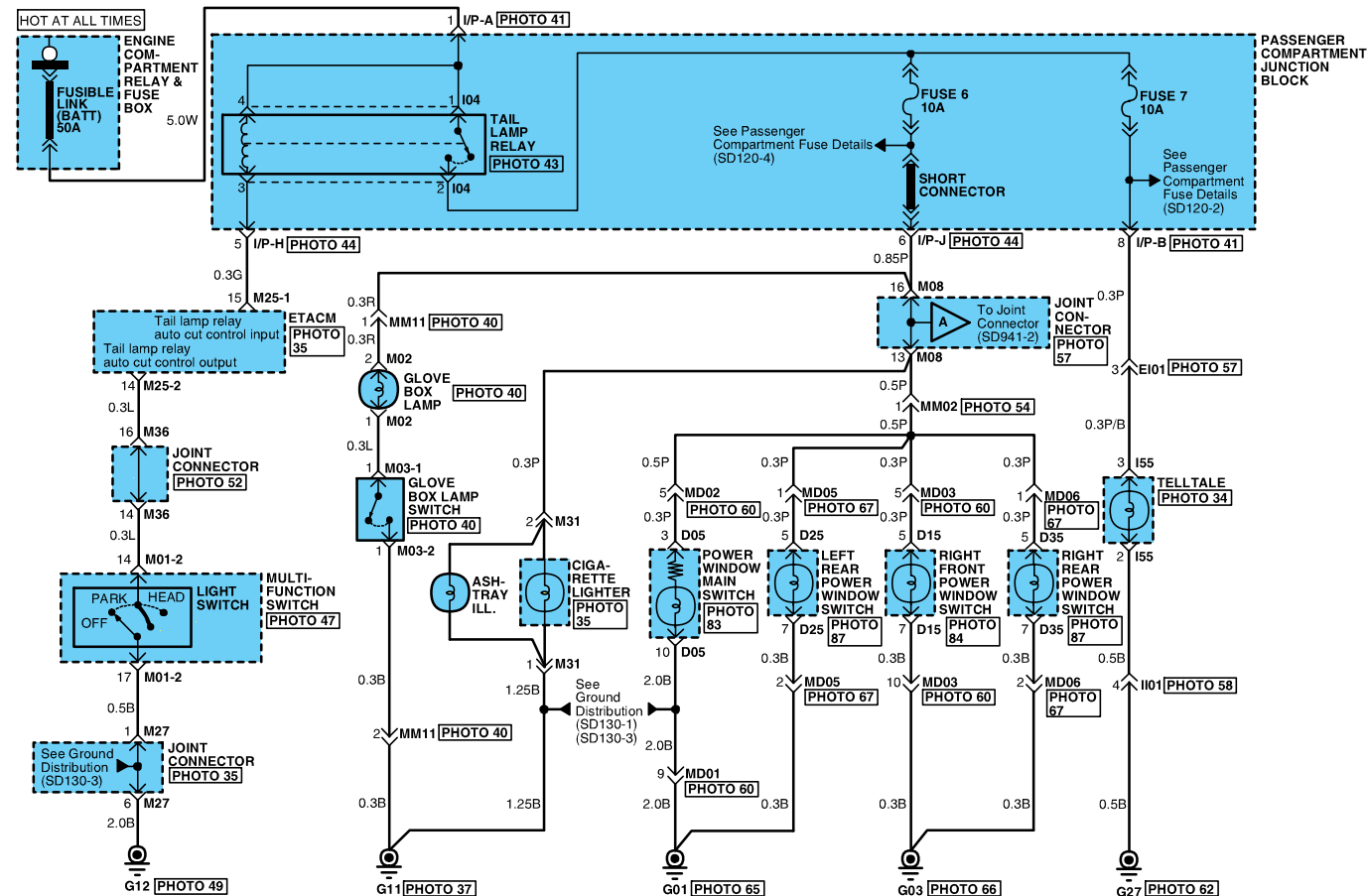
INDICATORS & GAUGES

INDICATORS & GAUGES (WITH TRIP) (3)			SD940-7																																																																																		
C161  KUM_WTS_03F_B	C165  AMP_PLM2_01F_B	C170  AMP_JPT_02F_B	BLANK																																																																																		
C183-1 <table><tr><td>6</td><td>7</td><td>8</td><td>*</td><td>10</td><td>11</td><td>*</td><td>*</td><td>14</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>21</td><td>22</td><td>23</td><td>24</td><td>5</td><td>4</td></tr><tr><td>*</td><td>26</td><td>27</td><td>*</td><td>29</td><td>30</td><td>31</td><td>32</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>38</td><td>39</td><td>*</td><td>*</td><td>*</td><td colspan="2" rowspan="2">3</td></tr><tr><td>*</td><td>45</td><td>*</td><td>47</td><td>48</td><td>*</td><td>50</td><td>51</td><td>52</td><td>*</td><td>54</td><td>55</td><td>56</td><td>*</td><td>58</td><td>59</td><td>60</td><td>61</td><td>62</td></tr><tr><td>*</td><td>64</td><td>65</td><td>66</td><td>67</td><td>68</td><td>69</td><td>*</td><td>71</td><td>72</td><td>73</td><td>*</td><td>75</td><td>76</td><td>77</td><td>78</td><td>*</td><td>80</td><td>81</td><td>2</td><td>1</td></tr></table> KET_ECU_81F_B_BOSCH		6	7	8	*	10	11	*	*	14	*	*	*	*	*	21	22	23	24	5	4	*	26	27	*	29	30	31	32	*	*	*	*	*	38	39	*	*	*	3		*	45	*	47	48	*	50	51	52	*	54	55	56	*	58	59	60	61	62	*	64	65	66	67	68	69	*	71	72	73	*	75	76	77	78	*	80	81	2	1	C183-2  KET_ECU_40F_B	BLANK		
6	7	8	*	10	11	*	*	14	*	*	*	*	*	21	22	23	24	5	4																																																																		
*	26	27	*	29	30	31	32	*	*	*	*	*	38	39	*	*	*	3																																																																			
*	45	*	47	48	*	50	51	52	*	54	55	56	*	58	59	60	61			62																																																																	
*	64	65	66	67	68	69	*	71	72	73	*	75	76	77	78	*	80	81	2	1																																																																	
C183-3 <table><tr><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>*</td><td>*</td><td>14</td><td>*</td><td>*</td><td>17</td><td>18</td><td>19</td><td>*</td><td>21</td><td>22</td><td>23</td><td>24</td><td>5</td><td>4</td></tr><tr><td>*</td><td>26</td><td>27</td><td>*</td><td>29</td><td>30</td><td>31</td><td>32</td><td>33</td><td>34</td><td>*</td><td>*</td><td>37</td><td>38</td><td>39</td><td>40</td><td>41</td><td>42</td><td>*</td><td colspan="2" rowspan="2">3</td></tr><tr><td>44</td><td>45</td><td>*</td><td>47</td><td>48</td><td>*</td><td>50</td><td>51</td><td>52</td><td>53</td><td>54</td><td>55</td><td>56</td><td>*</td><td>58</td><td>*</td><td>60</td><td>61</td><td>62</td></tr><tr><td>*</td><td>64</td><td>65</td><td>66</td><td>67</td><td>68</td><td>69</td><td>70</td><td>71</td><td>72</td><td>73</td><td>*</td><td>75</td><td>76</td><td>77</td><td>78</td><td>79</td><td>80</td><td>81</td><td>2</td><td>1</td></tr></table> KET_ECU_81F_B_BOSCH		6	7	8	9	10	11	*	*	14	*	*	17	18	19	*	21	22	23	24	5	4	*	26	27	*	29	30	31	32	33	34	*	*	37	38	39	40	41	42	*	3		44	45	*	47	48	*	50	51	52	53	54	55	56	*	58	*	60	61	62	*	64	65	66	67	68	69	70	71	72	73	*	75	76	77	78	79	80	81	2	1	C183-4  KET_ECU_40F_B	I45  KET_090II_06F_B_SW
6	7	8	9	10	11	*	*	14	*	*	17	18	19	*	21	22	23	24	5	4																																																																	
*	26	27	*	29	30	31	32	33	34	*	*	37	38	39	40	41	42	*	3																																																																		
44	45	*	47	48	*	50	51	52	53	54	55	56	*	58	*	60	61	62																																																																			
*	64	65	66	67	68	69	70	71	72	73	*	75	76	77	78	79	80	81	2	1																																																																	
M10-1 <table><tr><td>10</td><td>*</td><td>8</td><td>7</td><td>6</td><td>*</td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>20</td><td>*</td><td>18</td><td>*</td><td>16</td><td>15</td><td>14</td><td>13</td><td>12</td><td>11</td></tr></table> AMP_040M2_20F_B	10	*	8	7	6	*	4	3	2	1	20	*	18	*	16	15	14	13	12	11	M10-2 <table><tr><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>16</td><td>*</td><td>14</td><td>13</td><td>12</td><td>11</td><td>10</td><td>9</td></tr></table> AMP_040M2_16F_B	8	7	6	5	4	3	2	1	16	*	14	13	12	11	10	9	M10-3 <table><tr><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>8</td><td>7</td><td>*</td><td>5</td></tr></table> AMP_040M1_08F_B	4	3	2	1	8	7	*	5	M25-2 <table><tr><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>16</td><td>15</td><td>14</td><td>*</td><td>12</td><td>11</td><td>10</td><td>9</td></tr></table> AMP_040M2_16F_B	8	7	6	5	4	3	2	1	16	15	14	*	12	11	10	9																						
10	*	8	7	6	*	4	3	2	1																																																																												
20	*	18	*	16	15	14	13	12	11																																																																												
8	7	6	5	4	3	2	1																																																																														
16	*	14	13	12	11	10	9																																																																														
4	3	2	1																																																																																		
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8	7	6	5	4	3	2	1																																																																														
16	15	14	*	12	11	10	9																																																																														
M30  KET_090II_02F_W_L	M50  AMP_PLM1_01F_B	M55-1  KET_SWP_06F_B	BLANK																																																																																		

INDICATORS & GAUGES (WITH TRIP) (4)		SD940-8
Circuit Description		
GAUGES Operation With the ignition switch in ON or START, battery voltage is applied to the gauges (Speedometer, Tachometer, Fuel Gauge and Engine Coolant Temperature Gauge) from Fuse 2.		
Speedometer The speedometer drive circuits receive pulses from the Vehicle Speed Sensor (VSS). The pulse rates increase as the car accelerates. The frequency and duration of these input pulses are measured and displayed by the speedometer.		
Tachometer The tachometer displays engine speed in rpm. Voltage pulses are taken from the ignition system and sent to the tachometer. The tachometer responds to the frequency of the voltage pulses which vary according to engine speed. The PCM processes these pulses into a signal that causes the gauge needle to move.		
Fuel Gauge The pointer of the fuel gauge is moved by the magnetic field of two coils. The coils are at right angles to each other. The magnetic field, controlled by the fuel gauge sender, causes the gauge needle to move. As the resistance in the sender varies, current through the gauge coils changes.		
Engine Coolant Temperature Gauge The pointer of the engine coolant temperature gauge is moved by the magnetic field of two coils. The coils are at right angles to each other. The magnetic field, controlled by the engine coolant temperature sender, cause the gauge needle to move. As the resistance in the sender varies, current through the gauge coils changes.		
Trip system The Trip computer in the instrument cluster displays all kinds of information related to driving such as average speed, drive time and drive able distance on the LCD display. The trip computer receives input signals through the PCM, the fuel sender and so on. According to the input singlas, the trip computer sends ouput signals (trip information) to the LCD display.		
INDICATOR Operation With the ignition switch in ON or START, battery voltage is applied to the indicator bulb from Fuse 2.		
Oil pressure indicator When the oil pressure is low (oil pressure switch is closed), ground is provided to the oil pressure indicator bulb. The oil pressure does not register when the engine is not running or with ignition ON. In that case, the pressure switch remains closed and the indicator illuminates.		
Check ENGINE indicator The ground of the indicator is controlled by the PCM. The control module will light the indicator when the engine is not running or when it detects engine problems.		

ILLUMINATIONS (1)

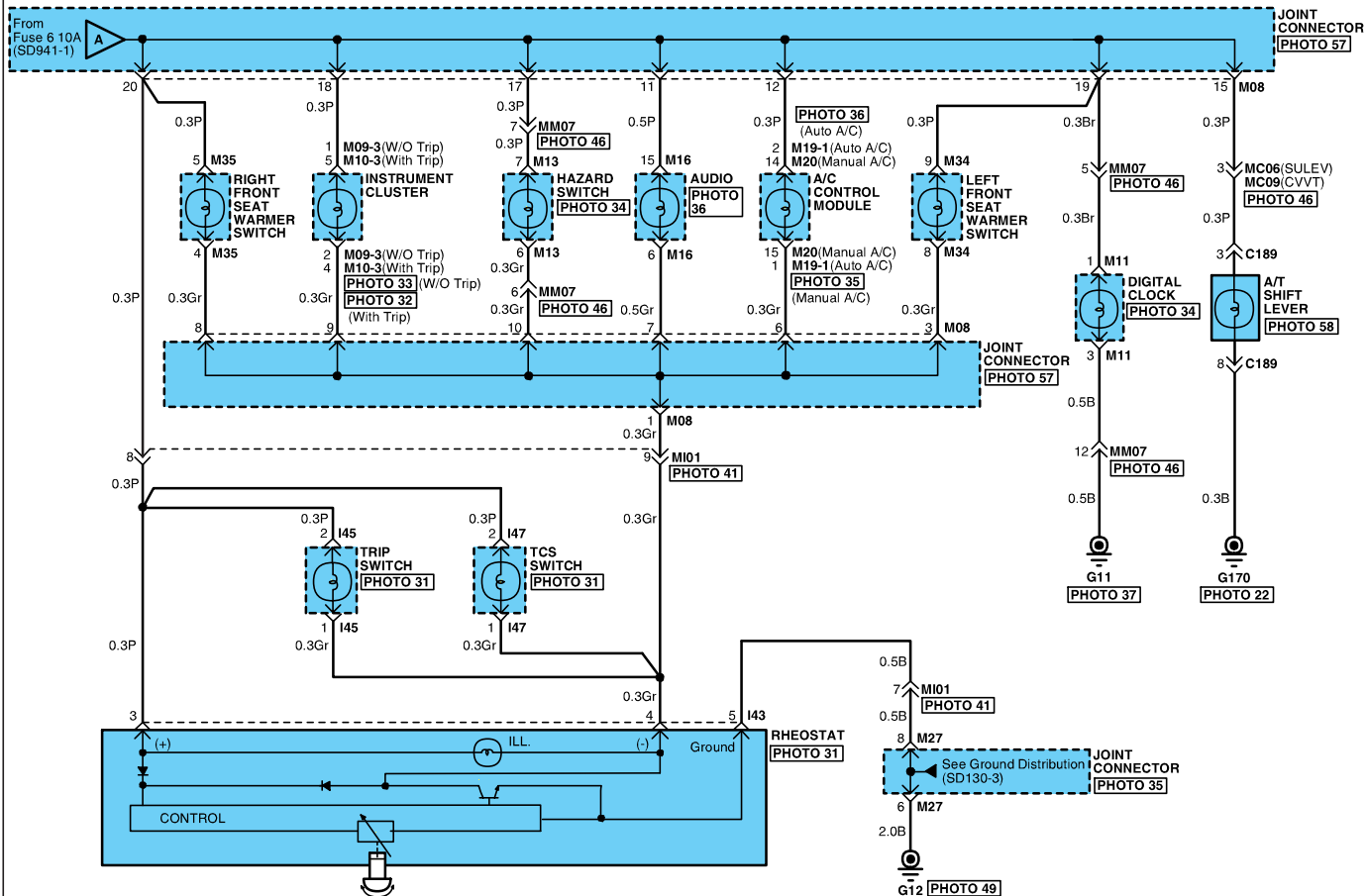
SD941-1



ILLUMINATIONS

ILLUMINATIONS (2)

SD941-2



ILLUMINATIONS

ILLUMINATIONS (3)			SD941-3
C189 KET_090II_08F_W	D05 KET_090II_14F_W	D15 KET_090II_08F_W	D25 KET_090II_08F_W
D35 KET_090II_08F_W	I04 CR04F086	I43 KET_090II_06F_W_SW	I45 KET_090II_06F_B_SW
I47 KET_090II_06F_L_SW	I55 AMP_MQS_04F	M01-2 KET_0509_18F_W	M02 CR02F015
M03-1 CR01F018	M03-2 CR01F018	M09-3 KET_SP_20F_W	M10-3 AMP_040M1_08F_B
M11 KUM_AR_04F_W	M13 KET_090II_10F_W	M16 KUM_AR_16F_W	BLANK

ILLUMINATIONS

ILLUMINATIONS (4)

SD941-4

M19-1

13	12	11	10	9	*	7	*	5	4	3	2	1
26	25	24	23	22	21	20	19	18	17	*	15	14

AMP_0407_26F_W_HD

M20

10	9	8	7	6		5	4	3	2	1		
*	*	*	*	19	18	17	16	15	14	13	12	11

KET_050_23F_W

M25-1

10	9	8	*	6	5	4	3	2	1
20	19	18	*	16	15	14	13	12	11

AMP_040M2_20F_B

M25-2

8	7	6	5	4	3	2	1
16	15	14	*	12	11	10	9

AMP_040M2_16F_B

M31

3	2	1
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KET_090II_03F_W

M34

*	*		*	*	
*	9	8	7	6	5

KET_090II_10F_B

M35

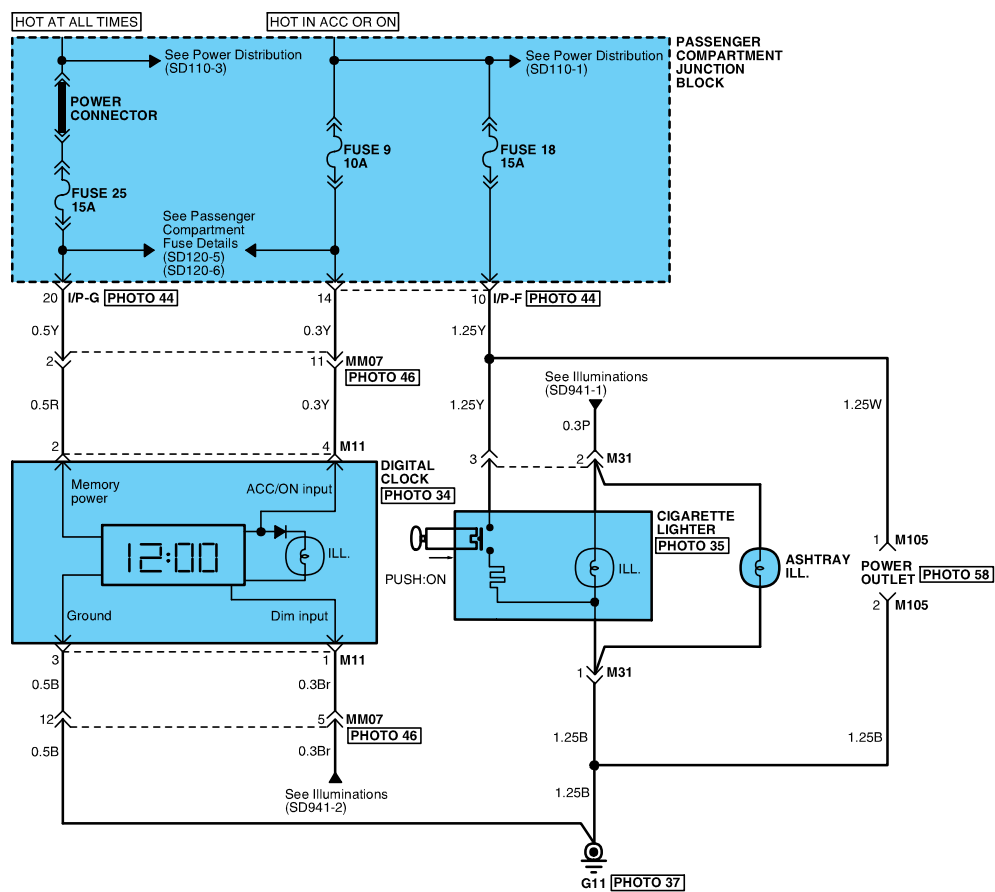
*	5	4	3	2	1
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KET_090II_06F_L_SW

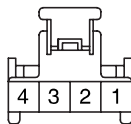
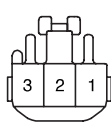
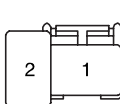
Circuit Description

Battery voltage is applied to the coil and contact of the tail lamp relay from fusible link BATT. with the light switch in PARK or HEAD, ground is provided to the tail lamp relay coil through the ETACM. Battery voltage from fuse 6 and fuse 7 is then provided to the illumination lamps through the closed contacts of the tail lamp relay.

Ground is provided to the illumination lamps through the rheostat. The rheostat controls brightness of the illumination lamps.

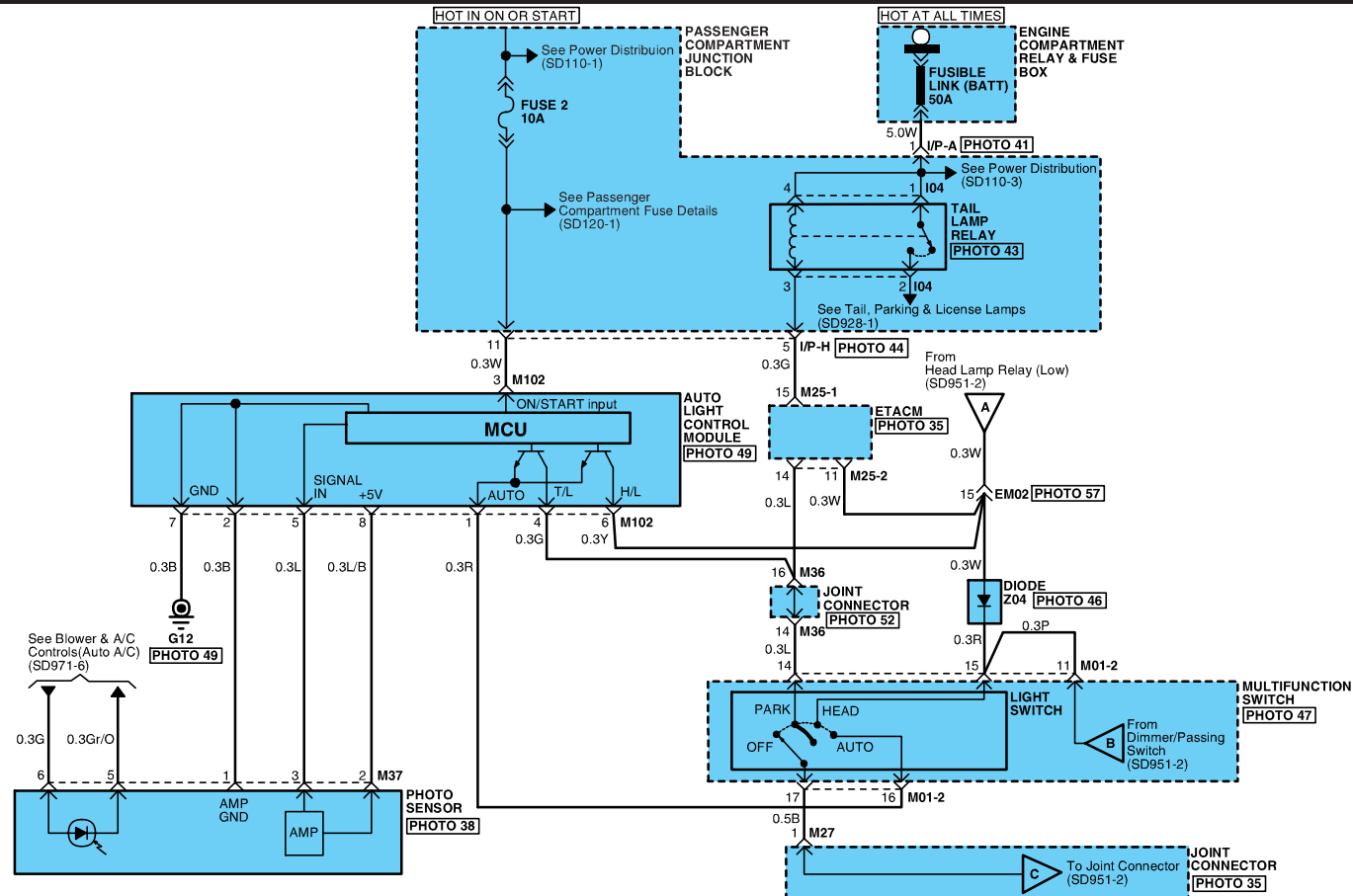


DIGITAL CLOCK & CIGARETTE LIGHTER

DIGITAL CLOCK & CIGARETTE LIGHTER (2)			SD945-2
M11  KUM_AR_04F_W	M31  KET_090II_03F_W	M105  AMP_PLM2_02F_B	BLANK
Circuit Description Digital clock Battery voltage is applied at all times to the digital clock from fuse 25 to provide clock memory. With the ignition switch in ACC or ON, battery voltage is applied to the clock through fuse 9. The digital clock light up and displays the time. With the light switch in PARK or HEAD, the light switch provides ground to the digital clock and the digital clock's display will dim. Cigarette lighter With the ignition switch ACC or ON, battery voltage is applied from fuse 18 to the cigarette lighter. When you depress (push) the lighter, the lighter element completes the circuit to ground. When the element becomes sufficiently heated, it is spring-released and the circuit opens.			

AUTO LIGHTS (1)

SD951-1

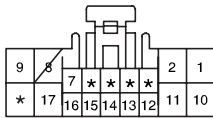
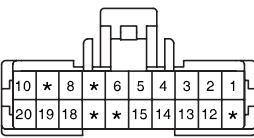
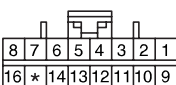
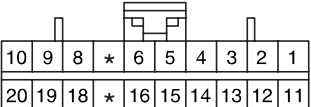
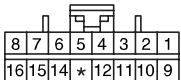
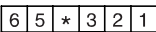
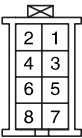


AUTO LIGHTS (2)

SD951-2

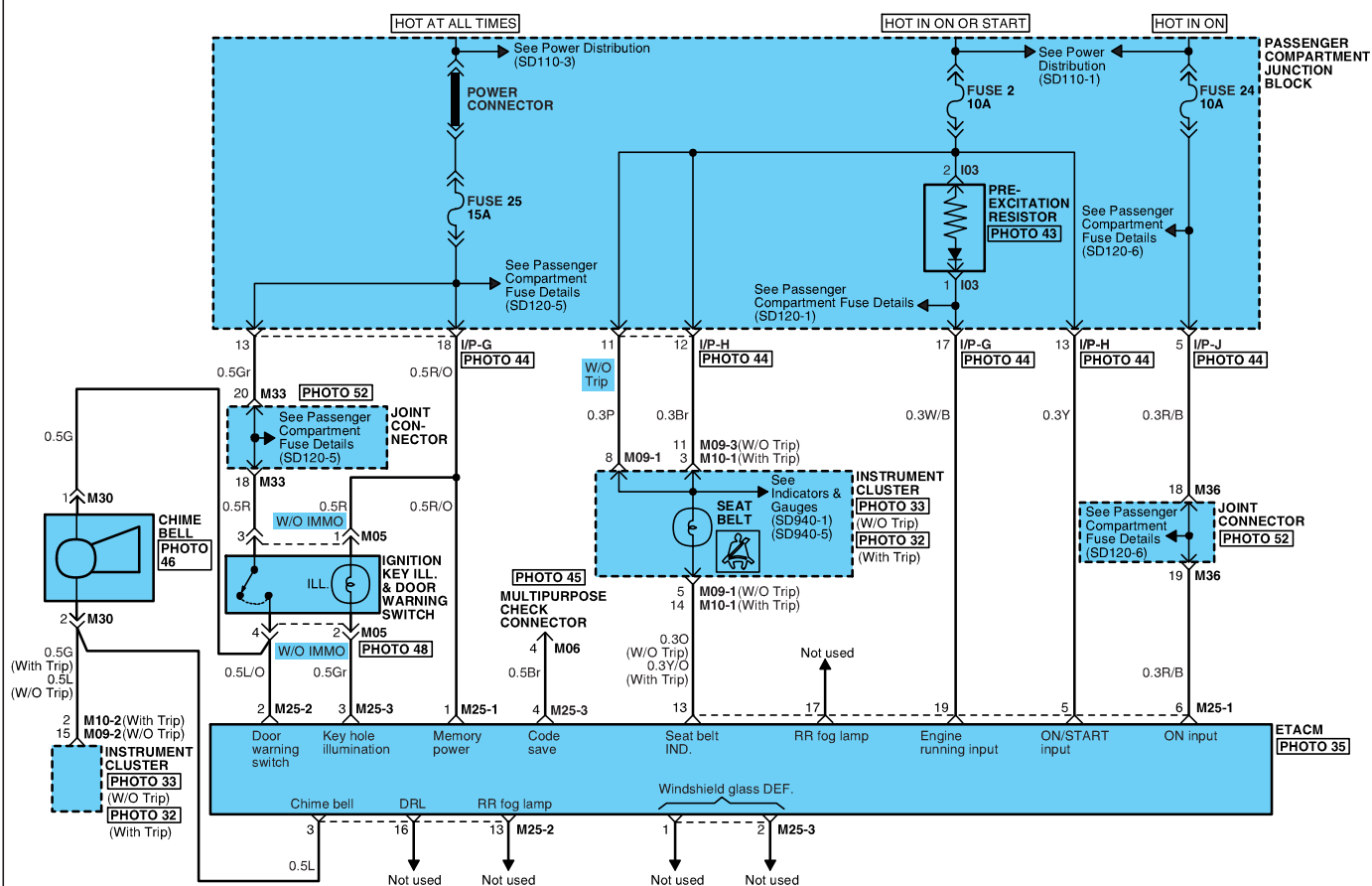


AUTO LIGHTS

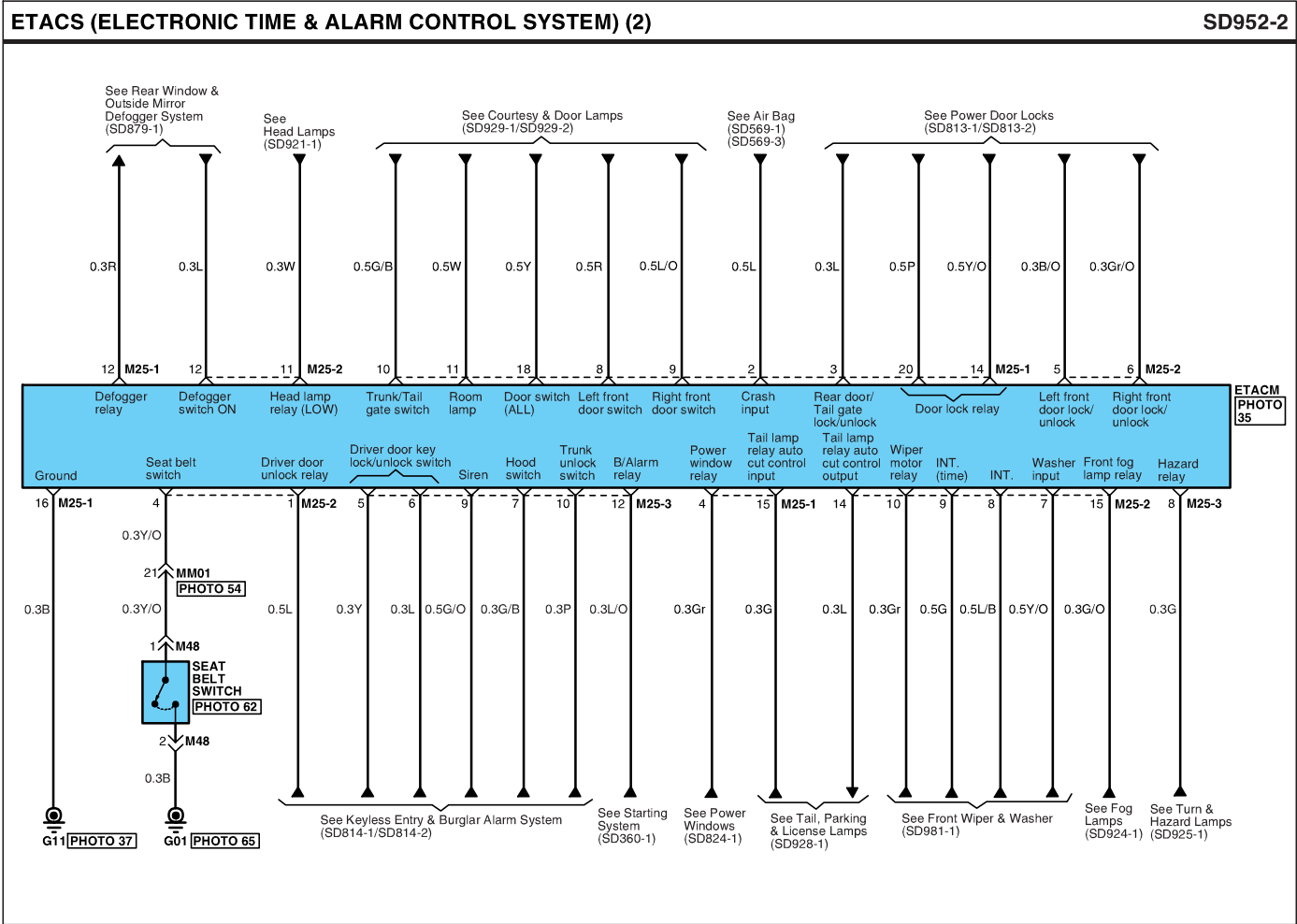
AUTO LIGHTS (3)			SD951-3
E07  KUM_NMWP_06F_B	E27  KUM_NMWP_06F_B	E48  CR05F011	E51  CR05F011
I04  CR04F086	M01-2  KET_0509_18F_W	M09-1  KET_SP_20F_L	M10-2  AMP_040M2_16F_B
M25-1  AMP_040M2_20F_B	M25-2  AMP_040M2_16F_B	M37  KET_030_06F	M102  KET_030_08F_Br

MEMO

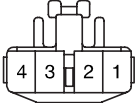
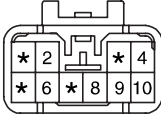
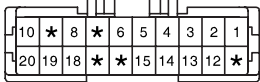
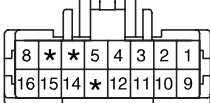
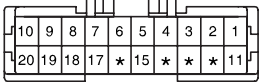
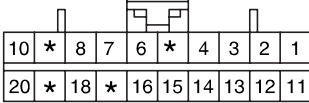
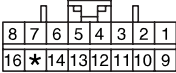
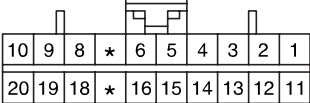
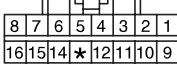
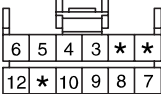
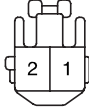
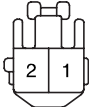
SD952-1



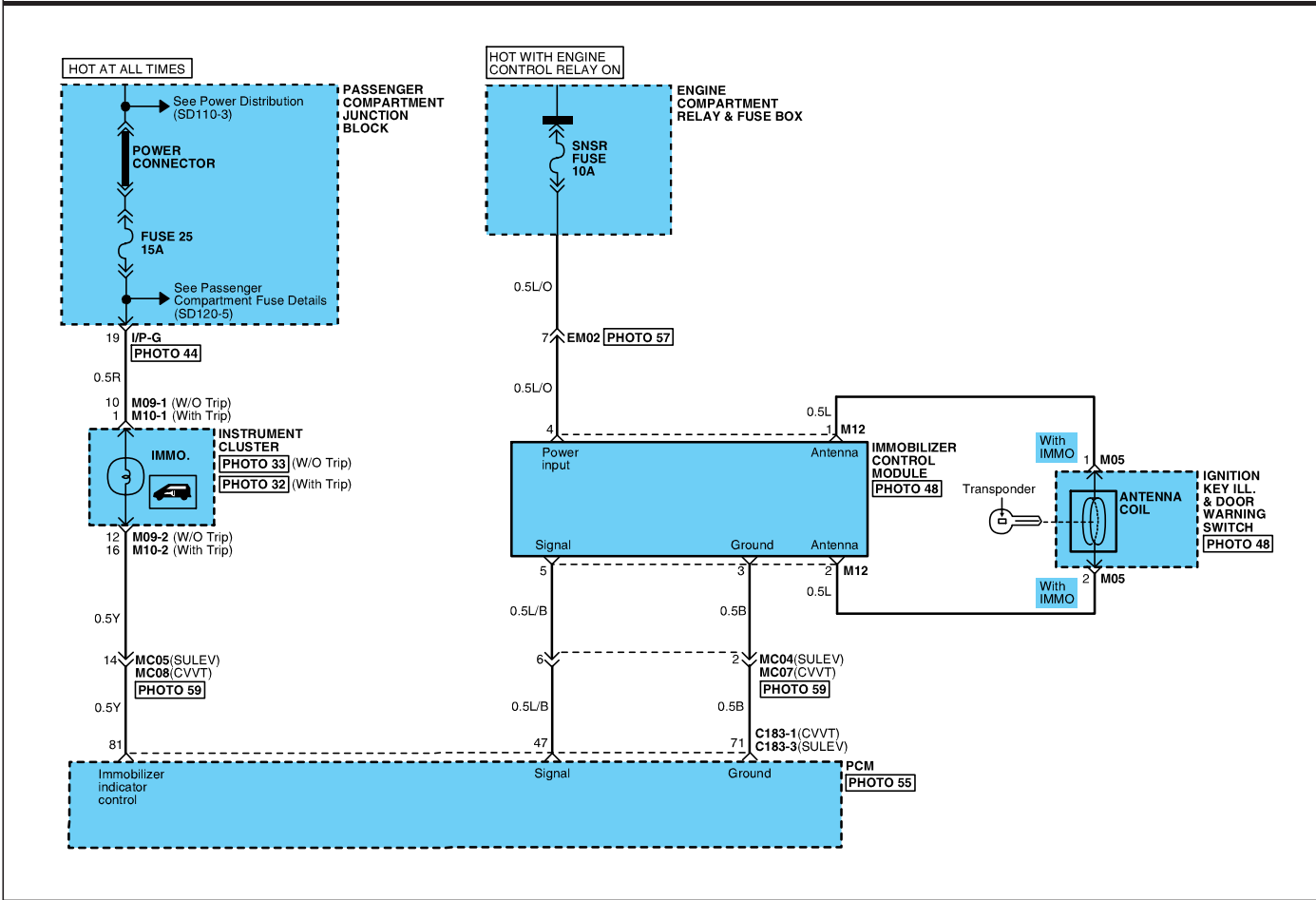
ETACS (ELECTRONIC TIME & ALARM CONTROL SYSTEM)



ETACS (ELECTRONIC TIME & ALARM CONTROL SYSTEM)

ETACS (ELECTRONIC TIME & ALARM CONTROL SYSTEM) (3)			SD952-3
I03  CR02F064	M05  KET_090II_04F_W	M06  KET_090III_10M_W	M09-1  KET_SP_20F_L
M09-2  KET_SP_16F_W	M09-3  KET_SP_20F_W	M10-1  AMP_040M2_20F_B	M10-2  AMP_040M2_16F_B
M25-1  AMP_040M2_20F_B	M25-2  AMP_040M2_16F_B	M25-3  AMP_040M2_12F_B	M30  KET_090II_02F_W_L
M48  KET_090II_02F_B_R	BLANK	BLANK	BLANK
Circuit Description The Electronic Time and Alarm Control Moduel (ETACM) controls the front wiper & washer, siren, power door lock, courtesy and trunk lamps, rear window defogger & outside mirror defogger, B/Alarm, delay out room lamp, door warning, seat belt warning, ignition key hole illumination, door key hole illumination, and so on. The module receives battery voltage at all times from fuse 25. Fuse 24 and Fuse 2 supply battery voltage to the module with the ignition switch in ON, ON or START. For details on the use of the various inputs and outputs, refer to the Shop Manual, section BE for details.			

MEMO

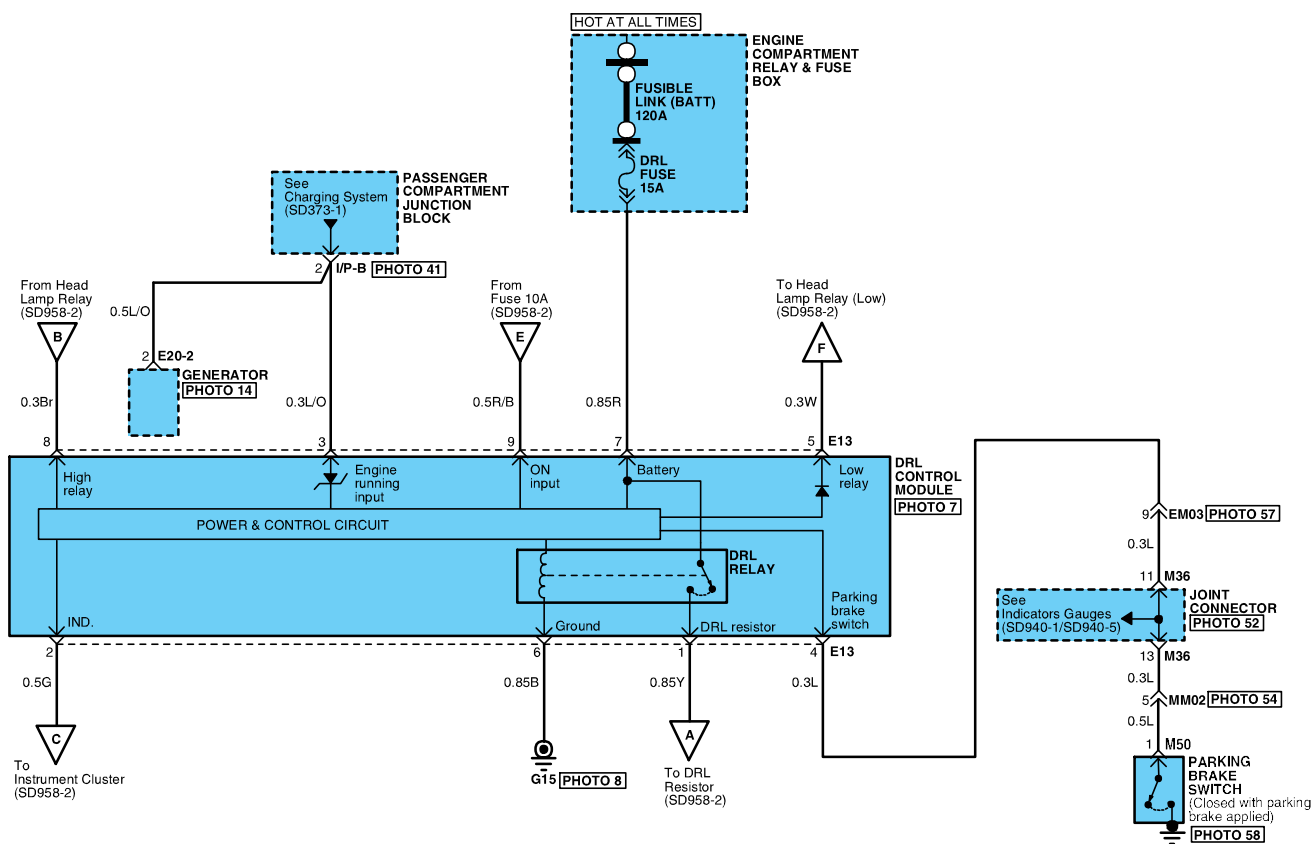


IMMOBILIZER CONTROL SYSTEM

IMMOBILIZER CONTROL SYSTEM (2)																					SD954-2																																																																																																																																																																																											
C183-1																					C183-3																																																																																																																																																																																											
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KET_090II_04F_W					KET_SP_20F_L																KET_SP_16F_W					AMP_040M2_20F_B																																																																																																																																																																																						
M12					M25-2																BLANK					BLANK																																																																																																																																																																																						
KUM_CDR_05F					AMP_040M2_16F_B																																																																																																																																																																																																											

EA7B5DBA

SD958-1

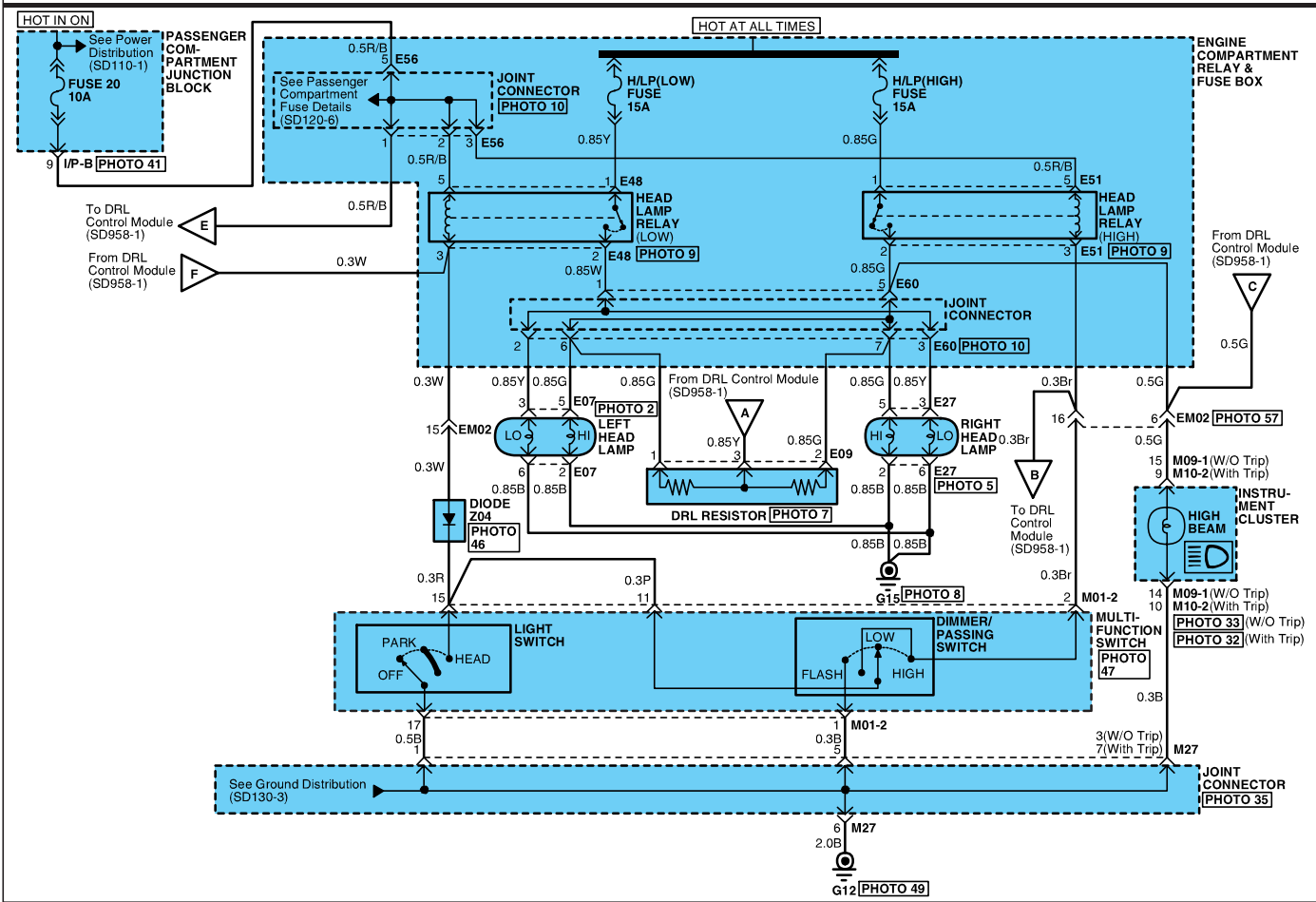


N2XDG958A

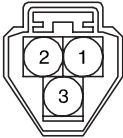
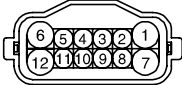
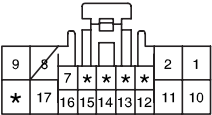
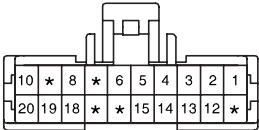
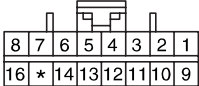
DAYTIME RUNNING LIGHTS

DAYTIME RUNNING LIGHTS (CANADA ONLY) (2)

SD958-2



DAYTIME RUNNING LIGHTS

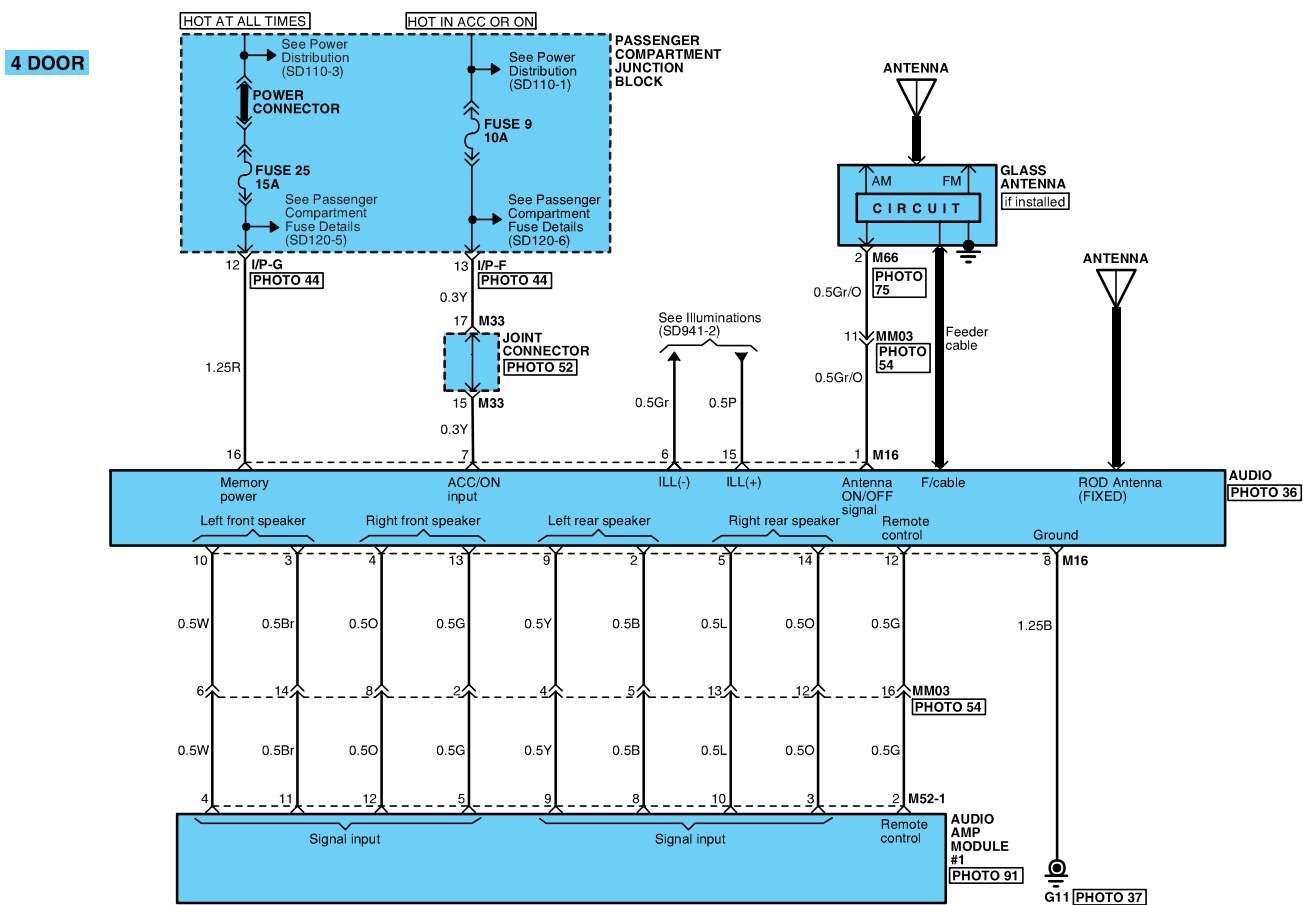
DAYTIME RUNNING LIGHTS (CANADA ONLY) (3)			SD958-3
E07  KUM_NMWP_06F_B	E09  KUM_NMWP_03F_B	E13  KET_1809WP_12F_Gr	E20-2  KET_58X_02F_Gr
E27  KUM_NMWP_06F_B	E48  CR05F011	E51  CR05F011	M01-2  KET_0509_18F_W
M09-1  KET_SP_20F_L	M10-2  AMP_040M2_16F_B	M50  AMP_PLM1_01F_B	BLANK

DAYTIME RUNNING LIGHTS

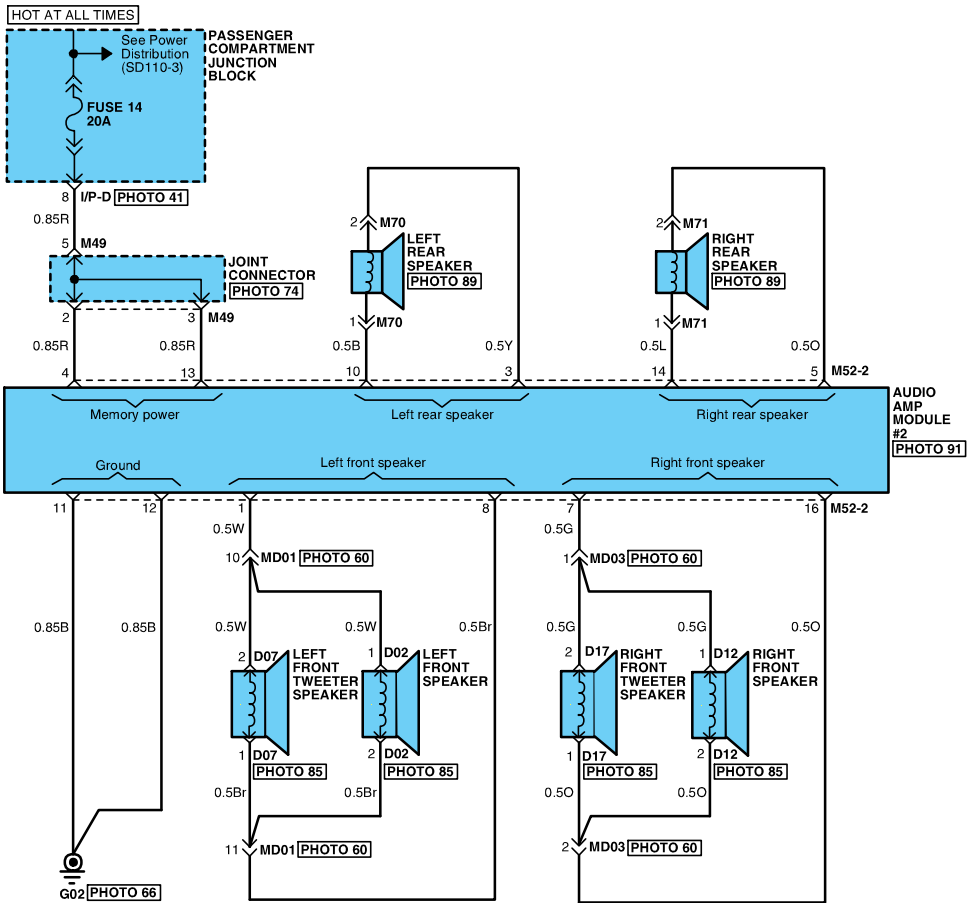
DAYTIME RUNNING LIGHTS (CANADA ONLY) (4)		SD958-4
Circuit Description		
For the visibility and safety of drivers, the daytime running lights will turn on automatically when the engine is running. Under this condition, the head lamps will illuminate with a minimal amount of load on the charging system. With a minimal amount of load on the charging system. With the Ignition switch in ON position, battery voltage is applied to the haed lamp relay coils and daytime running lights (DRL) control module. As the DRL control module detects both the generator running and the parking brake switch OFF signals, ground is provided to the DRL relay. Battery voltage from DRL fuse is then provided to the high beam head lamp through DRL relay contact and DRL resistor. When the DRL module detects the engine running OFF signal, the DRL control module turns the lights off. When the DRL module detects the light switch ON(PARK or HEAD) signal, the DRL control module stops its functions.		

AUDIO SYSTEM (1)

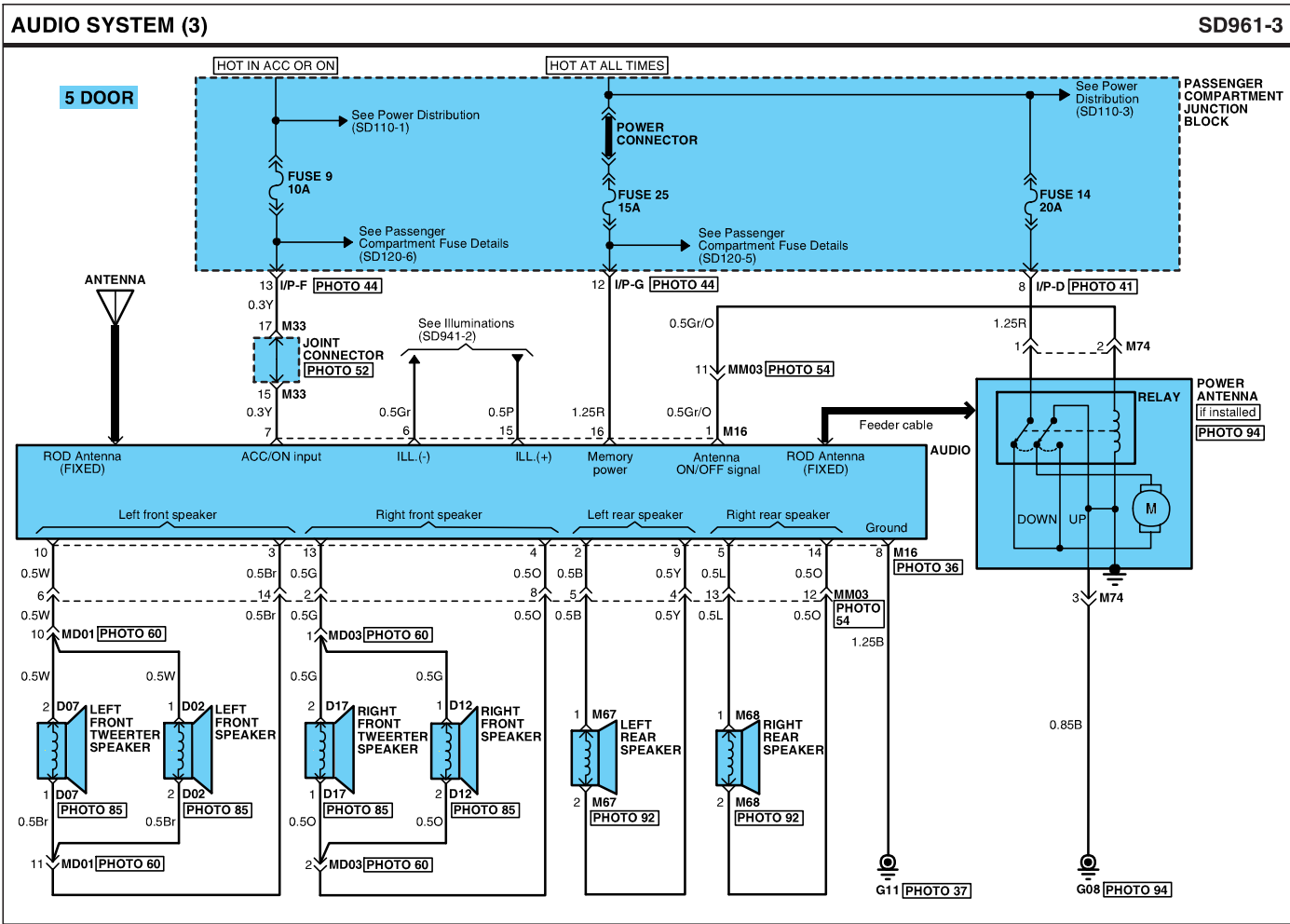
SD961-1



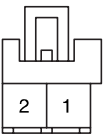
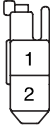
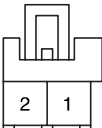
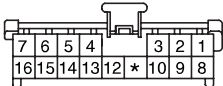
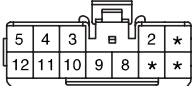
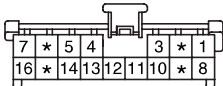
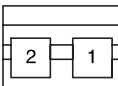
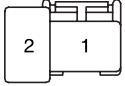
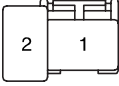
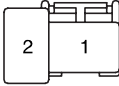
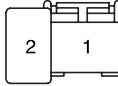
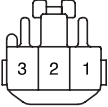
4 DOOR

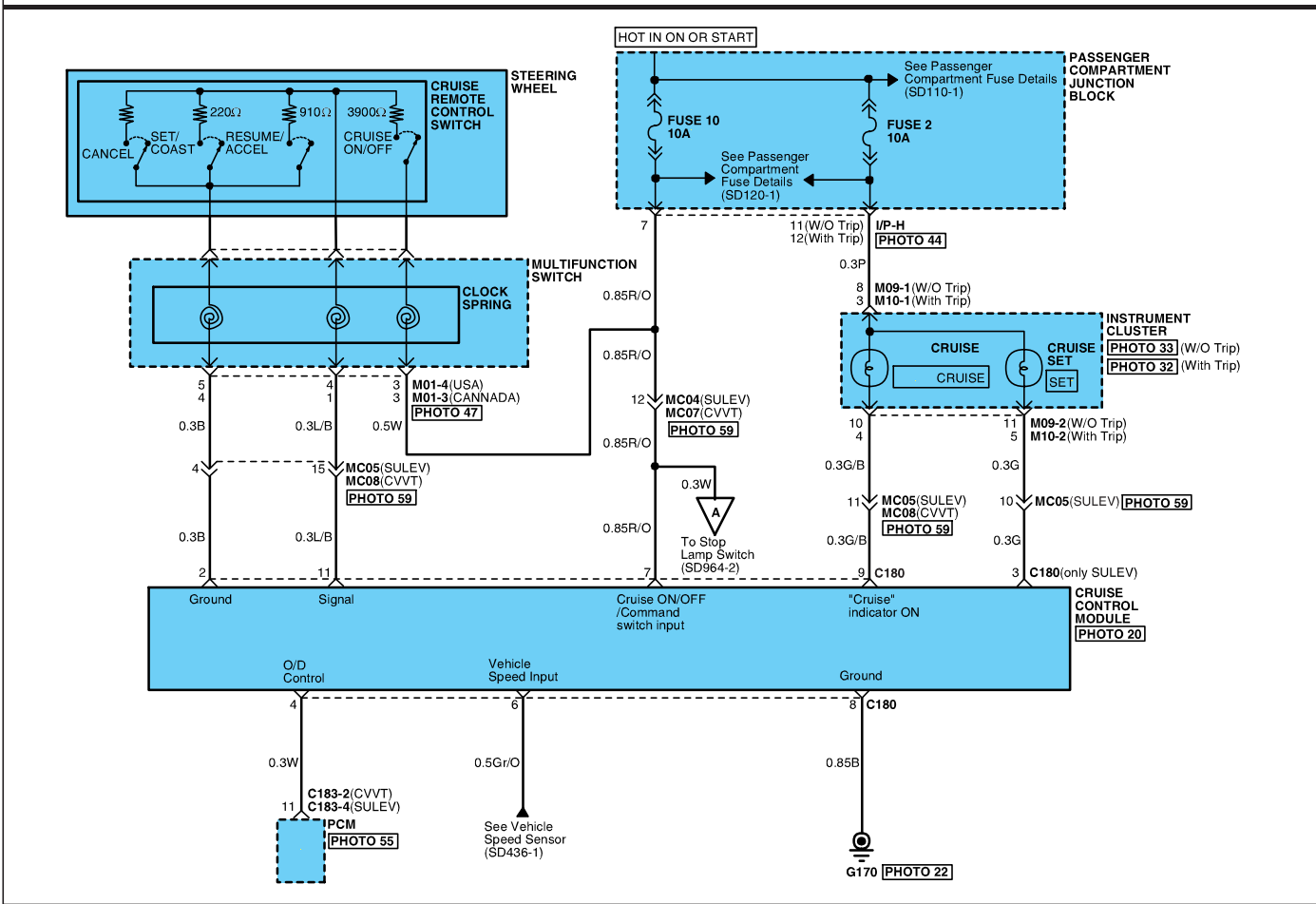


AUDIO SYSTEM



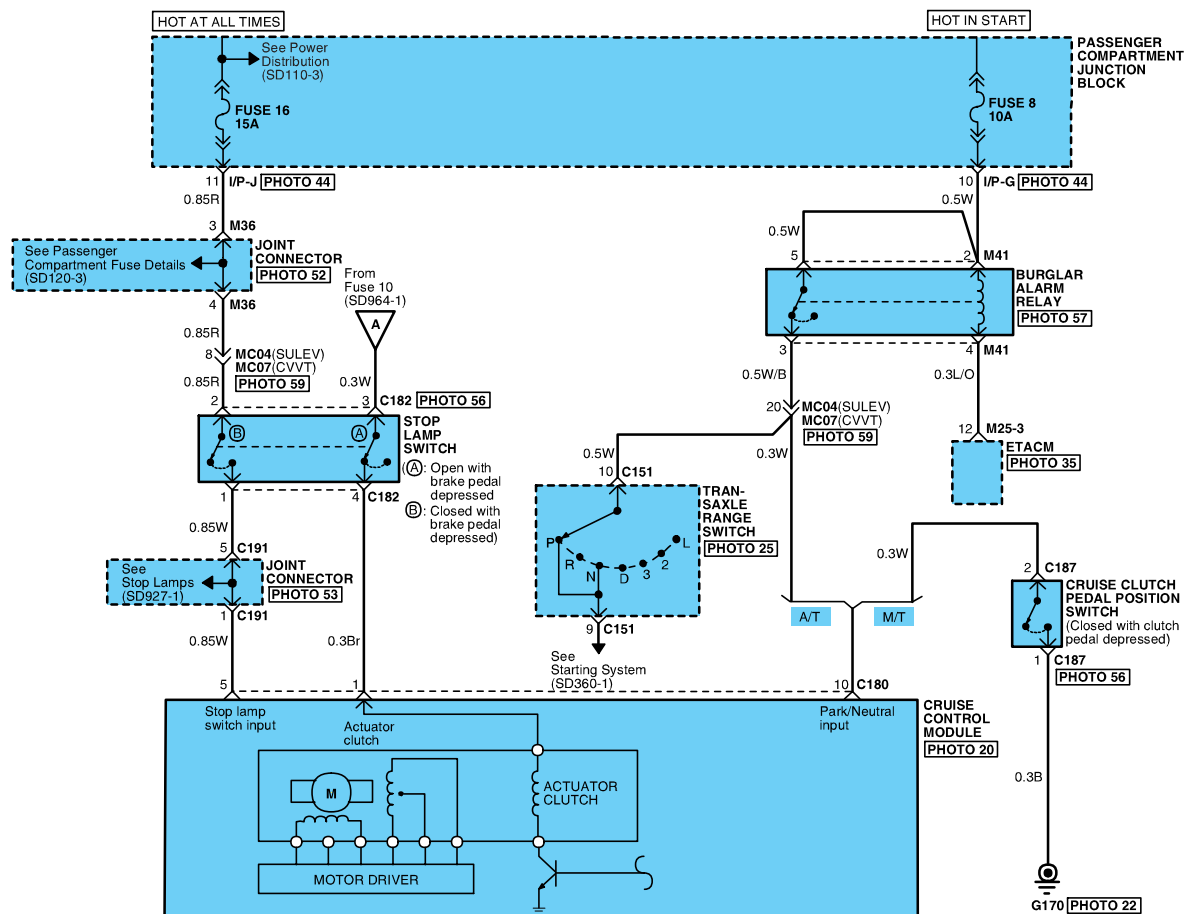
AUDIO SYSTEM

AUDIO SYSTEM (4)				SD961-4
D02  KET_090II_02F_W_SPK	D07  KUM_CDR_02F_W	D12  KET_090II_02F_SPK	D17  KUM_CDR_02F_W	
M16  KUM_AR_16F_W	M52-1  KET_090II_12F_W	M52-2  KUM_AR_16F_W	M66  AMP_250S_02F_N	
M67  AMP_PLM2_02F_B	M68  AMP_PLM2_02F_B	M70  AMP_PLM2_02F_B	M71  AMP_PLM2_02F_B	
M74  KET_090II_03F_W	BLANK	BLANK	BLANK	
Circuit Description The audio receives battery voltage at all times from fuse 25 to maintain memory function. Fuse 9 supplies battery voltage to the audio when the ignition switch is in ACC or ON for audio operation and displays. Fuse 14 supplies battery voltage to each of the six AMP speakers(With AMP speaker only) at all times.The audio is grounded at G11.				

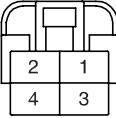
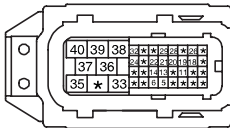
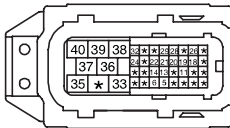
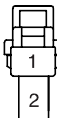
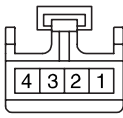
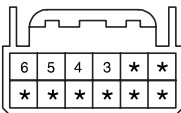
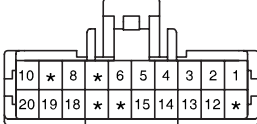
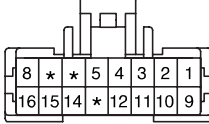
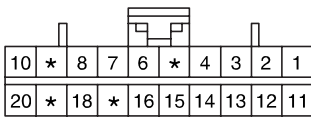
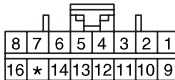
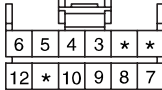
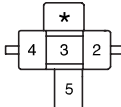


CRUISE CONTROL SYSTEM (2)

N2XDG964B



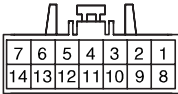
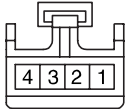
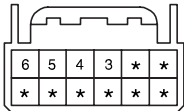
CRUISE CONTROL SYSTEM

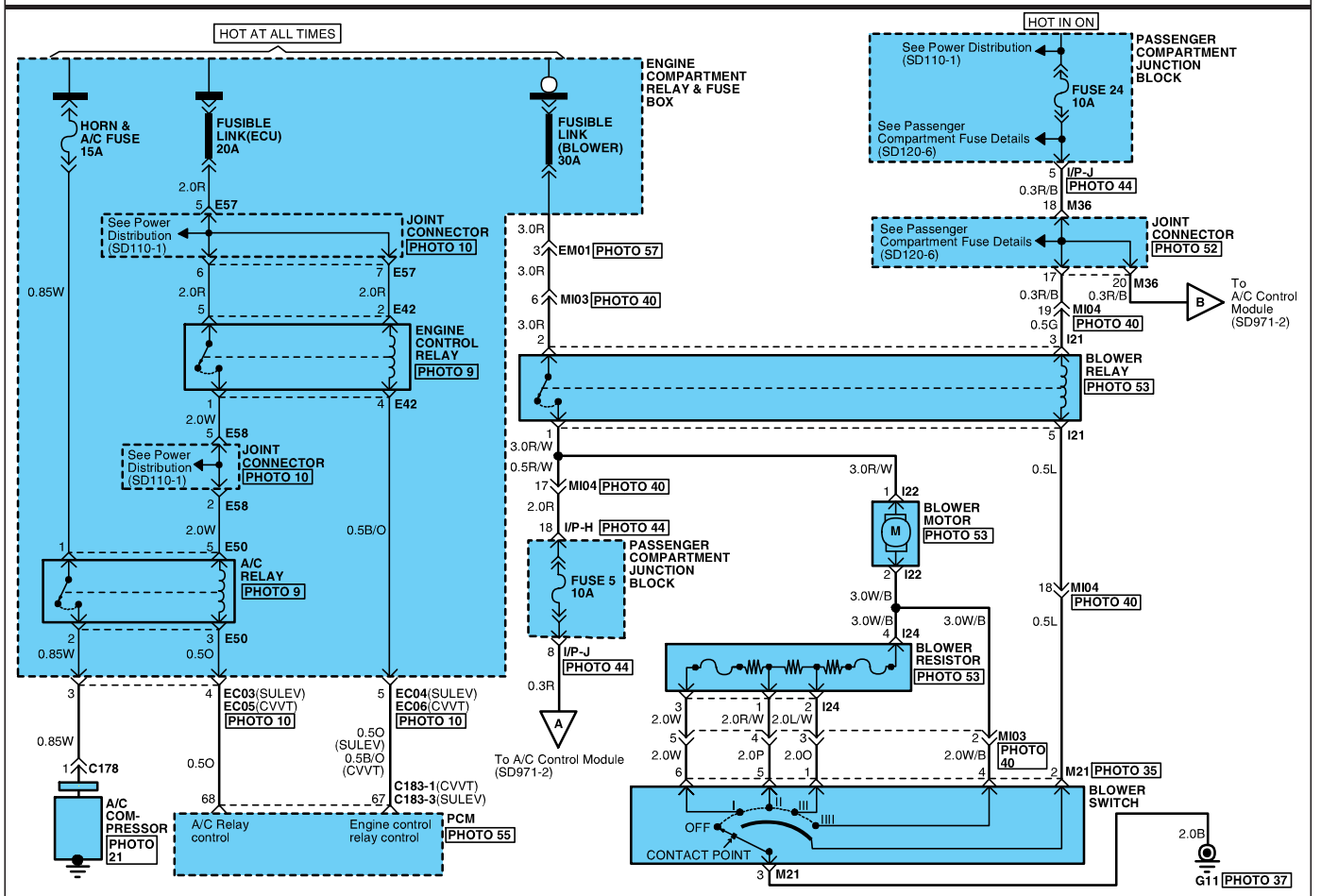
CRUISE CONTROL SYSTEM (3)				SD964-3
C151  KET_SSD_10F_B_A	C180(CVVT)  AMP_EJWP_12F_B	C180(SULEV)  AMP_EJWP_12F_B	C182  KET_250DL_04F_W	
C183-2  KET_ECU_40F_B	C183-4  KET_ECU_40F_B	C187  KET_250DL_02F_W	M01-3  FUR_FA_04F_B_AB	
M01-4  AMP_025_12F_W	M09-1  KET_SP_20F_L	M09-2  KET_SP_16F_W	M10-1  AMP_040M2_20F_B	
M10-2  AMP_040M2_16F_B	M25-3  AMP_040M2_12F_B	M41  KET_250_05F_B_RLY	BLANK	

CRUISE CONTROL SYSTEM

CRUISE CONTROL SYSTEM (4)	SD964-4
Circuit Description The cruise control system uses mechanical and electrical devices to maintain vehicle speed at a driver selected setting. The cruise control module receives signals from the cruise remote control switch, the stop lamp switch, transaxle range switch (A/T), cruise clutch pedal position switch (M/T) and the vehicle speed sensor. The cruise control module provides signals to the actuator in the cruise control module and the Powertrain control module (A/T).	With cruise engaged, the cruise control module sends a signal to the Powertrain control module that prevents the transaxle from continuously downshifting and upshifting to maintain the set vehicle speed. The cruise control module incorporates a self diagnostic feature.

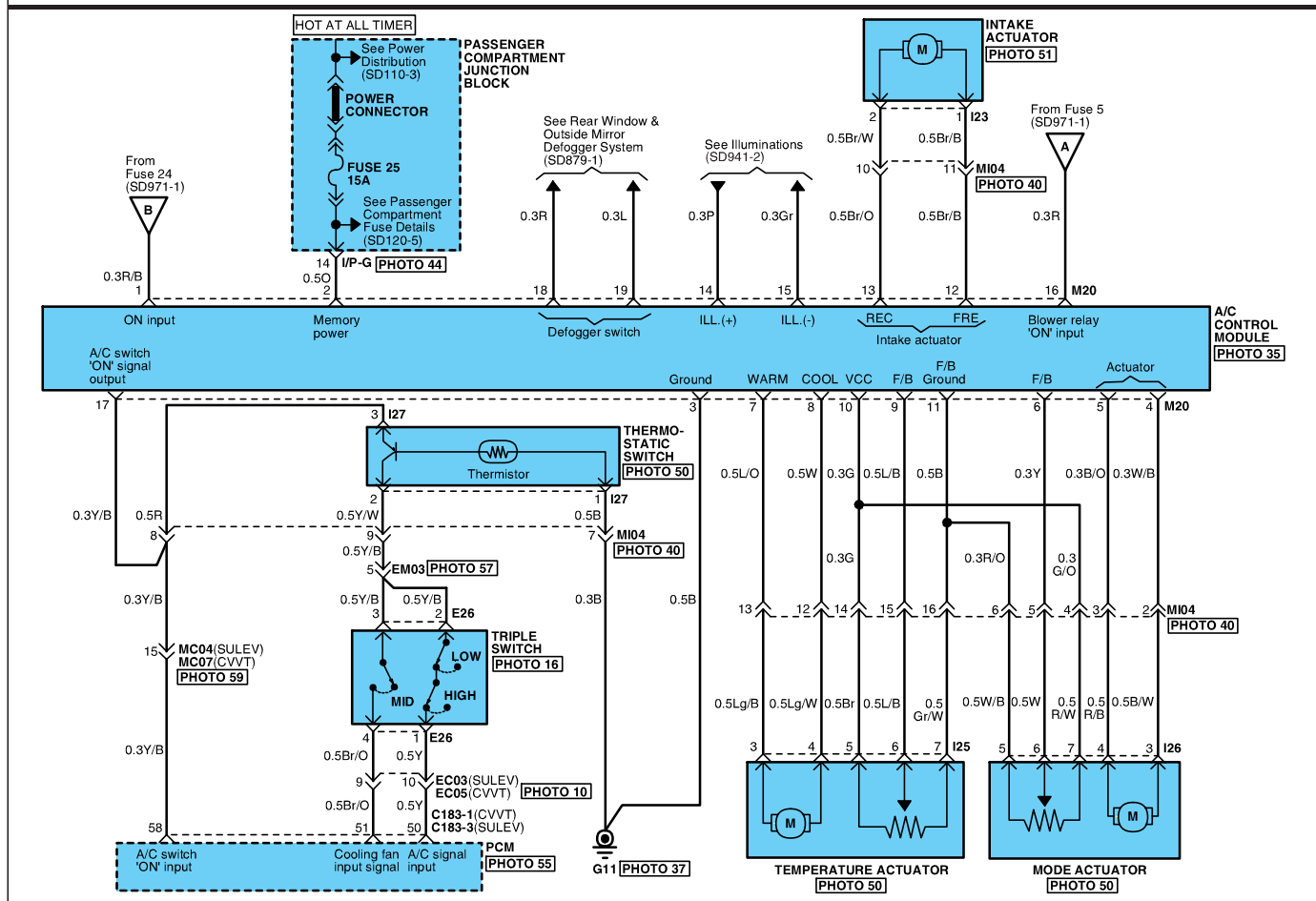
HORN

HORN (2)			SD968-2
E17  MLX_HORN_02F_B_FILT	E45  CR05F011	E50  CR05F011	M01-1  KET_090II_14F_W_SW
M01-3  FUR_FA_04F_B_AB	M01-4  AMP_025_12F_W	BLANK	BLANK
Circuit Description Battery voltage is applied at all times to both the coil and the contacts of the horn relay through the horn & A/C fuse. With the horn switch depressed, ground is provided to the coil of the horn relay (coil energized) through the horn switch, and then battery voltage is supplied to the horn through the closed relay contacts. The horn sounds.			



BLOWER & A/C CONTROLS (MANUAL) (2)

N2XDG971B



BLOWER & A/C CONTROLS (MANUAL)

C178



KUM_NMWP_01F_B

C183-1

6	7	8	*	10	11	*	*	14	*	*	*	*	*	*	21	22	23	24	5	4
*	26	27	*	29	30	31	32	*	*	*	*	*	38	39	*	*	*	*	3	
*	45	*	47	48	*	50	51	52	*	54	55	56	*	58	59	60	61	62	2	1
*	64	65	66	67	68	69	*	71	72	73	*	75	76	77	78	*	80	81		

KET_ECU_81F_B_BOSCH

BLANK

183-3

6	7	8	9	10	11	*	*	14	*	*	17	18	19	*	21	22	23	24	5	4
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44	45	*	*	48	*	50	51	52	53	54	55	56	*	58	*	60	61	62	2	1
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KET_ECU_81F_B_BOSCH

E26



AMP_EJWP_04F_B

E42



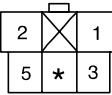
CR05F019

E50



CR05F011

I21



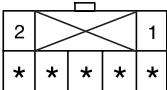
CR05F026

I22



CR02M042

I23



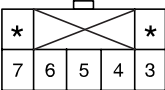
CR07F011

I24



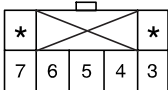
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I25



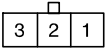
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I26



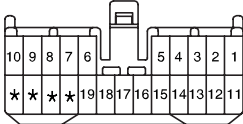
CR07F011

I27



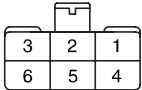
CR03F040

M20



KET_050_23F_W

M21



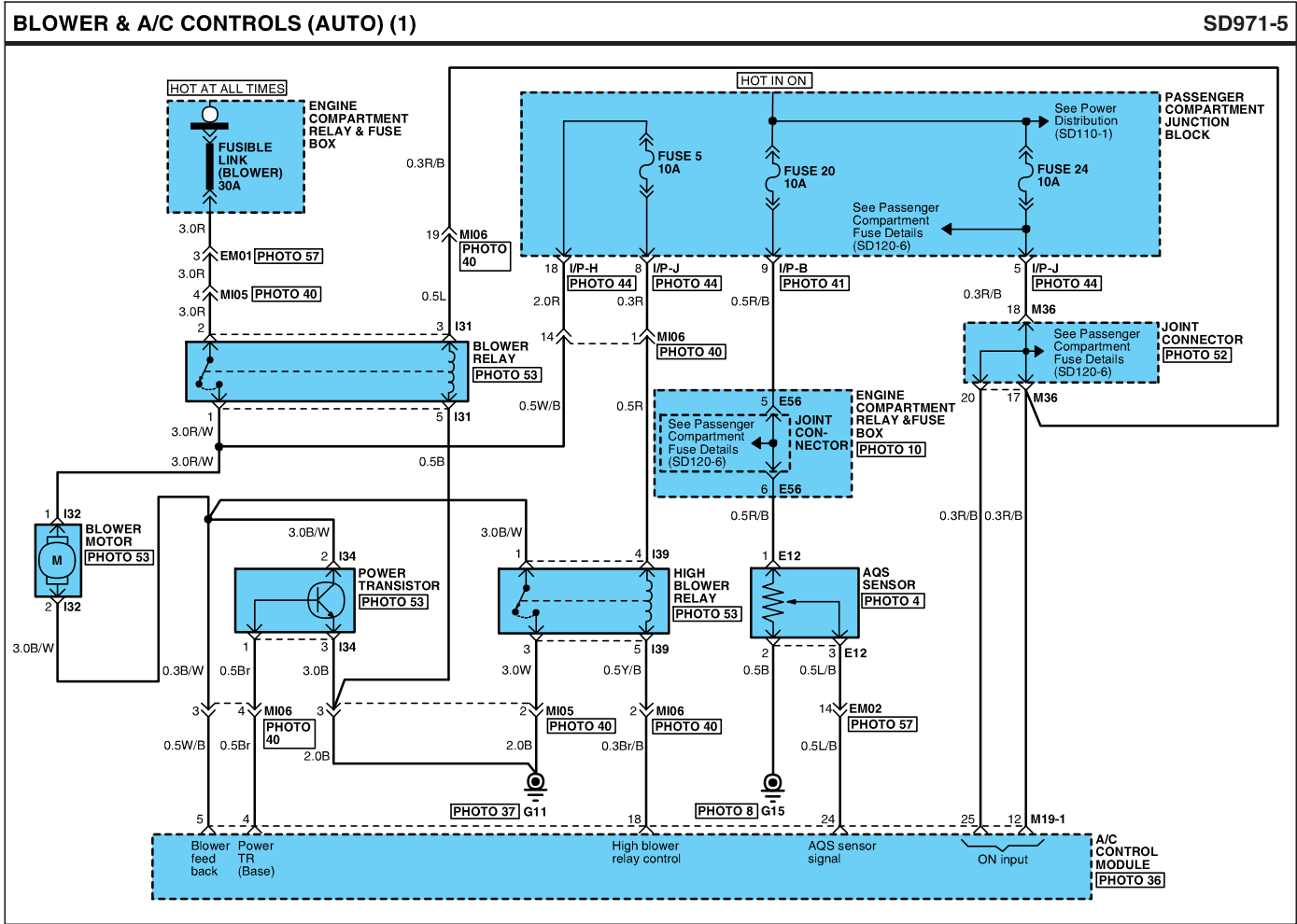
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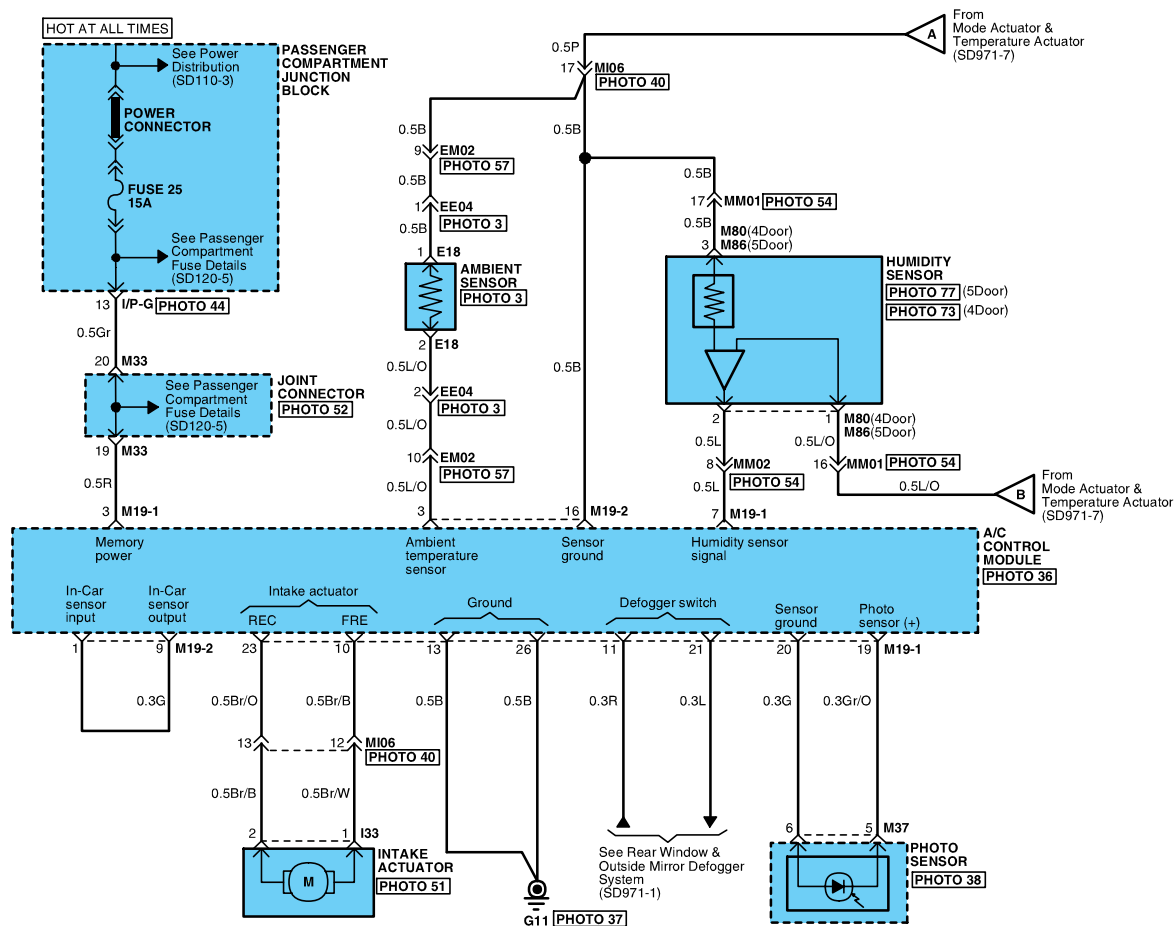
N2XDG971C

BLOWER & A/C CONTROLS (MANUAL) (4)		SD971-4
Circuit Description		
Blower control With the ignition switch in ON and the blower switch in any position except OFF, the blower relay coil energizes and the blower relay contact closes. Battery voltage is then applied to the blower motor through the closed contact of the blower relay and then ground is provided to the blower motor through the blower resistor and the blower switch. As the blower switch is moved from OFF to HI, resistance of the resistors (built in to the blower resistor) will decrease and battery voltage applied to the blower motor will increase. This will increase the blower motor speed. When the blower switch is in HI, all of the resistors are bypassed and the maximum voltage is now applied to the blower motor so that it runs at the highest speed. A/C control With the ignition switch in ON and the blower switch in any position except OFF, the blower relay coil energizes and battery voltage is applied to the A/C switch (installed on the A/C control module) through the closed contact of the blower relay and fuse 5. With the A/C switch in ON, the Powertrain Control Module (PCM) will ground the coil of the A/C control relay after a short delay to adjust idle speed. Battery voltage will then be applied to the compressor magnetic clutch from the A/C fuse through the closed contact of the A/C relay. The A/C compressor runs.		

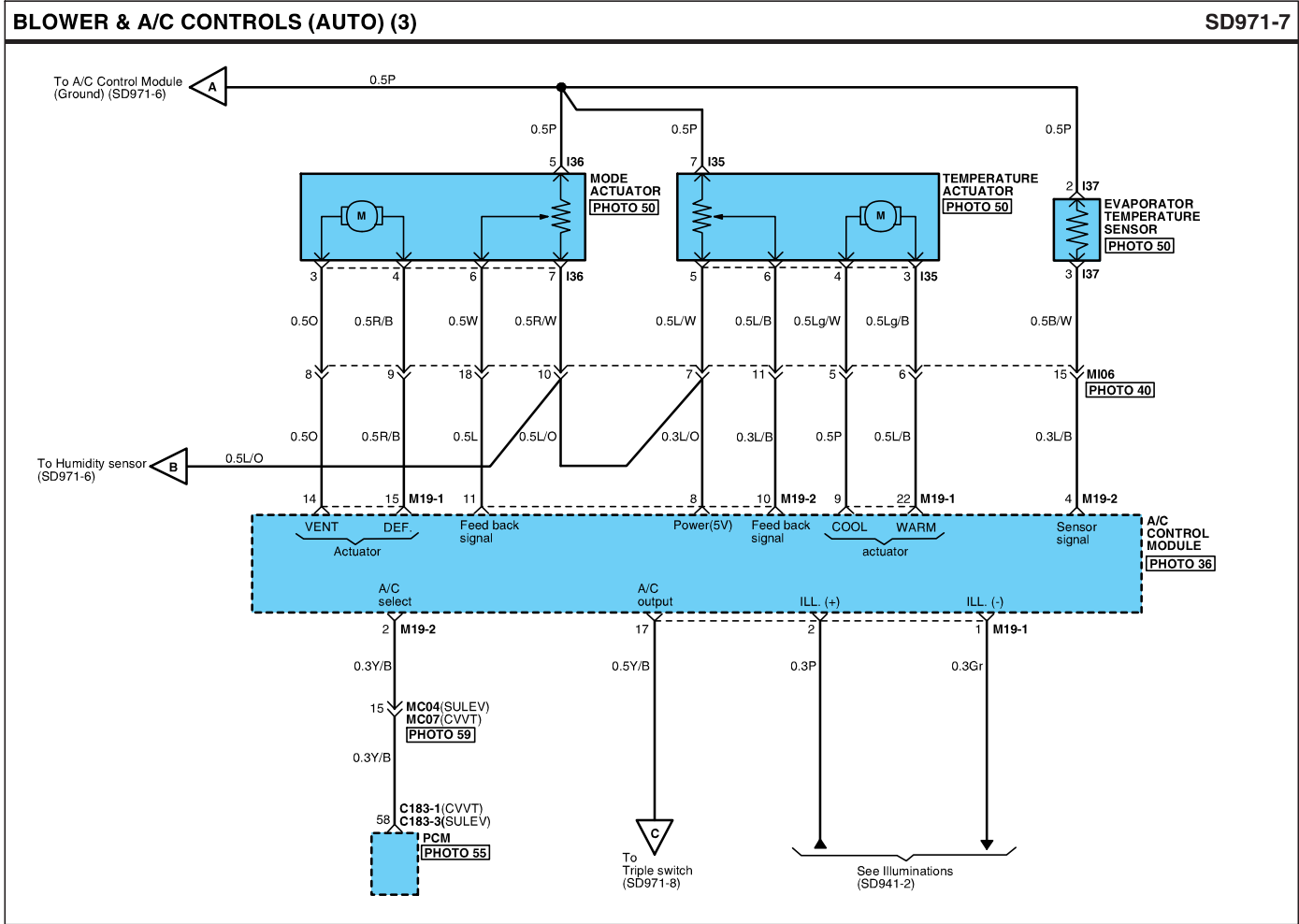


BLOWER & A/C CONTROLS (AUTO) (2)

N2XDG971F

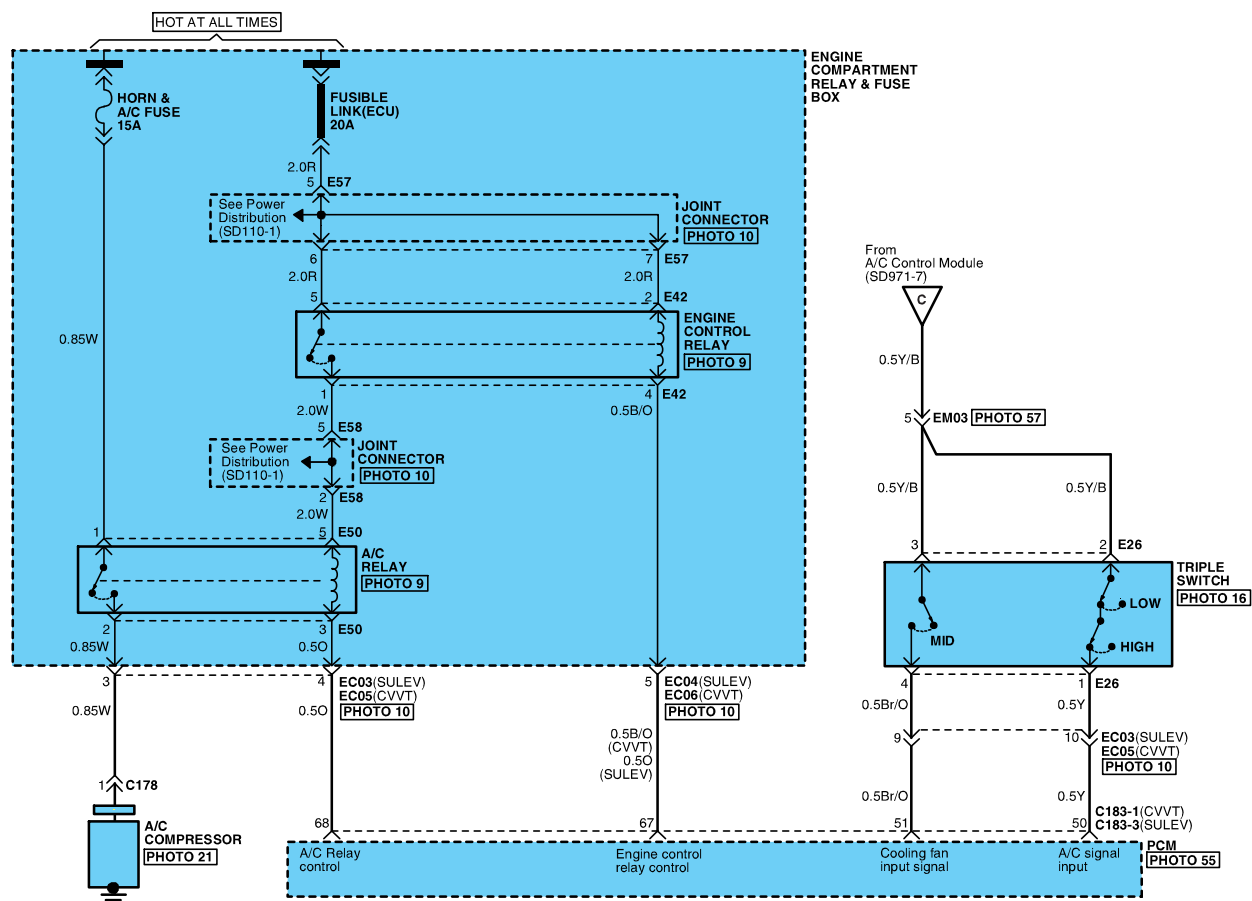


BLOWER & A/C CONTROLS (AUTO)

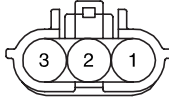
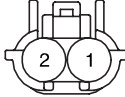


BLOWER & A/C CONTROLS (AUTO) (4)

N2XDG971H



BLOWER & A/C CONTROLS (AUTO)

BLOWER & A/C CONTROLS (AUTO) (5)																					SD971-9																																																																																											
C178  KUM_NMWP_01F_B										C183-1 <table><tr><td>6</td><td>7</td><td>8</td><td>*</td><td>10</td><td>11</td><td>*</td><td>*</td><td>14</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>21</td><td>22</td><td>23</td><td>24</td><td>5</td><td>4</td></tr><tr><td>*</td><td>26</td><td>27</td><td>*</td><td>29</td><td>30</td><td>31</td><td>32</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>38</td><td>39</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="2" rowspan="2">3</td></tr><tr><td>*</td><td>45</td><td>*</td><td>47</td><td>48</td><td>*</td><td>50</td><td>51</td><td>52</td><td>*</td><td>54</td><td>55</td><td>56</td><td>*</td><td>58</td><td>59</td><td>60</td><td>61</td><td>62</td></tr><tr><td>*</td><td>64</td><td>65</td><td>66</td><td>67</td><td>68</td><td>69</td><td>*</td><td>71</td><td>72</td><td>73</td><td>*</td><td>75</td><td>76</td><td>77</td><td>78</td><td>*</td><td>80</td><td>81</td><td>2</td><td>1</td></tr></table> KET_ECU_81F_B_BOSCH															6	7	8	*	10	11	*	*	14	*	*	*	*	*	*	21	22	23	24	5	4	*	26	27	*	29	30	31	32	*	*	*	*	*	38	39	*	*	*	*	3		*	45	*	47	48	*	50	51	52	*	54	55	56	*	58	59	60	61	62	*	64	65	66	67	68	69	*	71	72	73	*	75	76	77	78	*	80	81	2	1	BLANK					
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BLOWER & A/C CONTROLS (AUTO)

BLOWER & A/C CONTROLS (AUTO) (6)												SD971-10																																																											
M19-1 <table><tr><td>13</td><td>12</td><td>11</td><td>10</td><td>9</td><td>*</td><td>7</td><td>*</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>26</td><td>25</td><td>24</td><td>23</td><td>22</td><td>21</td><td>20</td><td>19</td><td>18</td><td>17</td><td>*</td><td>15</td><td>14</td></tr></table> AMP_0407_26F_W_HD												13	12	11	10	9	*	7	*	5	4	3	2	1	26	25	24	23	22	21	20	19	18	17	*	15	14	M19-2 <table><tr><td>8</td><td>7</td><td>*</td><td>*</td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>16</td><td>*</td><td>*</td><td>*</td><td>*</td><td>11</td><td>10</td><td>9</td></tr></table> AMP_0407_16F_W_040						8	7	*	*	4	3	2	1	16	*	*	*	*	11	10	9	M37 <table><tr><td>6</td><td>5</td><td>*</td><td>3</td><td>2</td><td>1</td></tr></table> KET_030_06F						6	5	*	3	2	1
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Circuit Description

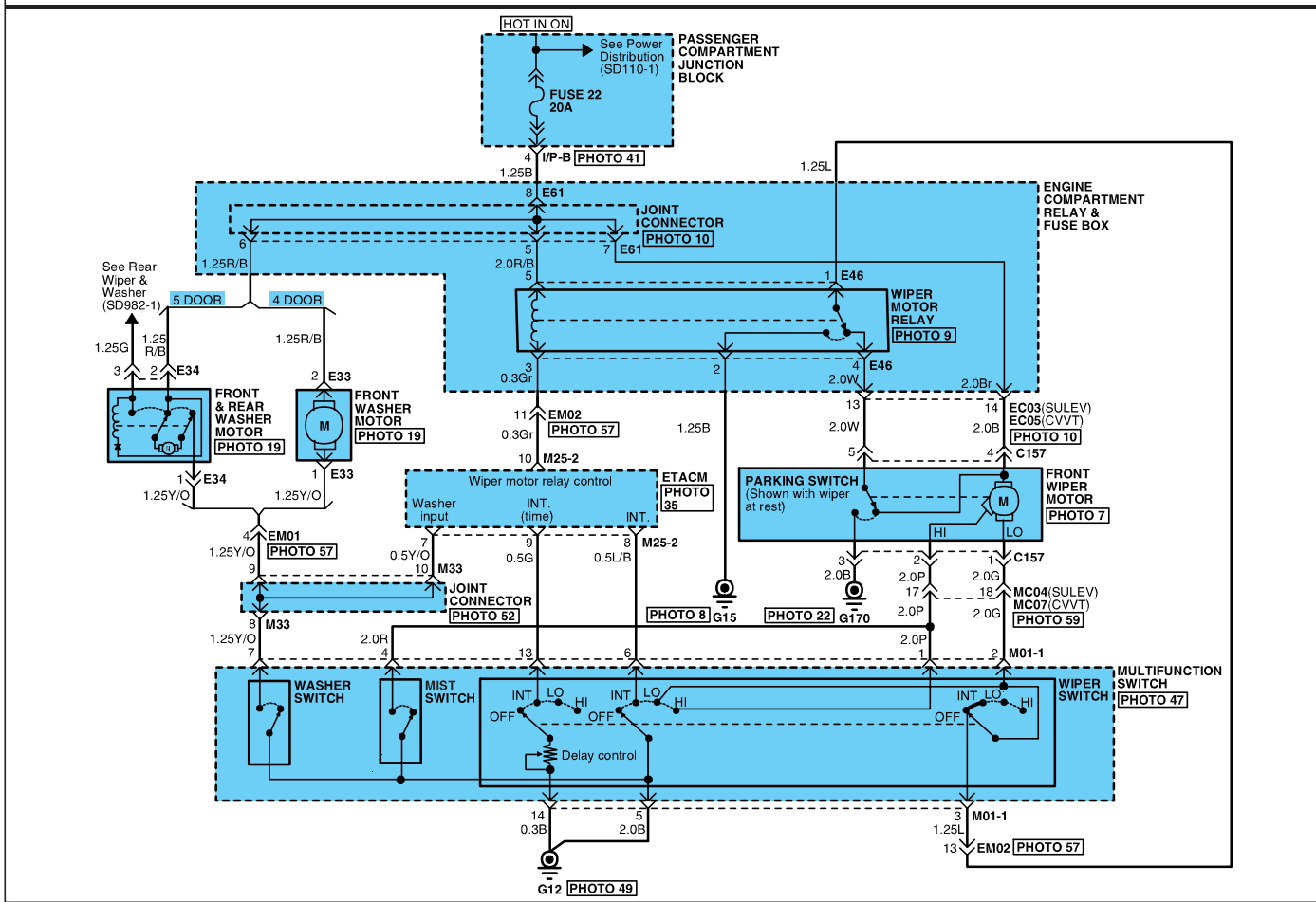
The A/C control module receives inputs from the A/C sensor (for instance, photo sensor, AQS sensor, defogger switch, evaporator temperature sensor, water temperature sensor, ambient sensor, etc) and controls the function fo air conditioning system. The A/C control module and various sensors provide accurate control of air mixture using the mode actuator, the temperature actuator and the intake actuator under all operating conditions.

The blower motor runs at the highest speed when the high blower relay coil is energized through the A/C control module.

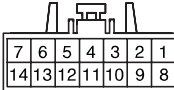
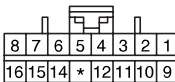
The function of the power transistor is that of the blower resister in manual A/C. The power transistor is controlled by the input currents that are applied to the power transisotr BASE terminal.

FRONT WIPER & WASHER (1)

SD981-1



FRONT WIPER & WASHER

FRONT WIPER & WASHER (2)				SD981-2
C157  KUM_NMWP_06F_B	E33  KET_090WP_02F_W_SIDE	E34  KET_090IWP_03F_Gr	E46  CR05F011	
M01-1  KET_090IL_14F_W_SW	M25-2  AMP_040M2_16F_B	BLANK	BLANK	

Circuit Description

All functions of the front wiper and washer circuit are controlled by the position of the front wiper and washer switch. The wiper switch has 4 positions: OFF, INT, LO and HI.

Wiper operation

1. Low (LO) and High (HI) position :

The front wiper motor has two separate brushes for low and high speed operation. When the wiper switch is in LO or HI position, ground is applied to the appropriate brushes through the wiper switch in the multifunction switch.

2. INT position :

When the wiper switch is turned to INT, the ETACM receives the INT signal and INT delay time signal. According to these signals, the control module controls the operation of the front wiper through wiper motor relay coil control. Ground is applied to the low speed brush of the front wiper motor through the closed contact of the wiper motor relay.

The remainder of the wipers' sweep is controlled by the park circuit. The cycle repeats as long as the wiper switch is in INT and the pause interval between sweeps is determined by the ETACM.

3. OFF position :

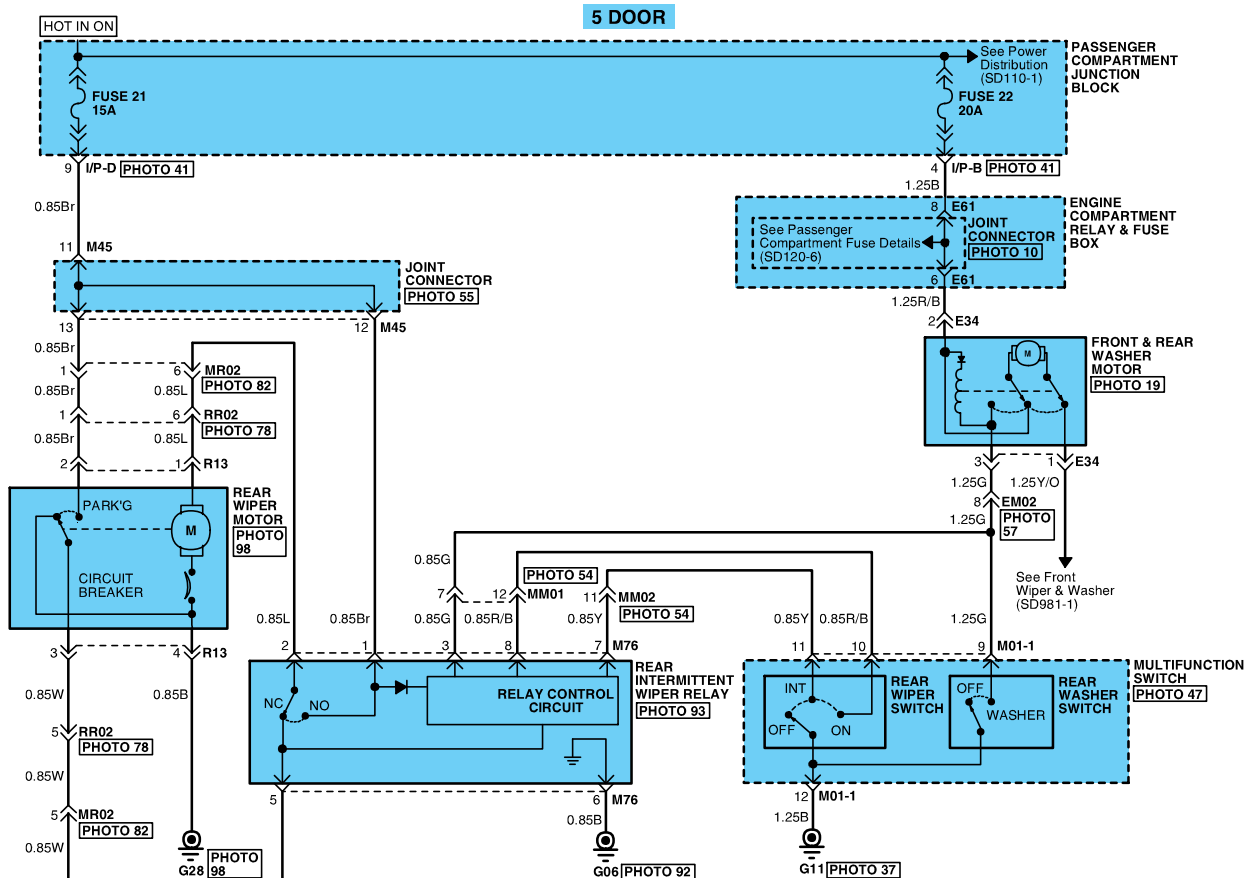
When the wiper switch is turned to OFF from another position (INT, LO and HI) and the wiper is not at the rest (out of park) position, the low speed brush of the front wiper motor is grounded through the parking switch in the front wiper motor.

Washer operation

The front wiper motor operates as long as the washer switch is pulled. When the washer switch is pulled, the control module controls the low speed operation of the front wiper motor through the wiper motor relay control.

REAR WIPER & WASHER (1)

SD982-1



REAR WIPER & WASHER

REAR WIPER & WASHER (2)

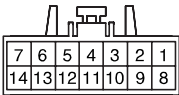
SD982-2

E34



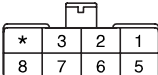
KET_0901WP_03F_Gr

M01-1



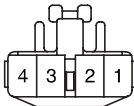
KET_0901I_14F_W_SW

M76



KET_250_08F_W

R13



KET_0901I_04F_W

Circuit Description

All functions of the rear wiper and washer circuits are controlled by the position of the rear wiper & washer switch in the multifunction switch. According to the switch signals, the relay control circuit (in the rear intermittent wiper relay) controls the relay operations. The rear window wiper and washer are turned ON/OFF by depressing the button. Washer fluid is sprayed on the glass as long as the button is depressed.

1. When the "ON (wiper)" position is depressed, the rear window wiper starts to operate continuously.

2. When the "INT" position is depressed, the wiper operates every five seconds intermittently.

3. When the "Washer" position is depressed, the rear window wiper wipes the window three times after the washer fluid sprays on to the rear window.