

INDEX FOR DTC

< SERVICE INFORMATION >

SERVICE INFORMATION

INDEX FOR DTC

DTC No. Index

INFOID:000000001702546

NOTE:

- If DTC U1000 or U1001 is displayed with other DTC, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-143](#).
- If DTC U1010 is displayed with other DTC, first perform the trouble diagnosis for DTC U1010. Refer to [EC-145](#).

DTC*1		Items (CONSULT-II screen terms)	Reference page
CONSULT-II GST*2	ECM*3		
U1000	1000*4	CAN COMM CIRCUIT	EC-143
U1001	1001*4	CAN COMM CIRCUIT	EC-143
U1010	1010	CONTROL UNIT(CAN)	EC-145
P0000	0000	NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	—
P0011	0011	INT/V TIM CONT-B1	EC-147
P0031	0031	A/F SEN1 HTR (B1)	EC-151
P0032	0032	A/F SEN1 HTR (B1)	EC-151
P0037	0037	HO2S2 HTR (B1)	EC-156
P0038	0038	HO2S2 HTR (B1)	EC-156
P0075	0075	INT/V TIM V/CIR-B1	EC-162
P0101	0101	MAF SEN/CIRCUIT	EC-167
P0102	0102	MAF SEN/CIRCUIT	EC-175
P0103	0103	MAF SEN/CIRCUIT	EC-175
P0112	0112	IAT SEN/CIRCUIT	EC-182
P0113	0113	IAT SEN/CIRCUIT	EC-182
P0117	0117	ECT SEN/CIRC	EC-187
P0118	0118	ECT SEN/CIRC	EC-187
P0122	0122	TP SEN 2/CIRC	EC-192
P0123	0123	TP SEN 2/CIRC	EC-192
P0125	0125	ECT SENSOR	EC-198
P0127	0127	IAT SENSOR	EC-201
P0128	0128	THERMSTAT FNCTN	EC-204
P0130	0130	A/F SENSOR1 (B1)	EC-206
P0131	0131	A/F SENSOR1 (B1)	EC-213
P0132	0132	A/F SENSOR1 (B1)	EC-219
P0133	0133	A/F SENSOR1 (B1)	EC-225
P0137	0137	HO2S2 (B1)	EC-233
P0138	0138	HO2S2 (B1)	EC-240
P0139	0139	HO2S2 (B1)	EC-250
P0171	0171	FUEL SYS-LEAN-B1	EC-257
P0172	0172	FUEL SYS-RICH-B1	EC-264
P0181	0181	FTT SENSOR	EC-270

DTC P0075 IVT CONTROL SOLENOID VALVE

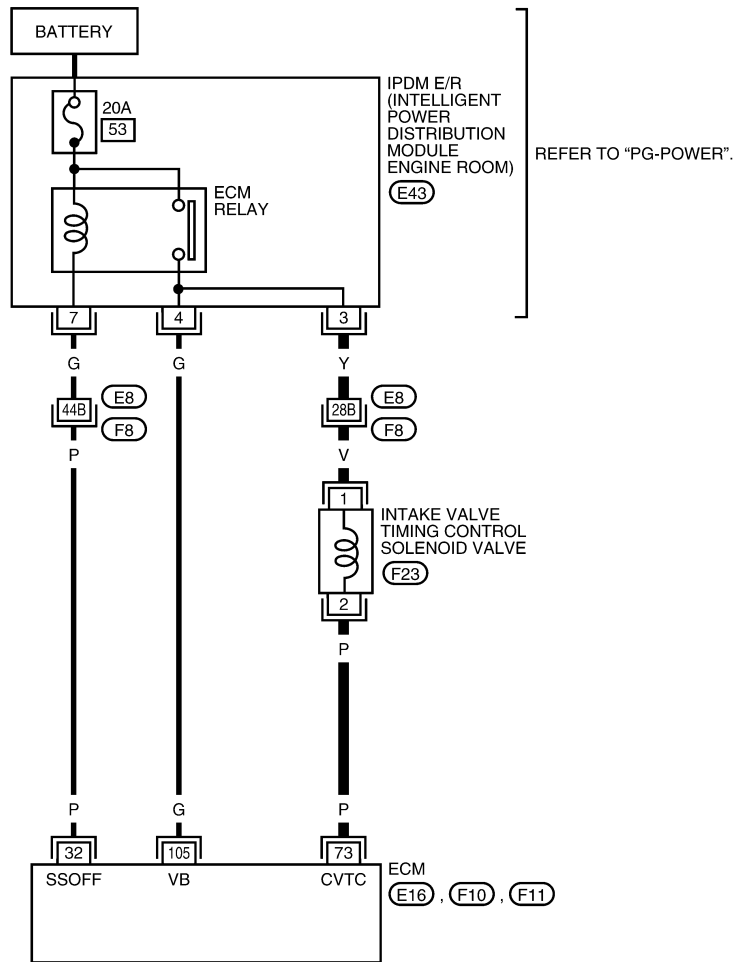
< SERVICE INFORMATION >

Wiring Diagram

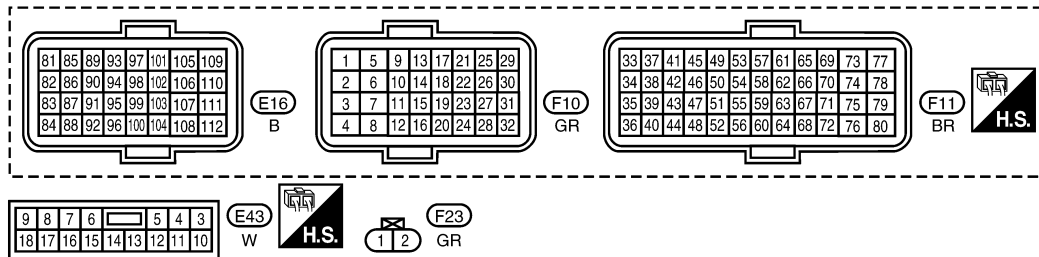
INFOID:000000001702644

EC-IVC-01

— : DETECTABLE LINE FOR DTC
 - - - : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.
 (FB) - SUPER MULTIPLE JUNCTION (SMJ)



BBWA2627E

Specification data are reference values and are measured between each terminal and ground. Pulse signal is measured by CONSULT-II.

CAUTION:

DTC P0117, P0118 ECT SENSOR

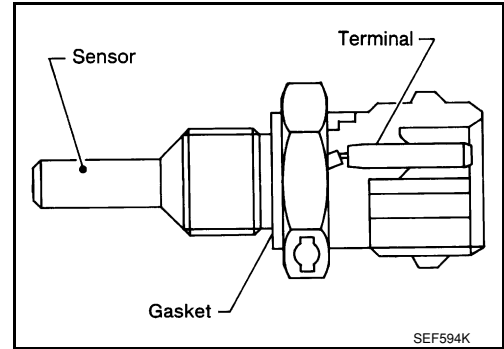
< SERVICE INFORMATION >

DTC P0117, P0118 ECT SENSOR

Component Description

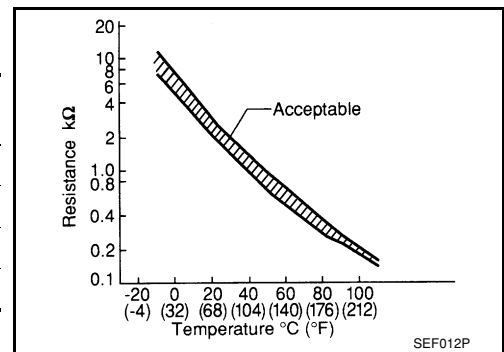
INFOID:000000001702672

The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.



<Reference data>

Engine coolant temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.4	7.0 - 11.4
20 (68)	3.5	2.1 - 2.9
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260



*: This data is reference value and is measured between ECM terminal 38 (Engine coolant temperature sensor) and ground.

CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

On Board Diagnosis Logic

INFOID:000000001702673

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P0117 0117	Engine coolant temperature sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> • Harness or connectors (Engine coolant temperature sensor circuit is open or shorted.) • Engine coolant temperature sensor
P0118 0118	Engine coolant temperature sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	

FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

DTC P0130 A/F SENSOR 1

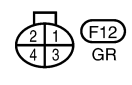
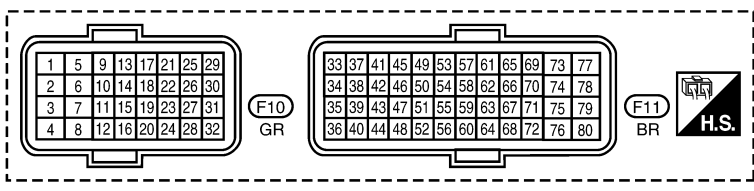
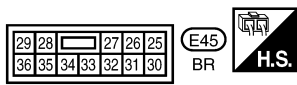
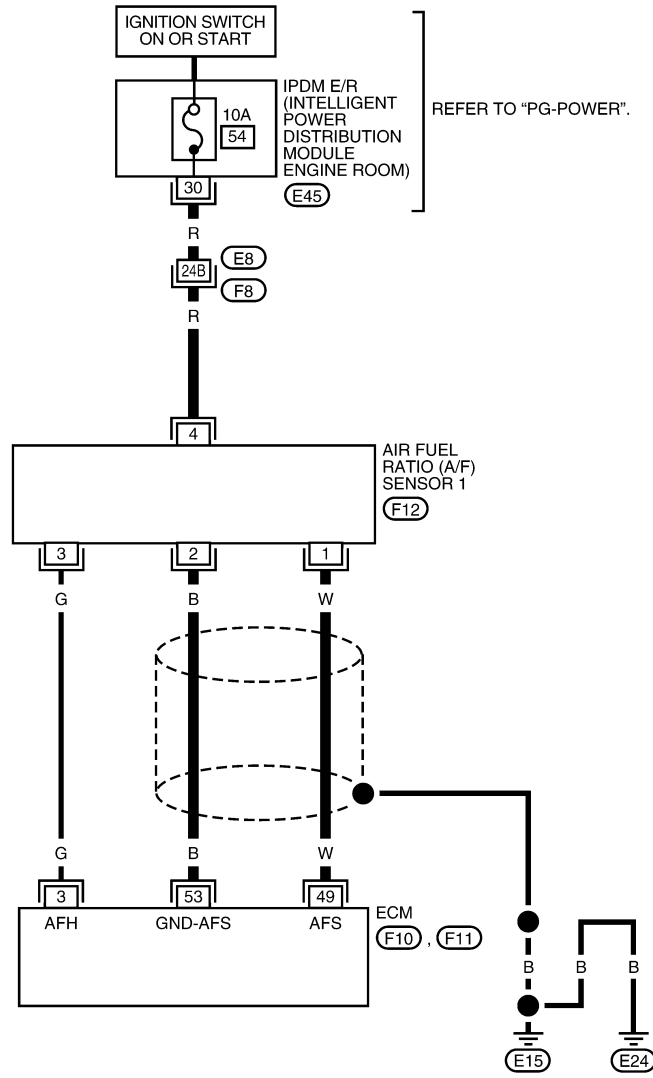
< SERVICE INFORMATION >

Wiring Diagram

INFOID:000000001702709

EC-A/F-01

— : DETECTABLE LINE FOR DTC
 - - - : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.
 (F8) - SUPER MULTIPLE JUNCTION (SMJ)

BBWA2631E

Specification data are reference values and are measured between each terminal and ground. Pulse signal is measured by CONSULT-II.

CAUTION:

DTC P0138 HO2S2

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DTC P0138 HO2S2

Component Description

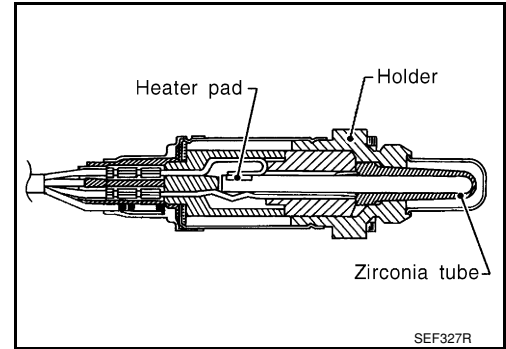
INFOID:000000001702742

The heated oxygen sensor 2, after three way catalyst (manifold), monitors the oxygen level in the exhaust gas.

Even if switching characteristics of the air fuel ratio (A/F) sensor 1 are shifted, the air/fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



CONSULT-II Reference Value in Data Monitor Mode

INFOID:000000001702743

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
HO2S2 (B1)	<ul style="list-style-type: none"> Revvng engine from idle to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load 	0 - 0.3V ←→ Approx. 0.6 - 1.0V
HO2S2 MNTR (B1)		LEAN ←→ RICH

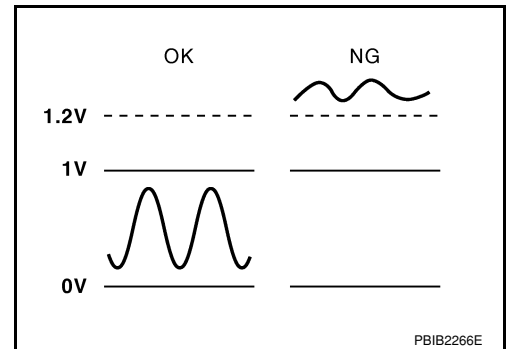
On Board Diagnosis Logic

INFOID:000000001702744

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the air fuel ratio (A/F) sensor 1. The oxygen storage capacity before the three way catalyst (manifold) causes the longer switching time.

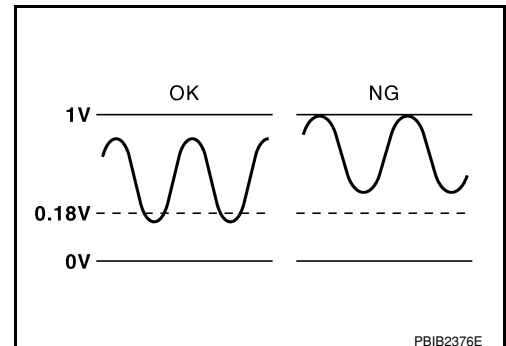
MALFUNCTION A

To judge the malfunctions of rear heated oxygen sensor 2, ECM monitors whether the voltage is unusually high during the various driving condition such as fuel-cut.



MALFUNCTION B

To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the minimum voltage of sensor is sufficiently low during the various driving condition such as fuel-cut.



DTC P0300 - P0304 MULTIPLE CYLINDER MISFIRE, NO. 1 - 4 CYLINDER MISFIRE

< SERVICE INFORMATION >

DTC P0300 - P0304 MULTIPLE CYLINDER MISFIRE, NO. 1 - 4 CYLINDER MISFIRE

On Board Diagnosis Logic

INFOID:000000001702790

When a misfire occurs, engine speed will fluctuate. If the engine speed fluctuates enough to cause the crankshaft position (CKP) sensor (POS) signal to vary, ECM can determine that a misfire is occurring.

Sensor	Input Signal to ECM	ECM function
Crankshaft position sensor (POS)	Engine speed	On board diagnosis of misfire

The misfire detection logic consists of the following two conditions.

- One Trip Detection Logic (Three Way Catalyst Damage)**
On the 1st trip that a misfire condition occurs that can damage the three way catalyst (TWC) due to overheating, the MIL will blink.
When a misfire condition occurs, the ECM monitors the CKP sensor (POS) signal every 200 engine revolutions for a change.
When the misfire condition decreases to a level that will not damage the TWC, the MIL will turn off.
If another misfire condition occurs that can damage the TWC on a second trip, the MIL will blink.
When the misfire condition decreases to a level that will not damage the TWC, the MIL will remain on.
If another misfire condition occurs that can damage the TWC, the MIL will begin to blink again.
- Two Trip Detection Logic (Exhaust quality deterioration)**
For misfire conditions that will not damage the TWC (but will affect vehicle emissions), the MIL will only light when the misfire is detected on a second trip. During this condition, the ECM monitors the CKP sensor signal every 1,000 engine revolutions.
A misfire malfunction can be detected on any one cylinder or on multiple cylinders.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0300 0300	Multiple cylinder misfire detected	Multiple cylinder misfire.	<ul style="list-style-type: none">• Improper spark plug• Insufficient compression• Incorrect fuel pressure• Fuel injector circuit is open or shorted• Fuel injector• Intake air leak• The ignition signal circuit is open or shorted• Lack of fuel• Drive plate or flywheel• Air fuel ratio (A/F) sensor 1• Incorrect PCV hose connection
P0301 0301	No.1 cylinder misfire detected	No. 1 cylinder misfires.	
P0302 0302	No. 2 cylinder misfire detected	No. 2 cylinder misfires.	
P0303 0303	No. 3 cylinder misfire detected	No. 3 cylinder misfires.	
P0304 0304	No. 4 cylinder misfire detected	No. 4 cylinder misfires.	

DTC Confirmation Procedure

INFOID:000000001702791

CAUTION:

Always drive vehicle in safe manner according to traffic conditions and obey all traffic laws when driving.

NOTE:

If DTC Confirmation Procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

 WITH CONSULT-II

DTC P0420 THREE WAY CATALYST FUNCTION

< SERVICE INFORMATION >

8. Select "DTC & SRT CONFIRMATION" then "SRT WORK SUPPORT" mode with CONSULT-II.
9. Rev engine up to 2,000 to 3,000 rpm and hold it for 3 consecutive minutes then release the accelerator pedal completely.
If "INCMP" of "CATALYST" changed to "CMPLT", go to step 12.
10. Wait 5 seconds at idle.

SRT WORK SUPPORT	
CATALYST	INCMP
EVAP SYSTEM	INCMP
HO2S HTR	CMPLT
HO2S	INCMP
EGR SYSTEM	INCMP
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V
B/FUEL SCHDL	XXX msec
A/F ALPHA-B1	XXX V
COOLAN TEMP/S	XX °C
A/F SEN1 (B1)	XXX V

SEF533Z

11. Rev engine up to 2,000 to 3,000 rpm and maintain it until "INCMP" of "CATALYST" changes to "CMPLT" (It will take approximately 5 minutes).
If not "CMPLT", stop engine and cool it down to less than 70°C (158°F) and then retest from step 1.

SRT WORK SUPPORT	
CATALYST	CMPLT
EVAP SYSTEM	INCMP
HO2S HTR	CMPLT
HO2S	INCMP
EGR SYSTEM	INCMP
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V
B/FUEL SCHDL	XXX msec
A/F ALPHA-B1	XXX V
COOLAN TEMP/S	XX °C
A/F SEN1 (B1)	XXX V

SEF534Z

12. Select "SELF-DIAG RESULTS" mode with CONSULT-II.
13. Confirm that 1st trip DTC is not detected.
If 1st trip DTC is detected, go to [EC-310. "Diagnosis Procedure"](#).

SELF DIAG RESULTS	
DTC RESULTS	TIME
NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	

SEF535Z

Overall Function Check

INFOID:000000001702818

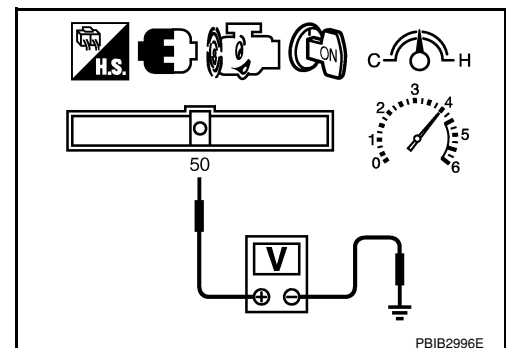
Use this procedure to check the overall function of the three way catalyst (manifold). During this check, a 1st trip DTC might not be confirmed.

WITH GST

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Open engine hood.
6. Set voltmeter probe between ECM terminals 50 (HO2S2 signal) and ground.
7. Keep engine speed at 2,500 rpm constant under no load.
8. Make sure that the voltage does not vary for more than 5 seconds.

If the voltage fluctuation cycle takes less than 5 seconds, go to [EC-310. "Diagnosis Procedure"](#).

- 1 cycle: 0.6 - 1.0 → 0 - 0.3 → 0.6 - 1.0



DTC P0448 EVAP CANISTER VENT CONTROL VALVE

< SERVICE INFORMATION >

DTC P0448 EVAP CANISTER VENT CONTROL VALVE

Component Description

INFOID:000000001702851

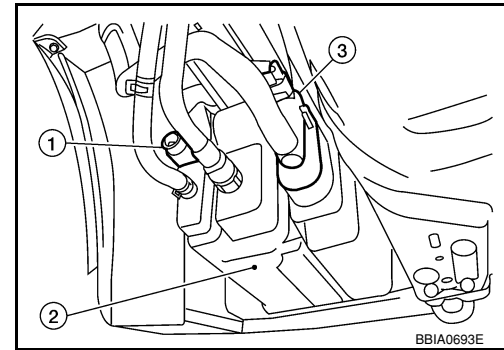
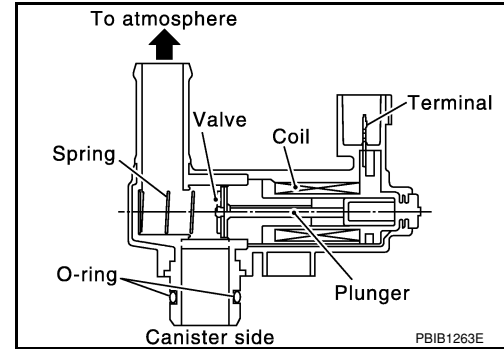
The EVAP canister vent control valve (3) is located on the EVAP canister (2) and is used to seal the canister vent.

This solenoid valve responds to signals from the ECM. When the ECM sends an ON signal, the coil in the solenoid valve is energized. A plunger will then move to seal the canister vent. The ability to seal the vent is necessary for the on board diagnosis of other evaporative emission control system components.

This solenoid valve is used only for diagnosis, and usually remains opened.

When the vent is closed, under normal purge conditions, the evaporative emission control system is depressurized and allows EVAP control system diagnoses.

- EVAP control system pressure sensor (1)



CONSULT-II Reference Value in Data Monitor Mode

INFOID:000000001702852

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VENT CONT/V	• Ignition switch: ON	OFF

On Board Diagnosis Logic

INFOID:000000001702853

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0448 0448	EVAP canister vent control valve close	EVAP canister vent control valve remains closed under specified driving conditions.	<ul style="list-style-type: none"> • EVAP canister vent control valve • EVAP control system pressure sensor and the circuit • Blocked rubber tube to EVAP canister vent control valve • EVAP canister is saturated with water

DTC Confirmation Procedure

INFOID:000000001702854

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

If DTC Confirmation Procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

Ⓟ WITH CONSULT-II

1. Turn ignition switch ON and wait at least 5 seconds.
2. Turn ignition switch OFF and wait at least 10 seconds.

DTC P0456 EVAP CONTROL SYSTEM

< SERVICE INFORMATION >

Check vacuum hoses for clogging or disconnection. Refer to [EC-99. "Vacuum Hose Drawing"](#).

OK or NG

- OK >> GO TO 15.
- NG >> Repair or reconnect the hose.

15.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-337. "Component Inspection"](#).

OK or NG

- OK >> GO TO 16.
- NG >> Replace EVAP canister purge volume control solenoid valve.

16.CHECK FUEL TANK TEMPERATURE SENSOR

Refer to [EC-273. "Component Inspection"](#).

OK or NG

- OK >> GO TO 17.
- NG >> Replace fuel level sensor unit.

17.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-361. "Component Inspection"](#).

OK or NG

- OK >> GO TO 18.
- NG >> Replace EVAP control system pressure sensor.

18.CHECK EVAP PURGE LINE

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks or improper connection. Refer to [EC-31. "Description"](#).

OK or NG

- OK >> GO TO 19.
- NG >> Repair or reconnect the hose.

19.CLEAN EVAP PURGE LINE

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 20.

20.CHECK EVAP/ORVR LINE

Check EVAP/ORVR line between EVAP canister and fuel tank for clogging, kink, looseness and improper connection. For location, refer to [EC-38](#).

OK or NG

- OK >> GO TO 21.
- NG >> Repair or replace hoses and tubes.

21.CHECK RECIRCULATION LINE

Check recirculation line between filler neck tube and fuel tank for clogging, kink, cracks, looseness and improper connection.

OK or NG

- OK >> GO TO 22.
- NG >> Repair or replace hose, tube or filler neck tube.

22.CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to [EC-40. "Component Inspection"](#).

OK or NG

- OK >> GO TO 23.
- NG >> Replace refueling EVAP vapor cut valve with fuel tank.

23.CHECK FUEL LEVEL SENSOR

Refer to [FL-5](#).

A

EC

C

D

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DTC P1217 ENGINE OVER TEMPERATURE

< SERVICE INFORMATION >

DTC P1217 ENGINE OVER TEMPERATURE

System Description

INFOID:000000001702929

SYSTEM DESCRIPTION

NOTE:

- If DTC P1217 is displayed with DTC U1000 or U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-143](#).
- If DTC P1217 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to [EC-145](#).

Cooling Fan Control

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*1	Cooling fan control	IPDM E/R (Cooling fan relays)
Battery	Battery voltage*1		
Wheel sensor	Vehicle speed*2		
Engine coolant temperature sensor	Engine coolant temperature		
Air conditioner switch	Air conditioner ON signal*2		
Refrigerant pressure sensor	Refrigerant pressure		

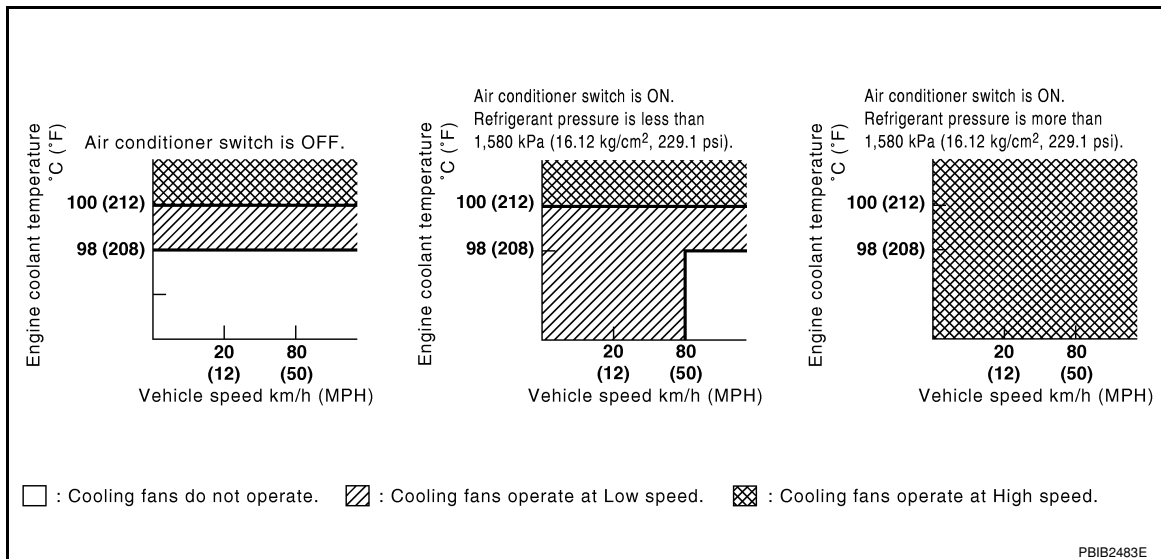
*1: The ECM determines the start signal status by the signals of engine speed and battery voltage.

*2: This signal is sent to ECM through CAN communication line.

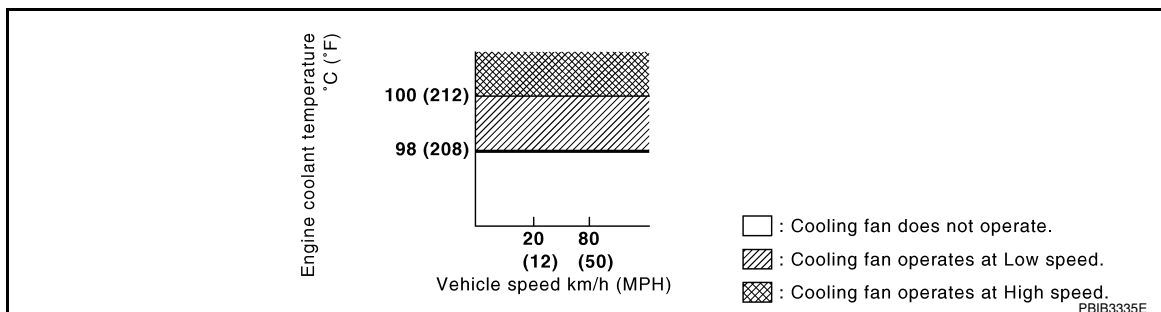
The ECM controls the cooling fan corresponding to the vehicle speed, engine coolant temperature, refrigerant pressure, and air conditioner ON signal. The control system has 3-step control [HIGH/LOW/OFF].

Cooling Fan Operation

Models with A/C



Models without A/C



DTC P2101 ELECTRIC THROTTLE CONTROL FUNCTION

< SERVICE INFORMATION >

7. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E8, F8
- Harness for open or short between ECM and IPDM E/R

>> Repair open circuit or short to ground or short to power in harness or connectors.

8. CHECK FUSE

1. Disconnect 15A fuse.
2. Check 15A fuse for blown.

OK or NG

- OK >> GO TO 9.
- NG >> Replace 15A fuse.

9. CHECK INTERMITTENT INCIDENT

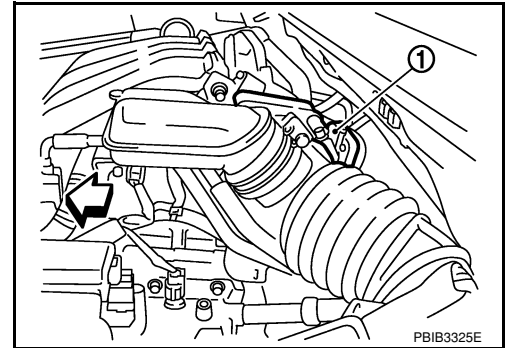
Refer to [EC-136](#).

OK or NG

- OK >> Replace IPDM E/R. Refer to [PG-26. "Removal and Installation of IPDM E/R"](#).
- NG >> Repair or replace harness or connectors.

10. CHECK THROTTLE CONTROL MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN OR SHORT

1. Turn ignition switch OFF.
2. Disconnect electric throttle control actuator (1) harness connector.
 - ⇨: Vehicle front
3. Disconnect ECM harness connector.
4. Check harness continuity between the following terminals. Refer to Wiring Diagram.



Electric throttle control actuator terminal	ECM terminal	Continuity
5	1	Should not exist.
	4	Should exist.
6	1	Should exist.
	4	Should not exist.

5. Also check harness for short to ground and short to power.

OK or NG

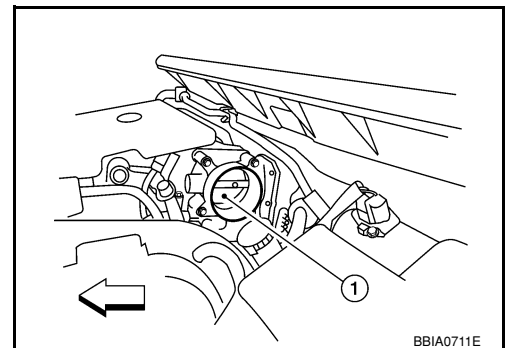
- OK >> GO TO 11.
- NG >> Repair or replace.

11. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Remove the intake air duct.
2. Check if foreign matter is caught between the throttle valve (1) and the housing.
 - ⇨: Vehicle front

OK or NG

- OK >> GO TO 12.
- NG >> Remove the foreign matter and clean the electric throttle control actuator inside.



12. CHECK THROTTLE CONTROL MOTOR

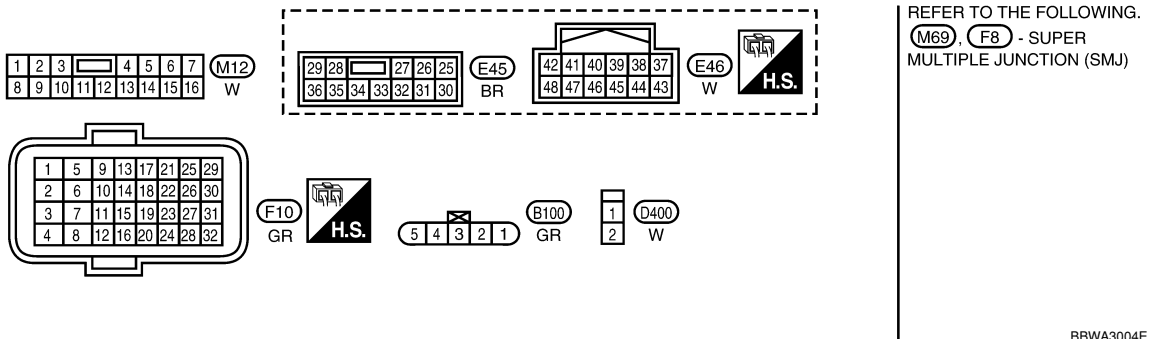
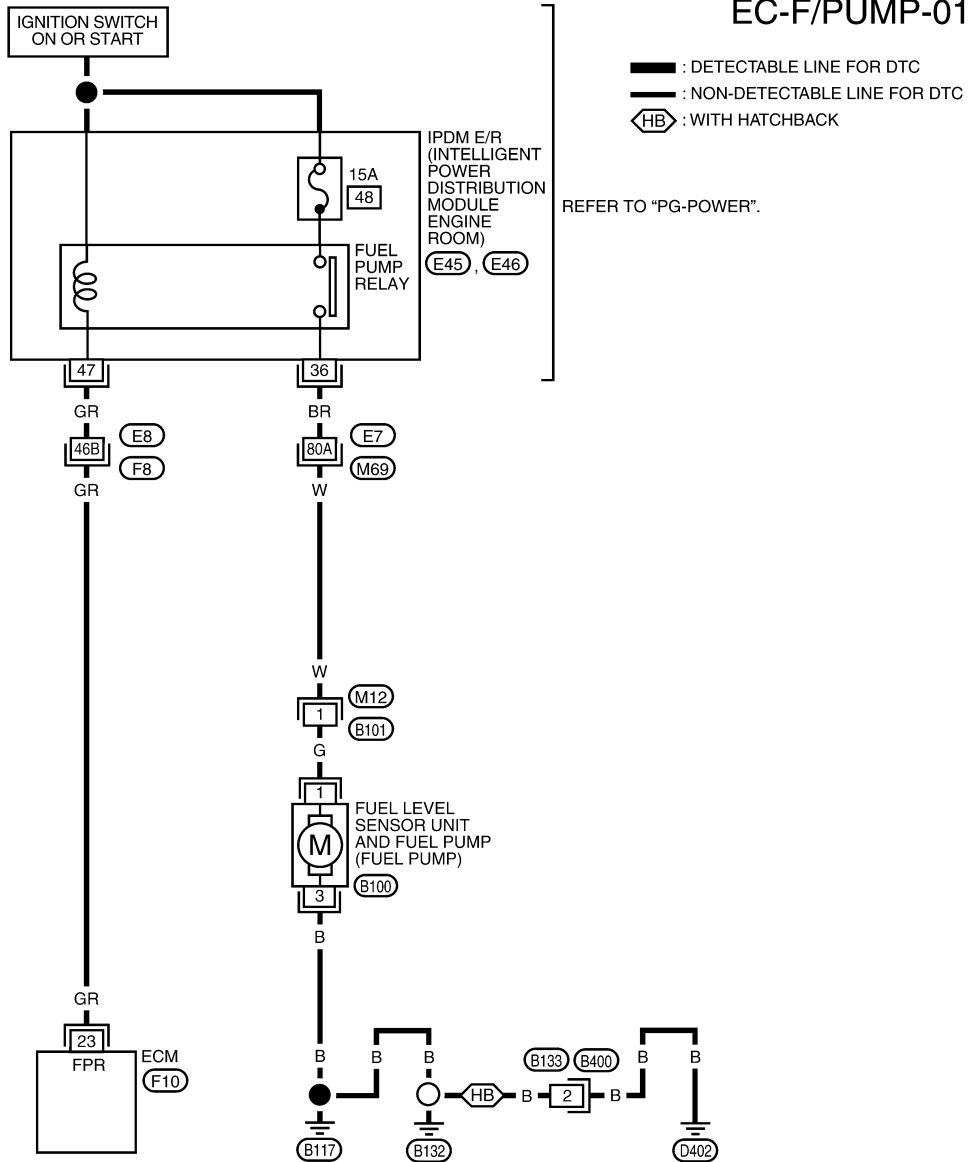
FUEL PUMP

< SERVICE INFORMATION >

Wiring Diagram

INFOID:000000001703067

EC-F/PUMP-01



Specification data are reference values and are measured between each terminal and ground.

CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

FUEL PUMP

< SERVICE INFORMATION >

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
23	GR	Fuel pump relay	[Ignition switch: ON] • For 1 second after turning ignition switch ON [Engine is running]	0 - 1.0V
			[Ignition switch: ON] • More than 1 second after turning ignition switch ON	BATTERY VOLTAGE (11 - 14V)

Diagnosis Procedure

INFOID:000000001703068

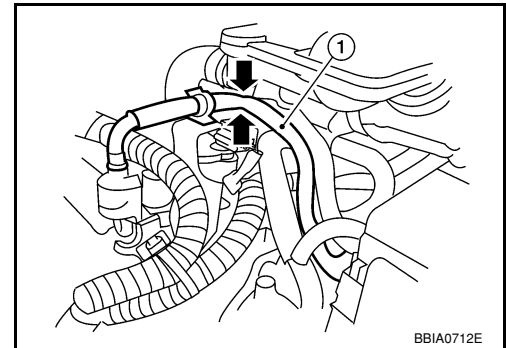
1. CHECK OVERALL FUNCTION

- Turn ignition switch ON.
- Pinch fuel feed hose (1) with two fingers.
- Illustration shows the view with intake air duct removed.

Fuel pressure pulsation should be felt on the fuel feed hose for 1 second after ignition switch is turned ON.

OK or NG

- OK >> **INSPECTION END**
 NG >> GO TO 2.



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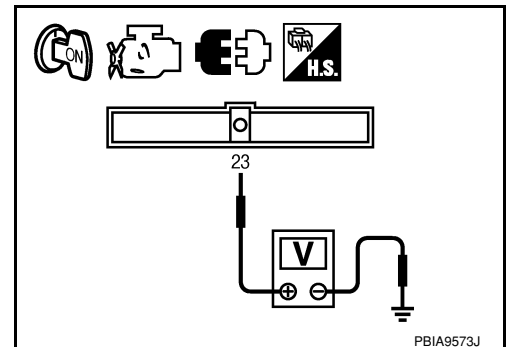
2. CHECK FUEL PUMP POWER SUPPLY CIRCUIT-I

- Turn ignition switch OFF.
- Disconnect ECM harness connector.
- Turn ignition switch ON.
- Check voltage between ECM terminal 23 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 5.
 NG >> GO TO 3.



PBIA9573J

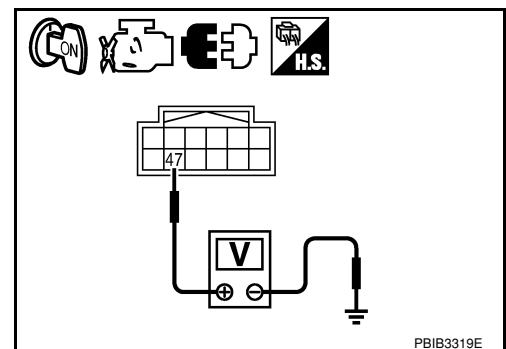
3. CHECK FUEL PUMP POWER SUPPLY CIRCUIT-II

- Turn ignition switch OFF.
- Disconnect IPDM E/R harness connector E46.
- Turn ignition switch ON.
- Check voltage between IPDM E/R terminal 47 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

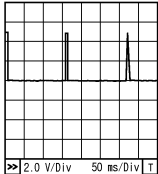
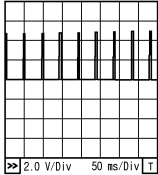
- OK >> GO TO 4.
 NG >> GO TO 11.



PBIB3319E

IGNITION SIGNAL

< SERVICE INFORMATION >

TER-MI-NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	
17	R	Ignition signal No. 1	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	0 - 0.3V★  PBIA9265J	
18	LG	Ignition signal No. 2		[Engine is running] • Warm-up condition • Engine speed: 2,500 rpm	0.2 - 0.5V★  PBIA9266J
21	G	Ignition signal No. 4			
22	SB	Ignition signal No. 3			

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

Diagnosis Procedure

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1. CHECK ENGINE START

Turn ignition switch OFF, and restart engine.

Is engine running?

Yes or No

- Yes (With CONSULT-II)>>GO TO 2.
- Yes (Without CONSULT-II)>>GO TO 3.
- No >> GO TO 4.

2. CHECK OVERALL FUNCTION

With CONSULT-II

1. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.
2. Make sure that each circuit produces a momentary engine speed drop.

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 10.

ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

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3. CHECK OVERALL FUNCTION

Without CONSULT-II

1. Let engine idle.

MIL AND DATA LINK CONNECTOR

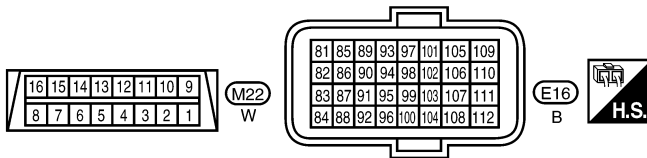
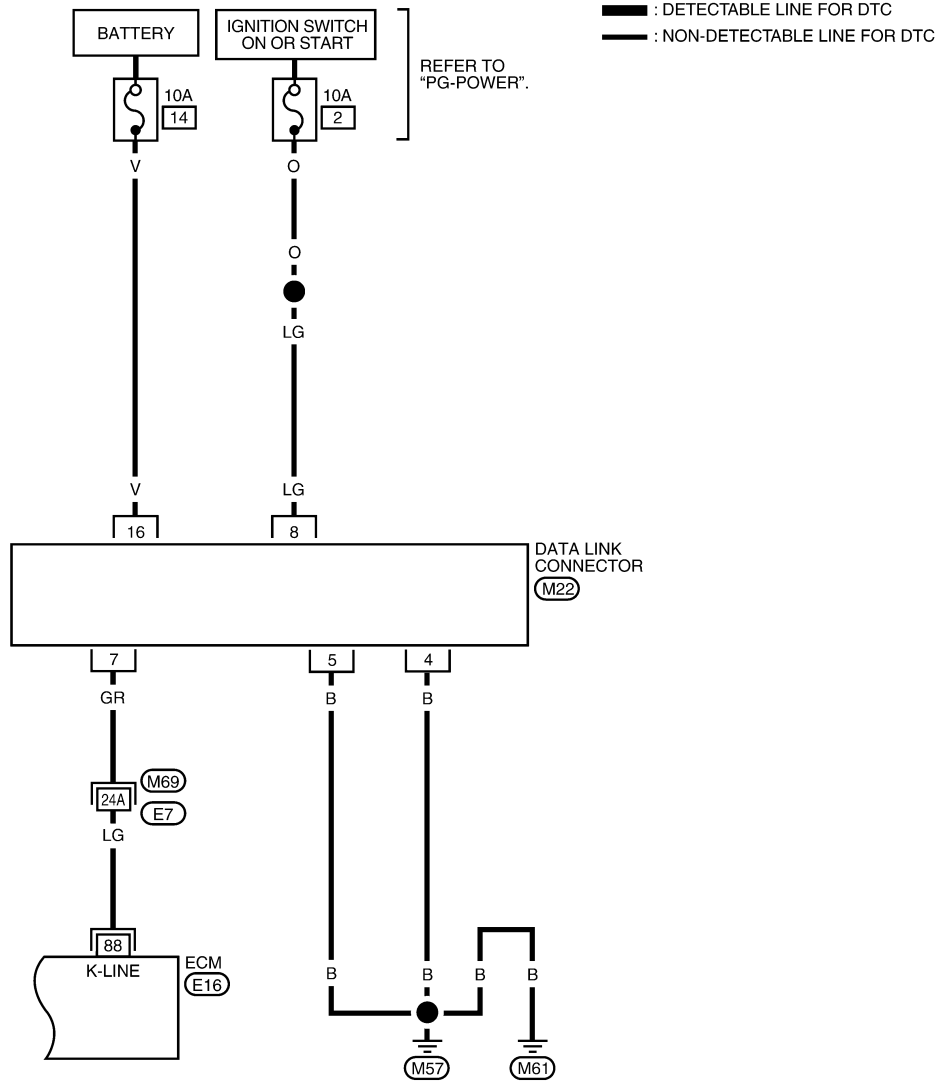
< SERVICE INFORMATION >

MIL AND DATA LINK CONNECTOR

Wiring Diagram

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EC-MIL/DL-02



REFER TO THE FOLLOWING.
 (M69) - SUPER MULTIPLE JUNCTION (SMJ)

BBWA2998E