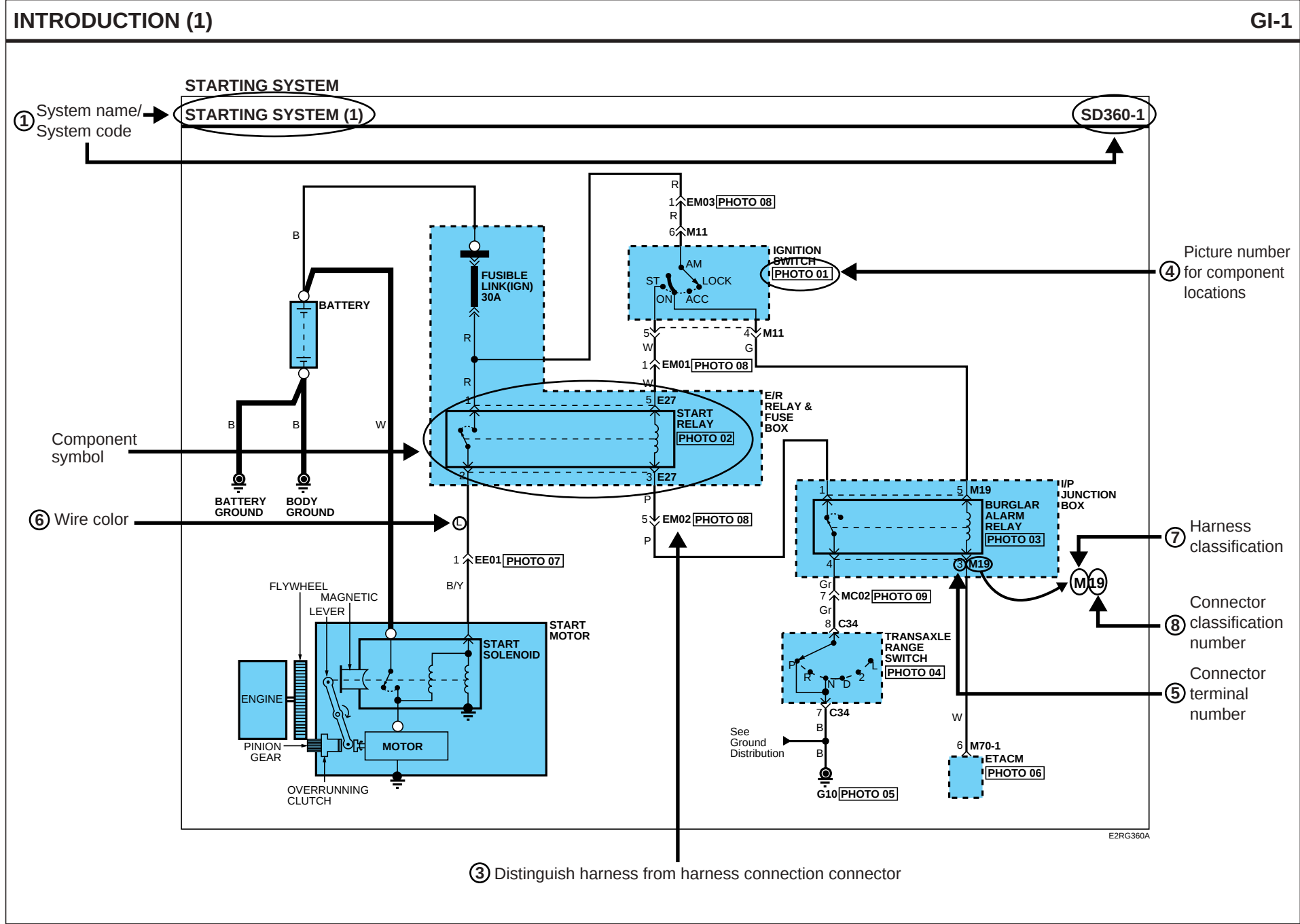




SYMBOLS (1)

GI-6

Section	Symbol	Meaning	Section	Symbol	Meaning	Section	Symbol	Meaning	Section	Symbol	Meaning
C O M P O N E N T		A solid line means the entire component is shown.	C O N N E C T O R		Shows the name of each connector on the component location index for reference.	S H I E L D W I R E		This represents RFI (Radio Frequency Interference) Shielding around a wire. The shielding is always connected to ground.	L A M P		Double filament
		A broken line indicates only part of the component is shown.			Indicates the number of corresponding terminal. (Only relevant terminal on the corresponding schematic diagram).			Single filament			
		This means the connector connects directly to the component.	W I R E		The dashed-line means each of two wires connect with same connector(E35)	J O I N T C O N N E C T O R		This is a connector showing the joining wires.	D I O D E		Diode
		This indicates the connector connects to a lead (pigtail), wired directly to the component.			A wavy line means the wire is broken but is to be continued. Wire insulation is yellow with a red strip.			Led diode			Zener diode
		This indicates a screw terminal on the component.	S P L I C E S		Current path is continued on the same page or another page. The arrow shows the direction of current flow. You should look for the "A" in the marked position.	S O W B L O W		Power supplied at all times. Name Capacity	T R		NPN
		This ground symbol (dot and 3 lines overlapping the component) means the housing of the component is attached to a metal part of the vehicle.			A wire connects to another circuit. The wire is shown again on that circuit which the arrow is pointing.	F U S E		This means power is supplied with the ignition on position. This means the short bar connects to other fuses. Identification Current rating			PNP
		The name of the component appears next to its upper right corner. Shows the number of pictures for component location.	G R O U N D		Wire choices for options or different models are labeled and shown with a "choice" bracket like this.	C O N T R O L L O C A T O R		Control battery power at all times	G E N E R A L C O M P O N E N T S Y M B O L		These switches move together: a dashed line shows a mechanical connection between them. Switch (1 contact point)
					Splices are numbered and shown as a dot with circle. The exact location and connection of these splices may vary among vehicles.			Heater			

TROUBLESHOOTING INSTRUCTIONS (1)

GI-8

TROUBLESHOOTING INSTRUCTIONS

TROUBLESHOOTING PROCEDURES

The following five-step troubleshooting procedure is recommended.

1. Verify the customer's complaints

Turn on all the components in the problem circuit to check the accuracy of the customer's complaints. Note the symptoms.
Do not begin disassembly or testing until you have narrowed down the probable causes.

2. Read and analyze the schematic diagram

Locate the schematic for the problem circuit. Determine how the circuit is supposed to work by tracing the current paths from the power source through the system components to ground. If you do not understand how the circuit should work, read the circuit operation text. Also check other circuits that share with the problem circuit. The name of circuits that share the same fuse, ground, or switch, for example, are referred to on each diagram. Try to operate any shared circuits you did not check in step 1. If the shared circuit works, the shared wiring is okay, and the cause must be within the wiring used only by the problem circuit.

If several circuits fail at the same time, the fuse or ground is a likely cause.

3. Inspect the circuit/ component with the problem isolated

Make a circuit test to check the diagnosis you made in step 2. Remember that a logical, simple procedure is the key to efficient troubleshooting. Narrow down the probable causes using the troubleshooting hints and system diagnosis charts. Test for the most likely cause of failure first.
Try to make tests at points that are easily accessible.

4. Repair the problem

Once the problem is found, make the necessary repairs.

5. Make sure the circuit works

Repeat the system check to be sure you have repaired the problem. If the problem was a blown fuse, be sure to test all of the circuits on that fuse.

TROUBLESHOOTING EQUIPMENT

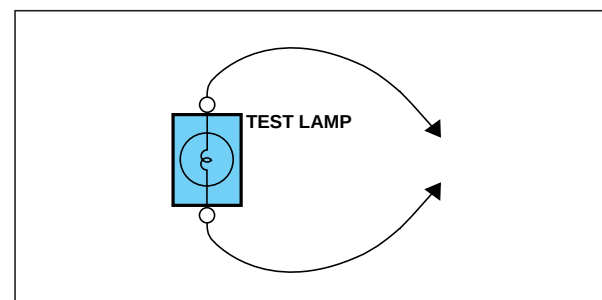
VOLTMETER AND TEST LAMP

Use a test lamp or a voltmeter on circuits without solidstate units and use a test lamp to check for voltage. A test lamp is made up of a 12-volt light bulb with a pair of leads attached. After grounding one lead, touch the other lead to various points along the circuit where voltage should be present.
When the bulb goes on, there is voltage at the point being tested.

CAUTION

A number of circuits include solid-state modules, such as the Engine Control Module(ECM), used with computer command control injection. Voltage in these circuits should be tested only with a 10-megaohm or higher impedance digital multimeter. Never use a test lamp on circuits that contain solid state modules. Damage to the modules may result.

A voltmeter can be used in place of a test lamp. While a test lamp shows whether the voltage is present or not, a voltmeter indicates how much voltage is present.

**SELF-POWERED TEST LAMP AND OHMMETER**

Use a self-powered test lamp or an ohmmeter to check for continuity. The ohmmeter shows how much resistance there is between two points along a circuit. Low resistance means good continuity.

FUSE & RELAY INFORMATION (1)

SD100-1

FUSE BOX

<D4DD>

FUSE 1 15A	FUSE 2 5A	FUSE 3 10A	FUSE 4 10A	FUSE 5 15A	FUSE 6 5A	FUSE 7 5A	FUSE 8 10A	FUSE 9 10A	FUSE 10 15A	FUSE 11 10A	FUSE 12 10A
	FUSE 14 15A	FUSE 15 10A	FUSE 16 20A	FUSE 17 10A	FUSE 18 15A	FUSE 19 10A	FUSE 20 20A	FUSE 21 20A		FUSE 23 10A	FUSE 24 15A
FUSE 25 10A	FUSE 26 10A	FUSE 27 10A	FUSE 28 10A	FUSE 29 10A	FUSE 30 10A	FUSE 31 10A	FUSE 32 5A	FUSE 33 20A	FUSE 34 15A	FUSE 35 10A	FUSE 36 15A

<D4AF/D4AL>

FUSE 1 15A	FUSE 2 5A	FUSE 3 10A	FUSE 4 10A	FUSE 5 15A	FUSE 6 5A	FUSE 7 5A		FUSE 9 15A		FUSE 11 10A	FUSE 12 10A
FUSE 13 20A	FUSE 14 10A	FUSE 15 10A	FUSE 16 10A	FUSE 17 10A	FUSE 18 15A	FUSE 19 15A				FUSE 23 10A	FUSE 24 15A
FUSE 25 10A	FUSE 26 10A	FUSE 27 10A	FUSE 28 10A	FUSE 29 10A	FUSE 30 10A	FUSE 31 10A		FUSE 33 15A	FUSE 34 15A		FUSE 36 15A

※ USE THE DESIGNATED FUSE ONLY

FUSE & RELAY INFORMATION

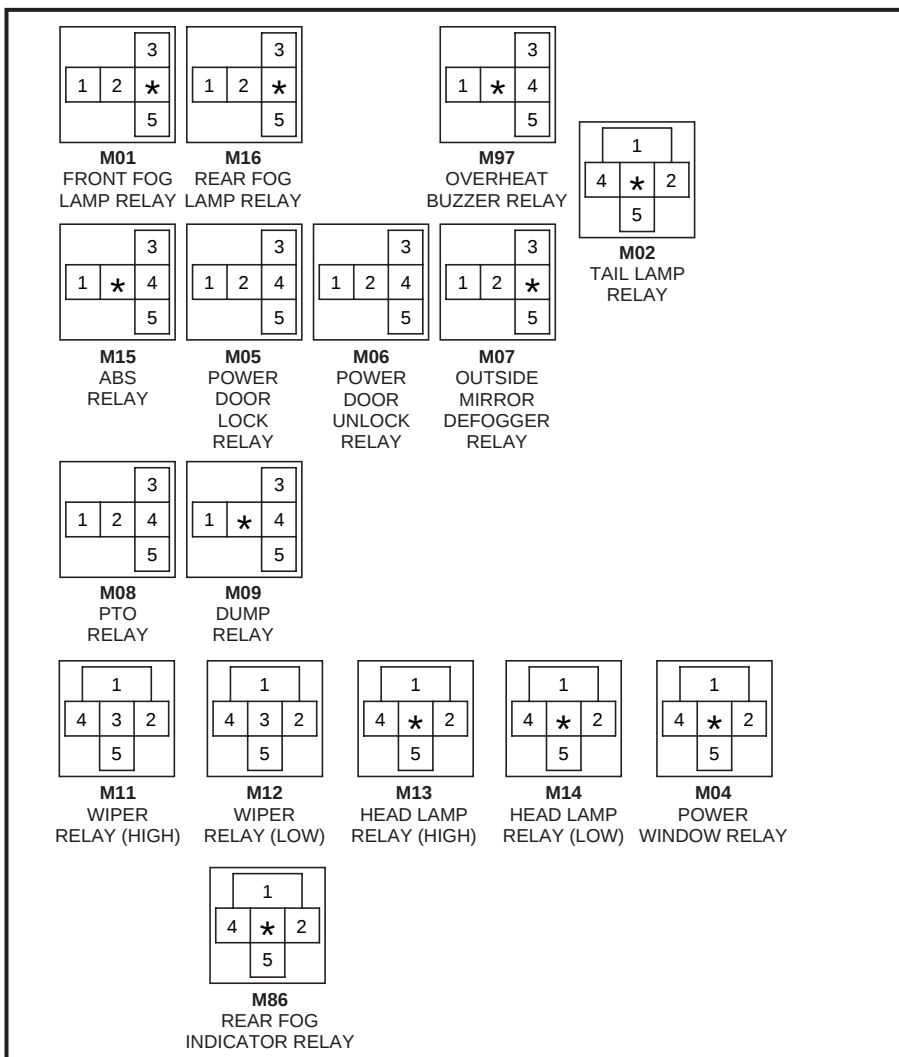
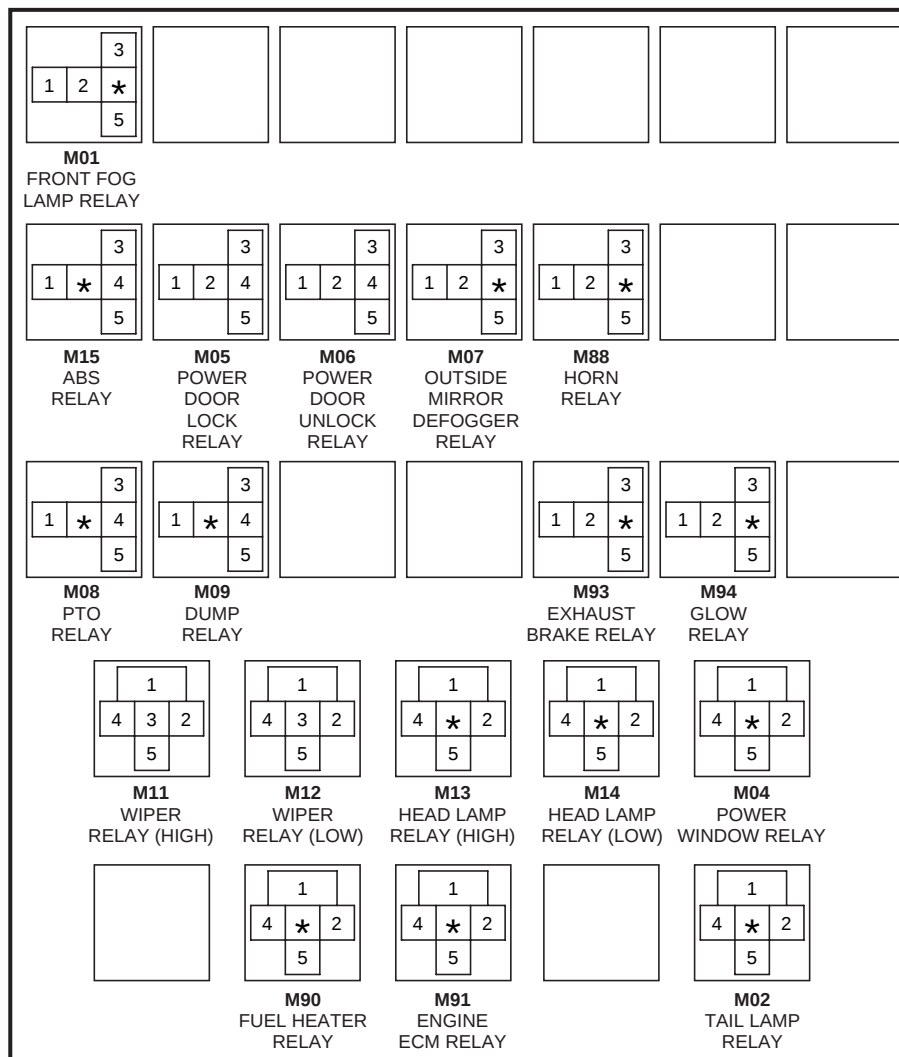
FUSE & RELAY INFORMATION (4)

SD100-4

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RELAY BOX

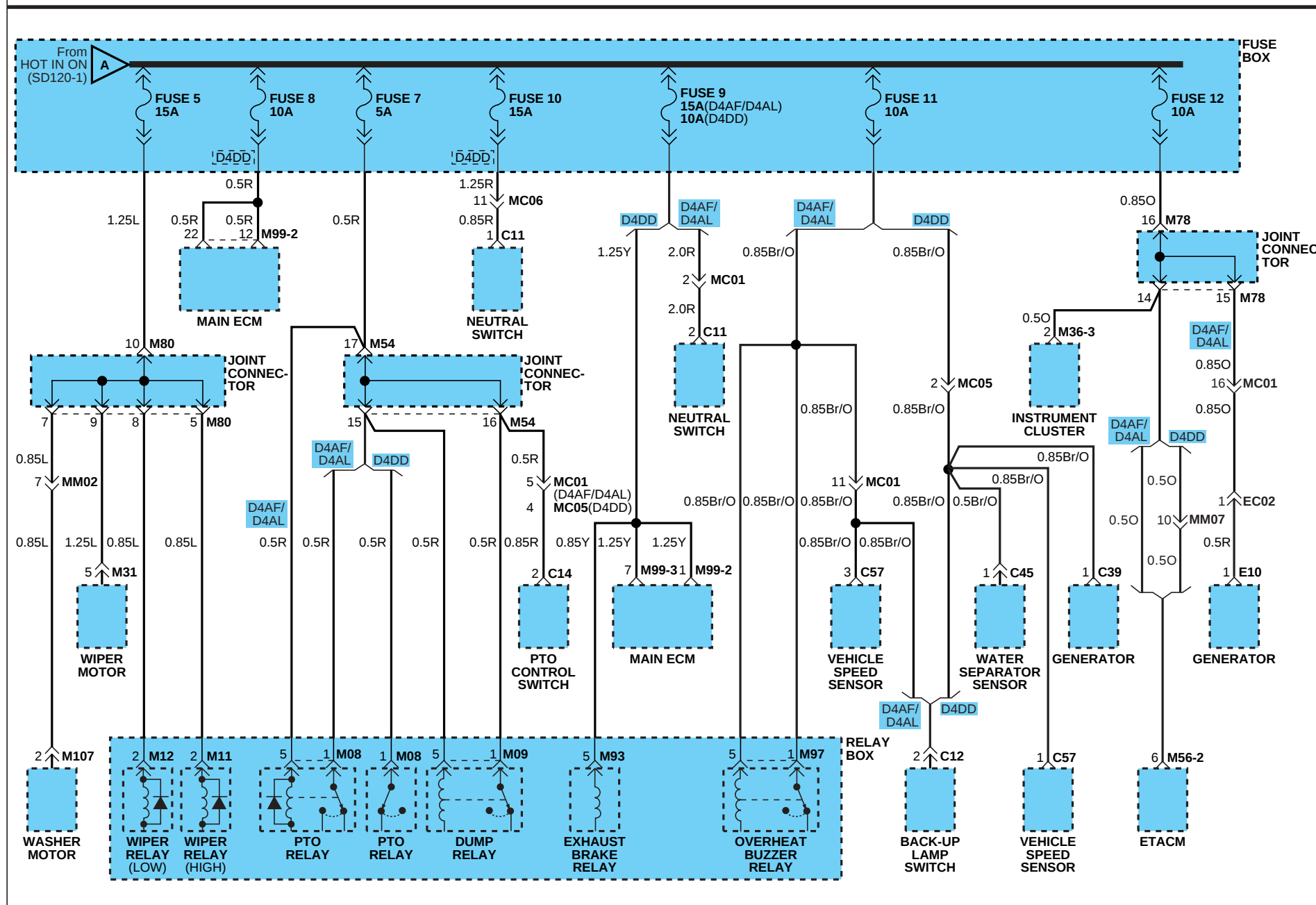
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※ USE THE DESIGNATED FUSE ONLY

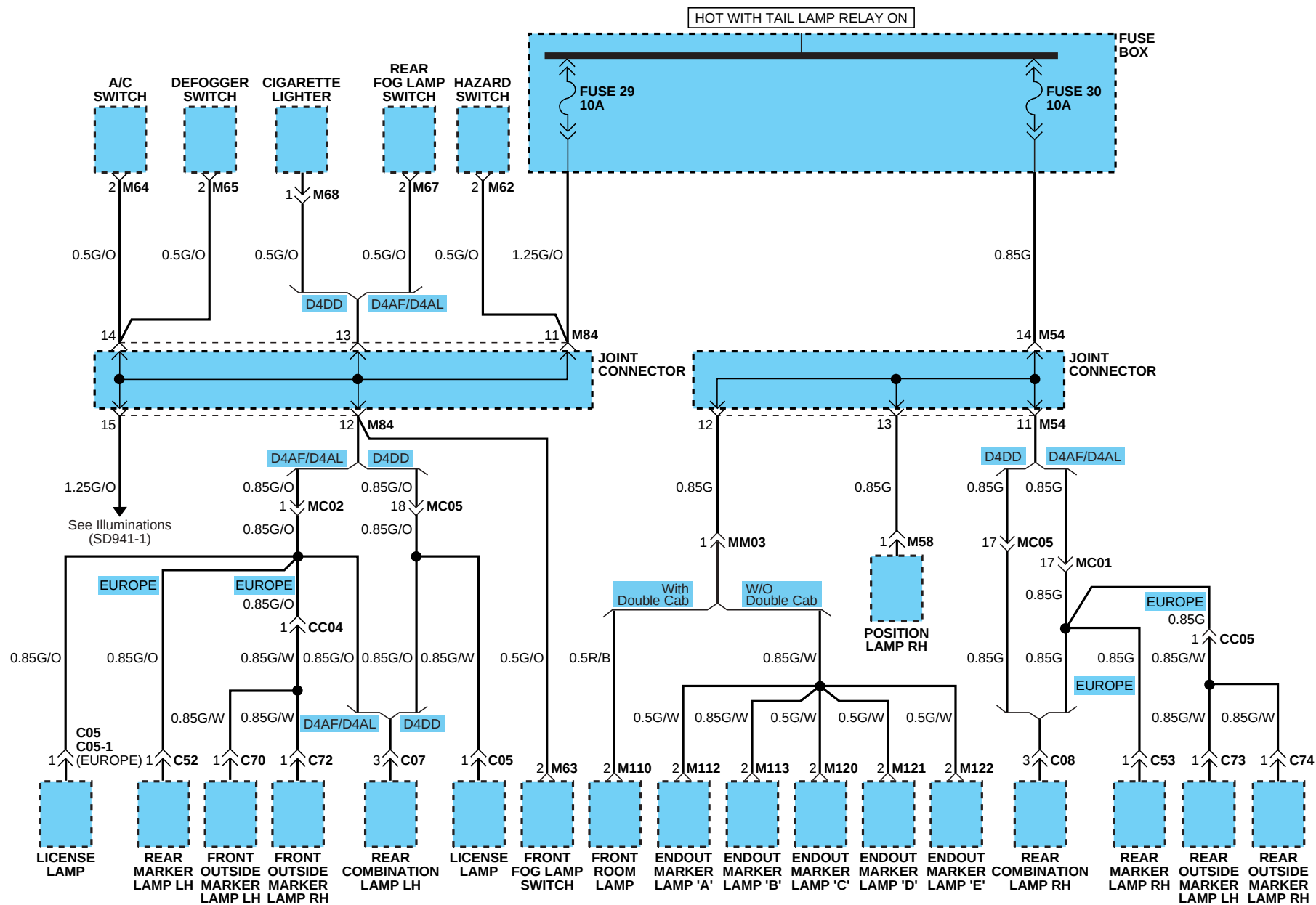
PASSENGER COMPARTMENT FUSE DETAILS (2)

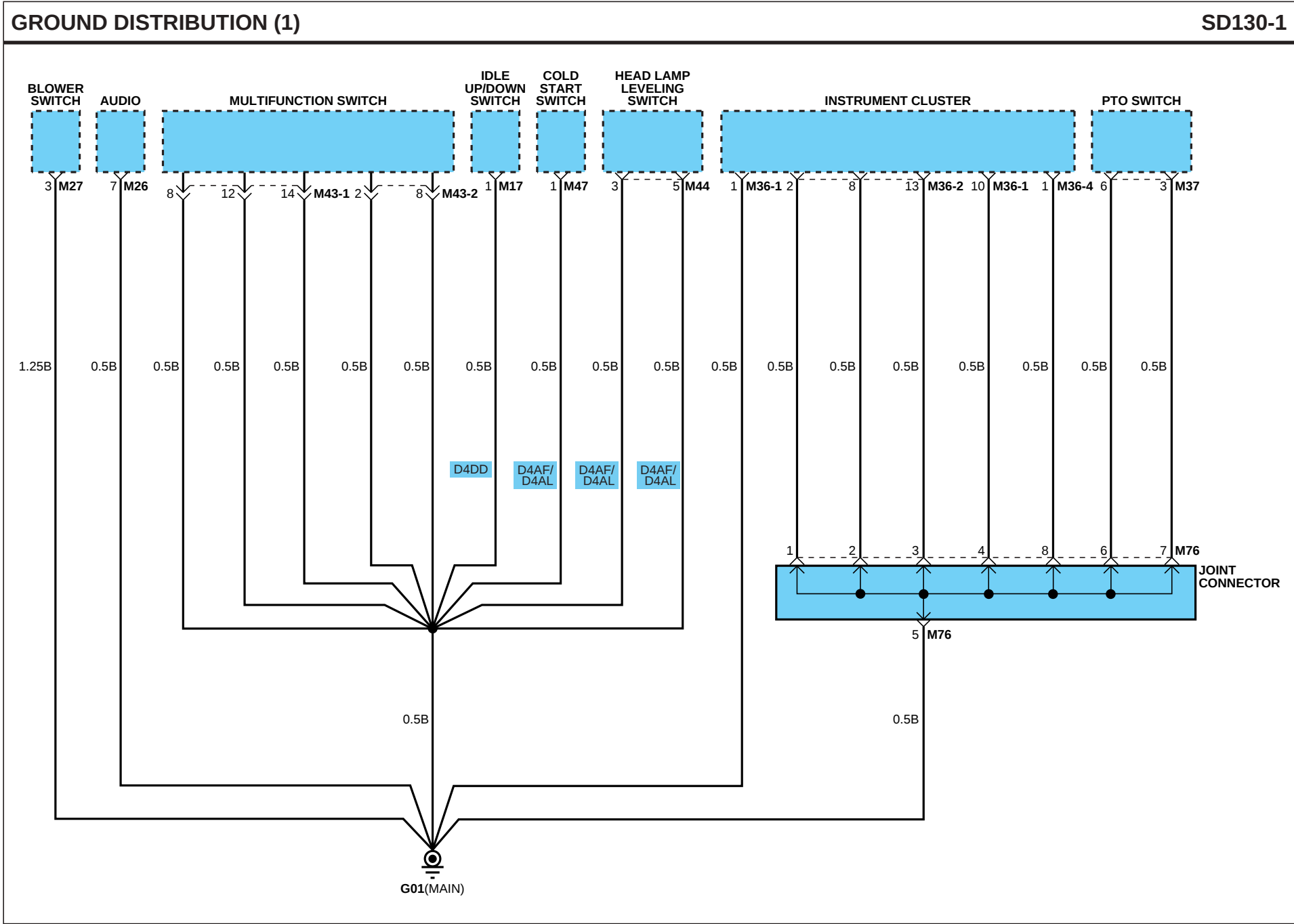
EVTSD7120BL



PASSENGER COMPARTMENT FUSE DETAILS (6)

EVTSD7120FL

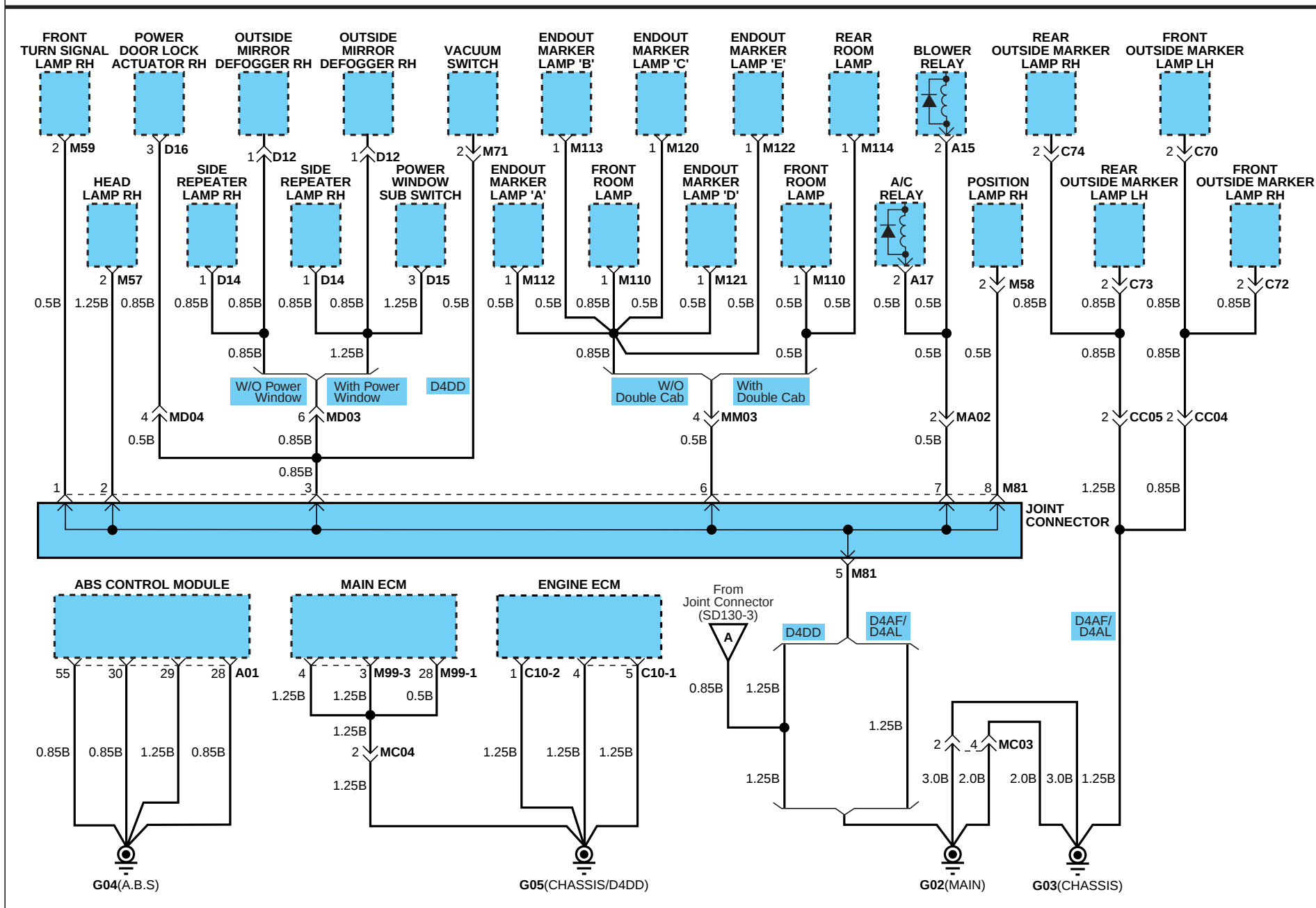




GROUND DISTRIBUTION

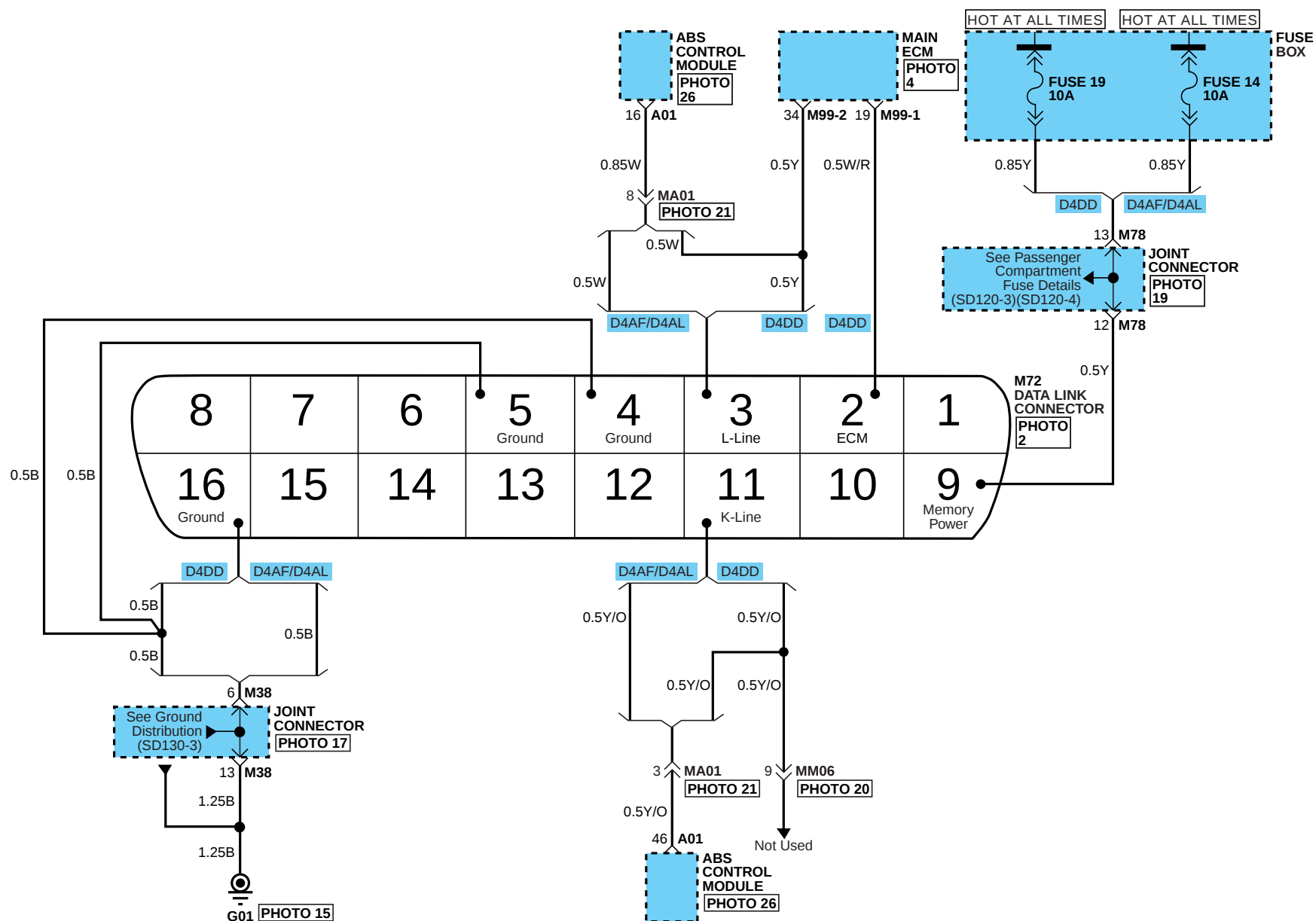
GROUND DISTRIBUTION (4)

SD130-4



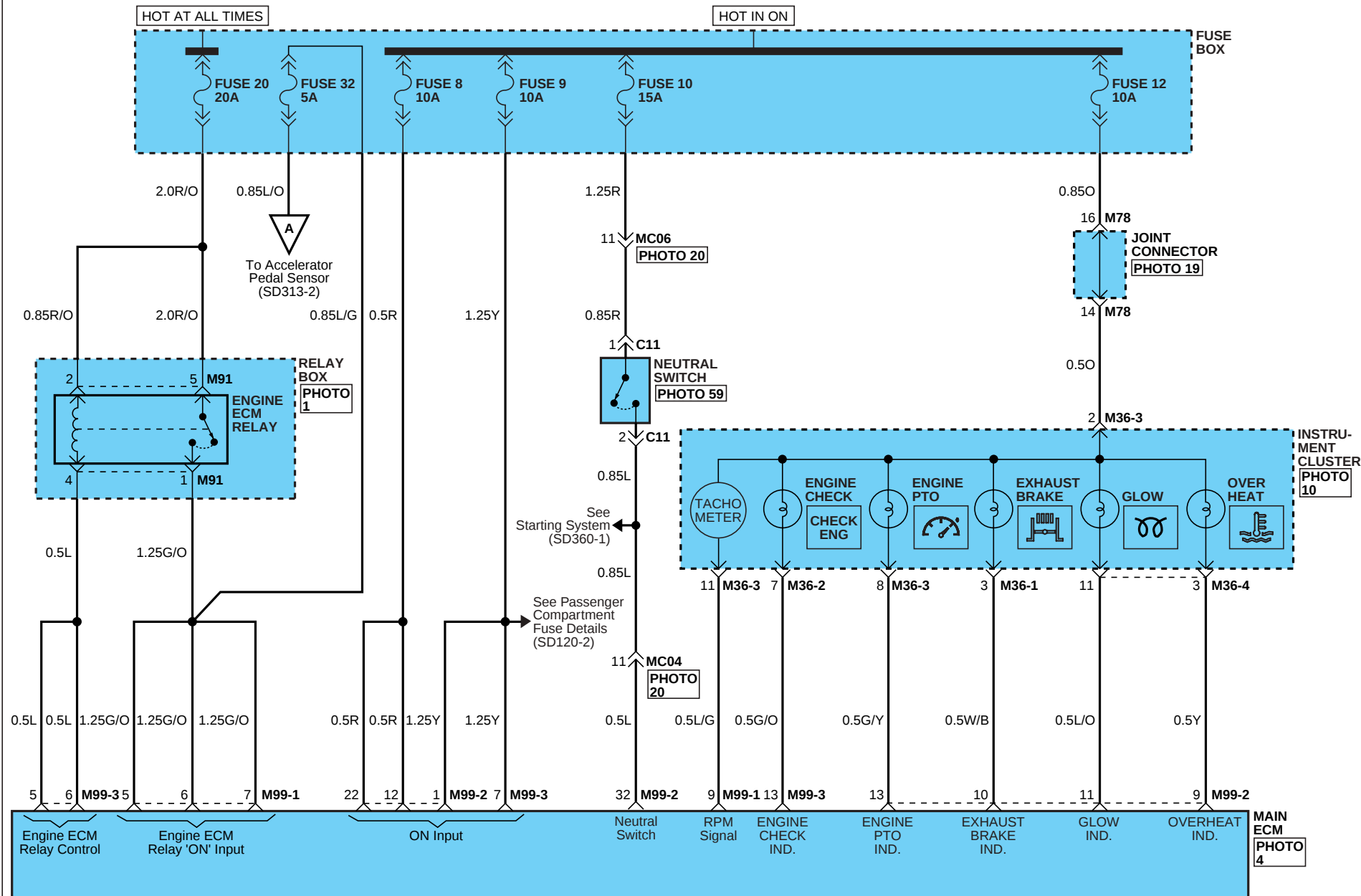
DATA LINK DETAILS (1)

SD200-1

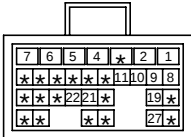
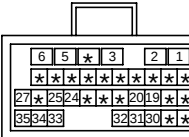
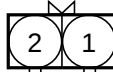
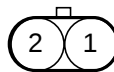
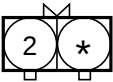
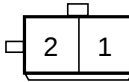
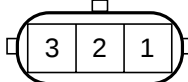
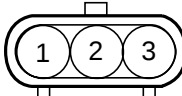
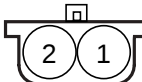
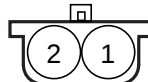
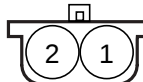
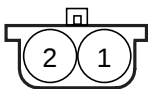
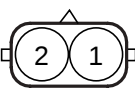
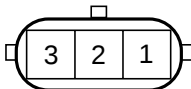
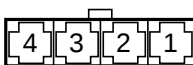
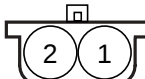
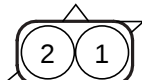
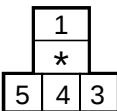


MFI CONTROL SYSTEM (D4DD) (1)

SD313-1

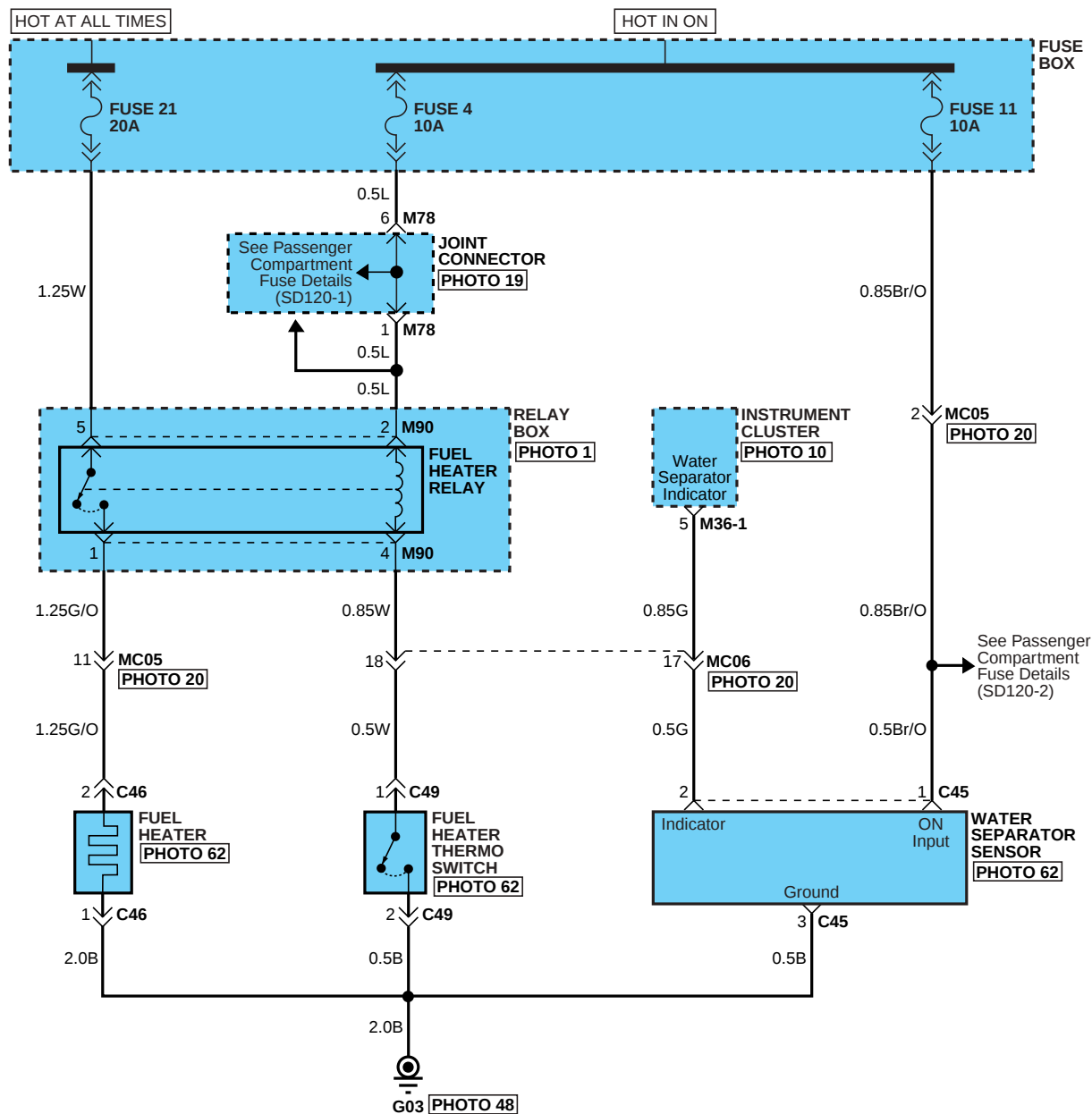


MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (D4DD) (5)				SD313-5
C10-1  CR31F002	C10-2  CR35F008	C11  CR02F040	C21  CR02F025	
C22  CR01F020	C42  CR02F040	C75  CR02F046	E03  CR03F230	
E07  CR03M019	E11-1  CR02F152	E11-2  CR02F152	E11-3  CR02F152	
E11-4  CR02F152	E12  CR02F154	E13  CR03F230	E14  CR04F091	
E15  CR02F152	E16  CR02F175	M15  CR05F011	M17  CR07F002	

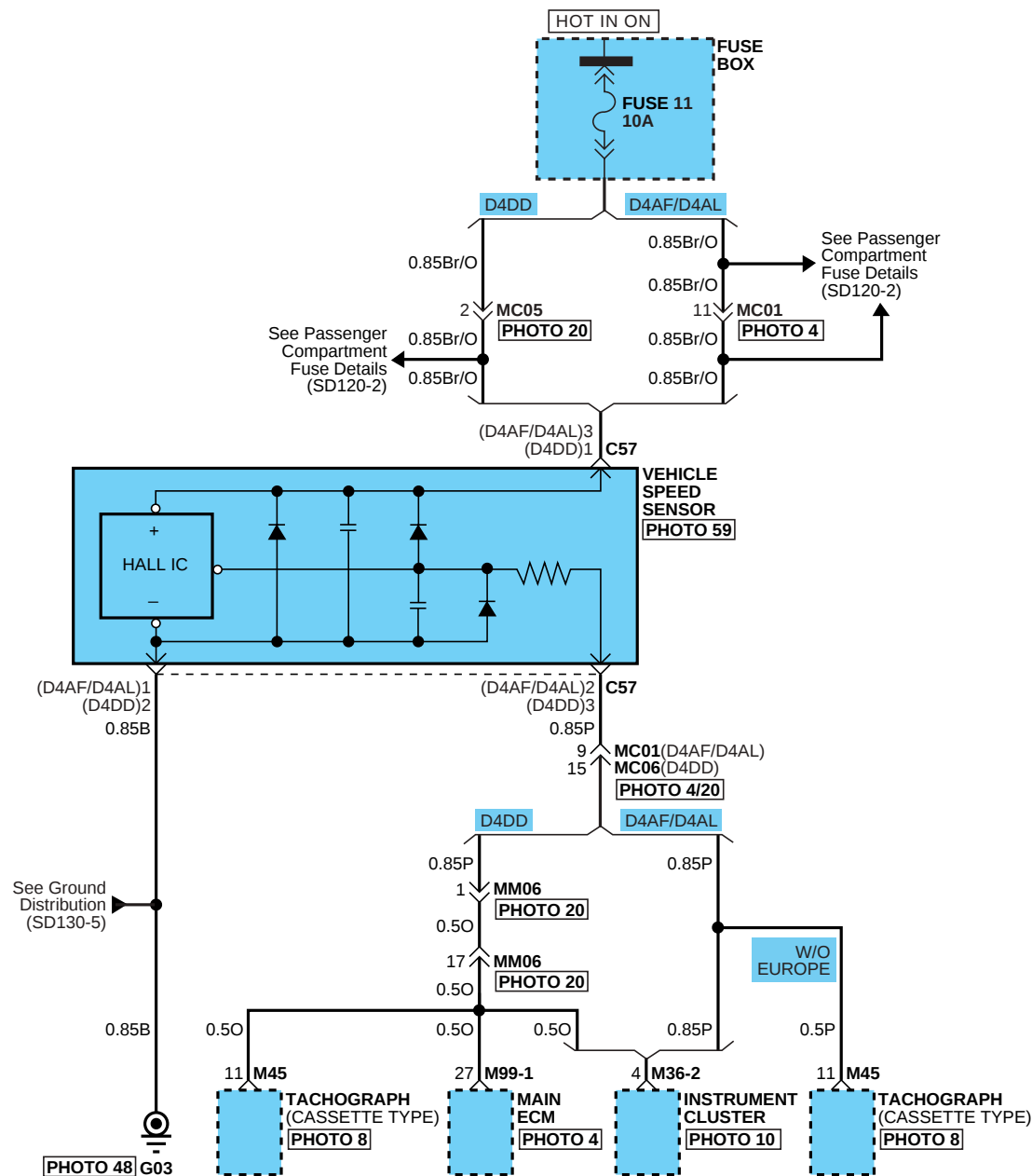
FUEL FILTER HEATING SYSTEM (D4DD) (1)

SD361-1



VEHICLE SPEED SENSOR SYSTEM (1)

SD436-1



HEAD LAMPS (1)

SD921-1

