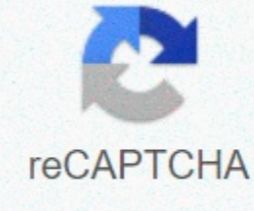




I'm not robot



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Mondeo mk4 wiring diagram

1 08-01-2018, 11:09 Files attached Ford Mondeo 2017.txt Thanks given by: kp710, khellaf, peloncini, evgenijj, bubiuaxas, zakidel, jarcoj, sa-ard sa-ard, john_kuchin, 153771739, bravo6, zot tika, mk-tronic, antal, scud, sfasiefflorin, ulisse, TallersDiesel, vinnycay, pajujo-1, sodan, UnQTom, forumtmp, automf, astoynov DB , 77AAA, cabimetal, vsystech 05:00 I'm looking for wiring schemes for Mondeo mk4 2007-2010 and mk4.5 2010-2014 for roof loom - interior lighting, Submarine lighting, indoor alarm sensors. Want to retrofit roof lighting facelift/lining, etc. at PreFL, but need some wiring details. Thanks thanks given by: migal Location OfflineJunior Member 2 02-13-2019, 05:24 (02-12-2019, 05:00)mightyi Wrote: I'm looking for wiring schemes for Mondeo mk4 2007-2010 and mk4.5 2010-2014 for roof loom - interior lighting, submarine lighting, indoor alarm sensors. Want to retrofit roof lighting facelift/lining, etc. at PreFL, but need some wiring details. Thanks Hi, look here is in Spanish, but I think it helps: WD MHH.txt Regarding thanks given by: mighty imightyi Location OfflineJunior Member 3 02-15-2019, 04:22 Thank you for that migal - appreciated! Do you have the 2010/2011 versions starting with? This is for PreFL a need both from reference. Thanks given by: < PREV PAGE NEXT page > Mondeo 2007.5 (02.2007-) Mechanical repairs > 4 electric > 417 lighting > 417-01A Outdoor lighting > Description and operation > Diagnosis and testing of headlights > Refers to wiring schemes section 417-01, for schematic information and connector. Terminal Probe Kit 29-011A Inspection and Verification NOTE: The generic electronic module (GEM) is part of the Central Junction Box (CJB). NOTE: If a new GEM module is installed, the new module must be configured after installation. For this purpose, vehicle-specific data shall be read from the mode to be exchanged using the diagnostic equipment and transferred to the new module. REFER TO: Module Configuration (418-01 Configuration Module, General Procedures), Generic Electronic Module (GEM) (419-10 Multifunctional Electronic Modules, Diagnostic sandand and Testing). NOTE: Before reading vehicle-specific data, make sure that all electrical connections in the vehicle are reconnected so that the module and diagnostic unit can communicate correctly. NOTE: Make the cable connectors engage correctly. Check the customer's concern. Visually inspect the obvious signs of mechanical or electrical damage. Visual Inspection Chart Electric Fitol (e) Bec (e). Headlamp. Electrical connectors. Switch. Ham of cables for vehicles. If a cause is found for an observed or reported problem, correct the cause (if possible) before moving on to the next step. TESTING TEST for normal operation If the concern persists after visual inspection, make a fault diagnosis with the diagnostic unit and RECTIFY any defects displayed according to the defect description displayed. TEST THE normal operating system For vehicles without stored defects, PROCEDURE according to the symptom diagram according to the symptom of the defect. After testing or fixing the defect and completing operations, READ the fault memories of all vehicle modules and DELETE any stored defects. READ NEW ALL The Memories Of Blame After a Road Test. Problems Code Table - Generic Electronic Module (GEM) DTC Description Action9D0613 Circuit left turn faulty signal lamps. SEE: Turn signal, cornering and hazard lamps (417-01A outdoor lighting, diagnostic and testing). 9D0611 Circuit of faulty left turn signal lamps (short to the ground). SEE: Turn signal, cornering and hazard lamps (417-01A outdoor lighting, diagnostic and testing). 91D311 Circuit left turn fault signal lamp (short to the ground). SEE: Turn signal, cornering and hazard lamps (417-01A outdoor lighting, diagnostic and testing). 91D313 Circuit left turn fault signal lamp (open circuit). SEE: Turn signal, cornering and hazard lamps (417-01A outdoor lighting, diagnostic and testing). 9D0711 Circuit of signal lamps with faulty right turn (short to the ground). SEE: Turn signal, cornering and hazard lamps (417-01A outdoor lighting, diagnostic and testing). 9D0713 Circuit of signal lamps with turn to the right fault. SEE: Turn signal, cornering and hazard lamps (417-01A outdoor lighting, diagnostic and testing). 91CB11 Right circuit turn fault signal lamp (short to the ground). SEE: Turn signal, cornering and hazard lamps (417-01A outdoor lighting, diagnostic and testing). 91CB13 Right circuit turn fault signal lamp (open circuit). SEE: Turn signal, cornering and hazard lamps (417-01A outdoor lighting, diagnostic and testing). 913C11 Fault hazard warning switch illumination circuit (short to the ground). SEE: Turn signal, cornering and hazard lamps (417-01A outdoor lighting, diagnostic and testing). 913C15 Fault hazard warning switch illumination circuit (short to voltage or open circuit). SEE: Turn signal, cornering and hazard lamps (417-01A outdoor lighting, diagnostic and testing). 9D0011 Circuit of the left headlamp defect (short to the ground). REFERRED TO: Diagram of symptoms. 9D0111 Circuit of the right headlamp defect (short to the ground). REFERRED TO: Diagram of symptoms. 9D0013 Faulty left headlamp circuit (open circuit). REFERRED TO: Diagram of symptoms. 9D0113 Circuit faulty headlamp (open circuit). REFERRED TO: Diagram of symptoms. 909811 Circuit of left marker lamp (parking lamp) defect (short to the ground). REFERRED TO: Parking lamps, rear and registration plate (417-01A outdoor lighting, diagnosis and testing). 909813 Circuit of left marker lamp (parking lamp) defect (open circuit). REFERRED TO: Parking lamps, rear and registration plate (417-01A outdoor lighting, diagnosis and testing). 909911 Circuit of right marking lamp (parking lamp) defect (short to the ground). REFERRED TO: Parking lamps, rear and registration plate (417-01A outdoor lighting, diagnosis and testing). 909913 Circuit of right marking lamp (parking lamp) defect (open circuit). REFERRED TO: Parking lamps, rear and registration plate (417-01A outdoor lighting, diagnosis and testing). 909B13 Circuit of lamps with defective registration plate. REFERRED TO: Parking lamps, rear and registration plate (417-01A outdoor lighting, diagnosis and testing). 909B11 Circuit of lamps with defective registration plates (short to the ground). REFERRED TO: Parking lamps, rear and registration plate (417-01A outdoor lighting, diagnosis and testing). 9A7913 Circuit of faulty rear fog lamps. REFERRED TO: Fog lamps (417-01A outdoor lighting, diagnosis and testing). 9A7911 Circuit of defective rear fog lamps (short to the ground). REFERRED TO: Fog lamps (417-01A outdoor lighting, diagnosis and testing). 402311. 402313 Faulty stop lamp circuit. REFERRED TO: Stoplamps (417-01A outdoor lighting, diagnosis and testing). 911511 Faulty large mounted stop lamp circuit (short to the ground). REFERRED TO: Stoplamps (417-01A outdoor lighting, diagnosis and testing). 911513 High-fault stop lamp circuit (open circuit). REFERRED TO: Stoplamps (417-01A outdoor lighting, diagnosis and testing). 90AD09 Rain sensor/light sensor, component defect. REFERRED TO: Autolamps (417-01A outdoor lighting, diagnostic and testing), wipers and washers (501-16 Wipers and washers, diagnosis and testing). 90AD04 Internal rain sensor circuit/faulty light sensor. REFERRED TO: Autolamps (417-01A outdoor lighting, diagnostic and testing), wipers and washers (501-16 Wipers and washers, diagnosis and testing). Diagnostic Problems Code Table - DTC Lighting Control Module Description Action B1041-54 Headlight range control, faulty configuration RE-CALIBRA lighting control module with diagnostic unit. TEST THE normal operating system B1041-55 Control of the headlamp's range, internal defect DELETEthe defect memory. If the malfunction occurs again after a functional test, RENEW the adaptive front illumination module. B10AE-11 Engine - headlamp range control, short to REFERS to: Headlight leveling (417-01A Outdoor lighting, Diagnostics and Testing). B10AE-12 Engine - control of the headlamp range, short to the voltage supply SE refers to: Headlight leveling (417-01A Outdoor lighting, Diagnostics and testing). B10AE-64 Signal from the control engine of the defective headlamp range REFERRED to: Headlamp leveling (417-01A (417-01A lighting, diagnosis and testing). B11A2-11 Switching circuit of the defective headlamp (short to ground or open circuit).= REFERRED to: Diagram of symptoms. B11A2-12 Faulty headlamp switch circuit (short to voltage). REFERRED TO: Diagram of symptoms. B1A57-01 Left headlamp, headlamp range control engine SE refers to: Lighthouse leveling (417-01A Outdoor lighting, diagnostics and testing). B1A57-87 Left headlamp, headlamp range control engine SE refers to: Lighthouse leveling (417-01A Outdoor lighting, diagnostics and testing). B1A58-01 Right headlamp, headlamp range control engine SE refers to: Lighthouse leveling (417-01A Outdoor lighting, diagnostics and testing). B1A58-87 Right headlamp, headlamp range control engine SE refers to: Lighthouse leveling (417-01A Outdoor lighting, diagnostics and testing). B1A59-11 Power supply of the tilt angle sensor, short to the ground SE refers to: Headlight leveling (417-01A Outdoor lighting, diagnosis and testing). B1A59-12 Power supply of the tilt angle sensor, short to voltage supply REFERRED to: Headlight leveling (417-01A Outdoor lighting, Diagnosis and Testing). B1A98-83 LIN BUS SE refers to: Communications Network (418-00 Communication Mode Network, Diagnosis and Testing). B1A98-86 LIN BUS SE refers to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing). B1A98-88 Faulty LIN Bus Circuit REFERS to: Communications Network (418-00 Communication Mode Network, Diagnosis and Testing). B1C98-11 Circuit of light left turns, short to the ground REFERRED to:

Symptom chart. B1C99-13 Left turnlight circuit, open circuit REFERS TO: Symptom diagram. B1C99-11 Circuit of light right turns, short to the ground REFERRED to: Symptom diagram. B1C99-13 Right turnlight circuit, open circuit REFERS TO: Diagram of symptoms. B1D64-01 The condition of the adaptive front illumination servo defect RENEW left headlamp. B1D64-87 It is not possible to communicate with the adaptive front-facing servo on the left SE refers to: Communication Network (418-00 Module Communications Network, Diagnosis and Testing). RENEW lighthouse left. B1D65-01 The condition of the adaptive front illumination servo defect RENEW right headlamp. B1D65-87 It is not possible to communicate with the right-hand adaptive front illumination servo SE refers to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing). RENEW right headlight. U0001-88 No communication via HS CAN SE REFERS to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing). U0122-00 It is not possible to communicate with the integrated vehicle dynamics control module (IVDC) CHECK the integrated vehicle dynamics control module (IVDC). RELATED TO: Communications network Communication Network Mode, Diagnosis and Testing). U0126-00 It is not possible to communicate with the steering angle sensor module CHECK the steering angle sensor (SAS). RELATED TO: Communications (418-00 Communication Network Module, Diagnosis and Testing). U0140-00 It is not possible to communicate with the central junction box (CJB) CHECK CJB. REFERRED TO: Communications Network (418-00 Module Communications Network, Diagnosis and Testing). U2100-00 Incomplete Vehicle Configuration Parameters REFER TO: Communications Network (418-00 Module Communications Network, Diagnosis and Testing). U2101-00 Vehicle configuration parameters are defective CHECK vehicle configuration parameters. REFERRED TO: Communications Network (418-00 Module Communications Network, Diagnosis and Testing). U3003-16 Battery voltage is too low, voltage less than 10.5 volts CHECK battery and charging system. U3003-17 Battery voltage too high, voltage greater than 16 volts CHECK the battery and charging system. U3003-62 CJBs power supply too low. CHECK the battery and charging system. Symptom Chart Symptom Symptom Chart Symptom Possible Sources of Action Meeting beam and main beam are inoperative. Engine junction box (EJB). Daylight operating lights (DRL) inoperative. Low beams are inoperative (both sides). CHECK GEM with the diagnostic unit and, if necessary, RENEW. High beams are inoperative (both sides). Long-beam light switch. A low-light headlamp is inoperative. The headlights are on continuously. Long-beam light switch. Inoperative headlamp (large phase OK). Long-beam light switch. Inoperative adaptive front lighting. Adaptive front lighting mode. Inoperative automatic headlights. REFERRED TO: Autolamps (417-01A outdoor lighting, diagnostic and testing). Inoperative or permanently switched corners. Pinpoint Test Note: Use a digital multimeter for all electrical measurements. IDENTIFICATION TEST: FASCIC OF DISPLAY AND PRINCIPAL TESTING CONDITIONS INOPERATIVE TESTING CONDITIONS DETAILS/RESULTS/ACTIONS A1: FITIL VERIFICATION F17 (60 A) (EJB) Ignition switch in position 0. Disconnect the F17 (60 A) (EJB) fuse. CHECK safety F17 (60 A) (EJB). RENEW the F17 (60 A) (EJB) fuse. TEST the system for normal operation If safety explodes again, locate and correct briefly using wiring schemes. TEST the system for normal operation A2: CHECK THE TENSION TO THE F17 (60 A) (EJB) Connect the F17 (60 A) (EJB) fuse. Ignition switch in position II. Measure the voltage between the F17 (60A) (EJB) wick and the ground. Does the meter show battery voltage? LOCALIZE AND RECTIFY the interruption of the F17 (60 A) (EJB) fuse supply using wiring schemes. TEST the system for normal operation A3: CHECK THE F18 (60 A) (EJB) Ignition switch in position 0. F18 (60 A) (EJB). CHECK safety F18 (60 A) (EJB). CUNOITE the F18 (60 A) (EJB) fuse. TEST the system for normal operation If safety explodes again, locate and correct briefly using wiring schemes. TEST the system for normal operation A4: Check the voltage at FUSE F18 (60 A) (EJB) Connect the F18 (60 A) (EJB). Ignition switch in position II. Measure Measure voltage between the F18 (60 A) (EJB) wick and the ground. Does the meter show battery voltage? LOCALIZE AND RECTIFY the interruption of the F18 (60 A) (EJB) fuse supply using wiring schemes. TEST the system for normal operation A5: CHECK THE ENERGY FOOD OF THE GEM FOR THE CIRCUIT APPROVAL COMMUNITY OPENIN T-Box in position 0. Disconnect the GEM from the C1BP02-G connector. Ignition switch in position II. Measure the voltage between GEM, connector C1BP02-G, pin 1, circuit SBB17A (RD), cable side and ground. Does the meter show battery voltage? LOCALIZE AND RECTIFY the rupture of the SBB17A (RD) circuit between THE GEM and the F17 (60 A) (EJB) wick using wiring schemes. TEST THE SYSTEM FOR Normal Operation A6: CHECK THE WORKING CONCERNING TO THE GEM FOR THE CIRCUIT APPARATUS COMMUNITY OPENED IN POSITION 0. Disconnect the GEM from the C1BP02-A connector. Measure the strength between GEM, connector C1BP02-A, pin 54, circuit GD123F (BK/GY), cable side and ground. Is resistance less than 2 Ohm recorded? LOCALIZE and RECTIFY the breakage of the circuits between the GEM and the G1D132B ground connection using wiring schemes. TEST ING OF NORMAL OPERATION System A7: CHECK THE WORKING CONCERNING OF THE GEM FOR THE CIRCUIT APPARATUS COMMUNITY OPENED in position 0. Disconnect the GEM from the C1BP02-B connector. Measure the resistance between THE GEM, the C1BP02-B connector, the 65: LHD pin: the GD140J circuit (BK/GN), the cable and ground side. Is resistance less than 2 Ohm recorded? INSTALL a new GEM. TEST the system for normal operation - LHD: LOCALIZE and RECTIFY the breakage of the circuits between the GEM and the G3D138 ground connection using wiring schemes. TEST the system for normal operation - RHD: LOCALIZE and RECTIFY the breakage of the circuits between the GEM and the G3D133 ground connection using wiring schemes. TEST TEST B' normal operating system: HIGH GRINS ARE INOPERATIVE TEST CONDITIONS DETAILS/RESULTS/ACTIONS B1: DETERMINATION OF THE DEFECT STATE The ignition switch in position II. CHECK the long-beam headlamps after each step. FUNCTION of the headlamp flash. Do long-beam headlamps only work in one switching position? B2: CHECK F9 (15 A) (CJB). Ignition switch in position 0. Disconnect the F9 (15 A) (CJB) fuse. CHECK F9 (15 A) (CJB). RENEW the F9 fuse (15 A) (CJB). TEST the system for normal operation If safety explodes again, locate and correct briefly using wiring schemes. TEST THE NORMAL OPERATION SYSTEM B3: CHECK FUZIE F9 (15 A) (CJB) FOR CIRCUIT OPEN Connect Fuse F9 (15 A) (CJB). Ignition switch in position II. Se voltage between the F9 wick (15 A) (CJB) and the ground. Does the meter show battery voltage? LOCALIZE AND RECTIFY the interruption of the F9 (15 A) (CJB) fuse supply using wiring schemes. TEST the system for Operation B4: CHECK FITI F7 (7.5 A) (CJB). Ignition switch in position 0. Disconnect the F7 (7.5 A) (CJB) fuse. CHECK F7 (7.5 A) (CJB). RENEW the F7 fuse (7.5 A) (CJB). TEST the system for normal operation If safety explodes again, locate and correct briefly using wiring schemes. TEST the system for normal operation B5: CHECK FUZIE F7 (7.5 A) (CJB) FOR THE CONNECTION OF THE F7 (7.5 A) (CJB) Open CIRCUIT. Ignition switch in position II. Measure the voltage between the F7 (7.5 A) (CJB) wick and the ground. Does the meter show battery voltage? LOCALIZE AND RECTIFY the interruption of the F7 (7.5 A) (CJB) fuse supply using wiring schemes. TESTING OF THE NORMAL OPERATION SYSTEM B6: CHECK THE TENSION FOOD OF THE VOLAN MODE TO COMMENT THE CIRCUIT APPROVAL COMMUNITY OPEN IN POSITION 0. Disconnect the steering wheel module from the C2LS41 connector. Measure the strength between CJB, C1BP02C connector, pin 70, SBP07A circuit (WH/RD), wiring harness part and steering wheel module, C2LS41 connector, pin 1, SBP07A circuit (WH/RD), wiring harness part. Is resistance less than 2 Ohm recorded? LOCALIFION AND RECTIFY the breakage of the circuits between the steering wheel module and the safety of F7 (7.5 A) (CJB) using wiring schemes. TESTING THE NORMAL OPERATION SYSTEM B7: CHECK THE SOL CONNECTION OF THE VOLAN/COLORAN DIRECTION MODE FOR THE CIRCUIT APPROVAL COMMUNITY OPENIN IN POSITION 0. Measure the strength between the steering wheel module, the C2LS41 connector, pin 14, the GD138AY circuit (BK/WH), the side and the ground of the cable harness. Is resistance less than 2 Ohm recorded? LOCALIFE and RECORD the breakage of the circuits between the steering wheel module and the G6D139 ground connection using wiring schemes. TESTING THE NORMAL OPERATION System B8: EXCLUDE THE GREAT FASE FAR COMMUNITY AS THE DEFLECTION CASE CHECK the long-beam headlamp switch according to the component tests at the end of this subsection: Is the long-beam headlamp switch OK? CHECK THE GEM and steering wheel module using the digital multimeter and install a new one if necessary. TEST the system for normal operation If concern persists:CONSULT: Communications Network (418-00 Communication Module Network, Diagnosis and Testing). RENEW the long-beam headlamp switch. TESTING THE NORMAL FUNCTION SYSTEM OF THE PRECISION POINT C: A LIGHT LIGHT LIGHT SHALL BE INOPERATIVE DETAIL/RESULTS/ACTIONS C1: THE CAUSE OF THE DEFECT APPARATUS COMMUNITY IN POSITION II SHALL BE DETERMINED Is the low beam on the left ineffective? C2: CHECK THE TENSION FOOD OF THE LEFT FAR TO STOP THE COMMUNITY OF AFTER 0. Disconnect the left headlight from the C1LF08 connector. Ignition switch in position II. Measure the voltage between the left headlamp, connector C1LF08, pin 10, circuit CLF04A (BN/BU), cable side and ground. Does the meter show battery voltage? C3: CHECK CHECK FOOD TO THE LEFT FAR FOR THE CIRCUIT APPARATUS COMMOTOR OPEN IN position 0. Disconnect the GEM from the C1BP02-A connector. Measure the resistance between the left headlamp, the C1LF08 connector, the 10 pin, the CLF04A circuit (BN/BU), the cable side and the GEM, the C1BP02-A connector, the 76 pin, the CLF04A circuit (BN/BU), the cable part. Is resistance less than 2 Ohm recorded? LOCALIZE AND RECTIFY the rupture of the CLF04A (BN/BU) circuit between the headlamp and the GEM using the wiring schemes. TESTING of the normal operating system C4: VERIFICATION OF THE CIRCUIT BETWEEN GEM AND THE LEFT FAR FOR A SHORT MEASUREMENT TO THE SOL Measure the resistance between THE GEM, the C1BP02-A connector, the 76 pin, the CLF04A circuit (BN/BU), the part and the floor of the cable harness. Is a resistance of over 10,000 Ohm measured? TEST GEM and RENEW as needed. TEST THE NORMAL FUNCTIONING SYSTEM LOCALISE and RECTIFY the short ground in the CLF04A (BN/BU) circuit between the headlamp and the GEM using the wiring schemes. TEST OF THE NORMAL Operation System C5: CHECKING THE GROUND FOOD OF The Left Headlamp for the Open Circuit Ignition Switch in position 0. Measure the resistance between the left headlamp, the C1LF08 connector, the 7 pin, the GD130T circuit (BK/YE), the cable side and the ground. Measure the strength between the left headlamp, the C1LF08 connector, the pin 9, the GD130AS circuit (BK/YE), the side and the ground of the cable harness. Is a resistance less than 2 Ohm measured in both cases? INSTALL A NEW HEADLAMP. TEST THE NORMAL FUNCTION SYSTEM LOCALIZE AND RECTIFY the breakage of the relevant circuit between the headlamp and the sp371 glued connection using the wiring schemes. TEST OF NORMAL Operation System C6: CHECKING THE Power of the right headlamp voltage to lock the open-circuit ignition switch in position 0. Disconnect the right headlight from the C1LF09 connector. Ignition switch in position II. Measure the voltage between the right headlamp, connector C1LF09, pin 10, circuit CLF05A (BU/GN), side and ground of cable harness. Does the meter show battery voltage? C7: CHECK THE TENSION FOOD OF THE RIGHT FAR TO STOP THE CIRCUIT APPROVAL COMMUNITY OPENED IN POSITION 0. Disconnect the GEM from the C1BP02-A connector. Measure the resistance between the right headlamp, the C1LF09 connector, the 10 pin, the CLF05A circuit (BU/GN), the wiring harness part and the GEM, the C1BP02-A connector, the 75 pin, the CLF05A circuit (BU/GN), the wiring harness part. Is resistance less than 2 Ohm recorded? LOCATE and RECTIFY the breaking of the circuit between the headlamp and the GEM using the wiring schemes. TEST THE NORMAL FUNCTIONING SYSTEM C8: CHECK THE CIRCUIT BETWEEN GEM AND THE RIGHT FAR FOR A SOL SCURTCIRCUIT Measure the resistance between GEM, connector C1BP02-A, pin 75, CLF05A (BU/GN), cable and ground part. Is a resistance of over 10,000 Ohm measured? TEST GEM and RENEW as needed. TESTING the system for normal operation and correct the short ground in the CLF05A circuit between the headlamp and the GEM using the wiring schemes. Test normal operating system C9: CHECK THE RACORDING TO THE SOL TO THE RIGHT FAR FOR THE CIRCUIT APPROVAL COMMUNITY OPENIN EDINATING in position 0. Measure the strength between the right headlamp, the C1LF09 connector, the 7 pin, the GD132M circuit (BK/VT), the side and the ground of the cable harness. Measure the resistance between the right headlamp, the C1LF09 connector, the pin 9, the GD132X circuit (BK/VT), the cable side and the ground. Is a resistance less than 2 Ohm measured in both cases? INSTALL A NEW HEADLAMP. TEST THE NORMAL OPERATION SYSTEM LOCALIZE AND RECTIFY the breaking of the circuit between the headlamp and the sp380 glued connection using the wiring schemes. TESTING THE NORMAL OPERATION SYSTEM D5: CHECK THE TENSION FOOD OF THE RIGHT FAR TO STOP THE APPARATUS COMMUNITY IN POSITION 0. Disconnect the right headlight from the C1LF09 connector. in position II. Measure the voltage between the headlamp on the right, the connector C1LF09 , CLF03A circuit (VT/OG), the part of harness and ground cables. Does the meter show battery voltage? D6: CHECK THE TENSION FOOD OF THE RIGHT FAR TO STOP THE SUPPLY COMMUNITY IN position 0. Disconnect the GEM from the C1BP02-A connector. Measure the resistance between the right headlamp, the C1LF09 connector, the 5 pin, the CLF03A circuit (VT/OG), the cable side and the GEM, the C1BP02-A connector, the 73 pin, the CLF03A circuit (VT/OG), the wiring harness part. Is resistance less than 2 Ohm recorded? INSTALL a new GEM. TEST THE normal operating system LOCATION AND CORRECTION of the rupture of the CLF03A circuit (VT/OG) between the headlamp and the GEM using the wiring schemes. TEST THE SYSTEM FOR Normal Operation D7: CHECK THE SOL CONNECTION TO THE RIGHT FAR FOR THE OPEN CIRCUIT APPROVAL COMMUNITY in position 0. Measure the strength between the right headlamp, the C1LF09 connector, the 7 pin, the GD132M circuit (BK/VT), the side and the ground of the cable harness. Measure the resistance between the right headlamp, the C1LF09 connector, the pin 9, the GD132X circuit (BK/VT), the cable side and the ground. Is a resistance less than 2 Ohm measured in both cases? INSTALL A NEW HEADLAMP. TEST THE NORMAL FUNCTION SYSTEM LOCALIZE AND RECTIFY the breakage of the relevant circuit between the headlamp and the sp380 pasted connection using the wiring schemes. TESTING OF THE NORMAL OPERATION SYSTEM AFTER THE REPER POINT E: THE FARs ARE IN CONTINUAL TEST CONDITIONS DETAILS/RESULTS/ACTIONS E1: DETERMINE THE CONDITIONS IN WHICH THE DEFLECTION OF THE Ignition Switch IN Position II SHALL BE PRODUCED. The light control module is set to OFF. Do low rays light up continuously? E2: DETERMINATION OF THE LEVEL OF THE VEHICLE EQUIPMENT Find out if the vehicle is equipped with the daytime operating lamp (DRL) option. Does the vehicle have day lamps? Check the software configuration of the GEM using the diagnostic unit and update it if necessary. TEST the system for normal operation If concern persists: MERGE to E3. E3: CHECK FIT F33 (5 A) (EJB) Ignition switch in position 0. Disconnect the F33 (5 A) (EJB) fuse. CHECK safety F33 (5 A) (EJB). RENEW the F33 (5 A) (EJB) fuse. TEST the system for normal operation If safety explodes again, locate and correct briefly using wiring schemes. TEST the system for normal operation E4: CHECK THE TENSION FOOD FOR F33 (5 A) (EJB) FOR THE SAFETY OF CONCERNING TO THE CIRCUIT OPEN F33 (5 A) (EJB). Ignition switch in position II. Measure the voltage between the F33 wick (5 A) (EJB) and the ground. Does the meter show battery voltage? LOCALIZE AND RECTIFY the interruption of the F33 (5 A) (EJB) fuse supply using wiring schemes. TEST OF THE OPERATION SYSTEM E5: CHECK THE TENSION FOOD OF THE LIGHT COMMAND MODE FOR THE OPEN CIRCUIT APPROVAL COMMOTOR in position 0. Disconnect the Lights control module from the C2LF23D connector. Ignition switch in position II. Measure the voltage between the control of the lights connector C2LF23D, pin 1, circuit SBB33B (RD), part of harness and ground cables. Does the meter show battery voltage? LOCALIFE and RECORD the breakage of the circuits between the F33 (5 A) (EJB) wick and the light control module using wiring schemes. TEST THE SYSTEM FOR Normal Operation E6: CHECK THE SOL CONNECTION OF THE LIGHT COMMAND MODE FOR THE CIRCUIT APPROVAL COMMUNITY OPENIN EDINATED in position 0. Measure the strength between the light control module, the C2LF23D connector, pin 5, the GD133BT circuit (BK), the cable side and the ground. Is resistance less than 2 Ohm recorded? LOCALIFE and RECORD the breakage of the circuits between the light control module and the G3D134 ground connection using wiring schemes. TEST the system for normal operation E7: CHECK THE CONNECTION OF THE LINE DATA BUS BETWEEN THE LIGHT CONTROL MODE AND GEM FOR THE CIRCUIT APPROVAL COMMUNITY OPENED IN POSITION 0. Disconnect the GEM from the C1BP02-C connector. Measure the strength between the light control module, the C2LF23-D connector, pin 6, the VLF25A circuit (GN/VT), the cable and GEM part, the C1BP02-C connector, the 52 pin, the VLF25A circuit (GN/VT), the cable harness part. Is resistance less than 2 Ohm recorded? LOCALIFE and RECTIFY the interruption of the VLF25A (GN/VT) circuit between the lighting control module and the GEM using wiring schemes. TEST the system for normal operation E8: CHECK THE CONNECTION OF THE LINE DATA BUS BETWEEN THE LIGHT CONTROL MODULE AND THE GEM FOR TENSION OF THE SHORT BATTERY TO TENSION Disconnect the diagnostic tool. Disconnect the GEM from the C1BP02-C connector. Ignition switch in position II. Measure the voltage between the light control module, the C2LF23-D connector, pin 6, the VLF25A circuit (GN/VT), the cable side and the ground. Does the meter show battery voltage? LOCALIZE and RECTIFY the short to battery voltage in the VLF25A (GN/VT) circuit between the lighting control module and the GEM using wiring schemes. TEST THE SYSTEM FOR NORMAL OPERATION E9: CHECK THE CONNECTION OF THE DATA BUS LIN BETWEEN THE LIGHT CONTROL MODE AND GEM FOR THE SHORT ON-THE-GROUND APPROVAL COMMUNITY IN POSITION 0. Measure the strength between the light control module, the C2LF23-D connector, pin 6, the VLF25A circuit (GN/VT), the cable side and the ground. Is a resistance of over 10,000 Ohm measured? LOCALISE and RECORD short ground in the VLF25A (GN/VT) circuit between the lighting control module and the GEM using wiring schemes. TEST THE Normal Operation System E10: EXCLUDE THE GEM AS CAUSE OF THE DEFECT-APPROVAL COMMUNITY in position 0. Disconnect the GEM from the C1BP02-A connector. Ignition switch in position II. The low radius on the left is Permanent? - Permanently lit left light: LOCALISE and RECTIFY the short to battery voltage in the CLF04A (BN/BU) circuit between the GEM and the headlamp using the wiring schemes. TESTING the system for normal operation - Permanently lit: LOCATE and RECTIFY the short to battery voltage in the CLF05A (BU/GN) circuit between the GEM and the headlamp using the wiring schemes. TEST the system for normal operation - The left main beam is permanently lit: LOCALIZE and RECTIFY the short to battery voltage in the CLF02A (GY/BN) circuit between THE GEM and the headlamp using the wiring schemes. TEST the system for normal operation - High phase on the right permanently lit: LOCALIZE and RECTIFY the short to battery voltage in the CLF03A circuit (VT/OG) between THE GEM and the headlamp using the wiring schemes. TEST the system for normal operation - None of the headlights are permanently lit: INSTALL a new GEM. TEST the system for normal operation If concern persists: CONSULT: Communications Network (418-00 Communication Module Network, Diagnosis and Testing). TEST OF THE REPER POINT F : THE BLTH OF THE FAR DOES NOT FUNCTION DETAILS/RESULTS/ACTIONS F1: TESTING CONDITIONS: DETERMINE THE CONDITIONS IN WHICH THE FACT OF THE IGNITION Switch IN Position II SHALL BE PRODUCED. CHECK the headlights in each setting of the switch. FUNCTION of the headlamp flash. Are the high phase and the headlight blinger ineffective? F2: EXCLUDE THE LONG-FA'S COMMUNITY AS THE CHECK OF THE DEFLECTION OF THE LONG FASE FARE IN ACCORDANCE WITH the tests of the components at the end of this subsection: Is the long-beam headlamp switch OK? CHECK the GEM and steering wheel module using the digital multimeter and install a new one if necessary. TEST the system for normal operation If concern persists:CONSULT: Communications Network (418-00 Communication Module Network, Diagnosis and Testing). RENEW the long-beam headlamp switch. TEST ING THE SYSTEM FOR THE NORMAL OPERATION OF THE PINPOINT TEST G System : INOPERATIVE TEST CONDITIONS OF THE ADAPTIVE FRONTAL ILLUMINATE DETAILS/RESULTS/ACTIONS G1: DETERMINATION OF CONDITIONS IN WHICH THE DEFLECTION IS PRODUCED NOTE:The adaptive front-light module adjusts the headlamps only when the vehicle is driving at a speed exceeding 3 km/h. Perform a road test to determine the exact conditions under which the malfunction occurs. Is adaptive illumination inoperative on the left side? Adaptive illumination is inoperative on the left side: GO to G12. - Adaptive illumination is inoperative on the right side: GO to G15. - Adaptive lighting is inoperative on both sides: GO to G2. G2: CHECK FIT F43 (5 A) (EJB) Ignition switch in position 0. Disconnect the F43 (5 A) (EJB) fuse. CHECK safety F43 (5 A) (EJB). RENEW the F43 (5 A) (EJB) fuse. TEST the system for normal operation If safety explodes again, locate and correct briefly using wiring schemes. TEST the system for operation G3: CHECK THE TENSION FOOD TO FUZION F43 (5 A) (EJB) FOR THE SAFETY OF CONNECTION TO THE CIRCUIT OPEN F43 (5 A) (EJB). Ignition switch in position II. Measure the voltage between the F43 wick (5 A) (EJB) and the ground. Does the meter show battery voltage? LOCATE AND RECTIFY the interruption F43 (5 A) (EJB) using wiring schemes. TEST THE normal operating system G4: CHECK THE F39 (15 A) (EJB) Ignition switch in position 0. Disconnect the F39 (15 A) (EJB) fuse. CHECK safety F39 (15 A) (EJB). RENEW the F39 (15 A) (EJB) fuse. TEST the system for normal operation If safety explodes again, locate and correct briefly using wiring schemes. TEST the system for normal operation G5: CHECK THE TENSION FOOD FOR F39 (15 A) (EJB) FOR THE SAFETY OF CONNECTION TO THE CIRCUIT OPEN F39 (15 A) (EJB). Ignition switch in position II. Measure the voltage between the F39 wick (15 A) (EJB) and the ground. Does the meter show battery voltage? LOCALIZE AND RECTIFY the interruption of the F39 (15 A) (EJB) fuse supply using wiring schemes. TEST ING OF THE NORMAL OPERATION SYSTEM G6: VERIFICATION OF THE TENSION FOOD OF THE FRONTAL ADAPTIVE ILLUMINATION MODE FOR THE CIRCUIT APPROVAL COMMUNITY OPENINTE in position 0. Disconnect the adaptive front-light module from the C2LF23-C connector. Ignition switch in position II. Measure the voltage between the adaptive front illumination module, the C2LF23-C connector, pin 10, the CBB43C circuit (GY), the cable side and the ground. Does the meter show battery voltage? LOCALIFE and RECTIFY the circuit between the F43 (5 A) wick (EJB) and the adaptive front illumination module using wiring schemes. TEST ING OF THE NORMAL OPERATION SYSTEM G7: CHECKING THE TENSION FOOD OF THE ADAPTIVE FRONTAL ILLUMINATION MODE FOR THE CIRCUIT APPROVAL COMMUNITY OPENINTE in position 0. Disconnect the adaptive front-light module from the C2LF23-C connector. Ignition switch in position II. Measure the voltage between the adaptive front-lighting module, the C2LF23-C connector, pin 9, the CBB39C circuit (VT/WH), the cable side and the ground. Does the meter show battery voltage? LOCALIFY and RECTIFY the interruption of the CBB39C (VT/WH) circuit between the F39 (15 A) wick (EJB) and the adaptive front illumination module using wiring schemes. TEST the system for normal operation G8: CHECK THE SOL CONNECTION OF THE ADAPTIVE FRONTAL ILLUMINATION MODE FOR THE OPEN CIRCUIT APPROVAL COMMUNITY in position 0. Measure the strength between the adaptive front illumination module, the C2LF23-C connector, pin 11, the GD138BU circuit (BK/WH), the cable side and the ground. Is resistance less than 2 Ohm recorded? LOCALIFE and RECTIFY the interruption of the GD138BU (BK/WH) circuit between the adaptive front illumination module and the sp518 glued connection using wiring schemes. TEST THE SYSTEM FOR Normal Operation G9: CHECK THE CONNECTION OF THE LIN DATA BUS BETWEEN THE ILLUMINATION MODE ADAPTIVE AND FAR FOR THE SHORT TENSION SUPPLY COMMUNITY TO THE BATTERY IN POSITION 0. Disconnect the left headlight from the C1LF08 connector. Disconnect the right headlight from the C1LF09 connector. Ignition switch in position II. Measure the voltage between the adaptive front-lighting module, the C2LF23-C connector, pin 17, the VLF32B circuit (YE), the cable part and Does the meter show battery voltage? LOCALIZE AND RECTIFY the short to battery voltage in the circuits connected to the adaptive front illumination module, the C2LF23-C connector, pin 17 using wiring schemes. TEST THE SYSTEM FOR Normal Operation G10: CHECK THE CONNECTION OF THE LINE DATA BUS BETWEEN THE ADAPTIVE FRONTAL ILLUMINATION MODULE AND FAR FOR THE SHORT UP TO THE SOL IN POSITION 0. Measure the strength between the adaptive front illumination module, the C2LF23-C connector, pin 17, the VLF32B circuit (YE), the cable side and the ground. Is a resistance of over 10,000 Ohm measured? LOCALISE and RECORD short ground in circuits connected to the adaptive front illumination module, Connector C2LF23-C, pin 17 using wiring schemes. TEST ING OF THE NORMAL OPERATION SYSTEM G11: CHECK THE CONNECTION OF THE LINE DATA BUS BETWEEN THE ADAPTIVE FRONTAL ILLUMINATION MODE AND THE OPEN CIRCUIT FAR Measure the resistance between the adaptive front illumination module, connector C2LF23-C, pin 17, circuit VLF32B (YE), side of cables and headlamp on the left, connector C1LF08, pin 14, circuit VLF23A (YE), side of cables. Is resistance less than 2 Ohm recorded? RENEW the adaptive front lighting module. TEST the system for normal operation If concern persists:CONSULT: Communications Network (418-00 Communication Module Network, Diagnosis and Testing). LOCALIFE and RECTIFY the breakage of the circuit(s) between the adaptive front illumination module and the C21A/B intermediate connection using wiring schemes. TEST THE SYSTEM FOR NORMAL OPERATION G12: CHECK THE ENERGY FOOD OF THE LEFT FAR TO ACTIVATE THE OPEN CIRCUIT (REGULATORY UNIT FOR ADAPTIVE ILLUMINATION) The ignition switch in position 0. Disconnect the left headlight from the C1LF08 connector. Ignition switch in position II. Measure the voltage between the left headlamp, the C1LF08 connector, the pin 13, the CBB39E circuit (VT/WH), the cable side and the ground. Does the meter show battery voltage? LOCALIZE and RECTIFY the rupture of the CBB39E (VT/WH) circuit between the headlamp and the sp172 pasted connection using the wiring schemes. TEST THE SYSTEM FOR Normal Operation G13: CHECK THE SOL CONNECTION OF THE LEFT FAR FOR THE OPEN CIRCUIT (REGULATORY UNIT FOR ADAPTIVE ILLUMINATION) Ignition switch in position 0. Measure the resistance between the left headlamp, the C1LF08 connector, the pin 11, the GD130AE circuit (BK/YE), the side and the ground of the cable harness. Is resistance less than 2 Ohm recorded? LOCALIZE and RECTIFY the GD130AE (BK/YE) circuit interruption between the headlamp and the sp371 pasted connection using the wiring schemes. TEST THE normal operating system G14: CHECK THE CONNECTION OF THE LIN DATA BUS LEFT FAR AND INTERMEDIARY C21A/B FOR THE CIRCUIT AFTER COMMUNITY OPENED IN POSITION 0. Disconnect the adaptive front-lighting module from the C2LF23-C connector. Measure strength the adaptive front-lighting module, the C2LF23-C connector, the 17pp, the VLF32B circuit (YE), the cable side and the left headlamp, the C1LF08 connector, the 14th pin, the VLF32A circuit (YE), the cable part. Is resistance less than 2 Ohm recorded? INSTALL A NEW HEADLAMP. TEST the system for normal operation If concern persists:CONSULT: Communications Network (418-00 Communication Module Network, Diagnosis and Testing). LOCATION AND CORRECTION of the circuit breaker(s) between the left headlamp and the intermediate connection C21A/B using wiring schemes. TEST ING OF THE NORMAL OPERATION SYSTEM G15: CHECK THE ENERGY FOOD OF THE FAR OF THE RIGHT TO BE POTRIVED WITH THE OPEN CIRCUIT (REGULATORY UNIT FOR ADAPTIVE ILLUMINATION) The ignition switch in position 0. Disconnect the right headlight from the C1LF09 connector. Ignition switch in position II. Measure the voltage between the right headlamp, connector C1LF09, pin 13, circuit CBB39F (VT/WH), side and ground of cable harness. Does the meter show battery voltage? LOCALIZE and RECTIFY the CBB39F (VT/WH) circuit between the headlamp and the SP172 pasted connection using the wiring schemes. Test the system for normal operation G16: CHECK THE RACORDING TO THE SOL OF THE RIGHT FAR FOR THE OPEN CIRCUIT (REGULATORY UNIT FOR ADAPTIVE ILLUMINATION) Ignition switch in position 0. Measure the resistance between the right headlamp, the C1LF09 connector, the pin 11, the GD132W circuit (BK/VT), the cable side and the ground. Is resistance less than 2 Ohm recorded? LOCALIZE and RECTIFY the GD132W (BK/VT) circuit interruption between the headlamp and the sp380 pasted connection using the wiring schemes. Test normal operating system G17: CHECK THE CONNECTION OF THE LINE DATA BUS BETWEEN THE RIGHT AND THE INTERMEDIARY C21A/B CONNECTION FOR THE CIRCUIT AFTER COMMUNITY OPENIN IN POSITION 0. Disconnect the adaptive front-lighting module from the C2LF23-C connector. Measure the strength between the adaptive front lighting module, the C2LF23-C connector, the 17 pin, the VLF32B circuit (YE), the cable side and the right headlamp, the C1LF09 connector, the 14 pin, the VLF32C (YE) circuit, the cable part. Is resistance less than 2 Ohm recorded? INSTALL A NEW HEADLAMP. TEST the system for normal operation If concern persists:CONSULT: Communications Network (418-00 Communication Module Network, Diagnosis and Testing). LOCATION AND REIFICATION of the circuit breaker(s) between the right headlamp and the intermediate connection C21A/B by means of wiring schemes. TESTING OF THE NORMAL FUNCTION OF THE TEST POINT H : THE VIGAE LIGHTS ARE INOPERATIVE OR PERMANENT IN DETAILS/RESULTS/Actions H1 TEST CONDITIONS: THE CONDITIONS IN WHICH THE CONDITIONS ARE DETERMINED DEFLECTION NOTE: Cornering lights are only on when the vehicle is driving at a speed of less than 80 km/h and the dipped-beam headlamps are switched on. NOTE: Intensity Intensity Turn lights increase on a ramp to the maximum when switched on and drop on a ramp until the cornering lights go out when they are off. NOTE: Only the turn light inside the curve is turned on. Rotate direction about 30° to the left and right. CHECK the left and right turnlights. Are cornering lights inoperative in both cases? - Light left turn inoperative: GO to H9. - Inoperative right turnlight: Go to H12. - A permanently lit turnlight: Go to H15. - Both cornering lights are on permanently, even if the steering wheel is in a straight forward position: RENEW the adaptive front illumination module. TEST the system for normal operation If concern persists:CONSULT: Communications Network (418-00 Communication Module Network, Diagnosis and Testing). - Both cornering lights are permanently on during turns: RENEW the adaptive front lighting module. TEST the system for normal operation If concern persists:CONSULT: Communications Network (418-00 Communication Module Network, Diagnosis and Testing). H2: CHECK FIT F43 (5 A) (EJB) Ignition switch in position 0. Disconnect the F43 (5 A) (EJB) fuse. CHECK safety F43 (5 A) (EJB). RENEW the F43 (5 A) (EJB) fuse. TEST the system for normal operation If safety explodes again, locate and correct the ground briefly using wiring schemes. TEST the system for normal operation H3: CHECK THE TENSION FOOD FOR F43 (5 A) (EJB) FOR THE SAFETY OF CONCERNING TO THE CIRCUIT OPEN F43 (5 A) (EJB). Ignition switch in position II. Measure the voltage between the F43 wick (5 A) (EJB) and the ground. Does the meter show battery voltage? LOCALIZE AND RECTIFY the interruption of the F43 (5 A) (EJB) fuse supply using wiring schemes. TEST THE System for Normal Operation H4: CHECK F39 (15 A) (EJB) Ignition Switch in position 0. Disconnect the F39 (15 A) (EJB) fuse. CHECK safety F39 (15 A) (EJB). RENEW the F39 (15 A) (EJB) fuse. TEST the system for normal operation If safety explodes again, locate and correct the ground briefly using wiring schemes. TEST the system for normal operation H5: CHECK THE TENSION FOOD FOR F39 (15 A) (EJB) FOR THE SAFETY OF CONNECTION TO THE CIRCUIT OPEN F39 (15 A) (EJB). Ignition switch in position II. Measure the voltage between the F39 wick (15 A) (EJB) and the ground. Does the meter show battery voltage? LOCALIZE AND RECTIFY the interruption of the F39 (15 A) (EJB) fuse supply using wiring schemes. TEST OF THE NORMAL OPERATION SYSTEM H6: VERIFICATION OF THE TENSION FOOD OF THE ADAPTIVE FRONTAL ILLUMINATION MODE OPEN CIRCUIT IGNITION COMMUNITY in position 0. Disconnect the adaptive front-light module from the C2LF23-C connector. Ignition switch in position II. Measure the voltage between the adaptive front illumination module, the C2LF23-C connector, pin 10, the CBB43C circuit (GY), the cable side and the ground. Has battery battery display meter LOCALIZE and RECTIFY the circuit interruption between the sp171 pasted connection and the adaptive front illumination module using wiring schemes. TEST ING OF THE NORMAL OPERATION SYSTEM H7: VERIFICATION OF THE TENSION FOOD OF THE ADAPTIVE FRONTAL ILLUMINATION MODE FOR THE CIRCUIT APPROVAL COMMUNITY OPENINTE in position 0. Disconnect the adaptive front-light module from the C2LF23-C connector. Ignition switch in position II. Measure the voltage between the adaptive front-lighting module, the C2LF23-C connector, pin 9, the CBB39C circuit (VT/WH), the cable side and the ground. Does the meter show battery voltage? LOCALIFE and RECTIFY the circuit between the F39 (15 A) wick (EJB) and the adaptive front illumination module using wiring schemes. TEST the system for normal operation H8: CHECK THE SOL CONNECTION OF THE ADAPTIVE FRONTAL ILLUMINATION MODE FOR THE CIRCUIT APPARATUS COMMOTOR OPEN IN POSITION 0. Measure the strength between the adaptive front illumination module, the C2LF23-C connector, pin 1, the GD138BU circuit (BK/WH), the cable side and the ground. Is resistance less than 2 Ohm recorded? RENEW the adaptive front lighting module. TEST the system for normal operation If concern persists:CONSULT: Communications Network (418-00 Communication Module Network, Diagnosis and Testing). LOCALIZE and RECTIFY the circuit interruption between the adaptive front illumination module and the sp518 glued connection using the wiring schemes. TEST the system for normal operation H9: CHECK THE TENSION FOOD TO THE VIRAJ LIGHT, LEFT FAR NOTE: There is a delay before applying the maximum battery voltage to the turn light inside the curve. Ignition switch in position 0. Disconnect the left headlight from the C1LF08 connector. Ignition switch in position II. Rotate direction about 30° to the left. Measure the voltage between the left headlamp, the C1LF08 connector, the pin 6, the CLF06B circuit (BN/GN), the cable side and the ground. Does the meter show battery voltage? H10: CHECK THE TENSION FOOD OF THE VIRAJ LIGHT, THE LEFT FAR SUPPLY COMMUNITY in position 0. Disconnect the adaptive front-light module from the C2LF23-C connector. Measure the resistance between the left headlamp, the C1LF08 connector, the 6 pin, the CLF06B circuit (BN/GN), the cable part and the adaptive lighting module, the C2LF23-C connector, the 12pin, the CLF06A circuit (BN/GN), the cable part. Is resistance less than 2 Ohm recorded? RENEW the adaptive front lighting module. TEST the system for normal operation If concern persists:CONSULT: Communications Network (418-00 Communication Module Network, Diagnosis and Testing). LOCALAND and RECTIFY the circuit between the module adaptive front illumination and headlamp using wiring schemes. TEST THE SYSTEM FOR NORMAL OPERATION H11: CHECK THE RACORDING TO THE SOL OF THE VIRAJ LIGHT, LEFT FAR, FOR THE CIRCUIT APPARATUS COMMUNITY OPENED IN POSITION 0. 0. resistance between the left headlamp, connector C1LF08, pin 7, circuit GD130T (BK/YE), side and ground of cable harness. Measure the strength between the left headlamp, the C1LF08 connector, the pin 9, the GD130AS circuit (BK/YE), the side and the ground of the cable harness. Is a resistance less than 2 Ohm measured in both cases? INSTALL A NEW HEADLAMP. TEST the normal operating system - If a resistance of less than 2 Ohm is measured in one of the measurements: LOCALIZE and RECORD the breakage of the relevant circuit(s) between the glued connection SP371 and the headlamp using the wiring schemes. TEST the system for normal operation - If a resistance of less than 2 Ohm is measured in both measurements: LOCALIZE and RECTIFY the circuit(s) between the SP380 bonded connection and the G1D132A ground connection using wiring schemes. TEST the system for normal operation H12: CHECK THE TENSION FOOD OF THE VIRAJ LIGHT, RIGHT FAR, FOR THE CIRCUIT OPEN NOTE: There is a delay before the maximum battery voltage is applied to the turn light inside the curve. Ignition switch in position 0. Disconnect the right headlight from the C1LF09 connector. Ignition switch in position II. Rotate the direction about 30° to the right. Measure the voltage between the right headlamp, the C1LF09 connector, the pin 6, the CLF07B circuit (GY/OG), the cable side and the ground. Does the meter show battery voltage? H13: CHECK THE TENSION FOOD OF THE VIRAJ LIGHT, RIGHT FAR, FOR THE CIRCUIT APPROVAL COMMUNITY OPENIN POSITION 0. Disconnect the adaptive front-light module from the C2LF23-C connector. Measure the resistance between the right headlamp, the C1LF09 connector, the 6p in the pin, the CLF07B circuit (GY/OG), the cable part and the adaptive lighting module, the C2LF23-C connector, the 23 pin, the CLF07A circuit (GY/OG), the wiring harness part. Is resistance less than 2 Ohm recorded? RENEW the adaptive front lighting module. TEST the system for normal operation If concern persists:CONSULT: Communications Network (418-00 Communication Module Network, Diagnosis and Testing). LOCATION and REMEDIATION of the circuit breakage(s) between the adaptive front illumination module and the headlamp using wiring schemes. TEST THE SYSTEM FOR NORMAL OPERATION H14: CHECK THE CONCERNING TO THE SOL OF THE VIRAJ LIGHT, THE FAR OF THE RIGHT, FOR THE CIRCUIT APPARATUS COMMUNITY OPENED IN POSITION 0. Measure the strength between the right headlamp, the C1LF09 connector, the 7 pin, the GD132M circuit (BK/VT), the side and the ground of the cable harness. Measure the strength between the left headlamp, the C1LF09 connector, the pin 9, the GD132X circuit (BK/VT), the side and the ground of the cable harness. Is a resistance less than 2 Ohm measured in both cases? A NEW FAR. TEST THE normal operating system - If a resistance of less than 2 Ohm is measured in one of the measurements: measurements: and rectify the breakage of the relevant circuit(s) between the welded connection SP380 and the headlamp by means of wiring schemes. TEST the system for normal operation - If a resistance of less than 2 Ohm is measured in both measurements: LOCALIZE and RECTIFY the circuit(s) between the SP380 bonded connection and the G1D132A ground connection using wiring schemes. TEST THE SYSTEM FOR NORMAL OPERATION H15: EXCLUDE THE ADAPTIVE ILLUMINATION MODULE AS CAUSE OF THE DEFECT-INTING COMMUNITY in position 0. Disconnect the F39 (15 A) (EJB) fuse. Disconnect the F43 (5 A) (EJB) fuse. Ignition switch in position II. CHECK the turn lights. Is the left turn light permanently on? LOCALAND and RECTIFY the short to battery voltage in the circuits between the adaptive lighting module and the left headlamp using wiring schemes. TEST the system for normal operation - Permanently lit right turnlight: LOCATE and RECTIFY the short to battery voltage in the circuits between the adaptive lighting module and the right headlamp using wiring schemes. TEST the system for normal operation - None of the turn lights are on permanently: RENEW the adaptive front lighting module. TEST the system for normal operation If concern persists:CONSULT: Communications Network (418-00 Communication Module Network, Diagnosis and Testing). Checking Components Change of the long-beam light current, component part: NOTE:The value measured in the long-beam switch continuity test shall be less than 50 Ohm. Test Circuit Connect a digital multimeter with the following connections Set the switch to the following position The switch is OK when you see the following Flasher 1 and 3 Off Open Circuit test readings On closed circuit Large phase 1 and 6 Off Open Circuit On closed circuit Left turn signal 1 and 5 Neutral position Open circuit On closed circuit Right signal turn turn , 1 and 4 Neutral position Open circuit on closed circuit < > PAGE PREV NEXT PAGE < >

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