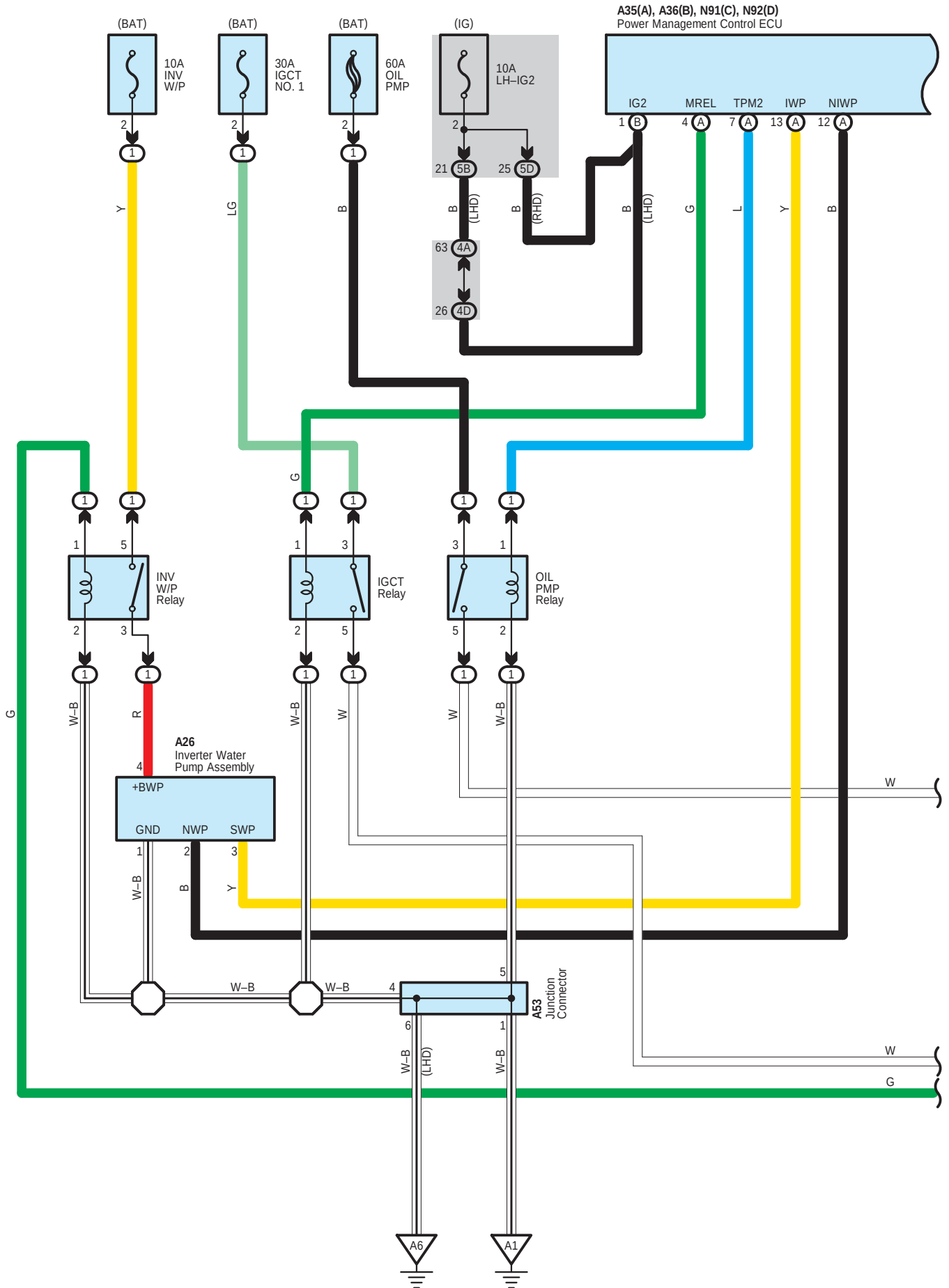
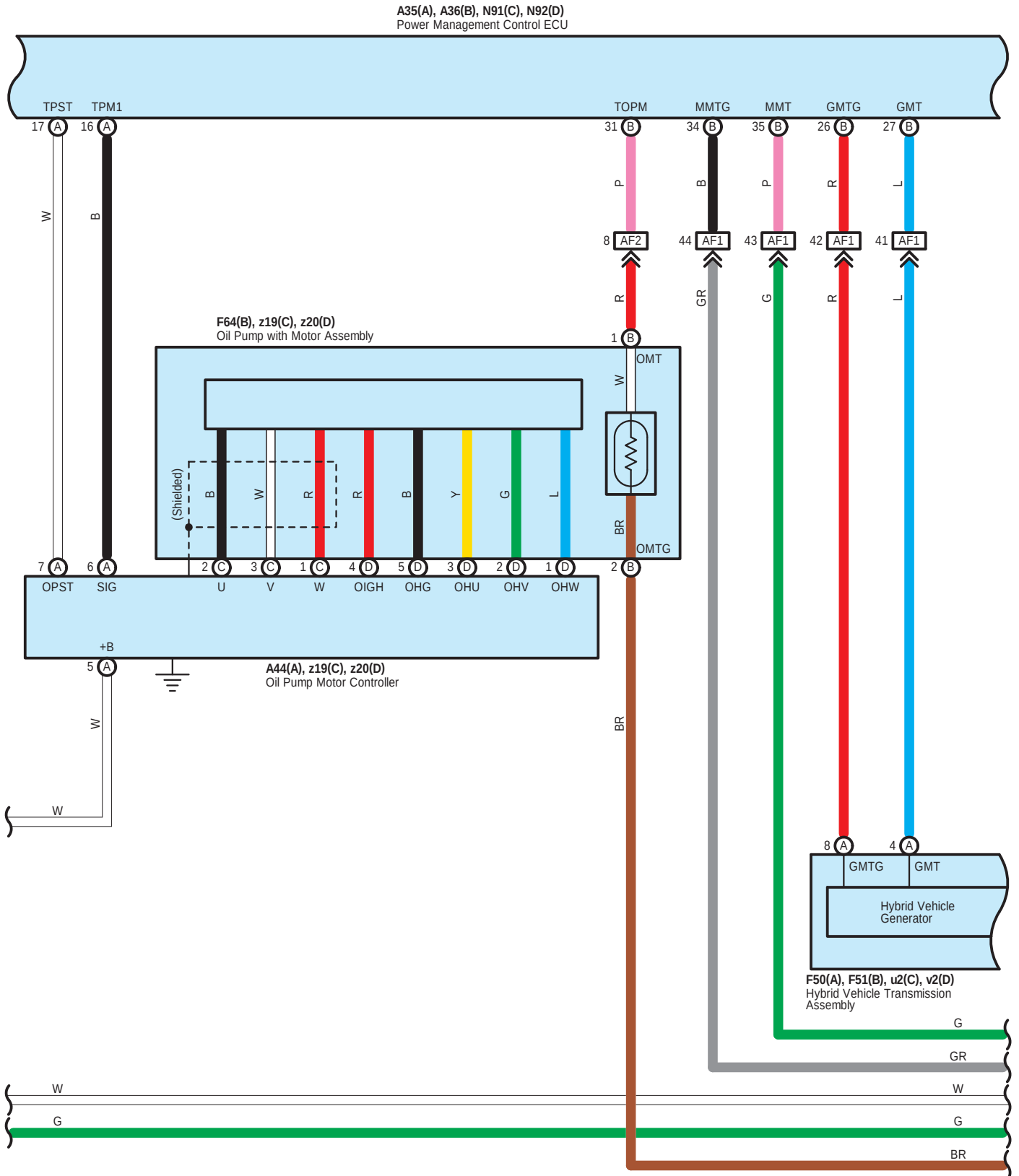
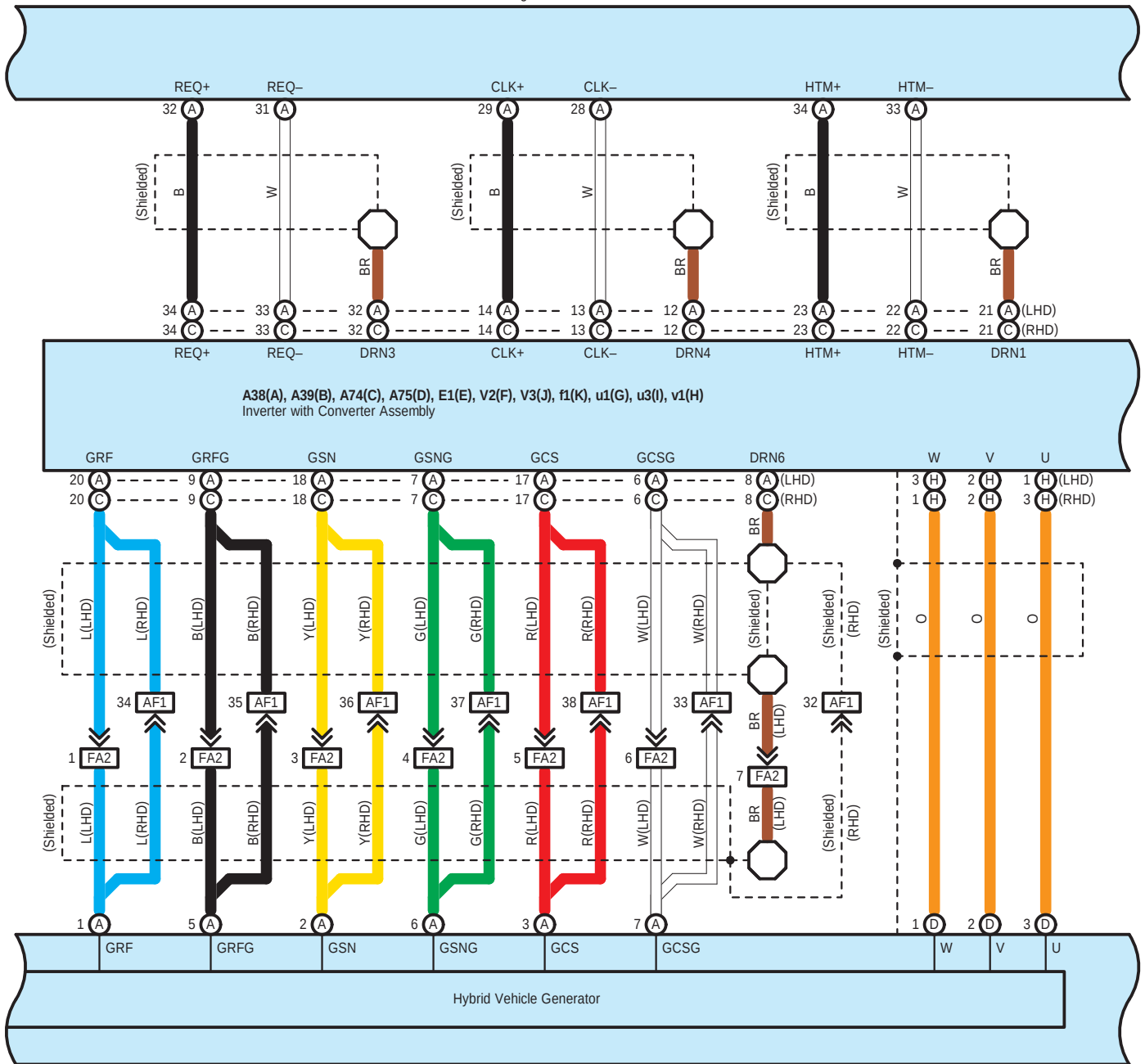


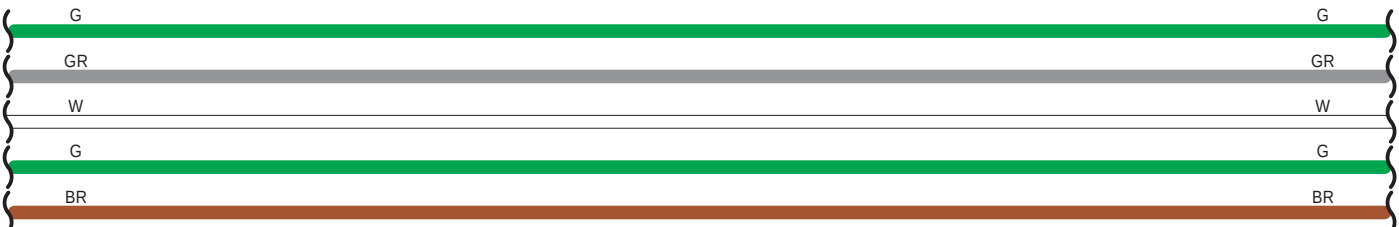




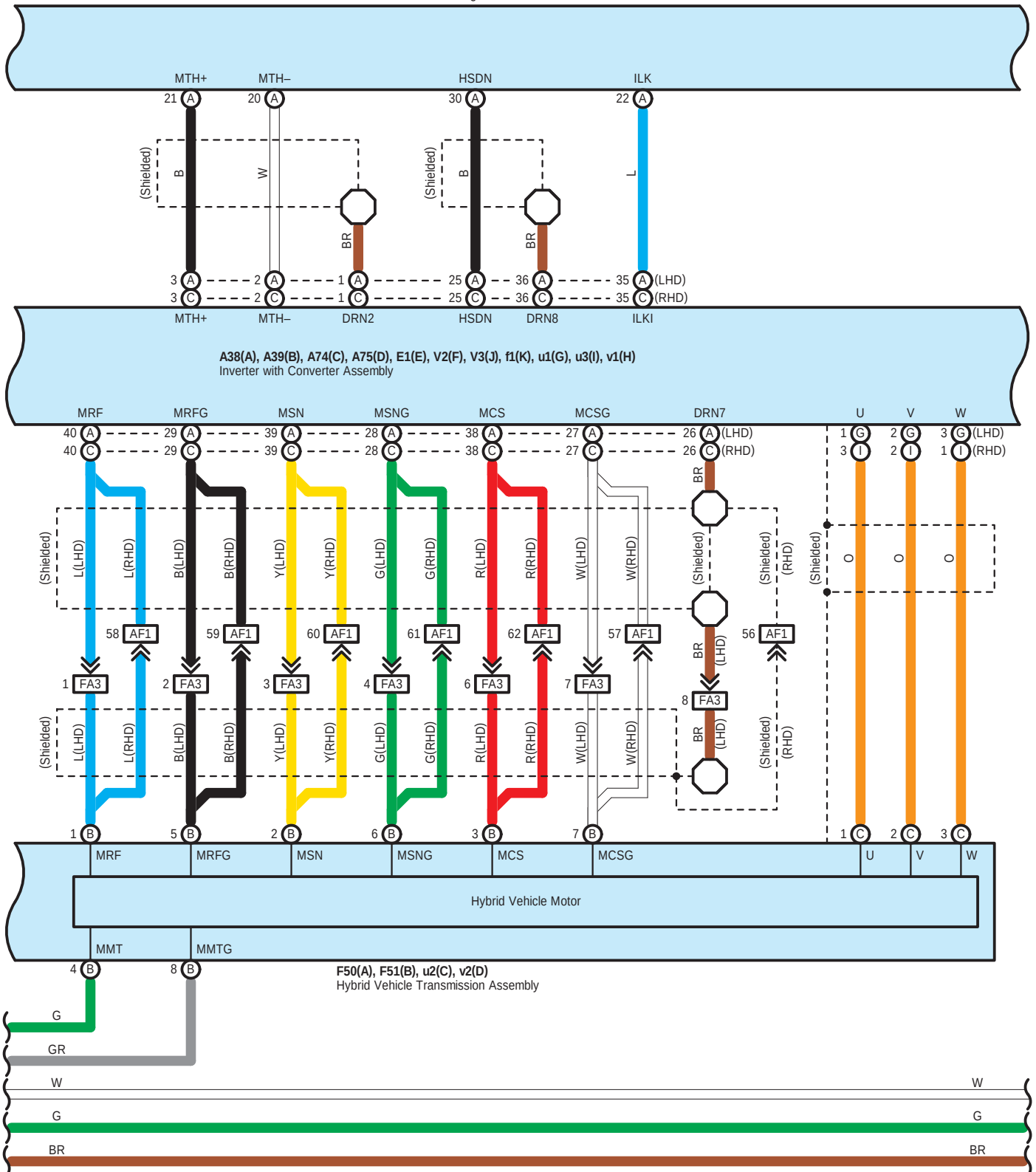
A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU



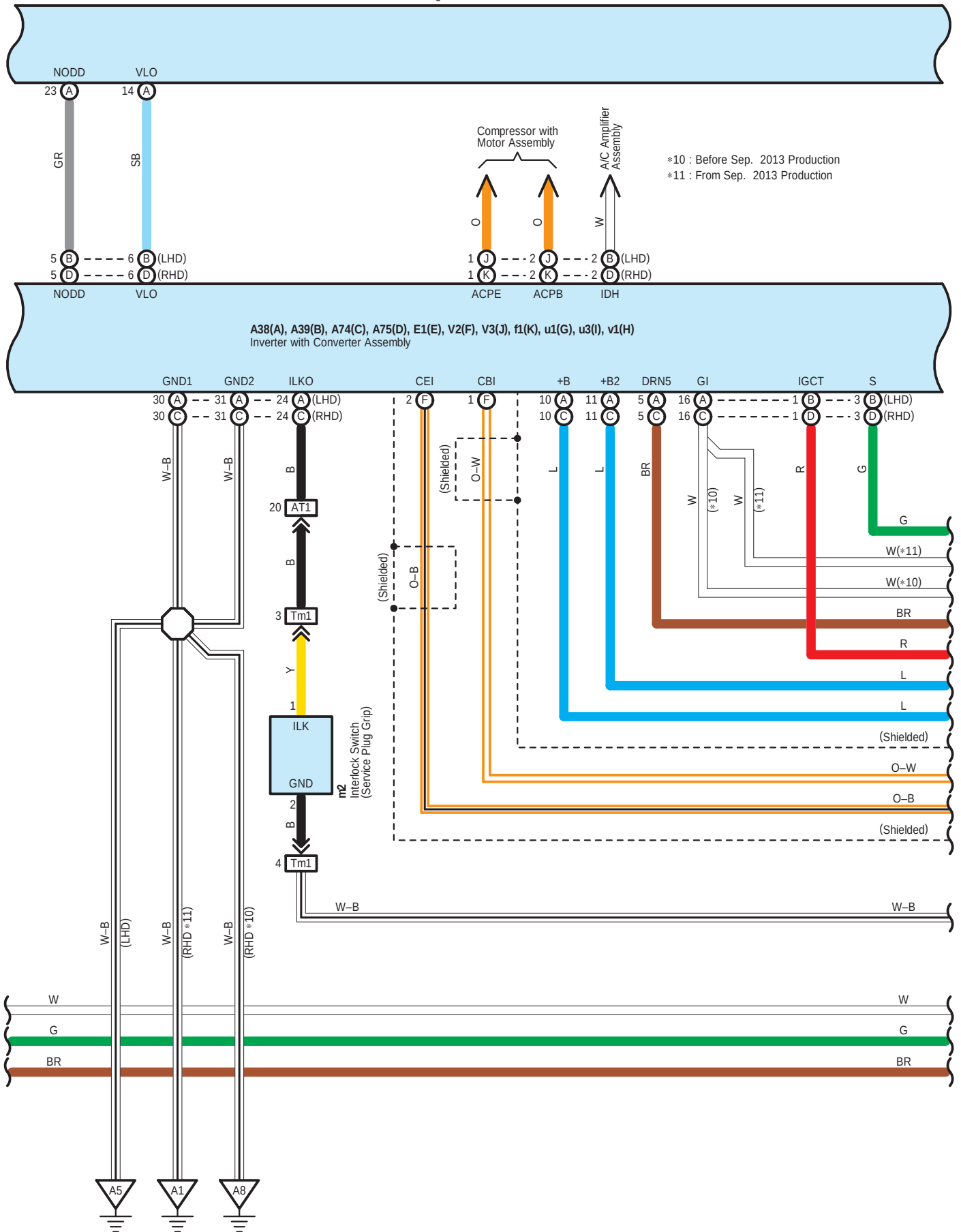
F50(A), F51(B), u2(C), v2(D)
Hybrid Vehicle Transmission Assembly



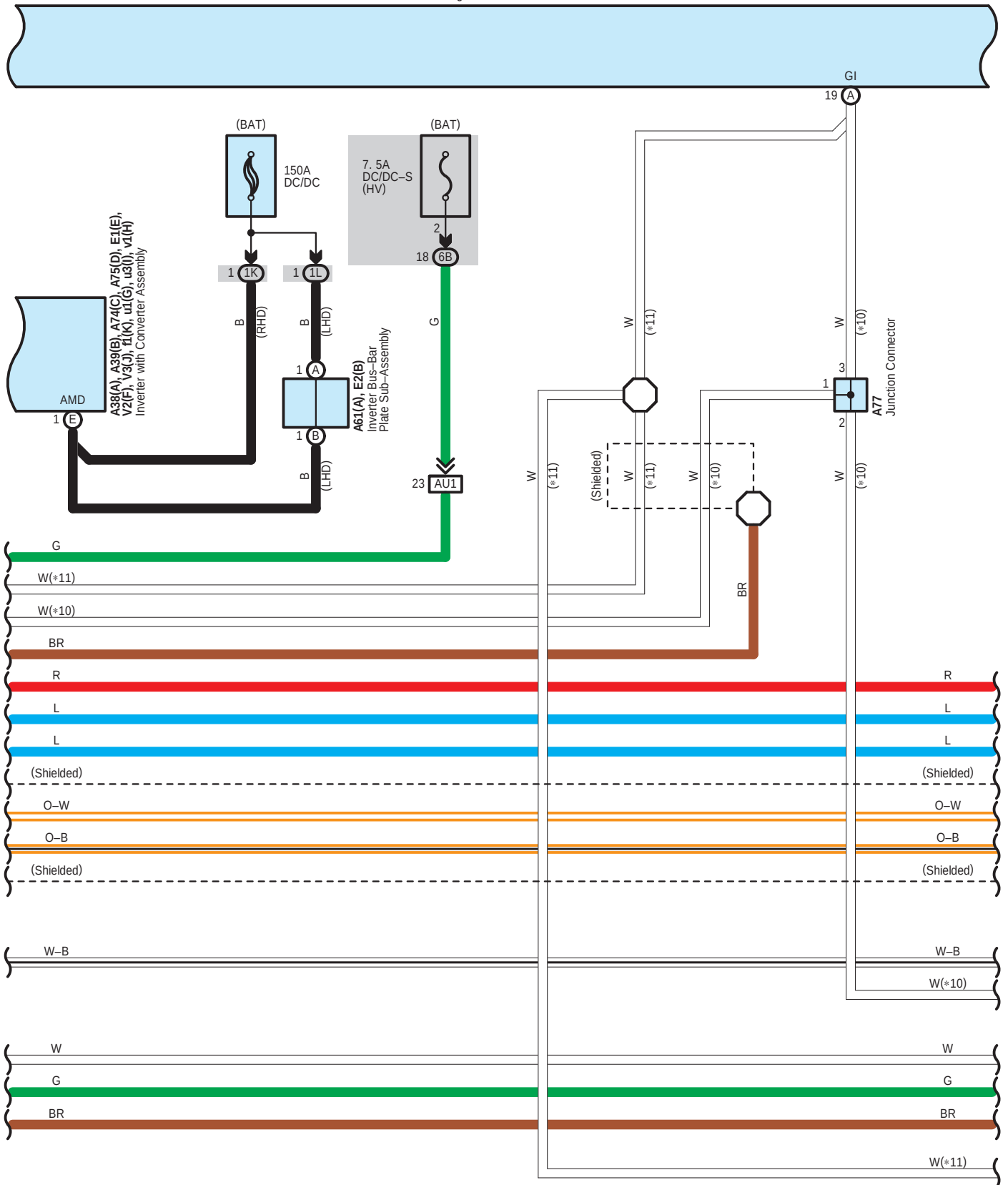
A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU

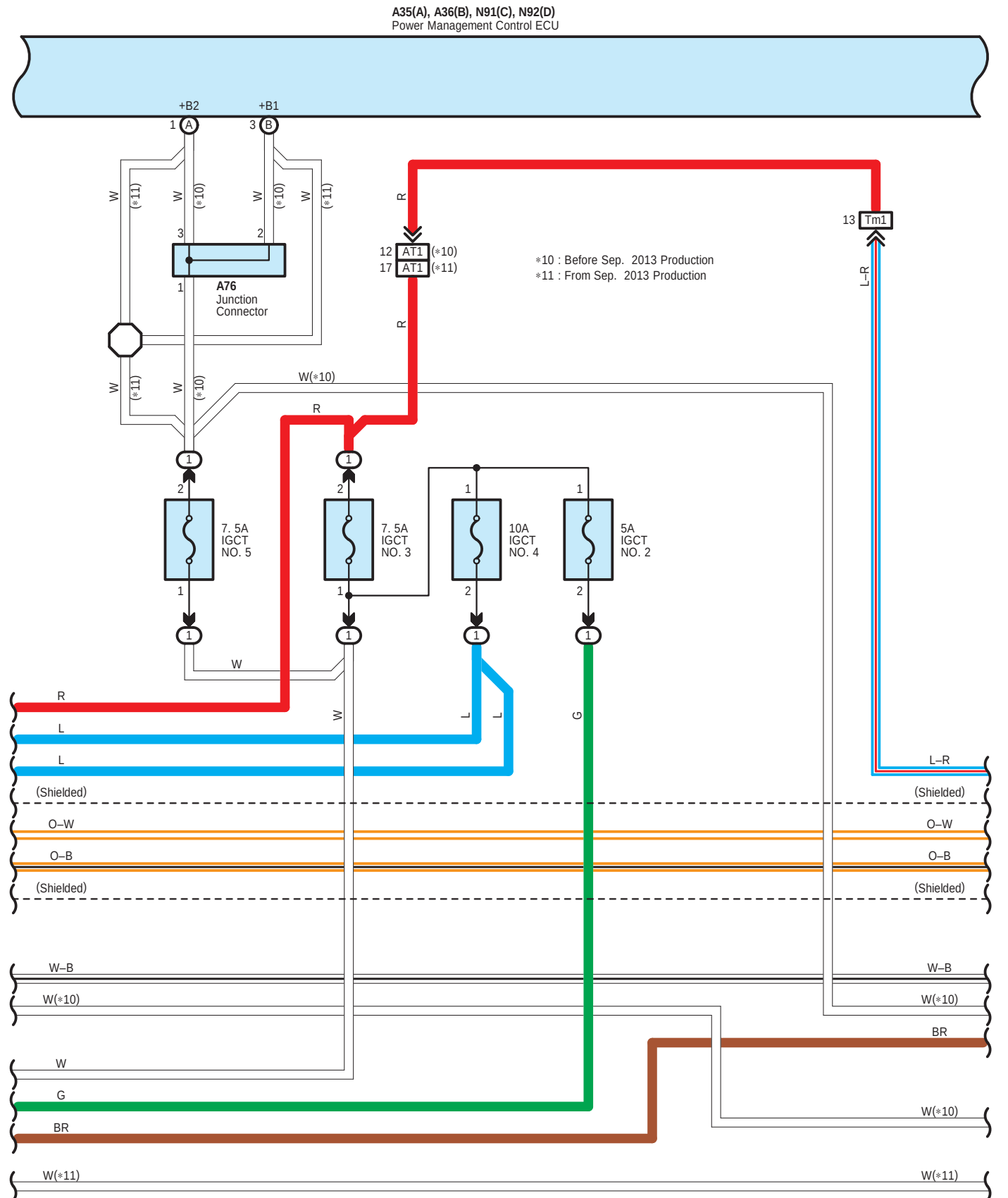


A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU

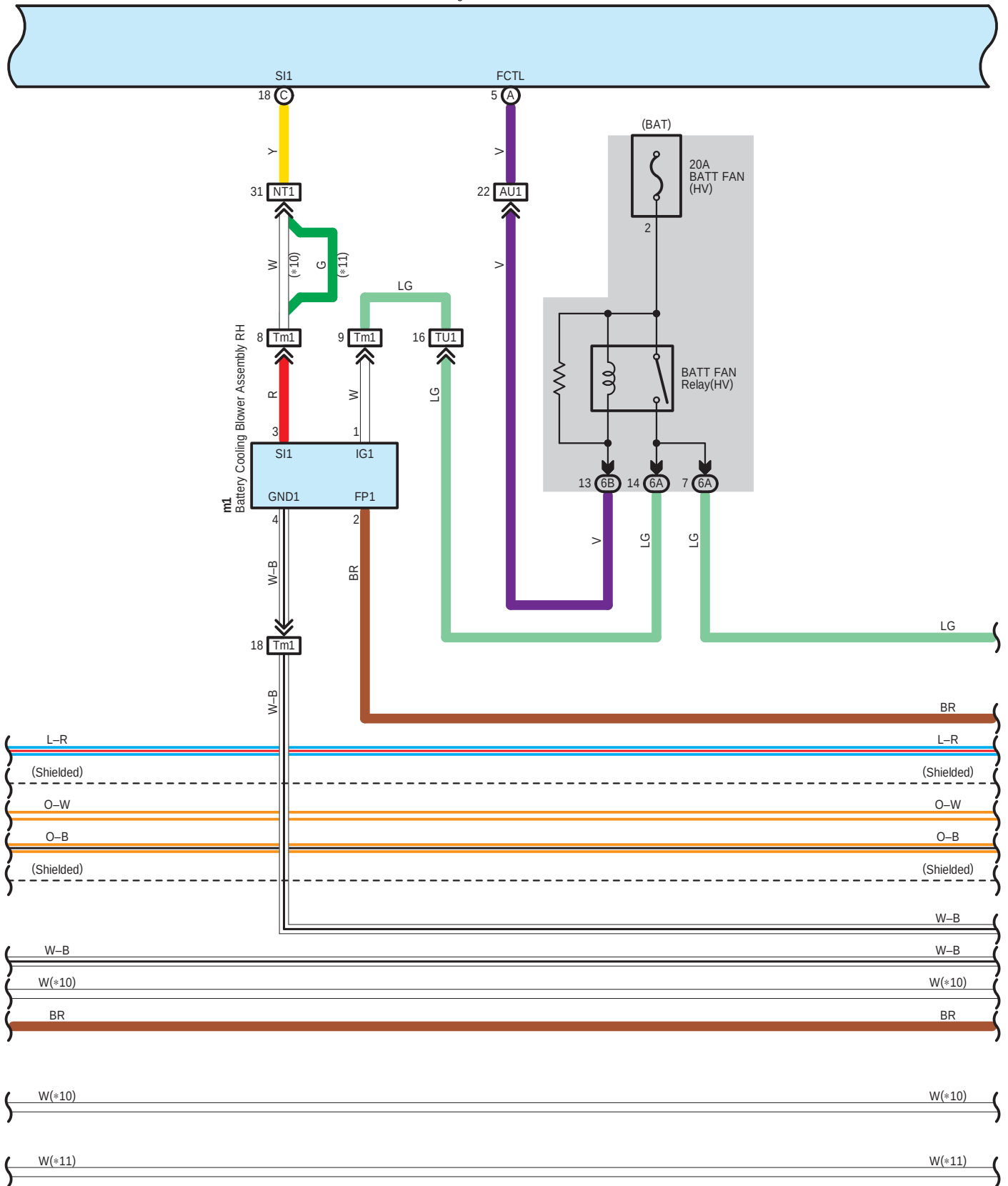


A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU

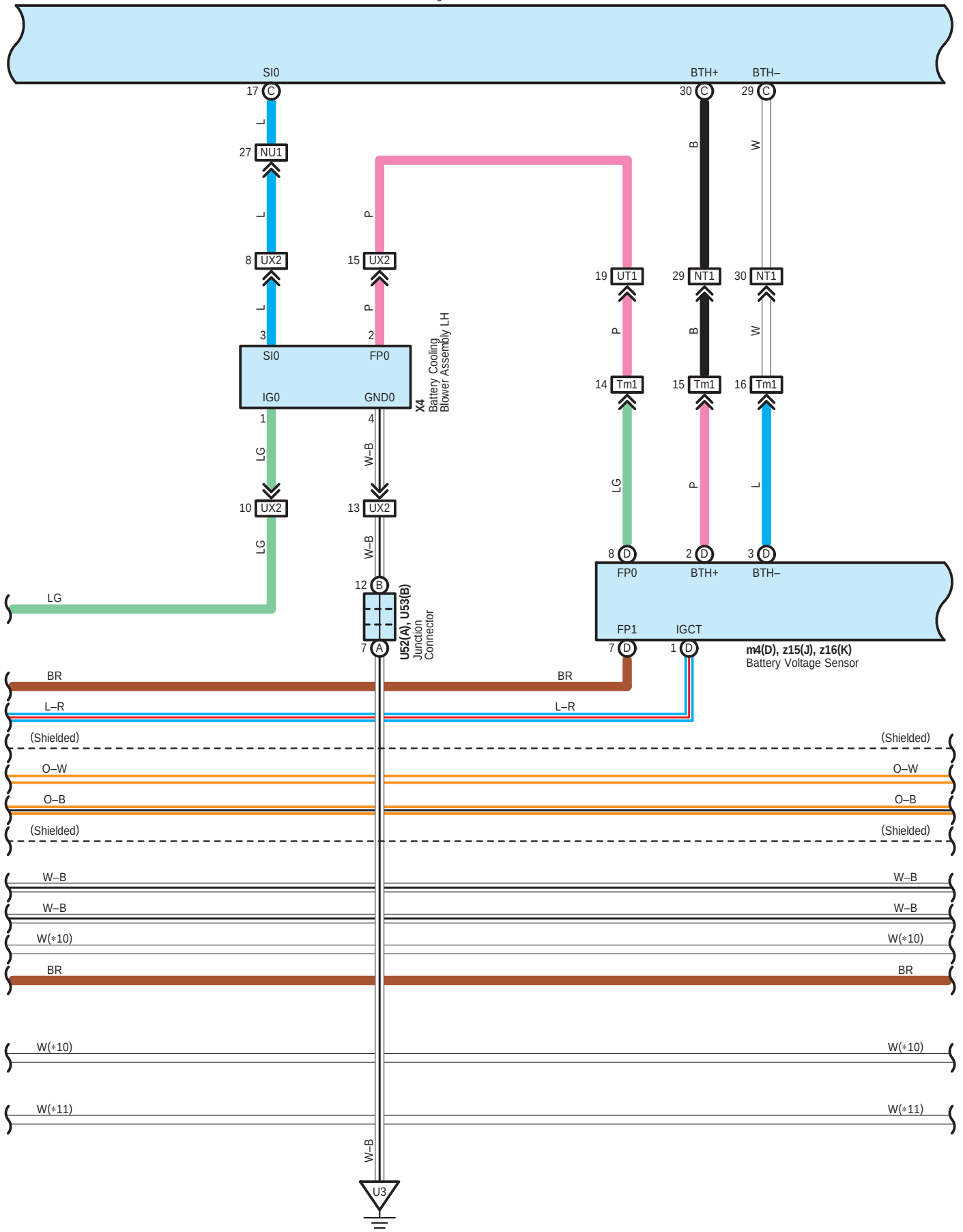




A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU



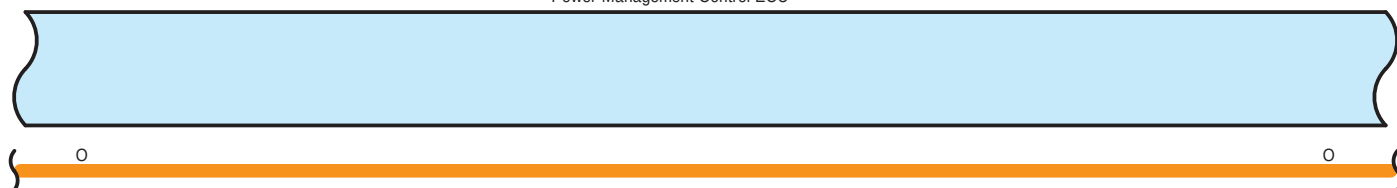
A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU



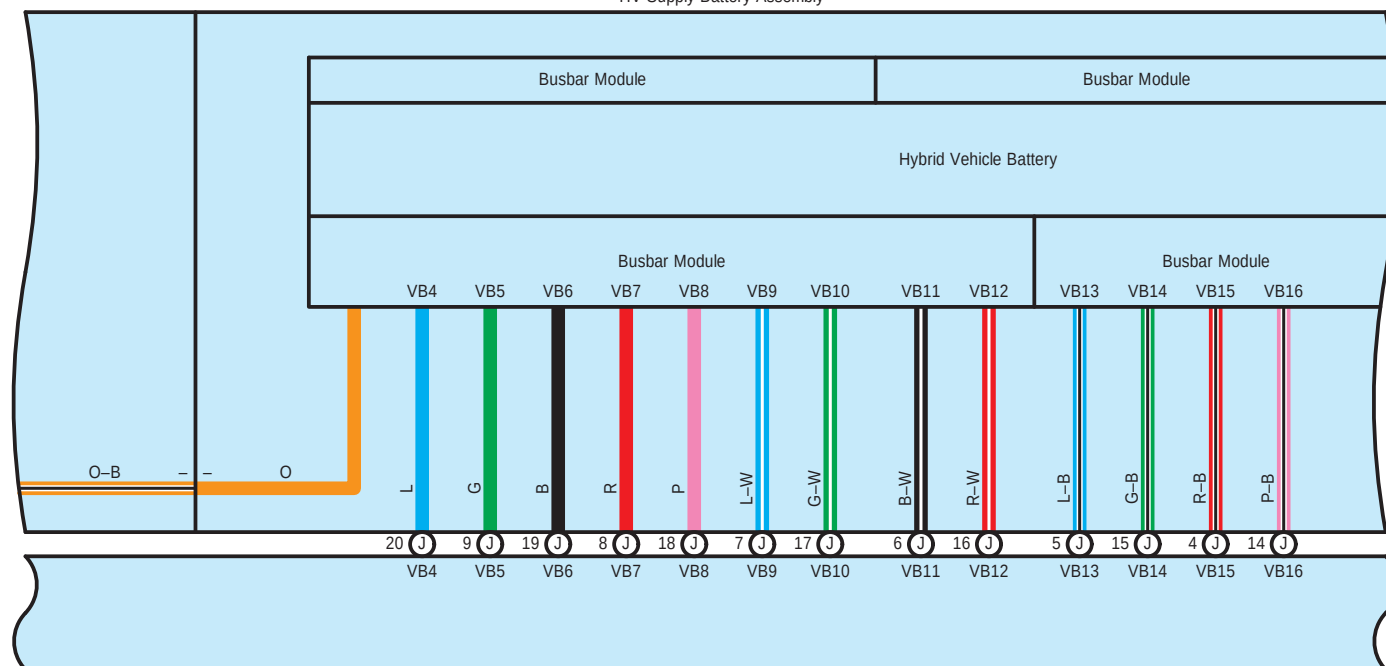


*10 : Before Sep. 2013 Production
*11 : From Sep. 2013 Production

A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU



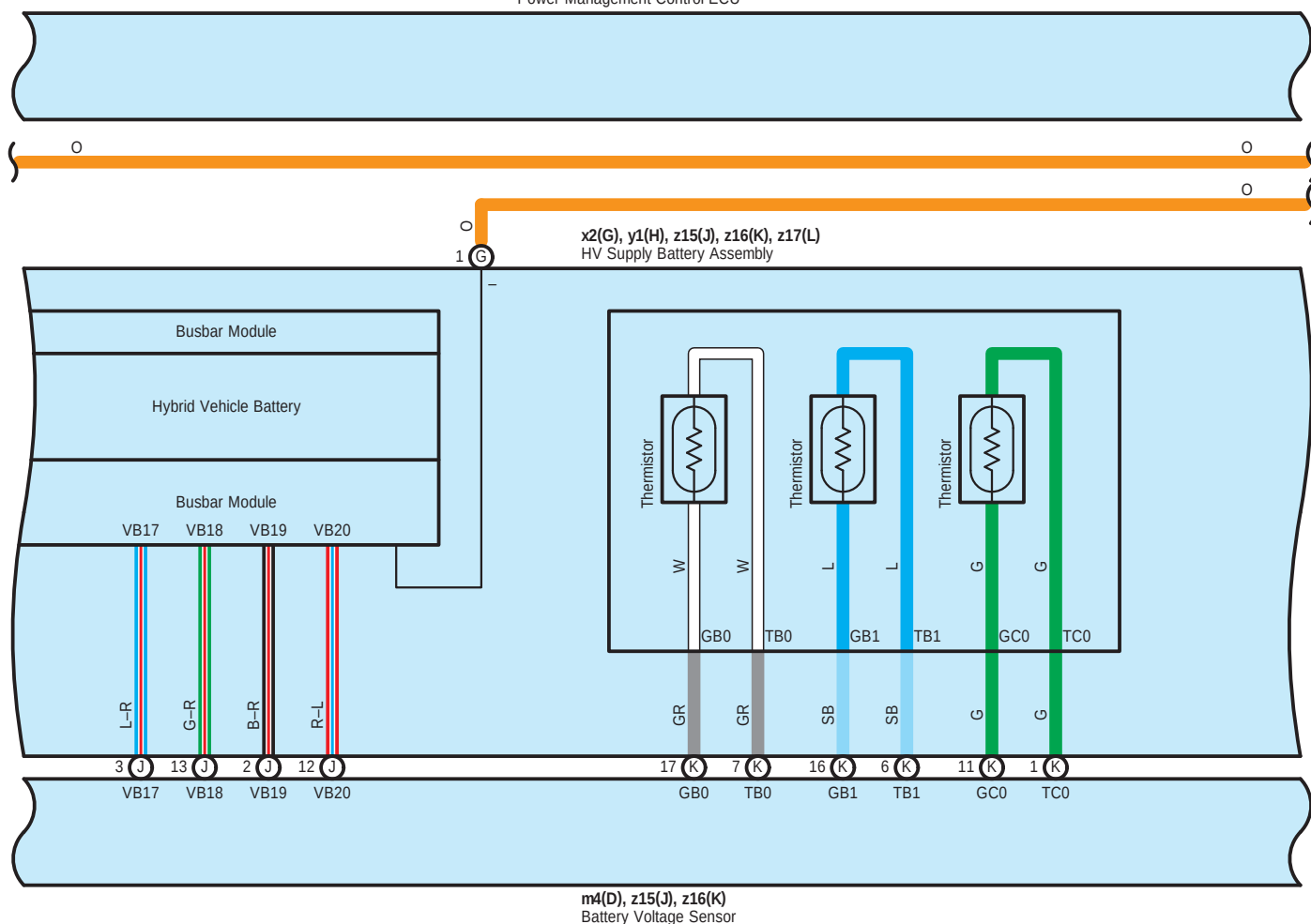
x2(G), y1(H), z15(J), z16(K), z17(L)
HV Supply Battery Assembly



m4(D), z15(J), z16(K)
Battery Voltage Sensor

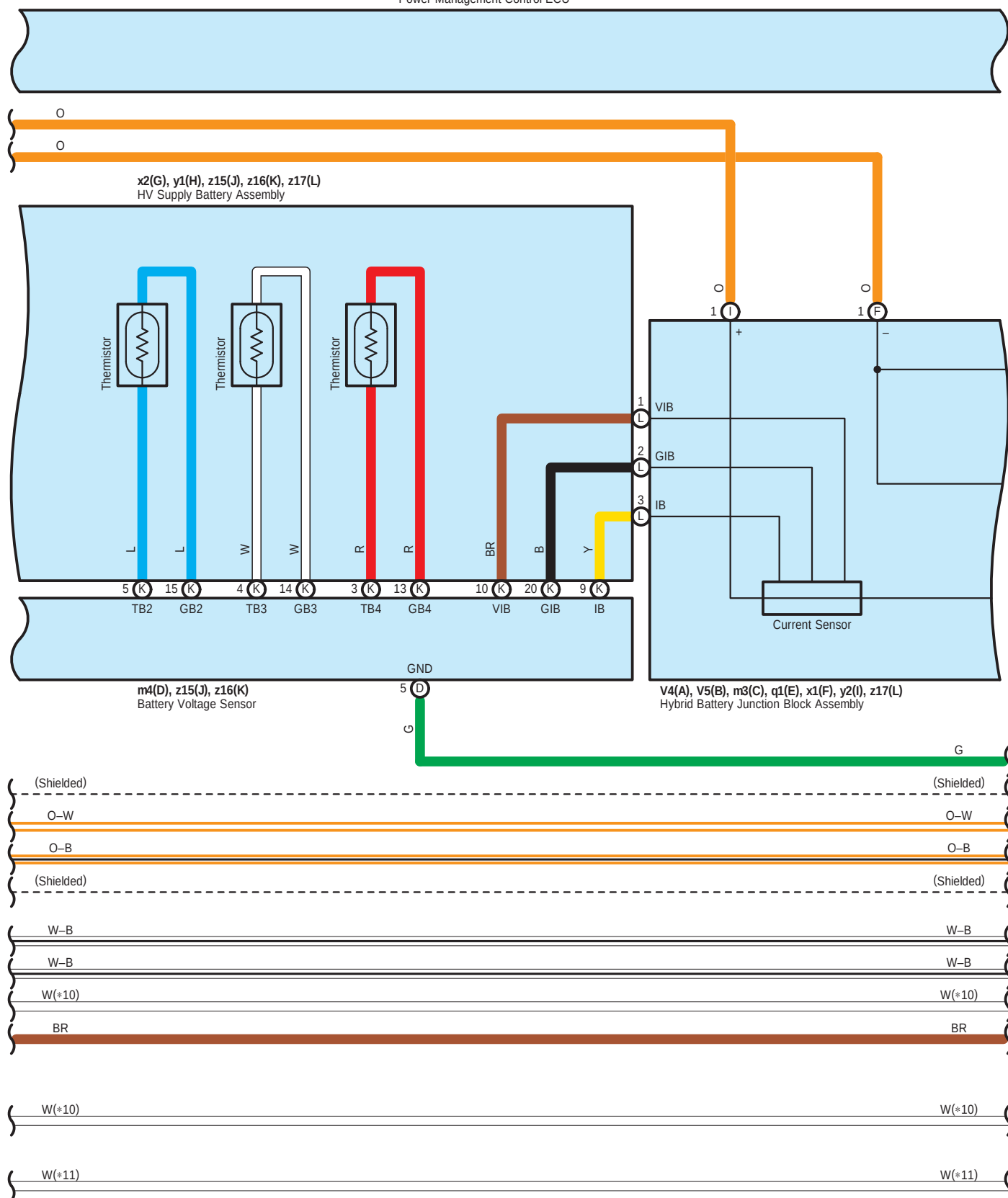


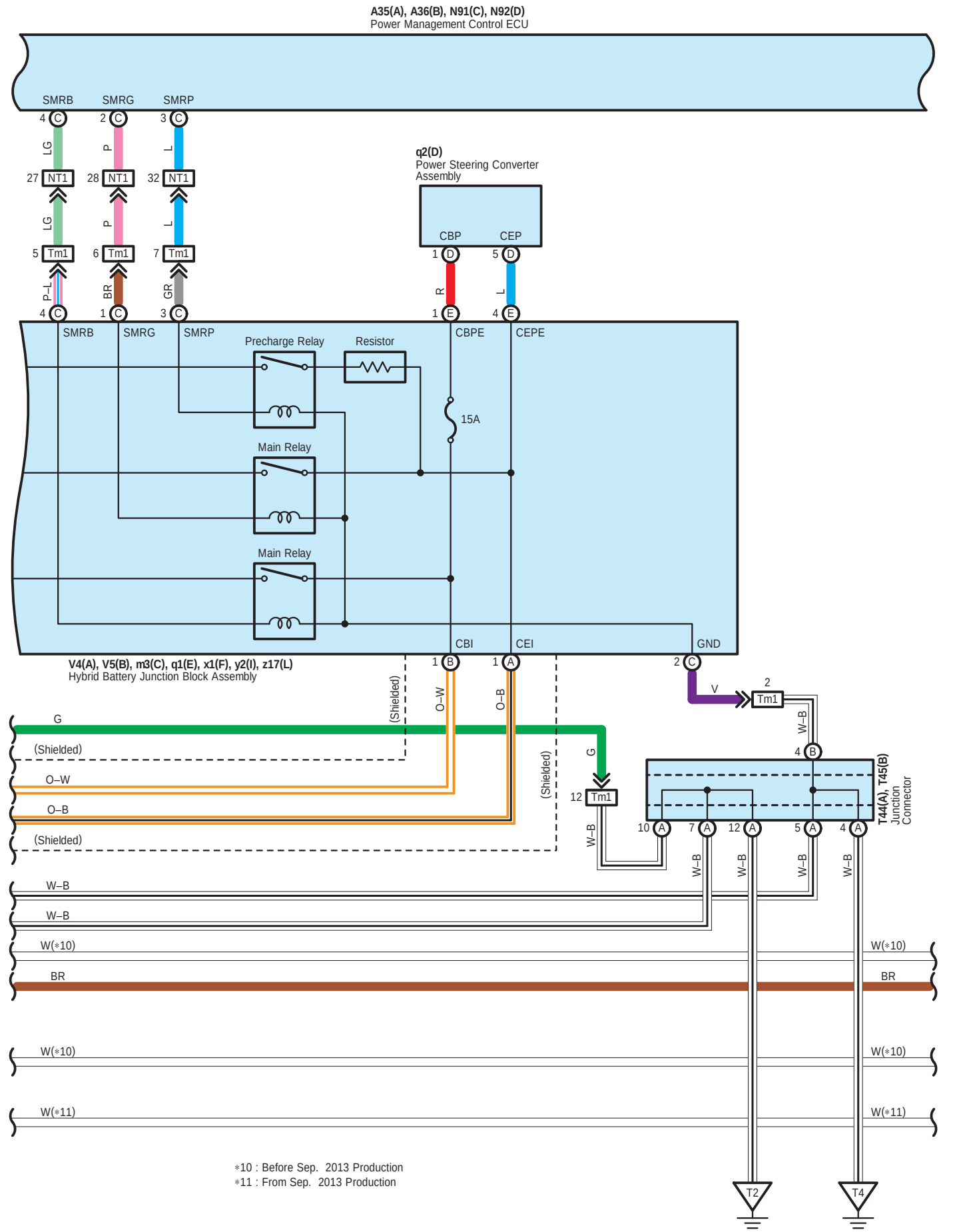
A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU



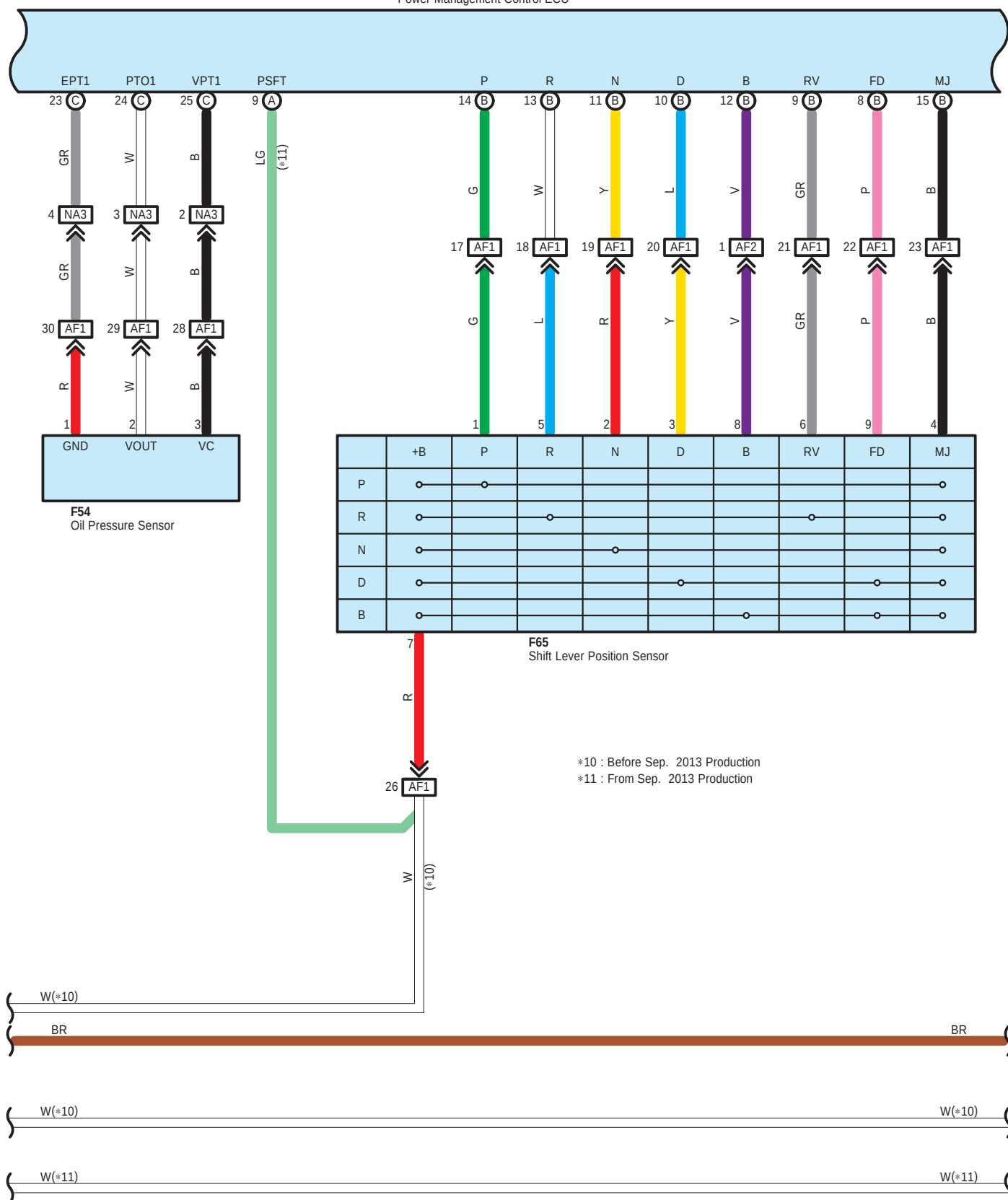
*10 : Before Sep. 2013 Production
*11 : From Sep. 2013 Production

A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU

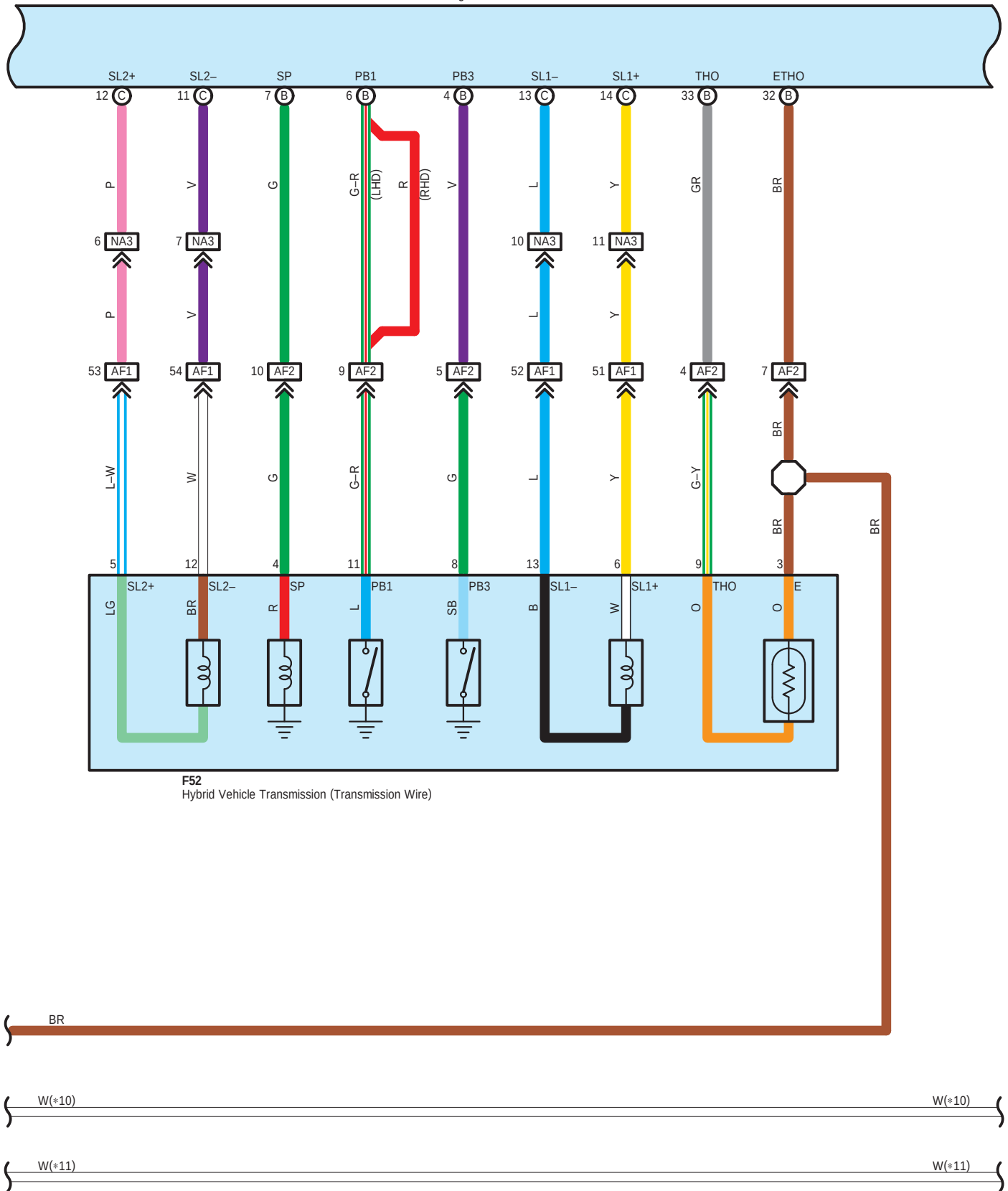




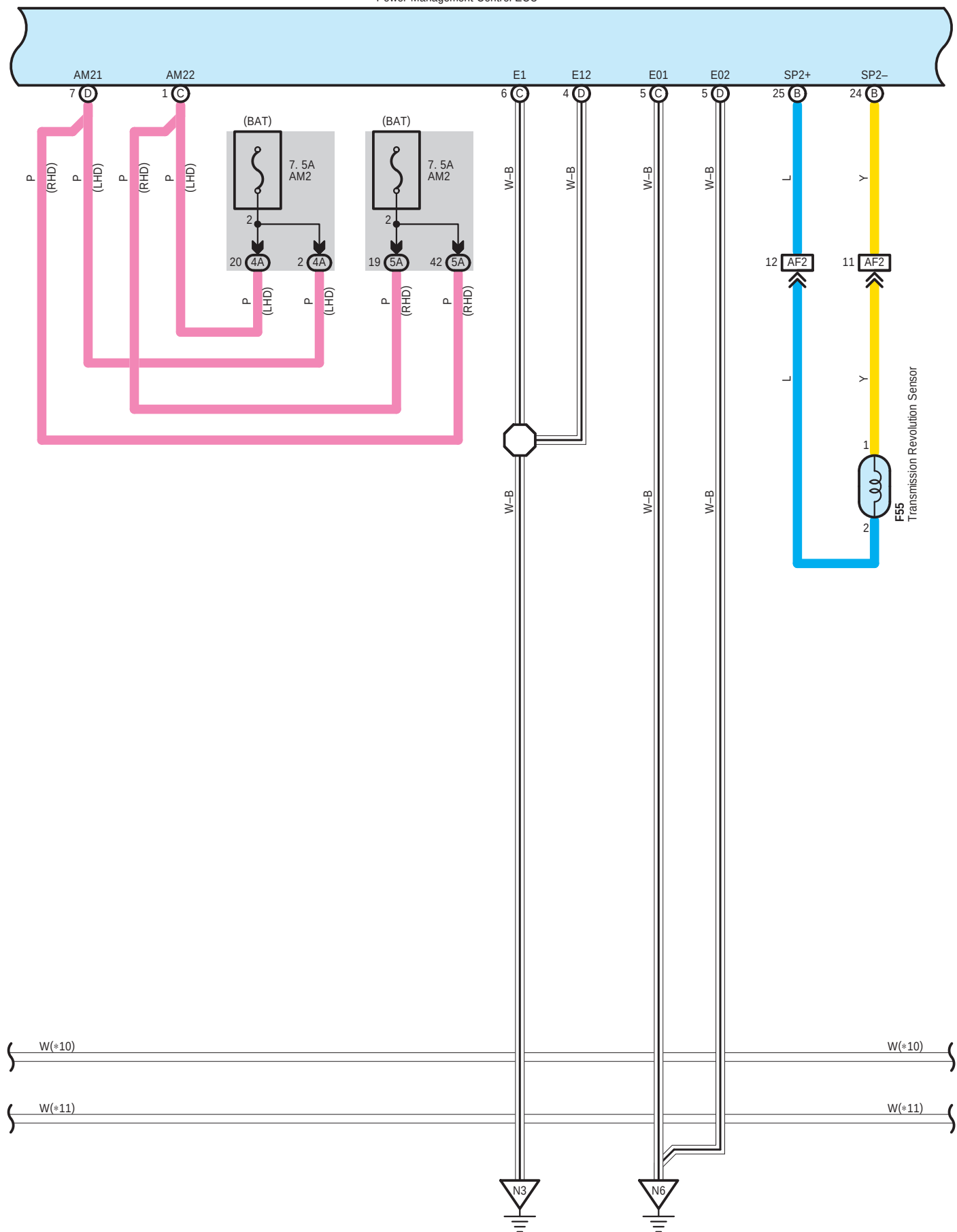
A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU



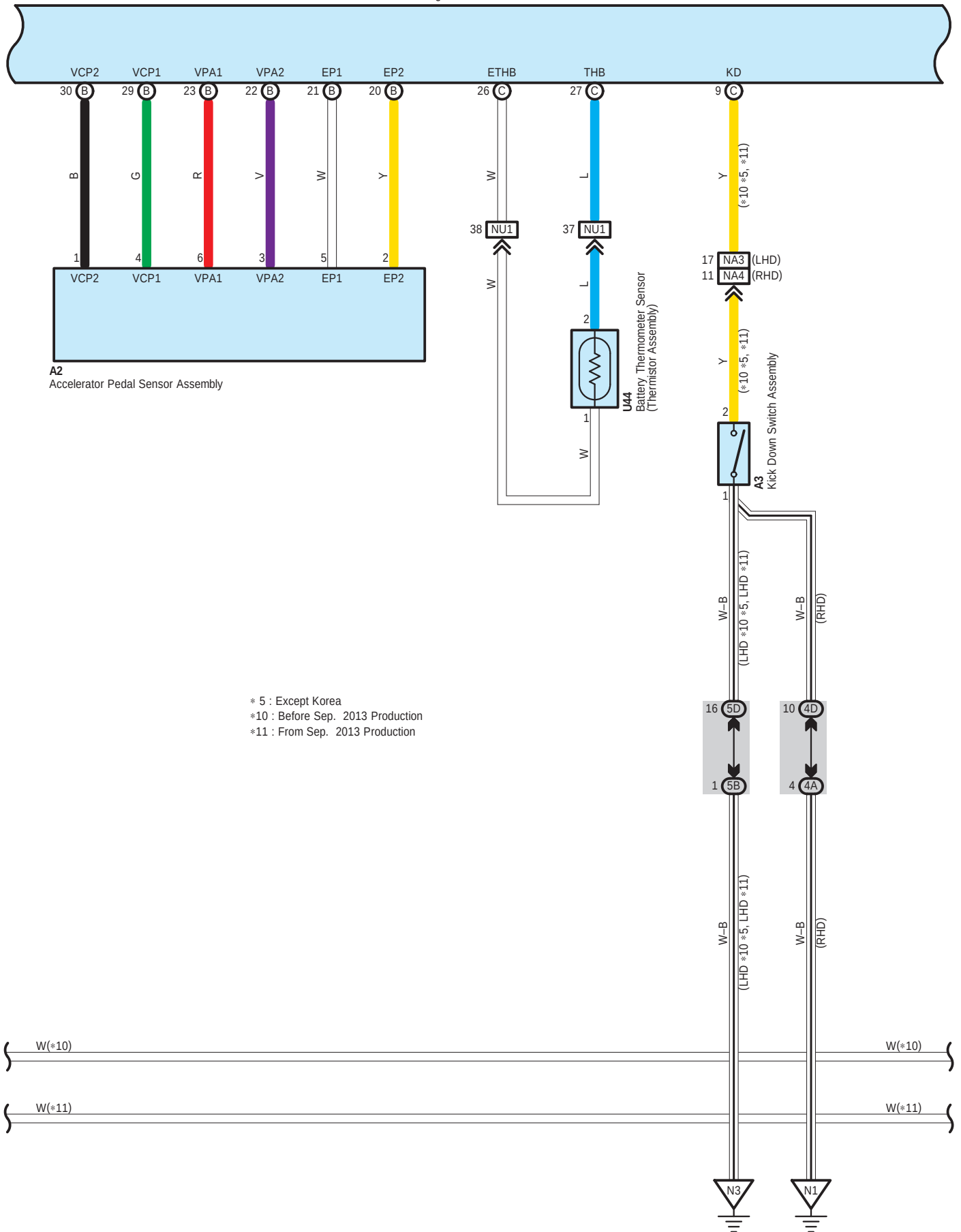
A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU



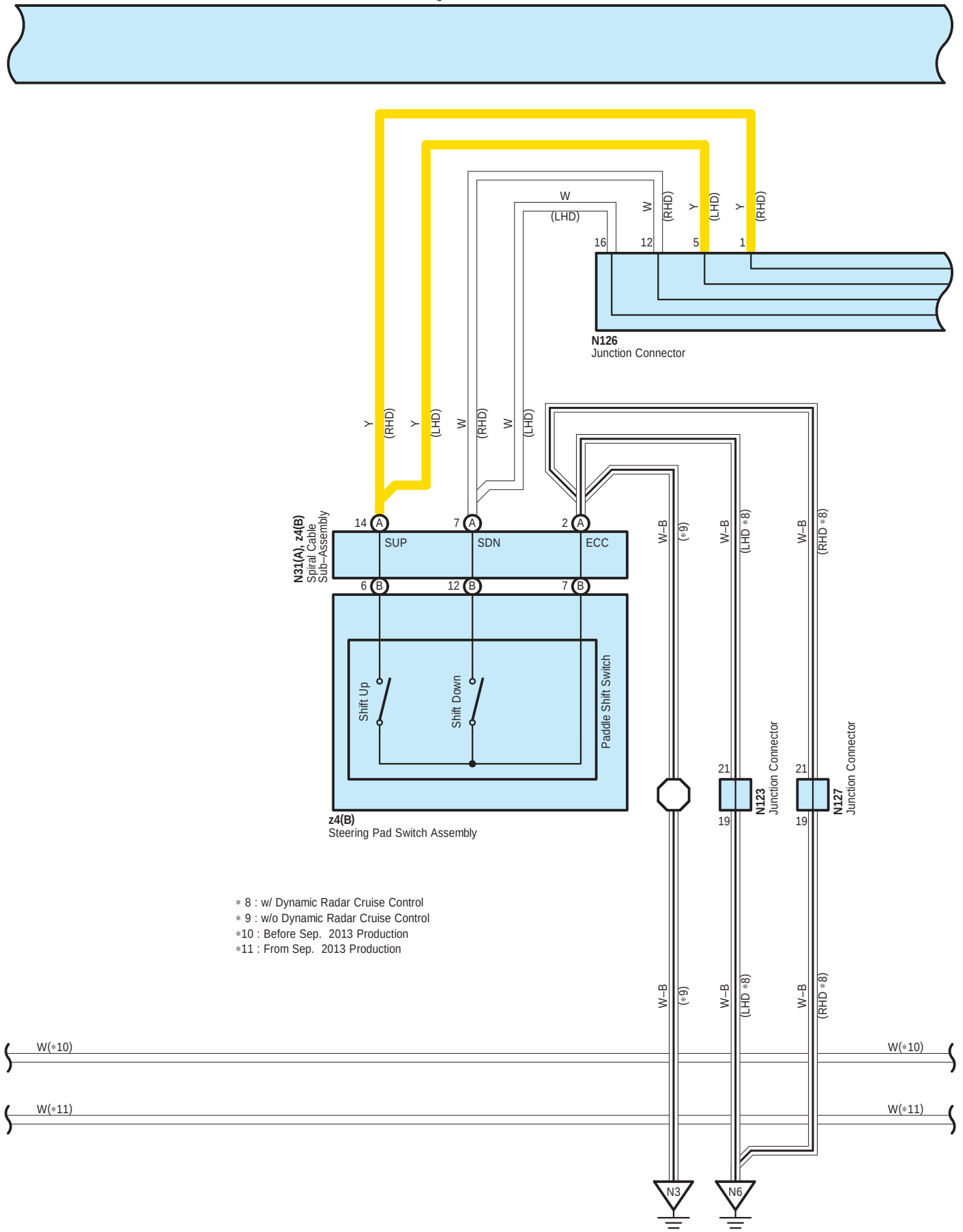
A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU

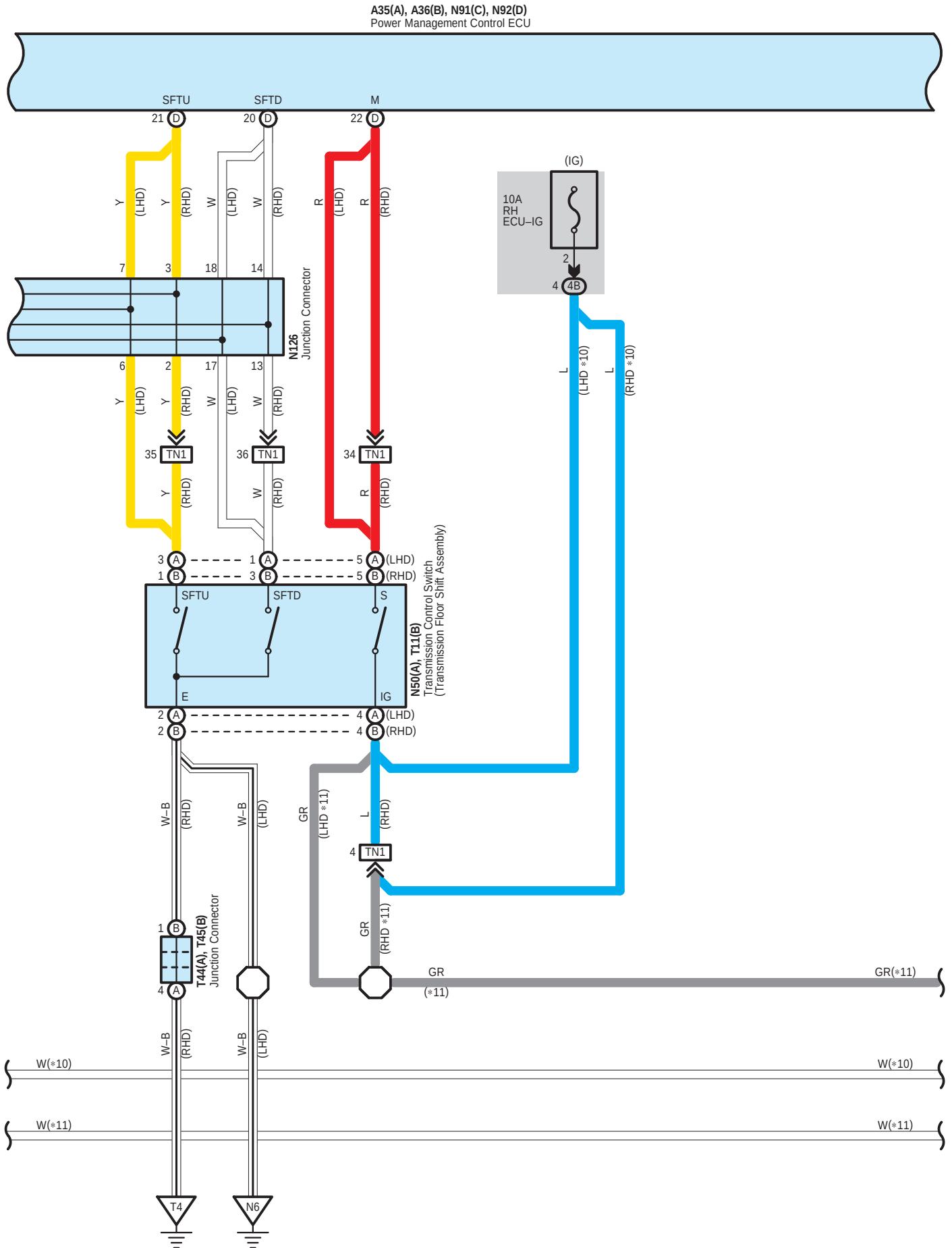


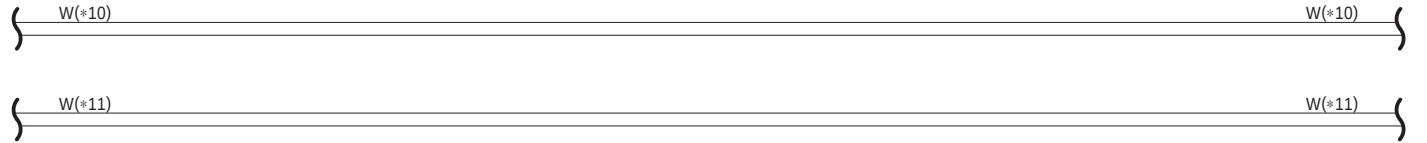
A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU



A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU

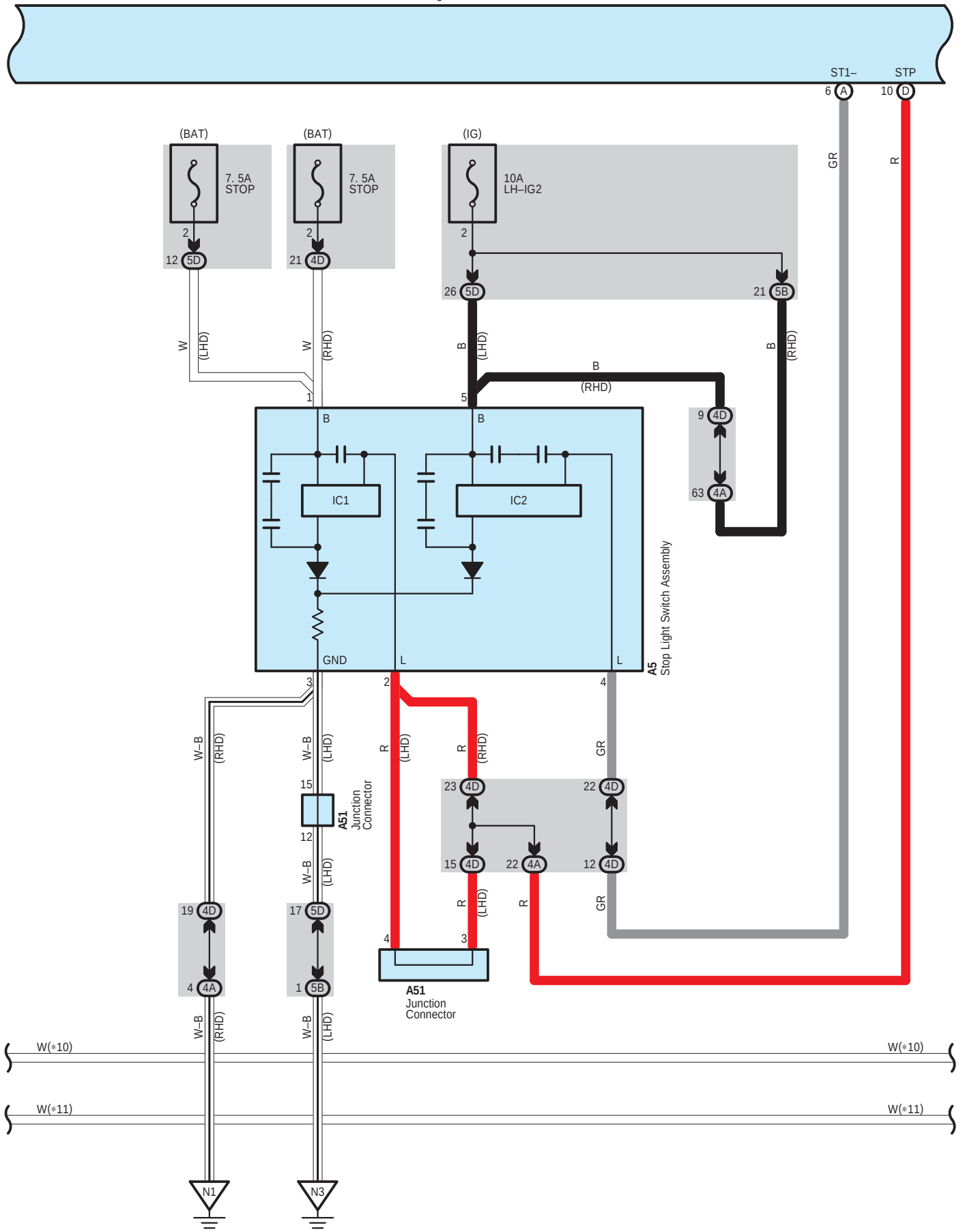




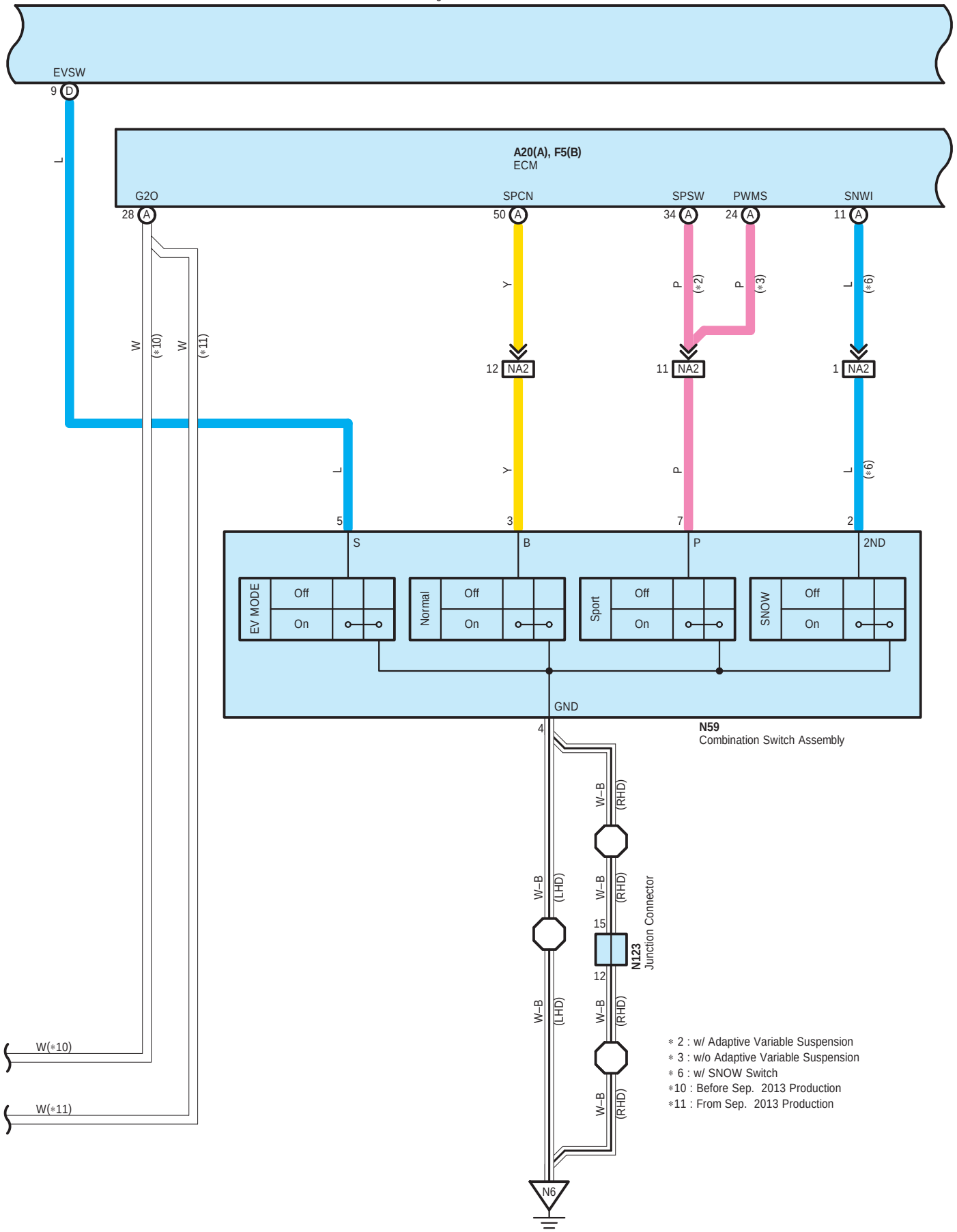


*10 : Before Sep. 2013 Production
*11 : From Sep. 2013 Production

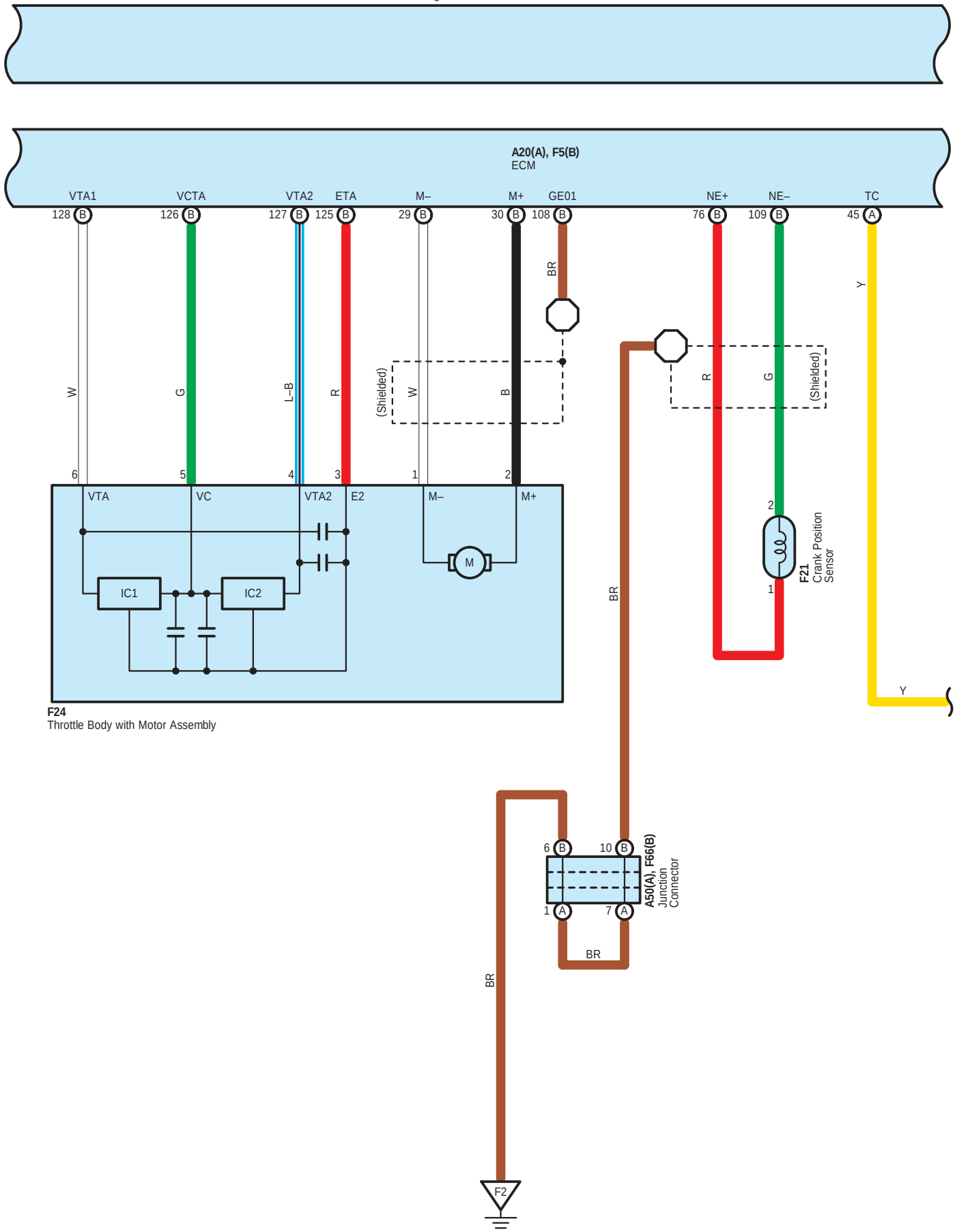
A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU

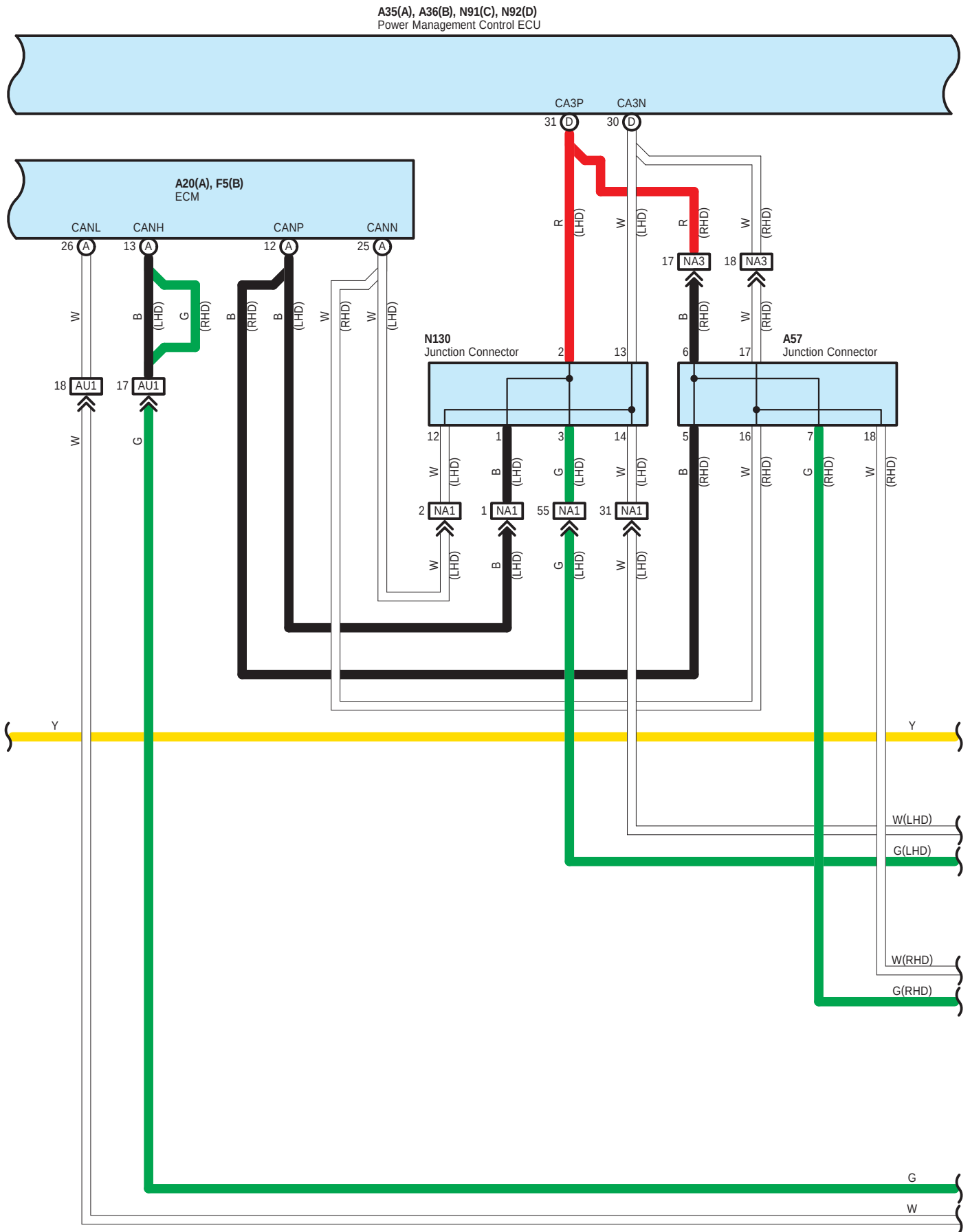


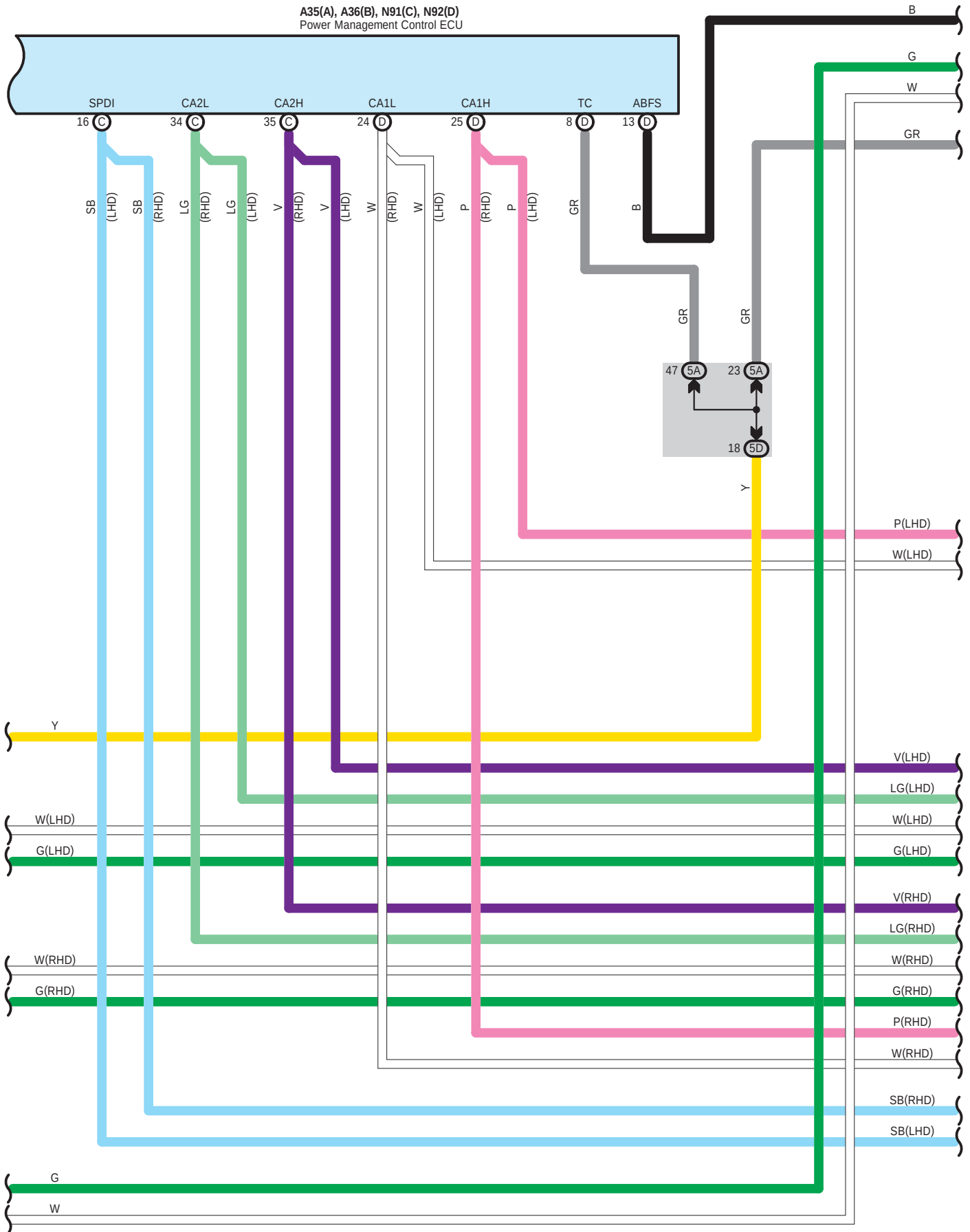
A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU

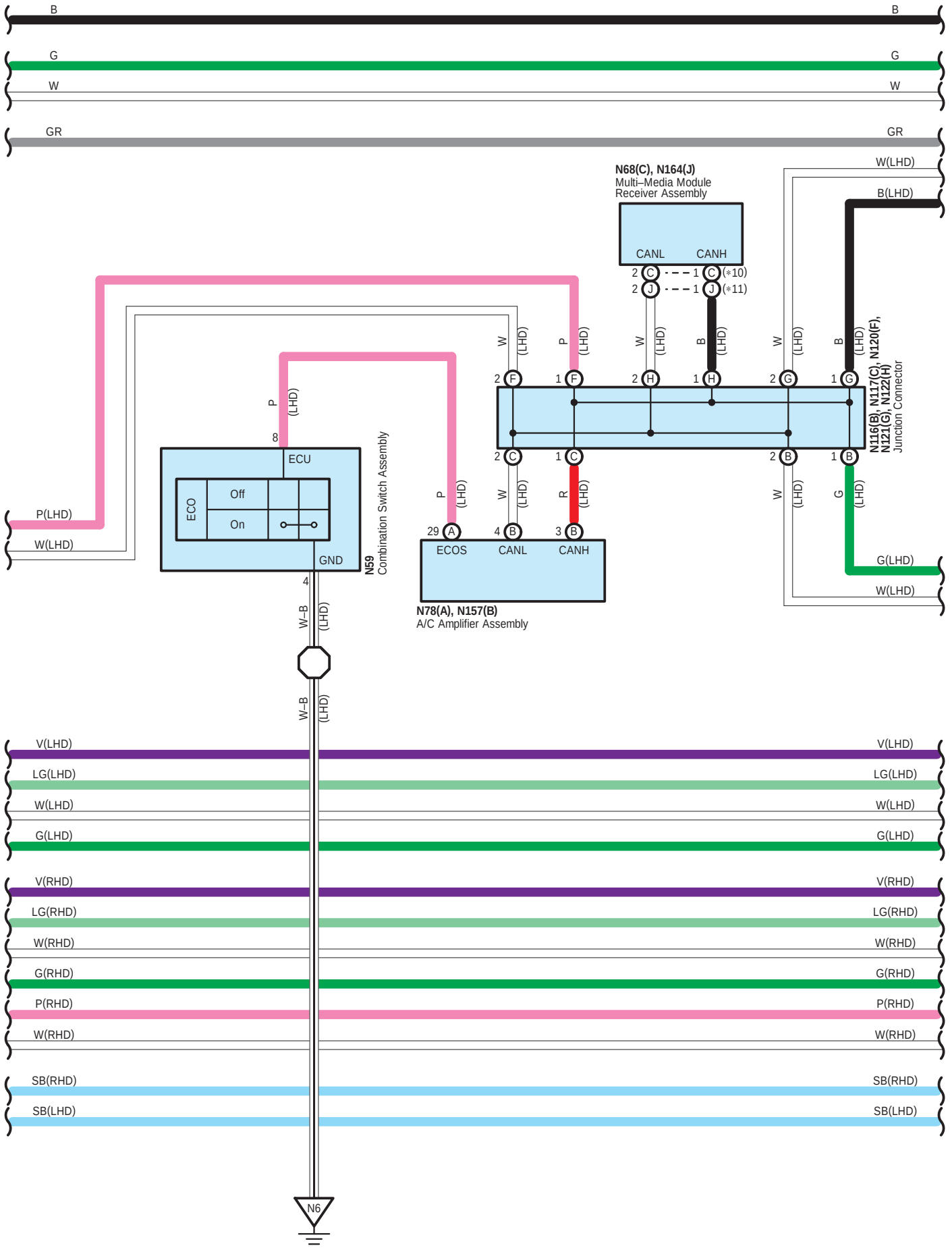


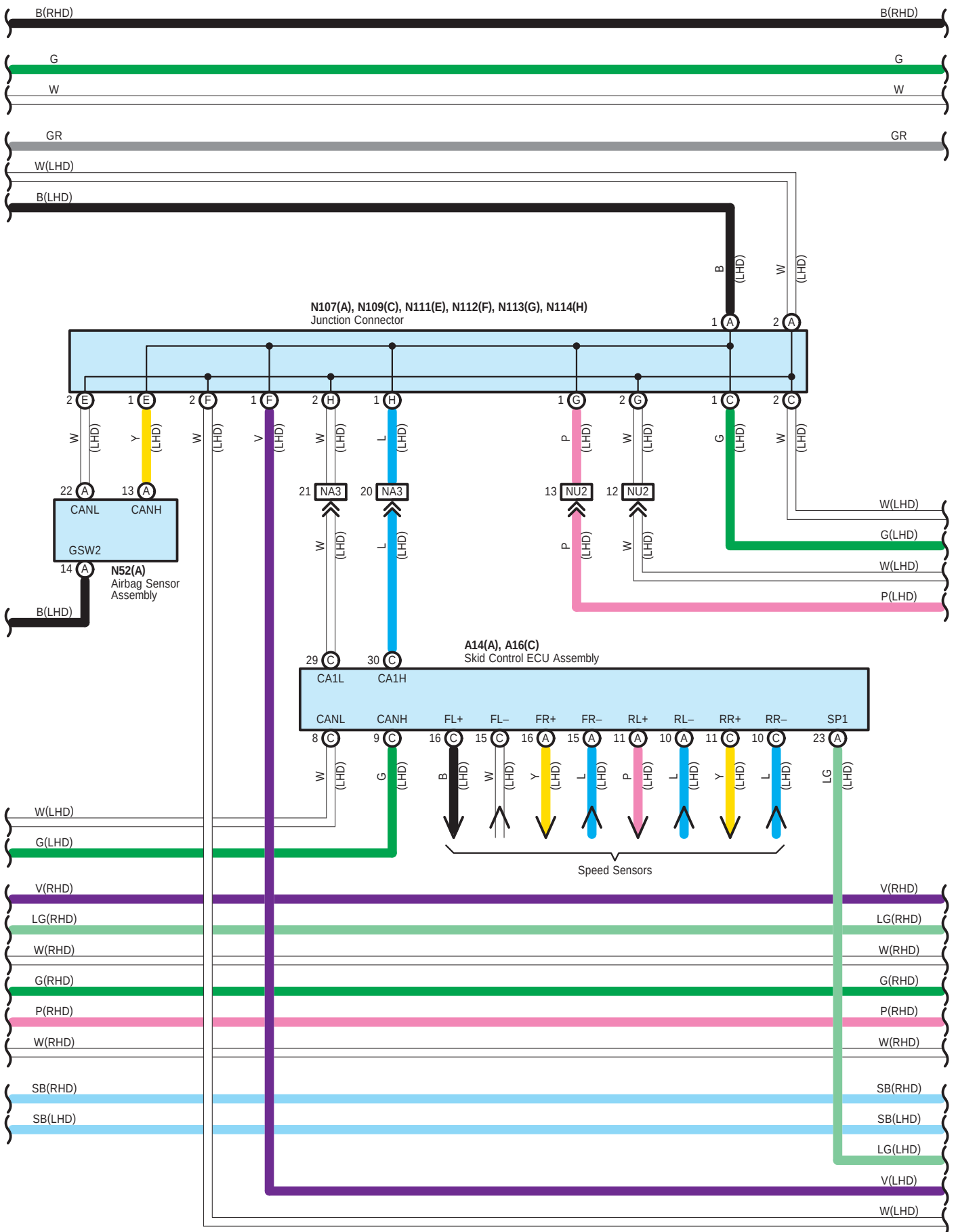
A35(A), A36(B), N91(C), N92(D)
Power Management Control ECU

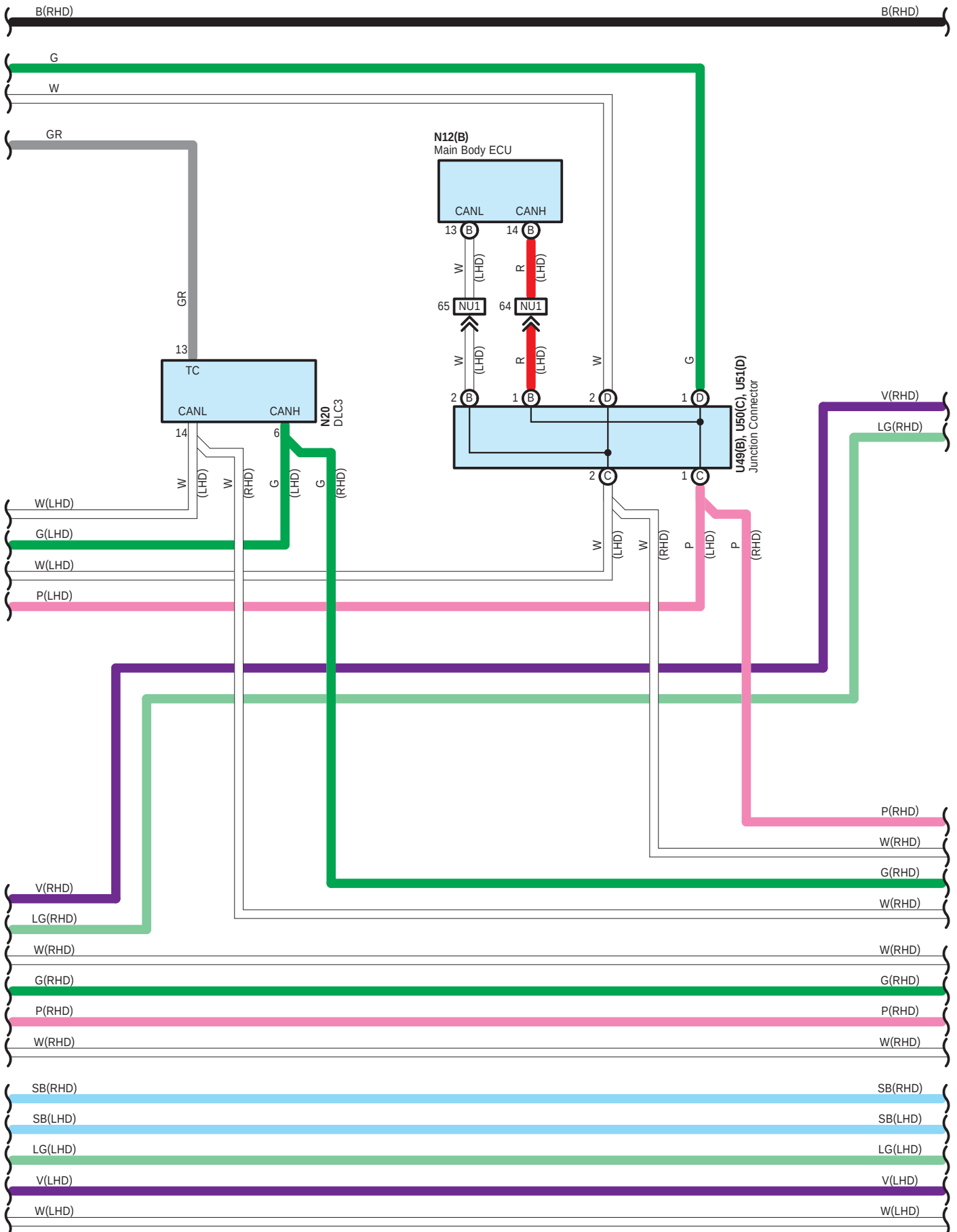


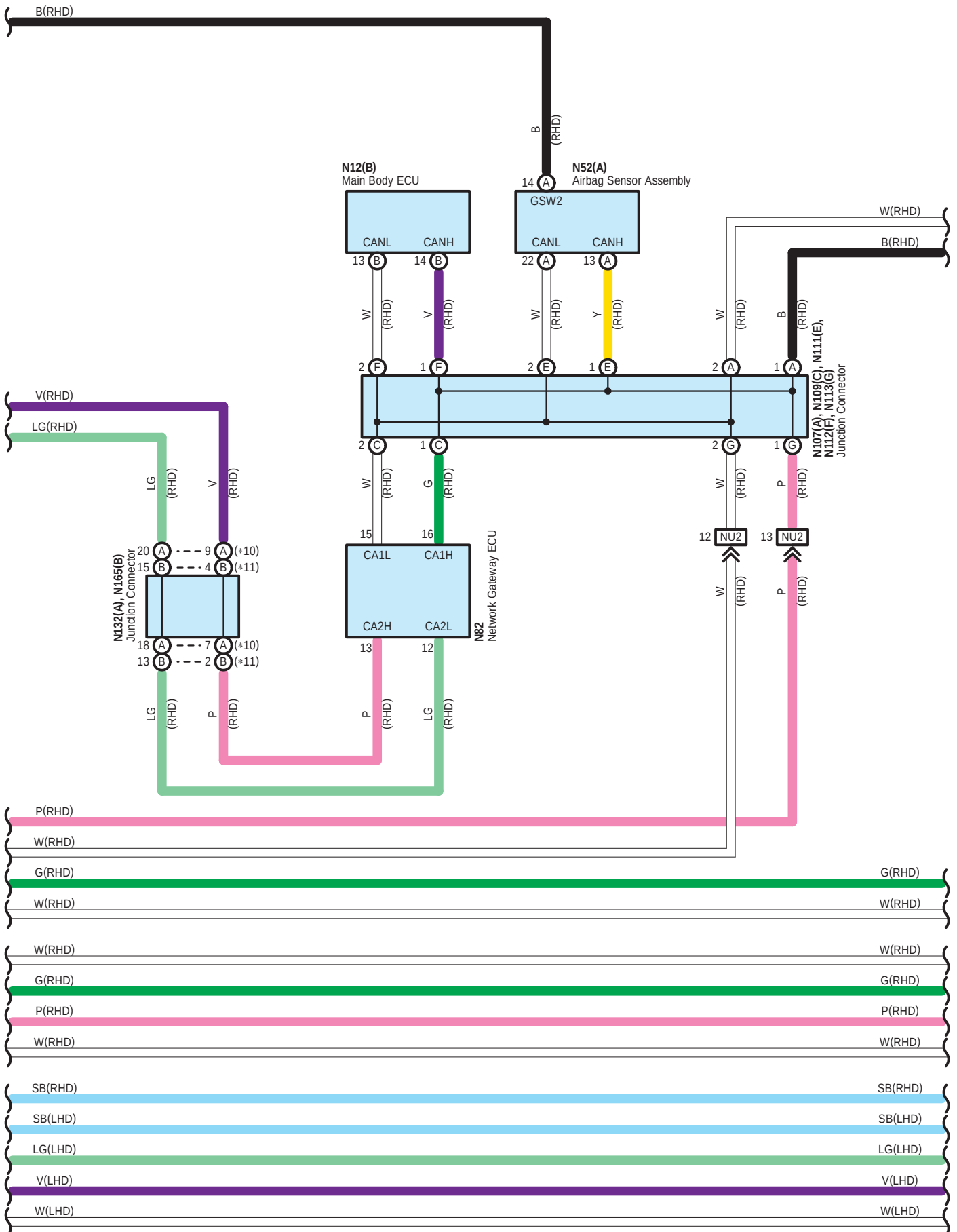




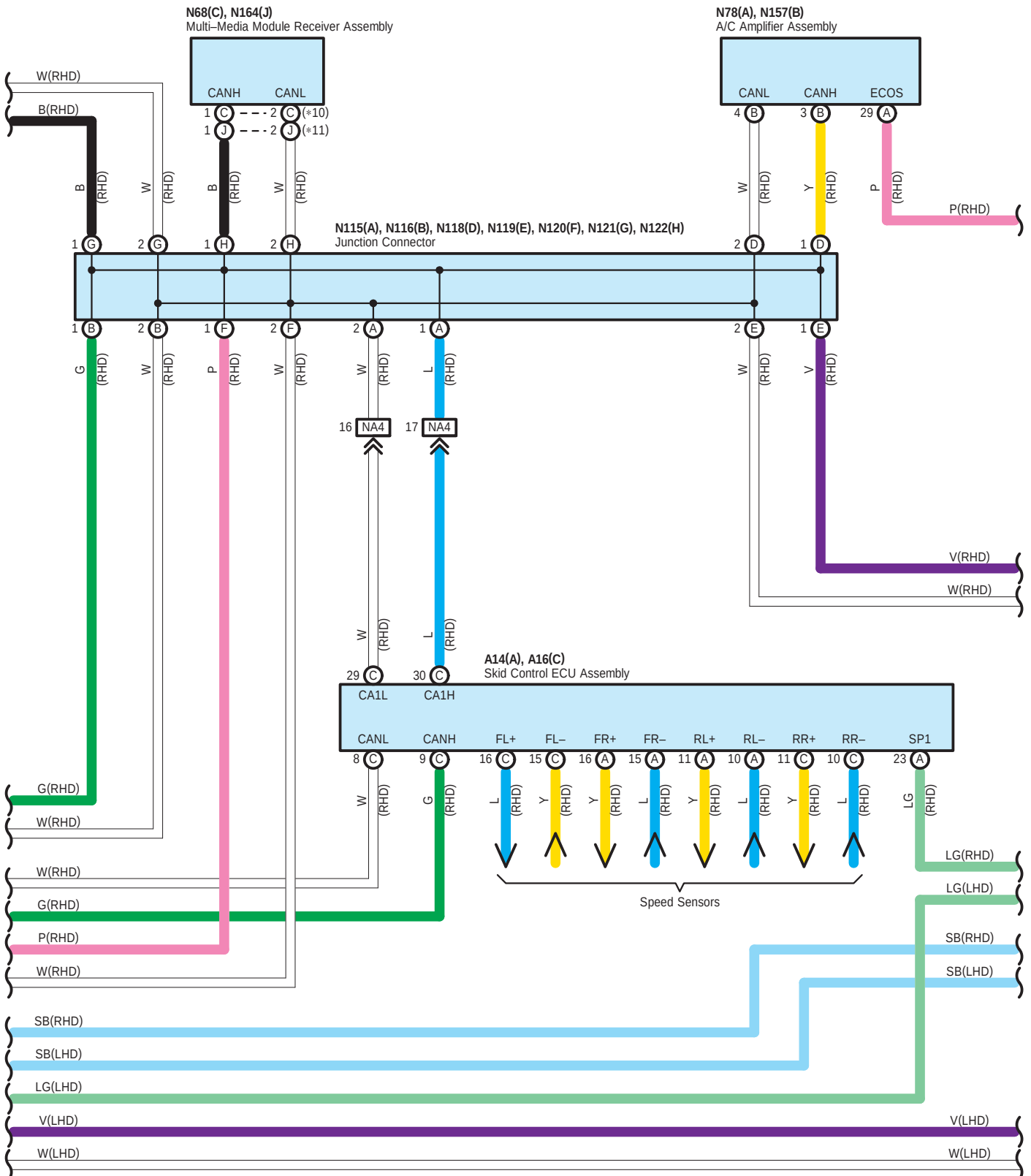






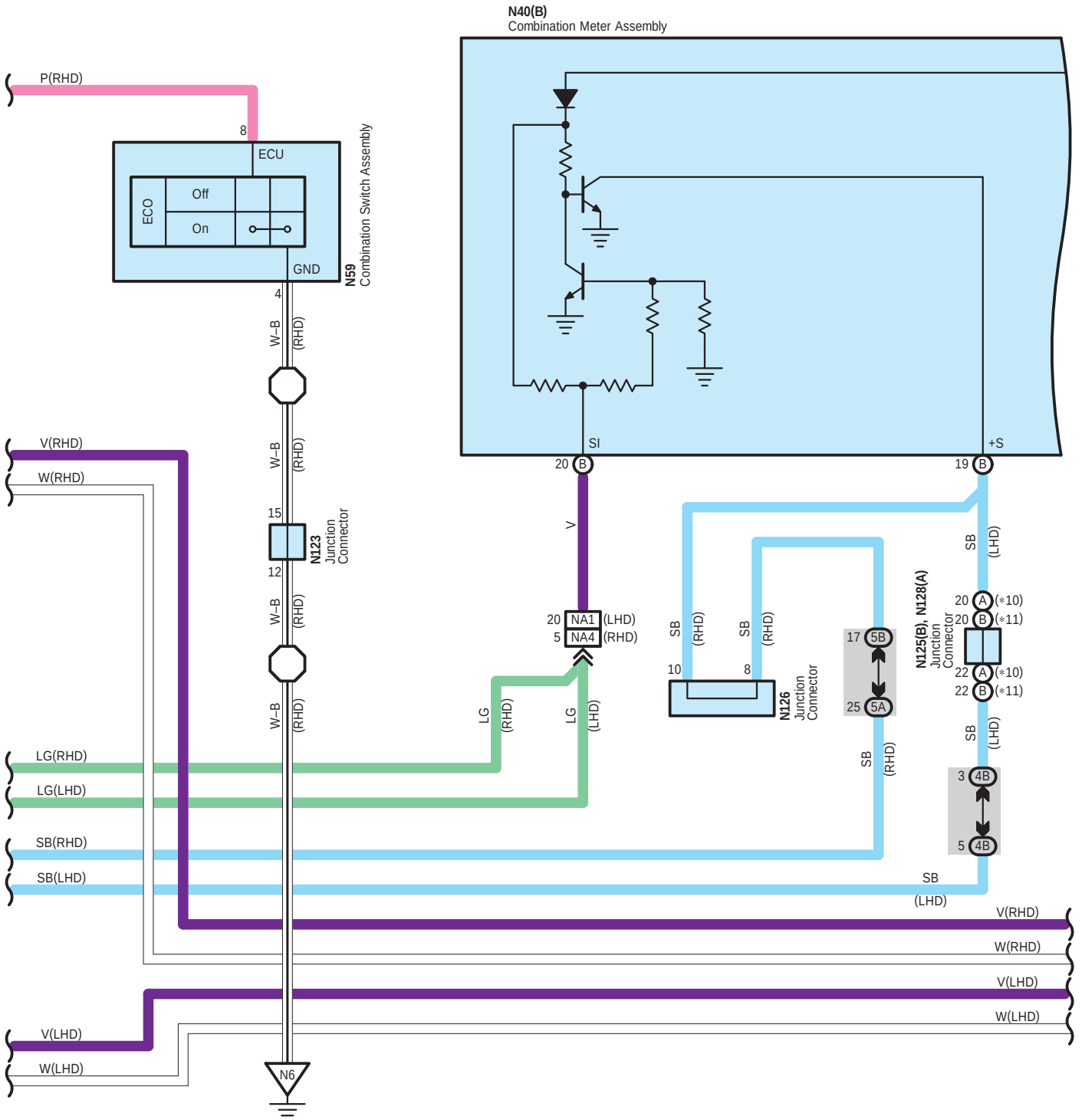


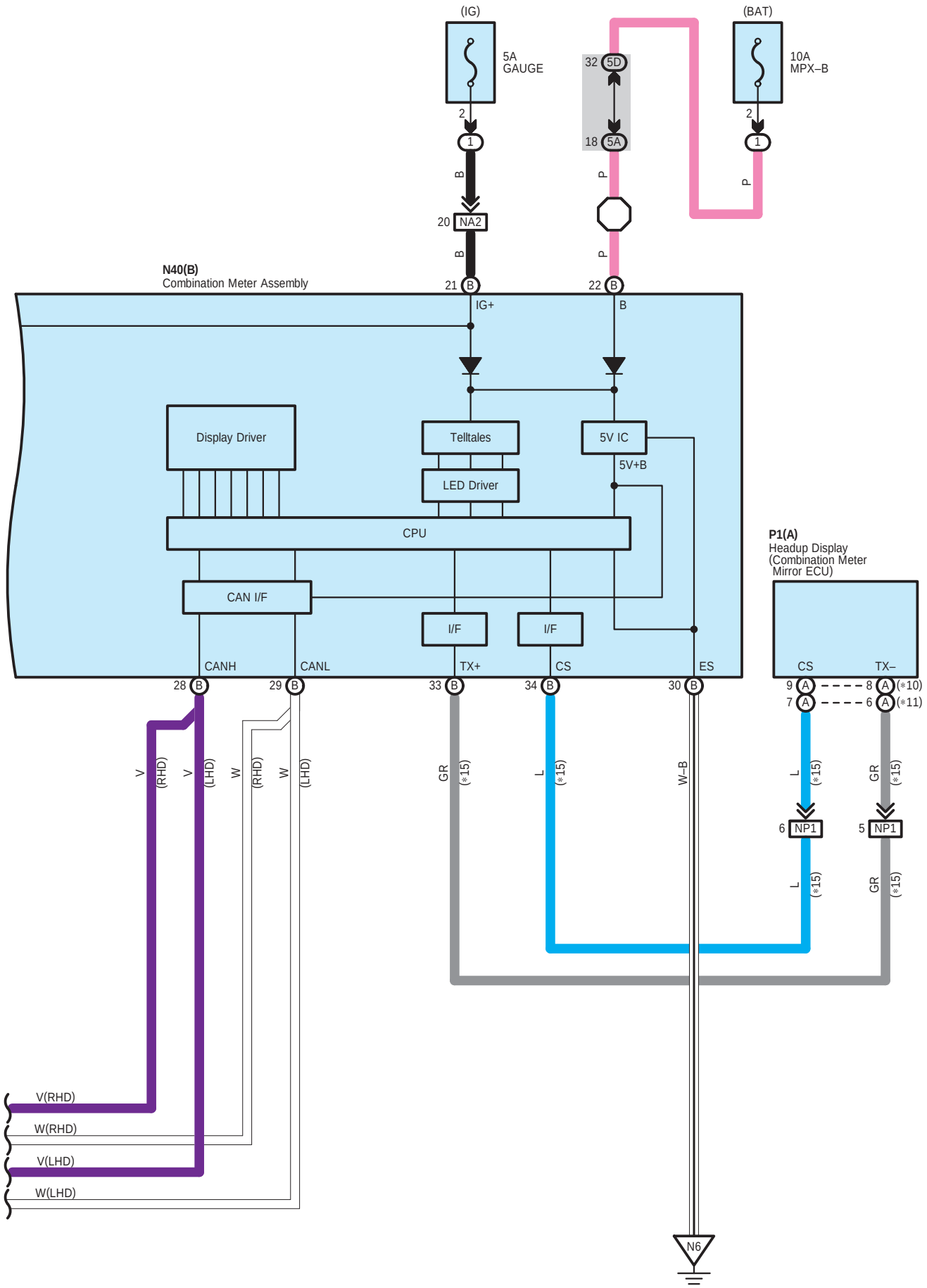
*10 : Before Sep. 2013 Production
*11 : From Sep. 2013 Production



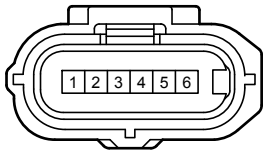
*15 : w/ Headup Display

15. W/ Headup Display

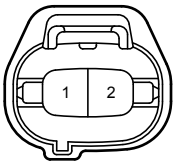




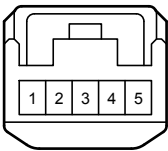
A 2
Black



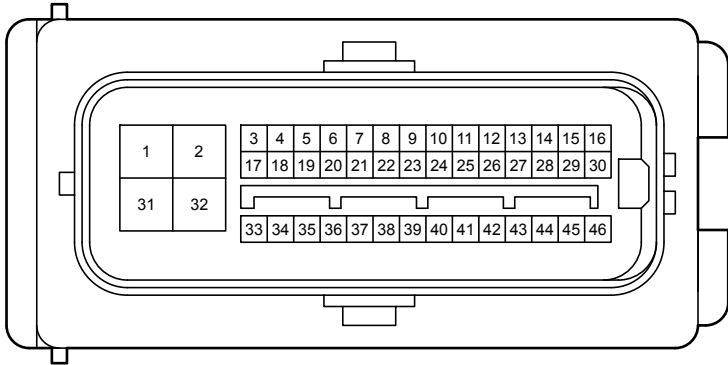
A 3
Black



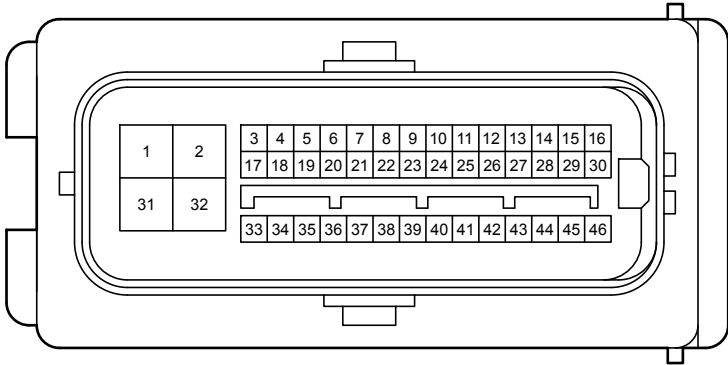
A 5
White



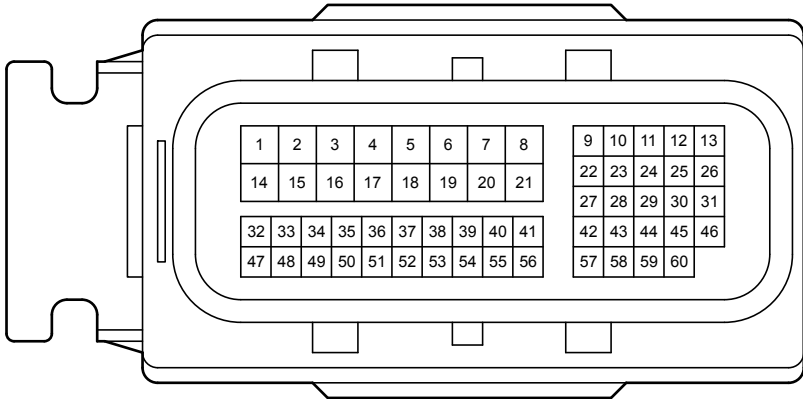
A 14
Black



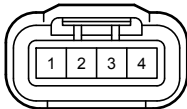
A 16
Gray



A 20
Black

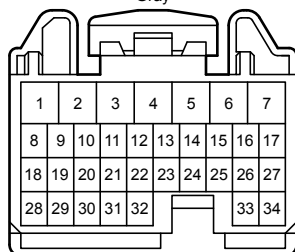


A 26
Black



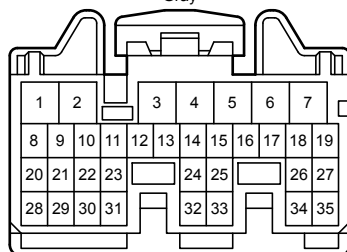
A 35

Gray



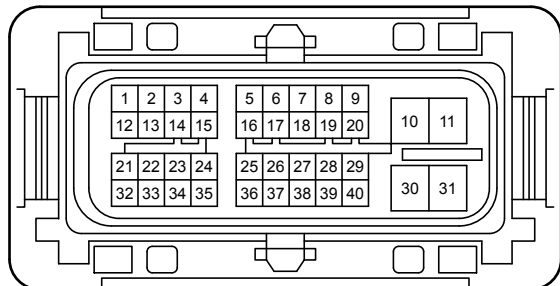
A 36

Gray



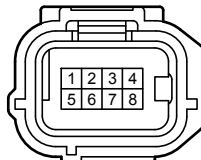
A 38

Black



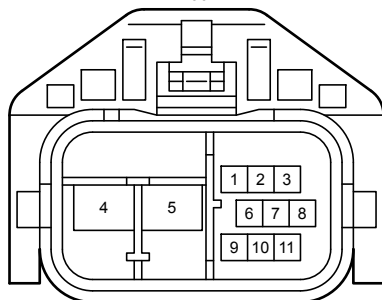
A 39

Black



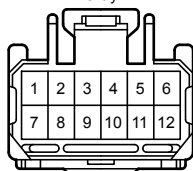
A 44

Black



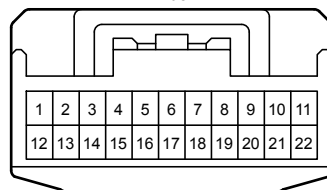
A 50

Gray



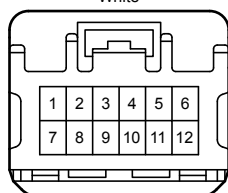
A 51

Blue



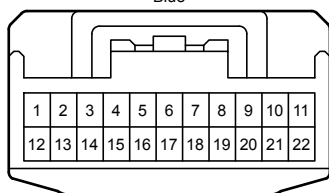
A 53

White

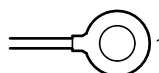


A 57

Blue

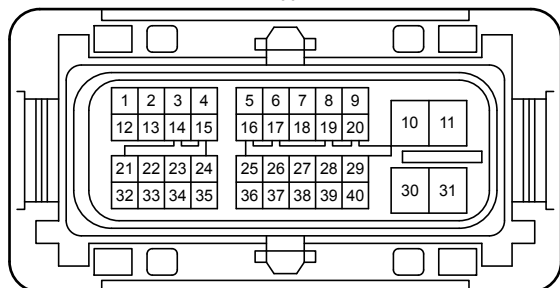


A 61



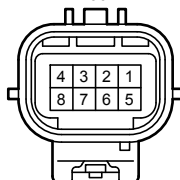
A 74

Black



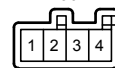
A 75

Black



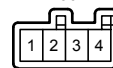
A 76

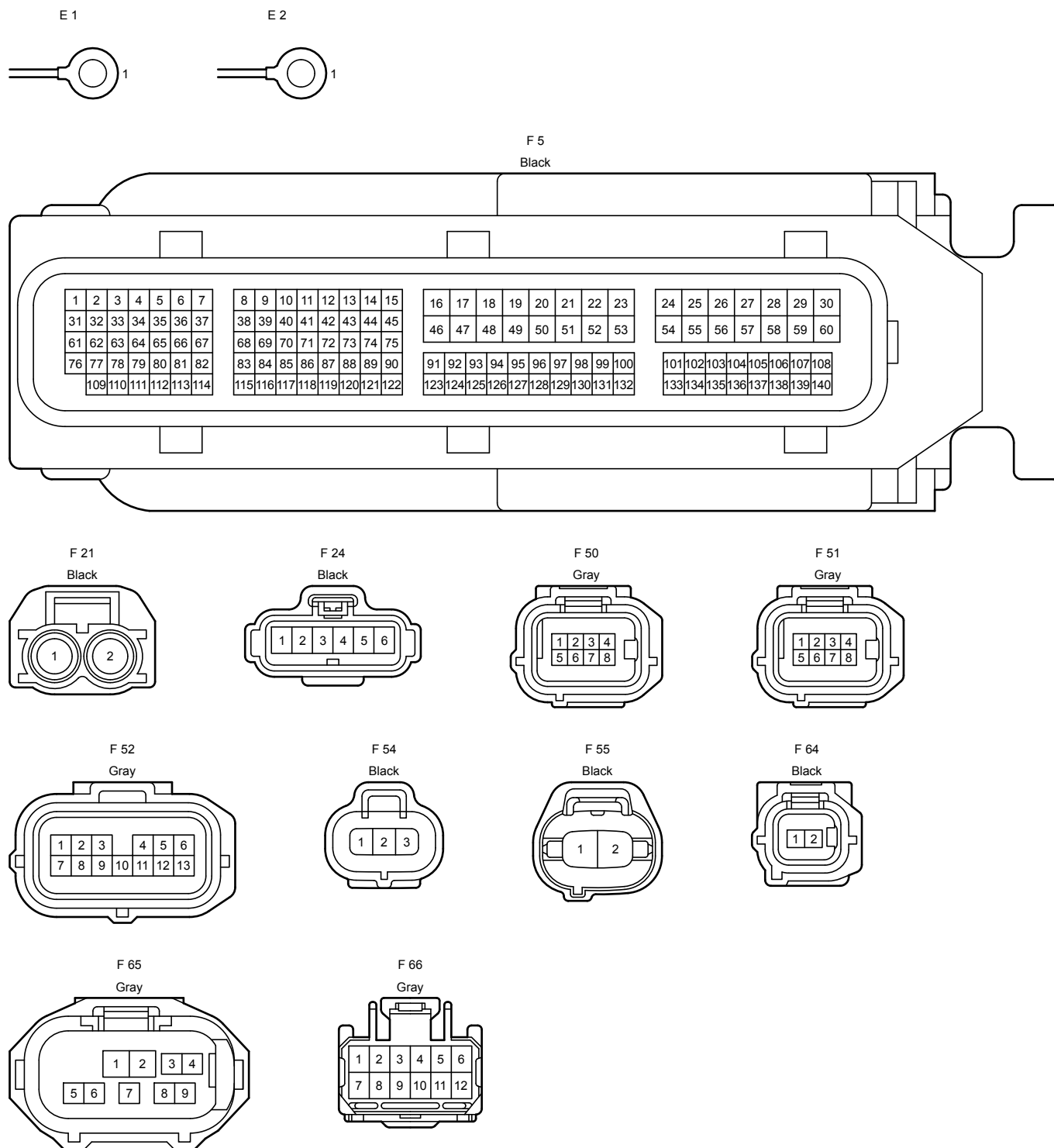
Black



A 77

Black





N 20
Black

Diagram of a 20-pin D-sub connector. The connector is shown from a top-down perspective, highlighting the 2x10 pin layout. The pins are numbered 1 through 20, arranged in two rows of ten. The top row is numbered 16, 15, 14, 13, 12, 11, 10, 9 from left to right. The bottom row is numbered 8, 7, 6, 5, 4, 3, 2, 1 from left to right. The connector is labeled "N 20" and "Black".

N 31
Black



The diagram shows the keypad of the N 31 Black calculator. It is a 2x7 grid of buttons. The top row contains buttons numbered 1 through 7. The bottom row contains buttons numbered 8 through 14. Above the keypad, the text 'N 31' and 'Black' is printed.

1	2	3	4	5	6	7
8	9	10	11	12	13	14

N 40
Black

Diagram of a 40-pin D-sub connector. The connector has a black shield covering the pins. The pins are numbered 1 through 40, arranged in two rows of 20 pins each. The top row is numbered 1 to 20 from left to right, and the bottom row is numbered 21 to 40 from left to right.

N 50
White

The diagram shows a top view of a 50-pin D-sub connector. The connector has a D-shaped body with a central key. The pins are arranged in two rows: a top row of 25 pins and a bottom row of 25 pins. The bottom row of pins is numbered 1 through 5 from left to right. The connector is labeled 'N 50' and 'White'.

N 52
Yellow

The diagram shows a 30-position rotary switch with three rows of 10 positions each. The positions are numbered 1 through 30. The switch is labeled 'N 52' and 'Yellow'.

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30

N 59
Black



A diagram of a 4x4 grid with numbers 1 through 8. The grid is divided into four quadrants by a vertical and a horizontal line. The numbers are arranged as follows: 1 (top-left), 2 (top-right), 3 (bottom-left), 4 (bottom-right), 5 (top-left), 6 (top-right), 7 (bottom-left), 8 (bottom-right).

N 68
White

1	2	3	4	5	6	7	8	9	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

N 78
White

1		2				3		4		5		6		7	
8	9	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				

N 82
White

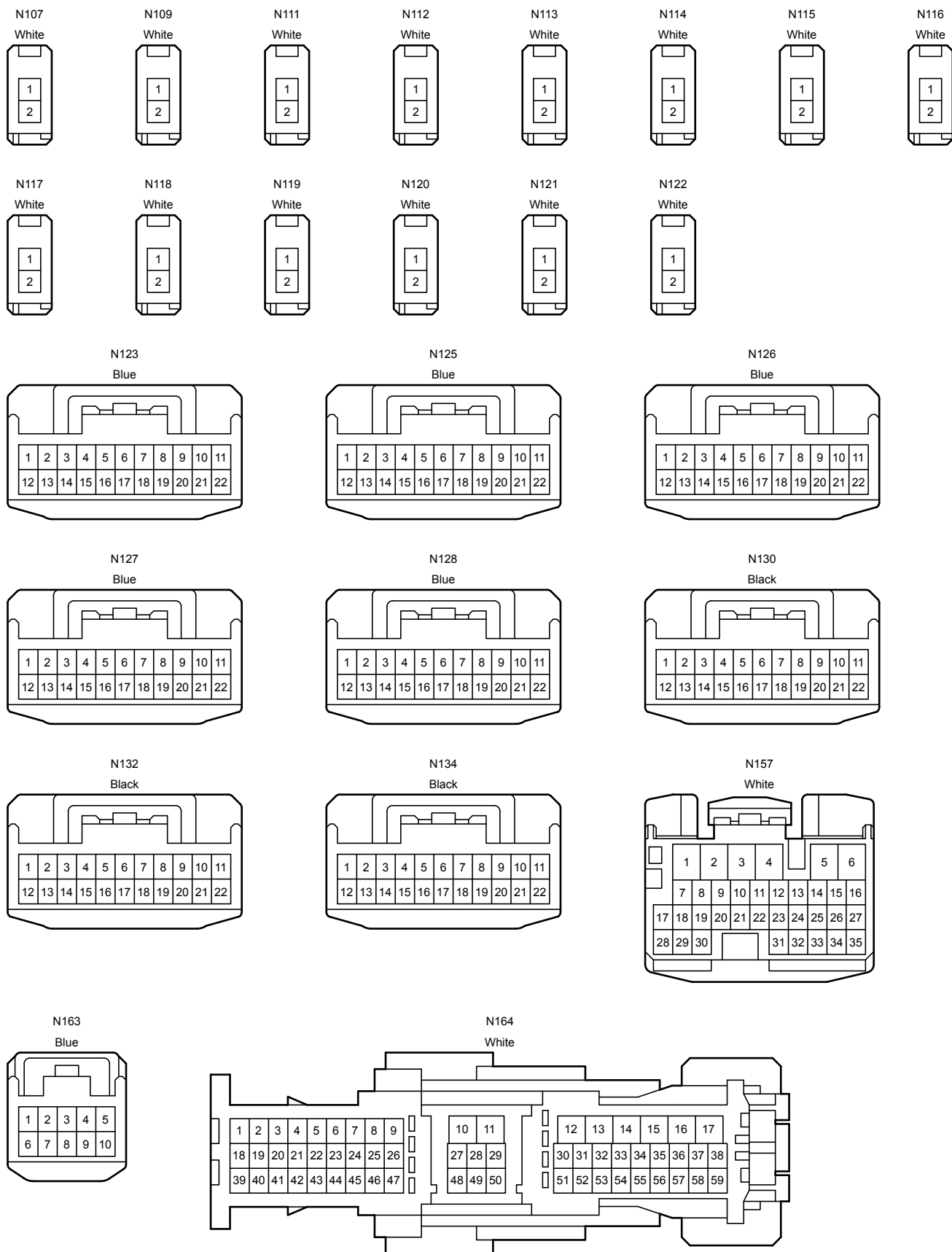
The diagram shows a top-down view of the N 82 White connector. It features a central rectangular area with a raised section in the middle. On either side of this central area are two rows of pins. The left row contains pins numbered 1 through 8, and the right row contains pins numbered 4 through 5. Below the left row are pins numbered 6 through 9, and below the right row are pins numbered 10 through 16. The pins are arranged in a grid-like pattern.

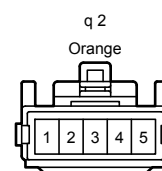
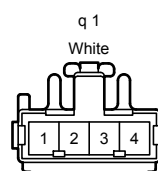
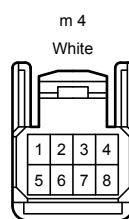
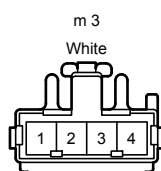
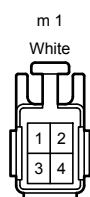
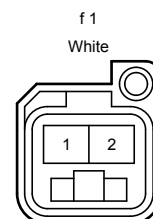
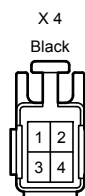
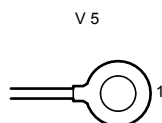
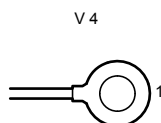
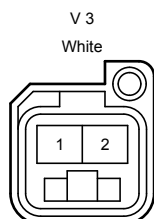
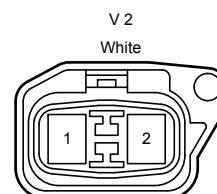
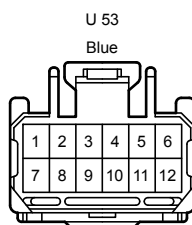
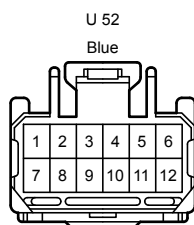
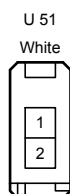
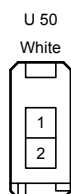
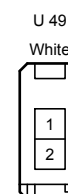
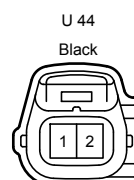
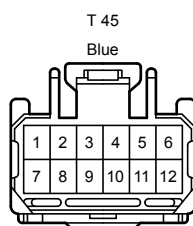
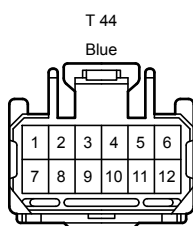
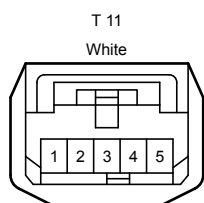
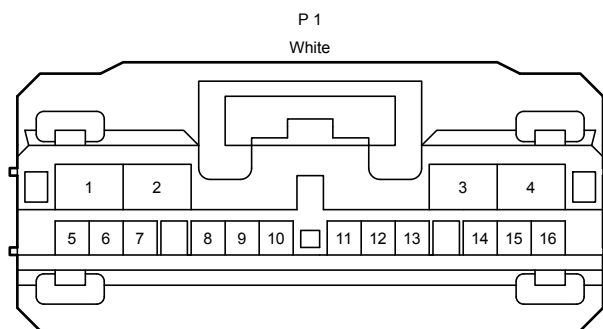
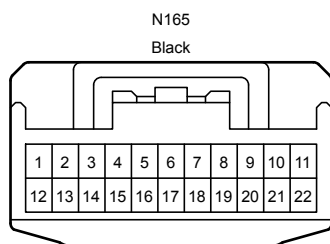
N 91
Gray

1	2	3	4	5	6
7	8	9	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	

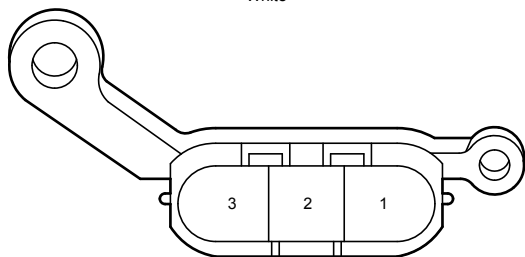
N 92
Gray

1	2	3	4	5	6	7
8	9	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

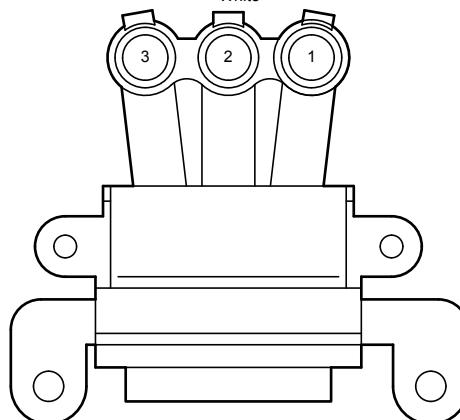




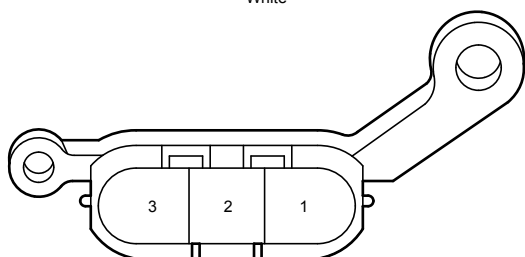
u 1
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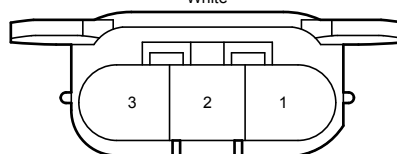
u 2
White



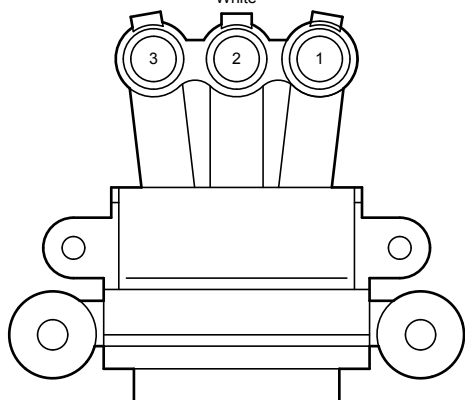
u 3
White



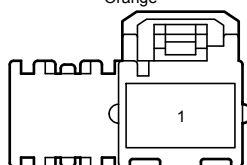
v 1
White



v 2
White



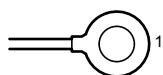
x 1
Orange



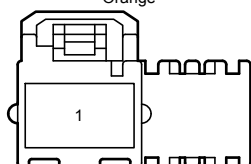
x 2



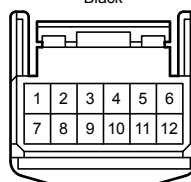
y 1



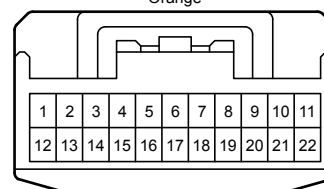
y 2
Orange

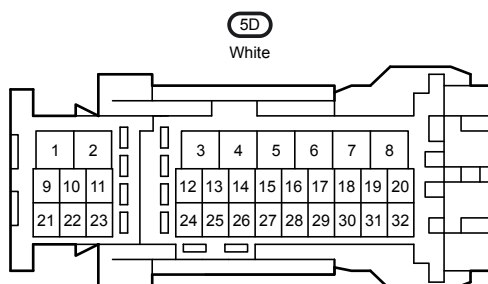
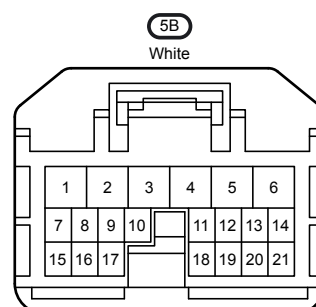
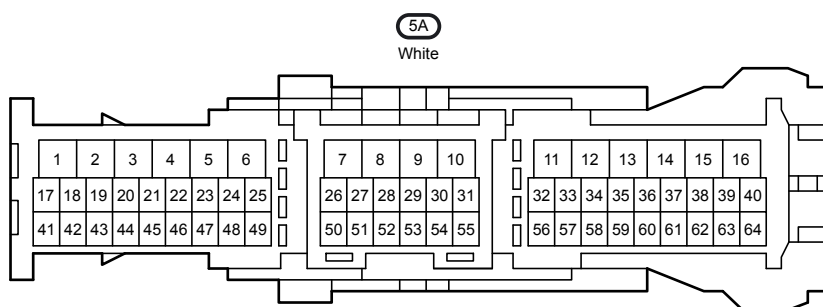
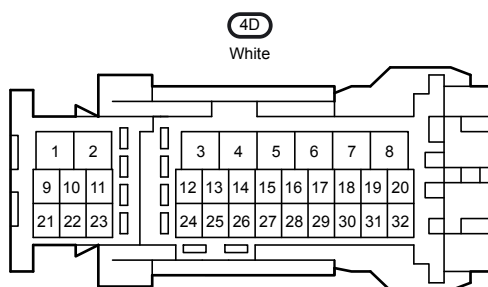
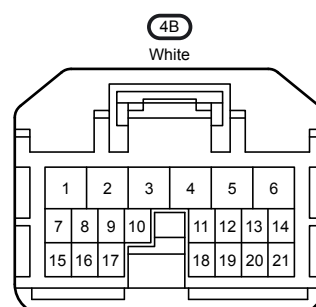
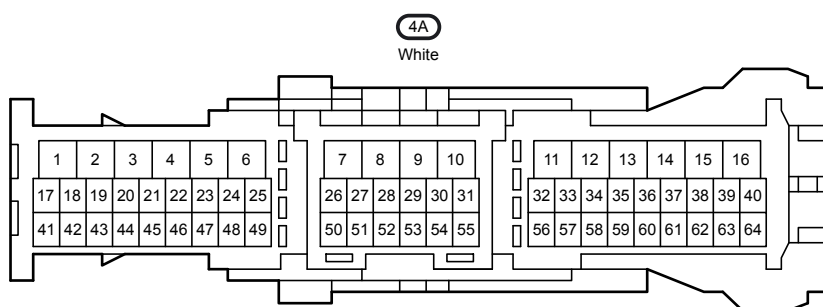
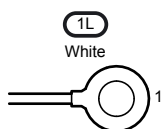
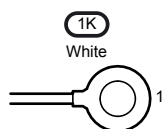
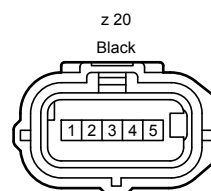
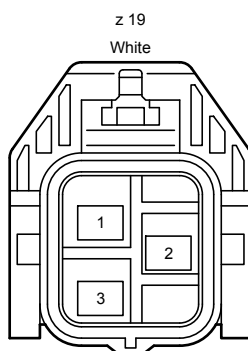
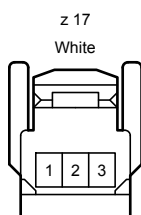
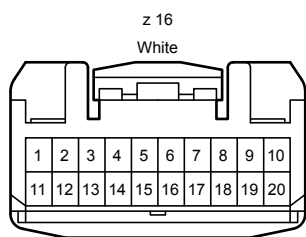


z 4
Black



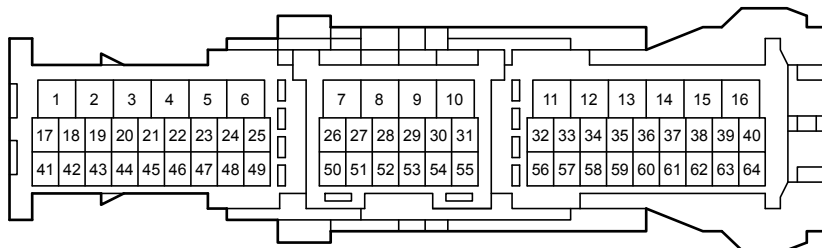
z 15
Orange





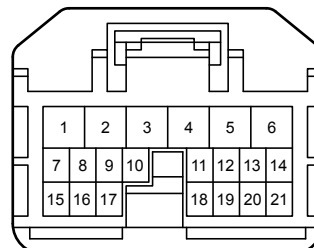
6A

White



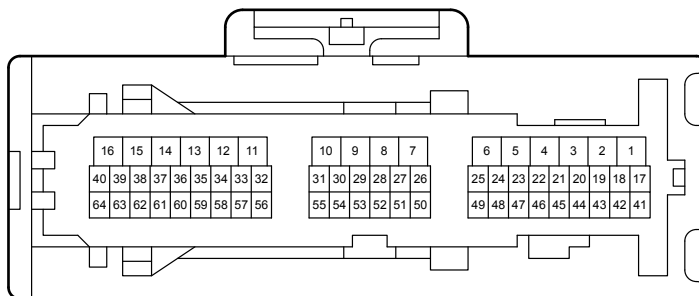
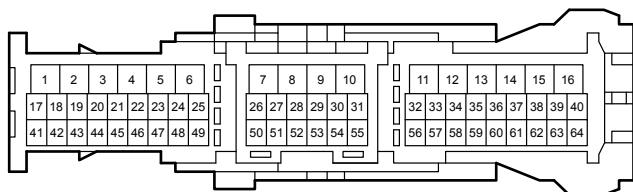
6B

White



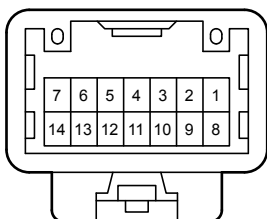
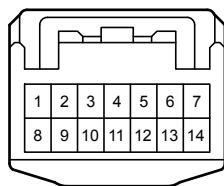
AF1

White



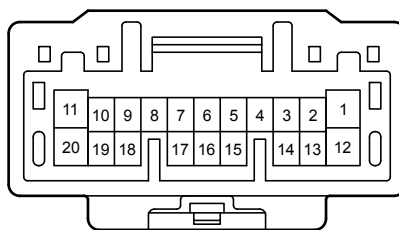
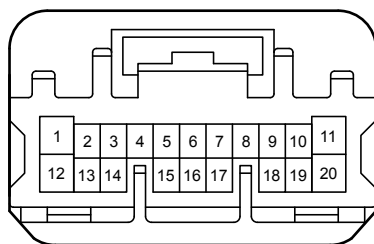
AF2

White

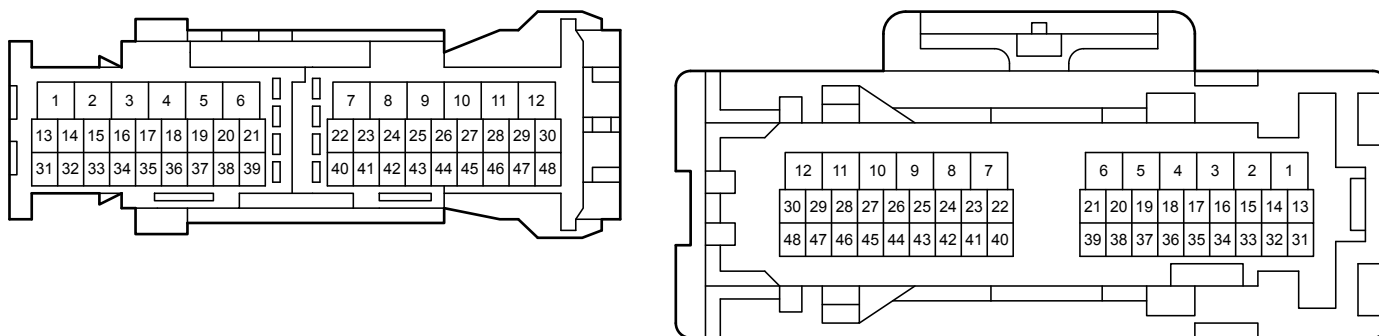


AT1

White

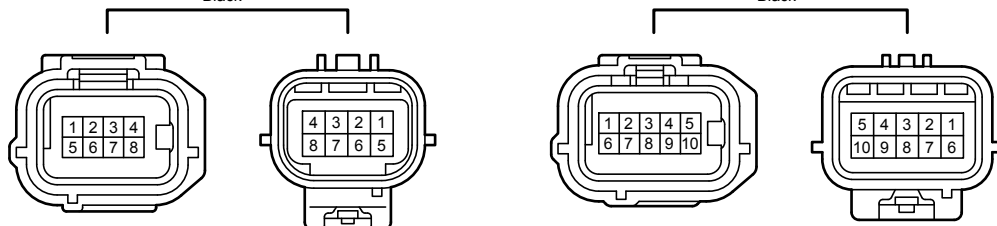


AU1
White

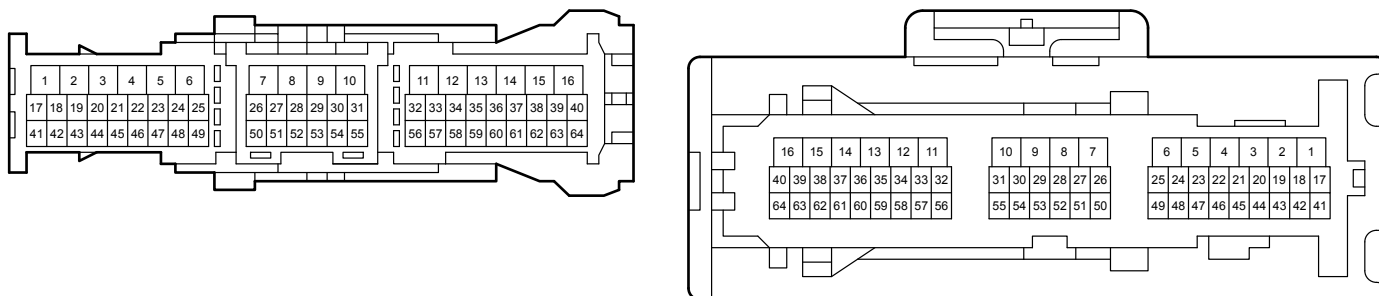


FA2
Black

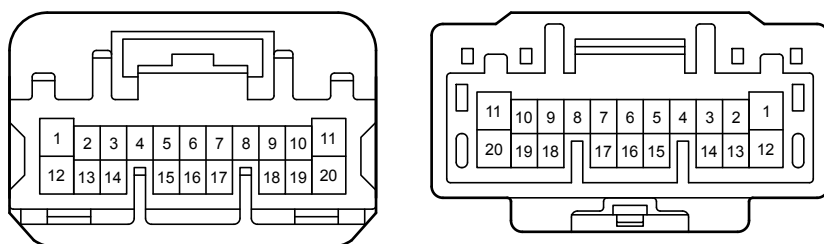
FA3
Black



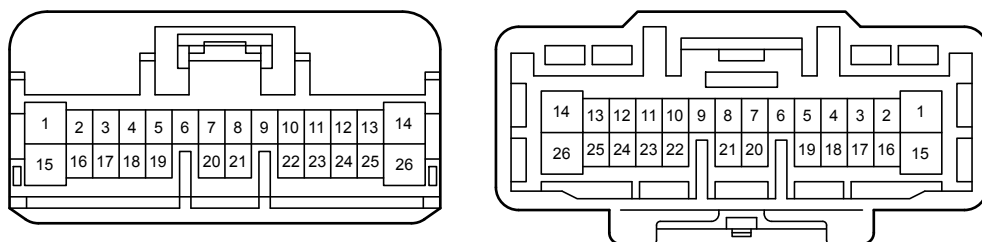
NA1
White



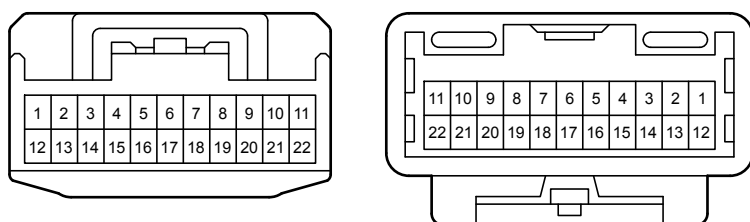
NA2
White



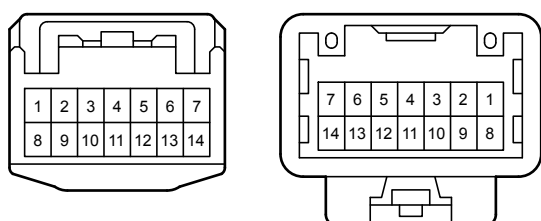
NA3
White



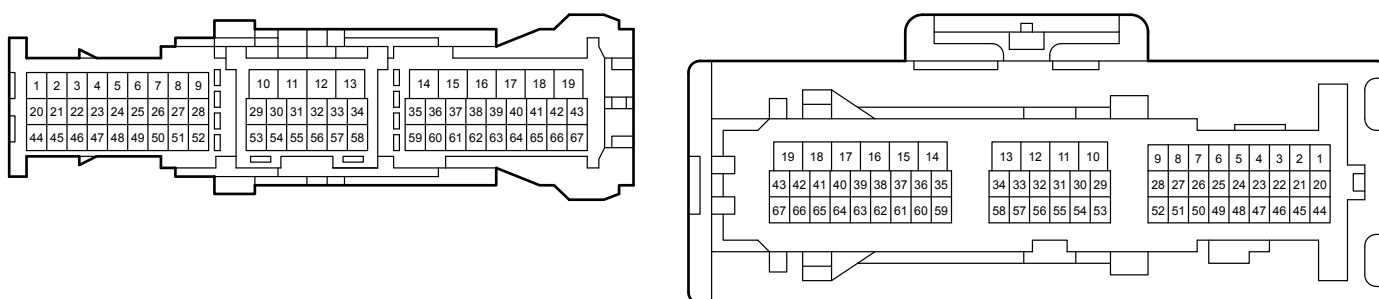
NA4
Gray



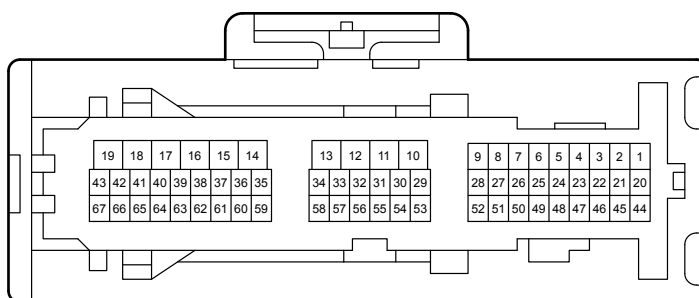
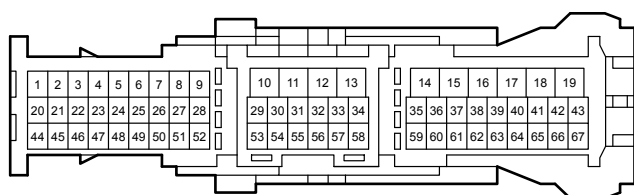
NP1
White



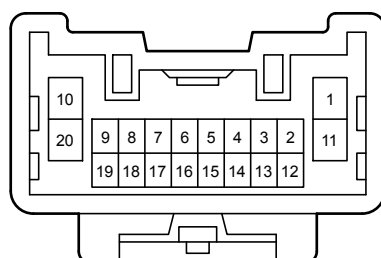
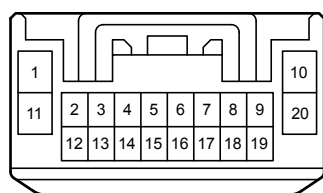
NT1
White



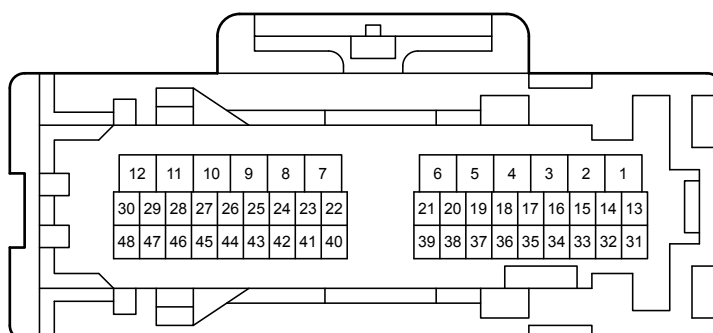
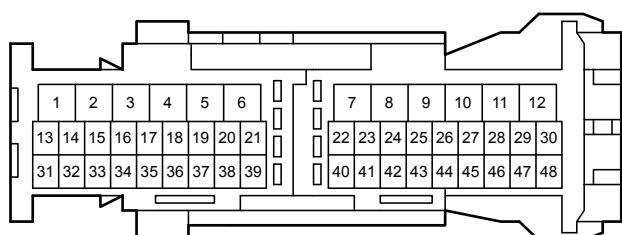
NU1
White



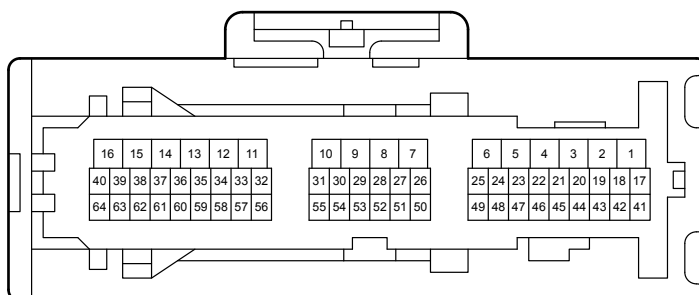
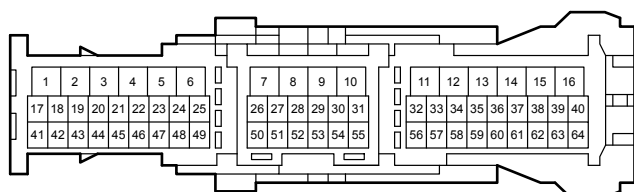
NU2
White



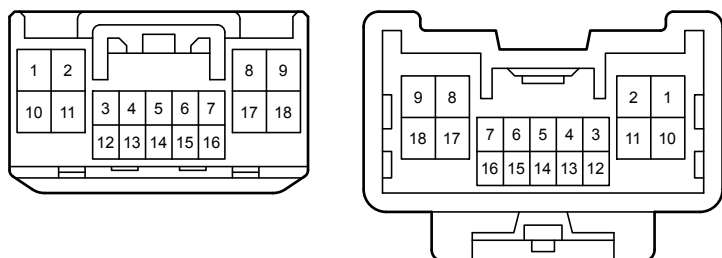
TN1
White



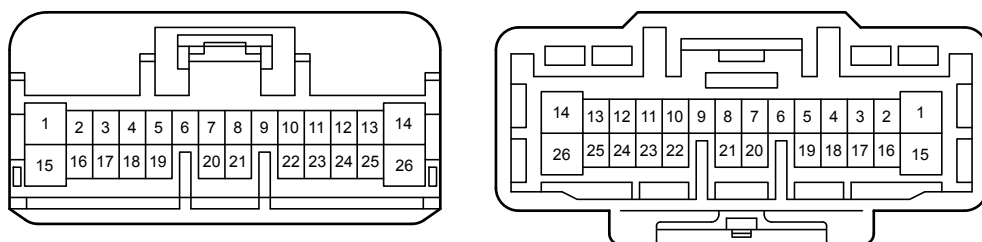
TU1
White



Tm1
White



UT1
White



UX2
White

