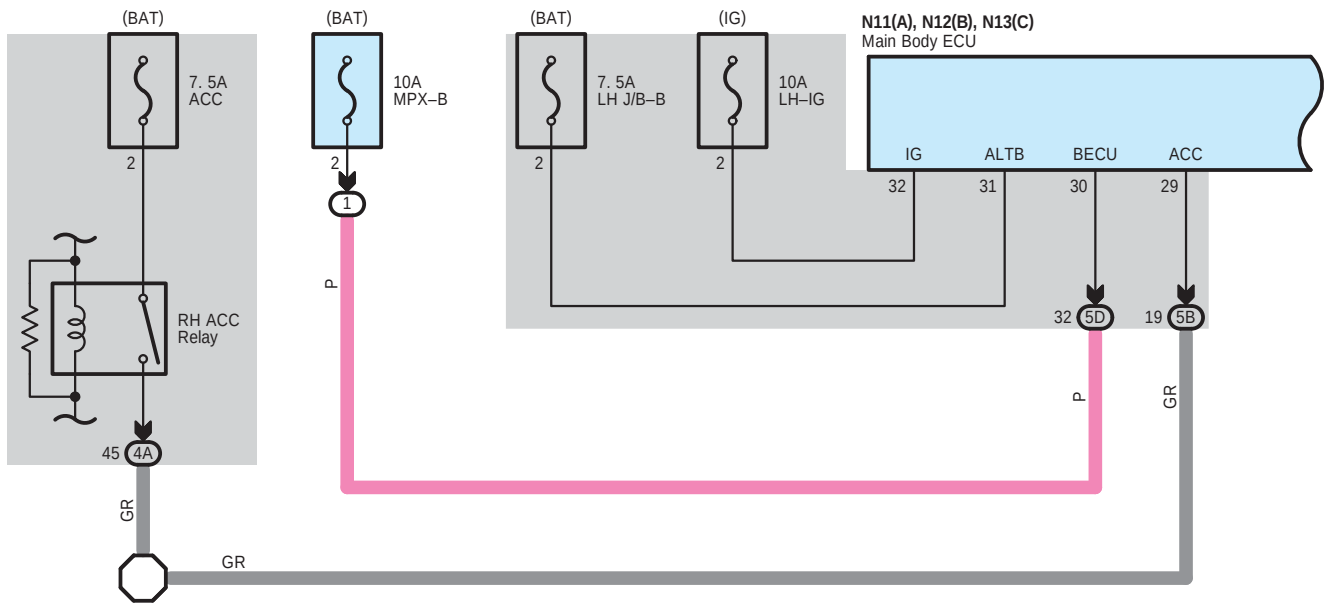
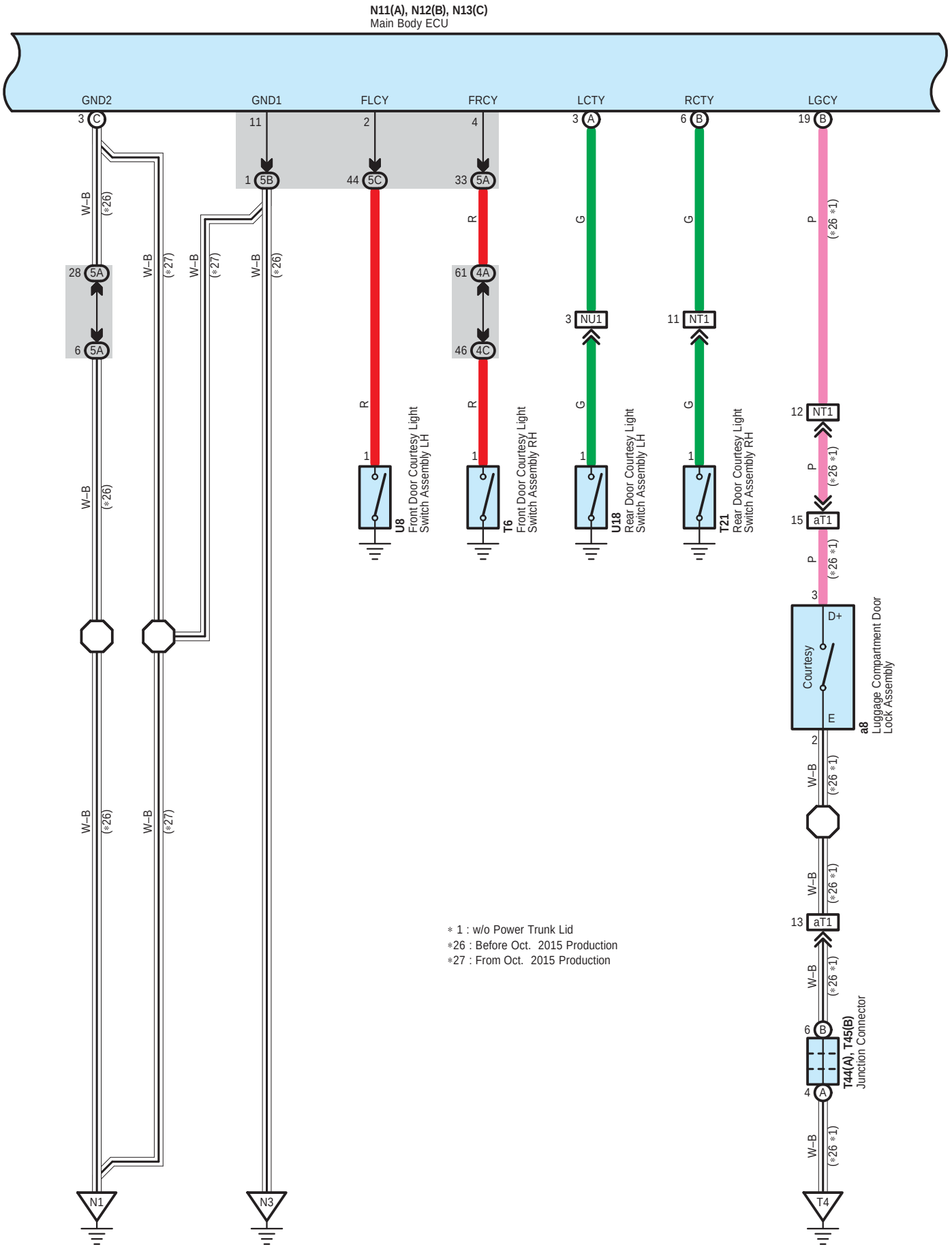
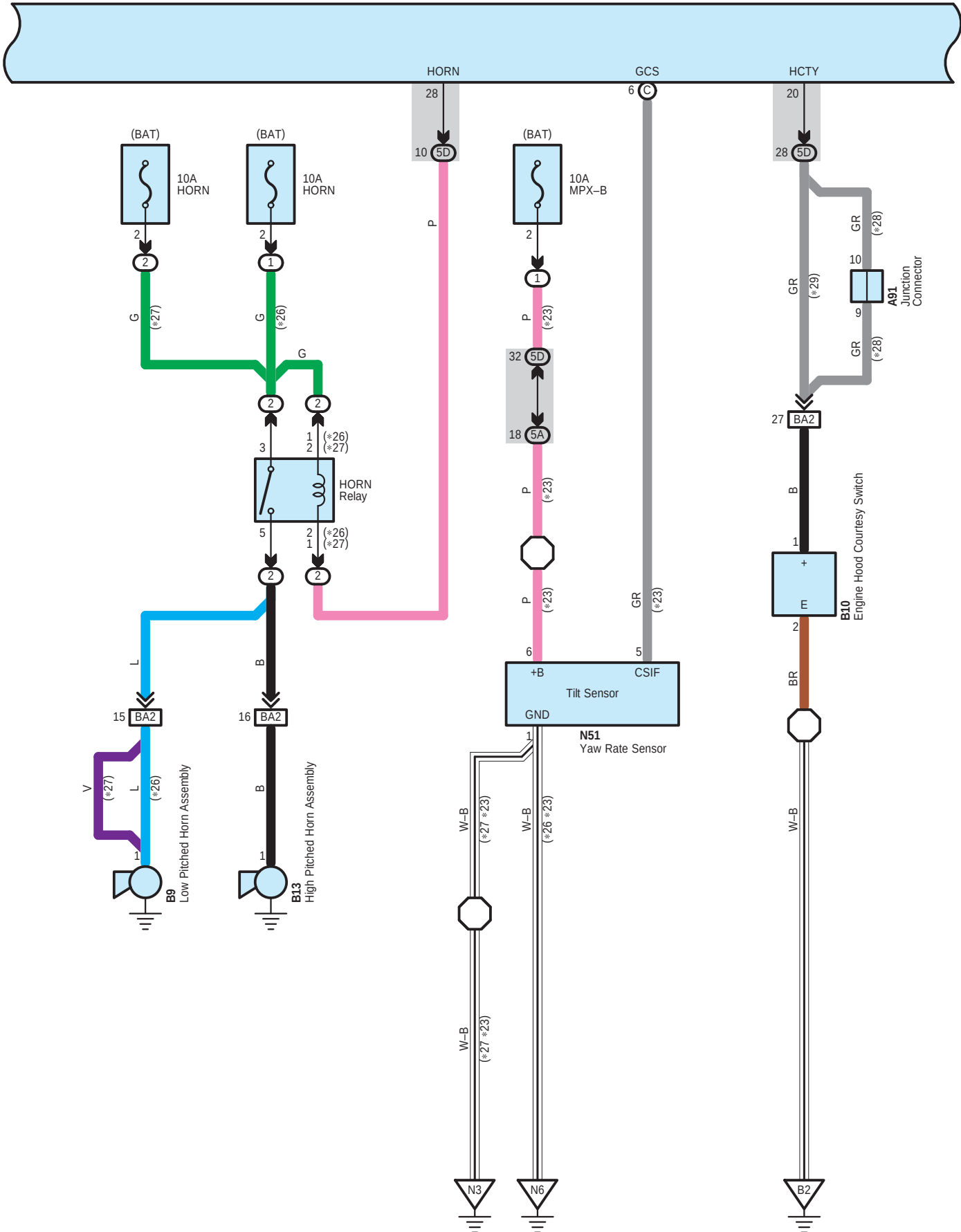
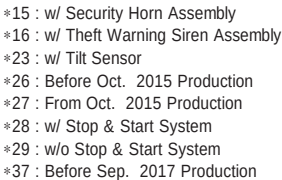
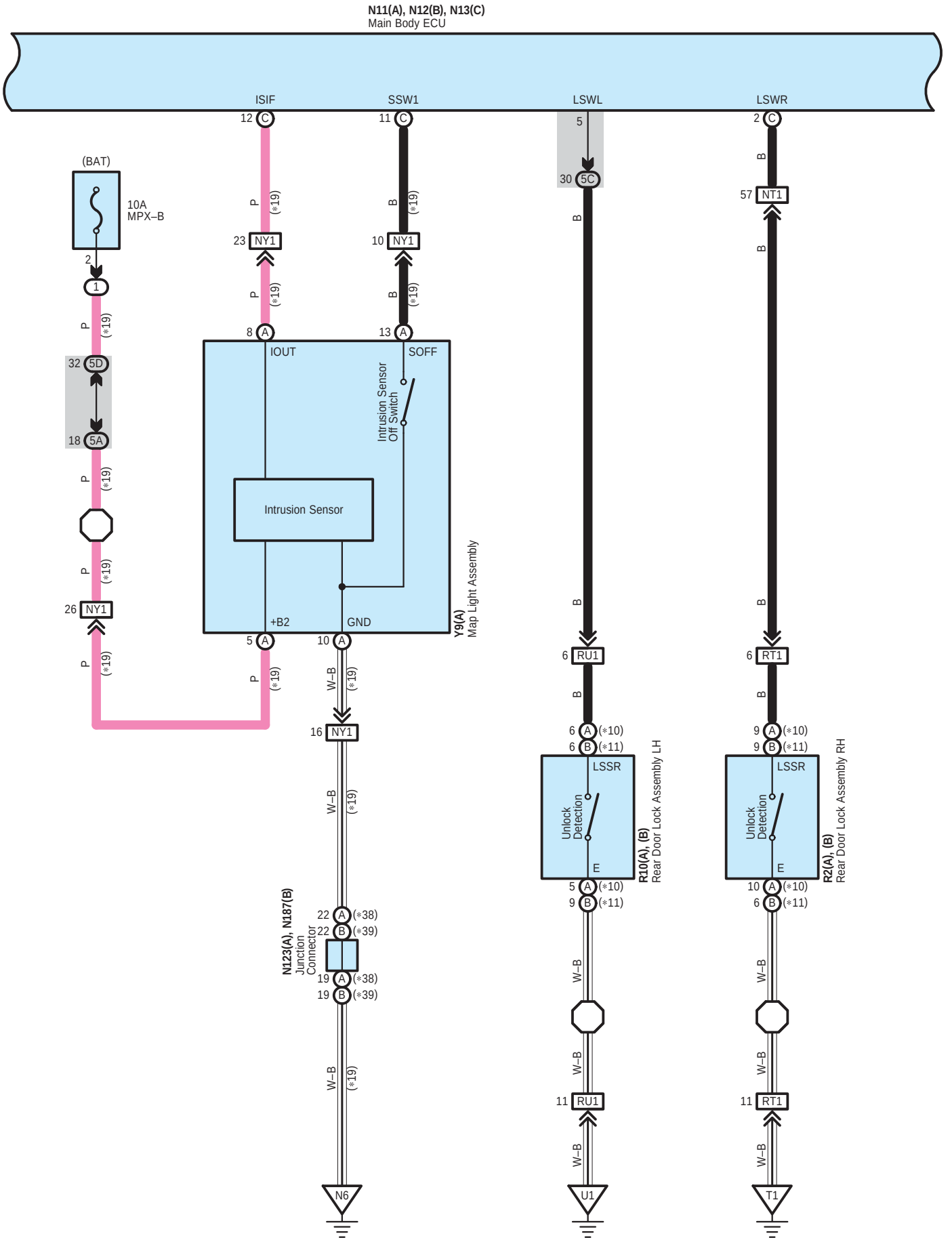




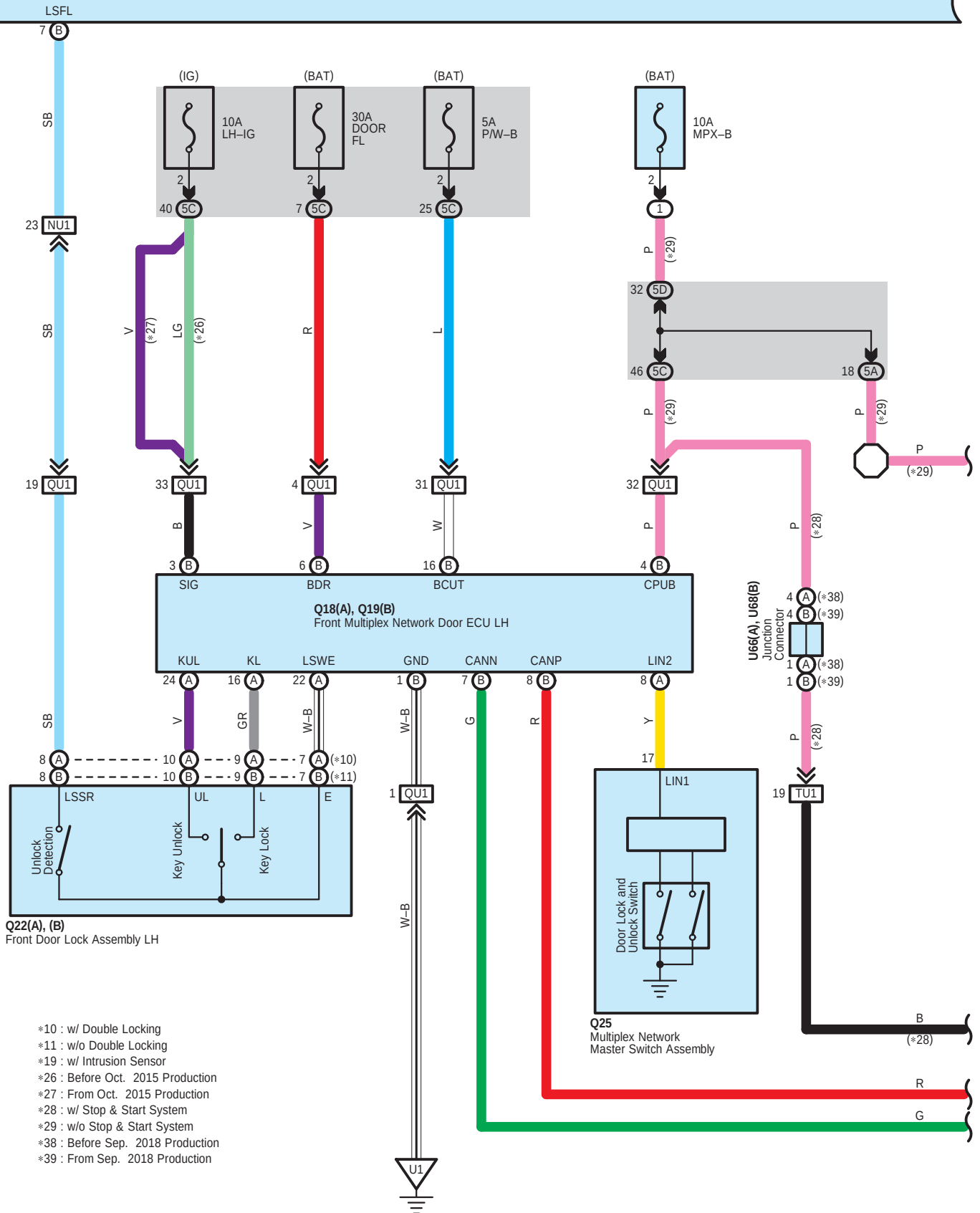


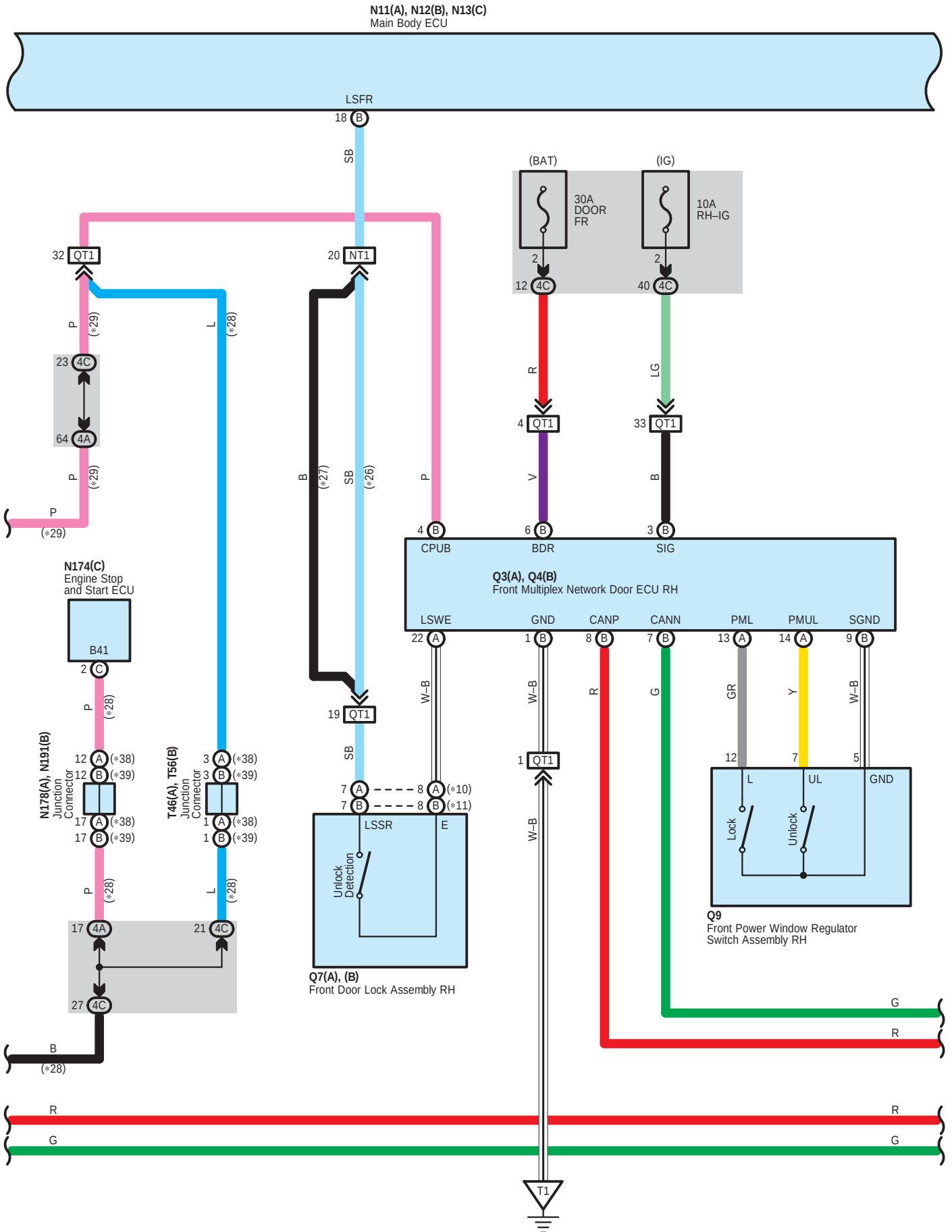






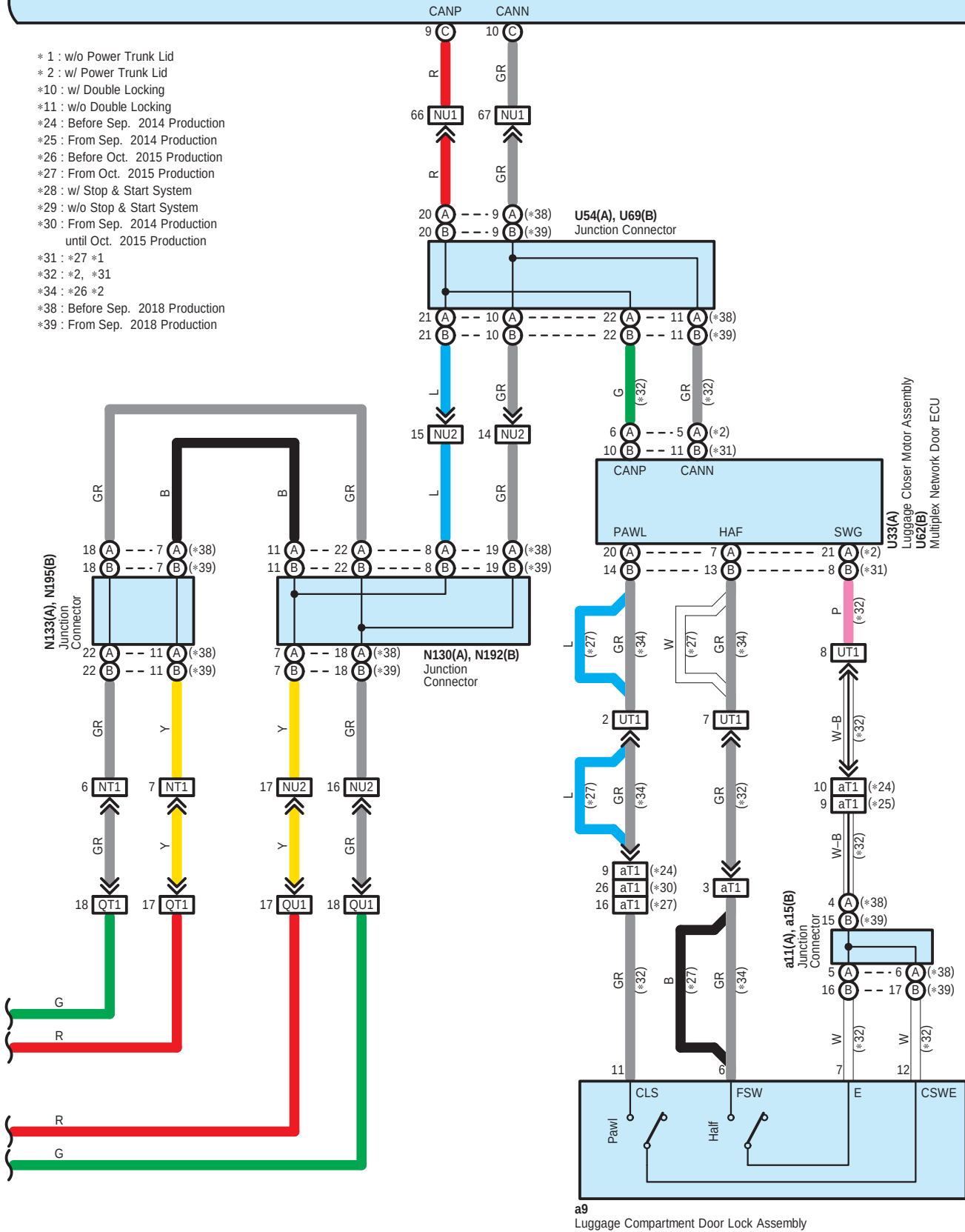
N11(A), N12(B), N13(C)
Main Body ECU

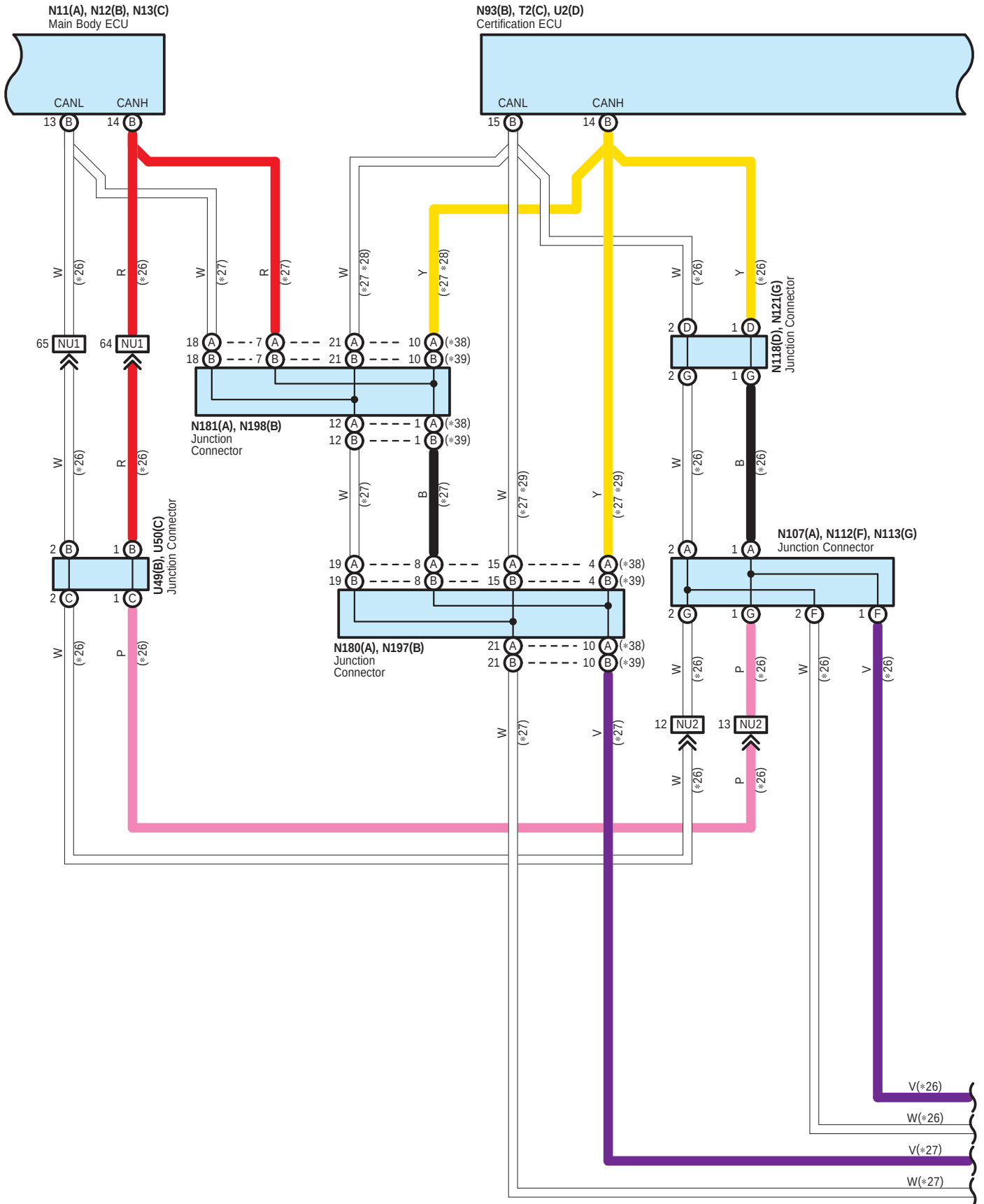


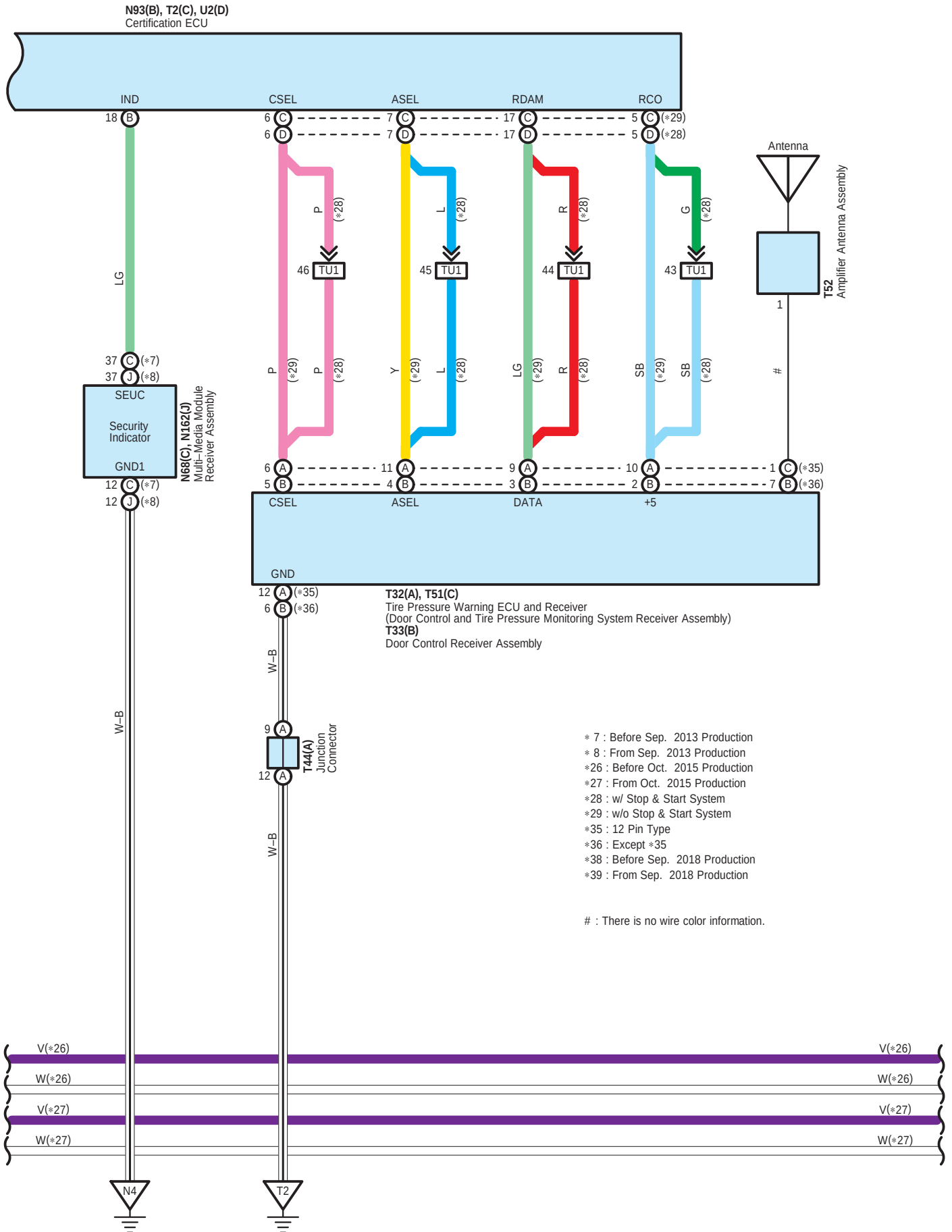


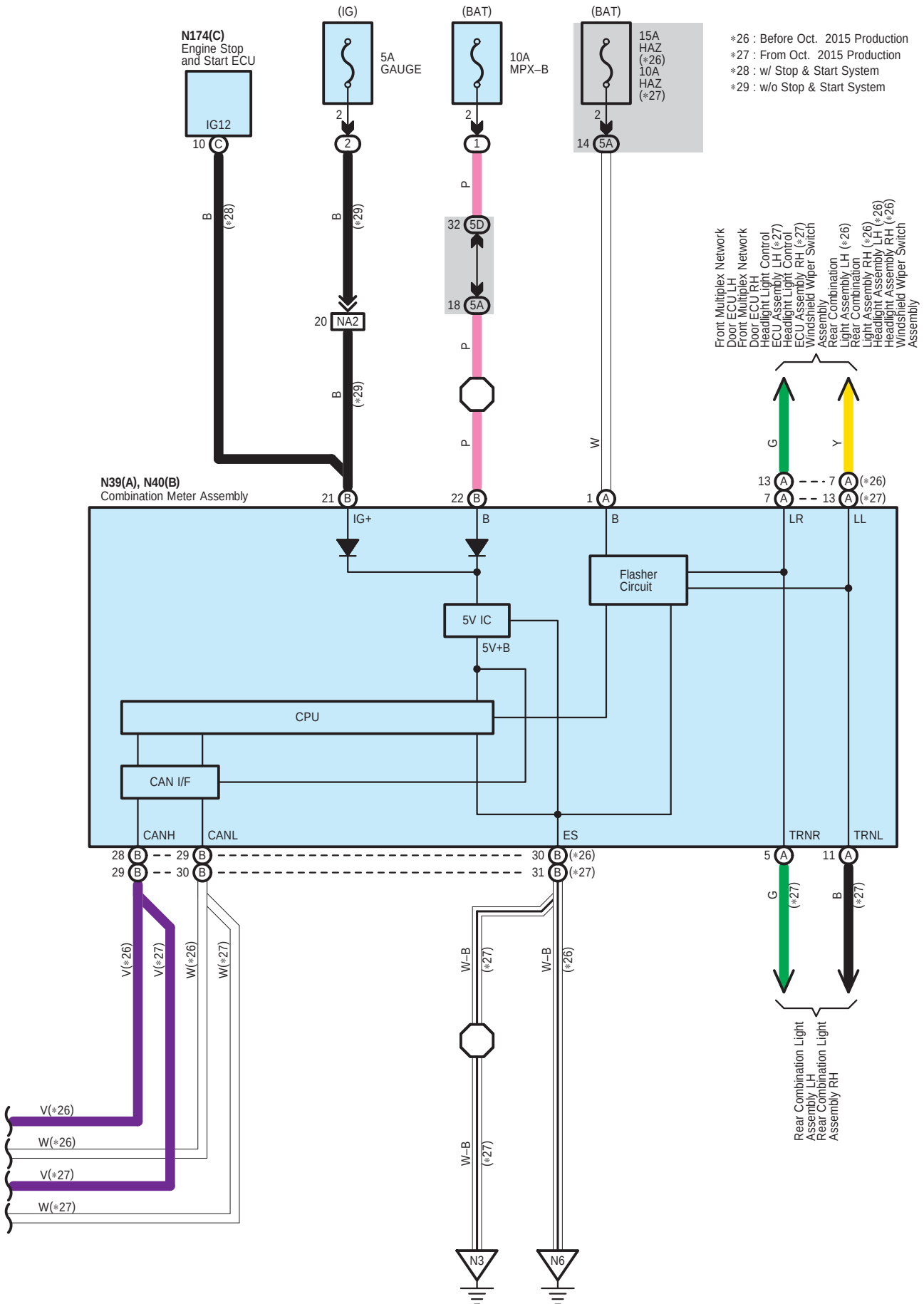
N11(A), N12(B), N13(C)
Main Body ECU

- * 1 : w/o Power Trunk Lid
- * 2 : w/ Power Trunk Lid
- *10 : w/ Double Locking
- *11 : w/o Double Locking
- *24 : Before Sep. 2014 Production
- *25 : From Sep. 2014 Production
- *26 : Before Oct. 2015 Production
- *27 : From Oct. 2015 Production
- *28 : w/ Stop & Start System
- *29 : w/o Stop & Start System
- *30 : From Sep. 2014 Production
until Oct. 2015 Production
- *31 : *27 *1
- *32 : *2, *31
- *34 : *26 *2
- *38 : Before Sep. 2018 Production
- *39 : From Sep. 2018 Production











A diagram of a 22-pin D-sub connector. The connector has a D-shaped housing with a central latch. Below the housing is a 2x11 grid of pins, numbered 1 through 22. The pins are arranged in two rows: the top row contains pins 1 through 11, and the bottom row contains pins 12 through 22.

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22



A diagram of a 5-pin D-sub connector. The connector is shown from a top-down perspective, highlighting the five pins arranged in a single row. Each pin is numbered sequentially from left to right: 1, 2, 3, 4, and 5.

A detailed diagram of a 30-pin connector, likely a ZIF (Zero Insertion Force) socket. The pins are arranged in three rows of ten. The top row contains pins 1 through 30, with pins 1, 2, and 3 on the left, and pins 4, 5, and 6 on the right. The middle row contains pins 7 through 18, with pins 7, 8, and 9 on the left, and pins 16, 17, and 18 on the right. The bottom row contains pins 19 through 30, with pins 19, 20, and 21 on the left, and pins 28, 29, and 30 on the right. The diagram shows the physical layout of the pins, including the central notch and the side latches.

A detailed diagram of a 48-pin connector layout, showing the arrangement of pins in a 4x12 grid. The pins are numbered 1 through 28, with pins 29 through 48 being unnumbered. The layout is symmetrical, with a central vertical channel and a horizontal channel. The pins are arranged in four rows: Row 1 (pins 1-12), Row 2 (pins 13-24), Row 3 (pins 25-36), and Row 4 (pins 37-48). The diagram includes a central vertical channel and a horizontal channel, with pins 1-12 and 13-24 on the left side, and pins 25-36 and 37-48 on the right side. The pins are numbered 1 through 28, with pins 29 through 48 being unnumbered.

Diagram

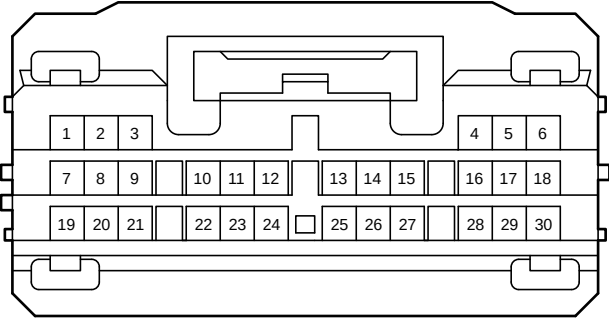
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40

A diagram of a 6-pin connector, likely for a fuel pump. The connector is shown from a top-down perspective, with a rectangular housing and a central row of six pins. The pins are numbered 1 through 6 from left to right. The housing has a tab on the right side and a small protrusion on the left side.

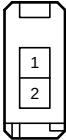
Diagram illustrating the pin layout of a 50-pin connector. The pins are numbered 1 through 50, arranged in a grid-like structure. The layout is as follows:

1	2	3	4	5	6	7	8	9	
18	19	20	21	22	23	24	25	26	
39	40	41	42	43	44	45	46	47	
10	11								
27	28	29							
48	49	50							
12	13	14	15	16	17				
30	31	32	33	34	35	36	37	38	
51	52	53	54	55	56	57	58	59	

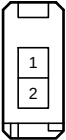
N 93
White



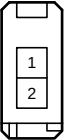
N107
White



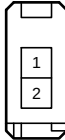
N112
White



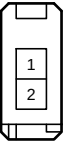
N113
White



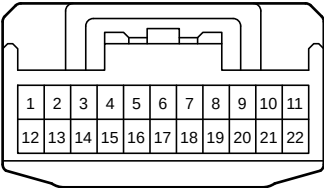
N118
White



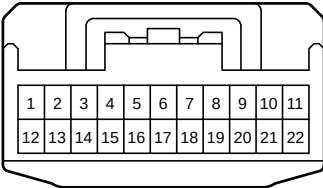
N121
White



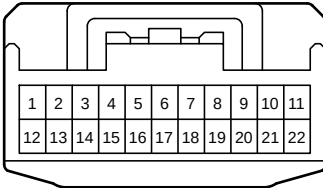
N123
Blue



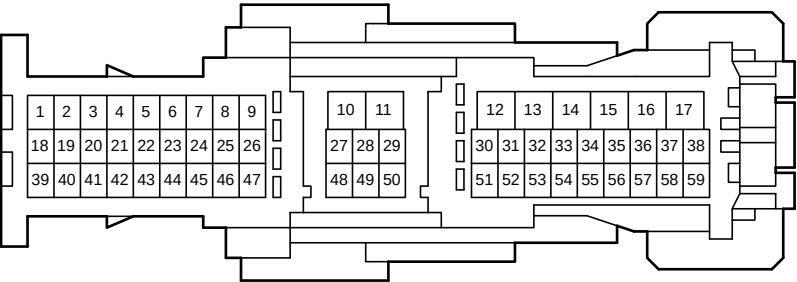
N130
Black



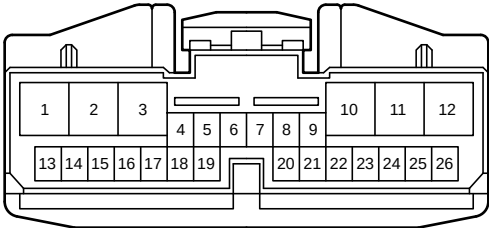
N133
Black



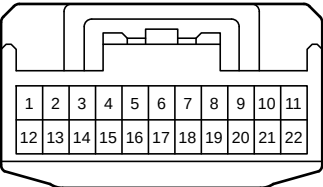
N162
White



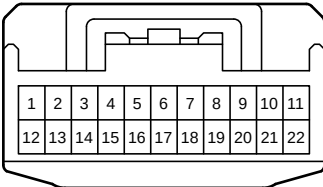
N174
Black



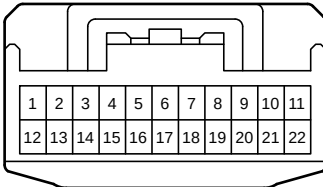
N178
Gray



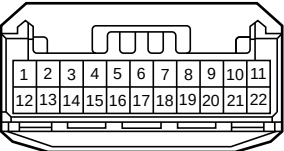
N180
Gray



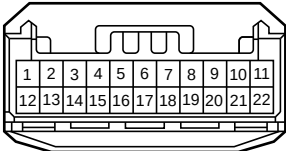
N181
Gray



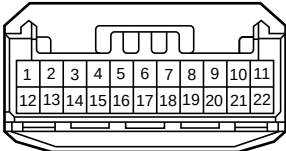
N187
Black



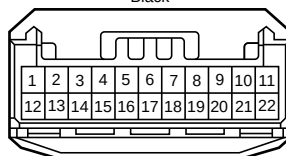
N191
Black



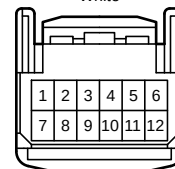
N192
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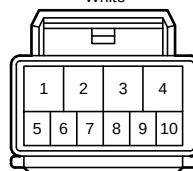
N198
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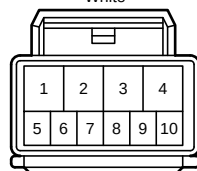
Q 9
White



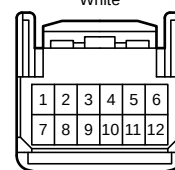
Q 22
White

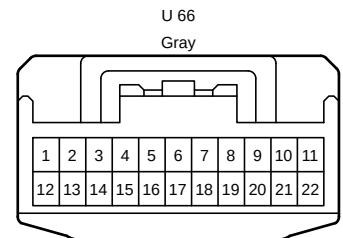
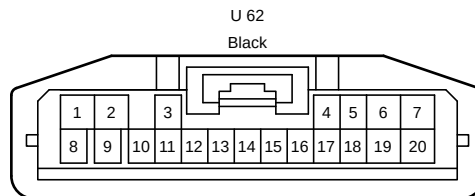
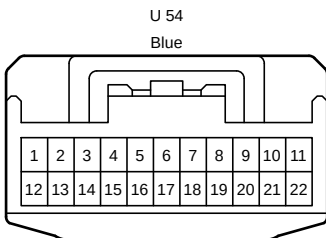
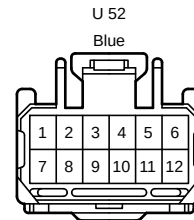
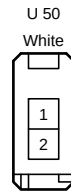
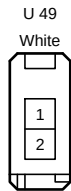
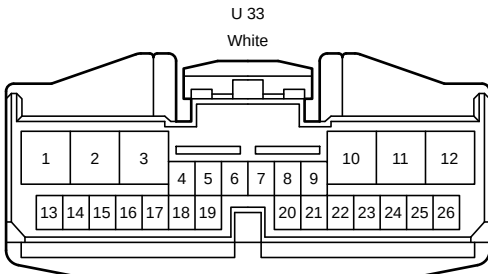
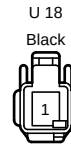
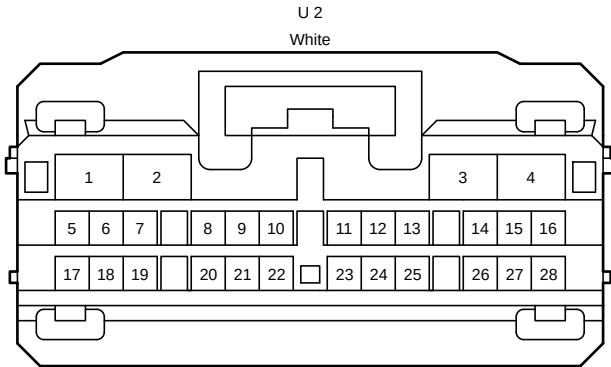
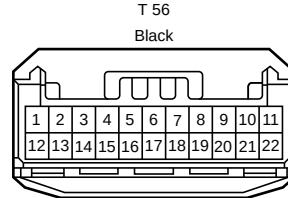
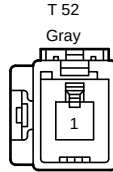
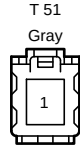
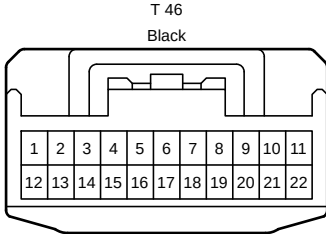
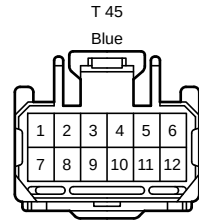
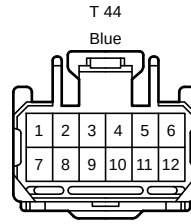
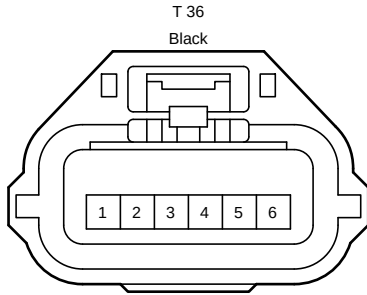
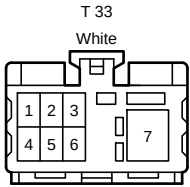


R 10
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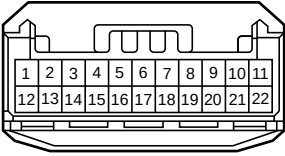


T 32
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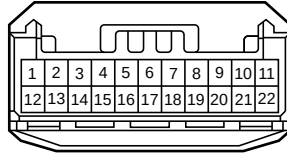




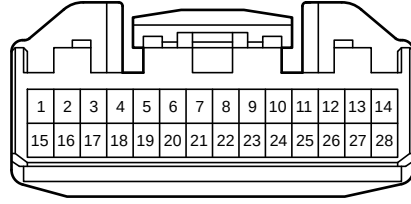
U 68
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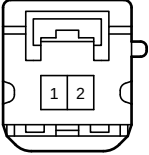
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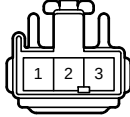
Y 9
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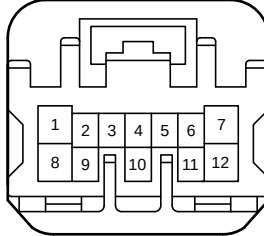
a 4
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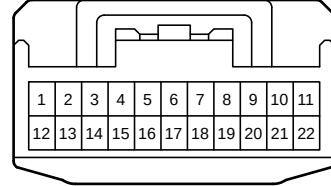
a 8
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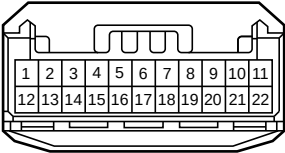
a 9
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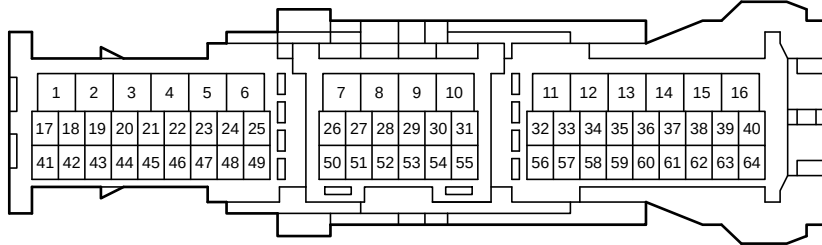
a 11
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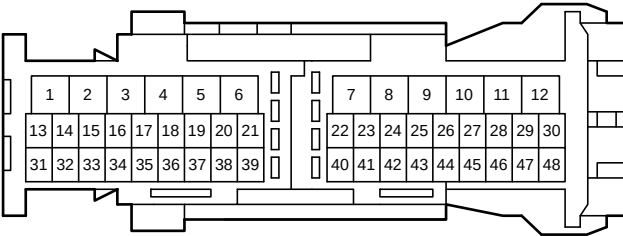
a 15
Black



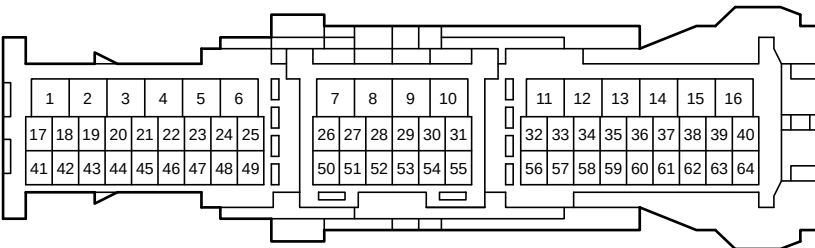
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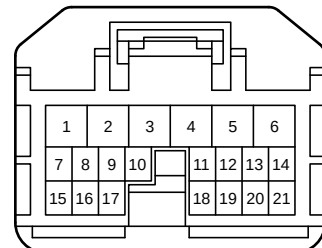
4C
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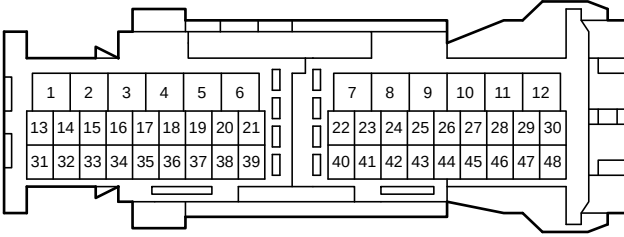
5A
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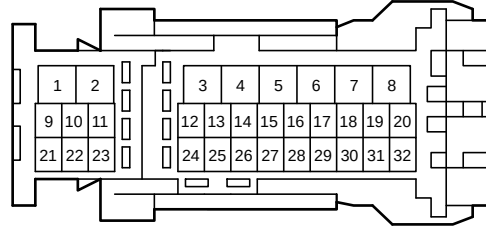
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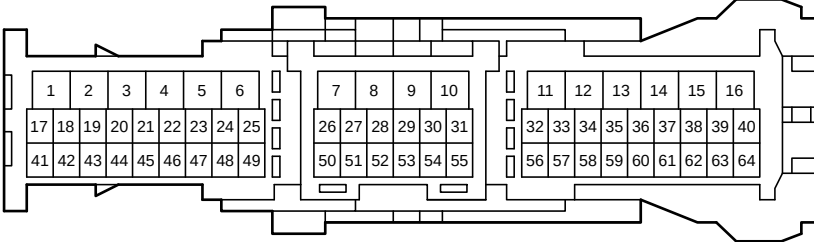
5C
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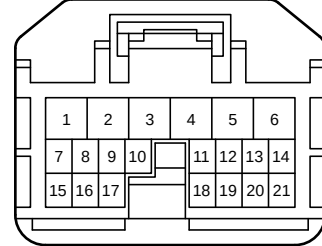
5D
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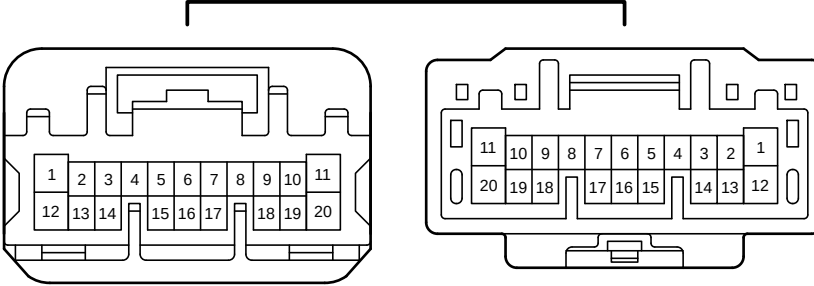
6A
White



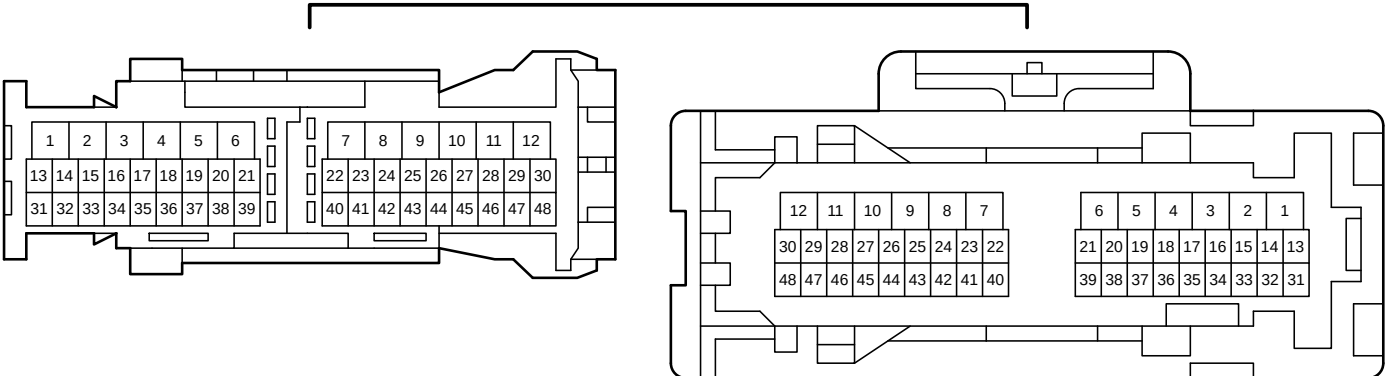
6B
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AT1
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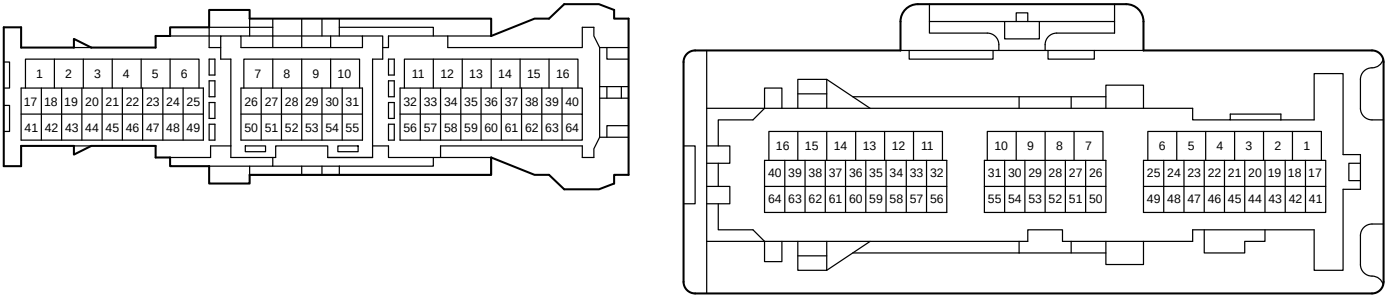
AU1
White



Theft Deterrent <LHD>

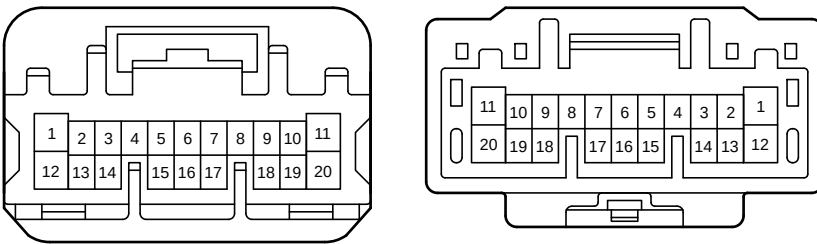
BA2

White



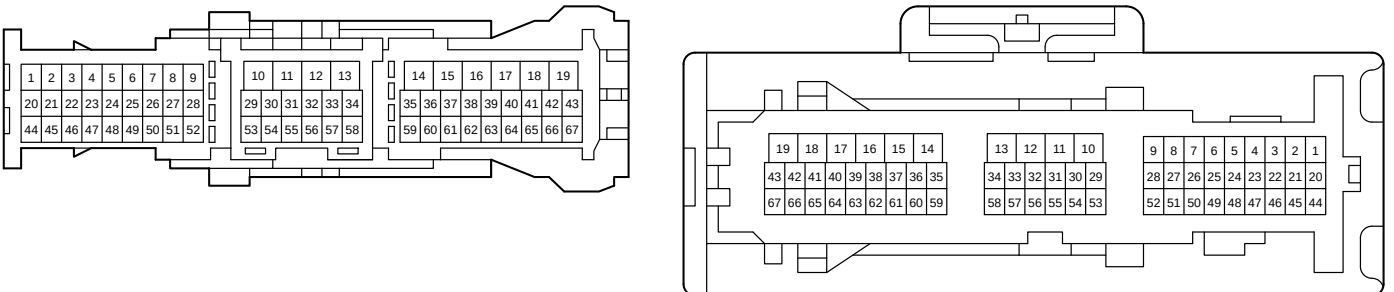
NA2

White



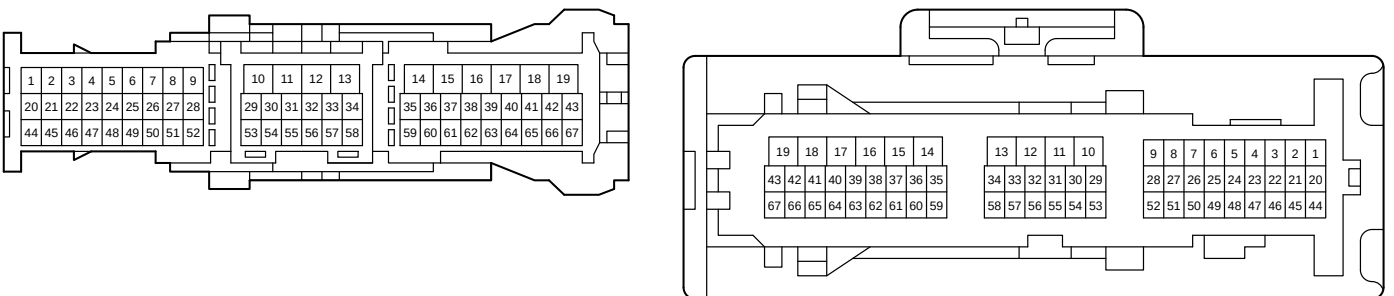
NT1

White

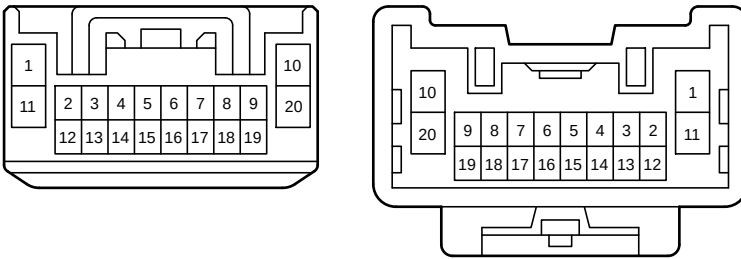


NU1

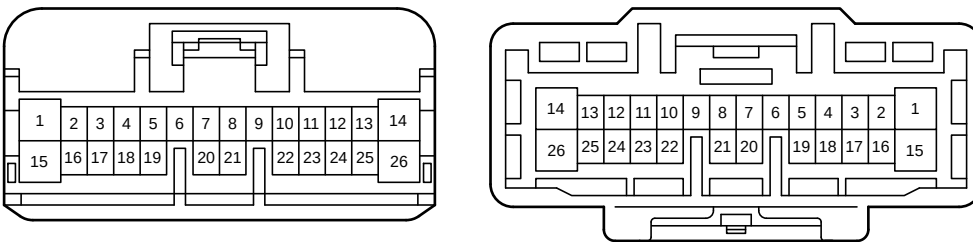
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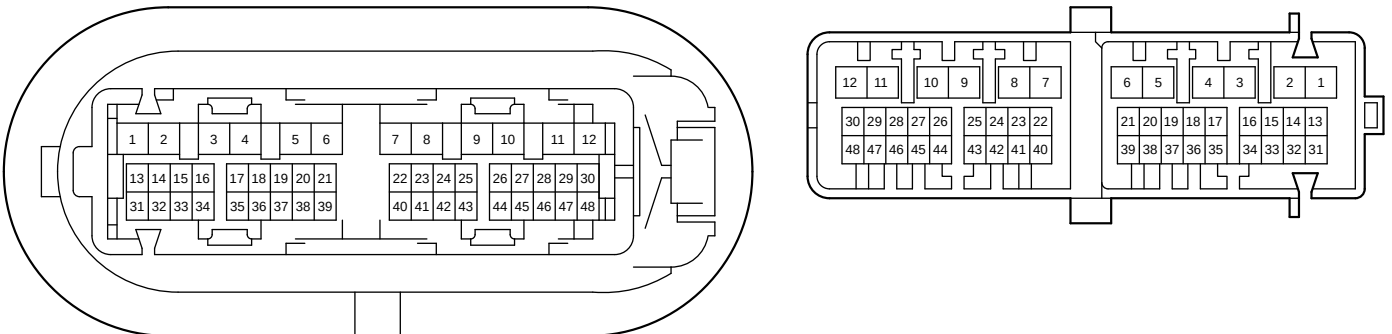
NU2
White



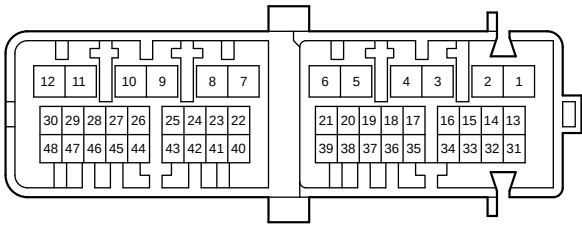
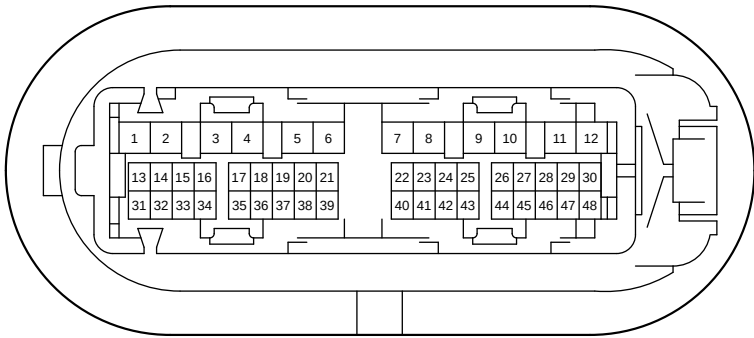
NY1
White



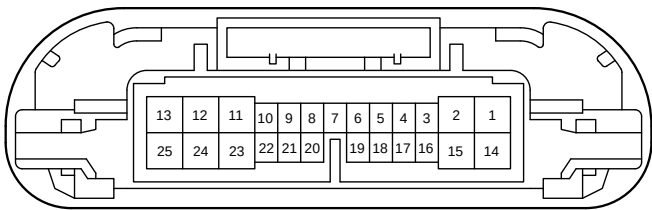
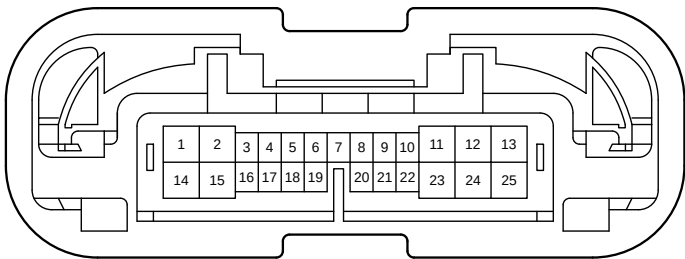
QT1
White



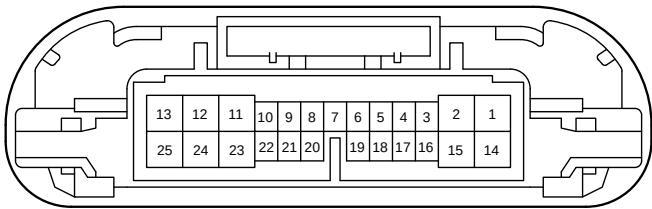
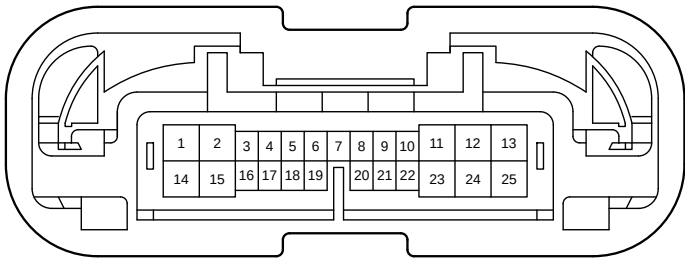
QU1
White



RT1
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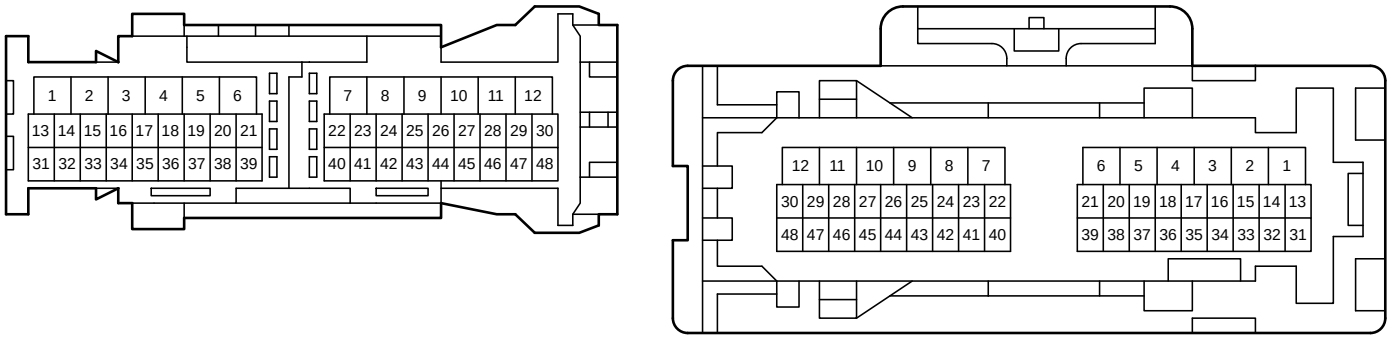


RU1
White

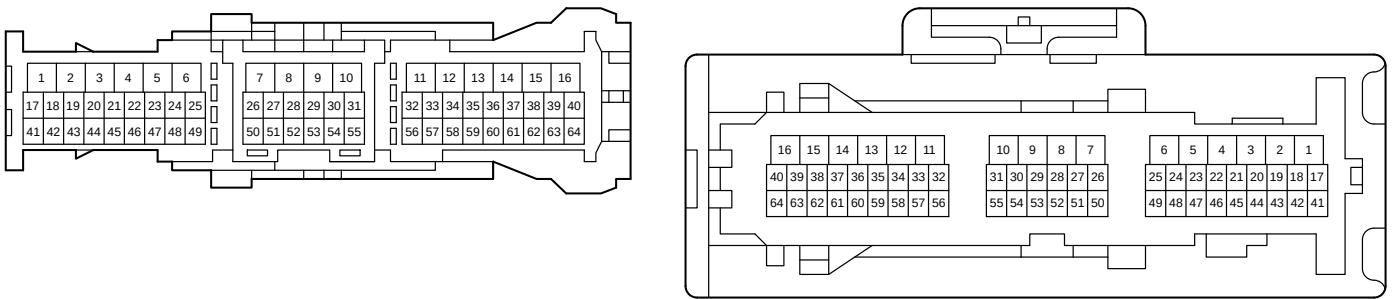


Theft Deterrent <LHD>

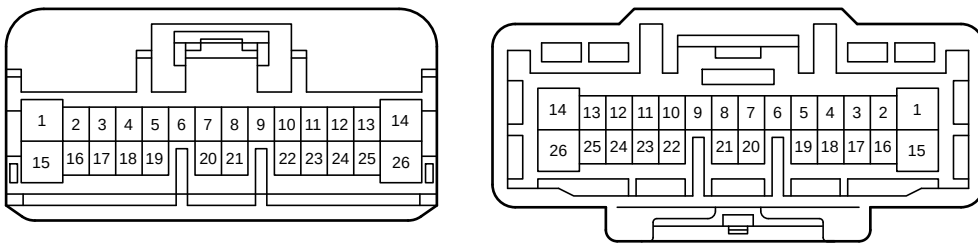
TN1
White



TU1
White



UT1
White



aT1
White

