
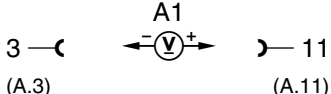
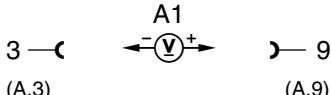
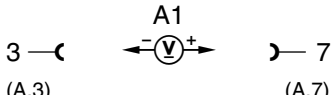
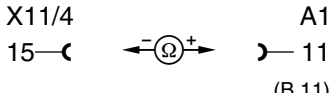


## 1.15 Instrument Cluster (IC)

Model 163 (as of M.Y. 1998) with FSS

### Electrical Test Program – Test Model

	Test scope	Test connection	Test condition	Nominal value	Possible cause/Remedy
1.0	<b>Instrument cluster (A1)</b> Voltage supply Terminal 30		Ignition: <b>OFF</b> Remove A1 Disconnect connector "A" (18-pin)	11 – 14 V	Fuse 13 in fuse and relay box (F1), Wiring, Values O.K.: ⇒ 1.1
1.1	Voltage supply Terminal 15, fused		Ignition: <b>ON</b>	11 – 14 V	Fuse 22 in fuse and relay box (F1), Wiring, Values O.K.: ⇒ 1.2
1.2	Voltage supply Terminal 15, fused		Ignition: <b>ON</b>	11 – 14 V	Fuse 10 in fuse and relay box (F1), Wiring, Values O.K.: A1
2.0	<b>HHT interface</b> Connection between A1 and data link connector (X11/4)		Ignition: <b>OFF</b> Remove A1, Disconnect connector "B" (12-pin)	5 Ω	Wiring.

## 1.15 Instrument Cluster (IC)

Model 163 (as of M.Y. 1998) with FSS

### Electrical Test Program – Test

⇒	Test scope	Test connection	Test condition	Nominal value	Possible cause/Remedy
3.0	<b>CAN bus data lines</b> Resistance		Ignition: <b>OFF</b> Disconnect connector "B" (12-pole) (N3/10 engine control modules is connected to CAN)	around 120 Ω	CAN: -//-, Γ Γ - N3/10 Values O.K.: ⇒ 3.1
3.1	CAN bus data lines Voltage Low-data line		Ignition: <b>ON</b>	around 2.3 V	N3/10 Values O.K.: ⇒ 3.2
3.2	CAN bus data lines Voltage High-data line		Ignition: <b>ON</b>	around 2.6 V	N3/10
4.0	<b>Instrument cluster (A1)</b> CAN bus data input resistance		Ignition: <b>OFF</b> Disconnect connector "B" (12-pole)	around 120 Ω	A1
5.0	<b>Steering lock switch</b> <b>(S97/1)</b>		Ignition: <b>OFF</b> Disconnect connector "A" (18-pole) steering locked steering unlocked	< 1 Ω > 20 kΩ	Wiring (S97/1)

