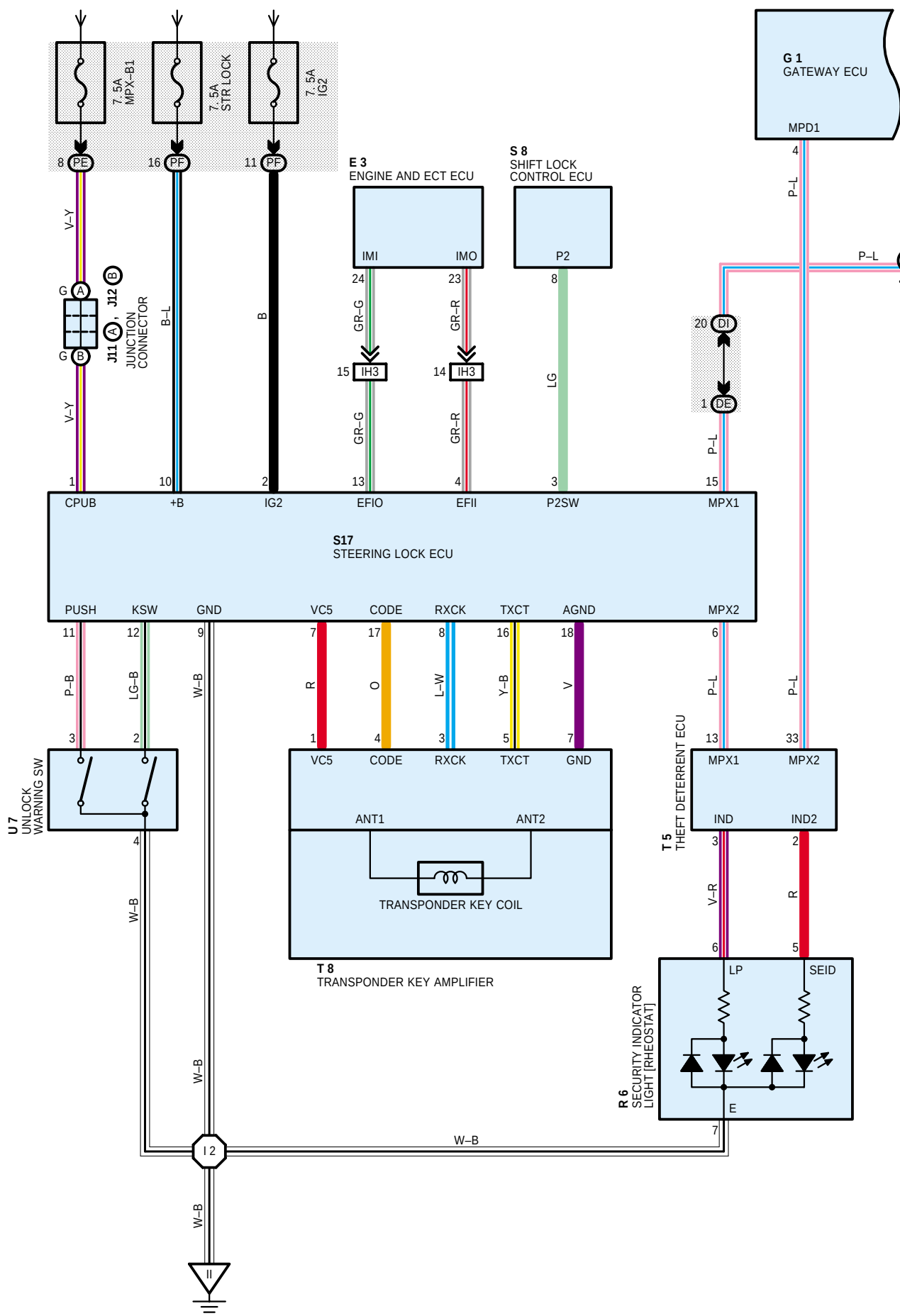


ENGINE IMMOBILISER AND STEERING LOCK SYSTEM

FROM POWER SOURCE SYSTEM (SEE PAGE 188)



The diagram illustrates the electrical architecture for the G1 Gateway ECU, which acts as a central hub for door-related functions. It shows the following components and connections:

- G1 Gateway ECU:** The central control unit with terminals MPD2, MPL1, and a P-L line.
- Door ECUs (CTY):** Four door control units (Driver, Front Passenger, Rear LH, Rear RH) each containing MPX1, MPX2, and CTY modules. They are connected to the Gateway ECU via P-L lines and to door switches via P-G and L lines.
- Door Switches (D13-D15):** Door Courtesy Switches for Front RH, Front LH, Rear LH, and Rear RH, connected to the door ECUs and ground.
- Body Control Module (BC1):** Connected to the Rear LH and Rear RH door ECUs via P-L lines.
- Luggage Room J/B ECU:** Connected to the Gateway ECU via V-G lines and to the Luggage Compartment Door Courtesy Switch (L5) via a red line (R).
- Wiring Details:** The diagram uses color-coded lines (P-L, P-G, L, R, W-B) to represent different power and signal paths. Ground connections are indicated by battery symbols.