

1988
BMW 735i/735iL/750iL (E32)
Electrical
Troubleshooting
Manual
Vehicles Produced 9/87—8/88

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INTRODUCTION

The purpose of this manual is to provide information to aid in electrical troubleshooting. It consists of three types of information: schematics, diagnostic procedures, and component identification information.

The manual is divided into sections called cells. In each cell electrical components that work together are shown together on one or more schematics. At the top of the page is the fuse (positive) that powers the circuit. The flow of current is shown through all wires, connectors, switches, and motors to ground (negative) at the bottom of the page.

Within the schematic all switches and sensors are shown "at rest," as though the Ignition Switch were off. For identification, component names are underlined and placed next to or above each component. Notes are included that describe how or when switches and other components work.

The *Power Distribution* schematics show the current feed through all the connections from the Battery and Alternator to each fuse and the Ignition and Light Switches. If a *Power Distribution* schematic is combined with any other circuit schematic, a complete picture is made of how that circuit works. The *Ground Distribution* schematics show how several circuits are connected to common grounds.

All wiring between components is shown exactly as it exists in the vehicles; however, the wiring is not drawn to scale. To aid in understanding electrical operation, wiring inside complicated components has been simplified. Further information regarding schematic symbols and references can be found in cell 0140 (Symbols).

With this car, BMW introduces the Central Body Electronics System. This system incorporates the use of a single module that controls many apparently unrelated functions. For instance, the Sunroof and Windshield Wipers are controlled by the same module. However, only the portion of the module that controls the Sunroof will appear in the Sunroof schematics.

Diagnostic Procedures are step-by-step instructions that describe how to identify a particular problem. The procedures are designed to be used with the Service Tester, especially in its new Diagnostic Link mode. Each Diagnostic Procedure corresponds to a specific schematic. Further information on both the Diagnostic Procedures and the Service Tester can be found in cell 0150.

Component Identification Information begins in cell 7000 and consists of the Component Location List, Component Location Photographs, and Harness Connector Faces. The Component Location List helps you find where the parts of the circuit are in the vehicle. A brief description of the location is given along with a reference to the photograph that shows the component and its connecting wires. The Harness Connector Faces show the cavity or terminal locations of all connectors having three or more pins. Harness Connector Faces help you locate test points. The drawings show the connector faces you see after the harness connector has been disconnected from a component.

TROUBLESHOOTING PROCEDURES

Diagnostic procedures for many of the circuits in this manual are included with the schematics. These procedures are based on a logical problem-solving procedure. The steps listed below are provided for those circuits that do not include diagnostic procedures. Following these steps will enable you to make a quick diagnosis of the problem.

1. Verify the Problem

Operate the problem circuit to check the accuracy of the complaint. Note the symptoms of the inoperative circuit.

2. Analyze the Problem

Refer to the schematic of the problem circuit in the ETM. Determine how the circuit is supposed to work by tracing the current path(s) from the power feed through the circuit components to ground. Then, based on the symptoms you noted in step 1 and your understanding of circuit operation, identify one or more possible causes of the problem.

3. Isolate the Problem

Make circuit tests to prove or disprove the preliminary diagnosis made in step 2. Keep in mind that a logical, simple procedure is the key to efficient troubleshooting. Test for the most likely cause of failure first. Try to make tests at points which are easily accessible.

4. Repair the Problem

Once the specific problem is identified, make the repair using the proper tools and safe procedures.

5. Check the Problem

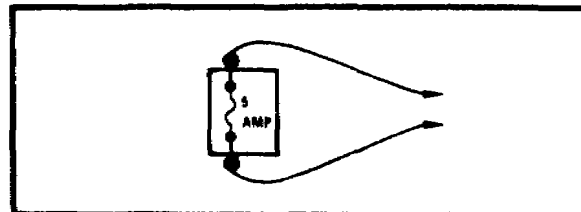
Operate the circuit to check for satisfactory circuit operation. Good repair practice calls for rechecking all circuits you have worked on.

TROUBLESHOOTING TOOLS

Isolating the problem (Step 3 of TROUBLESHOOTING PROCEDURES) requires the use of a voltmeter and/or ohmmeter. A voltmeter measures voltage at selected points in a circuit. An ohmmeter measures a circuit's resistance to current flow. It has an internal battery that provides current to the circuit under test. Disconnect the car battery when using an ohmmeter because the battery voltage will cause the ohmmeter to give false readings. Also, do not use an ohmmeter on solid state components. The voltage that the ohmmeter applies to the circuit could damage these components.

Fused Jumper Wire

A jumper wire is made up of an in-line fuse holder connected to a set of test leads. It should have a five ampere fuse. Use it for bypassing open circuits. Never use a jumper wire across any load (motors, etc.). This direct battery short will blow the fuse.



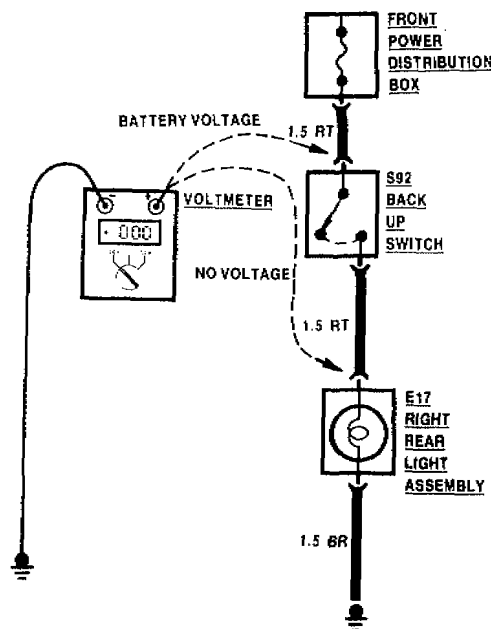
Fused Jumper Wire

TROUBLESHOOTING TESTS

Voltage Test

This test measures voltage in a circuit. By taking measurements at several points (terminals or connectors) along the circuit, you can isolate the problem.

To take a voltage measurement, connect the negative lead of the voltmeter to the battery's negative terminal or other known good ground. Then connect the positive lead of the voltmeter to the point you want to test. The voltmeter will measure the voltage present at that point in the circuit.

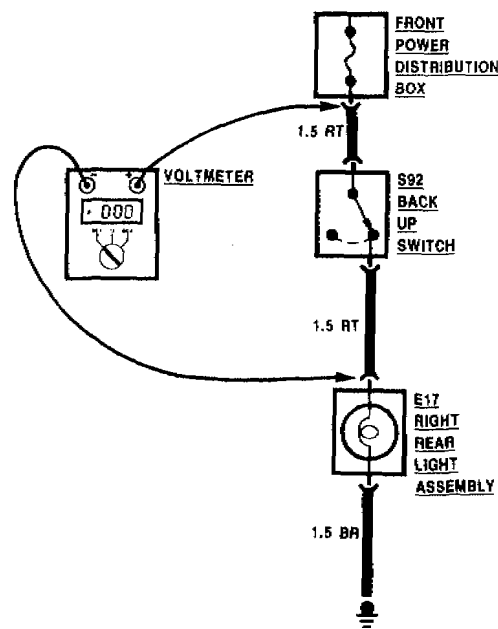


Voltage Test

Voltage Drop Test

Wires, connectors, and switches are designed to conduct current with a minimum loss of voltage. A voltage drop of more than one volt indicates a problem.

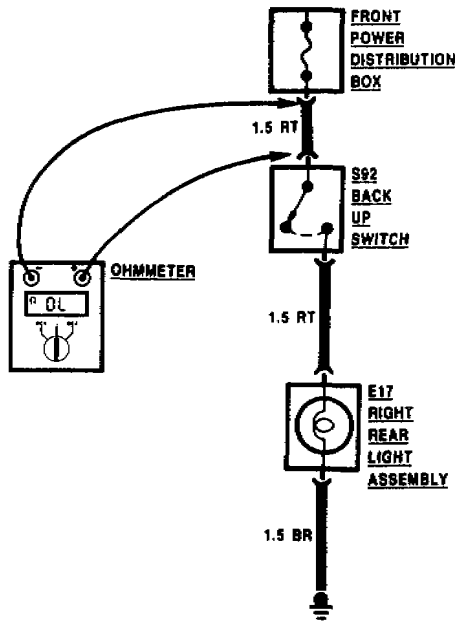
To test for voltage drop, connect the voltmeter leads to connectors at either end of the circuit's suspected problem area. The positive lead should be connected to the connector closest to the power source. The voltmeter will show the voltage drop between these two points. Any switches in the circuit should be on during this test.



Voltage Drop Test

Continuity Test

To perform a continuity test, first disconnect the car battery. Then, while holding the leads together, adjust the ohmmeter to read zero. Connect the ohmmeter leads to connector or terminals at either end of the circuit's suspected problem area. The ohmmeter will show the resistance across that part of the circuit. This test can also be performed with a self-powered test light.

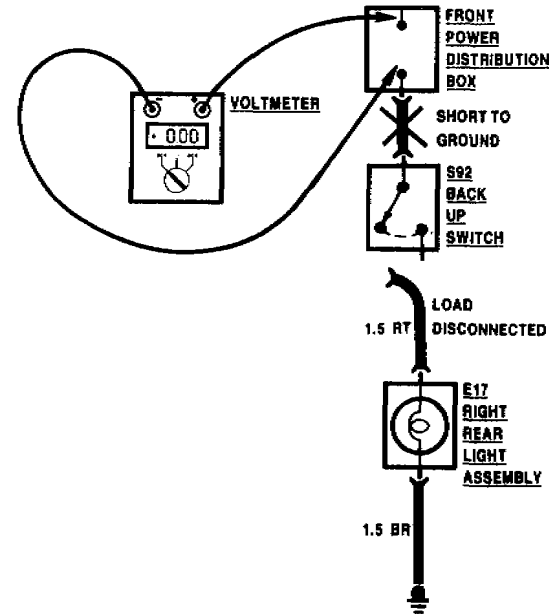


Continuity Test

Short Test Using voltmeter

To locate a wiring short to ground, remove the blown fuse and disconnect the load. Connect the voltmeter leads to the fuse terminals. The positive lead should be connected to the terminal closest to the power source.

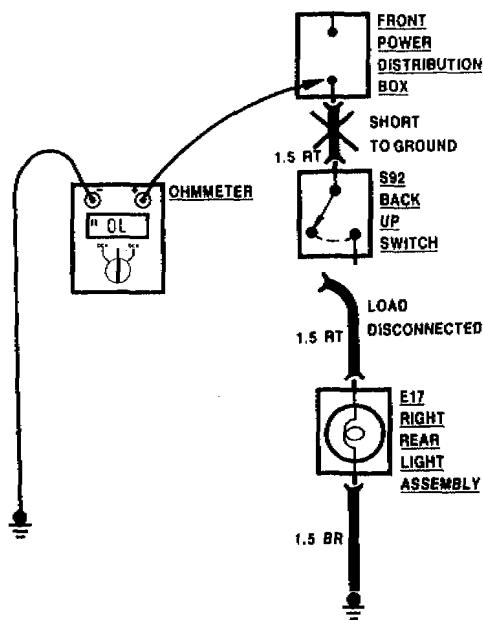
Starting near the FRONT POWER DISTRIBUTION BOX, move the wire harness back and forth and watch the voltmeter reading. If the voltmeter registers a reading, there is a short to ground in the wiring. Somewhere in the area of the harness being moved, the wire insulation is worn away and the circuit is grounding.



Short Test Using Voltmeter

Short Test Using Ohmmeter

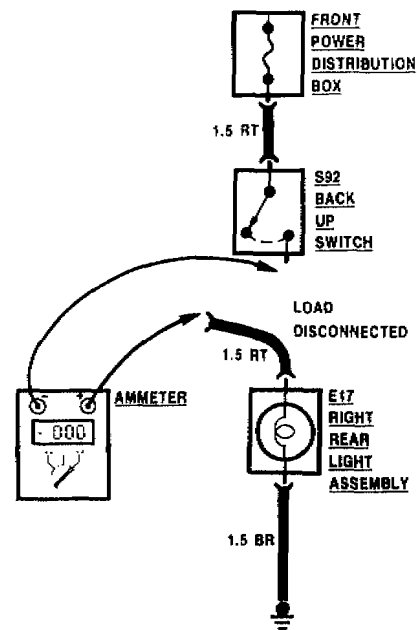
Disconnect the battery. While holding the leads together, adjust the ohmmeter to read zero. Remove the blown fuse and disconnect the load. Connect one lead of the ohmmeter to the fuse terminal that is closest to the load. Connect the other lead to a known good ground. Starting near the FRONT POWER DISTRIBUTION BOX, move the wire harness back and forth and watch the ohmmeter reading. Low or no resistance indicates a short to ground in the wiring. Infinitely high resistance indicates no short.



Short Test Using Ohmmeter

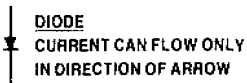
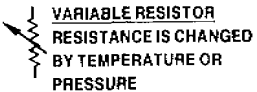
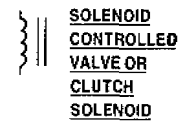
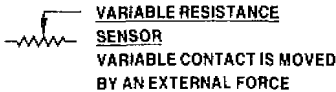
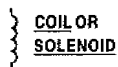
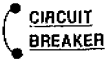
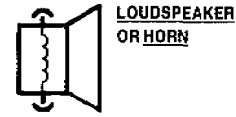
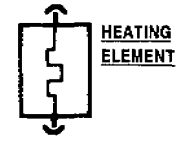
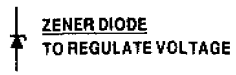
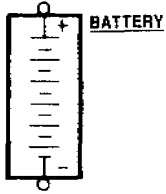
Current Test Using Ammeter

To measure the current, connect the ammeter leads to the connector or terminals in series with the circuit. The ammeter will show the current through the circuit.



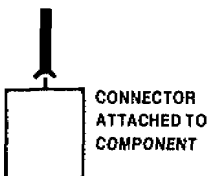
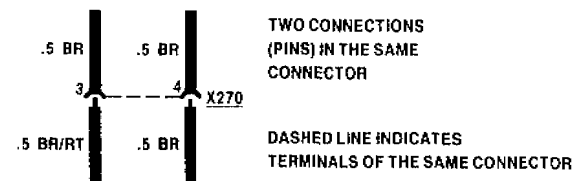
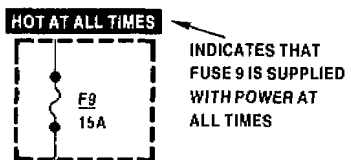
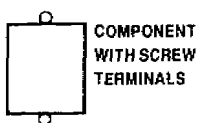
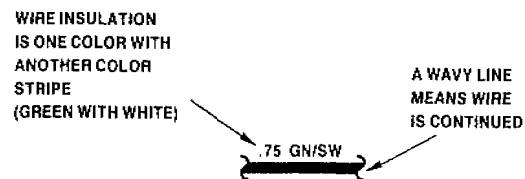
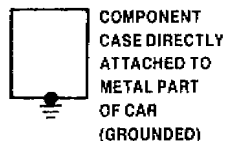
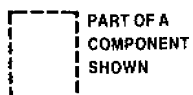
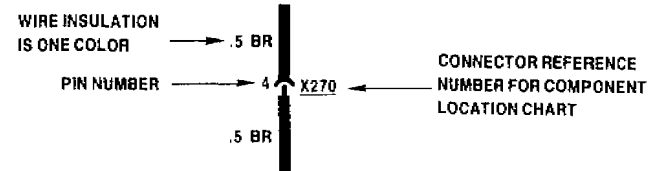
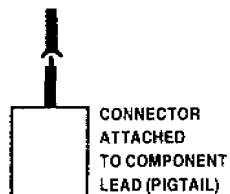
Current Test Using Ammeter

SYMBOLS

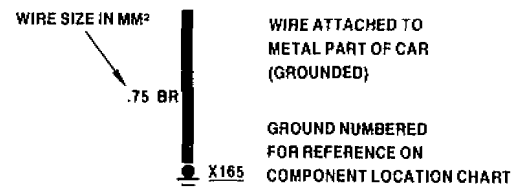


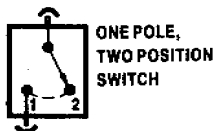


SYMBOLS

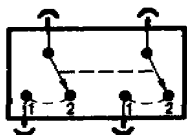


TERMINAL NUMBER	DESCRIPTION
50	VOLTAGE: IGNITION SWITCH IN START
30	VOLTAGE: SUPPLIED AT ALL TIMES
15	VOLTAGE: IGNITION SWITCH IN RUN OR START
15E	VOLTAGE: IGNITION SWITCH IN RUN
R	VOLTAGE: IGNITION SWITCH IN ACCESSORY, RUN, OR START

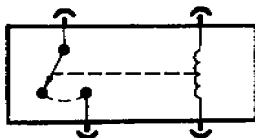




ONE POLE,
TWO POSITION
SWITCH

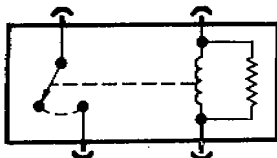


SWITCHES THAT
MOVE TOGETHER
DASHED LINE SHOWS
A MECHANICAL
CONNECTION
BETWEEN SWITCHES

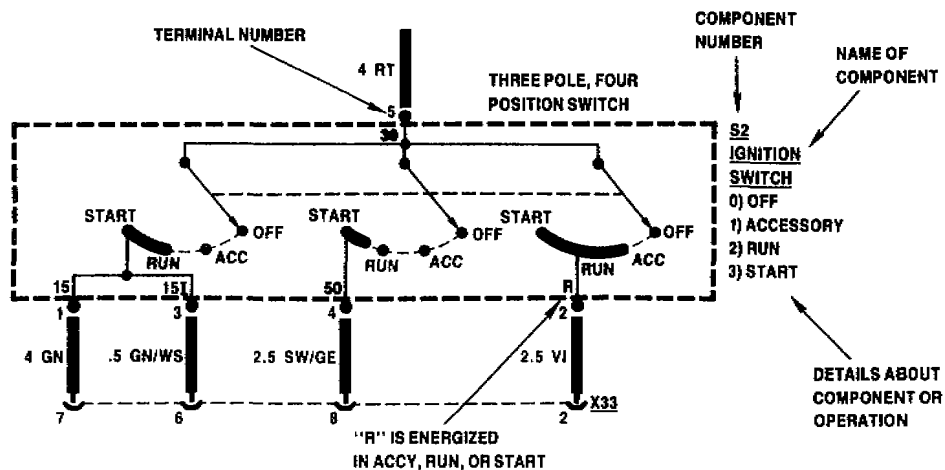


RELAY WITH NO CURRENT
FLOWING THROUGH COIL

WHEN COIL IS
ENERGIZED, SWITCH
IS PULLED CLOSED



RELAY WITH
RESISTOR ACROSS
COIL

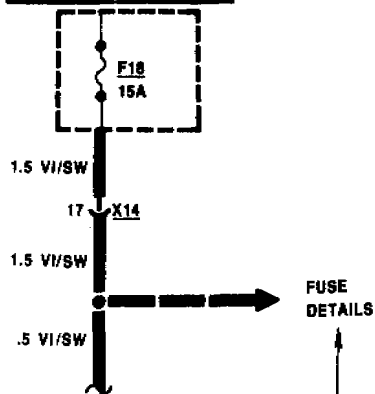


**TERMINAL
NUMBER**

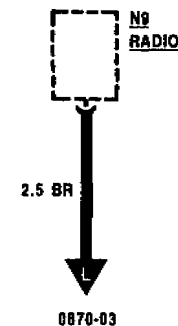
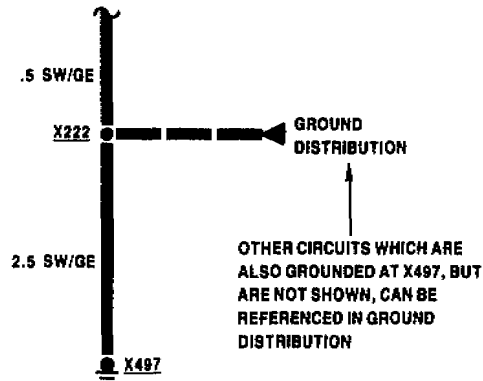
TERMINAL NUMBER	DESCRIPTION
50	VOLTAGE: IGNITION SWITCH IN START
30	VOLTAGE: SUPPLIED AT ALL TIMES
15	VOLTAGE: IGNITION SWITCH IN RUN OR START
15I	VOLTAGE: IGNITION SWITCH IN RUN
R	VOLTAGE: IGNITION SWITCH IN ACCESSORY, RUN, OR START

SYMBOLS

HOT IN ACC, RUN OR START



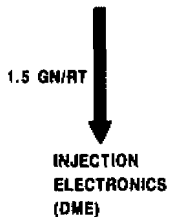
OTHER CIRCUITS WHICH SHARE FUSE 18, BUT ARE NOT SHOWN, CAN BE REFERENCED IN FUSE DETAILS



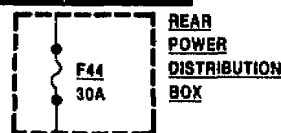
CURRENT PATH IS CONTINUED AS LABELED

ARROW SHOWS DIRECTION OF CURRENT FLOW AND IS REPEATED WHERE CURRENT PATH CONTINUES

CIRCUIT REFERENCE — A WIRE WHICH CONNECTS TO ANOTHER CIRCUIT



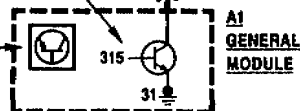
HOT IN ACC, RUN OR START



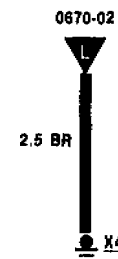
TESTER COMMAND NUMBER- ENTERING 315 FOR THE GIVEN ZKE SYSTEM WILL ACTIVATE THE TRANSISTORIZED SWITCH

CENTRAL BODY ELECTRONICS (ZKE)

SYMBOL INDICATES A SOLID STATE DEVICE (INCLUDES ONLY ELECTRONIC PARTS)



CIRCUIT SHOWN IS INCOMPLETE COMPLETE CIRCUIT CAN BE REFERENCED IN CENTRAL BODY ELECTRONICS (ZKE)

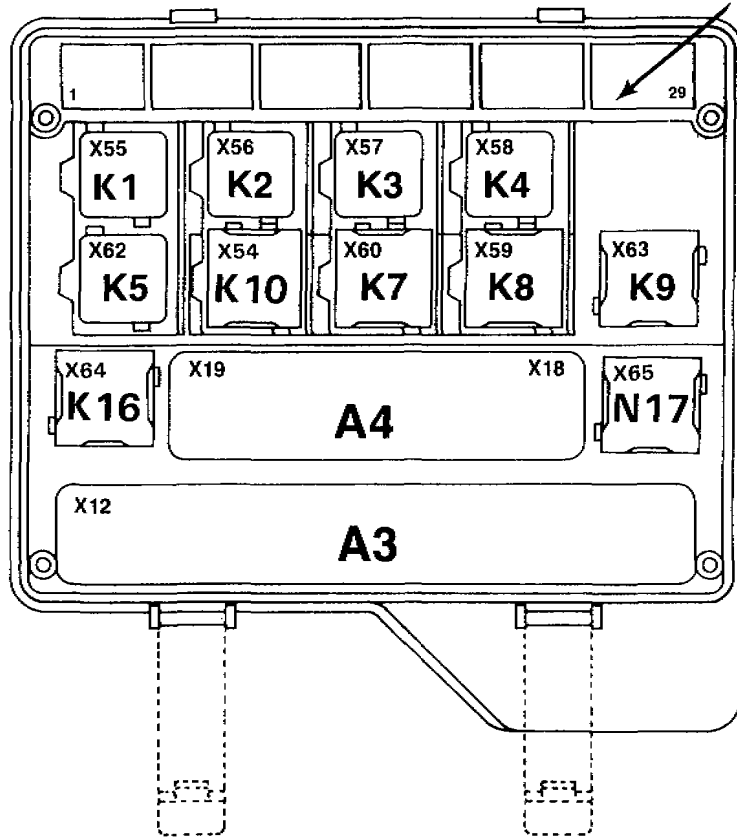




POWER DISTRIBUTION CHARTS

FRONT POWER DISTRIBUTION BOX

FRONT POWER DISTRIBUTION BOX FUSES



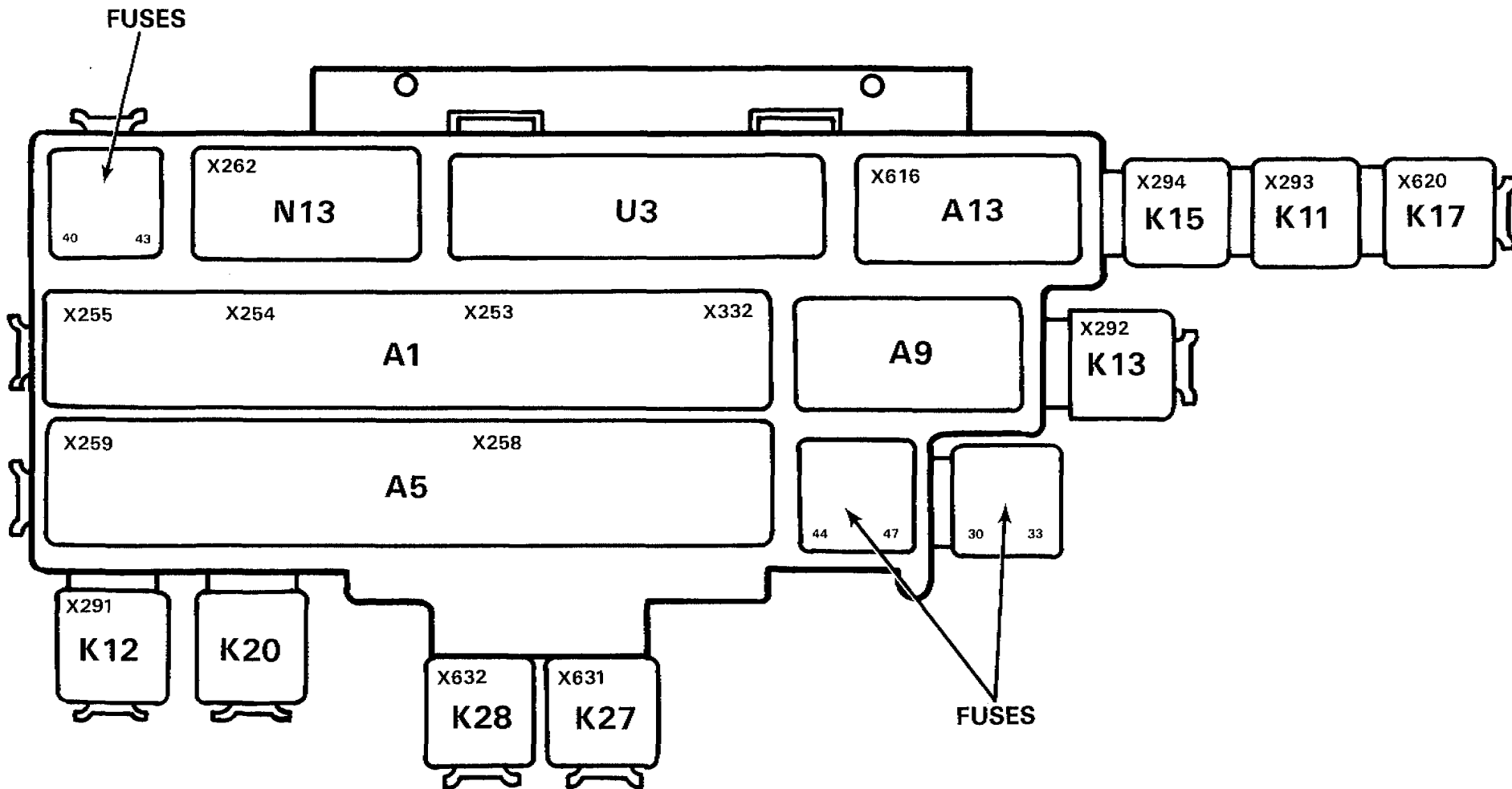
COMPONENTS IN FRONT POWER DISTRIBUTION BOX		
NUMBER	CONNECTOR	DESCRIPTION
A3	X12	LAMP CONTROL MODULE
A4	X18, X19	CHECK CONTROL MODULE
K1	X55	STARTER RELAY
K2	X56	HORN RELAY
K3	X57	UNLOADER RELAY, KLR
K4	X58	BLOWER RELAY
K5	X62	INTENSIVE WASH PUMP RELAY
K7	X60	PARKING LIGHT MONITOR RELAY
K8	X59	FRONT DEFOGGER/WATER PUMP RELAY
K9	X63	UNLOADER RELAY, KL15
K10	X54	ABS RELAY
K16	X64	HAZARD FLASHER RELAY
N17	X65	CRASH CONTROL UNIT



POWER DISTRIBUTION CHARTS

REAR POWER DISTRIBUTION BOX

REAR POWER DISTRIBUTION BOX





POWER DISTRIBUTION CHARTS

REAR POWER DISTRIBUTION BOX

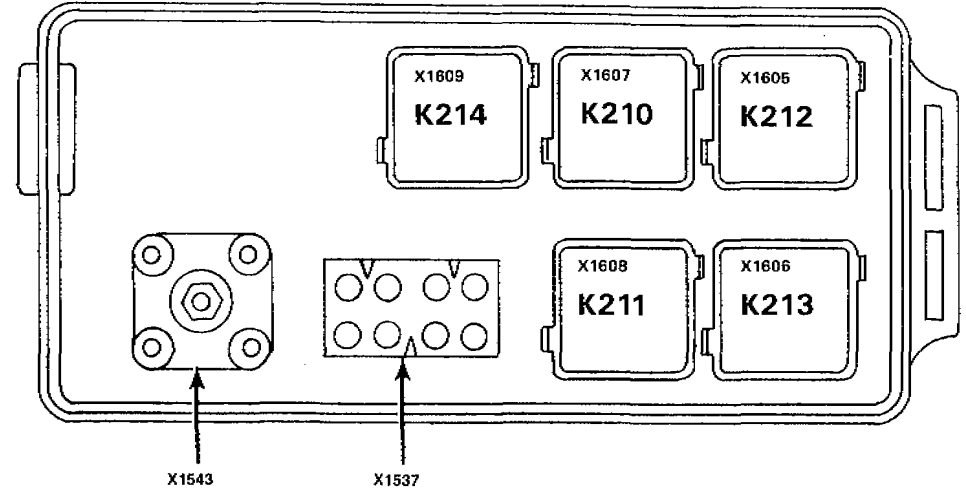
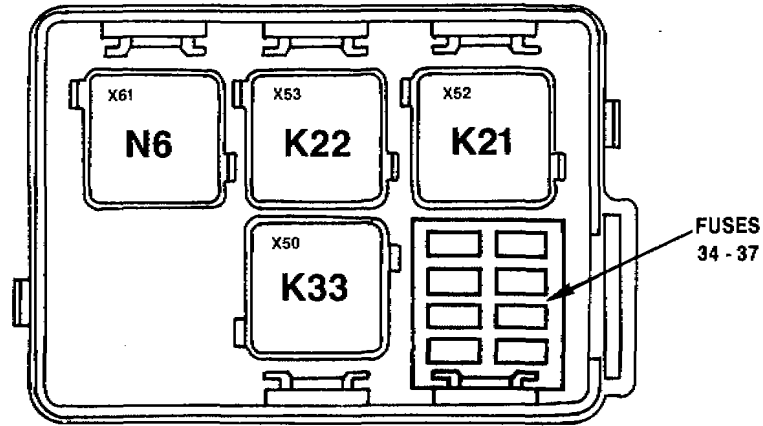
COMPONENTS IN REAR POWER DISTRIBUTION BOX		
NUMBER	CONNECTOR	DESCRIPTION
A1	X253, X254, X255, X332	GENERAL MODULE
A5	X258, X259	RELAY MODULE
A9		PRESENTLY NOT AVAILABLE
A13	X616	REAR HEADREST CONTROL UNIT
K11	X293	WIPER RELAY
K12	X291	WIPER PRESSURE CONTROL RELAY (ADV)
K13	X292	REAR DEFOGGER RELAY
K15	X294	ELECTRIC POWER PROTECTION RELAY
K17	X620	REAR SEAT HEATING RELAY
K20		PRESENTLY NOT AVAILABLE
K27	X631	LEFT REAR SEAT HEATING/ POSITION RELAY
K28	X632	RIGHT REAR SEAT HEATING/ POSITION RELAY
N13	X262	INFRARED LOCKING CONTROL UNIT
U3		PRESENTLY NOT AVAILABLE



POWER DISTRIBUTION CHARTS

AUXILIARY RELAY BOX

AUXILIARY RELAY BOX



COMPONENTS IN AUXILIARY RELAY BOX

NUMBER	CONNECTOR	DESCRIPTION
K21	X52	NORMAL SPEED RELAY
K22	X53	HIGH SPEED RELAY
K33	X50	AIR CONDITIONING MOTRONIC RELAY
N6	X61	HEADLIGHT/FRONT FOGLIGHT MODULE (SRA)

COMPONENTS IN AUXILIARY RELAY BOX, 750iL ONLY

NUMBER	CONNECTOR	DESCRIPTION
K210	X1607	FUEL PUMP RELAY I
K211	X1608	FUEL PUMP RELAY II
K212	X1605	MAIN RELAY I
K213	X1606	MAIN RELAY II
K214	X1609	OXYGEN SENSOR RELAY
—	X1537	CONNECTOR (8 PINS)
X1543	—	B + JUNCTION POST



FUSE CHARTS

Fuse No.	Size	Circuit Protected
1	15A	Antilock Brake System (ABS) (Also Fuses 17 and 29) Brake Lights Brake Lining Warning (Also Fuses 17 and 20) Cruise Control (Tempomat) (Also Fuses 15 (Early Production) and 17) Cruise Control (EML) Electronic Throttle Control (EML 1.2) (Also Fuses 17 and 20) Instrument Cluster/Check Control (Also Fuses 12, 15, 17, 20, 29, and 33) Lamp Monitor (LKM) (Also Fuses 2, 3, 4, 5, 7, 10, 11, 13, and 14) Park/Tail/Marker/Underhood Lights (Also Fuses 4, 5, and 20)
2	7.5A	Headlights/Fog Lights (Also Fuses 3, 4, 5, 7, 10, 11, 13, and 14) Lamp Monitor (LKM) (Also Fuses 1, 3, 4, 5, 7, 10, 11, 13, and 14) Turn/Hazard Lights (Also Fuses 3, 6, 13, and 14)
3	7.5A	Headlights/Fog Lights (Also Fuses 2, 4, 5, 7, 10, 11, 13, and 14) Headlight/Fog Light Washer (ZKE) (Also Fuses 5, 17, 22, and 44) Lamp Monitor (LKM) (Also Fuses 1, 2, 4, 5, 7, 10, 11, 13, and 14) Turn/Hazard Lights (Also Fuses 2, 6, 13, and 14)
4	7.5A	Headlights/Fog Lights (Also Fuses 2, 3, 5, 7, 10, 11, 13, and 14) Lamp Monitor (LKM) (Also Fuses 1, 2, 3, 5, 7, 10, 11, 13, and 14) Park/Tail/Marker/Underhood Lights (Also Fuses 1, 5, and 20)
5	10A	Glove Box Light/Cigar Lighter/Ashtray Light/Charging Plug (Also Fuses 26 and 33) Headlights/Fog Lights (Also Fuses 2, 3, 4, 7, 10, 11, 13, and 14) Headlight/Fog Light Washer (ZKE) (Also Fuses 3, 17, 22 and 44) Heated Seats (Also Fuses 16, 27, 29, and 40) Lamp Monitor (LKM) (Also Fuses 1, 2, 3, 4, 7, 10, 11, 13, and 14) License/Trunk Lights (Also Fuse 33) Lumbar Support (Also Fuse 16) Park/Tail/Marker/Underhood Lights (Also Fuses 1, 4, and 20)

BMW
7 **FUSE CHARTS**

Fuse No.	Size	Circuit Protected
6	7.5A	Turn/Hazard Lights (Also Fuses 2, 3, 13, and 14)
7	15A	Headlights/Fog Lights (Also Fuses 2, 3, 4, 5, 10, 11, 13, and 14) Lamp Monitor (LKM) (Also Fuses 1, 2, 3, 4, 5, 10, 11, 13, and 14)
9	15A	Automatic Climate Control (IHKA) (Also Fuses 19, 20, 21, and 29) Horn
10	7.5A	Headlights/Fog Lights (Also Fuses 2, 3, 4, 5, 7, 11, 13, and 14) Lamp Monitor (LKM) (Also Fuses 1, 2, 3, 4, 5, 7, 11, 13, and 14)
11	7.5A	Headlights/Fog Lights (Also Fuses 2, 3, 4, 5, 7, 10, 13, and 14) Lamp Monitor (LKM) (Also Fuses 1, 2, 3, 4, 5, 7, 10, 13, and 14)
12	15A	Back Up Lights Instrument Cluster/Check Control (Also Fuses 1, 15, 17, 20, 29, and 33) Memory Mirrors (Also Fuses 16, 17, 18, 30, 42, and 44) Windshield Washer Jet Heaters
13	7.5A	Headlights/Fog Lights (Also Fuses 2, 3, 4, 5, 7, 10, 11, and 14) Lamp Monitor (LKM) (Also Fuses 1, 2, 3, 4, 5, 7, 10, 11, and 14) Turn/Hazard Lights (Also Fuses 2, 3, 6, and 14)
14	7.5A	Headlights/Fog Lights (Also Fuses 2, 3, 4, 5, 7, 10, 11, and 13) Lamp Monitor (LKM) (Also Fuses 1, 2, 3, 4, 5, 7, 10, 11, and 13) Turn/Hazard Lights (Also Fuses 2, 3, 6, and 13)
15	7.5A	Cruise Control (Tempomat) (Also Fuses 1 and 17 (Early Production)) Instrument Cluster/Check Control (Also Fuses 1, 12, 17, 20, 29, and 33) On-Board Computer (Also Fuses 17 and 20) Windshield Washer (ZKE) (Also Fuse 44) Windshield Wipers (ZKE) (Also Fuse 44)
16	30A	Heated Seats (Also Fuses 5, 27, 29, and 40) Lumbar Support (Also Fuse 5) Memory Mirrors (Also Fuses 12, 17, 18, 30, 42, and 44) Memory Seat (Also Fuses 17, 18, 30, 42, and 44)