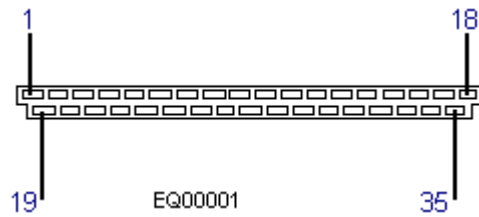


Pin Tables Copyright Equiptech

Number of ECM pins: 35



Pin	Connection	Test condition	Volts/Duty Cycle etc
1	coil one amplifier control: t2	cranking/running	switching 0 to nbv
2	coil two amplifier control: t7	cranking/running	switching 0 to nbv
3	TPS signal contact : t3	ignition on/running closed fully open	0.5 to 0.6v 4.8v approx
4	SD	ignition on/running no major faults major faults	nbv 0.25 max 0.25 max
5	earth	ignition on/running	0.25 max
6	sensor return CTS, ATS, TPS	ignition on/running	0.25 max
7	unused		
8	OS return	engine running	0.25 max
9	TPS supply	ignition on/running	5.0 ± 0.1
10	unused		
11	unused		
12	SD		
13	CTS signal:t2	ignition on/running	20°C 3.00 to 3.50 80°C 1.00 to 1.30
14	injectors	ignition on cranking cold running cold cranking warm running warm acceleration	nbv 3.5+ ms 3.5 ms 2.4+ ms 2.4 to 2.6 ms 6.0+ ms
15	unused		
16	earth	ignition on/running	0.25 maz
17	unused		
18	battery supply : t30	ignition off/on/running	nbv
19	unused		
20	pump relay driver: t2	ignition on cranking/running	nbv 1.25 max
21	instrument panel		
22	ATS signal	ignition on/running	20° 3.50 to 3.75
23	CAS return : t1	engine running	0.25 max
24	OS signal : t3	ignition Key On engine running throttle fully-open fuel cut-off	0.4 to 0.5 200 to 1000 mv 1.0 v constant 0 v constant
25	CAS signal: t2	cranking: Idle: cruise:	AC 2.0v+ (peak to peak) AC 11.0v+ (peak to peak) AC 14.0v+ (peak to peak)
26	unused		
27	unused		
28	unused		
29	AC relay		
30	unused		
31	CFSV		
32	AC compressor clutch relay		
33	ISCV signal: t5	ignition on engine running	nbv duty cycle 30 to 40%

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34	ISCV signal: t3	ignition on	nbv
		engine running	duty cycle 30 to 40%
35	supply from main relay : t5	ignition on/running	nbv

< END >