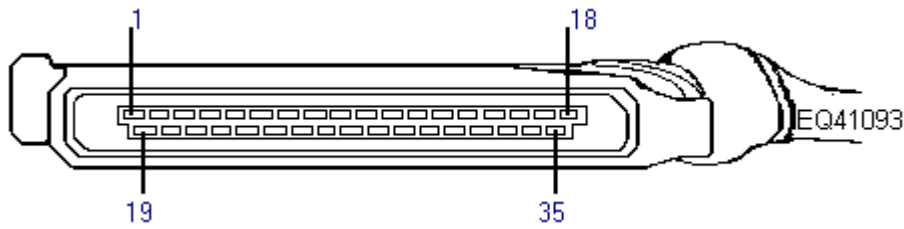


Number of ECM pins: 35



Pin	Connection	Test condition	Volts/Duty Cycle etc
1	amplifier control signal: t5&6	cranking/running	switching 0 to nbv
2	TPS idle contact : t2	ignition on/running throttle closed throttle part/fully open	zero 5.0 ± 0.1
3	TPS full-load contact : t3	ignition on/running throttle closed/part open throttle fully open	5.0 ± 0.1 zero
4	diagnostic socket : t2		
5	earth	ignition on/running	0.25 max
6	AFS return: t4	ignition on/running	0.25 max
7	AFS signal: t2	ignition on Idle 2000 rpm 3000 rpm snap accelerate	0.20 to 0.30 0.75 to 1.50 1.75 to 2.25 2.00 to 2.50 3.00 to 4.50
8	unused		
9	AFS supply: t3	ignition on/running	5.0 ± 0.1
10	unused		
11	unused		
12	diagnostic socket : t1		
13	CTS signal: t2	ignition on/running ignition on/running	5.0 ± 0.1 20°C 3.00 to 3.50
14	injectors pulse: t1	cranking cold running cold cranking warm running warm snap acceleration	11.0 to 12.0 ms 3.0 to 3.5 ms 4.0 to 4.5+ ms 2.0 to 2.5 ms 6.0 ms
15	unused		
16	earth	ignition on	0.25 max
17	Fascia warning lamp	ignition on: no faults present faults present	nbv 0.25 max nbv
18	battery positive: t30	ignition off/on/running	nbv
19	unused		
20	pump relay driver: t2 (t85)	ignition on cranking/running	nbv 1.25 max
21	unused		
22	ATS signal: AFS: t5)	ignition on/running	20°C 3.50 to 3.75
23	CAS: t2	engine running	0.25 max
24	unused		
25	CAS: t1	cranking: Idle: cruise:	AC 4.0v+ (peak to peak) AC 8.0v+ (peak to peak) AC 14.0v+ (peak to peak)
26	unused		
27	unused		
28	unused		
29	air conditioning		
30	CO pot: (AFS: t1)	ignition on/idle	2.45 ± 0.5
31	unused		
32	air conditioning		

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33	ISCV: t1	switching wire	nbv
		switching volts (variable)	
		cold:	6.0 to 6.5
		hot:	7.0 to 9.0
		frequency	100 to 110
		engine cold	duty cycle 56 to 58%
		engine hot:	
		no load	duty cycle 40 to 44%
		under load	duty cycle 44 to 50%
34	unused		
35	nbv supply from relay: t5 (t87)	ignition on/running	nbv

< END >