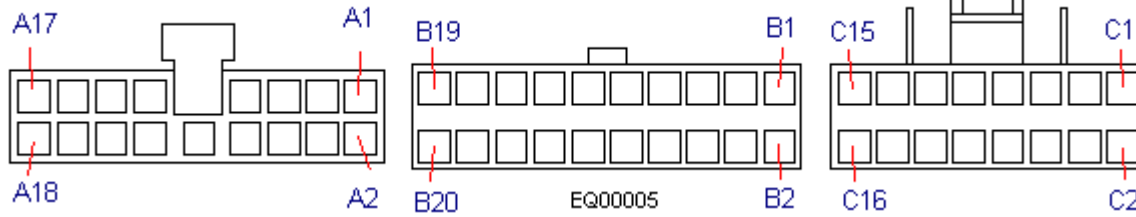


Pin Tables Copyright Equiptech

Number of ECM pins: 53



Pin	Connection	Test condition	Volts/Duty Cycle etc
A1	injector cyl: no 1	ignition on cranking cold running cold cranking warm running warm snap acceleration	nbv 3.0 to 4.0 ms 3.0 to 4.0 ms 2.1 to 2.6 ms 2.1 to 2.6 ms 8.0+ ms
A2	earth	ignition on/running	0.25 max
A3	injector cyl : no 2	ignition on cranking cold running cold cranking warm running warm snap acceleration	nbv 3.0 to 4.0 ms 3.0 to 4.0 ms 2.1 to 2.6 ms 2.1 to 2.6 ms 8.0+ ms
A4	earth	ignition on/running	0.25 max
A5	injector cyl: no 3	ignition on cranking cold running cold cranking warm running warm snap acceleration	nbv 3.0 to 4.0 ms 3.0 to 4.0 ms 2.1 to 2.6 ms 2.1 to 2.6 ms 8.0+ ms
A6	injector cyl: no 6	ignition on cranking cold running cold cranking warm running warm snap acceleration	nbv 3.0 to 4.0 ms 3.0 to 4.0 ms 2.1 to 2.6 ms 2.1 to 2.6 ms 8.0+ ms
A7	injector cyl. no 4	ignition on cranking cold running cold cranking warm running warm snap acceleration	nbv 3.0 to 4.0 ms 3.0 to 4.0 ms 2.1 to 2.6 ms 2.1 to 2.6 ms 8.0+ ms
A8	Ignition solenoid A	engine running active non-active	0.25 max nbv
A10	EGR solenoid valve driver	engine running EGR non-active EGR active	nbv 0.25 max
A11	ISCV pulse : t1	ignition on engine running	nbv variable (switching)
A12	pump relay driver : t8	ignition on cranking/running	nbv 1.25 max
A13	injector cyl: no 5	ignition on cranking cold running cold cranking warm running warm snap acceleration	nbv 3.0 to 4.0 ms 3.0 to 4.0 ms 2.1 to 2.6 ms 2.1 to 2.6 ms 8.0+ ms
A15	supply from main relay	ignition on/running	nbv
A16	earth	ignition on/running	0.25 max

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A17	battery supply: t30	ignition on/off/running	nbv
A18	earth	ignition on/running	0.25 max
B2	Ignition solenoid B	engine running	
		active	0.25 max
		non-active	nbv
B6	SD warning lamp : t1	ignition on/running	
		faults present	1.25 max
		no faults present	nbv
B7	A/T position indicator		
B9	AT position indicator		
B10	PSPS	idle speed	
		wheels straight	voltage
		wheels turned	no voltage
B11	OS (rear) signal	engine running	200 to 1000 mv
		throttle fully open	1.0v constant
		fuel cut off	0 volts constant
		switching frequency	1 sec intervals (approx)
B13	cranking supply (fused)		
	ignition switch : t50	cranking	nbv
B14	alternator FR		
B16	VSS	vehicle running	switching
B17	fuel pressure cut-off solenoid	ignition on/engine cold	nbv
		fuel temperature hot	0.25 max
B20	CO pot signal (non-cat only)	idle speed	variable 0.1 to 4.0v approx.
C1	RPM sensor signal : t2	cranking:	AC 2.0v+ (peak to peak)
		Idle:	AC 11.0v+ (peak to peak)
		cruise:	AC 14.0v+ (peak to peak)
C2	RPM sensor return : t1	engine running	0.25 max
C3	TDC sensor signal : t2	cranking:	AC 2.0v+ (peak to peak)
		Idle:	AC 11.0v+ (peak to peak)
		cruise:	AC 14.0v+ (peak to peak)
C4	TDC sensor return : t1	engine running	0.25 max
C5	ATS signal : t2	ignition on/running	20 to 40°C 1.0 to 3.0
C6	CTS signal : t2	ignition on/running	0 to 20°C 2.0 to 3.5 approx.
			80 to 100°C 0.5 to 0.8 approx.
C7	TPS signal : t3	ignition on/running	
		closed	0.5
		fully open	4.50 approx
C8	EGR lift sensor signal	EGR active	variable 0.1 to 4.0v
C9	APS sensor sensor signal : t3	ignition on/running	
		sea level	3.0 approx.
C11	MAP sensor signal: t3	WOT/ignition on	2.75 to 2.95
		Idle speed	0.6 to 0.8 appr
C12	sensor return: APS, CO pot, EGR, TPS	ignition on/running	0.25 max
C13	sensor supply: APS, CO pot, EGR, TPS	ignition on/running	5.0 ± 0.1
C14	MAP sensor return	ignition on/running	0.25 max
C15	MAP sensor supply	ignition on/running	5.0 ± 0.1
C16	OS (front) signal	engine running	200 to 1000 mv
		throttle fully open	1.0v constant
		fuel cut off	0 volts constant
		switching frequency	1 sec intervals (approx)

< END >