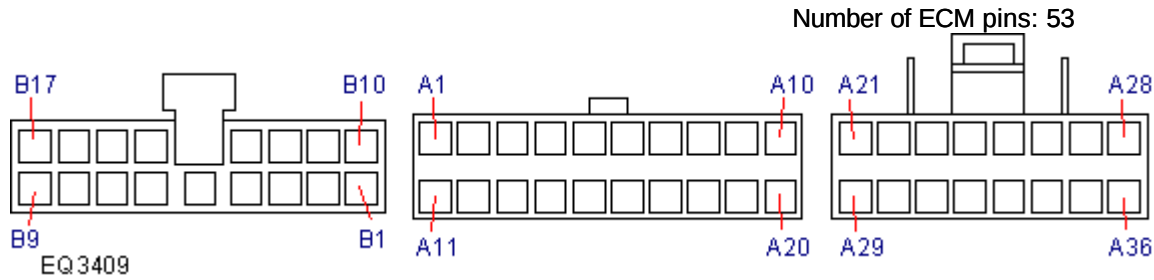


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Pin	Connection	Test condition	Volts/Duty Cycle etc
A1	air intake solenoid B driver	engine running non-active active	nbv 0.25 max zero
A2	A/C clutch relay driver	ignition off	zero
A4	neutral switch (AT) or earth (MT)		
A5	cruise control		
A6	VSS signal : t2	ignition on vehicle moving	nbv to zero switching 0 to nbv
A7	cranking supply (fused) ignition switch : t50	cranking	nbv
A8	ignition output to amplifier : t1	cranking/running	switching 0 to nbv
A9	AT ECM		
A10	RPM sensor signal : t2	cranking: Idle: cruise:	AC 2.0v+ (peak to peak) AC 11.0v+ (peak to peak) AC 14.0v+ (peak to peak)
A11	A/C		
A12	coolant fan signal		
A13	SD warning lamp : t1	ignition on/running faults present no faults present	1.25 max nbv
A14	A/C magnetic clutch relay		
A15	coolant fan signal		
A16	PSPS	idle speed wheels straight wheels turned	voltage no voltage
A17	alternator output	engine running	nbv
A18	ignition output to amplifier : t1	cranking/running	switching 0 to nbv
A19	Ignition timing adjustment signal	ignition on/running	variable 0 to 5.0v
A20	RPM sensor return : t1	engine running	0.25 max
A21	CID sensor signal : t2	cranking: Idle: cruise:	AC 2.0v+ (peak to peak) AC 11.0v+ (peak to peak) AC 14.0v+ (peak to peak)
A22	TDC sensor signal : t2	cranking: Idle: cruise:	AC 2.0v+ (peak to peak) AC 11.0v+ (peak to peak) AC 14.0v+ (peak to peak)
A23	ATS signal : t2	ignition on/running	20 to 40°C 1.0 to 3.0
A24	TPS signal : t3	ignition on/running closed fully open	0.5 4.50 approx
A25	APS sensor signal : t3	ignition on/running sea level	3.0 approx.
A26	MAP sensor signal : t3	WOT/ignition on Idle speed	2.75 to 2.95 0.6 to 0.8 approx
A27	sensor supply: APS, CO pot, EGR, ignition timing, MAP, TPS	ignition on/running	5.0 ± 0.1
A28	sensor supply: APS, CO pot, EGR, ignition timing, MAP, TPS	ignition on/running	5.0 ± 0.1
A29	CID return : t1	cranking/running	0.25 max
A30	TDC sensor return : t1	ignition on/running	0.25 max
A31	CTS signal : t2	ignition on/running	0 to 20°C 2.0 to 3.5 approx.

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80 to 100°C 0.5 to 0.8 approx.

A32	EGR lift sensor signal	EGR active	variable 0.1 to 4.0v
A33	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)
A34	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)
A34	CO pot signal (non-cat only)	idle speed	variable 0.1 to 4.0v approx.
A35	sensor return: APS, ATS, CO pot, CTS, EGR, ignition timing, MAP, TPS	ignition on/running	0.25 max
A36	sensor return: APS, ATS, CO pot, CTS, EGR, ignition timing, MAP, TPS	ignition on/running	0.25 max
B1	earth	ignition on/running	0.25 max
B2	earth	ignition on/running	0.25 max
B3	air intake solenoid A driver	engine running	
		non-active	nbv
		active	0.25 max
B3	resonator control solenoid : t1	non-active	nbv
		engine running above 3800 rpm	0.25 max
B4	pump relay driver : t8	ignition on	nbv
		cranking/running	1.25 max
B5	EGR solenoid valve driver	engine running	
		EGR non-active	nbv
		EGR active	0.25 max
B6	injector cyl: no 5	ignition on	nbv
		cranking cold	3.0 to 4.0 ms
		running cold	3.0 to 4.0 ms
		cranking warm	2.1 to 2.6 ms
		running warm	2.1 to 2.6 ms
		snap acceleration	8.0+ ms
B7	injector cyl: no 6	ignition on	nbv
		cranking cold	3.0 to 4.0 ms
		running cold	3.0 to 4.0 ms
		cranking warm	2.1 to 2.6 ms
		running warm	2.1 to 2.6 ms
		snap acceleration	8.0+ ms
B8	earth	ignition on/running	0.25 max
B9	earth	ignition on/running	0.25 max
B10	battery positive: t30	ignition off/on/running	nbv
B11	nbv supply from relay : t3	ignition on	nbv
B12	fuel pressure cut-off solenoid	ignition on/engine cold	nbv
		fuel temperature hot	0.25 max
B13	ISCV pulse : t1	ignition on	nbv
		engine running	variable (switching)
B14	injector cyl. no 4	ignition on	nbv
		cranking cold	3.0 to 4.0 ms
		running cold	3.0 to 4.0 ms
		cranking warm	2.1 to 2.6 ms
		running warm	2.1 to 2.6 ms
		snap acceleration	8.0+ ms
B15	injector cyl: no 3	ignition on	nbv
		cranking cold	3.0 to 4.0 ms
		running cold	3.0 to 4.0 ms
		cranking warm	2.1 to 2.6 ms
		running warm	2.1 to 2.6 ms
		snap acceleration	8.0+ ms
B16	injector cyl : no 2	ignition on	nbv

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B17 injector cyl: no 1

cranking cold	3.0 to 4.0 ms
running cold	3.0 to 4.0 ms
cranking warm	2.1 to 2.6 ms
running warm	2.1 to 2.6 ms
snap acceleration	8.0+ ms
ignition on	nbv
cranking cold	3.0 to 4.0 ms
running cold	3.0 to 4.0 ms
cranking warm	2.1 to 2.6 ms
running warm	2.1 to 2.6 ms
snap acceleration	8.0+ ms

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