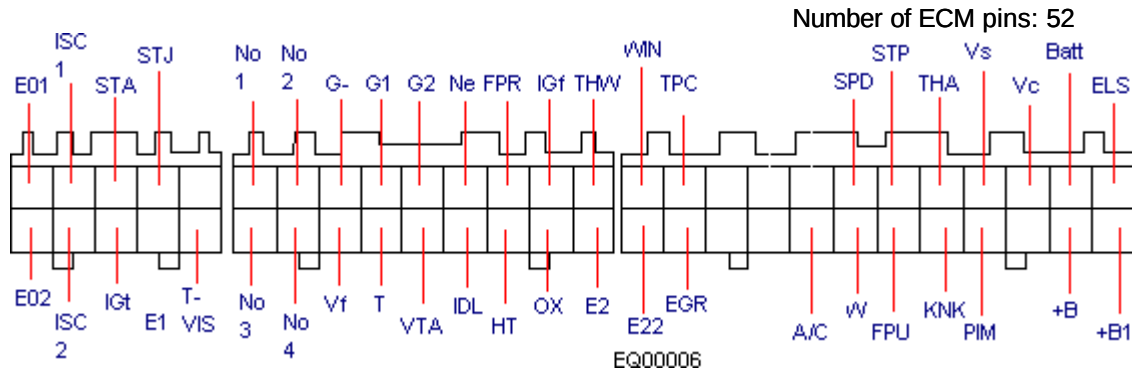


Pin Tables Copyright Equiptech



Pin	Connection	Test condition	Volts/Duty Cycle
10 pin			
E01	earth	ignition on/running	0.25 max
ISC1	ISCV valve	ignition switch on	9.0 to 14.0 v
STA	ignition switch: tSTA	cranking	nbv
STJ	cold start injector	cranking cold engine	0.25 max
E02	earth	ignition on/running	0.25 max
ISC2	ISCV valve	ignition switch on	9.0 to 14.0 v
IGT	amplifier	ignition on/running	0.7 to 1.0
E1	earth	ignition on/running	0.25 max
T-VIS	T-VIS VSV: t2	engine running	
		actuated	nbv
		not actuated	zero
18 pin			
No 1	No 1 injector	ignition on	nbv
		running cold	3.5 ms
		running hot	2.3 ms
		2000 rpm	2.1 ms
		3000 rpm	2.0 ms
		snap acceleration	8.0+ ms
		deceleration	zero
No 2	No 2 injector	ignition on	nbv
		running cold	3.5 ms
		running hot	2.3 ms
		2000 rpm	2.1 ms
		3000 rpm	2.0 ms
		snap acceleration	8.0+ ms
		deceleration	zero
G1	pickup sensor : t2	cranking:	AC 2.0v+ (peak to peak)
		idle:	AC 11.0v+ (peak to peak)
		cruise:	AC 14.0v+ (peak to peak)
G2	pickup sensor : t2	cranking:	AC 2.0v+ (peak to peak)
		idle:	AC 11.0v+ (peak to peak)
		cruise:	AC 14.0v+ (peak to peak)
NE	pickup sensor : t2	cranking:	AC 2.0v+ (peak to peak)
		idle:	AC 11.0v+ (peak to peak)
		cruise:	AC 14.0v+ (peak to peak)
G -	TDC, RPM sensor return : t1	ignition on/running	0.25 max
FPR	Fuel pump relay driver	ignition on	nbv
		cranking/running	1.25 max
IGF	amplifier	ignition on/running	0.7 to 1.0
THW	CTS	ignition on/running	20°C 2.0 to 2.8

Pin Tables Copyright Equiptech

		80°C 0.4 to 0.8	
No 3	No 3 injector	ignition on running cold	nbv 3.5 ms
		running hot	2.3 ms
		2000 rpm	2.1 ms
		3000 rpm	2.0 ms
		snap acceleration	8.0+ ms
		deceleration	zero
No 4	No 4 injector	ignition on running cold	nbv 3.5 ms
		running hot	2.3 ms
		2000 rpm	2.1 ms
		3000 rpm	2.0 ms
		snap acceleration	8.0+ ms
		deceleration	zero
VF	SD connector		
T	SD connector	ignition on/running not actuated actuated	nbv 0.50 max
VTA	TPS : t3	ignition on/running throttle closed throttle fully open	0.5 or less 4.50 to 5.40 approx
IDL	TPS t2	ignition on/running	
HT	OS sensor	ignition on engine running	nbv 0.25 max
OX	OS	engine running throttle fully open fuel cut-off switching frequency	200 to 1000 mv 1.0v constant 0 volt constant 8 in 10 secs (approx)
E2	earth	ignition on/running	0.25 max
24 pin			
WIN	Intercooler ECM		
TPC	Turbocharger pressure VSV	ignition on turbocharger control actuated	nbv 0.25 max
SPD	VSS		
STP	stop light switch		
THA	ATS sensor AFS: t THA	ignition on/running	20°C 2.0 to 2.8
VS	AFS signal : tVS	ignition on throttle closed throttle fully open engine idling	2.5 to 5.4 v 6.2 to 8.8 v 3.9 to 5.8 v
VC	AFS reference voltage	ignition on/running	5.1 to 10.8 v
BATT	battery supply: t30	ignition off/on	nbv
ELS	Headlight and defogger		
E22	Sensor earth	ignition on/running	
EGR	EGR control VSV	ignition on EGR active	nbv 0.25 max
A/C	A/C magnet switch		
W	SD warning lamp	ignition on/running no faults present faults present	nbv zero
FPU	Fuel pressure VSV	ignition on/engine cold fuel temperature hot	nbv 0.25 max
KNK	Knock control sensor	KS active	1.0v approx (AC peak to
peak)			
PIM	Turbocharger sensor	ignition on	2.5 to 4.5 v
+B	main relay supply: t4	ignition on/running	nbv
+B1	main relay supply t4	ignition on/running	nbv

