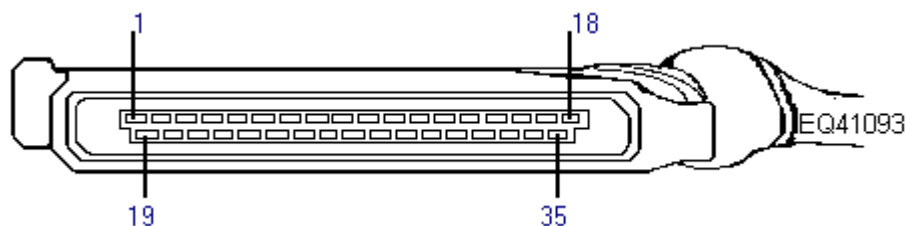


Number of ECM pins: 35



Pin	Connection	Test condition	Volts/Duty Cycle etc.
1	coil negative: t1	ignition on engine running dynamic volt drop primary switching	nbv 2.0 max 200v min
2	TS idle contact : t2	Ignition on throttle closed throttle part/fully open	zero 5.0 ± 0.1
3	TS full-load contact : t3	Ignition on throttle closed/part open throttle fully open	5.0 ± 0.1 zero
4	self-diagnostic (some models)		
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 WOT (off-load)	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 4.50+
8	unused		
9	AFS supply: t3	ignition on/running	5.0 ± 0.1
10	connection to t86 cat coding relay (where fitted)		
11	vehicle coding (4-wheel drive)		
12	self-diagnosis (some models)		
13	CTS signal: t2	ignition on/running	20° C 3.00 to 3.50 80° C 1.00 to 1.30
14	injectors (pulse): t1	ignition on cranking cold running cold cranking warm running warm snap acceleration	nbv 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	connection to t87a cat coding relay (where fitted)		
16	earth	ignition on/running	0.25 max
17	SD warning lamp	ignition on/running no faults present faults present	nbv 0.25 max
18	battery positive: t30	ignition off/on/running	nbv
19	earth	ignition on/running	0.25 max
20	pump relay driver: 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 return: t2	engine running	
24	oxygen sensor: t3 Catalyst equipped vehicles only	ignition key on engine running throttle fully-open	0.4 to 0.5 volts 200 to 1000 mv 1.0 constant

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		Fuel cut-off	0 volt constant
		switching frequency	1 sec intervals (approx)
25	CAS signal : t1	cranking:	AC 4.0v+ (peak to peak)
		Idle:	AC 8.0v+ (peak to peak)
		cruise:	AC 14.0v+ (peak to peak)
26	unused		
27	earth through cat coding relay (where fitted)	ignition on/running	0.25 max
28	unused		
29	air conditioning		
30	CO pot: (AFS: t1)	ignition on/idle	2.45 ± 0.5
31	valve timing variator relay	non-active	nbv
		active	0.25 max
32	air conditioning sw.		
33	ISCV: t1	ignition on	nbv
		engine running:	
		cold	6.0 to 6.5
		hot	7.0 to 9.0 approx
34	unused		
35	nbv supply from relay: t87	ignition on	nbv

< END >