<table>
<thead>
<tr>
<th>Pin</th>
<th>Connection</th>
<th>Test condition</th>
<th>Volts/Duty Cycle etc</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>ignition system control unit</td>
<td>cranking/running</td>
<td>switching 0 to nbv</td>
</tr>
<tr>
<td>2</td>
<td>TPS idle contact: t1</td>
<td>Ignition on</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>throttle closed</td>
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<td>throttle part/full open</td>
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<td>3</td>
<td>TPS full-load contact: t3</td>
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<td>throttle closed/part open</td>
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<td>throttle fully open</td>
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<tr>
<td>4</td>
<td>supply from battery: t30</td>
<td>ignition off/on/running</td>
<td>nbv</td>
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<tr>
<td>5</td>
<td>earth</td>
<td>ignition on/running</td>
<td>0.25 max</td>
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<td>6</td>
<td>AFS return: t2</td>
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<td>7</td>
<td>AFS signal: t3</td>
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<td>0.20 to 0.70</td>
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<td></td>
<td></td>
<td>idle</td>
<td>1.5</td>
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<tr>
<td></td>
<td></td>
<td>3000 rpm</td>
<td>2.4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>snap open throttle</td>
<td>4.0+</td>
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<tr>
<td></td>
<td></td>
<td>coolant above 65° C,</td>
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<tr>
<td></td>
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<td>rpm above 2500,</td>
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<td>switch off engine</td>
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<td>8</td>
<td>AFS hot wire burn-off: t4</td>
<td>ignition on/running</td>
<td>hot wire glows for 1.0 second</td>
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<td>9</td>
<td>supply from main relay: t87</td>
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<td>10</td>
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<td>12</td>
<td>SD connector</td>
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<td>13</td>
<td>CTS</td>
<td>ignition on/running</td>
<td>20°C 2.70</td>
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<td>80°C 0.75</td>
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<td>A/C compressor</td>
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<td>16</td>
<td>SD connector</td>
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<tr>
<td>17</td>
<td>earth</td>
<td>ignition on/running</td>
<td>0.25 max</td>
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<tr>
<td>18</td>
<td>injectors</td>
<td>ignition on</td>
<td>nbv</td>
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<tr>
<td></td>
<td></td>
<td>cranking cold</td>
<td>3.8 ms</td>
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<tr>
<td></td>
<td></td>
<td>running cold</td>
<td>3.8 ms</td>
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<td>cranking warm</td>
<td>2.4 ms</td>
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<tr>
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<td>running warm</td>
<td>2.4 ms</td>
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<td>2000 rpm</td>
<td>2.2 ms</td>
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<td>3000 rpm</td>
<td>2.1 ms</td>
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<td>snap acceleration</td>
<td>6.0+ ms</td>
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<tr>
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<td>deceleration</td>
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<td>earth</td>
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<tr>
<td>20</td>
<td>pump relay driver: t85</td>
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<td>nbv</td>
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<td>21</td>
<td>main relay driver: t85</td>
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<td>SD warning lamp</td>
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<td>no faults present</td>
<td>nbv</td>
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<td>faults present</td>
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<tr>
<td>23</td>
<td>unused</td>
<td>engine running</td>
<td>200 to 1000 mv</td>
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<td>24</td>
<td>OS signal (some models)</td>
<td>throttle fully open</td>
<td>1.0v constant</td>
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<td>fuel cut off</td>
<td>0 volts constant</td>
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<td></td>
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<td>switching frequency</td>
<td>1 sec intervals (approx)</td>
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<td>ignition system control unit</td>
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<tr>
<td>Pin</td>
<td>Description</td>
<td>Status</td>
<td>Value</td>
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<td>26</td>
<td>gear shift indicator (some models)</td>
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<tr>
<td>27</td>
<td>CFSV: t1</td>
<td>ignition on</td>
<td>nbv</td>
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<td>engine running, active</td>
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<tr>
<td>28</td>
<td>KS signal: t2</td>
<td>KS active</td>
<td>1.0 approx (peak to peak)</td>
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<td>29</td>
<td>earth</td>
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<tr>
<td>30</td>
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<td>31</td>
<td>Fuel consumption signal</td>
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<td>32</td>
<td>Cold start valve driver (some models)</td>
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<td>ISCV signal: t1</td>
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<td>nbv</td>
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<td>cold</td>
<td>6.0 to 6.5</td>
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<td>hot</td>
<td>7.0 to 9.0 approx</td>
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<td>34</td>
<td>VSS</td>
<td>vehicle running</td>
<td>switching 0v to nbv</td>
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<tr>
<td>35</td>
<td>ignition switch: t15</td>
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<td>nbv</td>
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