



Pin	Connection	Test condition	Volts/Duty Cycle etc
1	ignition system control unit	cranking/running	switching 0 to nbv
2	TPS idle contact : t1	Ignition on throttle closed	zero
3	TPS full-load contact: t3	throttle part/fully open Ignition on	5.0 ± 0.1
4	supply from battery: t30	throttle closed/part open	5.0 ± 0.1
5	earth	throttle fully open	zero
6	AFS return: t2	ignition off/on/running	nbv
7	AFS signal: t3	ignition on/running	0.25 max
8	AFS hot wire burn-off: t4	ignition on/running	0.25 max
9	supply from main relay : t87	idle	0.20 to 0.70
10	unused	3000 rpm	1.5
11	unused	snap open throttle	2.4
12	SD connector	coolant above 65° C, rpm above 2500, switch off engine	4.0+
13	CTS	ignition on/running	hot wire glows for 1.0 second nbv
14	A/C compressor		
15	vehicle coding		
16	SD connector		
17	earth		
18	injectors	ignition on/running	20°C 2.70 80°C 0.75
19	earth	ignition on/running	0.25 max
20	pump relay driver: t85	ignition on	nbv
21	main relay driver: t85	cranking cold	3.8 ms
22	SD warning lamp	running cold	3.8 ms
23	unused	cranking warm	2.4 ms
24	OS signal (some models)	running warm	2.4 ms
25	ignition system control unit	2000 rpm	2.2 ms
		3000 rpm	2.1 ms
		snap acceleration	6.0+ ms
		deceleration	zero
		ignition on/running	0.25 max
		ignition on	nbv
		cranking/running	1.25 max
		ignition off	nbv
		ignition on/running	1.25 max
		no faults present	nbv
		faults present	0.25 max
		engine running	200 to 1000 mv
		throttle fully open	1.0v constant
		fuel cut off	0 volts constant
		switching frequency	1 sec intervals (approx)

26	gear shift indicator (some models)		
27	CFSV: t1	ignition on engine running, active	nbv variable
28	KS signal: t2	KS active	1.0 approx (peak to peak)
29	earth	ignition on/running	0.25 max
30	signal from AT or SD connector		
31	Fuel consumption signal		
32	Cold start valve driver (some models)		
33	ISCV signal: t1	ignition on engine running: cold hot	nbv  6.0 to 6.5 7.0 to 9.0 approx
34	VSS	vehicle running	switching 0v to nbv
35	ignition switch: t15	ignition on/running	nbv