ELECTRONIC CONTROL DIESEL

SS14E–07

SERVICE DATA

Air flow mater	Resistance (THA – E2)	at –20˚C (–4˚F)	12.5 – 16.9 kΩ
		at 20˚C (68˚F)	2.19 – 2.67 kΩ
		at 60˚C (140˚F)	0.50 – 0.68 kΩ
Throttle control motor	Resistance	at Cold	15 – 28 Ω
		at Hot	20 – 33 Ω
VSV for turbo pressure sensor	Resistance	at 20˚C (68˚F)	33 – 39 Ω
Fuel temperature sensor	Resistance	at 20˚C (68˚F)	2.21 – 2.79 Ω
		at 80˚C (176˚F)	0.287 – 0.349 Ω
Intake air temperature sensor	Resistance	at 20˚C (68˚F)	2.211 – 2.649 Ω
Fuel pressure sensor	Voltage		4.75 – 5.25 V
Turbo pressure sensor	Voltage		4.5 – 5.5 V
	Voltage drop	Applied vacuum	
		13.3 kPa (100 mmHg, 3.94 in.Hg)	0.9 – 1.1 V
		26.7 kPa (200 mmHg, 7.87 in.Hg)	1.3 – 1.5 V
		40.0 kPa (300 mmHg, 11.81 in.Hg)	1.5 – 1.7 V
	Voltage up	Applied pressure	
		39.2 kPa (0.40 kgf/cm^2, 5.69psi)	1.2 – 1.5 V
		58.8 kPa (0.60 kgf/cm^2, 8.53psi)	1.5 – 1.8 V
		78.5 kPa (0.80 kgf/cm^2, 11.4psi)	1.8 – 2.1 V
		98.0 kPa (1.00 kgf/cm^2, 1.42 psi)	2.1 – 2.4 V
Camshaft position sensor	Resistance	at Cold	1,630 – 2,740 Ω
		at Hot	2,065 – 3,225 Ω
Crankshaft position sensor	Resistance	at Cold	1,630 – 2,740 Ω
		at Hot	2,065 – 3,225 Ω
Accelerator pedal position sensor	Resistance	at 20˚C	1.5 – 6.0 kΩ
VSV for exhaust control valve	Resistance	at 20˚C (68˚F)	33 – 39 Ω