

# ECM Pin Voltage 1991 Engine VIN 5 Body Type S

## Article Text

1991 Geo Prizm

For Ace Mechanics 123 Main Street San Diego Ca 92126

Copyright © 1997 General Motors Corporation

Friday, November 28, 2003 01:54AM

### ARTICLE BEGINNING

#### ECM Pin Voltage

This ECM voltage information is for use with a digital voltmeter to further aid in diagnosis. The voltages you get may vary due to low battery charge or other reasons, but they should be very close.

#### THE FOLLOWING CONDITIONS MUST BE MET BEFORE TESTING

1. Engine at operating temperature.
2. Engine idling in Closed loop(for Engine Run Column), park, or neutral.
3. Test terminal not grounded.
4. 'Scan' tool not installed.

#### Abbreviations used in chart:

B+	Battery or system voltage	D/R	Drive or Reverse
1@	Less than 1 volt	P/N	Park or Neutral
0*	Less than 0.5 volts	CT	Closed throttle
A/C	Air Conditioning	OT	Open throttle using accelerator Pedal (WOT - Wide open throttle)

#### BLOCK 1

Voltage		Circuit	Pin	Wire Color
(*)Key On	Eng Run			
0	0	A/C AMPLIFIER INPUT	ACT	RED/WHT
01 0	0	STOP SWITCH INPUT	STP	GRN/WHT
---	---	NOT USED	---	---
---	---	NOT USED	-*-	---
B+	B+	B+ SUPPLY	BATT	RED/WHT
B+	B+	IGNITION VOLTAGE INPUT	B1	BLK/RED
---	---	NOT USED	---*	---
02 0-B+	0-B+	VSS	SPD	PPL/WHT
07 0	0	A/C MAGNET CLUTCH INPUT	A/C	BLK/WHT
---	---	NOT USED	*--	---
1-2V	B+	CHECK ENGINE LIGHT CONTROL	W	RED
B+	B+	IGNITION VOLTAGE INPUT	B+	BLK/RED

#### BLOCK 2

Voltage		Circuit	Pin	Wire Color
(*)Key On	Eng Run			
0	0-1V	DIAGNOSTIC ENABLE	VF	RED/WHT

0	.1-.9V	02 SIGNAL INPUT	0X+	RED
0	0	02 CIRCUIT GROUND	0X1	BLK
0	.1-TO .9	SUB 02 SENSOR INPUT	0X2	WHT
03 5	.4	CTS	THW	WHT
03 2.0	2.0	IAT SENSOR	THA	BLK
04 2.0	L-9V	MAF SIGNAL INPUT	VS	YEL/BLU
8.0	8-9V	MAF VOLTAGE CONTROL	VC	YEL/BLK
0	0	ECM GROUND	E21	BRN
B+	B+	DIAGNOSTIC REQUEST INPUT	T	BLU/WHT
0	0	KNOCK SENSOR	KNK	BLK
03 5	.69	EGR TEMP. SENSOR	THG	RED/GRN
05 0	0	IDLE SWITCH INPUT	IDL	BLU
5.0	5.0	5V TPS REFERENCE	VCC	YEL
.60	.6 TO 4.	TPS SIGNAL INPUT	VTA	RED
0	0	SENSOR GROUND	E2	BRN

BLOCK 3

Voltage		Circuit	Pin	Wire Color
(*)Key On	Eng Run			
0	0	ENGINE GROUND	E01	BRN
B+	B+	INJECTOR 3 & 4	#10	GRN/RED
---	---	NOT USED	---	---
---	---	NOT USED	-*-	---
B+	B+	IDLE UP SIGNAL INPUT	VISC	BLK/WHT
0	0	ECT	ECT	YEL/BLK
---	---	NOT USED	-@-	---
---	---	NOT USED	@--	---
.60	.60	CRANK ANGLE SENSOR	GO+	BLK
B+	B+	RPM SIGNAL INPUT	NE	BLK/RED
.8	.6-.8	IGNITER	IGF	BLK/YEL
06 0	0	CRANK SIGNAL INPUT	STA	BLK/WHT
B+	B+	FUEL PRESSURE REGULATOR (VSV)	FPU	LT GRN
---	---	***SEE BLK 4 FOR REST OF BLK 3**	****	---

BLOCK 4

Voltage		Circuit	Pin	Wire Color
(*)Key On	Eng Run			
0	0	GROUND	E02	BRN
B+	B+	INJECTOR 1 & 2	#20	GRN/YEL
0	0	ECM GROUND	E1	BRN
---	---	NOT USED	---	---
0	.6	IGNITER	IGT	BLK

ECM Pin Vc

B+	B+	ECT	L1	YEL/BLU
B+	B+	ECT	L2	YEL/GRN
B+	B+	ECT	L3	YEL/RED
---	---	NOT USED	*-	---
.60	.60	CRANK ANGLE	GO-	WHT
B+	B+	EGR (VSV)	EGR	GRN/RED
B+	B+	PARK/NEUTRAL INPUT	NSW	BLK/WHT
B+	1.0 TO B+	02 HEATER OUTPUT	HT	BLK/WHT

Note 01

B+ WITH BRAKE PEDAL DEPRESSED

Note 02

VARYING VOLTAGE WITH WHEELS ROTATING

Note 03

VARIABLES WITH TEMPERATURE

Note 04

INCREASE WITH RPM

Note 05

B+ "OFF" IDLE

Note 06

B+ IN CRANK MODE

Note 07

B+ WITH A/C "ON"

END OF ARTICLE