

# ECM TERMINAL VOLTAGE

## 5.0L AND 5.7L

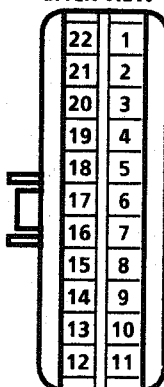
This ECM voltage chart is for use with a digital voltmeter to further aid in diagnosis. These voltages were derived from a known good car. The voltages you get may vary due to low battery charge or other reasons, but they should be very close.

**THE FOLLOWING CONDITIONS MUST BE MET BEFORE TESTING:**

- Engine at operating temperature
- Closed Loop
- Engine idling (for "Engine Run" column)
- Test terminal not grounded
- "Scan" tool not installed

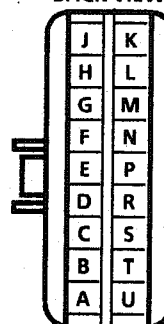
VOLTAGE				
KEY "ON"	ENG. RUN	WIRE COLOR	CIRCUIT	PIN
0*	0*	BLK	SENSOR RETURN	22
5	5	GRY	5V REFERENCE	21
.5	3-5	LT GRN/BLK	VACUUM SENSOR OUTPUT	20
B+	.3	GRY/RED	PWM EGR SOLENOID	19
B+	6.9	LT BLU	M/C SOLENOID	18
			NOT USED	17
10	11	BRN	VSS SIGNAL	16
			NOT USED	15
0*	0*	TAN	OXYGEN SENS. - LO	14
0*	0*	BLK/RED	DIST. REF. PULSE - LO	13
0*	1-1.5	WHT	EST	12

BLUE COVER BACK VIEW



VOLTAGE				
PIN	CIRCUIT	KEY "ON"	ENG. RUN	WIRE COLOR
1	BARO SENS. SIG. DECREASES/ALT TPS SENSOR SIGNAL	4.5	4.5	GRY/BLK
2	COOLANT TEMP. SENSOR SIGNAL	.6	.6	DK BLU
3	AIR CONTROL (DIV) SOLENOID	2-2.5	2-2.5	YEL
4	DIAGNOSTIC TEST TERM	B+	1.0	BLK/PNK
5	NOT USED	5	5	WHT/BLK
6	COOLANT TEMP. SENSOR RETURN	0*	0*	BLK
7	NOT USED			
8	OXYGEN SENS. - HI	3-4.5	1-9	PPL
9	DIST. REF. PULSE - HI	0*	1-2	PPL/WHT
10	IGN. MODULE BY-PASS	0*	3.7	TAN/BLK
11				

TRANSLUCENT COVER BACK VIEW



VOLTAGE				
KEY "ON"	ENG. RUN	WIRE COLOR	CIRCUIT	PIN
			NOT USED	J
0* P/N	0* P/N	ORN/BLK	NEUTRAL PARK SWITCH	H
B+ D/R	B+ D/R	WHT/DK GRN	"SERVICE ENGINE SOON" LAMP	G
			NOT USED	F
B+	*1.0	BLK	IDLE SOLENOID	E
			NOT USED	D
B+	B+	PNK/BLK	IGN. 1 POWER AIR SWITCHING SOLENOID	C
B+	B+	BRN	GROUND (TO ENG.)	B
0*	0*	BLK/WHT		A

VOLTAGE				
PIN	CIRCUIT	KEY "ON"	ENG. RUN	WIRE COLOR
K	NOT USED			
L	ESC (5.0L)	9	9	BLK
M	NOT USED			
N	4TH GEAR SWITCH, IF USED	0*	0*	GRN/WHT
P	TRANS CONV. CLUTCH SOL.	B+	B+	TAN/BLK
R	TROUBLE CODE MEMORY PWR.	B+	B+	ORN
S	NOT USED			
T	CANISTER PURGE GROUND	B+	0*	GRN/WHT
U	GROUND (TO ENGINE)	0*	0*	BLK/WHT

\* Less than .5 volts

1. If less than 1V, rotate drive wheel to verify. This can be done by moving car forward about 2 feet.
2. .2 minimum value at closed throttle. Voltage increase as throttle is opened should not exceed 5.0V.
3. When the sensor is hot as on engine shut down the voltage will fluctuate rapidly. As the sensor cools the voltage will stabilize.
4. Variable with engine running.

P/N Park or neutral.  
D/R Drive or reverse.

6-2-87  
\*5S 1655-6E

Figure A-5 - ECM Connector Terminal End View - 5.0L (VIN H/G) & 5.7L (VIN 6)