Engine 103

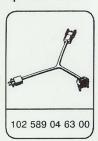
Note: Prior to performing this test, ensure that the engine is at operating temperature, there are no intake/vacuum leaks present and that power to the CIS-E control unit is in order (see CIS-E Control Unit Voltage Supply Test, GE-07.14).

## **Test Data**

Static current at EHA	Engine not running, ignition "ON"		20 mA
Coolant temperature sensor, M.Y. 1986–1987	Coolant temperature + 20°C	Resistance Current at EHA	2.2–2.8 kOhm 2–6 mA
	Coolant temperature + 80°C	Resistance Current at EHA	290-370 Ohm Value fluctuates
Coolant temperature sensor, M.Y. 1988	Coolant temperature + 20°C	Resistance Current at EHA <sup>1)</sup>	2.2–2.8 kOhm 0 ± 1 mA
	Coolant temperature + 80°C	Resistance Current at EHA	290-370 Ohm Value fluctuates
Coolant temperature sensor, M.Y. 1989	Coolant temperature + 20°C	Resistance Current at EHA <sup>1)</sup>	2.2–2.8 kOhm -1 to -5 mA, between 60 and 120 seconds after start
	Coolant temperature + 80°C	Resistance Current at EHA	290-370 Ohm Value fluctuates
Resistance of Electro– Hydraulic Actuator			19.5 ± 1.0 Ohm

<sup>1)</sup> With connector G3/2x2 (O2 sensor signal) unplugged.

## **Special Tools**







## Equipment

Digital multimeter<sup>1)</sup>
SUN DMM–5, Fluke model 23

<sup>1)</sup> Available through the MBNA Standard Equipment Program

## Test

