



The engine peripheral electronics perform several functions.

Converts the PWM engine oil pressure and engine temperature (16kHz) from the engine electronics to the corresponding signal for the MFA-10 instrument.

It amplifies the signal from the accelerator pedal for further use. The input signal from the accelerator is minimally loaded.

It keeps the electronic switch disconnected after switching off the keys for about 15 seconds. This time is given by the time needed to power the engine electronics after switching off the keys.

It cancels the speed and speed pulse signal for further processing in the MFA-10.

### Characteristic data

Symbol	Parameter	Size			Value
		min.		max.	
U <sub>CC</sub>	Power voltage	18		32	V
I <sub>OUT</sub>	Output current - (pin n.10) <sup>1)</sup>			1,5	A
I <sub>OUT</sub>	Output current - (pin n.20) <sup>1)</sup>			0,8	A
U <sub>7,13</sub>	Input voltage - (pin n.7,13)	15		32	V
U <sub>PWM</sub>	Input voltage – PWM (pin n.21,22)	10		32	V
f <sub>PWM</sub>	Frequency PWM		16		kHz
τ	Interference filter - (pin n.7, 13)		1		ms
I <sub>CON</sub>	Subscription from source – in work (unloaded inputs)			40	mA
t	Operating temperature	-40		85	°C

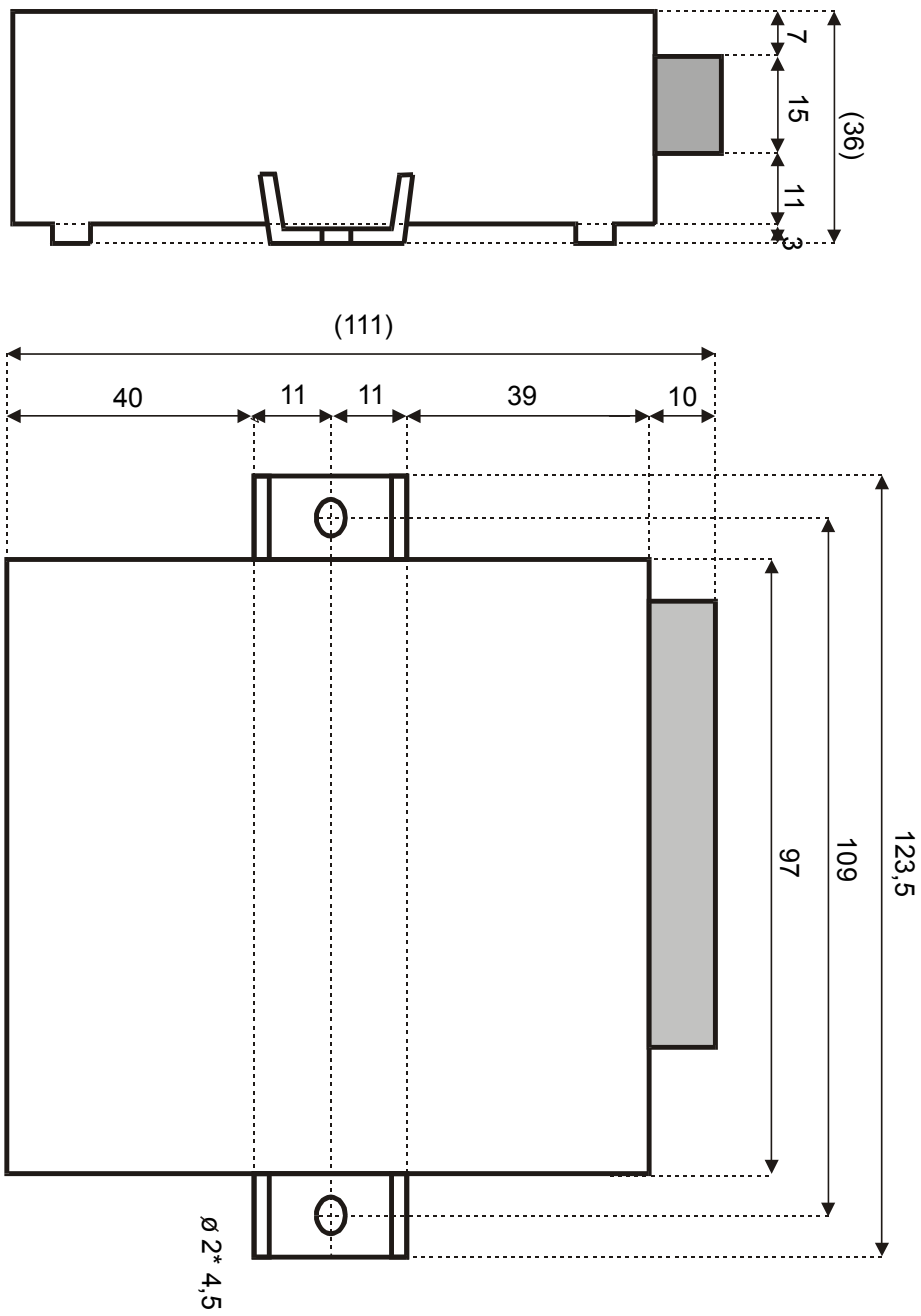
1) Open collector

Wiring:

**22 pin connector (AMP 929 504-7)**

<i>pin</i>	<i>Name</i>	<i>Connection to the car</i>
1		+24V
2		GROUND
3		Engine temperature to MFA-10
4		
5		Engine speed to MFA-10
6		Engine pressure to MFA-10
7		Engine speed from the car
8		
9		
10		Output for electric. Disconnect - 15s
11		Speed to MFA-10
12		
13		Vehicle speed
14		
15		Gas pedal from the engine electronics
16		
17		Keys
18		
19		
20		Output pedal gas - amplified
21		Motor pressure input - PWM
22		Motor temperature input - PWM

Technical drawing: box - black plastic



Used connectors AMP:

0-828 801-7