

Component specifications

Note! For S60/V70 2004- B5254T2 AW55-50SN US market, see [Component specifications](#) .

The component specification gives the value of the component when the connector is disconnected. Where no value is given, it is not possible to measure a relevant value at the component.

The figure within the brackets indicates the terminal pin on the component to which the value refers.

Designation	Type	Supply voltage	Value	Other
Air conditioning (A/C) relay	Mechanical relay	12V (#1)	Approximately 96 Ω (coil)	-
A/C pressure sensor	Manifold absolute pressure (MAP) sensor	5 V (#3)	-	-
Brake lamp switch	Position switch	12 V (#1)	The switch is closed when the pedal is depressed (terminals #1-#5)	-
Fuel pump (FP) relay	Mechanical relay	-	Approximately 96 Ω (coil)	The relay is controlled by the central electronic module (CEM)
Engine cooling fan (FC) control module	-	-	-	There are different engine cooling fan control modules depending on the engine variant.
Canister purge (CP) valve	Electromagnetic valve	12 V (#1)	17-24 Ω at 20°C (terminals #1-#2)	-
Accelerator pedal (AP) position sensor	Electronic pedal sensor with 2 output signals, PWM and a linear analogue signal	12 V (terminal #1) 5 V (terminal #6) Power supply analogue position sensors	-	-
Throttle unit	Electronic throttle control module with two integrated potentiometers and a damper motor	5 V (#3)	1.2-3.5 Ω (terminals #1-#4 motor winding). 1000-1500 Ω (terminals #2-#3 Parallel connection of potentiometers 1 and 2). Approximately 820 Ω when the throttle is closed. Approximately 1580 Ω at wide open throttle (terminals #2-#6 potentiometer 1).	-

			Approximately 1480 Ω when the throttle is closed. Approximately 500 Ω at wide open throttle (terminals #2-#5 potentiometer 2)	
Injector	Electromagnetic injector valve	12 V (#1)	Approximately 12 Ω at 20°C (terminal #1-#2)	-
Camshaft sensor	Magneto-resistive sensor	5 V (#1)	-	-
Knock sensor (KS)	Piezo electric component	-	Greater than 1 M Ω (terminal #1-#2 front knock sensor (KS)). Greater than 1M Ω (terminals #3-#4 rear knock sensor (KS))	Separate signal ground for the knock sensors (KS)
Clutch pedal sensor	Slide potentiometer	5 V (#2)	Unaffected pedal: 1400-2400 Ω Fully depressed pedal: 200-800 Ω (#2-#4)	-
Engine cooling fan (FC) control modules	Fan motor	12 V (#1)	-	The engine cooling fan (FC) is controlled by the engine control module (ECM)
Coolant level sensor	Position switch	Connected to ground (terminal #2)	Closed when the engine coolant level is normal	-
Boost pressure sensor	Manifold absolute pressure (MAP) sensor	5 V (#3)	-	Turbocharged (TC) engines only
Preheating front heated oxygen sensor (HO2S)	PTC resistor	12 V (#3)	2.6-3.4 Ω at 20°C (terminals #3-#4)	-
Preheating, rear heated oxygen sensor (HO2S)	PTC resistor	12 V (#1)	Approximately 9 Ω at 20°C (terminal #1-#2)	-
Mass air flow (MAF) sensor	-	12 V (#2) 5 V (#4)	-	-
Intake air temperature (IAT) sensor inlet	NTC resistor	Turbocharged engines: 5 V (#2) Naturally aspirated engines: 5 V (#1)	5886 Ω at 0°C 3791 Ω at 10°C 2510 Ω at 20°C 1715 Ω 30°C Turbocharged engines: (#1-#2). Naturally aspirated engines: (#1-#3)	Turbocharged engines: intake air temperature (IAT) sensor, integrated in the boost pressure sensor. Naturally aspirated engines: intake air temperature (IAT) sensor, integrated in the mass air flow (MAF) sensor

Leak diagnostic unit	Consists of an air pump, electromagnetic valve and an internal heating element (PTC resistor)	12 V (#4)	Approximately 118 Ω (terminals #1-#4 pump motor winding) 27.9 -34.1 Ω (terminals #3-#4 Valve coil)	The heating element for heating up the pulsed secondary air injection system (PAIR) pump is controlled by the central electronic module (CEM)
Engine coolant temperature (ECT) sensor	NTC resistor	5 V (#1)	15040 Ω at -20°C 2450 Ω at 20°C 318 Ω at 80°C (#1- #2)	-
PTC resistor air preheating	PTC resistor	12 V (#1)	Approximately 10 Ω at 20°C (#1-#2)	-
Oil pressure sensor	Pressure switch (Pressostat)	Grounded in the cylinder block	Closed switch when the oil pressure is low	-
Camshaft reset valve	Electromagnetic valve	12 V (#1)	3.7-11.1 Ω (#1-#2)	-
Flywheel sensor	Engine speed sensor	-	108.5-142.5 Ω at 20°C (terminals #1-#2)	-
System relay	Mechanical relay	12V (#1)	Approximately 80 Ω (coil)	-
Turbocharger (TC) control valve	Electromagnetic valve (3 way)	12 V (#1)	21.8-24.2 Ω at 20°C (terminals #1-#2)	Turbocharged (TC) engines only
Outer temperature sensor	NTC resistor	5 V (#2)	18702 Ω at -20 °C 6318 Ω at 0°C 2424 Ω at 20°C 1034 Ω at 40°C (#2- #3)	-