

Engine Control Unit (ECU)

IMPORTANT: DO NOT pressure wash the Engine Control Unit (ECU).

Before welding on engines with ECU, protect the ECU from high-current damage as follows:

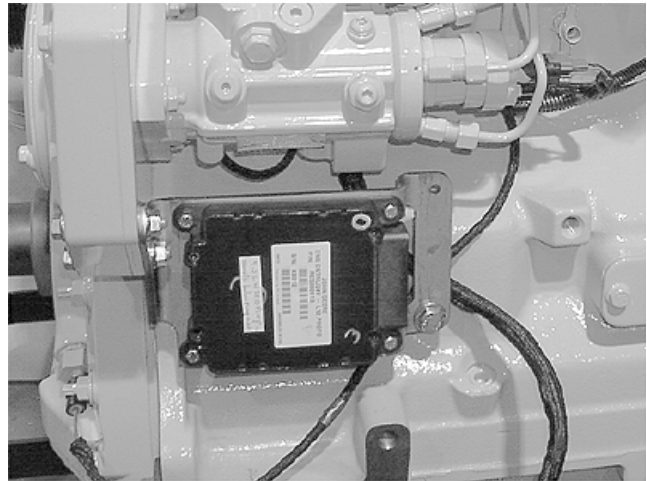
1. Disconnect ECU-to-vehicle frame ground connection.
2. Disconnect all other connectors from ECU. Also disconnect module connector at injector pump.
3. Connect welder ground close to welding point and make sure ECU and other electrical components are not in the ground path.

NOTE: For diagnosis and testing of the electronic engine control and sensors, refer to Group 150.

IMPORTANT: DO NOT OPEN ENGINE CONTROL UNIT.

NOTE: The sealed ECU assembly is the system component LEAST likely to fail. Ensure that it is isolated and identified as the defective component before replacing. See operation and test manual for proper troubleshooting procedures.

The ECU is not repairable. If it is found to be defective, replace it as a unit. Provide the 13-digit engine serial number when ordering a new ECU.



Engine Control Unit (ECU)

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IMPORTANT: If an ECU is not programmed identically with the original (failed) ECU, misleading diagnostic messages, poor performance, or engine damage can occur.

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Remove and Install Engine Coolant Temperature Sensor

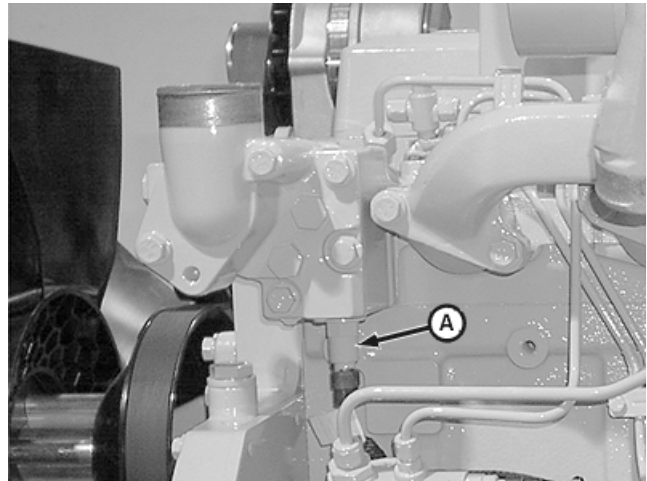
1. Disconnect engine coolant temperature sensor wiring connector and remove sensor.
2. Coat sensor O-ring with JDT405 High Temperature Grease and install sensor in thermostat housing. Tighten to specifications.

Specification

Engine Coolant Temperature Sensor—Torque.....15 N·m (11 lb-ft)

3. Install sensor wiring connector.

A—Engine Coolant Temperature Sensor



Engine Coolant Temperature Sensor

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