

PMCI-2 electronic unit (D365)

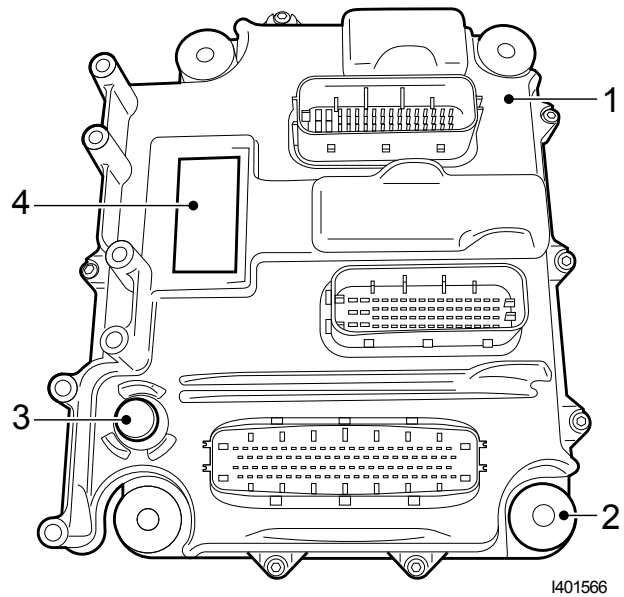
The electronic unit is mounted onto the cylinder block with rubber insulating bushes (2). The electronic unit has two 62-pin connectors and a 92-pin connector. Input signals from various sensors are continuously processed and compared with data stored in various maps (tables) in the electronic unit.

Actuators are energized on the basis of the signals received and the maps.

The housing (1) of the electronic unit is directly connected to the engine block.

The electronic unit incorporates an atmospheric pressure sensor and a temperature sensor. There is an air vent (3) for the atmospheric pressure sensor in the housing of the electronic unit.

An identification sticker (4) is attached to the electronic unit.



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Effect of atmospheric pressure on the system:

- The quantity of fuel injected when driving at high altitudes (low air pressure).

If atmospheric pressure is low (in mountainous areas), the air is thinner. When the air is thinner, it has a low density. The electronic unit uses this information to control the turbocharger pressure and adjust the quantity of fuel to be injected.

Effect of the internal temperature sensor on the system:

- None.

The internal temperature sensor measures the temperature of the electronic unit. If the temperature becomes too high, a fault code is stored. The system does not take any further action on the basis of this information.

Calibration

The performance of pump units and injectors may differ slightly from one another as a result of small production tolerances. These small production differences are compensated for during production with calibration to optimize the engine output, exhaust gas emissions, and handling characteristics. A calibration code is used to program the pump units and injectors into the electronic unit individually. The electronic unit modifies the control of the pump units and injectors on the basis of these calibration codes.

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