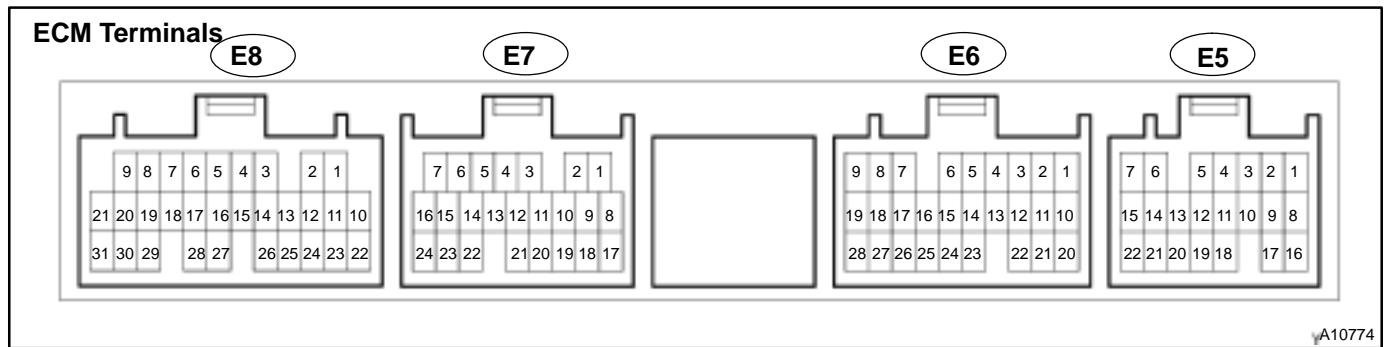


TERMINALS OF ECM



| Symbols (Terminal No.) | Wiring Color | Condition | STD Voltage (V) |
|--|--------------|--|---------------------------------------|
| VG (E8-12) – E2G (E8-10) | G – B-W | Idling A/C switch OFF | 1.1 – 1.5 |
| THA (E8-13) – E2 (E8-11) | Y-G – L-B | Idling Intake air temp. 20°C (68°F) | 0.5 – 3.4 |
| THW (E8-18) – E2 (E8-11) | G-R – L-B | Idling Engine coolant temp. 80°C (176°F) | 0.2 – 1.0 |
| VC (E8-25) – E2 (E8-11) | G-Y – L-B | IG switch ON | 4.5 – 5.5 |
| VTA (E8-15) – E2 (E8-11) | Y – L-B | IG switch ON Throttle valve fully closed | 0.3 – 1.0 |
| | | IG switch ON Throttle valve fully open | 3.2 – 4.9 |
| AF1+ (E8-14) – E1 (E7-17) | V – BR | Always (IG switch ON) | 3.3 fixed*2 |
| AF1- (E8-26) – E1 (E7-17) | P – BR | Always (IG switch ON) | 3.0 fixed*2 |
| OX2B (E8-27) – E1 (E7-17) | R – BR | Maintain engine speed at 2,500 rpm for 3 min. after warming up | Pulse generation (See page DI-201) |
| HTAF1 (E8-21) – E03 (E8-5) HT2B (E8-29) – E03 (E8-5) | W – W-B | Idling | Below 3.0 |
| | R-W – W-B | IG switch ON | 9 – 14 |
| #10 (E7-6) – E01 (E8-4) #20 (E7-5) – E01 (E8-4) #30 (E7-4) – E01 (E8-4) #40 (E7-3) – E01 (E8-4) #50 (E7-1) – E01 (E8-4) #60 (E7-8) – E01 (E8-4) | W-R – W-B | IG switch ON | 9 – 14 |
| | B – W-B | | |
| | R – W-B | Idling | Pulse generation (See page DI-210) |
| | L-R – W-B | | |
| | W-L – W-B | | |
| L – W-B | | | |
| KNK1 (E8-23) – E1 (E7-17) | B – BR | Idling | Pulse generation (See page DI-215) |
| KNK2 (E8-22) – E1 (E7-17) | GR – BR | | |
| G2 (E7-13) – NE- (E7-21) | R – G | Idling | Pulse generation (See page DI-218) |
| NE+ (E7-12) – NE- (E7-21) | L – G | Idling | Pulse generation (See page DI-218) |
| PTNK (E8-24) – E2 (E8-11) | R-Y – L-B | IG switch ON Remove fuel tank cap | 3.3 |
| EVP1 (E7-14) – E01 (E8-4) | W-G – W-B | IG switch ON | 9 – 14 |
| CCV (E7-19) – E01 (E8-4) | P-L – W-B | IG switch ON | 9 – 14 |
| TBP (E7-20) – E01 (E8-4) | G-B – W-B | IG switch ON | 9 – 14 |
| SP1 (E5-6) – E1 (E7-17) | G-O – BR | IG switch ON Rotate driving wheel slowly | Pulse generation |
| RSC (E7-24) – E01 (E8-4) | B-R – W-B | IG switch ON Disconnect E7 connector from ECM | 9 – 14 |
| RSO (E7-16) – E01 (E8-4) | L-B – W-B | | |
| IGT1 (E7-11) – E1 (E7-17) | B-L – BR | Idling | Pulse generation (See page DI-270) |
| IGT2 (E7-10) – E1 (E7-17) | LG-R – BR | | |
| IGT3 (E7-9) – E1 (E7-17) | B-W – BR | | |
| IGF (E7-2) – E1 (E7-17) | B-Y – BR | IG switch ON | 4.5 – 5.5 |
| | | Idling | Pulse generation (See page DI-270) |

DIAGNOSTICS - ENGINE (5VZ-FE)

| | | | |
|---------------------------|-----------|---|------------------|
| STP (E5-20) - E1 (E7-17) | G-W - BR | IG switch ON Brake pedal depressed | 7.5 - 14 |
| | | IG switch ON Brake pedal released | Below 1.5 |
| BATT (E5-16) - E1 (E7-17) | B-Y - BR | Always | 9 - 14 |
| NSW (E6-3) - E1 (E7-17)*1 | B-Y - BR | IG switch ON Other shift position in P, N | 9 - 14 |
| | | IG switch ON Shift position in P, N | 0 - 3.0 |
| STA (E5-7) - E1 (E7-17) | B-W - BR | Cranking | 6.0 or more |
| +B (E5-2) - E1 (E7-17) | W-R - BR | IG switch ON | 9 - 14 |
| IGSW (E5-15) - E1 (E7-17) | B-W - BR | IG switch ON | 9 - 14 |
| MREL (E5-4) - E1 (E7-17) | B-O - BR | IG switch ON | 9 - 14 |
| FC (E5-22) - E01 (E8-4) | W-L - W-B | IG switch ON | 9 - 14 |
| W (E5-2) - E1 (E7-17) | V-R - BR | IG switch ON | Below 3.0 |
| PSW (E7-18) - E1 (E7-17) | B - BR | IG switch ON | 9 - 14 |
| ACT (E5-3) - E1 (E7-17) | L-B - BR | A/C switch OFF | Below 2.0 |
| | | A/C switch ON at idling | 9 - 14 |
| AC1 (E5-9) - E1 (E7-17) | L-Y - BR | A/C switch ON at idling | Below 2.0 |
| | | A/C switch OFF | 9 - 14 |
| SIL (E5-11) - E1 (E7-17) | W - BR | During transmission | Pulse generation |

*1: Only for A/T

*2: The ECM terminal voltage is fixed regardless of the output voltage from the sensor.