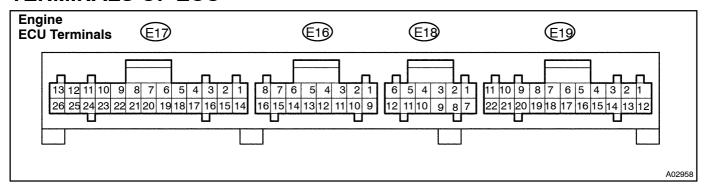
TERMINALS OF ECU

DI31M-02



Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E19-1) - E1 (E17-14)	B-R - BR	Always	9 ~ 14
+ B (E19-12) - E1 (E17-14)	B-Y - BR	IG switch ON	9 ~ 14
VC (E16-1) - E2 (E16-9)	L-R - BR-W	IG switch ON	4.5 ~ 5.5
VCC (E18-6) - E2C (E18-4)	L-R - BR-W	IG switch ON	4.5 ~ 5.5
) (A (E40, E)	5 V 55 W	Accelerator pedal fully closed	0.6 ~ 1.3
VA (E18–5) – E2C (E18–4)	R–Y – BR–W	Accelerator pedal fully opened	2.8 ~ 4.5
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	5 . 55	Always IG switch ON IG switch ON IG switch ON Accelerator pedal fully closed Accelerator pedal fully opened Accelerator pedal fully closed Accelerator pedal fully closed Accelerator pedal fully closed Accelerator pedal fully opened Accelerator pedal fully opened Apply vacuum 40 kPa (300 mmHg, 11.8 in.Hg) Apply vacuum 135 kPa (1,000 mmHg, 39.4 in.Hg) Idling, air intake temp. 0°C (32°F) to 60°C (140°F) Idling, engine coolant temp. 60°C (140°F) to 120°C (248°F) IG switch ON (at engine cold) Cranking Idling IG switch ON Rotate driving wheel slowly IG switch ON Idling IG switch ON Idling IG switch ON Idling IG switch ON Idling IG switch ON	0.6 ~ 1.3
VAS (E18-12) - E2C (E18-4)	P-L – BR-W		2.8 ~ 4.5
IDI (540 0) 500 (540 4)		IG switch ON IG switch ON Accelerator pedal fully closed Accelerator pedal fully opened Accelerator pedal fully closed Accelerator pedal fully opened Accelerator pedal fully opened Accelerator pedal fully closed Accelerator pedal fully opened Apply vacuum 40 kPa (300 mmHg, 11.8 in.Hg) Apply vacuum 135 kPa (1,000 mmHg, 39.4 in.Hg) Idling, air intake temp. 0°C (32°F) to 60°C (140°F) Idling, engine coolant temp. 60°C (140°F) to 120°C (248°F) IG switch ON (at engine cold) Cranking Idling Idling IG switch ON Rotate driving wheel slowly IG switch ON	9 ~ 14
IDL (E18-9) - E2C (E18-4)	LG-B - BR-W	Accelerator pedal fully opened	0 ~ 3
DIM (E16 0) F0 (E16 0)	P-L - BR-W	Apply vacuum 40 kPa (300 mmHg, 11.8 in.Hg)	1.0 ~ 1.8
PIM (E16-2) - E2 (E16-9)		Apply vacuum 135 kPa (1,000 mmHg, 39.4 in.Hg)	2.3 ~ 4.2
THA (E16-3) - E2 (E16-9)	W-G - BR-W	Idling, air intake temp. 0°C (32°F) to 60°C (140°F)	0.2 ~ 3.8
THW (E16-4) - E2 (E16-9)	G-B - BR-W	Idling, engine coolant temp. 60°C (140°F) to 120°C (248°F)	0.1 ~ 1.5
THE (E40 E) E0 (E40 0)	B-R - BR-W *1	IG switch ON (at engine cold)	0.5 ~ 3.8
THF (E16-5) – E2 (E16-9)	G-R - BR-W *2		
STA (E19-11) - E1 (E17-14)	B-W - BR	Cranking	6.0 or more
TDC+ (E17-17) - TDC- (E17-16)	B – W	Idling	Pulse generation (See[page[DI-21)
NE+ (E17-19) - NE- (E17-18)	L – G	Idling	Pulse generation (SeepageDI-21)
SP1 (E19-9) - E1 (E17-14)	V – BR		Pulse generation
		IG switch ON Accelerator pedal fully closed Accelerator pedal fully opened Apply vacuum 40 kPa (300 mmHg, 11.8 in.Hg) Apply vacuum 135 kPa (1,000 mmHg, 39.4 in.Hg) Idling, air intake temp. 0°C (32°F) to 60°C (140°F) Idling, engine coolant temp. 60°C (140°F) to 120°C (248°F) IG switch ON (at engine cold) Cranking Idling Idling Idling Idling IG switch ON Idling IG switch ON Idling IG switch ON Idling	9 ~ 14
TCV (E17-11) - E01 (E17-13)	R-Y - W-B	Idling	Pulse generation (SeepageDI-24)
SPVD (E17-12) - E1(E17-14)	L-Y - BR	IG switch ON	9 ~ 14
SPVF (E17-25) - E1 (E17-14)	L-R - BR	Idling	Pulse generation (SeepageDI-71)
		IG switch ON	9 ~ 14
EGR (E17 – 24) – E01 (E17–13)	R-G - W-B	EGR ON	Pulse generation (SeepageDI-85)

*1: LHD *2: RHD

Symbols[Terminals[No.)	Wiring[Color	Condition	STD[]/oltage[](V)
S/TH[[E17=10] -[E01[[E17=13]	W=L -[]W=B	Condition VSV[DFF[[idling)] VSV[DN[[after][G][switch]DFF[]or[2][sec.)] VSV[]or[atmospheric[pressure][eaning]DFF VSV[]or[atmospheric[pressure][eaning]DN IG[switch]DN IG[switch]DN A/C[switch]DN[[at][dling) A/C[switch]DFF IG[switch]DN At[A/C[sut[controlled (Driving[below]30]km/h,[accelerator[pedal]]ully[opened]]or 5[sec.) Accelerator[pedal[]ully[opened Idling IG[switch]DN Check[engine]warning[]ght[]ights[]up Except[check[engine]warning[]ght[]]ghts[]up Glow[]ndicator[]ght[]]ghts[]up	9[}-[]4
5/111 <u> </u> E17=10) = <u> </u> E01 E17=13)	W-L-UV-D		O[]-[3
DAME17-0) (E01ME17-12)	\A/=D M\/=D	VSV[DFF[idling) VSV[DN[after]]G[switch[DFF]]or[2]sec.) VSV[]or[stmospheric[pressure]]eaning[DFF VSV[]or[stmospheric[pressure]]eaning[DN IG[switch[DN IG[switch[DN A/C[switch[DN[at]]dling) A/C[switch[DFF IG[switch[DN At[A/C[sut[controlled (Driving[below[30]km/h,[sccelerator]bedal[jully[bpened]]or 5[sec.) Accelerator[bedal[jully[blosed Accelerator[bedal[jully[bpened Idling IG[switch[DN Check[engine[warning[jght]]ights[up Except[sheck[engine[warning[jght]]ights[up	9[}-[]4
PA[[E17=9) -[E01[[E17=13)	W=R -[]W=B	VSV[]or[atmospheric[pressure[]eaning[DN	0[]-[3
MREL[[E19-3) -[E01[[E17-13)	B-W -[]W-B	IG[switch[DN	9[}-[]4
IGSW[[E19-14) -[E1[[E17-14)	B-R -[BR	IG[switch[DN	9[}-[]4
A O 4 D E 4 D E 4 D E 4 D E 4 A A A	14/50 mp	A/C[switch[DN[[at[]dling)	0[-].5
AC1[[E18=2) -[E1[[E17=14)	W=G -[BR	A/C[switch[DFF	9[}-[]4
	L-B -[BR	IG[switch[DN	9[}-[]4
ACT[[E18–8) -[E1[[E17–14)		(Driving[below[30[km/h,[accelerator[bedalf]ully[bpenedf]or	0[]-[3
		Accelerator[pedal]fully[closed	9[}-[]4
PDL[[E18=3) -[E1[[E17=14)	GR – <u>⊪</u> R	Accelerator[pedal][ully[ppened	0[-]3
TAC[[E18-7) -[E1[[E17-14]	B –[BR	Idling	Pulse@eneration
TC[[E19-4) -[E1[[E17-14)	P-B -[BR	IG[\$witch[DN	9[]-[]-4
	W - <u>⊪</u> R	Check[engine[warning[light[lights[up	0[-]3
N[[E19=5) -[E1[[E17=14)		Except@heck@engine@warning@ght@ights@up	9[]-[]4
		Glow[jndicator[]ight[]ights[]up	0[}[3
G=IND[[E18=1) -[E1[[E17=14)	Y=R -[BR	Except@low@ndicator@ght@ghts@p	9[]-[]4
DATA[[E16-6] -[E1[[E17-14]	G-B-[BR	For[0.5[sec.[after[]G[switch[]DN	Pulse@eneration
CLK (E16-14) - E1 (E17-14)	G-W - BR	For 0.5 sec. after IG switch ON	Pulse generation
THWO (E19–8) – E1 (E17–14)	Y-B - BR	IG switch ON	Pulse generation (See page DI-96)
EGRC (E17-3) - E1 (E17-14)	R – BR	IG switch ON	0 ~ 3
		Maintain engine speed at 1500 rpm after warming up	9 ~ 14
IREL (E19-2) - E1 (E17-14)	G-Y - BR	IG switch ON	0~3
		At intake heater ON	9 ~ 14
SPVD (E17-12) - E1 (E17-14)	L-Y - BR	Idling	Pulse generation (See page DI-71)
	Y-R - BR	Heater blower switch ON	0 ~ 3
VCH (E17-23) - E1 (E17-14)		Heater blower switch OFF	9 ~ 14
SVR (E19-13) - E1 (E17-14)	L-W - BR	IG switch ON	0 ~ 1.5
. , , , , , ,	L-B - BR	Heater blower switch ON	0~3
VCT (E16-7) - E1 (E17-14)		Heater blower switch OFF	9 ~ 14
	B-L - BR	Push on power heater switch	0 ~ 3
HSW (E19-20) - E1 (E17-14)		Push off power heater switch	9 ~ 14
	R-L - BR	At shift position in first position	9 ~ 14
FSW (E17-7) - E1 (E17-14)		At other shift position in first position	0~3
PS (E16-8) - E1 (E17-14)	P – BR	Idling, Turn steering wheel	0 ~ 3
		IG switch ON	9 ~ 14
SIL (E19–15) – E1 (E17–14)	V-W - BR	Connect hand-held tester to DLC3	Pulse generation
IMI (E19–17) – E1 (E17–14)	L-B - BR	Idling	Pulse generation
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