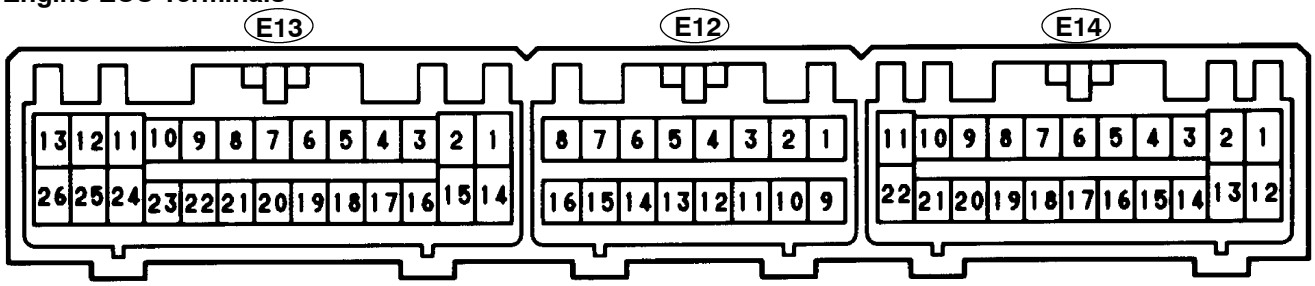
DI1I9–07

TERMINALS OF ECU

Engine ECU Terminals



Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E14 – 1) – E1 (E13 – 14)	B–R ↔ BR	Always	9 ~ 14
+ B (E14 – 12) – E1 (E13 – 14)	B–Y ↔ BR	IG switch ON	9 ~ 14
VC (E12 – 1) – E2 (E12 – 9)	L–R ↔ BR–W	IG switch ON	4.5 ~ 5.5
VTA (E12 – 11) – E2 (E12 – 9)	R–Y ↔ BR–W	IG switch ON Throttle valve fully closed	0.3 ~ 1.0
		IG switch ON Throttle valve fully open	3.2 ~ 4.9
PIM (E12 – 2) – E2 (E12 – 9)	P–L ↔ BR–W	IG switch ON	3.3 ~ 3.9
		Apply vacuum 26.7 kPa (200 mmHg, 7.9 in.Hg)	2.5 ~ 3.1
THA (E12 – 3) – E2 (E12 – 9)	Y–B ↔ BR–W	Idling, Intake air temp. 20°C (68°F)	0.5 ~ 3.4
THW (E12 – 4) – E2 (E12 – 9)	G–B ↔ BR–W	Idling, Engine coolant temp. 80°C (176°F)	0.2 ~ 1.0
STA (E14 – 11) – E1 (E13 – 14)	B–R ↔ BR	Cranking	6.0 or more
#10 (E12 – 12) – E01 (E13 – 13)	Y ↔ W–B	IG switch ON	9 ~ 14
		Idling	Pulse generation (See page DI–75)
#20 (E12 – 11) – E01 (E13 – 13)	G ↔ W–B	IG switch ON	9 ~ 14
		Idling	Pulse generation (See page DI–75)
#30 (E12 – 25) – E01 (E13 – 13)	Y–B ↔ W–B	IG switch ON	9 ~ 14
		Idling	Pulse generation (See page DI–75)
IGT1 (E13 – 20) – E1 (E13 – 14)	B ↔ BR	Idling	Pulse generation (See page DI–68)
IGT2 (E13 – 19) – E1 (E13 – 14)	R ↔ BR	Idling	Pulse generation (See page DI–68)
IGT3 (E13 –1 8) – E1 (E13 – 14)	L ↔ BR	Idling	Pulse generation (See page DI–68)
IGF1 (E13 – 3) – E1 (E13 – 14)	B–W ↔ BR	IG switch ON	Below 2.0
		Idling	Pulse generation (See page DI–68)
SIL (E12 – 10) – E1 (E13 – 14)	V–W ↔ BR	During transmission	Pulse generation
TACH (E13 – 8) – E1 (E13 – 14)	B ↔ BR	Idling	Pulse generation
G2 (E13 – 5) – NE– (E13 – 17)	R ↔ G	Idling	Pulse generation (See page DI–50)

Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
NE+ (E13 – 4) – NE– (E13 – 17)	L ↔ G	Idling	Pulse generation (See page DI–50)
FC (E14 – 4) – E1 (E13 – 14)	B–W ↔ BR	IG switch ON	9 ~ 14
RSD (E13 – 10) – E1 (E13 – 14)	V ↔ BR	Idling	Pulse generation
KNK1 (E12 – 5) – E1 (E13 – 14)	B ↔ BR	Idling	Pulse generation (See page DI–47)
KNK2 (E12 – 13) – E1 (E13 – 14)	W ↔ BR	Idling	Pulse generation (See page DI–47)
NSW (E14 – 22) – E1 (E13 – 14)	B–W ↔ BR	IG switch ON (Other shift position in "P", "N" position)	9 ~ 14
		IG switch ON (Shift position in "P", "N" position)	0 ~ 3.0
SPD (E14 – 9) – E1 (E13 – 14)	V ↔ BR	IG switch ON (Rotate driving wheel slowly)	Pulse generation (See page DI–56)
TC (E12 – 8) – E1 (E13 – 14)	P–B ↔ BR	IG switch ON	9 ~ 14
W (E14 – 5) – E1 (E13 – 14)	W ↔ BR	Idling	9 ~ 14
		IG switch ON	Below 3.0
A/C (E14 – 10) – E1 (E13 – 14)	W–G ↔ BR	A/C switch ON	9 ~ 14
		A/C switch OFF	Below 2.0
ACT (E14 – 21) – E1 (E13 – 14)	L–B ↔ BR	Idling, A/C switch OFF	Below 2.0
		Idling, A/C switch ON	9 ~ 14
IMI (E12 – 12) – E1 (E13 – 14)	L–B ↔ BR	Idling	Pulse generation
IMO (E13 – 23) – E1 (E13 –14)	L–R ↔ BR	A few sec. after engine starting	Pulse generation