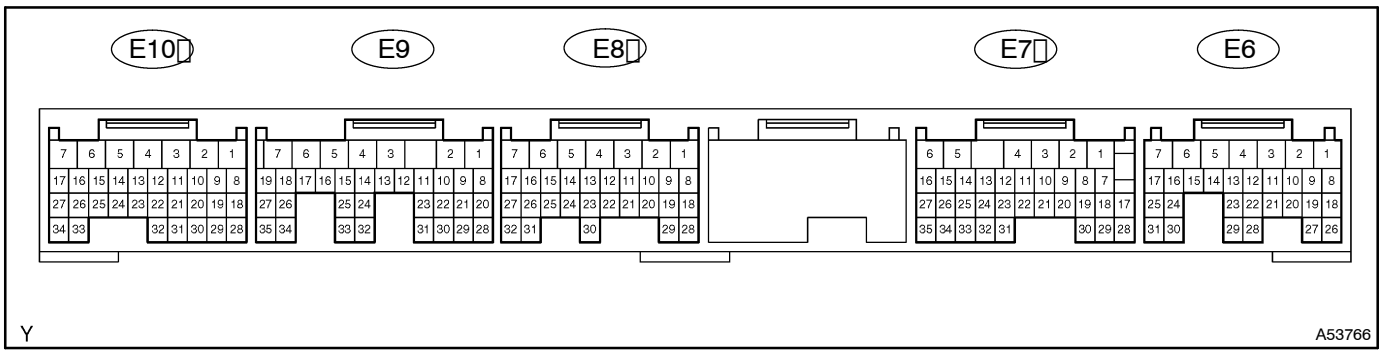
TERMINALS OF ECM

054S1–03



Symbols (Terminal No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E6–3) – E1 (E8–1)	B–Y – BR	Always	9 – 14
IGSW (E6–9) – E1 (E8–1)	B–O – BR	IG switch ON	9 – 14
+B (E6–1) – E1 (E8–1)	B–R – BR	IG switch ON	9 – 14
VC (E10–18) – E2 (E10–28)	Y – BR	IG switch ON	4.5 – 5.5
VTA (E10–21) – E2 (E10–28)	LG – BR	IG switch ON, Accelerator pedal fully closed	0.4 – 1.0
VTA (E10–21) – E2 (E10–28)	LG – BR	IG switch ON, Accelerator pedal fully open	3.2 – 4.8
VTA2 (E10–31) – E2 (E10–28)	B–R – BR	IG switch ON, Accelerator pedal fully closed	2.0 – 2.9
VTA2 (E10–31) – E2 (E10–28)	B–R – BR	IG switch ON, Accelerator pedal fully open	4.6 – 5.0
VPA (E6–22) – EPA (E6–29)	L–Y – LG	IG switch ON, Accelerator pedal fully closed	0.5 – 1.1
VPA (E6–22) – EPA (E6–29)	L–Y – LG	IG switch ON, Accelerator pedal fully open	3.0 – 4.6
VPA2 (E6–23) – EPA2 (E6–28)	W–R – LG–B	IG switch ON, Accelerator pedal fully closed	0.9 – 2.3
VPA2 (E6–23) – EPA2 (E6–28)	W–R – LG–B	IG switch ON, Accelerator pedal fully open	3.4 – 5.0
VG (E9–24) – E2G (E9–32)	R – L–W	Idling, P or N position, A/C switch OF	0.5 – 3.0
VCPA (E6–27) – EPA (E6–29)	B–R – LG	IG switch ON	4.5 – 5.5
VCP2 (E6–26) – EPA2 (E6–27)	R – LG–B	IG switch ON	4.5 – 5.5
THA (E10–20) – E2 (E10–28)	L–B – BR	Idling, Intake air temp. 20°C (68°F)	0.5 – 3.4
THW (E10–19) – E2 (E10–28)	G–Y – BR	Idling, Coolant temp. 80°C (176°F)	0.2 – 1.0
STA (E9–9) – E1 (E8–1)	B–W – BR	Shift position in neutral, IG Switch START	6.0 or more
#10 (E10–1) – E01 (E10–7)	L – W–B	IG switch ON	9 – 14
#10 (E10–1) – E01 (E10–7)	L – W–B	Idling	Pulse generation (See page 05–189)
#20 (E10–2) – E01 (E10–7)	R – W–B	IG switch ON	9 – 14
#20 (E10–2) – E01 (E10–7)	R – W–B	Idling	Pulse generation (See page 05–189)
#30 (E10–3) – E01 (E10–7)	Y – W–B	IG switch ON	9 – 14
#30 (E10–3) – E01 (E10–7)	Y – W–B	Idling	Pulse generation (See page 05–189)
#40 (E10–4) – E01 (E10–7)	W – W–B	IG switch ON	9 – 14
#40 (E10–4) – E01 (E10–7)	W – W–B	Idling	Pulse generation (See page 05–189)
IGT1 (E10–8) – E1 (E8–1)	R–W – BR	Idling	Pulse generation (See page 05–236)
IGT2 (E10–9) – E1 (E8–1)	P – BR	Idling	Pulse generation (See page 05–236)
IGT3 (E10–10) – E1 (E8–1)	LG–B – BR	Idling	Pulse generation (See page 05–236)
IGT4 (E10–11) – E1 (E8–1)	L–Y – BR	Idling	Pulse generation (See page 05–236)

IGF (E10–23) – E1 (E8–1)	W–R – BR	IG switch ON	4.5 – 5.5
IGF (E10–23) – E1 (E8–1)	W–R – BR	Idling	Pulse generation (See page 05–236)
G22+ (E10–26) – NE– (E10–34)	B–W – G	Idling	Pulse generation (See page 05–197)
NE+ (E10–27) – NE– (E10–34)	R – G	Idling	Pulse generation (See page 05–197)
MREL (E6–8) – E1 (E8–1)	B–W – BR	IG switch ON	9 – 14
FC (E6–10) – E1 (E8–1)	G–R – BR	IG switch ON	9 – 14
STP (E7–19) – E1 (E8–1)	G–W – BR	Brake pedal is depressed	9 – 14
STP (E7–19) – E1 (E8–1)	G–W – BR	Brake pedal is released	Below 1.5
OX1B (E7–22) – E1 (E8–1)	B – BR	Maintain engine speed at 2,500 rpm for 90 sec. after warming up	Pulse generation (See page 05–202)
HT1B (E7–4) – E03 (E8–7)	L – W–B	Idling	Below 3.0
HT1B (E7–4) – E03 (E8–7)	L – W–B	IG switch ON	9 – 14
KNK1 (E9–1) – E1 (E8–1)	W – BR	Maintain engine speed at 4,000 rpm after warming up	Pulse generation (See page 05–194)
TC (E6–14) – E1 (E8–1)	P–B – BR	IG switch ON	9 – 14
W (E6–18) – E01 (E10–7)	G–R – W–B	Idling	9 – 14
W (E6–18) – E01 (E10–7)	G–R – W–B	IG switch ON	Below 3.0
OCV+ (E8–16) – OCV– (E8–15)	B–W – Y	IG switch ON	Pulse generation (See page 05–244)
EVP1 (E8–11) – E01 (E10–7)	B–R – W–B	IG switch ON	9 – 14
SPD (E7–17) – E01 (E10–7)	V–W – W–B	IG switch ON	4.5 – 5.5
ACMG (E8–2) – E01 (E10–7)	L–W – W–B	Idling, Magnetic clutch is ON	below 1.0
ACMG (E8–2) – E01 (E10–7)	L–W – W–B	Idling, Magnetic clutch is OFF	9 – 14
AF1A+ (E9–23) – E1 (E8–1)	O – BR	IG switch ON	3.0 – 3.6
AF1A– (E9–31) – E1 (E8–1)	W – BR	IG switch ON	2.7 – 3.3
HAF1A (E9–4) – E04 (E9–7)	B–R – W–B	Idling	Below 3.0
HAF1A (E9–4) – E04 (E9–7)	B–R – W–B	IG switch ON	9 – 14
M+ (E8–5) – E01 (E10–7)	B – W–B	Idling	Pulse generation
M– (E8–4) – E01 (E10–7)	W – W–B	Idling	Pulse generation