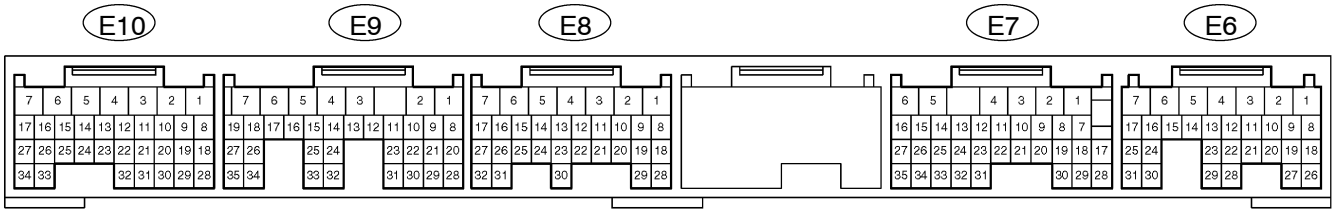
TERMINALS OF ECM

0562C–01



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Symbols (Terminal No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E7–2) – E1 (E8–1)	B–Y – BR	Always	9 – 14
+BM (E7–6) – ME01 (E8–4)	L–R – W–B	Always	9 – 14
IGSW (E6–9) – E1 (E8–1)	B–O – BR	Always	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
VTA1 (E10–21) – E2 (E10–28)	LG – BR	IG switch ON, Throttle valve fully closed	0.4 – 1.0
VTA1 (E10–21) – E2 (E10–28)	LG – BR	IG switch ON, Throttle valve 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
M+ (E8–3) – E01 (E10–7) M– (E8–2) – E01 (E10–7)	B – W–B W – W–B	Idling	Pulse generation
VG (E9–24) – E2G (E9–32)	R – L–W	Idling, A/C switch OFF	1.1 – 1.5
VPA (E6–22) – EPA (E6–28)	L–Y – LG–B	IG switch ON, Accelerator pedal fully closed	0.5 – 1.1
VPA (E6–22) – EPA (E6–28)	L–Y – LG–B	IG switch ON, Accelerator pedal fully open	3.0 – 4.6
VPA2 (E6–23) – EPA2 (E6–29)	W–R – LG	IG switch ON, Accelerator pedal fully closed	0.9 – 2.3
VPA2 (E6–23) – EPA2 (E6–29)	W–R – LG	IG switch ON, Accelerator pedal fully open	3.4 – 5.0
VCPA (E6–26) – EPA (E6–28)	R – LG–B	IG switch ON	4.5 – 5.5
VCP2 (E6–27) – EPA2 (E6–29)	B–R – LG	IG switch ON	4.5 – 5.5
NE+ (E10–27) – NE– (E10–34)	R – G	Idling	Pulse generation (See page 05–362)
G22+ (E8–27) – NE– (E10–34)	B–W – G	Idling	Pulse generation (See page 05–365)
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–B – BR	Idling, Engine coolant temp. 80°C (176°F)	0.2 – 1.0
STA (E9–9) – E1 (E8–1)	B–W – BR	Cranking	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
#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
#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
#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
#50 (E10–5) – E01 (E10–7)	R–L – W–B	IG switch ON	9 – 14
#50 (E10–5) – E01 (E10–7)	R–L – W–B	Idling	Pulse generation
#60 (E9–5) – E01 (E10–7)	G – W–B	IG switch ON	9 – 14
#60 (E9–5) – E01 (E10–7)	G – W–B	Idling	Pulse generation
IGT1 (E10–8) – E1 (E8–1)	R–W – BR	Idling	Pulse generation (See page 05–412)
IGT2 (E10–9) – E1 (E8–1)	P – BR	Idling	Pulse generation (See page 05–412)

IGT3 (E10–10) – E1 (E8–1)	LG–B – BR	Idling	Pulse generation (See page 05–412)
IGT4 (E10–11) – E1 (E8–1)	L–Y – BR	Idling	Pulse generation (See page 05–412)
IGT5 (E10–12) – E1 (E8–1)	*1 G–R – BR *2 G–B – BR	Idling	Pulse generation (See page 05–412)
IGT6 (E10–13) – E1 (E8–1)	L – BR	Idling	Pulse generation (See page 05–412)
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 05–412)
ACIS (E10–15) – E01 (E10–7)	R–Y – W–B	IG switch ON	9 – 14
AICV (E10–25) – E01 (E10–7)	W – W–B	IG switch ON	9 – 14
FC (E6–10) – E01 (E10–7)	G–R – W–B	IG switch ON	9 – 14
FC (E6–10) – E01 (E10–7)	G–R – W–B	Idling	0 – 3
EVP1 (E8–11) – E01 (E10–7)	LG – W–B	IG switch ON	9 – 14
KNKR (E9–1) – E1 (E8–1)	B – BR	Idling	Pulse generation (See page 05–358)
KNKL (E9–2) – E1 (E8–1)	W – BR	Idling	Pulse generation (See page 05–358)
NSW (E9–8) – E1 (E8–1)	B–Y – BR	IG switch ON, Other shift position in P, N	9 – 14
NSW (E9–8) – E1 (E8–1)	B–Y – BR	IG switch ON, Shift position in P, N	0 – 3
TACH (E6–5) – E1 (E8–1)	B–O – BR	Idling	Pulse generation
SIL (E6–18) – E1 (E8–1)	W – BR	During transmission	Pulse generation
STP (E7–19) – E1 (E8–1)	G–W – BR	IG switch ON, Brake pedal depressed	7.5 – 14
STP (E7–19) – E1 (E8–1)	G–W – BR	IG switch ON, Brake pedal released	0 – 1.5
AFR+ (E9–22) – E1 (E8–1)	BR – BR	IG switch ON	3.0 – 3.6
AFL+ (E9–23) – E1 (E8–1)	*1 O – BR *2 B–W – BR	IG switch ON	2.7 – 3.3
AFR– (E9–30) – E1 (E8–1)	B–R – BR	IG switch ON	3.0 – 3.6
AFL– (E9–31) – E1 (E8–1)	*1 W – BR *2 L – BR	IG switch ON	2.7 – 3.3
HAFR (E9–4) – E04 (E9–7)	B–W – W–B	Idling	Below 3.0
HAFL (E9–3) – E05 (E9–6)	B–R – W–B	IG switch ON	9 – 14
KSW (E7–34) – E1 (E8–1)	L – BR	At time of inserting key	Below 1.5
KSW (E7–34) – E1 (E8–1)	L – BR	In condition without key inserted	4 – 5
RXCK (E7–27)*3 – E1 (E8–1)	R–L – BR	At time of inserting key	Pulse generation
CODE (E7–15)*3 – E1 (E8–1)	G–W – BR	At time of inserting key	Pulse generation
TXCT (E7–26)*3 – E1 (E8–1)	L–Y – BR	At time of inserting key	Pulse generation
IMLD (E7–16) – E1 (E8–1)	V – BR	In condition without key inserted	Pulse generation
MREL (E6–8) – E1 (E8–1)	B–W – BR	IG switch ON	9 – 14
EGR (E9–20) – E01 (E10–7)	Y–G – W–B	IG switch ON	9 – 14
THG (E10–29) – E1 (E8–1)	G–Y – BR	Idling, EGR gas temp. 100°C (212°F)	0.5 – 1.5
EGLS (E9–28) – E1 (E8–1)	W–G – BR	IG switch ON, Apply vacuum (0 kPa, 0 mmHg, 0 in.Hg) to EGR valve	0.4 – 1.6
EGLS (E9–28) – E1 (E8–1)	W–G – BR	IG switch ON, Apply vacuum (17.3 kPa, 130 mmHg, 5.12 in.Hg) to EGR valve	3.2 – 5.1
OX1B (E9–21) – E1 (E8–1)	W – BR	Maintain engiene speed at 2,500 rpm for 90 sec. after warming up	Pulse generation
OX2B (E9–29) – E1 (E8–1)	B – BR	Maintain engiene speed at 2,500 rpm for 90 sec. after warming up	Pulse generation
SPD (E7–17) – E1 (E8–1)	V–W – BR	IG switch ON, Rotate driving wheel slowly	0 – 5
W (E6–12) – E01 (E10–7)	G–R – W–B	IG switch ON	Below 3.0
PS (E8–10) – E1 (E8–1)	R–W – BR	IG switch ON	9 – 14

HT1B (E8–6) – E03 (E8–7) HT2B (E8–5) – E03 (E8–7)	L – W–B Y – W–B	Idling	Below 3.0
HT1B (E8–6) – E03 (E8–7) HT2B (E8–5) – E03 (E8–7)	L – W–B Y – W–B	IG switch ON	9 – 14
TC (E6–11) – E1 (E8–1)	P–B – BR	IG switch ON	9 – 14
ACMG (E7–3) – E1 (E8–1)	L–W – BR	A/C switch ON (At Idling)	Below 3.0
ACMG (E7–3) – E1 (E8–1)	L–W – BR	A/C switch OFF	9 – 14
A/CS (E7–31) – E1 (E8–1)	P–L – BR	IG switch ON, A/C switch ON	9 – 14
A/CI (E7–33) – E01 (E10–7)	B – W–B	IG switch ON, A/C switch OFF	9 – 14
ENG+ (E6–24) – ENG– (E6–30) TRC+ (E6–25) – TRC– (E6–31)	W–B G–L	Idling	Pulse generation

*1: LHD

*2: RHD

*3: W/Engine Immobiliser system