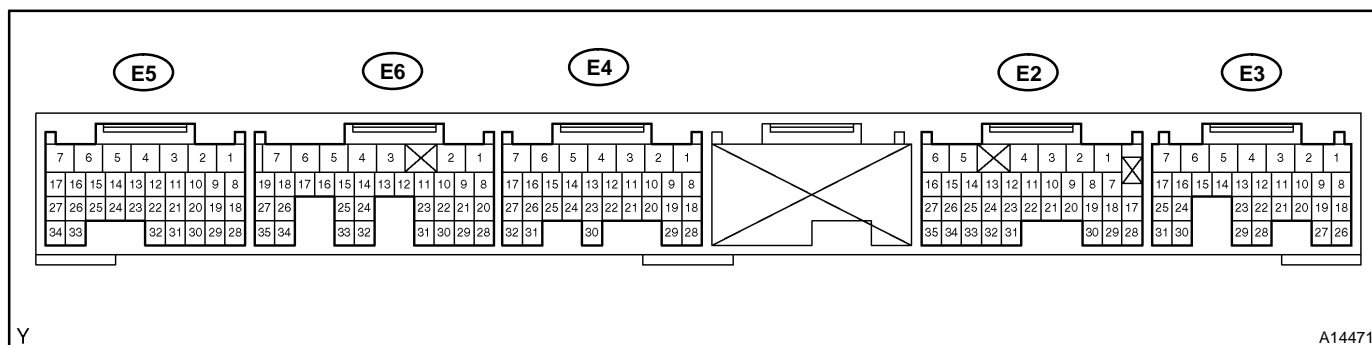


TERMINALS OF ECM



Y

A14471

Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E3-4) – E1 (E6-7)	B-R ↔ BR	Always	9 – 14
+BM (E3-7) – E1 (E6-7)	Y-B ↔ BR		
IGSW (E3-17) – E1 (E6-7)	B-O ↔ BR	IG switch ON	9 – 14
+B (E3-6) – E1 (E6-7)	B-W ↔ BR		
+B1 (E3-5) – E1 (E6-7)	B-W ↔ BR		
VC (E5-23) – ETA (E5-22)	L-R ↔ BR	IG switch ON	4.5 – 5.5
VTA (E5-25) – ETA (E5-22)	Y ↔ BR	IG switch ON, Accelerator pedal fully closed	0.4 – 1.0
		IG switch ON, Accelerator pedal fully open	3.2 – 4.8
VTA2 (E5-24) – ETA (E5-22)	L-B ↔ BR	IG switch ON, Accelerator pedal fully closed	2.0 – 2.9
		IG switch ON, Accelerator pedal fully open	4.6 – 5.1
VPA (E2-33) – EPA (E2-34)	R-Y ↔ BR-Y	IG switch ON, Accelerator pedal fully closed	0.3 – 1.0
		IG switch ON, Accelerator pedal fully open	3.2 – 4.8
VPA2 (E2-32) – EPA (E2-34)	R-B ↔ BR-Y	IG switch ON, Accelerator pedal fully closed	0.9 – 2.3
		IG switch ON, Accelerator pedal fully open	3.4 – 5.0
VG (E4-27) – EVG (E4-26)	B-R ↔ B-W	Idling, P or N position, A/C switch OFF	0.5 – 3.0
VCPA (E2-35) – EPA (E2-34)	L-R ↔ BR-Y	IG switch ON	4.5 – 5.5
VPTK (E2-27) – EPTK (E2-26)	O ↔ BR-W	IG switch ON	4.5 – 5.5
THA (E4-32) – ETHA (E4-31)	B-L ↔ B-Y	Idling, Intake air temp. 20°C (68°F)	0.5 – 3.4
THW (E4-24) – ETHW (E4-25)	R-L ↔ BR	Idling, water temp. 80°C (176°F)	0.2 – 1.0
STA (E3-12) – E1 (E6-7)	L-O ↔ BR	Shift lever position P or N position, ignition switch START	6.0 or more
#1 (E5-15) – E01 (E4-2)	L ↔ W-B	IG switch ON	9 – 14
#2 (E4-17) – E01 (E4-2)	W ↔ W-B		
#3 (E5-14) – E01 (E4-2)	G-Y ↔ W-B		
#4 (E4-16) – E01 (E4-2)	G ↔ W-B		
#5 (E5-13) – E01 (E4-2)	G ↔ W-B		
#6 (E4-15) – E01 (E4-2)	BR ↔ W-B		
#7 (E5-12) – E01 (E4-2)	BR ↔ W-B		
#8 (E4-14) – E01 (E4-2)	Y-B ↔ W-B		
IGT1 (E5-17) – E1 (E6-7)	G-W ↔ BR	Idling	Pulse generation (See page DI-112)
IGT2 (E4-13) – E1 (E6-7)	L-R ↔ BR		
IGT3 (E5-16) – E1 (E6-7)	L-Y ↔ BR		
IGT4 (E4-12) – E1 (E6-7)	LG ↔ BR		
IGT5 (E5-27) – E1 (E6-7)	R ↔ BR		
IGT6 (E4-11) – E1 (E6-7)	R-L ↔ BR		
IGT7 (E5-26) – E1 (E6-7)	P-L ↔ BR		
IGT8 (E4-10) – E1 (E6-7)	B-W ↔ BR		

IF1L (E4-6) – E1 (E6-7)	LG ↔ BR	IG switch ON	4.5 – 5.5
IF2L (E4-4) – E1 (E6-7)	G-B ↔ BR	Idling	Pulse generation (See page DI-112)
IF1R (E4-7) – E1 (E6-7)	G ↔ BR		
IF2R (E4-5) – E1 (E6-7)	L-B ↔ BR		
G2 (E5-29) – G2- (E5-28)	L ↔ Y	Idling	Pulse generation (See page DI-106)
NE+ (E5-31) – NE- (E5-32)	B ↔ W		
MREL (E3-13) – E1 (E6-7)	P-B ↔ BR	IG switch ON	9 – 14
FPR (E3-15) – E01 (E4-2)	Y ↔ W-B	IG switch ON	0 – 3.0
FC (E3-14) – E01 (E4-2)	G-B ↔ W-B	IG switch ON	9 – 14
STP (E2-4) – E1 (E6-7)	G-O ↔ BR	Brake pedal is depressed	7.5 – 14
		Brake pedal is released	Below 1.5
PRG (E5-11) – E01 (E4-2)	G-B ↔ W-B	IG switch ON	9 – 14
OXL1 (E6-28)* – E1 (E6-7)	B ↔ BR	Maintain engine speed at 2,500 rpm for 2 minutes after warming up	Pulse generation (See page DI-119)
OXL2 (E2-28)* – E1 (E6-7)	B ↔ BR		
OXR1 (E4-28)* – E1 (E6-7)	W ↔ BR		
OXR2 (E2-17)* – E1 (E6-7)	W ↔ BR		
HTL (E6-9) – E03 (E5-4)	L-Y ↔ W-B	Idling	Below 3.0
HTL2 (E2-7) – E03 (E5-4)	B-W ↔ W-B		
HTR (E4-30) – E03 (E5-4)	G-Y ↔ W-B	IG switch ON	9 – 14
HTR2 (E2-8) – E03 (E5-4)	GR ↔ W-B		
KNKL (E6-1) – E1 (E6-7)	B ↔ BR	Maintain engine speed at 4,000 rpm after warming up	Pulse generation (See page DI-102)
KNKR (E6-2) – E1 (E6-7)	W ↔ BR		
TC (E2-3) – E1 (E6-7)	P-B ↔ BR	IG switch ON	9 – 14
W (E2-2) – E1 (E6-7)	Y-R ↔ BR	Idling	9 – 14
		IG switch ON	Below 3.0
ACMG (E3-16) – E1 (E6-7)	W ↔ BR	A/C switch ON (At Idling)	Below 3.0
		A/C switch OFF	9 – 14
ENG+ (E2-19) – ENG- (E2-30)	P ↔ V	Idling	Pulse generation
TRC+ (E2-18) – TRC- (E2-29)	R ↔ G		
VVL+ (E5-18) – VVL- (E5-19)	R ↔ G	Idling	Pulse generation (See page DI-109)
VVR+ (E4-19) – VVR- (E4-18)	Y ↔ L		
OCV+ (E5-6) – OCV- (E5-5)	L-Y ↔ G-W	IG switch ON	Pulse generation (See page DI-28)
OCR+ (E4-9) – OCR- (E4-8)	L-W ↔ L-B		
ACIS (E4-21) – E01 (E4-2)	L-W ↔ W-B	IG switch ON	9 – 14
		Engine speed between 2,500 rpm and 4,000 rpm	Below 3.0
M+ (E5-3) – E01 (E4-2)	B ↔ W-B	Idling	Pulse generation (See page DI-202)
M- (E5-2) – E01 (E4-2)	W ↔ W-B		
SIL (E3-26) – E1 (E6-7)	W-G ↔ BR	During transmission	Pulse generation
SP2+ (E6-23) – SP2- (E6-22)	G ↔ R	Vehicle is driving	Pulse generation (See page DI-181)