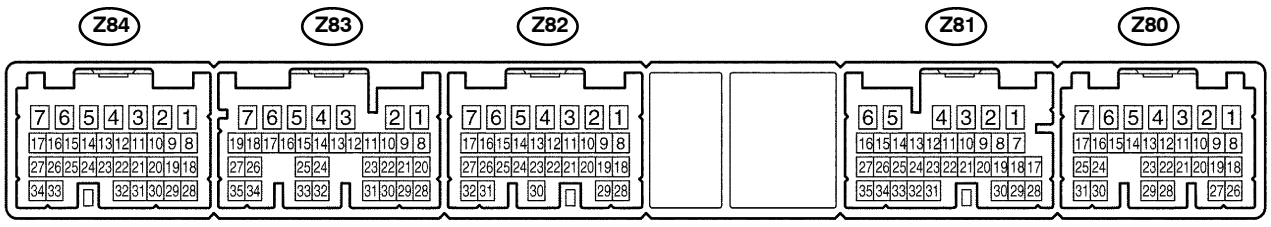
TERMINALS OF ECU

DI2S1–05



D11582

Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
BATT (Z80–4) – E1 (Z83–7)	B–Y ↔ BR	Always	9 – 14
+BM (Z80–7) – E1 (Z83–7)	V–Y ↔ BR		
IGSW (Z80–17) – E1 (Z83–7)	B –O ↔ BR	IG switch ON	9 – 14
+B (Z80–6) – E1 (Z83–7)	B–R ↔ BR		
+B2 (Z80–5) – E1 (Z83–7)	B–R ↔ BR		
VC (Z81–35) – E2 (Z81–34)	L–Y ↔ BR	IG switch ON	4.5 – 5.5
VTA (Z84 25) – E2 (Z81 34)	Y–G ↔ BR	IG switch ON Accelerator pedal released	0.4 – 1.0
		IG switch ON Accelerator pedal depressed	3.2 – 4.8
VTA2 (Z84 24) – E2 (Z81 34)	Y–R ↔ BR	IG switch ON Accelerator pedal released	2.0 – 2.9
		IG switch ON Accelerator pedal depressed	4.6 – 5.1
VPA (Z81 33) – E2 (Z81 34)	L ↔ BR	IG switch ON Accelerator pedal released	0.3 – 0.9
		IG switch ON Accelerator pedal depressed	3.2 – 4.8
VPA2 (Z81 32) – E2 (Z81 34)	L–R ↔ BR	IG switch ON Accelerator pedal released	1.8 – 2.7
		IG switch ON Accelerator pedal depressed	4.7 – 5.1
VG (Z82–27) – EVG (Z82–26)	R–L ↔ GR	Idling, P or N position, A/C switch OFF	1.1 – 1.5
THA (Z82–32) – E2 (Z81–34)	W–R ↔ BR	Idling, Intake air temp. 20°C (68°F)	0.5 ~ 3.4
THW (Z82–24) – E2 (Z81–34)	B–R ↔ BR	Idling, Engine coolant temp. 80°C (176°F)	0.2 ~ 1.0
STA (Z80–12) – E1 (Z83–7)	B ↔ BR	Shift lever position P or N position, ignition switch START	9 ~ 14
#10 (Z84–15) – E01 (Z82–2) #20 (Z82–17) – E01 (Z82–2) #30 (Z84–14) – E01 (Z82–2) #40 (Z82–16) – E01 (Z82–2) #50 (Z84–13) – E01 (Z82–2) #60 (Z82–15) – E01 (Z82–2)	Y ↔ W–B B–W ↔ W–B L ↔ W–B R ↔ W–B W ↔ W–B R–L ↔ W–B	IG switch ON	9 ~ 14
		Idling	Pulse generation (See page FI–22)
IGT (Z82–13) – E1 (Z83–7) IGT2 (Z84–27) – E1 (Z83–7) IGT3 (Z84–26) – E1 (Z83–7)	Y ↔ BR G–B ↔ BR R–W ↔ BR	Idling	Pulse generation (See page DI–125)
IGF (Z82–7) – E1 (Z83–7)	R–Y ↔ BR	IG switch ON	4.5 ~ 5.5
		Idling	Pulse generation (See page DI–125)

Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
G2 (Z84–29) – NE– (Z84–32)	Y ↔ L	Idling	Pulse generation (See page DI–81)
NE (Z84–31) – NE– (Z84–32)	W ↔ L		
M–REL (Z80–13) – E1 (Z83–7)	B–Y ↔ BR	IG switch ON	9 ~ 14
STP (Z81–4) – E1 (Z83–7)	G–W ↔ BR	Brake pedal is depressed	7.5 ~ 14
		Brake pedal is released	Below 1.5
PRG (Z84–11) – E01 (Z82–2)	B–R ↔ W–B	IG switch ON	9 ~ 14
OX1A (Z83–28) – E2 (Z81–34) OX1B (Z81–28) – E2 (Z81–34) OX2A (Z82–28) – E2 (Z81–34) OX2B (Z81–17) – E2 (Z81–34)	B ↔ BR W ↔ BR W ↔ BR R ↔ BR	Maintain engine speed at 2,500 rpm for 2 minutes after warming up	Pulse generation (See page DI–49)
HT1A (Z83–9) – E01 (Z82–2) HT1B (Z81–7) – E01 (Z82–2) HT2A (Z82–30) – E01 (Z82–2) HT2B (Z81–8) – E01 (Z82–2)	R ↔ W–B G ↔ W–B Y ↔ W–B GR–B ↔ W–B	Idling	Below 3.0
		IG switch ON	9 ~ 14
KNK1 (Z83–1) – E1 (Z83–7)	B ↔ BR	Maintain engine speed at 4,000 rpm after warming up	Pulse generation (See page DI–81)
KNK2 (Z83–2) – E1 (Z83–7)	GR ↔ BR		
TC (Z81–3) – E1 (Z83–7)	P–B ↔ BR	IG switch ON	9 ~ 14
W (Z81–2) – E01 (Z82–2)	GR–R ↔ W–B	Idling	9 ~ 14
		IG switch ON	Below 3.0
ACMG (Z80–16) – E01 (Z82–2)	L–O ↔ W–B	A/C switch ON (At Idling)	Below 3.0
		A/C switch OFF	9 ~ 14
OCV+ (Z84–6) – OCV– (Z84–5)	W–R ↔ Y–B	IG switch ON	Pulse generation (See page DI–133)
ACIS (Z82–21) – E01 (Z82–2)	B–L ↔ W–B	IG switch ON	9 ~ 14
		Engine speed between 2.500 and 4,000 rpm	Below 3.0
CL+ (Z84–10) – CL– (Z84–9)	G–R ↔Y–R	Idling	Pulse generation (See page DI–110)
M+ (Z84–3) – ME01 (Z82–3) M– (Z84–2) – ME01 (Z82–3)	W ↔ BR R ↔ BR	Idling	Pulse generation (See page DI–110)
SIL (Z80–26) – E1 (Z83–7)	W ↔ BR	IG switch ON	9 ~ 14
SP2+ (Z83–23) – SP2– (Z83–22)	L–Y ↔ R–L	Vehicle is driving	Pulse generation (See page DI–94)