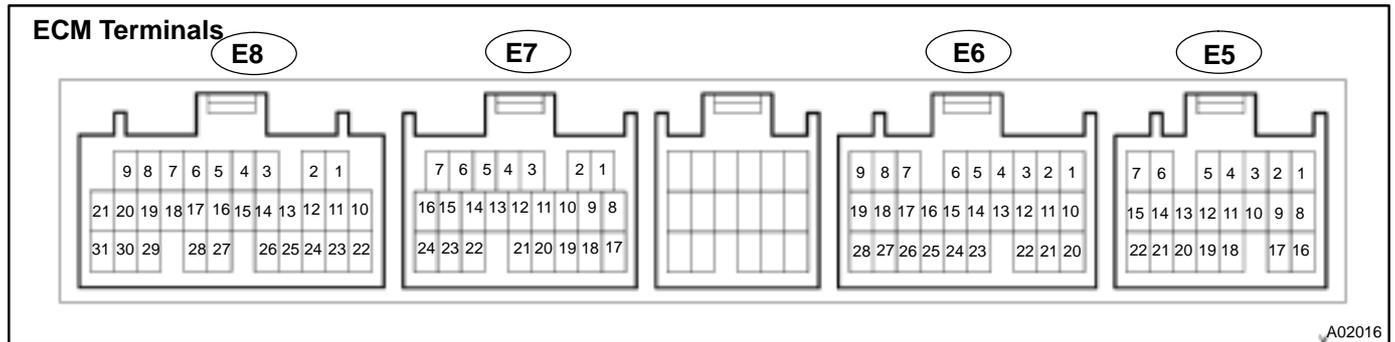


TERMINALS OF ECM

California Spec.:



A02016

Symbols (Terminal No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E5-1) - E1 (E7-17)	B-Y ↔ BR	Always	9 - 14
+B (E5-16) - E1 (E7-17)	W-R ↔ BR	IG switch ON	9 - 14
VC (E7-2) - E2 (E7-18)	G-B ↔ BR-B	IG switch ON	4.5 - 5.5
VTA (E7-23) - E2 (E7-18)	Y ↔ B	IG switch ON, Throttle valve fully closed	0.3 - 1.0
		IG switch ON, Throttle valve fully open	3.2 - 4.9
VG (E7-10) - E2G (E7-19)	GR-R ↔ B-L	Idling, A/C switch OFF	1.1 - 1.5
THA (E7-22) - E2 (E7-18)	Y-G ↔ BR-B	Idling, Intake air temp. 20°C (68°F)	0.5 - 3.4
THW (E7-14) - E2 (E7-18)	G-R ↔ BR-B	Idling, Engine coolant temp. 80°C (176°F)	0.2 - 1.0
STA (E5-7) - E1 (E7-17)	B-W ↔ BR	Cranking	6.0 or more
#10 (E7-5) - E01 (E8-21)	W-R ↔ BR	IG switch ON	9 - 14
#20 (E7-6) - E01 (E8-21)	W ↔ BR		
#30 (E8-1) - E01 (E8-21)	W-G ↔ BR	Idling	Pulse generation (See page DI-254)
#40 (E8-2) - E01 (E8-21)	L-R ↔ BR		
#50 (E8-3) - E01 (E8-21)	W-L ↔ BR		
#60 (E8-4) - E01 (E8-21)	L ↔ BR		
IGT1 (E8-11) - E1 (E7-17)	B-L ↔ BR	Idling	Pulse generation (See page DI-312)
IGT2 (E8-12) - E1 (E7-17)	BR-Y ↔ BR		
IGT3 (E8-13) - E1 (E7-17)	B-W ↔ BR		
IGF (E8-25) - E1 (E7-17)	B-Y ↔ BR	IG switch ON	4.5 - 5.5
		Idling	Pulse generation (See page DI-312)
G2 (E8-10) - NE- (E7-24)	Y ↔ G	Idling	Pulse generation (See page DI-263)
NE+ (E7-16) - NE- (E7-24)	R ↔ G	Idling	Pulse generation (See page DI-263)
FC (E5-3) - E01 (E8-21)	G-Y ↔ BR	IG switch ON	9 - 14
		Idling	0 - 3.0
EVP1 (E7-7) - E01 (E8-21)	W-G ↔ BR	IG switch ON	9 - 14
RSC (E8-15) - E01 (E8-21)	B-R ↔ BR	IG switch ON, Disconnect E8 connector from ECM	9 - 14
RSO (E8-16) - E01 (E8-21)	BR-R ↔ BR		
OXS (E6-8) - E1 (E7-17)	B ↔ BR	Maintain engine speed at 2,500 rpm for 3 min. after warming up	Pulse generation (See page DI-267)
HTS (E6-9) - E03 (E8-30)	R-L ↔ BR	IG switch ON	Below 3.0
KNK1 (E8-27) - E1 (E7-17)	B ↔ BR	Idling	Pulse generation (See page DI-260)
KNK2 (E8-28) - E1 (E7-17)	GR ↔ BR		

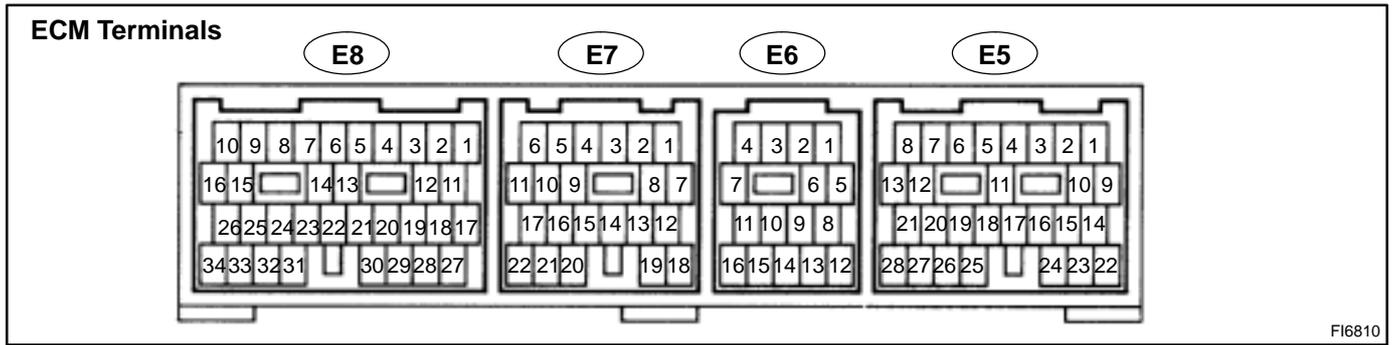
DIAGNOSTICS – ENGINE (5VZ-FE)

NSW (E6-20) – E1 (E7-17)*1	B-R ↔ BR	IG switch ON, Other shift position in P, N	9 – 14
		IG switch ON, Shift position in P, N	0 – 3.0
SP1 (E6-22) – E1 (E7-17)	G-O ↔ BR	IG switch ON, Rotate driving wheel slowly	Pulse generation
TE1 (E8-6) – E1 (E7-17)	R ↔ BR	IG switch ON	9 – 14
W (E5-6) – E01 (E8-21)	V-R ↔ BR	IG switch ON	Below 3.0
PSW (E7-9) – E1 (E7-17)	Y ↔ BR	IG switch ON	9 – 14
ACT (E6-13) – E1 (E7-17)	L-B ↔ BR	A/C switch OFF	Below 2.0
		A/C switch ON at idling	9 – 14
AC1 (E6-25) – E1 (E7-17)	L-Y ↔ BR	A/C switch ON at idling	Below 2.0
		A/C switch OFF	9 – 14
TPC (E5-9) – E01 (E8-21)	GR-G ↔ BR	IG switch ON, Disconnect hose from vapor pressure sensor	9 – 14
PTNK (E5-17) – E1 (E7-17)	R-G ↔ BR	IG switch ON	3.0 – 3.6
		IG switch ON, Apply vacuum 2.0 kPa (15 mmHg, 0.6 in.Hg)	1.3 – 2.1
SIL (E5-11) – E1 (E7-17)	W ↔ BR	During transmission	Pulse generation
STP (E5-15) – E1 (E7-17)	G-W ↔ BR	IG switch ON, Brake pedal depressed	7.5 – 14
		IG switch ON, Brake pedal released	Below 1.5
AF1+ (E7-12) – E1 (E7-17)	W ↔ BR	IG switch ON	3.3*2
AF1- (E7-21) – E1 (E7-17)	R ↔ BR	IG switch ON	3.0*2
HTAF1 (E7-4) – E05 (E7-8)	W ↔ BR	Idling	Below 3.0
		IG switch ON	4 – 5
IGSW (E5-2) – E1 (E7-17)	B-R ↔ BR	IG switch ON	9 – 14
MREL (E5-8) – E1 (E7-17)	B-O ↔ BR	IG switch ON	9 – 14

*1: Only for A/T

*2: The ECM terminal voltage is fixed regardless of the output voltage from the sensor.

Except California Spec.:



Symbols (Terminal No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E5-14) – E1 (E6-16)	B-Y ↔ BR	Always	9 – 14
+B (E5-23) – E1 (E6-16)	W-R ↔ BR	IG switch ON	9 – 14
VCC (E7-1) – E2 (E7-22)	G-B ↔ BR-B	IG switch ON	4.5 – 5.5
VTA (E7-7) – E2 (E7-22)	Y ↔ BR-B	IG switch ON, Throttle valve fully closed	0.3 – 1.0
		IG switch ON, Throttle valve fully open	2.7 – 5.2
VG (E7-8) – E3 (E6-7)	GR-R ↔ BR-W	Idling, A/C switch OFF, Shift position in P or N	1.1 – 1.5
THA (E7-21) – E2 (E7-22)	Y-G ↔ BR-B	Idling, Intake air temperature 20°C (68°F)	0.5 – 3.4
THW (E7-20) – E2 (E7-22)	G-R ↔ BR-B	Idling, Engine coolant temperature 80°C (176°F)	0.2 – 1.0
STA (E8-13) – E1 (E6-16)	B-W ↔ BR	Cranking	6.0 or more
#10 (E8-10) – E01 (E8-34)	W-R ↔ BR	Idling	Pulse generation (See page DI-254)
#20 (E8-9) – E01 (E8-34)	W ↔ BR		
#30 (E8-8) – E01 (E8-34)	W-G ↔ BR		
#40 (E8-7) – E01 (E8-34)	L-R ↔ BR		
#50 (E8-6) – E01 (E8-34)	W-L ↔ BR		
#60 (E8-5) – E01 (E8-34)	L ↔ BR		
IGT1 (E8-24) – E1 (E6-16)	B-L ↔ BR	Idling	Pulse generation (See page DI-312)
IGT2 (E8-16) – E1 (E6-16)	BR-Y ↔ BR		
IGT3 (E8-15) – E1 (E6-16)	B-W ↔ BR		
IGF (E8-12) – E1 (E6-16)	B-Y ↔ BR	IG switch ON	4.5 – 5.5
		Idling	Pulse generation (See page DI-312)
G+ (E7-17) – NE- (E7-6)	Y ↔ G	Idling	Pulse generation (See page DI-263)
NE+ (E7-5) – NE- (E7-6)	R ↔ G		
FC (E7-18) – E1 (E6-16)	G-Y ↔ BR	IG switch ON	9 – 14
		Idling	0 – 3.0
EVP (E6-2) – E1 (E6-16)	W-G ↔ BR	IG switch ON	9 – 14
RSC (E8-22) – E1 (E6-16)	B-R ↔ BR	IG switch ON, Disconnect E8 from ECM connector	9 – 14
RSO (E8-23) – E1 (E6-16)	BR-R ↔ BR		
OX1 (E7-13) – E1 (E6-16)	W ↔ BR	Maintain engine speed at 2,500 rpm for 3 min. after warming up	Pulse generation (See page DI-270)
OX2 (E7-19) – E1 (E6-16)	B ↔ BR		
HT1 (E6-11) – E03 (E8-28)	P-G ↔ BR	Idling	Below 3.0
		IG switch ON	9 – 14
HT2 (E6-10) – E03 (E8-28)	R-W ↔ BR*1 R-G ↔ BR*2	Idling	Below 3.0
		IG switch ON	9 – 14
KNK1 (E7-15) – E1 (E6-16)	B ↔ BR	Idling	Pulse generation (See page DI-260)
KNK2 (E7-14) – E1 (E6-16)	GR ↔ BR		

DIAGNOSTICS - ENGINE (5VZ-FE)

NSW (E8-14) - E1 (E6-16)*1	B-R ↔ BR	IG switch ON, Other shift position in P or N	9 - 14
		IG switch ON, Shift position in P or N	0 - 3.0
SP1 (E5-12) - E1 (E6-16)	G-O ↔ BR	IG switch ON, Rotate driving wheel slowly	Pulse generation (See page DI-294)
TE1 (E6-5) - E1 (E6-16)	R ↔ BR	IG switch ON	9 - 14
W (E6-3) - E1 (E6-16)	V-R ↔ BR	Idling	9 14
		IG switch ON	Below 3.0
PSW (E8-31) - E1 (E6-16)	Y ↔ BR	IG switch ON	9 - 14
ACT (E5-5) - E1 (E6-16)	L-B ↔ BR	A/C switch OFF	Below 2.0
		A/C switch ON at idling	5.0 or more
AC1 (E5-16) - E1 (E6-16)	L-Y ↔ BR	A/C switch ON at idling	Below 2.0
		A/C switch OFF	9 - 14
TPC (E6-8) - E1 (E6-16)	GR-G ↔ BR	IG switch ON, Disconnect the vacuum hose from vapor pressure sensor	9 - 14
PTNK (E6-13) - E2 (E7-22)	R-Y ↔ BR-B	IG switch ON	3.0 - 3.6
		IG switch ON, Apply vacuum 4.0 kPa (30 mmHg, 1.18 in.Hg) to vapor pressure sensor	Below 0.5
BK (E5-24) - E1 (E6-16)	G-W ↔ BR	IG switch ON, Brake pedal is depressed	7.5 - 14
		IG switch ON, Brake pedal is released	Below 1.5

*1: A/T

*2: M/T