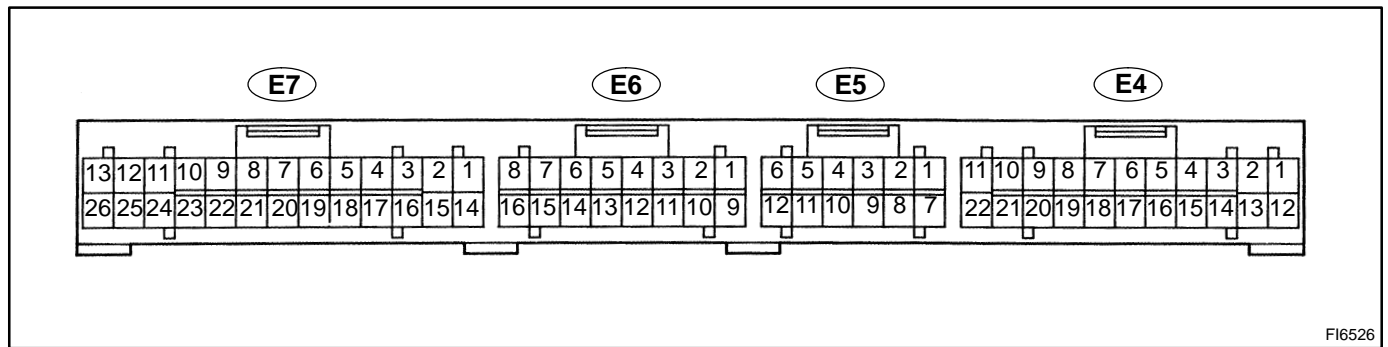


TERMINALS OF ECM



F16526

Symbols (Terminal No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E4 - 1) - E1 (E7 - 14)	B-Y ↔ BR	Always	9 - 14
+B (E4 - 12) - E1 (E7 - 14)	B-R ↔ BR	IG switch ON	9 - 14
VC (E6 - 1) - E2 (E6 - 9)	R-W ↔ BR	IG switch ON	4.5 - 5.5
VTA (E6 - 11) - E2 (E6 - 9)	Y-R ↔ BR	IG switch ON Throttle valve fully closed	0.3 - 1.0
		IG switch ON Throttle valve fully open	3.2 - 4.9
VG (E6 - 2) - E2 (E6 - 9)	P ↔ BR	Idling, A/C switch OFF, Shift position in N or P position	1.1 - 1.5
THA (E6 - 3) - E2 (E6 - 9)	Y-B ↔ BR	Idling, Intake air temp. 20°C (68°F)	0.5 - 3.4
THW (E6 - 4) - E2 (E6 - 9)	R-L ↔ BR	Idling, Engine coolant temp. 80°C (176°F)	0.2 - 1.0
STA (E4 - 11) - E1 (E7 - 14)	B ↔ BR	Cranking	6.0 or more
#10 (E7 - 12) - E01 (E7 - 13)	B-O ↔ BR	IG switch ON	9 - 14
		Idling	Pulse generation (See page DI-63)
#20 (E7 - 11) - E01 (E7 - 13)	B-Y ↔ BR	IG switch ON	9 - 14
		Idling	Pulse generation (See page DI-63)
#30 (E7 - 25) - E01 (E7 - 13)	B-W ↔ BR	IG switch ON	9 - 14
		Idling	Pulse generation (See page DI-63)
#40 (E7 - 24) - E01 (E7 - 13)	B-L ↔ BR	IG switch ON	9 - 14
		Idling	Pulse generation (See page DI-63)
IGT1 (E7 - 22) - E1 (E7 - 14)	G-R ↔ BR	Idling	Pulse generation (See page DI-113)
IGT2 (E7 - 21) - E1 (E7 - 14)	G-B ↔ BR	Idling	Pulse generation (See page DI-113)
IGT3 (E7 - 20) - E1 (E7 - 14)	G-O ↔ BR	Idling	Pulse generation (See page DI-113)
IGT4 (E7 - 19) - E1 (E7 - 14)	G-Y ↔ BR	Idling	Pulse generation (See page DI-113)
IGF (E7 - 3) - E1 (E7 - 14)	Y ↔ BR	IG switch ON	4.5 - 5.5
		Idling	Pulse generation (See page DI-113)
G2 (E7 - 18) - NE⊖ (E7 - 16)	B ↔ W	Idling	Pulse generation (See page DI-72)

NE (E7 - 17) - NE- (E7 - 16)	O ↔ W	Idling	Pulse generation (See page DI-72)
FC (E4 - 14) - E01 (E7 - 13)	G ↔ BR	IG switch ON	9 - 14
EVP1 (E7 - 9) - E1 (E7 - 14)	W-G ↔ BR	IG switch ON	9 - 14
RSD (E7 - 2) - E1 (E7 - 14)	B-R ↔ BR	IG switch ON Disconnect E5 of ECU connector	0 - 3
OX1A (E6 - 6) - E2 (E6 - 9)	R ↔ BR	Maintain engine speed at 2,500 rpm for 2 min. after warming up	Pulse generation (See page DI-43)
OX1B (E6 - 5) - E2 (E6 - 9)	B ↔ BR	Maintain engine speed at 2,500 rpm for 2 min. after warming up	Pulse generation (See page DI-43)
HT (E6 - 8) - E03 (E7 - 1)	O ↔ BR	Idling	Below 3.0
		IG switch ON	9 - 14
HT2 (E6 - 16) - E03 (E7 - 1)	W ↔ BR	Idling	Below 3.0
		IG switch ON	9 - 14
KNK1 (E6 - 13) - E2 (E6 - 9)	W ↔ BR	Idling	Pulse generation (See page DI-69)
* NSW (E4 - 22) - E1 (E7 - 14)	B ↔ BR	IG switch ON Other shift position in P or N position	9 - 14
		IG switch ON Shift position in P or N position	0 - 3.0
SPD (E4 - 9) - E1 (E7 - 14)	V-W ↔ BR	IG switch ON Rotate driving wheel slowly	Pulse generation (See page DI-103)
W (E4 - 5) - E1 (E7 - 14)	Y-R ↔ BR	Idling	9 - 14
		IG switch ON	Below 3.0
ACT (E4 - 21) - E1 (E7 - 14)	B ↔ BR	A/C switch OFF	Below 2.0
		A/C switch ON at idling	9 - 14
AC (E4 - 10) - E1 (E7 - 14)	B-W ↔ BR	A/C switch ON at idling	Below 1.5
		A/C switch OFF	7.5 - 14
STP (E7 - 6) - E1 (E7 - 14)	G-W ↔ BR	IG switch ON, Brake pedal is depressed	7.5 - 14
		IG switch ON, Brake pedal is released	Below 1.5
PSP (E6 - 12) - E2 (E6 - 9)	Y ↔ BR	PS pressure 0 kPa (0 kgf/cm ² , 0 psi)	0.5 V
		PS pressure 3,500 kPa (36 kgf/cm ² , 512 psi)	2.5 V
		PS pressure 7,000 kPa (71 kgf/cm ² , 1,010 psi)	4.5 V
CCV (E4 - 3) - E1 (E7 - 14)	L ↔ BR	IG switch ON	9 - 14
VG (E6 - 2) - EVG (E6 - 10)	P ↔ V	Idling, A/C switch OFF	1.1 - 1.5
OCV+ (E7 - 10) - OCV- (E7 - 23)	R-W ↔ R-B	IG switch ON	Pulse generation (See page DI-122)

*: Only for A/T