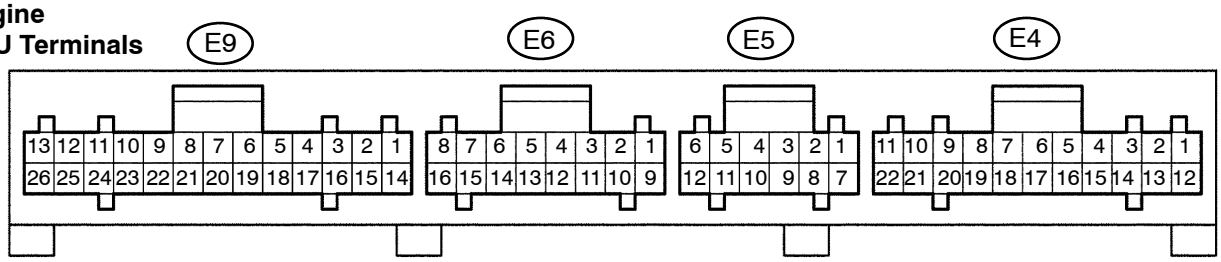
DI8NN–01

TERMINALS OF ECU

Australia (Except Thailand Made)

Engine ECU Terminals



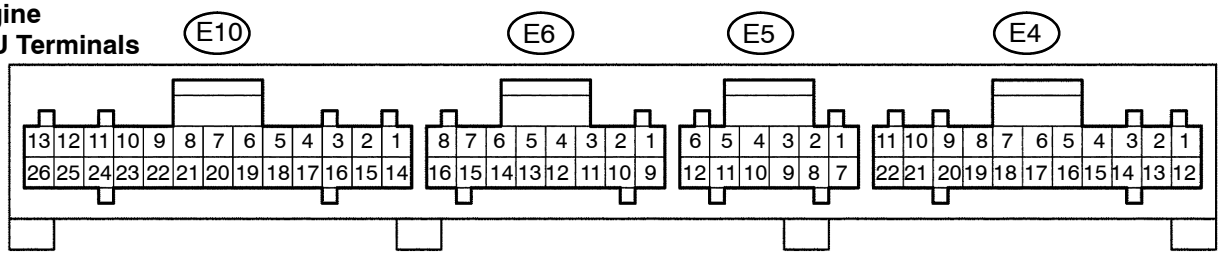
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Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E6–1) – E1 (E4–14)	R–B – BR	Always	9 – 14
+B (E6–12) – E1 (E4–14)	R–L – BR	IG switch ON	9 – 14
VC (E5–1) – E2 (E5–9)	B – G–R	IG switch ON	4.5 – 5.5
VCC (E9–6) – E2C (E9–4)	V – LG	IG switch ON	4.5 – 5.5
VA (E9–5) – E2C (E9–4)	B–L – LG	Accelerator pedal fully closed	0.3 – 0.8
		Accelerator pedal fully opened	2.9 – 4.9
VAS (E9–12) – E2C (E9–4)	R – LG	Accelerator pedal fully closed	0.3 – 0.8
		Acceleratot pedal fully opened	2.9 – 4.9
IDL (E9–9) – E2C (E9–4)	B–R – LG	Accelerator pedal fully closed	9 – 14
		Acceleratot pedal fully opened	0 – 3
PIM (E5–2) – E2 (E5–9)	B–Y – G–R	Apply vacuum 40 kPa (300 mmHg, 11.8 in.Hg)	0.2 – 0.8
		Apply vacuum 69 kPa (518 mmHg, 20.4 in.Hg)	3.2 – 3.8
THA (E5–3) – E2 (E5–9)	P–L – G–R	Idling, air intake temp. 0°C (32°F) to 80°C (176°F)	0.5 – 3.4
THW(E5–4) – E2 (E5–9)	P – G–R	Idling, engine coolant temp. 60°C (140°F) to 120°C (248°F)	0.2 – 1.0
THF (E5–5)– E2 (E5–9)	LG–B – G–R	IG switch ON (at engine cold)	0.5 – 3.4
DATA (E5–6) – E1 (E4–14)	V – BR	For 0.5 sec. after IG switch ON	Pulse generation
CLK (E5–14) – E2 (E5–9)	P – G–R	For 0.5 sec. after IG switch ON	Pulse generation
STA (E6–11) – E1 (E4–14)	P – BR	Cranking	6.0 or more
TDC+ (E4–17) – TDC– (E4–16)	R – G	Idling	Pulse generation (See page DI–27)
NE+ (E4–19) – NE– (E4–18)	W – B	Idling	Pulse generation (See page DI–27)
SP1(E6–9) – E1(E4–14)	G–O – BR	IG switch ON Rotate driving wheel slowly	Pulse generation
TCV (E4–11) – E01 (E4–13)	G–B – W–B	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–30)
SPV+ (E4–12) – E1 (E4–14)	GR – BR	IG switch ON	9 – 14
		Idling	Pulse generation
SPV– (E4–25) – E1 (E4–14)	R–B – BR	Idling	Pulse generation (See page DI–37)
LU+A (E4–10) – E01 (E4–13)	R – W–B	Racing (engine warmed up)	Pulse generation
LU– A(E4–9) – E01 (E4–13)	Y – W–B	Racing (engine warmed up)	Pulse generation
LU+ B(E4–8) – E01 (E4–13)	P – W–B	Racing (engine warmed up)	Pulse generation

LU– B(E4–7) – E01 (E4–13)	LG – W–B	Racing (engine warmed up)	Pulse generation
MREL (E6–3) – E1 (E4–14)	L–O – BR	IG switch ON	9 – 14
		IG switch OFF (after IG switch OFF for 2 sec.)	0 – 1.5
SREL (E6–2) – E01 (E4–13)	B–R – W–B	Cranking	9 – 14
		Idling (engine start and after 600 sec.)	0 – 1.5
IGSW (E6–14) – E1 (E4–14)	B–W – BR	IG switch ON	9 – 14
AC1 (E9–2) – E1 (E4–14)	Y – BR	A/C switch ON (at magnet clutch ON)	0 – 1.5
		A/C switch OFF	7.5 – 14
ACT (E9–8) – E1 (E4–14)	LG–R – BR	IG switch ON	9 – 14
		at A/C cut controlled (Driving below 30km/h, accelerator pedal fully opened for 5 sec.)	0 – 3
PDL (E9–3) – E1 (E4–14)	L – BR	Accelerator pedal fully closed	9 – 14
		Accelerator pedal fully opened	0 – 3
TAC (E9–7) – E1 (E4–14)	R–W – BR	Idling	Pulse generation
TC (E6–4) – E1 (E4–14)	V – BR	IG switch ON	9 – 14
W (E6–5) – E1 (E4–14)	P – BR	Check engine warning light lights up	0 – 3
		except check engine warning light lights up	9 – 14
THOP (E5–15) – E1 (E4–14)	L–R – BR	Idling (engine warmed up)	9 – 14
		IG switch ON (onece within 5 sec.)	0 – 3
GIND (E9–1) – E1 (E4–14)	GR–L – BR	Glow indicator light lights up	0 – 3
		except glow indicator light lights up	9 – 14

Australia (Thailand Made)

Engine ECU Terminals

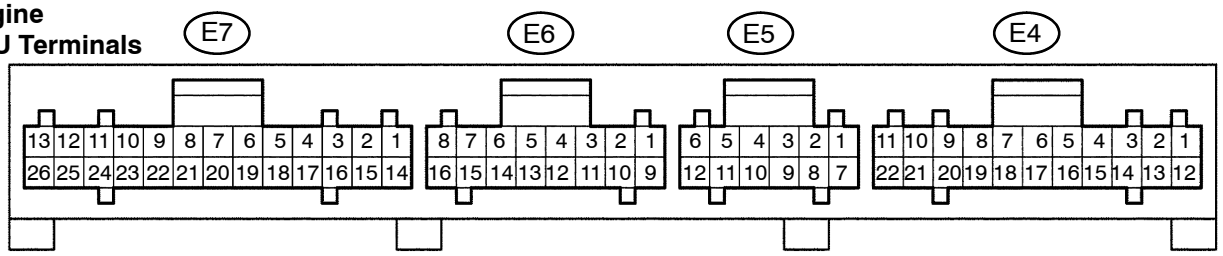


Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E10–1) – E1 (E4–14)	R–B – BR	Always	9 – 14
+B (E10–12) – E1 (E4–14)	R–L – BR	IG switch ON	9 – 14
VC (E5–1) – E2 (E5–9)	B – G–R	IG switch ON	4.5 – 5.5
VCC (E6–6) – E2C (E6–4)	V – LG	IG switch ON	4.5 – 5.5
VA (E6–5) – E2C (E6–4)	B–L – LG	Accelerator pedal fully closed	0.3 – 0.8
		Accelerator pedal fully opened	2.9 – 4.9
VAS (E6–12) – E2C (E6–4)	R – LG	Accelerator pedal fully closed	0.3 – 0.8
		Acceleratot pedal fully opened	2.9 – 4.9
IDL (E6–9) – E2C (E6–4)	B–R – LG	Accelerator pedal fully closed	9 – 14
		Acceleratot pedal fully opened	0 – 3
PIM (E5–2) – E2 (E5–9)	B–Y – G–R	Apply vacuum 40 kPa (300 mmHg, 11.8 in.Hg)	0.2 – 0.8
		Apply vacuum 69 kPa (518 mmHg, 20.4 in.Hg)	3.2 – 3.8
THA (E5–3) – E2 (E5–9)	P–L – G–R	Idling, air intake temp. 0°C (32°F) to 80°C (176°F)	0.5 – 3.4
THW(E5–4) – E2 (E5–9)	P – G–R	Idling, engine coolant temp. 60°C (140°F) to 120°C (248°F)	0.2 – 1.0
THF (E5–5)– E2 (E5–9)	LG–B – G–R	IG switch ON (at engine cold)	0.5 – 3.4
DATA (E5–6) – E1 (E4–14)	V – BR	For 0.5 sec. after IG switch ON	Pulse generation
CLK (E5–14) – E2 (E5–9)	P – G–R	For 0.5 sec. after IG switch ON	Pulse generation
STA (E10–11) – E1 (E4–14)	P – BR	Cranking	6.0 or more
TDC+ (E4–17) – TDC– (E4–16)	R – G	Idling	Pulse generation (See page DI–27)
NE+ (E4–19) – NE– (E4–18)	W – B	Idling	Pulse generation (See page DI–27)
SP1(E10–9) – E1(E4–14)	G–O – BR	IG switch ON Rotate driving wheel slowly	Pulse generation
TCV (E4–11) – E01 (E4–13)	G–B – W–B	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–30)
SPV+ (E4–12) – E1 (E4–14)	GR – BR	IG switch ON	9 – 14
		Idling	Pulse generation
SPV– (E4–25) – E1 (E4–14)	R–B – BR	Idling	Pulse generation (See page DI–37)
LU+A (E4–10) – E01 (E4–13)	R – W–B	Racing (engine warmed up)	Pulse generation
LU– A(E4–9) – E01 (E4–13)	Y – W–B	Racing (engine warmed up)	Pulse generation
LU+ B(E4–8) – E01 (E4–13)	P – W–B	Racing (engine warmed up)	Pulse generation
LU– B(E4–7) – E01 (E4–13)	LG – W–B	Racing (engine warmed up)	Pulse generation

MREL (E10–3) – E1 (E4–14)	L–O – BR	IG switch ON	9 – 14
		IG switch OFF (after IG switch OFF for 2 sec.)	0 – 1.5
SREL (E10–2) – E01 (E4–13)	B–R – BR	Cranking	9 – 14
		Idling (engine start and after 600 sec.)	0 – 1.5
IGSW (E10–14) – E1 (E4–14)	B–W – BR	IG switch ON	9 – 14
PDL (E6–3) – E1 (E4–14)	L – BR	Accelerator pedal fully closed	9 – 14
		Accelerator pedal fully opened	0 – 3
TAC (E6–7) – E1 (E4–14)	R–W – BR	Idling	Pulse generation
TC (E10–4) – E1 (E4–14)	V – BR	IG switch ON	9 – 14
W (E10–5) – E1 (E4–14)	P – BR	Check engine warning light lights up	0 – 3
		except check engine warning light lights up	9 – 14
THOP (E5–15) – E1 (E4–14)	L–R – BR	Idling (engine warmed up)	9 – 14
		IG switch ON (onece within 5 sec.)	0 – 3
GIND (E6–1) – E1 (E4–14)	GR–L – BR	Glow indicator light lights up	0 – 3
		except glow indicator light lights up	9 – 14

Thailand

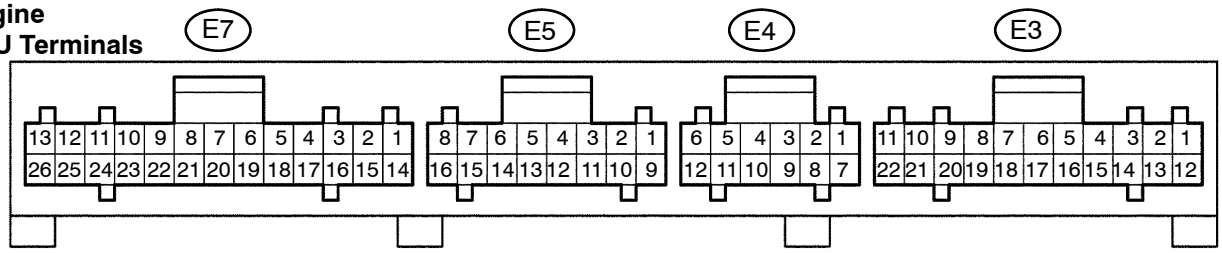
Engine ECU Terminals



Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E7–1) – E1 (E4–14)	Y – BR	Always	9 – 14
+B (E7–12) – E1 (E4–14)	R–L – BR	IG switch ON	9 – 14
VC (E5–1) – E2 (E5–9)	B – G–R	IG switch ON	4.5 – 5.5
VCC (E6–6) – E2C (E6–4)	V – LG	IG switch ON	4.5 – 5.5
VA (E6–5) – E2C (E6–4)	B–L – LG	Accelerator pedal fully closed	0.3 – 0.8
		Accelerator pedal fully opened	2.9 – 4.9
VAS (E6–12) – E2C (E6–4)	P – LG	Accelerator pedal fully closed	0.3 – 0.8
		Acceleratot pedal fully opened	2.9 – 4.9
IDL (E6–9) – E2C (E6–4)	B–R – LG	Accelerator pedal fully closed	9 – 14
		Acceleratot pedal fully opened	0 – 3
PIM (E5–2) – E2 (E5–9)	B–Y – G–R	Apply vacuum 40 kPa (300 mmHg, 11.8 in.Hg)	0.2 – 0.8
		Apply vacuum 69 kPa (518 mmHg, 20.4 in.Hg)	3.2 – 3.8
THA (E5–3) – E2 (E5–9)	P–L – G–R	Idling, air intake temp. 0˚C (32˚F) to 80˚C (176˚F)	0.5 – 3.4
THW(E5–4) – E2 (E5–9)	P – G–R	Idling, engine coolant temp. 60˚C (140˚F) to 120˚C (248˚F)	0.2 – 1.0
THF (E5–5)– E2 (E5–9)	LG–B – G–R	IG switch ON (at engine cold)	0.5 – 3.4
DATA (E5–6) – E1 (E4–14)	V – BR	For 0.5 sec. after IG switch ON	Pulse generation
CLK (E5–14) – E2 (E5–9)	P – G–R	For 0.5 sec. after IG switch ON	Pulse generation
STA (E7–11) – E1 (E4–14)	P–L – BR	Cranking	6.0 or more
TDC+ (E4–17) – TDC– (E4–16)	R – G	Idling	Pulse generation (See page DI–27)
NE+ (E4–19) – NE– (E4–18)	W – B	Idling	Pulse generation (See page DI–27)
SP1(E7–9) – E1(E4–14)	G–O – BR	IG switch ON Rotate driving wheel slowly	Pulse generation
TCV (E4–11) – E01 (E4–13)	G–B – W–B	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–30)
SPV+ (E4–12) – E1 (E4–14)	GR – BR	IG switch ON	9 – 14
		Idling	Pulse generation
SPV– (E4–25) – E1 (E4–14)	R–B – BR	Idling	Pulse generation (See page DI–37)
EGR (E4–24) – E01 (E4–13)	G–W – W–B	IG switch ON	9 – 14
		EGR ON (maintain engine speed at 1500 rpm)	Pulse generation
LU+A (E4–10) – E01 (E4–13)	R – W–B	Racing (engine warmed up)	Pulse generation
LU– A(E4–9) – E01 (E4–13)	Y – W–B	Racing (engine warmed up)	Pulse generation

LU+ B(E4–8) – E01 (E4–13)	P – W–B	Racing (engine warmed up)	Pulse generation
LU– B(E4–7) – E01 (E4–13)	LG – W–B	Racing (engine warmed up)	Pulse generation
MREL (E7–3) – E1 (E4–14)	L–O – BR	IG switch ON	9 – 14
		IG switch OFF (after IG switch OFF for 2 sec.)	0 – 1.5
SREL (E7–2) – E01 (E4–13)	B–R – W–B	Cranking	9 – 14
		Idling (engine start and after 600 sec.)	0 – 1.5
IGSW (E7–14) – E1 (E4–14)	B–W – BR	IG switch ON	9 – 14
AC1 (E6–2) – E1 (E4–14)	Y – BR	A/C switch ON (at magnet clutch ON)	0 – 1.5
		A/C switch OFF	7.5 – 14
ACT (E6–8) – E1 (E4–14)	LG–B – BR	IG switch ON	9 – 14
		at A/C cut controlled (Driving below 30km/h, accelerator pedal fully opened for 5 sec.)	0 – 3
PDL (E6–3) – E1 (E4–14)	L – BR	Accelerator pedal fully closed	9 – 14
		Accelerator pedal fully opened	0 – 3
TAC (E6–7) – E1 (E4–14)	B – BR	Idling	Pulse generation
TC (E7–4) – E1 (E4–14)	V – BR	IG switch ON	9 – 14
W (E7–5) – E1 (E4–14)	P – BR	Check engine warning light lights up	0 – 3
		except check engine warning light lights up	9 – 14
NSW (E7–22) – E1 (E4–14)	P – BR	At shift position in P and N position	0 – 3
		At other shift position in P and N position	9 – 14
THOP (E5–15) – E1 (E4–14)	L–R – BR	Idling (engine warmed up)	9 – 14
		IG switch ON (onece within 5 sec.)	0 – 3
GIND (E6–1) – E1 (E4–14)	R–W – BR	Glow indicator light lights up	0 – 3
		except glow indicator light lights up	9 – 14

South Africa



Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E5–1) – E1 (E3–14)	Y – BR	Always	9 – 14
+B (E5–12) – E1 (E3–14)	R–L – BR	IG switch ON	9 – 14
VC (E4–1) – E2 (E4–9)	B – G–R	IG switch ON	4.5 – 5.5
VCC (E7–6) – E2C (E7–4)	V – LG	IG switch ON	4.5 – 5.5
VA (E7–5) – E2C (E7–4)	B–L – LG	Accelerator pedal fully closed	0.3 – 0.8
		Accelerator pedal fully opened	2.9 – 4.9
VAS (E7–12) – E2C (E7–4)	P – LG	Accelerator pedal fully closed	0.3 – 0.8
		Acceleratot pedal fully opened	2.9 – 4.9
IDL (E7–9) – E2C (E7–4)	B–R – LG	Accelerator pedal fully closed	9 – 14
		Acceleratot pedal fully opened	0 – 3
PIM (E4–2) – E2 (E4–9)	B–Y – G–R	Apply vacuum 40 kPa (300 mmHg, 11.8 in.Hg)	0.2 – 0.8
		Apply vacuum 69 kPa (518 mmHg, 20.4 in.Hg)	3.2 – 3.8
THA (E4–3) – E2 (E4–9)	P–L – G–R	Idling, air intake temp. 0˚C (32˚F) to 80˚C (176˚F)	0.5 – 3.4
THW(E4–4) – E2 (E4–9)	P – G–R	Idling, engine coolant temp. 60˚C (140˚F) to 120˚C (248˚F)	0.2 – 1.0
THF (E4–5)– E2 (E4–9)	LG–B – G–R	IG switch ON (at engine cold)	0.5 – 3.4
DATA (E4–6) – E1 (E3–14)	V – BR	For 0.5 sec. after IG switch ON	Pulse generation
CLK (E4–14) – E2 (E4–9)	P – G–R	For 0.5 sec. after IG switch ON	Pulse generation
STA (E5–11) – E1 (E3–14)	P – BR	Cranking	6.0 or more
TDC+ (E3–17) – TDC– (E3–16)	R – G	Idling	Pulse generation (See page DI–27)
NE+ (E3–19) – NE– (E3–18)	W – B	Idling	Pulse generation (See page DI–27)
TCV (E3–11) – E01 (E3–13)	G–B – W–B	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–30)
SPV+ (E3–12) – E1 (E3–14)	GR – BR	IG switch ON	9 – 14
		Idling	Pulse generation
SPV (E3–25) – E1 (E3–14)	R–B – BR	Idling	Pulse generation (See page DI–37)
LU+A (E3–10) – E01 (E3–13)	R – W–B	Racing (engine warmed up)	Pulse generation
LU– A(E3–9) – E01 (E3–13)	Y – W–B	Racing (engine warmed up)	Pulse generation
LU+ B(E3–8) – E01 (E3–13)	P – W–B	Racing (engine warmed up)	Pulse generation
LU– B(E3–7) – E01 (E3–13)	LG – W–B	Racing (engine warmed up)	Pulse generation
MREL (E5–3) – E1 (E3–14)	L–O – BR	IG switch ON	9 – 14
		IG switch OFF (after IG switch OFF for 2 sec.)	0 – 1.5

SREL (E5–2) – E01 (E3–13)	B–R – W–B	Cranking	9 – 14
		Idling (engine start and after 600 sec.)	0 – 1.5
IGSW (E5–14) – E1 (E3–14)	B–W – BR	IG switch ON	9 – 14
AC1 (E7–2) – E1 (E3–14)	Y – BR	A/C switch ON (at magnet clutch ON)	0 – 1.5
		A/C switch OFF	7.5 – 14
ACT (E7–8) – E1 (E3–14)	LG–R – BR	IG switch ON	9 – 14
		at A/C cut controlled (Driving below 30km/h, accelerator pedal fully opened for 5 sec.)	0 – 3
PDL (E7–3) – E1 (E3–14)	L – BR	Accelerator pedal fully closed	9 – 14
		Accelerator pedal fully opened	0 – 3
TAC (E7–7) – E1 (E3–14)	B – BR	Idling	Pulse generation
TC (E5–4) – E1 (E3–14)	V – BR	IG switch ON	9 – 14
W (E5–5) – E1 (E3–14)	P – BR	Check engine warning light lights up	0 – 3
		except check engine warning light lights up	9 – 14
THOP (E4–15) – E1 (E3–14)	L–R – BR	Idling (engine warmed up)	9 – 14
		IG switch ON (onece within 5 sec.)	0 – 3
GIND (E7–1) – E1 (E3–14)	R–W – BR	Glow indicator light lights up	0 – 3
		except glow indicator light lights up	9 – 14
SPD (E5–9) – E1(E3–14)	G–O – BR	IG switch ON Rotate driving wheel slowly	Pulse generation