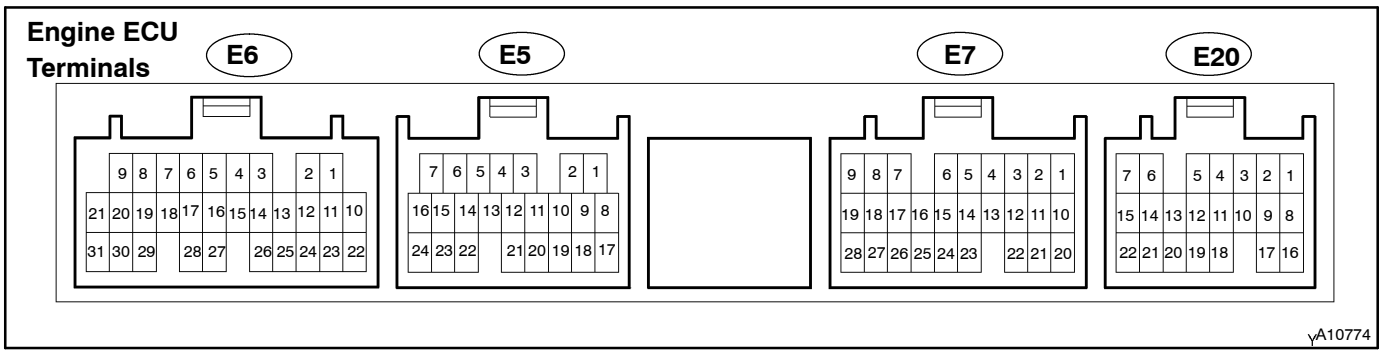
DI9SZ–01

TERMINALS OF ECU



Symbols (Terminal No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E20–1) – E1 (E5–17)	Y–G – BR	Always	9 – 14
+B (E20–16) – E1 (E5–17)	B–Y – BR	IG switch ON	9 – 14
VC (E5–2) – E2 (E5–18)	R–L – B	IG switch ON	4.5 – 5.5
HT1B (E5–3) – E03 (E6–5)	L – W–B	Idling	Below 3.0
		IG switch ON	9 – 14
HAFL (E5–4) – E04 (E6–6)	B–W – W–B	Idling	Below 3.0
		IG switch ON	9 – 14
EGR (E5–5) –E01 (E6–21)	GR – W–B	IG switch ON	0 – 3
EVP1 (E5–6) – E01 (E6–21)	G–B – W–B	IG switch ON	9 – 14
VTA (E5–9) – E2 (E5–18)	Y – B	IG switch ON, Throttle valve fully closed	0.3 – 1.0
		IG switch ON, Throttle valve fully open	3.2 – 4.9
OX1B (E5–10) – E1 (E5–17)	B – BR	Always (IG switch ON)	3.3
AFL+ (E5–11) – E1 (E5–17)	R – BR	Always (IG switch ON)	3.3
THW (E5–12) – E2 (E5–18)	L–Y – B	Idling, Engine coolant Temperature 80°C (176°F)	0.2 – 1.0
VG (E5–14) – E2G (E5–22)	LG – P	Idling, A/C switch OFF, Shift position in N or P	1.1 – 1.5
G2 (E5–15) – NE– (E5–24)	B – G	Idling	Pulse generation (See page DI–71)
NE+ (E5–16) – NE– (E5– 24)	R – G	Idling	Pulse generation (See page DI–74)
THG (E5–19) – E2 (E5–18)	Y–G – B	IG switch ON	4.5 – 5.5
AFL– (E5–20) – E1 (E5–17)	G – BR	Always (IG switch ON)	3.0
THA (E5–21) – E2 (E5–18)	L–B – B	Idling, Intake air Temperature 20°C (68°F)	0.5 – 3.4
#10 (E6–1) – E01 (E6–21) #20 (E6–2) – E01 (E6–21) #30 (E6–3) – E01 (E6–21) #40 (E6–4) – E01 (E6–21)	L–R – W–B W–R – W–B L – W–B R – W–B	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–66)
IGF (E6–10) – E1 (E5–17)	Y–G – BR	Idling	Pulse generation (See page DI–117)
		IG switch ON, Disconnect ignition coil connector	4.5 – 5.5
IGT1 (E6–11) – E1 (E5–17)	R–L – BR	Idling	Pulse generation (See page DI–117)
IGT2 (E6–12) – E1 (E5–17)	B–W – BR		
IGT3 (E6–13) – E1 (E5–17)	R–B – BR		
IGT4 (E6–14) – E1 (E5–17)	R–Y – BR		
RSD (E6–15) – E1 (E5–17)	B – BR	IG switch ON, Disconnect E6 connector from engine ECU	Below 3.0
KNK1 (E6–28) – E1 (E5–17)	W – BR	Idling	Pulse generation (See page DI–71)

FC (E7–6) – E01 (E6–21)	G–R – W–B	IG switch ON	9 – 14
TC (E7–7) – E1 (E5–17)	P–B – BR	IG switch ON	9 – 14
IMLD (E7–11) – E1 (E5–7)	Y–B – BR	At the time of inserting the key	Below 1.5
		In the condition without the key inserted	4 ~ 5
MREL (E7–12) – E1 (E5–17)	B–O– BR	IG switch ON	9 – 14
TAC (E7 – 13) – E1 (E5–17)	L – BR	Idling	Pulse generation
KSW (E7–17) – E1 (E5–17)	P – BR	At the time of inserting the key	Below 1.5
		In the condition without the key inserted	4 ~ 5
CODE (E7–18) – E1 (E5–17)	G – BR	At the time of inserting the key	Pulse generation
RXCK (E7–19) – E1 (E5–17)	Y – BR	At the time of inserting the key	Pulse generation
TXCT (E7–27) – E1 (E5–17)	L–Y – BR	At the time of inserting the key	Pulse
PSW (E7–28) – E1 (E5–17)	G–B – BR	IG switch ON	9 –14
		At idling, Turn steering wheel to lock position	Below 3.0
W (E20–6) – E1 (E5–17)	W–L – BR	Idling	9 – 14
		IG switch ON	Below 3.0
STA (E20–7) – E1 (E5–17)	B–W – BR	Cranking	6.0 or more
IGSW (E20–8) – E1 (E5–17)	B–O – BR	IG switch ON	9 – 14
SIL (E20–12) – E1 (E5–17)	W–G – BR	During transmission	Pulse generation
STP (E20–15) – E1 (E5–17)	G–W – BR	IG switch ON, Brake pedal depressed	7.5 – 14
		IG switch ON, Brake pedal released	Below 1.5
SP1 (E20–21) – E1 (E5–17)	V–W – BR	IG switch ON, Rotate driving wheel rotating slowly	Pulse generation (See page DI–100)
ELS (E20–20) – E1 (E5–17)	R–L – BR	Defogger switch and taillight switch OFF	Below 1.5