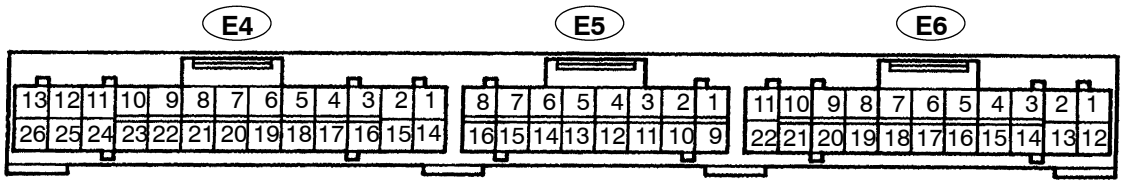
DI9TA–02

TERMINALS OF ECU

ECM Terminals



P19559

Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E6 – 1) – E1 (E4 – 14)	Y ↔ BR	Always	9 ~ 14
+ B (E6 – 12) – E1 (E4 – 14)	R–L ↔ BR	IG switch ON	9 ~ 14
NSW*3 (E4 – 1) – E1 (E4 – 14)	P–B ↔ BR	IG switch ON (Other shift position in "P", "N" position)	9 ~ 14
		IG switch ON (Shift position in "P", "N" position)	0 ~ 3.0
NE^+ (E4 – 4) – NE^- (E4 – 17)	R ↔ G	Idling	Pulse generation (See Pub. No. RM584E)
G2(E4 – 5) – NE^- (E4 – 17)	B ↔ G	Idling	Pulse generation (See Pub. No. RM584E)
EVP (E4 – 8) – E01 (E4 – 13)	B–W ↔ W–B	IG switch ON	9 ~ 14
RSC (E4 – 9) – E01 (E4 – 13)	W–L ↔ W–B	IG switch ON (Disconnect E4 of ECU connecter)	9 ~ 14
RSO (E4 – 10) – E01 (E4 – 13)	B–R ↔ W–B	IG switch ON (Disconnect E4 of ECU connecter)	9 ~ 14
#10 (E4 – 12) – E01 (E4 – 13)	R–L ↔ W–B	IG switch ON	9 ~ 14
		Idling	Pulse generation (See Pub. No. RM584E)
#20 (E4 – 11) – E01 (E4 – 13)	L ↔ W–B	IG switch ON	9 ~ 14
		Idling	Pulse generation (See Pub. No. RM584E)
#30 (E4 – 25) – E01 (E4 – 13)	W ↔ W–B	IG switch ON	9 ~ 14
		Idling	Pulse generation (See Pub. No. RM584E)
#40 (E4 – 24) – E01 (E4 – 13)	R ↔ W–B	IG switch ON	9 ~ 14
		Idling	Pulse generation (See Pub. No. RM584E)
IGT1 (E4 – 20) – E1 (E4 – 14)	B – L ↔ BR	Idling	Pulse generation (See Pub. No. RM584E)
IGT2 (E4 – 19) – E1 (E4 – 14)	L–W ↔ BR	Idling	Pulse generation (See Pub. No. RM584E)

Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
IGF (E4 – 16) – E1 (E4 – 14)	B–Y ↔ BR	IG switch ON	Below 2.0
		Idling	Pulse generation (See Pub. No. RM584E)
VC (E5 – 1) – E2 (E5 – 9)	G–Y ↔ LG–B	IG switch ON	4.5 ~ 5.5
VG (E5 – 2) – E3 (E5 – 10)	P–L ↔ Y–R	Idling, A/C switch off	1.1 ~ 1.5
THA (E5 – 3) – E2 (E5 – 9)	Y–G ↔ LG–B	Idling, Intake air temp. 20˚C (68˚ F)	0.5 ~ 3.4
THW (E5 – 4) – E2 (E5 – 9)	G–R ↔ LG–B	Idling, Engine coolant temp. 80˚C (176˚F)	0.2 ~ 1.0
VAF*1 (E5 – 6) – E2 (E5 – 9)	G–B ↔ LG–B	IG switch ON	Below 3.0
OX1*2 (E5 – 6) – E1 (E4 – 14)	B ↔ BR	Maintain engine speed at 2,500 rpm for 2 min. after warning up	Pulse generation (See Pub. No. RM584E)
HT1*2 (E5 – 8) – E01 (E4 – 13)	G–B ↔ W–B	Idling	Below 3.0
		IG switch ON	9 ~ 14
VTA (E5 – 11) – E2 (E5 – 9)	Y ↔ LG–B	IG switch ON Throttle valve fully closed	0.3 ~ 1.0
		IG switch ON Throttle valve fully open	3.2 ~ 4.9
KNK (E5 – 13) – E1 (E4 – 14)	GR ↔ BR	Idling	Pulse generation (See Pub. No. RM584E)
ELS*3 (E6 – 2) – E1 (E4 – 14)	O ↔ W–B	Defogger Switch and taillight switch OFF	Below 1.5
STP (E6–4) – E1 (E4–14)	G–W – BR	IG switch ON, Brake pedal depressed	7.5 – 14
		IG switch ON, Brake pedal released	Below 1.5
W (E6 – 5) – E01 (E4 – 13)	P ↔ W–B	IG switch ON	Below 3.0
		Idling	9 ~ 14
TAC (E6 – 8) – E1 (E4 – 14)	R–W ↔ BR	Idling	Pulse generation
SPD (E6 – 9) – E1 (E4 – 14)	G–O ↔ BR	IG switch ON (Rotate driving wheel slowly)	Pulse generation (See Pub. No. RM584E)
STA (E6 – 11) – E1 (E4 – 14)	P–B ↔ BR	Cranking	6.0 or more
A/C*4 (E6–12) – E1 (E4–14)	L–Y – BR	A/C switch ON at idling	Below 2.0
		A/C switch OFF	9 – 14
4WD*3 (E6–13) – E1 (E4–14)	G–B ↔ BR	IG switch ON and Transfer shift L4 position	Below 1.5
		IG switch ON and Transfer shift other than L4 position	9 – 14
ACT*4 (E6–14) – E1 (E4–14)	L–B – BR	A/C switch OFF	Below 2.0
		A/C switch ON at idling	9 – 14
FC (E6 – 14) – E01 (E4 – 13)	G–Y ↔ W–B	IG switch ON	9 ~ 14
TC (E6 – 15) – E1 (E4 – 14)	V ↔ BR	IG switch ON	9 ~ 14
SIL*3 (E6 – 16) – E1(E4 – 14)	R ↔ BR	During transmission	Pulse generation

*1 : w/ TWC

*2 : w/o TWC

*3 : A/T

*4: w/ A/C