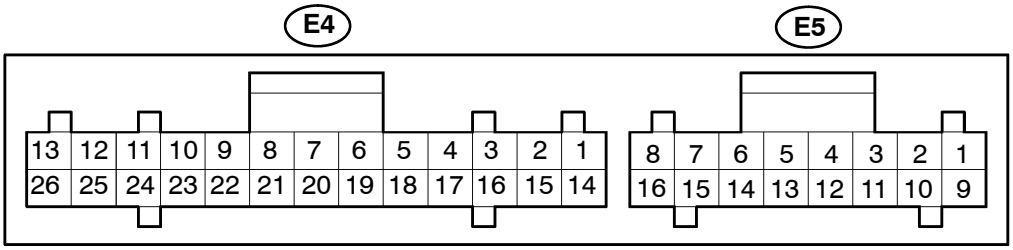
DI9ST–01

TERMINALS OF ECU

Engine ECU Terminals



A01436

Symbols (Terminal No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E5–2) – E1 (E4–24)	Y – BR	Always	9 – 14
+B (E5–9) – E1 (E4–24)	R–L – BR	IG switch ON	9 – 14
VC (E4–18) – E2 (E4–16)	G–Y – LG–B	IG switch ON	4.5 – 5.5
VTA (E4–17) – E2 (E4–16)	Y – LG–B	IG switch ON Throttle valve fully closed	0.3 – 0.8
		IG switch ON Throttle valve fully open	3.2 – 4.9
PIM (E4–4) – E2 (E4–16)	B–Y – LG–B	IG switch ON	3.3 – 3.9
		Apply vacuum 26.7 kPa (200 mmHg, 7.9 in.Hg)	2.5 – 3.1
THW (E4–3) – E2 (E4–16)	G–R – LG–B	Idling Engine coolant temp. 80°C (176°F)	0.2 – 1.0
STA (E4–11) – E1 (E4–24)	P–B – BR	Cranking	6.0 or more
#10 (E4–12) – E01 (E4–13)	R–L – W–B	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–202)
IGT1 (E4–6) – E1 (E4–24)	B–L – BR	Idling	Pulse generation (See page DI–205)
IGT2 (E4–19) – E1 (E4–24)	L–W – BR		
NE+ (E4–21) – NE– (E4–9)	R – G	Idling	Pulse generation (See page DI–180)
RSO (E4–14) – E01 (E4–13)	B–R – W–B	IG switch ON Disconnect E4 of ECU connecter	9 – 14
KNK (E4–23) – E1 (E4–24)	GR – BR	Idling	Pulse generation (See page DI–199)
FC (E5–4) – E1 (E4–24)	G–Y – BR	IG switch ON	9 – 14
THA (E4–5) – E2 (E4–16)	P–L – LG–B*1	Idling Intake air temp. 20°C (68°F)	0.5 – 3.4
	R–L – LG–B*2		
SPD (E5–13) – E1 (E4–24)	G–O – BR	IG switch ON Rotor driving wheel slowly	Pulse generation (See page DI–196)
PS (E4–20) – E1 (E4–24)	R – BR	IG switch ON	9 – 14
		Idling Turn steering wheel to lock position	Below 3.0
ELS (E5–15) – E1 (E4–24)	O – BR	Defogger switch and taillight switch OFF	Below 1.5
TE1 (E4–2) – E1 (E4–24)	Y–R – BR	IG switch ON	9 – 14
TE2 (E4–15) – E1 (E4–24)	Y–G – BR	IG switch ON	9 – 14
W (E5–10) – E1 (E4–24)	P – BR	Idling	9 – 14
VAF (E4–10) – E2 (E4–16)	G–B – LG–B	IG switch ON	Below 3.0

*1: LHD
*2: RHD