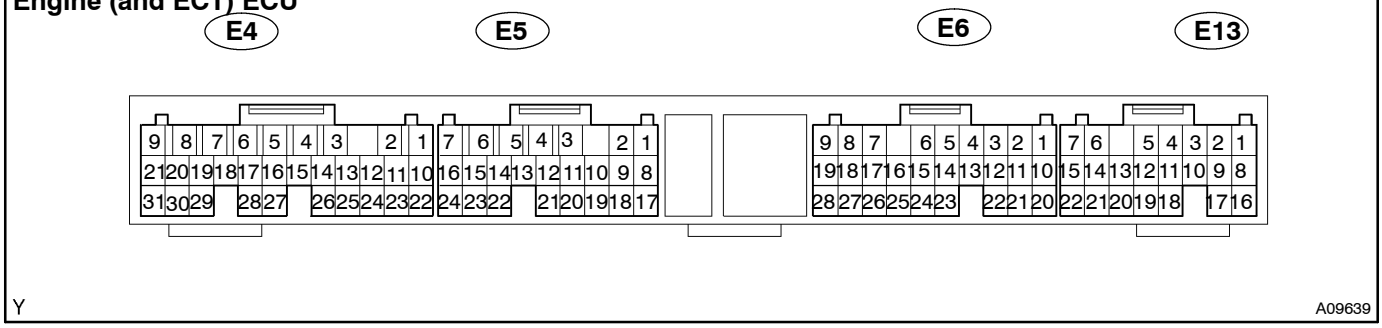
DI6AN–03

TERMINALS OF ECU

Engine (and ECT) ECU



Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E13–16) – E1 (E5–17)	Y–G ↔ BR	Always	9 – 14
+B (E13–1) – E1 (E5–17)	R–L ↔ BR	IG switch ON	9 – 14
VC (E4–25) – E2 (E4–11)	G–B ↔ L–B	IG switch ON	4.5 – 5.5
VTA (E4–15) – E2 (E4–11)	B–Y ↔ L–B	IG switch ON, Throttle valve fully closed	0.3 – 1.0
		IG switch ON, Throttle valve fully open	2.7 – 5.2
VG (E4–12) – E2 (E4–11)	R ↔ L–B	Idling, A/C switch OFF	1.1 – 1.5
THA (E4–13) – E2 (E4–11)	Y–G ↔ L–B	Idling, Intake air temp. 20°C (68°F)	0.5 – 3.4
THW (E4–18) – E2 (E4–11)	G ↔ L–B	Idling, Engine coolant temp. 80°C (176°F)	0.2 – 1.0
STA (E13–7) – E1 (E5–17)	P–B ↔ BR	Cranking	6.0 or more
#10 (E5–6) – E01 (E4–4)	R ↔ W–B	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–96)
#20 (E5–5) – E01 (E4–4)	W ↔ W–B	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–96)
#30 (E5–4) – E01 (E4–4)	G ↔ W–B	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–96)
#40 (E5–3) – E01 (E4–4)	R–B ↔ W–B	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–96)
#50 (E5–1) – E01 (E4–4)	L ↔ W–B	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–96)
#60 (E5–8) – E01 (E4–4)	Y ↔ W–B	IG switch ON	9 – 14
		Idling	Pulse generation (See page DI–96)
IGT1 (E5–11) – E1 (E5–17)	B–L ↔ BR	Idling	Pulse generation (See page DI–78)
IGT2 (E5–10) – E1 (E5–17)	L–Y ↔ BR	Idling	Pulse generation (See page DI–78)
IGT3 (E5–9) – E1 (E5–17)	G–W ↔ BR	Idling	Pulse generation (See page DI–78)
IGF (E5–2) – E1 (E5–17)	B–Y ↔ BR	IG switch ON	4.5 – 5.5
		Idling	Pulse generation (See page DI–78)

Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
G2 (E5–13) – NE– (E5–21)	R ↔ G	Idling	Pulse generation (See page DI–65)
NE+ (E5–12) – NE– (E5–21)	L ↔ G	Idling	Pulse generation (See page DI–65)
FC (E13–22) – E01 (E4–4)	G–Y ↔ W–B	IG switch ON	9 – 14
		Idling	0 – 3.0
RSC (E5–24) – E1 (E5–17)	B–R ↔ BR	IG switch ON, Disconnect E5 from engine (and ECT) ECU connector	9 – 14
RSO (E5–16) – E1 (E5–17)	LG ↔ BR		
OX1A (E4–16) – E1 (E5–17)	W ↔ BR	Engine speed at 2,500 rpm for 3 minutes after warming up	Pulse generation (See page DI–48)
HT1A (E4–20) – E1 (E5–17)	P ↔ BR	Idling	Below 3.0
		IG switch ON	9 – 14
KNK1 (E4–23) – E1 (E5–17)	B ↔ BR	Idling	Pulse generation (See page DI–60)
KNK2 (E4–22) – E1 (E5–17)	GR ↔ BR	Idling	Pulse generation (See page DI–60)
NSW*1 (E6–3) – E1 (E5–17)	L–B ↔ BR	IG switch ON, Other shift range than P and N	9 – 14
		IG switch ON, Shift range in P or N	0 – 3.0
SP1 (E13–6) – E1 (E5–17)	G–O ↔ BR	IG switch ON, driving wheel rotating slowly	Pulse generation (See page DI–70)
W (E13–2) – E01 (E4–4)	P ↔ W–B	Idling	9 – 14
		IG switch ON	Below 3.0
SIL (E13–14) – E1 (E5–17)	R ↔ BR	During transmission	Pulse generation
STP (E13–20) – E1 (E5–17)	G–W ↔ BR	IG switch ON, Brake pedal is depressed	7.5 – 14
		IG switch ON, Brake pedal is released	Below 1.5
MREL (E13–4) – E1 (E5–17)	Y–B ↔ BR	IG switch ON	9 – 14
IGSW (E13–15) – E1 (E5–17)	B–W ↔ BR	IG switch ON	9 – 14
EVP1 (E5–14) – E01 (E4–4)	B–W ↔ W–B	IG switch ON	9 – 14

*1: Only for A/T