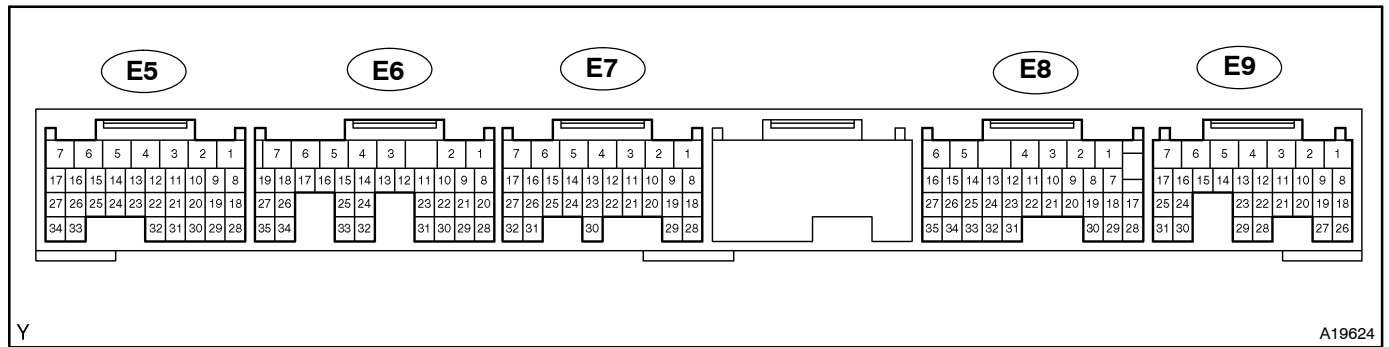


# TERMINALS OF ECM



| Symbols (Terminals No.)     | Wiring Color | Condition                                                         | STD Voltage (V)                                        |
|-----------------------------|--------------|-------------------------------------------------------------------|--------------------------------------------------------|
| BATT (E9-3) - E1 (E7-1)     | B-R ↔ BR     | Always                                                            | 9 - 14                                                 |
| +BM (E8-6) - E1 (E7-1)      | Y-B ↔ BR     |                                                                   |                                                        |
| IGSW (E9-9) - E1 (E7-1)     | B-R ↔ BR     | IG switch ON                                                      | 9 - 14                                                 |
| +B (E9-1) - E1 (E7-1)       | B-Y ↔ BR     |                                                                   |                                                        |
| MREL (E9-8) - E1 (E7-1)     | B-W ↔ BR     | IG switch ON                                                      | 9 - 14                                                 |
| VC (E5-18) - E2 (E5-28)     | L-R ↔ BR-W   | IG switch ON                                                      | 4.5 - 5.5                                              |
| VG (E5-30) - E2G (E5-29)    | L-Y ↔ G-W    | Idling, P or N position, A/C switch OFF                           | 0.5 - 3.0                                              |
| THA (E5-20) - E2 (E5-28)    | Y-B ↔ BR-W   | Idling, Intake air temp. 20°C (68°F)                              | 0.5 - 3.4                                              |
| THW (E5-19) - E2 (E5-28)    | G-B ↔ BR-W   | Idling, Engine coolant temp. 80°C (176°F)                         | 0.2 - 1.0                                              |
| VTA1 (E5-21) - E2 (E5-28)   | R-Y ↔ BR-W   | IG switch ON, Accelerator pedal released                          | 0.5 - 1.2                                              |
|                             |              | IG switch ON, Accelerator pedal depressed                         | 3.2 - 4.8                                              |
| VTA2 (E5-31) - E2 (E5-28)   | Y-B ↔ BR-W   | IG switch ON, Accelerator pedal released                          | 2.0 - 3.1                                              |
|                             |              | IG switch ON, Accelerator pedal depressed                         | 4.7 - 5.1                                              |
| VPA (E9-22) - E2 (E5-28)    | R ↔ BR-W     | IG switch ON, Accelerator pedal released                          | 0.3 - 0.9                                              |
|                             |              | IG switch ON, Accelerator pedal depressed                         | 3.2 - 4.8                                              |
| VPA2 (E9-23) - E2 (E5-28)   | R-B ↔ BR-W   | IG switch ON, Accelerator pedal released                          | 1.8 - 2.7                                              |
|                             |              | IG switch ON, Accelerator pedal depressed                         | 4.7 - 5.1                                              |
| VCPA (E9-26) - EPA (E9-28)  | L-R ↔ BR-W   | IG switch ON                                                      | 4.5 - 5.5                                              |
| VCP2 (E9-27) - EPA2 (E9-29) | W ↔ W-R      | IG switch ON                                                      | 4.5 - 5.5                                              |
| OX1A (E6-23) - E1 (E7-1)    | B ↔ BR       | Maintain engine speed at 2,500 rpm for 2 minutes after warming up | Pulse generation<br>(See page <a href="#">DI-127</a> ) |
| OX1B (E6-29) - E1 (E7-1)    | B ↔ BR       |                                                                   |                                                        |
| OX2A (E6-22) - E1 (E7-1)    | W ↔ BR       | Maintain engine speed at 2,500 rpm for 2 minutes after warming up | Pulse generation<br>(See page <a href="#">DI-127</a> ) |
| OX2B (E6-21) - E1 (E7-1)    | W ↔ BR       |                                                                   |                                                        |
| HT1A (E6-4) - E1 (E7-1)     | R ↔ BR       | Idling                                                            | Below 3.0                                              |
| HT1B (E6-5) - E1 (E7-1)     | L ↔ BR       |                                                                   |                                                        |
| HT2A (E6-33) - E1 (E7-1)    | Y ↔ BR       | IG switch ON                                                      | 9 - 14                                                 |
| HT2B (E6-25) - E1 (E7-1)    | R-B ↔ BR     |                                                                   |                                                        |
| #1 (E5-1) - E01 (E5-7)      | Y ↔ W-B      | IG switch ON                                                      | 9 - 14                                                 |
| #2 (E5-2) - E01 (E5-7)      | B ↔ W-B      |                                                                   |                                                        |
| #3 (E5-3) - E01 (E5-7)      | L ↔ W-B      | Idling                                                            | Pulse generation<br>(See page <a href="#">DI-92</a> )  |
| #4 (E5-4) - E01 (E5-7)      | R ↔ W-B      |                                                                   |                                                        |
| #5 (E5-5) - E01 (E5-7)      | G ↔ W-B      |                                                                   |                                                        |
| #6 (E6-3) - E01 (E5-7)      | R-L ↔ W-B    |                                                                   |                                                        |
| #7 (E7-6) - E01 (E5-7)      | W ↔ W-B      |                                                                   |                                                        |
| #8 (E7-5) - E01 (E5-7)      | B-W ↔ W-B    |                                                                   |                                                        |
| KNK1 (E6-1) - E1 (E7-1)     | B ↔ BR       | Maintain engine speed at 4,000 rpm after warming up               | Pulse generation<br>(See page <a href="#">DI-110</a> ) |
| KNK2 (E6-2) - E1 (E7-1)     | W ↔ BR       |                                                                   |                                                        |

|                           |            |                                                                            |                                                        |
|---------------------------|------------|----------------------------------------------------------------------------|--------------------------------------------------------|
| G2+ (E7-27) – G2- (E7-32) | R ↔ G      | Idling                                                                     | Pulse generation<br>(See page <a href="#">DI-114</a> ) |
| NE+ (E7-25) – NE- (E7-24) | L ↔ G      |                                                                            |                                                        |
| PRG (E5-34) – E1 (E7-1)   | L-B ↔ BR   | IG switch ON                                                               | 9 – 14                                                 |
| CCV (E5-27) – E1 (E7-1)   | L-R ↔ BR   | IG switch ON                                                               | 9 – 14                                                 |
| TBP (E9-4) – E1 (E7-1)    | L ↔ BR     | IG Switch ON, disconnect vacuum hose from VSV for pressure switching valve | 9 – 14                                                 |
| PTNK (E9-21) – E2 (E5-28) | L-B ↔ BR-W | Ignition switch ON                                                         | 2.9 – 3.7                                              |
|                           |            | Apply vacuum 4.0 kPa (30 mmHg, 1.18 in.Hg)                                 | Below 0.5                                              |
| SPD (E8-17) – E1 (E7-1)   | V ↔ BR     | IG switch ON, Rotate driving wheel slowly                                  | Pulse generation<br>(See page <a href="#">DI-190</a> ) |
| M+ (E7-3) – E1 (E7-1)     | R ↔ BR     | Idling                                                                     | Pulse generation<br>(See page <a href="#">DI-207</a> ) |
| M- (E7-2) – E1 (E7-1)     | W ↔ BR     |                                                                            |                                                        |
| FPR (E5-33) – E1 (E7-1)   | G-W ↔ BR   | IG switch ON                                                               | 0 – 3.0                                                |
| FC (E9-10) – E1 (E7-1)    | B-W ↔ BR   | IG switch ON                                                               | 9 – 14                                                 |
| IGT1 (E5-9) – E1 (E7-1)   | B ↔ BR     | Idling                                                                     | Pulse generation<br>(See page <a href="#">DI-120</a> ) |
| IGT2 (E5-8) – E1 (E7-1)   | R ↔ BR     |                                                                            |                                                        |
| IGT3 (E5-25) – E1 (E7-1)  | L ↔ BR     |                                                                            |                                                        |
| IGT4 (E5-11) – E1 (E7-1)  | G ↔ BR     |                                                                            |                                                        |
| IGT5 (E5-12) – E1 (E7-1)  | Y ↔ BR     |                                                                            |                                                        |
| IGT6 (E5-26) – E1 (E7-1)  | B-Y ↔ BR   |                                                                            |                                                        |
| IGT7 (E5-13) – E1 (E7-1)  | B-L ↔ BR   |                                                                            |                                                        |
| IGT8 (E5-10) – E1 (E7-1)  | L-B ↔ BR   |                                                                            |                                                        |
| IGF1 (E5-24) – E1 (E7-1)  | B-W ↔ BR   | IG switch ON                                                               | 4.5 – 5.5                                              |
| IGF2 (E5-23) – E1 (E7-1)  | B-R ↔ BR   | Idling                                                                     | Pulse generation<br>(See page <a href="#">DI-120</a> ) |
| STP (E8-19) – E1 (E7-1)   | G-W ↔ BR   | Brake pedal is depressed                                                   | 7.5 – 14                                               |
|                           |            | Brake pedal is released                                                    | Below 1.5                                              |
| ST1- (E8-12) – E1 (E7-1)  | R-G ↔ BR   | Brake pedal is depressed                                                   | Below 1.5                                              |
|                           |            | Brake pedal is released                                                    | 7.5 – 14                                               |
| STA (E5-17) – E1 (E7-1)   | B-R ↔ BR   | Shift lever range P or N, Ignition switch START                            | 6.0 or more                                            |
| STSW (E7-12) – E1 (E7-1)  | B-W ↔ BR   | Shift lever range P or N, ignition switch START                            | 6.0 or more                                            |
| ACCR (E5-15) – E1 (E7-1)  | R-G ↔ BR   | Shift lever range P or N, ignition switch START                            | 9 – 14                                                 |
| STAR (E6-9) – E1 (E7-1)   | B-W ↔ BR   | Shift lever range P or N, ignition switch START                            | 9 – 14                                                 |
| NSW (E5-16) – E1 (E7-1)   | B-W ↔ BR   | IG switch ON, Other shift position in P, N                                 | 9 – 14                                                 |
|                           |            | IG switch ON, Shift position in P, N                                       | 0 – 3.0                                                |
| W (E9-11) – E1 (E7-1)     | W ↔ BR     | Idling                                                                     | 9 – 14                                                 |
|                           |            | IG switch ON                                                               | Below 3.0                                              |
| SIL (E9-18) – E1 (E7-1)   | V-W ↔ BR   | During transmission                                                        | Pulse generation                                       |
| TACH (E9-5) – E1 (E7-1)   | B ↔ BR     | Idling                                                                     | Pulse generation                                       |