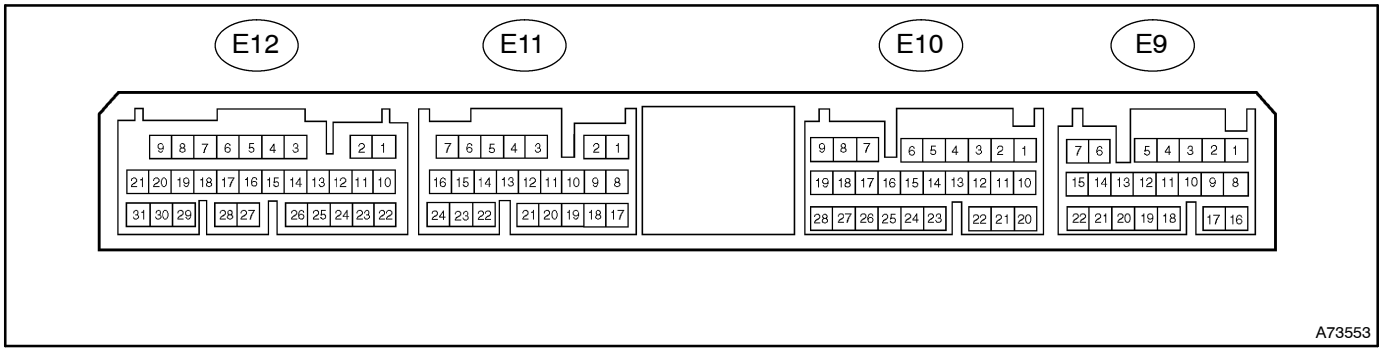
05048–09

TERMINALS OF ECM



Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E9–1) – E1 (E11–17)	L – BR	Always	9 – 14
+B (E9–16) – E1 (E11–17)	B – BR	Ignition switch ON	9 – 14
MREL (E10–12) – E1 (E11–17)	W–G – BR	Ignition switch ON	9 – 14
IGSW (E9–8) – E1 (E11–17)	B–O – BR	Ignition switch ON	9 – 14
VC (E11–2) – E2 (E11–18)	LG–B – BR	Ignition switch ON	4.5 – 5.5
VTA (E11–9) – E2 (E11–18)	LG – BR	Ignition switch ON, Accelerator pedal fully released	0.3 – 0.8
		Ignition switch ON, Accelerator pedal fully depressed	3.2 – 4.9
THW (E11–12) – E2 (E11–18)	R–L – BR	Idling, Engine coolant temp. 80°C (176°F)	0.2 – 1.0
THA (E11–21) – E2 (E11–18)	Y–B – BR	Idling, Intake air temp. 20°C (68°F)	0.5 – 3.4
VG (E11–14) – EVG (E11–22)	W–R – B–W	Idling, P or N position, A/C switch OFF	1.1 – 1.5
NE+ (E11–15) – NE– (E11–24)	B – G	Idling	Pulse generation (See page 05–140)
G2+ (E11–15) – NE– (E11–24)	R – G	Idling	Pulse generation (See page 05–144)
TAC (E10–13) – E1 (E11–17)	B–W – BR	Idling	Pulse generation
SP1 (E9–21) – E1 (E11–17)	V–R – BR	Ignition switch ON (Rotate driving wheel slowly	Pulse generation (See page 05–154)
IGT1 (E12–11) – E1 (E11–17)	R–Y – BR	Idling	Pulse generation (See page 05–147)
IGT2 (E12–12) – E1 (E11–17)	R–L – BR	Idling	Pulse generation (See page 05–147)
IGT3 (E12–13) – E1 (E11–17)	G–B – BR	Idling	Pulse generation (See page 05–147)
IGT4 (E12–14) – E1 (E11–17)	G–W – BR	Idling	Pulse generation (See page 05–147)
IGF (E12–10) – E1 (E11–17)	G–R – BR	Ignition switch ON	Below 2.0
		Idling	Pulse generation (See page 05–147)
#10 (E12–1) – E01 (E12–21)	L – W–B	Ignition switch ON	9 – 14
		Idling	Pulse generation (See page 05–178)
#20 (E12–2) – E01 (E12–21)	G – W–B	Ignition switch ON	9 – 14
		Idling	Pulse generation (See page 05–178)
#30 (E12–3) – E01 (E12–21)	R – W–B	Ignition switch ON	9 – 14
		Idling	Pulse generation (See page 05–178)

#40 (E12–4) – E01 (E12–21)	W – W–B	Ignition switch ON	9 – 14
		Idling	Pulse generation (See page 05–178)
W (E9–6) – E1 (E11–17)	R–B – BR	Ignition switch ON	9 – 14
		Idling	Below 3.0
*1 NSW (E9–22) – E1 (E11–17)	L–Y – BR	Ignition switch ON, Other shift position in P or N position	9 – 14
		Ignition switch ON, Shift position in P or N position	0 – 3
RSD (E12–15) – E1 (E11–17)	P–L – BR	Ignition switch ON, Disconnect the E11 ECM connector	9 – 14
EVP (E11–6) – E01 (E12–21)	P – W–B	Ignition switch ON	9 – 14
STA (E9–7) – E1 (E11–17)	B–Y – BR	Cranking	6.0 or more
STP (E9–15) – E1 (E11–17)	G–Y – BR	Brake pedal is depressed	7.5 – 14
		Brake pedal is released	Below 1.5
HT (E11–4) – E2 (E11–18)	L–Y – BR	Ignition switch ON	9 – 14
		Idling	Below 3.0
OX (E11–11) – E2 (E11–18)	W – BR	Maintain engine speed at 2,500 rpm for 90 sec. after warming up	Pulse generation (See page 05–127)
KNK (E12–28) – E1 (E11–17)	B – BR	Idling	Pulse generation (See page 05–137)
TC (E10–7) – E1 (E11–17)	P–L – BR	Ignition switch ON	9 – 14
SIL (E9–12) – E1 (E11–17)	R–Y – BR	Connect the hand–held tester to the DLC3	Pulse generation
AC1 (E9–13) – E1 (E11–17)	Y–R – BR	Idling, A/C switch OFF	9 – 14
		Idling, A/C switch ON	Below 2.0
ACT (E9–14) – E1 (E11–17)	Y–G – BR	Idling, A/C switch ON	9 – 14
		Idling, A/C switch OFF	Below 2.0
FC (E10–6) – E01 (E12–21)	GR–B – W–B	Ignition switch ON	9 – 14
F/PS (E10–21) – E1 (E11–17)	W–L – BR	Idling	Pulse generation
THWO (E10–5) – E2 (E11–18)	P–B – BR	Ignition switch ON	Pulse generation
ELS (E9–20) – E2 (E11–18)	L–R – BR	Defogger switch and taillight switch ON	9 – 14
		Defogger switch and taillight switch OFF	0 – 1.5
EGR (E11–5) – E01 (E12–21)	R–W – W–B	Ignition switch ON	0 – 3
PSSW (E10–28) – E1 (E11–17)	G–Y – BR	Idling, steering wheel is center position	9 – 14
		Idling, turning steering wheel	Below 1.5

HINT:

*1: A/T