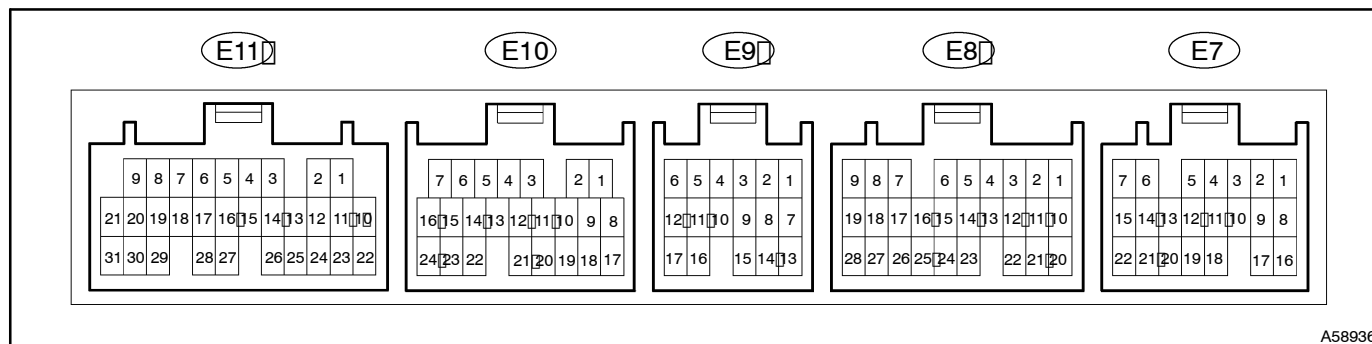


TERMINALS OF ECM



Symbols (Terminal No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E7-1) – E1 (E10-17)	B-Y – BR	Always	9 – 14
IGSW (E7-2) – E1 (E10-17)	B-O – BR*1 G – BR*2	IG switch ON	9 – 14
+B (E7-16) – E1 (E10-17)	B-W – BR	IG switch ON	9 – 14
VC (E10-2) – E2 (E10-18)	R – BR	IG switch ON	4.5 – 5.5
VTA (E11-24) – E2 (E10-18)	W-R – BR	IG switch ON, Accelerator pedal fully closed	0.3 – 1.0
VTA (E11-24) – E2 (E10-18)	W-R – BR	IG switch ON, Accelerator pedal fully open	3.2 – 4.8
THA (E11-23) – E2 (E10-18)	GR – BR	Idling, Intake air temp. 20°C (68°F)	0.5 – 3.4
THW (E11-22) – E2 (E10-18)	B-W – BR	Idling, Coolant temp. 80°C (176°F)	0.2 – 1.0
STA (E7-7) – E1 (E10-17)	R-W – BR	Shift position in Neutral, IG switch START	6.0 or more
#10 (E11-1) – E01 (E11-21)	R – W-B	IG switch ON	9 – 14
#10 (E11-1) – E01 (E11-21)	R – W-B	Idling	Pulse generation (See page 05-64)
#20 (E11-2) – E01 (E11-21)	R-L – W-B	IG switch ON	9 – 14
#20 (E11-2) – E01 (E11-21)	R-L – W-B	Idling	Pulse generation (See page 05-64)
#30 (E11-3) – E01 (E11-21)	R-W – W-B	IG switch ON	9 – 14
#30 (E11-3) – E01 (E11-21)	R-W – W-B	Idling	Pulse generation (See page 05-64)
#40 (E11-4) – E01 (E11-21)	R-B – W-B	IG switch ON	9 – 14
#40 (E11-4) – E01 (E11-21)	R-B – W-B	Idling	Pulse generation (See page 05-64)
IGT1 (E11-10) – E1 (E10-17)	W-L – BR	Idling	Pulse generation (See page 05-100)
IGT2 (E11-11) – E1 (E10-17)	G – BR	Idling	Pulse generation (See page 05-100)
IGT3 (E11-12) – E1 (E10-17)	B-R – BR	Idling	Pulse generation (See page 05-100)
IGT4 (E11-13) – E1 (E10-17)	B-O – BR	Idling	Pulse generation (See page 05-100)
IGF (E11-25) – E1 (E10-17)	R-Y – BR	IG switch ON	4.5 – 5.5
IGF (E11-25) – E1 (E10-17)	R-Y – BR	Idling	Pulse generation (See page 05-100)
G22+ (E10-15) – NE- (E10-24)	L – W	Idling	Pulse generation (See page 05-72)
NE+ (E10-16) – NE- (E10-24)	O – W	Idling	Pulse generation (See page 05-72)
MREL (E7-8) – E1 (E10-17)	P-B – BR	IG switch ON	9 – 14
FC (E7-3) – E1 (E10-17)	R-B – BR	IG switch ON	9 – 14
STP (E7-15) – E1 (E10-17)	G-W – BR	Brake pedal is depressed	9 – 14
STP (E7-15) – E1 (E10-17)	G-W – BR	Brake pedal is released	Below 1.5

OX1B (E10-11) – E1 (E10-17)	W – BR	Maintain engine speed at 2,500 rpm for 90 sec. after warming up	Pulse generation (See page 05-77)
OX2B (E9-15) – E1 (E10-17)	W – BR	Maintain engine speed at 2,500 rpm for 90 sec. after warming up	Pulse generation (See page 05-77)
HT1B (E10-3) – E03 (E11-30)	B-Y – BR	Idling	Below 3.0
HT1B (E10-3) – E03 (E11-30)	B-Y – BR	IG switch ON	9 – 14
HT2B (E9-14) – E03 (E11-30)	L-Y – BR	Idling	Below 3.0
HT2B (E9-14) – E03 (E11-30)	L-Y – BR	IG switch ON	9 – 14
KNK1 (E11-27) – E1 (E10-17)	W – BR	Maintain engine speed at 4,000 rpm after warming up	Pulse generation (See page 05-69)
TC (E8-5) – E1 (E10-17)	P-B – BR	IG switch ON	9 – 14
W (E7-6) – E01 (E11-21)	L – W-B*1 R-B – W-B*2	Idling	9 – 14
W (E7-6) – E01 (E11-21)	L – W-B*1 R-B – W-B*2	IG switch ON	Below 3.0
OCV+ (E11-19) – OCV- (E11-29)	W-G – L-O	IG switch ON	Pulse generation (See page 05-108)
EVP1 (E10-6) – E01 (E11-21)	Y-G – W-B	IG switch ON	9 – 14
RSD (E11-18) – E1 (E10-17)	G-R – BR*1 B-L – BR*2	IG switch ON	9 – 14
SPD (E8-22) – E01 (E11-21)	W-R – W-B	IG switch ON	9 – 14
ACMG (E8-15) – E01 (E11-21)	G-R – W-B*1 G – W-B*2	Idling, Magnetic clutch is ON	below 1.0
ACMG (E8-15) – E01 (E11-21)	G-R – W-B*1 G – W-B*2	Idling, Magnetic clutch is OFF	9 – 14
AF1A+ (E10-14) – E1 (E10-17)	R – BR	IG switch ON	3.0 – 3.6
AF2A+ (E10-13) – E1 (E10-17)	W – BR	IG switch ON	3.0 – 3.6
AF1A- (E10-23) – E1 (E10-17)	G – BR	IG switch ON	2.7 – 3.3
AF2A- (E10-22) – E1 (E10-17)	B – BR	IG switch ON	2.7 – 3.3
HAF1A (E10-5) – E04 (E10-1)	L – BR	Idling	Below 3.0
HAF1A (E10-5) – E04 (E10-1)	L – BR	IG switch ON	9 – 14
HAF2A (E10-4) – E05 (E10-8)	R – BR*1 W-R – BR*2	Idling	Below 3.0
HAF2A (E10-4) – E05 (E10-8)	R – BR*1 W-R – BR*2	IG switch ON	9 – 14

*1: LHD

*2: RHD