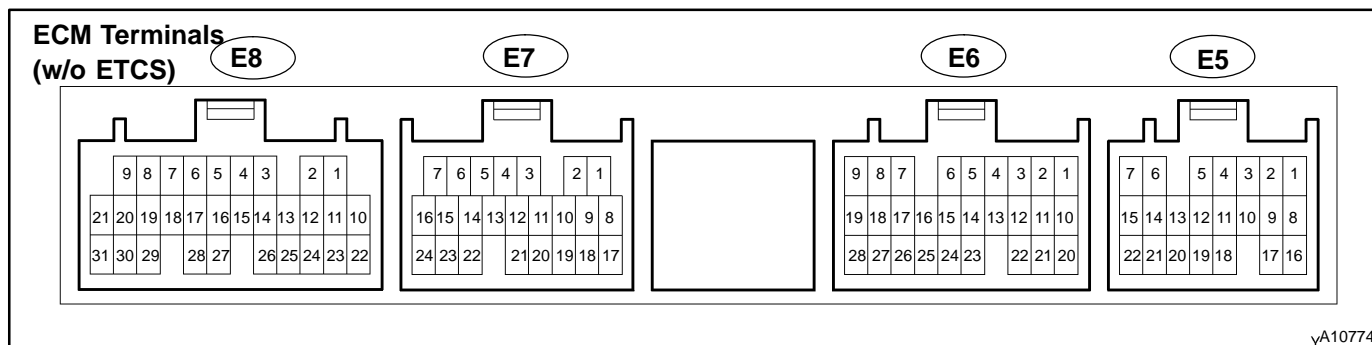
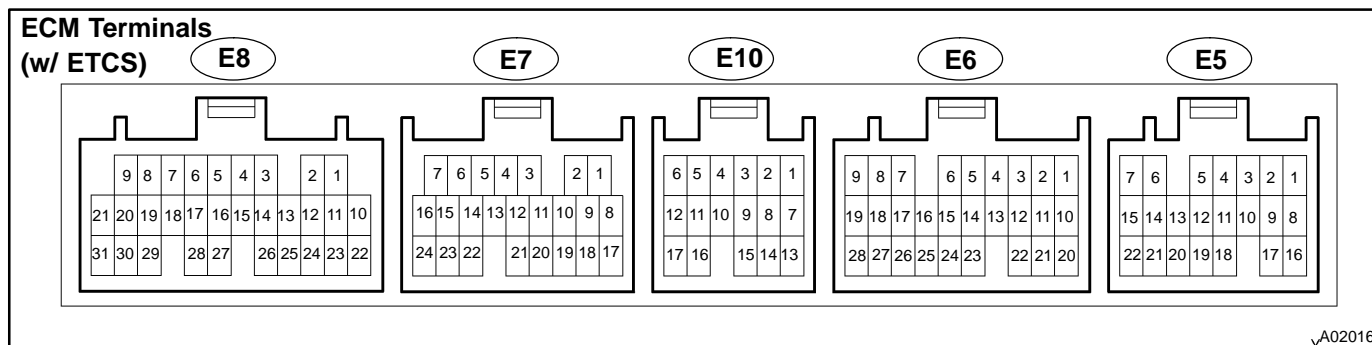


TERMINALS OF ECM



Symbols (Terminal No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E5-16) - E1 (E7-17)	B-Y - BR	Always	9 - 14
+B (E5-1) - E1 (E7-17)	W-R - BR	IG switch ON	9 - 14
VC (E8-25) - E2 (E8-11)	G-Y - L-B	IG switch ON	4.5 - 5.5
VTA (E8-15) - E2 (E8-11)	Y - L-B	IG switch ON Throttle valve fully closed	0.3 - 1.0
		IG switch ON Throttle valve fully open	3.2 - 4.9
*4 VTA2 (E10-4) - E2 (E8-11)	V - L-B	IG switch ON Throttle valve fully closed	0.3 - 1.0
		IG switch ON Throttle valve fully open	2.7 - 5.2
*4 VPA (E10-10) - E2 (E8-11)	GR - L-B	IG switch ON Throttle valve fully closed	0.3 - 0.9
		IG switch ON Throttle valve fully open	3.2 - 4.8
*4 VPA2 (E10-15) - E2 (E8-11)	L - L-B	IG switch ON Throttle valve fully closed	1.8 - 2.7
		IG switch ON Throttle valve fully open	4.7 - 5.1
VG (E8-12) - E2G (E8-10)	G - B-W	Idling A/C switch OFF	1.1 - 1.5
THA (E8-13) - E2 (E8-11)	Y-G - L-B	Idling Intake air temp. 20°C (68°F)	0.5 - 3.4
THW (E8-18) - E2 (E8-11)	G-R - L-B	Idling Engine coolant temp. 80°C (176°F)	0.2 - 1.0
G2 (E7-13) - NE- (E7-21)	R - G	Idling	Pulse generation (See page DI-315)
NE+ (E7-12) - NE- (E7-21)	L - G	Idling	Pulse generation (See page DI-315)
AF1+ (E8-14) - E1 (E7-17)	V - BR	Always (IG switch ON)	3.3 fixed*2
AF1- (E8-26) - E1 (E7-17)	P - BR	Always (IG switch ON)	3.0 fixed*2
OX2B (E8-27) - E1 (E7-17)	R - BR	Maintain engine speed at 2,500 rpm for 3 min. after warming up	Pulse generation (See page DI-288)
HTAF1 (E8-21) - E04 (E8-8) HT2B (E8-29) - E03 (E8-7)	W - W-B R-W - W-B	Idling	Below 3.0
		IG switch ON	9 - 14

DIAGNOSTICS – ENGINE (5VZ-FE)

#10 (E7-6) – E01 (E8-4) #20 (E7-5) – E01 (E8-4) #30 (E7-4) – E01 (E8-4) #40 (E7-3) – E01 (E8-4) #50 (E7-1) – E01 (E8-4) #60 (E7-8) – E01 (E8-4)	W-R – W-B B – W-B R – W-B L-R – W-B W-L – W-B L – W-B	IG switch ON Idling	9 – 14 Pulse generation (See page DI-301)
KNK1 (E8-23) – E1 (E7-17)	B – BR	Idling	Pulse generation (See page DI-312)
KNK2 (E8-22) – E1 (E7-17)	GR – BR		
PTNK (E8-24) – E2 (E8-11)	R-Y – L-B	IG switch ON	Remove fuel tank cap 3.3
EVP1 (E7-14) – E01 (E8-4)	W-G – W-B	IG switch ON	9 – 14
CCV (E7-19) – E01 (E8-4)	P-L – W-B	IG switch ON	9 – 14
TBP (E7-20) – E01 (E8-4)	G-B – W-B	IG switch ON	9 – 14
SP1 (E5-6) – E1 (E7-17)	G-O – BR	IG switch ON	Rotate driving wheel slowly Pulse generation
*5 RSC (E7-24) – E01 (E8-4)	B-R – W-B	IG switch ON	Disconnect E7 connector from ECM 9 – 14
*5 RSO (E7-16) – E01 (E8-4)	L-B – W-B		
IGT1 (E7-11) – E1 (E7-17)	B-L – BR	Idling	Pulse generation (See page DI-320)
IGT2 (E7-10) – E1 (E7-17)	LG-R – BR		
IGT3 (E7-9) – E1 (E7-17)	B-W – BR		
IGF (E7-2) – E1 (E7-17)	B-Y – BR	IG switch ON	4.5 – 5.5
		Idling	Pulse generation (See page DI-320)
STP (E5-20) – E1 (E7-17)	G-W – BR	IG switch ON	Brake pedal depressed 7.5 – 14
		IG switch ON	Brake pedal released Below 1.5
*3 ST1- (E6-9) – E1 (E7-17)	L-W – BR	IG switch ON	Brake pedal is depressed Below 1.5
		IG switch ON	Brake pedal is released 7.5 – 14
*1 NSW (E6-3) – E1 (E7-17)	Y-GR – BR	IG switch ON	Other shift position in P, N 9 – 14
		IG switch ON	Shift position in P, N 0 – 3.0
STA (E5-7) – E1 (E7-17)	G – BR	Cranking	6.0 or more
IGSW (E5-15) – E1 (E7-17)	B-W – BR	IG switch ON	9 – 14
MREL (E5-4) – E1 (E7-17)	B-O – BR	IG switch ON	9 – 14
FC (E5-22) – E01 (E8-4)	W-L – W-B	IG switch ON	9 – 14
W (E5-2) – E1 (E7-17)	V-R – BR	IG switch ON	Below 3.0
PSW (E7-18) – E1 (E7-17)	B – BR	IG switch ON	9 – 14
ACT (E5-3) – E1 (E7-17)	L-B – BR	A/C switch OFF	Below 2.0
		A/C switch ON	at idling 9 – 14
AC1 (E5-9) – E1 (E7-17)	L-Y – BR	A/C switch ON	at idling Below 2.0
		A/C switch OFF	9 – 14
SIL (E5-11) – E1 (E7-17)	W – BR	During transmission	Pulse generation
*4 M+ (E8-9) – E1 (E7-17) *4 M- (E8-31) – E1 (E7-17)	R – BR G – BR	Idling	Pulse generation (See page DI-403)
*4 CL+ (E10-2) – CL- (E10-8)	Y – L	Idling	Pulse generation (See page DI-403)

*1: Only for A/T

*2: The ECM terminal voltage is fixed regardless of the output voltage from the sensor.

*3: w/ Cruise Control System

*4: w/ Electronic Throttle Control System

*5: w/o Electronic Throttle Control System