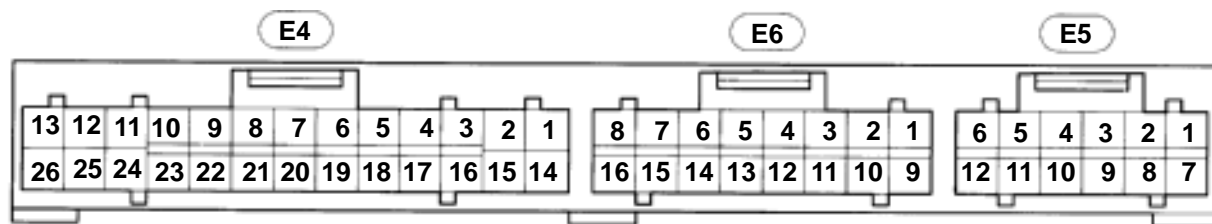


TERMINALS OF ECM

ECM Terminals



S03523

Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E5 - 2) - E1 (E4 - 26)	Y - R ↔ BR	Always	9 - 14
+ B (E5 - 7) - E1 (E4 - 26)	B - R ↔ BR	IG switch ON	9 - 14
VC (E6 - 11) - E2 (E6 - 9)	LG - R ↔ BR	IG switch ON	4.5 - 5.5
VTA (E6 - 10) - E2 (E6 - 9)	Y - G ↔ BR	IG switch ON Throttle valve fully closed	0.3 - 1.0
		IG switch ON Throttle valve fully open	3.2 - 4.9
PIM (E6 - 2) - E2 (E6 - 9)	P ↔ BR	IG switch ON	3.3 - 3.9
		Apply vacuum 26.7 kPa (200 mmHg, 7.9 in.Hg)	2.5 - 3.1
THA (E6 - 3) - E2 (E6 - 9)	L - B ↔ BR	Idling, Intake air temp. 20°C (68° F)	0.5 - 3.4
THW (E6 - 4) - E2 (E6 - 9)	R - B ↔ BR	Idling, Engine coolant temp. 80°C (176°F)	0.2 - 1.0
STA (E4 - 2) - E1 (E4 - 26)	B - W ↔ BR	Cranking	6.0 or more
#10 (E4 - 12) - E1 (E4 - 13)	G ↔ BR	IG switch ON	9 - 14
		Idling	Pulse generation (See page DI-54)
#20 (E4 - 25) - E1 (E4 - 13)	Y ↔ BR	IG switch ON	9 - 14
		Idling	Pulse generation (See page DI-54)
#30 (E4 - 11) - E1 (E4 - 13)	R ↔ BR	IG switch ON	9 - 14
		Idling	Pulse generation (See page DI-54)
#40 (E4 - 24) - E01 (E4 - 13)	L ↔ BR	IG switch ON	9 - 14
		Idling	Pulse generation (See page DI-54)
IGT1 (E4 - 1) - E1 (E4 - 26)	GR ↔ BR	Idling	Pulse generation (See page DI-95)
IGT2 (E4 - 14) - E1 (E4 - 26)	L - Y ↔ BR	Idling	Pulse generation (See page DI-95)
IGF (E4 - 7) - E1 (E4 - 26)	R - L ↔ BR	IG switch ON, Disconnect igniter connector	4.5 - 5.5
		Idling	Pulse generation (See page DI-95)
G2 (E4 - 18) - NE ⊖ (E4 - 17)	R ↔ G	Idling	Pulse generation (See page DI-62)
NE (E4 - 4) - NE ⊖ (E4 - 26)	B ↔ G	Idling	Pulse generation (See page DI-62)
FC (E5 - 4) - E1 (E4 - 26)	G - B ↔ BR	IG switch ON	9 - 14
EVP (E6 - 7) - E1 (E4 - 26)	L - W ↔ BR	IG switch ON	9 - 14

DIAGNOSTICS – ENGINE

Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
RSC (E4 – 9) – E1 (E4 – 26)	L – W ↔ BR	IG switch ON Disconnect "E4" of ECM connector	9 – 14
RSC (E4 – 9) – E1 (E4 – 26)	L ↔ BR	IG switch ON Disconnect "E4" of ECM connector	9 – 14
OX1 (E6 – 6) – E1 (E4 – 26)	B ↔ BR	Maintain engine speed at 2,500 rpm for 2 min. after warming up	Pulse generation (See pageDI-50)
OX2 (E6 – 5) – E1 (E4 – 26)	W ↔ BR	Maintain engine speed at 2,500 rpm for 2 min. after warming up	Pulse generation
HT2 (E4 – 21) – E03 (E6 – 16)	W – R ↔ BR	Idling	Below 3.0
		IG switch ON	9 – 14
KNK (E6 – 14) – E1 (E4 – 26)	B ↔ BR	Idling	Pulse generation (See pageDI-67)
NSW (E4 – 15) – E1 (E4 – 26)	B – W ↔ BR (M/T)	IG switch ON Other shift position in "P" or "N" position	9 – 14
		IG switch ON Shift position in "P" or "N" position	0 – 3.0
NSW (E4 – 15) – E1 (E4 – 26)	B ↔ BR (A/T)	IG switch ON Other shift position in "P" or "N" position	9 – 14
		IG switch ON Shift position in "P" or "N" position	0 – 3.0
SPD (E5 – 11) – E1 (E4 – 26)	G ↔ BR	IG switch ON Rotate driving wheel slowly	Pulse generation (See pageDI-89)
TE1 (E6 – 15) – E1 (E4 – 26)	Y ↔ BR	IG switch ON	9 – 14
W (E5 – 8) – E1 (E4 – 26)	GR–L ↔ BR	Idling	9 – 14
		IG switch ON	Below 3.0
AC1 (E5 – 10) – E1 (E4 – 26)	LG – B ↔ BR	Idling, A/C switch ON	Below 2.0
		Idling, A/C switch OFF	9 – 14
ACT (E5 – 6) – E1(E4 – 26)	L ↔ BR	Idling, A/C switch ON	9 – 14
		Idling, A/C switch OFF	Below 2.0
TPC (E6 – 8) – E1 (E4 – 26)	G – Y ↔ BR	IG switch ON	9 – 14
PTNK (E6 – 12) – E2 (E6 – 9)	Y – B ↔ BR	IG switch ON	2.9 – 3.7
		Apply vacuum (less than 66.7 kPa, 500 mmHg, 19.7 in.Hg)	Below 0.5
SIL (E6 – 13) – E1 (E4 – 26)	W ↔ BR	During transmission	Pulse generation
STP (E6 – 1) – E1 (E4 – 26)	G – W ↔ BR	IG switch ON, Brake pedal depressed	7.5 – 14
		IG switch ON, Brake pedal released	Below 1.5