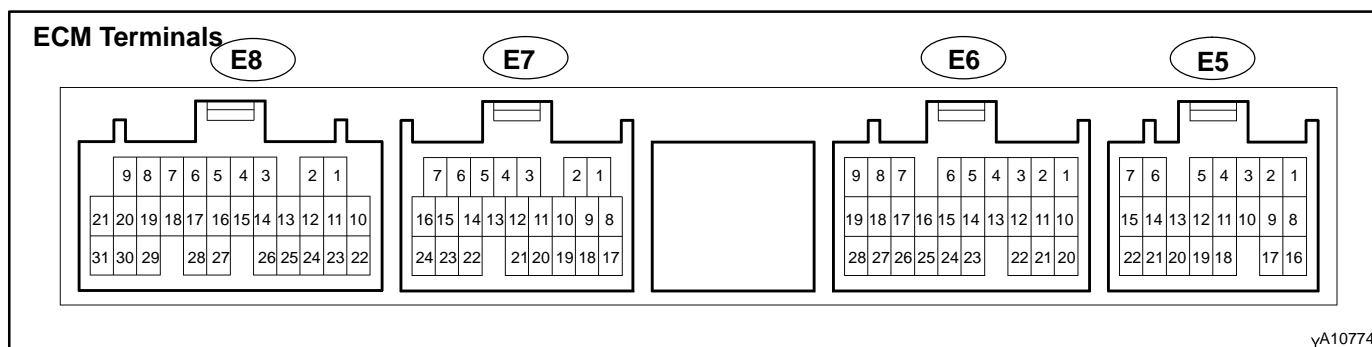


TERMINALS OF ECM



Symbols (Terminal No.)	Wiring Color	Condition	STD Voltage (V)
VG (E7-14) – EVG (E7-22)	GR – B-W	Idling A/C switch OFF, Shift position in N or P	1.1 – 1.5
THA (E7-21) – E2 (E7-18)	Y-G – L-B	Idling Intake air temp. 20°C (68°F)	0.5 – 3.4
THW (E7-12) – E2 (E7-18)	G-R – L-B	Idling Engine coolant temp. 80°C (176°F)	0.2 – 1.0
VC (E7-2) – E2 (E7-18)	G-Y – L-B	IG switch ON	4.5 – 5.5
VTA (E7-9) – E2 (E7-18)	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
AF+ (E7-11) – E1 (E7-17)	V – BR	Always (IG switch ON)	3.3 fixed *3
AF- (E7-20) – E1 (E7-17)	P – BR	Always (IG switch ON)	3.0 fixed *3
OX5 (E7-10) – E1 (E7-17)	B – BR	Maintain engine speed at 2,500 rpm for 3 min. after warming up	Pulse generation (See page DI-64)
AFHT (E7-4) – E03 (E8-5) HTS (E7-3) – E03 (E8-5)	W – W-B	Idling	Below 3.0
	R-W – W-B	IG switch ON	9 – 14
#10 (E8-1) – E01 (E8-21) #20 (E8-2) – E01 (E8-21) #30 (E8-3) – E01 (E8-21) #40 (E8-4) – E01 (E8-21)	W-R – W-B	IG switch ON	9 – 14
	W – W-B		
	R – W-B	Idling	Pulse generation (See page DI-77)
	R-L – W-B		
KNK (E8-28) – E1 (E7-17)	B – BR	Idling	Pulse generation (See page DI-87)
G2+ (E7-15) – NE- (E7-24)	R – G	Idling	Pulse generation (See page DI-90)
NE+ (E7-16) – NE- (E7-24)	L – G	Idling	Pulse generation (See page DI-90)
EGR (E7-5) – E01 (E8-21) *2	R-B – W-B	IG switch ON	0 – 3
THG (E7-19) – E2 (E7-18) *2	P-L – L-B	IG switch ON	4.5 – 5.5
PTNK (E6-8) – E2 (E7-18)	R-Y – L-B	IG switch ON Remove fuel tank cap	3.3
EVP (E7-6) – E01 (E8-21)	W-G – W-B	IG switch ON	9 – 14
CCV (E7-1) – E01 (E8-21)	R-L – W-B	IG switch ON	9 – 14
TBP (E7-7) – E01 (E8-21)	G-B – W-B	IG switch ON	9 – 14
SP1 (E5-21) – E1 (E7-17)	G-O – BR	IG switch ON Rotate driving wheel slowly	Pulse generation (See page DI-167)
RSD (E8-15) – E1 (E7-17)	B-R – BR	IG switch ON Disconnect E8 connector from ECM	Below 3.0
IGT1 (E8-11) – E1 (E7-17)	B-L – BR	Idling	Pulse generation (See page DI-95)
IGT2 (E8-12) – E1 (E7-17)	L – BR		
IGT3 (E8-13) – E1 (E7-17)	L-R – BR		
IGT4 (E8-14) – E1 (E7-17)	L-Y – BR		

DIAGNOSTICS - ENGINE (2RZ-FE, 3RZ-FE)

IGF (E8-10) - E1 (E7-17)	B-Y - BR	IG switch ON Disconnect ignition coil connector	4.5 - 5.5
		Idling	Pulse generation (See page DI-95)
STP (E5-15) - E1 (E7-17) *1	G-W - BR	IG switch ON Brake pedal depressed	7.5 - 14
		IG switch ON Brake pedal released	Below 1.5
BATT (E5-1) - E1 (E7-17)	B-Y - BR	Always	9 - 14
NSW (E5-22) - E1 (E7-17) *1	Y-GR - BR	IG switch ON Shift position in P or N position	0 - 3.0
STA (E5-7) - E1 (E7-17)	G - BR	Cranking	6.0 or more
+B (E5-16) - E1 (E7-17)	W-R - BR	IG switch ON	9 - 14
FC (E6-6) - E01 (E8-21)	W-L - BR	IG switch ON	9 - 14
TC (E6-7) - E1 (E7-17)	Y-B - BR	IG switch ON	9 - 14
W (E5-6) - E1 (E7-17)	V-R - BR	Idling	9 - 14
		IG switch ON	Below 3.0
ELS (E5-20) - E1 (E7-17)	G-R - BR	Defogger switch and taillight switch OFF	Below 1.5
PSSW (E6-28) - E1 (E7-17)	Y - BR	IG switch ON	9 - 14
		At idling Turn steering wheel to lock position	Below 3.0
SIL (E5-12) - E1 (E7-17)	W - BR	During transmission	Pulse generation

*1: Only for A/T

*2: Only for 3RZ-FE

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