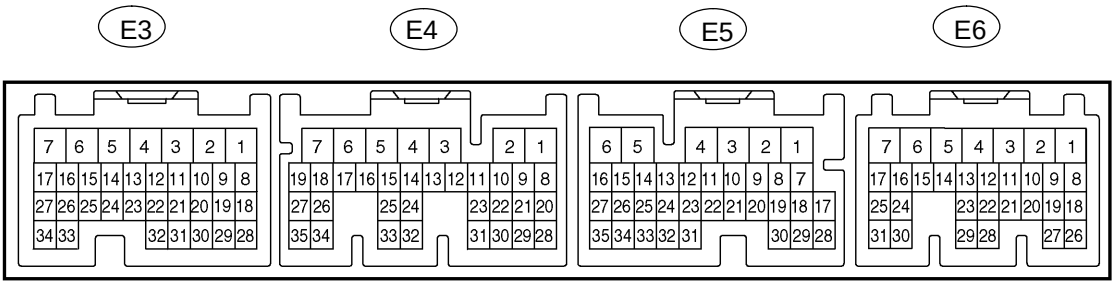
057HG–02

TERMINALS OF ECM



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Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E6 – 3) – E1 (E4 – 7)	R–W ⇔ BR	Always	8 – 14
FC (E6 – 10) – E1 (E4 – 7)	G–R ⇔ BR	IG switch ON	8 – 14
FC (E6 – 10) – E1 (E4 – 7)	G–R ⇔ BR	Idling	Below 1.5
PTNK (E6 – 21) – E2 (E3 – 28)	L ⇔ BR	IG switch ON, fuel cap taken off	2.9 – 3.7
W (E6 – 11) – E1 (E4 – 7)	R–Y ⇔ BR	Idling	8 – 14
W (E6 – 11) – E1 (E4 – 7)	R–Y ⇔ BR	IG switch ON	Below 3.5
+B (E6 – 1) – E1 (E4 – 7)	B ⇔ BR	IG switch ON	8 – 14
STP*1 (E5 – 19) – E1 (E4 – 7)	G–W ⇔ BR	IG switch ON, brake pedal depressed	8 – 14
STP*1 (E5 – 19) – E1 (E4 – 7)	G–W ⇔ BR	IG switch ON, brake pedal released	Below 1.5
F/PS (E6 – 14) – E1 (E4 – 7)	Y ⇔ BR	IG switch ON	Pulse generation
STA (E4 – 9) – E1 (E4 – 7)	B ⇔ BR	Cranking	5.5 or more
HT1B (E5 – 4) – E03 (E4 – 5)	P–B ⇔ W–B	Idling	Below 3.0
HT1B (E5 – 4) – E03 (E4 – 5)	P–B ⇔ W–B	IG switch ON	9 – 14
PSW (E4 – 29) – E1 (E4 – 7)	L–R ⇔ BR	IG switch ON	8 – 14
SPD (E5 – 17) – E1 (E4 – 7)	V–W ⇔ BR	IG switch ON, rotate driving wheel slowly	Pulse generation
OX1B (E4 – 21) – E1 (E4 – 7)	W ⇔ BR	Maintain engine speed at 2,500 rpm for 2 min. after warning up	Pulse generation (See page 05–44)
TACH (E6 – 5) – E1 (E4 – 7)	B ⇔ BR	Idling	Pulse generation
VC (E3 – 18) – E2 (E3 – 28)	Y ⇔ BR	IG switch ON	4.5 – 5.5
HT1A (E4 – 4) – E03 (E4 – 5)	P ⇔ W–B	Idling	Below 3.0
HT1A (E4 – 4) – E03 (E4 – 5)	P ⇔ W–B	IG switch ON	9 – 14
EVP (E3 – 12) – E01 (E3 – 7)	L–B ⇔ W–B	IG switch ON	8 – 14
VG (E4 – 24) – EVG (E4 – 32)	G ⇔ L–W	Idling, A/C switch OFF	1.1 – 1.5
OX1A (E4 – 23) – E1 (E4 – 7)	B ⇔ BR	Maintain engine speed at 2,500 rpm for 2 min. after warning up	Pulse generation (See page 05–44)
NSW*1 (E4 –8) – E1 (E4 – 7)	R ⇔ BR	IG switch ON Other shift position in P or N position	8 – 14
NSW*1 (E4 –8) – E1 (E4 – 7)	R ⇔ BR	IG switch ON Shift position in P or N position	Below 1.5
THW (E3 – 19) – E2 (E3 – 28)	W ⇔ BR	Idling, Engine coolant temp. at 80˚C (176˚F)	0.2 – 1.0
G22+ (E3 – 26) – NE– (E3 – 34)	B ⇔ W	Idling	Pulse generation (See page 05–76)
NE+ (E3 – 27) – NE– (E3 – 34)	B ⇔ W	Idling	Pulse generation (See page 05–76)
THA (E3 – 20) – E2 (E3 – 28)	Y–B ⇔ BR	Idling, intake air temp. 20 ˚C (68 ˚F)	0.5 – 3.4

VTA (E3 – 21) – E2 (E3 – 28)	LG ⇔ BR	IG switch ON, throttle valve fully closed	0.3 – 1.0
VTA (E3 – 21) – E2 (E3 – 28)	LG ⇔ BR	IG switch ON, throttle valve fully open	3.2 – 4.9
#10 (E3 – 1) – E01 (E3 – 7)	Y ⇔ W–B	IG switch ON	8 – 14
#20 (E3 – 2) – E01 (E3 – 7)	B ⇔ W–B	IG switch ON	8 – 14
#30 (E3 – 3) – E01 (E3 – 7)	W ⇔ W–B	IG switch ON	8 – 14
#40 (E3 – 4) – E01 (E3 – 7)	L ⇔ W–B	IG switch ON	8 – 14
IGT1 (E3 – 8) – E1 (E4 – 7)	R–L ⇔ BR	Idling	Pulse generation (See page 05–115)
IGT2 (E3 – 9) – E1 (E4 – 7)	Y–G ⇔ BR	Idling	Pulse generation (See page 05–115)
IGT3 (E3 – 10) – E1 (E4 – 7)	GR ⇔ BR	Idling	Pulse generation (See page 05–115)
IGT4 (E3 – 11) – E1 (E4 – 7)	W ⇔ BR	Idling	Pulse generation (See page 05–115)
IGF (E3 – 23) – E1 (E4 – 7)	L–Y ⇔ BR	IG switch ON	4.5 – 5.5
IGF (E3 – 23) – E1 (E4 – 7)	L–Y ⇔ BR	Idling	Pulse generation (See page 05–115)
RSO (E3 – 5) – E01 (E3 – 7)	B–L ⇔ W–B	IG switch ON	9 – 14
OCV+ (E3 – 15) – OCV– (E3 – 14)	Y ⇔ B–Y	IG switch ON	Pulse generation (See page 05–123)
CCV (E5 – 1) – E01 (E3 – 7)	L ⇔ W–B	IG switch ON	9 – 14
KNK1 (E4 – 1) – EKNK (E4 – 2)	B ⇔ W	Idling	Pulse generation (See page 05–73)
ELS (E6 – 12) – E1 (E4 – 7)	G ⇔ BR	Light switch ON	9 – 14
ELS (E6 – 12) – E1 (E4 – 7)	G ⇔ BR	Light switch OFF	Below 3.0
ELS2 (E6 – 13) – E1 (E4 – 7)	W ⇔ BR	Defoger switch ON	9 – 14
ELS2 (E6 – 13) – E1 (E4 – 7)	W ⇔ BR	Defoger switch OFF	Below 3.0
TBP (E6 – 4) – E01 (E3 – 7)	R ⇔ W–B	IG switch ON	9 – 14

*1 A/T models.