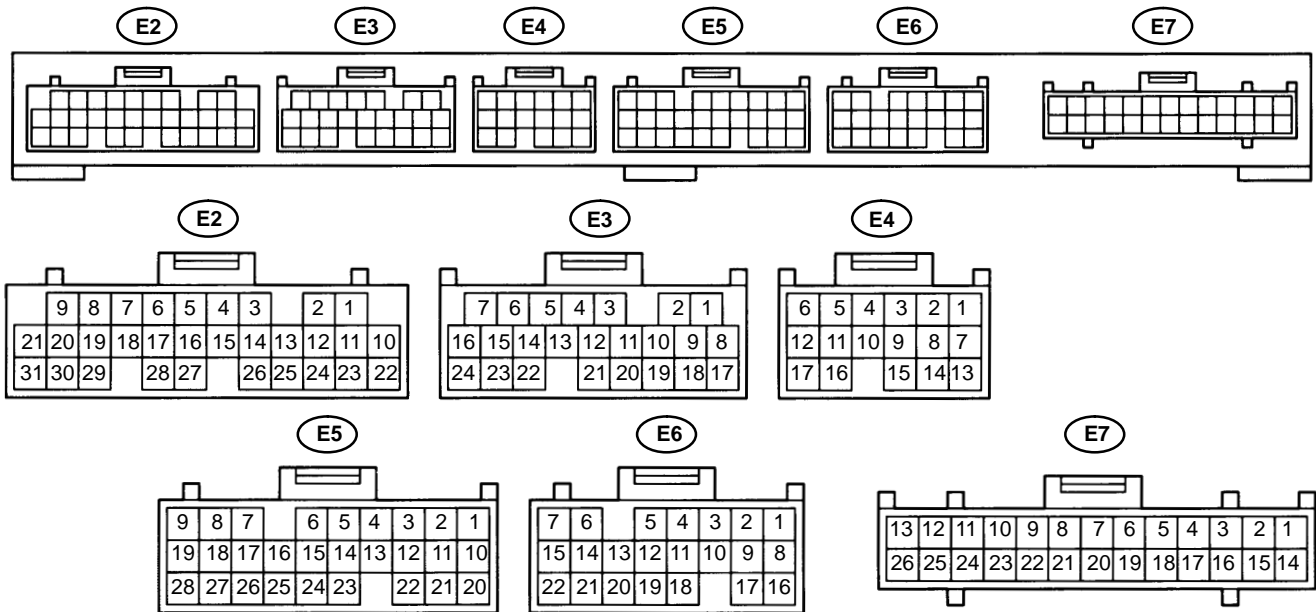


# TERMINALS OF ECM

## ECM Terminals



A01888

Symbols (Terminal No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E6-1) – E1 (E3-17)	B-Y ↔ BR	Always	9 – 14
BM (E6-7) – E1 (E3-17)	V-Y ↔ BR		
IGSW (E6-9) – E1 (E3-17)	B-O ↔ BR	IG switch ON	9 – 14
+B (E6-16) – E1 (E3-17)	B-R ↔ BR		
B2 (E6-8) – E1 (E3-17)	B-R ↔ BR		
VC (E3-2) – E2 (E3-18)	L-Y ↔ BR	IG switch ON	4.5 – 5.5
VTA (E3-23) – E2 (E3-18)	Y-G ↔ BR	IG switch ON, Accelerator pedal released	0.4 – 1.0
		IG switch ON, Accelerator pedal depressed	3.2 – 4.8
VTA2 (E3-24) – E2 (E3-18)	Y-R ↔ BR	IG switch ON, Accelerator pedal released	2.0 – 2.9
		IG switch ON, Accelerator pedal depressed	4.6 – 5.1
VPA (E3-15) – E2 (E3-18)	L ↔ BR	IG switch ON, Accelerator pedal released	0.3 – 0.9
		IG switch ON, Accelerator pedal depressed	3.2 – 4.8
VPA2 (E3-16) – E2 (E3-18)	L-R ↔ BR	IG switch ON, Accelerator pedal released	1.8 – 2.7
		IG switch ON, Accelerator pedal depressed	4.7 – 5.1
VG (E3-10) – EVG (E3-19)	R-L ↔ GR	Idling, P or N position, A/C switch OFF	1.1 – 1.5
THA (E3-22) – E2 (E3-18)	W-R ↔ BR	Idling, Intake air temp. 20°C (68°F)	0.5 – 3.4
THW (E3-14) – E2 (E3-18)	B-R ↔ BR	Idling, Engine coolant temp. 80°C (176°F)	0.2 – 1.0
STA (E5-2) – E1 (E3-17)	B ↔ BR	Shift lever position P or N position, ignition switch START	9 – 14
#10 (E3-5) – E01 (E2-21)	Y ↔ W-B	IG switch ON	9 – 14
#20 (E3-6) – E01 (E2-21)	B-W ↔ W-B		
#30 (E2-1) – E01 (E2-21)	L ↔ W-B	Idling	Pulse generation (See page DI-63)
#40 (E2-2) – E01 (E2-21)	R ↔ W-B		
#50 (E2-3) – E01 (E2-21)	W ↔ W-B		
#60 (E2-4) – E01 (E2-21)	R-L ↔ W-B		
IGT (E2-11) – E1 (E3-17)	B-Y ↔ BR	Idling	Pulse generation (See page DI-130)
IGT2 (E2-12) – E1 (E3-17)	B-L ↔ BR		
IGT3 (E2-13) – E1 (E3-17)	B-R ↔ BR		

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IGF (E2-25) – E1 (E3-17)	B ↔ BR	IG switch ON	4.5 – 5.5
		Idling	Pulse generation (See page <a href="#">DI-130</a> )
G2 (E2-10) – NE- (E2-22)	Y ↔ L	Idling	Pulse generation (See page <a href="#">DI-72</a> )
NE (E2-23) – NE- (E2-22)	W ↔ L		
MREL (E6-10) – E1 (E3-17)	B-Y ↔ BR	IG switch ON	9 – 14
FPC (E6-5) – E1 (E3-17)	B-L ↔ BR	IG switch ON	Below 1.5
		Idling	Pulse generation (0 and 4.5 – 5.5)
DI (E6-4) – E1 (E3-17)	B-R ↔ BR	Idling	7.0 or more
STP (E5-6) – E1 (E3-17)	G-W ↔ BR	Brake pedal is depressed	7.5 – 14
		Brake pedal is released	Below 1.5
PRG (E3-7) – E01 (E2-21)	B-Y ↔ W-B	IG switch ON	9 14
TPC (E7-13) – E01 (E2-21)	W-R ↔ W-B	IG switch ON	9 – 14
PTNK (E5-18) – E2 (E3-18)	L-Y ↔ BR	Ignition switch ON	2.9 – 3.7
		Apply vacuum 4.0 kPa (30 mmHg, 1.1 in.Hg)	Below 0.5
OX1A (E3-12) – E2 (E3-18)	B ↔ BR	Maintain engine speed at 2,500 rpm for 90 sec. after warming up	Pulse generation (See page <a href="#">DI-76</a> )
OX1B (E5-8) – E2 (E3-18)	W ↔ BR		
OX2A (E3-11) – E2 (E3-18)	W ↔ BR	Maintain engine speed at 2,500 rpm for 3 min. after warming up	Pulse generation (See page <a href="#">DI-76</a> )
OX2B (E7-24) – E2 (E3-18)	R ↔ BR		
HT1A (E3-4) – E01 (E2-21)	R ↔ W-B	Idling	Below 3.0
HT1B (E7-26) – E01 (E2-21)	GR ↔ W-B		
HT2A (E3-3) – E01 (E2-21)	Y ↔ W-B	IG switch ON	9 – 14
HT2B (E7-25) – E01 (E2-21)	GR-B ↔ W-B		
KNK1 (E2-28) – E1 (E3-17)	B ↔ BR	Maintain engine speed at 4,000 rpm after warming up	Pulse generation (See page <a href="#">DI-69</a> )
KNK2 (E2-27) – E1 (E3-17)	GR ↔ BR		
TC (E5-5) – E1 (E3-17)	P-B ↔ BR	IG switch ON	9 – 14
W (E6-6) – E01 (E2-21)	GR-R ↔ W-B	Idling	9 – 14
		IG switch ON	Below 3.0
ACMG (E5-13) – E01 (E2-21)	L-O ↔ W-B	A/C switch ON (at idling)	Below 3.0
		A/C switch OFF	9 – 14
OCV+ (E2-18) – OCV- (E2-17)	W-R ↔ R-W	IG switch ON	Pulse generation (See page <a href="#">DI-137</a> )
ACIS (E2-5) – E01 (E2-21)	B-L ↔ W-B	IG switch ON	9 – 14
		Engine speed between 2,500 and 4,000 rpm	Below 3.0
CL+ (E2-20) – CL- (E2-19)	G-R ↔ Y-R	Idling	Pulse generation (See page <a href="#">DI-123</a> )
M+ (E2-8) – E1 (E3-17)	W ↔ BR	Idling	Pulse generation (See page <a href="#">DI-120</a> )
M- (E2-7) – E1 (E3-17)	B ↔ BR		
SIL (E6-11) – E1 (E3-17)	W ↔ BR	IG switch ON	9 – 14
SP2+ (E4-5) – SP2- (E4-11)	L-Y ↔ R-L	Vehicle is driving	Pulse generation (See page <a href="#">DI-108</a> )