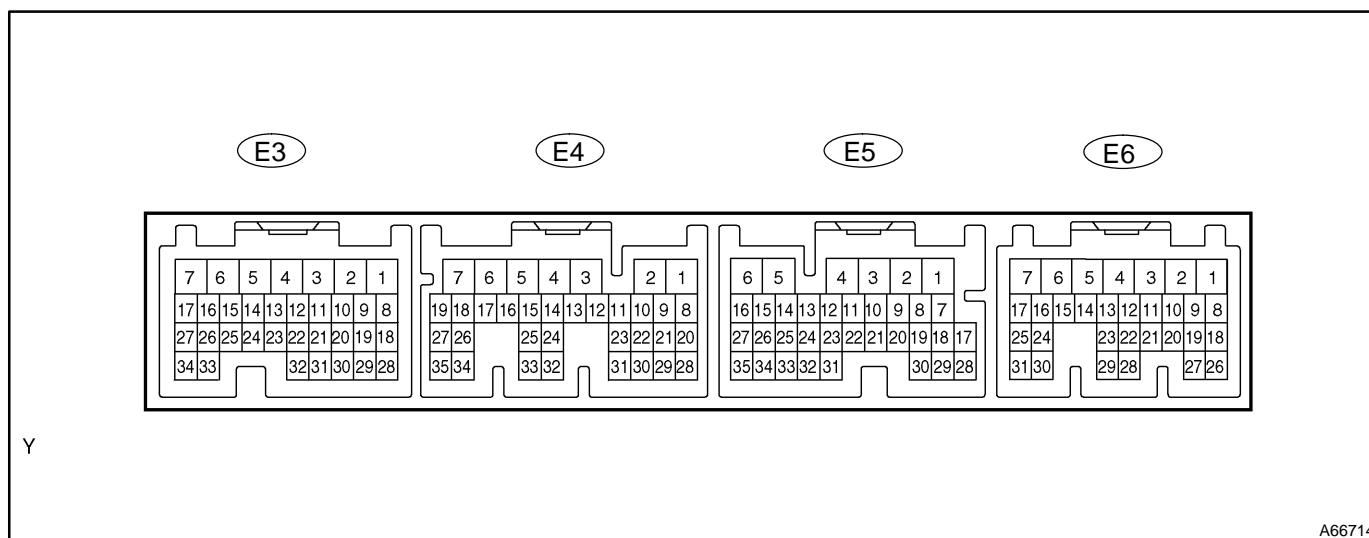


TERMINALS OF ECM



| Symbols (Terminals No.) | Wiring Color | Terminal Description | Condition | STD Voltage (V) |
|--------------------------------|--------------|--|--|-----------------------------------|
| BATT (E6 - 3) - E1 (E4 - 7) | R-W - BR | Battery (for measuring the battery voltage and for the ECM memory) | Always | 8 to 14 |
| FC (E6 - 10) - E1 (E4 - 7) | G-R - BR | Fuel pump control | IG switch ON | 8 to 14 |
| | | | Idling | Below 1.5 |
| W (E6 - 11) - E1 (E4 - 7) | R-Y - BR | MIL | Idling | 8 to 14 |
| | | | IG switch ON | Below 3.5 |
| +B (E6 - 1) - E1 (E4 - 7) | B - BR | Power source of ECM | IG switch ON | 8 to 14 |
| STP (E5 - 19) *1 - E1 (E4 - 7) | G-W - BR | Stop light switch | IG switch ON, Brake pedal depressed | 8 to 14 |
| | | | IG switch ON, Brake pedal released | Below 1.5 |
| F/PS (E6 - 14) - E1 (E4 - 7) | Y - BR | Airbag sensor | IG switch ON | Pulse generation |
| STA (E4 - 9) - E1 (E4 - 7) | B - BR | Starter signal | Cranking | 5.5 or more |
| PSW (E4 - 29) - E1 (E4 - 7) | L-R - BR | Power steering oil pressure sensor | IG switch ON | 8 to 14 |
| SPD (E5 - 17) - E1 (E4 - 7) | V-W - BR | Speed signal from combination meter | IG switch ON, rotate driving wheel slowly | Pulse generation |
| TACH (E6 - 5) - E1 (E4 - 7) | B - BR | Engine speed | Idling | Pulse generation |
| VC (E3 - 18) - E2 (E3 - 28) | Y - BR | Power source of sensor (a specific voltage) | IG switch ON | 4.5 to 5.5 |
| EVP (E3 - 12) - E01 (E3 - 7) | L-B - W-B | VSV for EVAP | IG switch ON | 8 to 14 |
| CCV (E5 - 1) - E01 (E3 - 7) | L - W-B | VSV for CCV | IG switch ON | 9 to 14 |
| TBP (E6 - 4) - E01 (E3 - 7) | R - W-B | VSV for Vapor pressure sensor | IG switch ON | 9 to 14 |
| PTNK (E6 - 21) - E2 (E3 - 28) | L - BR | Vapor pressure sensor | Ignition switch ON | 2.9 to 3.7 |
| | | | Apply vacuum 4.0 kPa (30 mmHG, 1.18 in.Hg) | Below 0.5 |
| VG (E4 - 24) - EVG (E4 - 32) | G - L-W | Mass air flow sensor | Idling, A/C switch OFF | 1.1 to 1.5 |
| OX1A (E4 - 23) - E1 (E4 - 7) | B - BR | Heated oxygen sensor (Sensor 1) | Maintain engine speed at 2,500 rpm for 2 min. after warming up | Pulse generation (See Page 05-96) |
| HT1A (E4 - 4) - E03 (E4 - 5) | P - W-B | Heated oxygen sensor heater (Sensor 1) | Idling | Below 3.0 |
| | | | IG switch ON | 9 to 14 |
| OX1B (E4 - 21) - E1 (E4 - 7) | W - BR | Heated oxygen sensor (Sensor 2) | Maintain engine speed at 2,500 rpm for 2 min. after warming up | Pulse generation (See Page 05-96) |
| HT1B (E5 - 4) - E03 (E4 - 5) | P-B - W-B | Heated oxygen sensor heater (Sensor 2) | Idling | Below 3.0 |
| | | | IG switch ON | 9 to 14 |

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| Symbols (Terminals No.) | Wiring Color | Terminal Description | Condition | STD Voltage (V) |
|------------------------------------|--------------|--|--|---------------------------------------|
| THW (E3 – 19) – E2 (E3 – 28) | W – BR | Engine coolant temperature sensor | Idling, Engine coolant temp. at 80°C (176°F) | 0.2 to 1.0 |
| G22+ (E3 – 26) – NE– (E3 – 34) | B – W | Camshaft position sensor | Idling | Pulse generation (See Page 05-168) |
| NE+ (E3 – 27) – NE– (E3 – 34) | B – W | Crankshaft position sensor | Idling | Pulse generation See Page 05-168) |
| THA (E3 – 20) – E2 (E3 – 28) | Y–B – BR | Intake air temperature sensor | Idling, intake air temp. at 20°C (68°F) | 0.5 to 3.4 |
| VTA (E3 – 21) – E2 (E3 – 28) | LG – BR | Throttle position sensor | IG switch ON, throttle valve fully closed | 0.3 to 1.0 |
| | | | IG switch ON, throttle valve fully open | 3.2 to 4.9 |
| #10 (E3 – 1) – E01 (E3 – 7) | Y – W–B | Injector | IG switch ON | 8 to 14 |
| #20 (E3 – 2) – E01 (E3 – 7) | B – W–B | | | |
| #30 (E3 – 3) – E01 (E3 – 7) | W – W–B | | | |
| #40 (E3 – 4) – E01 (E3 – 7) | L – W–B | | | |
| IGT1 (E3 – 8) – E1 (E4 – 7) | R–L – BR | Ignition coil and igniter (ignition signal) | Idling | Pulse generation (See Page 05-177) |
| IGT2 (E3 – 9) – E1 (E4 – 7) | Y–G – BR | | | |
| IGT3 (E3 – 10) – E1 (E4 – 7) | GR – BR | | | |
| IGT4 (E3 – 11) – E1 (E4 – 7) | W – BR | | | |
| IGF (E3 – 23) – E1 (E4 – 7) | L–Y – BR | Ignition coil and igniter (ignition confirmation signal) | IG switch ON | 4.5 to 5.5 |
| | | | Idling | Pulse generation (See Page 05-177) |
| RSO (E3 – 5) – E01 (E3 – 7) | B–L – W–B | Idle air control valve | IG switch ON | 9 to 14 |
| OCV+ (E3 – 15) – OCV– (E3 – 14) | Y – B–Y | Camshaft timing oil control valve | IG switch ON | Pulse generation (See Page 05-44) |
| KNK1 (E4 – 1) – EKNK (E4 – 2) | B – W | Knock sensor | Idling | Pulse generation (See Page 05-163) |
| TC (E6 – 20) – E1 (E4 – 7) | P–B – BR | Terminal TC of DLC 3 | IG switch ON | 9 to 14 |
| SIL (E6 – 18) – E1 (E4 – 7) | L–R – BR | Terminal SIL of DLC3 | Connect hand-held tester to DLC3 | Pulse generation |

*1: A/T only