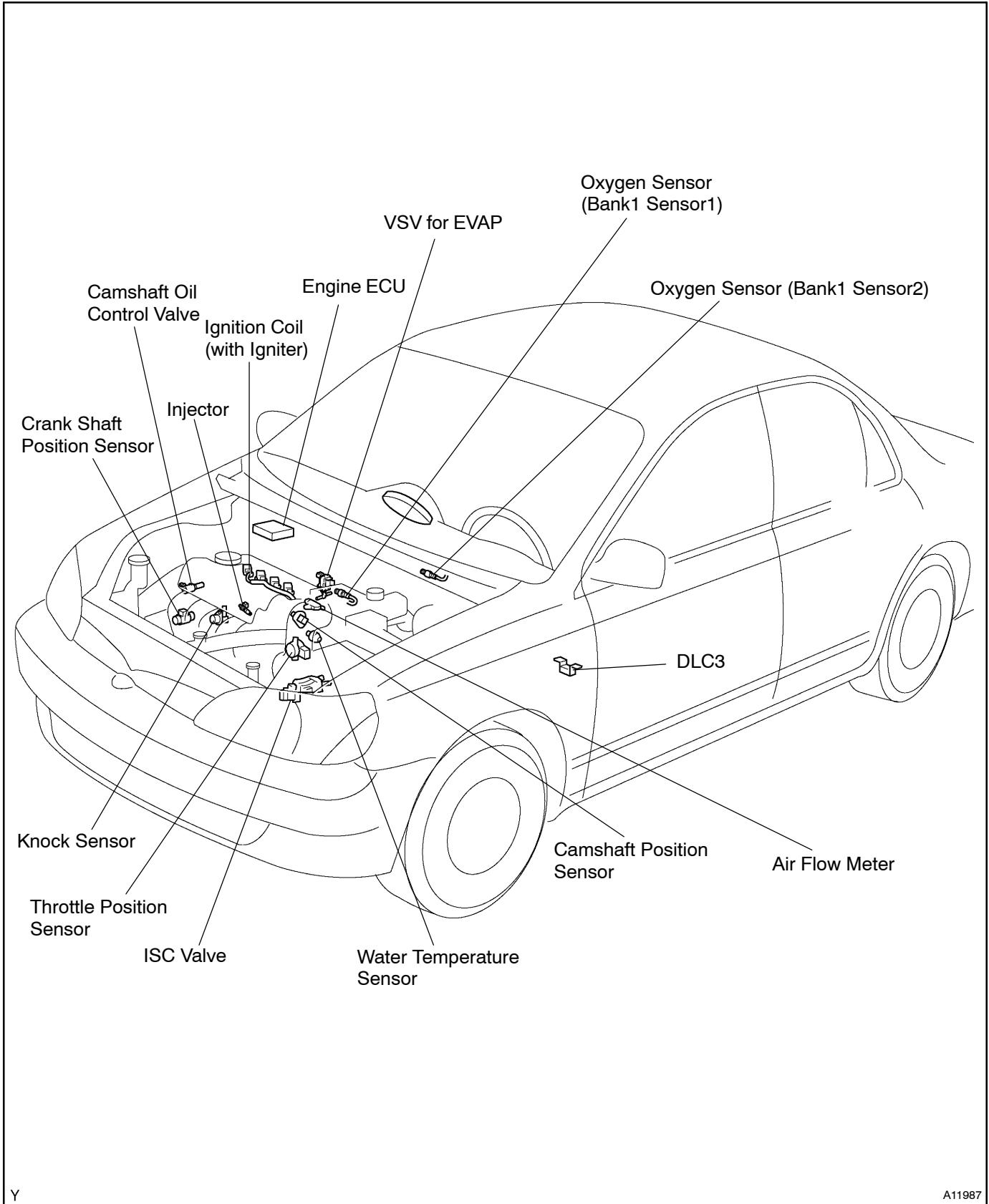
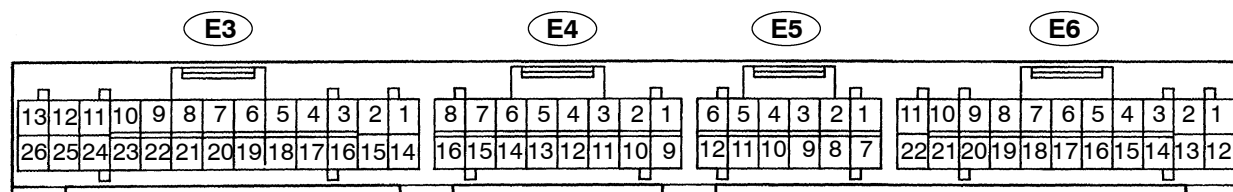


PARTS LOCATION



TERMINALS OF ECU



FI6526

Symbols (Terminal No.)	Wiring Color	Condition	STD Voltage (V)
BATT (E6 - 1) - E1 (E3 - 14)	B-Y*1 ↔ BR R*2 ↔ BR	Always	9 - 14
+B (E6 - 12) - E1 (E3 - 14)	B-R ↔ BR	IG switch ON	9 - 14
IGSW(E6 - 13) - E1(E3 - 14)	B-R ↔ BR	IG switch ON	9 - 14
VC (E4 - 1) - E2 (E4 - 9)	R-W ↔ BR	IG switch ON	4.5 - 5.5
VTA (E4 - 11) - E2 (E4 - 9)	Y-R ↔ BR	IG switch ON Throttle valve fully closed	0.3 - 1.0
		IG switch ON Throttle valve fully open	3.2 - 4.9
VG (E4 - 2) - EUG (E4 - 10)	P ↔ V	Idling, A/C switch OFF, Shift position in N or P position	1.1 - 1.5
THA (E4 - 3) - E2 (E4 - 9)	Y-B ↔ BR	Idling, Intake air temp. 20°C (68°F)	0.5 - 3.4
THW (E4 - 4) - E2 (E4 - 9)	R-L ↔ BR	Idling, Engine coolant temp. 80°C (176°F)	0.2 - 1.0
STA (E6 - 11) - E1 (E3 - 14)	B*1 ↔ BR B-Y*2 ↔ BR	Cranking	6.0 or more
#10 (E3 - 12) - E01 (E3 - 13)	B-O ↔ BR	IG switch ON	9 - 14
		Idling	Pulse generation (See page DI-71)
#20 (E3 - 11) - E01 (E3 - 13)	B-Y ↔ BR	IG switch ON	9 - 14
		Idling	Pulse generation (See page DI-71)
#30 (E3 - 25) - E01 (E3 - 13)	B-W ↔ BR	IG switch ON	9 - 14
		Idling	Pulse generation (See page DI-71)
#40 (E3 - 24) - E01 (E3 - 13)	B-L ↔ BR	IG switch ON	9 - 14
		Idling	Pulse generation (See page DI-71)
IGT1 (E3 - 22) - E1 (E3 - 14)	G-R ↔ BR	Idling	Pulse generation (See page DI-95)
IGT2 (E3 - 21) - E1 (E3 - 14)	G-B ↔ BR	Idling	Pulse generation (See page DI-95)
IGT3 (E3 - 20) - E1 (E3 - 14)	G-O ↔ BR	Idling	Pulse generation (See page DI-95)
IGT4 (E3 - 19) - E1 (E3 - 14)	G-Y ↔ BR	Idling	Pulse generation (See page DI-95)
IGF (E3 - 3) - E1 (E3 - 14)	Y ↔ BR	IG switch ON	4.5 - 5.5
		Idling	Pulse generation (See page DI-95)

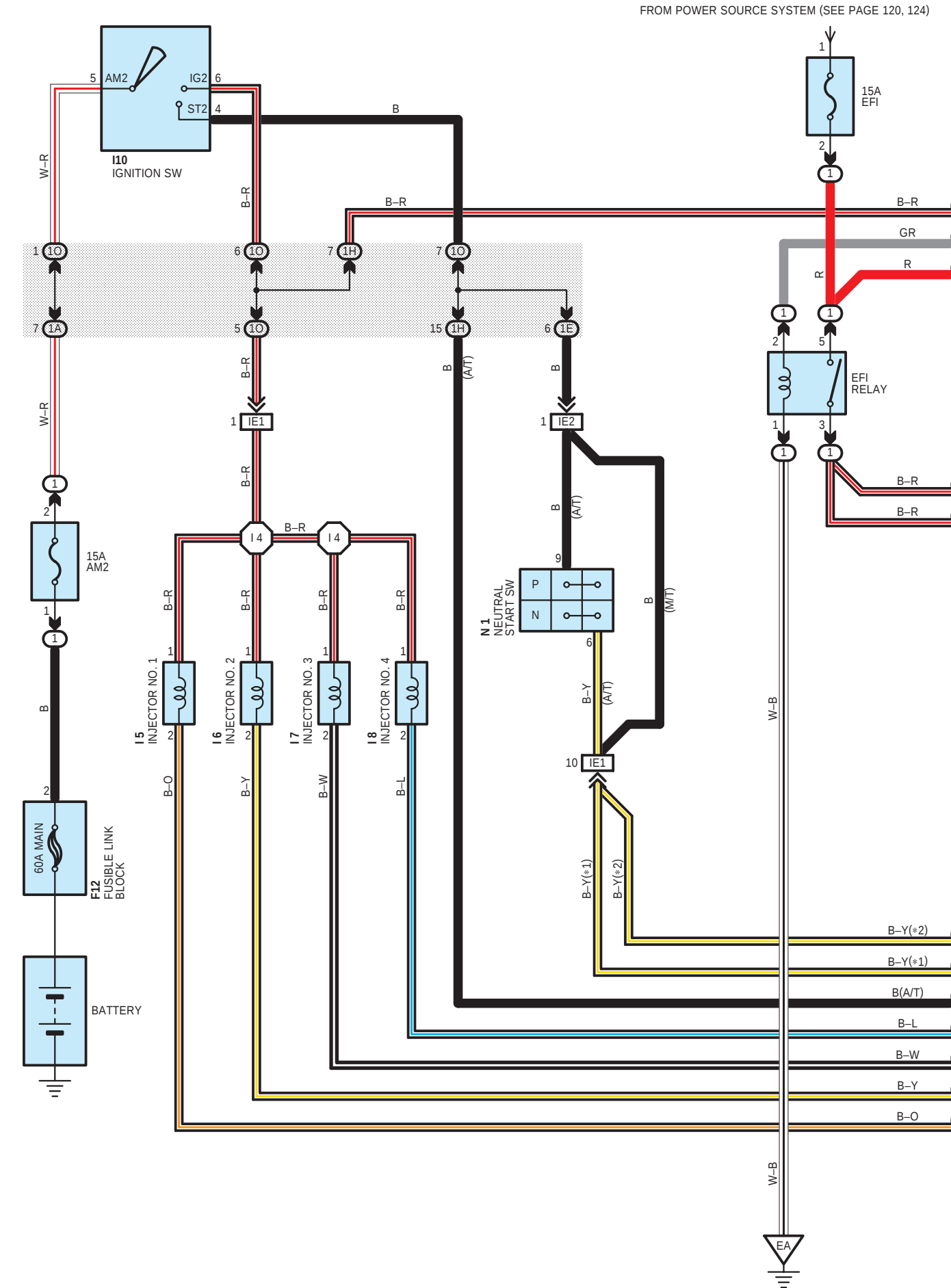
DIAGNOSTICS – ENGINE

G2 (E3 – 18) – NE $\ominus$ (E3 – 16)	B $\leftrightarrow$ W	Idling	Pulse generation (See page DI-80)
NE+ (E3 – 17) – NE- (E3 – 16)	O $\leftrightarrow$ W	Idling	Pulse generation (See page DI-80)
FC (E6 – 14) – E01 (E3 – 13)	G*1 $\leftrightarrow$ BR G-R*2 $\leftrightarrow$ BR	IG switch ON	9 – 14
EVP (E3 – 9) – E1 (E3 – 14)	W-G $\leftrightarrow$ BR	IG switch ON	9 – 14
RSD (E3 – 2) – E1 (E3 – 14)	B-R $\leftrightarrow$ BR	IG switch ON Disconnect E5 of ECU connector	0 – 3
OX1 (E4 – 6) – E2 (E4 – 9)	W $\leftrightarrow$ BR	Maintain engine speed at 2,500 rpm for 2 min. after warming up	Pulse generation (See page DI-53)
OX2 (E4 – 5) – E2 (E4 – 9)	B $\leftrightarrow$ BR	Maintain engine speed at 2,500 rpm for 2 min. after warming up	Pulse generation (See page DI-53)
HT (E4 – 8) – E03 (E3 – 1)	B-O $\leftrightarrow$ BR	Idling	Below 3.0
		IG switch ON	9 – 14
HTS (E4 – 16) – E03 (E3 – 1)	W $\leftrightarrow$ BR	Idling	Below 3.0
		IG switch ON	9 – 14
KNK (E4 – 13) – E2 (E4 – 9)	W $\leftrightarrow$ BR	Idling	Pulse generation (See page DI-77)
NSW (E6 – 22) – E1 (E3 – 14)	B $\leftrightarrow$ BR	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 (E6 – 9) – E1 (E3 – 14)	V-W*1 $\leftrightarrow$ BR LG-R*2 $\leftrightarrow$ BR	IG switch ON Rotate driving wheel slowly	Pulse generation (See page DI-85)
W (E6 – 5) – E1 (E3 – 14)	Y-R*1 $\leftrightarrow$ BR R-Y*2 $\leftrightarrow$ BR	Idling	9 – 14
		IG switch ON	Below 3.0
ACT (E6 – 21) – E1 (E3 – 14)	B*1 $\leftrightarrow$ BR W-R*2 $\leftrightarrow$ BR	A/C switch OFF	Below 2.0
		A/C switch ON at idling	9 – 14
AC (E6 – 10) – E1 (E3 – 14)	B-W $\leftrightarrow$ BR	A/C switch ON at idling	Below 1.5
		A/C switch OFF	7.5 – 14
STP (E3 – 6) – E1 (E3 – 14)	G-W $\leftrightarrow$ BR	IG switch ON, Brake pedal is depressed	7.5 – 14
		IG switch ON, Brake pedal is released	Below 1.5
PSP (E4 – 12) – E2 (E4 – 9)	Y $\leftrightarrow$ BR	PS pressure 0 kPa (0 kgf/cm ² , 0 psi)	0.5 V
		PS pressure 3,500 kPa (36 kgf/cm ² , 512 psi)	2.5 V
		PS pressure 7,000 kPa (71 kgf/cm ² , 1,010 psi)	4.5 V

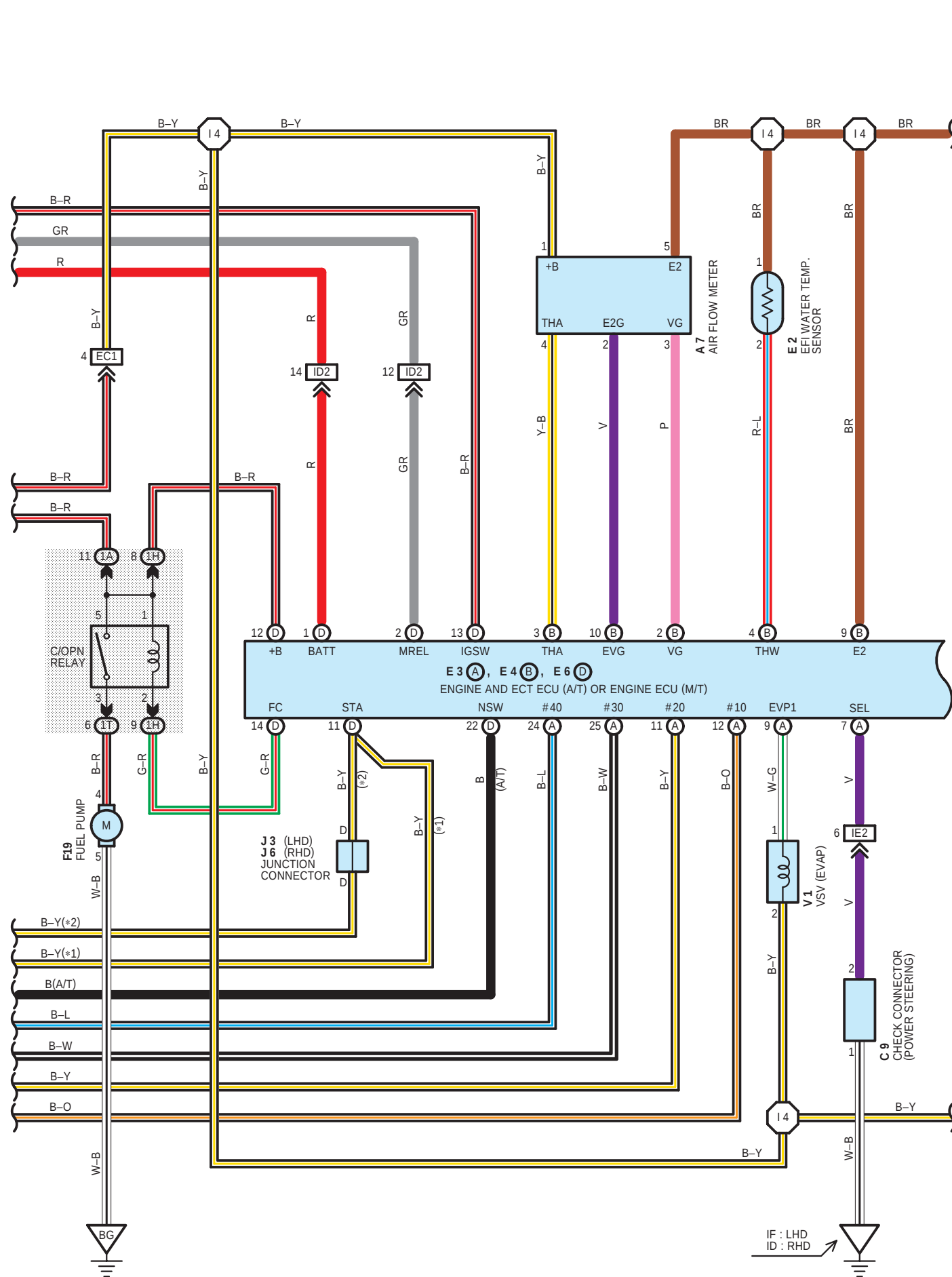
*1: YARIS / ECHO

*2: YARIS VERSO / ECHO VERSO

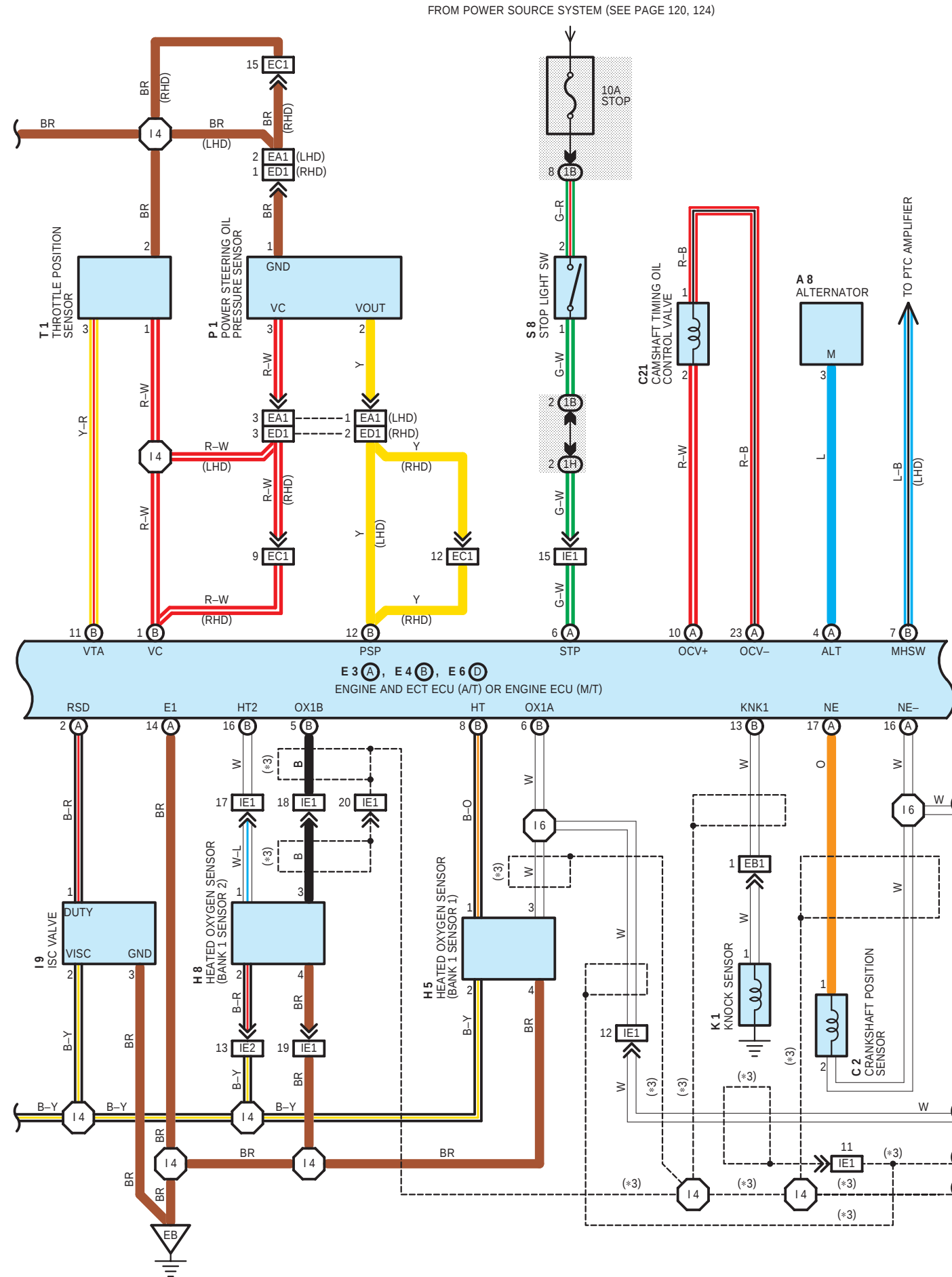
ENGINE CONTROL



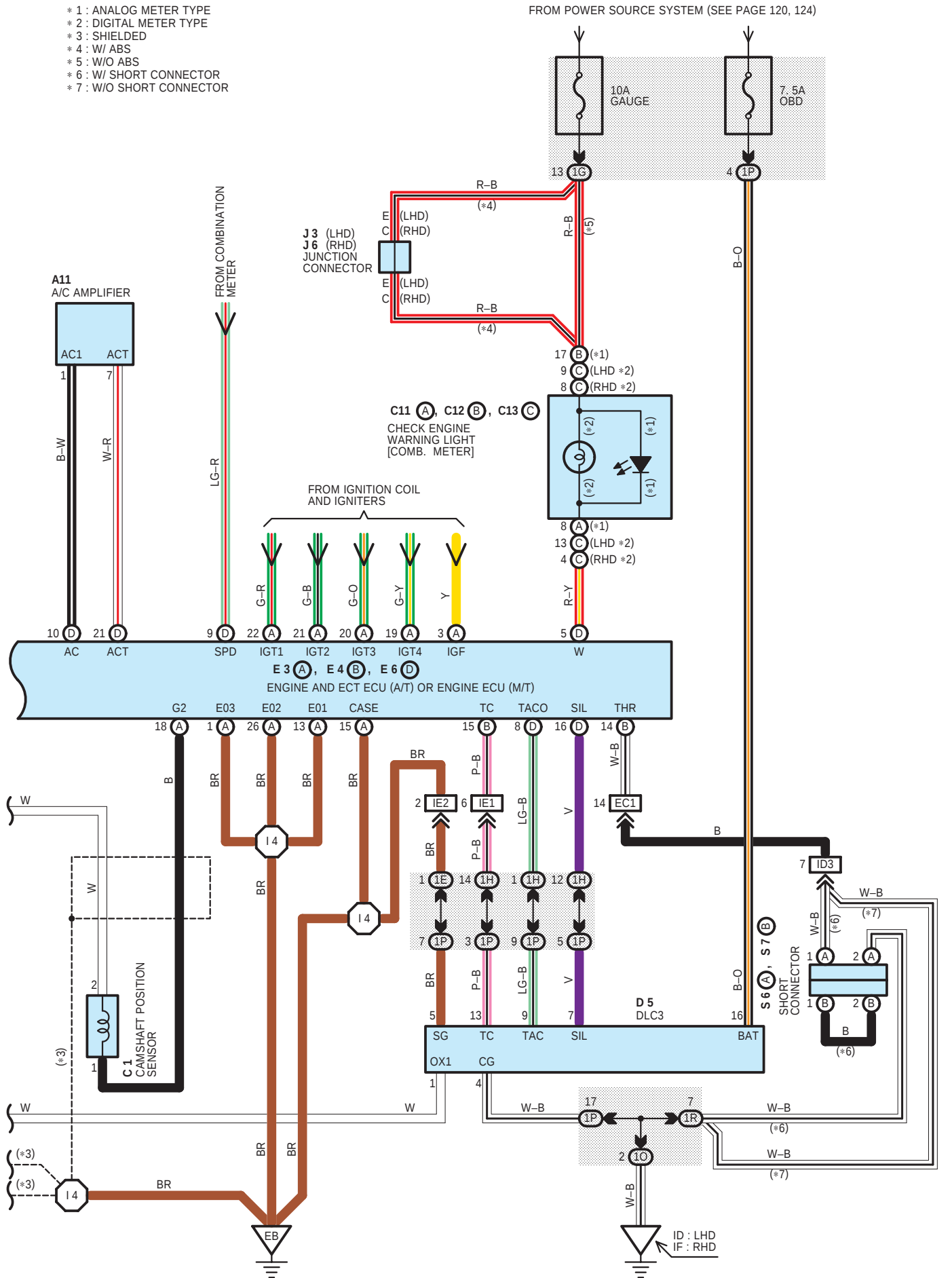
+ 1 : ANALOG METER TYPE
+ 2 : DIGITAL METER TYPE

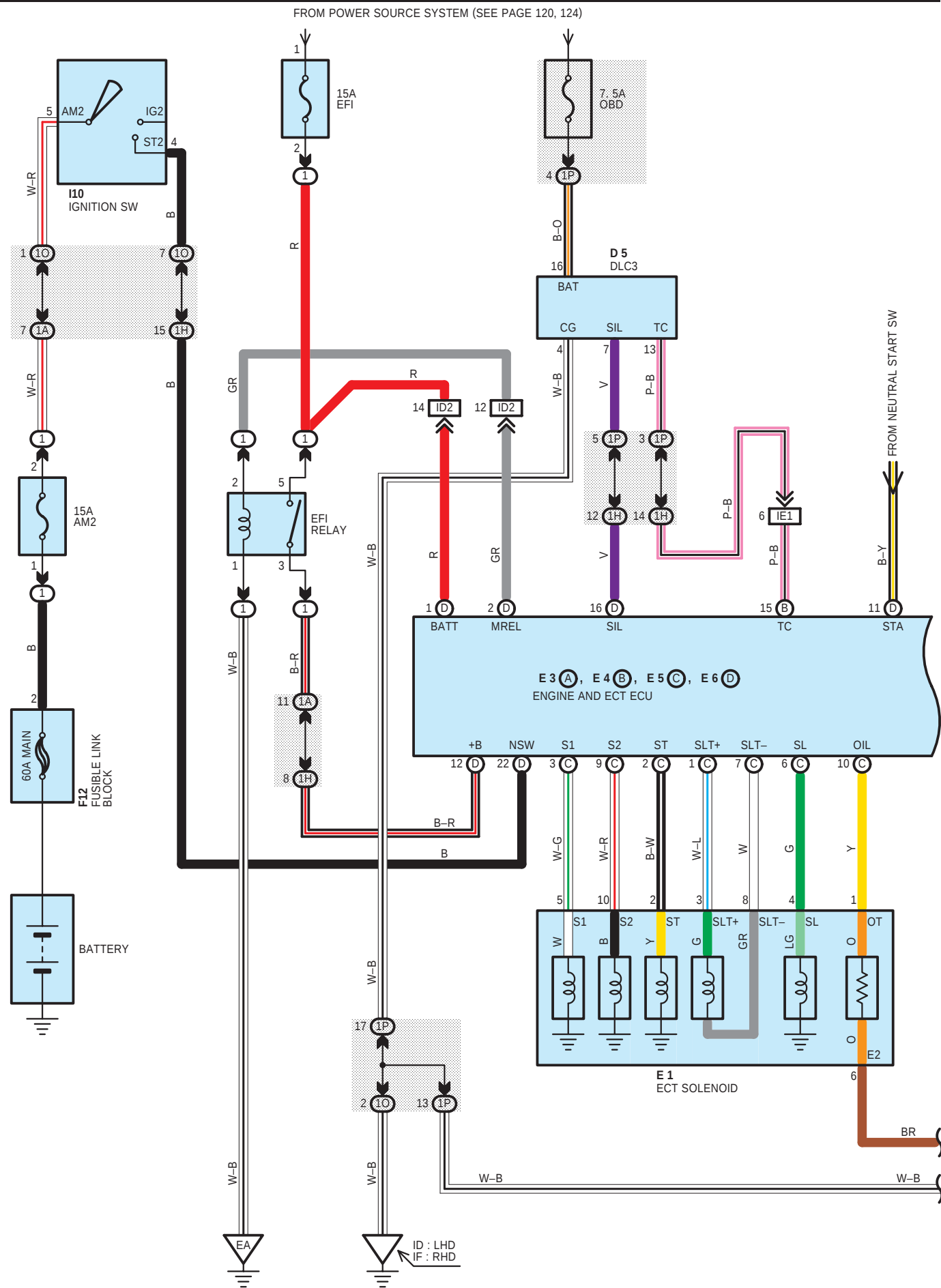


ENGINE CONTROL

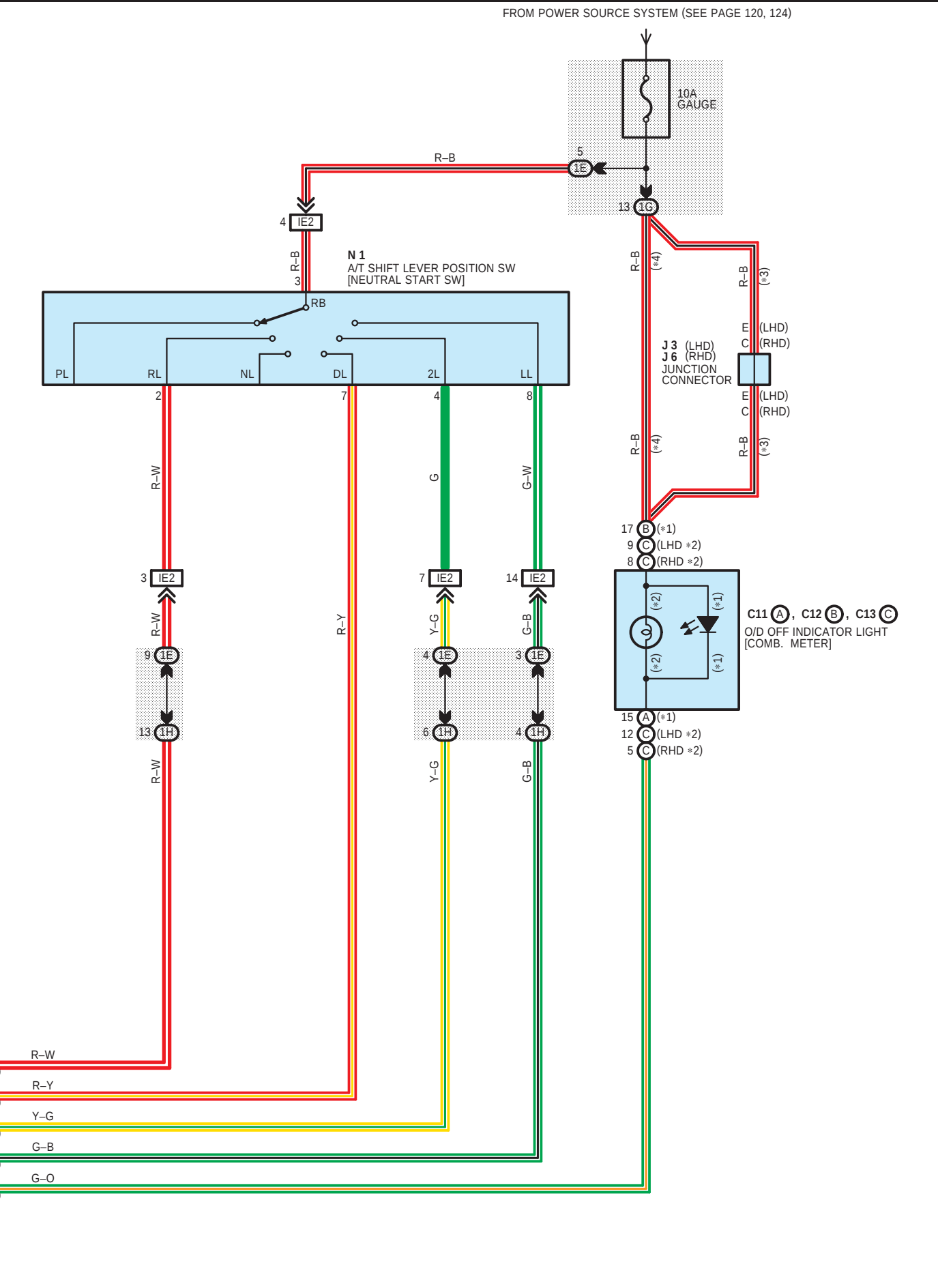
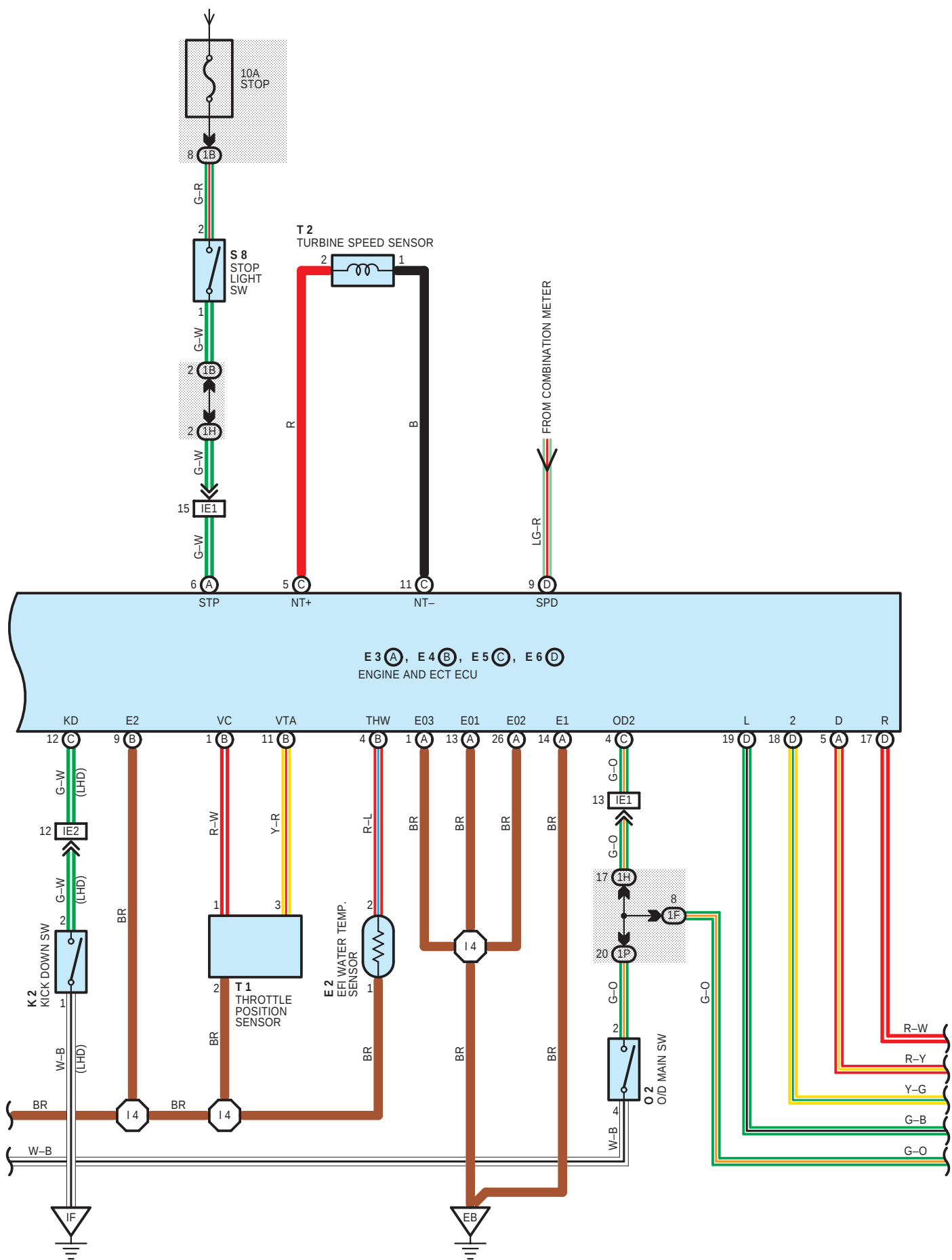


+ 1 : ANALOG METER TYPE
+ 2 : DIGITAL METER TYPE
+ 3 : SHIELDED
+ 4 : W/ ABS
+ 5 : W/O ABS
+ 6 : W/ SHORT CONNECTOR
+ 7 : W/O SHORT CONNECTOR





FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



* 1 : ANALOG METER TYPE
* 2 : DIGITAL METER TYPE
* 3 : W/ ABS
* 4 : W/O ABS