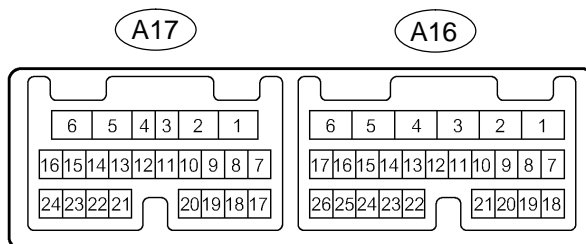


TERMINALS OF ECU

Air conditioning amplifier:



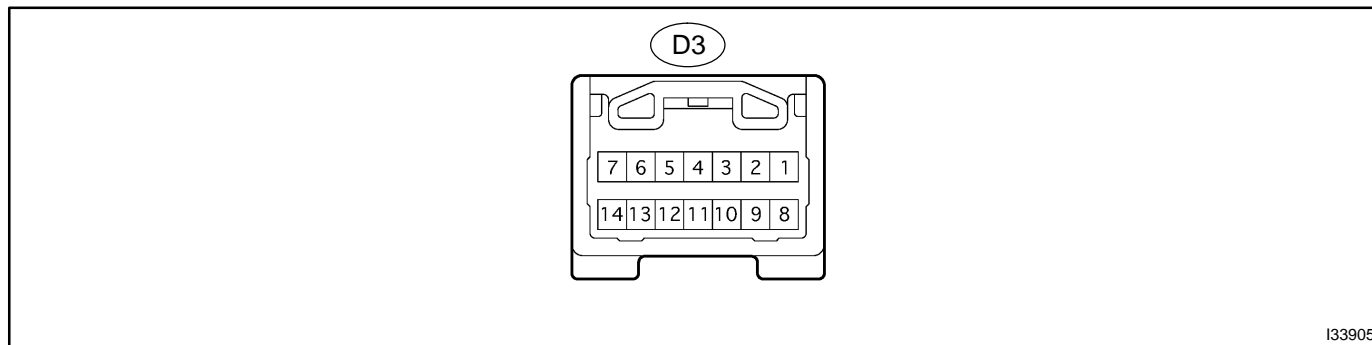
I33903

Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
IG ⇔ GND (A16-1 ⇔ A16-5)	Y-R ⇔ W-B	Ignition switch: ON	10 - 14 V
+B ⇔ GND (A16-2 ⇔ A16-5)	W-R ⇔ W-B	Always	10 - 14 V
BLW ⇔ GND (A16-3 ⇔ A16-5)	LG-B ⇔ W-B	Ignition switch: ON Blower motor: Operating	Pulse generation (*3)
LIN1 (A16-4)	L-B	Heater control panel communication circuit	-
GND ⇔ Body ground (A16-5 ⇔ Body ground)	W-B ⇔ Body ground	Always	Continuity
TWI ⇔ GND (A16-7 ⇔ A16-5)	L-B ⇔ W-B	Ignition switch: ON	Pulse generation (*4)
SPD ⇔ GND (A16-8 ⇔ A16-5)	V-R ⇔ W-B	Ignition switch: ON Turn propeller shaft slowly	0 ⇔ 4.5 - 5.5 V (Voltage is generated intermittently)
TSDR ⇔ S5 (A16-12 ⇔ A17-1) (*1)	R ⇔ P (*1)	Ignition switch: ON Solar sensor subject to electric light	4.0 - 5.5 V
		Ignition switch: ON Solar sensor covered by a cloth	Below 1.0 V
TS ⇔ S5 (A16-12 ⇔ A17-1) (*2)	V-G ⇔ P (*2)	Ignition switch: ON Solar sensor subject to electric light	4.0 - 5.5 V
		Ignition switch: ON Solar sensor covered by a cloth	Below 1.0 V
TR ⇔ SG (A16-15 ⇔ A16-6)	V-Y ⇔ Y-G	Ignition switch: ON Room temp.: 25 °C (77 °F)	1.35 - 1.75 V
		Ignition switch: ON Room temp.: 40 °C (104 °F)	0.85 - 1.25 V
TPI ⇔ SG (A16-16 ⇔ A16-6)	P-B ⇔ Y-G	Ignition switch: ON Set air intake: RECIRCULATION	3.5 - 4.5 V
		Ignition switch: ON Set air intake: FRESH	0.5 - 1.8 V
TPO ⇔ SG (A16-17 ⇔ A16-6)	LG-R ⇔ Y-G	Ignition switch: ON Set air flow: FACE	3.5 - 4.5 V
		Ignition switch: ON Set air flow: DEF	0.5 - 1.8 V
ACLD ⇔ GND (A16-18 ⇔ A16-5)	B-R ⇔ W-B	Start engine Blower speed: LO Magnetic clutch: Engaged	10 - 14 V
		Start engine Blower speed: LO Magnetic clutch: Not engaged	Below 1.0 V
HR ⇔ GND (A16-21 ⇔ A16-5)	L ⇔ W-B	Ignition switch: ON Blower switch: ON	Below 1.0 V
		Ignition switch: ON Blower switch: OFF	10 - 14 V
TAM ⇔ SG (A16-22 ⇔ A16-6)	GR ⇔ Y-G	Ignition switch: ON Ambient temp.: 25 °C (77 °F)	1.35 - 1.75 V
		Ignition switch: ON Ambient temp.: 40 °C (104 °F)	0.85 - 1.25 V
TPPA ⇔ SG (A16-23 ⇔ A16-6) (*1)	L-W ⇔ Y-G	Ignition switch: ON Set passnger side temp.: Max COLD	3.5 - 4.5 V
		Ignition switch: ON Set passnger side temp.: Max HOT	0.5 - 1.5 V
TE ⇔ SG (A16-24 ⇔ A16-6)	G ⇔ Y-G	Ignition switch: ON Evaporator temp.: 0 °C (32 °F)	2.0 - 2.4 V
		Ignition switch: ON Evaporator temp.: 15 °C (59 °F)	1.4 - 1.8 V
TPDR ⇔ SG (A16-25 ⇔ A16-6) (*1)	L-O ⇔ Y-G	Ignition switch: ON Set (driver side *1) temp.: Max COLD	3.5 - 4.5 V
		Ignition switch: ON Set (driver side *1) temp.: Max HOT	0.5 - 1.5 V

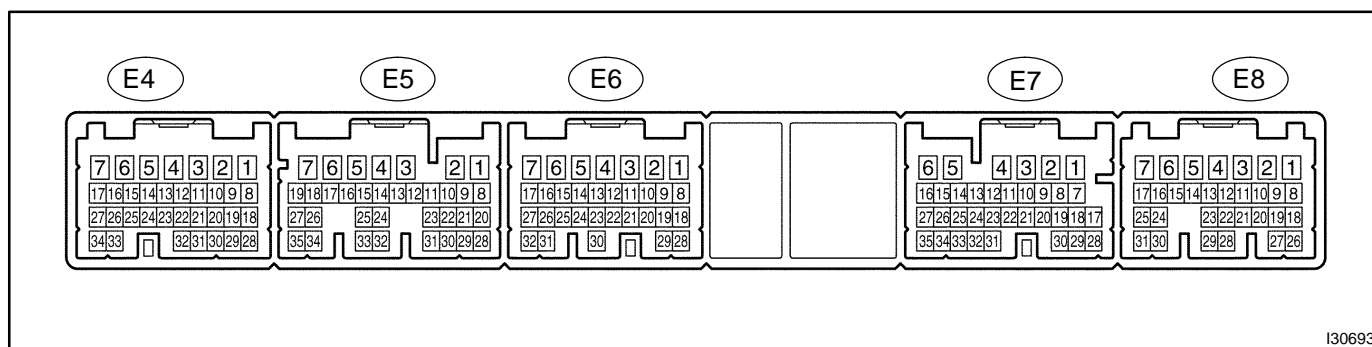
Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
TP ⇔ SG (A16-25 ⇔ A16-6) (*2)	L-O ⇔ Y-G	Ignition switch: ON Set (driver side *1) temp.: Max COLD	3.5 - 4.5 V
		Ignition switch: ON Set (driver side *1) temp.: Max HOT	0.5 - 1.5 V
TSPA ⇔ S5 (A16-26 ⇔ A17-1) (*1)	B-O ⇔ P	Ignition switch: ON Solar sensor subject to electric light	4.0 - 5.5 V
		Ignition switch: ON Solar sensor covered by a cloth	Below 1.0 V
S5 ⇔ SG (A17-1 ⇔ A16-6)	P ⇔ Y-G	Ignition switch: ON	4.5 - 5.5 V
AOF ⇔ GND (A17-3 ⇔ A16-5)	LG-R ⇔ W-B	Ignition switch: ON Set air flow: FACE	10 - 14 V
		Ignition switch: ON Set air flow: Except FACE	Below 1.0 V
AOD ⇔ GND (A17-4 ⇔ A16-5)	LG ⇔ W-B	Ignition switch: ON Set air flow: DEF	10 - 14 V
		Ignition switch: ON Set air flow: Except DEF	Below 1.0 V
AIR ⇔ GND (A17-5 ⇔ A16-5)	P-L ⇔ W-B	Ignition switch: ON Set air intake: RECIRCULATION	10 - 14 V
		Ignition switch: ON Set air intake: FRESH	Below 1.0 V
THE ⇔ GND (A17-7 ⇔ A16-5)	GR-G ⇔ W-B	Start engine Blower speed: LO Magnetic clutch: Engaged	10 - 14 V
		Start engine Blower speed: LO Magnetic clutch: Not engaged	Below 1.0 V
PSW ⇔ GND (A17-9, ⇔ A16-5)	LG-R ⇔ W-B	Start engine Operate A/C system Refrigerant pressure: Abnormal pressure (More than 3,140 kPa and less than 196 kPa)	Below 1.0 V
		Start engine Operate A/C system Refrigerant pressure: Normal pressure (Less than 3,140 kPa and less than 196 kPa)	10 - 14 V
AMHDR ⇔ GND (A17-14 ⇔ A16-5) (*1)	V-W ⇔ W-B	Ignition switch: ON Set (driver side *1) temp.: Max. HOT	10 - 14 V
		Ignition switch: ON Set (driver side *1) temp.: Max. COLD	Below 1.0 V
AMH ⇔ GND (A17-14 ⇔ A16-5) (*2)	V-W ⇔ W-B	Ignition switch: ON Set (driver side *1) temp.: Max. HOT	10 - 14 V
		Ignition switch: ON Set (driver side *1) temp.: Max. COLD	Below 1.0 V
AMHPA ⇔ GND (A17-16 ⇔ A16-5) (*1)	L-R ⇔ W-B	Ignition switch: ON Set passenger temp.: Max. HOT	10 - 14 V
		Ignition switch: ON Set passenger side temp.: Max. COLD	Below 1.0 V
ACS ⇔ GND (A17-17 ⇔ A16-5)	BR-B ⇔ W-B	Ignition switch: ON A/C switch: ON	10 - 14 V
		Ignition switch: ON A/C switch: OFF	Blow 1.0 V
DMOT (A17-19)	BR-B	Multiplex communication circuit	-
DMIN (A17-20)	W-L	Multiplex communication circuit	-
AMCDR ⇔ GND (A17-23 ⇔ A16-5) (*1)	V-R ⇔ W-B	Ignition switch: ON Set (driver side *1) temp.: Max. COLD	10 - 14 V
		Ignition switch: ON Set (driver side *1) temp.: Max. HOT	Below 1.0 V
AMC ⇔ GND (A17-23 ⇔ A16-5) (*2)	V-R ⇔ W-B	Ignition switch: ON Set (driver side *1) temp.: Max. COLD	10 - 14 V
		Ignition switch: ON Set (driver side *1) temp.: Max. HOT	Below 1.0 V
AMCPA ⇔ GND (A17-24 ⇔ A16-5) (*1)	L-Y ⇔ W-B	Ignition switch: ON Set passenger temp.: Max. COLD	10 - 14 V
		Ignition switch: ON Set passenger side temp.: Max. HOT	Below 1.0 V

(*1): Limited grade

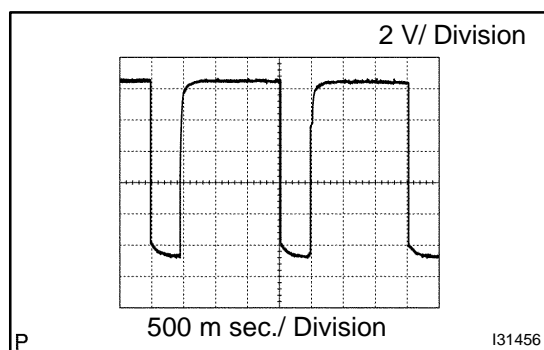
(*2): SR-5 grade

Air conditioning control assy:

Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
B ⇔ GND (D3-1 ⇔ D3-7)	R ⇔ W-B	Always	10 - 14 V
IG+ ⇔ GND (D3-2 ⇔ D3-7)	Y-R ⇔ W-B	Ignition switch: ON	10 - 14 V
		Ignition switch: Except ON	Below 1.0 V
ACC ⇔ GND (D3-8 ⇔ D3-7)	GR ⇔ W-B	Ignition switch: ACC	10 - 14 V
		Ignition switch: Except ACC	Below 1.0 V
GND ⇔ Body ground (D3-7 ⇔ Body ground)	W-B ⇔ Body ground	Always	Continuity
LIN-B (D3-14)	L-B	A/C amplifier communication circuit	-

ECM:

Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
THWO ⇔ E1 (E7-14 ⇔ E6-1)	L-B ⇔ BR	Engine running: Idle speed	Pulse generation (*4)
LCKI ⇔ E1 (E6-23 ⇔ E6-1)	R-Y ⇔ BR	Engine running: Idle speed A/C system: Operating Magnitic clutch: Engaged	Pulse generation (*5)
ACMG ⇔ E1 (E7-2 ⇔ E6-1)	B-Y ⇔ BR	Engine running: Idle speed A/C system: Operating Magnitic clutch: Engaged	Below 1.0 V
		Engine running: Idle speed A/C system: Operating Magnitic clutch: Not engaged	10 - 14 V
A/C S ⇔ E1 (E7-31 ⇔ E6-1)	BR-B ⇔ BR	Engine running: Idle speed A/C system: Operating Magnitic clutch: Engaged	Below 1.0 V
		Engine running: Idle speed A/C system: Operating Magnitic clutch: Not engaged	10 - 14 V
THE ⇔ E1 (E7-32 ⇔ E6-1)	GR-G ⇔ BR	Engine running: Idle speed A/C system: Operating Magnitic clutch: Engaged	1.3 - 2.6 V
		Engine running: Idle speed A/C system: Operating Magnitic clutch: Not engaged	3.7 - 4.5 V
ACLD ⇔ E1 (E7-33 ⇔ E6-1)	B-R ⇔ BR	Engine running: Idle speed A/C system: Operating Magnitic clutch: Engaged	10 - 14 V
		Engine running: Idle speed A/C system: Operating Magnitic clutch: Not engaged	Below 1.0 V

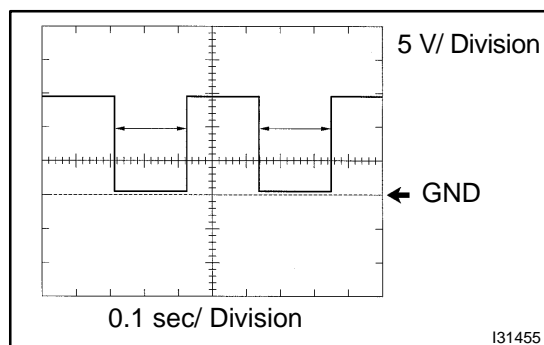


(*3): Oscilloscope waveform:

Terminal to be measured: BLC of A/C amplifier

Setting for measurement: 2 V DIV 500 m sec./DIV

Conditon: Ignition switch ON



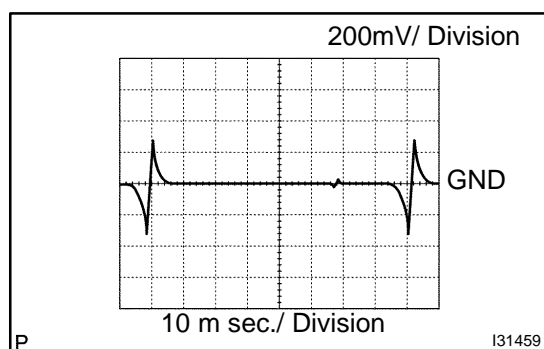
(*4): Oscilloscope waveform:

Terminal to be measured:

TW2 of A/C amplifier and TWHO of ECM

Setting for measurement: 5 V DIV 0.1 sec./DIV

Conditon: Ignition switch ON



(*5): Oscilloscope waveform:

Terminal to be measured: LCKI of A/C amplifier and ECM

Setting for measurement: 200 mV DIV 10 m sec./DIV

Conditon: Ignition switch ON