


EGI SYSTEM

EGI SYSTEM (2.0 I DOHC vehicles)

<Layout of ECU connector terminals>



B136

101	102	1	2	3	4	5	6	7
103	104	8	9	10	11	12	13	14
105	106	15			16	17	18	19
107	108	20			21	22	23	24

B135

109	110	25	26	27	28	29	30	31
111	112	32	33	34	35	36	37	38
113	114	39			40	41	42	43
115	116	44			45	46	47	48

B134

117	118	49	50	51	52	53	54	55
119	120	56	57	58	59	60	61	62
121	122	63			64	65	66	67
123	124	68			69	70	71	72

Classification	Position to inspect		Measuring terminal		Voltage (V)		Remark
			Terminal number	Wire color	IG SW ON (E/G stopped)	Idling	
Input	ECU power source		117	YL	10 ~ 13	13 ~ 14	
	Ignition switch		121	GR	10 ~ 13	13 ~ 14	
	Sensor power source		60	RB	5	5	
	Airflow sensor	Signal	55	G	1.0	1.0 ~ 1.7	
		Ground	124	BG	0	0	
	O ₂ sensor		65	W	Less than 0.7	Varies between 0.01 ~ 0.9	
	Crank angle sensor	+	50	W	0	Crank angle sensor waveform	Inspection using an oscilloscope
		Ground	63	LgB	0	0	Used in common with cam angle sensor
	Cam angle sensor (+)		51	R	0	Cam angle sensor waveform	Inspection using an oscilloscope
	Water temperature sensor		70	BrW	0.6 ~ 4.5	0.6 (90 °C)	
	Knock sensor		72	W	2.5	2.5	
	Throttle sensor		66	LgY	Fully closed: 0.5 Fully opened: 4.3	0.5	
	Absolute pressure sensor		49	YW	2.3 ~ 2.7	1.4 ~ 1.6	
	Differential pressure sensor		62	LG	2	2	
	Vehicle speed sensor		48	GB	0 or 5	0 or 5	
	Air conditioning switch		37	PW	OFF: 0 ON: 10 ~ 13	OFF: 0 ON: 13 ~ 14	
	Starter switch		30	WG	0	0	
	Neutral switch		45	WB	N: 5, other than N: 0	N: 5, other than N: 0	When cranking 9 ~ 12
	Power steering switch		31	PB	ON: 0 OFF: 5	ON: 0 OFF: 5	(Reverse polarity for MT-AT)
	Torque down 1		29	P	5	5	
	Torque down 2		36	WR	↑	↑	AT vehicles only
	Small light switch		41	BW	ON: 0 OFF: 0 ~ 13	ON: 0 OFF: 13 ~ 14	↑
	Blower fan switch		38	VY	↑	↑	
	Rear defogger switch		43	VG	↑	↑	
	VDC	AEB	42	YB	↑	↑	VDC vehicles only
		AEC	46	OrB	↑	↑	↑
		AET	47	BrR	VDC vehicles: 5 Others: 0	VDC vehicles: 5 Others: 0	

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Classification	Terminal to inspect		Measuring terminal		Voltage (V)		Remark	
			Terminal number	Wire color	IG SW ON (E/G stopped)	Idling		
Output	Injector	#1	108	Br	10 ~ 13	13 ~ 14		
		#2	107	Lg	↑	↑		
		#3	105	LR	↑	↑		
		#4	103	LB	↑	↑		
	Ignition signal	#1	1	RY	0	Ignition control waveform	Inspection using oscilloscope	
		#2	8	YV	↑	↑		
		#3	15	RB	↑	↑		
		#4	20	BOr	↑	↑		
	ISC valve	1	10	BR	0 or 10 ~ 13	0 or 13 ~ 14		
		2	3	OrG	↑	↑		
		3	9	LW	↑	↑		
		4	2	GY	↑	↑		
	Canister purge solenoid		25	RG	OFF: 10 ~ 13	0 or 13 ~ 14	Inspection in D check mode	
	Super charge pressure solenoid		19	BY	OFF: 10 ~ 13	OFF: 13 ~ 14		
	Exhaust valve duty solenoid		13	WOr	↑	↑		
	Relief valve 1 solenoid		110	GY	↑	↑		
	Relief valve 2 solenoid		109	L	↑	↑		
	Exhaust valve (positive pressure) solenoid		7	OrL	↑	↑		
	Exhaust valve (negative pressure) solenoid		14	BrL	↑	↑		
	Inlet valve solenoid		6	LB	↑	↑		
	Atmospheric pressure change over solenoid		24	BrB	↑	↑		
	Muffler control		5	OrL	OFF: 2 ~ 4	OFF: 2 ~ 4		
	Radiator fan relay		1	4	RL	ON: 0	ON: 0	
			2	11	GR	OFF: 10 ~ 13	OFF: 13 ~ 14	
	Fuel pump control		27	Lg	OFF: 0	1.7		
	Air conditioning relay		16	LOr	10 ~ 13	ON: 0 OFF: 13 ~ 14		
	Check engine lamp		22	RW	ON:0	OFF: 13 ~ 14		
	Engine revolution		34	OrW	10 ~ 13	ON/OFF pulse		
	Intake air volume		54	Or	1.0	1.0 ~ 1.7	AT vehicles only	
	Torque down inhibition		33	Y	0	0 or 13 ~ 14	↑	
	VDC	EAC	39	R	10 ~ 13	13 ~ 14	VDC vehicles only	
		EAS	44	L	↑	↑	↑	
Alternator control		18	BR	4 ~ 5	4 ~ 5			
Injector ground		101	BP	0	0			
Power line ground		102	BW	0	0			
Ignition ground		104	B	0	0			

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Input/output diagram (2.0 I turbo vehicles)

