

# ENGINE CONTROL (5VZ-FE)

## SYSTEM OUTLINE

The engine control system utilizes a microcomputer and maintains overall control of the engine, transmission, etc. An outline of engine control is given here.

### 1. INPUT SIGNAL

- (1) Engine coolant temp. signal system  
The engine coolant temp. sensor detects the engine coolant temp. and has a built-in thermistor with a resistance which varies according to the engine coolant temp. The engine coolant temp. is input as a control signal to **TERMINAL THW** of the engine control module.
- (2) Heated oxygen sensor signal system  
The oxygen density in the exhaust emissions is detected and input as a control signal to **TERMINAL OX1** or **OX2** of the engine control module. To maintain stable detection performance by the heated oxygen sensor, the heated oxygen sensors are warmed. The heater is also controlled by the engine control module (**HT1** or **HT2**).
- (3) RPM signal system  
Camshaft position and crankshaft position are detected by the camshaft position sensor and crankshaft position sensor, camshaft position is input as a control signal to **TERMINAL G+** of the engine control module, and engine RPM is input to **TERMINAL NE+**.
- (4) Throttle signal system  
The throttle position sensor detects the throttle valve opening angle, which is input as a control signal to **TERMINAL VTA** of the engine control module.
- (5) Vehicle speed signal system  
The vehicle speed sensor detects the vehicle speed and input to ABS speed sensor of the ABS ECU from ABS ECU to **TERMINAL SP1** of the engine control module.
- (6) A/C SW signal system  
The operating voltage of the A/C magnetic clutch is detected and input as a control signal to **TERMINAL AC1** of the engine control module.
- (7) Battery signal system  
Voltage is constantly applied to **TERMINAL BATT** of the engine control module. When the ignition SW is turned to on, voltage for engine control module operation is applied via the EFI relay to **TERMINAL +B** of the engine control module.
- (8) Intake air volume signal system  
Intake air volume is detected by the mass air flow meter and a signal is input into **TERMINAL VG** of the engine control module as a control signal.
- (9) Stop light SW signal system  
The stop light SW is used to detect whether or not the vehicle is braking and the information is input as a control signal to **TERMINAL BK** of the engine control module.
- (10) Starter signal system  
To confirm that the engine is cranking, the voltage applied to the starter motor during cranking is detected and is input as a control signal to **TERMINAL STA** of the engine control module.
- (11) Engine knock signal system  
Engine knocking is detected by the knock sensor no. 1 and no. 2 and the signals are input to **TERMINALS KNK1** and **KNK2** of the engine control module.
- (12) 4WD signal system (4WD)  
Whether or not the vehicle is operating in 4WD module is determined and a control signal is input to **TERMINAL 4WD** of the engine control module.
- (13) Intake air temp. signal circuit  
The intake air temp. sensor is installed in the mass air flow meter and detects the intake air temp. which is input as a control signal into **TERMINAL THA** of the engine control module.

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## 2. CONTROL SYSTEM

### \* SFI system

The SFI system monitors the engine conditions through the signals each sensor (Input signals (1 to 13)) inputs to the engine control module. Based on this data and the program memorized in the engine control module, the most appropriate fuel injection timing is detected and current is output to **TERMINALS #10, #20, #30, #40, #50 AND #60** of the engine control module, causing the injectors to operate (to inject fuel). It is this system which, through the work of the engine control module, finely controls fuel injection in response to driving conditions.

### \* ESA system

The ESA system monitors the engine conditions using the signals (Input signals (1, 3, 4 to 6, 8, 10, 11)) input to the engine control module from each sensor. Based on this data and the program memorizes in the engine control module, the most appropriate ignition timing is decided and current is output to **TERMINALS IGT1, IGT2 and IGT3** of the engine control module. This output controls the igniter to produce the most appropriate ignition timing for the driving conditions.

### \* Heated oxygen sensor heater control system

The heated oxygen sensor heater control system turns the heater to on when the intake air volume is low (Temp. of exhaust emissions is low). And warms up the heated oxygen sensors to improve detection performance of the sensors. The engine control module evaluates the signals from each sensor (Input signals (1, 3, 7, 8, 10)) current is output to **TERMINAL HT1 or HT2** and controls the heater.

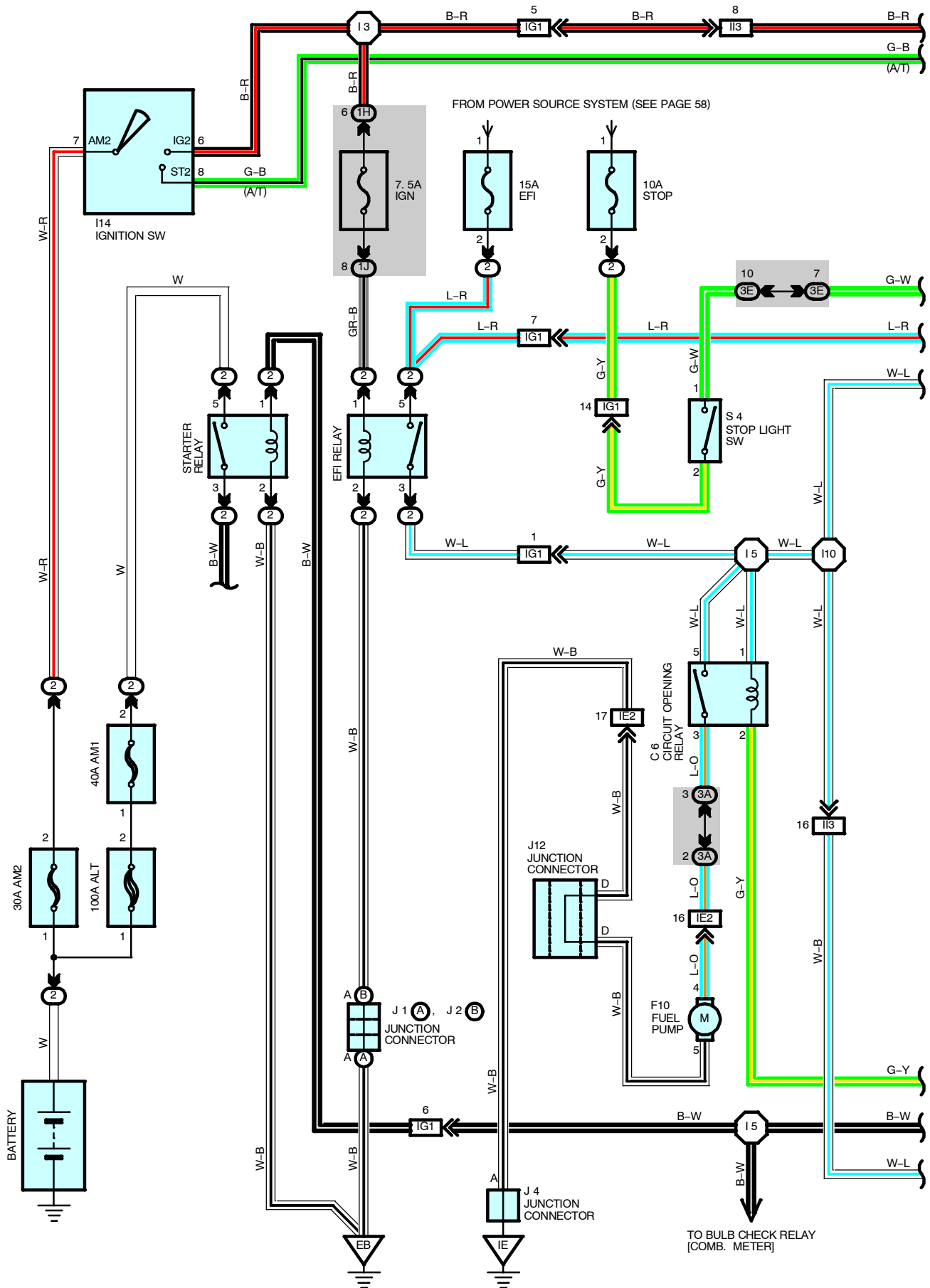
## 3. DIAGNOSIS SYSTEM

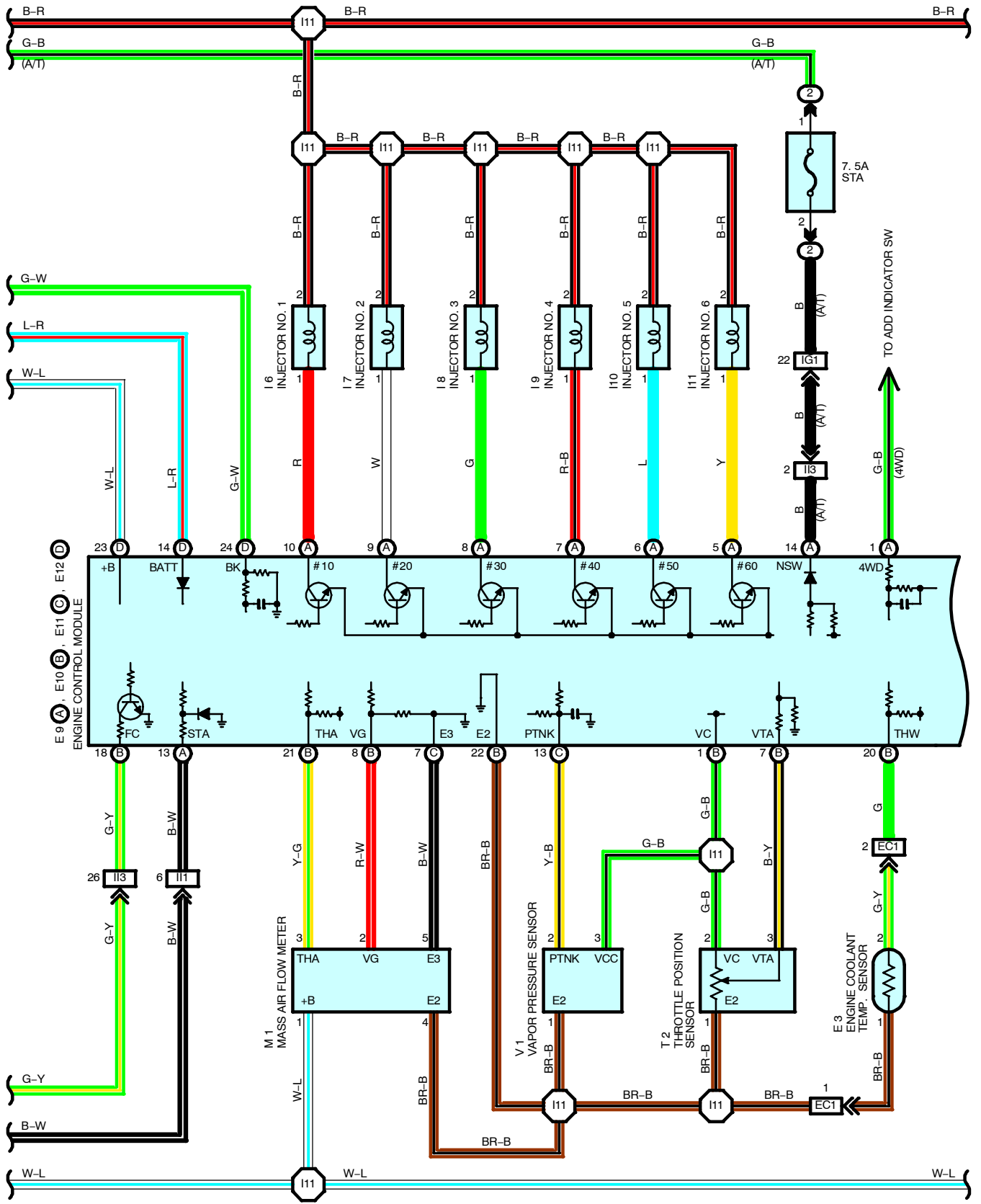
With the diagnosis system, when there is a malfunction in the ECU signal system, the malfunctioning system is recorded in the memory. The malfunctioning system can then be found by reading the display (Code) of the malfunction indicator lamp.

## 4. FAIL- SAFE SYSTEM

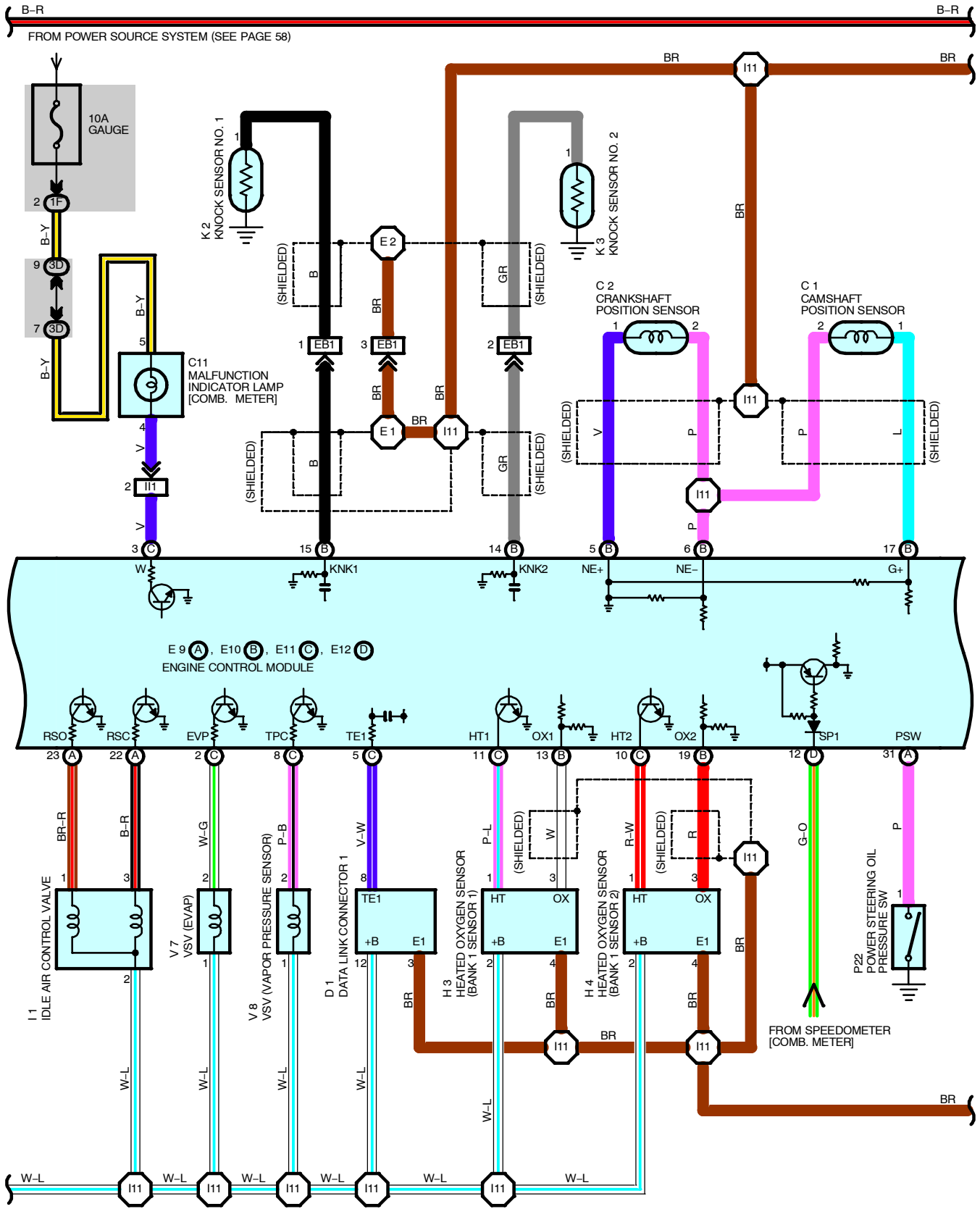
When a malfunction occurs in any system, if there is a possibility of engine being caused by continued control based on the signals from that system, the fail-safe system either controls the system by using data (Standard values) recorded in the engine control module memory or else stops the engine.

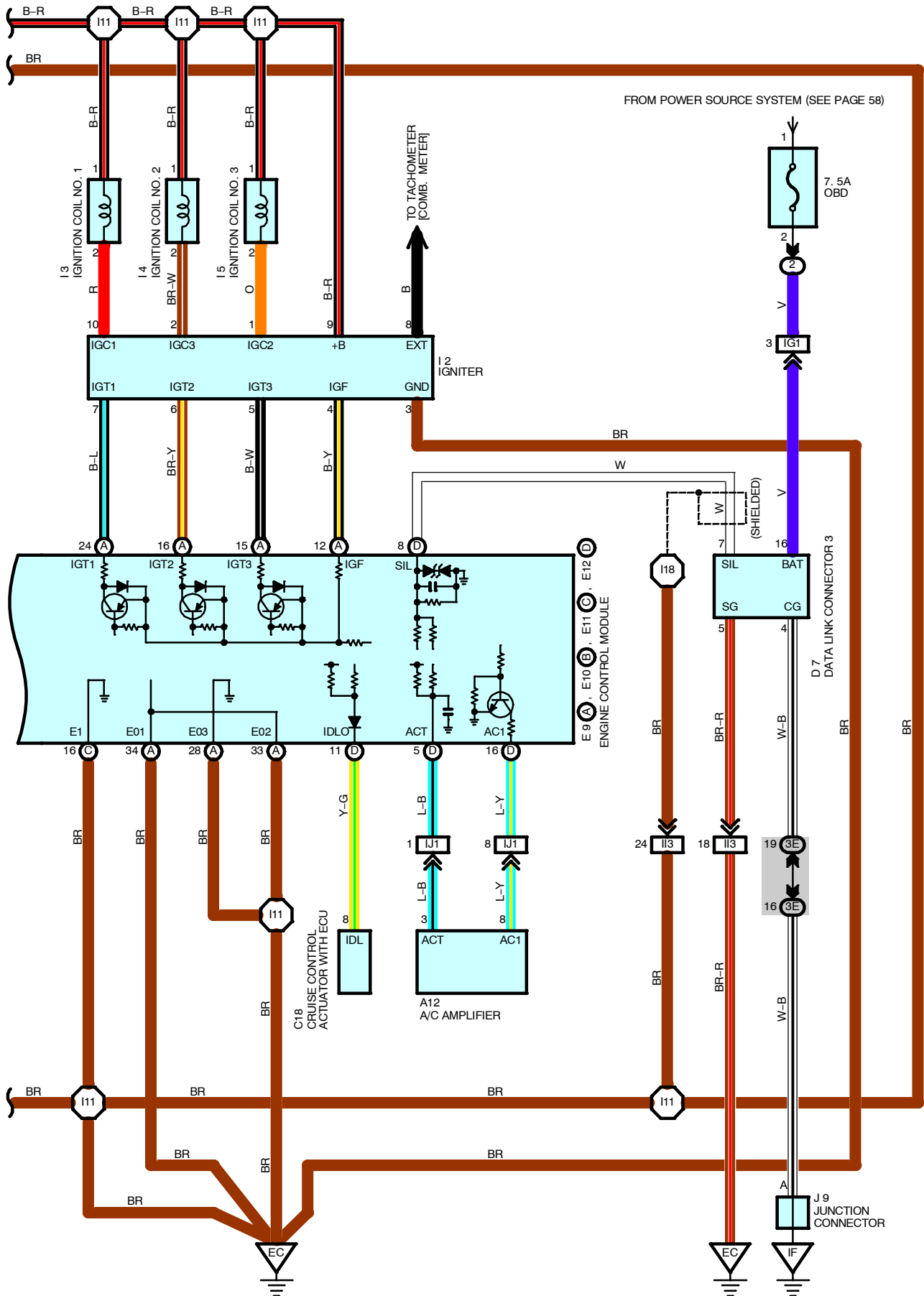
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## SERVICE HINTS

### EFI RELAY [ENGINE ROOM R/B]

5-3 : Closed with ignition SW at **ON** or **ST** position

### C6 CIRCUIT OPENING RELAY

5-3 : Closed with starter running or ignition SW at **ON** position

### I6, I7, I8, I9, I10, I11 INJECTOR

1-2 : **13.4-14.2** Ω

### T2 THROTTLE POSITION SENSOR

1-2 : **2.5-5** kΩ

### E3 ENGINE COOLANT TEMP. SENSOR

1-2 : **10-20** kΩ (-20°C, -4°F)

**4-7** kΩ (0°C, 32°F)

**2-3** kΩ (20°C, 68°F)

**0.9-1.3** kΩ (40°C, 104°F)

**0.4-0.7** kΩ (60°C, 140°F)

**0.2-0.4** kΩ (80°C, 176°F)

### E9 (A), E10 (B), E11 (C), E12 (D) ENGINE CONTROL MODULE

Voltage at engine control module wiring connectors

+B-E1: **9-14** volts (Ignition SW on)

BATT-E1: **9-14** volts (Always)

VC-E2: **4.5-5.5** volts (Ignition SW on)

VTA-E2: Approx. **0.6** volts (Ignition SW on and throttle valve fully closed)  
Approx. **4** volts (ignition SW on and throttle valve fully open)

STA-E1: **6** volts or more (Ignition SW at **ST** position)

W-E1: **9-14** volts (No trouble and engine running)

THW-E1: **0.2-1.0** volts (Ignition SW on and coolant temp. **80°C, 176°F**)

SP1-E1: Pulse generation with vehicle moving

BK-E1: **7.5-14** volts (Stop light SW on)

IGT1, IGT2, IGT3-E1 : Pulse generation (Cranking or idling)

#10, #20, #30, #40, #50, #60-E1 : **9-14** volts (Ignition SW on)

### RESISTANCE AT ECU WIRING CONNECTOR

(Disconnect wiring connector)

THW-E2: **0.2-0.4** kΩ (Coolant temp. **80°C, 176°F**)

NE+-E2: **140-180** Ω

## ○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A12	<a href="#">30</a>	H3	<a href="#">26 (5VZ-FE)</a>	J1   A	<a href="#">27 (5VZ-FE)</a>
C1	<a href="#">26 (5VZ-FE)</a>	H4	<a href="#">26 (5VZ-FE)</a>	J2   B	<a href="#">27 (5VZ-FE)</a>
C2	<a href="#">26 (5VZ-FE)</a>	I1	<a href="#">27 (5VZ-FE)</a>	J4	<a href="#">31</a>
C6	<a href="#">30</a>	I2	<a href="#">27 (5VZ-FE)</a>	J9	<a href="#">31</a>
C11	<a href="#">30</a>	I3	<a href="#">27 (5VZ-FE)</a>	J12	<a href="#">32</a>
C18	<a href="#">26 (5VZ-FE)</a>	I4	<a href="#">27 (5VZ-FE)</a>	K2	<a href="#">27 (5VZ-FE)</a>
D1	<a href="#">26 (5VZ-FE)</a>	I5	<a href="#">27 (5VZ-FE)</a>	K3	<a href="#">27 (5VZ-FE)</a>
D7	<a href="#">30</a>	I6	<a href="#">27 (5VZ-FE)</a>	M1	<a href="#">27 (5VZ-FE)</a>
E3	<a href="#">26 (5VZ-FE)</a>	I7	<a href="#">27 (5VZ-FE)</a>	P22	<a href="#">27 (5VZ-FE)</a>
E9   A	<a href="#">31</a>	I8	<a href="#">27 (5VZ-FE)</a>	S4	<a href="#">31</a>
E10   B	<a href="#">31</a>	I9	<a href="#">27 (5VZ-FE)</a>	T2	<a href="#">27 (5VZ-FE)</a>
E11   C	<a href="#">31</a>	I10	<a href="#">27 (5VZ-FE)</a>	V1	<a href="#">27 (5VZ-FE)</a>
E12   D	<a href="#">31</a>	I11	<a href="#">27 (5VZ-FE)</a>	V7	<a href="#">27 (5VZ-FE)</a>
F10	<a href="#">32</a>	I14	<a href="#">31</a>	V8	<a href="#">27 (5VZ-FE)</a>

 : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
2	<a href="#">20 (USA)</a>	Engine Room R/B (Engine Compartment Left)
	<a href="#">21 (Canada)</a>	

 : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1F	<a href="#">22</a>	Cowl Wire and Driver Side J/B (Lower Finish Panel)
1H	<a href="#">22</a>	Engine Room Main Wire and Driver Side J/B (Lower Finish Panel)
1J		
3A	<a href="#">24</a>	Cowl Wire and Center J/B (Near the Steering Column Tube)
3D		
3E		

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EB1	<a href="#">36 (5VZ-FE)</a>	Sensor Wire and Engine Wire (Front Side of Cylinder Head Cover Right)
EC1	<a href="#">36 (5VZ-FE)</a>	Engine Wire and Water Temp. Sensor Wire (Front Side of Cylinder Head Cover Right)
IE2	<a href="#">40</a>	Cowl Wire and Floor No.2 Wire (Left Kick Panel)
IG1	<a href="#">40</a>	Engine Room Main Wire and Cowl Wire (Left Kick Panel)
II1	<a href="#">40</a>	Engine Wire and Cowl Wire (On the Glove Box)
II3		
IJ1	<a href="#">40</a>	Cowl Wire and A/C Sub Wire (Near the A/C Unit)

 : GROUND POINTS

Code	See Page	Ground Points Location
EB	<a href="#">36 (5VZ-FE)</a>	Front Left Fender
EC	<a href="#">36 (5VZ-FE)</a>	Intake Manifold Left
IE	<a href="#">40</a>	Cowl Side Panel LH
IF	<a href="#">40</a>	Cowl Side Panel RH

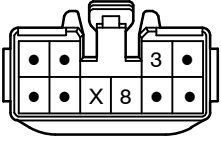
 : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	<a href="#">36 (5VZ-FE)</a>	Engine Wire	I10	<a href="#">40</a>	Cowl Wire
E2	<a href="#">36 (5VZ-FE)</a>	Sensor Wire	I11	<a href="#">40</a>	Engine Wire
I3	<a href="#">40</a>	Engine Room Main Wire	I18	<a href="#">40</a>	Cowl Wire
I5	<a href="#">40</a>	Cowl Wire			



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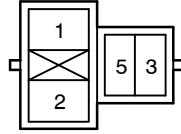
A12 BLACK



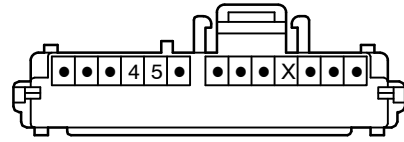
C1, C2 BLACK



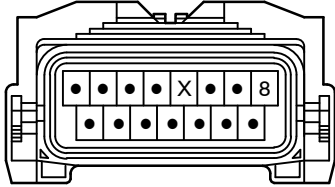
C6



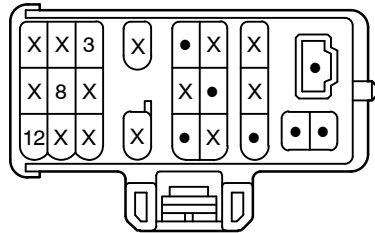
C11 BLUE



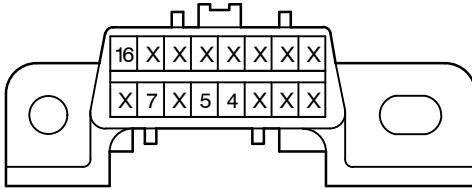
C18 BLACK



D1 BLACK



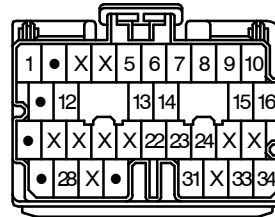
D7 BLACK



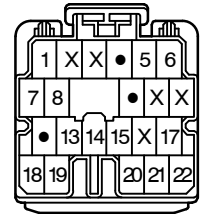
E3 DARK GRAY



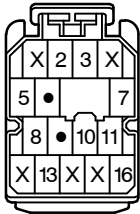
E9 (A)



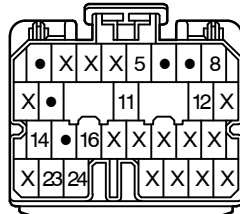
E10 (B)



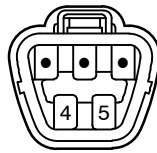
E11 (C)



E12 (D)



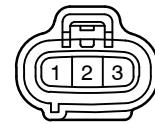
F10 DARK GRAY



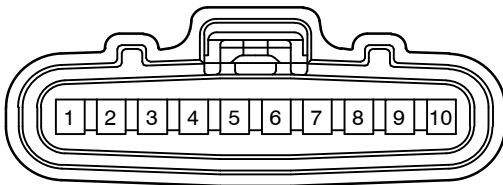
H3, H4 DARK GRAY



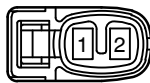
I1 GRAY



I2 BLACK



I3, I4, I5 BLACK



I6, I7, I8 GRAY



I9, I10, I11 GRAY

