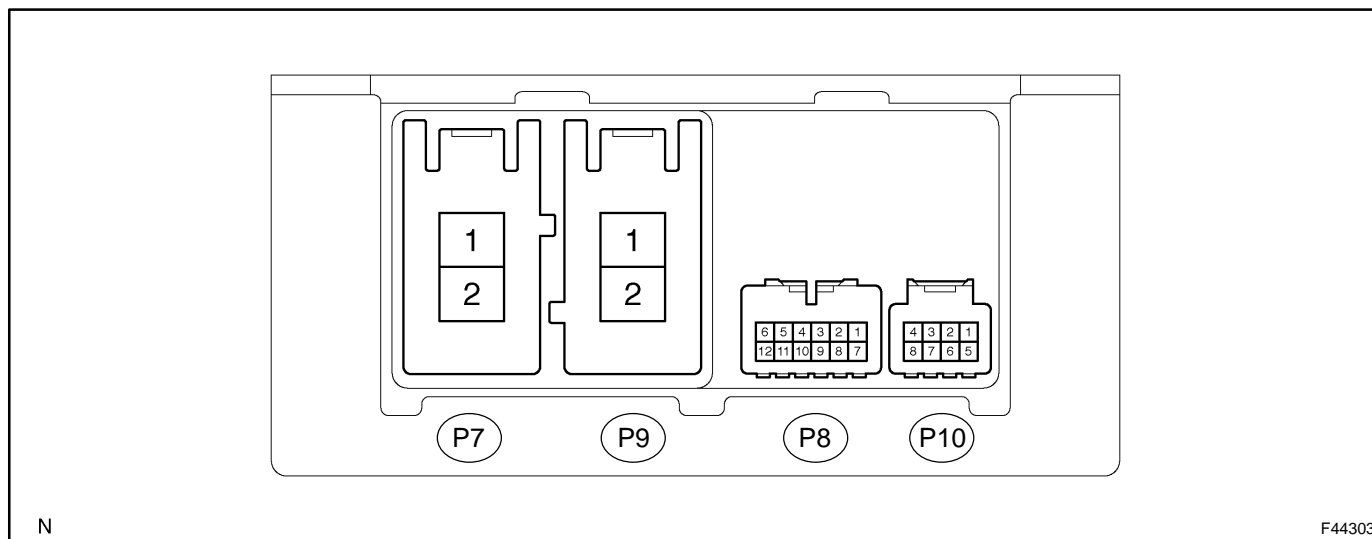
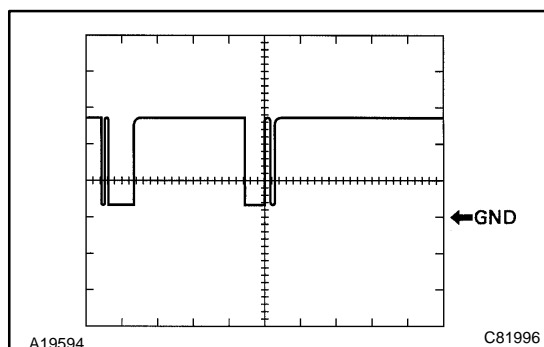


TERMINALS OF ECU



Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
PIG (P7-1) – PGND (P7-2)	W – W-B	EPS fuse	Always	10 to 16 V
PGND (P7-2) – Body ground	W-B – Body ground	Body ground	Always	Below 1 Ω
M1 (P9-1) – PGND (P7-2)	R – W-B	Power steering motor	<ul style="list-style-type: none"> • With power switch on (IG), turn the steering wheel to left • With power switch on (IG), turn the steering wheel to right 	Below 1 V 10 to 16 V
M2 (P9-2) – PGND (P7-2)	B – W-B	Power steering motor	<ul style="list-style-type: none"> • With power switch on (IG), turn the steering wheel to left • With power switch on (IG), turn the steering wheel to right 	10 to 16 V Below 1 V
CANH (P8-1) – CANL (P8-7)	B – W	CAN BUS	Power switch is off	108 to 132 Ω
SIL (P8-2) – PGND (P7-2)	W – W-B	DLC3	Communication is established by connecting the intelligent tester II to the DLC3	Pulse generation (See waveform 1)
IG (P8-6) – PGND (P7-2)	B – W-B	ECU-IG fuse	Power switch is on (IG)	10 to 16 V
TRQ1 (P10-5) – PGND (P7-2)	B – W-B	Torque sensor	With power switch on (IG), turn the steering wheel to left and right	0.3 to 4.7 V
TRQV (P10-6) – PGND (P7-2)	Y – W-B	Torque sensor	Power switch is on (IG)	7.5 to 8.5 V
TRQ2 (P10-7) – PGND (P7-2)	R – W-B	Torque sensor	With power switch on (IG), turn the steering wheel to left and right	0.3 to 4.7 V
TRQG (P10-8) – PGND (P7-2)	W – W-B	Torque sensor	Always	Below 1 Ω



Waveform 1

Reference:

Terminal	SIL – Body ground
Tool setting	5 V/DIV, 1 ms/DIV
Condition	Communication is established by connecting the intelligent tester II to the DLC3