

Monday, April 19, 2010
3:04 PM



00 GT ECU
Pinout

Inserted from: <[file:///C:/Documents and Settings/Dale Mellinger/Desktop/pinouts/00 GT ECU Pinout.MDI](file:///C:/Documents%20and%20Settings/Dale%20Mellinger/Desktop/pinouts/00%20GT%20ECU%20Pinout.MDI)>

Vehicle: Connector Views

System Diagram

TERMINAL NO. <M/T>	TERMINAL NO. <A/T>	INSPECTION ITEM	NORMAL CONDITION (INSPECTION CONDITION)
1 - 41	1 - 41	No.1 injector	13 - 16 Ω [at 20°C (68°F)]
9 - 41	9 - 41	No.2 injector	
24 - 41	24 - 41	No.3 injector	
2 - 41	2 - 41	No.4 injector	
10 - 41	10 - 41	No.5 injector	
25 - 41	25 - 41	No.6 injector	
3 - 41	3 - 41	Heated oxygen sensor heater (front) <Federal>	11 - 18 Ω [at 20°C (68°F)]
		Left bank heated oxygen sensor heater (front) <California>	4.5 - 8.0 Ω [at 20°C (68°F)]
4 - 41	4 - 41	Right bank heated oxygen sensor heater (front) <California>	4.5 - 8.0 Ω [at 20°C (68°F)]
6 - 41	6 - 41	EGR solenoid	29 - 35 Ω [at 20°C (68°F)]
14 - 41	14 - 41	Stepper motor coil (A1)	28 - 33 Ω [at 20°C (68°F)]
28 - 41	28 - 41	Stepper motor coil (A2)	
15 - 41	15 - 41	Stepper motor coil (B1)	
29 - 41	29 - 41	Stepper motor coil (B2)	
26 - 41	26 - 41	Heated oxygen sensor heater (rear) <Federal>	11 - 18 Ω [at 20°C (68°F)]
		Left bank heated oxygen sensor heater (rear) <California>	
27 - 41	27 - 41	Right bank heated oxygen sensor heater (rear) <California>	11 - 18 Ω [at 20°C (68°F)]
16 - 41	34 - 41	Evaporative emission purge solenoid	30 - 34 Ω [at 20°C (68°F)]
35 - 41	35 - 41	Evaporative emission ventilation solenoid	17 - 21 Ω [at 20°C (68°F)]

Part 1 Of 2

TERMINAL NO. <M/T>	TERMINAL NO. <A/T>	INSPECTION ITEM	NORMAL CONDITION (INSPECTION CONDITION)
46 – Body ground	42 – Body ground	ECM or PCM ground	Continuity (0 Ω)
58 – Body ground	48 – Body ground	ECM or PCM ground	
44 – 57	44 – 57	Engine coolant temperature	5.1 – 6.5 k Ω [when engine coolant temperature is 0°C (32°F)]
			2.1 – 2.7 k Ω [when engine coolant temperature is 20°C (68°F)]
			0.9 – 1.3 k Ω [when engine coolant temperature is 40°C (104°F)]
			0.26 – 0.36 k Ω [when engine coolant temperature is 80°C (176°F)]
67 – Body ground	59 – Body ground	Park/neutral position switch	Continuity (when selector lever is at "P" or "N")
			No continuity (when selector lever is at "D", "3", "2", "L" or "R")
62 – 57	64 – 57	Intake air temperature sensor	5.3 – 6.7 k Ω [when intake air temperature is 0°C (32°F)]
			2.3 – 3.0 k Ω [when intake air temperature is 20°C (68°F)]
			1.0 – 1.5 k Ω [when intake air temperature is 40°C (104°F)]
			0.30 – 0.42 k Ω [when intake air temperature is 80°C (176°F)]

Part 2 Of 2

<M/T>

1	2	3	4		5	6	7	8	41	42	43	44		45	46	47	71	72	73	74		75	76	77
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	48	49	50	51	52	53	54	55	56	57
24	25	26	27	28	29	30	31	32	33	34	35	60	61	62	63	64	65	66	67	68	69	91	92	93
																						94	95	96
																						97	98	99
																						100		

7FU2462

<A/T>

1	2	3	4		5	6	7	8	41	42	43		44	45	46	71	72	73	74		75	76	77	101	102	103	104		105	106	107																																											
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	47	48	49	50	51	52	53	54	55	56	57	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120						
24	25	26	27	28	29	30	31	32	33	34	35	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120

7FU2459

ECM <M/T> Or PCM <A/T> Connector Terminal Arrangement

TERMI- NAL NO. <M/T>	TERMI- NAL NO. <A/T>	INSPECTION ITEM	INSPECTION CONDITION (ENGINE CONDITION)	NORMAL CONDITION
1	1	No.1 injector	<ul style="list-style-type: none"> Engine: warming up, idling Suddenly depress the accelerator pedal 	From 11 – 14 V momentarily drops slightly
9	9	No.2 injector		
24	24	No.3 injector		
2	2	No.4 Injector		
10	10	No.5 injector		
25	25	No.6 injector		
3	3	Heated oxygen sensor heater (front) <Federal> Left bank heated oxygen sensor heater (front) <California>	Engine: warming up, idling	9 – 11 V
			Engine: Revving	9 – 11 V → B+ (momentarily)
4	4	Right bank heated oxygen sensor heater (front) <California>	Engine: warming up, idling	9 – 11 V
			Engine: Revving	B+
6	6	EGR solenoid	Ignition switch: "ON"	B+
			<ul style="list-style-type: none"> Engine: idling Suddenly depress the accelerator pedal. 	From B+ , drops momentarily
8	8	Generator G terminal	<ul style="list-style-type: none"> Engine: warming up, idling (radiator fan: stopped) Headlight: OFF to ON Rear defogger switch: OFF to ON Stop light switch: OFF to ON 	Voltage rises by 0.2 – 3.5 V

Part 1 Of 5

TERMI- NAL NO. <M/T>	TERMI- NAL NO. <A/T>	INSPECTION ITEM	INSPECTION CONDITION (ENGINE CONDITION)	NORMAL CONDITION
52	54	Generator FR terminal	<ul style="list-style-type: none"> Engine: warming up, idling (radiator fan: stopped) Headlight: OFF to ON Rear defogger switch: OFF to ON Stop light switch: OFF to ON 	Voltage drops
11	11	Ignition power transistor	Engine: 3,000 r/min	0.3 – 3.0 V
14	14	Stepper motor coil <A1>	<ul style="list-style-type: none"> Engine: warming up, idling A/C switch: OFF → ON Headlight switch: OFF → ON 	B+ ↔ 1 V or less (changes repeatedly)
28	28	Stepper motor coil <A2>		
15	15	Stepper motor coil <B1>		
29	29	Stepper motor coil <B2>		
18	18	Fan controller	Radiator fan and A/C condenser fan are not operating	0 – 0.3 V
			Radiator fan and A/C condenser fan are operating	0.7 V or more
19	19	Volume air flow sensor reset signal	Engine: idling	0 – 1 V
			Engine: 3,000 r/min	6 – 9 V
21	21	Fuel pump relay	Ignition switch: "ON"	B+
			Engine: idling	0 – 3V
20	20	A/C compressor clutch relay	<ul style="list-style-type: none"> Engine: idling A/C switch: OFF → ON (A/C compressor is operating) 	B+ → 1 v or less as A/C clutch cycles
22	22	Service engine soon/malfunction indicator lamp	Ignition switch: "OFF" → "ON"	1 V or less → 9 – 13 V (after several seconds have elapsed)
26	26	Heated oxygen sensor heater (rear) <Federal>	Engine: warming up, idling	1 V or less
		Left bank heated oxygen sensor heater (rear) <California>	Engine: Revving	B+
27	27	Right bank heated oxygen sensor heater (rear) <California>	Engine: warming up, idling	1 V or less
			Engine: Revving	B+
16	34	Evaporative emission purge solenoid	Ignition switch: "ON"	B+
			Engine: warm, 3,000 r/min	3 – 13 V
35	35	Evaporative emission ventilation solenoid	Ignition switch: "ON"	B+
			Carry out the Actuator test to drive the solenoid valve.	For approx. six seconds 1 V or less

TERMI- NAL NO. <M/T>	TERMI- NAL NO. <A/T>	INSPECTION ITEM	INSPECTION CONDITION)	CONDITION (ENGINE	NORMAL CONDITION
59	41	Power supply	Ignition switch: "ON"		B+
45	43	Spark check signal	Engine: 3,000 r/min		8 - 12 V
44	44	Engine coolant temperature sensor	Ignition switch: "ON"	When engine coolant temperature is 0°C (32°F)	3.2 - 3.8 V
				When engine coolant temperature is 20°C (68°F)	2.3 - 2.9 V
				When engine coolant temperature is 40°C (104°F)	1.3 - 1.9 V
				When engine coolant temperature is 80°C (176°F)	0.3 - 0.9 V
43	45	Crankshaft position sensor	Engine: cranking		0.4 - 4.0 V
			Engine: idling		1.5 - 2.5 V
42	46	Sensor supplied voltage	Ignition switch: "ON"		4.5 - 5.5 V
47	47	Power supply	Ignition switch: "ON"		B+
57	49	MFI relay (power supply)	Ignition switch: "OFF"		B+
			Ignition switch: "ON"		1 V or less
54	52	Power steering pressure switch	Engine: warming up, idling	When steering wheel is stationary	B+
				When steering wheel is turned	1 V or less
51	55	Barometric pressure sensor	Ignition switch: "ON"	When altitude is 0 m (0 ft)	3.7 - 4.3 V
				When altitude is 600 m (1,969 ft)	3.4 - 4.0 V
				When altitude is 1,200 m (3,937 ft)	3.2 - 3.8 V
				When altitude is 1,800 m (5,906 ft)	2.9 - 3.5 V
50	56	Camshaft position sensor	Engine: cranking		0.4 - 3.0 V
			Engine: idling		0.5 - 2.0 V
68	58	Ignition switch-ST	Engine: cranking		8 V or more
67	59	Park/neutral position switch	Ignition switch: "ON"	Move the selector lever to "P" or "N."	1 V or less
				Move the selector lever to "D", "3", "2", "L" or "R."	8 - 14 V

Part 3 Of 5

TERMI- NAL NO. <M/T>	TERMI- NAL NO. <A/T>	INSPECTION ITEM	INSPECTION CONDITION	CONDITION (ENGINE)	NORMAL CONDITION
65	61	A/C switch 2	<ul style="list-style-type: none"> Engine: idling Outside air temperature: 25°C or more 	When A/C is maximum cooling condition (when the load by A/C is high)	B+
				When A/C is maximum heating condition (when the load by A/C is low)	1 V or less
62	64	Intake air temperature sensor	Ignition switch: "ON"	When intake air temperature is 0°C (32°F)	3.2 – 3.8 V
				When intake air temperature is 20°C (68°F)	2.3 – 2.9 V
				When intake air temperature is 40°C (104°F)	1.5 – 2.1 V
				When intake air temperature is 80°C (176°F)	0.4 – 1.0 V
61	65	Volume air flow sensor	Engine: idling		2.2 – 3.2 V
			Engine: 2,500 r/min		
60	66	Backup power supply	Ignition switch: "OFF"		B+
71	71	Heated oxygen sensor (front) <Federal> Left bank heated oxygen sensor (front) <California>	<ul style="list-style-type: none"> Engine: warming up, 2,500 r/min (check using a digital voltmeter) 		0 ↔ 0.8 V (changes repeatedly)
72	72	Right bank heated oxygen sensor (front) <California>	<ul style="list-style-type: none"> Engine: warming up, 2,500 r/min (check using a digital voltmeter) 		0 ↔ 0.8 V (changes repeatedly)
73	73	Heated oxygen sensor (rear) <Federal> Left bank heated oxygen sensor (rear) <California>	<ul style="list-style-type: none"> Engine: warming up Revving 		0 and 0.6 – 1.0 V alternates
74	74	Right bank heated oxygen sensor (rear) <California>	<ul style="list-style-type: none"> Engine: warming up Revving 		0 and 0.6 – 1.0 V alternates
78	78	Throttle position sensor	Ignition switch: "ON" (check for smooth voltage increase as throttle is moved from idle position to wide open throttle)	Idling	0.535 – 0.735 V
				Wide open throttle	4.5 – 5.5 V

Part 4 Of 5

TERMI- NAL NO. <M/T>	TERMI- NAL NO. <A/T>	INSPECTION ITEM	INSPECTION CONDITION)	CONDITION (ENGINE	NORMAL CONDITION
79	79	Idle position signal	Ignition switch: "ON"	Set throttle valve to idle position Open throttle slightly	0 – 1 V 4 V or more
80	80	Vehicle speed sensor	<ul style="list-style-type: none"> Ignition switch: "ON" Move the vehicle slowly forward 		0 ↔ 8 –12 V (changes repeatedly)
83	83	A/C switch	Engine: idling	Turn the A/C switch OFF Turn the A/C switch ON (A/C compressor is operating)	1 V or less B+
92	91	Manifold differential pressure sensor	Engine: idling		0.8 – 2.4 V
			<ul style="list-style-type: none"> Engine: idling Suddenly depress the accelerator pedal. 		Rises from 0.8 – 2.4 V suddenly
93	92	Fuel tank differential pressure sensor	Engine: idling		1.2 – 3.8 V
99	98	Ignition switch-IG	Ignition switch: "ON"		B+

Part 5 Of 5