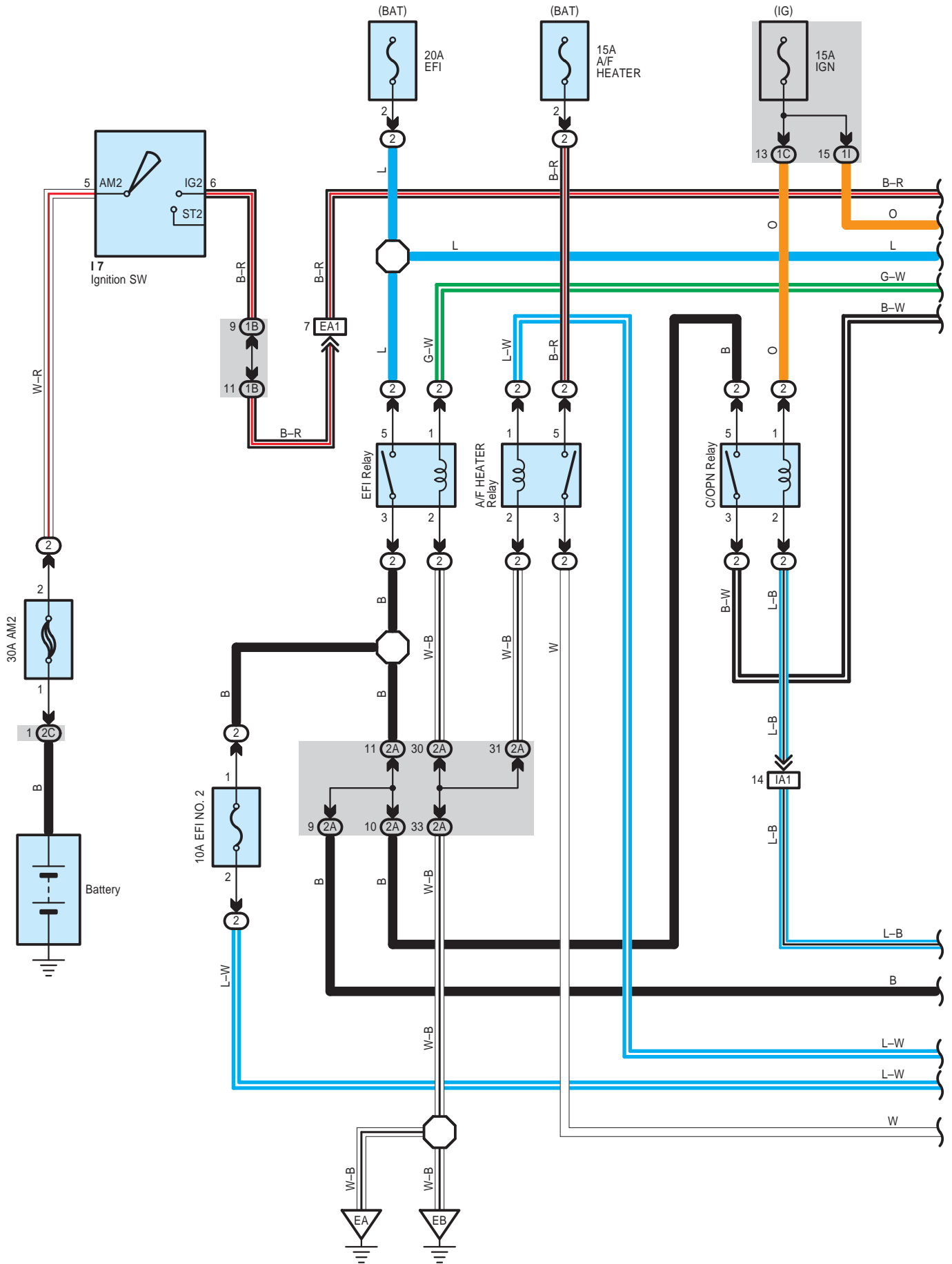
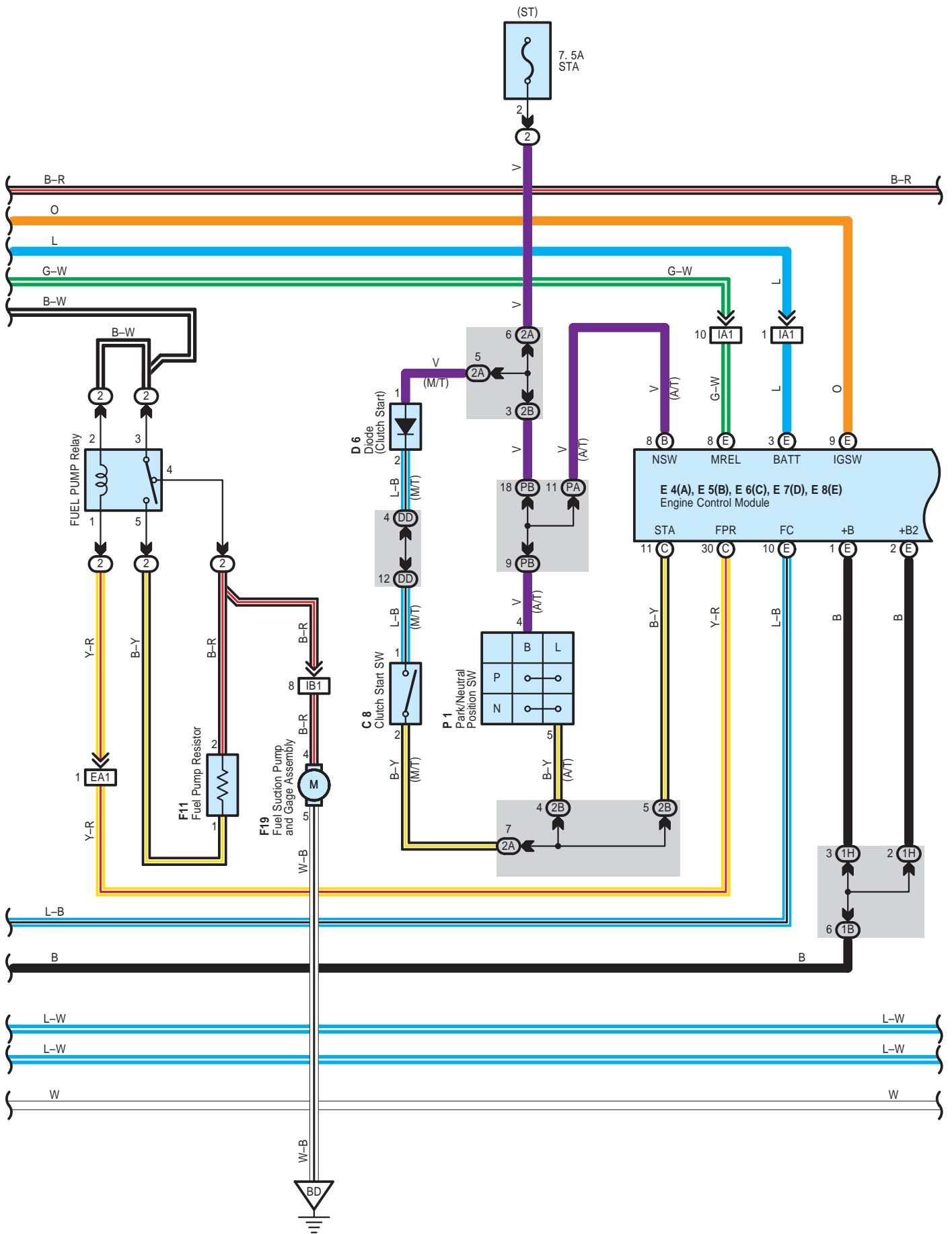


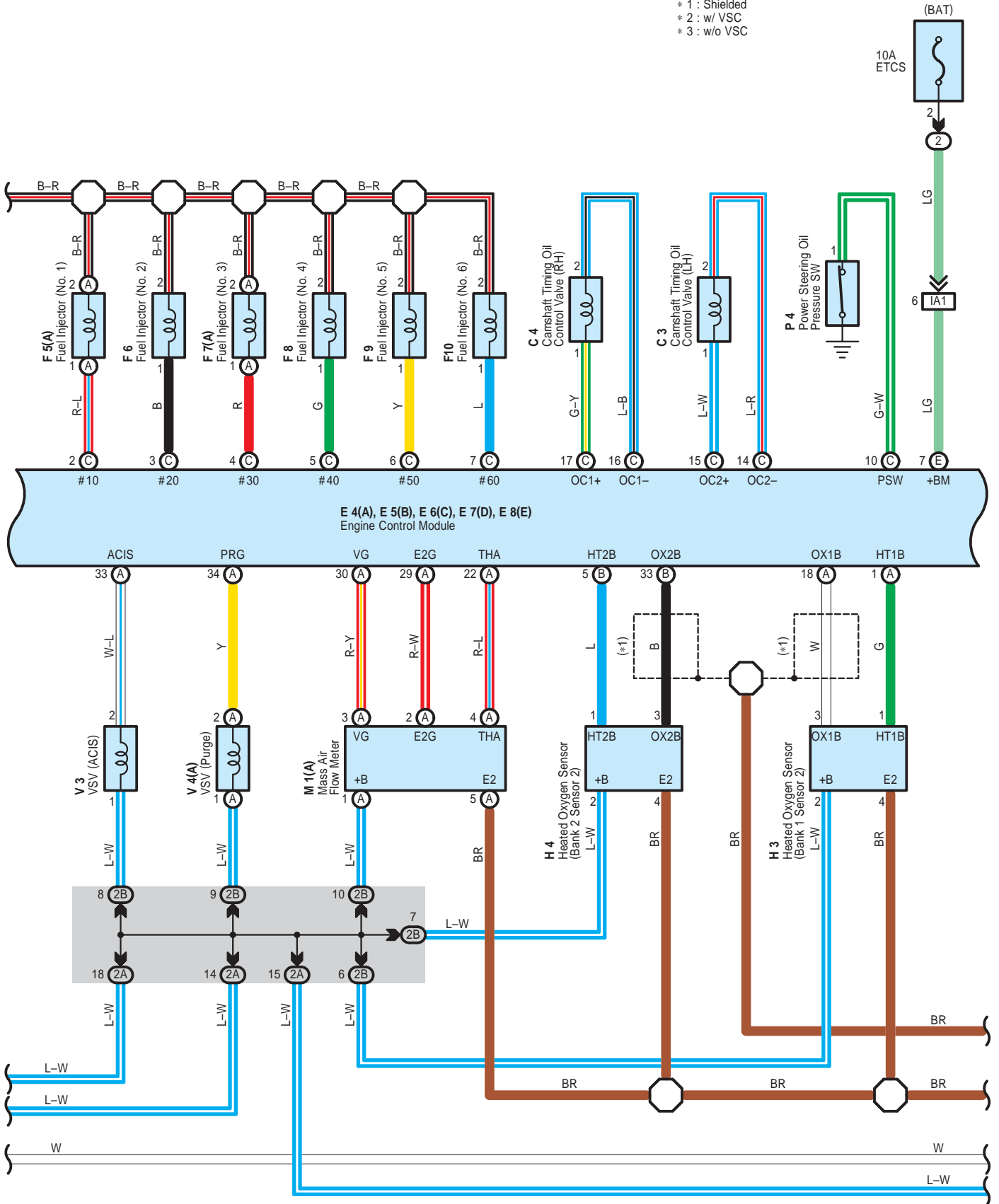
Engine Control for 1GR-FE

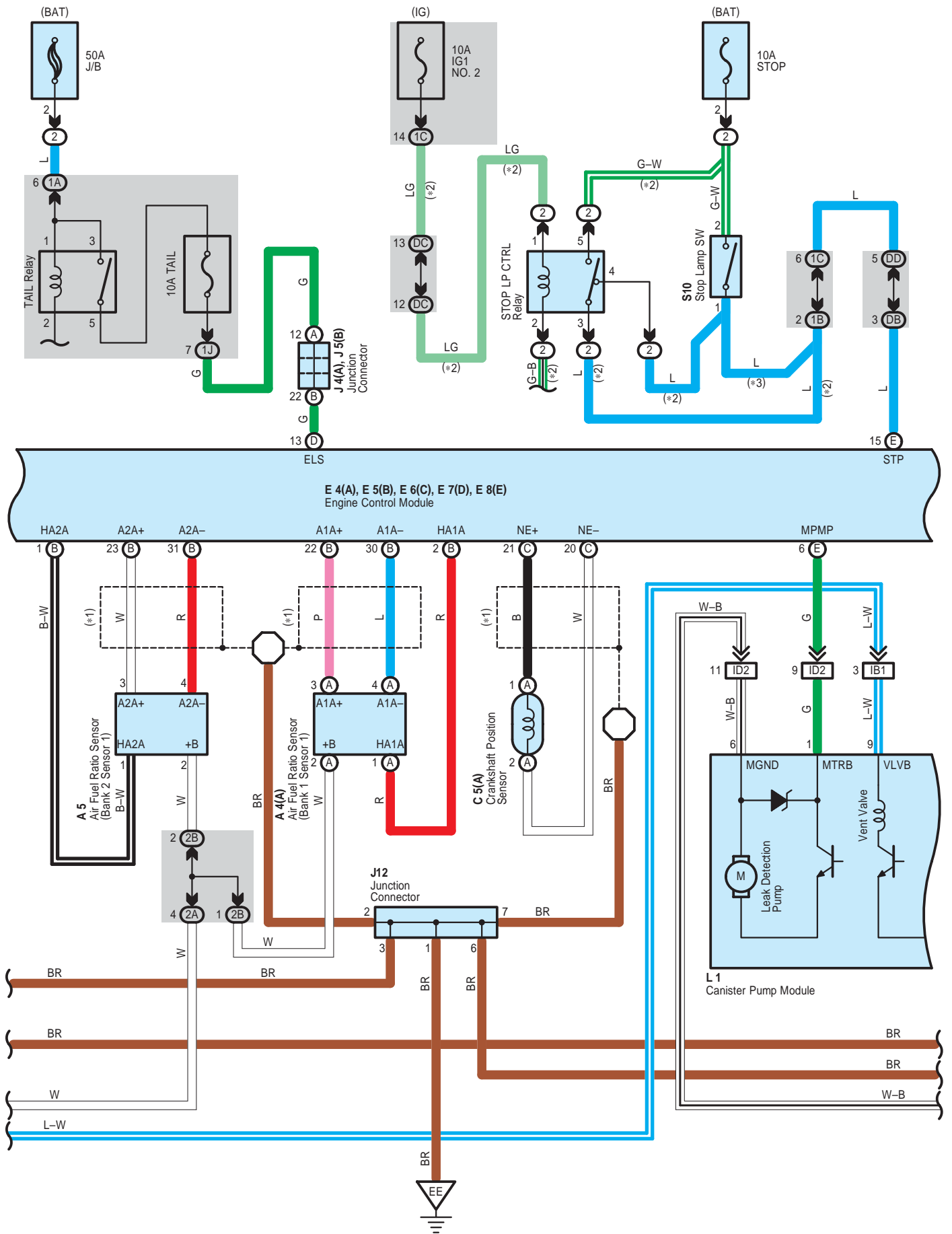




Engine Control for 1GR-FE

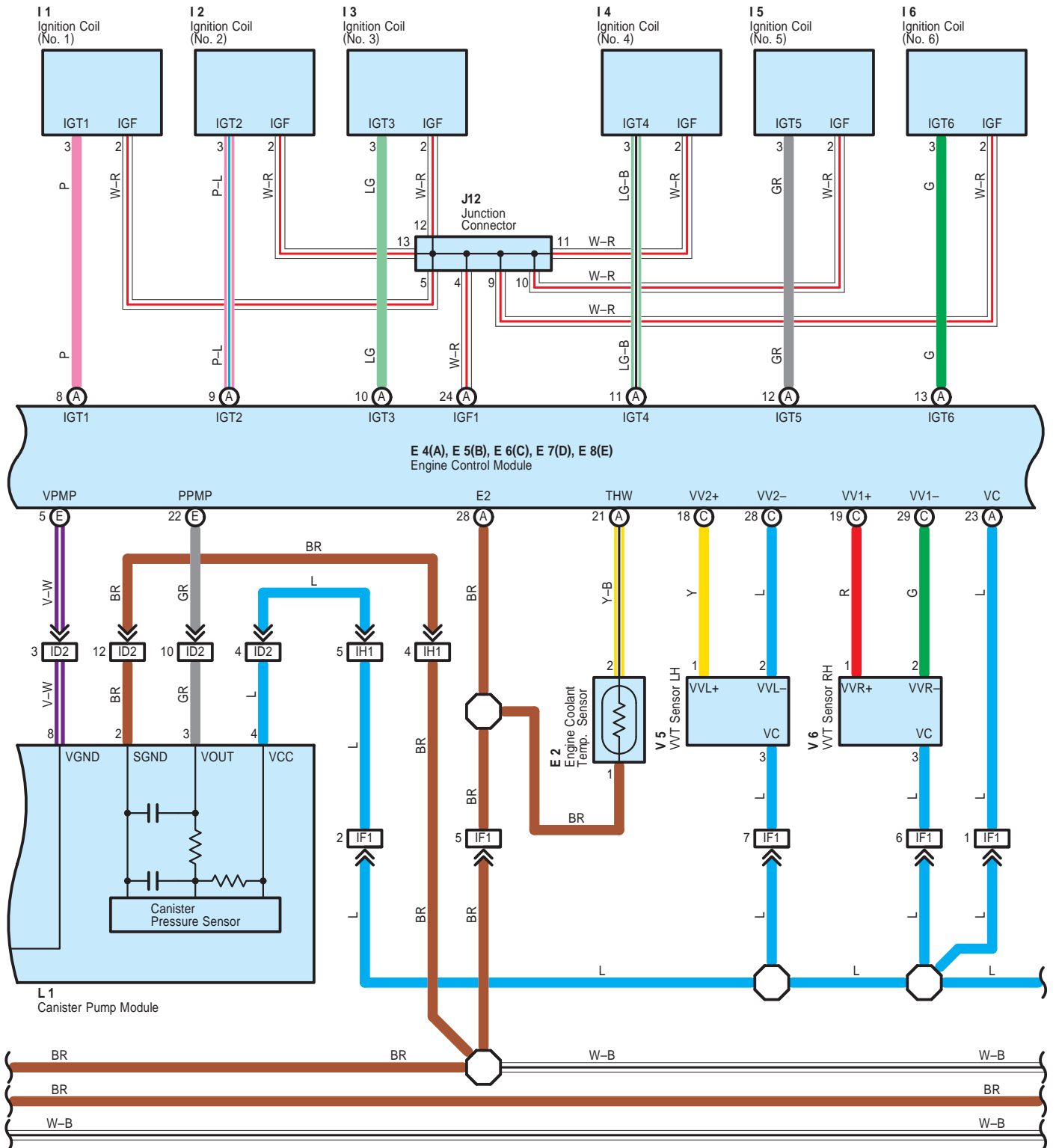
- * 1 : Shielded
- * 2 : w/ VSC
- * 3 : w/o VSC



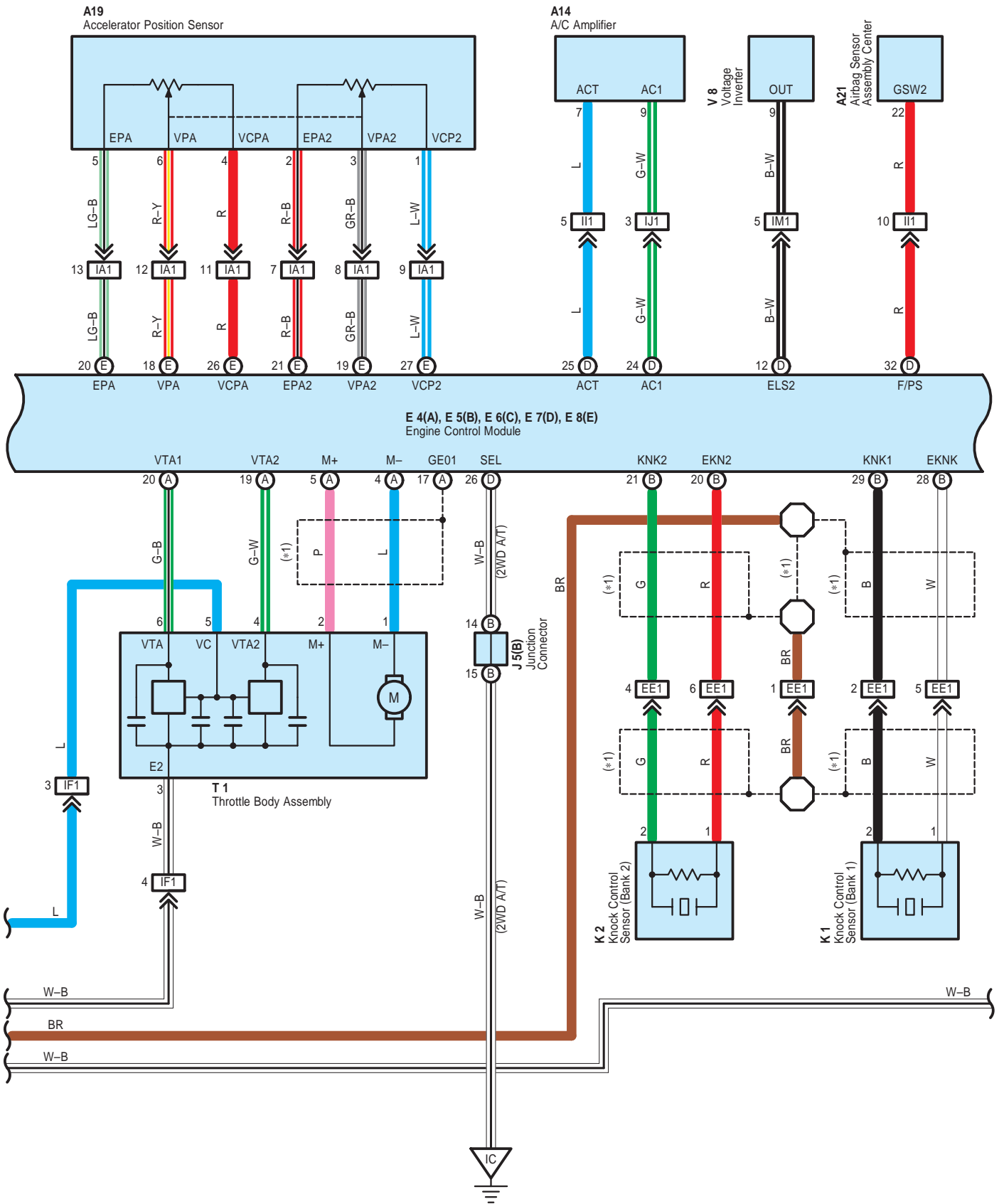


TOYOTA TACOMA (EM01D0U)

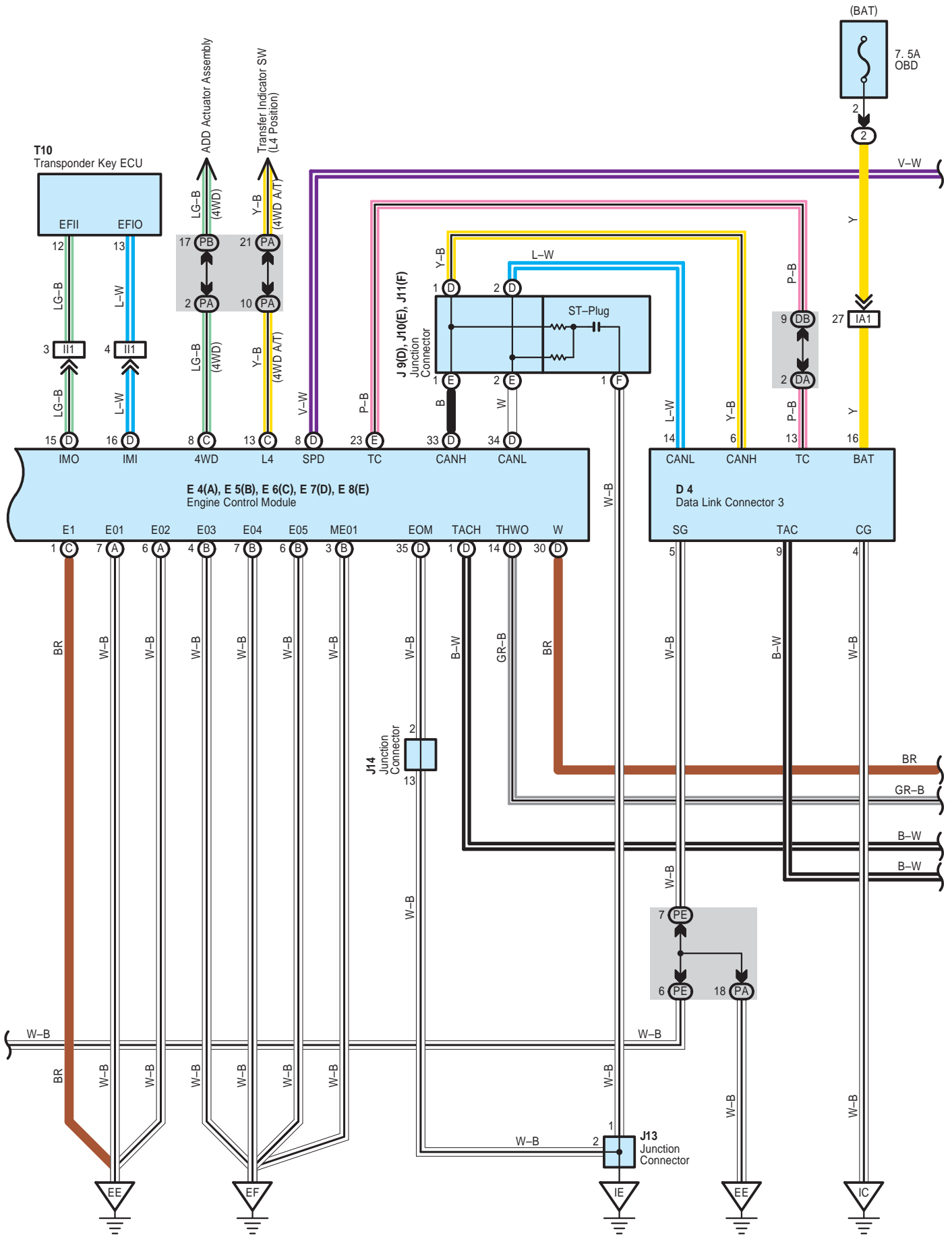
Engine Control for 1GR-FE

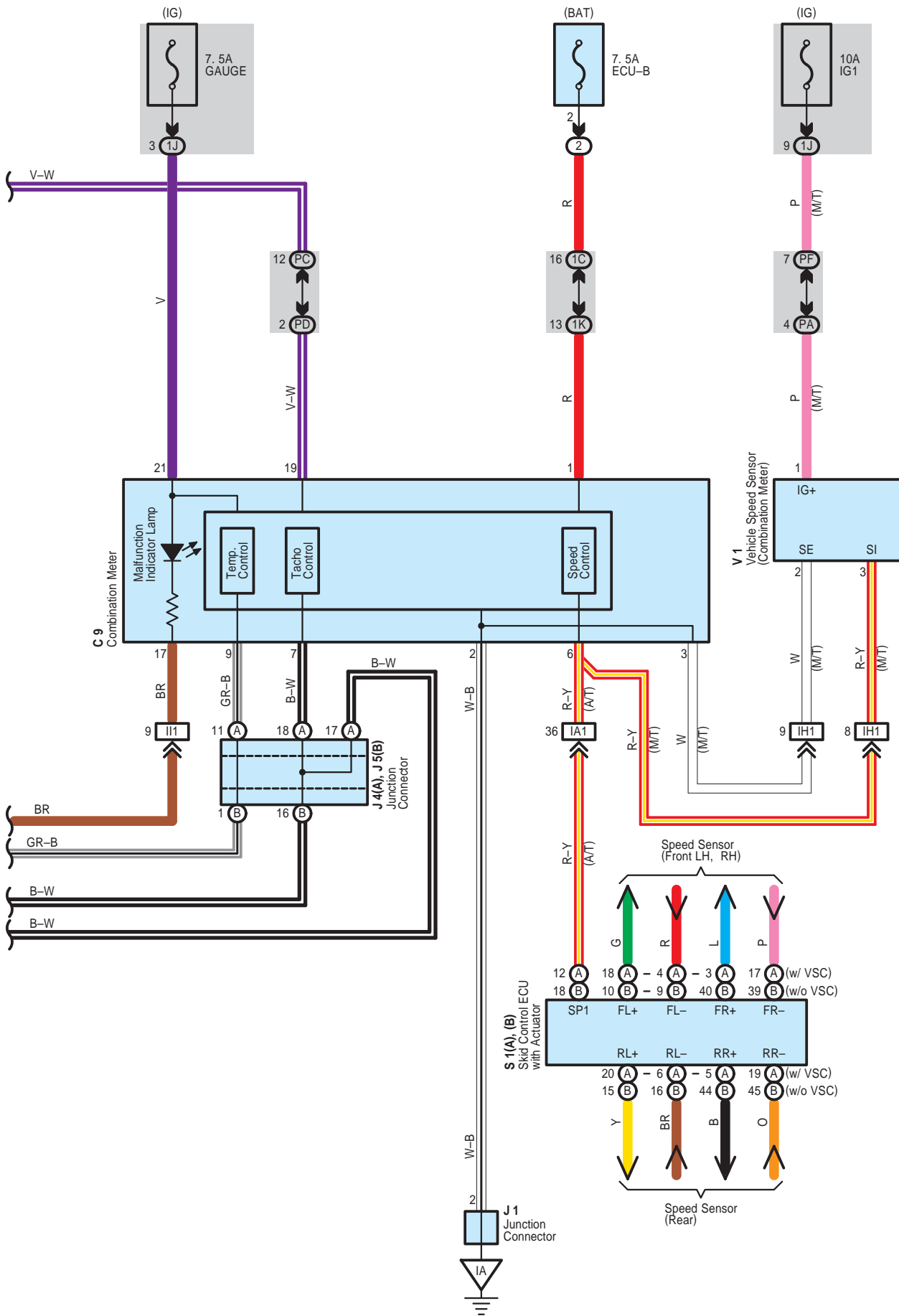


* 1 : Shielded



Engine Control for 1GR-FE





TOYOTA TACOMA (EM01D0U)

Engine Control for 1GR-FE

System Outline

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

1. Input Signals

(1) Engine coolant temp. signal circuit

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 into TERMINAL THW of the engine control module as a control signal.

(2) 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 to TERMINAL THA of the engine control module.

(3) Oxygen sensor signal circuit

The oxygen density in the exhaust emission is detected and is input as a control signal from the heated oxygen sensors to TERMINALS OX1B and OX2B of the engine control module.

(4) RPM signal circuit

The camshaft position is detected by the VVT sensor LH and RH, and is input into TERMINALS VV1+ and VV2+ of the engine control module as a control signal. Also, the engine RPM is detected by the crankshaft position sensor and the signal is input into TERMINAL NE+ of the engine control module.

(5) Throttle position sensor signal circuit

The throttle position sensor detects the throttle valve opening angle as a control signal, which is input into TERMINALS VTA1 and VTA2 of the engine control module.

(6) Vehicle speed circuit

The vehicle speed sensor detects the vehicle speed, and the signal is input into TERMINAL SPD of the engine control module via the combination meter, from TERMINAL SP1 of the skid control ECU with actuator. (A/T)

The vehicle speed is detected by the vehicle speed sensor installed in the transaxle and the signal is input to TERMINAL SPD of the engine control module via the combination meter. (M/T)

(7) Battery signal circuit

Voltage is constantly applied to TERMINAL BATT of the engine control module. When the ignition SW is turned on, the voltage for engine control module start up power supply is applied through the EFI relay, to TERMINALS +B and +B2 of the engine control module. The current from the IGN fuse flows to TERMINAL IGSW of the engine control module, and voltage is constantly applied to TERMINAL +BM.

(8) Intake air volume signal circuit

The intake air volume is detected by the mass air flow meter, and is input as a control signal to TERMINAL VG of the engine control module.

(9) Stop lamp SW signal circuit

The stop lamp SW is used to detect whether the vehicle is braking or not, and the signal is input into TERMINAL STP of the engine control module as a control signal.

(10) Starter signal circuit

To confirm whether the engine is cranking, the voltage applied to the starter motor when the engine is cranking is detected, and is input into TERMINAL STA of the engine control module as a control signal.

(11) Engine knock signal circuit

Engine knocking is detected by the knock sensors, and is input into TERMINALS KNK1 and KNK2 of the engine control module as a control signal.

(12) A/C SW signal system

The operating voltage of the A/C magnetic clutch is detected and input in the form of a control signal to TERMINAL AC1 of the engine control module.

(13) Air fuel ratio signal circuit

The air fuel ratio is detected and input as a control signal into TERMINALS A1A+, A2A+ of the engine control module.

2. Control System

* SFI system

The SFI system monitors the engine condition through the signals input from each sensors to the engine control module. The control signal is sent to the engine control module TERMINALS #10, #20, #30, #40, #50 and #60 to operate the injector (Fuel injection). The SFI system controls the fuel injection by the engine control module in response to the driving conditions.

* ESA system

The ESA system monitors the engine condition through the signals input from each sensors to the engine control module. The best ignition timing is decided according to this data and the data memorized in the engine control module. The control signal is output to TERMINALS IGT1, IGT2, IGT3, IGT4, IGT5 and IGT6, and these signals control the igniter to provide the best ignition timing.

* Heated oxygen sensor heater control system

The heated oxygen sensor heater control system turns the heater on when the intake air volume is low (Temp. of exhaust emission is low), and warms up the heated oxygen sensors to improve their detection performance. The engine control module evaluates the signals from each sensors, and outputs current to TERMINALS HT1B or HT2B to control the heater.

* Air fuel ratio sensor heater control system

The air fuel ratio sensor heater control system turns the heater on when the intake air volume is low (Temp. of exhaust emission is low), and warms up the air fuel ratio sensor to improve detection performance of the sensor.

The engine control module evaluates the signals from each sensor, current is output to TERMINALS HA1A and HA2A, controlling the heater.

* Fuel pump control system

The engine control module supplies current to TERMINAL FPR, and controls the operation speed of the fuel pump with the FUEL PUMP relay.

* ACIS

The ACIS includes a valve in the bulkhead separating the surge tank into two parts. This valve is opened and closed in accordance with the driving conditions to control the intake manifold length in two stages, for increased engine output in all ranges from low to high speeds.

* ETCS-i

The ETCS-i controls the engine output at its optimal level in accordance with the opening of the accelerator pedal, under all driving conditions.

* VVT-i

Controls the intake camshaft to an optimal valve timing in accordance with the engine condition.

3. Diagnosis System

When there is a malfunction in the engine control module signal system, the malfunctioning system is recorded in the memory. The malfunctioning system can be found by reading the code displayed on the malfunction indicator lamp.

4. Fail-Safe System

When a malfunction has occurred in any system, there is a possibility of causing engine trouble due to continued control based on that system. In that case, the fail-safe system either controls the system using the data (Standard values) recorded in the engine control module memory, or else stops the engine.

Engine Control for 1GR-FE

○ : Parts Location

Code	See Page	Code	See Page	Code	See Page			
A4	A	40(1GR-FE)	F9	40(1GR-FE)	J14	45		
A5		40(1GR-FE)	F10	40(1GR-FE)	K1	41(1GR-FE)		
A14	44		F11	40(1GR-FE)	K2	41(1GR-FE)		
A19	44		F19	46(*1)	L1	46(*1)		
A21	44			48(*2)		48(*2)		
C3		40(1GR-FE)	H3	41(1GR-FE)	M1	A	41(1GR-FE)	
C4		40(1GR-FE)	H4	41(1GR-FE)	P1		41(1GR-FE)	
C5	A	40(1GR-FE)	I1	41(1GR-FE)	P4		41(1GR-FE)	
C8		44	I2	41(1GR-FE)	S1	A	41(1GR-FE)	
C9		44	I3	41(1GR-FE)		B	41(1GR-FE)	
D4		44	I4	41(1GR-FE)	S10		45	
D6		44	I5	41(1GR-FE)	T1		41(1GR-FE)	
E2		40(1GR-FE)	I6	41(1GR-FE)	T10		45	
E4	A	44	I7	45	V1		41(1GR-FE)	
E5	B	44	J1	45	V3		41(1GR-FE)	
E6	C	44	J4	A	45	V4	A	41(1GR-FE)
E7	D	44	J5	B	45	V5		41(1GR-FE)
E8	E	44	J9	D	45	V6		41(1GR-FE)
F5	A	40(1GR-FE)	J10	E	45	V8		47(*1)
F6		40(1GR-FE)	J11	F	45			48(*2)
F7	A	40(1GR-FE)	J12		45			
F8		40(1GR-FE)	J13		45			

○ : Relay Blocks

Code	See Page	Relay Blocks (Relay Block Location)
2	24	Engine Room R/B (Engine Compartment Left)

○ : Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	28	Engine Room Main Wire and Driver Side J/B (Lower Finish Panel)
1B		
1C		
1H	29	Instrument Panel Wire and Driver Side J/B (Lower Finish Panel)
1I		
1J		
1K		
2A	24	Engine Room J/B (Engine Compartment Left)
2B	24	Engine Wire and Engine Room J/B (Engine Compartment Left)
2C	24	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
DA	34	Instrument Panel Wire and Instrument Panel J/B No.1 (Left Kick Panel)
DB		
DC	34	Engine Room Main Wire and Instrument Panel J/B No.1 (Left Kick Panel)
DD		
PA	36	Engine Wire and Instrument Panel J/B No.2 (Right Side of Glove Box)
PB		
PC		
PD	36	Instrument Panel Wire and Instrument Panel J/B No.2 (Right Side of Glove Box)
PE		
PF		

* 1 : Double Cab * 2 : Access Cab * 3 : Regular Cab * 4 : Separate Seat * 5 : Bench Seat

 : Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EA1	52 (1GR-FE)	Engine Wire and Engine Room Main Wire (Inside of Engine Room R/B)
EE1	52 (1GR-FE)	Engine Wire and Sensor Wire (Rear Side of Right Bank Cylinder Block)
IA1	54	Instrument Panel Wire and Engine Room Main Wire (Left Kick Panel)
IB1	54	Frame Wire and Engine Room Main Wire (Left Kick Panel)
ID2	54	Frame Wire and Instrument Panel Wire (Left Kick Panel)
IF1	55	Engine Wire and Engine Wire (Behind the Glove Box)
IH1	55	Engine Wire and Instrument Panel Wire (Right Side of Glove Box)
II1	55	Instrument Panel Wire and Instrument Panel Wire (Instrument Panel Brace RH)
IJ1	55	Instrument Panel Wire and Instrument Panel Wire (Right Kick Panel)
IM1	55	Floor No.3 Wire and Instrument Panel Wire (Under the Console Box)

 : Ground Points

Code	See Page	Ground Points Location
EA	52 (1GR-FE)	Front Right Fender
EB	52 (1GR-FE)	Front Left Fender
EE	52 (1GR-FE)	Rear Side of Right Bank Cylinder Block
EF	52 (1GR-FE)	Rear Side of Left Bank Cylinder Block
IA	54	Left Kick Panel
IC	54	Instrument Panel Brace RH
IE	54	Right Kick Panel
BD	56 (*1)	Near the Rear Differential
	57 (*2)	

* 1 : Double Cab * 2 : Access Cab * 3 : Regular Cab * 4 : Separate Seat * 5 : Bench Seat