

Terminal	Input	Output	Connection to	Test condition	Correct voltage	Remarks		
1A	○		Battery	Constant	B+	For backup		
1B	○		Main relay (FUEL INJ relay)	Ignition switch OFF	0V	—		
				ON	B+			
1C	○		Ignition switch (START)	While cranking	10V	—		
				Ignition switch ON	Below 1.0V			
1D		○	Data link connector (MEN terminal)	Test switch at "SELF-TEST" Lamp illuminated for 3 sec. after ignition switch OFF→ON	4.5–5.5V	With Self-Diagnosis Checker and System Selector		
				Lamp not illuminated after 3 sec.	B+			
				Test switch at "O2 MONITOR" at idle Monitor lamp illuminated	4.5–5.5V			
				Test switch at "O2 MONITOR" at idle Monitor lamp not illuminated	B+			
1E		○	Malfunction indicator light (MIL)	Light illuminated for 3 sec. after ignition switch OFF→ON	Below 2.5V	With System selector test Switch at "SELF-TEST"		
				Light not illuminated after 3 sec.	B+			
				Light illuminated	Below 2.5V			
				Light not illuminated B+	B+			
					Data link connector (FEN terminal)	Buzzer sounded for 3 sec. after ignition switch OFF→ON	Below 2.5V	<ul style="list-style-type: none"> ● With Self-Diagnosis Checker and System Selector ● With System Selector test switch at "SELF-TEST"
						Buzzer not sounded after 3 sec.	B+	
						Buzzer sounded	Below 2.5V	
						Buzzer not sounded	B+	
1G		○	Igniter	Ignition switch ON	Approx. 0V	—		
				Idle	Below 1.0V			
1H	○		Headlight switch	Head light ON	B+	—		
				Head light OFF	0V			
1I	○		Data link connector (TEN terminal)	System Selector test switch at "O ₂ MONITOR"	B+	<ul style="list-style-type: none"> ● With Self-Diagnosis Checker and System Selector ● Ignition switch ON 		
				System Selector test switch at "SELF-TEST"	Below 1.0V			
1J	○		Rear window defroster relay	Rear window defroster switch OFF	B+	Ignition switch ON		
				Rear window defroster switch ON	Below 1.5V			
1K		○	PCMT	Engine coolant temperature below 60°C (140°F)	Below 1.0V	Ignition switch ON		
				Engine coolant temperature above 60°C (140°F)	B+			
1L		○	A/C relay	Air conditioning sensor ON	Below 2.5V	Ignition switch ON		
				Air conditioning sensor OFF	B+			

Terminal	Incorrect voltage		Possible cause
1A	Always 0V		<ul style="list-style-type: none"> ROOM 15A fuse burned Open circuit in wiring from ROOM 15A fuse to PCME terminal 1A
1B	Always 0V		<ul style="list-style-type: none"> Main relay malfunction Open or short circuit in wiring from main relay to PCME terminal 1B
1C	Always 0V (starter turns)		<ul style="list-style-type: none"> Open or short circuit in wiring from ignition switch to PCME terminal 1C
1D	Always 0V		<ul style="list-style-type: none"> Main relay (FUEL INJ relay) malfunction Open circuit in wiring from ignition switch to data link connector terminal B+ Open or short circuit in wiring from data link connector terminal MEN to PCME terminal 1D
	Always approx. B+		<ul style="list-style-type: none"> Poor connection at PCME connector PCME malfunction
	Always approx. 5V		<ul style="list-style-type: none"> PCME malfunction
1E	Always below 2.5V	MIL always ON	<ul style="list-style-type: none"> Short circuit in wiring from instrument cluster to PCME terminal 1E PCME malfunction
		MIL never ON	<ul style="list-style-type: none"> Open circuit in wiring from instrument cluster to PCME terminal 1E
	Always approx. B+		<ul style="list-style-type: none"> Poor connection at PCME connector PCME malfunction
	Always below 2.5V	No display on Self-Diagnosis Checker	<ul style="list-style-type: none"> Main relay (FUEL INJ relay) malfunction Open circuit in wiring from ignition switch to data link connector terminal B+
		"88" displayed and buzzer sounds continuously	<ul style="list-style-type: none"> Open or short circuit in wiring from data link connector terminal FEN to PCME terminal 1E
	Always approx. B+		<ul style="list-style-type: none"> Poor connection at PCME connector PCME malfunction
1G	Always 0V		<ul style="list-style-type: none"> Short circuit in wiring from igniter to PCME terminal 1G
1H	Always below 1.0 (Headlights OK)		<ul style="list-style-type: none"> Open or short circuit in wiring from headlight relay to PCME terminal 1H
1I	Always below 1.0V		<ul style="list-style-type: none"> Short circuit in wiring from data link connector terminal TEN to PCME terminal 1I
	Always approx B+		<ul style="list-style-type: none"> Open circuit in wiring from data link connector terminal TEN to PCME terminal 1I Open circuit in wiring from data link connector terminal GND to ground
1J	Always 0V		<ul style="list-style-type: none"> Short circuit in wiring from rear window defroster switch to PCME terminal 1J
	Always B+		<ul style="list-style-type: none"> Open circuit in wiring from rear window defroster switch to PCME terminal 1J
1K	Always below 1.0V		<ul style="list-style-type: none"> Open or short circuit in wiring from PCME terminal 1K to PCMT terminal 1N
1L	Always below 2.5V	A/C does not operate	<ul style="list-style-type: none"> A/C relay malfunction Open circuit in wiring from ignition switch to A/C relay Open circuit in wiring from A/C relay to PCME terminal 1L
		Air conditioning sensor OFF but A/C operates	<ul style="list-style-type: none"> Short circuit in wiring from A/C relay to PCME terminal 1L PCME malfunction
	Always B+		<ul style="list-style-type: none"> Poor connection at PCME connector PCME malfunction

Terminal	Input	Output	Connection to	Test condition	Correct voltage	Remarks
1M	○		Vehicle speed sensor	Ignition switch ON	0V or approx. 5.0V	—
				Driving	Approx. 2.5V	
1N	○		Steering pressure sensor	Ignition switch ON	B+	—
				P/S ON at idle	Below 1.0V	
				P/S OFF at idle	B+	
1O	○		Air conditioning sensor	Air conditioning sensor ON	1.5–3.5V	Ignition switch ON and blower motor ON
				Air conditioning sensor OFF	4.5–5.5V	
1P	○		Blower switch	Fan speed control 2nd–4th position	Below 1.0V	Ignition switch ON and blower Motor ON
				Fan speed control 1st position or blower switch OFF	B+	
1Q	○		Stoplight switch	Brake pedal released	Below 1.0V	—
				Brake pedal depressed	B+	
1R	○		Neutral/Clutch switch (MTX)	Neutral position or clutch pedal depressed	Below 1.0V	Ignition switch ON
				Others	B+	
		PCMT (ATX)	N or P range	Below 1.0V	—	
			Others	B+		
1S	○		PCMT (ATX)	At shifting	Approx. 2.5V	—
				Others	B+	
1T	○		Throttle position sensor (Idle switch)	Accelerator pedal released	Below 1.0V	Ignition switch ON
				Accelerator pedal depressed	B+	
1U	○		Ground (MTX)	Constant	0V	—
1V	○		PCMT	At shifting	0V	—
				Others	B+	
2A	—	—	—	—	—	—
2B	○		Volume airflow sensor	Ignition switch ON	Approx. 4V	—
				Idle	Approx. 2.6V	
2C	○		Heated oxygen sensor (Right side)	Ignition switch ON	0V	—
				Idle (Cold engine)	0V	
				Idle (After warm-up)	0–1.0V	
2D	○		Heated oxygen sensor (Left side)	Increasing engine speed (After warm-up)	0.5–1.0V	—
				Deceleration	0–0.4V	
2E	○		Engine coolant temperature sensor	Engine coolant temperature 20°C (68°F)	Approx. 3.1V	Ignition switch ON
				After warm-up	Approx. 0.9V	
2F	○		Throttle position sensor	Closed throttle position	0.1–1.1V	Ignition switch ON
				Wide open throttle	2.8–4.5V	

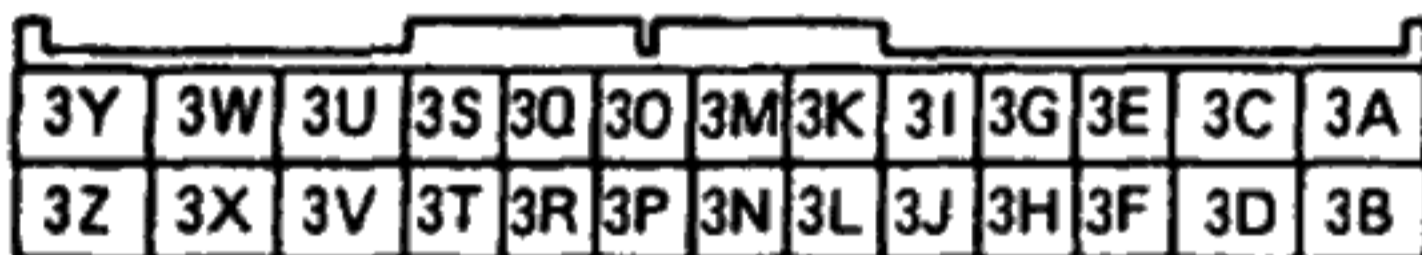
Terminal	Incorrect voltage	Possible cause
1M	Always 0V	<ul style="list-style-type: none"> • Open or short circuit in wiring from speedometer to PCME terminal 1M
1N	Always below 1.0V	<ul style="list-style-type: none"> • Steering pressure sensor malfunction • Short circuit in wiring from Steering pressure sensor to PCME terminal 1N • PCME malfunction
	Always B+	<ul style="list-style-type: none"> • Steering pressure sensor malfunction • Open circuit in wiring from Steering pressure sensor to PCME terminal 1N • Open circuit in wiring from Steering pressure sensor to ground
1O	Always below 1.5V	<ul style="list-style-type: none"> • Short circuit in wiring from A/C amplifier to PCME terminal 1O • A/C amplifier malfunction • PCME malfunction
	Always 4.5–5.5V	<ul style="list-style-type: none"> • Open circuit in wiring from A/C amplifier to PCME terminal 1 • A/C amplifier malfunction
1P	Always below 1.0V	<ul style="list-style-type: none"> • Short circuit in wiring from A/C amplifier to PCME terminal 1P • A/c amplifier malfunction • PCME malfunction
	Always B+	<ul style="list-style-type: none"> • Open circuit in wiring from A/C amplifier to PCME terminal 1P • A/C amplifier malfunction
1Q	Always below 1.0V (Stoplight OK)	<ul style="list-style-type: none"> • Open circuit in wiring from stoplight switch to PCME terminal 1Q
1R	Always below 1.0V (Neutral/clutch switch OK)	<ul style="list-style-type: none"> • Short circuit in wiring from Neutral/clutch switch to PCME terminal 1R
	Always B+	<ul style="list-style-type: none"> • Open circuit in wiring from Neutral/clutch switch to PCME terminal 1R
	Always below 1.0V (Park/neutral switch OK)	<ul style="list-style-type: none"> • Short circuit in wiring from PCME terminal 1R to PCMT terminal 1D
	Always B+	<ul style="list-style-type: none"> • Open circuit in wiring from PCME terminal 1R to PCMT terminal 1D
1S	Always 0V	<ul style="list-style-type: none"> • Open or short circuit in wiring from PCME terminal 1S to PCMT terminal 2M
1T	Always below 1.0 V	<ul style="list-style-type: none"> • Short circuit in wiring from throttle position sensor to PCME terminal 1S • PCME malfunction • Throttle position sensor misadjusted
	Always B+	<ul style="list-style-type: none"> • Open circuit in wiring from throttle position sensor to PCME terminal 1S • PCME malfunction
1U	—	—
1V	Always B+	<ul style="list-style-type: none"> • Open circuit in wiring from PCME terminal 1V to PCMT terminal 1A
	Always 0V	<ul style="list-style-type: none"> • Short circuit in wiring from PCME terminal 1V to PCMT terminal 1A
2A	—	—
2B	Always below 2.0 V or Approx. 4V	<ul style="list-style-type: none"> • Refer to Code No. 08 Troubleshooting
2C	0V after warm-up	<ul style="list-style-type: none"> • Refer to Code No. 23 Troubleshooting
	Always approx. 1V after warm-up	<ul style="list-style-type: none"> • Refer to Code No. 24 Troubleshooting
2D	0V after warm-up	<ul style="list-style-type: none"> • Refer to Code No. 15 Troubleshooting
	Always approx. 1V after warm-up	<ul style="list-style-type: none"> • Refer to Code No. 17 Troubleshooting
2E	Always approx. 0V or approx. 5V	<ul style="list-style-type: none"> • Refer to Code No. 09 Troubleshooting
2F	Always constant	<ul style="list-style-type: none"> • Open circuit in wiring from PCME terminal to throttle position sensor
	Always above 1V	<ul style="list-style-type: none"> • Throttle position sensor misadjusted

Terminal	Input	Output	Connection to	Test condition	Correct voltage	Remarks	
2H	○		—	Constant	APPROX. 5V	—	
			Ground (California)	Constant	0V	—	
2I	○		Throttle position sensor	Constant	5V		
2J	○		EGR function sensor	Ignition switch ON	Approx. 0.8V	—	
				Engine running	Approx. 0.8–4.5V		
2K	○		Intake air temperature sensor (Volume airflow sensor)	Ambient air temperature 20°C (68°F)	Approx. 2.5V	Ignition switch ON	
2L	○		DRL relay (Canada)	Parking brake pulled with ignition switch ON (DRL OFF)	B+	DRL: Daytime Running Lights	
				Idle (DRL ON)	Below 2.5V		
2M*	○		Knock sensor	Ignition switch ON	Approx. 2.4V	Measure terminal voltage by using digital type voltmeter	
				Idle	Approx. 2.4V		
2N	—	—	—	—	—	—	
2O		○	Purge solenoid valve	Ignition switch ON or idle	B+		
2P		○	Coolant fan relay (ATX)	Engine coolant temp. 108°C (226°F)	Below 2V	—	
				Others	B+		
3A	—	—	Ground (Output)	Constant	0V	—	
3B	—	—	Ground (Fuel injector)	Constant	0V	—	
3C	—	—	Ground (CPU)	Constant	0V	—	
3D	—	—	Ground (Input)	Constant	0V	—	
3E	○		Crankshaft position sensor 1 (in distributor) (SGT signal)	Ignition switch ON	Approx. 0V or 5V	—	
				Idle	Approx. 2.5 V		
3F	○		Crankshaft position sensor 2 (Crankshaft pulley) (Ground)	Constant	0V	—	
3G	○		Crankshaft position sensor 1 (in distributor) (SGC signal)	Ignition switch ON	Approx. 0V or 5V	—	
				Idle	Approx. 2.5V		
3H	○		Crankshaft position sensor 2 (Crankshaft pulley) (NE signal)	Ignition switch ON	0V		
				Idle	Approx. 0V		
3I		○	VRIS solenoid valve No.1	Engine speed 3,900–6,300 rpm	Approx. 1.2V	—	
				Others	B+		
3J		○	VRIS solenoid valve No.2	Engine speed 4,700–6,300 rpm	Approx. 1.2V	—	
				Others	B+		
3K	—	—	—	—	—	—	
3L		○	Coolant fan relay	Engine coolant temp. 100°C (212°F)	Below 1.0V	—	
				Others	B+		
3M		○	PRC solenoid valve	Hot condition: Engine coolant temp. above 70°C and intake air temp. above 75°C for 120 sec. after engine starting	Approx. 1.2V	—	
				Others	B+		
3N		○	Condenser fan relay	Ignition switch ON	B+	—	
				Idle	Engine coolant temp. 108°C (226°F)		Below 2.0V
					Others		B+

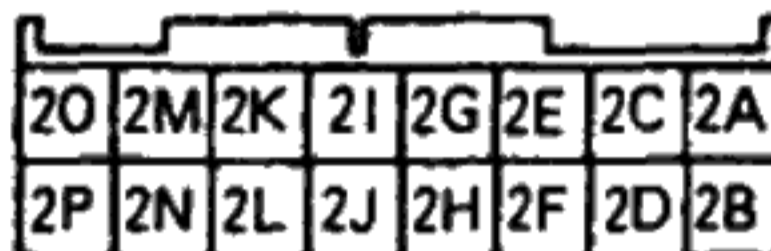
*: Diagnostic Trouble Code No. 05 may be memorized by PCME when the Engine Signal Monitor is set to position 2M.

Terminal	Incorrect voltage	Possible cause
2H	—	—
2I	Always approx. 0V or approx. 5V	• Refer to Code No. 12 Troubleshooting
2J	Always approx. 0V or approx. 5V	• Refer to Code No. 16 Troubleshooting
2K	Always 0V	• Refer to Code No. 10 Troubleshooting
2L	Always 0V (DRL system OK)	• Open or short circuit in wiring from DRL relay to PCME terminal 2L
2M*	Always 0V or B+	• Refer to Code No. 05 Troubleshooting
2N	—	—
2O	Always 0V or approx. 5V	• Refer to Code No. 26 Troubleshooting
2P	Always below 2V or B+	• Open or short circuit in wiring from coolant fan relay to PCME terminal 2P • PCME malfunction
3A	Above 0V	• Poor connection at ground terminal • Open circuit in wiring from PCME
3B		
3C		
3D		
3E	Always approx. 0V or approx. 2V	• Refer to Code No. 04 Troubleshooting
3F	Above 0V	• Poor connection at ground terminal • Open circuit in wiring from PCME
3G	Always approx. 0V or approx. 5V	• Refer to Code No. 03 Troubleshooting
3H	Always approx. 0V or approx. 2V	• Refer to Code No. 02 Troubleshooting
3I	Always approx. 0V or B+	• Refer to Code No. 41 Troubleshooting
3J	Always approx. 0V or B+	• Refer to Code No. 46 Troubleshooting
3K	—	—
3L	Always below 1.0V or B+	• Open or short circuit in wiring from Coolant fan relay to PCME terminal 3L • PCME malfunction
3M	Always below 1.0V or B+	• Refer to Code No. 26 Troubleshooting
3N	Always below 2.0V	• Open or short circuit in wiring from condenser fan relay to PCME terminal 3N • PCME malfunction

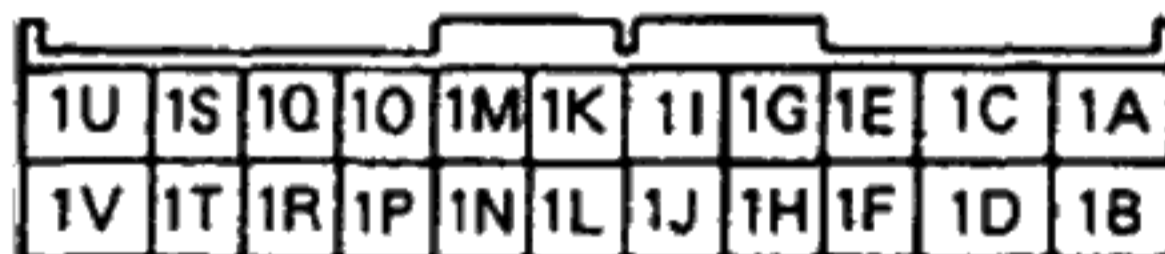
Terminal	Input	Out-put	Connection to	Test condition	Correct voltage	Remarks
3O		○	EGR solenoid Valve (vent)	Idle	B+	* Engine Signal Monitor: Green and red light flash
				Initial acceleration *	B+	
3P		○	EGR solenoid valve (vacuum)	Idle	B+	
				Initial acceleration*	B+	
3Q		○	Idle air control valve	Ignition switch ON	Approx. 7V	—
				Idle	Approx. 9V	
3R	—	—	—	—	—	—
3S	—	—	—	—	—	—
3T		○	Fuel pump relay	Ignition switch ON	B+	—
				Idle	Below 1.0V	
3U		○	Fuel injector No.1	Ignition switch ON or Idle*	B+	* Engine Signal Monitor: Green and red lights flash
3V		○	Fuel injector No.2			
3W		○	Fuel injector No.3			
3X		○	Fuel injector No.4			
3Y		○	Fuel injector No.5			
3Z		○	Fuel injector No.6			



Driver Side Plug



Middle Plug



Passenger Side Plug

B+: Battery positive voltage

Terminal	Incorrect voltage	Possible cause
3O	Always 0V	• Refer to Code No. 28 Troubleshooting
3P	Always 0V	• Refer to Code No. 29 Troubleshooting
3Q	Always approx. 0V or B+	• Refer to Code No. 34 Troubleshooting
3R	—	—
3S	—	—
3T	Always below 1.0V	• Open or short circuit in wiring from fuel pump relay to PCME terminal 3T
3U	Always 0V	• Open or short circuit in wiring from fuel injector to PCME terminal 3U, 3V, 3W, 3X, 3Y or 3Z • Main relay malfunction (Refer to page F2-157).
3V		
3W		
3X		
3Y		
3Z		