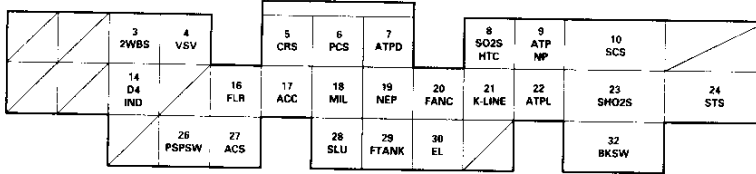


Troubleshooting

Engine/Powertrain Control Module Terminal Arrangement ('99 – 00 Models except D16Y5 engine with M/T)

ECM/PCM CONNECTOR A (32P)



ECM/PCM CONNECTOR A (32P)

Wire side of female terminals

NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
3	BLU	2WBS (EVAP BYPASS SOLENOID VALVE)	Drives EVAP bypass solenoid valve.	With ignition switch ON (II): battery voltage
4	LT GRN/WHT	VSV (EVAP CONTROL CANISTER VENT SHUT VALVE)	Drives EVAP control canister vent shut valve.	With ignition switch ON (III): battery voltage
5*1	BLU/GRN	CRS (CRUISE CONTROL SIGNAL)	Down shift signal input from cruise control unit.	When cruise control is used: pulses
6	RED/YEL	PCS (EVAP PURGE CONTROL SOLENOID VALVE)	Drives EVAP purge control solenoid valve.	With engine running, engine coolant, below 154°F (68°C): battery voltage With engine running, engine coolant, above 154°F (68°C): duty controlled
7*2	YEL	ATPD (AT GEAR POSITION SWITCH)	Detects A/T gear position switch signal.	In <input type="checkbox"/> position: 0 V In other than <input type="checkbox"/> position: Approx. 5 V
8	BLK/WHT	SO2SHTC (SECONDARY HEATED OXYGEN SENSOR HEATER CONTROL)	Drives secondary heated oxygen sensor heater.	With ignition switch ON (III): battery voltage With fully warmed up engine running: duty controlled
9*3	LT GRN	ATPNP (AT GEAR POSITION SWITCH)	Detects A/T gear position switch signal.	In park or neutral: 0 V In any other position: Approx. 5 V
10	BRN	SCS (SERVICE CHECK SIGNAL)	Detects service check connector signal (the signal causing a DTC indication)	With the terminal connected: 0 V With the terminal disconnected: about 5 V or battery voltage
14*1	GRN/BLK	D4IND (D4 INDICATOR)	Drives D4 indicator light.	With D4 indicator light turned ON: 0 V With D4 indicator light turned OFF: battery voltage
16	GRN/YEL	FLR (FUEL PUMP RELAY)	Drives fuel pump relay.	0 V for two seconds after turning ignition switch ON (II), then battery voltage
17	BLK/RED	ACC (A/C CLUTCH RELAY)	Drives A/C clutch relay.	With compressor ON: 0 V With compressor OFF: battery voltage
18	GRN/ORN	MIL (MALFUNCTION INDICATOR LIGHT)	Drives MIL.	With MIL turned ON: 0 V With MIL turned OFF: battery voltage
19	BLU	NEP (ENGINE SPEED PULSE)	Outputs engine speed pulse.	With engine running: pulses
20	GRN	FANC (RADIATOR FAN CONTROL)	Drives radiator fan relay.	With radiator fan running: 0 V With radiator fan stopped: battery voltage
21	BLU/YEL	K-LINE	Sends and receives scan tool signal.	With ignition switch ON (II): pulses
22*3	BLU	ATP L (AT GEAR POSITION SWITCH)	Detects A/T gear position switch signal.	In <input type="checkbox"/> position: 0 V In other than <input type="checkbox"/> position: Approx. 5 V
23	WHT/RED	SHO2S (SECONDARY HEATED OXYGEN SENSOR, SENSOR 2)	Detects secondary heated oxygen sensor (sensor 2) signal.	With throttle fully opened from idle with fully warmed up engine: above 0.6 V With throttle quickly closed: below 0.4 V
24	BLU/WHT	STS (STARTER SWITCH SIGNAL)	Detects starter switch signal.	With starter switch ON (III): battery voltage With starter switch OFF: 0 V
26	GRN	PSPSW (P/S PRESSURE SWITCH SIGNAL)	Detects PSP switch signal.	At idle with steering wheel in straight ahead position: 0 V At idle with steering wheel at full lock: battery voltage
27	BLU/RED	ACS (A/C SWITCH SIGNAL)	Detects A/C switch signal.	With A/C switch ON: 0 V With A/C switch OFF: about 5 V
28*1,*3	WHT/RED	SLU (INTERLOCK CONTROL UNIT)	Drives interlock control unit.	With ignition switch ON (II) and brake pedal depressed: battery voltage
29	LT GRN	PTANK (FUEL TANK PRESSURE SENSOR)	Detects fuel tank pressure sensor signal.	With ignition switch ON (II) and fuel fill cap opened: about 2.5 V
30	GRN/RED	EL (ELD)	Detects ELD signal.	With parking lights turned on at idle: about 2.5 – 3.5 V With low beam headlights turned on at idle: about 1.5 – 2.5 V
32	GRN/WHT	BKSW (BRAKE SWITCH)	Detects brake switch signal.	With brake pedal released: 0 V With brake pedal depressed: battery voltage

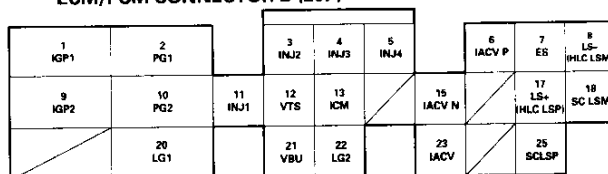
*1: A/T (D16Y7, D16Y8 engine)

*2: M/T

*3: CVT (D16Y5 engine)



ECM/PCM CONNECTOR B (25P)



Wire side of female terminals

PCM CONNECTOR B (25P)

NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1	YEL/BLK	IGP1 (POWER SOURCE)	Power source for the ECM/PCM control circuit.	With ignition switch ON (III): battery voltage With ignition switch OFF: 0 V
2	BLK	PG1 (POWER GROUND)	Ground for the ECM/PCM control circuit.	Less than 1.0 V at all times
3	RED	INJ2 (No. 2 FUEL INJECTOR)	Drives No. 2 fuel injector.	With engine running: duty controlled
4	BLU	INJ3 (No. 3 FUEL INJECTOR)	Drives No. 3 fuel injector.	
5	YEL	INJ4 (No. 4 FUEL INJECTOR)	Drives No. 4 fuel injector.	
6	BLK/BLU	IACV P (IDLE AIR CONTROL VALVE POSITIVE SIDE)	Drives IAC valve (positive side).	With engine running: duty controlled
7*3	RED	ESOL (EGR CONTROL SOLENOID VALVE)	Drives EGR control solenoid valve.	With EGR operating during driving with fully warmed up engine: duty controlled With EGR not operating: 0 V
8*3	PNK/BLK	HLC LSM (PH-PL CONTROL LINEAR SOLENOID NEGATIVE SIDE)	Ground for PH-PL control linear solenoid	
8*1	WHT	LS - (A/T CLUTCH PRESSURE CONTROL SOLENOID VALVE - SIDE)	A/T clutch pressure control solenoid valve power supply negative electrode.	With ignition switch ON (III): duty controlled
9	YEL/BLK	IGP2 (POWER SOURCE)	Power source for the ECM/PCM control circuit.	With ignition switch ON (III): battery voltage With ignition switch OFF: 0 V
10	BLK	PG2 (POWER GROUND)	Ground for the ECM/PCM control circuit.	Less than at all times
11	BRN	INJ1 (No. 1 FUEL INJECTOR)	Drives No. 1 fuel injector.	With engine running: duty controlled
12*4	GRN/YEL	VTS (VTEC SOLENOID VALVE)	Drives VTEC solenoid valve.	With engine at low rpm: 0 V With engine at high rpm: battery voltage
13	YEL/GRN	ICM (IGNITION CONTROL MODULE)	Sends ignition pulse.	With ignition switch ON (II): battery voltage With engine running: pulses
15	ORN	IACV N (IDLE AIR CONTROL VALVE NEGATIVE SIDE)	Drives the IAC valve (negative side).	With engine running: duty controlled
17*1	RED	LS + (A/T CLUTCH PRESSURE CONTROL SOLENOID VALVE + SIDE)	A/T clutch pressure control solenoid valve power supply positive electrode	With ignition switch ON (III): duty controlled
17*3	GRN/WHT	HLC LSP (PH-PL CONTROL LINEAR SOLENOID POSITIVE SIDE)	Drives PH-PL control linear solenoid	With ignition switch ON (III): Pulsing signal
18*3	PNK/BLU	SC LSM (START CLUTCH LINEAR SOLENOID NEGATIVE SIDE)	Ground for start clutch control linear solenoid	
20	BRN/BLK	LG1 (LOGIC GROUND)	Ground for the ECM/PCM control circuit.	Less than 1.0 V at all times
21	WHT/BLU	VBU (VOLTAGE BACK UP)	Power source for the ECM/PCM control circuit. Power source for the DTC memory.	Battery voltage at this times
22	BRN/BLK	LG2 (LOGIC GROUND)	Ground for the ECM/PCM control circuit.	Less than 1.0 V at all times
23	BLK/BLU	IACV (IDLE AIR CONTROL VALVE)	Drives IAC valve.	With engine running: duty controlled
25*3	YEL	SC LSP (START CLUTCH LINEAR SOLENOID POSITIVE SIDE)	Drives start clutch control linear solenoid.	With ignition switch ON (III): Pulsing signal

*1: A/T (D16Y7, D16Y8 engine)

*4: D16Y5, D16Y8, B16A2 engine

*2: M/T

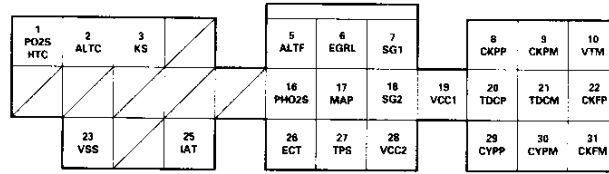
*3: CVT (D16Y5 engine)

(cont'd)

Troubleshooting

Engine/Powertrain Control Module Terminal Arrangement ('99 - 00 Models except D16Y5 engine with M/T) (cont'd)

ECM/PCM CONNECTOR C (31P)



ECM/PCM CONNECTOR C (31P)

Wire side of female terminals

NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1	BLK/WHT	PO2SHTC (PRIMARY HEATED OXYGEN SENSOR HEATER CONTROL)	Drives primary heated oxygen sensor heater.	With ignition switch ON (II): battery voltage With fully warmed up engine running: duty controlled
2	WHT/GRN	ALTC (ALTERNATOR CONTROL)	Sends alternator control signal.	With fully warmed - up engine running: battery voltage During driving with small electrical load: 0 V
3	RED/BLU	KS (KNOCK SENSOR)	Detects KS signal.	With engine knocking: pulses
5	WHT/RED	ALTF (ALTERNATOR FR SIGNAL)	Detects alternator FR signal.	With fully warmed up engine running: 0 V - battery voltage (depending on electrical load)
6*3	WHT/BLK	EGRL (EGR VALVE LIFT SENSOR)	Detects EGR valve lift sensor signal.	At idle: about 1.2 V
7	GRN/WHT	SG1 (SENSOR GROUND)	Ground for MAP sensor.	Less than 1.0 V at all times
8	BLU	CKPP (CKP SENSOR P SIDE)	Detects CKP sensor.	With engine running: pulses
9	WHT	CKPM (CKP SENSOR M SIDE)	Ground for CKP sensor.	
10**	BLU/BLK	VTM (VTEC PRESSURE SWITCH SIGNAL)	Detects VTEC pressure switch signal.	With engine at low engine speed: 0 V With engine at high engine speed: battery voltage
16	WHT	PHO2S (PRIMARY HEATED OXYGEN SENSOR, SENSOR 1)	Detects primary heated oxygen sensor (sensor 1) signal.	With throttle fully opened from idle with fully warmed up engine: above 0.6 V With throttle quickly closed: below 0.4 V
17	RED/GRN	MAP (MANIFOLD ABSOLUTE PRESSURE SENSOR)	Detects MAP sensor signal.	With ignition switch ON (II): about 3 V At idle: about 1.0 V (depending on engine speed)
18	GRN/BLK	SG2 (SENSOR GROUND)	Sensor ground.	Less than 1.0 V at all times
19	YEL/RED	VCC1 (SENSOR VOLTAGE)	Power source to MAP sensor.	With ignition switch ON (II): about 5 V With ignition switch OFF: 0 V
20	GRN	TDCP (TDC SENSOR P SIDE)	Detects TDC sensor.	With engine running: pulses
21	RED	TDCM (TDC SENSOR M SIDE)	Ground for TDC sensor.	
22	BLU/RED	CKFP (CKF SENSOR P SIDE)	Detects CKF sensor.	With engine running: pulses
23	BLU/WHT	VSS (VEHICLE SPEED SENSOR)	Detects VSS signal.	With ignition switch ON (II) and front wheel rotating: cycles 0 V - about 5 V or battery voltage
25	RED/YEL	IAT (INTAKE AIR TEMPERATURE SENSOR)	Detects IAT sensor signal.	With ignition switch ON (II): about 0.1 - 4.8 V (depending on intake air temperature)
26	RED/WHT	ECT (ENGINE COOLANT TEMPERATURE SENSOR)	Detects ECT sensor signal.	With ignition switch ON (II): about 0.1 - 4.8 V (depending on engine coolant temperature)
27	RED/BLK	TPS (THROTTLE POSITION SENSOR)	Detects TP sensor signal.	With throttle fully open: about 4.8 V With throttle fully closed: about 0.5 V
28	YEL/BLU	VCC2 (SENSOR VOLTAGE)	Provides sensor voltage.	With ignition switch ON (II): about 5 V With ignition switch OFF: 0 V
29	YEL	CYPP (CYP SENSOR P SIDE)	Detects CYP sensor.	With engine running: pluses
30	BLK	CYPM (CYP SENSOR M SIDE)	Ground for CYP sensor.	
31	WHT/RED	CKFM (CKF SENSOR M SIDE)	Ground for CKF sensor signal.	

*1: A/T (D16Y7, D16Y8 engine)

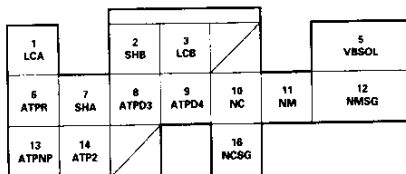
*2: M/T

*3: CVT (D16Y5 engine)

*4: D16Y5, D16Y8, B16A2 engine



ECM/PCM CONNECTOR D (16P)



Wire side of female terminals

**ECM/PCM CONNECTOR D (16P)
(D16Y7, D16Y8 engine)**

NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1*	YEL	LCA (LOCK-UP CONTROL SOLENOID VALVE A)	Drives lock-up control solenoid valve A.	With lock-up ON: battery voltage With lock-up OFF: 0 V
2*	GRN/WHT	SHB (SHIFT CONTROL SOLENOID VALVE B)	Drives shift control solenoid valve B.	In [2] position, in 1st and 2nd gear in [D4], [D3] position: Battery voltage In [1] position, in 3rd gear in [D4], [D3] in 4th gear in [D4] position: 0 V
3*	GRN/BLK	LCB (LOCK UP CONTROL SOLENOID VALVE B)	Drives lock-up control solenoid valve B.	When full lock-up: Battery voltage With half lock-up: Pulsing signal
5*	BLK/YEL	VBSOL (BATTERY VOLTAGE FOR SOLENOID VALVE)	Power source of solenoid valve.	With ignition switch ON (II): battery voltage With ignition switch OFF: 0 V
6*	WHT	ATPR (AT GEAR POSITION SWITCH)	Detects A/T gear position switch signal.	In R position: 0 V In any other position: Approx. 10 V
7*	BLU/YEL	SHA (SHIFT CONTROL SOLENOID VALVE A)	Drives shift control solenoid valve A.	In [1], [2] position, in 2nd and 3rd gear in [D4], [D3] position: Battery voltage In 1st gear in [D4], [D3] position, in 4th gear in [D4] position: 0 V
8*	PNK	ATPD3 (AT GEAR POSITION SWITCH)	Detects A/T gear position switch signal.	In D3 position: 0 V In any other position: Approx. 10 V
9*	YEL	ATPD4 (AT GEAR POSITION SWITCH)	Detects A/T gear position switch signal.	In D4 position: 0 V In any other position: Approx. 5 V
10*	BLU	NC (COUNTERSHAFT SPEED SENSOR)	Detects countershaft speed sensor signals.	Depending on vehicle speed: Pulsing signal When vehicle is stopped: 0 V
11*	RED	NM (MAINSHAFT SPEED SENSOR)	Detects mainshaft speed sensor signals.	With engine running: pulses
12*	WHT	NMSG (MAINSHAFT SPEED SENSOR GROUND)	Ground for mainshaft speed sensor.	
13*	LT GRN	ATPNP (AT GEAR POSITION SWITCH)	Detects A/T gear position switch signal.	In park or neutral: 0 V In any other position: Approx. 10 V
14*	BLU	ATP2 (AT GEAR POSITION SWITCH)	Detects A/T gear position switch signal.	In 2nd position: 0 V In any other position: Approx. 10 V
16*	GRN	NCSG (COUNTERSHAFT SPEED SENSOR GROUND)	Ground for countershaft speed sensor.	

*1: A/T (D16Y7, D16Y8 engine)

*2: M/T

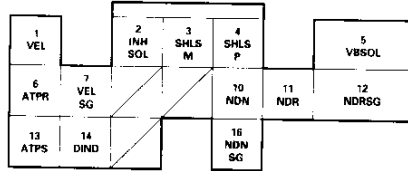
(cont'd)

Troubleshooting

Engine/Powertrain Control Module Terminal Arrangement ('99 – 00 Models except D16Y5 engine with M/T) (cont'd)

ECM/PCM Connector D (16P)

ECM/PCM CONNECTOR D (16P)



Wire side of female terminals

ECM/PCM CONNECTOR D (16P) (D16Y5 engine: CVT)

NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1*3	WHT/RED	VEL (SECONDARY GEAR SHAFT SPEED SENSOR)	Secondary gear shaft speed sensor.	Depending on vehicle speed: pulses When vehicle is stopped: 0 V
2*3	GRN/BLK	INHSOL (INHIBITOR SOLENOID CONTROL)	Inhibitor solenoid control.	With inhibitor solenoid ON: battery voltage With inhibitor solenoid OFF: 0 V
3*3	GRN/YEL	SHLSM (SHIFT CONTROL LINEAR SOLENOID NEGATIVE SIDE)	Ground for shift control linear solenoid.	
4*3	BLU/WHT	SHLSP (SHIFT CONTROL LINEAR SOLENOID POSITIVE SIDE)	Drives shift control linear solenoid power.	With ignition switch ON (II): pulses
5*3	BLK/YEL	VBSOL (BATTERY VOLTAGE FOR SOLENOID VALVE)	Power source of solenoid valve.	With ignition switch ON (II): battery voltage With ignition switch OFF: 0 V
6*3	WHT	ATPR (AT GEAR POSITION SWITCH)	Detects A/T gear position switch signal.	In R position: 0 V In any other position: Approx. 10 V
7*3	BLK/WHT	VELSG (SECONDARY GEAR SHAFT SPEED SENSOR GROUND)	Ground for secondary gear shaft speed sensor.	
10*3	WHT	NDN (DRIVEN PULLEY SPEED SENSOR)	Detects driven pulley speed sensor signal.	In other than Park or neutral: pulses
11*3	RED/BLU	NDR (DRIVE PULLEY SPEED SENSOR)	Detects drive pulley speed sensor signal.	In other than Park or neutral: pulses
12*3	GRN	NDRSG (DRIVE PULLEY SPEED SENSOR GROUND)	Ground for drive pulley speed sensor.	
13*3	LT GRN/RED	ATPS (AT GEAR POSITION SWITCH)	Detects A/T gear position switch signal.	In S position: 0 V In any other position: Approx. 10 V
14*3	GRN/BLK	DIND (D INDICATOR LIGHT)	Drives D indicator.	With D indicator turned ON: 5 V With D indicator turned OFF: 0 V
16*3	RED/WHT	NDNSG (DRIVEN PULLEY SPEED SENSOR GROUND)	Ground for driven pulley speed sensor.	

*3: CVT (D16Y5 engine)