



Engine Control Module Terminal Arrangement

ECM CONNECTOR A (26P)

1	2	3	4	5	6	7	8		10		12	13
INJ1	INJ2	INJ3	FLR	IACV	ESOL	MIL	ACC		IAB SOL		PG1	IGP1
14	15	16							23	24	25	26
INJ4	VTS	O2SHTC							PCS	ICM	PG2	LG1

Wire side of female terminals

ECM CONNECTOR A (26P)

NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1	BRN	INJ1 (No. 1 FUEL INJECTOR)	Drives No. 1 fuel injector	With engine running: pulse
2	RED	INJ2 (No. 2 FUEL INJECTOR)	Drives No. 2 fuel injector	
3	BLU	INJ3 (No. 3 FUEL INJECTOR)	Drives No. 3 fuel injector	
4	GRN/YEL	FLR (FUEL PUMP RELAY)	Drives fuel pump relay	0 V for two seconds after turning ignition switch ON (II), then battery voltage
5	BLK/BLU	IACV (IDLE AIR CONTROL VALVE)	Drives IACV	With engine running: pulse
6*1	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: battery voltage
7	GRN/ORN	MIL (MALFUNCTION INDICATOR LAMP)	Drives MIL	With MIL turned ON: 0 V With MIL turned OFF: battery voltage
8	RED	ACC (A/C CLUTCH RELAY)	Drives A/C clutch relay	With compressor ON: 0 V With compressor OFF: battery voltage
10*2	RED/BLU	IAB SOL (INTAKE AIR BYPASS CONTROL SOLENOID VALVE)	Drives IAB control solenoid valve	With engine running, engine speed below 5,750 rpm (min ⁻¹): battery voltage With engine running, engine speed above 5,750 rpm (min ⁻¹): 0 V
12	BLK	PG1 (POWER GROUND)	Ground for the ECM power circuit	Less than 1.0 V at all times
13	YEL/BLK	IGP1 (POWER SOURCE)	Power source for the ECM control circuit	With ignition switch ON (II): battery voltage With ignition switch OFF: 0 V
14	YEL	INJ4 (No. 4 FUEL INJECTOR)	Drives No. 4 fuel injector	With engine running: pulse
15	GRN/YEL	VTS (VTEC SOLENOID VALVE)	Drives VTEC solenoid valve	With engine at low engine speed: 0 V With engine at high engine speed: battery voltage
16	BLK/WHT	O2SHTC (HEATED OXYGEN SENSOR HEATER CONTROL)	Drives heated oxygen sensor heater	With ignition switch ON (II): battery voltage With fully warmed up engine running: 0 V
23	RED	PCS (EVAP PURGE CONTROL SOLENOID VALVE)	Drives EVAP purge control solenoid valve	With engine running, engine coolant below 65°C (149°F): battery voltage With engine running, engine coolant above 65°C (149°F): 0 V
24	YEL/GRN	ICM (IGNITION CONTROL MODULE)	Sends ignition pulse	With ignition switch ON (II): battery voltage With engine running: about 10 V (depending on engine speed)
25	BLK	PG2 (POWER GROUND)	Ground for the ECM power circuit	Less than 1.0 V at all times
26	BRN/BLK	LG1 (LOGIC GROUND)	Ground for the ECM control circuit	Less than 1.0 V at all times

*1: D15Z8 engine

*2: B18C4 engine

(cont'd)

Troubleshooting

Engine Control Module Terminal Arrangement (cont'd)

ECM CONNECTOR B (16P)

1		3		5	6	7	8
IGP2		ACS		STS	CYPP	TDCP	CKPP
9				13	14	15	16
LG2				VSS	CYPM	TDCM	CKPM

Wire side of female terminals

ECM CONNECTOR B (16P)

NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1	YEL/BLK	IGP2 (POWER SOURCE)	Power source for the ECM control circuit	With ignition switch ON (II): battery voltage With ignition switch OFF: 0 V
3	BLU/RED	ACS (A/C SWITCH SIGNAL)	Detects A/C switch signal	With A/C switch ON: 0 V With A/C switch OFF: battery voltage
5	BLK/WHT	STS (STARTER SWITCH SIGNAL)	Detects starter switch signal	With starter switch ON: battery voltage With starter switch OFF: 0 V
6	YEL	CYPP (CYP SENSOR P SIDE)	Detects for CYP sensor signal	With engine running: pulse
7	GRN	TDCP (TDC SENSOR P SIDE)	Detects for TDC sensor signal	With engine running: pulse
8	BLU	CKPP (CKP SENSOR P SIDE)	Detects for CKP sensor signal	With engine running: pulse
9	BRN/BLK	LG2 (LOGIC GROUND)	Ground for the ECM control circuit	Less than 1.0 V at all times
13	BLU/WHT	VSS (VEHICLE SPEED SENSOR)	Detects VSS signal	With ignition switch ON (II) and front wheels turned: cycles 0 V – 5 V or battery voltage
14	BLK	CYPM (CYP SENSOR M SIDE)	Ground for CYP sensor	With engine running: pulse
15	RED	TDCM (TDC SENSOR M SIDE)	Ground for TDC sensor	With engine running: pulse
16	WHT	CKPM (CKP SENSOR M SIDE)	Ground for CKP sensor	With engine running: pulse

*1: D15Z8 engine

*2: B18C4 engine



ECM CONNECTOR D (22P)

1	2	3	4	5	6	7	8	9	10	11
VBU	IMO CODE	CKF P	DLC	ALTF	TPS	ECT	IAT	MAP	VCC1	SG1
12	13	14			17	18		20	21	22
BKSW	SCS	CKFM			EGRL	O2S		ECONO	VCC2	SG2

Wire side of female terminals

ECM CONNECTOR D (22P)

NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1	WHT/BLU (RHD: WHT/BLK)	VBU (VOLTAGE BACK UP)	Power source for the ECM control circuit Power source for the DTC memory	Battery voltage at all times
2	RED	IMO CODE (IMMOBILIZER CODE)	Detects Immobilizer signal	
3*1	BLU/RED	CKFP (CKF SENSOR P SIDE)	Detects for CKF sensor signal	With engine running: pulse
4	LT BLU	DLC (TXD/RXD)	Sends and receive Honda PGM Tester signal	With ignition switch ON (II): about 5 V
5	WHT/RED	ALTF (ALTERNATOR FR SIGNAL)	Detects alternator FR signal	With fully warmed up engine running: 0 V – 5 V (depending on electrical load)
6	RED/BLK	TPS (THROTTLE POSITION SENSOR)	Detects TP sensor signal	With throttle fully open: about 4.8 V With throttle fully closed: about 0.1 V
7	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)
8	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)
9	RED/GRN	MAP (MANIFOLD ABSOLUTE PRESSURE SENSOR)	Detects MAP sensor signal	With ignition switch ON (II): about 3 V During idling: about 1.5 V (depending on engine speed)
10	YEL/RED	VCC1 (SENSOR VOLTAGE)	Power source for MAP sensor	With ignition switch ON (II): about 5 V
11	GRN/WHT	SG1 (SENSOR GROUND)	Ground for MAP sensor	Less than 1.0 V at all times
12	GRN/WHT	BKSW (BRAKE SWITCH)	Detects brake switch signal	With brake pedal released: 0 V With brake pedal depressed: battery voltage
13	BRN	SCS (SERVICE CHECK SIGNAL)	Detects service check connector signal (the signal causing a DTC indication)	With the connector connected: 0 V With the connector disconnected: about 5 V
14*1	WHT/BLU	CKFM (CKF SENSOR M SIDE)	Ground for CKF sensor	With engine running: pulse
17*1	WHT/BLK	EGRL (EGR VALVE LIFT SENSOR)	Detects EGR valve lift sensor signal	During idling without vacuum: about 1.2 V With 27 kPa (200 mmHg, 8 in.Hg): about 4.3 V
18	WHT/RED	O2S (OXYGEN SENSOR)	Detects oxygen sensor signal	With throttle fully opened during idling of fully warmed up engine: above 0.6 V With throttle quickly closed: below 0.4 V
20*1	PNK/GRN	ECONO	Drive ECONO indicator	With ECONO indicator turned ON: 0 V With ECONO indicator turned OFF: battery voltage
21	YEL/BLU	VCC2 (SENSOR VOLTAGE)	Power source for TP, EGR valve lift sensor*1	With ignition switch ON (II): about 5 V With ignition switch OFF: 0 V
22	GRN/BLK	SG2 (SENSOR GROUND)	Sensor ground	Less than 1.0 V at all times

*1: D15Z8 engine

*2: B18C4 engine