

2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A	1O	1M	1K	1I	1G	1E	1C	1A
2T	2R	2P	2N	2L	2J	2H	2F	2D	2B	1P	1N	1L	1J	1H	1F	1D	1B

Terminal	Connected to	Voltmeter		Voltage	Condition
		+ terminal	- terminal		
1A	—	—	—	—	—
1B (Output)	Hold indicator	1B	Ground	Approx. 12V Below 1.5V	No hold mode Hold mode
1C (Output)	EC-AT tester (malfunction code)	1C	—	Approx. 12V Below 1.5V or Approx. 12V (fluctuating) Code Signal	Normal (with EC-AT tester) If malfunction present (with EC-AT tester)
1D (Output)	Engine control unit (R terminal)	1D	—	Below 2.5V Approx. 12V	EC-AT check connector grounded (with EC-AT tester) N or P range Other ranges
1E (Input)	EC-AT check connector	1E	—	Approx. 12V	—
1F	—	—	—	—	—
1G	—	—	—	—	—
1H (Input)	Hold switch	1H	Ground	Approx. 12V Below 1.5V	Switch depressed Switch released
1I	—	—	—	—	—
1J (Output)	—	1J	Ground	Below 1.5V	—
1K	—	—	—	—	—
1L	—	—	—	—	—
1M (Input)	Cruise control unit	1M	Ground	Approx. 12V Below 1.5V	Normal conditions Set or Resume switch ON or vehicle speed 8 km/h (5 mph) lower than preset speed (Driving vehicle cruise control operation)
1N (Input)	Engine control unit (3M terminal)	1N	—	Below 1.5V	Water temperature below 50°C (122°F), or water temperature above 70°C (158°F) and throttle valve fully closed
1O (Input)	—	1O	—	Approx. 12V Approx. 12V Below 1.5V	Other conditions Coupe model Convertible model
1P (Input)	Speed sensor	1P	—	Approx. 4V Approx. 7–9V or Below 1.5V	While driving Vehicle stopped
2A (Input)	Throttle sensor	2A	—	Approx. 4.4–5.5V Below 1.5V	Ignition switch ON Ignition switch OFF
2B (Input)	Inhibitor switch (N and P ranges)	2B	—	Below 1.5V Approx. 12V	N or P range Other ranges
2C	—	—	—	—	—
2D (Input)	Inhibitor switch (D range)	2D	Ground	Approx. 12V Below 1.5V	D range Other ranges
2E (Output)	1-2 shift solenoid valve	2E	—	Approx. 12V Below 1.5V	Solenoid ON in following condition: • 1st gear position Solenoid OFF in following condition: • 2nd, 3rd, and OD gear positions
2F (Input)	Inhibitor switch (S range)	2F	—	Approx. 12V Below 1.5V	S range Other ranges
2G (Output)	2-3 shift solenoid valve	2G	—	Approx. 12V Below 1.5V	Solenoid ON in following condition: • 1st and 2nd gear positions Solenoid OFF in following condition: • 3rd and OD gear positions
2H (Input)	Inhibitor switch (L range)	2H	—	Approx. 12V Below 1.5V	L range Other ranges
2I (Output)	3-4 shift solenoid valve	2I	—	Approx. 12V Below 1.5V	Solenoid ON in following condition: • 1st, 2nd, and 3rd gear positions Solenoid OFF in following condition: • OD gear position

Terminal	Connected to	Voltmeter		Voltage	Condition
		+ terminal	- terminal		
2J (Input)	Turbine sensor*	2J	Ground	0.05–0.1V (AC) Approx. 0.05V (AC)	Engine running Engine stopped
2K (Output)	Lockup control solenoid valve	2K	—	Approx. 12V Below 1.5V	Solenoid ON, Lockup Solenoid OFF, Non-lockup
2L (Ground)	Turbine sensor	2L	—	Below 1.5V	—
2M (Output)	3-2 control solenoid valve	2M	—	Approx. 12V Blow 1.5V	3-2 or OD-2 downshift Other conditions
2N (Output)	Engine control unit (U terminal)	2N	—	Blow 1.5V	Always ground
2O (Memory power)	Battery	2O	—	Approx. 12V	Constant
2P (Ground)	—	2P	—	Blow 1.5V	—
2Q (Battery power)	Battery	2Q	—	Approx. 12V Below 1.5V	Ignition switch ON Ignition switch OFF
2R	—	—	—	—	—
2S (Battery power)	Battery	2S	Ground	Approx. 12V Below 1.5V	Ignition switch ON Ignition switch OFF
2T (Input)	Throttle sensor	2T	—	Approx. 0.8–4.3	Throttle valve fully closed to fully open