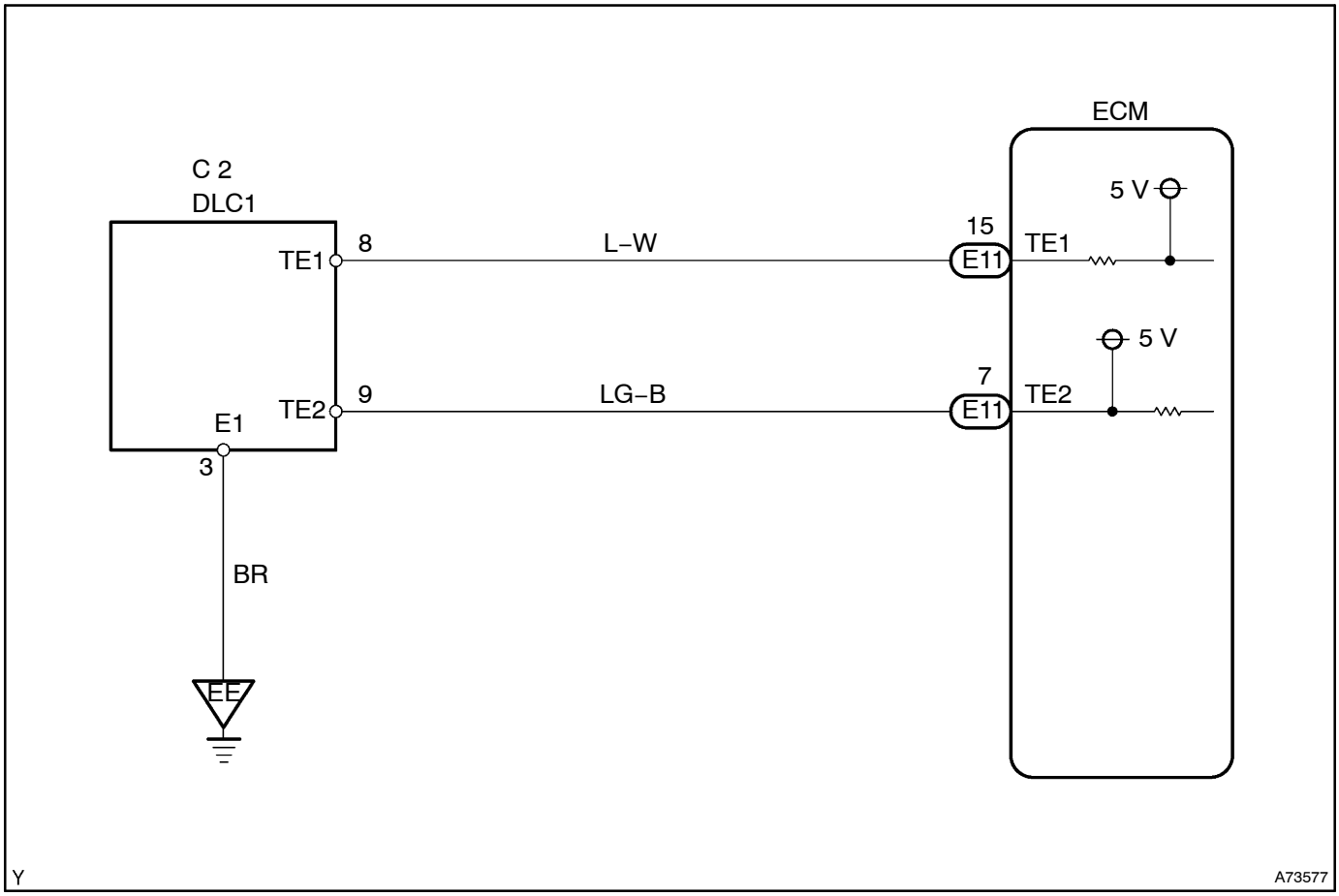
TE1,TE2 TERMINAL CIRCUIT

CIRCUIT DESCRIPTION

Terminals TE1 and TE2 are located in the check connector.
The check connector is located in the engine compartment. When these terminals are connected with the E1 terminal, DTCs in normal mode or test mode can be read from check engine warning light in the combination meter.

WIRING DIAGRAM

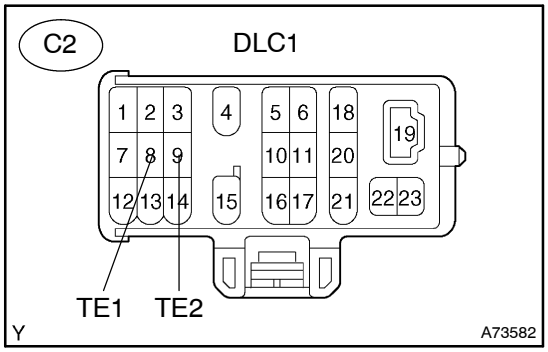


INSPECTION PROCEDURE

HINT:

- If terminals TE1 and TE2 are connected with the terminal E1, DTCs is not output or test mode is not activated.
- Even though terminal TE1 is not connected with terminal E1, the check engine warning light blinks.
- For the above phenomenon, the likely cause is open or short in the wire harness, or malfunction inside the ECM.

1 CHECK DLC1 (TE1, TE2 VOLTAGE)



(a) Turn the ignition switch ON.
(b) Measure the voltage between the terminals and body ground.

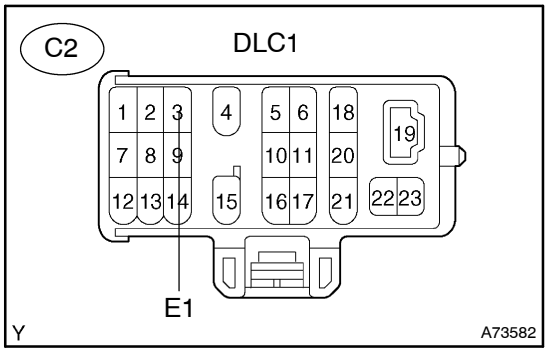
Voltage:

Symbols (Terminal No.)	Specified condition
TE1 (C2–8) ⇔ Body ground	4.5 – 5.5 V
TE2 (C2–9) ⇔ Body ground	

NG → **CHECK AND REPLACE ECM (See page 01–36)**

OK

2 CHECK DLC1 (GROUND)



(a) Check the continuity between the terminal and body ground.

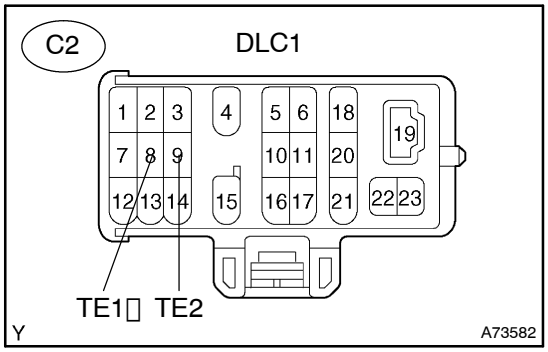
Standard (Check for open):

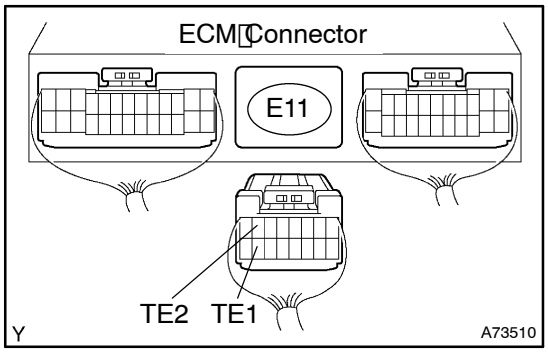
Symbols (Terminal No.)	Specified condition
E1 (C2–3) ⇔ Body ground	Continuity

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

3 CHECK HARNESS AND CONNECTOR (DLC1 ⇔ ECM)





(a) Disconnect the E11 ECM connector.

(b) Check the continuity between the wire harness side connectors.

Standard (Check for open):

Symbols (Terminal No.)	Specified condition
TE1 (C2–8) ⇔ TE1 (E11–15)	Continuity
TE2 (C2–9) ⇔ TE2 (E11–7)	

Standard (Check for short):

Symbols (Terminal No.)	Specified condition
TE1 (C2–8) or TE1 (E11–15) ⇔ Other terminal and body ground	No continuity
TE2 (C2–9) or TE2 (E11–7) ⇔ Other terminal and body ground	

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK →

CHECK AND REPLACE ECM (See page 01–36)