



Figure 3 - ALDL Connector

- H - This terminal is the diagnostic terminal for the Anti-Lock Brake system. Refer to ANTI-LOCK BRAKES - DIAGNOSIS (SECTION 5E1) for diagnostic procedure.
- J - This terminal is the diagnostic terminal for the audio and HVAC systems. Refer to ELECTRICAL DIAGNOSIS (SECTION 8A) for diagnostic procedure.
- K - This terminal is the diagnostic terminal for the Supplemental Inflatable Restraint. Refer to SIR DIAGNOSIS (SECTION 9JA) for Diagnostic procedure.
- L - This terminal is the serial data line for the Supplemental Inflatable Restraint and is used by the Tech 1 Diagnostic Computer to read system data information. Refer to SIR DIAGNOSIS (SECTION 9JA) for procedure.
- M - This terminal is the serial data line used by the Tech 1 Diagnostic Computer to read system data information for the ECM, Anti-Lock Brake and CCM.

Reading Codes

The code(s) stored in the ECM's memory can be read through Tech 1 Diagnostic Computer, a handheld diagnostic scanner plugged into the ALDL connector or by counting the number of flashes of the "Service Engine Soon" light when the diagnostic terminal of the ALDL connector is grounded. The ALDL connector terminal "B" (diagnostic terminal) is the second terminal from the right of the ALDL connector's top row. The terminal is most easily grounded by connecting it to terminal "A" (internal ECM ground), the terminal to the right of terminal "B" on the top row of the ALDL connector.

Once terminals "A" and "B" have been connected, the ignition switch must be moved to the "ON" position, with the engine *not* running. At this point, the "Service Engine Soon" light should flash Code 12 three times consecutively. This would be the following flash sequence: "flash, pause, flash-flash, long pause, flash, pause, flash-flash, long pause, flash, pause, flash-flash."

Code 12 indicates that the ECM is operating. If Code 12 is not indicated, the system must be addressed by consulting the appropriate chart in "Engine Control Diagrams/Diagnostic Charts," Section 5.

Following the output of Code 12, the "Service Engine Soon" light will indicate a code is present. The light will flash three times if a code is present. The light will continue to output Code 12 if the code has been stored in the ECM. The codes will be output from the ECM with each code being displayed three times.

Clearing Codes

To clear the codes from the ECM, either to determine if the malfunction has been repaired or because repair has been completed, the ECM power feed must be disconnected for at least 30 seconds. Depending on how the ECM power feed can be disconnected, the positive battery terminal "pigtail" holder that originates at the positive battery, or the ECM fuse in the fuse block, the negative battery terminal may be disconnected. (Note: Disconnecting the negative battery terminal may cause other on-board memory data, such as tuning and radio LOC II security system, to be lost.)

CAUTION: To prevent ECM damage, the ECM power must be disconnected or the ECM power must be disconnected.

When using a Tech 1 Diagnostic Computer "Scan" tool to read the codes, clearing the codes is done in the same manner as the procedure.

Diagnostic Mode

When the Diagnostic terminal is grounded, the ignition "ON" and the engine "OFF", the vehicle will enter what is called the Diagnostic Mode. In this mode the ECM will:

1. Display a Code 12 by flashing the "Service Engine Soon" light (indicating the system is operating correctly).
2. Display any stored codes by flashing the "Service Engine Soon" light. Each code will be displayed three times, then Code 12 will be displayed.
3. Energize all ECM controlled relays, except fuel pump relays. This allows the vehicle to be driven and being operated under normal operating conditions.