



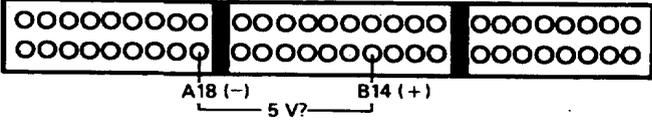
# Troubleshooting Flowchart — Alternator FR Signal

Inspection of Alternator FR signal.

Connect the PGM-FI test harness between the ECU and connector (page 6-75). Disconnect "B" connector from the main wire harness only, not the ECU.

Turn the ignition switch ON.

Measure voltage between B14 (+) terminal and A18 (-) terminal.



Is there approx. 5V?

NO

Substitute a known-good ECU and recheck. If prescribed voltage is now available, replace the original ECU.

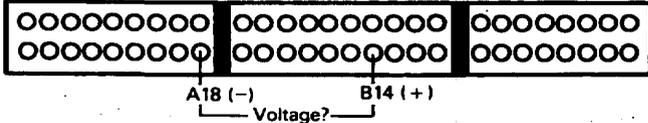
YES

Turn the ignition switch OFF.

Reconnect "B" connector to the main wire harness.

Warm up engine to normal operating temperature (cooling fan comes on).

Measure voltage between B14 (+) terminal and A18 (-) terminal.



Does the voltage decrease when headlight and rear defogger are turned on?

NO

Stop engine.

YES

Alternator FR signal is OK.

(To page 6-128)

(cont'd)

# Idle Control System

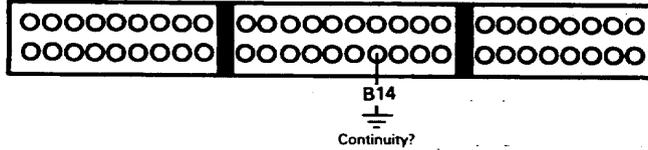
## Troubleshooting Flowchart — Alternator FR Signal (cont'd)

(From page 6-127)

Disconnect "B" connector from ECU only, not the main wire harness.

Disconnect the negative battery cable from the battery.

Check for continuity between B14 terminal and body ground.



Does continuity exist ?

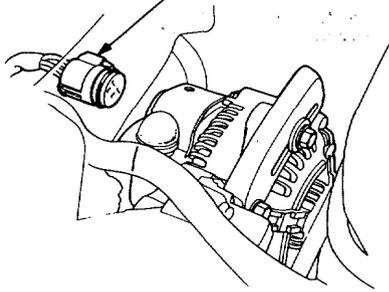
YES

Disconnect GRN connector from the alternator.

NO

Disconnect GRN connector from the alternator.

GRN CONNECTOR



Connect YEL wire to body ground.

Check for continuity between B14 terminal and body ground.

Check for continuity between B14 terminal and body ground.

Does continuity exist ?

NO

See Alternator Inspection (section 16).

YES

Repair short in YEL, BLU wire between ECU (B14) and alternator.

Does continuity exist ?

YES

NO

See Alternator Inspection (section 16).

Repair open in YEL, BLU wire between ECU (B14) and alternator.