

Idle Control System

Troubleshooting Flow Chart — P/S Oil Pressure Signal

This signals the PGM-FI ECU when the power steering load is high.

Inspection of P/S Oil Pressure Signal

Connect the PGM-FI test harness between the ECU and connector (page 6-23).

Turn the ignition switch ON.

Measure voltage between B12 (+) terminal and A18 (-) terminal.

Is there battery voltage?

NO

Start engine.

Turn steering wheel slowly.

Measure voltage between B12 (+) terminal and A18 (-) terminal while steering wheel is turning.

Is there approx. 10 V?

YES

P/S oil pressure signal is OK.

YES

Disconnect the 2P connector on the P/S oil pressure switch.

Connect RED terminal to BLK terminal.

Is there approx. 10 V?

NO

Replace P/S oil pressure switch.

YES

Repair open in RED wire between ECU (B12) and P/S oil pressure switch or BLK wire between P/S oil pressure switch and G3.

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

Is there approx. 10 V?

NO

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

YES

Reconnect "B" connector to R. side wire harness and disconnect 2P connector on the P/S oil pressure switch.

Is there approx. 10 V?

YES

Replace P/S oil pressure switch.

NO

Repair short in RED wire between ECU (B12) and the P/S oil pressure switch.

