

Idle Control System

Troubleshooting Flow Chart — Alternator FR Signal

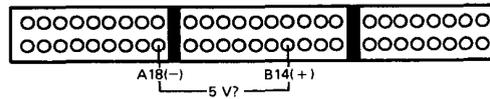
This signals the PGM-FI ECU when the alternator is charging.

Inspection of Alternator FR signal.

Connect the PGM-FI test harness between the ECU and connector (page 6-23). Disconnect "B" connector from the R. side 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.

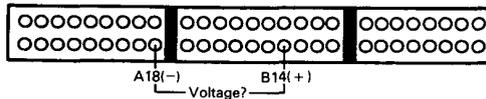
YES

Turn the ignition switch OFF.

Reconnect "B" connector to the R. side 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 6-67)

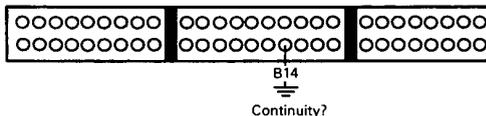


(From page 6-66)

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

Disconnect the negative battery cable from the battery.

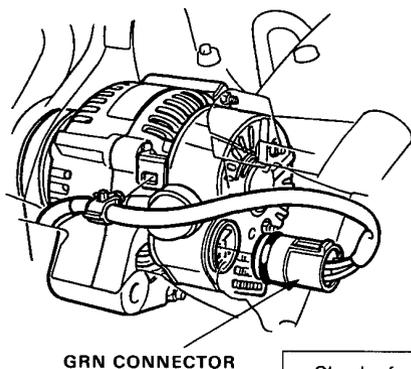
Check for continuity between B14 terminal and body ground.



Does continuity exist?

YES
Disconnect GRN connector from the alternator.

NO
Disconnect GRN connector from the alternator.



Check for continuity between B14 terminal and body ground.

Does continuity exist?

NO
See Alternator Inspection.

Connect WHT/RED wire to body ground.

Check for continuity between B14 terminal and body ground.

YES
Repair short in WHT/RED wire between ECU (B14) and alternator.

Does continuity exist?

YES
See Alternator Inspection.

NO
Repair open in WHT/RED wire between ECU (B14) and alternator.