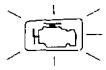
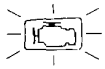
Troubleshooting Flowchart — EACV




Self-diagnosis LED indicator blinks fourteen times: A problem in the Electronic Air Control Valve (EACV) circuit.




– Engine is running.
– Check Engine warning light is on.
– LED indicates CODE 14.

Turn the ignition switch OFF.

Remove HAZARD fuse in the main fuse box for 10 seconds to reset ECU.

Start engine.

Is Check Engine warning light on ?
Does LED indicate CODE 14 ?

NO → **Intermittent failure (test driving may be necessary)**

YES

Stop engine.

Disconnect the 2P connector from the EACV.

Measure resistance between the 2 terminals on the EACV.

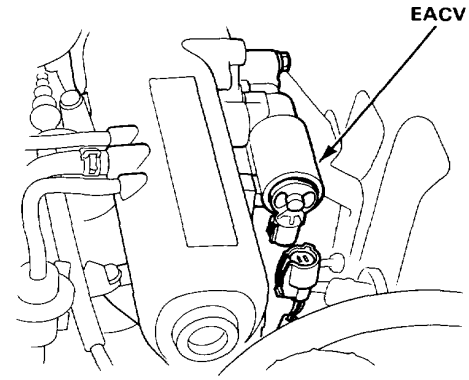
Is there 8—15Ω ?

NO → **Replace EACV.**

YES

Check for continuity to body ground on each terminal on the EACV.

(To page 6-62)



(cont'd)

Troubleshooting Flowchart — EACV (cont'd)

(From page 6-61)

Does continuity exist ?
- YES → **Replace EACV.**
- NO → Turn the ignition switch ON.

Measure voltage between BLK/YEL (+) terminal and BLU/YEL (–) terminal.

Is there battery voltage ?
- YES → Disconnect the 17P connector from the ECU.
  - Is there battery voltage ?
    - YES → **Repair short in BLU/YEL wire between ECU (A11) and EACV.**
    - NO → **Substitute a known-good ECU and recheck. If symptom/indication goes away, replace the original ECU.**
- NO → Measure voltage between BLK/YEL (+) terminal and body ground.

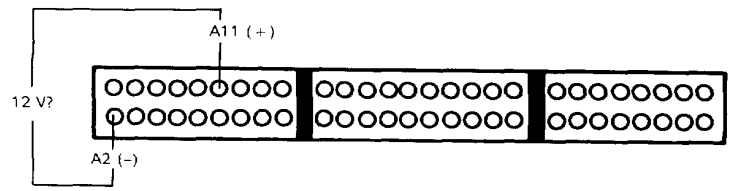
Is there battery voltage ?
- NO → **Repair open in BLK/YEL wire between the EACV and No.14 fuse.**
- YES → Turn the ignition switch OFF.

Reconnect the 2P connector to EACV.

Connect the PGM-FI test harness "A" connector to the main wire harness only, not the ECU (page 6-19).

Turn the ignition switch ON.

Measure voltage between A11 (+) terminal and A2 (–) terminal.



(To page 6-63)

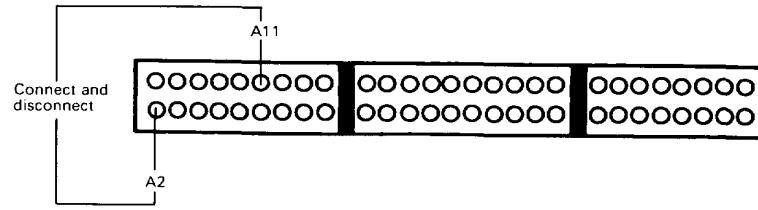
(From page 6-62)

Is there battery voltage ?

NO → **Repair open in BLU/YEL wire between ECU (A11) and EACV.**

YES

Connect and disconnect A11 terminal to A2 terminal.



Does EACV click when the connector is connected and disconnected ?

NO → **Replace EACV.**

YES

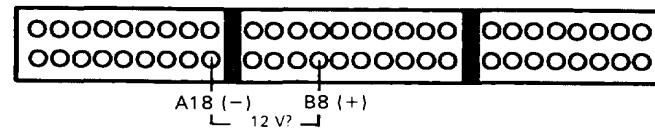
Substitute a known-good ECU and recheck. If symptom/indication goes away, replace the original ECU.

Troubleshooting Flowchart — Air Conditioning Signal

Inspection of Air Conditioning Signal.

Connect the PGM-FI test harness between the ECU and connector (page 6-19). Disconnect "B" connector from the main wire harness only, not the ECU.

Turn the ignition switch ON.



Measure voltage between B8 (+) terminal and A18 (−) terminal.

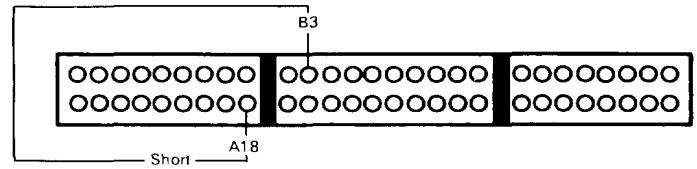
Is there battery voltage ?

NO — **Substitute a known-good ECU and recheck. If prescribed voltage is now available, replace the original ECU.**

YES

Reconnect "B" connector to the main wire harness.

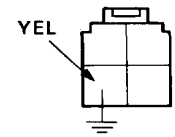
Connect B3 terminal to A18 terminal.



Does A/C operate ?

NO — Connect the YEL terminal of the 4P connector on the A/C clutch relay to body ground.

YES



Start engine.

Blower switch ON.

(To page 6-65)

Does A/C operate ?

NO — **See Air conditioner inspection (section 15).**

YES

Repair open in YEL wire between ECU (B3) and A/C clutch relay.