

Idle Control System

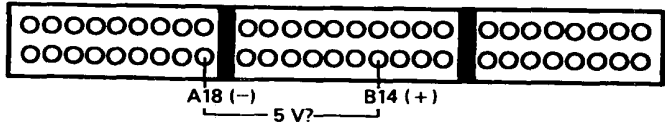
Troubleshooting Flowchart — Alternator FR Signal

Inspection of Alternator FR signal.

Connect the PGM-FI test harness between the ECU and connector "B" (page 6-13). 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 ?

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

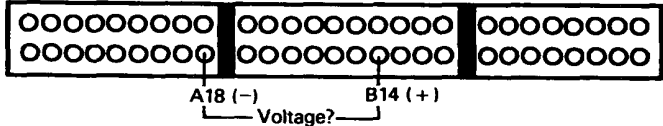
YES

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 headlights and rear defogger are turned on ?

Stop engine.

YES

Alternator FR signal is OK.

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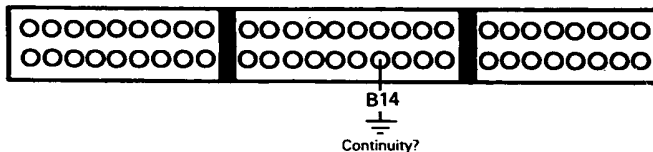


(From page 6-52)

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.



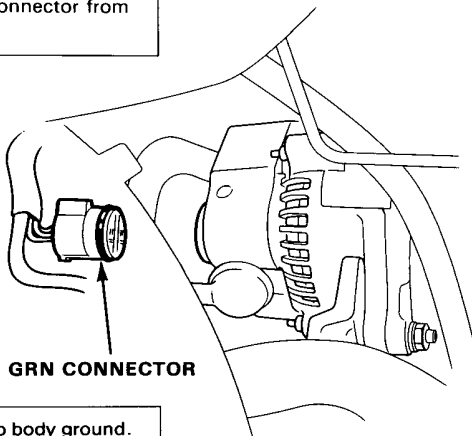
Does continuity exist ?

YES

Disconnect GRN connector from the alternator.

NO

Disconnect GRN connector from the alternator.



Connect BLU 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 BLU wire between ECU (B14) and alternator.

Does continuity exist ?

YES

NO

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

See Alternator Inspection (section 16).