

Idle Control System

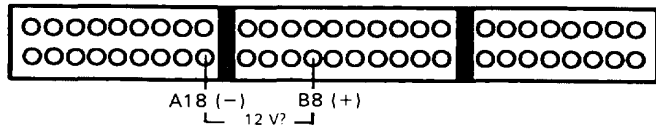
Troubleshooting Flowchart — Air Conditioning Signal

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?

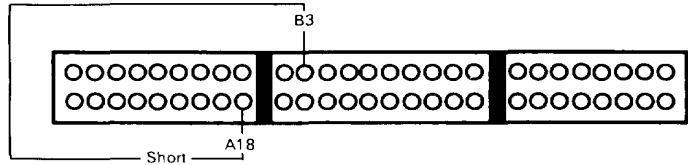
NO

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.

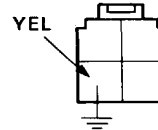


Does A/C operate?

NO

Connect the YEL terminal of the 4P connector on the A/C clutch relay to body ground.

YES



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.

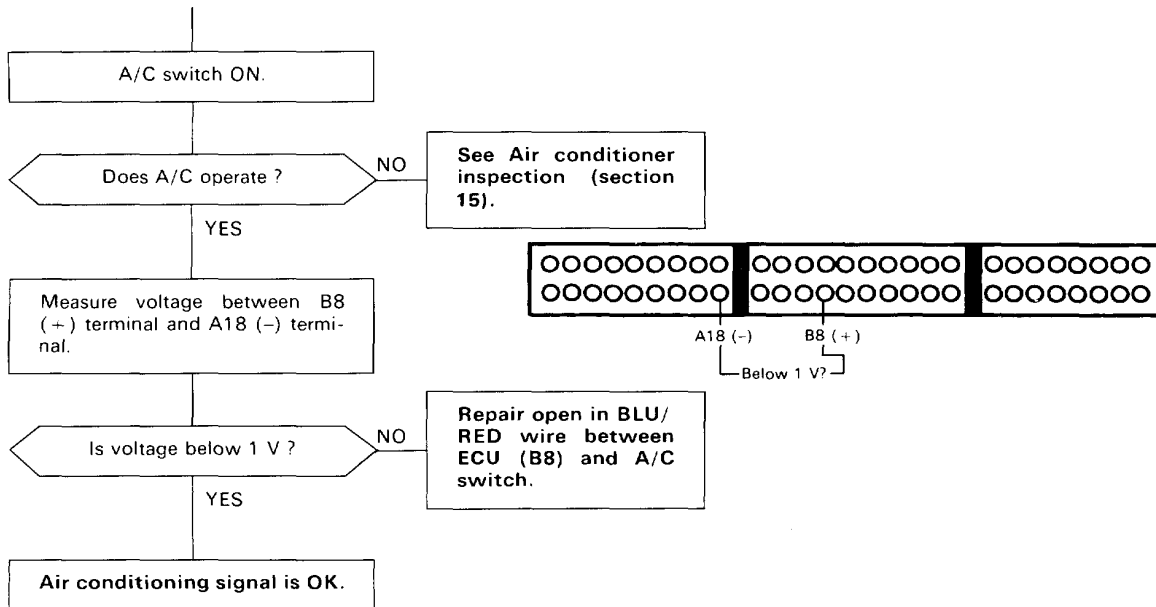
Start engine.

Blower switch ON.

(To page 6-65)



(From page 6-64)



Idle Control System

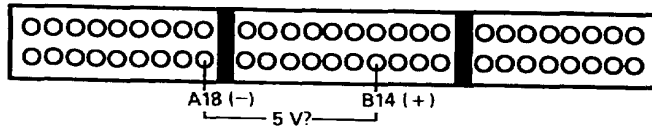
Troubleshooting Flowchart — Alternator FR Signal

Inspection of Alternator FR 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 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.

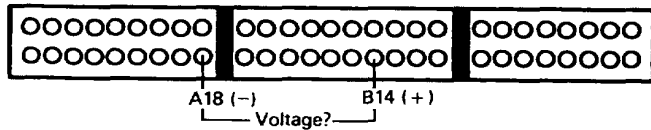
YES

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 6-67)