

# Idle Control System

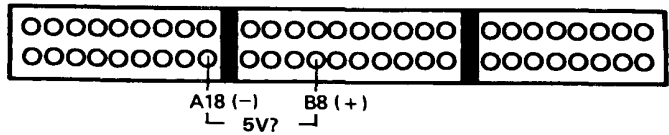
## Troubleshooting Flowchart — Air Conditioning Signal

Inspection of Air Conditioning Signal.

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



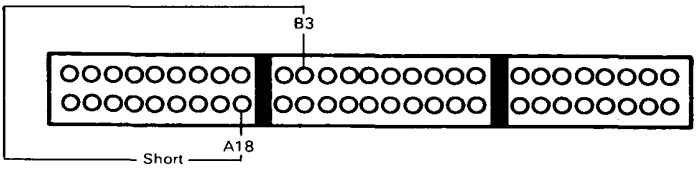
Is there approx. 5 V?

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.

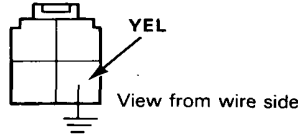
Momentarily connect B3 terminal to A18 terminal several times.



Is there a clicking noise from the A/C compressor clutch?

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

YES



Start engine.

Is there a clicking noise from the A/C compressor clutch?

NO  
See Air conditioner inspection (section 15).

YES

Blower switch ON.

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

(To page 6-51)



(From page 6-50)

A/C switch ON.

Does A/C operate ?

YES

Air conditioning signal is OK.

NO  
Measure voltage between B8 (+) terminal and A18 (-) terminal.

Is voltage less than 1V?

YES

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

NO  
Repair open in BLU/RED wire between ECU (B8) and A/C switch.



A18 (-) B8 (+)  
Less than 1V?