Idle Control System

Troubleshooting Flowchart — Alternator FR Signal

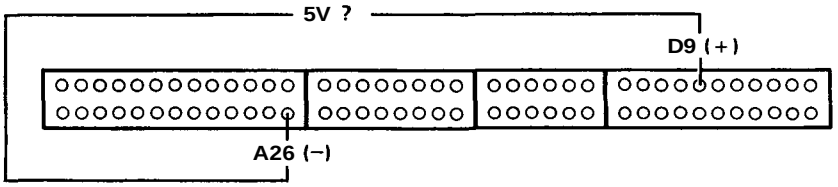
This signals the PGM-FI ECU when the alternator is charging.

Inspection of Alternator FR signal.

Connect the ECU test harness between the ECU and connector. Disconnect "D" connector from the engine wire harness only, not the ECU (page 11-21).

Turn the ignition switch ON.

Measure voltage between D9 (+) terminal and A26 (-) terminal.



Is there approx. 5 V? NO → **Substitute a known-good ECU and recheck. If prescribed voltage is now available, replace the original ECU.**

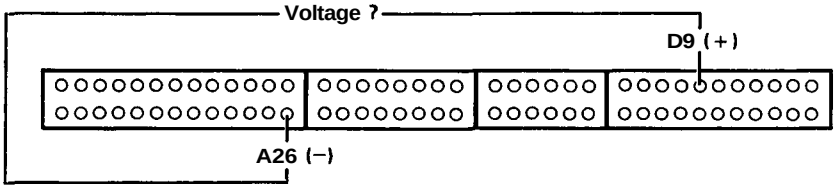
YES

Turn the ignition switch OFF.

Reconnect "D" connector to the engine wire harness.

Warm up engine to normal operating temperature (cooling fan comes on).

Measure voltage between D9 (+) terminal and A26 (-) terminal.



Does the voltage decrease when headlights and rear defogger are turned on ? NO → Stop the engine.

YES

Alternator FR signal is OK.

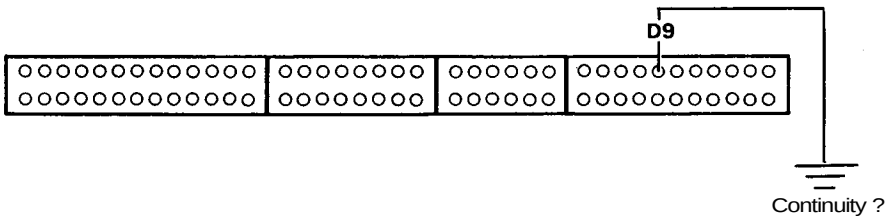
(To page 11-75)

(From page 11-74)

Disconnect "D" connector from ECU only, not the engine wire harness.

Disconnect the negative battery cable from the battery.

Check for continuity between D9 terminal and body ground.



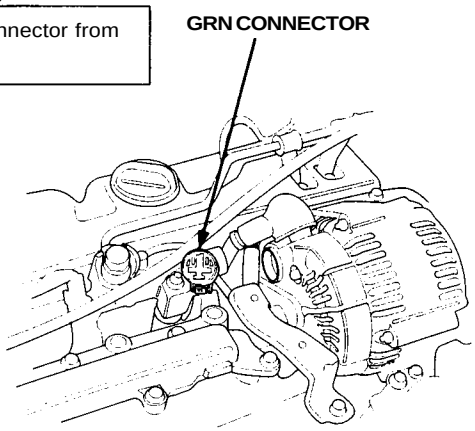
Does continuity exist ?

YES

Disconnect GRN connector from the alternator.

NO

Disconnect GRN connector from the alternator.



Connect WHT/RED wire to body ground.

Check for continuity between D9 terminal and body ground.

Does continuity exist ?

YES

NO

Repair open in WHT/RED wire between ECU (D9) and alternator.

See Alternator Inspection.

Check for continuity between D9 terminal and body ground.

Does continuity exist ?

NO

See Alternator Inspection.

YES

Repair short in WHT/RED wire between ECU (D9) and alternator.