Idle Control System

Troubleshooting Flowchart — A/T Shift Position Signal

This signals the PGM-FI ECU when the transmission is in Neutral or Park.

Inspection of A/T Shift Position Signal.

Turn the ignition switch ON.

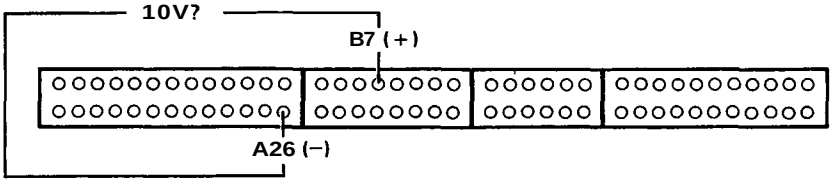
Observe the A/T shift indicator and select each position separately.

Does the indicator light properly?

- NO → **See A/T Shift Position Indicator Inspection.**
- YES ↓

Turn the ignition switch OFF.

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



Turn the ignition switch ON.

Measure voltage between B7 (+) terminal and A26 (-) terminal.

Is there approx. 10 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 "B" connector to the engine wire harness.

Turn the ignition switch ON.

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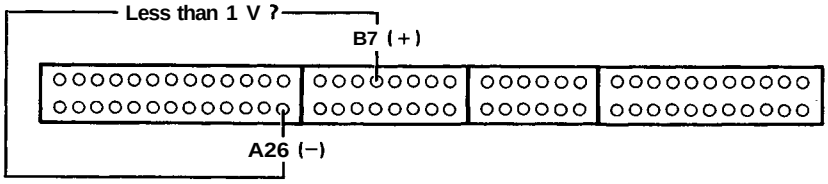
(From page 11-76)



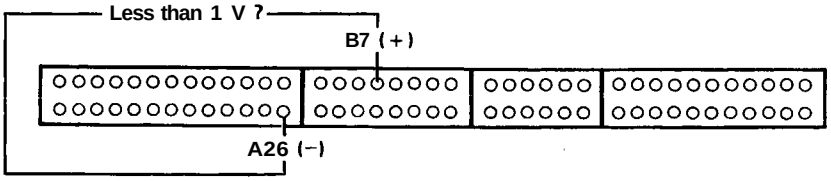
Measure voltage between B7 (+) terminal and A26 (-) terminal with the transmission in N.

Is there less than 1 V?

NO

- **Repair open in LT GRN wire between ECU (B7) and gauge assembly.**
- **Repair open in GRN wire between the gauge assembly and shift position console switch.**

YES



Measure voltage between B7 (+) terminal and A26 (-) terminal with the transmission in P.

Is there less than 1 V?

NO

Repair open in GRN/WHT wire between gauge assembly and shift position console switch.

YES

Measure voltage between B7 (+) terminal and A26 (-) terminal with the transmission in gear.

Is there approx. 10V?

NO

Repair short in LT GRN wire between ECU (B7) and gauge assembly.

YES

A/T shift position signal is OK.