

# Idle Control System

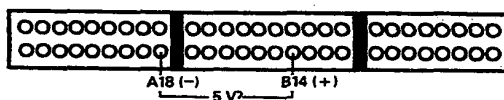
## Troubleshooting Flow Chart — Alternator FR Signal

Inspection of Alternator FR signal.

Connect the system checker harness between the ECU and connector (page 6-137). But disconnect "B" connector from the 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.

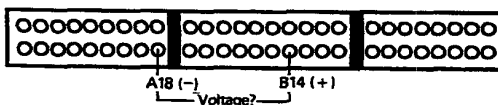
YES

Turn the ignition switch OFF.

Reconnect "B" connector to the 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.

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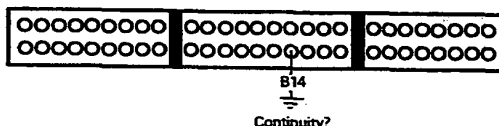
Disconnect "B" connector from ECU only, not the wire harness.

Disconnect the negative battery cable from the battery.

Check for continuity between B14 terminal and body ground.

Does continuity exist ?

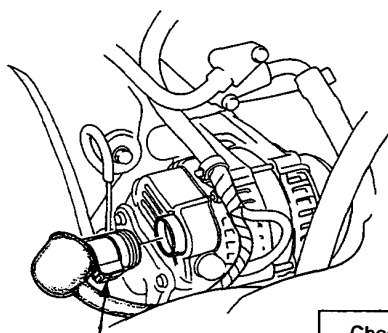
YES



Disconnect GRN connector from the alternator.

NO

Disconnect GRN connector from the alternator.



GRN CONNECTOR

Connect WHT/RED wire to body ground.

Check for continuity between B14 terminal and body ground.

Does continuity exist ?

YES

See Alternator Inspection (section 16).

NO

Repair open in WHT/RED wire between ECU (B14) and alternator.

Check for continuity between B14 terminal and body ground.

Does continuity exist ?

NO

See Alternator Inspection (section 16).

YES

Repair short in WHT/RED wire between ECU (B14) and alternator.