



(From page 6-200)

Disconnect "D" connector from ECU only, not the main 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

Check for continuity between D9 terminal and body ground.

Does continuity exist ?

NO

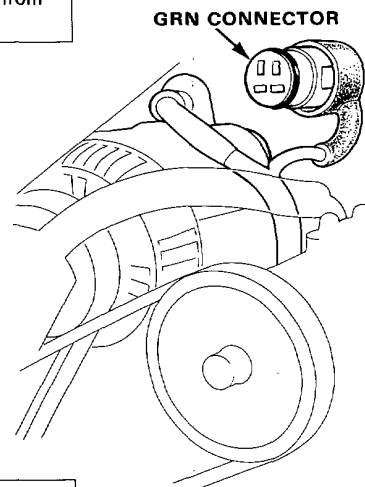
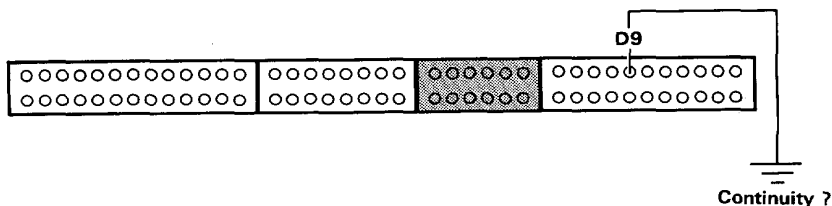
See Alternator Inspection (section 16).

YES

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

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

See Alternator Inspection (section 16).



Idle Control System

Troubleshooting Flowchart — A/T Shift Position Signal

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 ?

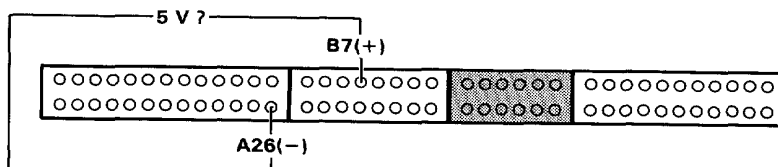
NO

See A/T shift position Indicator Inspection (section 16).

YES

Turn the ignition switch OFF.

Connect the ECU test harness between the ECU and connector (page 6-150). Disconnect "B" connector from the main wire harness only, not the ECU.



Turn the ignition switch ON.

Measure voltage individually between B7 (+) 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 "B" connector to the main wire harness.

Turn the ignition switch On.

(To page 6-203)