

Idle Control System

Alternator (ALT) FR Signal

This signals the ECM when the Alternator (ALT) is charging.

Inspection of ALT FR signal.

Connect the test harness between the ECM and connectors.
Disconnect "D" connector from the main wire harness only, not the ECM (see page 11-17).

Turn the ignition switch ON.

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

Is there approx. 5 V?

NO

Substitute a known-good ECM and recheck. If prescribed voltage is now available, replace the original ECM.

YES

Turn the ignition switch OFF.

Reconnect "D" connector to the main wire harness.

Start the engine. Hold the engine at 3,000 rpm (min^{-1}) with no load (A/T in **N** or **P** position, M/T in neutral) until the radiator fan comes on, then let it idle.

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

Does the voltage decrease when headlights and rear defogger are turned on?

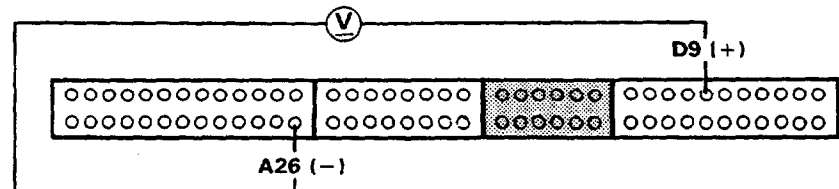
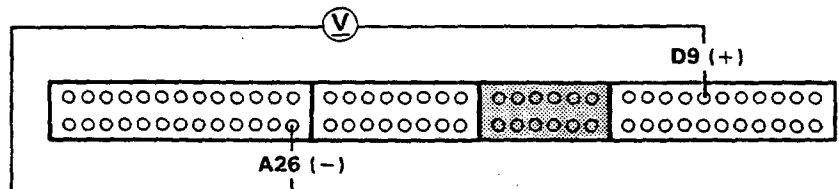
NO

Turn the ignition switch OFF.

YES

Alternator FR signal is OK.

(To page 11-67)





(From page 11-66)

Disconnect "D" connector from ECM only, not the main wire harness.

Disconnect the negative battery cable from the battery.

Check for continuity between D9 terminal and body ground.

Is there continuity?

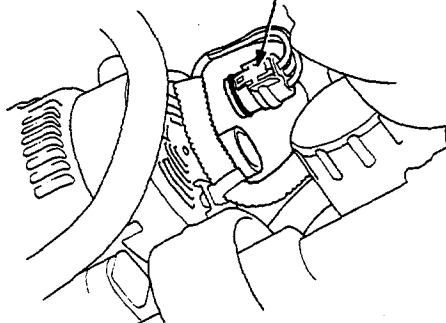
YES

Disconnect GRN connector from the alternator.

NO

Disconnect GRN connector from the alternator.

GRN CONNECTOR



Check for continuity between D9 terminal and body ground.

Is there continuity?

NO

See Alternator inspection (see section 23).

YES

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

Connect WHT/RED wire to body ground.

Check for continuity between D9 terminal and body ground.

Is there continuity?

YES

See Alternator inspection (see section 23).

NO

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

