



# Charging System

## Troubleshooting

### NOTE:

- Before troubleshooting check:
  - Tightness of the alternator belt.
  - That the self-diagnosis indicator light of the PGM-FI ECU does not blink. If it blinks (20 times), refer to section 11.
- Troubleshoot by performing following tests in the order listed below.

#### Malfunction:

- Charging system light does not go off.
- Charging system light does not go on.
- Battery is dead or low.

1. Test the operation of the alternator and regulator (see page 16-58).

2. Test the operation of the charging system light (see page 16-59).

3. Check the IG and S terminal voltage of the alternator connector (see page 16-60).

Charging system light does not go off because the engine idle speed is too low:

- Check the idle speed.

(cont'd)

# Charging System

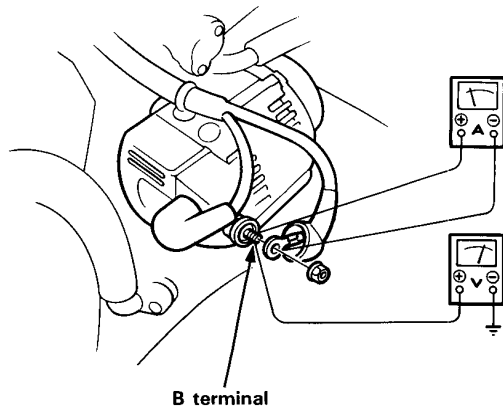
## Troubleshooting (cont'd)

### Alternator/Regulator Operation Test:

**CAUTION:** Be careful during testing as the cooling fan comes on suddenly while the engine is running.

Be sure to use a good battery. Disconnect the B terminal, then connect an ammeter, and a voltmeter as shown.

**NOTE:** Be sure to use an ammeter capable of measuring amperages higher than 120 A.



Start the engine, and let it idle until it reaches normal operating temperature (cooling fan comes on 2 times).

Raise the engine speed to 2000 rpm and hold it there. Turn the headlights (HI) on, and check the voltage at the battery terminals.

**CAUTION:** As the headlights warm up considerably, do not cover them.

Is the voltage between 13.9 and 15.1 V?

NO

Test the alternator (see page 16-61).

YES

Turn the blower motor and the rear window defogger on, and check the battery voltage.

Is the battery voltage less than 13.5 V?

NO

Turn also the fog lights, brake lights, etc. on)

YES

Read the amperage.

Are there more than \*A?

NO

Test the alternator (see page 16-61).

YES

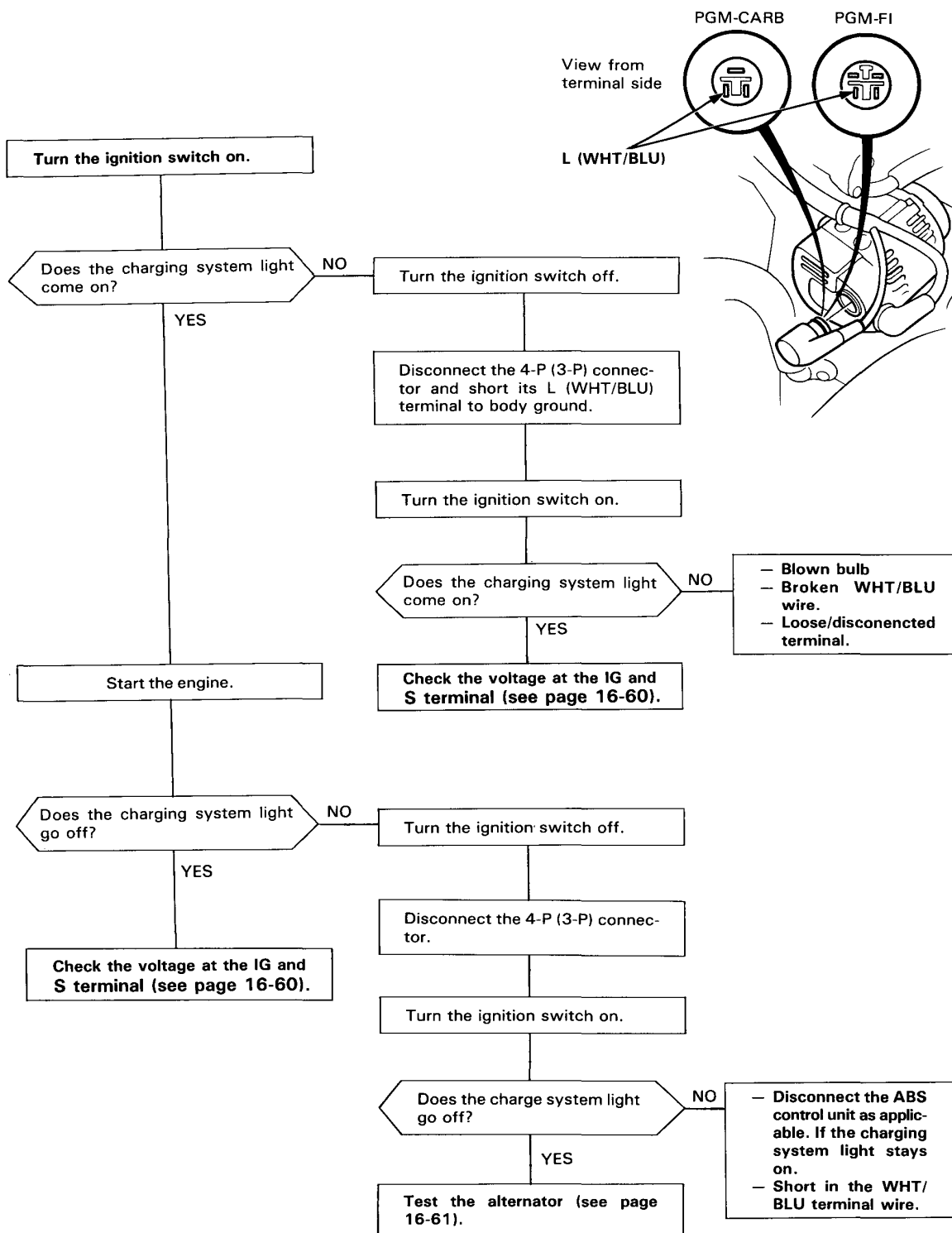
Alternator/Regulator operation is OK. Test the charging system light operation (see page 16-59).

\*:

- with A/C: 60 A
- without A/C: 55 A



## Charging System Light Test:



(cont'd)

# Charging System

## Troubleshooting (cont'd)

### Voltage Checks at IG and S Terminals:

Turn the ignition switch off.

Are the B terminal, the 4-P (3-P) connector and under-hood fuse/relay box terminals securely tightened?

NO

Tighten or reconnect the terminals securely.

YES

Disconnect the 4-P (3-P) connector and turn the ignition switch on.

Measure the voltage between body ground and the IG terminal of the 4-P (3-P) connector.

Is there battery voltage?

NO

— Blown No. 2 (15 A) fuse  
— An open in the BLK/YEL wire.

YES

Measure the voltage between body ground and the S terminal of the 4-P (3-P) connector.

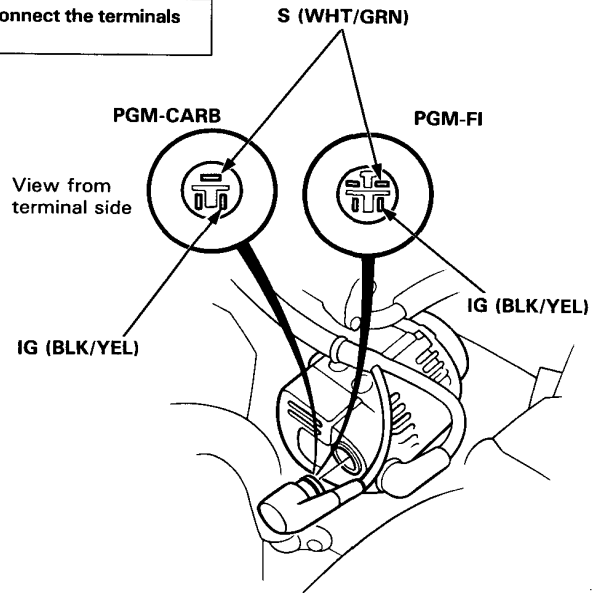
Is there battery voltage?

NO

— Blown No. 21 (7.5 A) fuse  
— An open in the WHT/GRN wire.

YES

Check the battery.





**Alternator Test:**

**NOTE:** Because an overall check is necessary to avoid misleading conclusions, test the alternator in the order described below.

