



Idle Control System

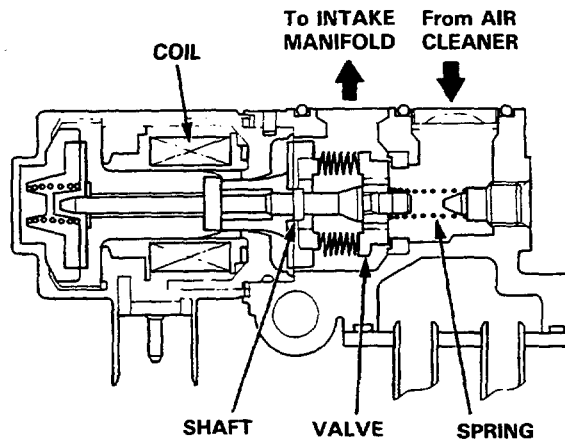
Idle Air Control (IAC) Valve



14

The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 14: A problem in the Idle Air Control (IAC) Valve circuit.

The IAC Valve changes the amount of air bypassing the throttle body in response to a current signal from the ECM in order to maintain the proper idle speed.



- The MIL has been reported on.
- With the SCS short connector connected (see page 11-14), code 14 is indicated.

Do the ECM Reset Procedure (see page 11-15).

Start the engine.

Is the MIL on and does it indicate code 14?

YES

Disconnect the 2P connector from the IAC valve.

NO

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.

With the engine running and the accelerator pedal released, disconnect the 2P connector from the IAC valve.

Is there a reduction in engine rpm?

YES

Intermittent failure, system is OK at this time (test drive may be necessary).
Check for poor connection or loose wires between IAC valve and ECM.

NO

Substitute a known-good IAC valve and retest.

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(cont'd)

Idle Control System

Idle Air Control (IAC) Valve (cont'd)

(From page 11-61)

Measure voltage between the YEL/BLK wire and body ground.

Is there battery voltage?

NO

Repair open in YEL/BLK wire between IAC valve and PGM-FI main relay.

YES

Turn the ignition switch off and reconnect the 2P connector to the IAC valve.

Connect the test harness "A" connector to the main wire harness only, not the ECM (see page 11-17).

Turn the ignition switch ON.

Momentarily connect A9 terminal to A23 terminal several times.

Does the IAC valve click?

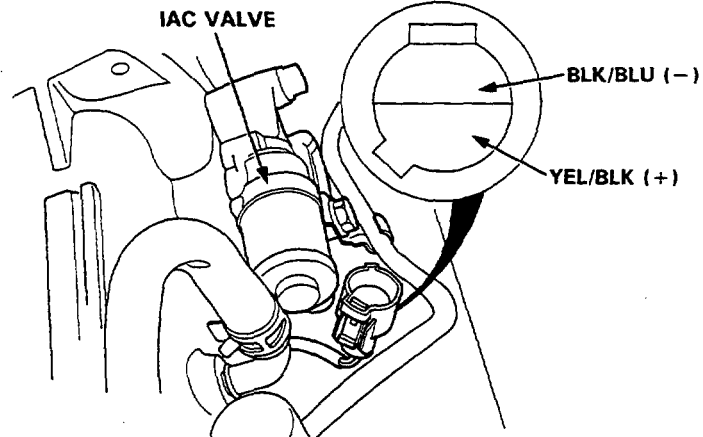
YES

Substitute a known-good ECM and retest. If symptom/indication goes away, replace the original ECM.

NO

Repair open or short in BLK/BLU wire between IAC valve and ECM (A9). If the wire is OK, replace the IAC valve.

WIRE SIDE OF FEMALE TERMINALS



JUMPER WIRE

A9 (+) A23 (-)

